

The Strategic Case for HS2: Clarifications

Printed document	Clarification
Figure 8 on p20 and Figure 3.1 on p68 (Footnotes 29 & 124) show the source as the Department for Transport and Atkins.	Figure 8 on p20 and Figure 3.1 on p68 (Footnotes 29 & 124) should show the source as the Department for Transport and Steer Davies Gleave.
Figure 9 on p22 has the text “These options provide a limited capacity”.	This text should not have appeared.
Para 56 on p24 includes the text “It will deliver a 14 trains per hour capability in Phase One (with 12 used in the initial specification), rising to 18 trains per hour in Phase Two”.	The bracketed text should read “(with 11 used in the initial specification)”.
Figure 10 on p24 and Figure 2.12 on p55 show, for the bar labelled “on completion of Phase One”, 12 HS2 trains per hour, 3 intercity trains and 8 fast commuter and regional trains.	The bar labelled “on completion of Phase One” should show 11 HS2 trains per hour, 3 intercity trains and 9 fast commuter and regional trains. The total number of train paths is correct.
Para 2.6.4 on p56 includes the text “At 15 trains/hour in peak periods on the fast pair of tracks out of the capital, this is a throughput well beyond the level achieved on main line railways elsewhere in Europe...” and “Once this level of throughput has been achieved, it would not be possible to add further commuter trains to the route”.	The text should read “At 15 trains/hour in peak periods on the fast pair of tracks out of the capital, this is at the highest end of levels achieved on main line railways elsewhere in Europe...” and “Once this level of throughput has been achieved, it would be very difficult to add further commuter trains to the route”.
Figure 4.5 p79, section 4 includes the text “Possible faster direct service: e.g. (Halifax) – Bradford – Wakefield – London and Harrogate – London. Bradford will be two hours from London. R”.	The text should read “Possible faster direct service: e.g. (Halifax) – Bradford – Wakefield – London; and Harrogate – London. R Bradford will be two hours from London. I”.
Para 5.4.13 on p104 says “The analysis suggests that following the introduction of HS2, the GB rail network will generate revenues of £13.2bn (PV 2011 prices) for Phase One and £31.1bn (PV 2011 prices) for the full network”.	The text should read “The analysis suggests that following the introduction of HS2, the GB rail network will generate additional revenues of £13.2bn (PV 2011 prices) for Phase One and £31.1bn (PV 2011 prices) for the full network”.
Figure 6.1 on p127 (Footnote 185) lists the source as Atkins and HS2 Ltd.	Figure 6.1 (Footnote 185) should show the source as Steer Davies Gleave and HS2 Ltd.
Figure 6.7 on p136 shows the HS2 Phase One cost as £21.4bn and HS2 Both Phases cost as £42.6bn.	Figure 6.7 should show the HS2 Phase One cost as £19.4bn and HS2 Both Phases cost as £38.4bn.