

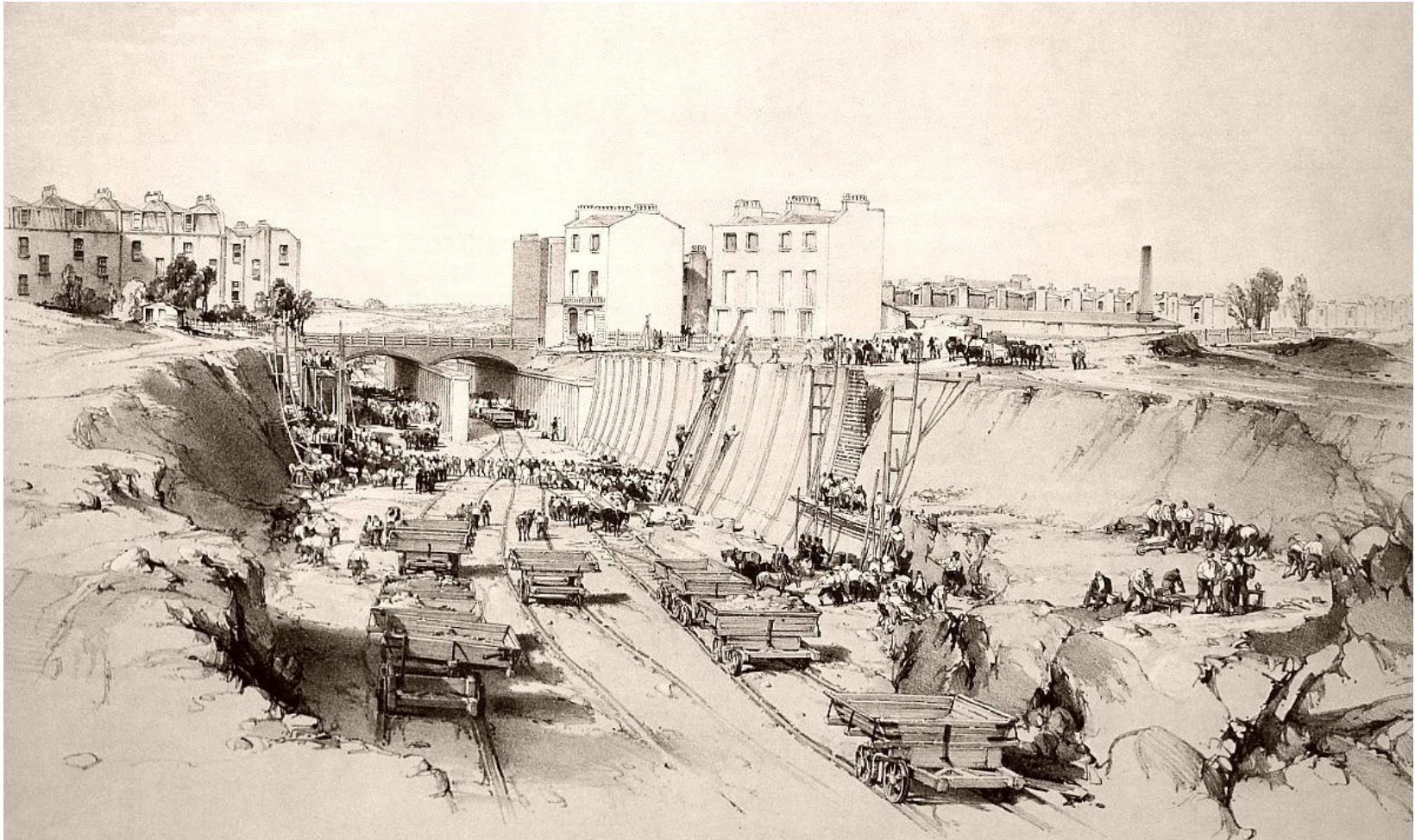
A blurred, high-speed train, likely a Shinkansen, moving from left to right. The train is white with a dark stripe and has 'MEIKO' written on its side. The background is a blurred landscape with green fields and a blue sky.

**Dan Durrant**

# **HS2 and the Public Interest: A tale of two tragedies**

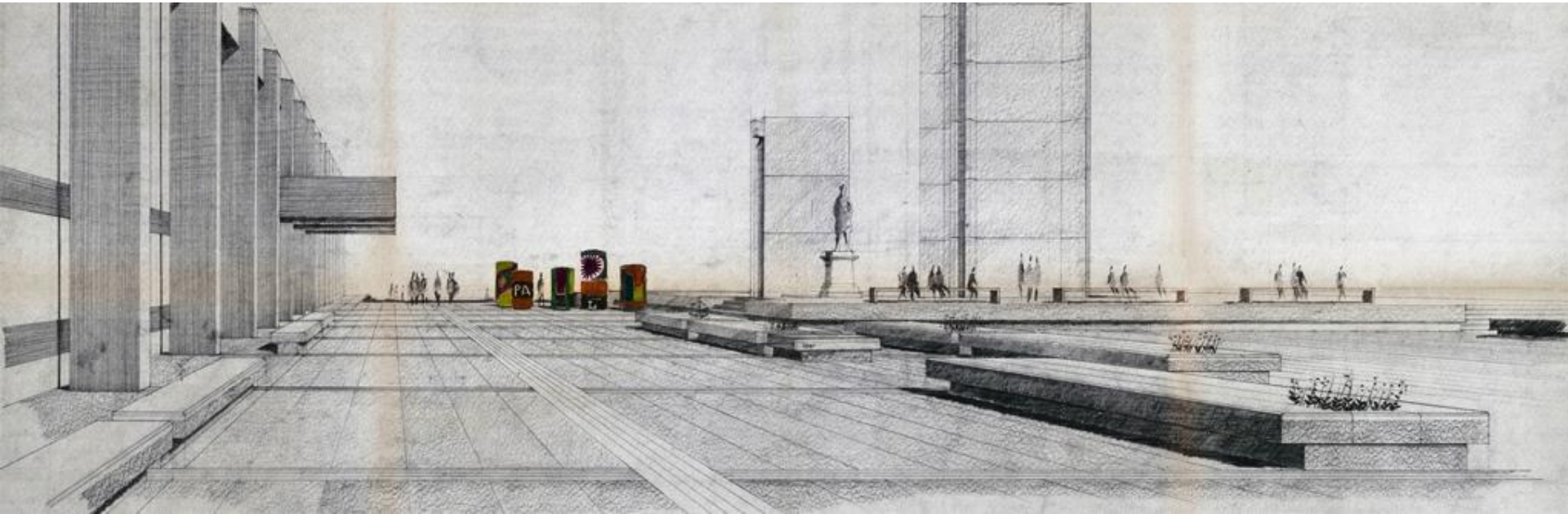
# *'A Tragedy of the Commons'*

(Altschuler and Luberoff, 2003)

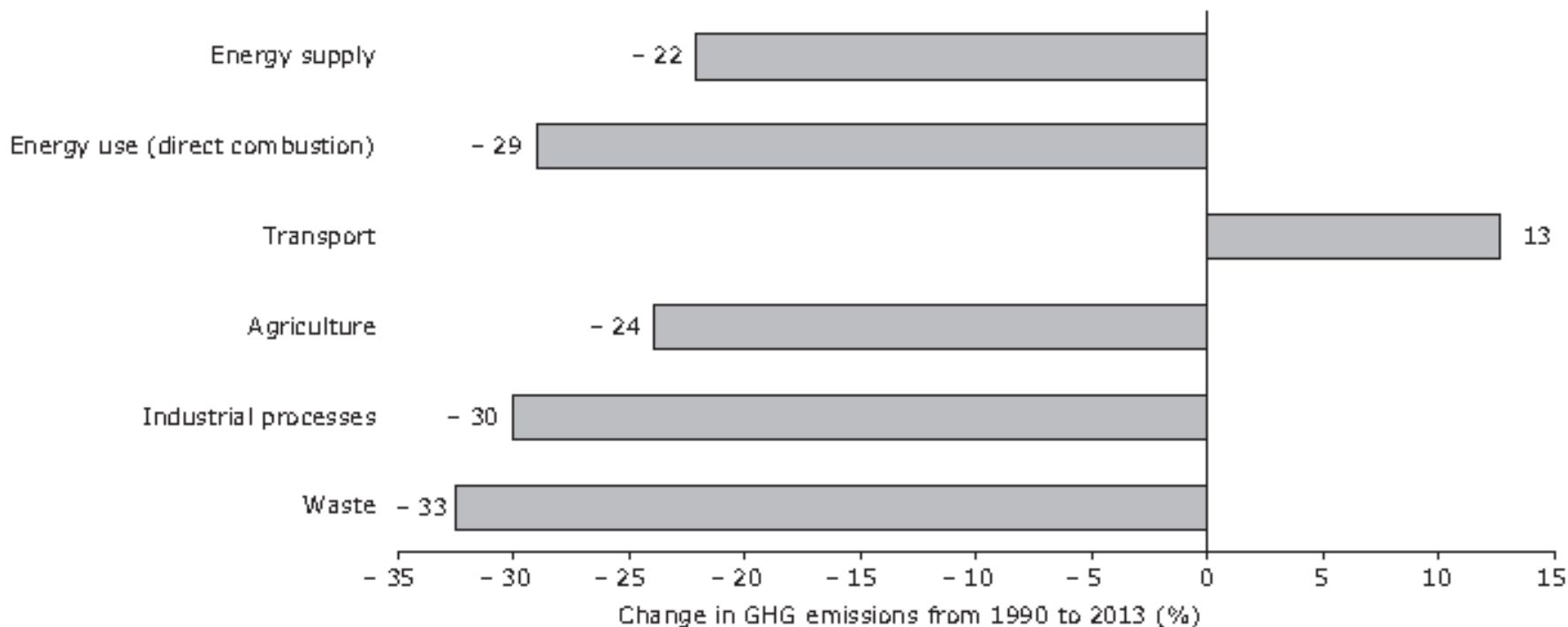


# *‘The Modernist Infrastructural Ideal’*

(Graham and Marvin, 2001)







EEA Report No 6/2014: Trends and projections in Europe  
2014



*‘A Tragic Choice’*  
(Nussbaum, 2001)



(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)	<b>Net Transport Benefits (PVB)</b> <b>= (1) + (2) + (3)</b>		<b>£16.5 bn</b>
(5)	Wider Economic Impacts (WEIs)		£4.0 bn

(HS2Ltd/DfT, 2011)

**£394.1 Million\*** (LB Camden, 2013) costs excluded in Camden alone.

\*Property values, business impact, loss of open space, schools and community facilities.

## References;

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Nussbaum, C. M. (2001) The Cost of Tragedy: Some Moral Limits to Cost-Benefit Analysis in *Cost-Benefit Analysis: Legal, Economic and Philosophical Perspectives* (Eds) D, M. Adler and A, E. Posner (University of Chicago Press) pp169-201