

HS2 in the North West

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TravelWatch NorthWest
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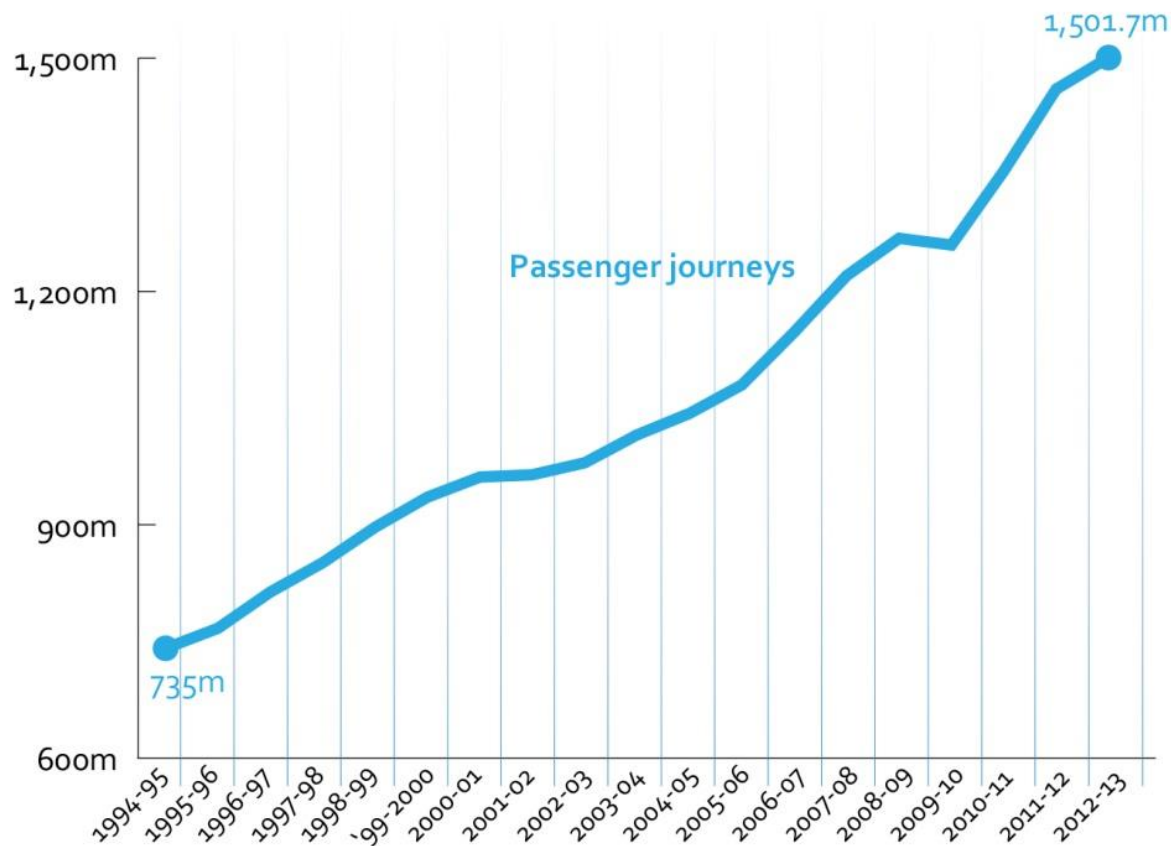
Rebalancing Britain; redefining rail travel

HS2 is a unique opportunity to:

- Alleviate the ever-growing strain on our railways;
- Support better north-south and east-west connectivity in the North of England;
- Drive local regeneration and integrate with local authorities' plans for growth;
- Release the transport and housing pressure on the South-East and rebalance Britain's economy.

Rail travel is growing

Overall rail passenger growth



Source: Office of Rail Regulation

Demand is set to continue rising

But that's not all:

- Britain's population is expected to swell by 10 million over the next 25 years;
- even fairly conservative rail demand forecasts (1.5% to 2% per year) would lead to many main intercity routes being overcrowded in 10 years;
- meaning more uncomfortable journeys and people choosing not to travel by rail – or not even travelling at all;
- which is bad for the economy – and bad for people's everyday lives.

HS2: a strategic transformation

Phase One

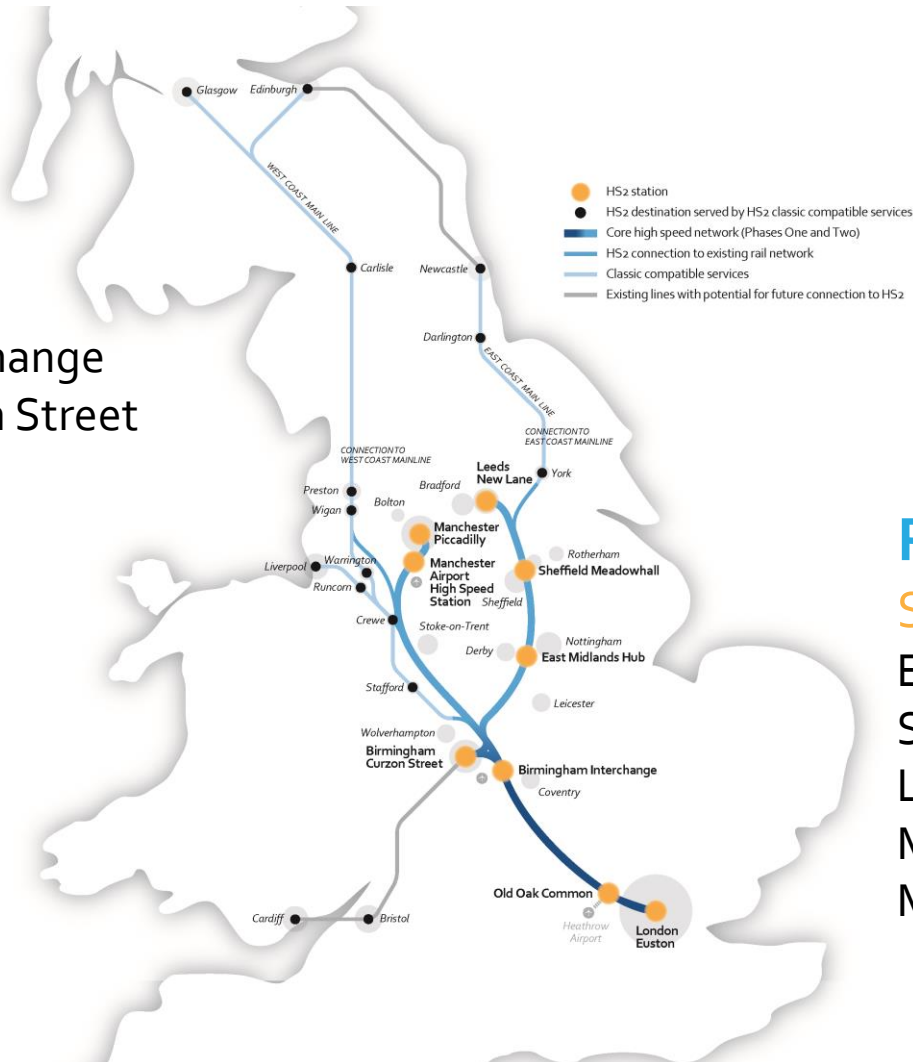
Stations:

Euston

Old Oak Common

Birmingham Interchange

Birmingham Curzon Street



Phase Two

Stations:

East Midlands Hub

Sheffield Meadowhall

Leeds New Lane

Manchester Piccadilly

Manchester Airport

Sticking with the status quo will not work

A new line is the only way to relieve the pressure.
HS2 will:

- provide fast, frequent, dedicated, intercity shuttle services for long-distance journeys, taking pressure off the most overcrowded part of the network
- instantly release space on crucial regional and commuter routes;
- benefit freight traffic.

We can create a better transport network

But it's not just about more trains:

- it's about modern, spacious trains running on from the new line to our existing railways;
- faster and more reliable trains – a more comfortable and convenient option than driving or flying;
- connecting to existing transport services; and
- benefiting everyone, even those who never board an HS2 train.



Visualisation of Birmingham Interchange station

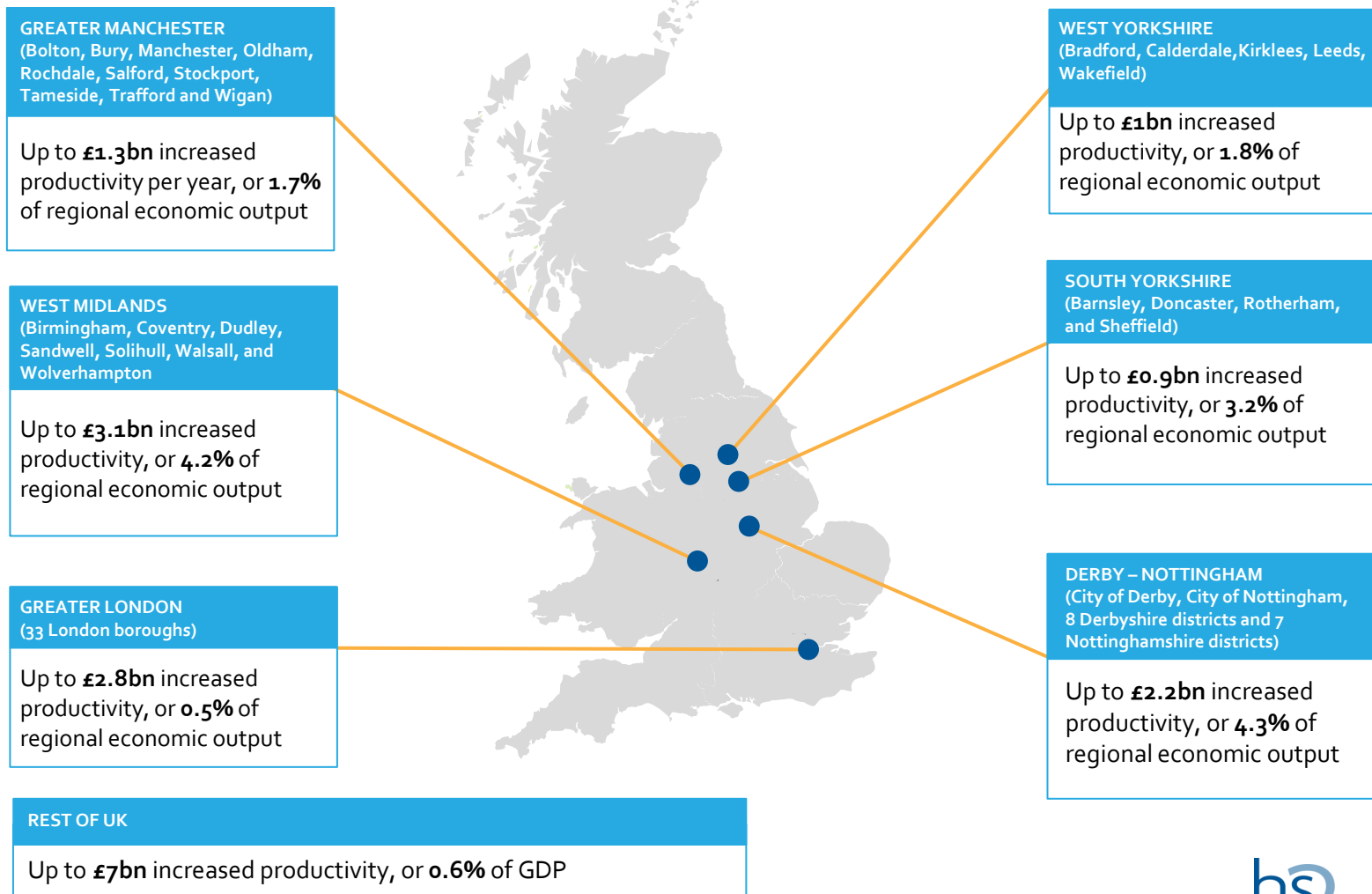
HS2 will change the economic geography of the country

	<i>Destination</i>	<i>Current journey time</i>	<i>HS2 journey time</i>	<i>Journey time reduced by</i>
<i>Spur</i>	Birmingham Interchange	1:13	0:38	35 mins
	Birmingham Curzon Street	1:21	0:49	32 mins
EAST	East Midlands Hub	N/A	0:51	N/A
	Sheffield Meadowhall	N/A	1:09	N/A
	Leeds New Lane	2:12	1:23	49 mins
	York	1:53	1:24	29 mins
	Newcastle	2:52	2:19	33 mins
WEST	Crewe	1:30	0:55	35 mins
	Manchester Piccadilly	2:08	1:08	1 hour
	Liverpool	2:08	1:36	32 mins
	Edinburgh	4:23	3:38	45 mins
	Glasgow	4:08	3:38	30 mins

HS2 will connect markets and opportunities



All regions benefit, but the Midlands and the North do particularly well



Underpinning growth at a national level

- An opportunity to rebuild and rebalance the UK economy;
- HS2 will deliver around £2 of benefits for every £1 spent;
- Wider benefits will follow from released capacity;
- Connected cities will be able to work, trade and compete as one economic powerhouse.

84% of businesses state that quality and reliability of transport infrastructure are significant in investment decisions

61% are concerned that the UK's transport infrastructure lags behind international competitors

64% expect HS2 to have a positive impact on UK private sector growth

- CBI/KPMG Infrastructure Survey 2012



Visualisation of an HS2 train

HS2 will also transform how railway projects are delivered in the UK



An opportunity to up-skill the industry for the long term

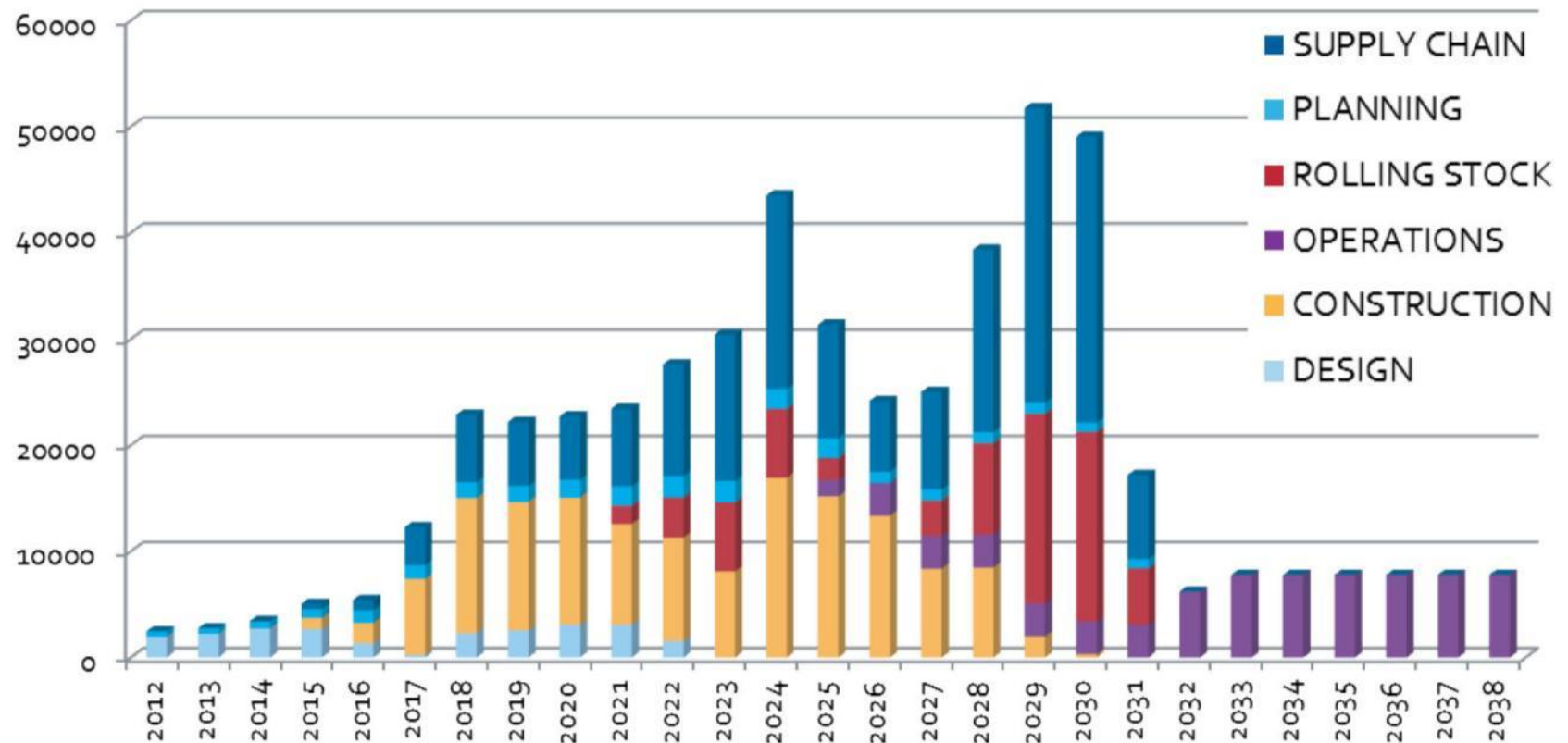
- Building the right skills
- Labour forecasting and analysis
- Education strategy
- Apprenticeships
- Graduates
- Working with Core Cities
- Rail Supply Group launched
- Inspiring careers in the rail industry

Jobs and skills

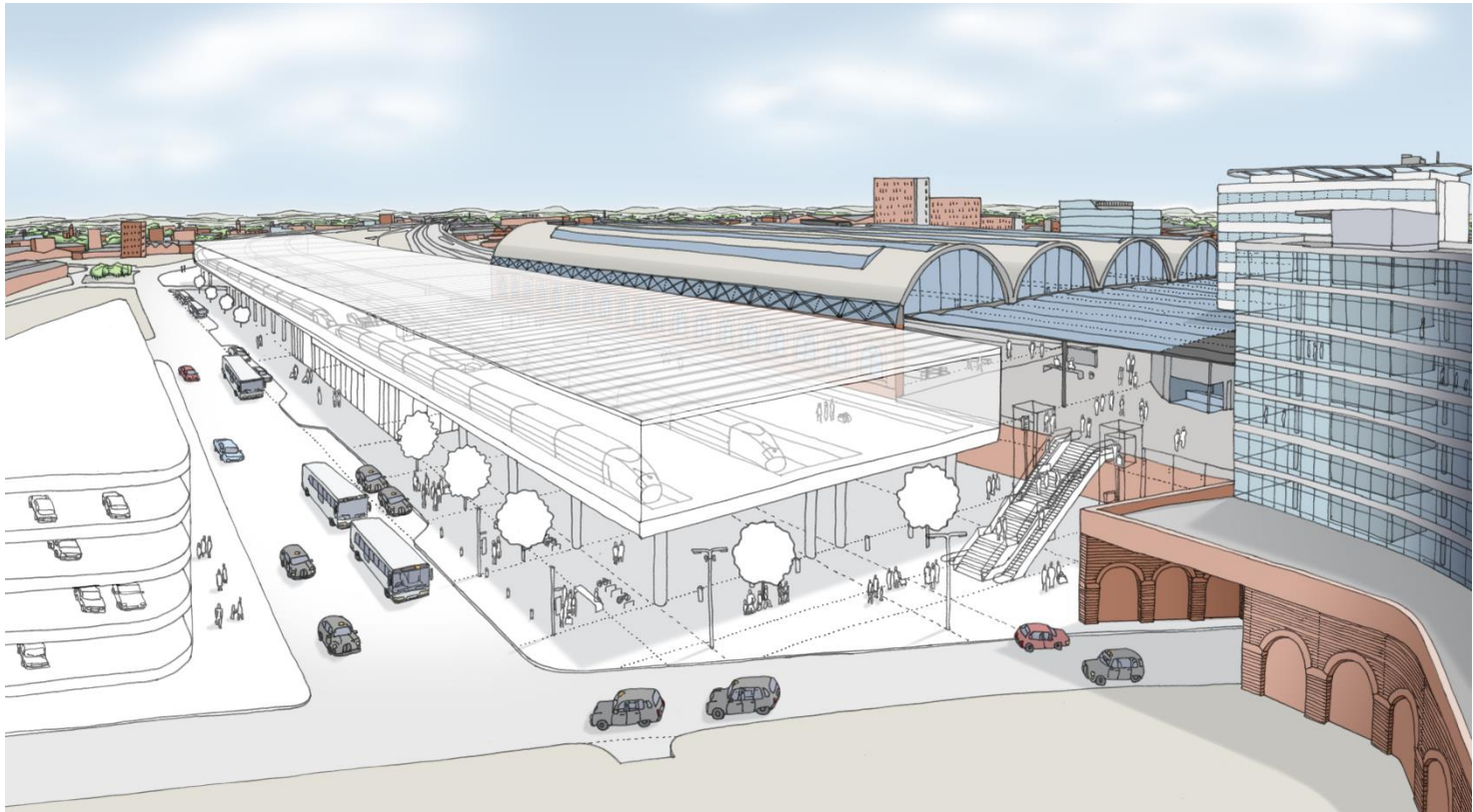
The project will:

- directly employ up to 50,000 people;
- drive the delivery of 100,000 jobs in London and the North; and
- provide huge supply chain opportunities for companies in Britain.

Direct jobs



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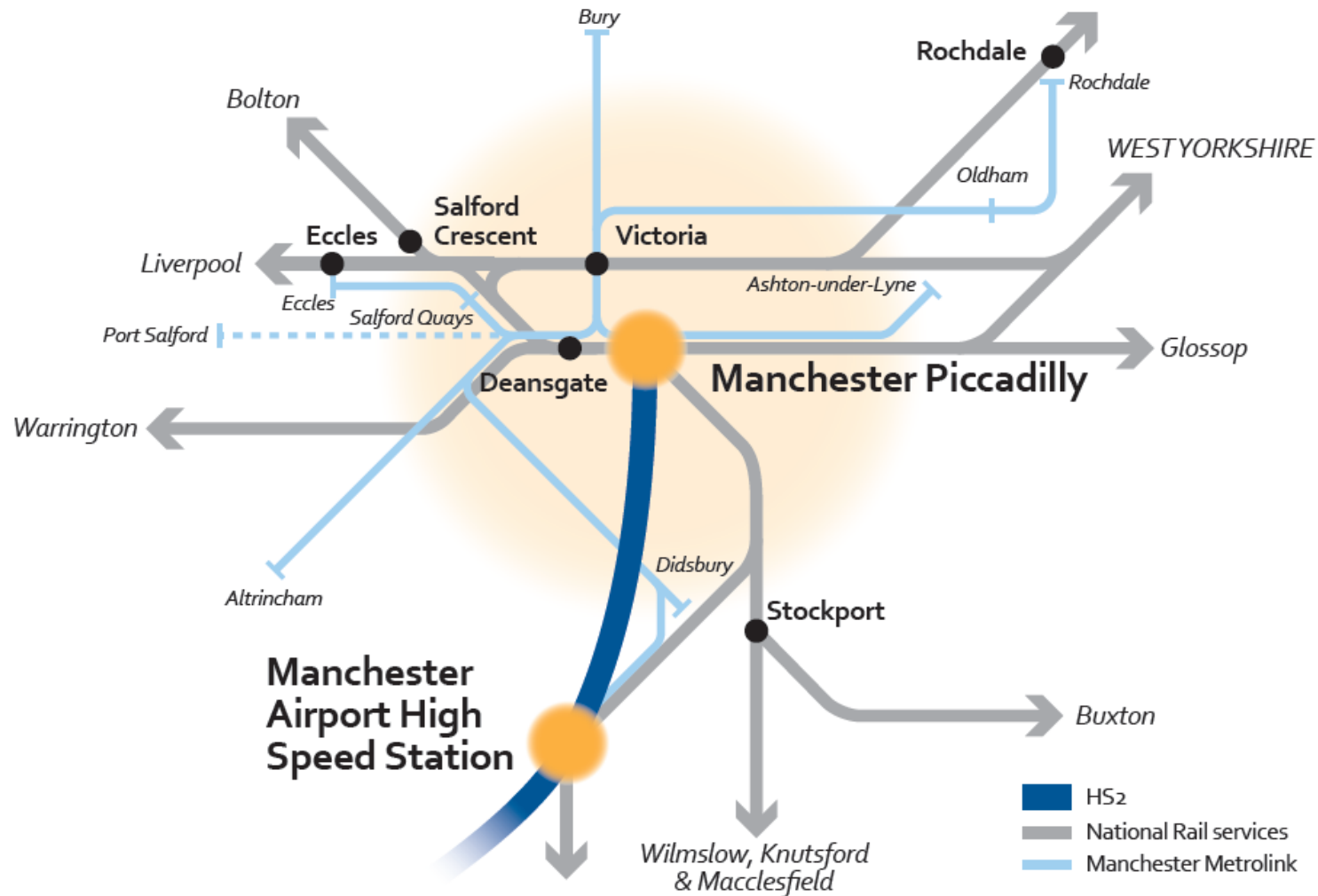


Serving the North-West and Scotland



**Assuming 2013 Train Service Specification*

Manchester Connectivity



East – West Rail

- Chancellor remitted Sir David Higgins
- Improvements in connectivity between Northern Cities
- Progressing in collaboration with Network Rail

Taking the project forward



Next Steps

- Phase 1 Parliamentary Process
- Sir David Higgins second report
- Supply Chain Conference

It is vital we get it right

HS2 must keep to its key principles. It must:

- stand the test of time;
- be the right strategic answer;
- be integrated with existing and future transport services;
- maximise the value added to local and national economies; and
- be a catalyst for change, both nationally and locally.

Thank you