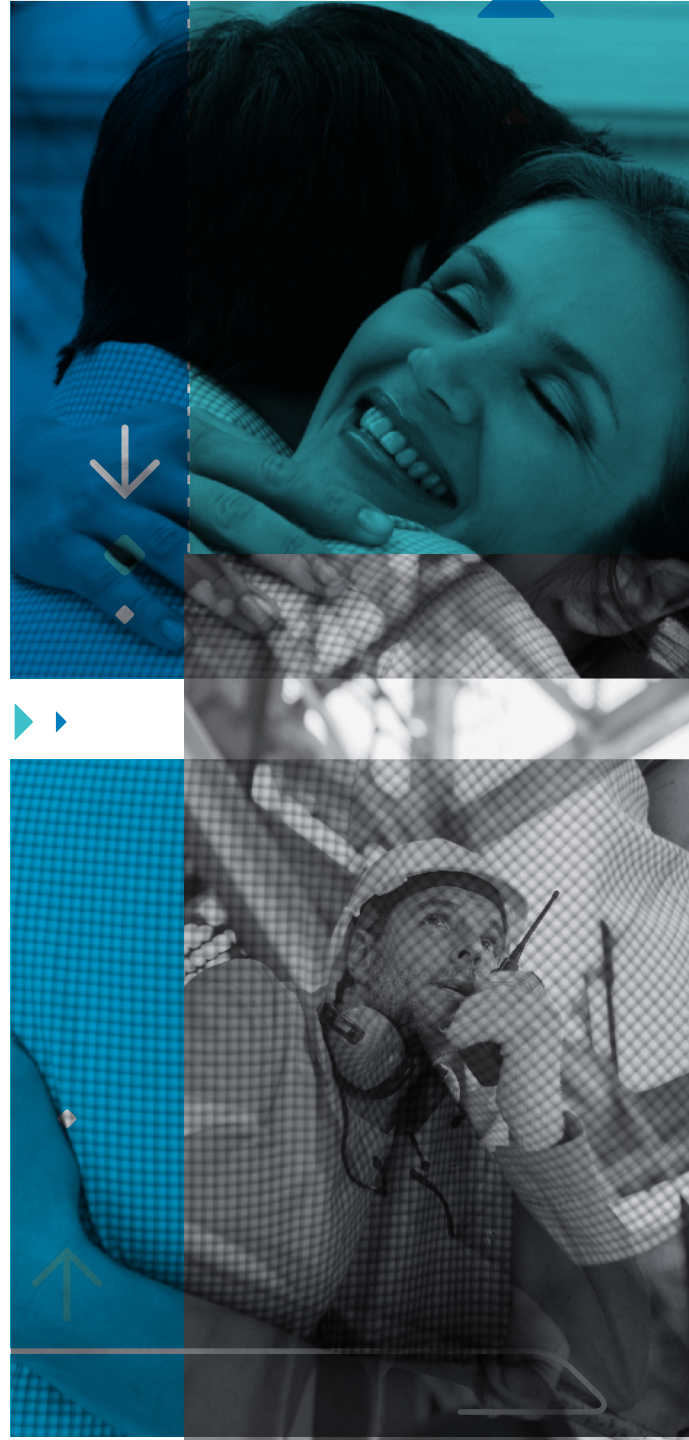




Department  
for Transport

# High Speed Rail

A catalyst for  
high speed Britain



# An engine for growth



The construction of a network of high speed rail links is the biggest single infrastructure investment of our lifetime and will generate a return on investment that will continue paying back for generations to come.

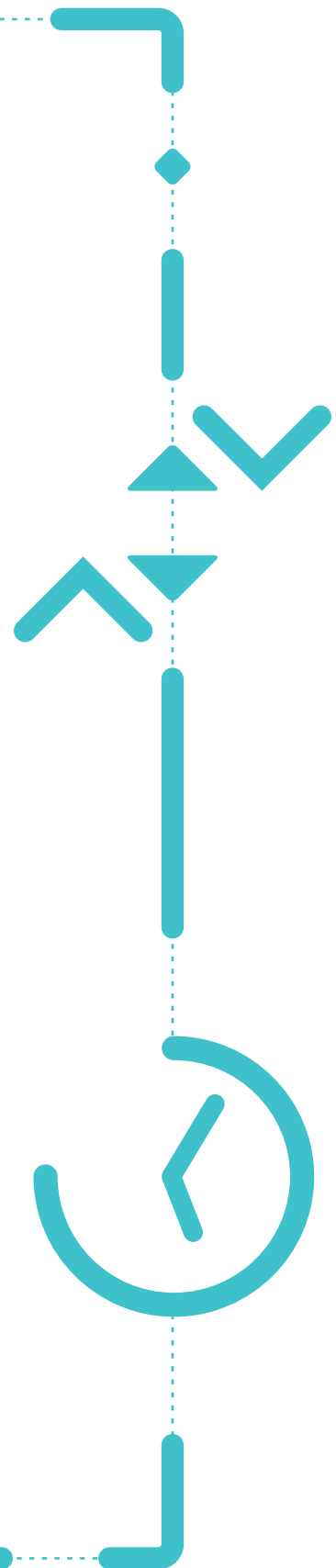
The world is getting faster and our competitors are investing in modern transport systems that help businesses by bringing cities closer together.

More and more people in Britain want to travel by train. The Government is already investing £9.4bn in improving our current rail network over 2014-19. And we know that investment in the railways brings cities closer together and helps the UK thrive. But unless we invest and plan for the capacity demands of the future, our rail network risks becoming out of date, damaging business efficiency, reducing opportunities and making day-to-day travel more difficult. We intend to put this right.

High Speed Rail 2 (HS2) will link eight of Britain's ten biggest cities, bringing the major cities within 20 minutes of each other and two-thirds of people in the North to within two hours of London.

It will dramatically increase the amount of capacity, with twice as many seats from London to Birmingham. It will open space on the existing network for more freight and commuter traffic. And it will offer an alternative to congested roads and airports.

The result will be a flourishing train service and a more prosperous Britain.



# What will high speed trains mean for passengers?

The network will have high speed trains travelling at up to 225mph (better than the French TGV), slashing journey times for a quarter of a million existing passengers each day, and making long-distance travel accessible and enjoyable for more people.

Easily maintained track and newly built trains will mean passengers can rely on travel times (HS1 has an average delay of only 6.8 seconds per train).

Modern ticketing systems and increased capacity will help keep fares competitive with existing prices.

There will be fast, frequent and reliable service with the capacity to run up to 18 trains an hour, similar to many underground systems.

And there will be more seats, enough for every passenger, with space for up to 1,100 people in each train.



# What high speed rail means for Britain's economy.

Britain is on the move. With the arrival of broadband, flexible working patterns, global businesses and increased specialisation, the way we are working is changing.

And train traffic is booming as a result – inter-city HS2 is a powerful investment that will bring Britain closer together, fuel regeneration in deprived areas and add muscle to all parts of our national economy.

It will help people living in one region compete for work in another. It will help business seeking specialist skills to secure talent from a wider pool. It will make it easier for a Birmingham firm to hire a Leeds solicitor. And for a Manchester web designer to

pitch for contracts in London or Amsterdam. Young people will not face the same pressure to move to a city to find a job. And football supporters need never be late for kick-off at Wembley again.

Combined with investments in broadband, improvements to our airports and improving roads, it will make Britain somewhere that investors admire for its great infrastructure.



# Redrawing the economic map of Britain

## Scotland

New HS2 trains using the West Coast Mainline will allow people in Glasgow and Edinburgh to reach London in around 3 hours 40 minutes. The Government is also looking at options to cut journey times to under 3 hours so that Scotland can benefit even more.

## Leeds New Lane

A region of 3m people with 100,000 businesses (famously strong in the financial services sector such as KPMG and FirstDirect) create a strong demand for journeys, particularly to London. A new station along the South Bank of the river Aire would be a short walk from the mainline station. (Birmingham would be less than an hour away.)

## The North West

Classic compatible high speed trains will join the West Coast Mainline at Golborne and run to Carlisle, Lancaster, Preston and Wigan, drawing the North West closer to the rest of Britain.

## Liverpool

London to Liverpool via Crewe on mixed-use trains would be one hour and 36 minutes, far faster than today, ensuring that this world-famous trading city can compete for jobs and prosperity.

## Manchester Station

HS2 trains will arrive alongside Manchester Piccadilly station, unlocking significant potential for regeneration, for instance supporting an estimated 30,000 jobs. HS2 will serve an extensive regional economy that includes 90,000 businesses such as AstraZeneca, and the MediaCity at Salford Quays, home of the BBC. The busy regional rail links to local towns such as Bolton will benefit from additional capacity.

## Manchester Airport

A new interchange station would link Manchester Airport, Britain's only two-runway airport apart from Heathrow, to more than 100 destinations (London in just 59 minutes), spreading the impact of HS2 to the wider Cheshire area.

## Crewe

A new interchange at the historic heart of Britain's railway industry. London in 58 minutes.

## Birmingham Curzon Street

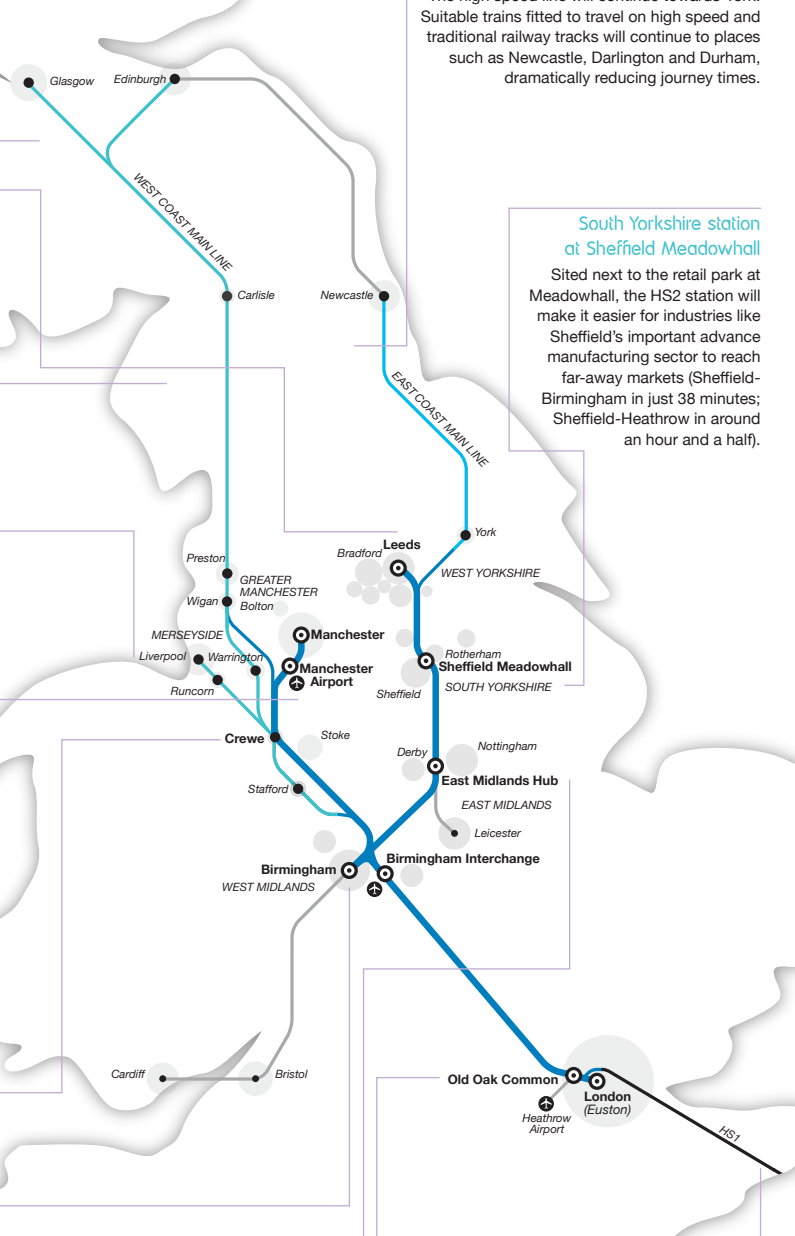
Ministers approved the Phase One route last year, which is set to open in 2026, doubling rail capacity between Curzon Street, a new station in Birmingham, and Euston (49 minutes).

## The North East

The high speed line will continue towards York. Suitable trains fitted to travel on high speed and traditional railway tracks will continue to places such as Newcastle, Darlington and Durham, dramatically reducing journey times.

## South Yorkshire station at Sheffield Meadowhall

Sited next to the retail park at Meadowhall, the HS2 station will make it easier for industries like Sheffield's important advanced manufacturing sector to reach far-away markets (Sheffield-Birmingham in just 38 minutes; Sheffield-Heathrow in around an hour and a half).



## Key

- HS2 Station
- HS2 destination served by HS2 classic compatible services
- Core high speed network (Phases One & Two)
- HS2 connection to existing rail network
- Classic compatible services on West Coast Main Line
- Classic compatible services on East Coast Main Line
- Existing Lines with potential for future connection to HS2

## East Midlands Hub at Toton

A new station between Nottingham and Derby, close to J25 of the M1, with good links to local tram, rail and road systems.

## Old Oak Common

An important new interchange with Crossrail and Great Western serving Heathrow. A significant regeneration opportunity with 750ha of generally brownfield land (bigger than Canary Wharf and the Olympic Park combined) which has the potential to deliver 100,000 jobs and 19,000 new homes.

## HS1

HS2 will link to HS1 and the Channel Tunnel so trains from Manchester or Leeds could run onto Paris, Amsterdam, the Alps and beyond.





# 12

## REASONS FOR HIGH SPEED RAIL

### 01

#### INCREASING RAIL CAPACITY

HS2 will provide **high frequency and high capacity services** for passengers. Up to 18 trains per hour will run between Britain's major cities, each carrying up to 1,100 passengers

### 02

#### MORE SERVICES

Commuters and regional passengers will benefit from **additional and quicker services** as a result of released capacity on the existing rail network

#### IMPROVED RELIABILITY OF TRAIN JOURNEYS

HS2 will be a new railway network, built to modern engineering standards and using the latest technologies. **HS1 has operated with an average train delay of just 6.8 seconds**



### 03

### 04

#### CONNECTIVITY

HS2 will link **8 out of the 10** largest cities in Britain

### 05

#### INTERNATIONAL CONNECTIVITY

HS2 will see UK regions **connected with continental Europe** thanks to a direct link with HS1 and the Channel Tunnel



### 06

#### REGENERATION AND ECONOMIC BENEFITS

HS2 will be an **engine for growth and drive regional regeneration**, by bringing our major cities closer together, supporting job creation and delivering around £2 of benefits for every £1 spent



### 07

#### CREATING OPPORTUNITIES

HS2 will enable the major cities of the Midlands and the North to compete and collaborate more effectively, incentivising greater specialisation and **promoting investment and growth**



#### FOUNDATION FOR FUTURE GROWTH

HS2 is not just a transport project. It will act as a catalyst to aspiration, growth, regeneration and jobs, while representing a powerful symbol of Britain's international competitiveness. Overall, the Government estimates that **the HS2 network will support over 100,000 jobs across Britain**

### 08

### 09

#### CHANGING HOW WE TRAVEL

HS2 will deliver **significant benefits to passenger safety, air quality and noise** as a result of passengers shifting their journeys from other forms of transport



### 10

#### ENVIRONMENT - GREEN CORRIDORS

HS2 provides a **unique opportunity** to establish green corridors along the line of route, linking together important habitats and species and enhancing biodiversity



### 11

#### LEISURE

Good integration between HS2 and local public transport will also provide **significant opportunities for sustainable tourism**



### 12

#### WIDER INFRASTRUCTURE - BROADBAND

HS2 has the potential to deliver other vital infrastructure for the UK and for communities along the line of route, such as **new communication networks** with fibre optic cables laid alongside the line



# Finding out more about HS2

The Command Paper and all published supporting documents can be found on the Department for Transport website at: [www.gov.uk/government/policies/developing-a-new-high-speed-rail-network](http://www.gov.uk/government/policies/developing-a-new-high-speed-rail-network)

To order a copy of the Command Paper, visit [www.tso.co.uk](http://www.tso.co.uk)

For information about the Exceptional Hardship Scheme Consultation, visit [www.hs2.org.uk](http://www.hs2.org.uk) or email [hs2enquiries@hs2.org.uk](mailto:hs2enquiries@hs2.org.uk)

To contact the HS2 enquiry line, call **020 7944 4908**



# HS2 IN NUMB3R5

# 8

HOW MANY OF BRITAIN'S 10 LARGEST CITIES WILL BE LINKED BY HS2

# EIGHTEEN

The total number of cities that the Government expects to be linked by HS2 services from 2033

# 18

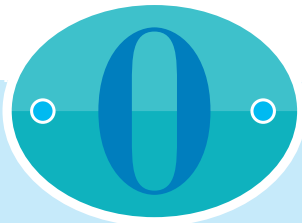
The number of trains per hour running in each direction on HS2

# 225MPH

The speed that HS2 trains could run at when the line first opens (with the potential to increase this to 250mph). This is faster than the French TGV or the Japanese Bullet train

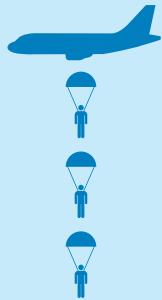


## THE BENEFITS HS2 WILL DELIVER FOR EVERY £1 SPENT



The number of grade 1 listed buildings affected by the Phase Two route

The number of areas of outstanding natural beauty affected by the Phase Two route



# 5.4 million

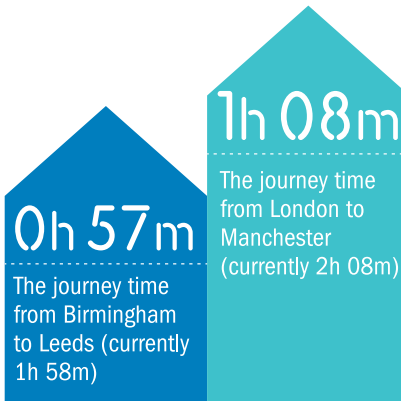
The number of passengers who will stop flying and use HS2

# 9.8 million

The number of trips that will transfer from the national road network to HS2



THE PROPORTION OF THE POPULATION OF NORTHERN ENGLAND THAT WILL BE WITHIN TWO HOURS OF LONDON WHEN COMPLETE



# 2026

## THE YEAR THE FIRST PASSENGER-CARRYING TRAIN WILL RUN ON HS2