A REALISTIC PLAN AND AN ADAPTIVE APPROACH

Rail use is growing in the Midlands and the North

But rail services are lagging behind

Major rail projects have traditionally seen big increases in cost

1 in 3

Government needs to take an adaptive approach, setting a stable core pipeline of investment, and taking decisions to enhance or add further schemes if:

- The core pipeline is on time and budget
- Costs and benefits of new schemes are more certain
- Other investments are being made, e.g. in skills, development and local transport.

Prioritising regional links is likely to deliver higher benefits for the Midlands and the North

A successful Integrated Rail Plan should:

Sources:

- Commission calculations using Department for Transport (2019), Rail Statistics, Table RAI0201, city centre peak passenger arrivals by rail on a typical autumn weekday
- Converted to 2019 prices. House of Commons Library (2019), High Speed 2: the business case, costs and spending
- Douglas Oakervee (2020), Oakervee Review of HS2
- Qualification data from ONS Annual Population survey (2020). Earnings data from ONS Annual Survey of Hours and Earnings (2020). Both accessed from Nomisweb. London & South East includes London, the South East and the East of England, the North includes the North East, North West, and Yorkshire and the Humber, and the Midlands includes the East and West Midlands
- Figures are undiscounted. undiscounted figures represent 60 years of benefits at a constant annual rate