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HS2: What we are delivering and why

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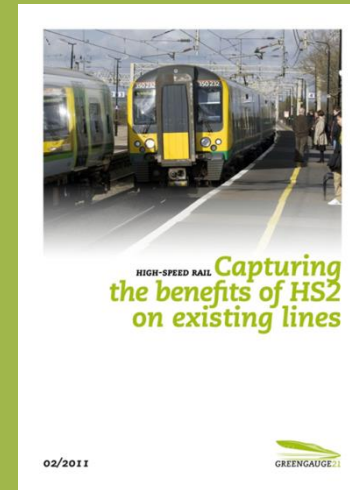
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HS2 Objectives

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1. Capacity (*and reliable performance*)
2. Connectivity
3. Rebalancing the economy





What's the primary way to deliver more capacity? *Source: Shaw scoping report November 2015 § 1.13 -1.15*

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...outlook...rapid growth in demand...the roll-out of the Digital Railway programme... potential to significantly aid...by increasing capacity in the network. [..]

ERTMS... will allow far more trains to be safely run over the same length of track... [..]

Furthermore, the planned development of new high-speed rail networks...(HS2) is the best known... has the potential to make a significant difference to capacity on some of the most heavily-utilised routes in the country.



HS2 connects with the existing network to deliver its objectives

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A 160 mile high-speed line

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Oh! Mr Porter, what shall I do?
I want to go to Birmingham
And they're taking me on to Crewe,
Take me back to London, as quickly
as you can,
Oh! Mr Porter, what a silly girl I am.



Marie Lloyd

George and Thomas Le Brunn, 1892



Why create a hub station at Crewe?

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- Pivotal interchange – to address the market
 - To be able to divide/join HS trains
 - To regulate headways joining HS2
-demand, capacity & performance management
- To regenerate – and re-balance – the economy of:
 - Crewe
 - Stoke on Trent
 - Cheshire
 - Wirral
 - North Wales...





Anglo-Scottish HSR?

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- A connectivity opportunity



- A capacity problem





Conclusion

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- It's easy to lose sight of the objectives – and alternative approaches will continue to be proposed
- The aim is a *national* network of high-speed rail services – delivering capacity to grow a stronger, rebalanced economy
- The national rail network is facing massive demand growth pressure – HS2 cannot be delayed
- Let's get it right – at Crewe and further north
- There is a strong and proud rail engineering capability in the UK – it stands ready, *poised to deliver*



Thank you