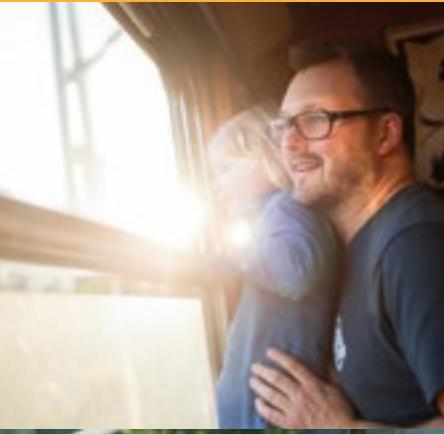
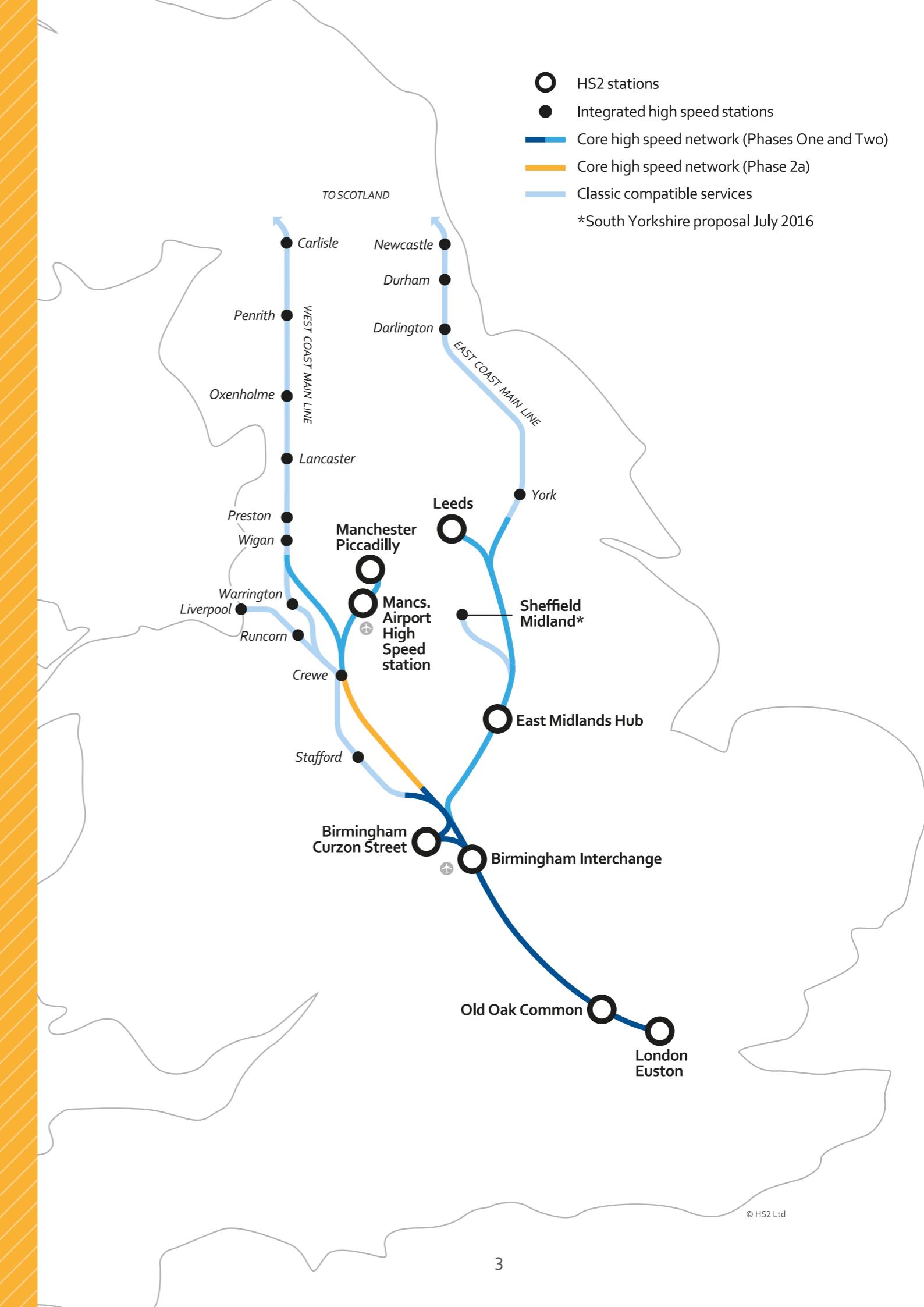


Changing Britain: HS2 taking root



- HS2 stations
 - Integrated high speed stations
 - Core high speed network (Phases One and Two)
 - Core high speed network (Phase 2a)
 - Classic compatible services
- *South Yorkshire proposal July 2016



A photograph of David Higgins, Chairman of HS2 Limited, speaking at a podium. He is wearing a dark suit, a light-colored shirt, and a patterned tie. He has glasses and is gesturing with his hands as he speaks. The background is a dark, textured wall.

“Regions are using their local knowledge to identify local strengths and work out how the improved connectivity HS2 will deliver can take those strengths to a different level.”

David Higgins, Chairman, HS2 Limited

David Higgins

When I published my first report on HS2 in the spring of 2014, I decided to call it HS2 Plus. I did so after a local councillor in the North of England said he would support the project if he could be sure that it would be more than a stand-alone railway, and would instead be fully integrated into the existing transport network and also local economies.

It was a principle I fundamentally agreed with but, in retrospect, I completely underestimated just how far that principle would take us.

HS2 isn't just acting as a catalyst for change at a national level but also – and perhaps even more so – at a regional and local level. During the past two years we have seen that process at work in Birmingham, Manchester, Leeds, London, the East Midlands and Crewe, as well as South Yorkshire.

Now we are beginning to see it also in those areas which will not be directly on the newly built railway line, but will be served by HS2 trains. These will run on to the classic network to areas such as Newcastle, York, and Darlington in the east and Liverpool, Stafford, Warrington, Preston, Wigan and Carlisle in the west.

As the examples in this report amply illustrate, these areas too are making HS2 an integral part of their plans for the future. As they do so, three themes are strongly emerging.

First, as we have learned with HS1 in Kent, the key is not just to plan for the arrival of high speed services, but to do so as soon as possible.

Second, the beneficial impacts of HS2 will be as much a result of improved services within and between regions as of any improved link with London. The transformational reductions in journey times means that regions are beginning to think about new ways of trading with each other in skills and products, so creating the critical mass of talent, innovation and accessibility that global cities like London take for granted. HS2 will also create more capacity, freeing up space for more intra-regional passenger services, such as between Milton Keynes and Coventry, that today's full timetables won't allow.

And third, this strategic thinking is being driven from the bottom up, rather than the top down. Regions are using their local knowledge to identify local strengths and work out how the improved connectivity HS2 will deliver can take those strengths to a different level. As I have seen over and over again in different parts of the country, long-standing rivalries and differences are being largely set aside as each area works out how it best fits into the whole. The regional voice of Britain – so strong in the Victorian era when the original railways were born – is making itself heard again.

That is a process much to be welcomed because it is resulting in a much deeper and richer understanding of the economic potential of the country as a whole than is possible from a purely London perspective. The next challenge will be to join up and integrate those local economic strategies into a truly national picture – not just for transport but for the economy as a whole.

Image: HS2/Bob Martin.



"I am fully committed to HS2. It is essential that our country continues to invest in infrastructure projects like HS2, which will provide vital capacity for rail passengers and our transport system, as well as a once-in-a-lifetime opportunity to rebalance our country's economy."

Rt Hon Theresa May MP, Prime Minister

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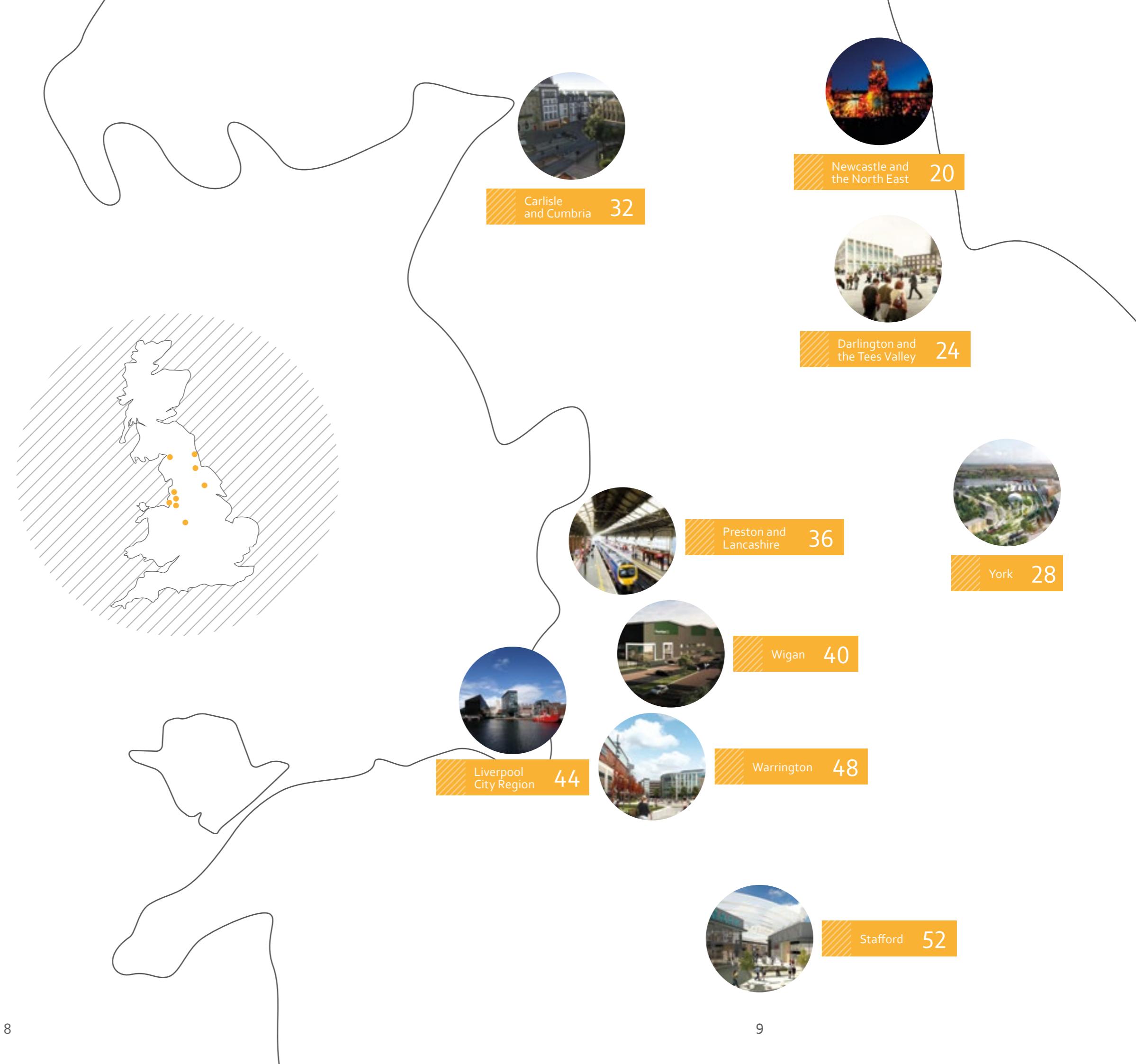
Introduction: A catalyst for growth	10
Introduction: Integrated high speed stations	12
Update on Feb 2016 Changing Britain report	14
Stations (see right for detail)	20

HS2 Ltd has worked with local authorities, regional and city councils, Local Enterprise Partnerships and others to set out in this document the plans and aspirations of those bodies for their areas. These plans are being driven locally, and more information can be provided by the authorities concerned.

HS2 journey times quoted are for fastest typical times and are based on the assumed service pattern for the full HS2 network as set out in the November 2015 business case. HS2 journey time savings are compared against current rail times.

Where no direct HS2 service exists between two locations in our current assumed service pattern, the HS2 times quoted include an assumed 10 minute interchange between two separate HS2 services.

Current rail times are based on current fastest rail journey available in either direction.



A catalyst for growth

Image: Alamy/Monty Rakusen.

HS2 is more than a new high capacity, high speed spine for the country's transport network. It is part of the strategic answer to unlocking Britain's economic potential where poor connectivity is constraining growth. It is an integral part of the Midlands Engine and Northern Powerhouse agendas, which will help bridge geographic divides and deliver a more united and cohesive economy. HS2's integration into the existing rail and wider transport network is one of our key operating principles. With the new strategic element of Northern Powerhouse Rail planning to improve journey times and connectivity across the North of England, HS2 continues to act as a catalyst for growth.

HS2 will also provide more capacity for passengers and freight. The new HS2 trains will carry over 300,000 people a day. With up to 18 trains running per hour to and from Euston by 2033, the seats available out of Euston at peak hours will triple, relieving congestion and freeing up space on the classic rail network for additional commuter and freight services. At this stage, no decisions have been taken on the introduction of new services, but the space this frees up provides options for new services to towns that currently don't have a direct connection to London, such as Bolton, Blackburn, Rochdale, Barrow-in-Furness and Dumfries.

The additional paths released will also benefit freight users and consumers, with new capacity on the West Coast Main Line alone having the potential to take an average of 800 lorries off the road every day. It opens up new options for cross-country, commuter and freight services east to west and between the Midlands and the North, integrated with links to road, sea and air routes to support businesses reaching out to new regional, national and international markets.

In February 2016, HS2 Ltd published 'Changing Britain', which demonstrated how HS2 is already proving to be a catalyst for growth where the stations on the new high speed track will be. HS2 Growth Strategies are now in place for the Phase One stations between London and Birmingham; and are in development along the proposed Phase Two route in the East Midlands, Leeds, Manchester and the Northern Gateway Partnership area. The HS2 stations section of this report provides an update on the activity taking place. In July 2016, HS2 Ltd's Chairman David Higgins set out alternative recommendations for HS2's route and station proposals in South Yorkshire and an HS2 Growth Strategy will be developed when route plans have been finalised.

Integrated high speed stations

Image: iStockPhoto/Nikada

The benefits of HS2 will not just be felt in the regions on the newly built railway line. As the full network is completed, HS2 trains will continue on up the East and West Coast Main Lines, serving communities at existing stations along the route that will be integrated into the high speed network. This will cut journey times between Scotland and the North and the Midlands and London.

Many of the 'integrated high speed stations' on the East and West Coast Main Lines serve as local travel hubs for their regions. Access to high speed services will be opened up to millions more people through these regional networks. HS2 will also provide a great opportunity for regeneration and the development of local areas for economic growth and new jobs.

In March 2016, HS2 Ltd published a 'Broad Options' paper commissioned by the Department for Transport and Transport Scotland, which looked at the feasibility of delivering journey times of three hours or less between London and Scotland. The Scottish Government also published Transport Scotland's Summary Report on the future of high speed rail in Scotland, including options for directly linking Glasgow and Edinburgh.

This report, 'Changing Britain: HS2 taking root', focuses predominantly on the North of England where local and regional authorities have been working with HS2 Ltd, Transport for the North, Network Rail and others to build into their growth and infrastructure plans the opportunities offered by HS2 and to develop the right solution for the rail network as a whole.

The next section of this report sets out some of the concrete actions being taken to prepare for the arrival of HS2 services at integrated high speed stations in Stafford, Liverpool City Region, Warrington, Wigan, Lancashire and Cumbria on the West Coast Main Line; and York, Darlington, Durham and Newcastle on the East Coast Main Line.

These case studies demonstrate how HS2 is taking root in Britain. The local and regional authorities in these areas have built on the examples provided by Birmingham, Manchester, London, Leeds and the East Midlands to act early and embrace the transformational potential of integrated high speed services. Strategic plans for economic growth are being developed on the basis of existing assets, regional strengths and future ambitions.

Crucially, the additional connectivity HS2 will bring is being integrated into local transport plans producing gains for regions as a whole rather than just the towns and cities that will host integrated high speed stations. This strategic planning ensures that the additional capacity and connectivity HS2 services will bring are a catalyst for growth across the country.

Update on Feb 2016 Changing Britain report

An update

West Midlands

Birmingham and the wider West Midlands region are already enjoying the benefits of HS2. Through the largest devolution deal to date, the West Midlands Combined Authority has been given responsibility for an investment package worth more than £4bn to deliver the Midlands HS2 Growth Strategy with the potential to add £14bn to the economy and to create and support 100,000 jobs. The government has underlined its commitment to seeing the Midlands as a whole develop by announcing a £12m three year funding deal to help the Midland Connect partnership maximise the economic potential that HS2 will release in the region.

Construction of the National College for High Speed Rail in Birmingham is underway and is due to open in September 2017. Growth hubs across the West Midlands have joined forces and developed a programme of support to help local businesses win HS2-related work. A £20m Rail Growth Supply Fund was recently launched, providing loans of up to £2m to rail supply chain firms. The Midland Metro's city centre extension to Birmingham New Street recently opened, with further connectivity improvements lined up.

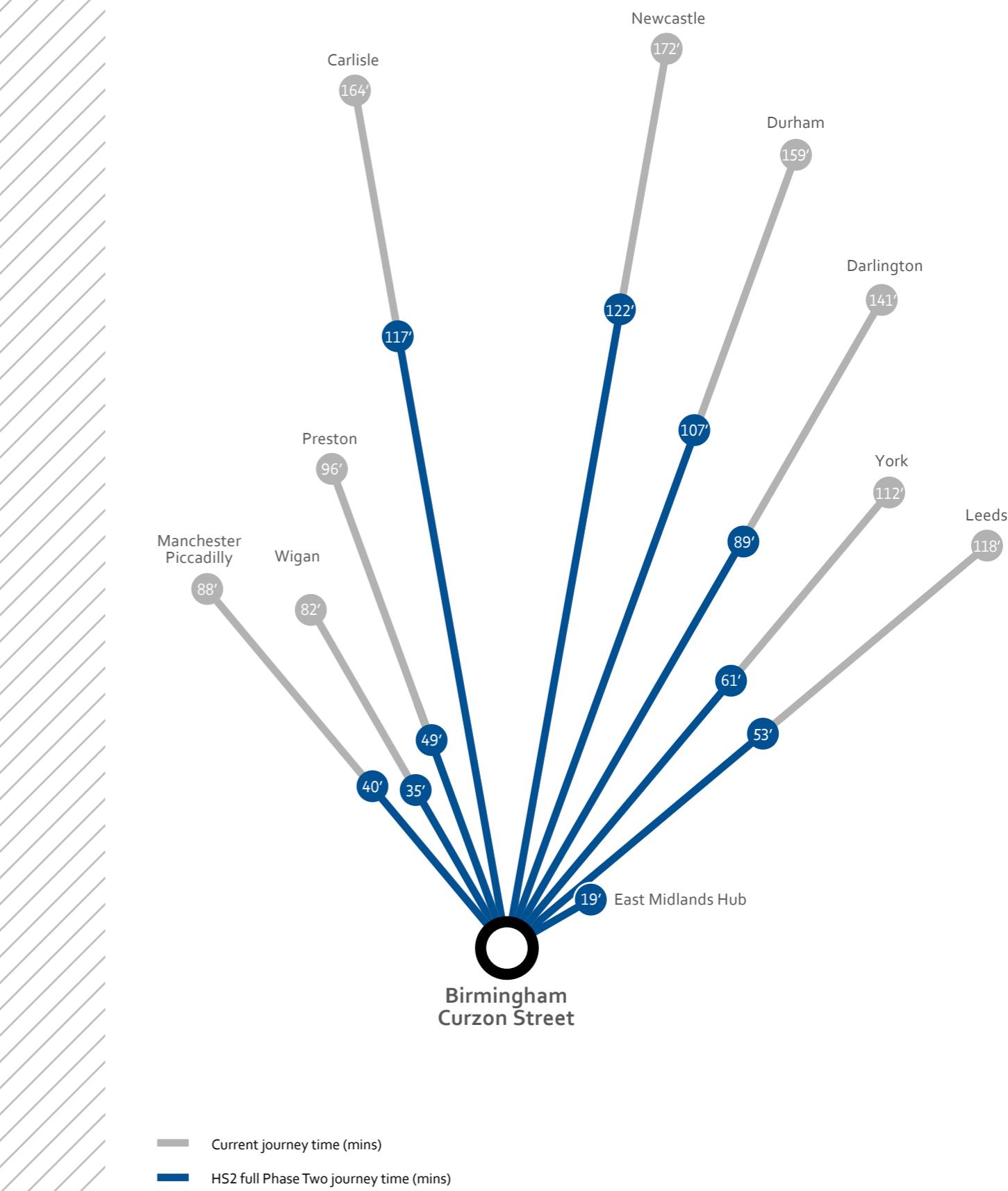
Two new HS2 stations – Interchange at Solihull and Curzon Street in Birmingham city centre – are set to follow, with Birmingham also set to host a maintenance depot and state-of-the-art control centre. HS2's headquarters is already in the city and will employ around 1,000 people. The recently announced Curzon Investment Plan, worth almost £1bn, is designed to regenerate the area around the planned HS2 station; creating 36,000 jobs, 4,000 new homes and 600,000m² of commercial floor space.

Interchange station will create a world-class development opportunity for UK Central, Solihull. Plans are being developed for a global business hub, 'Arden Cross', with the potential to deliver 20,000 jobs and 2,000 new homes. Within the wider UK Central area, forthcoming masterplans from Birmingham Airport, the NEC and Jaguar Land Rover will seek to make sure that the opportunities of the new HS2 station are fully realised. The West Midlands Combined Authority Devolution Agreement has secured £348m investment for Interchange and other new transport links, in addition to identified sources of £288m for wider UK Central infrastructure.

Leeds

In Leeds, HS2 and the prospect of fast east-west links through Northern Powerhouse Rail together provide a unique opportunity to reshape the South Bank area, creating a world-class transport gateway for the city and the wider region. Leeds Chamber of Commerce sees the arrival of high speed services as a 'once-in-a-generation opportunity' to make a significant contribution to local prosperity and to the national economy. Proposals would

Journey times Birmingham Curzon Street



see Leeds station, already the busiest in the North of England, redeveloped into an integrated station for HS2, Northern Powerhouse Rail and local and regional services – a station that fits with the vision for the expanded city centre.

South Bank is one of Europe's largest city centre regeneration initiatives. It will double the size of Leeds city centre, and Leeds City Council is working closely with the public, private and third sectors to transform the area. It is already a growing destination for commerce, learning and residences, with over 250 businesses located in the area and over 2,000 homes. More than £500m investment has been attracted in the last two years including Sky's technology hub, which opened earlier this year. Burberry has decided to locate its manufacturing facility in the South Bank and Vastint is acquiring the 22 acre Tetley Brewery site, its only investment in the UK outside London.

Over the next 30 years, South Bank is expected to provide 35,000 jobs across key sectors, including financial and professional, creative and digital. It is being planned as a sustainable place to live, with 4,000 homes for people of all ages; and as a leading destination for leisure, with distinctive and diverse public spaces that celebrate the waterfront and create a new city park. Leeds City Council is currently consulting on its plans for the South Bank and will report its conclusions in 2017.

East Midlands

In the East Midlands, Councils, LEPs and the East Midlands Chamber of Commerce are working together to develop ambitious, deliverable proposals for maximising the economic potential of a new HS2 and classic rail hub station at Toton, the proposed Infrastructure Maintenance Depot at Staveley, and the new option for HS2 trains serving Chesterfield. HS2 will support the region's ambitions to be a globally competitive centre for hi-tech manufacturing and engineering, and will create opportunities for high-value service sector jobs.

The hub station's surrounding towns and cities are planning to capitalise on the enhanced connectivity HS2 delivers. This includes proposals for the hub station to link to existing motorway, classic rail and tram networks. Derby and Nottingham are working together on an ambition that envisages a journey time of just 10 minutes from their city centres to the HS2 hub, and better links the two cities in the process.

The East Midlands HS2 Growth Strategy will complement the wider work being taken forward through the Midlands Connect Partnership to ensure the Midlands as a whole are HS2-ready. It will also compliment the 'HS2 East' initiative, which is promoting better links to the North East of England and Scotland via the eastern leg of HS2. An interim HS2 Growth Strategy will be published by the end of September 2016, with the final version following in 2017.

The Northern Gateway Development Zone

The creation of the Northern Gateway Development Zone in Staffordshire and Cheshire, led by the council leaders and LEP chairs, has gained significant momentum over the past months. With plans to create 100,000 new homes and 120,000 new jobs, the partnership and its consultants are currently preparing the joint HS2 Growth Strategy – and early work will articulate the overall vision. This will be underpinned by masterplans including for Crewe, Stoke-on-Trent and Stafford (page 52) and the Weaver Towns of Winsford, Northwich and Middlewich.

The HS2 Growth Strategy work will identify and quantify priorities, including for transport and infrastructure, and will extend to detailed property and market analysis. This will provide an evidence-based economic ambition for the Northern Gateway that builds on the region's strengths in advanced manufacturing and engineering, and capitalises on other growth sectors too. The partnership is already working together to support key projects such as completing the dualling of the A500 between Crewe and Stoke.

Crewe already acts as a major interchange on the rail network and Network Rail is working on developing options for a Crewe Hub. This could also provide opportunities to better connect North Wales and the Mersey Dee region to London and the South East. Faster and more reliable HS2 services from Crewe will help support that region's ambition of doubling the size of its regional economy to over £50bn and creating 70,000 new jobs. The North Wales & Mersey Dee Taskforce – Growth Track 360 – has been established to develop a single approach for capitalising on access to HS2 services at Crewe and delivering significant local transport improvements, such as reducing journey times between the region's major towns and cities to an hour or less.

Manchester

Greater Manchester considers HS2, in combination with Northern Powerhouse Rail, to be vital for increasing the capacity of Britain's rail network and delivering a transformational step-change in the connectivity of the North's city regions. The Combined Authority estimates that, by reducing travel time and increasing business productivity and connectivity, HS2 will make Greater Manchester a significantly more attractive business location, creating up to 180,000 new jobs by 2040 and adding £1.3bn to the region's economy. Greater Manchester is preparing a Growth Strategy to optimise the opportunities from high speed rail, including a commitment to deliver the aspirations for HS2's Manchester Piccadilly and Airport Stations.

The Growth Strategy at Manchester Piccadilly aims to maximise the impact of HS2 and Northern Powerhouse Rail, providing a world class, fully integrated transport interchange for Greater

Manchester. It will help stimulate investment in the wider area to create a highly connected business location that can bring significant economic benefits. The Strategic Regeneration Framework (SRF) for Piccadilly, approved in December 2013, anticipates 4,500 new homes and over 700,000m² of commercial and retail space. This will be reviewed and refreshed to take account of Northern Powerhouse Rail proposals and the final HS2 Phase Two route. As part of the SRF, a framework is also in place for the Mayfield area adjacent to the station which, subject to the review, seeks to deliver over 6,500 new jobs and 1,330 new homes. The Combined Authority expects the first phase of the Mayfield regeneration, a major mixed-use development, to start on site next year. The transformation in connectivity brought about by high speed rail will be a major factor in sustaining development over the long term.

The HS2 station at Manchester Airport will improve the airport's accessibility and capitalise on the opportunity of the investment programme at Terminal 2. It will also increase the airport's importance as an international gateway and deepen the economic impacts of 'Airport City', which is part of an Enterprise Zone expected to attract global businesses and provide an estimated 35,000 jobs.

London

In London, stations at Old Oak Common and Euston are vital for the effective flow of passengers into and around the capital. These two London stations will work in tandem to help deliver a seamless and efficient transport system.

Old Oak Common is where HS2 meets Crossrail, two of Europe's largest infrastructure projects. These provide an exceptional opportunity to deliver the largest regeneration project London has seen since the 2012 Olympics. The HS2 station at Old Oak Common will provide the conditions to build more than 25,000 new homes and create 65,000 jobs in Old Oak Common and Park Royal. Working with the Old Oak Common and Park Royal Development Corporation, which published the Strategic Plan in May 2016, HS2 will be helping this part of London reclaim its place as an engine for growth for West London.

At Euston, one of the fastest-growing stations for passengers in London, HS2 will bring about the redevelopment of the station to ease overcrowding and regenerate the surrounding area. Plans for Euston station include doubling the number of exits and entrances to the Underground, new pedestrian tunnels, and connections to the local area. The plans also create a new community hub with public spaces, shops, restaurants and cafés that will bring investment and jobs.

More seats for passengers

11,300

1,600
3,900
5,800

Current

23,200

6,600
6,500
1,800
8,300

HS2 Phase One
initial service

30,300

6,600
6,500
1,800
15,400

HS2 Phase One
full capability

34,900

6,800
6,500
1,800
19,800

HS2 Phase One and Two
full capability

P E A K P E R I O D D E P A R T I N G E U S T O N

● Commuter fast ● Commuter slow ● Intercity ● HS2



Over 300,000 passengers

*a day on HS2 services,
with connections to the
rest of the rail network*



13 extra trains

*Potential increase in London Midland
commuter services during morning
peak due to HS2 Phase One*



800 lorries

*off the road,
on average, each day*



2 extra lines

*for Manchester Piccadilly
freeing up space for local services*



**Up to 40
freight trains**

*extra per day to support
industry and business*



**100 towns
and cities**

*could benefit from new or
improved rail connections*

Newcastle and the North East

The North East has a long and proud rail history. The trains for the world's first public intercity steam railway, built by Northumberland-born George Stephenson, were manufactured just a stone's throw from today's Newcastle Central Station. That tradition continues, with Hitachi Rail building trains in County Durham, and Newcastle University and Newcastle College's Rail Academy providing research and training for the rail industry.

With HS2 trains set to serve both Newcastle and Durham, the North East Combined Authority (NECA) and the North East Local Enterprise Partnership (NELEP) are working to ensure that high speed rail supports the region's future. They are looking to build on the North East's unique position at the intersection of Scotland and the broader northern economy.

The NELEP has outlined an ambitious vision over the next decade, which aims to create 100,000 new jobs, boost private sector activity and raise productivity. The region has a strong base in engineering and manufacturing, including Nissan's manufacturing plant in Sunderland. Virgin Money, Tesco, the AA and British Airways demonstrate the strength in business services. Thanks to firms like Ubisoft, the North East has also emerged as one of the country's leading digital and creative centres.

HS2 will better connect this economic base with key economic centres across the Northern Powerhouse and to the south, increasing business and employment opportunities and supporting the drive to retain and attract people and skills to the region.

The NECA has outlined a 20-year manifesto for spreading the benefits of high speed links through improvements in local connectivity. Working with Network Rail, the NECA is considering options to improve the East Coast Main Line and local services, including for freight. It is also working to ensure their rail stations operate as HS2-ready hubs that support growth in development sites, such as at East Pilgrim Street and in the Stephenson Quarter.

HS2 services will also cement the status of Newcastle Central Station as an international gateway for North East England. The station acts as a hub connecting Newcastle International Airport, Sunderland and South Tyneside, East Durham, Northumberland and Cumbria. Seamless interchange to local Metro, rail and bus routes means the people of Newcastle and the wider area are increasingly well-served.

The arrival of HS2 services will also support Durham's ambition to double employment in its thriving tourism sector. Durham County Council plans to capitalise on HS2 plus the reputation of its world-class university and skilled workforce to attract new high-growth enterprises with the development of the business quarter near the station. A new business park at Aykley Heads will provide 70,000m² of new office space that could deliver over 6,000 jobs to the city.



Durham Cathedral

Image: Durham County Council

North East local economy

(*North Eastern LEP*)

£35.4
bn

Gross value
added (2014)



855,600

Total employment
(2015)



2 million

Population (2015)

"When HS2 trains arrive into Newcastle they won't just bring improved journey times to other people and services in the UK, they will bring jobs and development adding to the largest employment area in the North East."

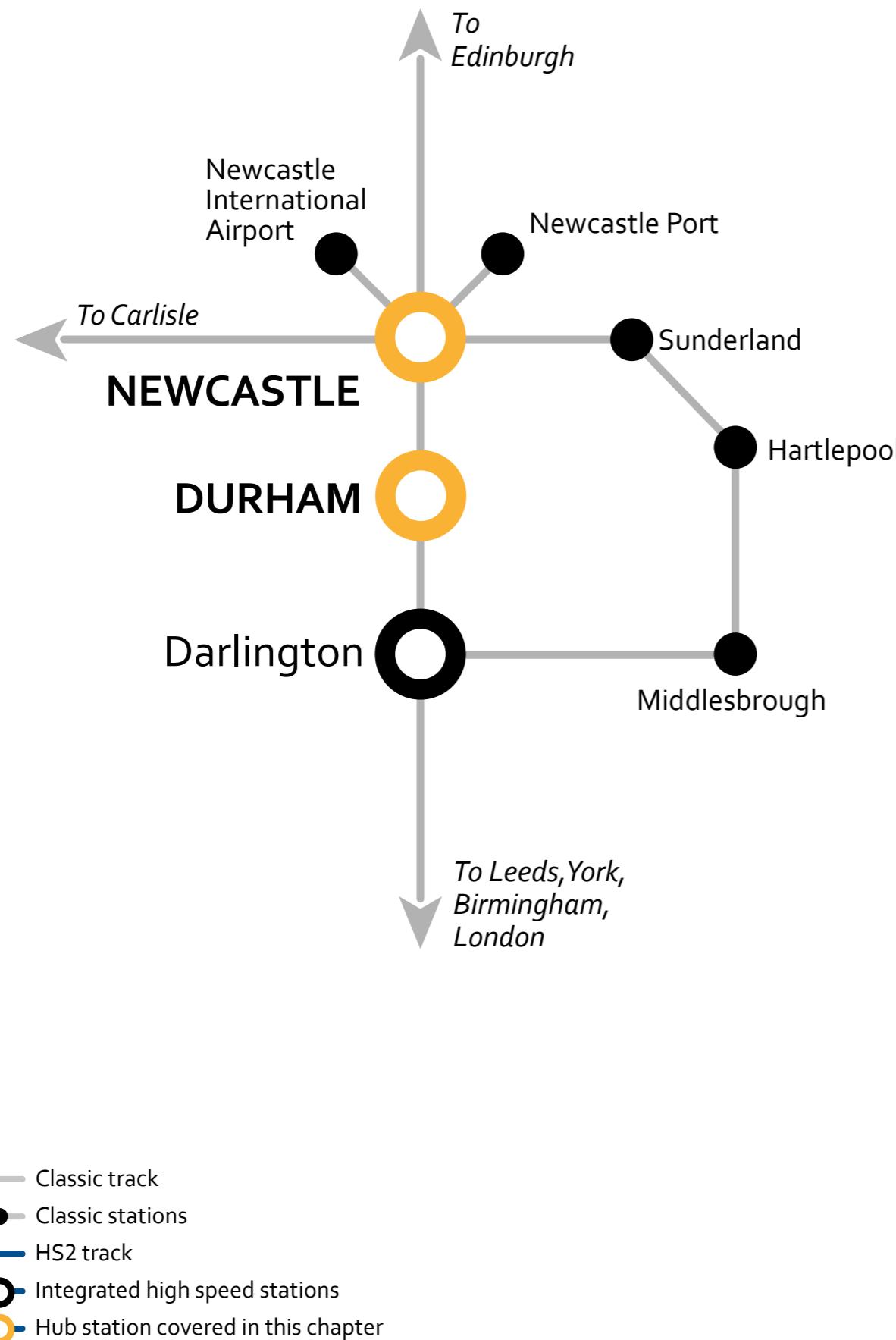
Cllr Nick Forbes, Leader of Newcastle City Council

"We are excited about the many benefits that HS2 will bring. We can not only look forward to welcoming more tourists, but better connections will also make the choice even easier for businesses looking to locate to Durham City."

Cllr Neil Foster, Cabinet Portfolio Holder for Economic Regeneration, Durham County Council

Newcastle and the North East

Route connections



HS2 services

Newcastle ↔ Birmingham:



2:02

HS2 journey time



0:50

Journey time saving



1 per hour

HS2 trains
(each direction)

8,800 per day

HS2 seats
(each direction)

Newcastle ↔ London:



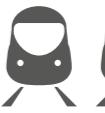
2:17

HS2 journey time



0:32

Journey time saving



2 per hour

HS2 trains
(each direction)

17,600 per day

HS2 seats
(each direction)

Durham ↔ Birmingham:



1:47

HS2 journey time



0:52

Journey time saving



1 per hour

HS2 trains
(each direction)

8,800 per day

HS2 seats
(each direction)

"Connecting the HS2 network into the North East will bring huge benefits to the economy, making our region even more attractive to investors and visitors."

David Land, North East LEP board member

Darlington and the Tees Valley

The first passenger steam railway in Britain began running from Darlington in 1825. It is no surprise then that, nearly two centuries later, the Tees Valley is seizing the opportunities that HS2 and an integrated high speed station at Darlington will bring to the whole region.

Darlington Borough Council has been working with the Tees Valley Combined Authority, the Local Enterprise Partnership, Transport for the North and Network Rail on a masterplan to capitalise on HS2 trains serving Darlington Station. The plan sees the station as a crucial economic and transport hub as well as an ambitious statement about the future of the town and the region – a place for trade, business and leisure that local people can be proud of.

The Darlington HS2 Growth Hub proposal envisages around £100m of investment to make Darlington station part of the heart of the town. It would facilitate further private sector investment with over 59,000m² of new business space and almost 1,500 homes, with the station connecting to the Central Park Enterprise Zone, the historic Market Hall area and other key public spaces in Darlington.

The masterplan envisages significant growth in Darlington's town centre. This strategy will also act as a catalyst for wider economic opportunities for people across the Tees Valley City Region. It will connect economic hotspots such as Middlesbrough, Redcar and Cleveland, Stockton-on-Tees, Hartlepool and Newton Aycliffe to other growth areas across the North and into the Midlands.

The Combined Authority sees the reduction in journey times HS2 will bring as transformational. The journey from Darlington to central London will fall below the two hour mark for the first time. Equally important is the reduction in journey time to Birmingham to below 90 mins – almost an hour quicker.

With faster journeys and opportunities for extra capacity, HS2 will better link the advanced manufacturing, bio-pharmaceuticals and energy industries of the Tees Valley with clusters and innovation hubs in the East and West Midlands. By connecting the Tees Valley swiftly to Birmingham and Heathrow airports, HS2 offers the potential for domestic growth as well as international expansion.

New research commissioned by Darlington Borough Council estimates that the HS2 Growth Hub plan could, in the long term, provide over 3,000 new jobs and a £130m a year economic boost across the Tees Valley City Region. The benefit of being HS2-ready is not just about business. The Growth Hub proposals would free up capacity on the local train network, so that the people of the Tees Valley will see improved local rail services, realising a long-term ambition for the city region.

To ensure the whole scheme can deliver on its full potential, the Tees Valley Partners will launch a public consultation in the autumn, alongside detailed design and development work on the track and facilities at Darlington station.



Darlington HS2 Growth Hub – artist impression, station east view

Image: Darlington Borough Council

Darlington and Tees Valley local economy

(Tees Valley LEP)

£12.3
bn

Gross value
added (2014)



276,400

Total employment
(2015)



667,500

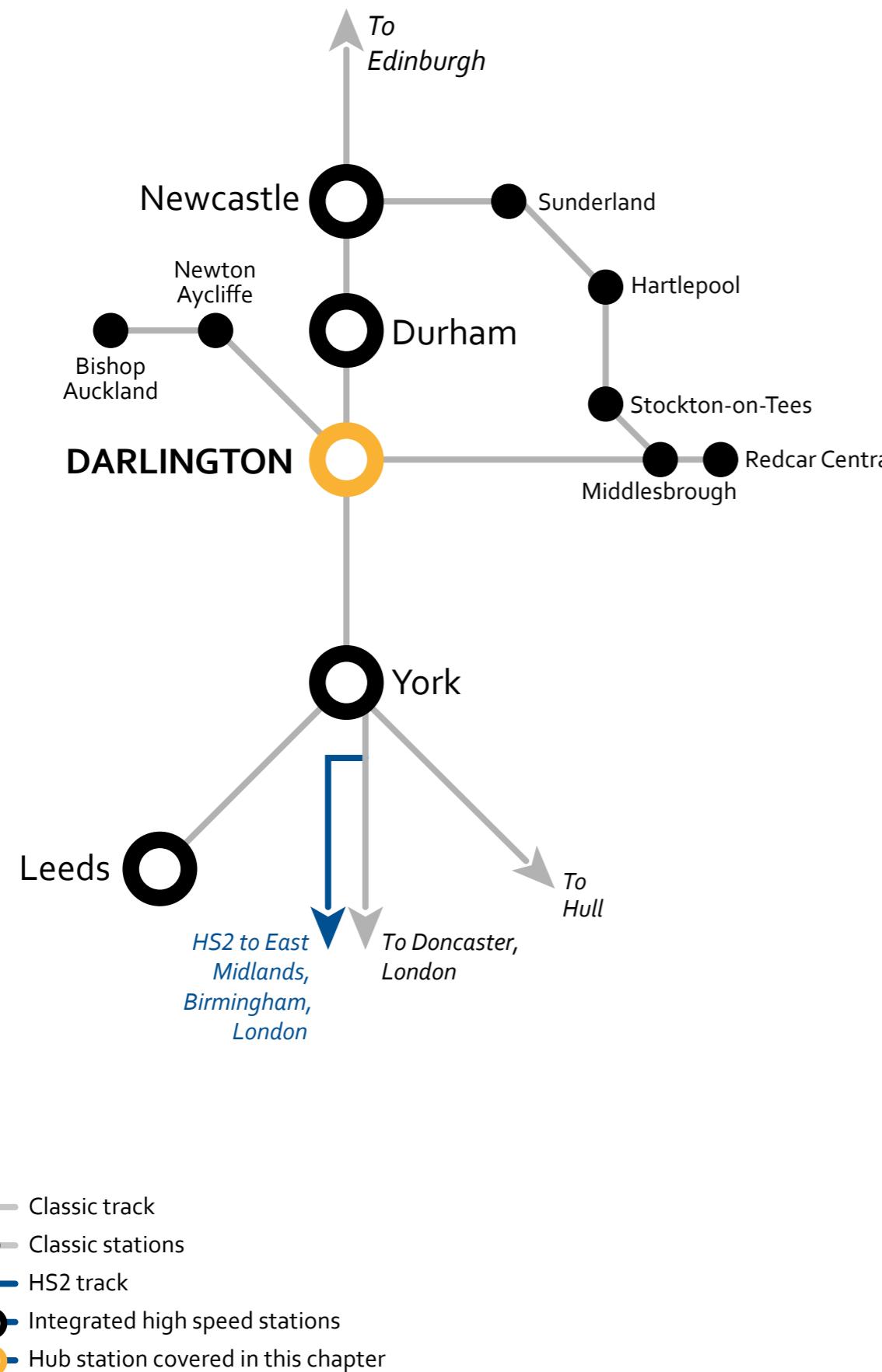
Population (2015)

"Our Growth Hub plans are driven by the needs of the community, but made achievable by HS2."

Cllr Bill Dixon, Chair of the Tees Valley Combined Authority Transport Committee

Darlington and the Tees Valley

Route connections



HS2 services

Darlington ↔ Birmingham:



1:29

HS2 journey time



0:52

Journey time saving



1 per hour

HS2 trains
(each direction)



8,800 per day

HS2 seats
(each direction)

Darlington ↔ London:



1:52

HS2 journey time



0:28

Journey time saving



1 per hour

HS2 trains
(each direction)



8,800 per day

HS2 seats
(each direction)

"HS2 can be transformational for the economy of the Tees Valley and put Darlington at the heart of a dynamic new economic corridor."

David Robinson, CEO of PD Ports and Tees Valley Unlimited Transport & Infrastructure Lead

York

As host city to the National Railway Museum and home to 10% of Britain's rail industry jobs – one of the highest proportions of people employed in the rail industry of any city, York knows a thing or two about rail. Already a key hub on the UK's existing rail network, the city is determined to capitalise on the benefits HS2 services will bring.

HS2 will connect York to the East Midlands and to international services from Birmingham Airport, all in less than 90 minutes. This will help to put York firmly on the map for UK and international investors.

An integrated high speed hub is central to York's vision for increasing wages and improving career prospects by attracting and nurturing high-value businesses. York's people have some of the highest skill levels of any northern city. It is home to two universities and world-class research and training facilities such as the National Agri-food Innovation Campus, Nestlé's Product Technology Centre and Network Rail's Workforce Development Centre.

High speed connections will attract businesses looking to tap into these assets. Many will want to join the growing 'Biovale' cluster of bio-economy activity or a rail sector that employs skilled designers and engineers, and exports to global markets. HS2 services will also boost York's tourism sector, which last year attracted almost seven million visitors and generated over £600m.

The City of York Council is partnering with Network Rail, the Homes and Communities Agency and the National Railway Museum to develop 'York Central', a project to regenerate land next to the railway station. By creating commercial space, up to 1,500 new homes and new attractive public spaces, the York Central plan will provide the opportunity for up to 7,000 new high-value jobs.

The Council is using the site's Enterprise Zone status to help finance around £80m of infrastructure investment. The first stage of consultation closed in February and a Joint Planning Framework is expected later this year. The Council expects to release the first contracts to developers in 2017 and to make sites available for businesses and residents from 2018. The existing station will be remodelled to be HS2-ready and provide a gateway to York Central.

The York Central partnership sees the HS2-ready hub as an economic magnet serving not just York itself, but also the people of Harrogate, Northallerton, Scarborough, Selby and Thirsk who will have access by rail to HS2 services at York.



York Central – artist impression

Image: City of York Council

York local economy

(*York, North Yorkshire and East Riding LEP*)

£23.9
bn

Gross value
added (2014)



521,800

Total employment
(2015)



1.1 million

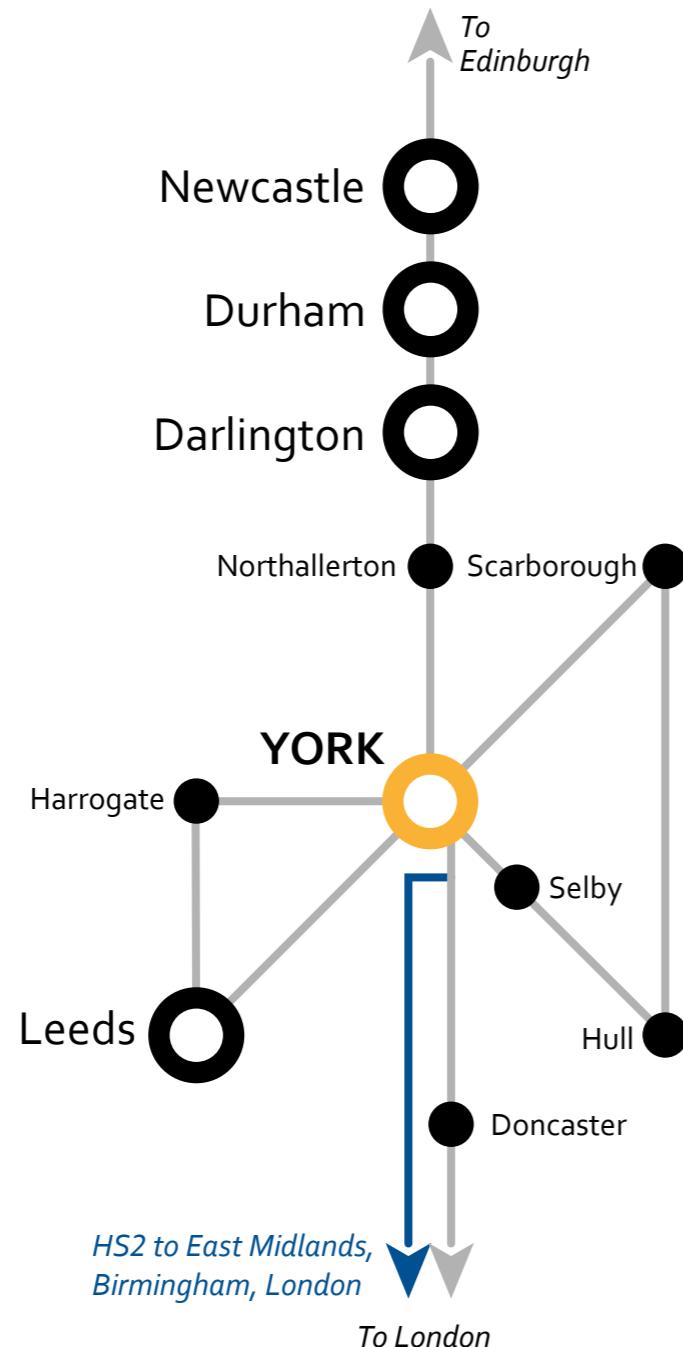
Population (2015)

"HS2 will make York the key point on the East Coast Mainline and the HS2 network."

Cllr David Carr, Leader, City of York Council

York

Route connections



- Classic track
- Classic stations
- HS2 track
- Integrated high speed stations
- Hub station covered in this chapter

HS2 services

York ↔ Birmingham:



1:01

HS2 journey time



0:51

Journey time saving



1 per hour

HS2 trains
(each direction)



8,800 per day

HS2 seats
(each direction)

York ↔ London:



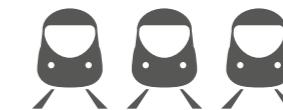
1:24

HS2 journey time



0:26

Journey time saving



3 per hour

HS2 trains
(each direction)



26,400 per day

HS2 seats
(each direction)

"HS2 will improve links from York and support the rebalancing of the economy."

Stirling Kimkeran, Chief Executive of Omnicom Engineering

Carlisle and Cumbria

Cumbria is home to some of Britain's most important strategic energy and manufacturing assets, as well as being one of England's most scenic counties and tourist hotspots. With HS2 trains to and from Birmingham set to stop at Oxenholme, Penrith and the city of Carlisle, and with easy interchange options at Preston for HS2 trains to and from London, Cumbria will benefit from increased connectivity and the economic opportunities this brings.

Over the next decade, Cumbria has an investment pipeline of new projects worth over £25bn, including a new nuclear power station at Moorside, the world's largest offshore wind farm at Walney Island, GSK's 'Biopharm' facilities in Ulverston, Royal Navy submarines being built at Barrow and the development of the Enterprise Zone in Carlisle. The Cumbria Local Enterprise Partnership believes that these and other projects have the potential to create 30,000 full-time jobs and boost Cumbria's economy by £1.3bn a year.

The integrated high speed station at Carlisle will be an important asset for the regional economy. Carlisle station provides access to the West Coast Main Line and its services to Scotland, Birmingham and London, plus lines to West Cumbria, Newcastle, Manchester Airport and Leeds. The station links Cumbria's manufacturing clusters, energy industry and ports to national and international markets.

HS2 integration will also help to stimulate the tourism sector. The Lake District National Park and the wider region attracts over 40 million visitors a year, generating £2.4bn and supporting over 30,000 jobs.

Cumbria recognises the benefits and opportunities provided by being HS2-ready. The Local Enterprise Partnership (LEP) has put in place the Cumbria Infrastructure Plan. Rail connectivity is a high priority. At Penrith and Oxenholme, the LEP is considering improvements to make the most of HS2 services – with better access and passenger facilities seen as essential.

In Carlisle, plans are underway to enhance the station's role as an integrated transport hub and gateway to the county. Cumbria's vision, supported by Carlisle City Council, is for a transformative redevelopment that makes the most of the city's heritage, such as the imposing Citadel next to the station, and delivers a lasting legacy for both the city and region.

The city authorities are working on a regeneration programme, with new businesses, shops and housing around the station and city centre. This includes a Carlisle Station Gateway Plan that could generate an additional £40m a year for the economy.

The joined up approach reflects the scale of the opportunity and will see land released and construction begin in conjunction with the new station franchise in 2018.



Court Square, Carlisle

Image: Carlisle City Council

Cumbria local economy

(Cumbria LEP)

£10.7
bn

Gross value
added (2014)



258,500

Total employment
(2015)



498,000

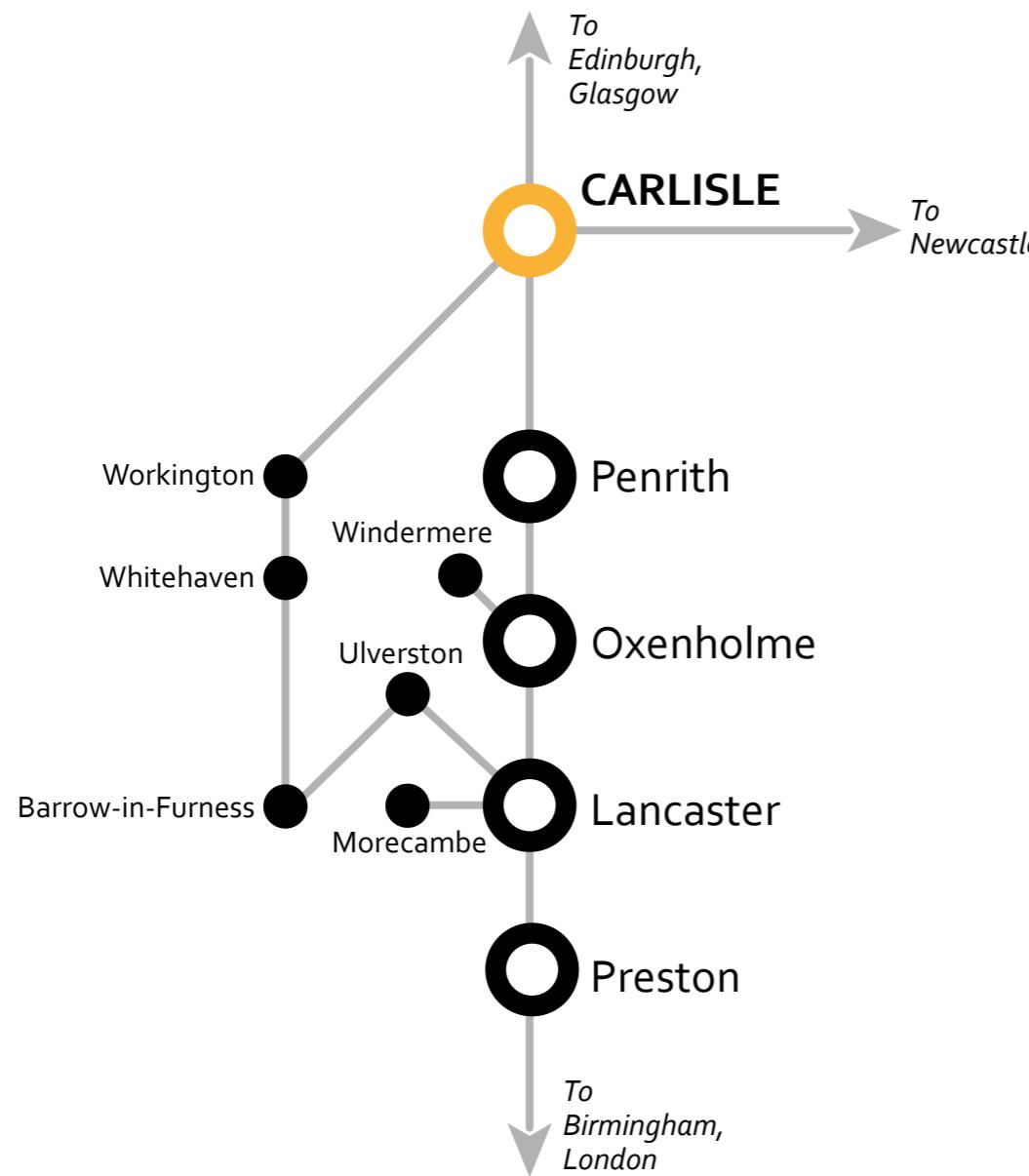
Population (2015)

"HS2's connection to Carlisle, and its business and tourism sectors, is key to our long-term economic prosperity."

Dr Jason Gooding, Chief Executive, Carlisle City Council

Carlisle and Cumbria

Route connections



- Classic track
- Classic stations
- HS2 track
- Integrated high speed stations
- Hub station covered in this chapter

HS2 services

Carlisle ↔ Birmingham:



1:57

HS2 journey time



0:47

Journey time saving



1 per hour

HS2 trains
(each direction)



8,800 per day

HS2 seats
(each direction)

Carlisle (via Preston) ↔ London:



2:33

HS2 journey time
(inc. 10 min interchange)



0:42

Journey time saving



1 per hour

HS2 trains
(each direction)



8,800 per day

HS2 seats
(each direction)

"HS2 will help our dynamic businesses access important national and international markets and allow more visitors to enjoy our world-class visitor attractions."

Graham Haywood, Cumbria LEP Director

Preston and Lancashire

The integrated high speed station at Preston will be at the heart of one of Britain's most networked cities. The Central Lancashire station is already the busiest in the North West outside Manchester and Liverpool, and acts as a strategic hub with regular services to London, Birmingham, Edinburgh and Glasgow, as well as throughout Lancashire. This position will be reinforced by the electrification of lines between Preston, Manchester, Liverpool and Blackpool, which is being delivered by Network Rail.

The Lancashire Enterprise Partnership (LEP) sees Preston as the engine for its ambitious plans to establish an 'arc of prosperity', running from Lancaster (which HS2 trains will also serve), down the west coast through Blackpool, and east through Preston to Blackburn and Burnley.

Lancashire hosts one of the world's largest aerospace clusters, supporting over 20,000 jobs. The energy sector employs 37,000 people, including at the Heysham nuclear power stations. The strong higher education sector includes UCLAN in Preston city centre, one of the country's largest universities. The tourism industry, anchored by Blackpool, is a key employer. Better transport connections will help these sectors to continue prospering.

The LEP's Strategic Transport Prospectus recognises the need to capitalise on the arrival of HS2. If productivity gains from the impact of HS2 services are similar to those predicted for other regions, in the long term it could help provide an extra £600m for the LEP region and 3,000 additional jobs in Preston and South Ribble. In Preston itself, HS2 could mean 75,000 extra visitors a year, adding £3.3m to the city's economy annually.

Developing Preston's city centre is at the heart of the Preston, South Ribble and Lancashire City Deal. With capital investment worth over £400m, it is helping to deliver major new transport infrastructure and is unlocking housing projects and commercial development.

Preston has partnered with other similar-sized cities across Europe to understand how they have used their interchange stations as engines for economic growth and regeneration. A comprehensive commercial development programme is planned in and around the station to integrate it with other development areas. A new business district anchored by the station and new commercial development could provide over 7,500 new jobs and generate over £300m in added value.

The LEP and the City Deal Executive and Stewardship Board are working with Network Rail, train operating companies, land owners, investors and other key regional stakeholders. A concept masterplan has been prepared and is now being refined to ensure that critical elements can be delivered in time for Preston to be HS2-ready.



Preston Station

Image: Preston City Council

Lancashire local economy

(Lancashire LEP)

£27.7
bn

Gross value
added (2014)



661,100

Total employment
(2015)



1.5 million

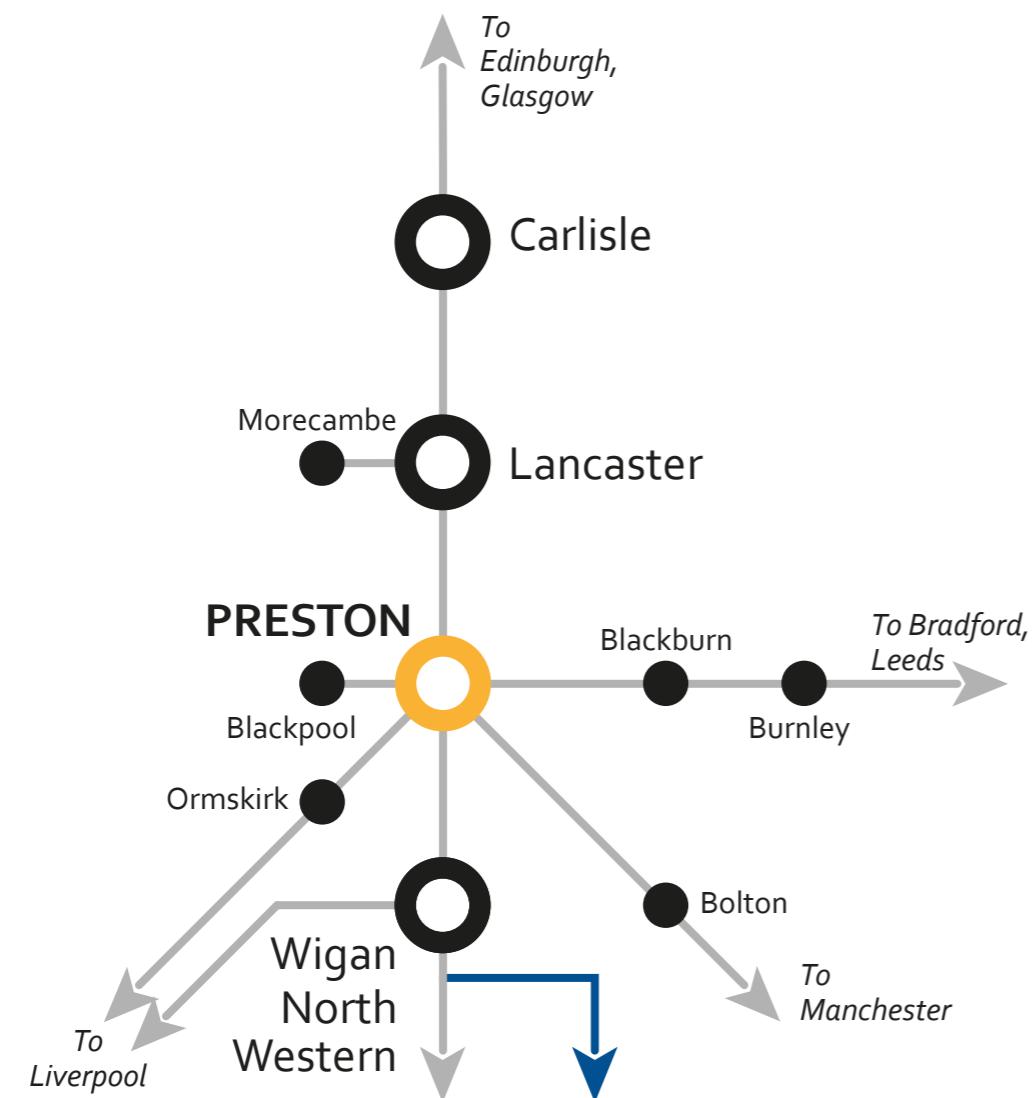
Population (2015)

"The benefits of having HS2 directly into the centre of Preston are enormous."

Cllr Peter Rankin, Leader of Preston City Council

Preston and Lancashire

Route connections



HS2 services

Preston \leftrightarrow Birmingham:



0:49

HS2 journey time



0:47

Journey time saving



1 per hour

HS2 trains
(each direction)



8,800 per day

HS2 seats
(each direction)

Preston \leftrightarrow London:



1:17

HS2 journey time



0:51

Journey time saving



3 per hour

HS2 trains
(each direction)



44,000 per day

HS2 seats
(each direction)

Lancaster \leftrightarrow Birmingham:



1:04

HS2 journey time



0:48

Journey time saving



1 per hour

HS2 trains
(each direction)



8,800 per day

HS2 seats
(each direction)

"We want to make sure that Lancashire is well-placed to benefit from HS2 by ensuring that we have high-quality transport infrastructure to open up new commercial and employment opportunities."

Jim Carter, Chair of the Preston, South Ribble and Lancashire City Deal

Wigan

With the new HS2 track joining the West Coast Main Line just 2.5 miles south of Wigan North Western station, Wigan Council believes an integrated high speed station, coupled with an ambitious programme of investment in other transport infrastructure, will greatly enhance the town. Its vision is for HS2 to help make Wigan a focal point for the surrounding region and a great place to do business.

Wigan is in a pivotal location between the economies of Greater Manchester, Merseyside, Cheshire and Lancashire. Manchester and Liverpool airports are just 35 minutes away. These connections have made Wigan borough the location of choice for major logistics and manufacturing companies, including Heinz whose food factory is the largest in Europe. The borough is also home to Poundland's construction of a new £30m distribution centre with the potential to create up to 800 jobs and NicePak's large warehouse and manufacturing plant just outside the centre of Wigan.

With HS2, direct connection to Birmingham will fall to below 35 minutes, with London just over 80 minutes away. This offers improved access to suppliers, skills and customers for Wigan's established businesses, as well as emerging specialisms such as Greater Manchester's fast growing environmental technology sector. The Council sees the integrated high speed station as a focal point for regenerating the town centre by raising Wigan's profile and encouraging business growth.

Wigan Council is working with Transport for Greater Manchester on a plan to be HS2-ready. The priority is to improve the gateway station, Wigan North Western, to function as an effective transport hub. Initial plans, with a feasibility study due in the autumn, include better links to Wigan Wallgate station to improve interconnectivity with east-west rail between Manchester, Southport and Kirkby. Refurbishment of the bus station will start in 2017, which will improve facilities and links to Wigan town centre and train stations.

A 10-year masterplan has been agreed with the Canal and River Trust to redevelop Wigan Pier Quarter, just 10 minutes' walk from Wigan North Western, as a retail and leisure destination. The Council is also investing £1.3m to make Market Place the cultural and social heart of the town, to allow the hosting of public events and boost the night-time economy with family-friendly activities.

A new mixed use development at Westwood Park could create up to 1,000 jobs. The site will benefit from the integrated high speed station and from improved motorway access, putting into action the joined-up thinking that strategic transport hubs require. Wigan Council is identifying additional new major employment sites to attract further high-quality jobs and investment.



Standishgate, Wigan Town Centre

Image: Wigan Council

Wigan local economy

(Wigan Local Authority District)



Gross value
added (2014)



109,900

Total employment
(2015)



322,000

Population (2015)

"We are passionate about securing all the regeneration benefits HS2 can bring. It will help us deliver thousands of new jobs and bring greater prosperity to the 320,000 residents who live here."

Cllr David Molyneux, Wigan Council's portfolio holder for regeneration.

Wigan

Route connections



- Classic track
- Classic stations
- HS2 track
- Integrated high speed stations
- Hub station covered in this chapter

HS2 services

Wigan ↔ Birmingham:



0:35

HS2 journey time



0:47

Journey time saving



1 per hour

HS2 trains
(each direction)



8,800 per day

HS2 seats
(each direction)

Wigan ↔ London:



1:23

HS2 journey time



0:32

Journey time saving



1 per hour

HS2 trains
(each direction)



8,800 per day

HS2 seats
(each direction)

"The arrival of HS2 will be a watershed moment for the borough and will support the growth of our established industries while stimulating the expansion of emerging ones."

Richard Waterfield, chairman of the Wigan Forward Board

Liverpool City Region

With HS2 trains set to stop at Runcorn and Liverpool Lime Street, including from the high speed line at Crewe, the Liverpool City Region is geared up to maximise current high speed rail proposals.

The City Region wants to deliver a world-class transport network. Its ambitious plans would integrate the existing HS2 route and build on the Northern Powerhouse Rail proposals for high speed east-west links directly into Liverpool city centre.

Liverpool City LEP Region has an annual economy worth over £28bn with a population of 1.5m people, but the City Region's economic reach is much wider. As a world-renowned centre of culture, sport and tourism, Liverpool has a growing visitor economy worth £3.8bn a year. Liverpool is understandably determined that new high speed rail connections will build on the city region's traditional strengths as an economic engine and driver for growth.

Liverpool's rich tradition in British maritime trade and industry helps define the city's reputation. The new Liverpool2 deep-water container port, logistics facilities, maritime industries and transport links come together in the Local Enterprise Partnership's vision of the SuperPort. This connects the North of England to international markets and saves millions of freight miles on congested UK infrastructure. SuperPort generates £1.4bn a year and provides over 34,000 jobs; even before the opening of Liverpool2, plans to develop it as a global freight and logistics hub are expected to increase demand for rail freight capacity.

With such growth expected, the City Region is examining how to maximise the potential of high speed rail. The Combined Authority believes the HS2's route is an opportunity to integrate the new network with Northern Powerhouse Rail, linking high speed north-south and east-west journeys and bringing the potential to provide greater economic benefits, including released capacity for freight, which the City Region considers important for the SuperPort's growth.

The Liverpool City Region has developed a Long-Term Rail Strategy with a thirty-year planning horizon. This includes a multi-modal interchange scheme for the city centre, and capacity to accommodate HS2 trains. As well as improving the local environment and boosting growth, its ambition is to provide the city with truly iconic railway stations, with enhanced integration between the city centre's five stations and capacity for future growth, including growth in HS2 services.



Canning Dock

Image: Liverpool Enterprise Partnership/Gareth Jones

Liverpool City Region local economy

(Liverpool City Region LEP)

£28.3
bn

Gross value
added (2014)



632,200

Total employment
(2015)



1.5 million

Population (2015)

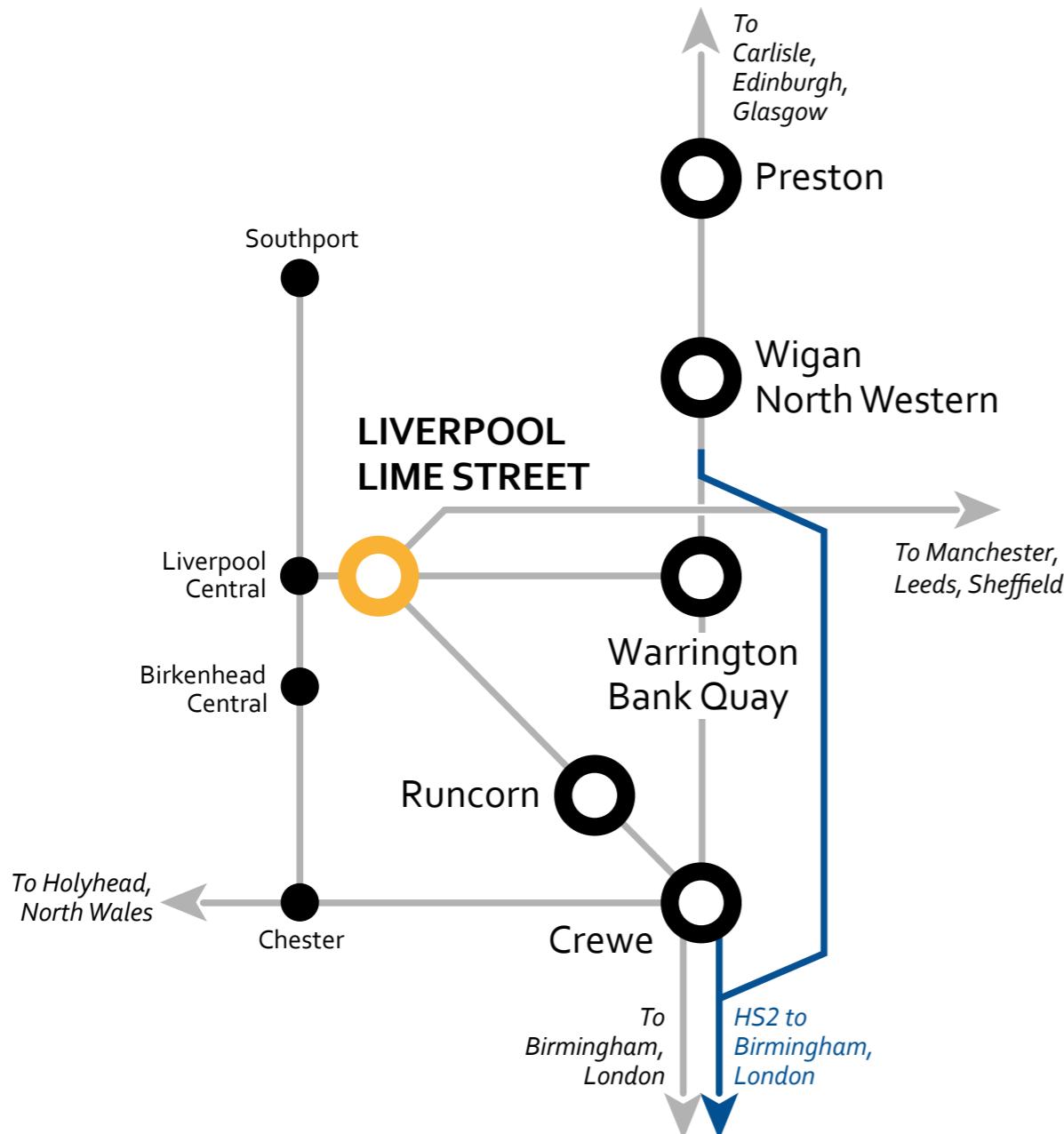
"HS2 is vital for our plans to boost connections and increase both passenger and freight capacity north-south and east-west."

Joe Anderson, Mayor of Liverpool and Chair of the Liverpool City Region Combined Authority

Liverpool City Region

Route connections

Stations



- Classic track
- Classic stations
- HS2 track
- Integrated high speed stations
- Hub station covered in this chapter

HS2 services

Liverpool ↔ London:



1:32

HS2 journey time



0:42

Journey time saving



2 per hour

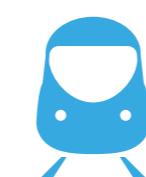
HS2 trains
(each direction)



17,600 per day

HS2 seats
(each direction)

Runcorn ↔ London:



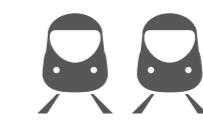
1:13

HS2 journey time



0:39

Journey time saving



2 per hour

HS2 trains
(each direction)



17,600 per day

HS2 seats
(each direction)

*"Our maritime trade and industry is thriving.
HS2 and its integration into Northern Powerhouse
Rail will help unlock its full potential."*

Asif Hamid, Interim Chair of the Liverpool City Region LEP

Warrington

Situated almost equidistant between the region's major economic centres of Liverpool and Manchester, Warrington is already a highly connected part of Northern Powerhouse. It shares the infrastructure assets of both neighbouring cities including the two international airports. The arrival of HS2 services at Warrington Bank Quay station will provide new opportunities to reinforce the town's status as a transport hub and its reputation as a great place to work, live and do business.

With journey times from Warrington to London cut to just over an hour, HS2 represents a significant uplift in connectivity for the three million people who live within 30 minutes' drive of Warrington. This is the largest workforce catchment in the UK outside of London – and Warrington has been working to ensure HS2 is integrated in its plans for economic growth.

In 2016, the Council refreshed its 2013 'Warrington Means Business' economic growth and regeneration programme and progress has been significant. The £1bn Omega Park, which includes business, logistics and manufacturing facilities, is now up and running, and continues to expand. Work has also started on the £107m Time Square redevelopment in the town centre, with new retail, business and leisure facilities set to be completed in 2019.

Warrington Borough Council and its partners including Warrington & Co are now negotiating a growth deal to move forward with an ambitious 'Warrington New City' programme. This is structured so as to deliver in Warrington the economic growth required to provide 26,000 new homes, 24,000 new jobs in the town itself and 31,000 jobs in the wider area by 2040.

To ensure Warrington is HS2-ready, the Council is putting plans in place to redevelop Warrington Bank Quay station, which will act as a catalyst for a major town centre expansion including the redevelopment of the Warrington Waterfront. The aspiration is to position Warrington Bank Quay as a TransNorth hub in the context of developing plans for Northern Powerhouse Rail.

HS2 could help provide extra capacity on the West Coast Main Line for Warrington's freight and logistics operations. Warrington's plans foresee the interchange of freight between water, road and rail at Port Warrington. This will support the £14bn Atlantic Gateway project linking Liverpool's ports to Manchester on the Manchester Ship Canal. The Warrington Waterfront infrastructure package includes a new logistics park at the Port with 1,000,000ft² of new development.



Warrington Time Square – artist impression

Image: Warrington & Co

Warrington local economy

(Warrington Unitary Borough)

£6.3
bn

Gross value
added (2014)



122,400

Total employment
(2015)



207,700

Population (2015)

"A major expansion of Warrington Bank Quay station will both accommodate HS2 services and ensure that Warrington's already unrivalled connectivity is enhanced."

Cllr Terry O'Neill, Leader of Warrington Borough Council

Warrington

Route connections



- Classic track
- Classic stations
- HS2 track
- Integrated high speed stations
- Hub station covered in this chapter

HS2 services

Warrington Bank Quay ↔ London:



1:12

HS2 journey time



Journey time saving



1 per hour



8,800 per day

HS2 trains
(each direction)

HS2 seats
(each direction)

"The planned introduction of high speed rail services to Cheshire and Warrington is vital for business confidence."

Pete Waterman, Chair of Cheshire and Warrington Local Transport Body and LEP Board Member

Stafford

In Staffordshire, HS2's connection to the West Coast Main Line provides the opportunity for communities beyond our major cities – such as in Stafford and Stoke-on-Trent – to capitalise on the benefits of high speed rail.

Stafford itself is in an ideal position to take full advantage of the introduction of HS2. Stafford's station has served as a crucial strategic asset to the town and the region for almost 180 years, acting as an important junction between Birmingham, Liverpool and Manchester. The arrival of HS2 services will help catalyse growth.

The Borough Council is determined to use HS2 to build on Stafford's reputation as an attractive place to live, work and invest in. Regeneration projects already underway in the area include a £1.2bn investment in new shops, businesses, industrial expansion and housing. This includes the £100m revitalisation of Stafford town centre close to the station, with a new retail and cinema development. Stafford Borough Council is planning to oversee the building of 10,000 new homes across the borough, including a major new development by the Ministry of Defence.

The commitment to the link between the HS2 line and the West Coast Main Line at Handsacre will also provide the opportunity to broaden the economic benefits of HS2. Stafford's integrated high speed station will be used by a community far wider than the county town, opening up services to hundreds of thousands of people and businesses to the north, west and south including Staffordshire and the Black Country. It will also enable people to access faster and direct services to London – providing a much-needed boost to transport links.

Stafford Borough Council is working in partnership with seven other local councils and two LEPs on the development of a growth strategy for the Northern Gateway Development Zone (NGDZ). The NGDZ sees HS2 helping to supercharge development in the region, including at the proposed Crewe hub, delivering 100,000 new homes and 120,000 new jobs by 2040.

Key to success will be for each partner to identify and drive forward local opportunities. Stafford Borough Council is commissioning a strategic vision and deliverable 'route map' and investment programme for Stafford station and surrounding areas, where the arrival of HS2 trains is expected to have the most transformative impact. The aspiration is for under-utilised brownfield and industrial sites to be developed into high-density, high-value commercial and residential areas that allow the town to expand and improve the links between the town centre and strategic housing sites to the west of Stafford.



Stafford Riverside development – artist impression

Image: Stafford Borough Council

Stafford local economy

(*Stoke-on-Trent and Staffordshire LEP*)

£20.2
bn

Gross value
added (2014)



485,000

Total employment
(2015)



1.1 million

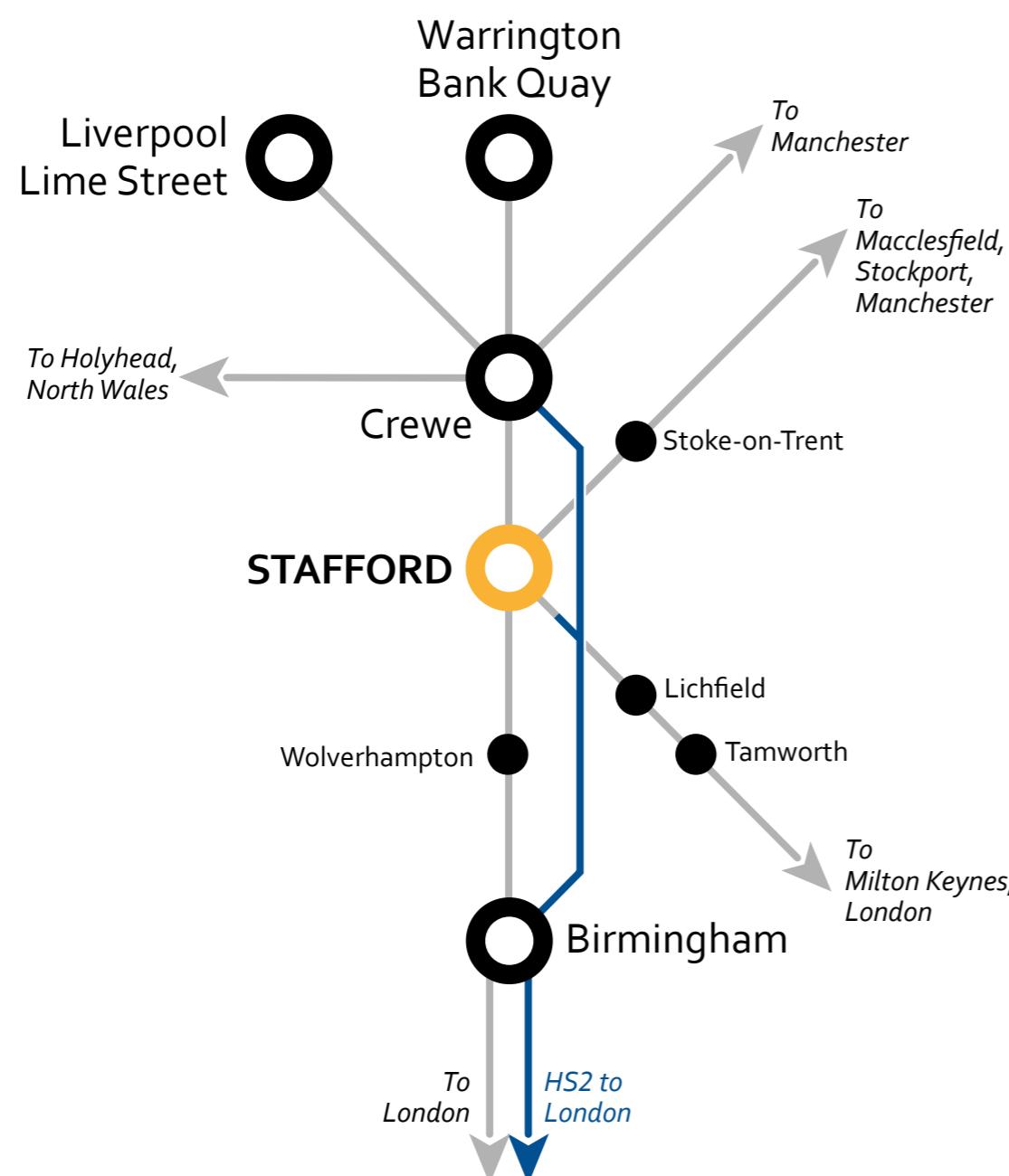
Population (2015)

"Stafford is perfectly placed to take full advantage of the introduction of HS2."

Patrick Farrington, Leader of Stafford Borough Council

Stafford

Route connections



HS2 services

Stafford ↔ London:



0:53

HS2 journey time



Journey time saving



1 per hour



8,800 per day

HS2 trains
(each direction)

HS2 seats
(each direction)

"The Stafford stop is the gateway to open up the economic benefits and opportunities for hundreds of thousands of people."

Philip Atkins, Leader of Staffordshire County Council

High Speed Two (HS2) Limited
Two Snowhill
Snow Hill Queensway
Birmingham B4 6GA

www.gov.uk/hs2