

Hs2 therefore the
objective of this work
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HS2 or High Speed North has seen a significant amount of public attention recently and is still seen as a controversial decision. Regardless of this, rail strategists have already predicted that it will be operating at full capacity when completed.

On the other hand, HS3 has recently been discussed in the news and it is perceived to be a step change in the future of rail technology in the UK. HS3 is driven by the growing demand to improve connectivity between two largest economies of the north which include Leeds and Manchester as seen in Figure 5. It currently takes longer to get from Liverpool to Hull by train than to travel twice the distance from London to Paris.

This is attributed to transport constraints where average speeds of rail travel across the Pennines are below 50mph. Manchester and Leeds are less than 40 miles apart and yet on the congested M62 this often takes more than two hours by car. The North of England has untapped potential as it has a greater population as a whole than London. It is home to over 15 million people contributing £209 billion which accounts for 13% of national Gross Value Added (GVA). While this sum is considered modest compared to other areas of the UK, it is thought that with the right investment in place, productivity could rise to the same levels as that of the South East. The economy of the North could grow by as much as £7 billion and potentially increase the GVA per capita by more than 25%. In light of the concerns regarding connectivity problems between two large economies of the North, it is therefore the objective of this work to propose a business case for the HS3 rail to forge a path to address these issues.

It is expected that: • Phase one of HS3 would increase capacity by 2043.

- Phase two could cut time to just 30 minutes.
- Better connectivity in the North will make it an attractive place to live and do business (Manchester Council, July 2014).
- Transformation of the transport network will form part of the broader strategy of improving education, research and development including spatial planning and wider infrastructure development projects.
- Firms will be able to access a larger labour supply and provide employment to those seeking work.
- Trading costs will be reduced through use of more efficient logistics network.
- HS3 should make use of key northern sections of HS2 – for example between Leeds and Sheffield where journey times could be reduced to just 30 minutes – upgraded lines, and sections of new track where necessary.
- A critical evaluation of the HS rail vs standard rolling stock will shed light on the benefits of the new approach against traditional rail systems.