

## High Speed 2 Phase 2 Route Consultation

### Draft Response from the Liverpool City Region v3.1 November 2013

This response is submitted on behalf of the Liverpool City Region (LCR). The LCR is an economic and political area of North West England and whilst centred on Liverpool, geographically includes the local authority areas of Halton, Knowsley, Sefton, St Helens, and Wirral. This response is submitted on behalf of the six local authorities of the LCR, Merseytravel, and the LCR Local Enterprise Partnership..

#### **Context**

1. The Liverpool City Region is very supportive of the Government's goal for "a national network that brings the constituent parts of our island closer together" and agrees that "both Phases One and Two would be significant steps towards achieving this", and strongly support the principle of developing a high speed rail network in the UK. We welcome the Government's commitment to future extensions of HS2 to create a wider high speed rail network in the UK, and are extremely grateful for the opportunities afforded to us by HS2 Ltd to engage directly on this critically important project, agreeing with freeman of - and friend to - the City of Liverpool, Lord Heseltine, that this is "a really imaginative project to do something to rebalance the United Kingdom".
2. HS2 will help create capacity for growth and result in a transformational step change for inter-city rail travel in the UK. We welcome this opportunity for capitalising on Government's investment in High Speed as an engine for growth and renewal in the City Region; improving our business and tourism connectivity, allowing for an increase in freight capacity, and supporting a renewal and economic expansion of Liverpool City Centre.
3. Rail connectivity is a key theme of the Liverpool City Region deal, agreed with Government in July 2012, with a direct ask of the Government to "work with the City Region to ensure that the High Speed 2 rail project improves the City Region's connectivity, through a direct rail link to Liverpool, or enhanced "classic compatible" running into Liverpool via a high quality connection from the high speed line". Our deal recognises that "It is self-evident that HS2 would benefit Liverpool enormously if the city is directly on the HS2 map". This is particularly relevant in respect of the capacity for, and the movement of, freight, goods and people, although in practical terms there is no freed up capacity in these proposals between Crewe and Liverpool (and in phase 1 between Lichfield and Liverpool. Our response to this consultation highlights the work we will be commissioning to understand the full implications of, and potential mitigations against this.
4. The UK economy is increasingly dependent on its major cities and their associated City Regions; the main drivers of the economy outside London and

the Greater South East. The former metropolitan counties, together with the Bristol, Nottingham, Cardiff and Glasgow city regions:

- deliver 23% of the national economy (Regional GVA, 2011);
- contain 25% of private sector jobs (Business register and employment survey, 2011); and
- contain 26% of the working age population (Census 2011).

If the UK economy is to remain internationally competitive and develop in a sustainable manner, it is necessary to make greater use of the cities and regions outside of London, and this requires improved connectivity.

5. For the Liverpool City Region, connectivity is key to growth in a number of economic priority areas. These include:
  - SuperPort – significant growth expected in the logistics and support services sectors, not least of which will be as a result of Liverpool 2, a new deep water freight terminal, which will enable container traffic to triple in volume; from 700,000 containers to a potential capacity of 3 million by 2030. The success of this new facility will depend at least in part in the ability and capacity of the infrastructure to enable onward distribution across the UK.
  - Visitor Economy – growth in tourism will increase the number of staying visitor nights from 11.4m per annum to 13.4m by 2023, including significant increase in both conference and cruise markets.
  - Knowledge economy – a number of sectors which add high value to the regional and national economy are being seen in the city region. High quality connectivity is central to encouraging inward investment.
  - Low carbon economy – an area where 12,000 new jobs are expected to be created in the period 2011-2015; a sector fuelled both by parallel development of the knowledge economy and physical / natural assets, where good, and low carbon, connectivity forms an important part of the business case in generating growth and inward investment.
  - The Atlantic Gateway – a redevelopment strategy for the North West of England, centring on the corridor between Greater Manchester and Merseyside, and the extensive redevelopment of the Port of Liverpool and the Manchester Ship Canal. By 2030, there is the potential for some 250,000 new jobs, involving £14bn of new investment and generating an economic impact of more than £6bn per annum.
6. Britain's railways are experiencing the highest levels of growth for both passengers and freight for decades; we agree that there is therefore a strong case for building a new network; a high speed line to relieve capacity on the existing classic network. Alternatives such as a new classic line or capacity improvements on the existing rail network would result in very substantial disruption to the existing rail network, and may not deliver the step change required to cater for future growth in rail traffic. Fundamentally, HS2 will also improve the network beyond the cities it serves directly.

## The Consultation Questions

1. **Do you agree or disagree with the Government's proposed route between the West Midlands and Manchester as described in Chapter 7? This includes the proposed route alignment, the location of tunnels, ventilation shafts, cuttings, viaducts and depots as well as how the high speed line will connect to the West Coast Main Line.**
  - 1.1 We support, in principle, the proposed route of the High Speed 2 line between the West Midlands and Manchester. We welcome the proposed location of the HS2 train depot in Golborne and the infrastructure maintenance depot in Crewe. It is anticipated that some 500 permanent employees will be required in the day to day running of the operations for the two train depots and two infrastructure maintenance depots on HS2 as a whole. As such, the depots at Golborne and Crewe will undoubtedly act as catalysts to assist regeneration, job creation and economic growth, and consider that they will offer supply chain opportunities to businesses in the transport and freight industry locally, and job opportunities for people in nearby areas, including the Liverpool City Region. We would welcome the opportunity to work with HS2 Ltd to ensure that the LCR workforce and supply chain are "HS2 job ready".
  - 1.2 We would like to understand the rationale for the proposal that the route will go to the east of Warrington, as opposed to the west, as proposed by the Network Rail New Lines Study of 2009. We consider that an alignment to the west of Warrington could more readily accommodate a future extension to Liverpool and potentially further north to Scotland.
  - 1.3 Whilst we welcome the proposed provision of classic compatible HS2 services to Liverpool from 2026, as this maintains connectivity to the heart of Liverpool at Liverpool Lime Street, without any disruption to the city, we have concerns about the on-train capacity of the proposed classic compatible high speed trains. HS2 full length trains are likely to be 400m long, but since Liverpool Lime Street station cannot at present handle trains longer than 260m, half-length trains would inevitably result in substantially reduced on-train capacity. Our comments on track capacity issues are covered under question 8 in this response.
  - 1.4 As a consequence, through Network Rail, we have commissioned a detailed study examining the wider capacity issues raised by the introduction of HS2 services for the existing rail network in the area, and potential solutions or mitigations which would ensure the maximum benefits are gained from the introduction of HS2 services to Liverpool. We anticipate that the study will assess the impact of these capacity constraints on the development of rail passenger and freight services on the lines radiating from Liverpool Lime Street and Edge Hill, and will propose options to mitigate or remove the constraints. This study is not due to report until 2014, and as such we are unable to include its findings in this response but would welcome the opportunity to engage with HS2 Ltd to assess the viability of the study's outcomes, as part of our long term engagement with HS2 Ltd.

**2. Do you agree or disagree with the Government's proposals for a Manchester station at Manchester Piccadilly, or an additional station near Manchester Airport?**

- 2.1 Given the symbiotic relationship between the large Liverpool and Manchester city region economies, including their respective satellite towns and cities, any capacity/connectivity improvements will positively impact on all parts of the region. Moreover, differing economic strengths in the neighbouring city regions support mutual economic growth; a key benefit of interdependency is the resulting positive economic effects through agglomeration. For example, Greater Manchester forms 4% of England's business base at £48.2bn; when coupled with the Liverpool City Region and Warrington this rises to 6%, £76.3bn worth of business to the UK economy, clearly a more competitive prospect. Liverpool as a major city, in turn, supports a West Cheshire and North Wales economy worth a further £14.9bn, further enhancing the regions attractiveness for investment.
- 2.2 We therefore welcome and support these proposals. Along with the Northern Hub developments, HS2 will bring journey time and connectivity benefits to the whole Atlantic Gateway corridor, benefitting the wider North West Region including the Liverpool City Region.

**3. Do you think that there should be any additional stations on the western leg between the West Midlands and Manchester?**

- 3.1 Whilst we are not proposing additional stations between the West Midlands and Manchester, there are a number of issues we wish to raise, primarily concerning some of the economic assumptions behind the proposals.
- 3.2 We challenge some of the findings of the MVA "Options for HS2 Phase 2 Demand and Appraisal Report" (July 2013). It is our understanding that it assumes long distance services to Liverpool will remain unchanged between 2013 and 2043. There is, however, every likelihood that between 2013 and the launch of HS2 between 2026 and 2033, there will be significant further enhancement of inter-city services via the West Coast Main Line since the Liverpool City Region is presently without a London service with a service frequency of at least two trains per hour.
- 3.3 There are also aspirations, including inter alia, in the LCR LEP's Destination Management Plan, to improve the connectivity of Liverpool to the rest of the UK via new long distance rail services to Scotland, Wales, Milton Keynes, North East, South West and South Coast. This will need capacity on the rail network in addition to that required by already committed schemes such as Northern Hub, electrification and further rapid passenger and freight growth. Improving the connectivity of the Liverpool City Region to the other major cities in the UK is vitally important as it will undoubtedly help the city region to attract inward investment which, in turn, will help create economic growth, jobs and prosperity. For example, research by the Mersey Partnership in 2011 suggested that improved gateway links to the city region would yield a

minimum additional 144,000 leisure visitors a year, generating an additional £16m GVA per annum.

3.4 Additionally, we are commissioning a study examining the economic benefits of HS2 for the area including the economic benefits for the wider UK; the study will cover the expected economic impacts from the current proposals as well as the impact from a direct high speed line to Liverpool. This will provide evidence of the potentially greater economic benefits to the LCR to be made from the scheme. Such benefits are expected to come from a range of impacts, including, but not limited to:

- Travel time & decongestion to existing transport users. This will acknowledge that there are many travellers who are able to work as they travel.
- Released capacity on transport networks. This can be both in terms of greater capacity for freight and passenger options.
- Agglomeration to businesses.
- Investment redevelopment around the HS2 terminal in Liverpool.
- Wider impacts such as increased attractiveness of the city region to inward investment

3.5 Again, this study is not due to report until spring 2014, and as such we would welcome the opportunity to engage with HS2 Ltd, post this consultation period, to assess the viability of the study's outcomes, and to inform the ongoing HS2 planning process.

**4. Do you agree or disagree with the Government's proposed route between West Midlands and Leeds as described in Chapter 8? This includes the proposed route alignment, the location of tunnels, ventilation shafts, cuttings, viaducts and depots as well as how the high speed line will connect to the East Coast Main Line.**

We have no comments on these proposals, as they have no bearing on the Liverpool City Region.

**5. Do you agree or disagree with the Government's proposals for a Leeds station at Leeds New Lane, a South Yorkshire station to be located at Sheffield Meadowhall or an East Midlands station to be located at Toton**

We have no comments on these proposals, as they have no bearing on the Liverpool City Region.

**6. Do you think that there should be any additional stations on the eastern leg between the West Midlands and Leeds?**

We have no comments on these proposals, as they have no bearing on the Liverpool City Region.

**7. Please let us know your comments on the Appraisal of Sustainability (as reported in the Sustainability Statement) of the Government's proposed Phase Two route, including the alternatives to the proposed route as described in Chapter 9.**

We are pleased to note that the options proposed within different geographical sections were reviewed against HS2's objectives for enhancing passenger capacity, creating faster journeys, improving connectivity, and supporting regeneration and growth. The presence of HS2 will also induce 'modal shift' of passengers from road, conventional rail and aviation. These passenger shifts have the effect of reducing overall UK carbon emissions by displacing more carbon-intensive journeys on alternative transport modes. This is wholly congruent with our local objectives.

**8. Please let us know your comments on how the capacity that would be freed up on the existing rail network by the introduction of the proposed Phase Two route could be used as described in Chapter 10?**

- 8.1 We have concerns about the impact of the classic compatible high speed services on the WCML capacity to and from Liverpool. Under the current proposals, when phase 1 commences operations in 2026, classic compatible high speed trains will exit the HS2 line near Lichfield and continue on to Liverpool via the WCML. In 2033, classic compatible high speed trains will then exit the HS2 line near Crewe and continue to Liverpool via the WCML.
- 8.2 This will add further pressure on capacity in the initial phases to the WCML between Lichfield and Liverpool and later on between Crewe and Liverpool. A similar situation will occur more generally north of Crewe towards Lancashire and Scotland. In practical terms there is no freed up capacity on the WCML in these proposals between Crewe and Liverpool (and in phase 1 between Lichfield and Liverpool). This is confirmed by Network Rail's "Better Connections – Options for Integration of High Speed 2" study which was published in July 2013 and follows on from their previous "Future Priorities for the WCML" study published in January 2012.
- 8.3 These capacity issues, and indeed potential solutions, will be investigated as part of the capacity study referenced in our answer to question 1, and as before, we would welcome the opportunity to engage with HS2 Ltd to assess the viability of the study's outcomes.

9. **Please let us know your comments on the introduction of other utilities along the proposed Phase Two line of route as described in Chapter 11?**

We have no comments on these proposals as this falls outside our remit.

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