



HOUSE OF LORDS

Economic Affairs Committee

House of Lords
London
SW1A 0PW

Tel: 020 7219 5358
Fax: 020 7219 6715
economicaffairs@parliament.uk
www.parliament.uk/lords

Mark Thurston
Chief Executive
High Speed Two Limited
Two Snowhill, Snow Hill Queensway
Birmingham B4 6GAm

26 February 2019

As you may be aware, the House of Lords Economic Affairs Committee is currently conducting a follow-up inquiry on our 2015 report into the economics of High Speed 2. We have heard evidence from the Department for Transport, your previous Chairman Sir Terry Morgan, and a number of others as part of this work.

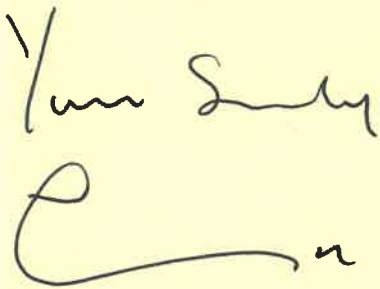
We would be grateful if HS2 Ltd could provide us with answers to the following questions to inform our report:

1. How much of the £55.7 billion budget for the HS2 project has been spent to date and how is this spend broken down?
2. Has the cost of land and property purchases been higher than expected?
3. Sir Terry Morgan told the Committee that "nobody knows" what the final cost of HS2 will be. Do you agree with Sir Terry and how confident are you that the project will be delivered within the present £55.7 billion budget?
4. What cost saving could be achieved by designing HS2 to run at a maximum speed of a conventional high speed railway, say 300 kilometres an hour?
5. What is the current estimate of the cost for:
 - a. The redevelopment of Euston station
 - b. The construction of the new railway between Old Oak Common and Euston station?
6. When is the redevelopment of Euston station expected to be completed, and how confident are you that the station will be ready in time for the expected opening of HS2 Phase I in 2026?

7. Transport for London told the Committee in 2014 that Crossrail 2 would need to be in place before HS2 Phase 2 was completed, in order for Euston station to be able to cope with passenger numbers. Is that an argument you recognise and agree with?
8. In terms of dealing with expected passenger numbers, would Old Oak Common be able to operate as the London terminus for HS2 Phase 1? If not, could the station design be amended so as to provide this capability, and how much would this cost?
9. What steps are being taken to integrate the construction of HS2 Phase 2b with the proposals for the Northern Powerhouse Rail Programme?
10. To what extent are the Northern Powerhouse Rail Programme proposals dependent on the completion of HS2 Phase 2b?
11. How much would it cost to suspend work on HS2 Phase 1?
12. Are there any practical reasons why work on HS2 Phase 2b could not be delayed until after the Northern Powerhouse Rail Programme has been completed?
13. How is HS2 Ltd responding to new World Health Organisation recommended noise limits, which current plans for the route would exceed in several areas? Will HS2 remain within these recommended limits? Will this result in increased costs, or reduced speed?

We would also welcome any other evidence or arguments which you believe could benefit our inquiry.

We would be grateful if you could provide such information by Thursday 7 March.

A handwritten signature in black ink, appearing to read 'Lord Forsyth', with a large, stylized flourish below it.

The Rt Hon the Lord Forsyth of Drumlean
Chairman of the Economic Affairs Committee