

Cabinet - 14 July 2011

HS2 Formal Response to Government Consultation

Summary of High Level Facts: HS2

Length

150km , no stops in Warwickshire. Third of route in Warwickshire.

Infrastructure

Interchange station near NEC, approximately 7,000 space car park.

No maintenance depots in Warwickshire, (nearest Washford Heath Birmingham).

Electricity transfer stations, no detail in consultation, major infrastructure (approx 100mx100m) may/may not be one in Warwickshire, HS2 not released detail yet

25 new road bridges needed to take County roads over new line.

Travel Times:

Reduction in time to 49 mins (Birmingham –London) currently 85 mins.

Reduction in time to 40 mins (Birmingham-Manchester)

Reduction in time to 65 mins (Birmingham-Leeds).

Frequency

14 trains per hour, travelling at max speed of 225mph.

(Although DfT forecasting assumes 18tph). World wide this has not been achieved, 12-15 tph average.

Business Case Benefits:-

Business case states £5.3b in economic benefits over 60 yrs to West Midlands.

Birmingham boost to economy of £1.2b.

30,000 new jobs (8,000 in Birmingham).

9,500 construction jobs

Up to 1,500 additional operational/maintenance jobs.

Economic Case

Outlines factors and assumptions used in estimating economic costs and benefits of the scheme. It presents a strategic level assessment of Y and a detailed revised economic appraisal of London- Birmingham (i.e. update of business case produced last year for Birmingham line). Appraisal uses DfT guidance to produce Benefit Cost Ratio (BCR).

BCR for Birmingham - London line: 2.0 (including wider economic impacts)
1.6 (excluding WEI)

BCR for Y route: 2.6 (including wider economic impacts).
2.2 (excluding WEI).

DFT - if BCR is greater than 1, then benefits exceed costs.

Overall Expected Benefits According to HS2 Ltd:

Y route anticipated benefits of £40-47b.

Birmingham- London route - benefits £20b

£18b of the £44b arising from shorter journey times.

£14b arising from greater productivity for business travellers. However, this assumes that current business time is wasted.

Costs:

Birmingham- London infrastructure costs £17b (excludes rolling stock £2.8b), 2009 prices.

Y route infrastructure costs £32b.

£750m in this Parliament to develop scheme/consultation etc.

51m Group

51m comprising 13 LAs , as follows:-

- (i) Warwickshire County Council
- (ii) Buckinghamshire County Council
- (iii) Aylesbury Vale District Council
- (iv) Chiltern District Council
- (v) South Buckinghamshire District Council
- (vi) Wycombe District Council
- (vii) Cherwell District Council
- (viii) South Northants District Council
- (ix) London Borough of Hillingdon
- (x) Stratford on Avon District Council
- (xi) Warwick District Council
- (xii) North Warwickshire Borough Council.
- (xiii) Lichfield District Council

51m – equivalent of how much HS2 will cost @ Parliamentary Constituency .

Passenger Forecasts and Demand

DfT Forecasts: 102% demand growth to 2043, plus 209% additional growth by HS2. Originally used forecasts to 2033, then expanded. Great debate over forecasting techniques. DfT 'best forecasts'. But forecasting by its very nature is inherently uncertain.