

"What Scottish business needs"

Gareth Williams, Policy Director, SCDI

Greengauge21 Special Conference, "The British high speed rail network"

SCDI

- SCDI is an independent and inclusive economic development network which seeks to influence and inspire Government and key stakeholders with our ambitious vision to create sustainable economic growth for Scotland.
- Our diverse and influential membership spreads across all geographies and sectors - public, private and social economy.
- This forms a gathering of knowledge, experience and talent which provides a dynamic and creative force for change.

Scotland's Response

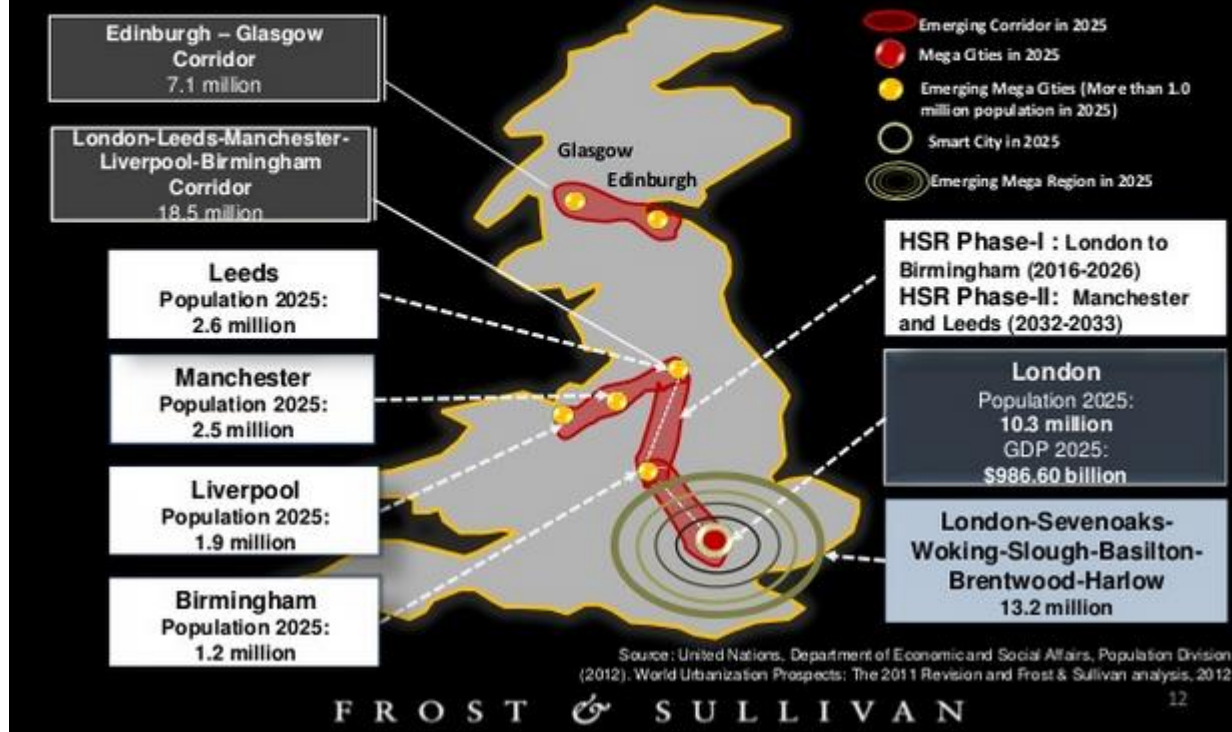
- Formation of Scottish Partnership Group 2011
 - Identified criteria for HSR in Scotland
 - Published 'Fast Track Scotland'
- Pre- Appraisal of identified routes to produce a sub-set of route options for consideration under STAG
- Three broad corridors north of HS2 Phase 2 identified



Future Mega Cities, Mega Regions, and Mega Corridors of UK

By 2025, UK could see 1 Mega City, 1 Mega Region and 1 Smart City;

Around 81.0% (55.2 million) of the Total Population in UK will Live in Urban Regions



- "The further extension of the national high speed rail network northwards from Leeds to Scotland...would certainly offer advantages by providing journey time benefits for our respective cities...It could thereby improve significantly business links between Edinburgh and Leeds, two of UK PLC's major financial centres"
Leeds City Region Enterprise Partnership, Fast Track Scotland (2011)

- "Glasgow and Greater Manchester are two of the UK's largest economies...Strong economic development within these cities will be essential for countering the economic dominance of London and providing the driver for growth within their respective regions. As such, high quality links between these centres is essential for developing trade, tourism and expanding the knowledge, opportunities and labour catchment areas for these conurbations."

Greater Manchester Chamber of Commerce, Fast Track Scotland (2011)

- “Improved rail links between the North West and Scotland would benefit both regions. Liverpool is an increasingly popular destination for international travellers and we would welcome improved links with other key tourist destinations such as Glasgow and Edinburgh.”

Liverpool Chamber of Commerce, Fast Track Scotland (2011)

- "For HS2 to improve the country's connectivity and infrastructure capacity, it must reach the whole of the UK. Only then will the expected business and transport benefits be enjoyed by the entire country. Consequently, the line should also be planned and thought of in its totality, rather than independent and isolated sections."
London Chamber of Commerce and Industry, Fast Track Scotland (2011)

Key Cities for Connectivity	
London	90%
Manchester	60%
Birmingham	55%
Newcastle	40%
Leeds	32.5%

Key Regions for Journey Time Reductions	
London	80%
North of England	60%

Benefits for your Business	
Reduced time travelling	85%
Strengthening existing business links	65%
Greater frequency and reliability	57.5%
Making new business links	37.5%
Expand labour market	27.5%

Current mode of travel to London	
Air	57.5%
Air & Rail	25%
Rail	7.5%
Air & Road	2.5%

Potential for some modal shift with journey time improvements	
Yes	82.5%
No	2.5%
N/A	5.0%

- “Any alternative/improved form of transport which can reduce travel time, as well as allow more flexible travel to either customer sites or Dell office locations, clearly has the potential to be beneficial. If journey times between Glasgow/Edinburgh to London can be reduced to 2 hours 40 minutes, it gives greater flexibility and options when considering travel plans.”

Dell, Fast Track Scotland (2011)

- "Our business supports the Barclays business which is based in Canary Wharf in London and we also support a UK wide branch network including locations in many UK cities including Newcastle, Birmingham and Edinburgh. At the current time for many of these locations the only available quick option to maximise visiting colleagues time in the relevant offices is by flying".

Barclays Bank, Fast Track Scotland (2011)

- "We utilise modern IT communication systems but face to face contact will always underpin a successful solicitor-client relationship. To operate in a UK market means travelling between our offices and to our clients' offices. A high speed rail service...would offer a competitive and sustainable travel alternative."

Dundas and Wilson CS LLP (now part of CMS McKenna), Fast Track Scotland (2011)

- "With a client base throughout the UK and beyond...[our] business is built on personal relationships which rely on meeting our clients to get to know them and to understand their business. A high speed link between Edinburgh and Glasgow and connecting Scotland and London would significantly...[increase] our reach and responsiveness to clients."

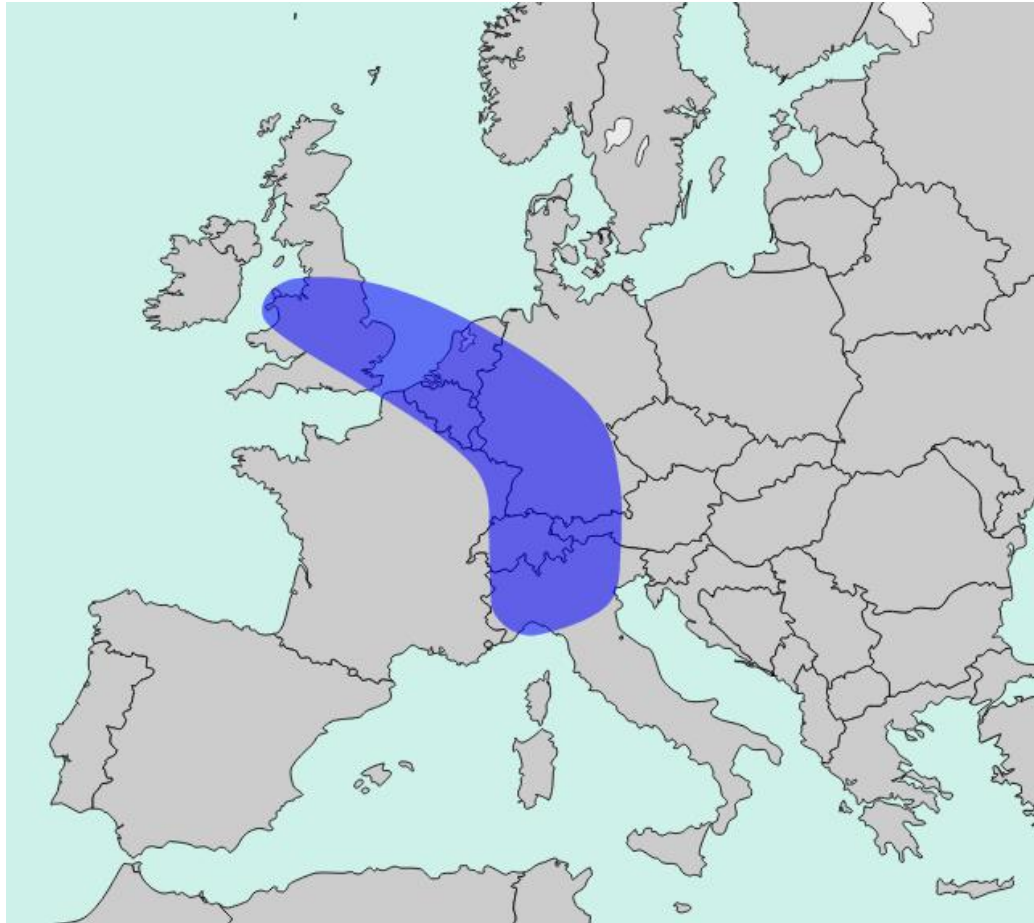
Shepherd and Wedderburn, Fast Track Scotland (2011)

- "With the...the proximity of train stations to major centres of commerce it is clear that the competitiveness of the Life Sciences industry in Scotland would be enhanced significantly by improvements to rail travel including reductions in time. Communication technology has enhanced business interaction with customers but business is still heavily dependent on people meeting face-to-face. We must maintain our position in the world and better communication and transport infrastructure are key parts in ensuring that this will be possible."

Sistemic Ltd, Fast Track Scotland (2011)

Potential modal shift for journeys to Europe	
Yes	42.5%
No	22.5%
Possibly	20%

Benefits for the Scottish economy	
Attract new investment	72.5%
Tourism	72.5%
Retain existing investment	65%
Expand existing investment	62.5%



Brunet, Roger (1989). Les villes européennes: Rapport pour la DATAR (in French).
Montpellier: RECLUS.

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