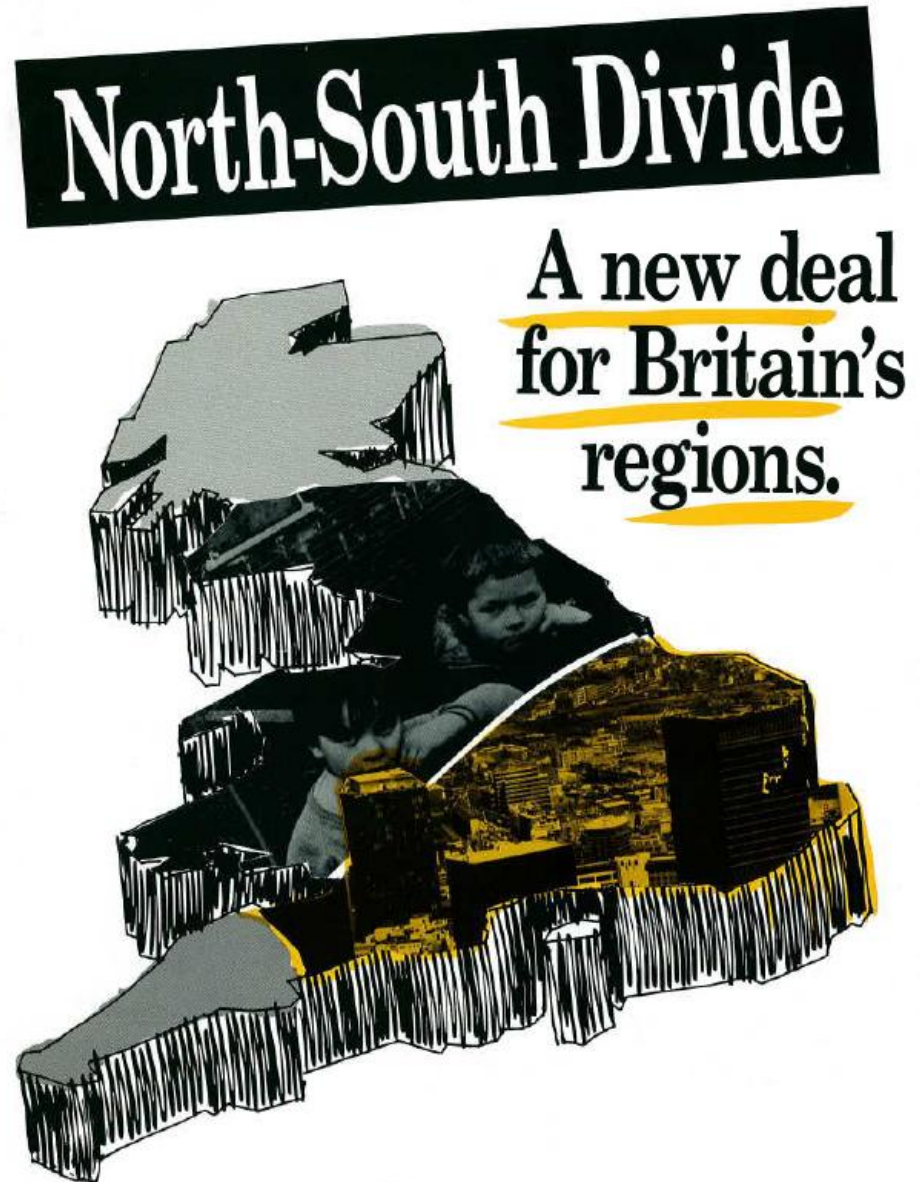


Urban Investment and rebalancing the country

Sir Brian Briscoe

Centre for Urban Policy Studies (CUPS)
University of Manchester
4th June 2013





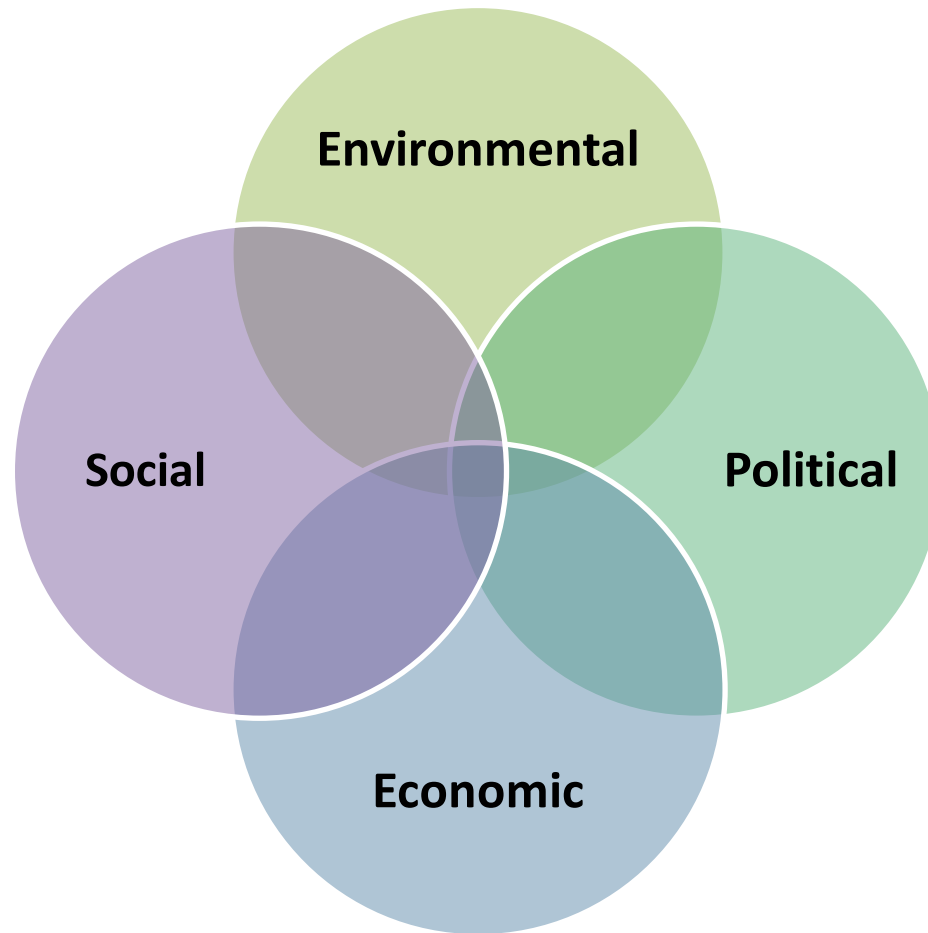
tcpa

The lie of the land

England in the 21st century



England's four geographies



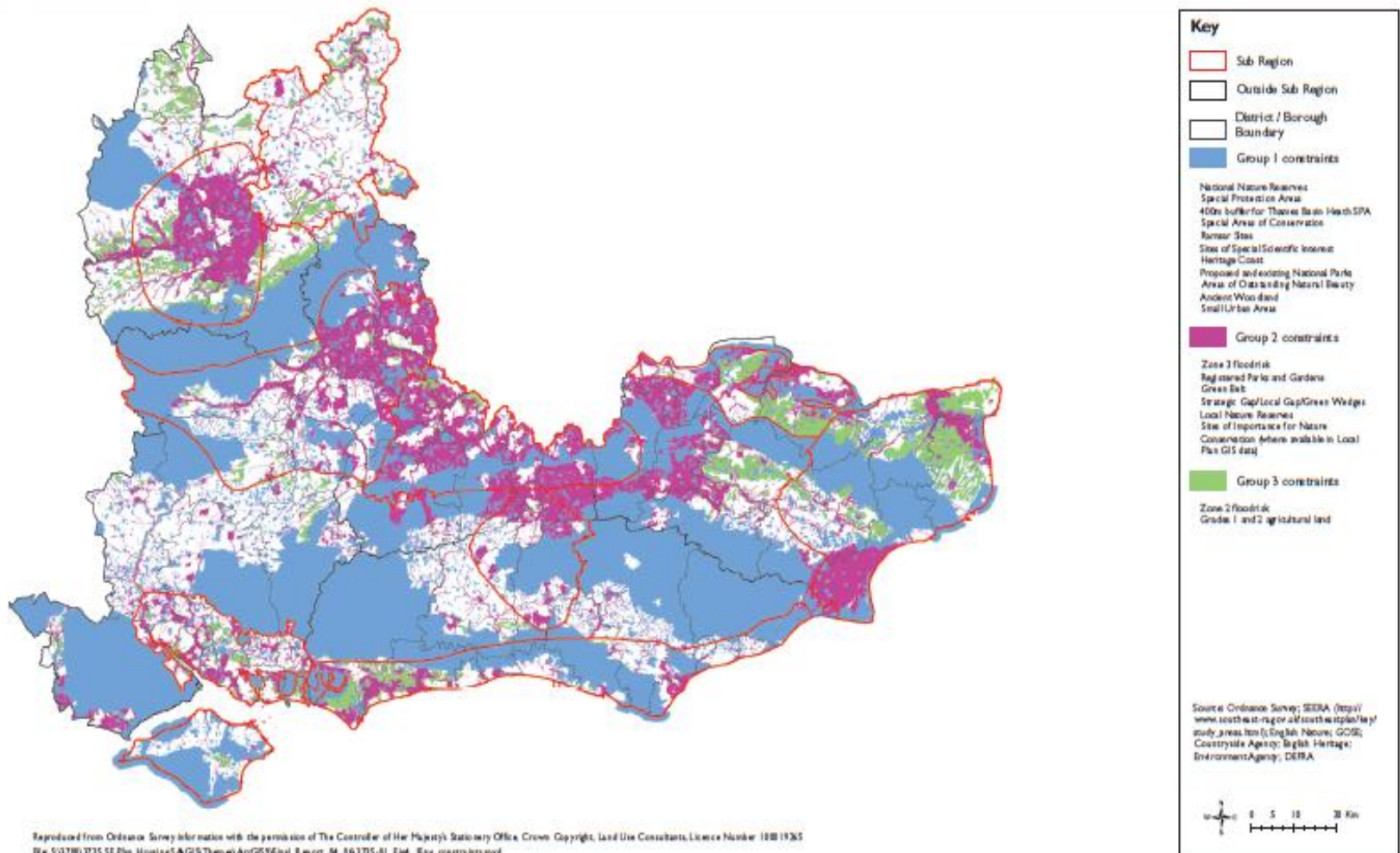
Environment Agency's Flood Risk Map



FIGURE 4-II

Map of environmental constraints in the South East³²

This complex but interesting map shows the environmental constraints, perceived by some as a constraint on development, for the South East Region of England. The constraints are grouped into three types, which include green belt and grade 1 and 2 agricultural land.

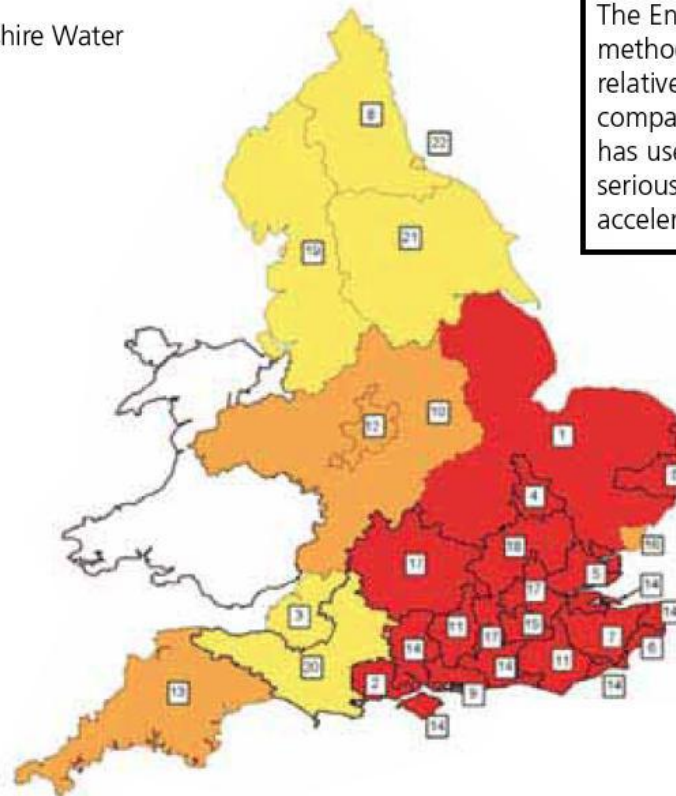


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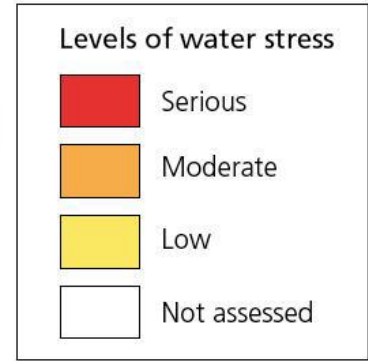
Figure C-3.2: Areas of Relative Water Stress Source: Department for Environment, Food and Rural Affairs (2008) Future Water

Figure 4: Areas of relative water stress

1. Anglian Water
2. Bournemouth and West Hampshire Water
3. Bristol Water
4. Cambridge Water
5. Essex and Suffolk Water
6. Folkestone and Dover Water
7. Mid Kent Water
8. Northumbrian Water
9. Portsmouth Water
10. Severn Trent Water
11. South East Water
12. South Staffordshire Water
13. South West Water
14. Southern Water
15. Sutton and East Surrey Water
16. Tendring Hundred Water
17. Thames Water
18. Three Valleys Water
19. United Utilities
20. Wessex Water
21. Yorkshire Water
22. Anglian Water
(formerly Hartlepool Water)



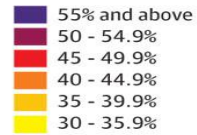
The Environment Agency has developed a methodology for identifying and classifying relative levels of water stress in water company areas in England. The Government has used this map to designate areas of serious water stress for the purpose of accelerating water metering.



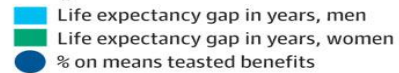
Source: Environment Agency, 2007

England's health inequality mapped

Local authorities by % of children not achieving a good level of development



Life expectancy gap shows the difference between the richest and poorest in each council



Redcar & Cleveland 49.0%



Wirral 42.1%



Solihull 30.7%



Cornwall 44.2%



Greater London

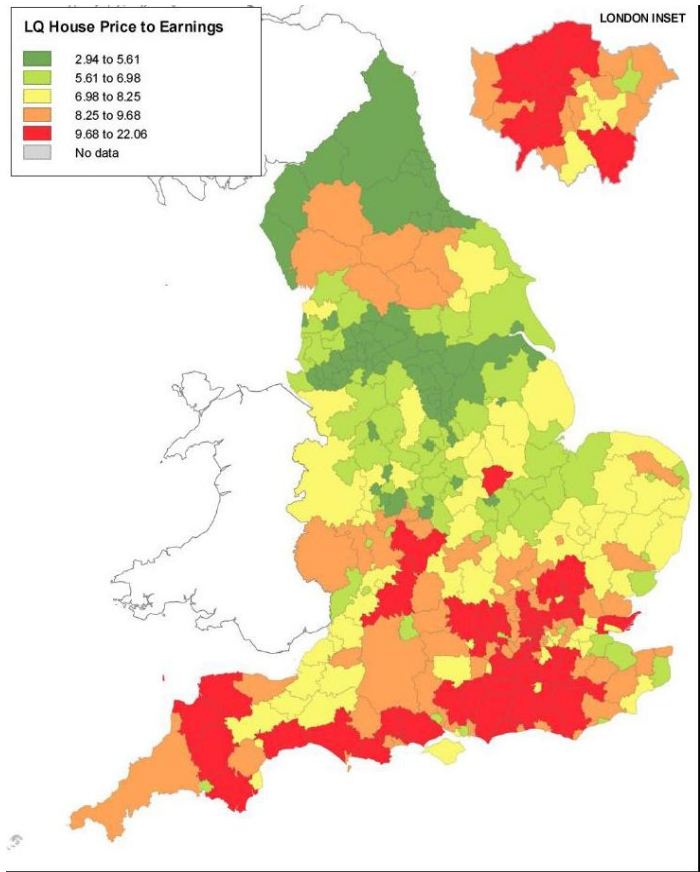
Westminster 53.4%



Tower Hamlets 54.4%



RTPI Map for England: Figure C-2.0: Location Quotient House Price to Earnings



TITLE
 Ratio of lower quartile house price to lower quartile earnings,
 by local authority area, 2010
 (CLG, Table 576, 2011)



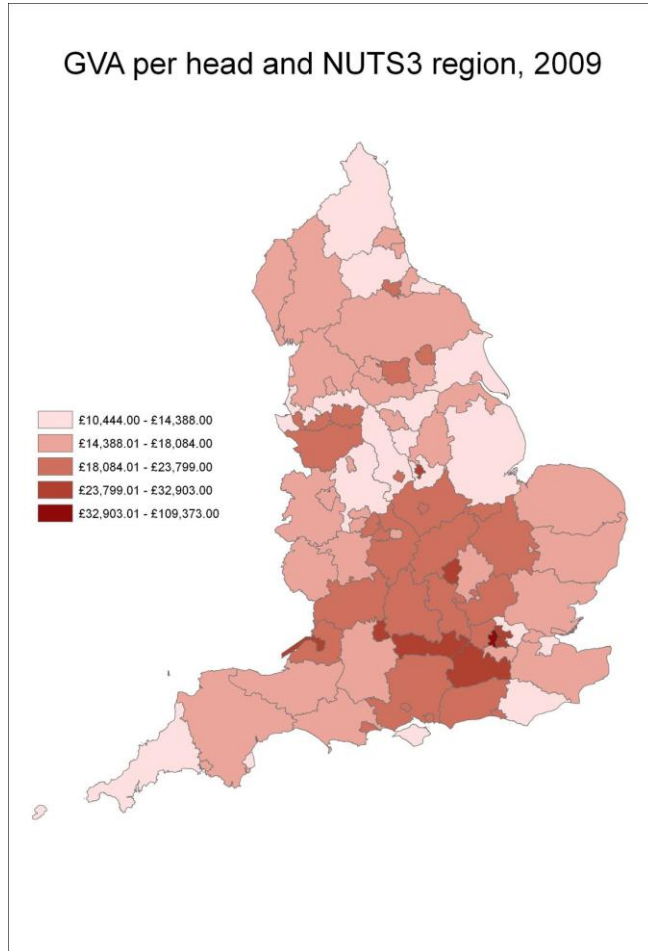
Homes & Communities Agency

Spatial Intelligence

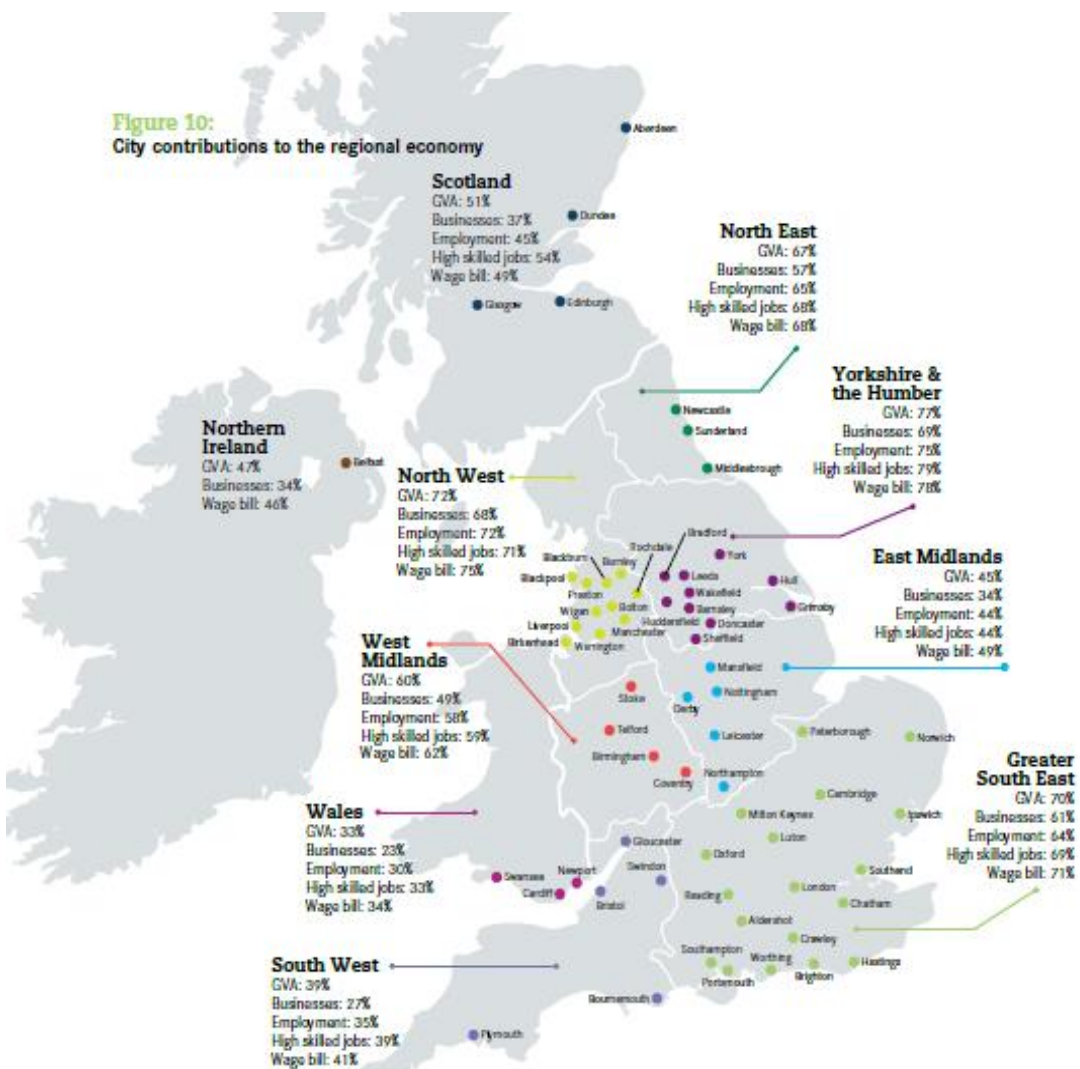
Tel: 0200 1234500
 Email: spatialintelligence@hca.gov.uk
 www.homesandcommunities.gov.uk

ROUND CMP147	DATE 2/2/2011	SCALE Not to scale	SIZE A4	<p>Information shown is correct to the best of Spatial Intelligence Department's knowledge at date of issue. The map is copyright and design of the publisher. All information is Crown Copyright and is used under license of the Controller of the Map's Copyright © 2011 Crown copyright and is published by permission of the Controller of the Map's and the Controller of the Map's Copyright © 2011 Crown copyright and is published by permission of the Controller of the Map's and the Controller of the Map's</p>
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Map: Figure SP-1.0: GVA per head and NUTS3 region, 2009, RTPI Map for England



Centre for Cities 2012 outlook, city contributions to the regional economy



Sources: GVA: ONS, Regional Economic Activity, NOMIS 2011, Business Register and Employment Survey, employment data, 2009 data in current prices. GVA data at city level should be treated as an approximation, especially for cities in Scotland. To calculate city level GVA data, GVA in MTS3 areas was weighted by the number of workers to assign it to local authorities then scaled up to city levels. Businesses: ONS, Business Demography, 2010 data. Employment: NOMIS 2011, Business Register and Employment Survey, 2010 data. Employment in higher skilled occupations: NOMIS 2011 Annual Population Survey, workplace analysis, April 2010-March 2011 data. SMI levels conversion uses a methodology adopted from DEFRA (2009) StrongThinking (Economic Linkages between Leeds and Manchester). Wages: ONS, Annual Survey of Hours and Earnings (ASHE) workplace analysis and Northern Ireland ASHE, workplace analysis, 2011 data in current prices. Note: highly skilled refers to those working in highly skilled occupations in class. Wage bill is workplace based - the wages tables in Section 3 are resident based so are not directly comparable. Contains Ordnance Survey data © Crown copyright and database right 2012.

The need for HS2

- Over recent years rail travel has been experiencing a massive growth – spare capacity is being used up
- In 2011/12 passengers made around 1.5 billion journeys, a figure which has almost doubled since 1994/95
- 125 million long distance journeys were made in 2011/12, more than double the 54 million made in 1994/95
- By mid 2020's key routes will be severely crowded

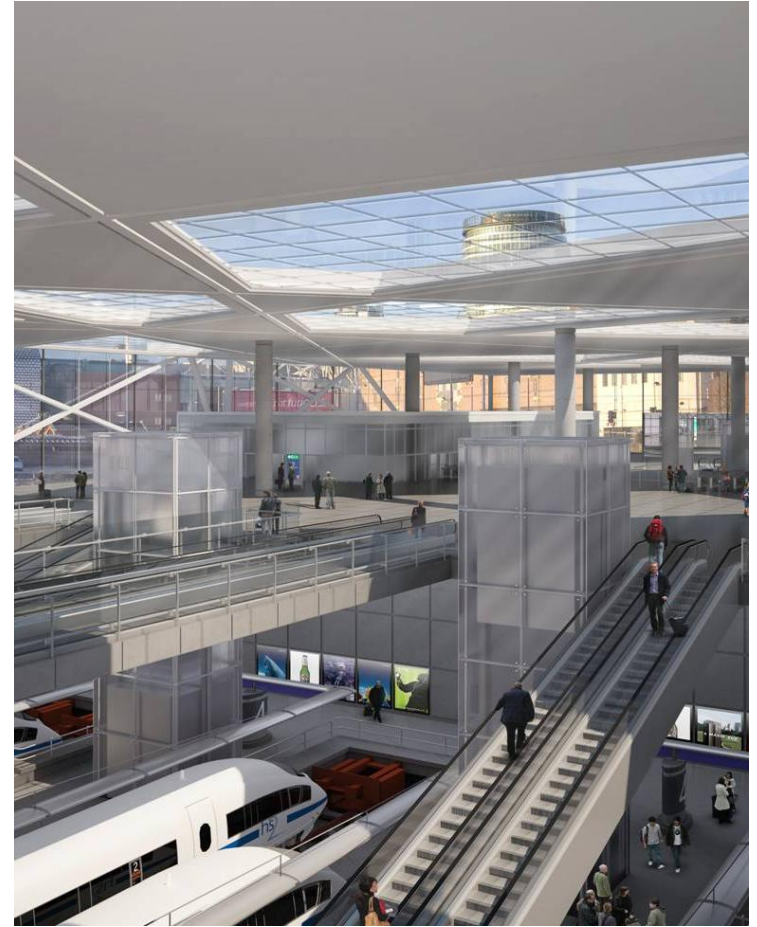
“The Government's plans for High Speed Two will significantly improve rail services at Milton Keynes – one of the busiest stations on the West Coast Main Line.”

- Network Rail



Addressing the capacity crunch

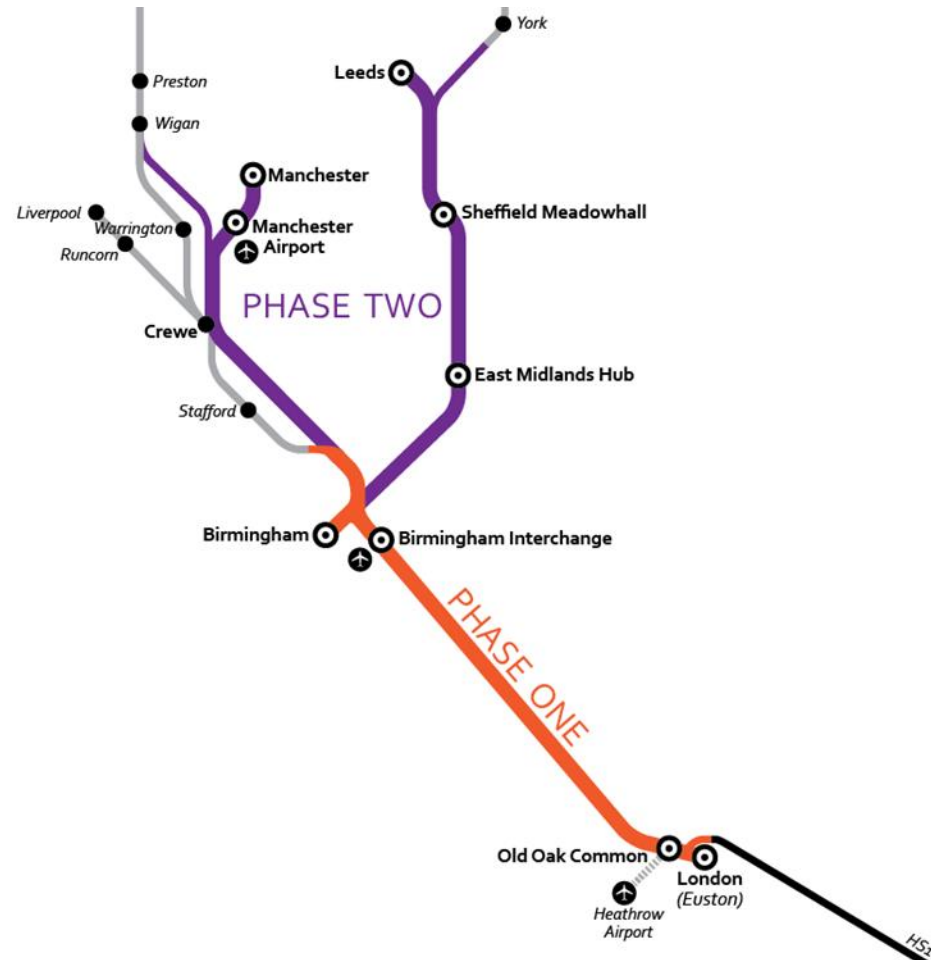
- The HS2 network will provide high frequency and high capacity services for passengers.
- Up to 18 trains per hour, each carrying up to 1,100 passengers.
- Capacity will be freed up on the existing network, key commuter stations such as Milton Keynes and Northampton could see twice as many direct services to central London
- HS2 will see up to 5.4 million passengers every year to transfer from air travel, as well as seeing up to 9.8 million passengers transfer from the road networks
- More freight trains using the space freed-up on the existing rail network will reduce lorry traffic on the motorways and help improve air quality



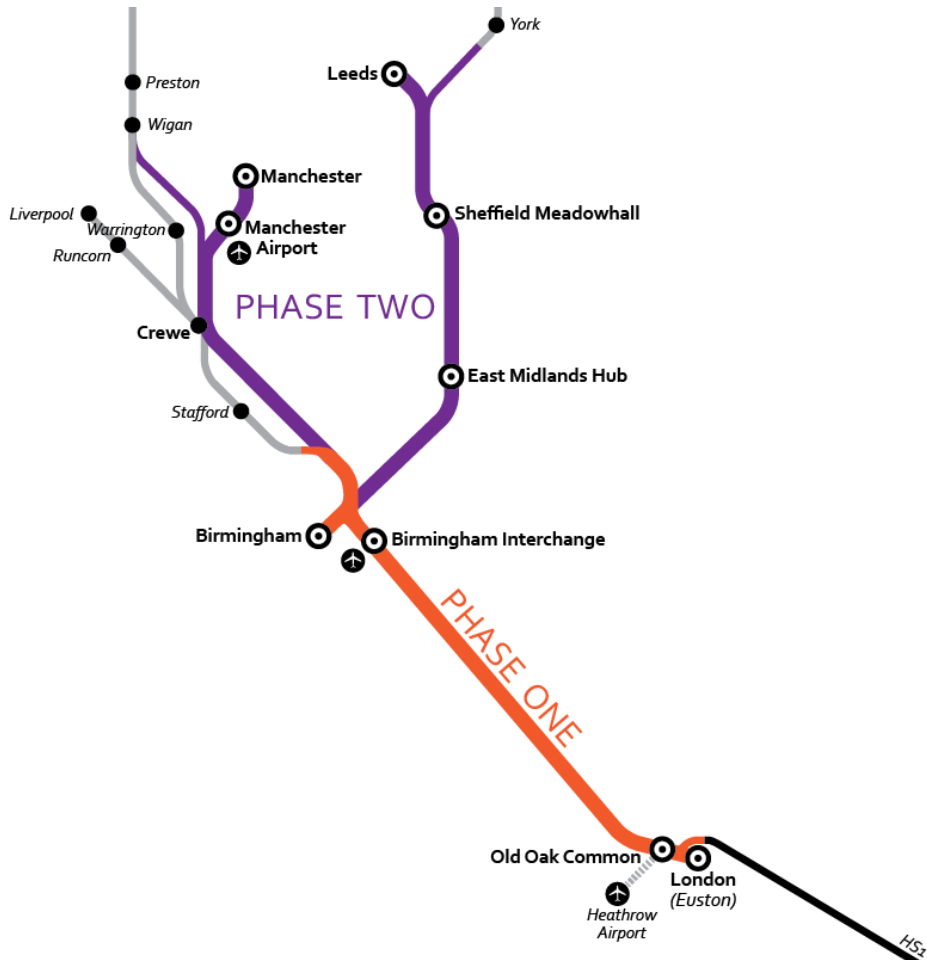
Key facts

Phase One

- Connection between London and the West Midlands allowing through trains to run onto the West Coast Main Line to serve cities further north and Scotland.
- A new interchange station at Old Oak Common in west London linking with Crossrail, the Heathrow Express, the Great Western Main Line and other public transport
- Stations in Central Birmingham and near Birmingham Airport
- A direct link to the Channel Tunnel via HS1 will also run from the Old Oak Common station.
- 140 miles (225km) route length
- Remodelling of Euston station
- Route crosses 24 local authorities – 50% in tunnel or cutting



Key facts



Phase Two

- The high speed lines will be extended further north, to Manchester on the western leg and to Leeds on the eastern leg
- The western leg will serve Manchester Airport and Manchester Piccadilly.
- The eastern leg will serve stations in the East Midlands, South Yorkshire and Leeds.
- Link to West Coast Main Line at Crewe for services to Liverpool
- Link to the West Coast Main Line near Wigan for services to Scotland
- Link to the East Coast Main Line for York and Newcastle
- Phase Two adds another 211 miles (3650km) of new railway onto Phase 1
 - Leeds 116 miles
 - Manchester 95 miles

Timeline – the story so far

Date	Milestone
2009	<ul style="list-style-type: none">• HS2 Ltd established
2010	<ul style="list-style-type: none">• Phase One command paper and HS2 report
2011	<ul style="list-style-type: none">• Consultation on high speed rail and Phase One route
2012	<ul style="list-style-type: none">• Government decision to proceed with high speed rail and decision on preferred route for Phase One• Property compensation consultation• Phase Two station and route options submitted to Sec of State
Jan 2013	<ul style="list-style-type: none">• Publication of the Government's initial route, stations and depot preferences for Phase Two• Launch of the consultation on Exceptional Hardship Scheme for Phase Two
Spring 2013	<ul style="list-style-type: none">• Informal Engagement activities including preparation for public consultation for Phase Two• Consultation on draft Environmental Statement including design refinements for Phase One

Timeline

Date	Milestone
2013	<ul style="list-style-type: none">• Consultation on preferred route, stations and depots for Phase Two launches
End of 2013	<ul style="list-style-type: none">• Hybrid Bill for Phase One submitted to Parliament
End of 2014	<ul style="list-style-type: none">• Government's announcement of final decision on the chosen route, station and depots for Phase Two• Hybrid Bill process for Phase One continues
2015	<ul style="list-style-type: none">• Commence engineering design, environmental impact assessment and preparation of Hybrid Bill for Phase Two• Target date for Royal Assent to Hybrid Bill for Phase One, containing legal powers to construct Phase One
Next Parliament	<ul style="list-style-type: none">• Deposit Hybrid Bill for Phase Two
2016/2017	<ul style="list-style-type: none">• Construction on Phase One commences
2026	<ul style="list-style-type: none">• Phase One opens to passengers
2033	<ul style="list-style-type: none">• Phase Two opens to passengers

Reflections

- Absence of national (infrastructure) plan is an England weakness
- Absence of local taxation restricts choices
- Local infrastructure is key to success
- Competition is between Manchester and Frankfurt, not Leeds and Birmingham
- Manchester - real and consistent leadership