

TRICS Conference

HS-2 : Which argument to take ?



JMP Consultants Ltd

19 November 2013

- Key aims of the presentation
- The well known basics
- Did the government answer the ‘correct’ exam question ?
- Understand development pressure that HS2 will create
- Assess the local connectivity implications of HS2 – were the IOD correct ?
- Be careful what you wish for.....

HS-2: Current State of Proposals



- Phase 1 (London to Birmingham): Hybrid Bill being developed for introduction to Parliament by the end of 2013. HS2 'paving bill' in Parliament. Links to west coast mainline near Lichfield. Proposed opening 2026.
- Phase 2 (Birmingham to Manchester and Leeds): Consultation commenced 17 July 2013 – closes 31 January 2014. Current plan is for the HS-2 line to generally follow the existing road and rail corridors north of Birmingham
- Current cost estimate of £42.6 billion
- Up to 18 trains per hour each way

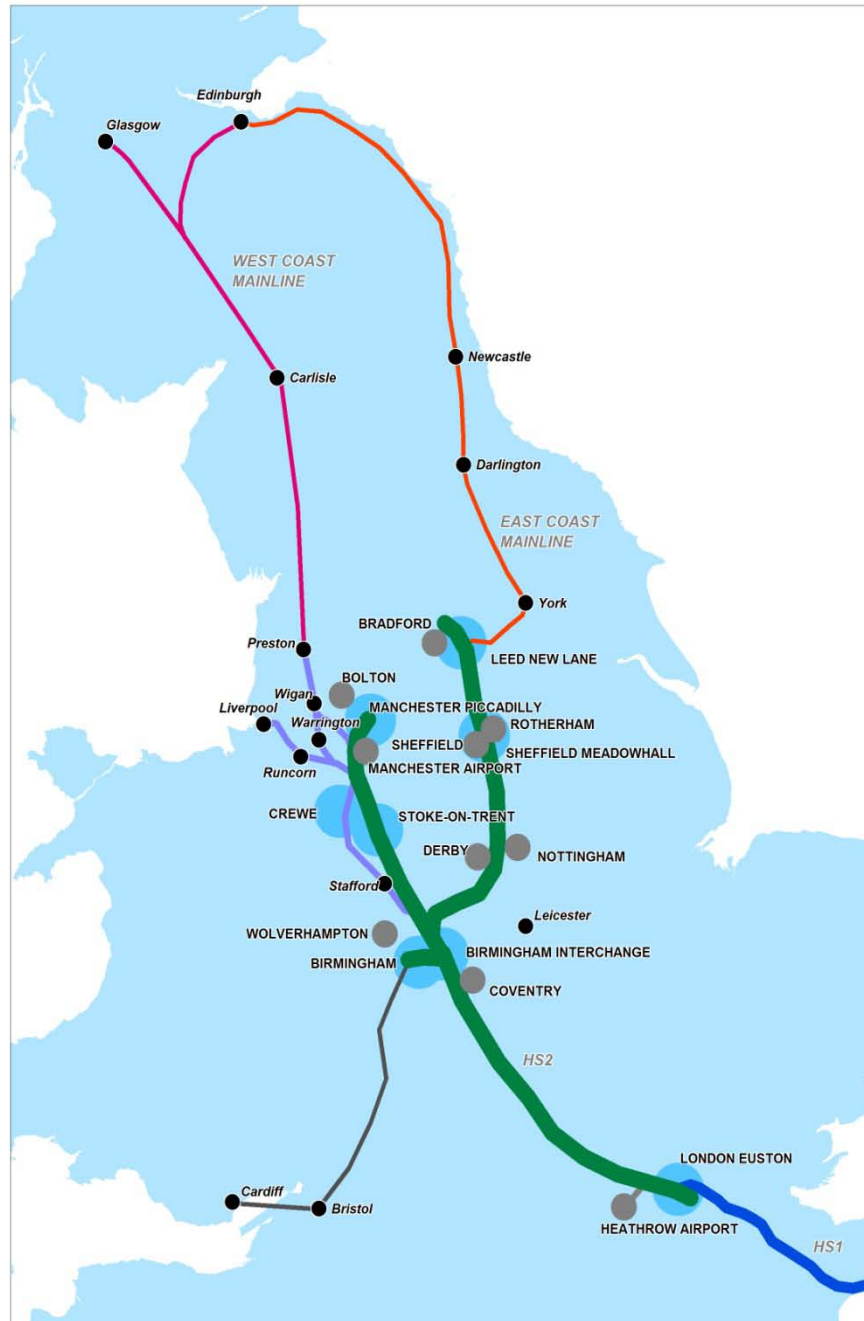
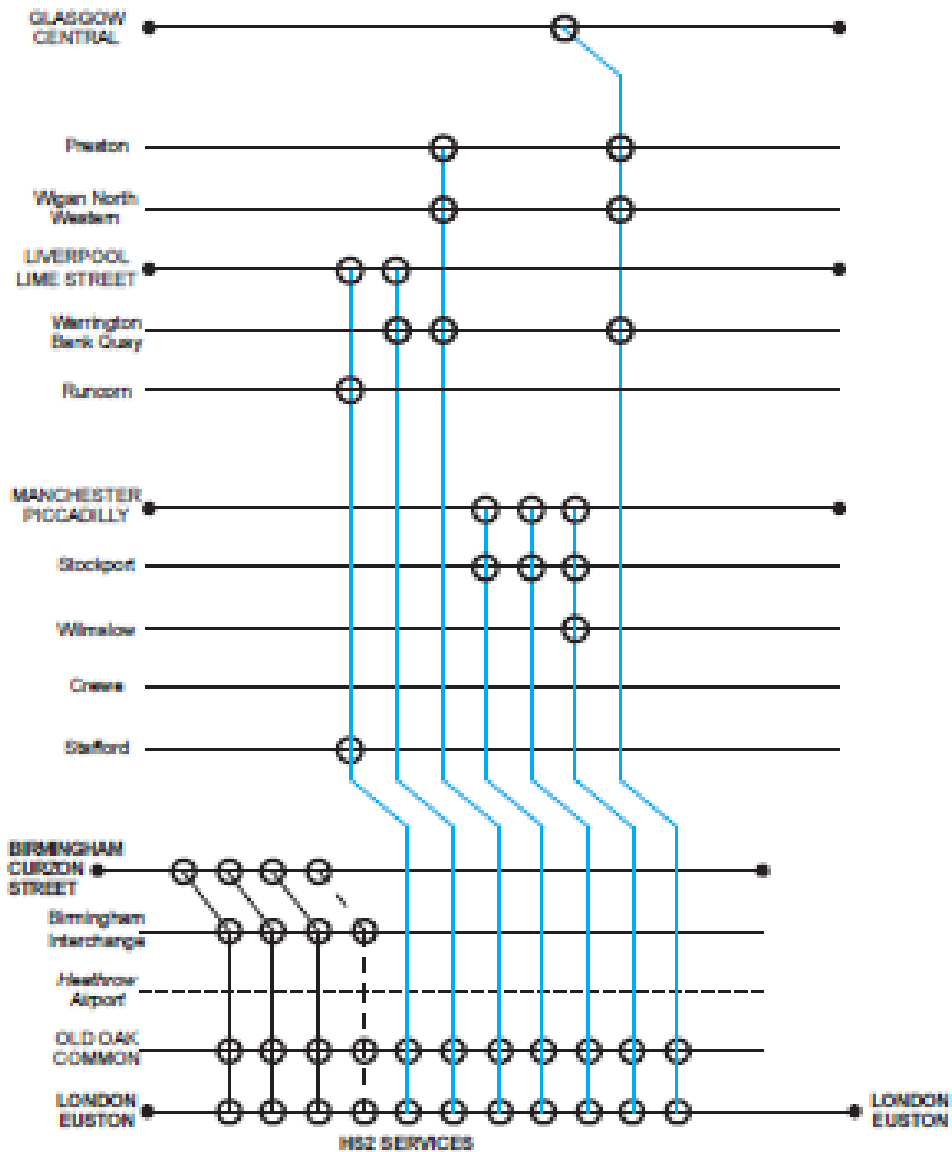


FIGURE 1: Phase 1 service pattern

HS2 Phase 1 service pattern



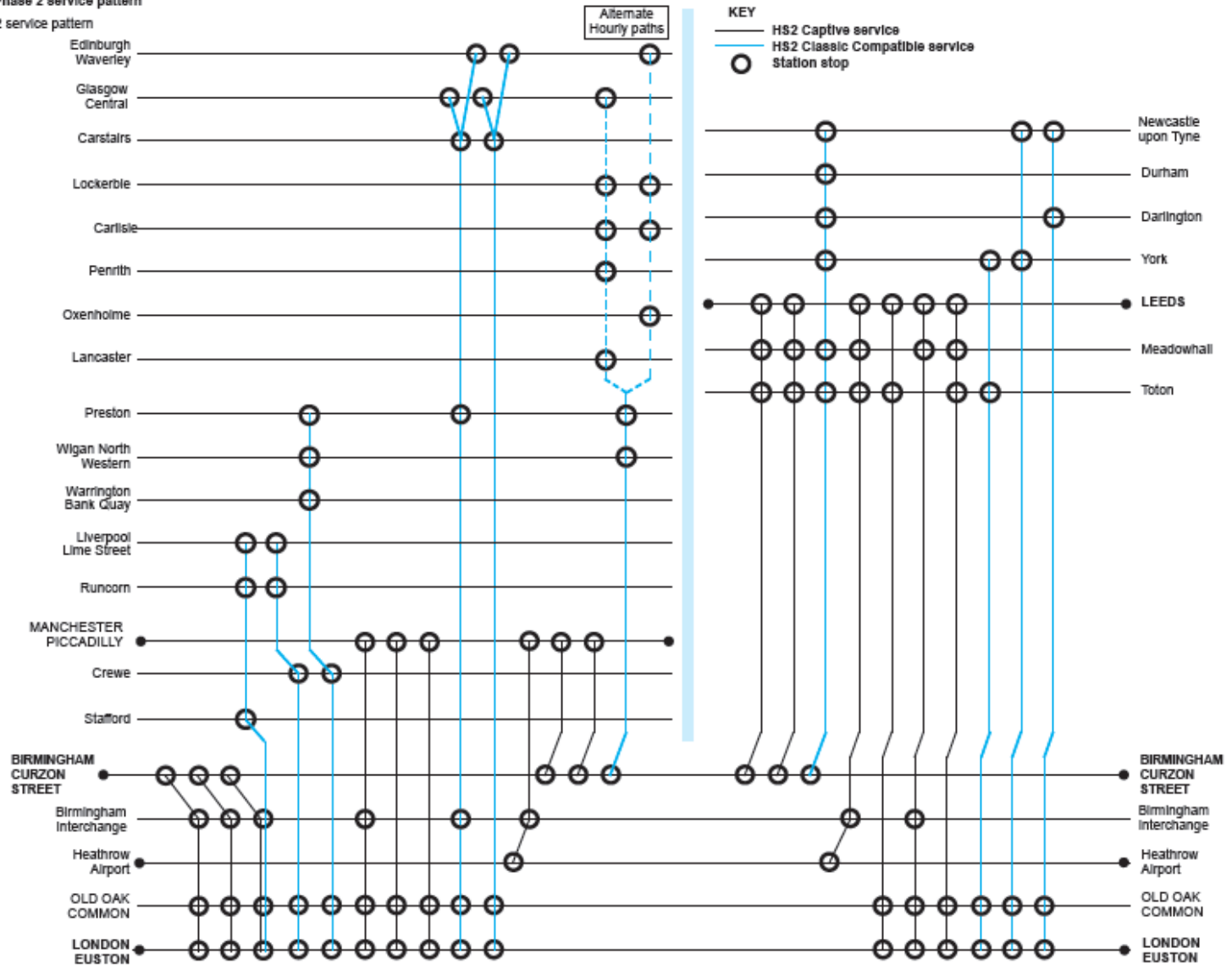
KEY

- HS2 Captive service
- - - HS2 Captive service, runs in PEAK HOUR ONLY
- HS2 Classic Compatible service
- - - HS2 Classic Compatible service, runs in PEAK HOUR ONLY
- ⊕ Station stop



FIGURE 3: Phase 2 service pattern

HS2 Phase 2 service pattern



HS-2: High Speed or Capacity ?



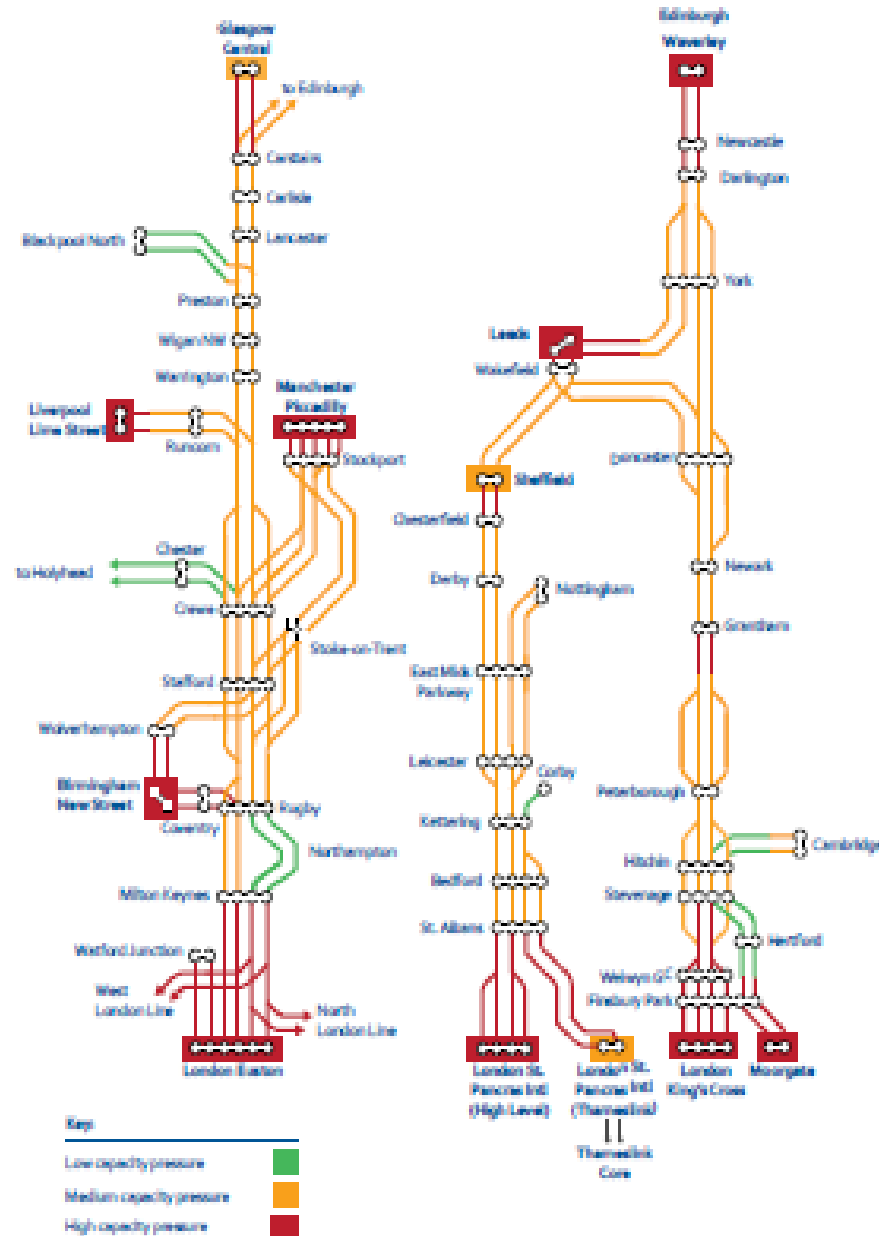
- Initial Specification – most direct alignment point to point, high speed alignment key, minimum JT driver for business case, detailed Phase 1 alignment with limited environmental mitigation. Greater mitigation and tunnelling provided post consultation
- Initial Specification for Phase 2 still based on high speed and journey times – alignment currently under consultation
- Case for Agglomeration benefits still being developed
- Argument now moved to provision of additional rail capacity

HS-2: High Speed or Capacity ?



- DfT / Network Rail document identifies capacity limitations – south of Milton Keynes / Bedford / Stevenage and Transpennine being key – is HS2 the correct answer to the exam question ?
- Initial post service specifications show worsening of services to many locations post phase 1 and for example HS2 trains passing through stations such as Stoke and Stockport without stopping
- Phase 1 causes ‘classic’ line issues – Trent Valley and Sheffield to Leeds. Phase 2 causes issues north of Preston

Figure 5: Expert judgement on post-2019 capacity pressures on north-south main lines



c/o Atkins-Global / HS2 Limited

Has the correct exam question been answered ?



- Railways – capacity needed south of key growth locations in the south east and across Pennines – so new commuter lines and access to channel ports key. New Transpennine link required beyond Northern hub. Will scheme really release new capacity ?
- Economic activity – movement between regions key, access to Airports & Ports vital, “Sparks Effect” ++, World standing of UK PLC

Growth Implications



➤ Railways

- released capacity
- new journey opportunities
- freight capacity
- Heathrow – Davies commission outcomes
- HS1 and Crossrail links

Value of HS2 Connection



➤ A mark on the HS2 network map ?

- HS2 Station or connection to HS2 ?
- Town Centre or Parkway ?
- Economic benefits or Generalised Journey times ?
- Costs involved – the IOD report
- GVA for UK PLC ?

Growth Implications



- Land Use – regeneration potential for city centre and former industrial locations – Old Oak Common, Toton, Meadowhall, central Birmingham, Leeds
- Growth from railway activity – e.g. Washwood Heath depot, North Pole depot, rolling stock procurement, construction activity

Growth Implications



- Land Use – parkway station principle ?
- New settlements at Parkway Stations ?
- Analysis of settlement size for a cost / GVA neutral position for UK PLC
- 10,000 new population for every £100- 125 million in capex requirements
- Capture of land values critical - use of development corporation ?

Growth Implications



- Connectivity to HS2 Critical irrespective of station options taken forwards
- IOD report
- New motorway junction £125million+
- New LRT / BRT links £10-30million / mile
- Local connectivity schemes £20 –100million dependant on scope

Growth Implications



- HS2 has ability to redefine spatial portrait of an area
- Difficult political choices ahead for land use planning near to HS2 stations
- Ambitious Phase 1 plans – OOC, UK-C masterplans
- Manchester and Birmingham Airports connected to HS2 – Implications for Airport growth ~ e.g. Birmingham Airport Davies Commission Submission

Growth Implications



- Removal of growth potential from non HS2 locations
- KPMG dataset
- Examples - Stoke on Trent and Aberdeen
- Do high profile areas such as Cambridge and Bristol need to worry about loss of GVA growth to HS2 locations ?

Be careful what you wish for ?



- HS2 will distort employment travel patterns and work locations
- Will West Midlands become a dormitory suburb of the south east ?
- Or is the Docklands effect going to occur – back office / low value jobs exported to locations well connected to the south east but remote from key economic activity ?
- Does this create social equality issues ?

Overview



- HS2 plans well documented
- Wrong 'exam question' answered but standing of UK as a global economy is at stake
- Value of a mark on the HS2 network map... and the costs – the IOD were correct if total cost of HS2 and connectivity considered
- Changing spatial portrait of areas served by HS2
- But is HS2 essential for economic growth or will unintended consequences occur ?

Thank you



➤ Lee White

JMP Sector Lead for Passenger and Freight Transport

0121 230 1429, 07896 113486

lee.white@jmp.co.uk