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26 September 2019

Dear Doug,

Attached is Transport for the North's response to your HS2 Review, setting out why Northern Powerhouse Rail and HS2 are both essential in connecting the North for future generations to come, and how they will help rebalance the UK's economy. I would suggest this paper is key reading for you and fellow members of the Review. It explains the inter-dependencies and synergies between Northern Powerhouse Rail and HS2 and sets out the scale of the economic opportunity.

In addition, Departmental officials have access to the full Strategic Outline Business Case for Northern Powerhouse Rail which was unanimously approved by Northern leaders in February of this year and is now under consideration by Government. They can also provide you with access to the supporting evidence, analysis and technical information, all of which assumes that HS2 Phase 2b is built as designed and in full.

The golden thread running through both Northern Powerhouse Rail and HS2 is that transforming connectivity across the UK is essential for driving productivity, growth and jobs. As our submission emphasises, and as we discussed directly when we addressed the House of Lords Economic Affairs Committee this spring, there is no trade-off between Northern Powerhouse Rail and HS2. The North has been consistently clear in its expectation that both schemes should be built in full and without delay.

Given the urgent timescales for the Review, I wanted to set out the key issues that the review team must address:

- **The Review must fully recognise that rebalancing the UK economy is central to securing our future economic prosperity.** It is essential that Yorkshire, the North West and the North East all have high speed connectivity to the Midlands and the South. HS2 will not just benefit the areas of the North where the new infrastructure and stations are planned, but have much wider connectivity benefits across the North to Lancashire, Cumbria, the Tees Valley and the North East. TfN and Northern leaders have consistently emphasised that both the eastern and western legs of Phase 2b are essential

to unlocking the full economic potential of the North and supporting the regeneration of our towns and cities.

- **We need to resolve HS2's future without delay.** Our ambitious plans for Northern Powerhouse Rail have been developed at pace in close partnership with DfT, HS2 Ltd and Network Rail since Sir David Higgins' Rebalancing Britain report in 2014. We welcome the Review's intention to examine opportunities for reprogramming Phase 2b to better align with Northern Powerhouse Rail, and we welcome any opportunities for further integration. The current uncertainty risks undermining that very clear and credible progress.
- **Northern Powerhouse Rail must continue to be fully integrated with HS2.** Northern Powerhouse Rail has been designed from the outset to integrate with the agreed HS2 design. Northern Powerhouse Rail will use at least 80km of the planned HS2 network, as well as the considerable investment in new station capacity. Our response sets out in detail where infrastructure is shared by NPR and HS2 services. Without HS2, this would mean significant additional cost for the Northern Powerhouse Rail programme. Where changes are being considered that affect NPR, it is essential that we achieve fully integrated solutions for both NPR and HS2.
- **The Review should consider how best to minimise the impact of HS2 changes on plans for Northern Powerhouse Rail on our costs and delivery timeline.** It is already likely that the North will need to wait till 2040 for a fully completed and integrated Northern Powerhouse Rail - HS2 network. Any changes to the design and implementation of HS2 will mean that elements of Northern Powerhouse Rail will need to be re-planned, restricting the benefits that HS2 and Northern Powerhouse Rail will bring, leading to a further delay at a time when the Prime Minister is seeking to accelerate plans for Northern Powerhouse Rail.
- **The North needs a clear role in the future development and delivery of HS2.** TfN Board members have made it clear on numerous occasions that the North should have greater oversight around the decision-making of transport investment, which have significant impacts on planning for the communities they represent. We would recommend that TfN has representation on HS2 Ltd's Board to ensure the North has oversight on the decision-making of the project going forward. This has been set out in our submission to the Williams Review and through the Blake Jones Review. Our statutory advice to Government on Northern Powerhouse Rail in February 2019 sought a co-clienting role for TfN in Transpennine Route Upgrade and HS2, reflecting the strong partnership arrangements developed around Northern Powerhouse Rail, and provide a well-established model that could be quickly applied to HS2.

I would welcome confirmation that the Review is able to respond to these issues. It is essential that TfN is fully involved in advising your team throughout, and that we are able to respond to your emerging recommendations before they are finalised.

We would welcome further conversations as to how best we can support the Review in their work in the weeks ahead, and how we can ensure a high speed, world-class rail offer is delivered to the North. Our team stand ready to support you with specialist technical and analytical advice as you require.

Best wishes,



**Barry White**

Chief Executive, Transport for the North