

We've charted the likely impact of HS2*. It's bad...

○ Main Line Stations

① No through high speed trains to London; slower journey times and reduced frequencies for many stations (incl. Coventry, Stoke-on-Trent)

② Fewer slower services to Leicester and further north

③ No improvements until 2026 despite overcrowding for Milton Keynes and Northampton commuters, with major disruption during 7/8yr. Euston rebuild

④ Fewer fast services

— Existing Railway

- - - - Proposed HS2 Route

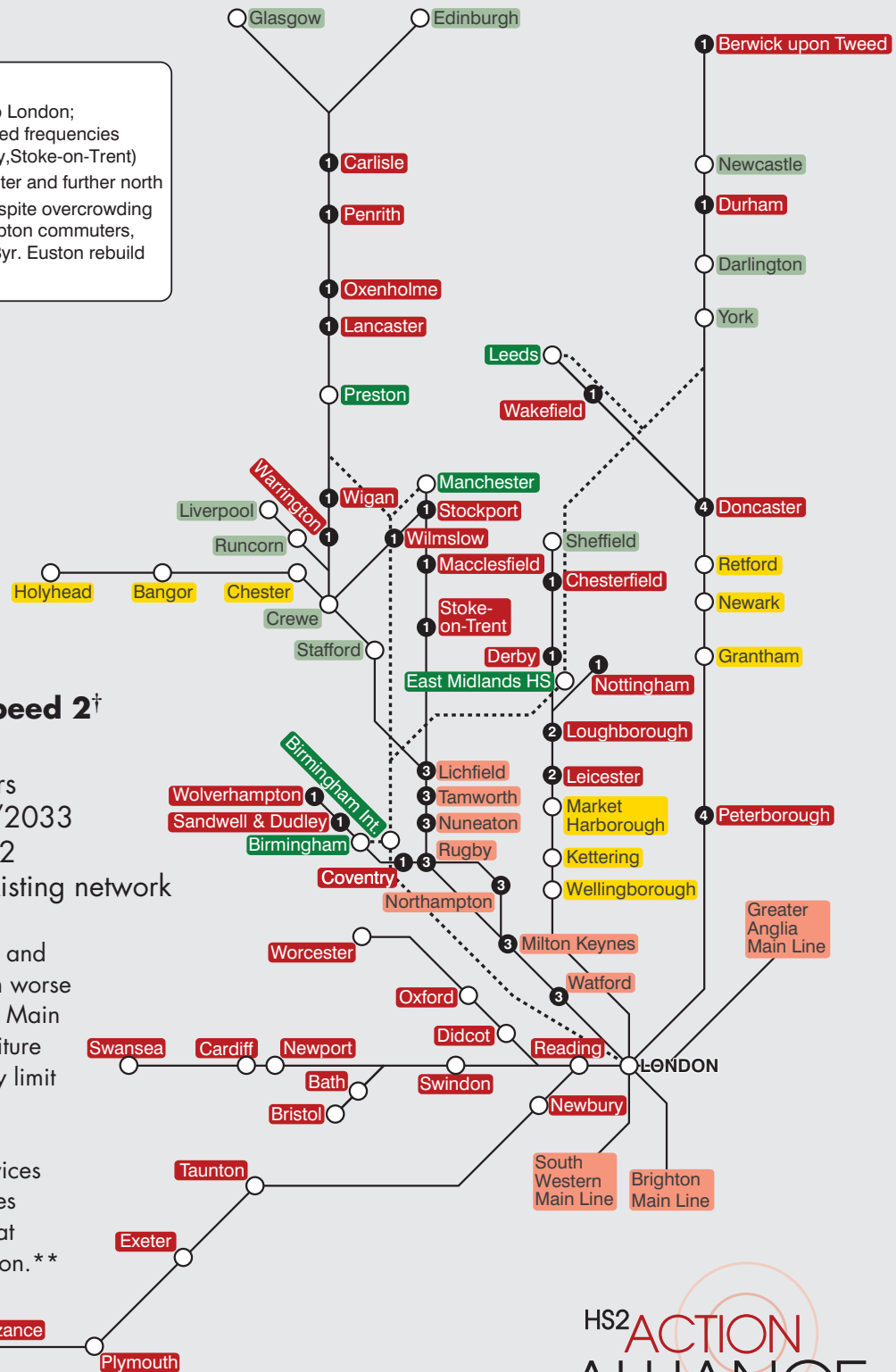
■ Clear Benefits

■ Some Benefits

■ Neutral

■ Potential Disbenefits

■ Clear Disbenefits



The impact of High Speed 2†

- £33 billion capital cost
- More losers than winners
- No benefits until 2026/2033
- Benefit cost ratio under 2
- £7bn service cuts on existing network

Greater Anglia, South Western and Brighton Main Lines have much worse overcrowding than West Coast Main Line today but massive expenditure on High Speed 2 will inevitably limit improvements elsewhere.

All Great Western Intercity services will be decelerated by 5 minutes because of an additional stop at new station at Old Oak Common.**

* Basis of the maps is available on HS2AA website

** Based on 51m analysis showing journey time extension disbenefit outweighs interchange benefits

† Sourced from 'Economic case for HS2: Updated Appraisal' published by Government in January 2012, and its August 2012 update

...the '51m* Alternative' is good news for everyone.

The '51m Alternative'

- Longer trains on the WCML
- Reconfigure one first-class coach to standard class
- Investment in 3 pinchpoints on WCML

Full details at 51m.co.uk

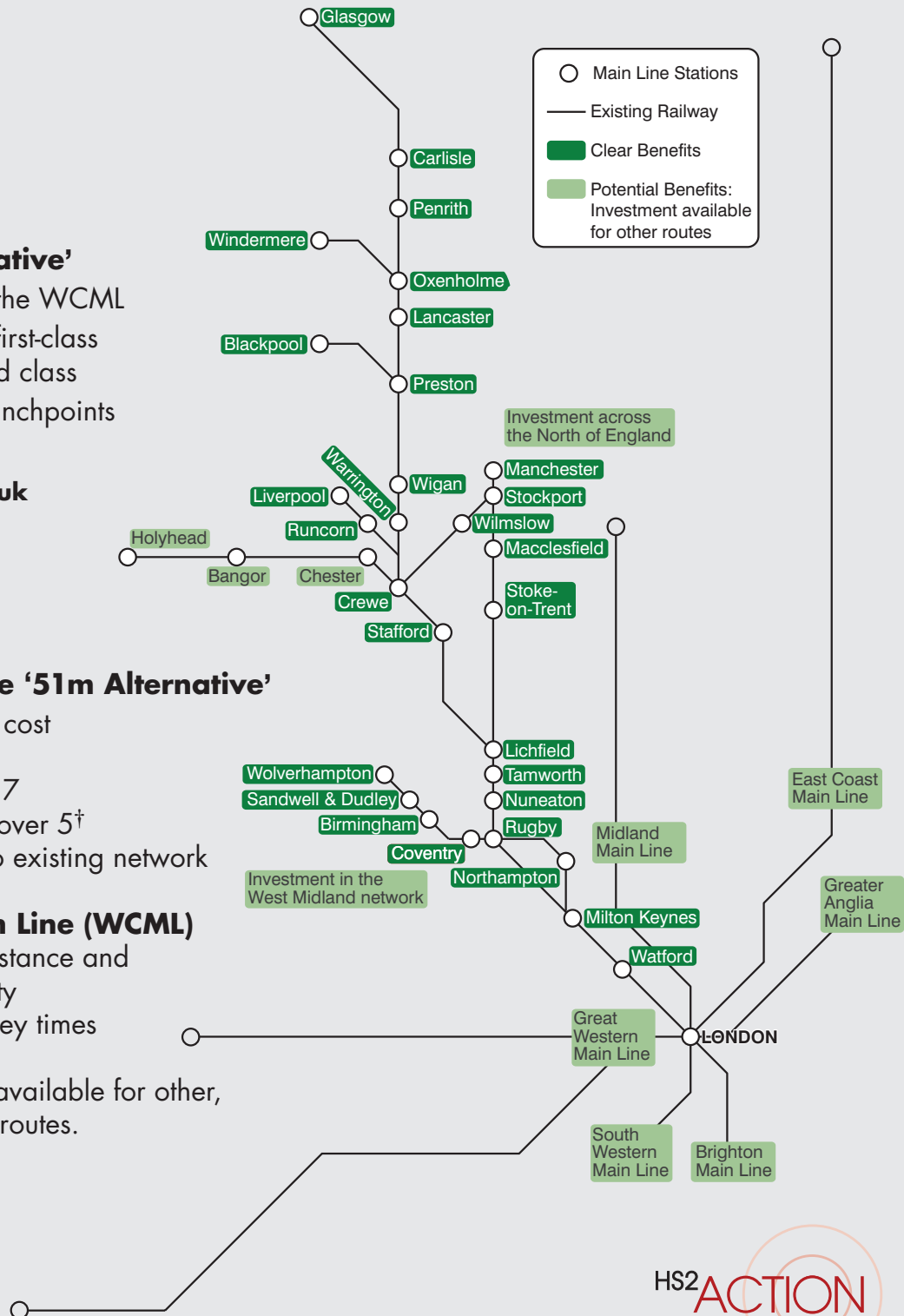
The impact of the '51m Alternative'

- £2 billion capital cost
- No losers
- Benefits from 2017
- Benefit cost ratio over 5[†]
- No service cuts to existing network

West Coast Main Line (WCML)

- Increased long distance and commuter capacity
- Some faster journey times

Capital investment available for other, more overcrowded routes.



* 51m are the group of 18 local authorities opposed to High Speed 2
 † Atkins report for Department for Transport