

HS2 Phase 2

The Stoke Route

Because it's not just about a railway...

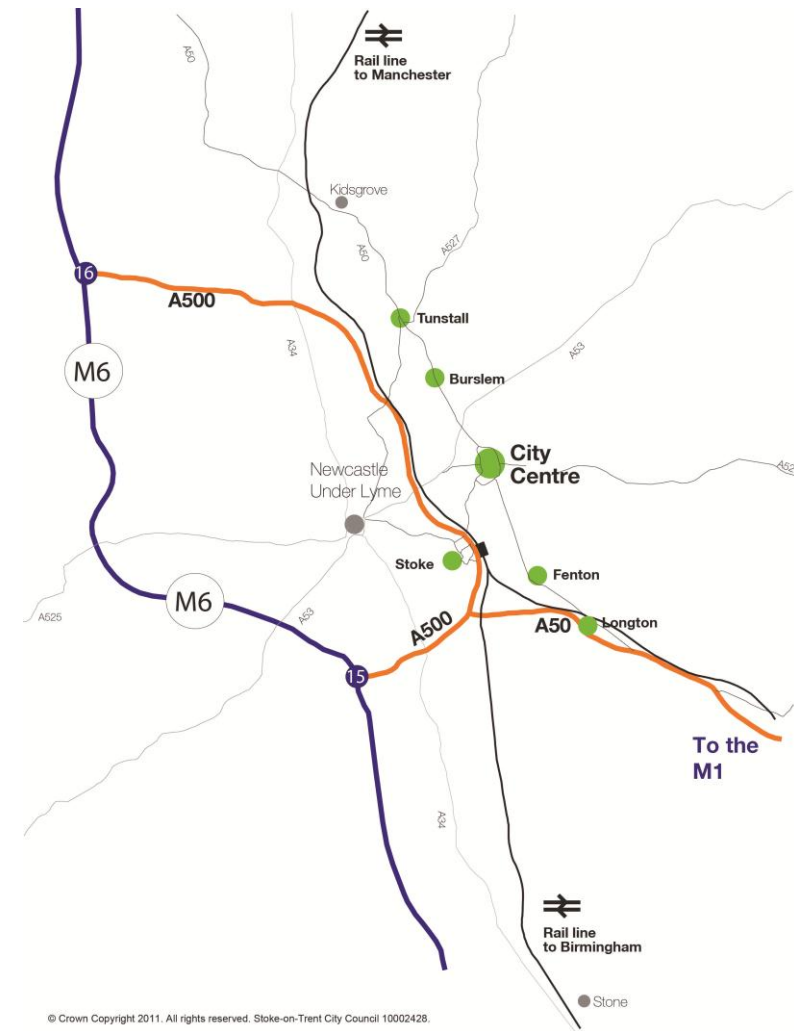


Mandate for Change

- Designed to energise Stoke-on-Trent to become a great working city, based on four key pillars:
 - Make Stoke-on-Trent the place to bring business
 - Support and develop existing business
 - Make Stoke-on-Trent a great city to live in
 - Work with people to promote independence and healthy lives
- Mandate for Change – City Renaissance takes this further describing Stoke-on-Trent in the 2020s.

City Renaissance

- A population of up to 1 million
- 85,000 new homes; with significantly more valued at £299k+
- 1,900 new enterprises created per year
- 110,000 new jobs, GVA per head increase of £3,500
- £4.3bn economic growth
- The heart of a UK growth corridor connecting Birmingham and Manchester



All supporting and maximising the opportunities for self-management and personal independence - a true cultural shift

One of the fastest improving UK cities

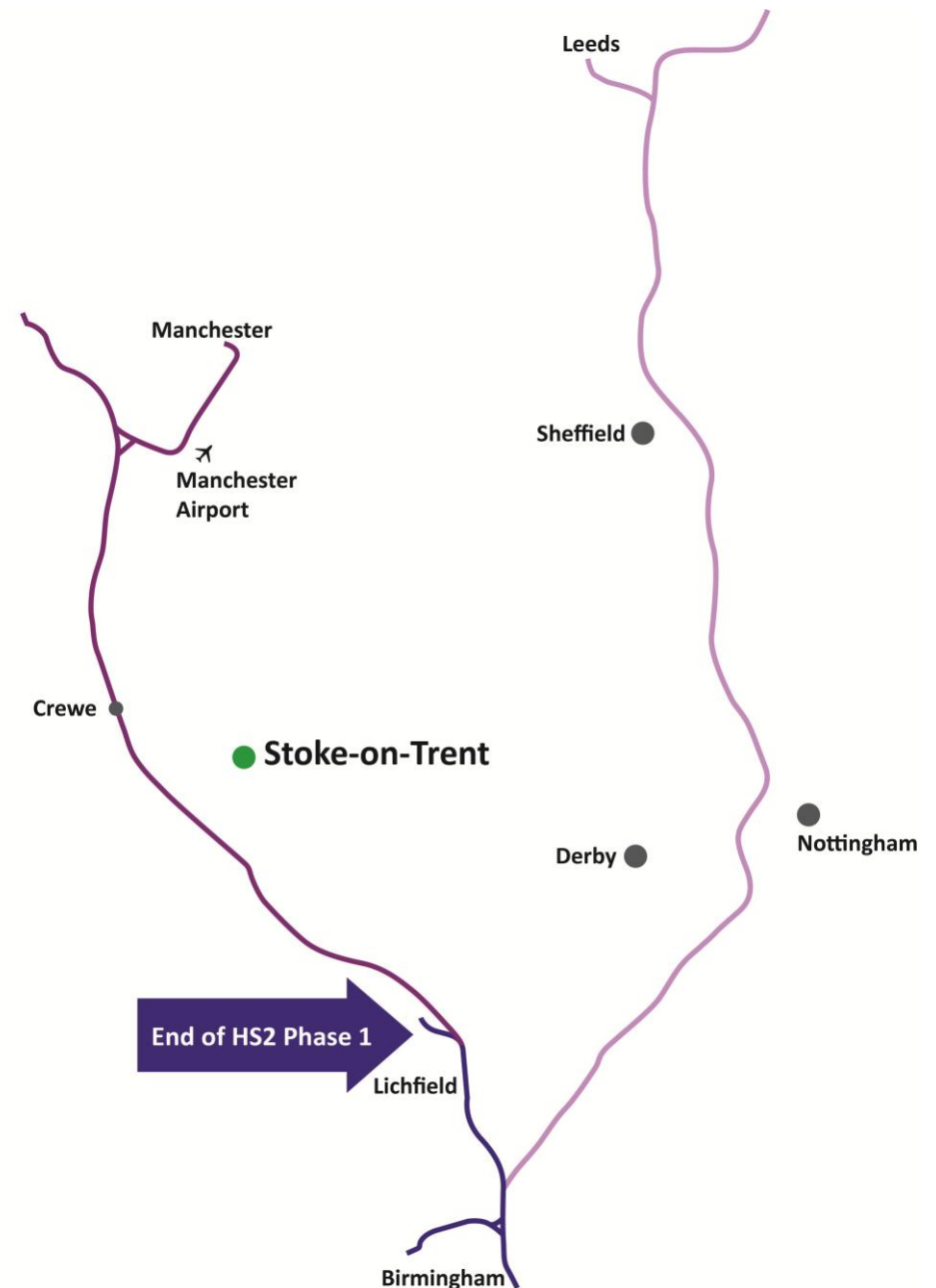
- 3rd best performing city for growth in UK - up 13.5% since 2008 (UK avg 2.3%) (ONS)
- Ranked 4th for job creation (*Centre for Cities Outlook 2014*)
- 2013 our best ever year for new enterprise set ups
(*The Duport Business Confidence Report*)

- Goodwin International's £multi-million engineering expansion and new training centre
- Steelite International's £multi-million expansion – 50% production capacity increase
- Lucideon's new high-tech low-energy ceramics research facility

- £50 million investment to create dynamic city centre business district
- Largest second wave City Deal in UK– with deep geothermal district heating at its centre
- 3rd best performing LEP in UK – Strategic Economic Plan gains government praise
- Consolidation of Staffs University's move to the city
- £multi-million investment in University Quarter and Keele University expansion

HS2 Consultation Route

- It was all about speed
- It by-passed the key conurbations
- North Staffordshire economy £780 million worse off over 10 years*



* KPMG report for HS2 Ltd

Parkway – going nowhere

Review of the parkway option in open countryside between Stoke-on-Trent and Crewe:

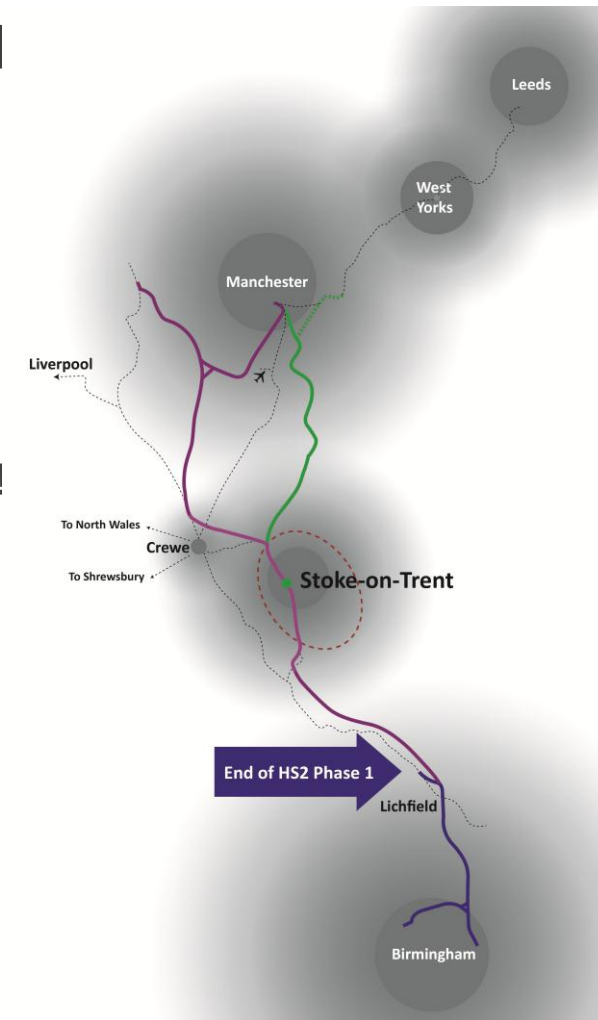
- The Lord Deighton Growth Task Force report and Sir David Higgins emphasise the growth and regeneration impact of HS2
- Lord Deighton, BBC Radio 4 April 2014, emphasised the importance of HS2's city stations
- The parkway option maximises negative greenfield impact
- It minimises the regeneration and growth impact - greenfield
- It pleases no-one

Lord Deighton (Chair - HS2 Growth Taskforce) challenged government, cities and private sector to step up to the transformational opportunity that HS2 presents

Connecting Markets, Businesses and People – Stoke-on-Trent is the largest conurbation between Birmingham and Manchester with a potential market of well over 1 million people. Accessing the north west reaches another 8.4 million!

Unlocking Regeneration and Development – the city is turning itself round after decades of industrial restructuring, and is already growing fast. It has the infrastructure, the development ready sites, and the business focus to absorb HS2 supercharged growth.

Delivering HS2 through our Industries and Workforce – the city is driving forward as a European centre for advanced materials technology and a hotbed of teaching and research excellence.

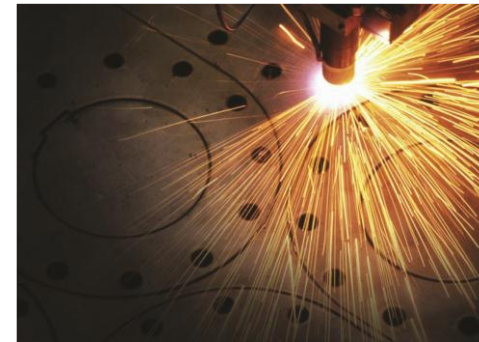


“HS2 is much more than a transport scheme. It’s a once in a lifetime opportunity to support long-term UK-wide economic growth.”

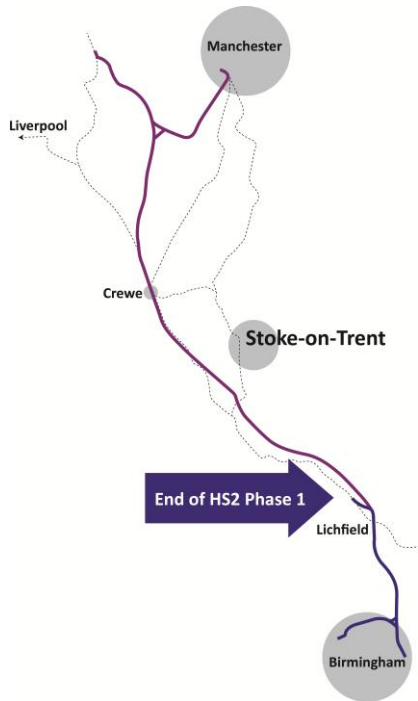
Lord Paul Deighton, Chair of the HS2 Growth Taskforce

Stoke Route is fully aligned with Sir David Higgins' key principles

- Get to the North earlier
- Link the North to itself, not just to London
- Deliver more benefits, and deliver them faster, by holistic planning with existing rail system

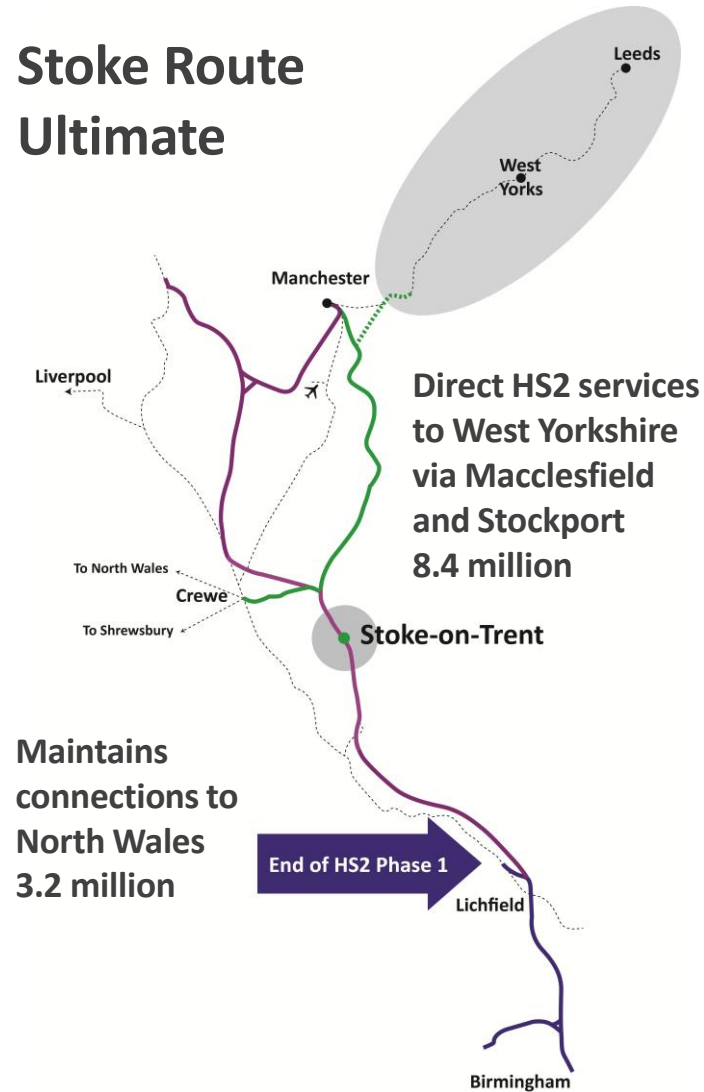


Consultation Route



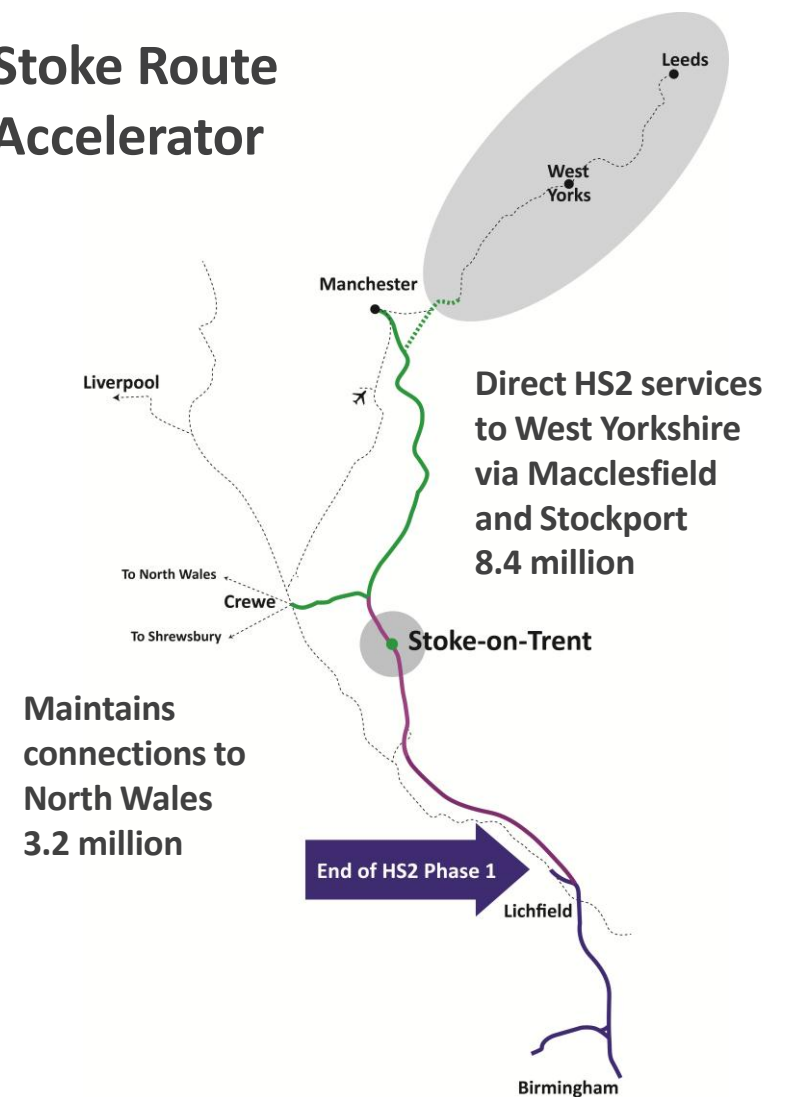
£10bn – 2033
1hr 11m
(London – Man)

Stoke Route Ultimate



£8.7bn – 2033
1hr 11m (London – Man)

Stoke Route Accelerator

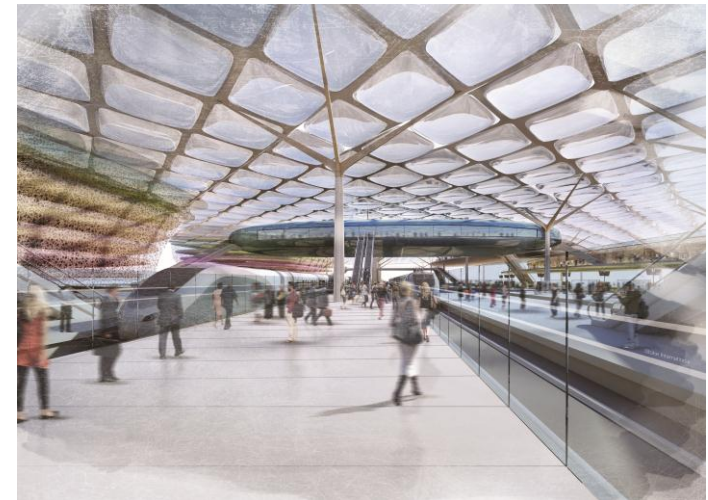


£3.4bn – 2026
1hr 16m (London – Man)
7 years earlier



The Stoke Route in summary

- Serves an additional **8.4 million** passengers
- Accelerates our aim to move from a net beneficiary to a net contributor to UK plc
- Supports a new super-economy connecting the Midlands and North West
- Faster, cheaper, greener
- The right answer for UK plc



“Major infrastructure investments like HS2 are essentially about place making. They should be made in terms of their wider implications and impact. There is a serious economic case for a Stoke HS2 station to be examined. It would be a missed opportunity if this was not fully explored.”

Professor Michael Parkinson CBE

