

# HS2

# HSUK

**Cost**  
£73 billion (HS2 + HS3)

**Cost**  
£52 billion, £21 billion less than HS2 + HS3

**Capacity**  
2-track stem with insufficient capacity to serve all major cities

**Capacity**  
4-track spine from London to South Yorkshire

**Connectivity**  
HS2 + HS3 has  $\frac{1}{7}$  of the connectivity of HSUK

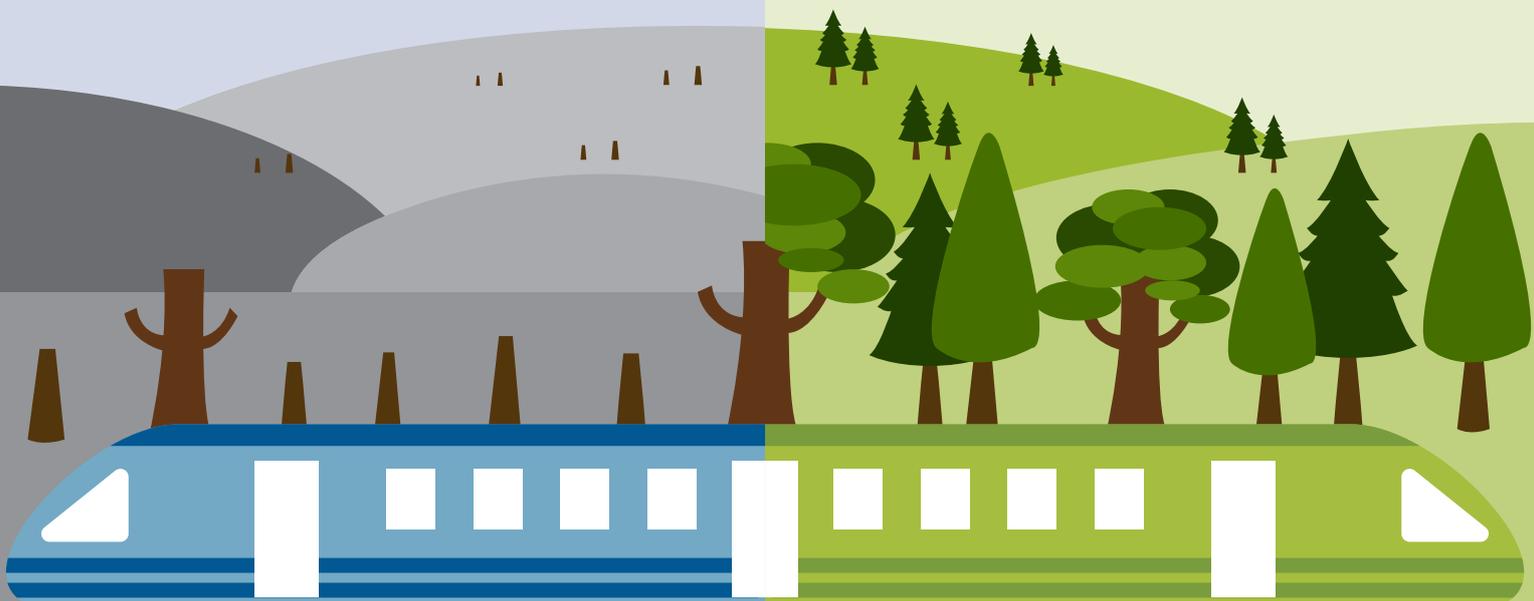
**Connectivity**  
Fully interlinks 20 principal cities and Heathrow with direct high speed services

**CO<sub>2</sub>**  
HS2 + HS3 will at best be carbon neutral

**CO<sub>2</sub>**  
Saves 600 million tonnes of CO<sub>2</sub>

**Countryside**  
Would trash the Chilterns AONB

**Countryside**  
HSUK's route entirely avoids Chilterns AONB



# HSUK

High Speed UK (HSUK) is an alternative high speed rail network developed by professional railway engineers to address the shortcomings of HS2. On a like-for-like basis HSUK trumps HS2 in every aspect. It costs less, it delivers more and it can be built quicker.

## Capacity

HSUK's 4-track spine from London to South Yorkshire will bring additional high speed services to all cities served by the East Coast, Midland & West Coast Main Lines.

HS2's 2-track spine has insufficient capacity to serve all major cities. Milton Keynes, Coventry, Leicester, Derby, Stoke and others will be bypassed, with existing intercity services cut.

## Countryside

HSUK's route north of London follows the M1 and entirely avoids the Chilterns AONB. It requires only 12 km of tunnel to reach Birmingham and serves all principal communities en route.

HS2's 2-track route crosses the Chilterns AONB at its widest point and passes through much unspoilt country further north. It requires 50km of tunnel to reach Birmingham and bypasses all intermediate communities including Luton, Milton Keynes, Northampton, Coventry and Leicester (cumulative population of 2.2 million). HS2 also destroys 63 ancient woodlands. HSUK expects to destroy none.

## CO<sub>2</sub>

HSUK's comprehensive intercity connectivity and enhanced capacity will combine to create the possibility for step-change road-to-rail modal shift. Outline studies indicate that this modal shift could reduce transport CO<sub>2</sub> emissions by up to 600Mt over 40 years.

HS2's ultra-high speed and poor connectivity will result in low modal shift. It will only be carbon neutral, even after 60 years. This is incompatible with the statutory 80% CO<sub>2</sub> reduction target of the 2008 Climate Change Act.

## HS2 destroys 63 ancient woodlands



CO<sub>2</sub> emissions reduced by up to 600Mt over 40 years



Average journey time reduction of 45%

HSUK's 4-track spine



HSUK saves £21 billion



## Cost

HSUK's £21 billion cost saving can be explained by:

- HS2 and HS3 require 227km more new build high speed line than HSUK to interlink the 7 primary cities considered in this comparison.
- HS2 and HS3 require around 74km more tunnel.
- HS2 and HS3 are generally located in more difficult, more sensitive and less accessible terrain clear of existing transport corridors.

## Connectivity

HSUK fully interlinks 20 principal cities with direct high speed services, providing 210 possible journeys. Of these, 208 journeys are improved, providing an average journey time reduction of 45%. Only 2 are unaffected, none are made worse.

HS2 and HS3 will, at best, improve 43 journeys of the same 210 journeys. 119 will remain unaffected, while withdrawal of long distance services from existing main lines will make 48 journeys worse.



# The HSUK Proposal

All principal UK cities and major airports interlinked with frequent high speed services



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