

22 January 2026

Greater Manchester

1. As Secretary of State for Transport, Chancellor of the Exchequer, Secretary of State for Housing, Communities & Local Government, and Mayor of Greater Manchester respectively we have confirmed our shared ambition to unlock growth across the Northern Growth Corridor and address historic underinvestment in the North's rail network. We will work together to deliver Northern Powerhouse Rail (NPR) as a phased programme that, building on the Transpennine Route Upgrade, will release benefits at each stage. Work will progress across the whole NPR network throughout, but will be delivered in three broad stages: electrification and upgrades in the Leeds-Bradford, Leeds-Sheffield and Leeds-York corridors, including the stations; in parallel, development works to progress and then delivery of the major new line planned for Liverpool-Manchester; and then further cross-Pennine connections. We will work jointly to refine and confirm the exact scope, outputs and benefits of the scheme, ensuring it is deliverable and appropriately sequenced, and that consenting and planning processes are carried out efficiently as the project moves into delivery.

2. We welcome the £1.1bn funding allocated for NPR development in this Spending Review period, allowing development work for the first two phases to proceed without delay, and the certainty implied by the funding cap of £45bn for the overall NPR scheme, which will guide development and future delivery. This will ensure resources are earmarked for future Spending Reviews, giving a much greater level of certainty, and there will be a process to monitor spend and delivery, and help apply the lessons of HS2, and avoid the project impacting funding for wider transport investments, including future Transport for City Regions rounds.

3. In the light of our shared interest in delivering a scheme that is right for the country, for the North and for Greater Manchester, we will work together to develop a blended funding approach. The majority of funding will be from central Government, but local contributions will be considered for specific or additional scope; noting the need to agree appropriate mechanisms to manage and release additional local funds which we will discuss before jointly agreeing local contributions. Our starting assumption is that local contributions will largely be

towards stations, integration, onwards travel and surrounding development, supplementing investment from central government. Additional local contributions may be made where cities wish to prioritise infrastructure beyond what is needed for the core outcomes of the scheme, ensuring that central government funding constraints do not need to artificially constrain local ambitions for NPR.

4. An underground solution at Manchester Piccadilly could be a catalyst and enabler for major regeneration and economic growth for Greater Manchester and the wider North by unlocking land for redevelopment and additional connectivity. We agree that the option needs testing further in terms of value for money and delivering the right pan northern growth and transport objectives and a joint process with full transparency between all parties will analyse this further against alternative options. We acknowledge that local funding would be required to contribute to the final package, in addition to contributions towards Manchester Airport Station which would include third party contributions.

5. Delivery Boards attended by Mayors and Ministers will be used to embed joint working and support decision making and effective delivery, alongside Tom Riordan's work as Envoy to the Northern Growth Corridor. In the short term, this will support the first 18 months of work to inform prioritisation and sequencing decisions at SR27. Membership of these Boards will be jointly agreed post-announcement

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