



12<sup>th</sup> March 2009

Dear Colleague,

## **NEWSLETTER 1 TO HS2 STAKEHOLDERS**

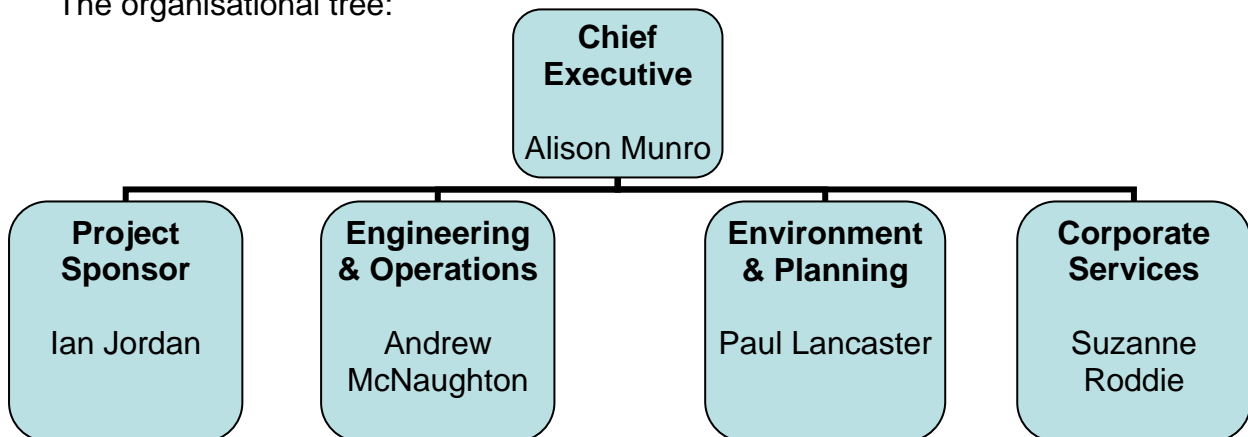
I am writing to you with the first of what I intend to be regular newsletters from the High Speed Two project. This is to keep you up to date and to open a discussion on how you might like to be involved. Using the outline brief set out by the Government in 'Britain's Transport Infrastructure: High Speed Two', HS2 is looking at how a new railway line between London and the West Midlands can provide the greatest public benefit and value for money, with no preconceptions about particular solutions. To do this we need to understand what stakeholders would like us to take into account.

### **About HS2**

HS2 was established in January as a Government company. We have established the initial team, mainly by means of secondments from DfT and Network Rail. We expect to have about 25 people at peak, plus make use of a number of consultants.

I chair HS2 and the other Board members are Sir Brian Briscoe (non executive) who is the former Chief Executive of the LGA, Tim Wellburn who is the DfT Representative and Alison Munro, Chief Executive.

The organisational tree:



### **The outline brief**

We have an outline brief to report by the end of the year on the feasibility and credibility of a new line including proposals for a route between London and the West Midlands. Specifically our remit is as follow:



'The *High Speed Two* company will work in close collaboration with the Government in developing its plans. The remit of the company is to consider and to provide advice to the Government on the costs and benefits of:

- A proposed route with any options as appropriate;
- Options for a *Heathrow International* interchange station on the Great Western main line with an interchange also with Crossrail;
- Options for access to central London and the other cities served;
- Options for linking with HS1 and the existing rail network, including the potential for services to continental Europe;
- Financing and construction proposals.<sup>1</sup>

### **Scope of the work**

To fulfil this we need to look quite broadly including:

- the nature of the future market for travel between London and the West Midlands and beyond
- the benefits that could be obtained by using released capacity on the West Coast Main Line in particular (this could be housing growth, freight growth etc)
- the benefits of integrating other services especially those from the North and Scotland
- an intermediate station
- extension later and the implications of this for the London to West Midlands route
- the environmental implications locally and nationally
- how the new line could deliver wider economic benefits
- how the stations on the new line would be integrated with the local transport system

A considerable amount of work has already been undertaken in recent years, and some specific proposals have been developed. HS2 will be drawing on this body of work to help inform its own conclusions on the future potential of high speed rail and the specific options for the London to West Midlands route.

### **How we will work**

We will need to address a number of issues at a strategic level – such as operational capability and developing the overall business case. We are also establishing a number of internal groups that are geographically based: London end (including connection to HS1), Heathrow interchange, West Midlands, line of route/intermediate station and maintenance/stabling. These

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<sup>1</sup> Paragraph 63 of the DfT January 2009 publication



groups will need to work closely with certain key stakeholders and have a relationship with a wider group of stakeholders. I will say more about this in the next newsletter.

We have had introductory discussions with some stakeholders and this newsletter is intended to make initial contact with those stakeholders that we have not yet been able to meet.

### **Stakeholder organisation**

As far as possible we would like to tap into groupings of stakeholders that exist, or you might like to develop. These might be geographically based to link with the HS2 working groups and more widely afield (eg northern conurbations), or sector groups (eg railway industry). This is partly for practicality reasons but also so that we can try to work with you in a way with which you are most comfortable. Please let me know (if possible by 27<sup>th</sup> March) if you have suggestions about this, or other suggestions about how stakeholders should be involved as HS2's work progresses.

### **Further information**

Further information is available as follows

The DfT paper announcing the High Speed Two project is at <http://www.dft.gov.uk/pgr/rail/pi/highspeedtwo>.

A letter from me to Lord Adonis of 13<sup>th</sup> February and his reply of 9<sup>th</sup> March provide further details on the remit of HS2. The link to find the letters is <http://www.dft.gov.uk/pgr/rail/pi/highspeedtwo/hs2remit/>.

Our enquiry phone number is 020 7944 4908.

Our website will shortly be operational: [www.hs2.org.uk](http://www.hs2.org.uk)

I expect to send the next newsletter before Easter.

A handwritten signature in black ink that reads 'David Rowlands'.

**SIR DAVID ROWLANDS  
CHAIRMAN**