

Subject: HS2 Phase 2b Western Leg Design Refinement Consultation

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Sponsor: Tim Wood, Northern Powerhouse Rail Director

Meeting Date: 28 October 2020

1. Purpose of the Report:

1.1 This report provides information on the HS2 Western Leg Design Refinement Consultation launched by the Government on 7 October 2020 and seeks views from the Scrutiny Committee to inform a Transport for the North response. The consultation closes on 11 December 2020.

2. Executive Summary:

2.1 High Speed 2 (HS2) is the Government's strategic rail programme to link the North with London, the Midlands and Scotland. HS2 is a network of new railways from London which serve both the east and west of the Pennines and connect to the east and west coast main lines respectively. The HS2 network is integral to plans for Northern Powerhouse Rail (NPR).

2.2 Following the Oakervee Review, the Government has decided that the western leg of Phase 2b from Crewe to Manchester and the North West will be developed first. To support this, a consultation on design refinements at four locations in the North West and Scotland was launched in October 2020. At the same time the Government also announced the outcome of the previous consultation held in 2019.

2.3 The Government intends to publish its Integrated Rail Plan by the end of 2020 which will set out the form, scope and phasing of NPR, HS2 Phase 2b, and other Network Rail programmes.

3.	Consideration:
3.1	HS2 is the Government's Strategic Rail programme to link the North with London, the Midlands and Scotland. HS2 is a network of new railways from London which serve both the east and west of the Pennines and connect to the east and west coast main lines respectively. The HS2 network is integral to plans for Northern Powerhouse Rail (NPR)The Government announced its intention to proceed with HS2 in February 2020 following the Oakervee Review,

	<p>and also said that the western leg would be taken forwards as a priority with a view to a hybrid Bill being submitted in early 2022. The Government is currently developing an Integrated Rail Plan to bring together HS2, NPR and other major rail programmes in the North and Midlands and it intends to publish this plan by the end of 2020.</p>
3.2	<p>HS2 and Northern Powerhouse Rail collectively form a transformational network for the North of England. The western leg of HS2 also forms part of current NPR plans between Liverpool and Manchester including serving Manchester Airport. The eastern leg of HS2 is also part of NPR and full delivery of the whole HS2 network is essential.</p>
3.3	<p>The route of HS2 was largely confirmed in 2016 following extensive consultation. Since then, there have been a series of public consultations on refinements to the consulted route. The Phase 2b Design Refinements Consultation launched on 7 October 2020 is the next phase of such exercises.</p>
3.4	<p>The consultation launched on 7 October has 4 main elements:</p> <ul style="list-style-type: none"> • Crewe Northern Connection & changes to the design of Crewe North Rolling Stock Depot • Changes to the design around Manchester Airport High Speed station • Changes to the design around Manchester Piccadilly High Speed station • The introduction of a new train stabling facility at Annandale, in Dumfries and Galloway
3.5	<p>Crewe Northern Connection is a new junction allowing HS2 trains to call at Crewe then rejoin HS2 infrastructure to head towards Manchester or Preston, as well as reaching Liverpool using the planned NPR network. The Strategic Transport Plan recognises the importance of Crewe Northern Connection to the North of England and in particular in supporting the wider Crewe Hub plans being led by Cheshire East Council.</p>
3.6	<p>A station serving Manchester Airport has been part of HS2 plans for several years. The current consultation seeks views on an enlarged station which would provide two additional platforms to accommodate NPR, together with local improvements including Metrolink access. The station itself is sub-surface with buildings and car parking at surface level. Providing better links from Manchester Airport to key centres across the North is a key objective of NPR and the proposed changes facilitate this.</p>
3.7	<p>HS2 serves a new station on the north side of the current Manchester Piccadilly Station. In this consultation, it is proposed to increase the size of the station to provide a total of six platforms to accommodate Northern Powerhouse Rail and provide for a new connection for NPR to head east. There are other changes to better accommodate Metrolink</p>

	<p>and to reduce the impact on the Ardwick train maintenance depot. Piccadilly is a key location on the NPR and HS2 networks and the proposals support this. The consultation assumes that a surface station at Piccadilly is the best option from a rail operations perspective. Clearly there are other options at Piccadilly including a fully underground station and these are being developed with the Department for Transport, HS2 Ltd and Greater Manchester partners and a final view on the nature of Piccadilly has not yet been decided.</p>
3.8	<p>The final element of the consultation is a new train stabling facility at Annandale, adjacent to the West Coast Main Line 18 km north of Carlisle Station.</p>
3.9	<p>Although not part of the formal consultation, some changes have been made to other parts of HS2 in the North West, including minor amendments to the Golborne Link proposals to reflect earlier feedback. These do not change the alignment but include changes to structures and to impacts on local access and site compounds. In addition, HS2 Ltd has published details of the works it considers necessary to accommodate HS2 services at Preston and Carlisle stations. These works are within the existing station boundaries and include new 400m long platforms to accommodate HS2 trains with additional platforms to accommodate local services and access improvements.</p>
3.10	<p>At the same time as launching the consultation on changes to HS2 on 7 October, the Minister of State also published his response to the Design Refinements Consultation held in 2019. This included 11 changes to HS2 including passive provision for two new junctions near High Legh and Ashley in Cheshire East that facilitate NPR links between Manchester and Liverpool and HS2 access between London and Liverpool. The passive provision for the two NPR junctions has been confirmed, meaning that the Government is minded to include them in the HS2 scheme. This is positive in that it supports the plans for the NPR network.</p>
3.11	<p>All aspects of HS2 are subject to the Integrated Rail Plan including those that are part of the current consultation. If the Integrated Rail Plan recommends other proposals are taken forwards, such as an underground Piccadilly option, further redesign would be needed.</p>
3.12	<p>TfN's position is that HS2 needs to be delivered in full so that all of the North benefits, meaning that both the eastern and western legs of HS2 need to be constructed. Full delivery of HS2 is also essential to allow NPR to be implemented as is currently envisaged. The eastern leg of HS2 from Birmingham to Sheffield, Leeds and York and extending to the North East via the East Coast Main Line is currently on hold pending the Integrated Rail Plan. Work by HS2 East and others has shown the importance of the eastern leg and early commitment to its implementation in full is essential to support the Strategic Transport Plan aims.</p>

4. Next Steps

- 4.1 TfN will be responding to the Western Leg Design Refinement Consultation. This consultation closes on 11 December 2020 and we will work with Partner authorities in developing an appropriate response. Comments from the Scrutiny Committee are welcome to inform that process.

5. Recommendation:

- 5.1 It is recommended that the Committee considers the HS2 Western Leg Design Refinements Consultation and any points that should be included in a TfN response.

List of Background Documents:

There are no background papers to this report.

Required Considerations

Please confirm using the yes/no options whether or not the following considerations are of relevance to this report. <Delete this line from completed report.>

Equalities:

Age	Yes	No
Disability	Yes	No
Gender Reassignment	Yes	No
Pregnancy and Maternity	Yes	No
Race	Yes	No
Religion or Belief	Yes	No
Sex	Yes	No
Sexual Orientation	Yes	No

Consideration	Comment	Responsible Officer	Director
Equalities	A full Impact assessment has not been carried out because there are no Equalities implications	Jonathan Brown	Tim Wood

Environment and Sustainability

Yes	No
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Consideration	Comment	Responsible Officer	Director
Sustainability / Environment – including considerations regarding Active Travel and Wellbeing	A full impact assessment has not been carried out at this stage. Sustainability and Environment will be considered in developing the TfN response.	Jonathan Brown	Tim Wood

Legal

Yes	No
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Consideration	Comment	Responsible Officer	Director
Legal	There are no new legal implications for Transport for the North as a result of this report	Deborah Dimock	Julie Openshaw

Finance

Yes	No
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Consideration	Comment	Responsible Officer	Director
Finance	TfN Finance Team has confirmed there are no financial implications.	Paul Kelly	Iain Craven

Resource

Yes	No
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Consideration	Comment	Responsible Officer	Director
Resource	There are no direct resourcing implications to TfN as result of this report.	Stephen Hipwell	Dawn Madin

Risk

Yes	No
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Consideration	Comment	Responsible Officer	Director
Risk	There are no risks related to the consultation to TfN. A risk assessment will be considered depending on the outcome of the consultation.	Haddy Njie	Iain Craven

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