High Speed Rail in Scotland: *Faster and Further*

IMECHE

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Transport Scotland
High Speed Rail: *Faster and Further*

Global

2010

Tokyo – Osaka 1964

- V > 250 km/h in operation
- V < 250 km/h in operation
- High speed in project
High Speed Rail: *Further and Faster*

London – Paris
1994
High Speed Rail: *Faster and Further*

- March 2010: DfT Command Paper
- London to West Midlands by 2026
- Then separate extensions to both Leeds and Manchester by 2032 – the ‘HS2’ line
# High Speed Rail: *Faster and Further*

## Indicative Future Journey Times

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<th>Journey Time</th>
<th>2012</th>
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**Competitive?**
High Speed Rail: Faster and Further

High Speed Rail Benefits

• Relieve severe overcrowding
• WCML full by 2024
• Journey time savings
• Improved local and freight services
• Economic benefits
High Speed Rail: *Faster and Further*

Distribution of benefits

Regional economic benefits

Wider impacts (present value over 60 years)

- £4,000m
- £3,000m
- £2,000m
- £1,000m
- £500m

Total regional economic benefits including wider impacts (present value over 60 years)

- £0 – £1,000m
- £1,001m – £2,000m
- £2,001m – £5,000m
- £5,001m – £10,000m
- £10,001m – £20,000m
- £20,001m +

The figures on the map represent the total economic benefit to the region.

Represents those economic benefits that can be disaggregated geographically, namely benefits from journey time savings, agglomeration and imperfect competition. These represent 66% of total economic benefits.

Greengauge 21
High Speed Rail: *Faster and Further*

Rail/air market share

Source: Greengauge 21 (2009c)
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Population Density & Scotland Rail Network

- 2/3 size of England
- Population 5 m compared to 51 m
- 70% live in central belt
- 82 m passengers
- 43 m passengers on Glasgow suburban network
High Speed Rail: *Faster and Further* Distribution of benefits

Regional economic benefits

Wider impacts (present value over 60 years)
- £4,000m
- £3,000m
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High Speed Rail: *Faster and Further*

June 2011

Scotland’s Voice:
High Speed Rail: *Faster and Further*

“The case for high speed rail in the UK is strong, but is stronger when Scotland is included”.

“The remit of HS2 Ltd should be extended to include planning for high speed rail to Scotland”.

*Fast Track Scotland*

Making the Case for High Speed Rail Connections with Scotland
High Speed Rail: HS2 Criteria for Scotland

- Designed for 400m European sized trains travelling at up to 250 mph
- Link to High Speed Network in England & northern England destinations
- Serve Glasgow & Edinburgh centres with opportunity for HS link
- Connections to the rail & motorway network (especially to the north)
- multiple traffic types: like HS1 regional passenger and HS freight capability
- advantage of phased delivery (taken where possible).
- Line Resilience against unplanned external events
- based on sustainable development objectives
High Speed Rail: Faster and Further

Scottish Partnership Group
Routes and Stations sub-group recommended that work in Scotland
• could “start early”; and
• should “link Edinburgh and Glasgow”
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Published HS2 Network
High Speed Rail: *Faster and Further*

HS2 – “Y” Network
High Speed Rail: *Faster and Further*

HS2 – East
High Speed Rail: *Faster and Further*

HS2 – Trans
High Speed Rail: *Faster and Further*
HS2 – West
High Speed Rail: *Faster and Further*

Quick Win: Glasgow - Edinburgh
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Quick Win - link to WCML
High Speed Rail: *Faster and Further*

The Scottish HSR project

Possible timeline:

2013: Route appraisal and business case
2014: Reporting and Minister’s determination
2015: EIA, land, survey and investigations
2016: Outline Design / Bill introduced
2017/18: Bill Passed
2018-2024: Construction
High Speed Rail: *Faster and Further*

**Next Steps**

- Further development of route and station options in Scotland
- DfT proposal to Leeds and Manchester
- 2015 plans to Scotland
- Northern alliance building on HSR summit held in Glasgow
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Thank you

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