We've charted the likely impact of HS2*. It's bad...

- Main Line Stations
- (1) No through high speed trains to London; slower journey times and reduced frequencies for many stations (incl. Coventry,Stoke-on-Trent)
- (2) Fewer slower services to Leicester and further north
- (3) No improvements until 2026 despite overcrowding for Milton Keynes and Northampton commuters, with major disruption during 7/8yr. Euston rebuild
- (4) Fewer fast services
- Existing Railway
- Proposed HS2 Route
- Clear Benefits
- Some Benefits
- Neutral
- Potential Disbenefits
- Clear Disbenefits

Glasgow
Edinburgh
Berwick upon Tweed
Carlisle
Newcastle
Penrith
Durham
Darlington
Oxenholme
York
Lancaster
Leeds
Preston
Wakefield
Warrington
Manchester
Wigan
Stockport
Doncaster
Liverpool
Wilmslow
Sheffield
Runcorn
Macclesfield
Retford
Holyhead
Bangor
Chester
Chesterfield
Newark
Crewe
Stoke-on-Trent
Stafford
Derby
Grantham
East Midlands HS
Nottingham
Loughborough
Birmingham Int.
Lichfield
Leicester
Wolverhampton
Tamworth
Market Harborough
Peterborough
Sandwell & Dudley
Nuneaton
Birmingham
Rugby
Kettering
Coventry
Wellingborough
Northampton
Greater Anglia Main Line
Worcester
Milton Keynes
Watford
Oxford
Didcot
Swansea
Cardiff
Newport
Reading
LONDON
Bath
Swindon
Bristol
Newbury
Taunton
South Western Main Line
Brighton Main Line
Exeter
Penzance
Plymouth

The impact of High Speed 2†

- £33 billion capital cost
- More losers than winners
- No benefits until 2026/2033
- Benefit cost ratio under 2
- £7bn service cuts on existing network

Greater Anglia, South Western and Brighton Main Lines have much worse overcrowding than West Coast Main Line today but massive expenditure on High Speed 2 will inevitably limit improvements elsewhere.

It is estimated that all Great Western Intercity services will be decelerated by 5 minutes because of an additional stop at new station at Old Oak Common.**

HS2 ACTION ALLIANCE

www.hs2actionalliance.org

* Basis of the maps, with the reports and data it is based on, are available on the HS2AA website
** Based on 51m analysis showing journey time extension disbenefit outweighs interchange benefits
† Sourced from 'Economic case for HS2: Updated Appraisal' published by Government in January 2012, and August 2012 update of the business case

...the '51m* Alternative' is good news for everyone.

The '51m Alternative'

- Longer trains on the WCML
- Reconfigure one first-class coach to standard class
- Investment in 3 pinchpoints on WCML

Full details at **51m.co.uk**

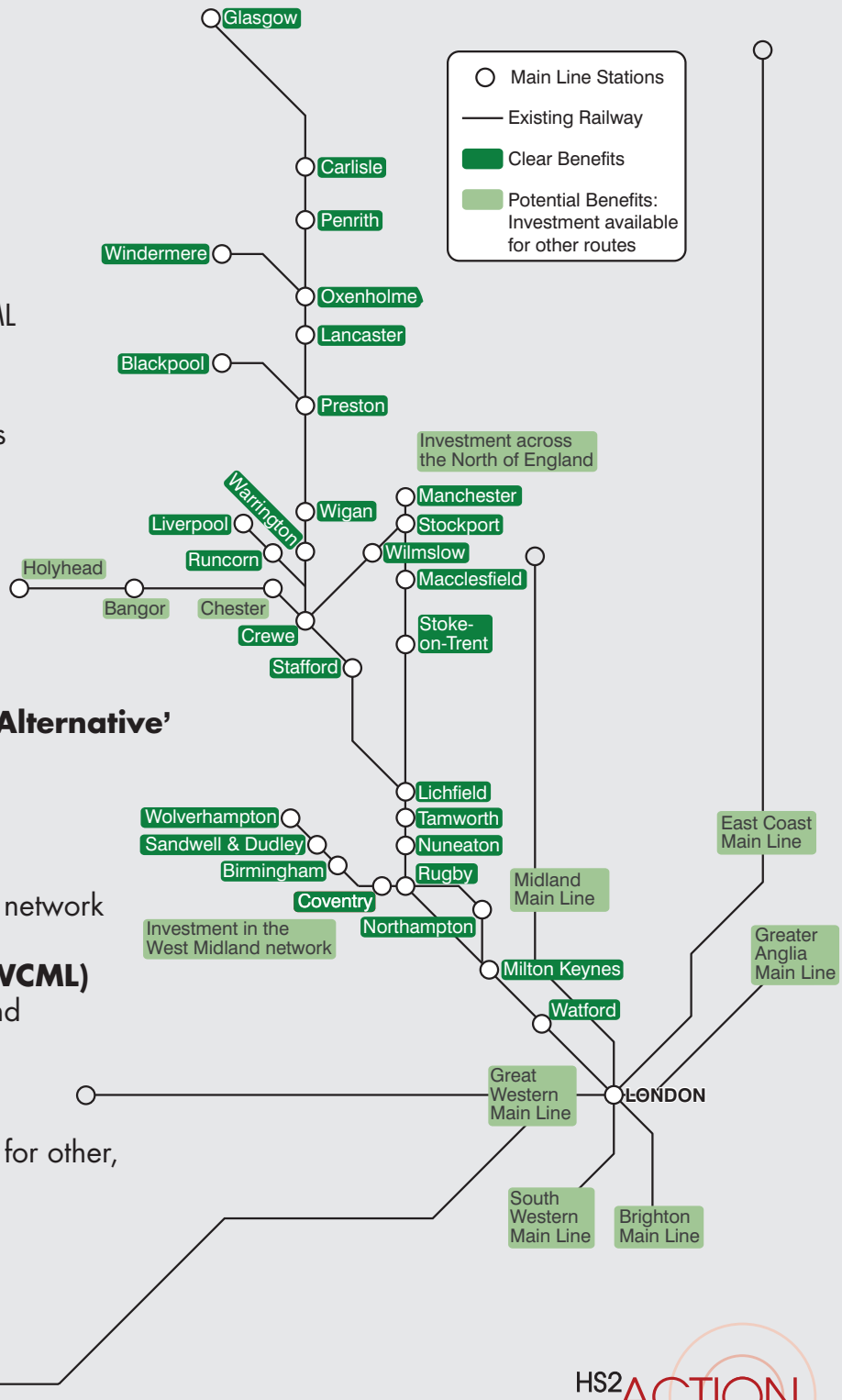
The impact of the '51m Alternative'

- £2 billion capital cost
- No losers
- Benefits from 2017
- Benefit cost ratio over 5†
- No service cuts to existing network

West Coast Main Line (WCML)

- Increased long distance and commuter capacity
- Some faster journey times

Capital investment available for other, more overcrowded routes.



* 51m are the group of 18 local authorities opposed to High Speed 2
† Atkins report for Department for Transport

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