

# HS2 Fact Sheet for Prospective Parliamentary Candidates

November 2019

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## About High Speed Rail Industry Leaders

High Speed Rail Industry Leaders (HSRIL) is committed to supporting the successful delivery of a world-class high speed rail network in Britain. Our members have helped deliver major infrastructure projects in the UK and around the world, ranging from creating entirely new high speed networks through to maintaining and improving the UK's existing rail network. This gives us a unique insight into both the shortcomings in the current network, and the transformative capacity and connectivity benefits that high speed rail can bring. We believe that HS2 will provide a national transport system for the twenty-first century, delivering large scale social and economic benefits throughout the UK. Please find below a summary of the key reasons that HS2 must be delivered in full and all the way.

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### HS2 is about smashing the North–South divide

- As the Chair of Midlands Engine Sir John Peace has written, HS2 is fundamentally about smashing the North–South divide. Without HS2, the country has no strategy to achieve this.
- HS2 will connect eight out of ten of Britain's largest cities – making it easier to move between the South, the Midlands and North, enabling people to live and work where they want.
- Britain suffers from huge regional economic imbalances, with productivity in London some 40% greater than in the North.
- To give one example, the business connectivity improvements from HS2 range from 19–23% in the city regions of the North and Midlands, compared to only a 9% improvement for London.
- It is estimated that 70% of the jobs created at the peak of construction will be outside of London.
- See our recent report [Why Britain needs HS2](#).

### HS2 is essential to achieving net zero emissions and tackling the climate emergency

- The HS2 project forms a crucial part of the transition to net zero. The UK's answer to the emission reduction challenge in the transport sector must be an irreversible shift to low-emission travel. HS2, as a high capacity fully electrified railway, is key to making this happen.
- Companies contracted to deliver HS2, and the wider high speed rail supply chain, are already making significant achievements in driving down design and construction carbon emissions.
- See our recent report [HS2- towards a zero carbon future](#)

### Dozens more towns benefit from HS2 than people realise

- The benefits of HS2 go to dozens more towns and cities than simply those on the line of route.
- By freeing up capacity on existing railway lines, we estimate people in at least 22 places will benefit from better rail services as a result of HS2: Watford, Milton Keynes, Coventry, Wakefield, Rugby, Nuneaton, Tamworth, Lichfield, Doncaster, Retford, Newark, Peterborough, Stevenage, Shrewsbury, Telford, Wrexham, Blackpool, Middlesbrough, Hull, Wolverhampton, Grantham and Cambridge.
- This is in the addition to the 25 towns and cities set to receive HS2 trains directly, connecting 30 million people with faster and more reliable transport: London, Birmingham, Manchester, Liverpool, Crewe, Wigan, Warrington, Preston, Lancaster, Oxenholme, Penrith, Carlisle, Glasgow,

Edinburgh, Newcastle, Darlington, York, Leeds, Sheffield, Chesterfield, Stafford, Stoke-on-Trent, Macclesfield, Stockport and Manchester Airport.

- Midlands Connect research suggests that up to 71 locations will benefit from improved conventional rail passenger services as a direct result of the capacity released by HS2.

### **Pitting HS2 v NPR is a false choice**

- The choice that has been presented between HS2 and Northern Powerhouse Rail (NPR) is an entirely false one—akin to suggesting that the M62 should be built but not the M1.
- HS2 is a pre-requisite for NPR, and NPR services on two of the most important regional links (Liverpool to Manchester; and Leeds to Sheffield) will run on HS2 infrastructure.
- Prospective Parliamentary Candidate Lucy Powell says “The most expensive bits of NPR are delivered by HS2, meaning the project is better value, and can commence more quickly.”
- Government policy is to deliver both projects and ensure that there is joined up thinking—so there is no sense in choosing, and no need to choose.
- See our recent report [HS2 North West Voices](#)

### **HS2 is essential to tackling the capacity crunch on our North–South railways**

- Our existing North–South railway lines are approaching or at capacity and are unable to accommodate more or longer trains.
- All of the options to address the capacity crunch have been assessed and reviewed many times over the last 15 years, and every time it is looked at HS2 emerges as the best option.
- It is the best way of tackling the capacity crunch on our North–South railways which have to accommodate expanding commuter volumes, connect our major cities and shift a huge proportion of our international trade that uses containers; all whilst improving service punctuality and alleviating crowding on trains.

### **HS2’s impact on economic growth, jobs and skills**

- HS2’s apprenticeship programme will create 2,000 apprenticeship opportunities over the project’s lifetime.
- HS2 represents a significant boost to enhancing skill levels and creating pathways for high-skilled jobs across the UK.
- Over 7000 jobs are already supported by HS2 and would be lost if the project does not go ahead, along with the jobs that would be created during the lifetime of the scheme, causing a significant economic shock to communities across Britain.
- It is expected that 60% of contracts will be awarded to SMEs.
- See HS2 Apprentice’s [letter](#) to Government calling for the delivery of HS2.