

HS2 – SUMMARY OF HIGH LEVEL FACTS

Length of HS2

- 150km, no stops in Warwickshire. Third of route in Warwickshire.

Infrastructure

- Interchange station near NEC, approximately 7,000 space car park required.
- No maintenance depots in Warwickshire, (nearest Washford Heath Birmingham).
- Electricity transfer stations, no detail in consultation, major infrastructure (approx 100mx100m) may/may not be one in Warwickshire, HS2 not released detail yet.
- 25 new road bridges needed to take County roads over new line.

Travel Times:

- Reduction in time to 49 minutes (Birmingham –London) currently 85 mins.
- Reduction in time to 40 minutes (Birmingham-Manchester)
- Reduction in time to 65 minutes (Birmingham-Leeds).
- It is important to note that the Birmingham terminus for HS2 IS Curzon Street (which is not central Birmingham). Passengers arriving at Curzon street will have to encounter further (additional) journey time/ links in order to reach central Birmingham (thus diluting / eroding any travel time gains from London).

Frequency

- Likely to be 14 trains per hour, travelling at max speed of 225mph.
- (Although DfT forecasting assumes 18tph). Worldwide this has not been achieved, 12-15 Trains per hour the average.

Business Case Benefits:-

- Business case states £5.3b in economic benefits over 60 yrs to West Midlands.
- Birmingham boost to economy of £1.2b.
- 30,000 new jobs (8,000 in Birmingham). 9,500 construction jobs
- Up to 1,500 additional operational/maintenance jobs.

Economic Case

Outlines factors and assumptions used in estimating economic costs and benefits of the scheme. It presents a strategic level assessment of Y and a detailed revised economic appraisal of London- Birmingham (i.e. update of business case produced last year for Birmingham line). Appraisal uses DfT guidance to produce Benefit Cost Ration (BCR).

- BCR for Birmingham - London line: 2.0 (including wider economic impacts) falling to 1.6 (excluding Wider Economic Impacts)
- BCR for Y route: 2.6 (including wider economic impacts) falling to 2.2 (excluding Wider Economic Impacts).
- DfT - if BCR is greater than 1, then benefits exceed costs.

Overall Expected Benefits According to HS2 Ltd:

- Y route anticipated benefits of £40-47b.
- Birmingham- London route - benefits £20b
- £18b of the £44b arising from shorter journey times.
- £14b arising from greater productivity for business travellers. However, this assumes that current business time is wasted

Costs:

- Birmingham- London infrastructure costs £17b (excludes rolling stock)
- Y route infrastructure costs £32b.
- £750m in this Parliament to develop scheme/consultation etc.
- Anticipated Government subsidy required £17bn

51m Group

51m comprising 13 Local Authorities, as follows:-

- (i) Warwickshire County Council
- (ii) Buckinghamshire County Council
- (iii) Aylesbury Vale District Council
- (iv) Chiltern District Council
- (v) South Buckinghamshire District Council
- (vi) Wycombe District Council
- (vii) Cherwell District Council
- (viii) South Northants District Council
- (ix) London Borough of Hillingdon
- (x) Stratford on Avon District Council
- (xi) Warwick District Council
- (xii) North Warwickshire Borough Council.
- (xiii) Lichfield District Council

The 51m group is so named because £51 million pounds will be how much HS2 will cost each Parliamentary Constituency across the country.

Passenger Forecasts and Demand

- DfT Forecasts: 102% demand growth to 2043, plus 209% additional growth by HS2.
- Originally used forecasts to 2033, then expanded.
- Great debate over forecasting techniques. DfT 'best forecasts'.
- It should be noted that forecasting by its very nature is inherently uncertain.
- There are concerns that the demand for HS2 will be inappropriately driven by reductions in West Coast Mainline services (thus forcing passengers onto HS2).