

ANDY BURNHAM

**MAYOR OF
GREATER
MANCHESTER**

Huw Merriman MP
Chair, Transport Select Committee
(via email)

AB/NF

4 February 2022

Dear Huw,

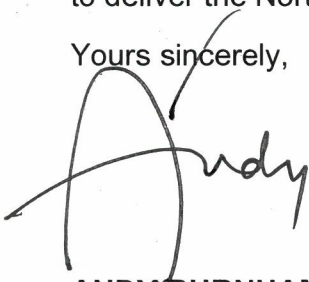
Thank you for inviting me to give evidence to the Transport Select Committee's inquiry into the Integrated Rail Plan on 2nd February. As I set out in my evidence, the Integrated Rail Plan (IRP) is set to bring significant economic benefit to Greater Manchester, but I have grave concerns that, by neglecting to assess levelling up outcomes, the Plan in its current form does not maximise these potential benefits or provide the future-proofed capacity and connectivity that our city region and its northern neighbours will require over the coming century.

I am also concerned that the Government's claim that the IRP represents a £96bn investment in the north and midlands is being taken purely at face value. Whilst schemes like HS2 Phase 2b, the Transpennine Route Upgrade and the Northern Powerhouse Rail core network will be constructed in the north, when taken together, these three projects represent only £39.6bn, around 41% of the total package. Indeed, by our calculations, approximately £37.5bn (c. 40%) of the IRP will go towards Phase 1 of HS2, funding infrastructure south of Birmingham. Whilst we welcome investment in our city region and the north as a whole, the IRP is not the windfall for the north of England that many have perceived.

I would also like to take this opportunity to clarify my response to a question asked by Chris Loder MP, regarding the costs of the alternative plan that was put forward by Transport for the North (TfN). Whilst the figure I gave of £70bn does accurately reflect the estimated investment required to deliver TfN's Strategic Transport Plan, this plan goes above and beyond the contents of the Integrated Rail Plan, covering improvements to the existing road and rail networks in the north, as well as TfN's preferred plan for Northern Powerhouse Rail.

For the sake of clarity, TfN's plans for Northern Powerhouse Rail on their own would be expected to cost around £39bn, with potential for additional cost savings through land and property acquisition and reduced design costs. This compares to the £17.2bn earmarked to deliver the Northern Powerhouse Rail 'core network' within the Integrated Rail Plan.

Yours sincerely,



ANDY BURNHAM
MAYOR OF GREATER MANCHESTER