



Department  
for Transport

Information & Security Division  
Department for Transport  
Zone D/04  
Ashdown House  
Sedlescombe Road North  
Hastings  
East Sussex  
TN37 7GA

E-mail: [FOI-Advice-Team-DFT@dft.gsi.gov.uk](mailto:FOI-Advice-Team-DFT@dft.gsi.gov.uk)

20 May 2019

Joe Rukin

By e-mail: [request-564209-bc41e9bf@whatdotheyknow.com](mailto:request-564209-bc41e9bf@whatdotheyknow.com)

Dear Mr Rukin

**Re: FOI Request F0017282 Internal Review**

I am writing with regard to your information request which you originally made to the Department for Transport on 16 February. Your request was:

***The projected journey times for the following trips using captive HS2 and classic compatible services, as is expected to be provided within the current £55.7bn funding envelope within the current project scope, and without any additional expenditure. I wish to be very specific that you should not include any assumptions for any additional expenditure on transport infrastructure outside the £55.7bn HS2 budget envelope in responding to this request. If it will not be possible to complete a proposed journey solely on hs2 trains within the provision of the current £55.7bn budget envelope, please make this clear. Please also provide the assumptions you have used for the fastest existing direct services for these journeys.***

***This may seem like a long list, but I would expect that given that a big deal is being made of the fact HS2 trains would serve 25 cities (though of course many aren't cities, but we'll let that one slide), you must have this data easily available, probably in table form already.***

***(List followed)***

The Department responded to your request on 16 April. The response provided as much information as the Department held at the time of the request. The response did not give any journey times, stating those that for those that will be possible through HS2 services, the Department's presumption is that journey times will remain the same because they will use existing infrastructure.

On 18 April, you wrote to ask for an internal review, stating that:

**Chapter Three of "High Speed Rail London to the West Midlands and Beyond. A Report to Government by High Speed Two Limited" (link below), paragraph 3.10.20 states quite clearly that:**

**"Whilst the HS2 classic-compatible trains have been specified, like the standard captive HS2 fleet, to travel at speeds of up to 360 kph on HS2, they would not be able to exploit the maximum classic line speeds on certain sections of the WCML north of Lichfield, as they would not be fitted with tilting equipment. So, over certain WCML route sections, there would be some time lost against today's services. This has been assessed and allowed for in the modelled journey times with the assumption that classic-compatible trains would run at full classic line speed where line geometry and signalling systems permit. As the whole-route journey times demonstrate, for London journeys the limited time lost is far outweighed by the savings achieved on HS2."**

<https://webarchive.nationalarchives.gov.uk/20100513075514/http://www.dft.gov.uk/pgr/rail/pi/highspeedrail/hs2ltd/hs2report/>

**Whilst this refers to classic compatible trains which would be in operation after Phase 1 only had been built, it specifies the specific constraint that classic compatible rolling stock must be designed to be non-tilting, otherwise it would be slower than the captive HS2 fleet whilst travelling on the captive tracks. This makes it absolutely clear that, unless a fundamental design requirement has been ignored, classic compatible journey times which are not 'the same as they are today' must have been modeled by HS2 Ltd and reported to the DfT. If they have not, I suggest you correct this fundamental error immediately.**

I consider your challenge to the response to be largely a policy question rather than contesting the application of the Freedom of Information (FOI) Act 2000, which is what the internal review process exists for. However, I have decided to accept your request for an internal review because addressing your concerns about the original response will also involve investigating whether it was compliant with the FOI Act.

As a member of the Department's Governance Division who was not involved in the original consideration of your request, I have carried out the independent Internal Review. My findings are set out below.

## **Review**

I have approached the original case handlers for clarity on the point you have raised. They have given the following response:

"HS2 Conventional Compatible trains have not been specified to have tilt capability and therefore on some sections of the West Coast Main Line will have to run at slightly reduced speed compared to existing class 390 and class 221 rolling stock. However, within the HS2 funding envelope, a sum of money has been allocated for line speed improvements on the conventional railway intended where possible on selected sections of track to bring the Permissible Speed nearer to or even above the existing Enhanced Permissible Speed. HS2 Ltd are working with Network Rail to develop a programme of works to accomplish this, but the detail is not yet known. In addition, it is expected that

HS2 Conventional Compatible trains will have better acceleration than existing class 390 and 221 rolling stock.

The end-to-end journey times that have been published are the requirements to which HS2 Ltd have been instructed to work to when designing and procuring the infrastructure and rolling stock. Journey times to intermediate stations have not been specified in the same way, and the exact times will depend upon where and to what extent line speed improvements are carried out and the detailed characteristics of the rolling stock performance when running on conventional infrastructure. Until these details are known, the best available information for journey times to and from intermediate stations is the existing journey times.”

I am entirely satisfied from this explanation that the Department does not hold the information you are requesting, and that the original response was therefore compliant with the FOI Act.

### **Appeals Process**

If you are not content with the outcome of this Internal Review, you have the right to apply directly to the Information Commissioner for a decision. The Information Commissioner can be contacted at:

Information Commissioner's Office  
Wycliffe House  
Water Lane  
Wilmslow  
Cheshire  
SK9 5AF

Yours sincerely

Eamonn Maloney  
Governance Division