



### GREENGAUGE 21

*15th January 2009*

## Welcome for the Secretary of State for Transport's statement on High Speed Two

"We welcome today the statement by Secretary of State Geoff Hoon on the Government's plans to develop a proposal for a new high-speed railway line between London and Birmingham and the formation of a company, High Speed Two, to take this forward. We believe the case for high-speed rail services between London and Scotland is an extremely strong one and today's announcement represents a significant step forward by Government", said Greengauge 21 Director Jim Steer.

"Greengauge 21 looks forward to discussions with Sir David Rowlands, the chairman of High Speed Two. We'll be aiming to ensure that the wider regional economic and other benefits of high-speed rail are given due weight in these important early planning stages", he added.

Greengauge 21 is lobbying for a strategic national network of high-speed rail routes and has five corridors under study currently. "We will continue this national programme, knowing as we now do that there is a fresh enthusiasm in government, as well as across the opposition parties, to see at least one new high-speed rail line built in Britain", said Jim Steer. "However, it is important to recognise that we should not just be planning one line in isolation, but looking at High Speed Two in the context of a longer term wider HSR network for Britain, to ensure that future lines form an integrated coherent network. The Greengauge 21 work programme, funded by a Public Interest Group, is unique in having this broader perspective."

"There are some critical issues ahead in planning rail access to Heathrow Airport. We support the concept of a surface transport hub at Heathrow, which has the potential to reduce car movements in the area and enable a HSR station at Heathrow to serve not just the airport but a much wider catchment across the southeast.", Jim Steer said.

"However, the Secretary of State highlighted his support for the proposed Airtrack scheme, and reminded the House of commitments already made on Crossrail; the trick will be to make sure that these public transport facilities and high-speed rail come together as a superb and convenient passenger interchange. The detail of arrangements for high-speed rail at Heathrow needs to be developed with this in mind, as well as meeting the specific needs of air passengers. This suggests a facility in the heart of the airport and not at a remote or satellite

point that would require passengers to interchange to reach the airport. We are pleased to see that the new company established by the Department for Transport, to be known as High Speed Two, will be open to consideration of alternatives, so that we can get this and other important parts of the project properly defined”, said Jim Steer.

“Our current work programme will continue to look at both 2-runway and 3-runway versions of Heathrow, and we will aim to ensure that our high-speed plans remain independent of how the decision on Runway 3 plays out in practice”, Jim Steer added.

**Notes to Editors**

1. Greengauge 21 is a company limited by guarantee established to promote the case for high-speed rail and foster debate. It has an Advisory Panel comprising: Chris Green (Chair), Richard Brown CBE, Richard Bowker CBE, Lord Faulkner and Professor Sir Peter Hall. Greengauge 21 Directors are Jim Steer and Julie Mills.
2. Greengauge 21 has underway a £0.75m High Speed Rail Development Programme to develop a network strategy for Great Britain. It will consider the potential role of high speed rail in the five corridors set out in Figure 1 below and address the key questions:
  - What kind of HSR network should be developed, which destinations should it serve, how should it be developed?
  - What would such a network cost and what benefits will it bring, including at city and regional levels?
  - What would be the carbon/energy impacts?
  - What are the financial implications for the public sector and how can private sector skills, resources and finance be best used?
3. A powerful Public Interest Group has been formed that is funding this work comprising:

Advantage West Midlands (leading for EEDA, EMDA, SEEDA and SWRDA)
Association of Train Operating Companies (ATOC)
BAA
Birmingham City Council
Channel Tunnel Initiative ( <i>associate members</i> )
City of London Corporation
The City of Edinburgh Council
Greater Manchester Passenger Transport Executive
Network Rail
Newcastle City Council
North East Assembly
The Northern Way (the partnership of the three northern RDAs)
Passenger Transport Executive Group (covers all six PTEs)
Railway Industry Association
South East of Scotland Transport Partnership (SEStran)
Strathclyde Partnership for Transport
Sheffield City Region
Transport for London

4. The consultants appointed to deliver the work programme following a competitive tendering process are:

Principal Consultant	SYSTRA with MVA Consultancy
Consultation Adviser	Bircham Dyson Bell
Funding Adviser	PricewaterhouseCoopers

In addition, Denton Wilde Sapte is acting as legal adviser to Greengauge 21.

## Contact

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Figure 1 – Potential High Speed Rail corridors

