

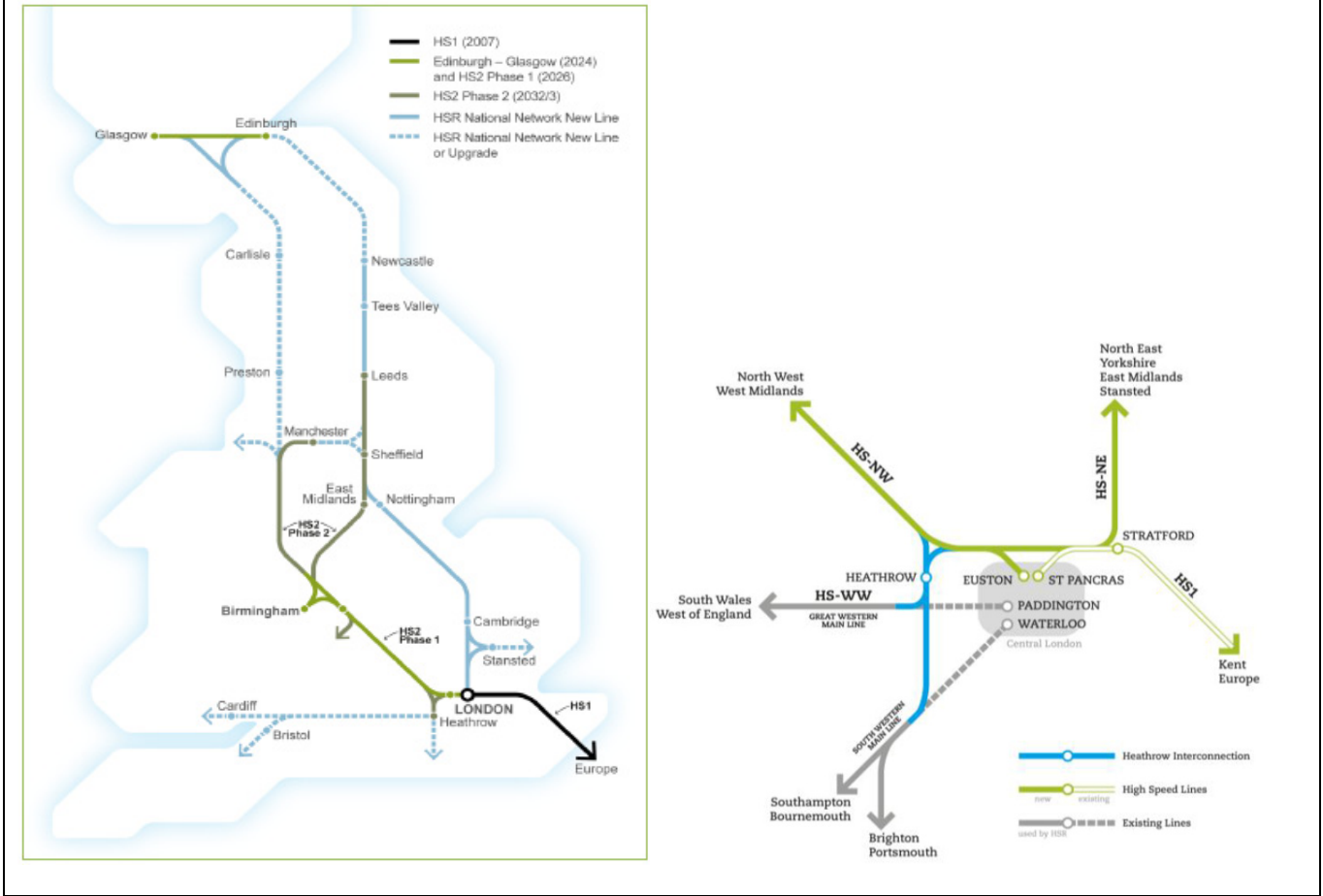
PROPOSAL TITLE:	High Speed Rail	Short Term	<input type="checkbox"/>
SUBMITTED BY:	Greengauge21	Medium/Long Term	<input checked="" type="checkbox"/>

PROPOSAL

High speed railway network connecting Heathrow with the south and west over existing rail lines, and new connections to Euston and northbound main lines.

Create a surface transport hub at Heathrow with direct rail connectivity to all of the major cities and regions in England by the late 2020’s as well as to south and north Wales and to Scotland.

The national high speed rail network would allow for connection to a second major airport in the south east.



INITIAL ASSESSMENT COMMENT

A high level submission proposing a national high speed rail network. In principle, the proposal describes an approach by which rail surface access to Heathrow could be much improved. Domestic flights may be reduced as reduced rail journey times would be expected to encourage some substitution, however, domestic traffic accounts for a relatively small proportion of London passengers, and thus the number of runway slots vacated might not allow many new routes to be developed.

Much of the proposal replicates the proposed HS2 and its contemplated future northern extension.

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OVERVIEW

Proposal	To develop a national high speed rail network with termini at Heathrow, a second London airport, and major cities.		
Approach	Assumed to be a Government led initiative to deliver the proposed surface access extensions.	Assumed Capital Cost	£100 bn+
Potential Benefits	<ul style="list-style-type: none"> Wider benefits of improved connectivity as a result of high speed rail network. Potential reduction in domestic air travel. Stimulates a modal shift from cars to rail resulting in improvements in local air quality and reduced congestion. 	Additional Capacity (mppa)	0
		Additional Capacity (ATM)	0
Key Issues & Risks			
Strategic Fit	<ul style="list-style-type: none"> Although the surface transport upgrades would be expected to provide some substitution for domestic air travel, potentially freeing slots within the London system to be re-deployed for international flights, the proposal does not add to airport capacity. 		
Economy	<ul style="list-style-type: none"> Although potentially freeing limited hub capacity at Heathrow, the proposal does not significantly add to capacity and therefore there would be a potential risk of lost economic activity as traffic is lost from Heathrow to other European hubs rather than being redistributed around the London system. 		
Surface Transport	<ul style="list-style-type: none"> The indicated east coast route through Cambridge is additional to HS2, but much of the submission appears to replicate/restate the route and benefit of HS2 as currently proposed, or as anticipated to be extended in time. Further upgrades to highway access would be required at all affected airports in line with incremental growth. 		
Environment	<ul style="list-style-type: none"> The scheme would be expected to impact to a significant number of designated cultural heritage features and require a large number of residential demolitions. 		
Cost	<ul style="list-style-type: none"> No details on cost provided. High construction costs for high speed rail and incremental surface access upgrades likely to deliver a total cost significantly in excess of £100 bn. 		
Delivery	<ul style="list-style-type: none"> To be successful, high speed rail would need to connect those cities that contribute the largest numbers of domestic passengers flying to London, i.e. those that are furthest away in the north of England and Scotland. Substantial investment is therefore needed. 		