

**Manchester City Council
Report for Information**

Report to: Economy Scrutiny Committee – 5 March 2020

Subject: High Speed North (High Speed 2 and Northern Powerhouse Rail) Update

Report of: Strategic Director (Growth and Development)

Summary

This report provides Economy Scrutiny Committee Members with an update on High Speed 2 (HS2) and Northern Powerhouse Rail (NPR) following the publication of the independent review of HS2 by Douglas Oakervee and the recent announcement on HS2 by the Prime Minister on 11 February 2020.

Recommendations

The Committee is requested to note the contents of the report and the key issues raised.

Wards Affected: Ardwick, Burnage, Didsbury East, Didsbury West, Fallowfield, Levenshulme, Northenden, Piccadilly, Rusholme and Woodhouse Park

Environmental Impact Assessment - the impact of the issues addressed in this report on achieving the zero-carbon target for the city

At the national level, whilst there are likely to be additional carbon emissions in the short-term from the construction of HS2, the project is likely to be less carbon intensive than other non-rail alternative transport schemes that would deliver similar transport outcomes. More crucially, high speed rail can encourage a modal shift away from car use, especially where it creates capacity on the conventional railway, to encourage more shorter-distance trips by rail.

In addition, improvements to rail capacity will enable more freight to be transported using rail, reducing the number of journeys by road, and has the potential to reduce demand for domestic flights. The integration of HS2 and NPR and investment in new rail infrastructure also provides opportunities for decarbonisation of rail, across the North.

All of these factors are important contributions to taking action on the climate change emergency declared by Manchester City Council, helping to reduce carbon emissions in line with policy aspirations to become a zero carbon city by 2038, supporting the emerging Clean Air Plan for Greater Manchester. The suggestion within the Oakervee report that HS2 be part of national and local strategies which encourage people to move to greener transport modes will further support this.

Major investment in both Manchester Piccadilly and Manchester Airport HS2/NPR stations will provide excellent facilities for public transport connections and support the integration of the transport network in Manchester, as part of the wider integration of transport for Greater Manchester and across the North. This will contribute to the city's and zero-carbon targets and the planning of sustainable transport infrastructure to support future growth.

All new development around Piccadilly under the Strategic Regeneration Framework will be expected to be zero-carbon. Similarly, we will expect HS2 to use sustainable materials and methods of construction, which will not impact on the city's zero-carbon targets - the target for the city to be zero-carbon by 2038 at the latest aligns with the current estimated completion dates for HS2 in 2035-2040.

We are also challenging them on proposals for highways layouts and levels of car parking in the city centre. The Greater Manchester Transport Strategy 2040 will be refreshed in 2020 to better align with the zero-carbon targets. A refreshed City Centre Transport Strategy will also be consulted on in 2020. The draft strategy includes the ambition to reduce vehicles in the city centre, and increase the use of public transport and active travel modes for travelling around, to and from the city centre. If proposals appear to be contradictory to our local policies and targets on climate change, then we will look to petition against those aspects as part of the parliamentary process.

Our Manchester Strategy outcomes	Summary of how this report aligns to the OMS
<p>A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities</p>	<p>A high-speed line between Manchester, the West Midlands and London, and the North of England (as proposed by Northern Powerhouse Rail (NPR)) will support business development in the region. The scheme has the potential to provide a catalyst which can attract further investment into Greater Manchester by creating a new gateway into the regional centre and boost investor confidence in the area.</p> <p>Specifically, the proposals for HS2/NPR stations at Manchester Piccadilly and Manchester Airport provide major opportunities for stimulating economic growth and regeneration in the surrounding areas.</p>

<p>A highly skilled city: world class and home grown talent sustaining the city's economic success</p>	<p>Development of a high speed rail network serving the city centre and the Airport, and the regeneration of the Piccadilly area, together with continued development around the Airport, will provide much needed additional capacity and connectivity and thus contribute towards the continuing economic growth of the city, providing additional job opportunities, at a range of skill levels, for local residents. As part of the high speed rail Growth Strategy, a Greater Manchester High Speed Rail Skills Strategy has been developed, to best enable local residents to access the opportunities created by both the construction of the high speed rail infrastructure and from the additional investment and regeneration arising from it. Manchester's Local Industrial Strategy highlights the importance of growth in key sectors, and the pipeline of jobs they provide, including the construction industry. There is also an opportunity to develop skills in sustainable construction and technologies as part of the delivery of the high speed rail schemes.</p>
<p>A progressive and equitable city: making a positive contribution by unlocking the potential of our communities</p>	<p>The economic growth brought about by high speed rail, the regeneration of the Piccadilly area, and further redevelopment around the Airport, could help provide additional job opportunities for residents, as well as improved connections from communities to jobs in the city centre and beyond.</p> <p>The area will also provide new leisure opportunities, including new areas of public realm, accessible to all members of the public.</p>

A liveable and low carbon city: a destination of choice to live, visit, work

The Manchester Piccadilly Strategic Regeneration Framework (SRF) provides a vision and framework for the regeneration of the Piccadilly area as a key gateway to the city, with a unique sense of place. This could include the creation of new residential neighbourhoods and significant new public spaces. As well as providing new high quality commercial accommodation, the new residential accommodation and the public amenities including public realm, retail and leisure opportunities, will create a desirable location in which to live, work and visit.

HS2 will enable the provision of improved public transport, through the capacity released on the classic rail network and, if aligned with Greater Manchester's plans, integration with other transport modes at Manchester Piccadilly and Manchester Airport, encouraging more public transport journeys and less reliance on cars. By reducing the number of vehicles on roads, and in the city centre, carbon emissions are reduced and the scheme will support the emerging Clean Air Plan for Greater Manchester. Releasing capacity for freight journeys to be made by rail also reduces the number of vehicles on the roads and carbon emissions produced.

All new development around Piccadilly under the Strategic Regeneration Framework will be expected to be zero-carbon. Similarly, we will expect HS2 to use sustainable materials and methods of construction, which will not impact on the city's zero-carbon, and to minimise car travel to, and car parking at, Piccadilly.

<p>A connected city: world class infrastructure and connectivity to drive growth</p>	<p>HS2, together with NPR and the Northern Hub rail schemes, will bring a step change in rail connectivity both across GM and to the rest of the UK. HS2 and NPR will radically enhance north-south and east-west connectivity between the country's major cities, which will increase labour market accessibility, open up new markets for trade and stimulate economic growth, as well as better connecting people to job opportunities.</p> <p>The city's plans for Manchester Piccadilly and Manchester Airport Station are to provide world-class transport interchanges that can act as gateways to the city and city region.</p>
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Background documents (available for public inspection):

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy please contact one of the contact officers above.

- Report to Executive 11 September 2013 - High Speed 2 (HS2) Consultation and HS2 Manchester Piccadilly Strategic Regeneration Framework (SRF)
- Report to Executive 18 December 2013 - High Speed 2 (HS2) Manchester Piccadilly and Mayfield Strategic Regeneration Framework (SRF) Consultations
- High Speed Rail: Investing in Britain's Future (Consultation on the route from the West Midlands to Manchester, Leeds and beyond), DfT, July 2013
- Report to Executive 15 January 2014 - HS2 Consultation – A City Council Response
- High Speed Two: From Crewe to Manchester, the West Midlands to Leeds and Beyond, Command Paper, DfT, November 2016

- Report to Executive 14 December 2016 - Manchester Piccadilly High Speed 2 (HS2) Phase 2 Route Announcement
- Report to Economy Scrutiny 1 February 2017 - High Speed Rail – High Speed 2 (HS2) and Northern Powerhouse Rail (NPR)
- Report to Executive 18 October 2017 - Greater Manchester HS2 and Northern Powerhouse Rail Growth Strategy
- Greater Manchester HS2 and NPR Growth Strategy: The Stops are Just the Start 2018
- Report to Executive 7 March 2018 – Manchester Piccadilly Strategic Regeneration Framework Update 2018
- Report to Executive 27 June 2018 – Manchester Piccadilly Strategic Regeneration Framework Update 2018
- Manchester Piccadilly Strategic Regeneration Framework 2018
- HS2 Working Draft Environmental Statement 2018, available at: <https://www.gov.uk/government/consultations/hs2-phase-2b-working-draft-environmental-statement>
- Report to Economy Scrutiny 7 November 2018 - HS2 Working Draft Environmental Statement (WDES)
- Report to Executive 12 December 2018 - HS2 Working Draft Environmental Statement (WDES)
- HS2 Phase 2b Working Draft Environmental Statement Consultation Response of the Greater Manchester Combined Authority 2018
- HS2 Phase 2b Working Draft Environmental Statement Consultation Response of Manchester City Council 2018
- Report to Economy Scrutiny 5 September 2019 - High Speed Rail – High Speed 2 (HS2) and Northern Powerhouse Rail (NPR)
- Report to Executive 11 September 2019 - HS2 Design Refinement Consultation Response

1.0 Introduction

- 1.1 In July 2013, Government launched a public consultation process on the proposed route for Phase 2 of the High Speed 2 (HS2) rail line. In November 2016, DfT published information setting out the Government's preferred route for Phase 2b of HS2, from the West Midlands to Leeds and Crewe to Manchester.
- 1.2 Transport for the North (TfN) was established by Northern Councils, with the support of Government, in 2014 to develop a long-term transport strategy and strategic transport plan for the North of England, to support the ambitions of The Northern Powerhouse. This was followed by the joint publication, by the Government and TfN, of the Northern Transport Strategy in March 2015. Northern Powerhouse Rail (NPR) is one of the key proposals to provide better connections between the Northern cities, through upgraded rail infrastructure, in order to provide a step change in the North's economic growth.
- 1.3 The proposed HS2 Phase 2b route includes stations at Manchester Airport and Piccadilly, as does NPR. Key local strategies, including the Local Industrial Strategy and Greater Manchester Transport Strategy 2040, highlight HS2 and NPR as being vital components of future growth in the city and Greater Manchester as a whole.
- 1.4 A Strategic Regeneration Framework (SRF) for the Manchester Piccadilly area has been approved by the Executive, in response to the opportunity provided by HS2, NPR and other rail investment, to create a world class transport hub and arrival point into the city. Manchester Piccadilly represents one of the biggest development opportunities in the UK and it is essential that the benefits associated with the growth in the area around the station are maximised. The 2018 Manchester Piccadilly SRF sets out the vision to deliver a fully integrated station, connected to the city centre and surrounding development.
- 1.5 The City Council, together with Transport for Greater Manchester (TfGM), Trafford Council and Manchester Airports Group have published the Greater Manchester HS2 NPR Growth Strategy: "The Stops are just the Start". The Growth Strategy is designed to maximise the benefits from high speed rail investment, to the areas surrounding the proposed stations at Manchester Piccadilly and Manchester Airport, the wider Greater Manchester region, and across the North. The Growth Strategy sets out the opportunity to create by 2051: 96,000 new jobs (54,000 net), 17,000 homes, 1.5 million sq. ft. of commercial floorspace.
- 1.6 In 2019 the chairman of HS2 Ltd., Allan Cooke, published a stocktake reporting on the current position of the scheme in terms of its costs, deliverables and timescales for the project. Later in 2019, the Prime Minister requested an independent review of HS2 by Douglas Oakervee. Both of these reports have informed the Prime Minister's recent decision to announce his support of the scheme, and opportunities for further integration of HS2, NPR and other rail investment in the North.

- 1.7 This report summarises the background and current position following key announcements by the Prime Minister and outlines the remaining key issues for moving forward both HS2 and NPR initiatives in Manchester.

2.0 Background

- 2.1 In September 2019 a redacted report from the HS2 Chairman, Allan Cook, was published. This report gave advice to the Department of Transport (DfT) on the deliverability of the HS2 programme. The report advised that HS2 is a key enabler for the national Industrial Strategy and the individual growth strategies being developed by each region, to address the rebalancing of the economy in the North. HS2 is an integral part of the plans for Northern Powerhouse Rail (NPR) and Midlands Connect, providing 50% of the new lines needed by NPR. The opportunity to fully integrate plans for HS2 and NPR is recognised in the report.
- 2.2 In the North and Midlands, the report summarises that HS2 will provide an estimated 500,000 additional jobs and nearly 90,000 new houses, unlocking industrial, regenerative and economic benefits.
- 2.3 The report found the costs of delivering the current scheme design were now estimated at £72 to £78bn, in 2015 prices, compared to the original budget of £55.7bn. (Please note that this differs from the estimated costs given in Douglas Oakervee's report – see below – of £62-69bn, but this report was not based on a full cost review). The report also found the scheme could not be delivered on time and set expected timescales for opening of Phase 2b to 2035-2040 instead of 2033.
- 2.4 The Connecting Britain Campaign was established in 2019, as a coalition of business and cross-party political leaders. Leaders in the North have come together, with one voice, to make a positive case for why the North and Midlands need both HS2 and Northern Powerhouse Rail (NPR). The nine founding partners are: Bradford City Council, Cheshire East Council, Leeds City Council, Liverpool City Council, Manchester City Council and Warrington Borough Council, in addition to Greater Manchester Combined Authority, Liverpool City Region and West Yorkshire Combined Authority. Recently the campaign has been joined by other authorities and business leaders, creating a unified voice in support of the full HS2 ("Y" network) and NPR network being delivered. The campaign has demonstrated both initiatives, as well as local schemes, are needed to unlock capacity and connectivity and rebalance the U.K. economy.
- 2.5 In August 2019, a six week review of the HS2 project was requested by the Prime Minister. Douglas Oakervee, a former Chair of HS2 Ltd., was appointed to chair the review. Under the published terms of reference, the review proposed to examine cost estimates and opportunities for savings and changes to the scheme, the environmental impact, and the economic and business cases for both Phases 1 and 2.

- 2.6 The review originally expected to report to the Prime Minister in Autumn, was delayed due to the general election held in December 2019. The report was published on 11 February 2020. The key messages and recommendations from the review are summarised in sections 3 and 4 of this report.
- 2.7 Members may recall that the Deputy Chair of the review panel, Lord Berkeley, published his own dissenting report, which claimed that the costs of HS2 could best be cut by improving “Northern Powerhouse” and Midlands connect rail links instead. It should be noted that this option was considered, and rejected, within the final report published by Douglas Oakervee. As outlined below, this report concluded that HS2, NPR, and local rail improvements, should all be taken forward as part of an integrated plan. The Prime Minister’s announcement did not support Lord Berkeley’s report, and all other members of the review panel supported the findings of the official review report.
- 2.8 In September 2019, TfN’s Partnership Board (which includes the GM Mayor) requested an independent review of the station options at Manchester Piccadilly. Richard George was appointed to undertake the review, which is expected to report to the Partnership Board on 12 March 2020. Manchester City Council, GM and other Northern partners welcome this review, as the optimisation of Piccadilly Station is crucial for connectivity, reliability and capacity of train services across the North, as well as passenger experience and maximising the regeneration opportunities around the station. GM partners have met with Richard George to give input into the review, and will review the outcomes of the published report when it is shared. It is expected that the TfN Board will use the outcomes of the review to inform how to move forward on the solutions at Piccadilly and the onward network to Leeds.
- 2.9 Manchester City Council, Greater Manchester partners and the Connecting Britain campaign group all submitted responses to the Oakervee Review. The Leader and officers from the Council met with Douglas Oakervee to discuss key local issues and priorities in Manchester.
- 2.10 Manchester City Council and Transport for Greater Manchester (TfGM) commissioned Bechtel to review planning and design work for Manchester Piccadilly Station and to examine capacity, reliability, resilience and future-proofing of the station options proposed. It was requested by the GM Mayor that the Bechtel work is included in TfN’s independent review of Manchester Piccadilly by Richard George. It was also submitted as evidence to the Oakervee review.
- 2.11 In HS2 Ltd.’s current CP3 design the HS2 and NPR platforms at Piccadilly Station are designed as a surface turn back station. The Bechtel report found the current design for Manchester Piccadilly Station is less than optimal and significant opportunities for future proofing the design for growth and maximising development around the station are missed. The report highlights that there is potential for cost savings, and improving reliability and capacity, by changing the design and layout of the station. However, further work would need to be undertaken to assess the options. The report recommends further assessment of the design to meet stakeholder’s requirements and future

potential growth of train services. A recommendation is also made to re-examine areas relating to engineering feasibility, and technical standards adopted by HS2 that may have adversely influenced the station design.

2.12 Additional points raised in the Council's submission to the review of HS2 are summarised below:

- The need for HS2 and NPR to be developed under a single, strategic plan to maximise value and efficiency, and minimise blight.
- The importance of confirming the need for an efficient delivery vehicle(s) for HS2 and NPR, with appropriate local and regional governance arrangements to reflect the wider economic potential that the schemes offer in principle.
- Phasing should deliver the benefits of capacity and speed at the right time to enable planned growth at the Airport and Piccadilly to occur in a sustainable way.
- The need to establish a whole system mechanism to support the delivery of the Greater Manchester Growth Strategy, which has the potential to enable over 96,000 new jobs (54,000 net), 17,000 homes, and 1.5 million sq. ft. of commercial floorspace.
- The need to consider different solutions that could facilitate a reduction in costs, and that could be provided at Manchester Piccadilly if there was a combined strategy for HS2 and NPR, and the construction of platforms 15 & 16 as part of the Northern Hub programme (currently awaiting decision), to secure maximum benefits from a fully integrated station.
- Specific issues needing to be addressed to deliver the Growth Strategy including appropriate highways and car parking solutions, wider connectivity and Metrolink integration, construction phasing and maximising regeneration benefits around the stations.

3.0 Prime Minister's announcement on HS2 and NPR

3.1 On 11 February 2020, the PM made an announcement on HS2. His speech detailed the publication of the independent review of HS2 by Douglas Oakervee, and the confirmation that the project will go ahead for both Phase 1 and 2.

3.2 Key points made as part of the Prime Minister's announcement included the following:

- The review by Douglas Oakervee confirms the case for HS2, which is about increased capacity as much as faster speeds.

- Commitment to the full scheme, but with greater discipline on budget and timescale, with an aspiration to start services on Phase 1 by the end of the decade.
- The need for both HS2 and NPR.
- A new Minister and Ministerial group to oversee the project.
- New delivery arrangements for both Euston station and Phase 2b.
- The production of an integrated rail plan for the North. The “High Speed North” plan will be informed by an assessment from the National Infrastructure Commission, and will look at how best to design and integrate rail investment across the North, including HS2, NPR and other local rail improvements.
- Work with Northern leaders to explore options for creating a new delivery vehicle for ‘High Speed North’.
- Other local transport improvements, including investment in bus services, cycle routes and local rail networks.

3.3 In the Conservative Party Manifesto 2019, the following transport related policies were included, which link to the announcement outlined above:

- Reaching Net Zero by 2050 with investment in clean energy solutions and green infrastructure to reduce carbon emissions and pollution.
- We will consider the findings of the Oakervee review into costs and timings and work with leaders of the Midlands and the North to decide the optimal outcome.
- We will build Northern Powerhouse Rail between Leeds and Manchester and then focus on Liverpool, Tees Valley, Hull, Sheffield and Newcastle.
- We will give city regions the funding to upgrade their bus, tram and train services to make them as good as London’s, with more frequent, better-integrated services, more electrification, modern buses and trains and smart ticketing.
- We will end the complicated franchising model and create a simpler, more effective rail system, including giving metro mayors control over services in their areas.

4.0 Publication of the Independent Review of HS2 by Douglas Oakervee

4.1 The Prime Minister’s speech draws on the full report by Douglas Oakervee. Other key findings and recommendations within the report include:

- The full network is needed to realise the highest value for money and economic benefit. Government should commit to the full Y-shaped network (to both Manchester and Leeds).
- There are no ready alternatives to HS2 and development of these would take years to identify and design, with significant disruption. There would also be a significant impact on the supply chain and the UK construction industry if HS2 were cancelled.
- HS2 should be planned as part of the national rail network and other transport strategies.
- Government should deliver service improvements in the North and Midlands as soon as possible. The report recommends a study into an integrated railway investment programme for the North and Midlands (including NPR and Network Rail's Enhancement Programme), with planned annual spend.
- Smaller Bills/phases may allow easier scrutiny and faster construction.
- There is a need for design optimisation to save costs, especially for later phases, and a greater role for the private sector in funding stations and for realising commercial benefits from the scheme.
- The need for better stakeholder engagement with communities.
- There should be a focus in Phase 2 on reducing carbon emissions in construction, and for HS2 to be part of an integrated strategy towards modal shift away from car travel.
- It is vital that HS2 stations are closely integrated with the existing transport networks, the urban context, and local policies.
- There is a need for a revised business case for the overall project, highlighting the full economic impact of HS2, including the potential impact of HS2 on economic rebalancing and the number of homes and jobs.
- HS2's governing arrangements need to be evolved and strengthened.

5.0 Terms of Reference for the Integrated Rail Plan for the North & Midlands: High Speed North

- 5.1 The Government published the Terms of Reference for the Integrated Rail Plan for the North and Midlands: High Speed North on 21 February 2020. This document states that the Government will work with local leaders to draw up the Integrated Rail Plan, and that the work will be informed by an assessment from the National Infrastructure Commission (NIC), looking at rail needs for the Midlands and the North. The plan is due to be published by the end of the year.

5.2 It is also stated that the Government will proceed with the legislation for phase 2b, provided that it does not pre-judge any recommendations or decisions that will be taken in the plan, and noting that Phase 2b can be legislated for in two or more bills, which may run concurrently.

5.3 Under the Terms of Reference, the plan will consider the following:

- How best to integrate HS2 Phase 2b and wider transport plans in the North and Midlands, delivering benefits from investments more quickly, including a recommended way forward on scoping, phasing and sequencing delivery of HS2, NPR and other proposed rail investment. This assessment will take into account a number of things, including: Government commitments; the current state of development of different projects; the benefits of different schemes; fiscal and supply chain constraints; and the appropriate mix of high speed line and upgrades of the conventional network.
- How best to reduce cost, including opportunities to reconsider Phase 2b scope and design standards, drawing on lessons learnt from Phase 1.
- The recommended approach to delivery, including governance and delivery models, and how to take account of the views of local leaders.
- How best to deliver rail connectivity to Scotland.

5.4 The Terms of Reference also gives details of a review of the lessons learnt from Phases 1 and 2a, which will be undertaken by the Infrastructure and Projects Authority. This review will provide lessons learnt to inform Phase 2b, which will input into Integrated Rail Plan. It will consider decisions made in Phase 1 to date and recommend potential changes to specifications to reduce final costs.

6.0 Key Implications for Manchester and Greater Manchester

6.1 Following the Prime Minister's announcement, the Secretary of State for Transport, Grant Shapps, met with a number of Northern Leaders, including the Leader of Manchester City Council. At this meeting, the Secretary of State categorically confirmed that Phase 2b of HS2 will definitely go ahead, without the need for further review of the project, and to an accelerated project timeline. There was a joint understanding that a fully integrated rail system that connects HS2 to Northern Powerhouse Rail (or High Speed North) is the only way to truly rebalance the country's economy.

6.2 The overall announcement that the full HS2 scheme is to go ahead, and that it will be better integrated with NPR/High Speed North and other rail improvements across the North, to be delivered as soon as possible, is clearly a very positive message for Manchester, as well as for the rest of the North and the UK. We support the view that, as well as HS2 and NPR initiatives, enhancing rail capacity in the shorter term is needed, through the delivery of improvements in rolling stock and infrastructure capacity to support the city's economy in the next 5 to 10 years.

6.3 There are some very clear opportunities for the city and city region arising from the Prime Minister's announcement, and the messages in the Oakervee report, a number of which support issues that we have been lobbying the Department for Transport, HS2 and Transport for the North about for some time. In particular, the proposal for an integrated High Speed North plan, presents a real opportunity for the Council, together with other Northern areas, to shape the future design and delivery of the schemes, to ensure that the right solutions are delivered, in order to maximise the potential benefits, and realise the GM Growth Strategy and Piccadilly SRF. Key areas of benefit could include:

- Design of stations to fully integrate HS2, NPR, classic rail investment and other transport modes. This is particularly important in the ongoing discussions with HS2 and TfN on the preferred option for an underground NPR station at Piccadilly.
- Sequencing of all rail investments to provide maximum benefit as soon as possible, and minimise blight and disruption.
- The possibility of re-examining the current track alignment where there are issues, such as land take.
- Maximising development land around the stations.
- Investment in wider transport improvements. It is not yet clear if this could include the proposed Northern Hub schemes at Piccadilly and Oxford Road stations.
- The better consideration of wider economic benefits in subsequent business cases for high speed and other rail investment.
- Improved governance of the scheme, with more local accountability.

6.4 There are also a number of areas of uncertainty or potential risk that could impact on the delivery of HS2 and NPR in the North, on which we will need to continue to work with Government and partners to better understand and influence. These include:

- The process and outcome for the development of the High Speed North Plan and the NIC assessment. While the Terms of Reference for the plan indicate that it will be developed with the input of local leaders, we will need to ensure this is a fully collaborative process, and that there is not a long delay in this moving forward.
- Related to the point above, we may wish to consider seeking a committed timescale to taking the relevant Bills through Parliament. It is unclear from the Terms of Reference for the Integrated Rail Plan whether the Phase 2b legislation will be taken forward alongside the development of the plan, or following its publication.

- The recommendations for cost savings, design optimisation and greater private sector involvement/commercialisation in Phase 2 – we need to work to ensure that this does not have a negative impact on the quality of designs for this Phase.
- Delivery model – we need to work with partners to look at how this can improve on existing arrangements and be made as effective as possible, and that their establishment does not result in significant delays.
- How work packages are put together and delivered. In particular, we need to ensure that HS2 and NPR are not down-graded to line upgrades rather than new high speed lines. Manchester and the other Northern cities have repeatedly made clear that new high speed lines are needed, alongside additional upgrades to existing line, in order to deliver the capacity and connectivity improvements required to deliver a truly transformed rail service across the North.
- There is a recommendation in the Oakervee report that a service frequency of 14 trains per hour from Euston (with future proofing for 16) be considered, as opposed to 18 in the original design. We need to ensure that this does not have a detrimental impact on capacity to Manchester.
- The recommendation to terminate London services at Old Oak Common for a period while Euston is completed – we would want to see a firm commitment to delivering Euston as soon as possible.

7.0 Next Steps

7.1 The anticipated next steps are as follows:

- It is anticipated that the Government may make a full written response to the Oakervee report, although this is not confirmed.
- The implications for the city from the report and any response will be considered in full by the Council and our partners.
- We will work with Government, other parts of the North and local partners as further details become clear on the integrated High Speed North Plan and other arrangements, to ensure the best outcomes for Manchester.
- The Northern Leaders will consider how the “Connecting Britain” campaign can best respond to the announcement to make the ongoing case for the full investment to be made in the best way, and without further delay, for the North.
- The findings of the independent Review of Manchester Piccadilly Station by Richard George will be published in March and will inform further engagement with HS2 Ltd., DfT and other partners on the optimum solution for the station and onward network.

- The Integrated Rail Plan is due to be published at the end of the year.

8.0 Conclusions

- 8.1 The recent announcement by the Prime Minister on HS2 and High Speed North, and the review of HS2 by Douglas Oakervee, represent a positive step in rebalancing the economy towards the North of England, and provides an opportunity to get improved solutions for the city and the overall network. The announcement is, therefore, welcomed by the Council. We will continue to work with Government and partners on the issues raised in this report, in order to both maximise the opportunities, and minimise any negative benefits from cost efficiencies and revised time frames, as the details become clearer. An update will be brought back to Members at an appropriate time.

9.0 Recommendations

- 9.1 The Committee is requested to note the contents of the report and the key issues raised.