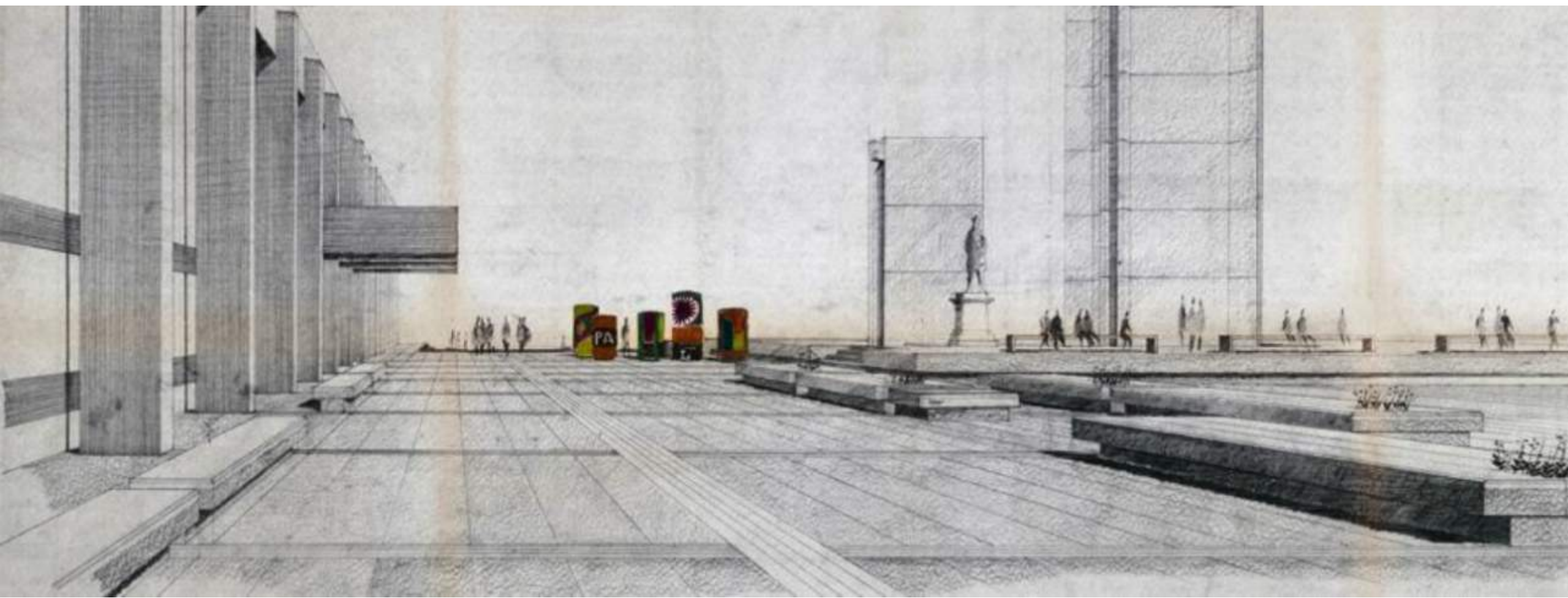


Dr Dan Durrant

Utilitarianism, Justice and HS2

The Socially Just Transport Network

9th May 2016



(1)	Transport User Benefits	Business	£11.1 bn
		Other	£6.4 bn
(2)	Other quantifiable benefits (excl. Carbon)		£0.4 bn
(3)	Loss to Government of Indirect Taxes		-£1.3 bn
(4)	Net Transport Benefits (PVB) = (1) + (2) + (3)		£16.5 bn
(5)	Wider Economic Impacts (WEIs)		£4.0 bn
(6)	Net Benefits including WEIs = (4) + (5)		£20.6 bn
(7)	Capital Costs		£17.8 bn
(8)	Operating Costs		£6.2 bn
(9)	Total Costs = (7) + (8)		£24.0 bn
(10)	Revenues		£13.7 bn
(11)	Net Costs to Government (PVC) = (9) – (10)		£10.3 bn
(12)	BCR without WEIs (ratio) = (4)/(11)		1.6
(13)	BCR with WEIs (ratio) = (6) / (11)		2.0

Source: HS2 Ltd



“the nature of the area will change. That happens with all construction projects”
(Prout, UK Parliament 2013).

Regents Park Estate

- 5th most deprived in Camden in 2007
- Levels of benefit claimants above Camden and national averages
- Bengalis are the largest single ethnic group (16 percent of households threatened)
- 168 homes facing demolition and another 153 threatened

