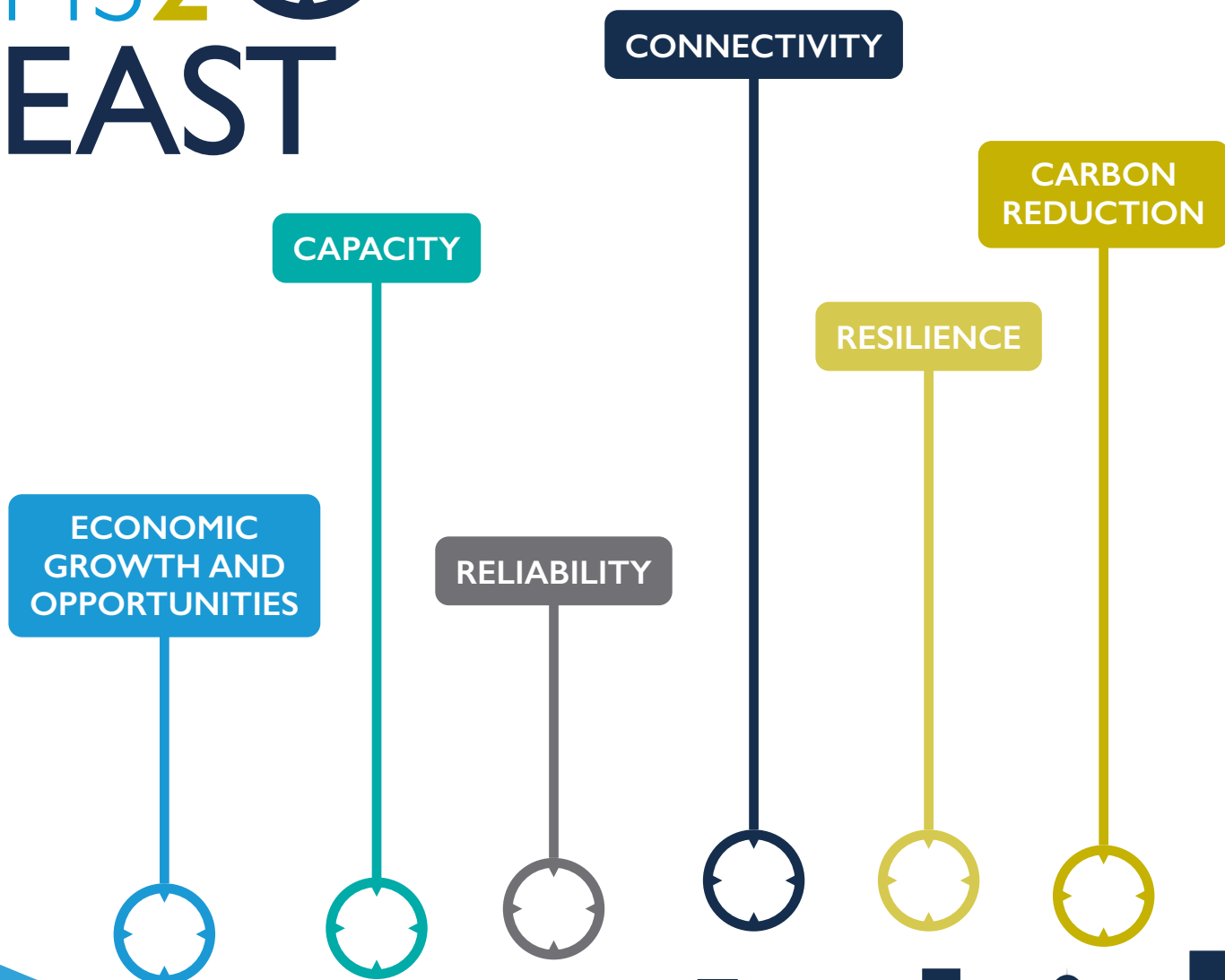


HS2 EAST



The case for HS2 East

HS2 East - Our route to future prosperity

The eastern leg of HS2 has never been more critical to the economic prosperity of the North and Midlands regions.

Our towns and cities have long been held back by historic underinvestment in infrastructure, and delivering HS2 East alongside Northern Powerhouse Rail, Midlands Engine Rail, and other much-needed improvements to our conventional rail network will free us from the capacity constraints that we currently face.

The improved connectivity will bring people and businesses closer together, providing opportunities which were previously out of reach. At the same time, by substantially increasing capacity for rail freight in the UK we can better connect our supply chains, supporting the economic recovery and our efforts to 'build back better'.

These major benefits, alongside improved reliability along our existing networks, will make rail travel even more attractive to passengers and industry, encouraging the significant modal shift we need as part of our efforts to become carbon neutral.

We continue to champion our case for the government to commit HS2 East without delay, offering our communities the major, long-term economic boost we so vitally need as we begin to emerge from the COVID-19 pandemic. Failing to deliver the eastern leg in full will hold back the economic prosperity of our regions and communities for future generations.



**Cllr James Lewis,
Leader of Leeds City Council**



**Cllr Ben Bradley,
Leader of Nottinghamshire County Council**

Joint Leaders of the HS2 East Group

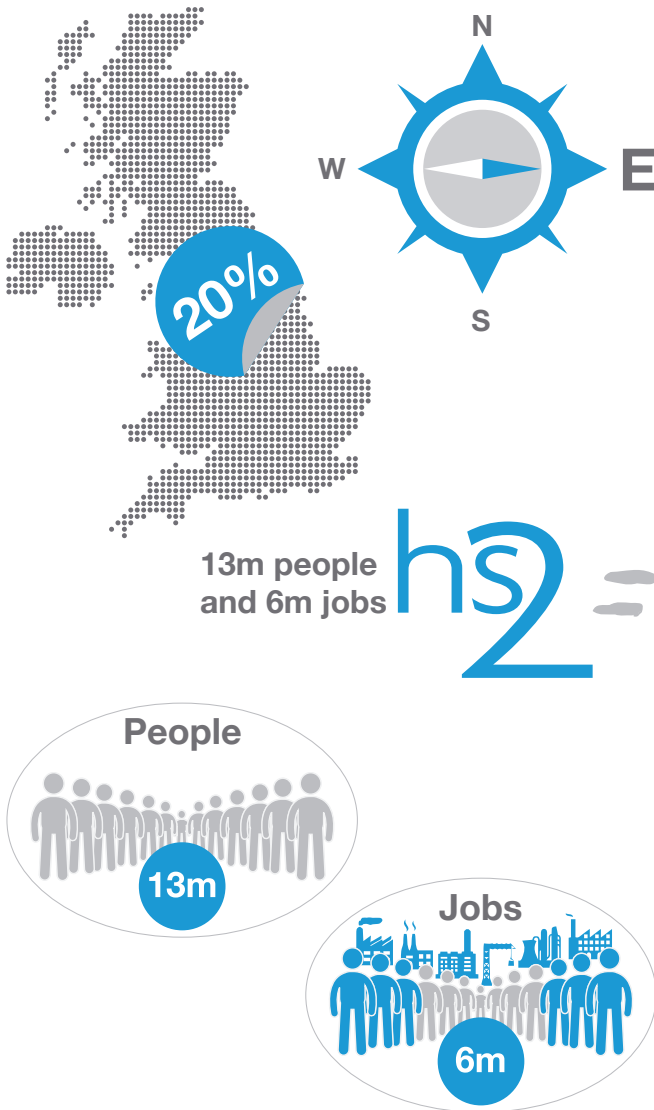
Economic Growth and 'Levelling up the Country'

The eastern leg of HS2 will serve 13 million people and around six million jobs, from the North East via the Leeds and Sheffield City Regions, to Derbyshire, Nottinghamshire and the wider East Midlands.

The eastern leg's GDP equals around 20% of the UK and is larger than Greater London. Yet our regions are far behind the capital when it comes to productivity, making us the most economically unequal country in the developed world.

A clear commitment to tackle these inequalities lies at the heart of the Government's 'levelling up' agenda.

The Eastern leg of HS2 will serve 20% of the UK's population



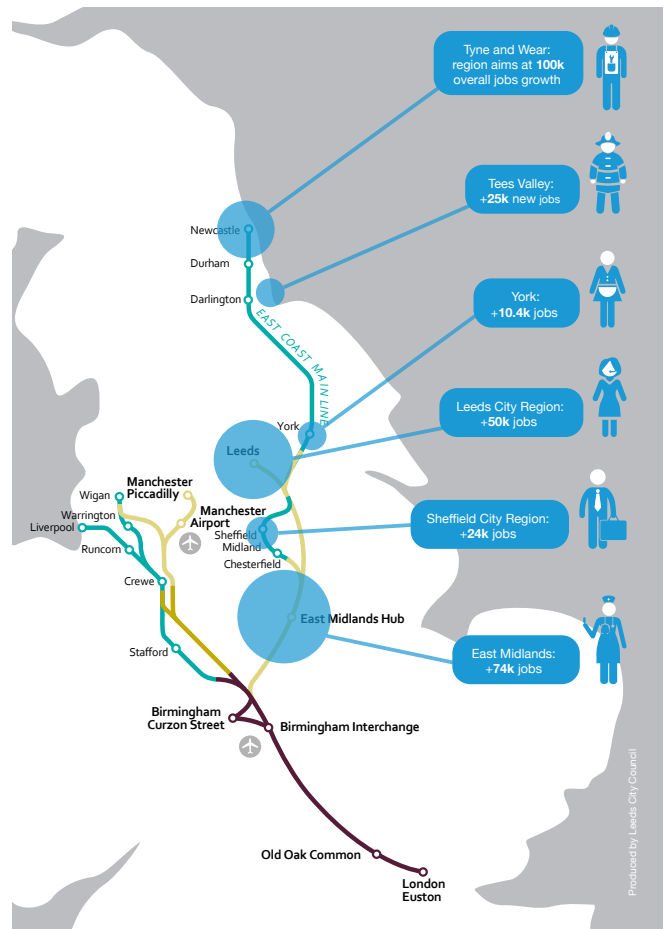
HS2 East Jobs Growth

Our regions have ambitious growth strategies that will deliver in excess of 150,000 additional jobs, based around the promise of 21st century infrastructure and the transformative change it will bring.

The Leeds City Region forecasts more than 50,000 jobs by 2050, and the East Midlands are expecting in excess of 70,000 new jobs by 2043.

Businesses and investors are choosing our regions because of HS2. Growth has already begun, but is being stifled by the uncertainty surrounding HS2's future and many of our existing businesses need to expand. Though growth is already underway, it is being held back by poor connectivity and uncertainty about the delivery of HS2.

As the UK economy recovers from the impact of COVID-19, businesses across the North and the Midlands need to know they will have the infrastructure they require to compete nationally and internationally.



Mind The Gap: Transport Spend along HS2's Eastern Leg compared to London

For the towns and cities along the eastern leg, major investment in rail infrastructure has been a long time coming. Our regions have seen historic underinvestment compared to London.

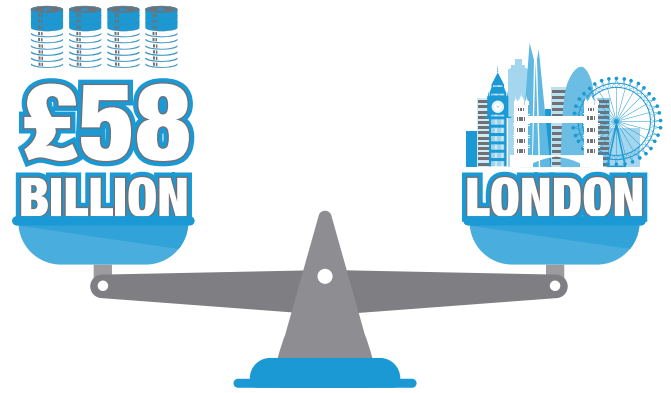
The North East, Yorkshire and the Humber, and the East Midlands has enjoyed just over a third of the spending on transport per person that London has over the last decade. In order to level up this disparity, the three regions would need a combined total of £58 billion additional investment to match what has been spent in the capital.

At a time when demand for rail has been rising rapidly, regions covered by the eastern leg of HS2 have been suffering some of the most unreliable and overcrowded services on the UK network. Stations like Leeds are operating near to passenger capacity, and the existing network will not be able to accommodate forecast future demand.

In context, the forecast £100 billion plus cost of HS2 is still less than the combined underspend across both the eastern and western legs of HS2 over the last 10 years. And if you combine the costs of HS2, Northern Powerhouse Rail and the Transpennine Rail Upgrade, this would still be a lower transport investment per head across the eastern leg than has been spent in London.

It is also important to consider that HS2 will unlock economic returns for the rest of the 21st century, at a cost of less than 1% of annual public spending during the course of its construction.

The regions along the eastern leg of HS2 would require an extra £58 billion transport investment to match what has been spent in London over the last 10 years.



Region	Transport spend per person
North East	£256
Yorkshire and the Humber	£291
East Midlands	£223
London	£716



Produced by Leeds City Council

Eastern Leg Transport Poverty

This historic underinvestment in transport infrastructure can be placed in even sharper focus by the country's transport poverty hotspots.

A lack of affordable transport access to jobs and opportunities is preventing households enjoying a better quality of life and stifling regions' economic growth.

Our map of transport poverty hotspots - with key clusters in the North East, Yorkshire, Lancashire, Derbyshire, Nottinghamshire and the wider Midlands - highlight the scale of the problem. And by overlaying this map with the proposed route of HS2, there is a clear solution.



Investing in the North and Midlands

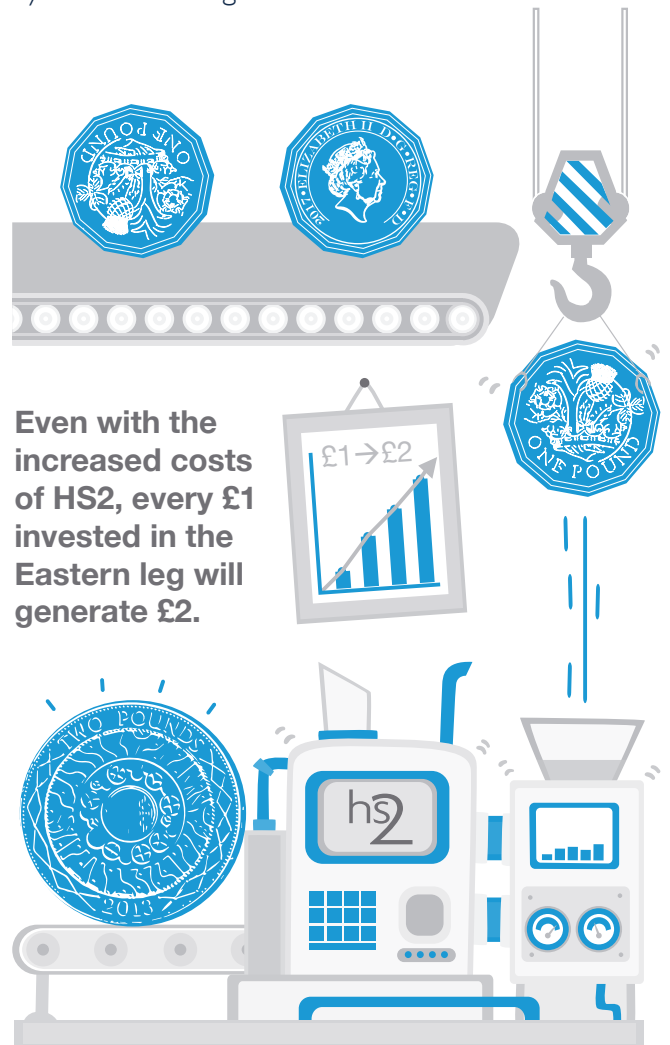
The eastern leg of HS2 has always consistently had a stronger economic case than the western leg, offering better value for money and the greatest return on investment across the whole route.

Previous estimates have placed the benefit cost ratio of the eastern leg as high as 5.6, compared to just 2.6 for the western leg.

Phase 2b (the eastern leg plus Crewe to Manchester) has also been estimated as having a BCR of 3.1, compared to just 2.7 for the whole network.

At the last estimate (which takes into account the rising costs), the full network had a BCR of 1.5. Without the eastern leg, this falls significantly to 1.2.

Despite the cost increases, the economic case for the benefits of HS2 is fundamentally underpinned by the eastern leg.



The Threat to Investor Confidence and Recovery from COVID-19

The short and long term impact of the COVID-19 pandemic on the economic recovery of our country cannot be underestimated. The significant benefits of HS2's eastern leg make it one of the key pillars in this recovery, regionally and nationally.

But there is also an immediate threat to investor confidence across our regions, which would crucially undermine this recovery before it has really begun.

The announcement to deliver a hybrid bill for Phase 2B western leg ahead of the phase 2b eastern leg has created uncertainty which makes attracting and retaining investment in our towns and cities even more difficult.

Every year that the eastern leg is delayed costs the Leeds City Region £1.7 billion, according to economic forecasts.

Committing to building the eastern leg of HS2 at the same time as the western leg is vital to rebalancing the economy.

Failing to do so would leave our regions reliant on Victorian infrastructure at a time when we need investment - in our railways and our economies - more than ever.

The Leeds City Region's economy will lose £1.7 billion every year the eastern leg of HS2 is delayed.

£1.7 BILLION

EVERY YEAR



1	LEEDS	DELAYED
2	YORK	DELAYED
3	BRADFORD	DELAYED

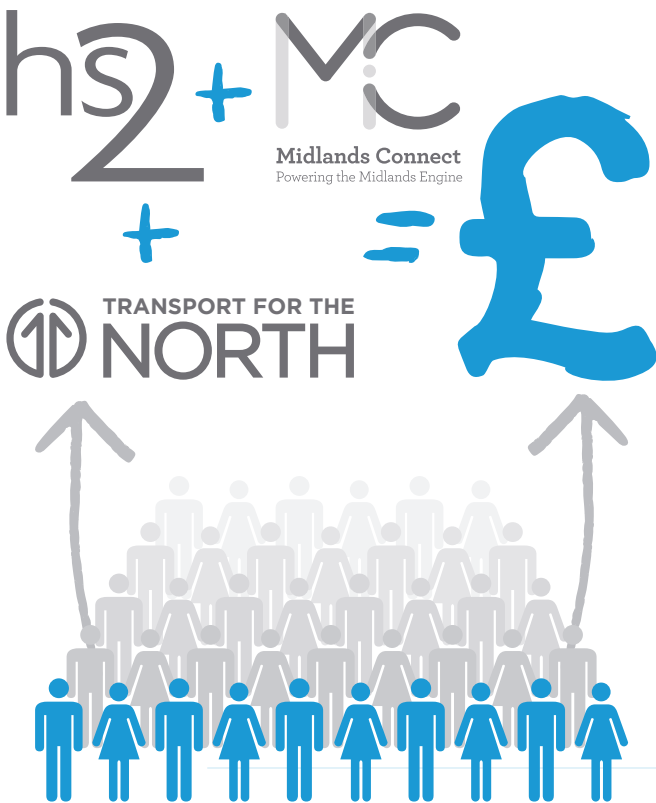
Capacity and Connectivity - why HS2, MER and NPR must be delivered together, and what it will mean

There needs to be a clear and connected programme of work which combines HS2 Phase 2b eastern leg, Northern Powerhouse Rail (NPR), Transpennine Rail Upgrade and Midlands Engine Rail (MER).

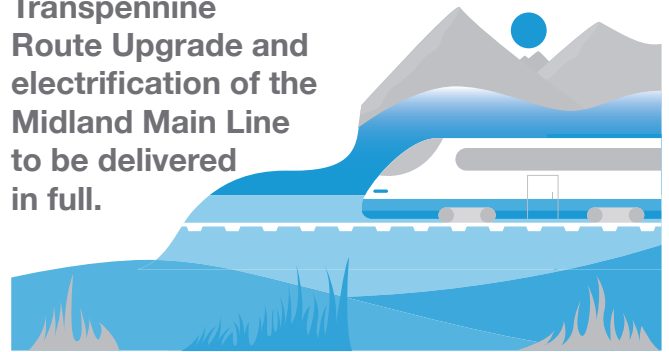
HS2 and Northern Powerhouse Rail must be delivered together - the two are reliant on one another, HS2 sharing at least 80km of its track with NPR, along with the investment in new station capacity.

NPR is currently estimated to cost £39 billion. Without HS2, there would be a significant additional cost in order for NPR to achieve a similar economic benefit. Transport for the North estimate this to be several billion pounds.

HS2 East must be delivered alongside Northern Powerhouse Rail and Midlands Engine Rail, to provide the capacity and connectivity we need and transform our economy.
















We also need the Transpennine Route Upgrade and electrification of the Midland Main Line to be delivered in full.



The connectivity benefits of both NPR and improved local rail infrastructure can only be truly realised with the additional capacity that would be created by HS2.

More than 100 towns and cities on existing railway lines could benefit from faster and more frequent journeys, thanks to the capacity created by HS2 including...

- | | |
|---|--|
| CASTLEFORD
 | MANSFIELD
 |
| GRANTHAM
 | YORK
 |
| REDCAR
 | DONCASTER
 |
| HARROGATE
 | DARLINGTON
 |
| BARNSELY
 | LEICESTER
 |
| PONTEFRACT
 | KEIGHLEY
 |
| LINCOLN
 | |

...and many more.

The capacity released by HS2 will allow faster and more frequent journeys between our towns and cities on existing railway lines. This will also mean a major increase in seats available on routes which are already burdened by significant overcrowding.

This step change in connectivity across the North and the Midlands will encourage growth in labour markets, increase innovation levels throughout the region, create jobs for local residents and build supply networks.

Capacity released by HS2 would lead to a large increase in seats for passengers starting journeys at Wakefield, Doncaster, Newark, Grantham and Lincoln...



...and could double the seats available on evening peak services from Leeds towards Wakefield and Doncaster.

On a national scale, the additional capacity and connectivity created between Leeds, Birmingham and London will build better links between the country's major economic centres and the jobs markets in Sheffield and the Midlands.

This will provide businesses with opportunities to forge better links with regions which were considered previously out of reach, and for people to enjoy better access to a wider jobs market.

Delivering the eastern leg of HS2 could add nearly 70,000 trips between Leeds and London every day....



...compared with just 9,200 for the Western leg.

Carbon and Freight

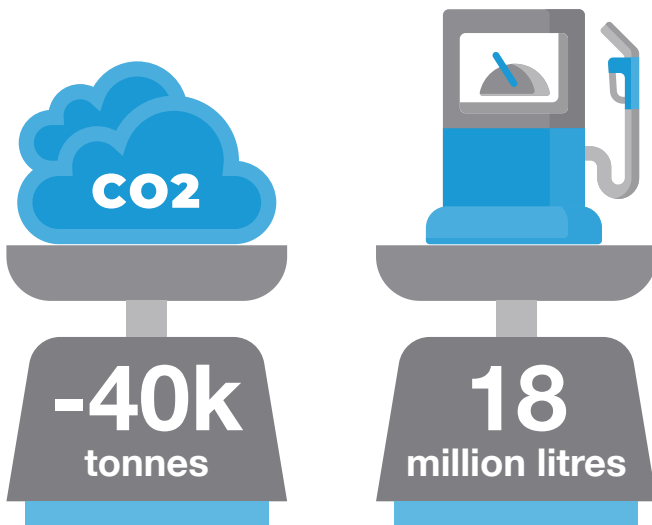
Transport is the largest sector contributing to carbon emissions, if we are to have any chance of meeting net zero emissions by 2050 we need to shift people from road and aviation to rail.

Creating capacity on our railways is critical to this, making the eastern leg of HS2 and Northern Powerhouse Rail even more powerful.

The significantly reduced carbon impact of HS2 compared to road and aviation provides a very credible alternative to domestic flights and journeys into north west Europe.

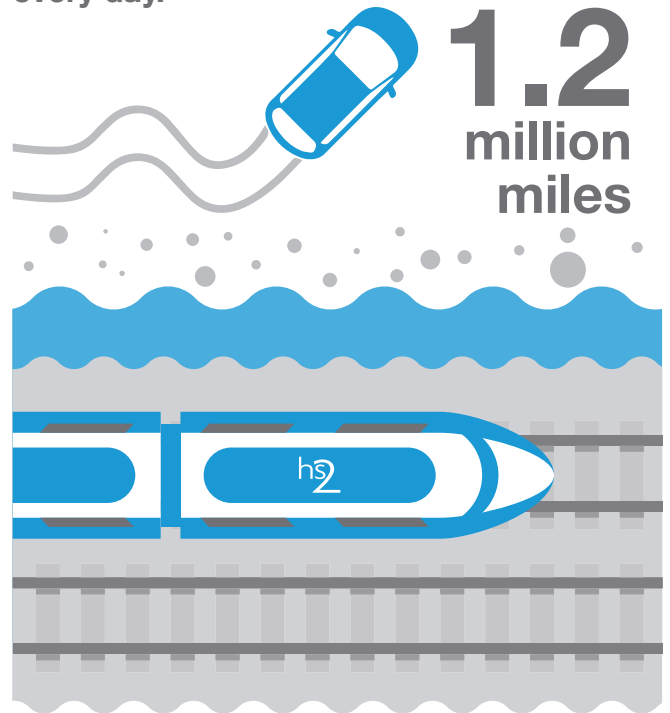
There are also major positives for transporting freight – not just speed but in reducing carbon emissions by 75% but also by freeing up capacity on other rail lines and on roads.

HS2 will cut annual carbon emissions from car travel by over 40,000 tonnes - saving 18 million litres of petrol each year.

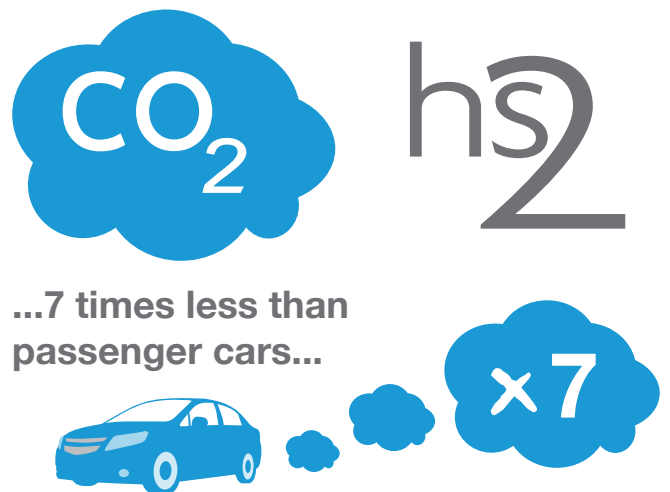


Considering regions along the eastern leg account for nearly a quarter of all England's exports, and a greater share of all manufacturing exports than all other regions of the country, the eastern leg of HS2 would make a significant contribution towards this.

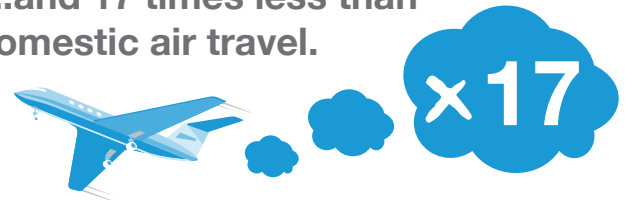
HS2 will cut car travel by 1.2 million miles every day.



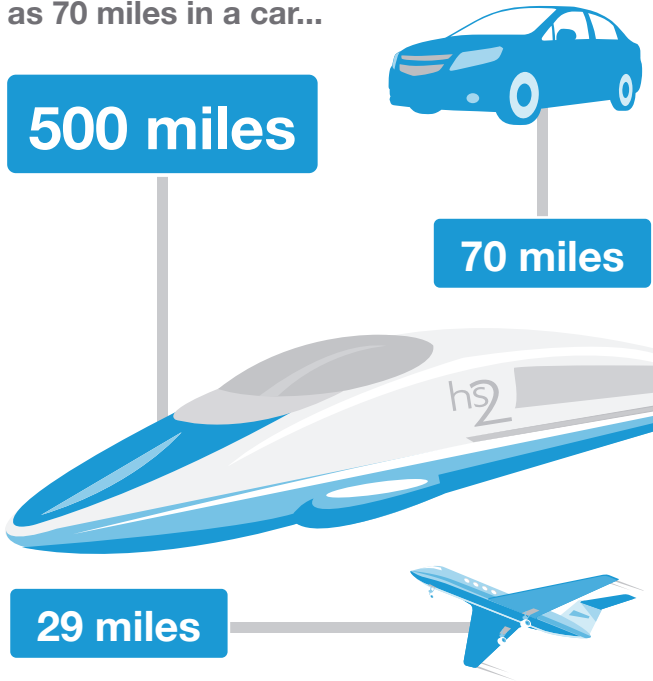
HS2's carbon emissions will be...



...and 17 times less than domestic air travel.

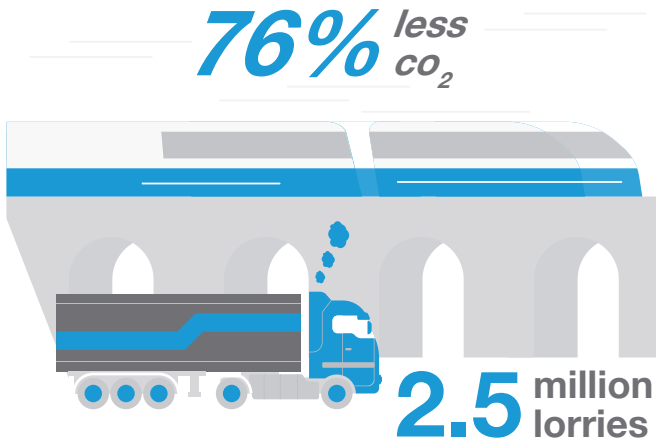


Travelling 500 miles on HS2 will use the same amount of carbon as 70 miles in a car...



...and just 29 miles by plane.

HS2 will carry 2.5 million lorries worth of cargo each year, while producing 76% less carbon emissions than by road.



What the North and Midlands needs:

At this most critical time for our economy, it is vital that the Government's Integrated Rail Plan for the Midlands and the North commits to delivering:

The Eastern leg of HS2 at the same time as the western leg, and in full

Northern Powerhouse Rail (NPR) and Transpennine Rail Upgrade in full

Midlands Engine Rail

Strategic rail improvements to the existing network across the eastern arm authorities

Delivering these commitments will provide the connectivity and capacity improvements the North and Midlands desperately needs, boosting our economic recovery so our towns and cities can reach their potential and helping tackle our carbon emission so we can reach net zero by 2050.

