



9 April 2009

Dear Colleague,

## **HIGH SPEED 2 – NEWSLETTER, APRIL 2009**

This is the second edition of the High Speed 2 newsletter. I am grateful for the positive feedback on the first newsletter. We plan to continue to produce them on a monthly basis.

### **What is included in this newsletter**

This edition provides information on the following areas:

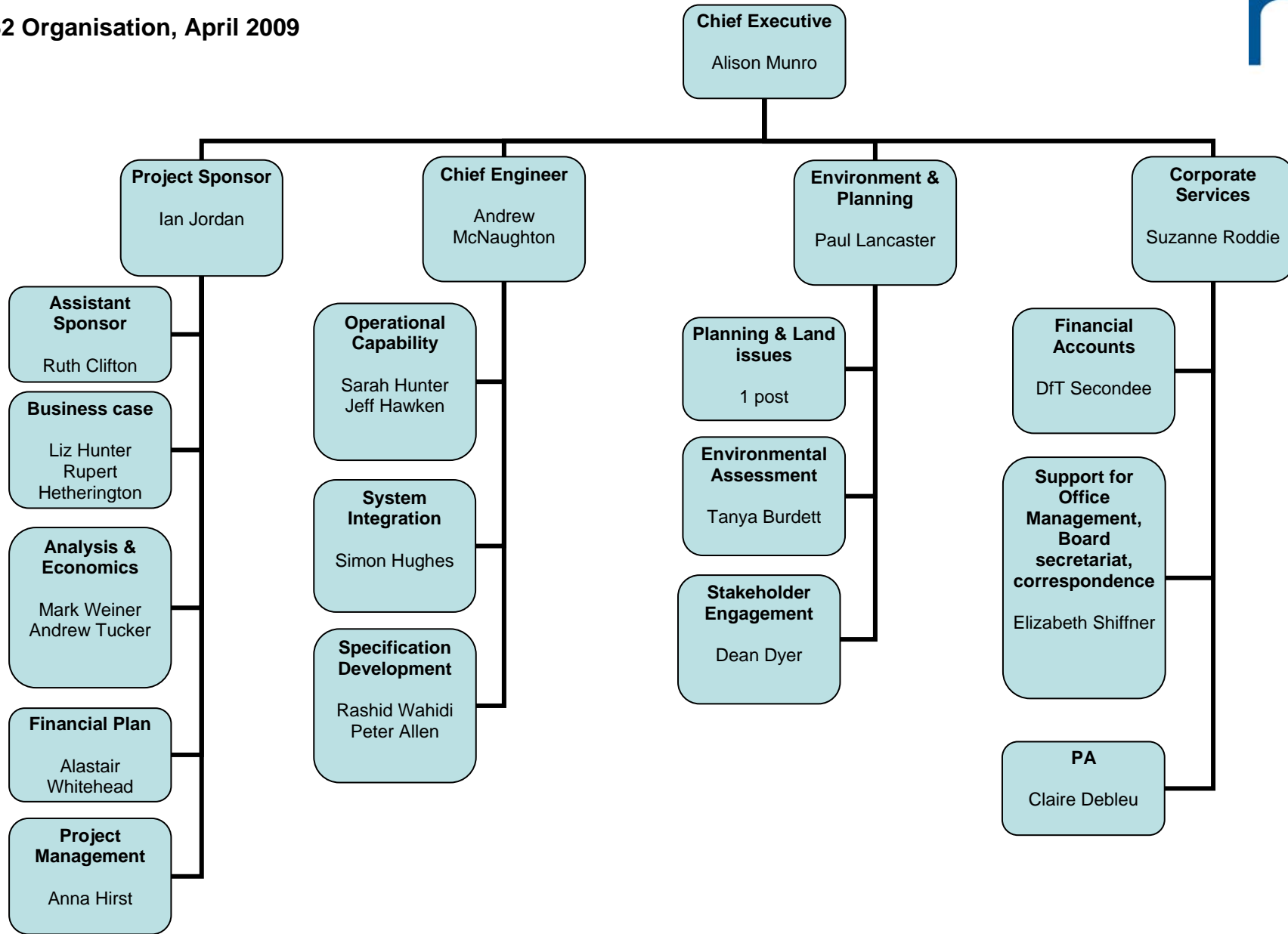
- Most recent developments
- Update on our organisation and work programme
- Progress on option identification
- Introducing external challenge into our work
- Development of a stakeholder engagement strategy

### **-----RECENT DEVELOPMENTS-----**

- **HS2 resourced for initial phase of work**
- **Work planned with key review points identified until the end of 2009**
- **Initial option identification ongoing to inform first stage of sifting**
- **External Challenge process in place**
- **Group and bilateral stakeholder meetings taking place**
- **HS2 Chief Executive addressed Transport Times Conference on 25 March**
- **Website up and running**

### **-----ORGANISATION AND WORK PROGRAMME**

Since the first edition of this newsletter in March, a number of new staff have joined the HS2 team. There were brief details of the HS2 team in the first newsletter but I am now able to provide you with a fuller organisation tree.





## **Work Programme**

Considerable work has been carried out in the last few weeks to establish a robust project plan aimed at delivering a report to Ministers by the end of the calendar year.

There is a significant amount to do in a relatively short timescale and so we have divided the work into five phases. These are designed to ensure we deliver a comprehensive report by the end of the year.

Stage 1, to end of April – During this stage the company has been set up and resourced, and we have planned the programme of work. Reviewing previous work and identifying a long list of geographical options for HS2 will also be complete during this time.

Stage 2, May and June – During the second stage we will refine the options for HS2 and start to develop the business case. We will be looking at the extent to which capacity on the existing rail network may be released by the construction of a new line and identify options for using this released capacity.

Stage 3, July – September

Leading on from our work in stage 2, we will test and assess shortlisted options and continue work to develop the business case.

Stage 4, October – November

During this period we will be finalising the options for the report on HS2, including high level environmental assessment and identifying options for project finance and delivery.

Stage 5, December

We will finalise our report and deliver it to Ministers by the end of the year.

## **HS2 Board Members**

Andy Friend has been appointed as an additional non-executive Board Member. He is currently a director of Partnerships UK and Financial Services Assurance (UK) Ltd. Andy was previously Chief Executive of John Laing and before that with Macquarie Bank.

## **OPTION IDENTIFICATION**

In the previous newsletter I described HS2's remit and its key objectives. The initial phase of work to identify a long list of geographical options is now underway, starting with internal technical workshops and a thorough review of existing material and data. This includes tapping into the expertise of external



stakeholders through various geographically based stakeholder groups. Further detail about these groups is provided in the section on Stakeholder Engagement.

Once we have our long list of options, later this month we will consider sifting out those options that clearly have significant operational difficulties and/or are disproportionately expensive. For most options, further analysis of value for money, affordability and deliverability, including environmental considerations, will be required throughout May and June. I expect to be able to say more about this work in the next newsletter.

We are already gathering data on the demand for long distance travel and the potential benefits of high speed rail to inform this process. We are engaging experts in this field particularly to help us to develop detailed demand and appraisal models. Work has also started to determine the key engineering and operational parameters required to specify a new high speed railway system.

## **EXTERNAL CHALLENGE**

We are keen to ensure that our work is subject to external challenge as it develops. This is intended to take three forms and groups for each have now been established. The first is technical and will focus largely on peer review and challenge of the engineering and environmental specifications and cost assumptions. In particular, the members of this group will provide advice and scrutiny on constructability and whole life performance of the new line, on specific issues relating to the railway systems being considered and the interaction with the existing rail network as well as the relationship of environment and planning with engineering.

The second is analytical and will focus on the appraisal and modelling of options. This group is designed to provide scrutiny and challenge of the evidence base from which the appraisal is drawn, as well as providing technical advice on some key methodological issues.

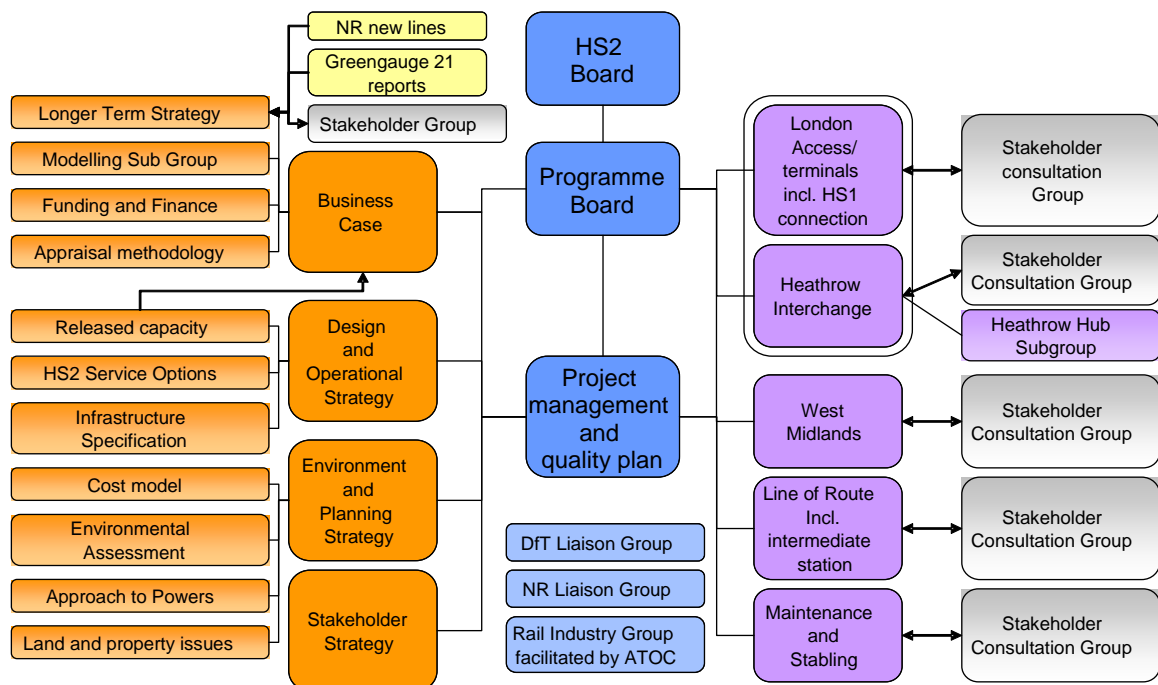
The third strand will involve offering an overall view and sense check of the programme as a whole. We have planned this group to meet about three times over the course of the year to give an independent perspective on matters such as our overall approach, whether all relevant factors are being taken into account and whether the option selection process its both sensible and publicly defensible.

## STAKEHOLDER ENGAGEMENT

I am clear that it will be impossible to provide a robust report to Ministers on a route proposal by the end of the year without the valuable help and input of a wide range of stakeholders. I attach great importance to the need to engage early with you and establish effective, collaborative working relationships in which we can both share and challenge existing and emerging data and our approach. To do this, my team has prepared an extensive Stakeholder Engagement plan which identifies a range of working groups - some with a geographical focus and some with a more general interest.

Details of the various groups proposed are included in the work breakdown structure below and meetings of these groups are being arranged throughout April. However, I should add that these will not replace the need for bilateral and smaller meetings where necessary with particular stakeholders.

## HS2 Work Structure



The right hand side of the matrix identifies a wide range of stakeholder groups. Some of these are geographically focused and others will examine more general issues. Meetings of the London, West Midlands and Heathrow Interchange groups have been taking place in April and a meeting of the rail industry liaison group will not be far behind. The other groups will be established later when we are clearer about who needs to be involved. We anticipate a meeting in May of the stakeholder group which is to inform longer term strategy.

### **TRANSPORT TIMES CONFERENCE**

I know that many of you attended the "Transport Times – Time for High Speed Rail" conference held at Centre Point in London on 25 March. Alison Munro, Chief Executive of HS2, addressed the conference to explain the remit and objectives of High Speed 2 and to provide detail on the forward programme and some of the issues that we face. Alison's presentation will shortly be available on our website.

### **FURTHER INFORMATION**

As indicated above, I am pleased to say that our website ([www.hs2.org.uk](http://www.hs2.org.uk)) should be operational after the Easter break and will gradually be populated with useful information about HS2.

May I remind you that our general enquiry phone number is 020 7944 4908 and email address is [hs2enquiries@hs2.gsi.gov.uk](mailto:hs2enquiries@hs2.gsi.gov.uk)

If you have any questions about this newsletter or would like to see particular information included in future editions please do get in touch with Dean Dyer, HS2 Stakeholder Manager (020 7944 0763, [Dean.Dyer@hs2.gsi.gov.uk](mailto:Dean.Dyer@hs2.gsi.gov.uk)).

A handwritten signature in black ink that reads "David Rowlands". The signature is written in a cursive, flowing style.

**SIR DAVID ROWLANDS  
CHAIRMAN**