

High Speed UK (HSUK) is a national high speed rail network developed by professional railway engineers to remedy the huge 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.



Better Value

- Costs £21bn less than equivalent plans for HS2 and HS3.
- Has 141 route miles less new railway to maintain.
- Provides 45% journey time savings, interlinking the top 32 cities and Heathrow Airport.



Better Connected

- Makes 90% of intercity journeys faster, compared to just 24% for the current plans for HS2 + HS3.
- Is designed for high speed services to extend onto the existing network.
- Links directly to Heathrow and HS1 whilst connecting directly all principal UK cities.



Greener

- Saves 600 million tonnes of CO2 — essential for climate change commitments.
- Makes use of existing transport corridors such as the M1.
- Does not go through the Chilterns AONB or other unspoilt and tranquil rural areas.
- Needs 46 miles less tunnel, and 141 miles less new build route than HS2 + HS3. This creates less spoil, and uses less energy and less concrete to build HSUK.
- Serves city centre stations without need for cars to access parkway stations.
- Includes a complementary scheme for a national rail freight network.



Smarter

- Improves interregional links between towns and cities across the UK.
- Integrates with local rail networks at city centre stations.
- Gives higher return on investment, and lessens the need to subsidise existing routes.
- Provides more new capacity, with a 4 track spine to South Yorkshire instead of HS2's 2 track spine.



HIGH SPEED UK: The Fully Networked Alternative to HS2

The HSUK Proposal

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

