

1). Description of policy, including any assumptions necessary to allow the commitments to be costed:

What would it cost to introduce a high-speed North-South rail link? The assumption is that this would cost as much as extending the Channel Tunnel rail link did per mile. In addition, how much would it cost to introduce a Leeds-Manchester high-speed rail link?

Notes and assumptions used

Precise costs vary depending on a number of factors including the route, whether construction is on a disused railway alignment or built on green fields and the need for major works such as tunnelling.

Costs of operation and maintenance must also be considered.

Recent work for the Department for Transport suggested a new double track high-speed rail line might cost £12-16 million per route-kilometre.

The £12-16m per route-kilometre figure varies according to whether construction is on a disused railway alignment (£12m) or built on green fields (£16m). The figure provides for complete double track new high speed line including track, control systems, power, earthworks and most structures but excluding tunnels, significant structures and stations.

The attached costings are based on existing route distances. It is important to note that it is possible that new alignments would take a different route and so might cost more or less depending on route distance and how much major engineering works – such as tunnels - are needed en route

2). Information required on distributional effects of the policy:

3). Cost/Revenue to the Exchequer over five years:

All costs are DEL capital costs.

Estimated cost	West Coast Main Line	East Coast Main Line	Great Western Main Line
Whole route	£14-19bn (1172 km)	£18-24bn (1473 km)	£26-34bn (2129 km)
Part of route:			
London-Glasgow	£7-10bn (600 km)		
London-Manchester	£4-5bn (295 km)		
London-Edinburgh		£7-9bn (578 km)	
London-Bristol			£2-3bn (182 km)

Leeds-Manchester: £500-700m

4). Distributional effects (if none requested, any significant):

5). Comparison with current system (if applicable):

6). Other comments (including other Departments consulted):

Cost figures are drawn from work done for DfT in the development of the July 2007 white paper Delivering a Sustainable Railway, for which the Department for Transport commissioned work on various inter-urban capacity options.