

# HS2 Economic Growth Conference

*Developing Stations,  
Hubs & Cities*

## Conference Report

**Wednesday, 7th November 2018**  
National Conference Centre  
Birmingham

**#HS2EGC18**

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# Foreword



**Keith Griffiths,**  
Managing Director,  
Built Environment  
Networking

HS2 is much more than the development of tracks, stations and connectivity. It brings a once in a lifetime opportunity to drive development and regeneration within our cities and wider regions to support the creation of homes and jobs, whilst allowing our cities to compete globally. To deliver the best possible impact on the UK we must tackle key challenges early as an industry, whilst ensuring a culture of collaborative working is embedded into our working to ensure we maximise growth potential, support innovation and deliver a legacy for future generations to enjoy in every region.

Built Environment Networking are no stranger to leading the conversation when it comes to major national developments; you only need to look at the back catalogue of events on our website to understand why HS2 Ltd chose to support this conference. Through the collaboration with their team our organisation was able to pull together an event which featured all the major players that are charged with delivering one of the most transformational infrastructure projects ever.

On the day we were delighted to have hosted several senior representatives from HS2 Ltd; all gave a rallying call for our delegates to get involved and push the plans forward.

We were also thrilled to have Maria Machancoses from Midlands Connect providing context on the potential for HS2 to touch the lives of everyone in the UK, not just those who will directly surround the line,

particularly emphasising that the project planners should not lose sight of this goal.

This conference was a challenge to put together, we had over 40 different speakers from 35 stakeholders all of whom have different priorities as the development progresses. Nevertheless, the fact that we managed to get the most engaged stakeholders from the public and private sector together under one roof is a testament to the growing reputation of our company.

Built Environment Networking were pleased to be joined by PBA now part of Stantec as our report partners. PBA are actively involved in the HS2 project, working both in support of the delivery of the railway, and in many key locations along the line in support of the delivery of consequential economic growth. PBA therefore brings a valuable insight into the opportunities for good growth arising from HS2, and the challenges that need to be addressed in order to deliver it.

All views expressed are the personal views of individual authors in PBA, and not intended as a corporate position.

We will be returning in 2019 with the second iteration of the HS2 Economic Growth Conference so be sure to check our communication channels regularly for updates.

**Best wishes,  
Keith**

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# HS2 Foreword

HS2 is already delivering for Britain. More than seven thousand jobs are supported by HS2, with around two thousand businesses having delivered work on the project. Numerous work sites are underway on Phase One of the programme between the West Midlands and London.

Phase 2a, the route from the West Midlands to Crewe is currently passing through Parliament with Royal Assent planned for later this year. Phase 2b, from Crewe to Manchester, and Birmingham to Leeds via the East Midlands and South Yorkshire is currently being consulted on. The complete high speed network is scheduled to be operational by 2033.

**THE HS2 ECONOMIC GROWTH CONFERENCE ON 7 NOVEMBER 2018 WAS THE FIRST TIME REGIONAL STAKEHOLDERS CAME TOGETHER TO SHOWCASE THEIR EMERGING GROWTH PLANS AHEAD OF THE ARRIVAL OF HIGH SPEED SERVICES. WE ARE ALREADY SEEING TRANSFORMATIVE PLANS IN THE PIPELINE AND THIS IS ONLY THE BEGINNING OF THE SPREAD OF BENEFITS WHICH HS2 WILL BRING BY JOINING UP BRITAIN.**

As highlighted in the speeches, these locally led growth strategies are key to unlocking HS2's full potential. The existing plans from local authorities and partners show almost 500,000 jobs and nearly 90,000 new homes resulting from the improved connectivity these services will provide across the country.

When we travel to the towns and cities that the new high speed railway will serve and speak with local businesses, politicians and civic groups about the programme, we've been struck by both their passion and desire for HS2.

We have seen first-hand how these new strategic alliances are coming to fruition which overcome old boundaries. This is

important, as it is our local leaders and businesses who know best where homes are needed, where people need retraining and where existing and new industries can grow.

**INCREDIBLE OPPORTUNITIES ARE OPENING UP WHERE HS2 IS BEING EMBRACED AND A COMPELLING VISION CREATED FROM LOCAL PARTNERSHIP PLANS. NOT EVERY REGION HAS DEVELOPED THEIR THINKING YET AND OUR EXPERIENCE TELLS US THAT WE WILL SEE THESE NUMBERS CONTINUE TO GROW.**

By tapping into this local knowledge and expanded partnership working we will reshape Britain forever. It is now important that our towns and cities take full ownership of their plans to ensure we realise the full potential from HS2. We should not forget that HS2 trains will serve over 25 towns and cities and the economic benefits will reach far beyond these station destinations.

Integration with Northern Powerhouse Rail and the Midlands Rail Hub schemes will further the reach of those benefits. There are great examples where this is happening, from the Constellation Partnership to HS2 East, bodies which are seeing Local Enterprise Partnerships (LEPs) and local authorities join forces to create the ambitious new coalitions which will be supercharged by the investment in HS2.

But to really make HS2 more than a railway we will all need to work together. So the challenge to everyone reading these words following the successful HS2 Economic Growth Conference is to put aside the old ways of working, that way we can ensure that this once in a lifetime opportunity delivers the maximum return. This is what will enable people to access the jobs, skills and homes they need to thrive in the new high speed world.



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# Foreword

It seemed to us that the HS2 Growth conference was very timely. It brought together a remarkable and broad range of stakeholders – many of whom came with robust views and searching questions! This meant that there was a real sense of the day being about taking stock – or maybe re-taking stock of where we have got to on the journey to a comprehensive shift in high speed travel up and down the UK.

Pete Waterman was quite right to point out that the essence of what was being delivered was about speed – we completely agree with this – but it is what you do with what this delivers that matters. Faster connections between north and south are part of the story, but the stars of the show were the local people and the local markets that are the intended beneficiaries.

Debate at this conference revolved around the development of a wide range of ambitious plans for growth at the places with connections to HS2, and how the opportunities that HS2 should be creating can be delivered. But how often these discussions revolve around the physical development, rather than the ways in which this will change people's lives.

That made us wonder whether some of these opportunities were being taken far enough, or were being developed with a sufficient breadth of imagination and challenge to the potential that would emerge. This project might be about building fast rail infrastructure – but it is far more about what people will do when it is there.

The scale of the project was evident throughout the day, and it is impressive, as is the way that all of the stakeholders are committed to going about its delivery. With planning for the project and its growth ambitions well under way, the next step will be to consider the families, individuals and businesses that will choose to locate at all the places along the line.

They will be able to access a comprehensive range of places in a way that opens up their cultural, arts, employment, education, shopping and every other amenity that they have to offer. These stories are the window into the benefits that HS2 can bring, and to the consequent benefits for education, skills, health, well-being, environmental and economic outcomes. We think that building this narrative is key to success.

There are some who think that railways are old tech, that they have had their day – that the future is electric and autonomous. But the impacts of the gig economy, collaborative and flexible business models, and technological connectivity is leading to increasing urbanisation, and intensifying rail network usage.

HS2 will move large numbers of people, with low long-term carbon impact, and will make a major contribution to a modern economy as an important part of the transport mix. Integration though, is critical. Maria Machancoses' passion for the project shines through, and her rallying call to bring the benefits of the

project to the wider community was well placed. So, we were inspired, on the back of such a successful conference, to propose the re-creation of the HS2 narrative – to coin a topical phrase, it is time to take it to the people. If we gain an understanding of how business, academia and civil society perceives the opportunities presented by HS2, and how they intend to respond to them, this could underpin a renaissance all along the line.

In summary then, we discovered that:

**The project has started.** There are already a range of short term wins – these should be put together to show the value of HS2 before it has even started operations. This should be curated under a critical eye to ensure we are not claiming early benefit when they may already have been in the pipeline – they must be additional.

**The project needs skills, now and for the future:** There are strong benefits from skills development and employment opportunities – both those directly relating to HS2 delivery, and those relating to the growth around the hubs. We need further investment into this to lock it in to local economies.

**The project changes the UK network:** HS2 takes an integrated approach to the delivery of capacity and connectivity on the wider rail network. This will provide benefits to UK plc way beyond the line of the project. HS2 Phase 2A/B and Northern Powerhouse Rail are an integrated project which together will support economic growth across the north of England. But this is at a strategic scale – what about the local connections, the trams, buses, cycle networks and so on that will manage the “last mile” requirements of every journey?

**The project is, at heart, about the benefits it will bring to local communities:** Local people's concerns about local disruption, cost and value for money are all entirely understandable, but HS2 is fundamentally an enabling project, aimed at transforming lives for the next generation. By providing a framework for fast and effective travel between major urban conurbations, and creating connectivity and capacity elsewhere, it will support economic development, environmental and social progress in many local communities, north and south.

**The project is more timely than ever:** Technology is meaning increasing numbers of people live and work in more dispersed patterns, but we are becoming a more urbanised nation as the city living lifestyle takes hold among the younger generations. Efficient movement between urban areas, in a highly sustainable way, is increasing in significance. But travel patterns are changing – the “commuter” frequency of use is changing to a more flexible, occasional pattern, and the way the network delivers service must respond to this.



# From the Keynotes



Lorna Pimlott

Phase 2  
Sponsorship  
Director, HS2  
@HS2Ltd

## SEIZE A CHANCE TO TRANSFORM THE UK

The UK needs a modern, strong and growing economy which creates jobs and helps the country to compete on the international stage. HS2 enables this.

New jobs and homes, an upskilled workforce, increased investment, greater economic growth, improved capacity and connectivity are to name but a few of the benefits that HS2 will bring.

When our trains leave our new purpose-built track, they will connect to the East and West Coast Main Lines.

**WE WILL SERVE OVER 25 TOWNS AND CITIES FROM SCOTLAND TO THE SOUTH EAST, WHICH REPRESENTS ALMOST HALF OF THE UK POPULATION AND ECONOMY.**

By providing faster and easier travel between our urban centres we will help bridge the North-South divide and drive economic growth. We will open up local and regional markets, attract investment and improve job opportunities for hundreds of thousands of people across the whole country.

Our brand new railway will provide a step change in rail capacity which we know the UK needs. Our trains will be easier for passengers to get to and from. Tickets will be simpler as we end passenger's most cited

complaints. Our trains will utilise the latest technology to be more reliable than anything we have seen in this country before, think Japanese bullet trains, all designed for the passenger.

Even those who may never travel with us will feel benefits as we create more seats for passengers, and more space on the rail network as a whole, allowing train operators to run new and more frequent regional, local and commuter services. And we will take HGVs off the road and on to freight.

More than 7,000 jobs are already supporting the delivery of HS2. Around 2,000 companies of all sizes have worked with us to date. This includes firms up and down the country feeling a business boost from HS2 now. These numbers will continue to grow, with 30,000 people working on HS2 at peak construction.

There are 250 apprentices currently working with us, and we are committed to ensuring that at least 2,000 apprenticeship opportunities are created as we progress. Working with the two National Colleges for High Speed Rail in Birmingham and Doncaster we will create a more diverse workforce and leave a legacy of skills that Britain can export to the rest of the world.



As we saw at the conference, regions are drawing up plans to how to take advantage of the opportunity presented by HS2. Combined they offer hundreds and thousands of jobs. Regeneration which will see new homes, industries and talent for places to thrive.

We are based in Birmingham, so I see this happening in real time at work. I walk around the city centre and you can't help but notice the number of cranes which dominate the skyline. The renewal that HS2 is facilitating for our towns and cities is unprecedented.

HSBC, Deutsche Bank, PWC and Barclays have either relocated to Birmingham or expanded their presence in the West Midlands. Crewe, Leeds, Manchester and other HS2 station destinations are seeing a similar scenarios play out for them too. Development is happening across the country from the proposed increase in capacity.

In addition, we are working with Transport for the North to create holistic transport system. We will be the backbone of the Northern rail network to ensure that the North gets the transport system it deserves.

We are the heart beat for the Government's Northern Powerhouse and Midlands Engine agendas, and we will contribute to the new Modern Industrial Strategy.

**HS2 IS MORE THAN A RAILWAY, IT'S AN ECONOMIC AND SOCIAL PROJECT TOO. THE POSSIBILITIES FROM HS2 ARE LIKE NO OTHER. TOGETHER, WE CAN MAKE THEM A REALITY.**





# From the Keynotes



**Maria  
Machancoses**

Director, Midlands  
Connect

[@MidsConnect](#)

## MAXIMISING THE NATIONWIDE BENEFITS OF HS2

HS2 is the defining infrastructure project of a generation. It's the most tangible opportunity we've had for decades to rebalance our national economy. However, if we're to realise the full breadth of benefits high speed rail could bring, civic leaders, industry bodies and businesses must all band together to provide organised, route-wide support. By ensuring HS2 is effectively integrated with the wider transport network and that businesses are 'HS2 ready', we can guarantee services are accessed, used and enjoyed by passengers across the UK. As take up increases so will productivity, economic output and quality of life.

Realising the full potential of HS2 hinges on a single, simple message – one that must continue to be shared. The project is so much

more than just a railway line, it's a catalyst for growth, regeneration and inward investment. Although Phase One of the project is already underway, much work remains to secure Royal Assent for Phase Two – a 'Y' shaped extension that will radically transform social and economic connectivity between the Midlands and the North.

By linking vital industrial centres in the UK's regions, such as Birmingham, Solihull, Toton, Manchester, Sheffield, York, Newcastle and beyond, this second phase of the project forms the basis for HS2's entire economic case. Our nation has the most unequal economy in Northern Europe, boosting the connectivity between the UK's biggest economic centres is central to reversing this.



## Make it easy to get to

Ultimately, customers must be able to access and use HS2 services, which is why Sub-national Transport Bodies like Midlands Connect and Transport for the North are working to plug the line in to the rest of the transport network. Rather than existing in relative isolation, integration with other rail services, highways, bus services and light rail, will vastly increase demand and widen the geographical reach of investment. Strategic transport bodies have their part to play in joining the dots. For example, at Midlands Connect, we're working to improve regional rail connections to HS2 in the East and West Midlands, as well as suggesting strategic improvements to surrounding roads such as the A52 between Nottingham and Derby and the M42 around Birmingham.

This, together with local integration of rail, metro, and bus services – like the work being led by Transport for West Midlands, around both Birmingham's Curzon Street terminus and Solihull Interchange stations, will greatly enhance the economic reach of HS2. Furthermore, we are proud to support the work of the Constellation Partnership around Crewe, and East Midlands Councils around emerging plans to accelerate the delivery of Toton.

## Don't mismanage released capacity

One of the most immediate impacts of HS2 will be the freeing up of capacity on the existing West Coast Main Line, releasing space for ten extra freight paths, taking the equivalent of 800 lorries a day off the road, as well as a multitude of extra passenger services. What we do with this additional capacity is really important. If mismanaged, more direct, high speed services on the HS2 line could mean a loss of fast, frequent services to the likes of Coventry, Rugby, Tamworth and Lichfield. We must work in partnership with existing and incoming franchises to ensure improvements for some are not offset by misery for others. No station should suffer worse connectivity post-HS2 than it does now.

## Businesses must act now

The increased speed and ease of connection between the UK's towns and cities, both north to south and east to west, will create more choice and opportunity for domestic and international trade. Businesses must act now to ensure they are "HS2-ready" by beginning to foster the new relationships that this improved connectivity will support. Birmingham and Solihull are already seeing a remarkable uplift in Foreign Direct Investment since the confirmation of Phase One. By working in partnership, LEPs, councils and inward investment bodies in the regions are acting to drive similar benefits and further their placemaking agendas, a sentiment that is especially crucial during this period of protracted political change.

It's time that we stopped regarding HS2 as a series of long-term developmental phases, and started acknowledging the vast potential of this nationwide high speed rail project. By acting now to properly integrate the line with the existing network, plugging it in to future improvements and supporting businesses to become HS2-ready, we can boost productivity, quality of life and economic output. In ensuring the benefits of HS2 are felt UK-wide, the Midlands is truly leading the way.





# London (Euston and Old Oak & Park Royal)

## Panel Members:



**Keith Mitchell, Chair**

Director - Community Development & Infrastructure, PBA now part of Stantec  
@PeterBrettLLP



**Michael Mulhern**

Old Oak & Park Royal Development Corporation  
@oldoakparkroyal



**Lucinda Turner**

Director of Spatial Planning, Transport for London  
@TfL



**Tom Venner**

Commercial Development Director, HS2  
@HS2Ltd



**Phil Laycock, Chair**

Director, Built Environment Networking  
@BENetworking



**David Joyce**

Director of Regeneration & Planning, Camden Council  
@CamdenCouncil



**Bek Seeley**

Commercial Finance Director, Lendlease  
@LendLeaseGroup



**Mike Luddy**

Commercial Co-ordinator, HS2  
@HS2Ltd

## INCREASE AMBITION TO MAXIMISE POTENTIAL

The development around the new HS2 station at Euston should be on a bigger scale than currently envisaged, the local planning authority's Development Director has said.

Camden Council is due to publish its planning blueprint for the redevelopment of the station, which will be HS2's central London terminus, early next year. This document will inform the outline planning application, which HS2 and its joint venture partner Lendlease, is looking to submit within two to three years.



HS2's own Euston area plan has identified opportunities for 5m sq ft of development on the site, but David Joyce, Director of Regeneration & Planning at Camden Council told delegates at the HS2 Economic Growth Conference that the authority is keen to see an even greater level of ambition for the site:

**WE WANT MORE AMBITION FOR EUSTON AND TO MAXIMISE THE OPPORTUNITY AND A HIGHER LEVEL OF GROWTH.**

Joyce said Camden is also keen to use the 'once in a lifetime opportunity' presented by HS2 to improve links with the communities immediately surrounding the station, and the neighbouring Knowledge Quarter in the surrounding area.

HS2 could improve its response to local residents' concerns about the disruption caused by the project, he said: "Residents feel under pressure from things like dust, noise and vibration and don't yet see the benefits. We must



**Amanda Coupland, Chair**

Director, Built Environment Networking  
@BENetworking



**Tim Gamon**

North West Regional Delivery Director, Highways England  
@HighwaysEngland



**Neil Impiazzi**

Partnership Development Director, SEGRO  
@SEGROplc



**John Anderson**

Financial Strategist, Imperial College London  
@imperialcollege



marry ambition with avoiding disruption in the here and now. A very real impact is being felt by communities. A child born today in Euston will have a building site on their doorstep for their whole childhood."

Joyce also expressed concern about uncertainties surrounding the project, including whether Crossrail 2 is given the green light: "I feel sometimes like a fortune teller because large parts of the jigsaw need to be set."

Lucinda Turner, Director of Spatial Planning at Transport for London (TfL), said the new line linking south west and north east London is essential for relieving the pressure from the additional passengers that HS2 will deliver to Euston:

**THE ISSUE AT EUSTON IS ADDED PRESSURE ON SERVICES. WE BELIEVE THAT CROSSRAIL 2 IS VITAL TO RELIEVE PRESSURE SO THAT LOCAL PEOPLE CAN STILL GET ON THE TUBE AND BUS SERVICES.**

She said that the key transport challenge at the Old Oak hub is knitting the new station into the existing local rail and underground network.

Michael Mulhern, Chief Executive Officer of the Old Oak & Park Royal Development Corporation, said his organisation requires a 'little more funding' to deliver local infrastructure.

And he said that the development corporation had recently set up a community review group which will provide a vehicle for local people and businesses to review emerging masterplans and planning applications.

Mulhern told delegates that the corporation's key early priority is the first phase of 10,000 homes on the section of the site to the north of the Grand Union Canal. The corporation has submitted a bid for £250m from Homes England's (HIF (housing infrastructure fund) to pump prime the site with infrastructure including a bridge, energy centre and sub stations.

They're also aiming to capitalise on the huge investment HS2 is making in the area to deliver what he described as a 'major new town centre in west London' containing 25,000 new homes and enough commercial floorspace for 60,000 jobs, he said: "It's game changer for west London in an area of real housing need. It will bring Old Oak up to the highest level of public transport accessibility."

Tom Venner, Commercial Development Director at HS2 said Euston is the government's single biggest real estate project ever: "Stations are more than about trains, they transform the property markets where they land, They are about amenity for local people and being destinations in their own right."

And getting Old Oak right is critical to the success of the wider HS2 network because of its role as the network's London terminus until Euston has been redeveloped, he said:

**WHAT HAPPENS TO OLD OAK IS CRITICALLY IMPORTANT BECAUSE IT IS THE NEW FRONT DOOR TO ALL PARTS OF THE HS2 NETWORK.**



# Exploring the London Agenda

## KNOWLEDGE QUARTER FOCUS IS KEY

The redeveloped Euston station should be a world-class railway station, an HS2 Director has said.

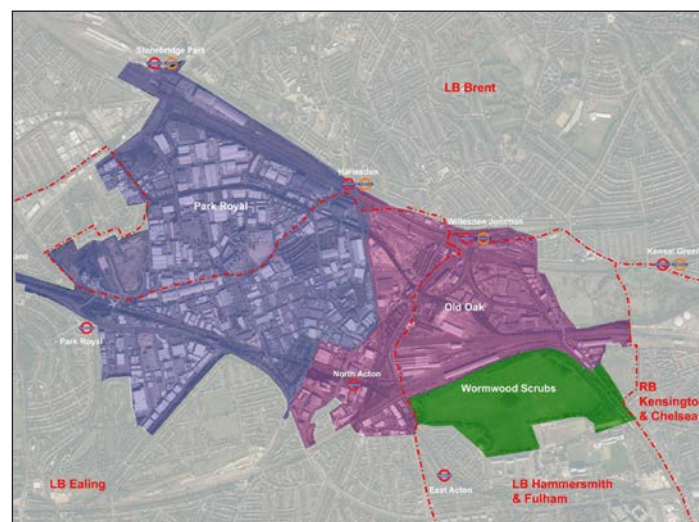
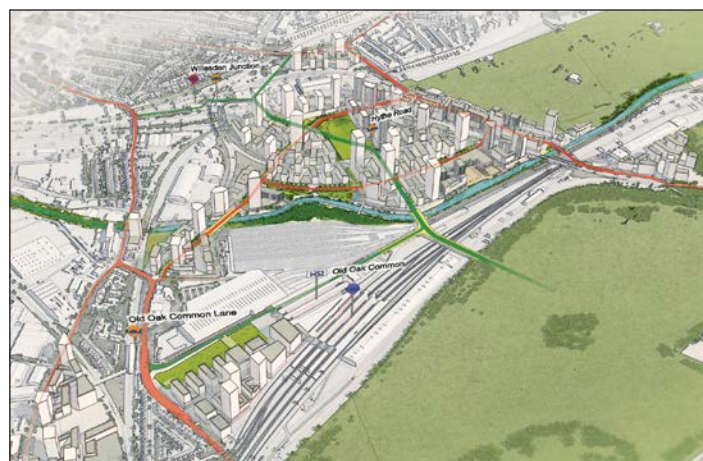
Mike Luddy, Commercial Co-ordinator of HS2, said in a presentation on London based hubs that his team is using stations like Amsterdam Central and New York's Grand Central, as benchmarks for its place: "We want this to be an exciting build to be in, a place that redefines a major station."

David Joyce, Director of Regeneration & Planning at the Borough of Camden Council, said the authority has appointed architects Studio Egret West to support its work on developing a planning brief for the redevelopment of Euston and the surrounding area.

He said that providing a full range of entrances around the station, which currently presents a 'blank wall' to its surrounding neighbourhoods, would be 'really critical'.

There is scope within the station area itself for 1,900 homes and up to 4,000 new dwellings in the wider area, and the nearby Kings Cross example is a 'really good example' of what the council wants to see on the site.

Camden is also keen to ensure that the Euston project provides opportunities to support the development of the neighbouring knowledge quarter, which is an important initiative for the wider British economy, Joyce said:



## IF THE KNOWLEDGE QUARTER GROWS THE REST OF THE UK GROWS WITH IT.

But he did express concern that question marks remain over whether the Crossrail 2 line will be delivered: "It's critical if HS2 is going to work for London."

Euston station can be the gateway for the growth points along the HS2 network across the UK, according to the Commercial Finance Director of Lendlease, which has been identified as the development partner for the station redevelopment.

HS2 will join up a series of 'high quality assets' across the UK, said Bek Seeley: "Euston can be a focus to drive growth, an entry point for wider growth that Euston generates."

Michael Mulhern, Chief Executive Officer of the Old Oak & Park Royal Development Corporation, said that the first phase of the West London regeneration project is due to be on site in the first quarter of 2021.

A bid has been submitted to the Ministry for Housing, Communities and Local Government for £250m from the Housing Infrastructure Fund to unlock the Old Oak North section of the redundant railway lands site.

Mulhern said the development corporation is keen both to ensure a big pipeline of development in the next two to three years and the delivery of the HS2 station facilitates the large scale commercial and residential opportunities planned in the area.

## A view from PBA

## PHASED APPROACH A SENSIBLE TACTIC

The ambition of London to deliver major projects linked to HS2 is fully evident. The commitment of David Joyce (LB Camden) and Michael Mulhern (Old Oak & Park Royal Development Corporation) to their projects at Euston and Old Oak shone through.

Euston – delivering a major development of 5M sq ft around the station, with improved links to the local community and neighbouring knowledge quarter; and

Old Oak Common – delivering a new city quarter which will provide 25,000 new homes, 60,000 new jobs based around a new west London town centre.

In both cases – the statement of ambition is transparent, as are the technical and financial challenges of delivering both the environment for development, and the connections to the wider network. Why is it so important that both are delivered?

means Crossrail 2, and connections to tube and bus services; and as our work as part of the Old Oak Common Masterplan team shows, it also means overcoming major severance created by previous transport and industrial uses to deliver integration between HS2 and the surrounding transport network.

For both projects, re-configuration of HS2 station proposals is also important, to underpin the effectiveness with which these ambitions can be delivered. All the stakeholders understand this, but the impacts on cost and programme are understandably a major concern to politicians and their electorate; and future theoretical economic benefit is not a convincing argument for them. As a result, progress has been slower than anyone would have liked.

Ultimately, the benefits of the scheme will flow from its future users, and the users of the wider UK transport network where greater capacity and connectivity can be delivered. How do we get a better understanding of the benefits that will accrue to them – and what this means for the project itself? Can we use this to create greater momentum behind the changes to the scheme that need to be made.

Perhaps part of the answer can be found in Michael Mulhern's reference to a phased approach. What is needed now – and what can be left until later. Delivering major infrastructure and high quality environments doesn't always lend itself well to an incremental approach, but whatever advantage can be gained for effective phased delivery should be taken.



London has a great responsibility to bear – it has to act both as a stimulus for growth in the capital – but more – it has to act as a gateway to growth in the Midlands and North. History shows that regional growth is best delivered from the existing strengths of local communities and their economies. HS2 will only deliver access to the capital's markets necessary to support this if high levels and quality of onward connectivity are provided.

As Lucinda Turner (TfL) pointed out, the key challenge for both Euston and Old Oak is how to provide the connectivity and capacity needed for onward connections. At Euston, this





# West Midlands (Birmingham Interchange

## Panel Members:



**Nigel Mason,  
Chair**

RICS  
West Midlands  
Regional Board  
@RICSnews



**Nick Brown**

Chairman,  
Urban Growth  
Company  
@UGCSolihull



**Maria  
Machancoses**

Director,  
Midlands Connect  
@MidsConnect



**Mike Lyons**

Programme  
Director, HS2  
@HS2Ltd

## HS2 COULD 'GLUE THE MIDLANDS BACK TOGETHER'

HS2 will help to put the UK's regions on the map for visitors and students worldwide. Maria Machancoses, Director of Midlands Connect, told delegates that the new line would immediately improve the geographical accessibility of the UK when it opens: "HS2 will be known globally as how we travel in the UK. HS2 opens up and enhances the accessibility of the UK."

She said the new line would also enable greater use to be made of the midlands and west coast main lines, the existing inter-city routes which connect the region with London.

Nick Brown, Chairman of the Urban Growth Company that has been set up to regenerate north Solihull, said the west coast main line will be 'at least as busy' when HS2 is fully operating between London and the north of England as it is now.

And freeing up capacity on the region's main lines would help cut journey times from Birmingham to areas like Wales and the east midlands, he said: "Once that all comes together, there will be the most fantastic opportunities in this region. Within 20 to 25 minutes you could be in Shropshire or the east midlands."



He added: "For decades we've not had a project or concept that would glue the midlands back together. What HS2 has finally given the midlands is something to make it work across the piece. It enables us to connect those places to where the jobs are and start to get into a positive spiral of jobs and opportunities across the west midlands region."

And HS2 would help support Jaguar Land Rover's (JLR) plants in nearby Castle Bromwich and Solihull, Brown said:

### THE CRITICAL NATIONAL IMPORTANCE OF JLR CAN'T BE OVERSTATED.

Mike Lyons, Programme Director at HS2, said the potential benefits of a fast shuttle service between the new Interchange station and Birmingham Airport are being explored.

The construction of HS2 would increase the accessibility of Birmingham Airport to customers travelling from the north of England, he said:



# and Birmingham Curzon)



**Richard Cowell**

Assistant Director,  
Development,  
Birmingham City  
Council  
@BhamCityCouncil



**Phil Farrell**

Development Director,  
Urban Growth  
Company  
@UGCSolihull



**John Plumridge**

Deputy Director of  
Estates, Birmingham  
City University  
@MyBCU



**Rob Valentine**

Director,  
Bruntwood  
@Bruntwood\_UK

**WE ALWAYS TALK OF LONDON  
BUT WE HAVE TO LOOK NORTH  
TOO. LOOK AT THE CATCHMENT  
AREA WITHIN ONE HOUR OF  
BIRMINGHAM AIRPORT. IT'S  
GOING TO ATTRACT PEOPLE  
FROM LEEDS AND WEST  
YORKSHIRE TO MANCHESTER AS  
WELL AS THE SOUTH, WHICH  
MAKES A HUGE DIFFERENCE.**

Richard Cowell, Assistant Director of Development at Birmingham City Council, agreed that HS2 is important for improving Birmingham's accessibility to the other big cities of northern England.

He said the prospect is already helping to generate 'huge confidence and momentum' in Birmingham: "It's already making a difference with investors," he said, pointing to the number of tower cranes on the Birmingham skyline and the businesses looking to relocate into this region. Economic growth is starting, we are creating jobs already."



HS2 is also a 'big catalyst' for attracting international investment to the city, according to Cowell, including from the Middle East and Asia, giving Lasalle Investment's private rented sector scheme at Exchange Square as an example: We are hugely positive that it will continue to drive the growth of the city."

Birmingham City Council is particularly keen to spread the growth sparked by the new station into the poorer communities living in the surrounding neighbourhoods,

Cowell said: "We have some deprived communities within a stone's throw of the station, particularly in east Birmingham. Great work is going on to extend the metro into Birmingham and north Solihull to connect those communities."

He also revealed, responding to a question, that the council is due to announce a joint venture partner at the end of this year for its Smithfield regeneration of a former market, whilst they're also working with landowners and developers to bring forward a bespoke delivery vehicle for the extension of the enterprise zone in east Birmingham – where a Tax Increment Finance (TIF) mechanism is in place to capture business rates for funding improvements to the area's infrastructure.





# Exploring the West Midlands agenda

## DEVELOPMENT CAN DELIVER 10,000 JOBS

The company co-ordinating the development of the area around the HS2 interchange is looking for a design team to revamp the aging International Station.

The Urban Growth Company (UGC) has been set-up under the wing of Solihull Council to co-ordinate the development of 140 ha of land around the proposed Interchange Station, which has been released from the Birmingham greenbelt.

Phil Farrell, Development Director of UGC, told the West Midlands hubs exhibition presentation that the company has tendered for expressions of interest for the station design work, and it is hoping to procure an architect and construction technical team by early February.

That station, which was built in the mid Seventies to cater for the development of Birmingham airport and the neighbouring National Exhibition Centre (NEC), must be upgraded to cater for the extra jobs and homes planned around the interchange station.

Farrell said: "International Station is a little past its best and at capacity. If we want to deliver 10,000 jobs and 4,000 residential units, those people won't be able to use the International Station. It will be the heart of the development because workers and users of leisure here will be coming from the West Midlands tram network to north Solihull and the introduction of new Sprint 'bendy buses' through the site by 2022.

As well as improving access to the area from elsewhere in the region, the UGC is also prioritising movement around the development which is currently restricted for operational reasons:



**WE WANT TO CREATE A REAL PLACE RATHER THAN FIVE VERY SEPARATE, DISPARATE PLACES.**

UGC has bid for funds from the West Midlands Combined Authority to create a new tunnel across the M42 for the tram extension. In addition, a new automated people mover will be able to transport nearly 4,000 passengers an hour between the HS2 station and the airport.

John Plumridge, Deputy Director of Estates at Birmingham City University, said that his institution has formed a joint venture to manage and maintain the canals, which cut through the area of east Birmingham that will be home to the new HS2 station at Curzon Street. The University will be forming the partnership with the Canals & Rivers Trust and HS2.

Rob Valentine, Director at Bruntwood, said that plans are 'progressing at pace' on Innovation Birmingham, which the developer has acquired within the last 12 months from the city council:

**IT SUPPORTED A LOT OF MAJOR BUSINESSES AND WAS A MAJOR ATTRACTOR FOR INWARD INVESTMENT, BUT CAPACITY WAS CONSTRAINED.**

Innovation Birmingham is part of Bruntwood's science and technology portfolio, which Legal & General Capital has recently bought a half share in.

## A view from PBA

## THE WEST MIDLANDS- MORE THAN A STOP

We think that the West Midlands Hub has the potential to become a crossroads destination at the heart of the UK. It has so much going for it already – the NEC, with all of its associated activities and facilities, Birmingham Airport as a gateway to the globe, high technology business like Jaguar Land Rover and surface transport links to almost every region of the country.

Its aspiration must be to grow as a location that has a significant geographic draw – this isn't a place that should be seen as a stop on a new high speed rail line, but as a regional hub that looks across national and international borders for its business, cultural and social connections. For those who chose to base themselves here when HS2 is operating it should be obvious that they have the world at their feet, and they should expect a quality of life that exceeds anything else that is available in the West Midlands. They may live and work in the Midlands, but they can enjoy cultural activities as easily in London or Birmingham, and will expect to holiday in practically any continent.

Business should expect the same unparalleled opportunity to reach local, regional, national and international markets as easily as each other from the West Midlands Hub.

This is a lofty ambition – and we believe that it can be realised. But only if the vision for HS2 and the opportunity it delivers can be configured beyond being a parochial parkway station dotted along a new line at a convenient place near a motorway junction. Building a new station that sits amidst a sea of car parking may be a mistake. We are sure it will be well used and successful – but it may well create a gateway to everywhere else for those who drive to the station and travel away, rather than creating economic, social and cultural opportunity in this place.

The risk that HS2 only really provides a place for people to drive to and get on a train to London is great. What is needed is a station that builds on the reasons that the West Midlands Hub already exists – that enhances it with a new community and new land uses and facilities.

It could be argued that there is already more than enough car parking here – with the NEC, the airport, the West Coast mainline station car parks and other developments all having car parks of regional significance. Perhaps the secret to maximising the impact of HS2 at the West Midlands Hub is to get beyond the provision of parking in a way that is dedicated to an individual land use. Maybe we need to plan for a new community here from the outset, abandon the unsustainable "parkway" idea and set about building a new place for people.

The West Midlands Hub has a series of USP's that are unparalleled. We don't know of anywhere else that will sit between the capital and second city, that has an established local economy that is at the forefront of technology, that has amazing local, regional and national connectivity and which is known to be a cultural and commercial destination of national significance. What is missing is the community that takes ownership of it and makes it "home".

HS2 could – indeed it should – be the once in a lifetime catalyst that changes the game for this part of Solihull and East Birmingham. The key building blocks are already in place, what is needed is a realisation that the vision needs to drive the scheme, the railway cannot be visualised and planned in isolation from the place, and we need to be bolder about the future for the West Midlands Hub and the importance it will have, nationally, in the future.

### The Knowledge Quarter



bruntwood



# Crewe and Manchester

## Panel Members:



**Henry Brooks**  
Chair

Managing Director,  
Tatton Group  
@TattonGroup



**Rachel Bailey**

Leader, Cheshire East  
Council and Acting Chair,  
Constellation Partnership  
@CheshireEast  
@ukconstellation



**Simon Warburton**

Transport Strategy  
Director, Transport for  
Greater Manchester  
@OfficialTfGM



**Lorna Pimlott**

Phase 2  
Sponsorship  
Director, HS2  
@HS2Ltd



**Dr Pete Waterman OBE**

Chair, Cheshire &  
Warrington LEP  
@candwep

## SUPPLEMENT HS2 WITH NATIONAL INFRASTRUCTURE PROGRAMME!

Pete Waterman has slammed the idea of creating a new station to link up HS2 with the planned Oxford to Cambridge line because it would slow down services.

Speaking during the Crewe/Manchester session, he dismissed the suggestion that a stop should be added at the junction with the new line proposed between the two university cities: "HS2 is called HS2 for a purpose: it means you can get places fast. The more stations you put on it the slower it becomes."

HS2 would be 'one giant step for the north' because it would slash journey times between the region and the rest of the country, he said: "From Manchester to Birmingham suddenly comes down to minutes. That's what HS2 does that no other project does. It puts Manchester next to Birmingham. Let's stop the debate where people don't talk about speed, it is about speed."

Waterman, who was speaking at the conference in his capacity as chair of the Cheshire & Warrington Local Enterprise Partnership, warned Government against the political backlash that would be triggered by cancelling HS2's north of England leg: The point is that it opens up the north and the midlands to opportunities that the south has had for 60 years. To get to Crewe and stop there would be a waste of money, that would be absolutely bloody crazy."

He also criticised the absence of a national infrastructure plan, pointing as an example to how a deep-water port is being developed in Liverpool without a direct link to the strategic road or rail network: "We don't have a national infrastructure programme. We have no view and we never have had, we live from one project to the next whether it's a road or a railway and it's never linked up."

Simon Warburton, Transport Strategy Director at Transport for Greater Manchester, defended the recently published National Infrastructure Commission: "We are certainly heartened by the work of the National Infrastructure Commission in the summer because they are making links between housing growth and infrastructure."

Warburton did however agree with Waterman that the time to debate whether HS2 should be extended to the north of England is over. "The case is made, let's move on the debate to how to maximise the opportunity."

Warburton also stressed the importance of integrating NPR into the hybrid Parliamentary bill that is designed to pave the way for HS2:

**LET'S SOLVE THE HS2 NPR INTEGRATION ISSUES, LET'S NOT FIND OURSELVES WHERE WE ARE TRYING TO AMEND A HYBRID BILL HEADING THROUGH PARLIAMENT, LET'S GET THE WORK DONE NOW SO WE HAVE THE RIGHT BILL HEADING THROUGH PARLIAMENT.**

He added: "The real game changer when looking at the (Manchester) airport station is folding NPR into the mix," Warburton said, adding that Manchester airport would effectively be on the door steps of west Yorkshire businesses. That is transformational in terms of the economic catchment area around Manchester airport," he said.

He also called for concentrating Manchester Piccadilly's HS2 station's different public funding streams into a single pot in order to prevent delays to the project that could otherwise blight a big chunk of Manchester city centre.

And he told delegates that the Greater Manchester combined authority is preparing to publish its revised 20-year spatial framework for the conurbation.

Expressing concern that momentum had gone a 'bit quiet' on phase 2B of the project, he said:

**HS2 IS NOT JUST A RAILWAY BUT IT PROBABLY LIVES TOO MUCH WITHIN THE DEPARTMENT FOR TRANSPORT AT THE MOMENT. WE NEED TO SEE BEIS (BUSINESS, ENERGY AND INDUSTRIAL STRATEGY) AND MHCLG (MINISTRY OF HOUSING, COMMUNITIES AND LOCAL GOVERNMENT) ENGAGE MORE. WE NEED TO SEE A WHOLE RANGE OF GOVERNMENT DEPARTMENTS ENGAGE WITH THIS MASSIVE OPPORTUNITY.**

Failing to do so risked underplaying the opportunities created by HS2, he said.

Lorna Pimlott, Phase 2 Sponsorship Director at HS2, said while there is a 'definite danger' that transport would drive out the other justifications for the project: "The economic and regeneration case is a lot stronger in many cases than the transport case."

She also admitted that lessons had been learnt during the public consultation into the first stretch of the line to



Birmingham: "We recognise there were many things we might have done better in phase one" she said, adding that HS2 is conducting 30 public consultation events where members of the public have the opportunity to discuss property and disruption concerns at one to one meetings.

He continued: "We now have opportunities to take on board as much of consultation before we deposit into Parliament so we have the most robust hybrid bill: we can save significant time in Parliamentary process and reduce petitions."

Cllr Rachel Bailey, Leader of Cheshire East Council, said that consultation with communities and local authorities mean that plans for route 2A currently being legislated on in Parliament bore 'nearly no resemblance' to HS2's original proposals

Bailey, who is also Acting Chair of the Constellation Partnership, said HS2 is providing her area with some of the opportunities that devolution deals have delivered in those parts of the country where combined authorities had been set up.



# Exploring the North West agenda

## FOLLOW CONTINENTAL MODEL FOR SUCCESS

The UK is saddled with a legacy of aging rail infrastructure the dates back to the country's pioneering era of train travel, Pete Waterman has claimed.

The famous record producer, who was presenting at the event in his capacity as Chair of the Cheshire & Warrington LEP, said:

**WE HAVE TUNNELS THAT WERE MADE FOR ANCIENT STEAM ENGINES.**

He said an example is Primrose Hill tunnel, which is located just outside Euston: "Our Continental friends were able to rebuild their infrastructure after the Second World War to allow for bigger and faster trains."

Martin Lax, Head of Strategic Development at Transport for Greater Manchester, said there is a 'huge amount of work' still required to finalise the design of Manchester's two HS2 stations before the Parliamentary bill to secure consent for Phase 2B of the line is submitted in 2020.

This includes ensuring that the new integrated station at Piccadilly includes a new Metrolink line to the east of Manchester and a new bus and coach interchange that will slot in between existing and new stations.



Lax said HS2 will result in a 'significant amount of regeneration' around the city's main terminus at Piccadilly which has been identified as Manchester city centre's stop on the high-speed network – and work is already taking place to define a 'red line' around the proposed footprint of the station so that work can proceed on delivering regeneration in this surrounding area.

He added that it is 'important to create a sense of place' at the station, including the creation of a new boulevard and square next to it.

A four-platform arrangement is also being considered for the proposed HS2 station at Manchester Airport so that it can accommodate Northern Powerhouse Rail services if the scheme gets the go-ahead, and there are plans to extend the Metrolink to the airport's new terminal 2 and HS2 station to help accommodate forecast growth in passenger levels:

**WE EXPECT EVERYTHING TO STOP WHEN IT GOES THROUGH THE STATION.**



## A view from PBA

## HALF HEARTED APPROACH COULD DERAIL PROGRESS

It seems to us that the need to complete the HS2 story to properly connect it to the North of England is no longer open to debate. If, as a nation, we are going to commit to delivering a high speed rail infrastructure, then there seems little justification for doing it in part or half-heartedly. The true benefits of economic connectedness can only be realised if enough places are connected – and the benefits are likely to become exponential as the network expands.

This is the position that Crewe and Manchester find themselves in – there is remaining uncertainty over whether the funding will be available to deliver HS2 all the way. We think that this needs to be resolved, and with a commitment to complete as much of the network as possible. The lines into and around the important north-western conurbations are congested, with historic unreliability which have been well documented.

Hence, although we agree with Pete Waterman that high speed rail is patently about speed and reduced journey times, it is also about better connectedness and a simple addition of capacity to the public transport network. This provides an alternative to the car, as well as helping to create and support economic growth in the regions.





# East Midlands and Sheffield

## Panel Members:



**Tim Allen**  
Chair

Director Land Development, Midlands



**Cllr Kay Cutts**  
Chair

Toton Delivery Board  
@NottsCC



**Sir Peter Soulsby**

Leicester City Mayor & Chair, Transport for the East Midlands  
@EMCouncils  
@CityMayorLeic



**Liam Brooker**

Phase 2B Senior Sponsor, HS2  
@HS2Ltd



**Christopher Hayton**

Director of Corporate Affairs, East Midlands Airport  
@EMA\_Airport



**Edward Highfield**

Director, City Growth, Sheffield City Council  
@SheffCouncil



**Andrew Pritchard**

Andrew Pritchard, Director of Policy & Infrastructure, East Midlands Council  
@EMCouncils



**Mike Gardner**

Practice Manager – Architecture & Masterplanning, Infrastructure, Atkins  
@atkinsglobal

## BE MORE THAN A FASTER TRAIN

HS2 cannot transform the economies of the north on its own, a senior city hall official has told the events East Midlands and Sheffield session.

Edward Highfield, Director of City Growth at Sheffield City Council, said: “I don’t believe faster trains to London will be on their own transformational. Faster trains to London, investment across the north, enhanced local connectivity, better supply chains all together can be transformational. I don’t believe knocking half an hour off journey times is sufficient.”

**YOU CAN’T TALK ABOUT HS2 WITHOUT TALKING ABOUT INTEGRATED TRANSPORT FOR THE NORTH, CREATING A SINGLE LABOUR MARKET ACROSS THE MARKET.**



Highfield said that having that a ‘tube like’ arrangement of regular, fast connections across the north would add to the stimulus for businesses, like professional and financial services, that HS2 would provide in places like Sheffield.

But he acknowledged that Sheffield is already starting to see investment decisions taking place on the basis that HS2 is coming to the city.

Citing HSBC’s decision to open an office employing 2,000 workers in Sheffield, Highfield said “The fact that they knew HS2 was coming and had certainty over that decision was not irrelevant to that decision.”

He said the city council and private companies are both making strategic acquisitions, while certain residential areas are becoming more attractive as a result of HS2.

Sheffield City Council is currently in the middle of its master planning process with Atkins, which will be complete by May next year. This work will then feed into the south Yorkshire city-region HS2 growth strategy in the middle of next year.



He said that better rail connections across the north would address the ‘second job syndrome’, which means that young people often have to leave cities like Sheffield to further their careers.

But he said that it is “taking a bit of time to work through’ the interface between HS2 and Transport for the North’s plans, which he hoped would be resolved by the second quarter next year.

Christopher Hayton, Director of Corporate Affairs at East Midlands Airport, said that HS2 would not replace the need for air travel, but it would enable the East Midlands to expand its catchment area to the north of London and Leeds: “HS2 allows us to massively broaden our catchment areas: you could shave 15 minutes off journey times just by conventional improvements to infrastructure, which would bring our catchment area to 7m people, then HS2 would double that.”

Rather than being ‘a silver bullet on its own’, he said HS2 would supplement improvements to existing infrastructure, notably the M1 and Parkway railway station, which serve the airport: “This gives us the opportunity to look at infrastructure: we have to improve surface access.”

Liam Brooker, Phase 2B Senior Sponsor of HS2, said the rail organisation is ‘just about’ to go out to consultation on its proposals for the second leg of the scheme: “This is a proposal and let’s work on it to make it better: we can improve our proposals when we work with people.”

He said the hybrid bill, which is the tool used to secure consent for big railway lines like HS2, offers scope for making changes while it is going through Parliament.

Cllr Kay Cutts, Chair of the Toton Delivery Board, said Ratcliffe-on-Soar power station would create an enormous brownfield opportunity when it shuts by the middle of this decade:



**IT’S ABOUT GRASPING THAT OPPORTUNITY AND BEING BRAVE.**

Cutts, who is also Leader of Nottinghamshire County Council, said she would like to see a hoarding on the derelict sidings that have been lined up for the Toton HS2 station: “At the moment we have sidings but would love people can see what we are talking about.”

Andrew Pritchard, Director of Policy & Infrastructure at East Midlands Councils, said that the east of England would benefit from the capacity that would be freed up on the east coast main line following HS2’s opening.

Responding to a question about how Lincoln would benefit from HS2, he said: “We can have more reliable and improved services from Lincoln onto the main line.”





# Exploring East Midlands and Sheffield agenda

## TOTON TO DELIVER £4BN GVA

A key justification for HS2 is the economic benefits it will bring along its eastern leg, the umbrella body for the East Midlands Councils has claimed. Under plans for the high-speed network, the route of HS2 is due to split into two branches after Birmingham with one heading up to Manchester while the other goes on an eastern leg towards Leeds via the East Midlands.

Andrew Pritchard, Director for Policy & Infrastructure at East Midlands Councils, told delegates that the eastern leg had the potential to deliver the greatest economic benefits along the line. He said: 'The Eastern leg makes the business case really worthwhile, the western leg is more about capacity, the eastern leg is about growth. This is very much the growth focused part of HS2.'

He said the proposed Toton Hub, which will be HS2's main stop in the East Midlands, could deliver 74,000 jobs and £4bn worth of GVA for the area's economy. But around 80% of the anticipated benefits from HS2 rely on securing the right connections between the station and the existing transport network:

**IT'S ABOUT GETTING THE CONNECTIONS RIGHT, LIKE BUS LINKS. EVERYTHING HAS TO WORK TOGETHER AND BE COMPLEMENTARY TO MAKE SURE THAT'S THE CASE. GETTING SUB-REGIONAL CONNECTIVITY RIGHT IS KEY.**

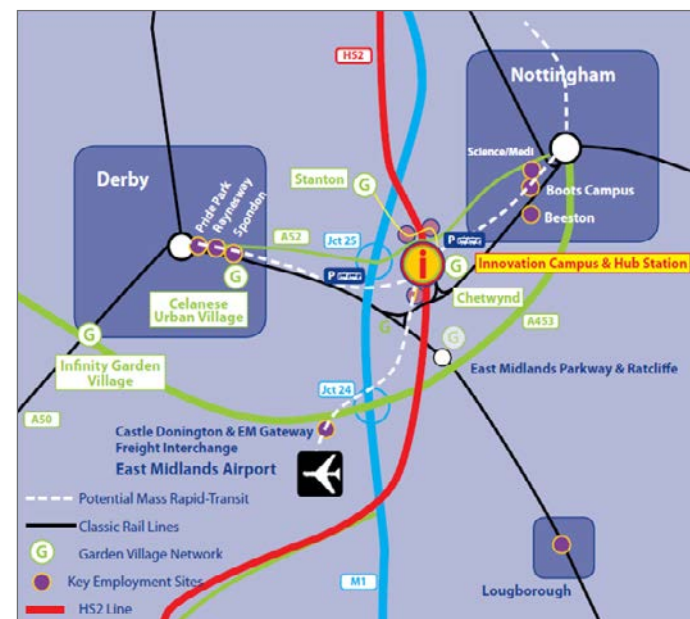
The inclusion of Chesterfield on the HS2 route is 'really important' and will be a 'game-changer' for the town and the wider north Derbyshire area. Work is going on to improve links between the current station and its town centre.

Edward Highfield, Director of City Growth at Sheffield City Council, said the city's Midland mainline rail station had provided the greatest economic benefits out of the three potential options considered for south Yorkshire's HS2 stop. He said Sheffield City Council is seeking to use HS2 as a catalyst to create a new city district. This stretches from the edge of Sheffield University campus and the central business district into under developed areas to the



south of the station where areas of former low-density industrial land are ripe for redevelopment into housing.

Mike Gardner, Practice Manager – Architecture & Masterplanning for Infrastructure at Atkins, said 'huge swathes of opportunity' exist in these manufacturing zone. They're now working with Sheffield City Council on Masterplanning for the new district surrounding the station and new images are expected in May.



## A view from PBA

## USE UNIVERSITIES AS ANCHORS FOR GROWTH

The East Midlands story should be about these locations being able to renew their reasons for being. Rather than simply creating locations where people can join or leave trains to go elsewhere, the HS2 connections could, and should, be a catalyst for a new way of thinking in these locations. Places like Nottingham and Derby already have a rich manufacturing and industrial heritage, and we think HS2 could create the impetus to breathe new life into these parts of the economy – but in a wholly 21st century way.

where these locations competed with other UK cities for investment.

Sheffield is different again, as it is more city centre focussed, and needs to recognise that HS2 will create new economic opportunities.

But for both they need to draw on their economic and industrial, their social and commercial heritage to define themselves with a unique proposition alongside HS2.

We think that the HS2 opportunity that is in front of these cities is to be markedly different, to use their inherent and historic DNA to position themselves as centres of excellence for key aspects of manufacturing, research and new models of industrial economic activity. We know that Sheffield is already promoting itself as a technology hub for manufacturing, and so the links to HS2 here are important. The East Midlands hub needs to build on the combined legacies in Nottingham, Derby and Leicester. And we see this closely associated with the strong and creative further education sector across the region. As undergraduates increasingly consider studying close to home to reduce their ultimate debt burden the potential for HS2 to bring these people into the region, and then retain them as they develop their careers is obvious.

In order to do this though HS2 needs to deliver the right schemes – and we aren't sure that they are fully invested in this type of model as things stand. At the East Midlands Hub, the delivery of a station with some parking and a dual carriageway connection to the Trunk Road network is too predictable a way to respond. And the risk is that at Sheffield the opportunity gets embroiled in the aspiration for light rail and classic rail connectivity which isn't part of the HS2 scheme. The reality is that HS2 and the local stakeholders need to plan the future of these places together.

At Toton, the risk that abortive infrastructure will be delivered, that has to be ripped out and changed, at great cost, to allow the growth that should always have been planned, is too great. The potential for this to stifle investment, slow down growth and undermine opportunity is real (we have seen it at Ebbsfleet on HS1), and the same mistakes need to be avoided along the HS2 corridor.

The hybrid bill isn't finalised for this section, there is scope to do it better, and this is what we believe the railway promoters, local stakeholders and the community should be working towards.



The Universities – including the teaching hospital at Queens Medical Centre should play their part here too. They will be close enough to the HS2 station at the East Midlands Hub to take advantage of the connections that will exist. The combination of skills and experience that exist across the East Midlands cities suggest to us that taking the "mini-Canary Wharf" model of office and residential mixed uses around the HS2 stations may be a mistake. This would only create a model



# Leeds

## Panel Members:



**Phil Laycock**  
Chair

Director,  
Built Environment Networking  
@BENetworking



**Angela Barnicle**

Chief Officer for  
Economic Development,  
Leeds City Council  
@LeedsCC\_News



**Peter Woodward**

Chair in High Speed  
Rail Engineering,  
University  
of Leeds  
@UniversityLeeds

## 2025 TARGET FOR DEVELOPMENT START DATE

Work is due to start within the next year on plans by the University of Leeds to set up a world leading high speed rail institute.

Professor Peter Woodward, Chair of High-Speed Rail Engineering at the university, told the events Leeds session that the institute hopes to be open in 2020.

The institute, which will be co-located alongside the HS2 depot planned on the outskirts of the city, will boast the world's most advanced testing facilities for high speed rail, including for rolling stock, he said: "That puts Leeds on the global map for high speed rail and gives a catalyst to develop the UK's high-speed rail offer."

The institute would help Leeds to become a global centre for high speed rail research, development and skills, Woodward said:

**FOR LEEDS CITY-REGION AND WEST YORKSHIRE, THIS WILL BE A CATALYST TO SPARK INNOVATION AND JOB GROWTH IN THE NORTH.**

He said the new centre will benefit from its location at the centre of a cluster of rail businesses, including the Hitachi plant at Newton Aycliffe, and Bombardier at Derby. It is also sited near to the mooted site of the city's new advanced manufacturing park.

Alan Reiss, Director of Police, Strategy & Communications at the West Yorkshire Combined Authority, told delegates that HS2's backers must be more vocal about the boost that the scheme will deliver for the region's economy:



**Lorna Pimlott**

Phase 2 Sponsorship  
Director, HS2  
@HS2Ltd



**Alan Reiss**

Director of Policy,  
Strategy & Communications,  
West Yorkshire  
Combined Authority  
@WestYorkshireCA

"It's happening but it needs to be fought for and we need to do more to make that argument. If you look at HS2 alongside NPR and other plans for improving productivity, the arguments become much stronger."

Angela Barnicle, Chief Office for Economic Development at Leeds City Council agreed: "HS2 will shrink the size of the north in commuting terms: it will make it much easier to live in west Yorkshire or the east side of Leeds and work in Manchester or Liverpool. If you compare what recent graduates can afford in London and parts of the north building a career in the north starts to become an even more attractive proposition than now."

Barnicle revealed that market testing had indicated a 'lot of interest' in private finance backing for a planned revamp of Leeds Central station, which will also be the northern terminus for HS2:

**CLEARLY, THE STATION NEEDS A SIGNIFICANT UPGRADE: IT CERTAINLY ISN'T A WORLD CLASS EXPERIENCE FOR PEOPLE LIKE CHANNEL 4 AND BURBERRY.**



Although its 'far too premature' to see any boost to the property market like that which has already been experienced in Birmingham, but Leeds is not waiting until HS2 arrives in 2033 to improve the city, as 'half a billion pounds is being invested in the city centre's infrastructure, which will result in substantial change' in the next five years.

These improvements include reducing city centre traffic by downgrading arterial roads and starting work next year on a 3.5 ha park, whilst work is also set to commence on 2,000 new homes on South bank, the 253 ha site, which HS2 will cut through to reach Leeds station.

These works will allow the construction of HS2 to begin in about 2025 and ensure that the city's rail network remains open.





# Exploring the Leeds City region agenda

## UNIVERSITY OF LEEDS TO LEAD THE CHARGE

The high-speed rail institute being developed in Leeds will be the most advanced of its type in the world, its founder has claimed.

Prof Pete Woodward, Chair of High-Speed Rail Engineering at Leeds University, outlined plans for the new centre, and told delegates: "What we are developing leapfrogs current technology to do with testing of high-speed vehicle and track technologies. What we're building here is of truly global significance." Woodward added that the new institute will benefit from its location at the heart of the rail industry in the north of England, where 25% of the UK's rail companies are based including strengths in rolling stock, track infrastructure and digital engineering.

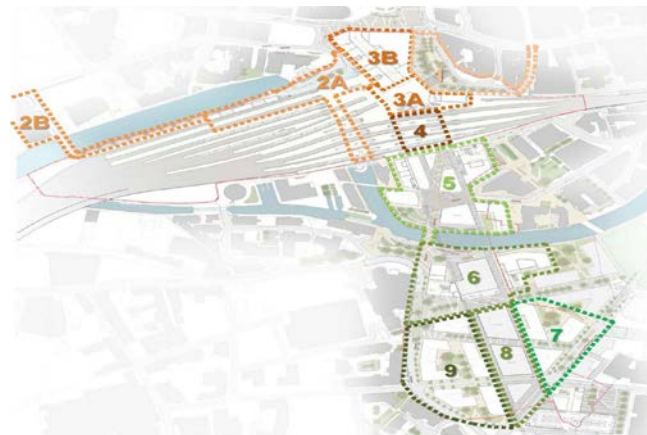
The new high-speed rail institute will also benefit from its co-location with the proposed site of HS2's northern depot which will be only 25 minutes walking distance away, he said: This a great place to use as a springboard to project the UK on the global scene for the development of high-speed rail. Angela Barnicle, Chief Officer for Economic Development at Leeds City Council, told the break-out session that the city is on the verge of its 'biggest change in 100 years'. The main rail station in Leeds is due to see a 134% growth in passengers per annum from 31m today to 70m by 2043, which would put it on a par with London Bridge. Of that growth, 49% will occur before 2033, when HS2 is due to arrive in Leeds. To help cater for this growth, the station masterplan aims to transform it into a world class gateway for the city-region:

**“THE STATION DOESN'T GIVE THE WELCOME THAT SUGGESTS A CITY-REGION WITH A £66BN ECONOMY. THE WHOLE AMBITION OF HS2 IS TO CHANGE THAT SIGNIFICANTLY.”**

She also said the masterplan aims to create a seamless interchange between HS2 and the existing stations and regional transport networks. The West Yorkshire Combined Authority and Leeds City Council are now considering a report on the future of mass transit in Leeds.



The lack of existing mass transit in Leeds provided an opportunity, she said: "We don't have a legacy system that we have to protect, we have a blank canvas." The city is also due to benefit from the opening of three new stations, including one serving Leeds Bradford Airport. The new HS2 station would require four sets of distinct exits and entrances because the new high-speed trains will be so long. The regeneration of the city's South Bank, adjacent to the proposed site of the new HS2 station, is already under way with 2,000 residential units due to be completed this year and another 3,000 next year. With the support of a Housing Infrastructure Fund bid, which has been submitted for the area, a further 8,000 new homes could be brought forward. Channel 4's decision to base its headquarters in Leeds would have a 'John Lewis effect' on the city, she said: "It's not just the jobs it brings in but about global reputation that a company like Channel 4 would choose Leeds."



## A view from PBA

## YORKSHIRE 'ON TRACK' WITH HS2

We think that the Leeds City Region is making good progress with its preparations for HS2.

There is a strong level of joined up thinking, and the good collaboration between Leeds City Council and the West Yorkshire Combined Authority, strongly supported by the Leeds City Region LEP and the Chamber of Commerce is well placed to get the planning right for the city and its sub-region. We understand that there is strong cooperation with HS2, and with Network Rail and Transport for the North who have secured funding for the various preparatory studies to be undertaken.

Shortly after the publication of initial proposals, LCC/WYCA managed to convince HS2 that the Leeds HS2 station should be fully integrated with the existing station, rather than located some 500m to the south as in the original scheme. This will significantly increase the degree of connectedness in the centre of the City. But care is needed to ensure that Leeds doesn't end up as a location that people are travelling through and merely making connections.

We are conscious that WYCA produced the "Planning for Growth: The Leeds City Region Connectivity Strategy" late last year, and this seems to us to be a solid start to establishing the Leeds location in its own right. It set out some ideas to support the development of the Inclusive Growth Corridor Programme to shape the future connectivity pipeline across all modes of transport serving the Leeds City Region. It also tackles the economic and transport challenges facing West Yorkshire, to complement future strategic infrastructure including HS2 and NPR. We support its recommendation to set up a working group to oversee the development of the emerging City Region Transit Network.

This needs to focus on the strategy's objective to develop a high capacity, fast and frequent local public transport system connecting the main urban communities with employment areas. Part of the proposed solution is to deliver a mass transit system within the core urban areas of West Yorkshire, providing the opportunity to innovate by using new and emerging technologies, and so set an example for the rest of the UK.

This means that they need to double-down on their vision of what the City is about, and why the strong connections across HS2 and the other public transport services, whether rail or not, needs to be clearly defined. We think the authorities have a

good track record here already, with an impressive showing at MIPIM in Cannes last year. The opportunity for this to support the economy of the city, with a message to business that is about an accessible workforce and excellent connections to the rest of the Country, and, via airports close to HS2 beyond, must continue in the same vein.

The Leeds City Region HS2 Growth Strategy is the place for this, and it should tackle all aspects of the HS2 proposals, but emphasising:

- connectivity between HS2 and the region, which now also includes active support for Northern Powerhouse Rail and the trans Pennine route proposals
- the station itself as a new gateway.
- Regeneration plans including the well-known Leeds Southbank, it is currently estimated that HS2 could spark up to 300,000 new jobs and £54bn to the region's economy
- transforming the City Region economy by inward investment, business and supply chain development, this focuses not only on Leeds but includes Bradford, Halifax, Huddersfield, Wakefield and York
- and the more general "Inspiring our People" concentrating on skills and education, many specifically created to support HS2 such as the National High Speed Rail College in Doncaster railway research at the university of Huddersfield and a High Speed Rail engineering centre of excellence with testing facilities at Leeds University.

The Leeds Integrated Station Master Plan, is now ready as a concept design and approved by stakeholders, needs to be tested against the reality of what businesses and growth is most attractive for Leeds. Although HS2 remains some time away in terms of delivery, we consider that the importance of getting the groundwork right now cannot be over-emphasised.





# Integrated High-Speed stations

## Panel Members:



**Phil Laycock**  
Chair

Director,  
Built Environment Networking  
@BENetworking



**Cllr Bob Sleigh OBE**

Deputy Mayor,  
West Midlands  
Combined Authority  
@WestMids\_CA



**Cllr Tricia Gilby**

Leader,  
Chesterfield Borough Council  
@ChesterfieldBC

## INCLUSIVE GROWTH SHOULD TOP AGENDA

Julian Jackson, Assistant Director of Planning, Highways & Transport at Bradford Council told delegates that the authority is making case for a Northern Powerhouse rail station in the city.

He said that ensuring the city, which currently lacks a main line rail station, is on the new fast route would cut journey times between Bradford and Leeds to seven minutes and 20 in the opposite direction to Manchester.

This improved rail service would cut the volume of car travel on the route between Bradford and Leeds, which has the largest commuter flows between any two cities in the UK. A total of 45,000 people travel daily between the two cities, 70% of whom go by car.

Work is going on to identify inclusive growth corridors across the Leeds city-region, he said: "We want to make sure that HS2 station is the hub for that wider connectivity. All of our strategies are investing in the maximum economic potential of our cities. It's going to be really important to make business more competitive and for people to access opportunities across the UK."



Like Birmingham, Chesterfield is already benefiting from the prospective arrival of HS2, the local council's leader said:

**WE'VE BEEN ABLE TO ATTRACT INTERNATIONAL INVESTMENT BECAUSE WE ARE ON THE ROUTE.**

Cllr Tricia Gilby, Leader of Chesterfield Borough Council, told the session that the town was on the final shortlist of towns to host Talgo's first factory in the UK.

Since the conference, the Spanish rail manufacturer has announced that it is siting a research facility in Chesterfield.

She said that improvements to Chesterfield's infrastructure, including its railway station, would make firms more willing to locate in the town. Under the most recent plans for HS2, two services per hour will stop in the town, which is the resting place of train inventor George Stephenson and the location of the only surviving operating roundhouse in the UK.



**Paul Griffiths**

Phase 2  
Managing Director, HS2  
@HS2Ltd



**Julian Jackson**

Assistant Director, Planning,  
Highways and Transport,  
City of Bradford MDC  
@WestYorkshireCA

Paul Griffiths, Phase 2 Managing Director at HS2, said that Doncaster was just one area which would benefit from the upgrades being planned to the east coast main line:

**CREATING CAPACITY ON THE EXISTING RAIL NETWORK ALLOWS OTHER THINGS TO HAPPEN.**

Cllr Bob Sleigh, Deputy Mayor of the West Midlands Combined Authority told the session that work would be behind on the new HS2 Interchange station at Solihull by this time next year.

The stations, along with the Birmingham Curzon HS2 station, will be a catalyst for growth both within Birmingham and the wider regions. One of those regions is the Black Country which Sleigh said was already seeing a huge increase in investment, where the combined authority has been investing in the remediation of contaminated land to enable housing development.

HS2 also provides a 'real opportunity' to relieve congestion on the west coast main line, he said:



**THE AMBITION IS TO UNLOCK SOME OF THAT CAPACITY WHICH IS NOSE TO TAIL AT THE MOMENT. WE NEED TO BE ABLE TO GET OUR GOODS TO MARKET AND THE CHALLENGE WITH CURRENT NETWORKS IS THAT WHOLE SYSTEM NEEDS TO INCREASE CAPACITY TO DELIVER GOOD TO MARKET.**







# A view from PBA

## FOLLOW CHESTERFIELD'S LEAD

For the locations that don't feature a shiny new HS2 station, but can be served by "classic" rail compatible services to make onward connections, the story may be necessarily different to the main HS2 station locations. Whereas they have to understand and manage the interaction between people accessing the station from a wider sub-region, as well as maximising growth potential around the station, the integrated stations have more certainty about the environment they will be operating in. It seems to us that, in many ways, the stakeholders in these locations will have more control of their own destiny, as they won't have major infrastructure works to contend with.

We think that the key to their success will therefore revolve around flexibility – to what extent can they maintain an approach that will allow them to react to opportunities as and when they arise. There is already some evidence to suggest that the effects of High Speed rail may be unexpected or unanticipated – in East Kent, for example, there seems to have been an explosion of smaller scale economic activity – micro-businesses of professionals who can take advantage of the "off-peak" HS service to get to their London clients quickly and cost effectively.

Encouraging the growth of these, and being fleet-of-foot enough to recognise what is happening and support it may be key for these locations. It is good to see that places like Chesterfield are already reporting some inward investment based on the potential of HS2. We think that these towns are going to need to continue to build their profile, get themselves on the map and be highly creative in the way that they develop policy frameworks to be able to accommodate emerging businesses.



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# Northern Powerhouse Rail

## Panel Members:



**Henri Murison**  
Chair

Director, Northern  
Powerhouse Partnership  
@BENetworking



**Tim Wood**

Northern Powerhouse  
Rail Director,  
Transport for the North  
@Transport4North



**Paul Griffiths**

Phase 2  
Managing Director,  
HS2  
@HS2Ltd

## PUT NORTHERN POWERHOUSE RAIL AHEAD OF CROSSRAIL 2

Northern Powerhouse Rail must be next in the queue of major transport projects to receive Parliament's backing, the HS2 Economic Growth Conference heard.

Steve Hunter, Head of Transport at Warrington Council, told the Northern Powerhouse session that plans for HS2B must make provision for the cross- northern fast line: "Without it, NPR won't happen."

And the government should prioritise NPR, Hunter said:

**IT HAS TO BE NEXT HYBRID BILL AFTER HS2B: WE NEED TO BE NEXT IN QUEUE NOT CROSSRAIL 2.**

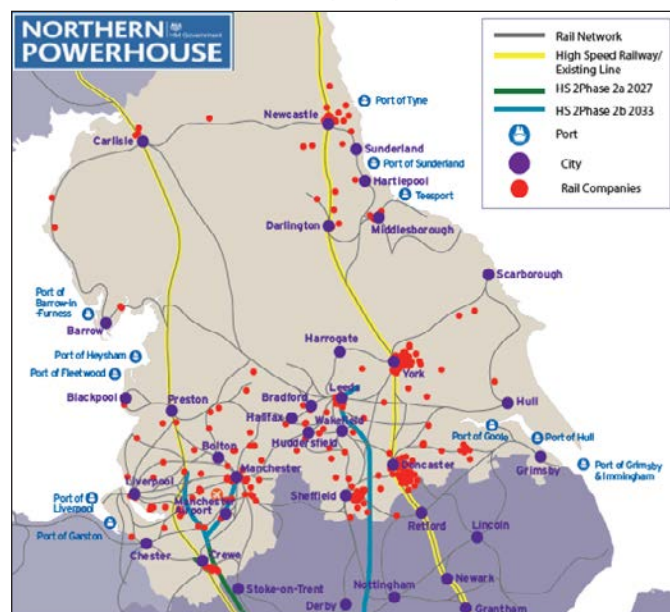


Hunter also told delegates that including Warrington on the NPR route could unlock 9,000 homes across the town and the new town's waterfront area, which has been hard to regenerate due to largely being cut off by the River Mersey and the Warrington ship canal: "Fingers crossed we are on the map."

NPR could also slash rail journey times between Warrington and the north of England's major cities, he said. Most notably, the restoration of direct train services with Leeds would cut travelling times between the two centres from one hour and 45 minutes to three quarters.

NPR would also deliver 'transformational change' to Warrington by bringing the new town within ten and nine minutes respectively of Liverpool and Manchester airport.

Transport for the North (TfN) received what it wanted from the Treasury for Northern Powerhouse Rail (NPR) in last month's Budget. Tim Wood, NPR Director at TfN, said the sums allocated by the Chancellor of the Exchequer for the



**Stephen Hunter**

Head of Transport,  
Warrington Borough Council  
@WarringtonBC



**Angela Barnicle**

Chief Officer  
for Economic Development,  
Leeds City Council  
@LeedsCC\_News

project had grown from £10m two years ago to £37m in last month's Budget.

He said: "You can see the progress growing. what we asked for and what we got was the same number. The government has confidence in what we are doing. This is well thought out and evidence based. It will give you far greater connectivity and capacity and speed."

The project could dramatically improve the performance of the overall UK economy by boosting the north of England, Wood said:

**WE CAN'T AS THE NORTHERN ECONOMY CARRY ON AS WE ARE. TO GO FROM LEEDS TO BRADFORD IS EIGHT MILES BUT TAKES 27 MINUTES CURRENTLY. THAT IS ABSOLUTELY NOT RIGHT FOR A 21ST CENTURY. THIS UK ECONOMY HAS ONE ENGINE RUNNING, THE SOUTH EAST.**

He told delegates that the strategic outline business case for NPR is due to be presented to the project's partners on December 6th after which it will then be sent to the secretary of state for transport.

Wood said that NPR could deliver £100bn of economic growth and 850,000 jobs at a cost of £50 per person per year for the next tree decades. HS2 and NPR are complementary projects, he said: "We will be using some of their track to drive some of their services: we can't have one without the other."

Angela Barnicle, Chief Officer for Economic Development at Leeds City Council, agreed:

"Infrastructure for NPR is utilising HS2 infrastructure, this is not an either or."

But it is important that improvements to the north's rail network should not wait on the delivery of HS2, she said: "There are things we can do before and while that is going through, this is why we are pushing Network Rail really hard to deliver incremental change this year and not in the next con period."

Paul Griffiths, Phase 2 Managing Director at HS2 defended the pace of NPRs delivery. Pointing out that it has taken more than 40 years to develop London's Crossrail since when it was first proposed, he said:

**"IT TAKES A HUGE AMOUNT OF TIME, BUT THESE THINGS DO TAKE TIME. THESE THINGS ARE DIFFICULT, YOU CAN'T JUST GET ON WITH IT: WE ARE REALLY MOTORING AND MAKING REAL PROGRESS."**





**Henri Murison**

Director, Northern  
Powerhouse  
Partnership

[@BENetworking](#)

As the organisation representing major businesses and civic leaders across the North, it is crystal clear to us that significant investment in transport infrastructure is crucial to the success of the Northern Powerhouse. When George Osborne and Lord Jim O'Neill set up the Northern Powerhouse in 2014, its foundations were based in sound economic theory; linking up the great cities of the North with cutting-edge connectivity can create a whole that is greater than the sum of their parts – a virtual city capable of delivering the major productivity boost needed to rebalance the UK economy.

Northern Powerhouse Rail (NPR) is a transformational scheme that will reduce journey times, increase frequency and enhance capacity from east to west. It will bring the number of people within 60 minutes of four or more major Northern cities from less than 10,000 today to 1.3 million. It will allow everyone in the North to access Manchester Airport as the Northern Powerhouse's international gateway to the world. And, crucially, it will support an £100bn boost to the economy, the creation of 850,000 jobs by 2050 and will create job opportunities for our young people and growth prospects for our businesses.

In order for us to receive these transformational benefits we must make the case for NPR and HS2 to be delivered together. Rebalancing the economy is the ultimate goal, and transport is a major enabler towards that. Reduced journey times, higher frequency and greatly-enhanced capacity are all major reasons why HS2 and NPR are so badly needed. But it is in unlocking economic growth where the projects really have the power to transform lives.

Take Bradford, the UK's youngest city. The city's current rail connections – it takes 61 minutes to get to Manchester – prohibit young people in the city from accessing the range of skilled jobs that should be open to them. A new Bradford station, replacing the interchange on a new site extending the city centre would create a dynamic new business district and reduce that journey to just 20 minutes, opening up a whole new range of opportunities. Then there is Liverpool – currently not set to be served by HS2. An HS2 station in the city would deliver 15 billion in economic growth to region, 20,000 new jobs, and open up new labour markets for young people in the city.

These are compelling statistics, demonstrating the need for both projects. Then there is the infrastructure itself. NPR will be delivered through a combination new lines, major upgrades to existing routes and the use of planned HS2 infrastructure, which is why HS2 is crucial to delivering NPR. HS2 will create half a million jobs and 90,000 new homes, and we can't build one without the other.

HS2 is already providing opportunities for our young people of the North. The National College for High Speed Rail is located in Doncaster. Inspiring a new generation to embrace their heritage, working in a Northern town with a rich railway history; raising their aspirations to make the transport and infrastructure that will literally drive the North's ambitions. HS2 will support 2,000 apprentices; with Northern Powerhouse Rail that number will be even higher.

We need to attract big businesses up to the North and the promise of better transport links are a big factor in enticing them. We have already seen the BBC move up to Salford and more recently Sky and now Channel 4 coming to Leeds. In Leeds, the South Bank redevelopment next to the station is expected to provide 35,000 jobs across the financial, professional, creative and digital sectors, as well as 4,000 homes. Through NPR and HS2 the skills base in Manchester can work better with the skills base in Leeds. But if we want cities and city regions to work together you need the connectivity to join them up.

Local regions are beginning to talk about growth opportunities and working together, NPR will create the improved connectivity to take these opportunities forward. The businesses, Metro Mayors and civic leaders of the Northern Powerhouse are united. There is untapped potential in the North that connectivity can unlock. Faster, more frequent and reliable; PR with HS2 would transform rail travel across the North. Now is the time for the North to be speaking with a unified voice and work with government to ensure that both schemes become a reality.



# A view from PBA

## NORTHERN POWERHOUSE RAIL VITAL TO NORTHERN POWERHOUSE PROJECT

Northern Powerhouse Rail (NPR) is now seen as an integral part of the Northern Powerhouse project – and as an integral part of HS2. This is welcome, but it is a high stakes strategy. There seems little doubt that there is pressure from national Government on the cost of HS2, and the case for investment needs to made – crystal clear – to ensure that the benefits of NPR now envisaged can be delivered.

NPR can play a transformational role. All our speakers conveyed remarkable conviction about the current state of inter-urban rail transport, and the need for the project to transform travel times as a key factor in enabling the north to act in concert as one, more closely aligned, high value economy.

There is common ground across the Northern Powerhouse that intra-regional economic inequalities are both severe, and of at least as much importance to solve as the inequalities between the north and south. NPR is critical to tackle this issue, by providing the opportunity for local people to access wider education, training and employment opportunities across the region.

It also has the potential to support other inequalities, such as health, wellbeing, and to provide access to other societal support services. In a recent report for the Civil Engineering Contractors Association (CECA), (The social benefits of infrastructure investment, December 2018), this under reported function of major infrastructure investment is identified as being of great significance, and in need of more consistent and compelling reporting.

The Blueprint for A Great North Plan, now being promoted by Institute of Planning Policy Research (IPPR) North and the Royal Town Planning Institute (RTPI), in collaboration with the public, private and civil society across the north of England, consists of four key strategies covering the economy, transport, people & place, and natural assets.

PBA, now part of Stantec, is delighted to be working with IPPR North and RTPI to prepare the spatial framework - Ambitions for the North: People and Place which will take a holistic view of infrastructure development to take account of the wider economic, social and environmental benefits.

Together, these strategies will help to define a vision for the north and its economy upto 2050; an appropriate approach to governance and delivery capable of providing the leadership necessary to support greater devolution and collaboration; and the prospectus for the North which will act as an investment plan for national and international investors.

This work will help to underpin the case for NPR. In recent months, the Department for Transport has been consulting on its transport appraisal procedures, and it has become very apparent that the 'strategic case' should lead the other aspects of the business case, and that it is critical to success.

This brings a real focus on the need to combine the strategic work of the Blueprint for A Great North Plan together with the technical work of the scheme planning and delivery to create a compelling narrative for investment. It would be a shame if the evident benefits of HS2 and NPR were lost on the cross of a national cost savings agenda, when there is now so much to be gained.



# HS2 Senior Team Priorities



**Tom Venner**

Commercial Development Director, HS2  
[@HS2Ltd](#)

- Regeneration is - and must remain - at the heart of what we do.
- Local authorities, communities and organisations must come together with the project to identify how best to make the most of the opportunities that HS2 presents. We can all help each other to realise the full potential of HS2.
- Think big: HS2 will revolutionise how we travel between our cities. The stations are the points of arrival and departure and must be places of wonder, of excitement and entertainment for everyone who encounters them, whether they are getting on a train or not.



**Liam Brooker**

Phase 2B Senior Sponsor, HS2  
[@HS2Ltd](#)

- Continue to develop the Phase 2b scheme and deposited the hybrid Bill in 2020.
- Make sure we are all clearly demonstrating what the benefits of the project are now, not just those in the future.
- Continue to work with local areas to make sure that we can maximise the economic benefit of new stations and their connectivity.



**Lorna Pimlott**

Phase 2 Sponsorship Director, HS2  
[@HS2Ltd](#)

- Greater messaging from partners on the benefits they are already seeing from the investment in HS2
- Benefits are not just once the railway is delivered in 2033 for Phase Two - the opportunities are now.
- The importance of HS2 to the country - not just a railway and stations, but rebalancing the country and putting more opportunity within reach.



**Paul Griffiths**

Phase 2 Managing Director, HS2  
[@HS2Ltd](#)

- Transport for the North business case brought forward and moved forward to gain clarity on Northern Powerhouse Rail.
- Refining the Northern Powerhouse Rail (NPR) programme so that we can all be clear on the need and importance of delivering HS2 and NPR in tandem.
- As a wider group of professionals that support the project, ensure we are all taking the opportunity to promote it and its benefits.



**Mike Lyons**

Programme Director, HS2  
[@HS2Ltd](#)

- The West Midlands region continues to work collaboratively with HS2 on defining its “asks” in order increase future economic growth.
- Important to share the lessons we have learned from developing Phase 1 to Phase 2 so that future hybrid Bills maximise the economic growth potential.
- It always amazes me to hear the sheer scale of the benefits HS2 will deliver for UK plc and how important HS2 is as a national infrastructure project.



# Looking ahead with PBA

## THE NEED TO MAINTAIN MOMENTUM

So – HS2 has left the station, and the benefits to society have begun to flow; investment in skills and employment, new confidence in local markets, investment in new development. There is a positive mood across all the HS2 regions about the potential future benefits of the project on local communities, and a determination to provide the leadership necessary to deliver this.

It was impressive to see the scale of ambition of each local team about using the opportunity afforded by HS2 to bring economic and social development to their area, to the benefit of their local communities. There were many positive stories about the progress that has been made in securing changes to the scheme at the local level to allow local connections to be made, and development to take place.



But more progress is needed – and time is short. It is not just that opportunities might be missed, there is a risk that – without the changes needed to provide local connections and to build high quality places - the stronger economies will prosper, and the weaker economies will fall further behind. Whilst cost is obviously important, the future well-being of local communities could depend on the what progress can be made now to resolve these local challenges.

This is not just an issue for HS2 – it is also an issue for the local leadership. What is really needed and when to build on the strengths of the local economy? There have been a number of examples of investment in over-ambitious projects that are disconnected from local experience and capabilities, with the inevitable failure to deliver. A robust plan, linking jobs, markets, homes and access together in a phased, deliverable way will underpin success.

So, there are still challenges ahead. It would be a serious mistake to rest on the scheme's proverbial laurels. Delivering national infrastructure is a tricky business, especially for politicians, and great progress has been made over recent years in convincing government that infrastructure investment is something that needs to be taken more seriously. But it is costly, and when there is pressure on to reduce costs – a very strong case has to be put to demonstrate the benefits now, and in the years to come.

This conference was excellent in vocalising the benefits of the scheme to local communities, avoiding the long and complicated technical ‘Green Book’ language more often used by the professional teams. Cllr Bob Sleight talked about the importance of developing a ‘benefits realisation’ narrative – meaning that we need to explain what benefits arise, where, to whom, and how – in ways that local communities and the electorate can understand. How does a better, faster, more connected railway bring benefits to families across the UK?

HS2 is an enabler. There are many aspects of the scheme that act together to create optimum benefit: speed to optimise productivity and regional economic performance; capacity and connectivity to deliver opportunities for wider regional access between home and work; local connectivity to connect local people and businesses with national and international markets; local development opportunities to stimulate progressive local economies. But how do we bring this turgid description to life? That would be a great topic for next year's conference.





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