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Sent: 15 September 2010 12:40
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Cc: [REDACTED]
Subject: RE: Arup meeting with SofS
[REDACTED]

I have the following comments on the Arup document. HS2 Ltd previously did a critique on Arup which I will forward.

1. Arup present no demand or cost estimates and no financial or economic analysis to support their proposals
2. the Hub proposal is not supported by LB Hillingdon. Arguably, a better way to improve rail access to LHR would be to build the "western connection" from the GWML near Slough to T5 which would allow through trains to T5 and CTA
3. the "Javelin" proposal gets more prominence than before reflecting local opposition to HS2 in the Chilterns. Previously Arup suggested that such trains would run, not to Central London but to HS1 serving the Thames Gateway. Operating javelin trains would require significant investment in
 - electrifying the Chiltern route and upgrading and electrifying the P Risborough - Aylesbury
 - Milton Keynes route
 - procuring maintaining and operating "Javelin" commuter trains

Arup present no analysis of the demand, costs or VFM of such a service

More fundamentally, these trains would take up capacity on HS2 which is needed for long distance HSR paths - especially if the extension to Leeds proceeds. Under the current HS2 plans, Milton Keynes will benefit from faster and more frequent services to London using released WCML capacity - probably quicker than the circuitous Javelin route proposed by Arup. The Chiltern line will benefit from reduced journey times and extra capacity under the committed Evergreen 3 scheme. Further Chiltern upgrades could be made in future which would not require use of HS2

Aylesbury, Wendover and Gt Missenden are due to suffer the environmental impacts of HS2 and have no improvements to their classic rail service in prospect. The Arup javelin