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*High speed in the North*

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## Overview

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- The changing role of HS2
- The inseparability of investment in HS2 in the north and:
  - (i) access to its stations
  - (ii) east west connectivity
  - (iii) city region rail network development
- Business case realities & funding
- What is needed now and who should lead



## 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.”

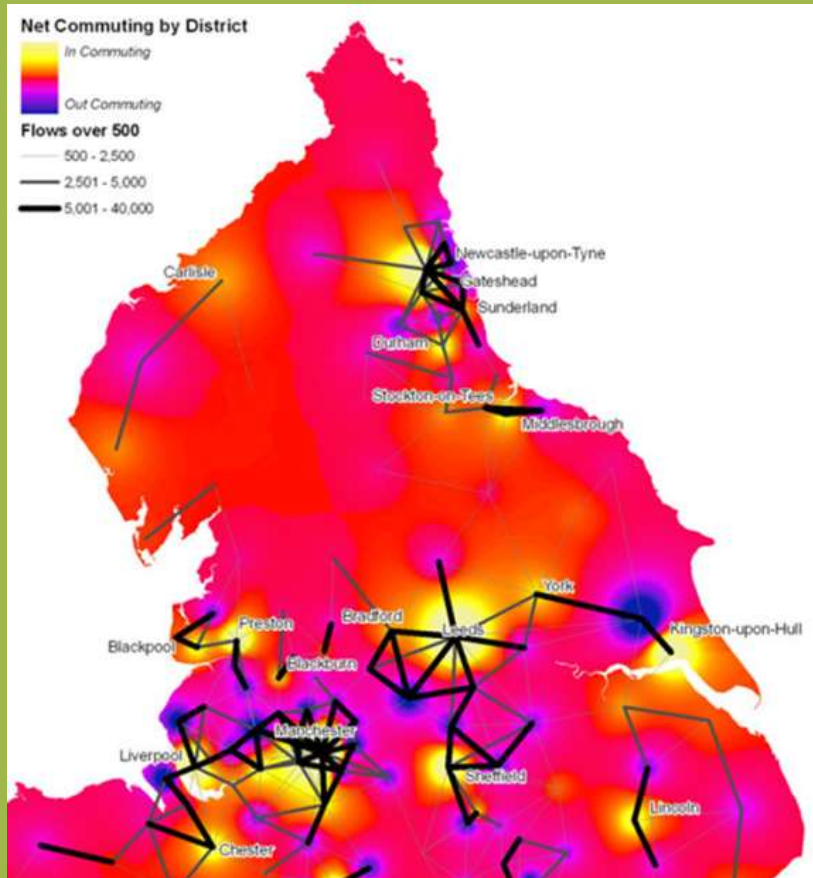
**Source: HS2 Plus a report by Sir David Higgins**

HS2 Ltd, March 2014



# The transport challenges in the north are different

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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

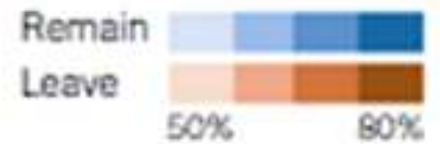
Source: *Centre for Cities*, 2016



## ...not forgetting the neglected periphery



### Should Britain remain in the European Union?



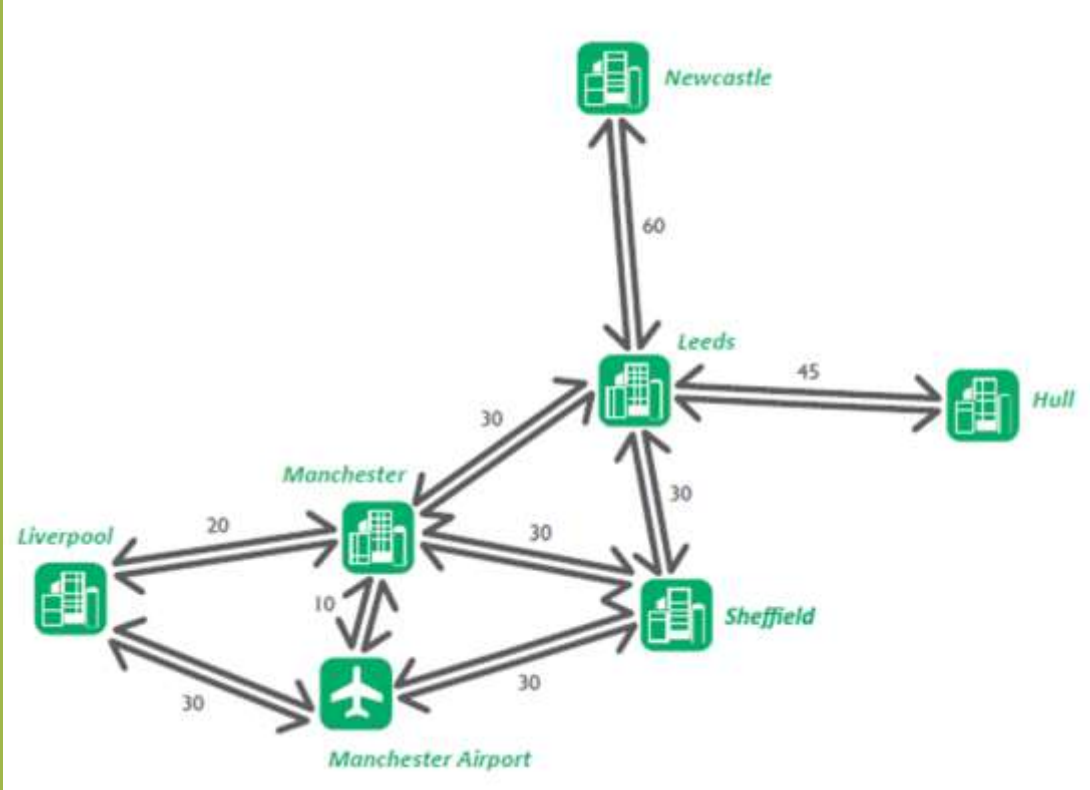


# One North report set conditional outputs for rail

July 2014

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Based on a mix of upgrade and new build (125 mile/h operation)  
Conditionality means: subject to business case  
Capability needs for city region, E-W and N-S intercity, passenger and freight **must be examined together**  
**HS2 may provide part of the answer**



# The North doesn't lack a comprehensive rail network

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- But it is largely unmodernised
- It doesn't function coherently for customers
- There are some weak links e.g. Sheffield & Chester to Manchester Airport
- As well as some being added e.g. Bradford/Halifax – Manchester Airport

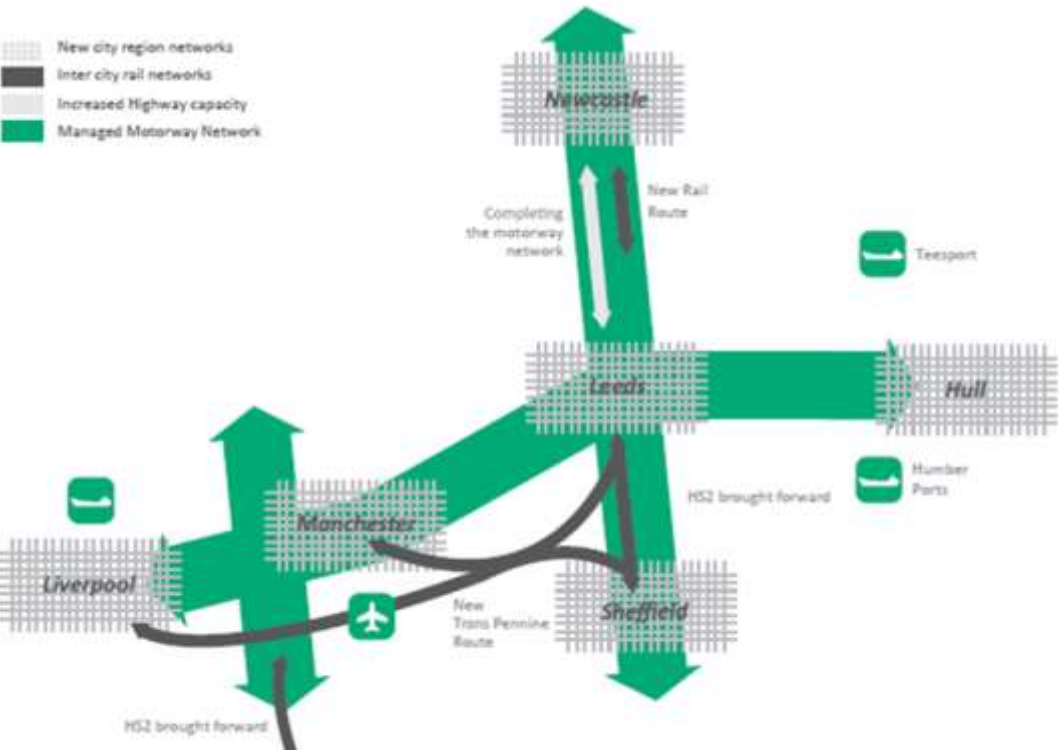
**Solutions need to recognise how rail networks work!**



# The closely inter-connected parts of the whole

## GREENGAUGE 2 1

- New city region networks
- Inter city rail networks
- Increased Highway capacity
- Managed Motorway Network



*Implementing HS2 in the north is inseparable from TfN's wider aims and remit*

A strategy, a coherent plan, deliverable in stages (a programme) *not* a single project solution

The *rail* outputs include:

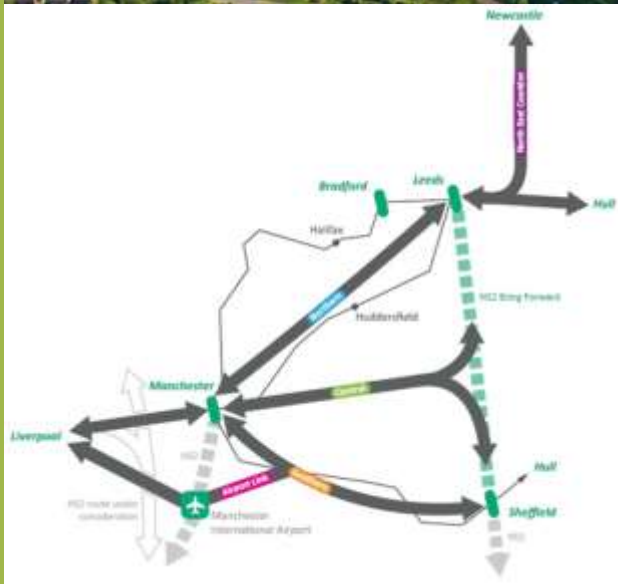
- increased commuting capacity for each city region (+100 /150%)
- transformed intercity journey times
- Manchester Airport access from every city in the North
- a freight route across the Pennines, suitable for port-based logistics and unitised loads





## Implementing HS2 in the north is inseparable from TfN's wider aims and remit

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- Good access to HS2 is essential to delivering project benefits
- HS2 provides some of the intercity connectivity needed within the north – note the planned change of route in South Yorkshire
- One of HS2's key benefits is releasing capacity for city region rail service expansion on existing lines

# There is evidence\* of a critical economic threshold at two hours from London

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- Leeds, Manchester, York and Liverpool already in this category
- How much of the wider northern catchment can achieve this with HS2?

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*\*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..*

*[Based on analysis of the effects of the HST 'revolution' – 25% off journey times]*

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





## Business Case realities

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- There will be no business case for HS3 or major new infrastructure in the north unless all of the benefits – for city region service expansion, for railfreight *etc* – are examined alongside intercity benefits
- There will be major divergences in appraisal outcomes using standard techniques and those directed towards specific northern aims
- Best value for money will come from planning infrastructure around service needs
- DfT and HS2 Ltd are reluctant to commit to service plans in the 2020s
- HS2 Phase 2B (and 2C) serve the north and the north should decide priorities and how best to allocate funds



# Conclusions

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- Implementing HS2 in the north is inseparable from TfN's wider aims and remit
- For the North of England, HS2 plays multiple functions (no longer 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*
- With devolution to TfN should come the HS2 Phase 2 budget in the North – this is the only way to get efficient decisions on phasing and integration based on supporting the North's wider industrial strategy and economic plans





Thank you