



## The current plan: an essential economic boost



HS2's Eastern Leg from Birmingham to Leeds will link together towns and cities to forge a step-change in connectivity. It will unlock new markets, catalyse jobs, boost skills, and present new opportunities for our communities to reshape the economic geography of the UK.

As currently planned, it promises a **£604m<sup>3</sup>** prize, year on year. Every HS2East region will benefit.

Two-thirds of the total GDP uplift will be seen by HS2East regions.



## Connecting Britain: the **£717m<sup>4</sup>** imperative

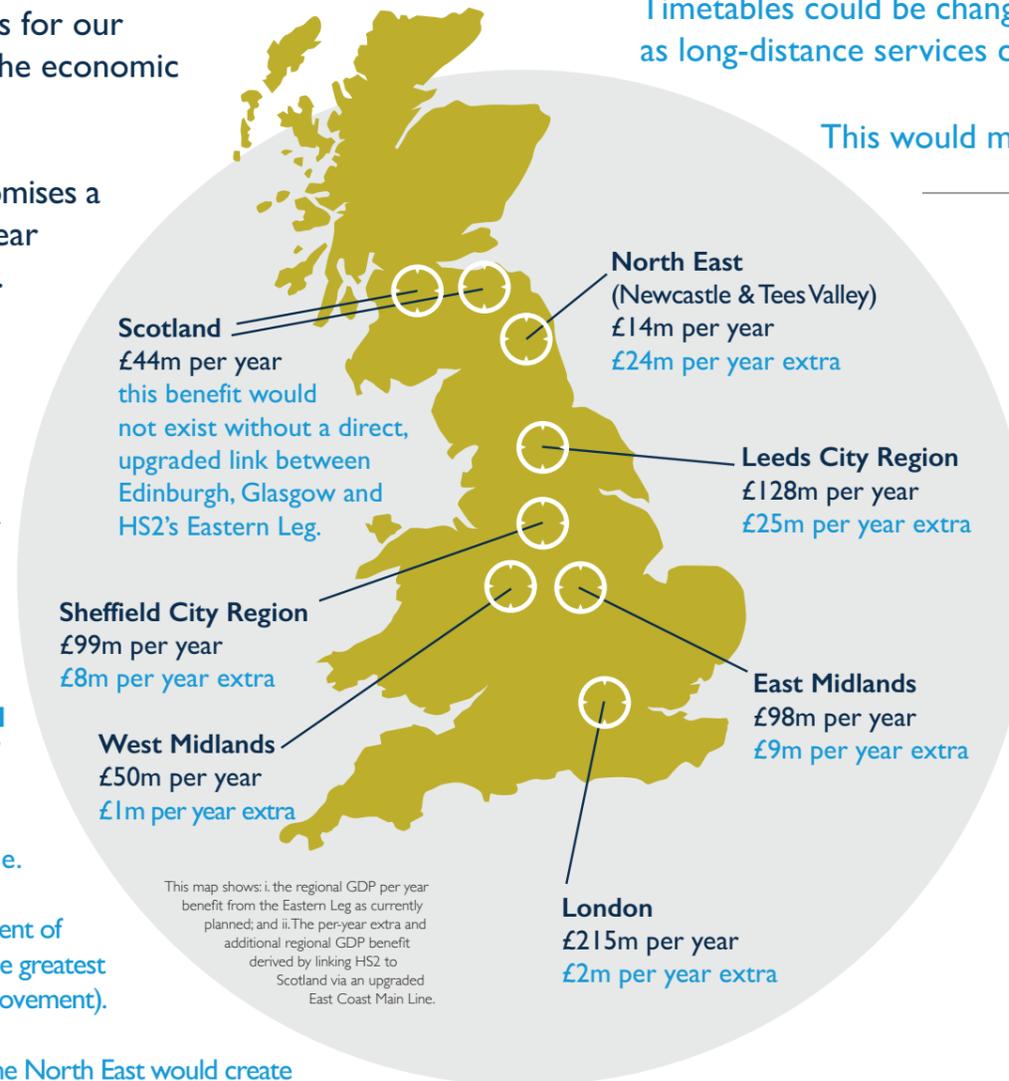
Linking high speed services to Scotland via an upgraded East Coast Main Line will bring a major total economic uplift of **£717m** annually. **70% of this benefit (£500m)** will be generated outside London, to a combined cross-border population of over 15 million people.



Compared to the current HS2 plan this is an improvement of **£113m** per year, with the North East being the greatest proportionate beneficiary (**63%** improvement).

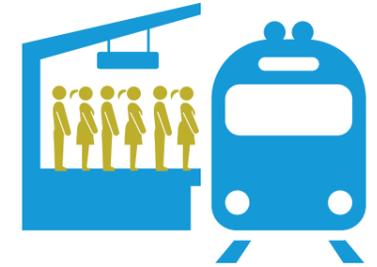
Linking to Edinburgh and Glasgow with Yorkshire via the North East would create an annual boost of at least **£44m<sup>5</sup>**.

Linking Scotland to the Eastern Leg would bring it to within **3:05** of London<sup>6</sup>.



## The capacity dividend

Full delivery of the Eastern Leg with a link to the East Coast Main Line would help free up capacity across the network, boosting regional rail connectivity and supporting the economies of all communities. Timetables could be changed to meet different priorities as long-distance services could be shifted onto HS2.



This would mean a capacity dividend of over **£100m** per year.

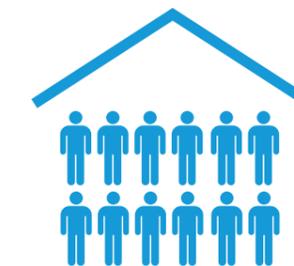
## HS2East...



Is an economy already worth over **£320bn<sup>7</sup>**



Already contributes around **20%** of UK GDP



Is a population of **15** million people – equivalent to Ireland and Portugal combined

Would see rail journey times dramatically reduced by:



Links **6** of the UK's **10** biggest city regions

<sup>3</sup> Additional GDP per year based on direct estimated benefits.

<sup>4</sup> Additional GDP per year based on direct estimated benefits.

<sup>5</sup> But even this is a conservative figure - it would be much greater if passengers travelling from London and Birmingham also travelled to Scotland by the East Coast.

<sup>6</sup> <https://www.gov.uk/government/publications/broad-options-for-upgraded-and-high-speed-railways-to-the-north-of-england-and-scotland>

<sup>7</sup> GVA per annum



HS2East represents regional infrastructure investment opportunities across our cities. Turner & Townsend is a global business with a Leeds HQ and a presence across the regions, and consequently we understand the benefits that the Eastern Leg will bring.

It responds to the changing needs of businesses and rail passengers providing 21st century connectivity. It will be a gamechanger for Britain, allowing growth from investment to fuel our economies and drive business forward.

Our business is committed to supporting HS2East.



Patricia Moore  
Managing Director, Infrastructure  
Turner & Townsend



The North East's Strategic Economic Plan identifies improved transport connectivity as key to the sustainable growth of the regional economy.

Connecting the HS2 network into the North East and the East Coast Main Line will bring huge benefits to the North East economy, improving even further our connections to London and our Northern Powerhouse partners, as well as making our region even more attractive to investors and visitors. 



David Land  
Board Member  
North East Local Enterprise Partnership



The Eastern Leg of HS2 will play a key role in boosting the construction and rail engineering sectors in the east Midlands, narrowing the north-south divide and speeding our economic recovery.

HS2 provides an opportunity for us to start to reverse this trend and open up opportunities for businesses and communities across the east Midlands. It should be utilised to maximise high-skill jobs and apprenticeships, bringing much

needed jobs and opportunities. And HS2 must deliver real benefits to passengers, communities and the environment.

This is an opportunity that we simply cannot afford to squander. 



TUC Midlands

The HS2East partnership is working to ensure the Eastern Leg of HS2 is delivered in full, to the fastest possible timescale, and to make the case for why the Eastern Leg is the best option for bringing the benefits of high speed rail to all communities, from the Midlands to the North of England and Scotland via the North East.

We are a broad coalition of local government, from combined authorities to city regions and counties, working in close partnership with Local Enterprise Partnerships, Chambers of Commerce, and transport groups.

Read the report in full at  
[www.hs2east.co.uk](http://www.hs2east.co.uk)