



“The benefit–cost ratio calculated for phase one has twice contained errors and the Department has been slow to carry out its own assurance of the underlying analysis. “
National Audit Office.

“It is not possible to give a definitive figure for expenditure that will result as a consequence of this Bill.” (The HS2 Preparation Bill)
Department for Transport.

“Building HS2 would threaten rail services between the pole points of Birmingham, Manchester and Leeds. As resources dried up, the bullet train would risk becoming surrounded by railway deserts. A big cut in intercity services running on the “classic” mainlines is built into the Department for Transport’s business case for HS2, including £7.7bn of savings in subsidy to existing services.”
Lord Peter Mandelson.

“As yet no real alternatives to HS2 have been investigated, let alone evaluated. The question ‘What is the best way to spend £33 billion?’ – has not been asked.”
New Economics Foundation.

“The pattern so far has been for costs to spiral - from more than £16bn to £21bn plus for phase one - and the estimated benefits to dwindle.”
Margaret Hodge, Public Accounts Committee.

“In most developed economies high-speed railways fail to bridge regional divides and sometimes exacerbate them.”
The Economist.

“High speed rail could divert funds away from investment in local rail services.”
The Sustainable Development Commission.

“It is an unnecessary route and will be very expensive, and that money would be better spent elsewhere on modernisation, electrification and re-signalling.”
Kelvin Hopkins MP.

“The DfT’s cost-benefit analysis (of HS2) excludes all environmental and social outcomes. The carbon case for HS2 remains unconvincing.”
New Economics Foundation.



“Especially in smaller countries, upgrading existing, slower networks often makes more sense... Britain still has time to ditch this grand infrastructure project — and should.”
The Economist.

“So far the department has made decisions based on fragile numbers, out-of-date data and assumptions which do not reflect real life,”
Public Accounts Committee.

“My experience in government also makes me suspicious of big projects that can easily run out of control. Politicians are always excited by 'visionary' schemes. One thing I have learnt is that transport, rather like banking, is at its best when it is boring.”
Alastair Darling.

“The relationship between the Department’s strategic objectives for High Speed 2, such as rebalancing the economy, and journey time savings, the largest quantified benefit in the economic case, is unclear. “
National Audit Office.

“Taking the evidence in the round it is very difficult to substantiate the argument that high speed rail is likely to have a positive impact on regional inequalities.” –
Professor John Tomaney, Newcastle University.

“It is time to revisit the case for HS2. It runs the risk of substantially draining the railway of money vital for investment over the next 30 years.”
Alastair Darling.

“The Department’s published timetable for introducing the hybrid bill for phase one to Parliament is October 2013. We believe this is overambitious. “
National Audit Office.

“Claims about the ‘transformational’ nature of transport investments should be generally discounted because they have no convincing evidence base to support them.”
Professor Henry Overman.

“Major investments tend to offer lower returns than smaller ones. Rod Eddington noted a general tendency for what he termed ‘grand projects’ to deliver disappointingly low Benefit Cost Ratios, and doubted the value of new High Speed Rail lines.”
Commission for Integrated Transport .

“InterCity West Coast is unique because it has a considerable amount of unused Capacity that will expand further with the addition of 106 Pendolino“
Bid document for the West Coast Main Line from First Group.