

HS2 fails the Scottish Challenge

Whilst the official scheme for the HS2 'Y' reaches no further north than Manchester and Leeds, outline plans exist to extend HS2 along the corridor of the West Coast Main Line (WCML) into Scotland, with the route splitting near Carstairs into 2 branches, for Glasgow and Edinburgh.

The projected link to Scotland has been presented as a long-term aim to realise a truly national high speed network; but closer examination reveals yet more flaws in the HS2 vision:

- HS2 will only link Edinburgh and Glasgow to London, Birmingham and Manchester;
- The 'Carstairs split' will dictate 2-hourly frequencies on all HS2 services from Edinburgh and Glasgow to English regional cities;
- No HS2 services are proposed to northern Scottish cities;
- A west-sided HS2 route, passing through the sensitive landscapes of the Lake District and Yorkshire Dales National Parks, will cause major controversy and will require extreme lengths of tunnel.

With all these intractable problems, it is unsurprising that HS2's proposed west-sided route to Scotland has been deemed to have "no business case". All these problems are avoided through High Speed UK's adoption of an east-sided route:

- Edinburgh & Glasgow will be directly linked to all principal UK cities;
- Hourly or better frequencies will be achieved on all intercity routes;
- A direct Edinburgh – Glasgow high speed link is created with a 20 minute journey time and 6 trains per hour;
- HSUK high speed services will extend to northern Scottish cities;
- HSUK's route is located in easier & less sensitive topography.

In addition to all these connectivity advantages, HSUK's cost projections indicate that its proposed east-sided route to Scotland will cost around **£11 billion** less to construct.

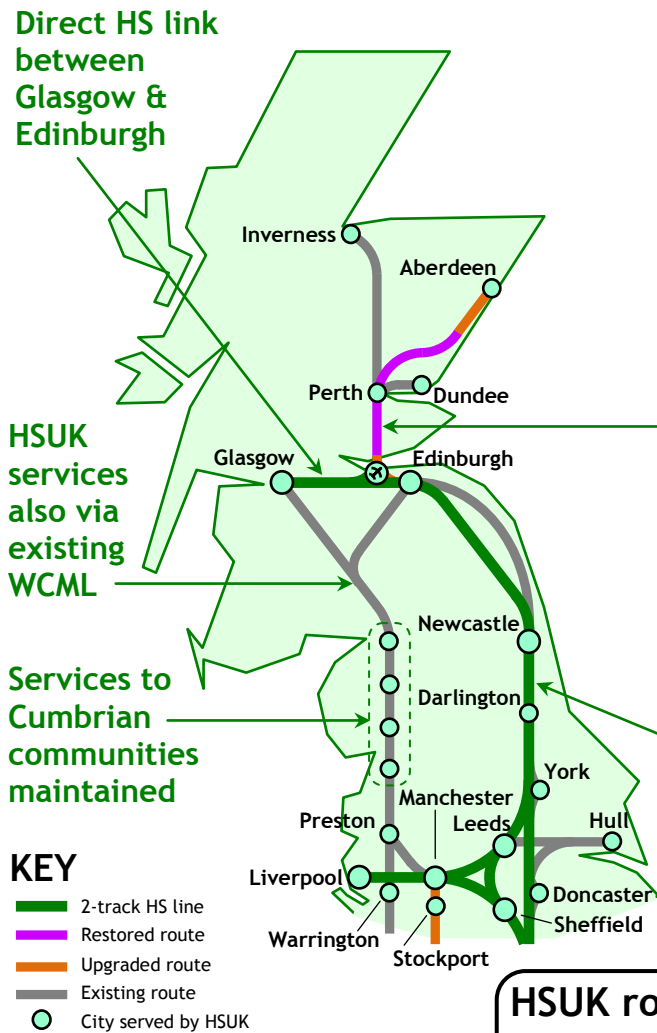
HS2 Ltd is now examining options to upgrade sections of the existing WCML, rather than construct a dedicated high speed line. This will leave HS2 journey times to Scotland significantly greater than those of HSUK, and detailed analysis of the latest proposals indicates major environmental controversy and only very small cost savings.

High Speed UK

East-sided spine route links Edinburgh and Glasgow to all principal English cities with direct hourly (or more frequent) services

HSUK services extend via Forth Bridge to Aberdeen, Inverness, Perth & Dundee: Edinburgh Airport at fulcrum of new Scottish network (*works not included in cost comparisons*)

East-sided spine route designed for 360km/h, also serves North-East of England and requires few tunnels



HSUK route to NE & Scotland cheaper than HS2 routes by **£11bn**

High Speed 2

West-sided spine route links Edinburgh & Glasgow with direct hourly services only to London

Services to Birmingham (& possibly Manchester) at 2-hourly frequency due to inefficiency of Carstairs split

No HS2 services from Scotland to other principal English cities - instead, existing intercity services projected to be reduced

West-sided HS2 route probably with no intermediate stations. Cumbrian communities on WCML likely to lose premium intercity services, with little prospect of link to HS2. Major environmental damage due to design for high speed in difficult & sensitive topography

