



FREQUENTLY ASKED QUESTIONS

WHAT IS HS2?

HS2 is the proposed new high-speed line linking London to the Midlands and North of England. It is a new passenger railway being built to cope with the significant growth of passenger and freight demand, which is predicted to continue over the next 20 years.

HS2 is a massive investment in modernising the UK's rail infrastructure and will be the first main line railway to be built north of London in over 100 years.

The initial plan is for a new railway line between London and the West Midlands, 400m (1,300ft) long trains with up to 1,100 seats per train. They would operate at speeds of up to 360kph (225mph) - faster than any currently operating in Europe. There will be up to 18 trains per hour in each direction. It will be delivered in two phases.

Phase 1 will run from London Euston to Birmingham. Phase 2 will form a Y-shape with the western arm serving Manchester and the eastern Leeds. Intermediate stations in the East Midlands and South Yorkshire are planned. A link to Heathrow is also proposed. Connections will be made to the existing rail lines to allow trains visit to destinations not on the high speed lines.

Phase 1 (Birmingham) is scheduled to be completed by 2026 and Phase 2 (Manchester and Leeds) is scheduled to be completed by 2032. The overall cost of the HS2 project is £42.6 billion.

WHERE DOES LIVERPOOL COME INTO IT?

Liverpool is the largest British city not to be directly connected to HS2. Instead, trains will use the high speed line for part of their journey and then transfer onto existing tracks. In Phase 1, a link between HS2 and the West Coast Main Line near Lichfield (Staffordshire) will be used for all services. The frequency is scheduled to be two trains per hour. In Phase 2, another junction will be built on the Birmingham-Manchester section just south of Crewe. Half of Liverpool's services will use this link, travelling 63km (39 miles) on the 19th Century tracks, whilst the other half will continue to use the Lichfield junction (in order to service Stafford), travelling 125km (78 miles) on the 19th Century tracks.

SO HOW WILL LIVERPOOL LOSE OUT FROM NOT HAVING AN HS2 CONNECTION?

1 - Journey times to Liverpool will be much longer than other regional cities connected to HS2!

Liverpool trains will spend 51% of their time on existing 19th Century tracks, and only 49% on the high speed tracks.

Today journey times from London to Liverpool and Manchester are on par, but Manchester passengers will enjoy a much quicker service following HS2.

City	London Journey Times (mins)		Improvement
	Virgin	HS2	
Liverpool	124	103 ¹	17%
Manchester	120	68	43%

2 - There will be no increase in peak hours passenger capacity - in fact peak hours capacity could decrease.

Liverpool trains will be limited to 200m in length, and be classic-sized trains. Birmingham, Manchester and Leeds will have 400m-long double-deck trains, with at least twice the number of seats. Liverpool's current Virgin Pendolinos are 265m long, so it is likely that HS2 trains will have fewer seats and will be more overcrowded from day one.

3 - Liverpool get only a fraction of the services of other major cities.

City	HS2 to London (per hour)	HS2 to Birmingham (per hour)
Liverpool	2	None
Leeds	3	3
Manchester	3	3
Birmingham ²	12	

¹On average, as Liverpool has an "asymmetric" service, 110 mins via Lichfield or 96 mins via Crewe.

²Birmingham / Birmingham Interchange

SO HOW WILL LIVERPOOL LOSE OUT FROM NOT HAVING AN HS2 CONNECTION?

4 - Liverpool will not get the increase in overall rail capacity that it needs to support growth.

The HS2 tracks into the centre of Birmingham, Manchester and Leeds, will remove long-distance trains from the existing lines, allowing those city regions to have many new commuter and cross-country train services. This will grow their labour markets, increase visitor numbers and massively boost their economies.

Despite the fact that Merseyrail is already the UK's busiest metropolitan rail network outside London, Liverpool gets no new infrastructure and will not benefit from new connections, capacity or the resulting economic growth.

5 - Without HS2 and an increase in overall rail capacity, freight movement and the growth of Liverpool's port will be seriously constrained.

According to our research³, over the next 20 years rail freight from the Liverpool City Region will quadruple, growing at twice the national average. But crucially for Liverpool, HS2 will not relieve a key freight bottleneck between Weaverham and Winsford where the West Coast Main Line drops from 4 tracks to just 2. According to Network Rail, this section is near capacity and is currently causing timetabling restrictions⁴ and it isn't significantly relieved of passenger services by HS2. This will jeopardise the success of the proposed £1.8bn investment in port and freight infrastructure in the Liverpool City Region.

6 - Liverpool's economic growth and future are being put in serious jeopardy.

Without better services, improved business connectivity to London and other major cities, and with A massive threat to port expansion, the lack of an HS2 connection will clearly undermine Liverpool's recent economic renaissance. According to KPMG⁵, the City of Liverpool could lose more than £50m p/a due to business being drained out of Liverpool to better connected cities.

³Based on official consultation responses to the Network Rail's Freight Market Study, October 2013

⁴West Coast Main Line Route Utilisation Strategy, July 2011

⁵HS2 Regional Economic Impacts, September 2013

WHAT WILL BE THE MAIN BENEFITS OF A LIVERPOOL HIGH SPEED LINK FOR LIVERPOOL, THE WIDER CITY REGION AND THE UK?

1 - Improved journey times and connectivity

By being directly linked to the new high speed line, Liverpool will get quicker journey times to London, removing the significant time difference with Manchester, Leeds and other places in the North. Along with improved connections to these cities, this will allow Liverpool to remain competitive with regards to inward investment.

Service	Journey Times (mins)
Virgin Pendolino	124
HS2	103 ⁶
20 Miles More	72

2 – Increased rail capacity for new and expanded services

The link will release capacity on the existing, already congested lines into Lime Street due to the transfer of trains from London, Birmingham and possibly other places being transferred onto the new line. The released capacity may be used for new passenger services or to improve the frequency of existing ones, particularly with regard to the local commuter rail network.

Line	Potential Train Paths released p/a
West Coast Main Line	26,208
Liverpool / Manchester Airport	6,552
Total	32,760

3 – It will facilitate growth of the port and the projected massive expansion of freight movement.

By diverting passenger services off the West Coast Main Line it would free up the capacity which is vitally important if we are to meet projected freight growth and service the expansion of the port of Liverpool. Liverpool is investing in the development of a major Post-Panamax facility – Liverpool 2 – able to handle the new generation of ocean carriers. Without a radical expansion of rail freight capacity this investment will not be able to realise its full potential.

⁶On average, as Liverpool has an “asymmetric” service, 110 mins via Lichfield or 96 mins via Crewe.

WHAT WILL BE THE MAIN BENEFITS OF A LIVERPOOL HIGH SPEED LINK FOR LIVERPOOL, THE WIDER CITY REGION AND THE UK?

4 – It will help stimulate growth across the wider North West and develop new economic links between Liverpool and Manchester.

A link to Liverpool creates potential for an additional station in the Warrington or Halton areas. This could make HS2 even more accessible to many more parts of the North West, allowing these areas to get more of a benefit out of the proposed line that they may not get otherwise. It would also make a regional “Javelin” service possible, opening a new High speed route from Liverpool to Manchester via Manchester Airport and Warrington. This would dramatically reduce journey times, especially to Manchester Airport, and release even more local capacity off the existing tracks for new services across the North West. 200 years after the creation of the world’s first ever inter-city railway, a high speed connection would forge greater economic links between two of the world’s great pioneering cities.

Direct Trains Between		Journey Time (mins)	
		Current	20 Miles More
Liverpool	Manchester	47	30
Liverpool	Warrington	29	10
Liverpool	Manchester Airport	74	21
Warrington	Manchester	23	18
Warrington	Manchester Airport	55	9

SO WHY WILL A LINK TO LIVERPOOL BE A WORTHWHILE AND COST-EFFECTIVE INVESTMENT?

Liverpool is a thriving, entrepreneurial city. In recent years it has experienced economic growth second only to London. It needs to be connected to this important piece of national infrastructure to sustain and accelerate that growth. Studies demonstrate a direct transport benefit of £2.70 for every £1 spent on a link to Liverpool – a better return than for the project as a whole⁷. The very fact Liverpool would be on the new network would signal faith and commitment in the city and would send a strong cue to investors in the private sector that Liverpool is a place to do business.

- The Port of Liverpool is a national strategic asset being the main port for two of our three largest trading partners (US & Ireland) and in linking Northern Ireland to the UK. It's the only West Coast port with post-Panamax capacity and is thus vital to the UK's aim to remain one of the world's major trading nations.
- Liverpool City Region has nationally important strengths in sectors like wealth management, life sciences, creative and digital and is home to leading manufacturing companies like Jaguar Land Rover, Vauxhall and Unilever. Improved business connectivity will help these sectors to grow and enable Liverpool to contribute even more to UK plc.
- We estimate that an HS2 link would boost the GVA of Liverpool and the wider region by £400m⁸ every year – that's worth £8 billion over 20 years.

If the UK is to renew and rebalance its economy then it needs to harness the potential of cities like Liverpool. For 20 Miles More that potential can be unlocked through a direct link to HS2.

⁷Phase 1: £1.40 per £1. HS2 Phase 1&2: £1.80 per £1. HS2 Economic Update October 2013

⁸Based on percentage GVA uplift estimated by KPMG for comparable city regions with HS2 link, like-for-like basis.



SO WHAT NEEDS TO HAPPEN NOW?

The financial cost of a 20 mile HS2 link to Liverpool is between £1.5⁹billion and £1.9 billion – about 4% of the £42.6 billion cost of the project. The economic cost of not taking this opportunity now – to the local, regional and national economy – is almost impossible to calculate. There are numerous inventive ways in which this finance could be raised and a Liverpool link funded. We will investigate these as part the research that we will be carrying out to develop the case for 20 Miles More.

We will continue to campaign and argue the case for a Liverpool link based on robust evidence and hard economic logic. We look forward to widening our support and building alliances with people across and beyond the City Region. The case for 20 Miles More needs to be presented forcefully and consistently over the next 12 months and beyond by all of us who are committed to supporting the growth and future prosperity of Liverpool and its City Region.

We cannot afford to wait for a more convenient and appropriate time to present Liverpool's case. If the economic and business case is not made now, then Liverpool will be marginalized and disconnected.

HS2 will help unlock the limitless potential of Liverpool and its City Region. All we need is 20 Miles More.

⁹Includes risk and optimism bias.