

Timeline

2009: HS2 is first conceived. Estimated cost is £30 billion for a network from London to Manchester and Leeds¹

2014: Cancellation of link with HS1

2015: Cancellation of link with Heathrow Airport

2020: Estimated cost is £35-45 billion (2019 prices) for London to West Midlands; Construction starts with some design just 10% complete

2021: Cancellation of Phase 2b Eastern Leg (West Midlands to Leeds); replaced with HS2 East (West Midlands to East Midlands)

2022: Cancellation of Phase 2a (West Midlands to Crewe), Phase 2b Western Leg (Crewe to Manchester) and HS2 East (West Midlands to East Midlands)

December 2024: Mark Wild takes over management of HS2 Ltd as CEO, project's reset begins

June 2025: Transport Secretary Heidi Alexander updates Parliament on progress of HS2 reset

June 2025: Mike Brown appointed Chair of HS2 Ltd

September 2025: Full completion of Colne Valley Viaduct, Britain's longest railway bridge

October 2025: Completion of Bromford Tunnel, marking finish of all deep tunnelling between Old Oak Common and Birmingham Curzon Street

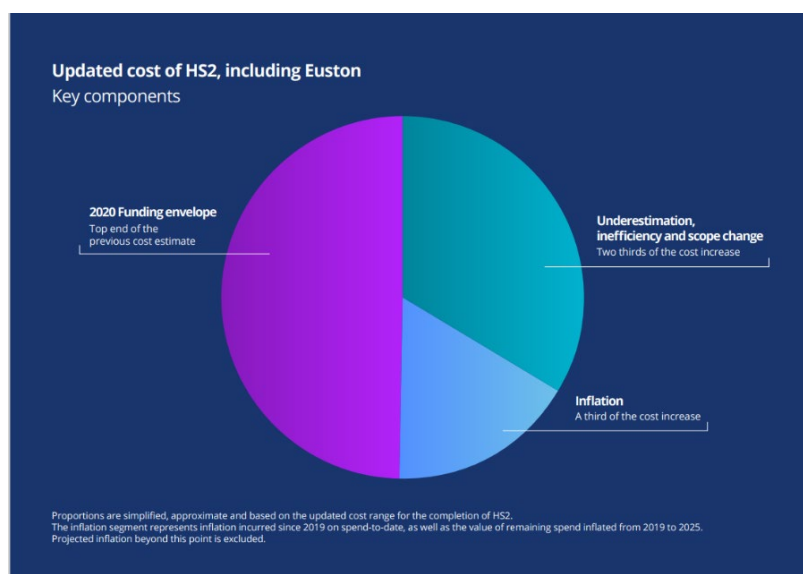
January 2026: Boring of Euston Tunnel begins, a key milestone in Government's commitment to deliver HS2 into central London

May 2026: Government announces HS2's trains will run at 320km/h, matching speed of Japanese bullet trains

May 2026: May 2036 - October 2039 announced as timeline for trains to start running from Old Oak Common to Birmingham Curzon Street (2029-2033 previous estimate)

May 2026: May 2040 - December 2043 announced as timeframe for trains to start running from London Euston to the North West and Scotland (no recent previous estimate)

Costs



¹ 2019 prices, excluding rolling stock

The new cost range to deliver HS2 will be £87.7 to £102.7 billion². This covers the costs of both works to date and future work, including the delivery of HS2 to Euston station and the fleet of high-speed trains, but excluding future inflation.

Prior spending includes³:

- **£2.4 billion** (2019 prices) on HS2 Phase 2 prior to its cancellation in October 2023 – of this, £1 billion was spent on Phase 2a, £0.7 billion on Phase 2b Western Leg, and £0.7 billion on Phase 2b Eastern Leg.
- **£548 million** (in cash terms) on Euston up to the end of December 2022, including £105.6 million of previous design work that was written off.
- **£15.5 billion** on Phase 1 Main Works Civils (2019 prices) by July 2024, representing the entire original budget for Main Works Civils.

Speed

Country	Maximum Operating Speed (kph)
HS2 (previous plans)	360
China	350
Indonesia	350
HS2 (May 2026 updated plans)	320
Japan	320
France	320
UK – HS1	300
Spain	300
Germany	300
Italy	300
UK – conventional rail	200

Reset and construction

CEO Mark Wild is turning HS2 Ltd around and getting a grip of money. To achieve this, he has:

- Cut 300 bureaucratic roles, and redirected resources to front-line delivery
- Implemented rigorous cost control processes with new specialist roles created to manage contracts and scrutinise payments to contractors and suppliers.

Further work on the reset, including reviewing contracts with key supply chain partners, will continue into 2026.

Mark Wild's reset is driving faster, more efficient construction on-the-ground. **Six major construction milestones** were reached ahead of in-year schedule in 2025, including:

- Completing excavation of the **3.5-mile Bromford Tunnel** in the West Midlands – marking the finish of all **23 miles of deep tunnelling** on the opening stage of the railway ([images](#))
- Sliding a **14,500-tonne box structure** – the heaviest of its kind in Europe – under the A46 ([images](#))

² This figure is expressed in a mixed price base, including the costs of both works to date (expressed in cash already out of the door) and future work in today's prices excluding inflation.

³ £2.4 billion and £15.5 billion in 2019 prices. £548 million in cash terms

- Completing the assembly of the second of two tunnel boring machines at Old Oak Common, allowing the first to begin excavating the Euston Tunnel under London in January, with the second launched in March this year ([images](#)).

Significant progress has also been made on other areas and in 2025:

- The **2.1-mile Colne Valley viaduct was completed** – the longest railway bridge in the UK ([images](#))
- The **first platforms at Old Oak Common station were installed** ([images](#))
- **Realignment of nearly half a mile of the River Cole** in Warwickshire to make way for the railway ([images](#)).
- Completed the excavation of all **23 miles of deep-bore tunnels between Old Oak Common and Birmingham Curzon Street** – these tunnels could fit the entire 79-train Avanti West Coast fleet twice over and still have room to spare.
- Moved **108 million cubic metres of earth** for the massive programme of cuttings and embankments – enough to fill Wembley stadium 95 times.
- Used **300,000 tonnes of steel** – the equivalent of more than 24,000 double decker buses.

If the Government was to cancel HS2, it would have to spend billions either demolishing or making safe bridges and tunnels, with half completed structures blighting the landscape.

It would likely cost as much to cancel the line as it would to finish it, while delivering none of the benefits.

Benefits of HS2

HS2 is already contributing to the economy. The project is sustaining and creating jobs across the country with **31,000 people** supporting the delivery of the railway.

HS2 is also investing in future talent and creating a highly skilled UK workforce capable of delivering major infrastructure projects of the future, with over 5,000 previously unemployed people upskilled and securing jobs on HS2, along with more than **2,000 apprentices** to date.

Factories and businesses across the country are supplying the goods and materials needed to build HS2, with **3,700 UK-based businesses** in the supply chain. This will continue to grow during next phases of the project when rail systems are developed.

It is estimated around **£20 billion** is being added to the economy around its station sites and depot in the [West Midlands](#) and [west London](#) over the next decade, including over **63,000 new homes** and over **49,000 new jobs** in these areas.

Commercial development at Euston alone it is [estimated](#) will add **£41 billion** to the economy over the next three decades and support **34,000 new jobs**.

Journey times between London and Birmingham will be shortened by approximately 30 minutes, and to Manchester, Liverpool and Glasgow by around 20 minutes, improving reliability and punctuality for passengers.

HS2 will free up capacity on the highly congested West Coast Main Line between London and Birmingham – the busiest mixed-use railway in Europe, and one of the poorest performing routes on the UK network. It will double peak capacity on fast trains between London and Birmingham, and allow more regional, commuter and freight services on the network.