

# Critique of Arup SoS Presentation 3 Feb 2010

## **General**

For convenience of comparison with the Arup document, the terms “Old Oak Common” and “OOC” are used, as in the HS2 report to denote the proposed Crossrail Interchange (XRI).

We have completed a fully engineered route via the Arup Hub site which we understand to be essentially the same route as the Arup concept route to Birmingham. It is HS2 Route 1.5 for which we now have costs and journey times (the latter full Vision modelling) to the same level of detail as routes 2.5, 3 and 4.

Put simply, the Heathrow Hub through route (ie HS2 Route 1.5) is roundly:

- 10 km longer than Route 3,
- includes 47 km of tunnelling compared to 20 km on Route 3 (including 46 km from Euston to N of High Wycombe)
- £2 bn (approx £3bn including all risk and optimism bias) greater cost

Please also note that if Old Oak Common is eliminated (ie if we are not

A subsequent loop addition from Route 3 would give a time of 41 mins from Birmingham to the Hub site of mins (ie 1 min slower than via the direct Route 1.5).

### **Page 7 OOC Deliverability**

Our constructability reviews suggest that whether or not a station is built at OOC, a maior box will be required to drive the London tunnels from. handle

- Journey time to Heathrow Airport
- Environment. The lesser impact of the Route 1.5 on the Chilterns is counterbalanced by the issues of the Iver Hub.

No comment is offered on Policy Fit and Consensus