

For the recent cost forecast made to Parliament, please can you provide the S curve or probability density function for the range £47bn to £62bn. Please provide the mean, P50 and the EAC. Please also indicate if these are still reported on a monthly basis to the DFT. And if so, please provide, dating back to September 2024.

No information held.

The Ranges that were submitted to DfT and announced by Government are £87.7bn to £102.7bn (this is expressed in mixed price base – spending to date and current prices for future work). Within these numbers contain the i) actual cost of work performed, ii) cost to go and iii) a top-down risk-based allowance on the cost to go to generate the ranges (explained in further detail). The numbers requested in the FOI relate the Cost to go (remaining scope and costs to be delivered by HS2 and its Supply chain) and the top-down risk allowance.

The requirement for HS2 Ltd was to develop a cost and schedule range to deliver the Phase 1 of HS2. The ranges then enabled HS2 Ltd to progress to the next stage of the Reset Programme; to translate the work on ranges into an assured baseline to measure the future performance of the programme and report on. It is at this stage, where HS2 Ltd has a stable and assured baseline, that HS2 Ltd will undertake the necessary Quantitative Risk Analyses (QRA) on cost and schedule and in turn produce the probability densities and P50 which are requested at this time.

To date HS2 Ltd has created a credible range that the baseline must fall within (i.e the ranges represent a cost and schedule envelope) and the objective for HS2 Ltd and Mark Wild, CEO, is to deliver a baseline that falls within this range that is challenging but achievable.

The methodology used to develop the top-down risks that form the announced ranges are scenarios. The scenarios quantified key risks and opportunities that the programme faced, applying lessons from other major programmes. In doing so HS2 Ltd reviewed major factors influencing prolongation and cost, and, where relevant, investigated the demonstrated past performance of the programme. These scenarios were how the lower bound and an upper bound of the announced ranges were produced and subsequently announced by Government in May 2026. The methodology used underwent assurance, as did the outputs that provide the upper and lower range, prior to them being made public. As such the scenarios do not produce probability densities typically produced by QRA.

... you confirmed that HS2 Ltd holds the AOA Counterfactual Scenario – Cancellation & Remediation of HS2 Phase One Cost Estimate (11-Feb-2026), the Counterfactual Methodology document, and associated technical materials, and withheld these under Regulations 12(5)(d), 12(5)(e) and 13.

Noting HS2's avoidance of transparency , I am seeking only metadata, document properties and simple factual particulars — counts, dates, titles and yes/no confirmations — which are readily available from file properties, version control and the documents' front matter, and to which the exceptions previously cited would not apply and our low effort to gather. Screenshots are fine. Specifically:

1. Schedule of documents.

For the cost estimate, the Counterfactual Methodology document, and each of the "associated technical materials" referred to in your response: (a) document title; (b) file format; (c) page count and approximate word count (for spreadsheets, the number of worksheets); (d) version number of the current version; (e) date created; (f) date last modified.

Document One

- a) Modelling Commissioning Letter for HS2 Phase One Analysis
- b) PDF / Word
- c) 7 pages (approximately 1,800 words)
- d) This document was maintained as a live working document. No formal revision number exists.
- e) 01/10/2025
- f) 24/10/2025

Document Two

- a) Cancellation & Remediation Commissioning for HS2 Phase One Accounting Officer Assessment Analysis
- b) PDF / Word
- c) 3 pages (approximately 880 words)
- d) This document was maintained as a live working document. No formal revision number exists.
- e) 13/11/25
- f) 18/11/25

Document Three

- a) Cancellation & Remediation: Planning Assumptions
- b) PDF / Powerpoint
- c) 3 slides
- d) Version P02
- e) 07/11/2025
- f) 28/11/2025

Document Four

- a) Senior Reset Oversight Group Paper
- b) PDF / Powerpoint
- c) 15 slides
- d) This document was maintained as a live working document. No formal revision number exists.
- e) 11/11/2025
- f) 14/11/2025

Document Five

- a) Senior Reset Oversight Group Paper
- b) PDF / Powerpoint
- c) 8 slides
- d) This document was maintained as a live working document. No formal revision number exists.
- e) 13/01/2026
- f) 15/01/2026

Document Six

- a) AOA Counterfactual Scenario – Cancellation & Remediation of HS2 Phase One Cost Estimate
- b) Excel workbook
- c) 5 worksheets
- d) Version P02
- e) 27/11/2025
- f) 11/02/2026

2. Commissioning.

(a) The date on which the cancellation and remediation cost estimation exercise was commissioned; (b) the title and date of any terms of reference, scope statement or commissioning instruction for the exercise, or confirmation that no such document exists.

The cancellation and remediation cost estimation exercise was commissioned by the Department for Transport as part of the HS2 Phase One Accounting Officer Assessment process 18 November 2025.

Commissioning documents identified are:

- Modelling Commissioning Letter for HS2 Phase One Analysis (24 October 2025).
- Cancellation & Remediation Commissioning for HS2 Phase One Accounting Officer Assessment Analysis (18 November 2025).

These documents set out the scope, purpose and required outputs for the exercise.

3. Versions.

(a) The date of the first draft of the cost estimate; (b) the date of the final version; (c) the total number of versions produced; (d) confirmation (yes/no) of whether the headline estimate changed between first draft and final version.

The estimate report contains the following controlled revisions:

- a) The earliest controlled version identified by HS2 Ltd is Revision P01 dated 27 November 2025.
- b) The latest controlled version identified by HS2 Ltd is Revision P02 dated 11 February 2026.
- c) HS2 Ltd has identified two controlled revisions of the estimate (P01 and P02).
- d) Yes. The estimate was updated between Revision P01 and Revision P02.

4. Authorship and assurance.

(a) The job titles (names not requested) of the author(s), reviewer(s) and approver(s) of the cost estimate; (b) confirmation (yes/no) of whether the estimate was subject to HS2 Ltd's standard cost estimating assurance process; (c) confirmation (yes/no) of whether any independent or external assurance review of the estimate was undertaken, and if so, the reviewing organisation and the date of the review. (d) Organisation

a)

Function	Job Title
Author	Senior Estimating Manager
Reviewer	Head of Estimating
Approver	Cost Estimation Director

b) No.

c) Yes. HS2 Ltd identified evidence of independent review and challenge activity.

d) Organisations involved in review and challenge activities included:

- Boston Consulting Group (January 2026).
- DfT Project Representative (February 2026).

Neither formed part of HS2 Ltd's standard estimating assurance process.

5. Risk analysis.

(a) Confirmation (yes/no) of whether a quantitative risk analysis (for example Monte Carlo simulation) was performed in support of the estimate; (b) if yes, the number of risk items modelled. If so, please provide the probability density function or S curve for the £33 to £58bn billion quoted range. Please also note if any correlation or regression has been done on the driving factors and what the result of this was.

a) No.

b) N/A

The Cancellation & Remediation estimate was prepared as a Class 5 estimate and high-level order-of-magnitude assessment to support the Department for Transport's Accounting Officer Assessment and associated value for money analysis.

The estimate incorporated uncertainty through scenario analysis, contingency allowances and the application of an estimating uncertainty range consistent with a Class 5 estimate.

The estimate was developed using assumptions, engineering judgement, benchmarking and scenario analysis rather than probabilistic modelling techniques.

6. Assumptions.

(a) Confirmation (yes/no) of whether any document functioning as an assumptions log exists for this exercise, in any form; (b) the number

of discrete assumptions recorded in the Counterfactual Methodology document.

To assist with Question 6(b), please accept the following clarification: Please count the individually numbered, bulleted, or tabulated assumption items listed in any dedicated assumptions section or table within the Counterfactual Methodology document. If no such section exists, please confirm that fact.

a) No.

HS2 Ltd did not maintain a standalone assumptions register or assumptions log for this exercise. Assumptions were recorded within the methodology and estimating documentation.

b) Applying the counting methodology specified in your clarification, namely counting individually numbered, bulleted or tabulated assumption items contained within dedicated assumptions sections and tables, HS2 Ltd has identified:

- 14 planning assumptions; and
- 27 input assumptions.

This gives a total of 41 individually identified assumptions recorded within the dedicated assumptions sections and tables of the Counterfactual Methodology document.

The document also contains a separate exclusions section containing 12 exclusions. These have not been included within the assumptions count as they are presented as exclusions rather than assumptions.

7. Optimism bias determination

You confirmed that the upper-bound uplift for non-standard civil engineering (66%) was applied, informed by the HM Treasury Green Book supplementary guidance on optimism bias. That guidance provides for the uplift to be adjusted downwards from the upper bound according to an assessment of contributory factors and mitigations. Please confirm (yes/no) whether such an assessment of contributory factors was performed in determining the uplift to apply within the range for this category; if yes, please provide the date of that assessment and the title of the document in which it is recorded (title and date only — not the content).

No information held.

The Green Book optimism bias uplifts were applied by the Department for Transport as part of its wider appraisal process and did not form part of the HS2 Ltd estimate.

HS2 Ltd therefore does not hold information relating to any assessment of contributory factors undertaken to determine this uplift.

8. Sensitivity.

The number of alternative optimism bias categorisations or uplift percentages tested in the course of the exercise, or confirmation that none were tested.

No alternative optimism bias categories or optimism bias uplift percentages were tested as part of the Cancellation & Remediation estimating exercise.