notice the benefits – even if they
People around the country will
connecting the communities in which we live.
opportunities and strengthen our society by better
it will support British business, but also create
for this century. In redrawing the economic map,
it supports British business, but also create
"for faster direct trains to cities such as Liverpool,
and slash connection times between three of our
busiest airports.
HS2 will also restore value in the railways we
already use, freeing up space for more frequent
services and reducing delays. This will also make
us more competitive globally, improve our
international standing, and offer huge benefits
to our regions' collective potential.
hs2 is the engine for growth that this country needs.
Britain with the connectivity and capacity to thrive.

estimates suggest HS2 could boost the economy by
£15 billion every year.
Expenditure on HS2 will be spread over an 18-year
period and, at less than 0.17% of annual GDP, this is
a level of investment that the country can sustain.

seizing the chance
Making the right investment now can make a
difference to our future. It can drive
regeneration where it is needed, support the
creation of homes and long-term jobs, and unlock
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people around the country will notice the benefits – even if they
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A state-of-the-art railway, fully integrated with our
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Re-drawing the economic map
Expenditure on HS2 will be spread over an 18-year
period and, at less than 0.17% of annual GDP, this is
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HS2’s positive effects will be felt even before the
first trains start running in 2026. Once complete,
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hs2 will provide new opportunities for the Midlands
and the North. A transformation in connectivity
will help cities regions to take a stake in emerging
industries, enhancing their reputation as attractive
places to visit, work, study and live.

A national asset for the next generation
hs2 is a statement about the country’s ambition
for this century. In redrawing the economic map,
it will support British business, but also create
opportunities and strengthen our society by better
connecting the communities in which we live.

HS2, THE NEW NORTH-SOUTH LINE, WILL REVITALISE OUR RAIL NETWORK BY...
Boosting Britain’s intercity and commuter rail capacity, easing congestion on the roads and cutting overcrowding on the railways

Revolutionising Britain’s connectivity, radically cutting journey times between our major cities

Re-drawing Britain’s economic geography, bringing our cities closer together and rebalancing growth and opportunities

Helping drive city-centre regeneration and major development schemes

INVESTING IN BRITAIN’S FUTURE
Why do we need hs2

Underpinning economic growth and the delivery of up to
400,000 jobs
Infrastructure – a catalyst for growth

Britain’s investment in infrastructure has not kept pace with our growing population and changes in the way we travel. Nearly 10 million more people will live here in 2035 and our need for nationwide connections will only intensify. Investing in transport supports a robust, competitive economy. If Britain is to prosper in the future, we must invest now.

HS2 will transform the country, delivering a legacy of connectivity and growth across the UK

An ongoing programme of investment

The Government is already investing in transport: this includes 400 miles of extra capacity on our busiest motorways; Crossrail, the Northern Hub and major rail electrification projects across Britain. In total, Network Rail is investing more than £35 billion in the railways between 2014 and 2019. The government has set aside another £6 billion for road maintenance.

Meeting a growing need for travel

Our north-south links are among our most important transport arteries; they are also most exposed to future pressure. We need transport that allows fast, dependable travel between cities; and provides enough capacity to keep freight moving.

Recent trends in rail demand, GDP and population

We have also examined longer trains, longer platforms and extra conventional track. None of these options deliver what we need and some would require passengers to endure years of rail closures and disruption. And despite predictions that new technology would take the place of travel, our demand for both has soared. We’ve seen the launch of Skype, Twitter and faster, smarter tablets and phones, all in just over 15 years. In the same time, rail journeys have doubled to 1.5 billion a year.

Enhancing our national network

Only HS2 can give us the boost in capacity we need for future decades. HS2 will provide efficient, high-capacity services between London, Leeds, Manchester, the East and West Midlands and South Yorkshire. It will significantly increase the number of seats between London and Birmingham, with the full network running up to 18 trains an hour. HS2’s integration with the existing railways will also allow for faster direct trains to cities such as Liverpool, Newcastle, Glasgow and Edinburgh.

A step-change in capacity and connectivity

HS2 is expected to carry over 300,000 people every day, supporting a wider transformation in the way we travel. It will relieve congestion on vital roads and slash connection times between three of our busiest airports.

Journey times from Birmingham

A boost for local journeys and freight

HS2 will also restore value in the railways we already use, freeing up space for more frequent services and reducing delays. That means more room for commuter and regional trains and more space for freight to be carried by rail, better meeting the demands of British businesses.
People around the country will benefit from HS2.

HS2 is a statement about the country’s ambition and a national asset for the next generation. Estimates suggest HS2 could boost the economy by £25 billion by 2040, with journey times reduced by 40 per cent.

First trains start running in 2026. Once complete, HS2’s positive effects will be felt even before the last line is opened. By enhancing our national network, HS2 is the engine for growth that this country needs.

Expenditure on HS2 will be spread over an 18-year period, with £15 billion of the estimated £55.6 billion cost being spent over the first 10 years and £34 billion over the last 10. A £35 billion investment is planned over 18 years to 2026, and the Core Cities Group have written to the Government to encourage it to go further and faster.

Re-drawing the economic map

The Core Cities Group believes HS2 could unlock 400,000 jobs and the delivery of up to £25 billion in economic growth to the North West region, as well as a £25 billion increase in public and business sector productivity.

A step-change in capacity and connectivity

HS2 is expected to carry over 300,000 people every day, supporting a wider transformation in the way we travel. Nearly 10 million more people have used the internet for phone or video calls.

An ongoing programme of investment

The Government is already investing in transport: this includes 400 miles of extra capacity on our busiest motorways; Crossrail, the Northern Hub and major rail electrification projects across Britain. In total, Network Rail is investing more than £35 billion in the railways between 2014 and 2019. The Government has set aside another £6 billion for road maintenance.

Meeting a growing need for travel

Our north-south links are among our most important transport arteries; they are also most exposed to future pressure. We need transport that allows fast, dependable travel between cities; and provides enough capacity to keep freight moving.

Investigating the options

The Government has considered potential solutions across all modes of transport. Domestic aviation is more carbon intensive than rail, while car travel cannot provide reliable high speed links between cities because of traffic constraints on urban roads.

Demand for passenger journeys and communications technology continues to grow

We have also examined longer trains, longer platforms and extra conventional track. None of these options deliver what we need and some would require passengers to endure years of rail closures and disruption. And despite predictions that new technology would take the place of travel, our demand for both has soared.

Enhancing our national network

Only HS2 can give us the boost in capacity we need for future decades. HS2 will provide efficient, high-capacity services between London, Leeds, Manchester, the East and West Midlands and South Yorkshire. It will significantly increase the number of seats between London and Birmingham, with the full network running up to 18 trains an hour.

A boost for local journeys and freight

HS2 will also restore value in the railways we already use, freeing up space for more frequent services and reducing delays. That means more room for commuter and regional trains and more space for freight to be carried by rail, better meeting the demands of British businesses.

Innovate, diversify and deliver

HS2 is a critical project to deliver the state-of-the-art transport system our country needs and the benefits of HS2 will return more than the costs of delivering the project over the next 10 years. By 2026, journey times from Birmingham to Liverpool will be cut by 40 per cent.
HS2 is a statement about the country’s ambition to meet the growing need for travel and the increasing pressure on our transport system.

In 2005, before the decision to proceed with HS2, the Government estimated that HS2 could boost the economy by £57 billion over 18 years from 2016 to 2034.

Expenditure on HS2 will be spread over an 18-year period, from 2016 to 2034, with the most significant share of expenditure occurring in the early 2020s.

A state-of-the-art railway, fully integrated with our transport network and economic growth, will bring new opportunities to the north and south of England – and will lift our country’s economic performance.

A national asset for the next generation.


For every £1 invested, £2.3 will be returned. Why we need HS2.

Why we need HS2 – Britain’s future.

Investing in Britain’s future.

HS2 will transform the country, delivering a legacy of connectivity and growth across the UK.

Meeting a growing need for travel

Our north-south links are among our most important transport arteries; they are also most exposed to future pressure. We need transport that allows fast, dependable travel between cities; and provides enough capacity to keep freight moving.

Meeting a growing need for travel

Infrastructure – a catalyst for growth

Britain’s investment in infrastructure has not kept pace with our growing population and changes in the way we travel. Nearly 10 million more people will live here in 2035 and our need for nationwide connections will only intensify. Investing in transport supports a robust, competitive economy. If Britain is to prosper in the future, we must invest now.

An ongoing programme of investment

The Government is already investing in transport: this includes 400 miles of extra capacity on our busiest motorways; Crossrail, the Northern Hub and major rail electrification projects across Britain. In total, Network Rail is investing more than £35 billion in the railways between 2014 and 2019. The Government has set aside another £8 billion for road maintenance.

Meeting a growing need for travel

We have also examined longer trains, longer platforms and extra conventional track. None of these options provide reliable high speed links between city centres because of traffic constraints on urban roads.

Investigating the options

The Government has considered potential solutions across all modes of transport. Domestic aviation is more carbon intensive than rail, while car travel cannot provide reliable high speed links between city centres because of traffic constraints on urban roads.

Meeting a growing need for travel

Demand for passenger journeys and communications technology continues to grow

The demand for passenger journeys and communications technology continues to grow.

Enhancing our national network

Only HS2 can give us the boost in capacity we need for future decades. HS2 will provide efficient, high-capacity services between London, Leeds, Manchester, the East and West Midlands and South Yorkshire. It will significantly increase the number of seats between London and Birmingham, with the full network running up to 18 trains an hour. HS2’s integration with the existing railways will also allow for faster direct trains to cities such as Liverpool, Newcastle, Glasgow and Edinburgh.

A step-change in capacity and connectivity

HS2 is expected to carry over 300,000 people every day, supporting a wider transformation in the way we travel. It will relieve congestion on vital roads and slash connection times between three of our busiest airports.

Journey times from Birmingham

A boost for local journeys and freight

HS2 will also restore value in the railways we already use, freeing up space for more frequent services and reducing delays. That means more room for commuter and regional trains and more space for freight to be carried by rail, better meeting the demands of British businesses.

Meeting a growing need for travel

We need HS2. The New North-South Rail Network.

Meeting a growing need for travel

Meeting a growing need for travel
People around the country will notice the benefits – even if they never take a high speed train

Seizing the chance
Making the right investment now can make a huge difference to our future. It can drive regeneration where it is needed, support the creation of homes and long-term jobs, and unlock our regions’ collective potential.

People around the country will notice the benefits – even if they never take a high speed train

A state-of-the-art railway, fully integrated with our existing networks, is the only solution that can provide Britain with the connectivity and capacity to thrive.

HS2 is the engine for growth that this country needs.

Re-drawing the economic map
Expenditure on HS2 will be spread over an 18-year period and, at less than 0.3% of annual GDP, this is a level of investment that the country can sustain. HS2’s positive effects will be felt even before the first trains start running in 2026. Once complete, estimates suggest HS2 could boost the economy by £25 billion every year.

HS2 will provide new opportunities for the Midlands and the North. A transformation in connectivity will help city regions to take a stake in emerging industries, enhancing their reputation as attractive places to visit, work, study and live.

A national asset for the next generation
HS2 is a statement about the country’s ambition for this century. In re-drawing the economic map, it will support British business, but also create opportunities and strengthen our society by better connecting the communities in which we live.

INVESTING IN BRITAIN’S FUTURE
Why we need HS2

£2 invested, £1 returned
Underpinning economic growth and the delivery of up to 400,000 jobs
Seizing the chance
Making the right investment now can make a huge difference to our future. It can drive regeneration where it is needed, support the creation of homes and long-term jobs, and unlock our regions’ collective potential.

People around the country will notice the benefits – even if they never take a high speed train
A state-of-the-art railway, fully integrated with our existing networks, is the only solution that can provide Britain with the connectivity and capacity to thrive.

HS2 is the engine for growth that this country needs.

Re-drawing the economic map
Expenditure on HS2 will be spread over an 18-year period and, at less than 0.7% of annual GDP, this is a level of investment that can sustain the country. HS2’s positive effects will be felt even before the first trains start running in 2026. Once complete, estimates suggest HS2 could boost the economy by £27 billion every year.

HS2 will provide new opportunities for the Midlands and the North. A transformation in connectivity will help city regions to take a stage in emerging industries, enhancing their reputation as attractive places to visit, work, study and live.

A national asset for the next generation
HS2 is a statement about the country’s ambition for this century. In re-drawing the economic map, it will support British business, but also create opportunities and strengthen our society by better connecting the communities in which we live.
THE NEW NORTH-SOUTH RAIL LINK
Revitalising Britain’s transport network, providing the capacity and connectivity we need to drive national and regional competitiveness.

- **HS2 could lift the country’s economy by £15 billion** every year.
- **Around 100 cities and towns will benefit from new or improved rail services**.
- **In just over 15 years**, Skype, Twitter and new phones and tablets have made it easier than ever to communicate. Over the same time, rail journeys have doubled to **1.5 billion** a year.
- **HS2 will free up at least 20 freight paths** per day on the West Coast Main Line.
- **HS2 will** free up **up to 18 trains an hour** will be run by HS2, significantly increasing the number of seats between London and Birmingham.
- **Without action, in 2026, there would be almost 150 people** for every 100 intercity train seats into Birmingham New Street during the high peak.

In the West Midlands, HS2 is key to plans to provide **100k jobs**.

- **18 of Britain’s cities will be better connected either directly or indirectly by HS2**.

When open, it is predicted that HS2 will underpin the delivery of **400k jobs**.

**The average annual spend on constructing HS2 will be less than 0.17% of our GDP.**

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**Map Highlights:**
- **HS2 Station**
- **HS2 destination served by HS2 classic compatible services**
- **Core high speed network (Phases One and Two)**
- **HS2 connection to existing rail network**
- **Classic compatible services**
- **Existing lines with potential for future connection to HS2**

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**Map Details:**
- **HS1**
- **EAST  COAST  MAIN  LINE**
- **WEST  COAST  MAIN  LINE**
- **THE NEW NORTH-SOUTH RAIL LINK**
- **Revitalising Britain’s transport network, providing the capacity and connectivity we need to drive national and regional competitiveness.**

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**Additional Text:**
- **18 of Britain’s cities will be better connected either directly or indirectly by HS2.**
- **When open, it is predicted that HS2 will underpin the delivery of 400k jobs.**
- **The average annual spend on constructing HS2 will be less than 0.17% of our GDP.**