



High Speed Rail: Investing in Britain's Future - Consultation Erratum

The following are corrections to the document *High Speed Rail: Investing in Britain's Future - Consultation*

Paragraph	
Executive Summary p14	<p>“Net present cost to the public purse (calculated as capital and operating costs with a net present value of £44.3 billion less fare revenues with a net present value of £27.2 billion) would be £17.1 billion. The net present value of benefits generated over the same timescale would total £43.7 billion.”</p> <p>Should be replaced with:</p> <p>“Net present cost to the public purse (calculated as capital and operating costs with a net present value of £44.3 billion less fare revenues with a net present value of £27.3 billion) would be £17.0 billion. The net present value of benefits generated over the same timescale would total £44.1 billion.”</p>
2.51	<p>“Potential additional benefits of £2.3 billion”</p> <p>Should be replaced with:</p> <p>“Potential additional benefits of £2.4 billion”</p>
2.62	<p>“HS2 Ltd also estimates that the proposed network would generate fares revenues over the same period with a net present value of £27.2 billion, resulting in an overall net present cost to Government of £17.1 billion”</p> <p>Should be replaced with:</p> <p>“HS2 Ltd also estimates that the proposed network would generate fares revenues over the same period with a net present value of £27.3 billion, resulting in an overall net present cost to Government of £17.0 billion”</p>
2.63	<p>“HS2 Ltd’s analysis estimates that a national high speed rail network would generate benefits with a net present value of £43.7 billion”</p> <p>Should be replaced with:</p> <p>“HS2 Ltd’s analysis estimates that a national high speed rail network would generate benefits with a net present value of £44.1 billion”</p>