The Strategic Case for HS2

Our rail network needs extra capacity...

There is fast growing demand for rail travel

- **Passenger numbers** across Great Britain have more than doubled in the past two decades.
- This has been particularly strong on long distance routes – for example, passenger journeys on West Coast, East Coast, Midland and Cross Country rail corridors have increased by more than 150% since 1994/95.
- This pressure is leading to **over-crowding** on trains (for example, three-quarters of weekday PM peak services leave London over 80% full in standard class, with many passengers having to stand).
- **Rail freight** has increased by 37% since privatisation and is anticipated to grow by 90% by 2033 compared with 2011.
- Infrastructure constraints in parts of the network make it difficult to add new train services – with additional pressure on the network is causing delays and reduced reliability.

... incremental upgrades are no longer enough to meet the long term growth in demand in some areas of the network

There have been significant investments already to expand existing services with more trains on some lines (such as the WCML) to help meet increased demand. There are also plans underway or planned across parts of the network.

However on the existing WCML we are reaching the end of our ability to squeeze more trains on to the existing rail network.

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“Only HS2 can deliver the step change in long-term rail capacity that is needed.” DfT 2016 Business Case – Command Paper
HS2 will form the backbone of our future rail network – delivering faster, more frequent and more reliable services, and transform connectivity across Britain.

HS2 will not just connect the cities of Birmingham, Manchester, Leeds and London – it will run services to more than 25 stations across Britain and integrate with the rest of the rail and transport network.

100 cities and towns could benefit from new or improved rail connections.

Directly link 8 of the UK’s largest 10 cities.

Transform connectivity across Britain supporting regional economies and rebalancing of the UK economy.

Around 350 miles of new track.

HS2 will provide faster journey times...

London to:

- **Birmingham**
  - Current journey time: 82 minutes
  - HS2 Phase One fastest journey time: 49 minutes
  - HS2 Phase 2b fastest journey time: 45 minutes

- **Liverpool**
  - Current journey time: 114 minutes
  - HS2 Phase One fastest journey time: 79 minutes
  - HS2 Phase 2b fastest journey time: 69 minutes

- **Manchester**
  - Current journey time: 117 minutes
  - HS2 Phase One fastest journey time: 70 minutes
  - HS2 Phase 2b fastest journey time: 67 minutes

- **Leeds**
  - Current journey time: 131 minutes
  - HS2 Phase One fastest journey time: 81 minutes
  - HS2 Phase 2b fastest journey time: 72 minutes

- **Newcastle**
  - Current journey time: 169 minutes
  - HS2 Phase One fastest journey time: 113 minutes
  - HS2 Phase 2b fastest journey time: 69 minutes

- **York**
  - Current journey time: 150 minutes
  - HS2 Phase One fastest journey time: 84 minutes
  - HS2 Phase 2b fastest journey time: 69 minutes

- **Derby**
  - Current journey time: 85 minutes
  - HS2 Phase One fastest journey time: 85 minutes
  - HS2 Phase 2b fastest journey time: 85 minutes

- **Nottingham**
  - Current journey time: 103 minutes
  - HS2 Phase One fastest journey time: 69 minutes
  - HS2 Phase 2b fastest journey time: 69 minutes

- **Sheffield**
  - Current journey time: 114 minutes
  - HS2 Phase One fastest journey time: 71 minutes
  - HS2 Phase 2b fastest journey time: 85 minutes

...but the benefits are not just about speed

More than half of the benefits from HS2 come from:

- reduced crowding on trains
- improved reliability
- increased frequency of services
- reduced waiting and interchange times
- benefits to road users
- reduced carbon emissions

‘Wider Economic Impacts’ including improvements in connectivity, productivity and access to skills and markets.
HS2 will be the largest infrastructure investment project in Europe with a budget of £55.7 billion over the next two decades (including contingency).

**HS2 represents HIGH value for money with a Benefit Cost Ratio of 2.7**

This means that the benefits will outweigh the costs, with HS2 expected to deliver £2.70 worth of benefits for every £1 spent.

Source: HS2 Economic Case (2016). (BCR includes Wider Economic Impacts)