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Director Greengauge 21

HS2 and the North

Transport Times Conference

October 2016

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overview

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- Bringing together HS2 and the 'northern powerhouse'
- Getting beyond the 6 major cities of the north
- The wider purpose of HS2 – supporting sustainable and resilient growth – and meeting the needs of the whole country

Focus on 2026/7, rather than 2032/3 with full Phase 2



HS2 and the North

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“What my personal experience reflects is the two main transport challenges we face as a country: the lack of capacity, particularly but not exclusively south of Birmingham; and the poor connectivity in the North, not just between the region and London, but also east-west between Liverpool and Manchester, Manchester and Leeds, Leeds and Hull.

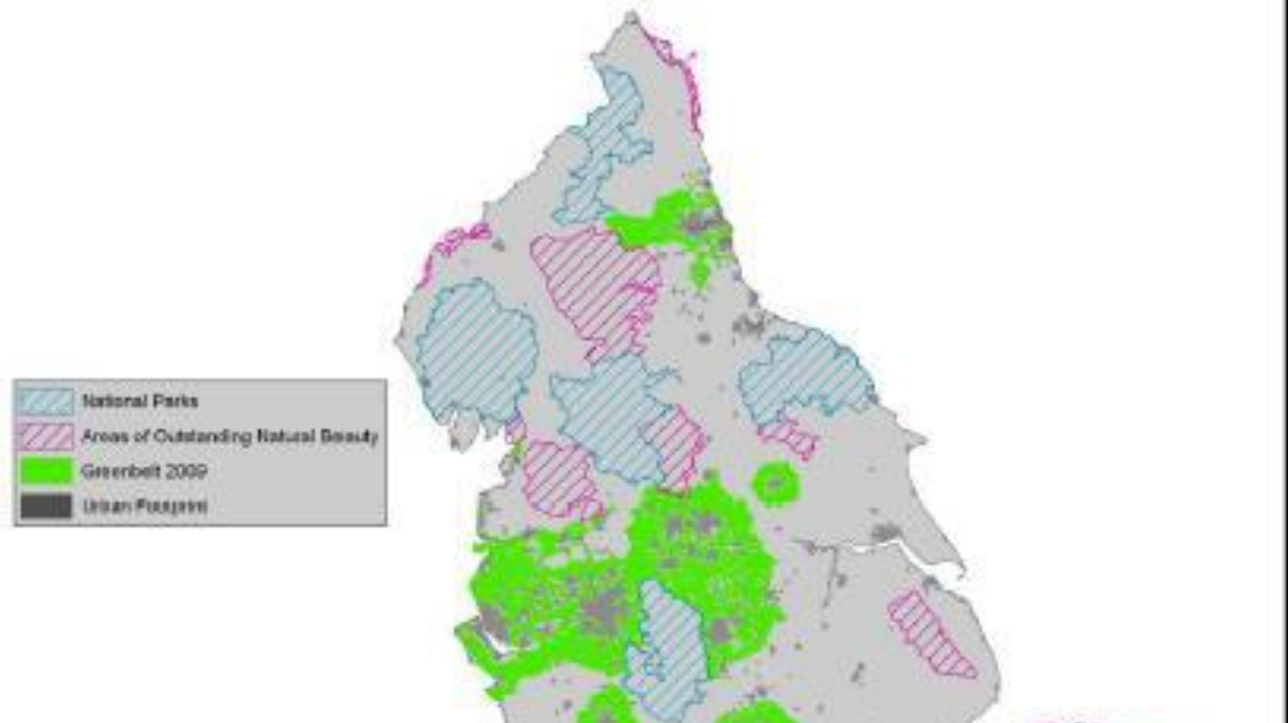
Those challenges have direct consequences, not just for the economy as a whole, but for people’s daily experience and aspirations.”

Source: HS2 Plus a report by Sir David Higgins

HS2 Ltd, March 2014

The North: major cities, major towns set in protected green belts and surrounded by National Parks

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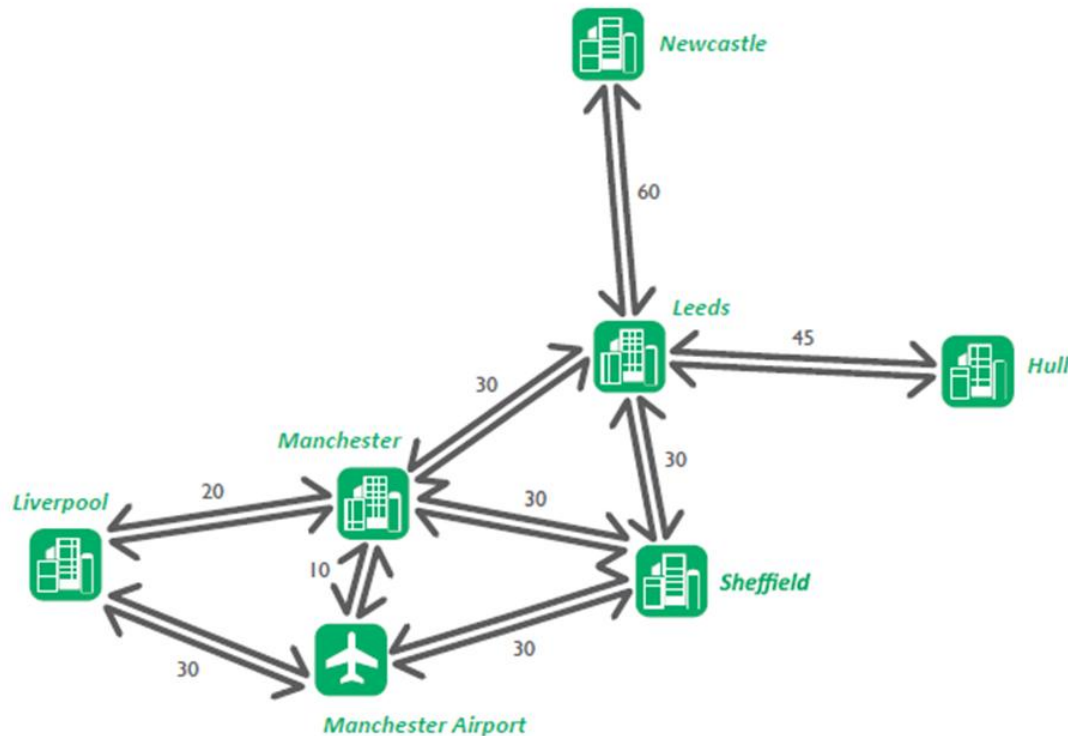


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Source: NP/AONB – Natural England GIS Digital Boundary Datasets <http://www.gis.naturalengland.org.uk/>, Greenbelt – MAGIC Defra <http://magic.defra.gov.uk/>, Urban Footprint – EDINA UK Borders



Conditional outputs for rail – Intercity for the North

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Based on a mix of upgrade and new build (125 mile/h operation)

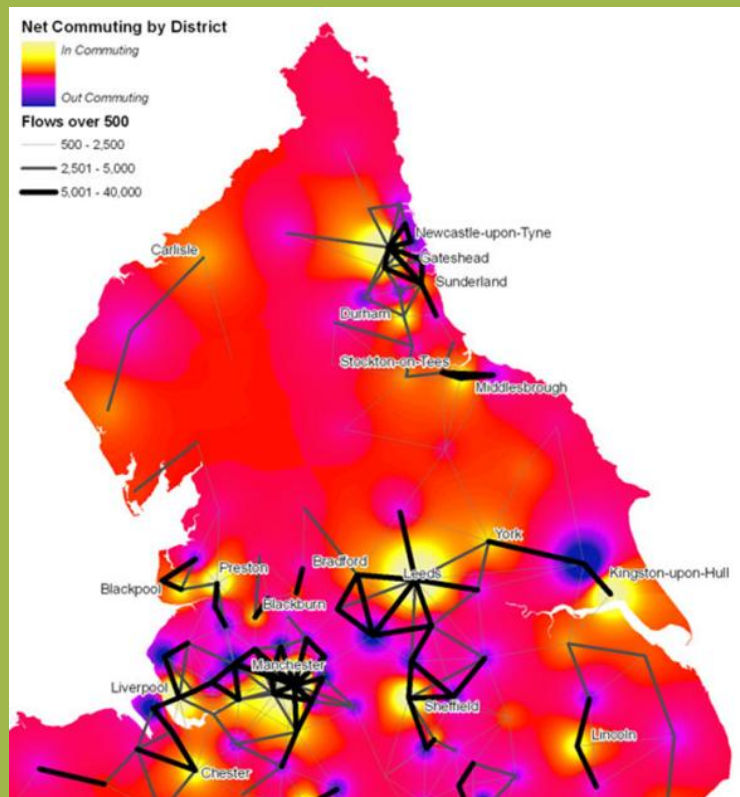
Conditionality means: subject to the investment having a business case

Clear argument that capability needs for city region, E-W intercity and N-S intercity (HS2), passenger and freight **must be examined together**



The multiple cities of the north

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Polycentric city clusters such as *Rhein-Ruhr* and the *Randstad* have much higher productivity per head than the North of England

Source: One North , 2014

The most important rail link in these two European regions is significantly quicker than the main connection in the North of England – and both have a coherent network of high frequency services

Source: Centre for Cities, 2016

Looking beyond the six main cities

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The North has a largely unmodernised, but comprehensive, network with a few gaps. And HS2 will join, stage left



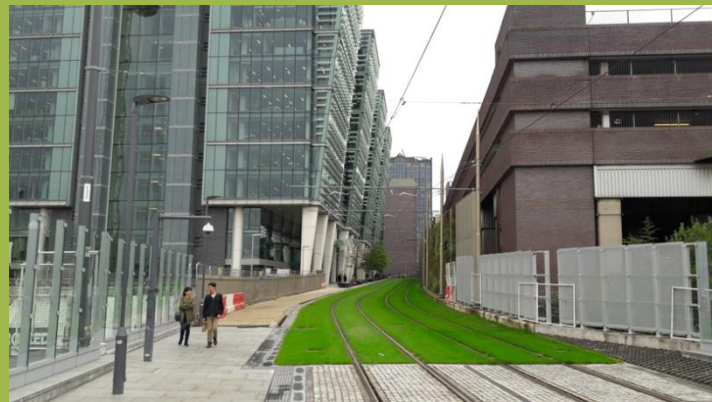
One solution is to integrate thinking and (budgets) for HS2 'access' transport networks

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- Manchester, Leeds by HS2 will be little over 1 hour from London, but have huge hinterlands
- *What should the HS2-based aim for the North be?*
- Get as much of the North as possible within 2 hours of London
- *Why?*
- Research evidence on the 25% time reductions from HST (125) *“substantial and demonstrable effects in aiding economic transition within a 2-hour travel limit of London, helping to generate renewed economic growth...transport is a necessary but not sufficient condition.”*



Source: Chia-Lin Chen and Sir Peter Hall, UCL

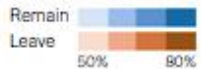




But if you take the Brexit vote as a measure of feeling neglected...

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Should Britain remain in the European Union?



Northern Ireland shares a completely porous border with Ireland, which is in the European Union. Trade issues could arise between the two.

NORTHERN IRELAND

SCOTLAND

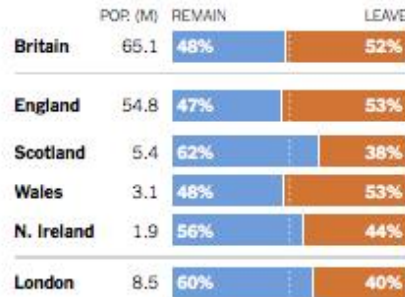
Edinburgh

ENGLAND

Liverpool

Manchester

London, along with Scotland, led the vote to remain



The Scottish first minister has said that a leave vote could trigger a referendum vote in Scotland to leave Britain. Scots rejected independence in a referendum in September 2014 by 55 percent to 45 percent.

*Bolton, Oldham, Burnley, Blackburn, Blackpool, Barrow, Workington, Carlisle, Sunderland, Hartlepool, Middlesbrough, Hull, Grimsby, Doncaster, Stoke-on-Trent...**matter too***

Much of TfN's challenge in the north is to create a passenger-friendly, integrated network across the wider North

Source: New York Times



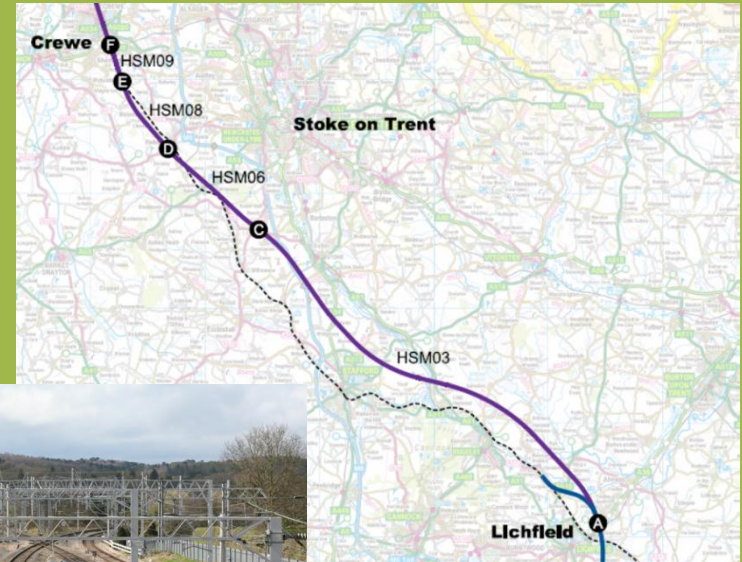
Strong case to serve Stafford, Stoke, Macclesfield, Stockport (and Manchester Piccadilly) by HS2

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<https://www.21stcentury-rail.com/put-stoke-and-stafford-on-the-right-hs2-track-new-report-urges/>

Long term logic in building and connecting new Manchester Piccadilly platforms to the existing network for 2026/7...

....as well as short-term need to avoid overcrowding on shorter trains



Ministers Brown and Goodwill met at Edinburgh Waverley – March 2016

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“This plan will bring to life our target of 3 hours or less Glasgow and Edinburgh to London train journeys, which will lead to a significant move from air to rail, bringing big reductions in carbon emissions.”

Scottish Infrastructure
Secretary Keith Brown



HS2 viewed from Edinburgh

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"Edinburgh can and should get the same uplift in connectivity in 2026/7 as Glasgow.

It doesn't matter to Edinburgh which route is used to achieve fast connectivity with London. Some connections to English cities will always be best served by the ECML. What we cannot have is the long wait until the 2030s to get the benefit of HS2.

Edinburgh must be made part of the HS2 plans via the West Coast based on the Phase 1/2a project. And this will help the investment case for improvements north of Crewe, on both sides of the border, which will surely be needed"

Chris Day

HS2 Lead Officer, City of Edinburgh Council 2006-2016





A sensible mix of upgraded and new lines

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Original HS2 service plans need to be revised

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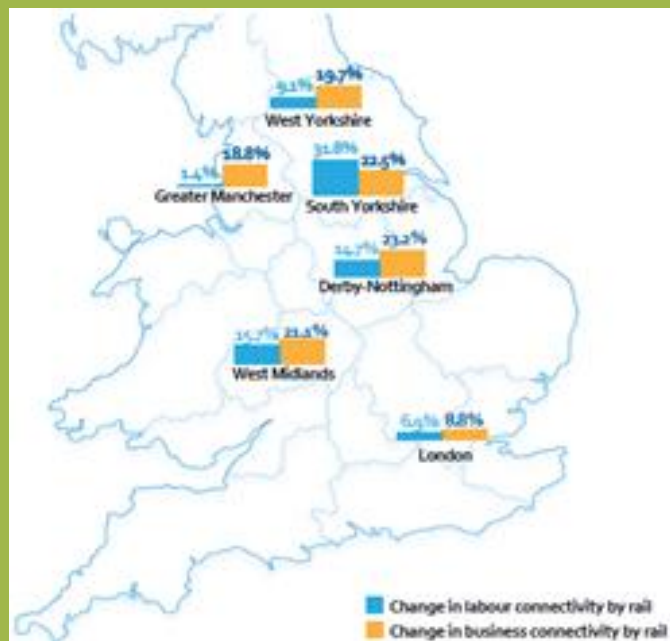
- Edinburgh has a bigger cross border rail market than Glasgow and must be included with direct London services in Phase 1
- Leaving key intermediate places north of Preston (Lancaster, the Lake District, Carlisle) unserved by HS2 makes no sense
- New Anglo-Scottish services in Trans Pennine Express need to be accommodated as well as more long distance freight and HS2 services
- The case for investment north of Crewe on the WCML to Glasgow and Edinburgh is being examined for inclusion in CP6/7





Connectivity helps regional economies

REENGAUGE2 1



“Transport fosters **intense economic interaction** that raises **productivity**, both within narrowly defined areas or more widely by linking areas”

“Transport shapes the **level and location of private investment**, potentially leading to higher levels of economic activity in some areas”

*Venables, Overman and Laird (2014): **Transport Investment and Economic Performance.***



Conclusions

GREENGAUGE 2.1

- For the North of England, HS2 plays multiple functions (not just a link to London), so its detailed planning – along with the wider transport network of the north – need to be carried out together – led by *Transport for the North*
- The case for accelerating (i) Manchester Piccadilly's HS2 platforms and (ii) the Yorkshire section of HS2 linking Leeds and Sheffield – in the 2020s – should be examined urgently
- A progressive upgrade of the northern section of the WCML, to benefit Carlisle/Cumbria, Lancaster/Lancashire, and Warrington/Cheshire, as well as reducing Edinburgh/Glasgow HS2 journey times must be a CP6 priority



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Thank you