

What would happen if HS2 isn't built?

The West Coast Main Line (WCML) which links the North West with London will get clogged up. Network Rail has made clear that by 2024, despite measures to increase capacity – for instance, by running longer trains – the route will be effectively full; **many of the busiest long distance services will be carrying passengers who will have to stand, because all of the seats will be taken.** The risk is that what can be enjoyed today will not be indefinitely available for future generations.

Services from the North West will be competing for ever-scarcer timetable slots on the rail network against outer London commuter services which are expected to increase. The North West will lose out as London commuter services expand. This would be disastrous for the region's economic growth prospects. Jobs depend on connectivity, for passengers and to the national ports for freight. The extra capacity HS2 provides is essential if the North West's connectivity is to be maintained and improved.

How can I express my support for HS2?

Government is consulting. It is perhaps to be expected that people living near the line of route will object to HS2. The objectors hope that people and businesses that will benefit from HS2 stay silent. Without your support, HS2 may yet be defeated. So here's what you need to do:

- » Respond to the Department for Transport consultation ([highspeedrail.dft.gov.uk](https://www.highspeedrail.dft.gov.uk), or phone for a copy of the consultation documents on **0300 321 1010**)
- » Write to your MP, asking him or her to strongly support High Speed 2
- » Write a letter to your local (or national) newspaper, saying why HS2 deserves to proceed in the wider national interest
- » Sign up to the Campaign for High Speed Rail (www.campaignforhsr.com)

Questions, questions

Won't investment in High Speed 2 divert much-needed investment from our local services?

Today's government has pledged that they won't allow that to happen. And with the lines between Liverpool, Manchester, Preston and Blackpool being electrified, they can fairly point to recent investment commitments producing results on the ground.

Isn't high-speed rail just for wealthy business travellers?

No. The business case for HS2 assumes that there are no premium fares charged for using high-speed rail services. Research suggests that on these assumptions, the average fare to London on high-speed rail might be (in today's prices) around £40.

Will HS2 services only serve central London?

No. Government has decided that there should be a connection built between High Speed 2 and the Channel Tunnel Rail Link (now known as High Speed 1) from the outset in 2026. This means that direct straight-through-to Europe services could operate between the cities of the North West and Paris, Brussels, Amsterdam and Frankfurt.

In the subsequent stages when high-speed infrastructure is extended to Manchester, there will also be a direct high-speed link to Heathrow Airport for services from the North West. This will allow both Heathrow and Manchester Airports to concentrate on medium/long haul flights, saving carbon and getting best economic value from our national airports. There is also the possibility that the extension of HS2 northwards would provide for a station at Manchester Airport too.

For answers to many more questions, go to www.greengauge21.net



What will High Speed 2 do for the North West?



GREENGAUGE21



**North West Rail
A CASE FOR
INVESTMENT**

The **North West** stands to be a big winner from the High Speed 2 rail project, getting nearly a quarter of the economic benefits.

The first stage of the national high-speed rail network, the line between London and the West Midlands (HS2), is planned to open in 2026. With onward running over existing lines, this brings high-speed services to the North West and benefits the North West's economy to the tune of £5bn.

But the boost to the region's economy begins even earlier. Experience across Europe shows that once high-speed plans become firm, businesses know they can plan on the dramatically greater accessibility that high-speed rail brings, and tailor their investment decisions accordingly. So the stimulus to regeneration will start before 2020.

So what are the Day 1 high speed services for the North West?

HS2 Ltd's plans show high-speed rail services between London and the North West are comprehensive and frequent:

High Speed service to London (trains per hour each way)

Crewe	1
Liverpool	2
Manchester	3
Preston	1 (2 in peak period)
Runcorn	1
Stockport	3
Warrington	2 (3 in peak period)
Wigan	1 (2 in peak period)
Wilmslow	1



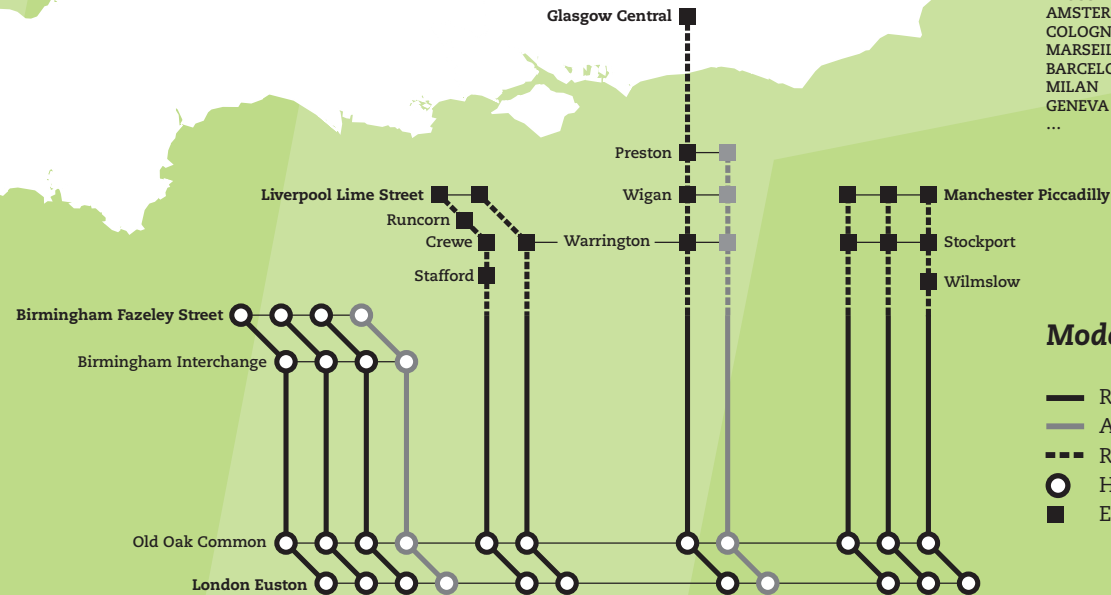
First phase of HS2 - Day 1, 2026

To London from...	Today's timings	Journey time with HS2
Manchester	2h07	1h40
Liverpool	2h08	1h50

Source: HS2 Ltd HSR London to the West Midlands and beyond p147 and 2010-11 national rail timetable

It's not just the biggest cities that gain. With complementary investment in the Northern Hub – work on the new line across Manchester is now scheduled to be carried out by the end of 2016 – there will be better onward connections to places such as Bolton and Rochdale. With the southern section of the West Coast Main Line freed up by the transfer of the fastest services to HS2, new direct London services from Blackpool become possible too.

As HSR is extended northwards in subsequent stages, these journey times will get faster still. But the important point is this: the North West gets new high-speed services from Day 1, 2026.



Modelled HS2 service pattern

- Running on HS2
- Additional peak hour service
- Running on existing line
- HS2 station
- Existing station