INDEPENDENT TRANSPORT COMMISSION

Capturing the Value of High Speed Rail

Learning from Europe: The Lille Symposium 2014

Summary Report
March 2014

Foreword from the ITC Project Chairman

If approved, the High Speed 2 programme offers Britain an important opportunity to modernise and extend its Victorian railway infrastructure, as well as boosting growth in our cities and regions. To ensure that the full benefits of High Speed Rail (HSR) are captured, the ITC believes that we can learn from the experience of continental Europe in planning HSR before us.

In this summary report we reflect on the lessons learned from a special ITC Symposium in Europe held in February 2014. Delegates from major UK city-regions travelled to France and the Netherlands to learn how HSR could be an engine for economic growth and redevelopment. The challenges in each country were different, but both have seen examples of successful city regeneration associated with HSR connectivity. In France, planning for a national HSR network began in the 1970s, including helping to bring the Eurostar to London in 1994. Since then, the focus of HSR planning in France has changed towards boosting local and regional growth. The Netherlands as a densely settled urbanised country developed an enviable rail and tram network prior to HSR connectivity, reflecting a strong national spatial planning process guiding a polycentric policy of urban growth. These were boosted with plans in the 1990s to link the country to the European High Speed Rail network.

The symposium built on the work that the ITC has been developing in our ongoing research into the spatial effects of High Speed Rail. This began with a Call for Evidence and national workshops, which were reported in our "Capturing the Opportunity" study paper published in October 2013. Among the key themes identified were the importance of HSR in releasing **capacity** on the national network; increased **connectivity** if HSR stations were properly integrated with local transport systems; the importance of **convenience** to passengers with a frequent, affordable, reliable and comfortable service; and the need for **commitment** from both central and local government, each establishing a vision for a prosperous future.

This summary report forms part of our current phase of research and is examining what we can learn from international experience and how to build a network of shared understanding between the different stakeholders who might be involved with the planning and delivery of HS2. The Lille Symposium revealed four key messages: the importance of **continuity** in a rail network, with rail running through city centres rather than building terminus stations; the importance of **collaboration** through recognising the roles that government, national, regional and local and business can each effectively play; the importance of good **communication**, clearly articulating aspirations and expectations; and the necessity of effective **control** over the planning of HSR, including strong leadership, governance and delivery structures.

Over the spring and summer the ITC will now be working with participants from our city-regions to develop the case study material and gather additional evidence through expert workshops. The outcome will be a publication and conference in Autumn 2014, sharing experiences and insights from both Europe and the UK.

Professor John Worthington
Chairman of the HSR Working Group
Independent Transport Commission

Capturing the Value of High Speed Rail: Learning from Europe

Lille Symposium Summary Report

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Cover Photo

Symposium participants walking to the Lille Europe HSR station at the start of their excursion to Paris.

Credit: Honoré van Rijswijk

Learning from Europe: overview and objectives

The Independent Transport Commission's (ITC) review of the spatial impacts of High Speed Rail (HSR) has been successful in framing the critical issues and bringing together representatives of the leading stakeholders through a Call for Evidence and a series of regional workshops during 2013.

These discussions have created a dialogue across boundaries, disciplines and sectors. This has demonstrated the benefits from bringing the public, private and civic sectors together to share ideas and work collaboratively.

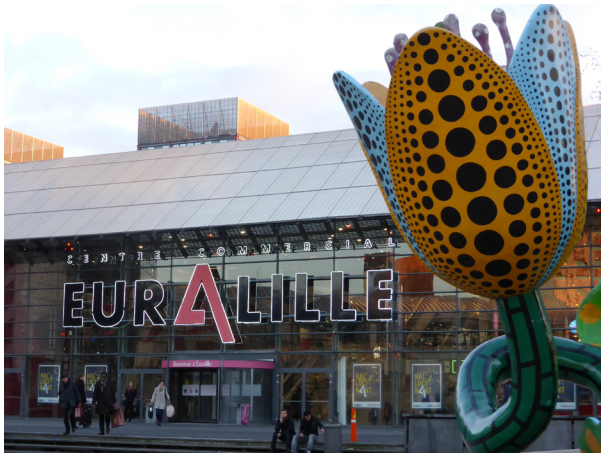
The focus of phase 2 of the ITC's review of the spatial impacts of HSR is to learn from international experience about how we can maximise the benefits from such infrastructure investment. This phase began in February 2014 with a symposium based in Lille aimed at reviewing past European experience and witnessing how HSR can become a catalyst for local and urban revitalisation. By bringing together a cross-section of 40 participants representing rail providers, transport operators, city administrators, business leaders, civil servants and policy makers, the aim was to create a network of expertise with links to European counterparts and to develop a common understanding between stakeholders.

This was not a conventional conference – the focus was on interaction, through presentations and field excursions, during which participants collected evidence. This summary report provides an overview of the lessons learned, which will be expanded in the final report to be published in Autumn 2014.

St Pancras International Station [Simon Clayson]

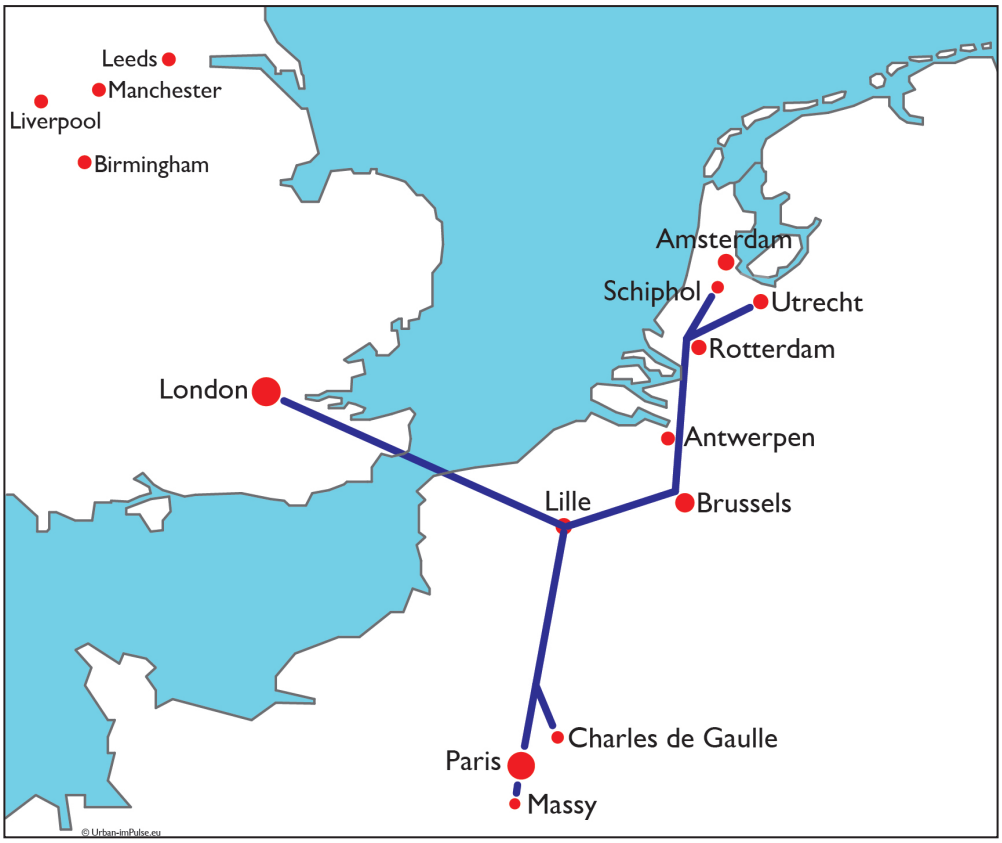
Most participants travelled via Eurostar from St Pancras International to the Gare de Lille Europe, arriving in the heart of the French Flanders region, and witnessed the redevelopment schemes that accompanied the arrival of HSR in Lille in 1994.

The first official day of the conference allowed participants to experience first-hand the HSR system and its spatial impacts in both France and the Netherlands. Half the participants travelled via Brussels to Rotterdam and on to Schiphol Airport or Utrecht in the afternoon, and the other half ventured to the Paris Bercy SNCF offices and on to Massy or Charles de Gaulle Airport later in the day. After travelling across France, Belgium and the Netherlands, participants returned to Lille in the evening, meeting for dinner off the Grand Place where they were able to reflect and comment on lessons learned from the day's excursions.



Euralille [Fiona Ferbrache]

The second day of the symposium was held at the Hotel Carlton where participants heard presentations from senior representatives from SNCF, Schiphol Airport, Bordeaux and Lille and held a series of discussion sessions that allowed them to translate valuable insights on infrastructure planning to the UK context.



Map of participants' journeys during Symposium [Henk Bouwman]

Throughout these discussions, delegates were encouraged to understand from European experience the way that HSR has impacted on spatial relationships within and between cities, and also the social, economic and environmental consequences of the new connectivity it has provided. The questions addressed during the Symposium, and that will be explored further during phase 2 of the ITC research, included:

- How has HSR, within the country under discussion, changed the relationships between cities and with the rest of Europe?
- What were the ambitions and expectations for HSR and what has been the reality?
- Has HSR been a catalyst for change and what have been the social and economic impacts?
- How has HSR impacted local identity and infrastructure provision in the places that it serves?
- How were these HSR projects delivered and what were the preconditions?
- What would be the implications had HSR not been successfully delivered?

The following report describes the insights we gathered from the different visits and presentations during the Symposium. These should be seen as initial observations and will be considered further in terms of their relevance to the UK context in the next phase of ITC research.

Netherlands: insights from Rotterdam and the Randstad

The first field excursion team visited the Netherlands. The long journey by High Speed Rail (HSR) from Lille to Rotterdam alerted the team to an important first lesson. The TGV travels at high speed to Brussels Midi, but there was then an hour-long wait to transfer to the Thalys train, followed by a crawl through Brussels until at Antwerp speed was regained on the high-speed line to Rotterdam. Achieving good HSR connectivity is a political and operational challenge as much as an engineering problem.

Rotterdam (600,000 residents) is the home of Europe's premier port for global trade. Together with the cities of The Hague, Utrecht, Amsterdam and Schiphol "Airport City", it constitutes a 7.5 million polycentric metropolitan city region referred to as the **'Randstad'**. The central station is located to the north of the city centre in an area rebuilt after WWII destruction. All modes of passenger transport intersect at Rotterdam Central Station, including the HSR service, the metro system and the 'fast' tramway. The station was for many years an urban barrier but now connects the two sides of the tracks with semi-public access to the station concourse below the tracks.

After splitting into two groups to walk around the station neighbourhood, delegates met as one group in the offices of Movares Consulting, to listen to three presentations that told the story of Rotterdam and its relationship with HSR in the regional and national context. Astrid Sanson (Director of the City of Rotterdam central area) discussed the key role that the station plays in the public domain as the entry point to the city. Professor Joost Schrijnen from TU Delft emphasised the importance of considering the rail network as a whole, rather than a system of lines. And Paul Gerretsen from DeltaMetropool, a non-profit, non-partisan organisation looking at the Randstad, explained the complexity of the local governance structure and the administration of the Randstad. Participants then split into three small group discussions, exploring station identity, regional connectivity and integrated infrastructure, through which a number of key lessons were crystalised.

Rotterdam Central Station [Henk Bouwman]

Interior of Rotterdam Central Station [Honoré van Rijswijk]

Some of the key insights from Rotterdam include:

When planning HSR stations, it is essential to consider optimal integration of all modes of transport. The interrelation between modes is complex, involving collaboration between the state, region and city. Public transport integration must be considered from the outset when planning the HSR line and stations, and can lead to radical changes in the social, economic and spatial geography of the city.

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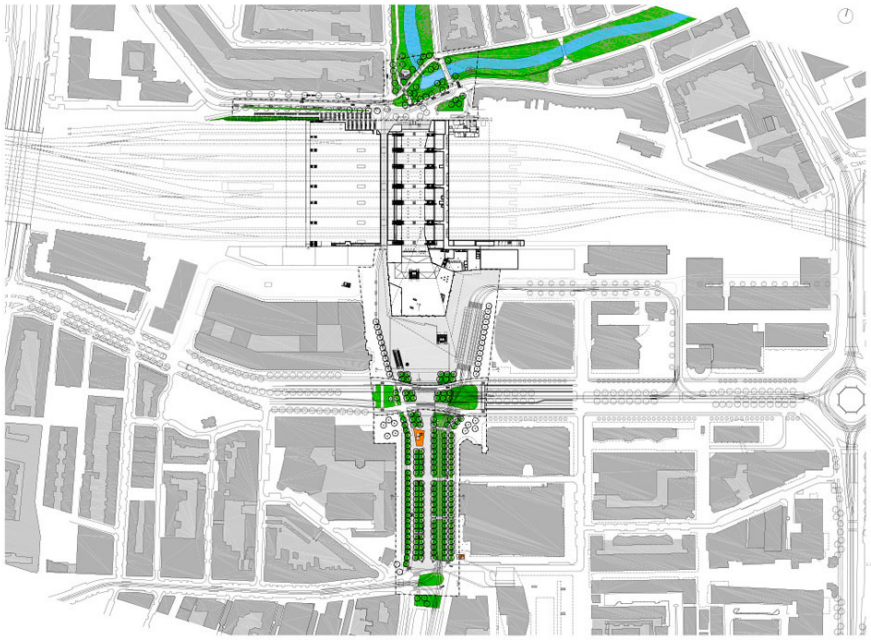
The HSR station is not only about transport, but can also be a desirable destination in itself and an important link for the city. Rotterdam Central Station was conceived as the heart of a cultural axis ('red carpet') through the city, providing a link between the residential area at its rear and the city centre to the front. The striking and iconic design of the station points in the direction of the city centre, acting as a landmark for connectivity and as the "front room" of the city.

We should think of HSR as part of a network not just as a single line. HSR provides new links in a national rail network that should link all cities directly served with each other. Terminus stations are an out-dated concept – it is much more beneficial to have through connections. We saw in Rotterdam this is effective when planned in tandem with a change of focus from "line planning" by the railway company to "plot planning" around stations by the state with support from appropriate private and community partners.

HSR development should capture the land value increases for the public good. Land value increases are created by public investment in HSR and are a lever that can be used to secure long-term participation in the development of the surrounding area. It is advisable that land in public hands is leased rather than sold. Furthermore, when transport investment is of regional or national significance, it is critical to make key decisions in the context of a wider regional or national plan to maximise the benefits. This requires strong political leadership and long-term vision. In Rotterdam, the public, private and community stakeholders came together to agree a vision for the area as a gateway to the city in which the mutual benefits were clearly defined.

'Rotterdam station has excellent connectivity for all modes to both sides of the city, to the wider region, and all delivered elegantly. This has stimulated a quality of destination attractive to high-level investors.'

Keith Mitchell,
Peter Brett Associates



Public realm plan station level [City of Rotterdam and Benthem Crouwel Architects]

High Speed Rail isn't a panacea on its own. The Dutch have benefited by linking the new HSR line from Amsterdam through Rotterdam to Brussels with conventional rail to create a coherent single network. Dutch urbanists and city planners have understood that HSR stations often change urban geographies, and should be accompanied by wider development that will exploit these new destinations.

Netherlands: insights from Utrecht

After visiting Rotterdam, half the participants travelled by Inter-City train to Utrecht to learn about the station area redevelopment and the city's connectivity to the rest of the country. Participants enjoyed a presentation from Albert Hutschemaekers, the Director of the Project Office for the Station District, and continued discussion with Paul Rutte, the Director of NS Stations, and Rob van der Bijl, a Light Rail Consultant.

Utrecht is located in the centre of the Netherlands and as a result its station is a national rail interchange (60 million passengers annually with 100 million forecast), and is well connected to all modes of transport. Utrecht city has developed national programmes such as a huge shopping mall and a national trade fair in the 1970s, and has more recently addressed the Randstad's need for extra housing by developing a new city quarter for 100,000 inhabitants west of the existing city, thus growing to a total of approximately 350,000 inhabitants.

Aerial view of Utrecht central station 2013 [POS Utrecht]

Some of the key insights from Utrecht include:

Be honest about the position of your city and understand its key strengths. It is important to understand the ambitions and particular strengths of your city area and be realistic about them, not considering them as always in competition with other regional cities. A successful urban region will have cities working in collaboration to develop a coherent transport system that will allow these ambitions to grow. Utrecht has developed a clear idea about its position in the Randstad, particularly in relation to Amsterdam, where they have chosen to be complementary rather than competitive in attracting particular kinds of business.

Think of HSR as a catalyst for revitalising the city-region. The promise of HSR in Utrecht was the initial driver for the redevelopment of the station. Although the promised HSR line to Germany has not yet been implemented (but high speed trains on classic rail have been), national connections have been improved and have become a key locational factor in the development of housing, education and new businesses.

Utrecht station temporary bike parking facilities [Bright Pryde]

Street view of new West entrance, Utrecht central station – the new city offices are the symbol of Utrecht [POS Utrecht]

Retaining major assets is helpful in developing imaginative stations and a high quality of urban design. Dutch Railways still retain many of their assets, particularly land, so their borrowing needs are limited. Their main source of revenue is from hub rail developments, such as in Utrecht, where retail can play a critical role in making a station successful. Development costs are distributed between the infrastructure provider (ProRail) and the rail operator (NS). ProRail pays for the construction of the station shell, whilst NS pays for the fit out and integration to the surrounding neighbourhood. In Utrecht, the impressive main stairs and entrance squares which integrate the station back to the city were jointly funded by the city, state and private sector.

HSR stations should ideally be situated in central urban locations. In Utrecht we saw that city centre stations are well placed to optimise their potential for economic development. Where land is constrained and there is high demand for space, plans for station design and organisation should consider ways of minimising the station's footprint and maximising adjacent commercial property values.

> 'What was evident was that HSR could and should be used as a catalyst for other transformational changes, such as urban renewal, not just treated as a transport/engineering project alone'.
>
> Pat Bartoli, Manchester City Council

France: insights from the TGV and its changing role

Participants in the 'Learning from France' excursion set out on the TGV(1) from Lille to Paris, and made their way to the SNCF offices at the Immeuble Lumière in Paris Bercy. The Bercy neighbourhood, originally a vast warehousing area for wine, has been extensively redeveloped and is often cited as an example of successful contemporary urban planning. The mix of commercial, residential and recreational development has helped to provide cohesion and attract residents. Although the recently renovated Gare de Bercy does not host HSR services, these are available from the nearby Gare de Lyon. Bercy has also been chosen by SNCF as the center for its new idBUS international coach service.

Map of TGV network in France [bonjour la france]

A range of presentations was provided by SNCF exploring the development of their High Speed Rail (HSR) network and lessons that could be learned for the UK. Jean-Francois Paix explained that the French HSR scheme had shifted focus over the years. When the TGV programme was first developed in the 1970s and early 1980s the focus was on speed, technological innovation and providing an alternative to aviation. In more recent years, he explained, much more interest has been taken in local and regional priorities, and the potential of HSR to transform localities and regions through the extra connectivity provided. He noted that the success of the high-speed network was clear through the increase in passenger numbers from 30 million in 1990 to more than 120 million passengers annually today, although some lines had not reached their original passenger target numbers.

Architect Louis Moutard explained that this new focus on the spatial impacts of HSR had resulted from the development of the TGV-Atlantique line in 1989. This allowed for the complete redesign of the outdated Gare Montparnasse (see below) and it became apparent that the economic benefits of HSR connectivity were greatly enhanced by focusing on the regeneration potential around stations. As a result, new HSR projects, including the TGV-Nord line to Lille, were accompanied by urban regeneration projects.

Maria Harti from SNCF explained that another recent development had been new forms of

1)Train à Grande Vitesse (TGV) is the name for France's High Speed Rail service operated by SNCF, the national rail operator. The service operates on both conventional rail lines and on a 2000km network of Lignes à Grande Vitesse (high-speed lines) on which trains can reach top speeds of over 300km/h.

customer service and ticketing on the French TGV services. When it opened, the popularity of the TGV was boosted by ensuring that tickets were priced on the same basis as conventional services, reducing the misconception that HSR was for premium travellers only. More recently, the service-orientated focus has become evident in the choice offered to passengers of 'ambiences' depending on whether they wish to work, rest or play. SNCF has also pioneered a new low-cost HSR service, called Ouigo. Taking their cue from low-cost airlines, extremely cheap fares are available as a result of online ticketing, separate charging for luggage, the removal of first-class seating, and fewer staff. The popularity of these service innovations shows that HSR can provide a service for all demographic groups.

Gare Montparnasse – redevelopment, mixed commercial use above the tracks [Christopher Chan]

'The TGV is seen as a huge success by people in France in spite of not always meeting passenger number targets. The link with good customer service and marketing is vital.'

Sarah Kendall, ITC

Some of the key insights from the French experience include:

When developing a new HSR line, planners should ensure the stations are well-integrated with the local communities and towns/cities that they serve. The most successful TGV projects have seen stations designed as local incubators of civic life and enterprise, and closely integrated with local public transport services. Local communities should be encouraged to invest in such schemes and be offered a central role in redevelopment.

HSR should be the backbone of a national transport network, and should be planned in conjunction with upgrades to the conventional rail network to ensure seamless connectivity. In France, the TGV was designed to run on both conventional and HSR lines, and has proved preferable to air travel for journeys of under four hours.

Ensure that HSR reaches a wide range of markets, including those who cannot afford the costs of a private car. In France we heard that as commuting distances have increased from Paris, and as employment hours become more flexible, the role of the train has become more important as an alternative to car travel.

France: insights from Paris and Massy

New bridge linking Massy TGV and local RER station [Honoré van Rijswijk]

Of particular interest to participants was the experience of **Paris**. As a global city with a similar size of greater metropolitan population as London, and as a national capital with mega-city dominance, Paris offers insights on how High Speed Rail (HSR) can be integrated within a huge and globally significant capital city. During the visit to the SNCF offices, delegates listened to Alain Garde from SNCF talking about how the greater Paris area had been integrated with HSR.

Alain Garde explained that while London's public transport network was still very much based on radial conventional and metro routes, Paris had recently focused on intra-suburban and orbital connectivity. The Greater Paris project was designed not just to provide better centre-periphery links, but also to link suburban peripheries together. Some of this was being achieved through better RER (urban rail) links, but was also being aided by the development of a HSR bypass of central Paris that linked the southern suburb of Massy with Marne-la-Vallée in the east and Charles de Gaulle airport.

Participants then visited Paris **Massy** station to witness the redevelopment programme and hear from the former Mayor. He explained that Massy is very proud of its role in relation to the national rail infrastructure, which has been realised through the addition of a TGV station to their original suburban station. This came about through the pressure applied by a strong local political leader who was the driving force behind bringing HSR to Massy in the early 1990s. It has taken almost two decades for the project to revitalize Massy, but with added local investment and better connectivity, it is now a rapidly growing suburb. In 1991, the station had 8 services per day calling there with direct links to very few destinations; it now has links to the HSR network as well as to Paris, and has expanded the range of destinations that are served by the station to become an important intermodal hub.

> 'Massy shows that the connectivity of HSR to other modes is crucial, and that HSR should be planned as part of a wider transport system - this is a vital part of its role in urban development'.
>
> Cllr Jane Urquhart, Nottingham City Council

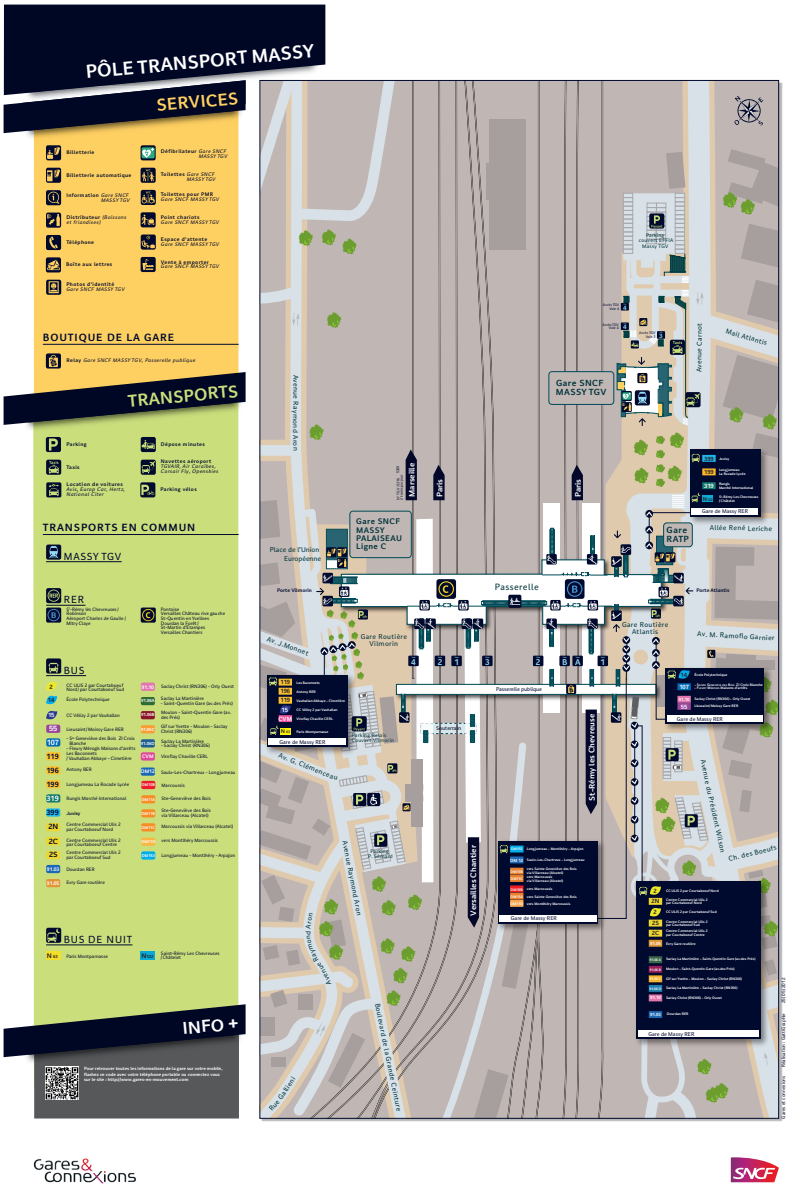
Massy station now has over 50,000 people using it every day as an interchange, and serves the whole southern region of the Paris conurbation. The site has recently added a huge bridge to link the local RER and national TGV stations and developers have made efforts to link the stations with the local transport network, including bus services. This has helped to connect the two sides of the rail tracks, which were formerly a barrier, by integrating them into the local surroundings and providing good access to the stations themselves. In terms of future vision, there are plans to provide connections to high-tech industrial estates in the surrounding areas and to offer tram-train links in order to provide more convenient shorter-distance journeys.

Some of the key insights from Paris Massy include:

The urban renewal associated with new major infrastructure is part of a long-term process. The development of Massy has been gradual, but the excellent connectivity and the creation of cultural assets including theatre and opera venues have helped to increase the desirability of the area. Over time, businesses have been attracted to the area, such as Alstom which has built the headquarters of its energy division in Massy. There is much relevance here for Old Oak Common as a possible centre for suburban redevelopment on the UK HS2 network.

The HSR station needs to be well integrated with local and regional conventional rail networks. In Massy this has been achieved through the construction of a new wide covered pedestrian bridge and new buildings to facilitate connections across a wide rail corridor including linking with suburban rail.

Through-stations provide much better connectivity than a terminus. The benefits of a through-service at Massy are apparent, as well as the advantages of having a high-speed bypass of central Paris on the French HSR network. The insights here suggest that efforts should be made to connect HS1 and HS2 in the UK in order to provide a seamless network that allows for travel without having to change stations in central London.

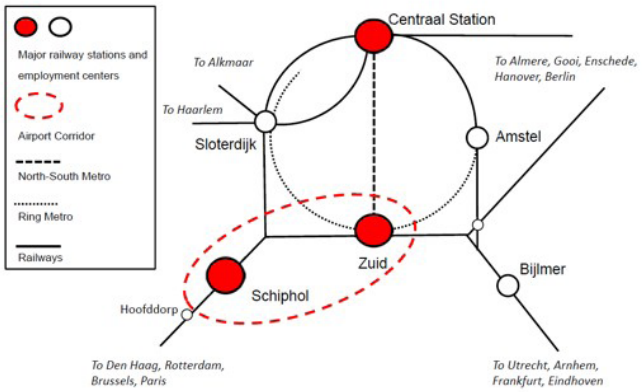


Map of Massy station and facilities [SNCF Gares & Connecions]

HSR and Airports: Schiphol and Charles de Gaulle

A key question at the Symposium was how High Speed Rail (HSR) can be integrated with major international airports. As part of the field excursions, different study teams visited Amsterdam Schiphol airport in the Netherlands and Paris Charles De Gaulle (CDG) airport in France to explore these links.

Connectivity map of Schiphol Airport [Schiphol Group]



Maurits Schaafsma from Schiphol Airport Group explained to delegates that major hub airports are often located outside city boundaries, but then pull the city they serve towards them, and in the process develop city-like characteristics. He used the term 'Schipholopolis' to describe the development of the Schiphol airport area where over 65,000 people work in the airport estate and its surrounding area. He noted that such growth can be optimized with integrated surface transport planning across several modes, including HSR. A successful airport can therefore become a major intermodal transport node and a desirable destination in itself.

At **Schiphol**, HSR is not critical to the airport's function, but it optimises its role as a major international transport hub and shopping destination. The rail links offer added accessibility across international borders and to the new Zuidas business district of Amsterdam, boosting the city's international competitiveness. The rail station (including HSR) is closely integrated with the airport terminal, but it is so popular that it faces challenges from passenger congestion at peak hours.

Aerial of Schiphol Airport and area [Schiphol Group]

Important insights from Schiphol's HSR links include:

The airport's HSR connectivity is changing the geography of the rail network in Amsterdam, adding extra demand at Amsterdam South at the expense of Amsterdam Central, where capacity is being released for local and regional services.

As Europe shrinks relative to the rest of the world, we should consider the possibilities of NW Europe as a vast mega-city region. If we can connect this mega-city region and its international airports with a HSR network, the urban heart of Europe might have a better chance to compete on a global scale.

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There are proposals for High Speed Freight (HSF) services on a network around Europe that links high-value airfreight with HSR. At Schiphol this could have huge significance because of the time-sensitive Dutch flower market. Airports should consider HSR freight opportunities and ways in which airfreight containers could be loaded directly onto high-speed trains.

At **Paris CDG** airport it was clear that the airport has developed in a different way to Schiphol, with less emphasis on commercial development, although that is now changing with the Gonesse Triangle redevelopment scheme. The prospects of success for this development project are boosted by the excellent intermodal connectivity that Paris CDG enjoys. As at Schiphol, Paris CDG brings the rail network into the heart of the airport using tunnelling and innovative station design.

The TGV station at Paris CDG airport is located directly beneath terminal 2 and was opened in 1994. The spacious design and location mean that passengers can easily move between modes. The HSR network allows for direct connections in all directions to most major cities in France, including Bordeaux, Marseilles, Strasbourg, Nantes, Lille and Lyon, as well as Brussels in Belgium. Such excellent connectivity has helped establish CDG airport as the central international hub airport for most of France.

The most important rail connectivity links remain those from the airport to Paris, which carry more than 60,000 passengers a day on the RER lines. However, due to the direct national links from the HSR station, the airport forms a cross-country hub providing access to the national HSR network. The lesson here is that there are important benefits that arise from ensuring that when joining a HSR station to a national airport it should provide through services and not just be a terminus.

It is also interesting to note the way in which HSR at Paris CDG is acting as an important marketing tool for the airport. Participants learned about new initiatives whereby SNCF had teamed up with Air France, the main carrier at the airport, to offer combined TGV and air tickets. By providing seamless connectivity, Paris CDG shows that good HSR integration can boost the attractiveness of an airport as a destination.

Charles de Gaulle TGV station [-[Eric]-]

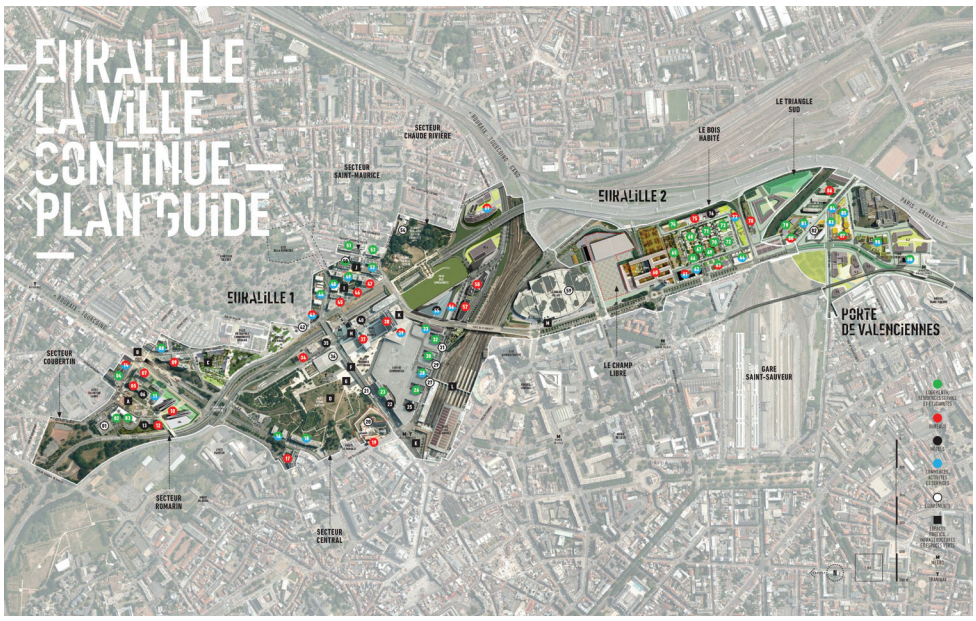
'HSR was very well integrated with CDG airport - there were next to no barriers within the terminal building and this created the feeling of being part of a single system.'

Matt Dillon, Arup

HSR and Cities: regeneration in Lille and Bordeaux

The examples of Lille and Bordeaux reflect a tale of two cities with very different characteristics, but with some common themes from which to draw conclusions about the impacts of High Speed Rail (HSR) on local regeneration. Both are distinctive metropolitan areas with an historic city at the heart and a well-developed public transport network that existed before the arrival of HSR.

Lille, a metropolitan region of 1.6 million that crosses national boundaries comprises 4 distinct cities and over 80 small municipalities. In the 1950s, Lille was faced with the challenge of regenerating a declining textile and coal mining economy, located at the heart of Europe, but competing with the dominance of Paris to the south.



Euralille Plan

The story of Lille's renaissance begins with France's HSR development programme, which linked major infrastructure investment with a political desire for devolution to the regions. In 1985, a metropolitan-wide economic development agency was formed and this lobbied hard for a TGV line to pass through Lille with a station. In 1989, the Euralille consortium was formed for the first phase of the project. This comprised a mixed-use area of 800,000m^2 that included the international station, a congress centre and a retail mall with associated housing and offices at its centre. This was completed shortly after the arrival of the HSR station in 1994. Today, the key elements of the 110 hectare Euralille development are complete. The next ten years of plans are focused on intensifying existing uses, and linking Euralille back into the existing urban fabric. Initial expectations were for international firms to be attracted and new industries to emerge. However, the reduced journey time to Paris has increased commuting, and the higher value service sector has taken time to develop. Nonetheless, the identity, prosperity and confidence of the Lille metropolitan region have been improved, and it was awarded the European City of Culture in 2004.

Bordeaux, a proud historic trading centre, is now a rapidly expanding metropolitan city region of 1.1 million boosted by opportunities for small high-tech businesses in the aerospace sector. Over the last fifteen years the centre of Bordeaux has been transformed, historic buildings rejuvenated, public squares animated and connections improved with the public tram, but the city has also

faced challenges in expanding these efforts to the suburbs in order to create higher density sub-centres. The completion of the TGV-Atlantique link to Paris in 2017 will put Bordeaux on the map as a European regional capital.

bordeaux euratlantique

The financial leverage of Bordeaux-Euratlantique

- 650 M € developer's budget
- 550 M € commercial revenue
- 100 M € of public investment
  (35% state, 35% CUB, 20% city of Bordeaux, 7% city of Bègles and 3% city of Floirac)
- 5 billion € in public and private investments

Situated in the latter phases of France's HSR programme, Bordeaux has recognised the opportunity this will offer and has worked hard to maximise the opportunities. The city began planning for its HSR link twenty years before its expected arrival, and developed a vision in which it was part of a network of significant European cities. In 2008, Bordeaux held a Euratlantique symposium to agree a masterplan for the city region, which culminated in the creation of a consortium from local and national government and the railways, working collaboratively to design and agree the metropolitan strategy. In 2013, Euratlantique was formally launched, led by Mayor and former French PM Alain Juppé: a 738 hectare site stretching from north of the Garonne river and following the rail corridor to the low density suburbs of Bègles Faisceau. The upgraded and expanded rail station will be the focal point for 800,000 m^2 of mixed-use development to be undertaken throughout the first phase. In total, 2.4 million m^2 has been identified for future development under the Government's national importance programme.

Andre Delpont, Project Director of Euratlantique, and previously director of economic development for Lille, distilled the following insights from his wide experience:

- HSR is a means to regeneration – on its own nothing happens
- Put the station at the heart of the metropolitan area so it can be a showcase for the other pilot development projects planned
- First design the economic strategy and then design the urban project
- Foster collaboration and consensus between public and private organisations
- First look for new companies to invest from within the city; only after 10 years should one focus on international and national investors
- The added value of HSR comes from the nurturing and development of local/regional firms, and then using HSR as a connection point to a wider range of market places
- Within one hour of another metropolitan area you can create a joint top-level job market (for example, Lille – Paris, Toulouse – Bordeaux)

For the UK participants these two excellent case studies demonstrated that achieving success from HSR investment is a long-term process. The messages were clear: start early and recognise that time is needed for the outcomes to mature (only after 15 years is Lille harvesting the most significant benefits), recognise the interdependence of infrastructure projects, identify common interests throughout the city-region and work collaboratively with a wide range of partners.

Conclusions

The 'Learning from Europe' symposium has helped to provide new insights into what is required for High Speed Rail (HSR) to be successful in revitalising cities and regions. The power of major infrastructure investment to transform cities was frequently evident. Drawing from 30 years of experience of HSR, insights from Europe have important lessons for the UK as we seek to expand our HSR network. These include:

- **Major infrastructure investment such as High Speed Rail can be transformational for cities and neighbouring communities**. In Lille, the arrival of HSR has been linked with the major regeneration project Euralille which is now reaping rewards in the form of inward investment and economic recovery. In addition, better access to a major employment centre, such as Paris in the case of Lille, can also increase the prosperity of commuting residents.
- **Building major infrastructure is a long-term process**, and the growth and regeneration it creates will take place over decades rather than months or years, as witnessed in Utrecht and Massy. As a result, cross-party support is critical.
- **If cities and regions are to be regenerated by High Speed Rail this requires strong local collaboration.** This is often bolstered by powerful local leadership and vision. In Bordeaux and Lille we have seen good examples of strong local figures spearheading the redevelopment programmes and communicating their vision well.
- **Decision-makers must have a view of the future evolution of the railway and how High Speed Rail fits into the national transport network**. When planned successfully, HSR can provide the backbone of a national rail system. In the Netherlands the Dutch have tightly integrated HSR, domestic rail and local transport, and created a networked, polycentric city rail system that serves its dense urban conurbations well.
- **Investment now in regeneration projects will lead to greater benefits once the HSR network has been completed**. This, however, requires certainty and support from central government in order for local investors to risk their capital. A strong delivery body, such as seen in Bordeaux's Public Development Agency, can help provide the right climate for investment. By adding major infrastructure investment to a regeneration programme, HSR can help to reverse trends of economic decline, as seen in Lille.

The Lille Symposium achieved its aim of bringing together representatives of the different stakeholders expected to be involved with the UK HSR programme. This was a shared opportunity to understand better the issues involved by seeing and hearing the experience in France and the Netherlands.

In terms of next steps, the ITC will now build on the Lille Symposium with further research on the international experience of the spatial impacts of HSR. This phase of the research will include case studies and workshops, and will culminate in a major report and conference in Autumn 2014. The final stage of our review will be an opportunity to explore in greater depth the insights described in this summary report and recommend lessons for the UK.

Acknowledgements:

This symposium report was authored by a team led by John Worthington, Bright Pryde and Matthew Niblett in consultation with participants from the Lille Symposium and with contributions from Honoré van Rijswijk and Henk Bouwman.

The ITC would like to record its gratitude to its Core Benefactors, a list of whom can be found on the main ITC website, and to the DfT and SNCF for their support.

We would also like to gratefully acknowledge the following for their kind help with images: Henk Bouwman, Honoré van Rijswijk, Fiona Ferbrache, Benthem Crouwel, POS Utrecht, SNCF and Schiphol Airport Group.

Finally, the ITC would like to recognise the contributions of all the participants, facilitators, contributors and speakers of the Lille Symposium, whose insights were integral to the creation of this report.

Participants: Dougal Ainsley, Patricia Bartoli, Neil Bennett, Tom Bolton, Paul Chapman, Michael Colella, Serena Cussons, Matthew Dillon, Russell Evans, Kerri Farnsworth, Dr Fiona Ferbrache, David Harding, Pat Hayes, Alun Hughes, Marian Hutchin, John Jarvis, Matthias Maier, Keith Mitchell, Dave Newton, David Prout, Toby Rackliff, Lawrence Revill, Martin Revill, Jen Rickard, Adrian Robinson, Anne Shaw, Cllr Jane Urquhart, Laura Webster, Camilla Ween

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Speakers: Thierry Baert, André Delpont, Dominique Laousse, Maurits Schaafsma

March 2014

ITC Chairman Simon Linnett thanks participants at the Symposium [Honoré van Rijswijk]

Independent Transport Commission
March 2014

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