

HS2

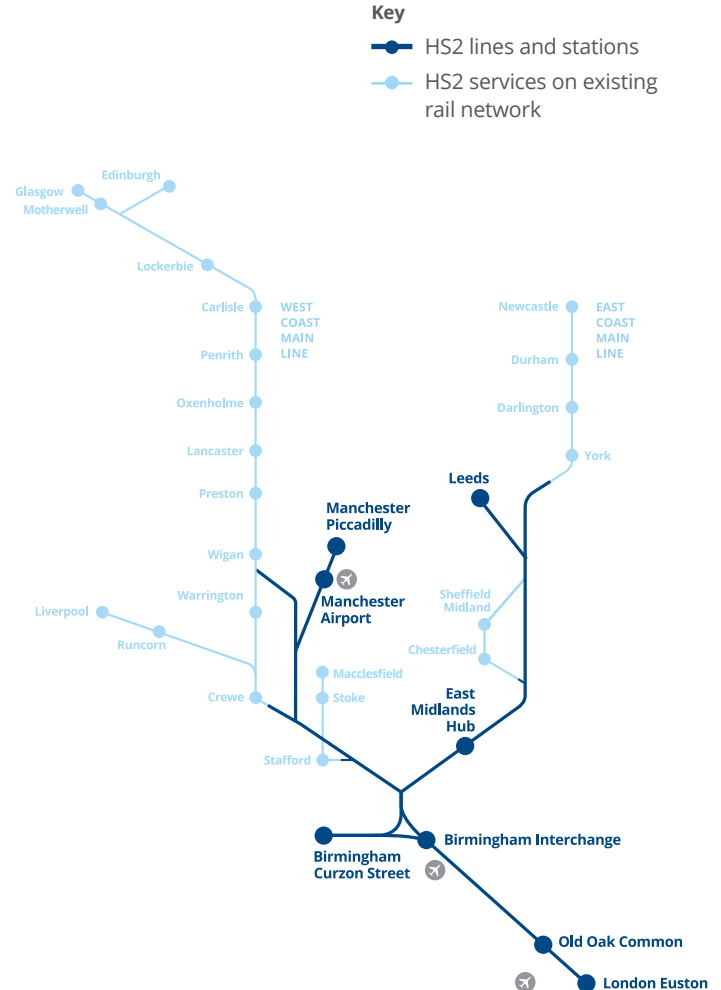


Our story and key facts

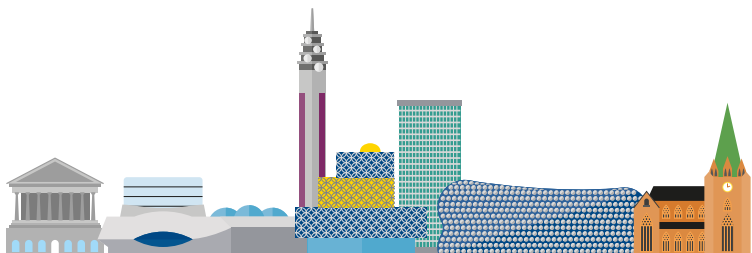
HS2 is more than a railway.

By joining up Britain, we will build a fairer, more balanced country.

- HS2 will form the backbone of the UK's transport network, connecting eight out of ten of Britain's largest cities. By making it easier to move between the North, Midlands and South, cutting many journeys by half, HS2 will make it easier for people to live and work where they want.
- HS2 is expected to generate around £92 billion in benefits to the UK economy. Helping Britain compete on the global stage by increasing economic growth, productivity and tourism and supporting hundreds of thousands of jobs.
- HS2 trains will stop at more than 25 stations, connect 30 million people with faster, easier and more reliable travel, and open up a range of new work, business and leisure opportunities.



- HS2 will transform journey times and significantly increase rail capacity. It will free up space on the existing network for more local services and freight, taking lorries off the roads. Upgrading the existing network instead of building HS2 would not deliver enough new capacity, cut journey times like HS2 or deliver the wider economic benefits of the new line. It would also cause widespread disruption to existing passengers for many years.
- HS2 will integrate with the existing rail network and create the foundations for Northern Powerhouse Rail to spread prosperity across the whole of the North. Alongside proposals for Midlands Engine Rail, a joined-up transport system will make it easier for people to move between towns and cities across the North and the Midlands with faster, more comfortable journeys and greater reach for businesses.



We will build HS2 to the highest standards, looking after communities and the countryside.

Building HS2 will affect the lives of thousands of people. How we and our suppliers behave during the build is as important as what we are building.

- **We will be a good neighbour.** We will treat local people and businesses with respect and consideration, keeping them informed about what we are doing.
- **We will minimise disruption.** We will apply high standards to protect people's health and quality of life, with strict limits on noise, air pollution and traffic congestion.
- **We will keep people safe and healthy.** Working with our supply chain, we will raise the bar for health and safety standards to make HS2 the safest ever major UK project. Good health and safety is an investment, not a cost.
- **We will create new public spaces.** We are committed to the permanent provision of new public spaces, parks, play areas and public rights of way. £45 million of funding is available for local communities along the Phase One and Phase 2a routes. This funding is to support local economies by improving community facilities and town centres.

- **We will create a green corridor along the centre of the country.** We will create a network of woodland, wetland, ponds, hedgerows, heathland, meadow and farmland along much of the 345 miles of track. More than seven million trees and shrubs are being planted along Phase One alone. In many places, we will leave behind richer, more diverse and better connected wildlife habitats. A £7 million HS2 Woodland Fund has been created to support the restoration of existing ancient woodland sites and the creation of new woodlands.
- **We will unearth historic Britain.** Before we build bridges, tunnels, tracks and stations, an unprecedented amount of archaeological work will take place along the line of route. HS2's archaeology programme is the largest ever undertaken in the UK. This once-in-a-generation opportunity allows us to reveal over 10,000 years of British history.
- **We will design and build the world's most sustainable high speed railway.** We will minimise emissions that contribute to climate change by designing and operating HS2 with low carbon materials. We have set a 50% emissions reduction target for civils, stations and rail systems.
- **We will improve diversity.** HS2 will set new standards for equality, diversity and inclusion across our workforce to boost skills and leave a lasting legacy for industry.

HS2 will be a world class 21st century railway service.

- HS2 will use new technologies to ensure world class levels of reliability, comfort and customer experience. Our trains will never be delayed by more than 30 seconds on any high speed line.
- HS2 will be a railway for everyone, designed to put people first. Our trains, stations and depots will be easy to navigate with step-free access from the street to the train seat.
- Whether it's planning your journey, the on-board experience, or onward connections with other types of transport, we are designing an end-to-end service that will encourage more people to travel by rail.



HS2 will provide jobs and skills and help regenerate towns and cities along the route.

- Over 7,000 jobs are already supported by HS2. At the peak of construction this will rise to 30,000 jobs, 70% of these outside of London.
- Each major HS2 contract will result in tens of thousands of further contracts for businesses across Britain. We expect 60% of contracts to be awarded to SMEs. Around 2,000 companies have already delivered work to help build HS2, 98% of them based in the UK
- HS2 has the potential to support hundreds of thousands of jobs as part of regeneration and growth plans. HS2 Growth Strategies are in place in towns and cities along the route including the West and East Midlands, Manchester, Leeds, South Yorkshire and Crewe. Places like York, Newcastle, Darlington, Carlisle, Wigan and Preston that will be served by HS2 trains continuing up the West and East Coast Main Lines are also acting early to embrace the transformational impact of HS2. Ambitions for around 100,000 new homes and half a million jobs as part of current regeneration and growth plans related to HS2.

North East

- North East Local Authorities are working to develop Newcastle Central Station to ensure it acts as an HS2 interchange for the region. Development sites include Newcastle's East Pilgrim Street and Stephenson Quarter.
- Durham sees HS2 as an asset to support its ambition to double employment in their tourism sector and attract new growth enterprises. Plans for a new business quarter near the station could deliver 6,000 new jobs.
- The Darlington HS2 Growth Hub proposal envisages around £100 million of investment to make Darlington station part of the heart of the town. Plans include new business space and 1,500 new homes. Tees Valley Combined Authority have approved a £25 million investment in Darlington Station to create new platforms to prepare for HS2.

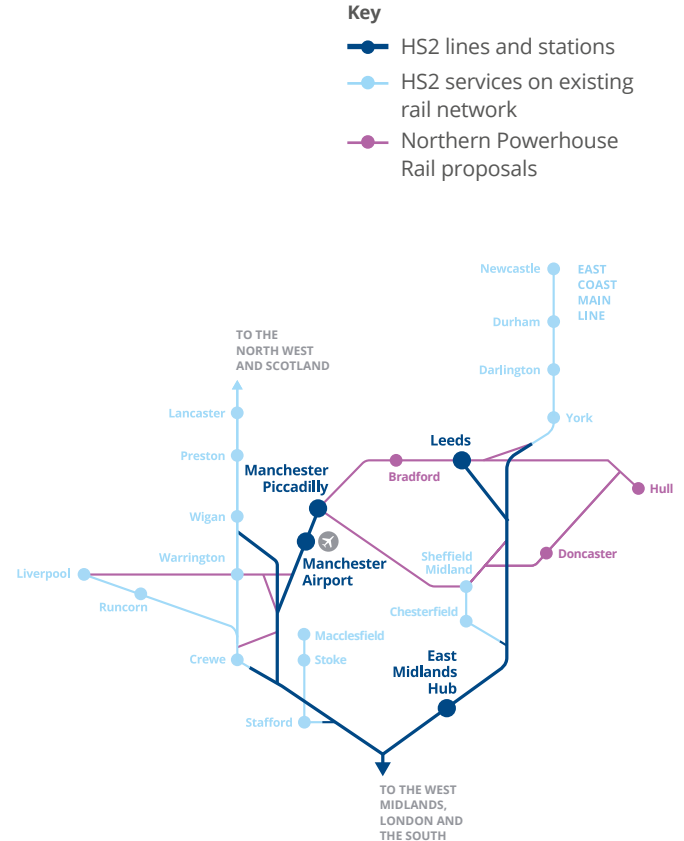


Leeds and West Yorkshire

- Leeds City Region predicts their HS2 Growth Strategy will create around 40,000 new jobs and a £54 billion boost to the regional economy by 2050. The Leeds South Bank development alone will double the size of Leeds City Centre, provide over 35,000 jobs, over 8,000 new homes and educational facilities for over 10,000 students.
- The York Central partnership sees HS2 as a magnet for investment. The Enterprise Zone around the York Station will help unlock around £155 million in public investment creating commercial space, up to 2,500 new homes and more than 6,500 jobs. It could create over £1.1 billion value for the region's economy.

South Yorkshire

- Sheffield City Region is developing its HS2 Growth Strategy with an HS2 station Masterplan to upgrade Sheffield Midland for both HS2 and Northern Powerhouse Rail services.
- The region's Strategic Economic Plan aims to create 70,000 new private sector jobs and 6,000 businesses, and generate £4 billion for the local economy. With over 6,000 jobs in the Sheffield City Region directly linked to the rail industry, local companies are in prime position to compete for HS2's supply chain opportunities.



Scotland

- HS2 is part of a coordinated plan to improve Scotland's rail network and economic potential. With HS2 stations at Edinburgh and Glasgow, the Scottish Government is working with Transport Scotland and HS2 to take advantage of the extra capacity and connectivity HS2 will bring. This includes looking at options in 2019 to improve the West Coast Main Line to Glasgow and the East Coast Mainline between Newcastle and Edinburgh.
- The UK and Scottish governments share the ultimate ambition of three-hour rail journeys between London and Scotland's Central Belt.

Cumbria

- In Carlisle, the Station Gateway Plan to make the station an integrated transport hub with HS2 could add an additional £40 million a year to the local economy.
- Tourism in the Lake District National Park generates £2.4 billion for the local economy and supports 30,000 jobs. The Local Enterprise Partnership are looking at how to capitalise on HS2 stops at Penrith and Oxenholme.



Lancashire

- The Lancashire Enterprise Partnership believes that productivity gains from the impact of HS2 services to the area could help provide an extra £600 million for the region. In Preston itself, HS2 could mean 75,000 extra visitors a year, adding £3.3 million to the city's economy every year.

Wigan

- Wigan Council sees the integrated HS2 station as a focal point for regeneration in the town by raising Wigan's profile and encouraging growth. Their Town Centre Regeneration Strategy includes the preparation of an HS2 Growth Strategy to ensure that the arrival of HS2 acts as a catalyst for growth. A 10 year masterplan has been agreed with the Canal and River Trust to redevelop Wigan Pier Quarter, just 10 minutes' walk from Wigan North Western, as a retail and leisure destination.



Manchester

- The Greater Manchester HS2 Growth Strategy has the potential to double the economic output of the region to £132 billion by 2050, delivering 96,000 jobs and 16,800 homes.
- The redevelopment of Manchester Piccadilly is expected to create 40,000 new jobs, 13,000 new homes and 820,000 square metres of new commercial development around the new station.
- Development plans around the HS2 station at Manchester Airport include creating a new neighbourhood with homes, offices and hotels. This will create the potential for 20,000 jobs.

Merseyside and Warrington

- The Liverpool City Region has ambitious plans that would integrate the existing HS2 route and build on the Northern Powerhouse Rail proposals for high speed east-west links directly into Liverpool city centre. A Commission has been set up to deliver a new station for Liverpool City Centre. The Linking Liverpool campaign's ambitions include creating 20,000 new jobs, building 10,000 new homes and boosting the city region's economy by £15 billion.
- Warrington plans to capitalise on HS2 services at Warrington Bank Quay station with a plan for economic growth that includes the creation of 26,000 new homes, 24,000 new jobs in the town itself and 31,000 in the wider area by 2040.

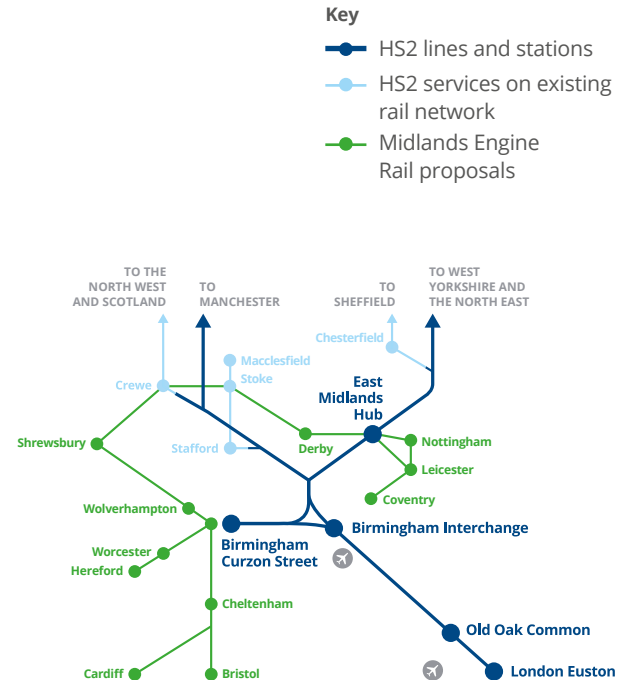
Staffordshire and Cheshire

- The HS2 Growth Strategy published by the Constellation Partnership covering Cheshire and Staffordshire sets out their ambitions to deliver new jobs by 2040, spurred on by HS2 connectivity. They predict that this growth will be worth £6.4 billion to the UK economy.
- The Crewe Masterplan is set to create a new commercial hub around the station, which includes 37,000 new jobs and an additional 7,000 new homes by 2043.
- The Stafford Station Gateway Growth Area plan includes new commercial, business and leisure facilities which will support 6,500 new jobs and 800 new homes.
- Stoke-on-Trent are developing a station area masterplan to drive growth spurred on through HS2 connectivity. Ambitions are to transform housing and employment delivery in the area.
- Macclesfield believe the arrival of HS2 services would have a 'massive impact' on the town, acting as a trigger for regeneration.



East Midlands

- The East Midlands HS2 Growth Strategy estimates that the arrival of HS2 could help provide 74,000 new jobs and add an extra £4 billion a year to the regional economy. In March 2019, the Government approved £2 million of funding for a new development body to oversee plans for the new HS2 station and expand East Midlands Airport.
- The proposed HS2 Infrastructure Maintenance Depot at Staveley offers major opportunities. Derbyshire County Council's masterplan includes 1,500 new homes and 800 new jobs on site.
- The prospect of HS2 in Chesterfield is already driving major generation of the town, including nearly 5,000 new homes and 10,000 new jobs. £1 billion of development is already underway in the borough.



West Midlands

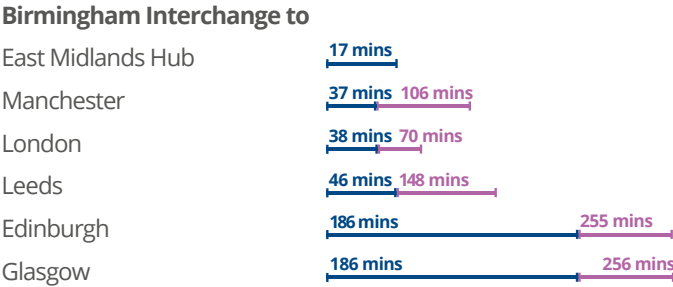
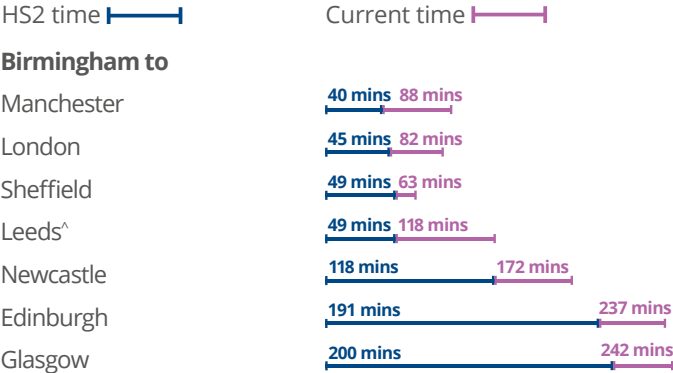
- The West Midlands HS2 Growth Strategy has the potential to add £14 billion to the regional economy and support 100,000 jobs.
- The Curzon Street masterplan outlines proposals for £724 million of investment in the surrounding area. It envisages the creation of 36,000 new jobs, 4,000 new homes and 600,000 square metres of commercial development.
- Interchange station in Solihull will be at the heart of the UK Central Hub. It is estimated this can provide up to 77,500 jobs, 4,000 homes and an economic boost of up to £4 billion.

London

- The redevelopment of Euston as the HS2 London terminus has the potential to support up to 14,100 new jobs and 3,800 new homes with access to public spaces. HS2 has appointed a new construction partner to coordinate the building of the new station, working alongside our Master Development Partner responsible for overseeing development around the site.
- The Old Oak Common and Park Royal Development Corporation in West London has ambitious plans to deliver 25,500 new homes, together with up to 65,000 new jobs at the Old Oak Common HS2 interchange. The Government has provided £250 million to kick-start development on the West London site to create jobs and homes.



All times compare fastest HS2 service (full network) with current fastest time.



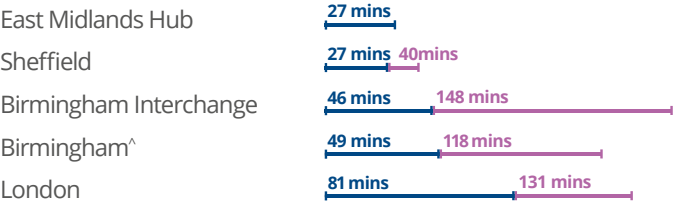
† Via interchange between HS2 services at York or East Midlands Hub.

All times compare fastest HS2 service (full network) with current fastest time.

York to



Leeds to



Sheffield to

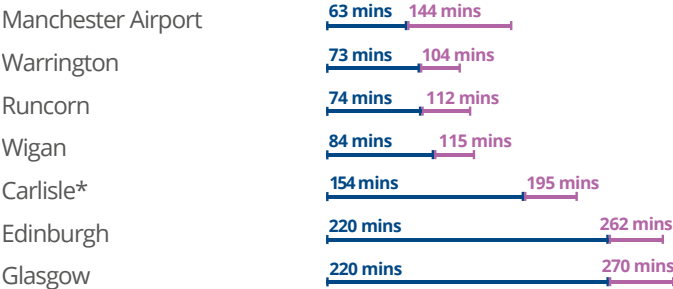


Preston to



^ HS2 is capable of a journey time of 49 minutes for services directly between Birmingham and Leeds that travel entirely on the high speed line. The 2017 HS2 business case showed such services routed via Sheffield.

To London from



Oxenholme (Lake District) to



Manchester to



Liverpool to

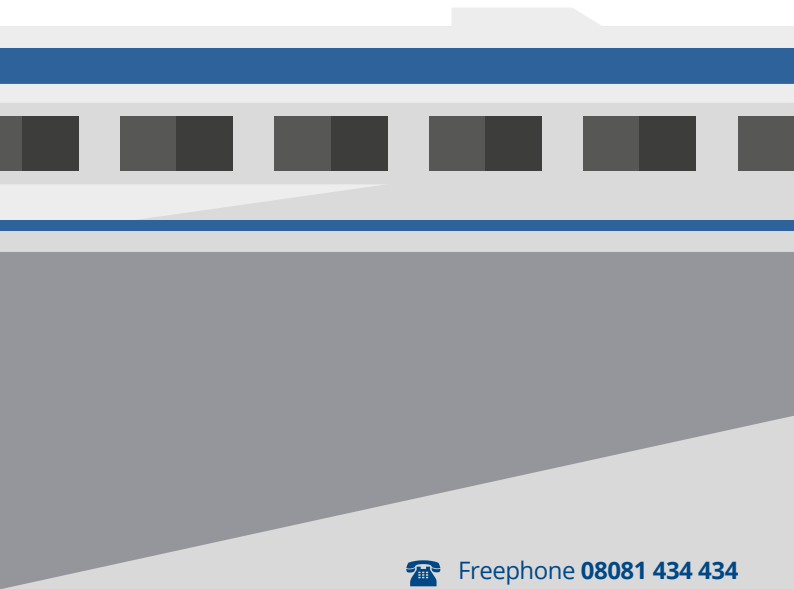


Crewe to



* Via interchange between HS2 services at Preston.

HS2



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