



Title: **High Speed 2**

Wards Affected: **None directly**

To: **Transport Working Party** On: **12/12/13**

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1. Key points and Summary

- 1.1 High Speed 2 (HS2) is a High Speed rail (trains that travel over 155 mph) programme connecting London with the North of England and Scotland
- 1.2 It's predicted to cost over £20 billion.
- 1.3 Economic Output in the UK is predicted to be boosted by £15 billion per year, whereas Plymouth and South West Devon are likely to see a reduction of £28 million per year as a result of HS2
- 1.4 HS2 will give a journey time to places like Leeds and Manchester of just over 2 hours, whereas Torbay will see a fastest train of just over 3 hours to London.
- 1.5 Torbay Council, Devon County Council, Plymouth City Council, Somerset County Council and Cornwall Council have formed a Peninsular Rail Task Force to lobby Government and the Rail Industry to improve investment in the South West.

2. Further Information

- 2.1 HS2 is a planned high-speed railway between London Euston and the Midlands, North West England, West Yorkshire, and potentially the central belt of Scotland.
- 2.2 Britain's existing high speed rail line connects St. Pancras International station in London with Kent, the Channel Tunnel and Europe. It was built in two stages: the first carried trains from the Channel Tunnel to Kent and the second connected the brand new Ebbsfleet station with St. Pancras. The full HS1 service was launched in December 2009.
- 2.3 In January 2009, the Labour government established High Speed Two Limited (HS2 Ltd) to examine the case for a new high-speed line and present a potential route between London and the West Midlands and potentially extended to reach Scotland.

- 2.4 The Conservative–Liberal Democrat coalition Government, on taking office in May 2010, undertook a review of HS2 plans inherited from the previous government. The Conservative Party in opposition had backed the idea of a high-speed terminus at St Pancras with a direct link to Heathrow Airport and had adopted a policy to connect London, Manchester, Leeds and Birmingham with Heathrow by high-speed rail.
- 2.5 In January 2012 the Secretary of State for Transport announced the go-ahead for HS2. It would comprise a 'Y-shaped' network with stations at London, Birmingham, Leeds, Manchester, Sheffield and the East Midlands conveying up to 26,000 people each hour at speeds of up to 400 kilometres per hour (250 mph). It would be built in two stages. Phase one would be a 225 km (140 mi) route from London to the West Midlands which would be constructed by 2026. Phase two, from Birmingham to both Leeds and Manchester, would be constructed by 2033.
- 2.6 The target price for delivering Phase One of HS2 is £17.16 billion pounds (2011 prices), although a budget of £21.4 billion has been set by the Government.
- 2.7 The Government estimates that HS2 will generate potentially £15 billion of additional output per year for the British economy in 2037 (2013 prices), mainly in Greater London, the Midlands and the North. The return is likely to be £2 of benefits for every £1 invested, with economic growth supporting the delivery of 400,000 jobs.
- 2.8 The report produced by KPMG on behalf of HS2 Ltd suggested the South West will have a reduced total economic output as a result of HS2 being built, although the report does not publish the exact negative values for our region.
- 2.9 It is believed Plymouth could be set to lose as much as £14 million in output or 0.3% as a proportion of GDP, with a similar figure for South West Devon.
- 2.10 Journey time savings of between 32 minutes (for Birmingham) and 60 minutes (for Manchester) will be made within the HS2 proposals. This means Birmingham will have a journey of 1 hour 21 minutes to London and Manchester 2 hours 8 minutes.
- 2.11 Torbay's fastest train from London to Torbay is the 0706 Devon Express from Paddington, taking 3 hours 13 minutes, and from Paignton to Paddington it is the 1415 Torbay Express, with a journey time of 3 hours 9 minutes.
- 2.12 Torbay Council, along with Devon County Council, Somerset County Council, Plymouth City Council and Cornwall Council, created at the start of 2013 a group called the Peninsular Rail Task Force (PRTF). The group is designed to pack a more powerful punch in the campaign for better rail connectivity for the South West.
- 2.13 Representatives from the Heart of the South West Local Economic Partnership and Cornwall Local Economic Partnership also make up the representatives on the group, supported by the regions MPs, Travelwatch South West and the South West Chambers.
- 2.14 The PRTF has produced a document called "The South West Spine – The Case for Greater Investment across the South West Peninsula Railway Network" The report calls for the urgent need for increased investment to improve network resilience and to meet unprecedented rising numbers of rail passengers.

2.15 The recommendations contained within the report include:

1. That Network Rail undertakes an urgent feasibility study (to include partners e.g. Environment Agency and Local Transport Authorities) to determine the best options for providing network resilience against weather-related disruption, in relation to:
 - (a) Cowley Bridge/Stoke Canon,
 - (b) the Dawlish/Teignmouth seawall,
 - (c) other sites of potential repeated disruption on the Berks & Hants line including the Somerset Levels and across all lines in the peninsula.
 2. That Government recognises the under-forecasting of patronage growth, and the limitations of current rail investment prioritisation which works against areas with a more dispersed population, and:
 - (a) draws up detailed plans on how to meet the need for the increased capacity that is required to tackle overcrowding and accommodate patronage growth in the Far SW railway from 2014 onwards;
 - (b) accepts the need to provide sufficient rolling stock capacity on time, without being dependent on the Thames Valley electrification timetable which is likely to be too late to meet the needs of the Far SW.
 3. That the capacity of the Exeter-Waterloo line be enhanced to reinstate this line as a diversionary route, so that it can be used in the event of disruption on the main line (as prevailed up to 2009).
 4. That Government commits to funding these recommendations as a matter of the highest priority.
 5. That a new more consensual approach to patronage forecasting is established in the Far SW, engaging with Local Transport Authorities.
 6. That electrification of all main lines from London to the Far SW, including Taunton-Bristol, and major branch lines, is included in the next phase of electrification after London-South Wales.
- 2.16 Cllr Ray Hill, as portfolio holder for Transport and Charles Uzzell, as Director of Place and Resources are Torbay Council's representatives sitting on the PRTF group.
- 2.17 The PRTF group are advised by PROG (Peninsular Rail Officers Group), made up of officers from the five local authorities represented at PRTF. They meet monthly to co-ordinate the necessary activities and campaigns to boost rail investment within the South West.

Les Crump
Head of Spatial Planning

Background Papers:

The following documents/files were used to compile this report:

www.hs2.org.uk

High Speed Two (HS2) Limited – HS2 Regional Economic Impacts (KPMG) – September 2013 (available at

<http://assets.hs2.org.uk/sites/default/files/inserts/HS2%20Regional%20Economic%20Impacts.pdf>)

HS2 Official Government Leaflet

(www.gov.uk/government/uploads/system/uploads/attachment_data/file/259874/investing-in-britains-future.pdf)