



Civic Voice
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What will HS2 look like?



- Designed for speeds up to 250 mph (400 kph); at opening, speeds up to 225 mph (360 kph)
- 400m-long trains
- Each train would carry up to 1100 passengers
- Line would initially handle up to 14 trains per hour in each direction, could be up to 18
- Central London to central Birmingham in 49 minutes



HS2 objectives and scope

- Objectives: passenger capacity, speed, connectivity, sustainability
- Initial focus on London to West Midlands
- Plus longer term strategy to North of England and Scotland
- Interchange with Heathrow and Crossrail
- Possible intermediate station
- Connection to HS1
- Possible freight capability
- Environment – local and national impacts



Criteria for design of HS2

- Safe and secure network for passengers
- Compliance with international TSI specifications
- Availability, reliability and speed
- Maximise capacity
- Some trains to also run on classic network
- Sustainability
- Demand-led
- Value for money



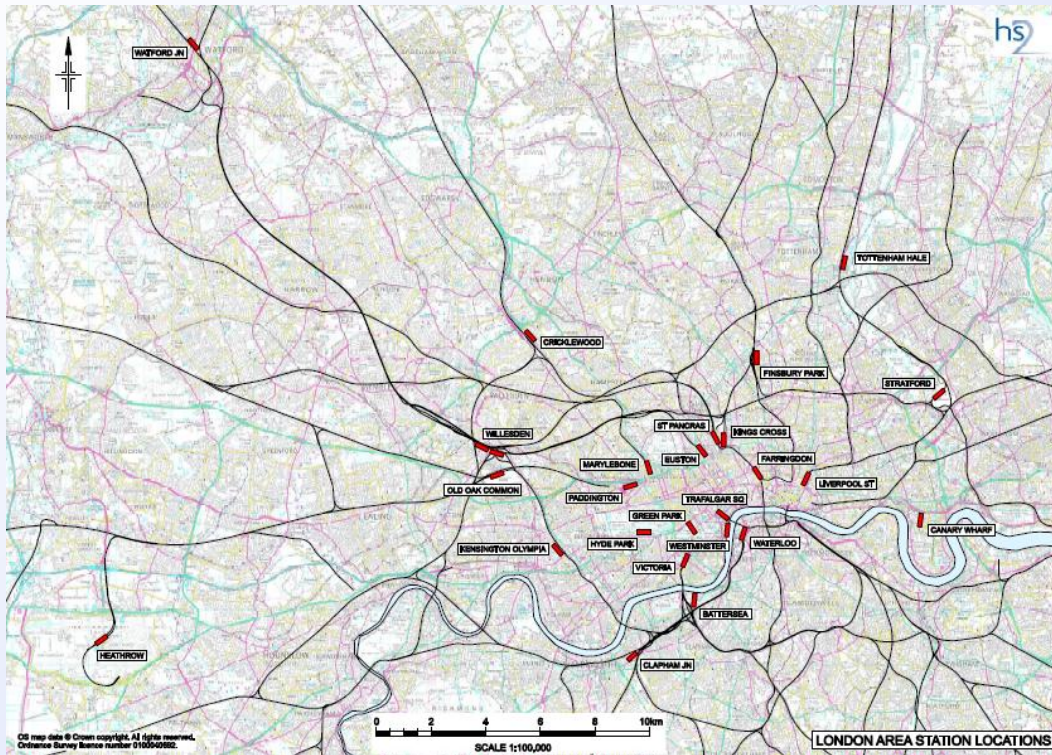


Our approach to designing HS2

- For each element created a long list considering all options:
 - Looked at 27 sites for London station, 17 variants for Birmingham station
 - Looked at many feasible options for route between London and Birmingham, following existing transport corridors where possible
 - For Heathrow considered spur, loop and direct route and airport vs interchange stations
 - Chilterns, Oxford and Milton Keynes intermediate station options



Narrowing down the options London station

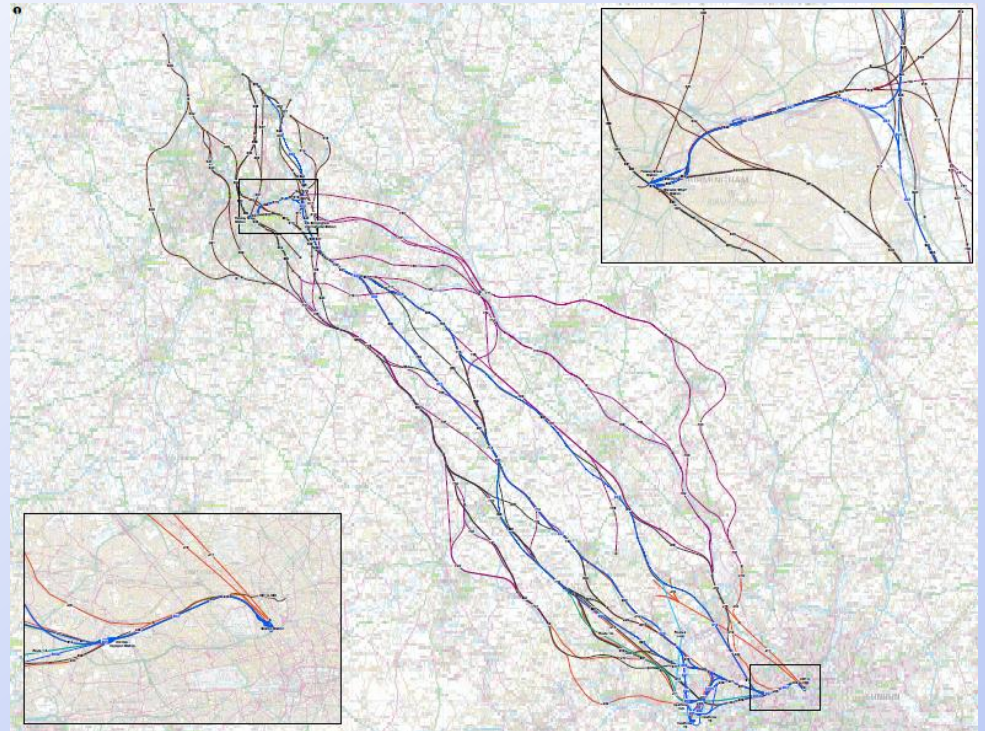


- Central London location
- Large area of land to build 10 platforms
- Cost
 - ruled out deep underground sites e.g. Paddington
- Euston was only site that met criteria
 - land near Kings Cross considered but development underway



Narrowing down the options Route

- Considered journey time, environmental impacts, and cost
- Divided route into shorter sections and compared routes in pairs
- Did not pursue easterly routes avoiding Chilterns because longer, and needed substantial tunnelling and demolition
- 3 feasible routes, preferred route best in journey time, cost, and similar to others in sustainability





Narrowing down the options

Intermediate station

- Stopping train at intermediate station lengthens journey time and reduces overall route capacity
- Chilterns parkway station not progressed as not enough demand
- Oxford and Milton Keynes also not progressed
 - demand only at peak times
 - would take up capacity which could be used by trains from Midlands and North



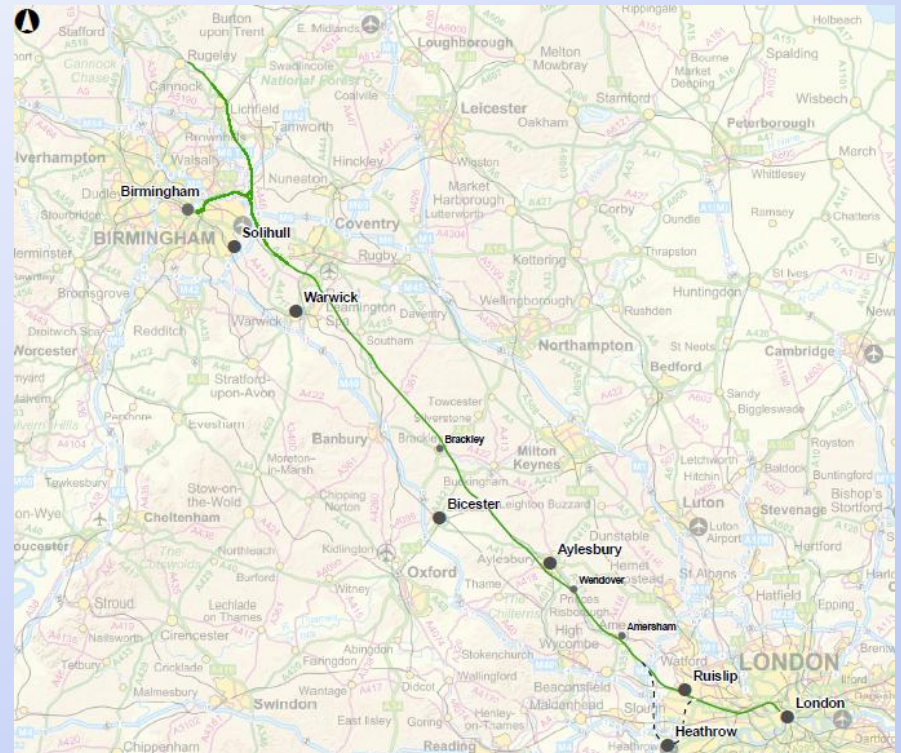
Engaging with stakeholders during 2009

- Working groups with London and Birmingham transport and planning bodies to discuss options
- Discussions with London and Birmingham local authorities and business groups
- Talks with line of route county and district councils



Our recommended scheme

- City centre stations at London Euston and Birmingham Fazeley Street
- Interchange stations at Old Oak Common and Birmingham Airport
- Recommended route crosses Chilterns near Aylesbury, approaches Birmingham between Coventry and Kenilworth
- Good case for longer term extension north to Manchester and Leeds





Assessment of impacts

- Appraisal of Sustainability in 2009, strategic level assessment included consideration of:
 - carbon emissions
 - cultural and natural environment
 - impacts on communities and individuals
- Now developing AOS in preparation for consultation, reflecting further mitigation
- Full Environmental Impact Assessment would follow for Hybrid Bill



Mitigation of impacts

- Route alignment
- Tunnelling in Inner London and the Chilterns
- Earthworks and planting so line fits landscape
- Technological advances in train design, noise barriers and earthworks would abate noise
- Code of Construction Practice to manage temporary impacts



Benefits of HS2

- Up to 30 minutes faster journey
- Reduce over-crowding on WCML
- Boost economy across the regions
- More capacity on regional services
- Shift of travellers from road and air to rail
- Opportunities for development around stations





Our new remit and current work

- Develop options to connect HS2 with Heathrow
- Assess options for connecting HS1 and HS2
- High level assessment of comparative business cases for 'S' and 'Y' shaped extensions north of Birmingham
- Continue with work on London to Birmingham preferred route
- Public consultation in new year



Planning for public consultation

- Now planning public consultation for early 2011.
- Keen to build on existing relationships to inform our public consultation plans
- After publication of report held meetings with local authorities - will restart discussions in coming weeks
- Want to engage with other local and community representative groups



Civic Voice

- Civic societies can let us know what people feel at grassroots level
- Civic societies could play a part in letting local people know about the consultation and further developments
- Keen to hear how the Civic Voice would like to be involved in consultation



Questions?