

Proposed High Speed Rail Link to Birmingham



It's not had much publicity locally, and there does not seem to be a great awareness that there is to be a new High Speed Rail Link from London to Birmingham – a part of a new national network, that will reduce travel times, and reduce the need for domestic flights. It was announced in March, 2010.

The route has not yet been finalised, HOWEVER the present "preferred" route runs parallel to the Central Line, through Perivale, Greenford, Northolt. There is spare "track bed" on the North side, so it would be fairly simple. There may be an interchange at Old Oak Common, and a link to HS1 (from the Channel Tunnel to Kings Cross).

Proposed by the last (Labour) government, the proposal was supported by both the Liberal Democrats and the Conservatives when in Opposition, but with the hope that there would be an extension to Heathrow; now the Coalition is in power, that is being proposed, and additional money has been allocated by the Government to develop the scheme.

Timetable:

March 2010 –

Government published proposals for high speed rail and issued Exceptional Hardship Scheme consultation

Before Autumn 2010 further engagement work and consultation preparation

Autumn 2010 formal public consultation

2011 Government decides whether to proceed and proposed route for London to Birmingham

2011/13 further detailed design and assessment of the route

2013 further public consultation

2014 Hybrid Bill laid in House of Commons

2019 – construction could start

2026 line between London and Birmingham could open

Up to 14 trains an hour would run on the lines, at speeds of 200mph or more.

This is very likely to impact on Perivale, Greenford and Northolt if this route is progressed – there are of course "pros" as well as Cons – all the benefits of improved infrastructure and excellent transport links, for our and future generations. Electrically powered, will reduce or reliance of fossil fuels, our Carbon Footprint, and Air transport, so will reduce our impact on the climate, but no doubt at cost to the local environment.

There are several routes in consideration, but two of the "options" come through Greenford – then head North out through West Ruislip, The Chalfonts, Amersham, - there's a map on the BBC website at <http://snipurl.com/1h4yxs> [news_bbc_co_uk] and if you go out through the Chalfonts there are many "protest" placards on the roadside.

Formal consultation is scheduled to commence soon. I am told that there are documents available at central libraries, and here are some weblinks

High Speed Two (HS2) Ltd. - the developers:

<http://www.hs2.org.uk/>

Department of Transport

<http://snipurl.com/119db> [www_dft_gov_uk]

The Chiltern Society:

<http://www.chilternsociety.org.uk/hs2/>

Campaign to Protect Rural England: (CPRE)

<http://snipurl.com/11157v> [www_cpere_org_uk]

Bucks. County Council : <http://snipurl.com/1115g8>

[www_buckscc_gov_uk]

Chilterns AONB: <http://snipurl.com/1115yu>

[www_chilternsaonb_org]

Chilterns Countryside Group:

<http://snipurl.com/11168z> [sites_google_com]

HS2 Action Alliance: <http://snipurl.com/1116jr>

[www_hs2actionalliance_org]

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