

hs engine for growth

Changing Britain



Just some of the places where HS2 can make a difference.

Derby



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Scotland



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Leicestershire



13



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Newcastle



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Solihull



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Coventry



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North Wales



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South Yorkshire



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Northern Ireland



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York



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Stoke-on-Trent

When I became chairman of HS2 Ltd, one of the common perceptions I came across was that it was all a long way off in the future. Since the first train would not run until 2026 and Phase Two would not open until 2033, people thought they didn't have to think about HS2 now.

Gradually, that attitude has changed. Even though the legislative process for Phase One is not yet complete, and the final route for Phase Two will not be announced until the autumn, there are clear signs that HS2 is becoming an integral part of the way people are thinking about the future of Britain and their region's role within it.

As I have travelled around the country, I have been struck by how local authorities and enterprise partnerships, as well as private companies, recognise HS2 as a unique opportunity to re-balance the national economy. They are seizing that opportunity to equip their regions for the future.

People are not waiting for that first train before they plan how to integrate HS2 into their local transport systems, or work out how to use the extra capacity and connectivity to attract new investment.

People are working together in a bipartisan way, across party and sector divides, to produce practical proposals for the future within the strategic framework HS2 provides. They know best not just what their area needs, but also its true potential.

It is their efforts which mean HS2 is already beginning to change Britain for the better. We still have a long way to go and take nothing for granted, but the process of turning HS2 from concept to reality has begun.

Next year, we hope, construction will begin and the process of change will take another step forward. But it is right to record the progress already made – and to thank those in central government, Westminster and the rest of the country who have got us to this point.



David Higgins, Chairman, HS2 Ltd

“
As we hoped, HS2
is proving a catalyst
for change, driven
by local people
working together.”



One of the largest financial centres outside London needs world-class connectivity.

HS2 will be a powerful asset for Leeds, drawing new industries and services to a dynamic city region. But the benefit of the Yorkshire Hub goes further, linking the regions around Leeds, Sheffield, Nottingham and Birmingham in an economy of over ten million people and some of the UK's most important manufacturing centres.

- New business investment, including **£50 million** by Burberry at Leeds South Bank creating over **200** jobs.
- The station quarter will support **13,000-20,000** jobs and **1,700+** new homes, and attract over **£400m** investment.
- A step up in connectivity to Bradford, Wakefield, Huddersfield and Halifax.

“HS2 is a key element of our vision for the South Bank. The station will act as a gateway, welcoming visitors and business travellers to the city and region.”

Cllr Judith Blake, Leader, Leeds City Council

“HS2 will make York the key point on the East Coast Mainline and the HS2 network, with links to North East England and Scotland.”

Cllr Chris Steward, Leader, City of York Council

Image: Leeds City Council



“One of the great advantages of Burberry's new facility being in the centre of Leeds is being so close to the new HS2 station. It will have a significant and positive impact on the way we operate as a business for many years to come.”

Sir John Peace, Chairman, Burberry plc

“

The difference that HS2 is already making to Crewe is tangible. That difference is being felt in schools because it is helping to lift pupils' horizons, particularly on skills.”

Cllr Rachel Bailey, Cheshire East Council

A landmark partnership is bringing HS2 to Crewe in 2027 – six years ahead of schedule.

“

Stoke-on-Trent is revitalised and bursting with energy. Working with our partners in Cheshire and Staffordshire, we have the perfect mix to deliver a new growth point for UK plc.”

Cllr Abi Brown, Deputy Leader, Stoke-on-Trent City Council

With the HS2 hub station in Crewe, and connectivity assured for Stoke-on-Trent too, councils and LEPs in North Staffordshire and Cheshire are working together on a growth strategy for their towns and cities.

The wider region is already in England's top three for export-intensive industries, and part of the logistics "Golden Triangle" that supplies freight and fuel to the Midlands and the North. The Northern Gateway Partnership sees HS2's connections as the key to building on this success at a local level. Working across regions and boundaries will turn regeneration potential into real economic benefit.

- Local plans include **100,000** new homes and **120,000** new jobs through the creation of the Northern Gateway Development Zone around Stoke-on-Trent, Crewe and Stafford.
- We are looking at how HS2 can support Stoke-on-Trent's historic role as a manufacturing powerhouse and Crewe's heritage as a railway town.
- Better and faster connections to North Wales, Merseyside, the North West and Scotland. In 2027 HS2 will cut Liverpool to London journeys to **1 hour 32 minutes**.

When the National College for High Speed Rail opens in 2017, the Doncaster and Birmingham campuses will be home to the most advanced technical institution of its kind in the UK.

“

The college should be a great source of pride, as well as a key driver in our economic development.”

Sir Nigel Knowles, Chair, Sheffield City Region LEP

The college will provide industry-led training for **1,265** students a year: school leavers, career changers and rail professionals. At least **20%** of learners will be from under-represented groups, bringing a wider and more representative pool of talent into science and engineering. It aims to create a successful model for other national colleges, and support key sectors in which the UK can compete globally.

- Backed by industry-leading companies, with teaching and curriculum input from their experts.
- Professional training – from advanced manufacturing to business leadership.
- Self-sustaining, with an operating profit from year three.

“

The college will have a major impact on the ability of the UK rail supply industry to deliver HS2 and other infrastructure projects in the future.”

John Evans, Chief Executive, National College for High Speed Rail



“

We have always been fully committed to HS2, and in particular Toton – a hub there would serve both the counties and the cities of Nottingham and Derby.”

Cllr Alan Rhodes, Leader, Nottinghamshire County Council

Creating a major new interchange will support the region's ambition to be a globally competitive centre for hi-tech manufacturing and engineering.

“

HS2 would create important links from the East Midlands that would service East Midlands Airport and create direct services with decreased journey times to cities in the North.”

Nick Pulley, Chair, Leicester and Leicestershire Enterprise Partnership

The East Midlands already has **40%** higher productivity than any other UK region in automotive, aerospace and rail. Councils and business partnerships are aiming to sustain these and other industries, and capitalise on the connectivity of the HS2 station at Toton. Thinking big, and planning accordingly, is helping to guarantee the full economic benefit for the region.

The station will link to existing motorways and tram networks, complementing major investment in a new rail freight interchange at Roxhill.

- **1,500+** station-supported jobs in the East Midlands.
- **19** minutes to Birmingham, **28** minutes to Leeds, **51** minutes to London.

“

If HS2 was the original catalyst for that strategic conversation, devolution will help us deliver it.”

Cllrs Ranjit Banwait, Leader, Derby City Council, Jon Collins, Leader, Nottingham City Council and Anne Western, Leader, Derbyshire County Council

Birmingham is already reaping the benefits of HS2, with businesses increasingly choosing to make the city home.

The City Council has made HS2 a key part of its pitch, and business leaders are taking note. Last year, Deutsche Bank, Jacobs Engineering and the retail banking arm of HSBC joined the companies that are either relocating their headquarters or expanding their operations in Birmingham, bringing thousands of new jobs. The city will also be home to HS2's construction headquarters and the National College for High Speed Rail, while the Washwood Heath depot will give more than 500 people – at all skill levels – a part in running the country's most modern railway.

HS2 will provide the links that businesses need to clients, suppliers and services, through a fast, efficient network: anywhere on the high speed network will be within an hour of Birmingham.

- **73** projects attracting foreign investment through the Greater Birmingham and Solihull LEP in 2014, more than any other region.
- **18,337** start-ups in Birmingham in 2014, more than any other UK city outside London.

“

By capitalising on the arrival of HS2, investing in transport links and building unprecedented amounts of new office space, Birmingham is proving a hugely popular business location. It's a trend we fully expect to continue.”

Neil Ramji, Chief Executive, Marketing Birmingham

“

It will super-charge the city as the place to invest and locate, and we are already feeling the positive impacts here and across the wider region.”

Cllr John Clancy, Leader, Birmingham City Council

“

We need more investment in infrastructure on this scale to boost productivity and help UK companies to compete globally.”

Andy Street, Chair, Birmingham and Solihull LEP



“

HS2 is absolutely central to supporting the continued economic growth, not only of Greater Manchester but also the wider North. ”

Mike Blackburn, Chair, Greater Manchester LEP

By linking Manchester Airport to HS2, the North West's foremost knowledge economy can continue to prosper.

Airport City – a new enterprise zone – shows the scale of the city region's ambition. As well as world-leading logistics and manufacturing facilities, it will be home to a bioscience and pharmaceuticals hub, supporting the University Hospital of South Manchester.

These growth industries need fast, reliable access to research, innovation, skills and clients. HS2 can connect them to the skilled labour markets of the Midlands and the North West, and help them compete in the European and global markets.

- **£800 million** being invested in Manchester Airport City.
- The Life Sciences Enterprise Zone was announced in the 2015 Spending Review; works start April 2016.
- A new airport station would be just nine minutes from Piccadilly.

“

Passenger traffic at Manchester is projected to double by 2030, from **20 million** to **40 million**. ”

Manchester Airport City Enterprise Zone

Image: Alamy/Deagooddesigns

The UK has brilliant engineers, but we don't have enough. HS2 is helping to change that.

Schools in and around Coventry have been among the first to benefit from the education programme set up by HS2 Ltd and The Smallpeice Trust. Teachers and HS2's experts run workshops to encourage young people's interest in science, technology, engineering and mathematics (STEM). Our work on education and employability has included events like the Skills Show and the Big Bang, as well as projects with the Social Mobility Foundation and other charities.

Since 2014, HS2 has helped tens of thousands of young people around the country to explore their abilities and interests and build up their workplace skills, wherever their ambitions lie.

- **56,000** engineering technicians needed each year until 2022 by British business.
- Meeting the demand for new engineering jobs will generate **£27 billion** for the UK economy annually from 2022.
- **56%** – number of students who are thinking about a career in engineering following an HS2 STEM day.

“

The STEM days give the students much-needed hands-on activities. They challenge them to problem solve and creatively find solutions, based on real projects. ”

STEM day teacher





HS2 isn't just part of the rail network: it is part of Britain's strategic transport system.

That's how HS2 can make the biggest difference, particularly in the North of England. And from this perspective, East-West connectivity is just as important as North-South.

Inaugurated in January 2015, Transport for the North helps the region to speak with one voice. Its vision of a better connected Northern economy is shared by HS2, which works alongside Network Rail and Highways England on its partnership board.

- HS2 will free up capacity to help deliver a Northern Powerhouse Rail link for Liverpool, Manchester, Sheffield, Leeds, Hull and Newcastle.
- HS2's wider benefits include improving rail freight capacity, such as for Teesport – the UK's third largest port by volume – and easing the pressure on the strategic road network.

“Not only will HS2 transform connectivity from the North to London, the Midlands and Scotland, in certain locations it will play an important part in delivering the Northern Powerhouse Rail vision.”

John Cridland, Chair, Transport for the North

The North West will benefit from faster journeys, capacity enhancements and direct services from day one. Once Phase Two to Manchester and Leeds is completed, the benefits will be even greater, with journey times further reduced between Scotland and London.

Glasgow to London
currently 4:31 – with HS2 3:38

Edinburgh to London
currently 4:22 – with HS2 3:39

“We need HS2, but we also need faster links to the cities of the North, from Liverpool across the Pennines and up to Newcastle.”

Jonathan Myers, Vice President UK and Europe, Kellogg's

HS2 is a vital part of London's future as a place to live and work.

Euston was London's original inter-city station. HS2 will transform it, with world-class design and additional capacity within the station, as well as on the main line that serves it. In time, the ambitious plans for regeneration will benefit residents, businesses and visitors too, just like King's Cross and St Pancras.

The world's economic capitals have a network of well-connected cities around them. London needs the same.

- **11** HS2 platforms, to treble the seats for passengers leaving at peak times.
- Up to **18** trains an hour to Birmingham, Leeds, Manchester, and as far as Scotland – and London will benefit too.
- **£10 billion** – estimated benefits to the UK from regeneration associated with HS1 at King's Cross, Stratford and Ebbsfleet.

“
HS2 will boost capacity
on our railways and tie
the great cities of Britain
closer together.”

Baroness Jo Valentine, Chief Executive, London First

Capacity isn't just about seats for passengers – it's about space for trains.

The West Coast Main Line is under growing pressure to handle more intercity services, regional trains and freight. It's running out of space.

HS2 will help take the pressure off. It will free up space on the network and allow more frequent, reliable journeys on local and regional routes that we already use. People will notice the difference, even if they never take a high speed train.



“

“It offers an unprecedented opportunity to regenerate land... and deliver thousands of new homes and jobs.”

Sir Edward Lister, Deputy Mayor, Policy and Planning



The new West London station means homes, services and jobs, and better access to training and education.

The neighbourhoods around Old Oak Common – some among the **20%** most deprived in the country – are being transformed by the arrival of Crossrail in 2018 and HS2 in 2026. Working with the local boroughs, TfL and HS2 Ltd, the Mayor of London has set up the Old Oak and Park Royal Development Corporation to make the most of these opportunities.

- **20,000** jobs in West London supported by HS2.
- **155 hectares** – the Old Oak development area is bigger than Canary Wharf.
- **25,500** new homes.
- Around **20 minutes** from Old Oak Common to Canary Wharf by Crossrail.

Old Oak Common will serve around a quarter of a million people every day, and is set to be one of the best-connected stations in the country. The new hub will give the area links to Crossrail, main line rail services, Heathrow, and local London Underground and Overground nearby.

Image: Glowfrog Studios

HS2 presents a great opportunity for businesses, big and small, to compete for design and construction contracts.

Do your local firms know about HS2?

Between April and June, HS2 is holding information events in every English region, as well as returning to Wales and Scotland, to meet companies of all sizes, and present the project.

It's easy, and free, to register for events, project news and highlights of new opportunities. Email SCC@hs2.org.uk, or visit www.gov.uk and search for 'HS2 business'.

Companies all around the country can bring something to HS2.

By contributing their innovation and experience, they will help to maximise the value of HS2 to local and national economies. Across a range of different sectors and services, HS2 offers a pipeline of work – the chance for UK-based companies to invest in skills, new technology, and people.

- Thousands of companies have already expressed an interest and attended HS2 supplier events in London, Manchester, Cardiff, Belfast and Edinburgh.
- Crossrail's supply chain includes companies from every region of the UK: HS2 will do the same.





“
HS2 offers a real opportunity
to regenerate local economies,
provide jobs and boost growth
across communities in the UK.”

Carolyn Fairbairn, Director General, CBI

Improving transport for South Yorkshire helps to make the right links to jobs, clients and suppliers.

Local companies are in prime position to compete for HS2's supply chain opportunities: it's a huge incentive to win work and invest in skills and R&D. And with the National College for High Speed Rail – at Doncaster's Lakeside Campus – providing high-tech vocational training from 2017, HS2 is getting ready to support careers throughout the region, with the backing of Doncaster Council, the Local Enterprise Partnership, and leading firms.

Rotherham, Sheffield and the rest of South Yorkshire need to be part of the HS2 network. HS2 will join up the sources of funding, skills and innovation to improve the business prospects for firms in the region – from start-ups to established industry names.

- Over **4,000** jobs to be supported by HS2 in Sheffield Meadowhall.
- **6,000+** jobs in Sheffield City Region are directly linked to the rail industry.

A plan for connectivity

Links to National Rail, Supertram and the motorway network help to benefit a wider area. For example, travelling from Barnsley to London via HS2 could take as little as **1 hour 30 minutes**, instead of typical journeys via Sheffield Midland of **2 hours 45 minutes**.

Image: Alamy/Cultura Creative

From digital media to sport, tourism and the arts, HS2 will help Greater Manchester to thrive as a cultural capital.

With new transport and planning powers given to the city region in its devolution deal, Manchester is thinking big about its future. HS2 will serve Piccadilly, the region's rail hub. It will be the fast track to a growing creative industry and give the city's cultural heritage an even greater draw.

The benefits will be seen across the North West, with better connectivity stimulating business development and regeneration worth billions of pounds. Businesses around the region already see the potential of HS2.

- Manchester City Council, Transport for Greater Manchester and the government-owned development company LCR are already working to transform Mayfield with new offices, homes, retail and urban green spaces.
- Greater Manchester's commercial property market has higher investment than anywhere outside London.
- HS2 will keep the city growing, with support for over **30,000** jobs, as well as **3,100** new homes.

“

HS2 is the only solution that can deliver the step-change in capacity that Britain's north-south railways require. ”

John Longworth, Director General, British Chamber of Commerce

“

HS2 is a once-in-a-century opportunity to radically improve our transport links and stimulate regeneration. ”

Sir Richard Leese, Transport for the North Lead for Greater Manchester Combined Authority



“

HS2 will be a catalyst for growth for the region. A modern, fit-for-purpose transport network will enable our people to access the economic opportunities that HS2 will create.”

Andrew Cleaves, Greater Birmingham and Solihull LEP

Solihull will become
the first stop for
business when
HS2 arrives at
the Birmingham
Interchange station
in 2026.

An HS2 growth strategy and masterplan for UK Central – produced by Solihull and Birmingham councils and the Greater Birmingham and Solihull LEP – aims to exploit the unique economic assets in the region. As well as serving Birmingham International and the NEC, the HS2 station will link to a new business hub, while connections to the M42, A45 and National Rail will link it to Coventry and the wider Warwickshire region.

The prospect is already attracting new businesses. Global construction and support services firm Interserve is consolidating its operations at a new regional head office next to Birmingham International as a result of HS2. Others, such as Changan Automobile, are following suit, establishing research and development divisions.

“

Our intention is to use HS2 to build an economic, social and environmental legacy for Solihull. That means getting our places, people and businesses ready.”

Cllr Bob Sleight, Leader, Solihull Metropolitan Borough Council

Image: Solihull Metropolitan Borough Council


People around the UK are right to be asking what HS2 can do for them.

The project is already changing Britain. It's stimulating regional economies, creating jobs, and bringing forward development and regeneration proposals before a single piece of track has been laid.

HS2 will transform passengers' journeys for generations to come, but the wider benefits will be felt by the whole nation.

To find out more about how HS2 is already helping to change Britain for the better, call us on **020 7944 4908** or email **HS2enquiries@hs2.org.uk**





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