



**Liberal Democrats**   
**North West**

**Autumn 2021 Conference Agenda**

# Conference Agenda

10 00	Welcome - <b>Peter Jackson</b> , Chair Lancaster & Morecambe Lib Dems
10 10	<b>Combined Conference</b> - A quick guide to how Combined Mode Conference will work, for those in the hall and those on Zoom.
10 20	<b>Sir Ed Davey MP</b> - Leader's Address
10 30	<b>Proposed New Boundaries, what do they mean for you, your local party, and the next General Election.</b> Speaker: Mark Clayton
10 40	<b>Layla Moran MP</b> - International Development and Foreign Affairs.
11 10	<i>Break</i>
11 20	<b>The Viv Bingham Memorial Lecture.</b> Speaker: Bernard Greaves, co-author of <i>The Theory &amp; Practice of Community Politics</i> .
12 20	<b>Mark Pack</b> - Party President
1 00	<b>Lunch</b>
1 45	Fringe: <b>Lib Dem Campaign for Race Equality</b>
2 30	<b>Policy Motion: HS2</b>
3 10	<b>Regional Government and Future Policy at Regional Conference</b> Speaker: Andrew Haldane
3 25	<b>President's Awards</b> - presented by Jackie Pearcey Including the inaugural Tony Greaves Award
3 35	<b>Winning Here!</b> Learning from our summer council election successes. Chair: Charles Gibson
4 05	<b>House of Lords Report:</b> Presented by Lord Stunell.
4 30	<b>Annual General Meeting</b> <i>anticipated end time: 5.00</i>

# Welcome



**Welcome to Lancaster - or your front room!**

**Over the last few weeks our Regional Executive team have been working hard to assemble a combined in-person and online conference.**

**And we have a great programme to look forward to as a result.**

**A great lineup of parliamentarians will be joining us as well as the party president.**

**We'll hear from some of the winning campaigns that have seen a list of Lib Dem Gains and Lib Dem Holds in council elections in the North West this summer.**

**And of course we have policy discussion.**

**The combined format conference is a first for us and there may be the odd technical glitch along the way: I'm sure you will bear with the team making the event happen while they fix such things.**

**Have a great day out - or in!**

**Cllr Jane Brophy  
Chair  
Liberal Democrats North West**

# Policy: Motion

## HS2

Proposer: Brian Wernham

### 1) Conference Notes

- 2 a. On the 19<sup>th</sup> July HS2, HS/2 Phase 2b has been given a red
- 3 'unachievable' rating by the Infrastructure Projects Authority.
- 4 b. The 'Y-shaped' branches of the line between Crewe and Leeds
- 5 and Manchester were given the above rating in the IPA's
- 6 latest annual major projects report. The body delivered its
- 7 assessment of 184 projects, evaluating the likelihood of them
- 8 achieving their "aims and objectives" and doing so "on time
- 9 and on budget".
- 10 c. This red rating means: "Successful delivery of the project
- 11 appears to be unachievable. There are major issues with
- 12 project definition, schedule, budget, quality and/or benefits
- 13 delivery, which at this stage do not appear to be manageable
- 14 or resolvable. The project may need re-scoping and/or its
- 15 overall viability reassessed."
- 16 d. Phase 2b is at a much earlier stage of development than
- 17 phase one and 2a and has not yet received royal assent. Last
- 18 week it emerged that the project's leaders expect MPs to start
- 19 examining plans for the Manchester to Crewe western leg of
- 20 phase 2b in December.
- 21 e. The Department for Transport said the whole HS2 scheme
- 22 was reset last year alongside the decision to go ahead, which
- 23 has led to increased ministerial oversight, revised budget and
- 24 schedule ranges and regular reporting to Parliament.
- 25 f. Earlier this month, the DfT launched a £300m framework to
- 26 carry out ground investigations on the phase 2b route.
- 27 g. Phase one received an amber/red rating in the IPA's report,
- 28 meaning: "Successful delivery of the project is in doubt, with
- 29 major risks or issues apparent in a number of key areas.
- 30 Urgent action is needed to address these problems and/or
- 31 assess whether resolution is feasible."
- 32 h. Source: <https://www.constructionnews.co.uk/hs2/major-projects-body-brands-hs2-phase-2b-unachievable-19-07-2021/>
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- 35 i. The National Audit Office recently stated (10<sup>th</sup> June) that the
- 36 Department of Transport's integrated rail plan intends still
- 37 does not include integration plans for Phase 2b with transport
- 38 plans in the Midlands and the north of England.
- 39 Source: <https://www.nao.org.uk/wp-content/uploads/2021/06/Progress-in-implementing-National-Audit-Office-recommendations-High-Speed-Two-Summary.pdf>
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- 42 j. HS2 offers little to Lancashire and Cumbria, but will cost the
- 43 local taxpayers much and cause environmental damage.
- 44 k. The proposed 'HS2 Classic' rolling stock for the far north will
- 45 be similar to carriages that have just been commissioned on
- 46 the Eastern mainline to Newcastle. The HS2 'classic' carriages

# Policy: Motion

47 will not be the quiet, pressurised tilting Pendolinos that we are  
48 used to which currently run at 125mph. Instead, they will run  
49 at 110mph North of Lancashire.

50 l. The big promises of carbon saving have been dashed by the  
51 report released by HS2 on 11<sup>th</sup> February which show that the  
52 initial CO2 emissions during construction will be 1,451,000  
53 tonnes, mainly due to the incredible amount of concrete and  
54 steel that must be created for the infrastructure. There  
55 seems little chance of these initial carbon emissions being  
56 'paid back', even over 60 or 120 years. This is because by  
57 HS2's own figures the operations over 60 years will emit  
58 141,000 tonnes of carbon but only save 159,000 through  
59 'modal shift'. And a significant modal shift from domestic  
60 flights to rail has already begun.

61 m. Even the Government has admitted that Phase 1 to  
62 Birmingham will not save any carbon emissions over its entire  
63 lifetime, and will soon have to also reluctantly agree that HS2  
64 will be carbon positive for its complete life span. Source: HS2  
65 Ltd.

66 [https://assets.publishing.service.gov.uk/government/uploads/  
67 system/uploads/attachment\\_data/file/960807/E27\\_Carbon\\_v  
68 1.3.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/960807/E27_Carbon_v1.3.pdf)

69 n. The recent National Audit Office report states that HS2 Phase  
70 1 would not break even financially. HS2 Phase 2 might have  
71 paid back financially, but post-pandemic this calculation is  
72 now fragile. Post-pandemic, business travel is expected to  
73 drop substantially, making the HS2 business case and carbon  
74 forecasts even worse.

75 Sources:

76 [https://modgov.hillingdon.gov.uk/documents/s9531/Appendic  
77 ies%20to%20Hillingdons%20response%20to%20the%20Gov  
78 ernment%20consultation.pdf](https://modgov.hillingdon.gov.uk/documents/s9531/Appendices%20to%20Hillingdons%20response%20to%20the%20Government%20consultation.pdf)

79 [https://uic.org/IMG/pdf/carbon\\_footprint\\_of\\_railway\\_infrastru  
80 cture.pdf](https://uic.org/IMG/pdf/carbon_footprint_of_railway_infrastructure.pdf)

81 o. The recent Oakervee review said that it is hard to say what  
82 regional economic benefits will result from building HS2.

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## 84 **2) Conference Believes that:**

85 a. HS2 is a highly expensive transport intervention that will only  
86 have a bad impact on UK transport emissions.

87 b. Although HS2 promised to solve capacity problems, the focus  
88 has been too much on glamorous 'speed' rather than  
89 focusing on 'capacity'.

90 c. Carbon savings from passenger links from HS2 to Birmingham  
91 Midlands airport relied on Debenhams funding the airport  
92 interchange in a massive retail development and without  
93 Debenhams the prospect of retail development funded  
94 stations and interchanges at Carlisle, for example are now  
95 remote.

96 d. That ending S2 Phase 1 at Birmingham Curzon Street station,  
97 a 20 minute walk from New Street station is a severe obstacle  
98 to making regional connections.

# Policy: Motion

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### **3) Conference Calls for**

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a. FPC to initiate a review of existing Federal Party policy with a view to removing endorsement for HS/2 Phase 2b and to call for work on HS/2 Phase 2b to stop with the money to be used to strengthen local rail infrastructure instead.

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b. The Government to initiate an urgent independent review, or cross-party commission major review to consider grave doubts about the viability of HS2 and to identify opportunities in to redirect funding to projects more beneficial to the North in the light of likely post-pandemic travel pattern changes.

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c. To create a protected rewilded wildlife corridor with any routes where land has been bought or physical work has already started.

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d. Commitment of the funds freed up to increase the budget available in the North of England for substantial and accelerated improvements to electrification schemes, other track and signalling improvements and the provision of longer and more comfortable regional trains running east west as well as north-south.

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# Policy: Amendment

Amendment to HS2 motion

Proposer John Skipworth, Wigan Leigh & Makerfield

1 Section 1

2 Delete lines 32-82 (1h to end section 1)

3 Section 2

4 Delete lines 85-98 and insert:

5 a) HS2 in its full form represents a major improvement in rail

6 connectivity between the North West and Midlands with the South

7 East and beyond.

8 b) The additional capacity created by freeing paths on the West Coast

9 main line offers opportunities to improve regional and local

10 passenger services, especially in East Cheshire for example, and for

11 freight throughout the Region

12 c) Stations such as Carlisle, Lancaster, Preston and Wigan would

13 benefit from reduced journey times to and from the South East with

14 three trains an hour and an additional hourly service commencing at

15 Lancaster.

16 d) Similar benefits will apply to Crewe, Liverpool and Manchester.

17 e) Would enable direct trains between the North West and European

18 destinations.

19 f) The proposals to create a wildlife corridor alongside the route offer

20 a chance to improve biodiversity within the Region

21 Section 3

22 Delete lines 101-118 and insert

23 a) Continued investment in Rail infrastructure across the North in

24 order to facilitate a modal shift from road to rail with full

25 electrification as a key objective.

26 b) The Parliamentary Party to press for this and for through running to

27 Europe with all formalities on the train at every opportunity.

28 c) Liberal Democrat Councillors in the North West to support HS2b

29 although recognising that construction works may present

30 difficulties.

31 d) An all party commitment to the funding and delivery of both HS2

32 Phase 2b and the remainder of the Transport for the North

33 Strategic Rail Programme; Northern Powerhouse Rail, the

34 Transpennine Route Upgrade (TRU), and other elements of the

35 Integrated Rail Programme (IRP). This would achieve accelerated

36 electrification schemes, other track and signalling improvements

37 and the provision of longer and more comfortable regional trains

38 running east-west as well as north-south.

# Guest Speakers

## Ed Davey MP

Leader of the Liberal Democrats.  
MP for Kingston & Surbiton.

Ed was a young carer for his mum, and now, with his wife Emily, raises his daughter Ellie and disabled son John. It is his experience of caring that drives much of his politics, and motivates his tireless campaigning for more NHS investment and a better deal for carers.

Ed is a trained economist, and wrote the first Lib Dem policy on a universal basic income when he was Paddy Ashdown's Economics Adviser. An MP for 20 years, Ed has the political and economics expertise we need in the hugely challenging times we face. Ed was the first party leader to call for a public inquiry into the Government's handling of Covid, and for an extension to the Brexit deadline.

He fought the Tories in Government when his policies trebled Britain's renewable energy, creating hundreds of thousands of green jobs. That same experience is at the heart of his green recovery plan, which includes £150bn of investment in the green economy and calls for the UK to use at least 80% renewable energy by 2030.



## Layla Moran MP

Spokesperson for Foreign Affairs & International Development. MP for Oxford West and Abingdon.

Layla lives in North Oxford and was a Physics teacher by profession, formerly working as a Head of Year in an international school. She read Physics at Imperial College and holds an MA in Comparative Education.

She has an international background; her mother is a Christian Arab from Jerusalem, and her father is a British EU Ambassador. She has lived in many countries including Belgium, Greece, Ethiopia, Jamaica and Jordan and speaks French fluently along with some Spanish, Arabic and Greek.

Layla has built her political career on community action. She started by leading a campaign to save a community centre at the end of her road. As a candidate, she campaigned to save local businesses, helped residents fight insensitive planning applications and fight for better schools provision. She was first elected in 2017 and again in 2019.



# Guest Speakers

## Lord Stunell

Andrew Stunell is the former MP for Hazel Grove. He held the seat for 18 years from 1997 until stepping down in 2015.

Andrew was born in Sutton, Surrey and educated at Surbiton County Grammar School for Boys, he went on to study Architecture at University of Manchester and Liverpool Polytechnic. He became an architectural assistant upon graduation.

As a DCLG Minister he took the lead in developing and bringing the Localism Act into law, which handed decision-making power back to local communities and local councils from Whitehall. Andrew also raised building standards, lifting the required energy performance of new buildings by a quarter in October 2011, and putting in place plans to achieve 'Zero Carbon Homes' by 2016.



## Mark Pack

Mark worked for the Liberal Democrats 2000-2009, including a period as Head of Innovations and running the party's digital and data operation for the 2001 and 2005 general elections.

He was elected as our Party President Autumn 2019, and so served as joint acting leader with Ed Davey for the first eight months of 2020, until our leadership election had concluded.

## Bernard Greaves

For over thirty years, Bernard Greaves has influenced Liberal, Liberal Democrat and public policy on a range of issues. Generally, he has done so by a willingness to rigorously follow through original ideas based on firm and clear principles and a painstaking application to detail. He has greatly influenced a smaller number by the force of his originality and the example of his courage.

He was the first openly gay man to hold national office in a UK political party. His influence and example were the most important reasons why the Young Liberals and the Liberal Party accepted not just the formal case for law reform but the reality of openly gay lifestyles in a normal social and political setting. Bernard's men dancing with men motion at the Young Liberal Conference in 1972 was a major achievement in its time!

Greaves was attacked, albeit not uniquely, by Jeremy Thorpe as an irresponsible revolutionary and by David Steel as a traditional Liberal incapable of adjusting to modern reality.

*Based on Gordon Lishman's biography here [liberalhistory.org.uk/history/greaves-bernard/](http://liberalhistory.org.uk/history/greaves-bernard/)*

