

HIGH SPEED UK

..connecting the nation

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HIGH SPEED 2

HS2 original concept:

- The HS2 'Y'
- Fast links to London & Birmingham
- Heathrow spur
 - Link to HS1
- No Transpennine link



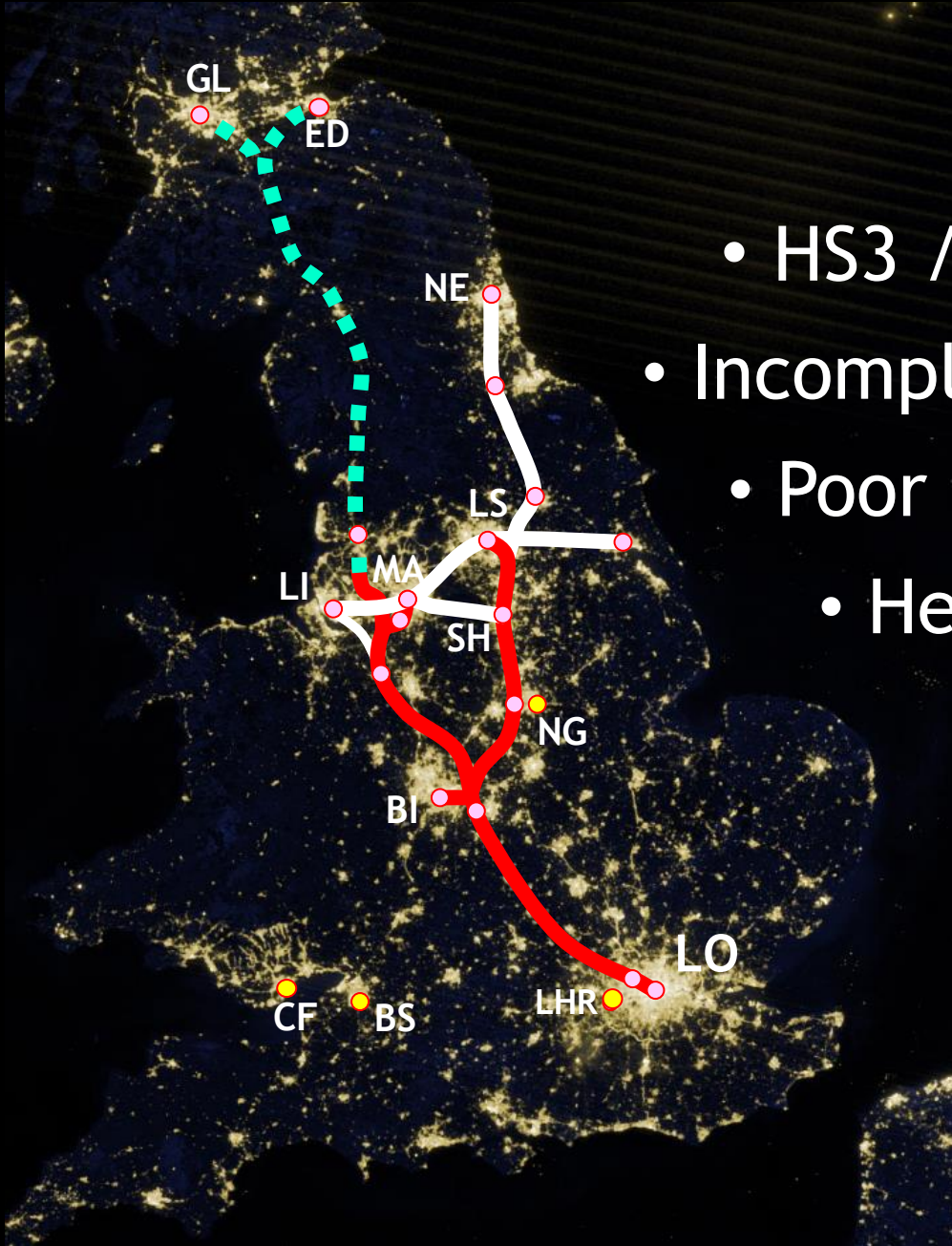
Diagram taken from HS2 Ltd presentation 2013

HS2 2010/12



- Stations remote/
disconnected
- No CO₂ reductions
- No integration strategy
- Only 2 tracks in stem
- Huge environmental
issues in Chilterns AONB
& other sensitive areas

HS2 2015



- HS3 / Northern Powerhouse
- Incomplete interregional links
 - Poor BCR @ 2.3 - *or lower??*
- Heathrow spur cancelled
 - HS1 link 'deferred'
 - 'No economic case' for link to Scotland

HIGH SPEED 2

- Doesn't deliver what it promised



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4. Why have HS2 & HS3 not been designed as an integrated national high speed network?

THE HS2 CONTRADICTION

- HS2 has been specified & designed as a stand-alone high speed line
- But everyone expects it to perform as an integrated network



Diagram taken from HS2 Ltd presentation 2013

The £60bn question....

How do we design
high speed rail to
form an integrated
national network??



High Speed UK

(formerly known as High Speed North)

HSUK Design Principles



1. Perform optimally as intercity network, interlinking all primary cities

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HIGH SPEED UK **HSUK**

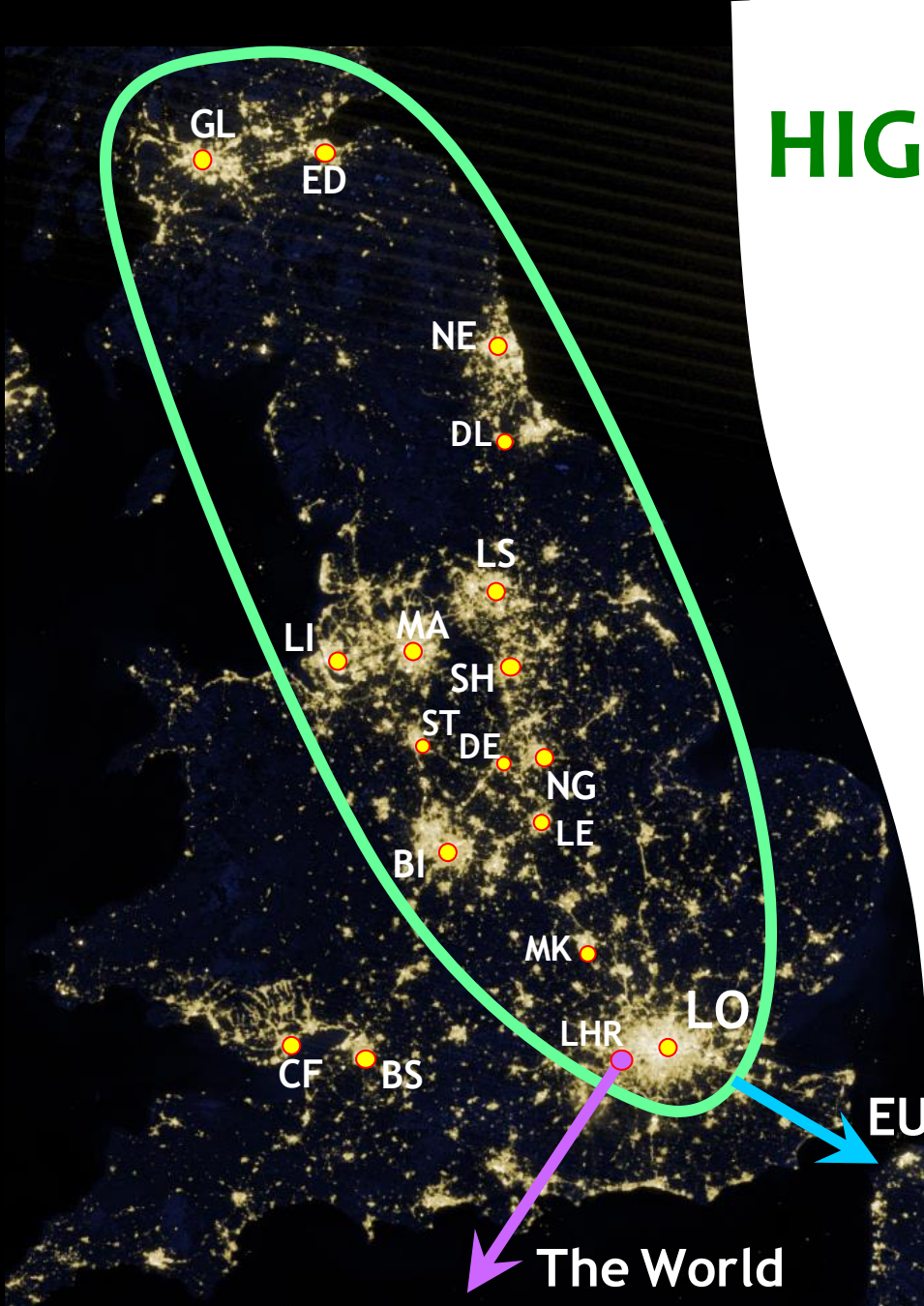
Principal hubs of UK high speed rail network?

- 12 primary cities
- 1 hub airport

HIGH SPEED UK **HSUK**

High speed line
running north
from London?

- 15 primary cities
- 1 hub airport LHR
- BHX, MAN, EDI?
- Link to Europe



HIGH SPEED UK **HSUK**

HSUK primary routes:

- London-Glasgow high speed spine
- Avoids Chilterns AONB
- 4 tracks to Leicester
- Transpennine spur to Manchester/Liverpool
 - Link to Heathrow
 - Link to HS1



HIGH SPEED UK **HSUK**

Major upgrades in West & East Mids:

- Top 16 centres fully interconnected
- 40% ave. journey time reduction
- Huge modal shift
- 500Mt CO₂ savings
- £20 billion cheaper



HIGH SPEED UK **HSUK**

The HSUK solution:

- Fully integrated HS network accessing all major cities & airports
- ‘Eurogauge UK’ parallel freight network
- Greater benefits, lower costs, BCR ~5.0
- This is what a Regional Powerhouse looks like!!



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The New Exam Questions



- 1. Perform optimally as intercity network, interlinking all primary cities?**
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HIGH SPEED UK Challenge

We challenge the Government and HS2 Ltd to demonstrate that:

- HS2 (& HS3) offers the best outcome for UK intercity travel**
- HS2 complies with public policy (cost, CO₂ emissions, land use, inclusivity etc)**
- HS2 has been developed with all necessary due process**

HIGH SPEED UK Challenge

We will accept a challenge from:

- Any MP**
- Any County or District Council**
- Any Unitary Authority**

to show that HSUK delivers far greater benefits than HS2/3 to their locale.

We will demonstrate that HSUK outperforms HS2/3 in every way.

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