



High Speed Rail in Britain

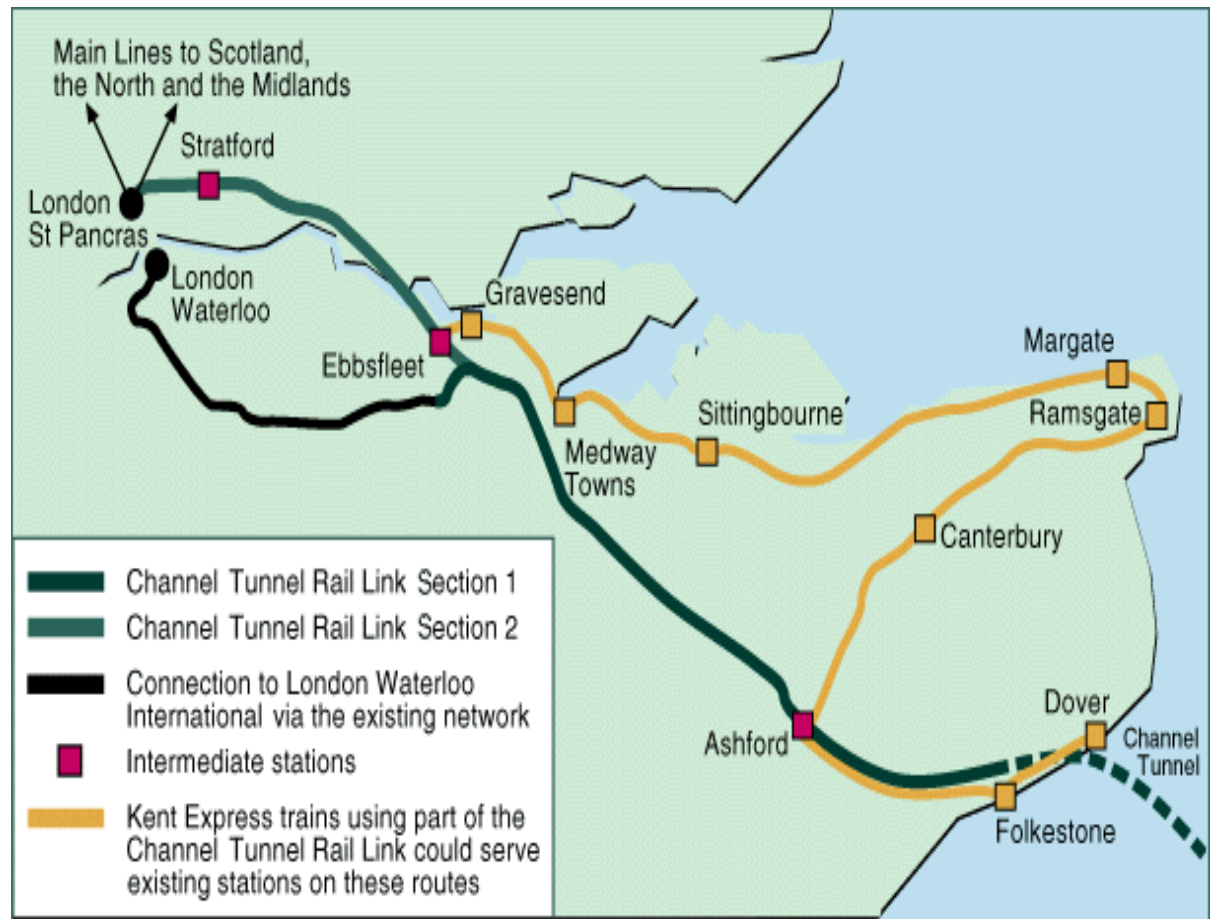
Economic and Social Effects of HS₁ and HS₂

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Chairman, Network Rail High Speed Ltd

Prague 9 June 2023

HS1 – impact of fast reliable regional services to the isolated “left behind” towns of East Kent

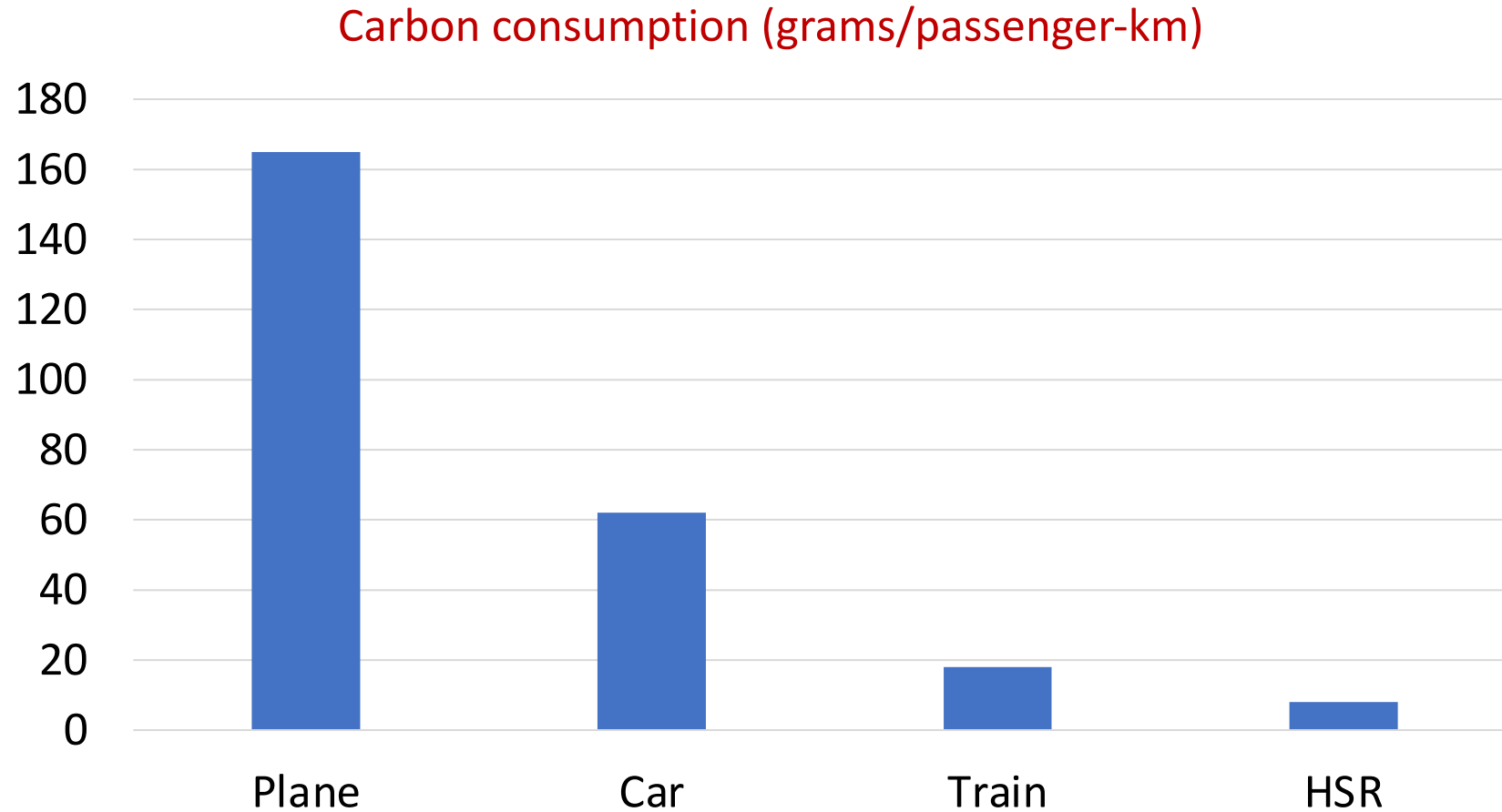
- East Kent town and cities declining due to remoteness – 2hours+ from London
- New “high speed” line £5bn capital cost (2007)
- 1 or 2 long distance International services per hour London – Paris
- The key value is up to six 230km/h “regional express” trains per hour. East Kent brought within 1 hour
- Regional economic development worth £5bn+ over first 10 years
 - Access to London jobs
 - New businesses creating new local jobs
 - New tourism businesses
 - Land value rise



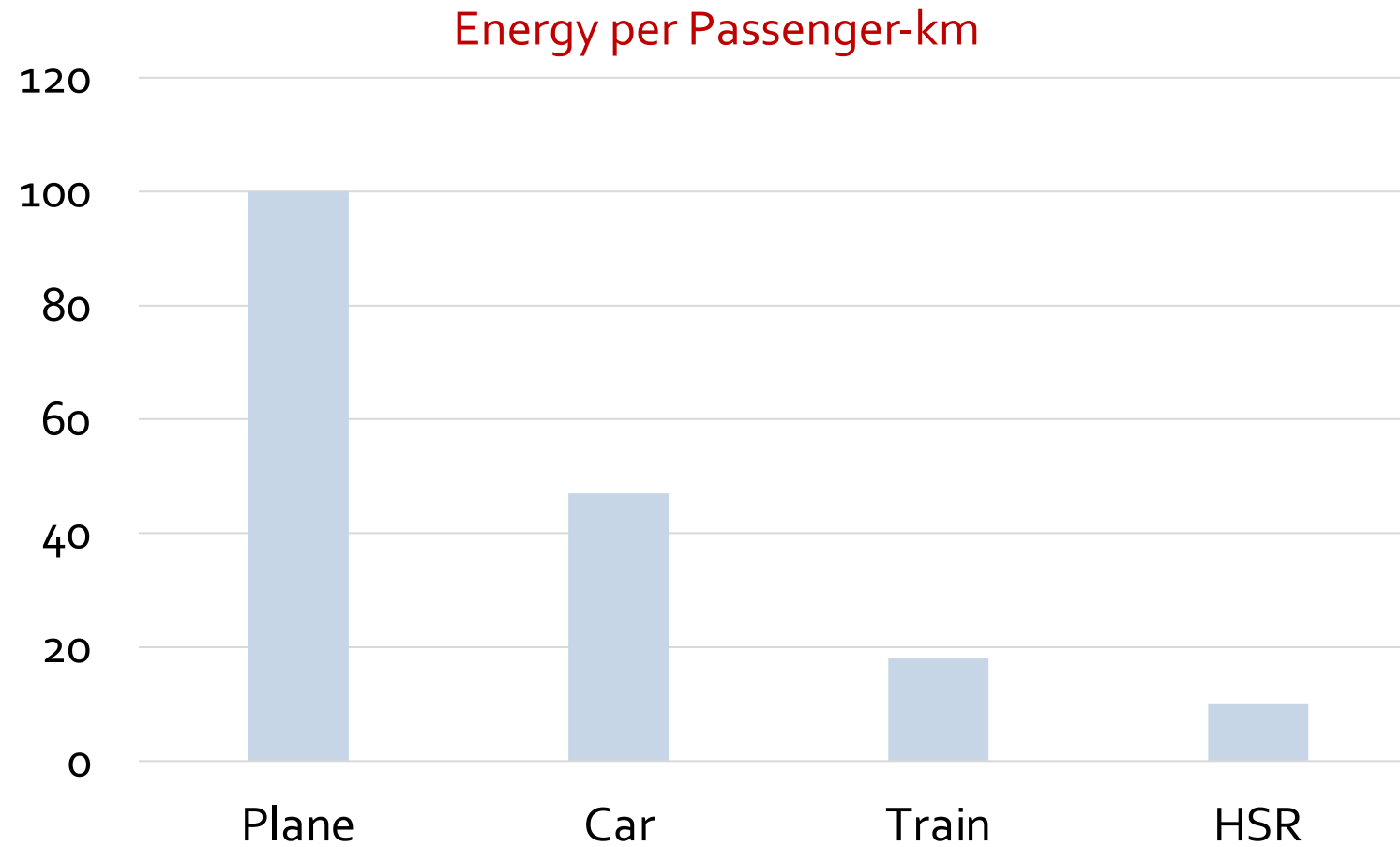
HS₁ and HS₂ - 5 Tiers of benefit

- To the direct users
 - Time saved
 - Reliability
- To other transport users
 - Capacity released on existing infrastructure (road and rail)
- To cities served
 - Activating development potential for core employment sectors
- To the wider region surrounding the cities
 - Economic and social connectivity
- Contribution to zero net carbon, and lower energy use

Operational carbon consumption

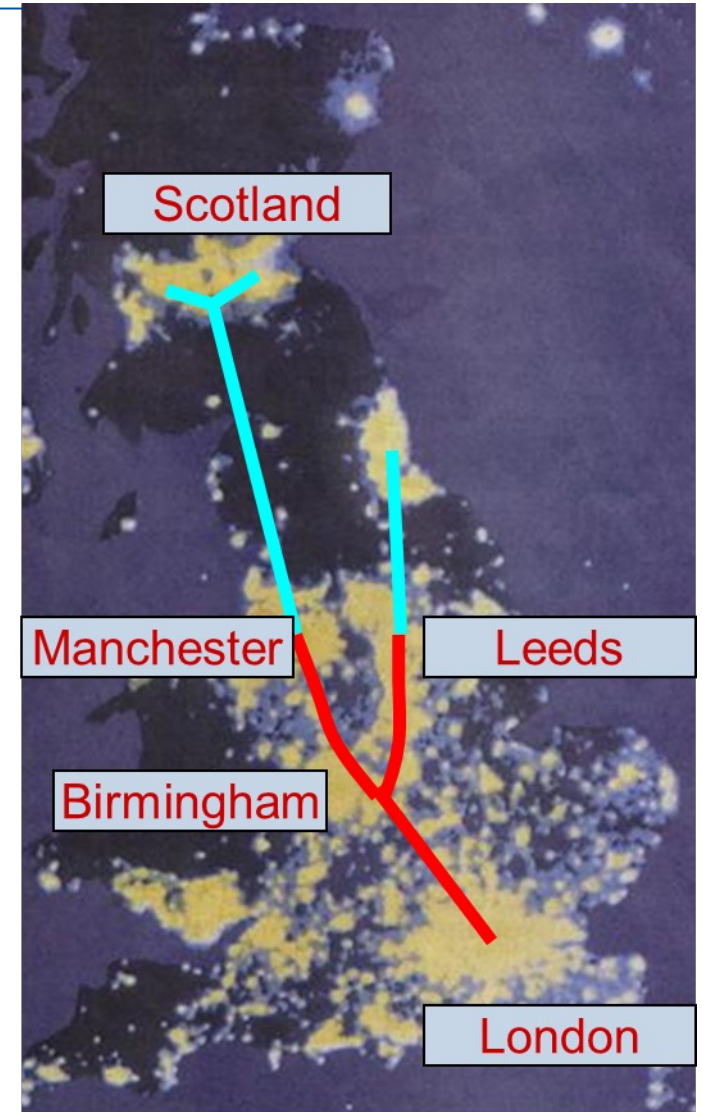


Relative energy consumption



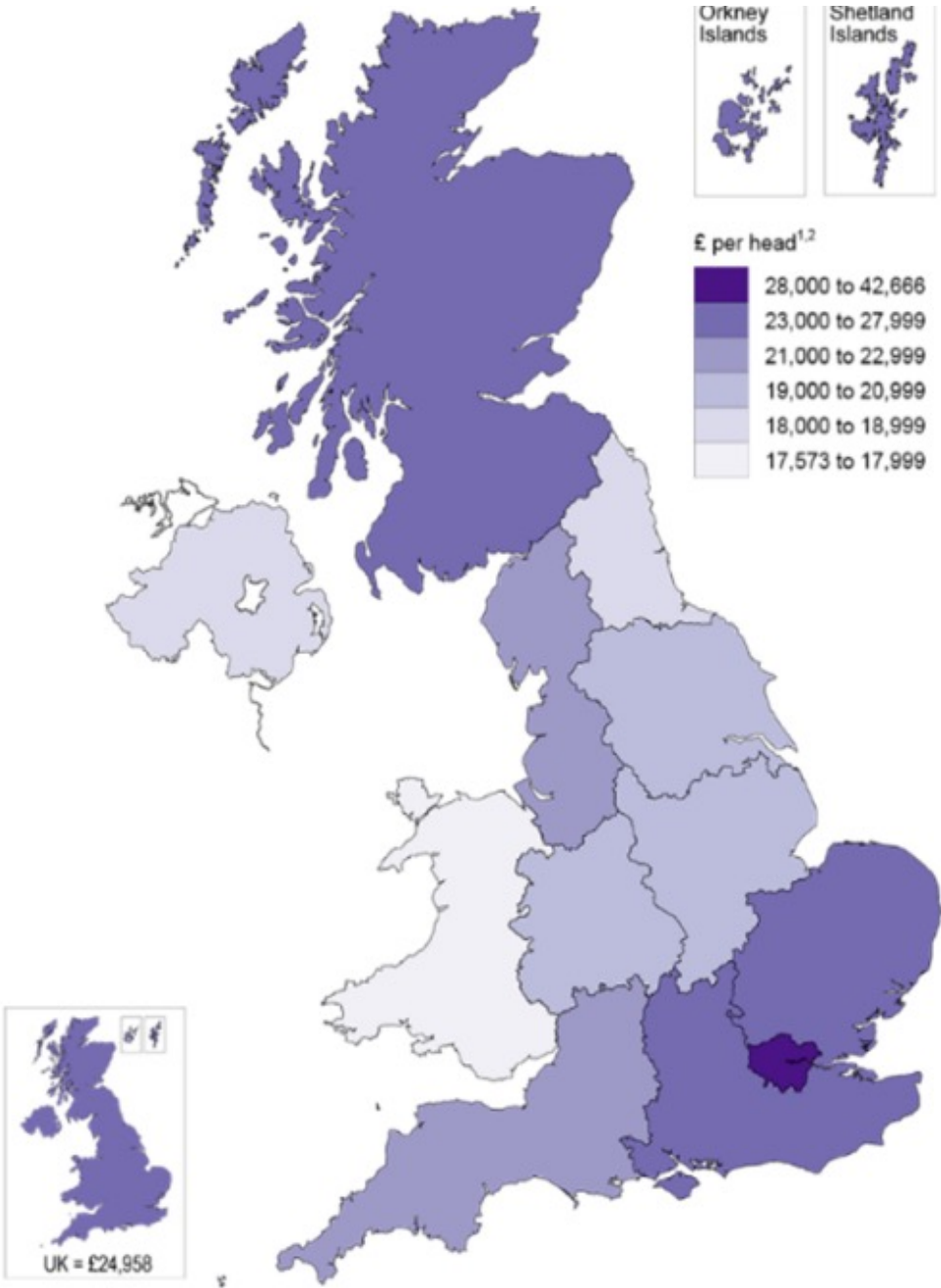
HS2 will eventually connect our biggest city regions

- Journey times are before and **after** HS2 (in hours-minutes)
- Based on operation at up to 360km/h
- London to
 - Birmingham 1-24 to **0-49**
 - Manchester 2-08 to **1-08**
 - Leeds 2-12 to **1-22**
- Birmingham to
 - Manchester 1-34 to **0-41**
 - Leeds 2-05 to **0-49**



HS2 catalyst for growth

Regional Productivity in the UK (GVA per head, 2014)



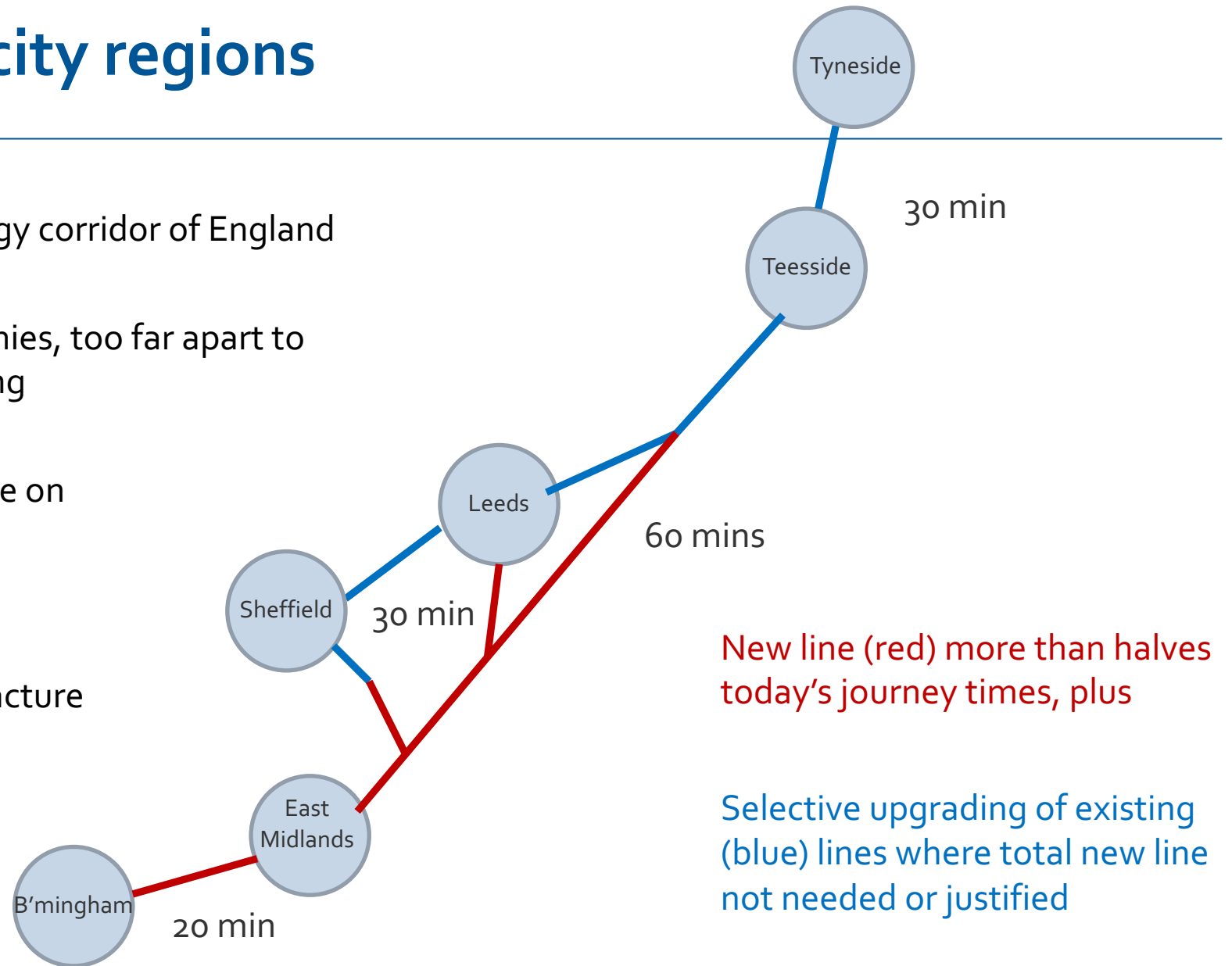
Example: joining city regions

The manufacturing and technology corridor of England

Today these are separate economies, too far apart to work together and slowly declining

In future each city will concentrate on one of the core sectors:

- Advanced manufacturing
- Research & IT
- New “green” energy manufacture
- Financial services
- Healthcare
- Technical education



New Central Birmingham regeneration plan

HS2 is at the centre of a masterplan

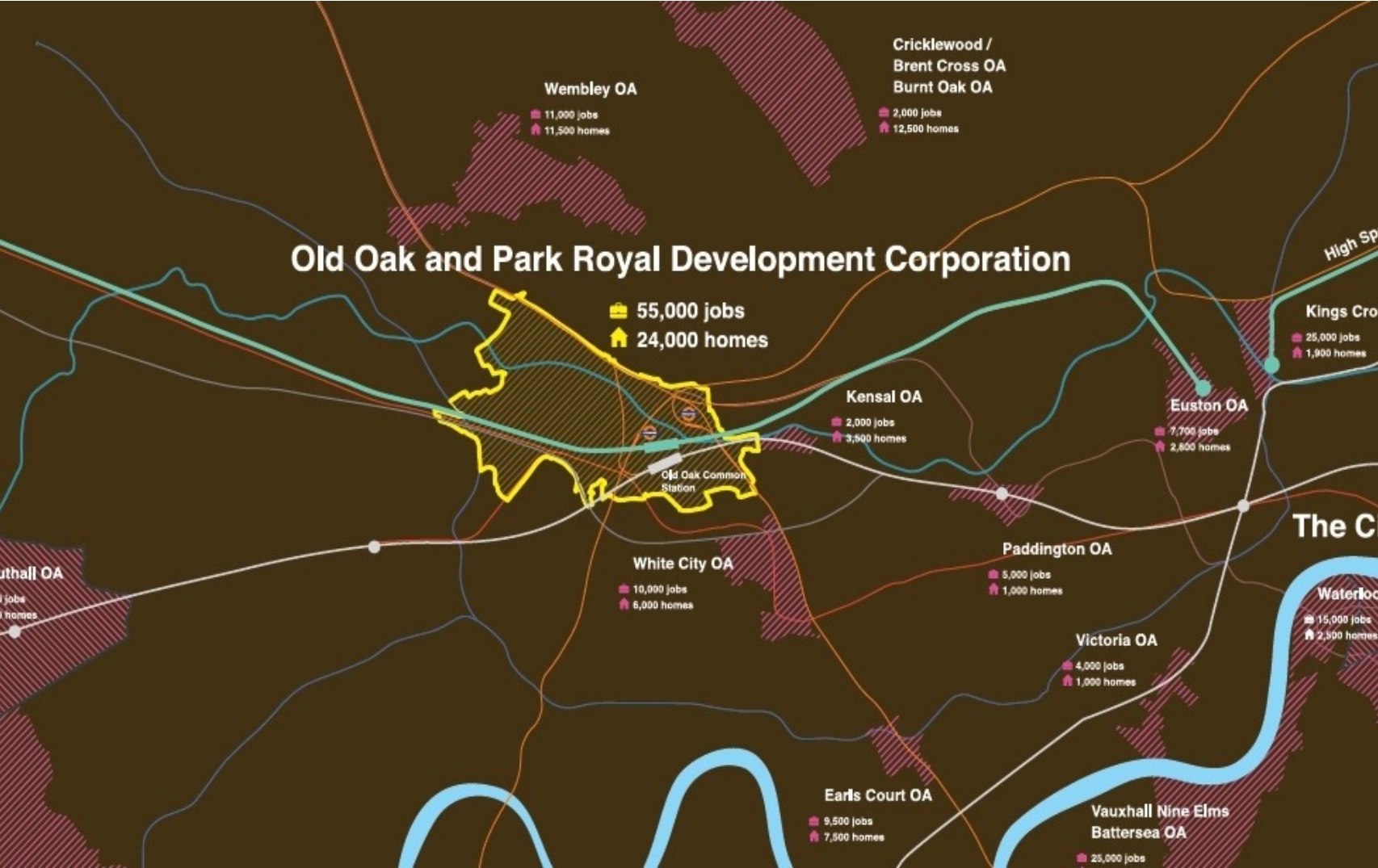
- 36,000 jobs
- 5m sq ft of employment space
- 4,000 new homes
- £1.4bn of economic benefit



HS2 - West London Old Oak Common Site



The catalyst for urban development





The case for HSR is based on its ability to act as an enabler of economic growth and social equity rather than simply as transport system