

HS3

High Speed Rail – Improving Connectivity to Cardiff City Region

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**RHEILFFORDD GYFLYMDRA UWCH –
GWELLA'R RHANBARTH DINAS
CAERDYDD**

Yr Athro Stuart Cole

Canolfan Ymchwil Trafnidiaeth Cymru

Prifysgol Morgannwg Ysgol Busnes

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INTRODUCTION

- The economic development of Cardiff City Region relies on easy accessibility for people and goods to and from places in other parts of Wales, the UK, Europe and around the world. But

- Congestion on the M4
 - Capacity issues on the Great Western Main Line (GWML)
- will affect the efficiency of connectivity

- The South East Wales Economic Forum has stated its vision for South East Wales as:

“A region on the way to becoming one of the most prosperous in Europe, and providing opportunities for every individual, enterprise and community to share in that prosperity”.



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TRANSPORT LINKS FOR CARDIFF ECONOMIC SUCCESS

- To London*
- To major English markets*
- To other E U member states*
- Within Wales long distance passenger flows
- Local bus / rail / car / walking / cycling networks

* HS 3 impact



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WHAT IS THE DIFFERENCE?

Name	Description
HST	FGW current Inter City Train
IEP	HST replacement, proposals currently being examined by DfT. Probable outcome: Electrification of GWML – essential pre requisite for HS 3; with ECML trains not IEP
HS1	Channel Tunnel – St Pancras high speed line
HS2	London – Birmingham – Northern England new DfT high speed line proposal
HS3	London – Bristol – South Wales??



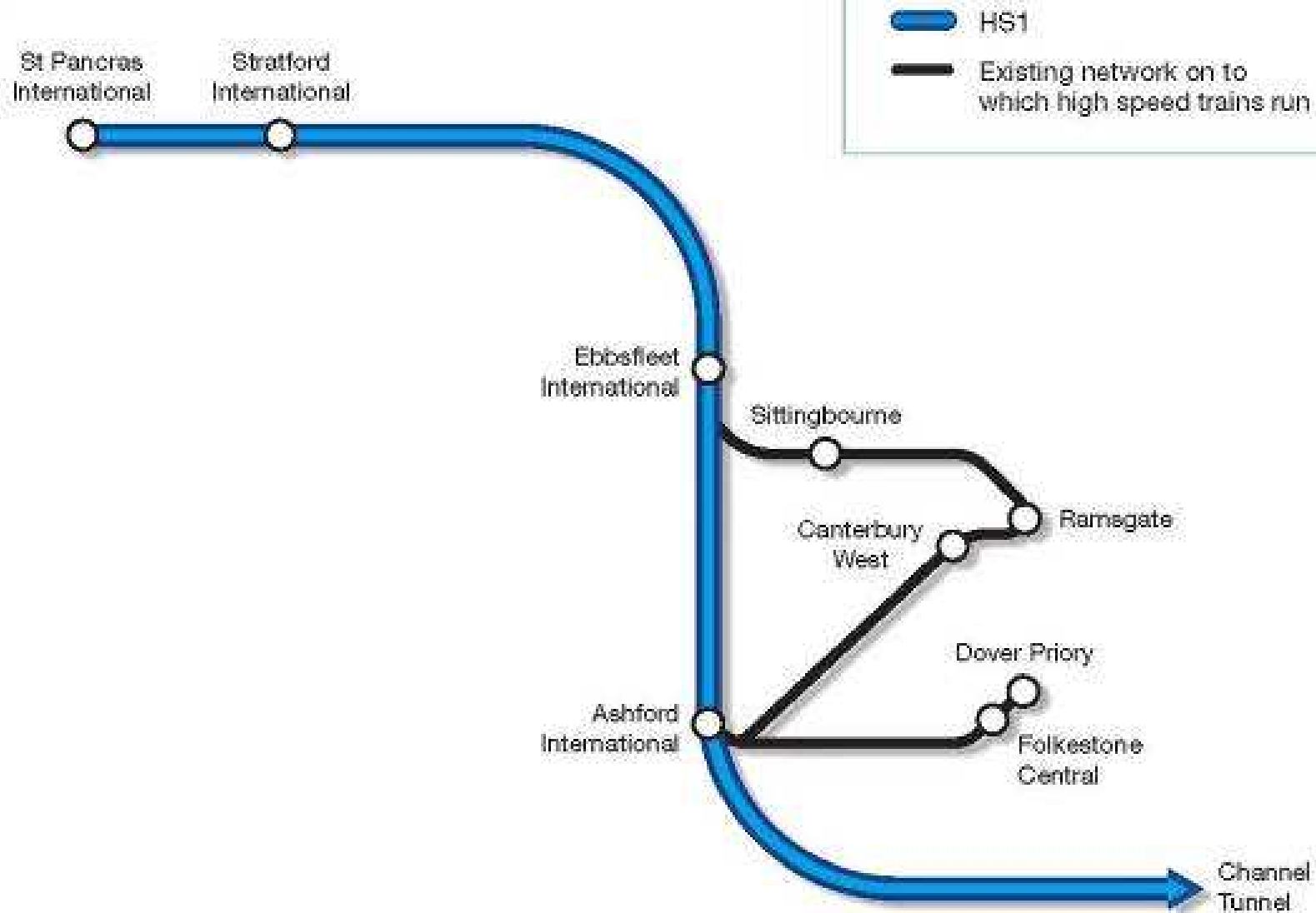
CURRENT POSITION OF HIGH SPEED RAIL

- European Union – Most intercity trains (TGV, Thalys, ICE)
- The UK's first high speed railway opened in Nov'07
 - HS1 links London and the Channel Tunnel
- Growing political support
 - Three mainstream GB parties (and Plaid Cymru) support HSR
 - Public support from Scottish Executive and the Northern Way Pressure Group pushing for HS 2



Figure 3.1 High Speed One domestic services

Key



RAIL AS A TRANSPORT MODE

- Electrification GWML
- HS 3 to south Wales
- Valley Lines (*MetroCymru* - South East Wales Metro) Electrification



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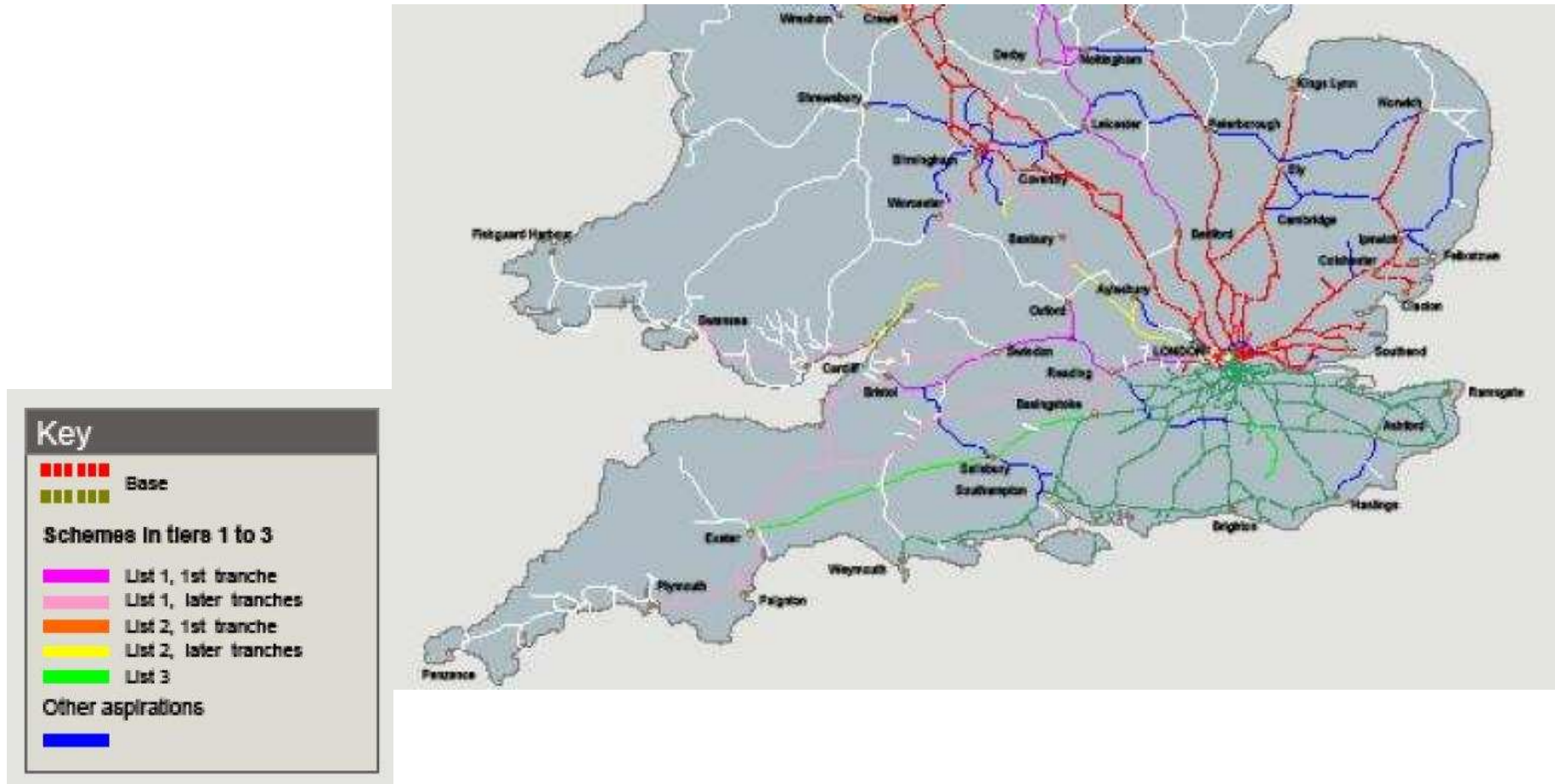


Appendix 7 – Core and further options



Network Rail Electrification Plan April 2009

Original plan – pre WAG / DfT discussions



HIGH SPEED RAIL PROPOSALS

■ DfT High Speed Rail Two Company

- A UK Government company to carry forward high speed rail to north Britain
- Took 4 out of 5 corridors suggested by Northern Way; merged to one. French model of part TGV / part classique
- Produced London – Birmingham + Manchester/ Leeds/Glasgow route, connecting both HS1 and Heathrow airport, to be HS2
- Estimate that HS2 could cost £11billion



Figure 4.6 The initial core high speed rail network – The 'Y'

Key



Figure 4.1 Population density

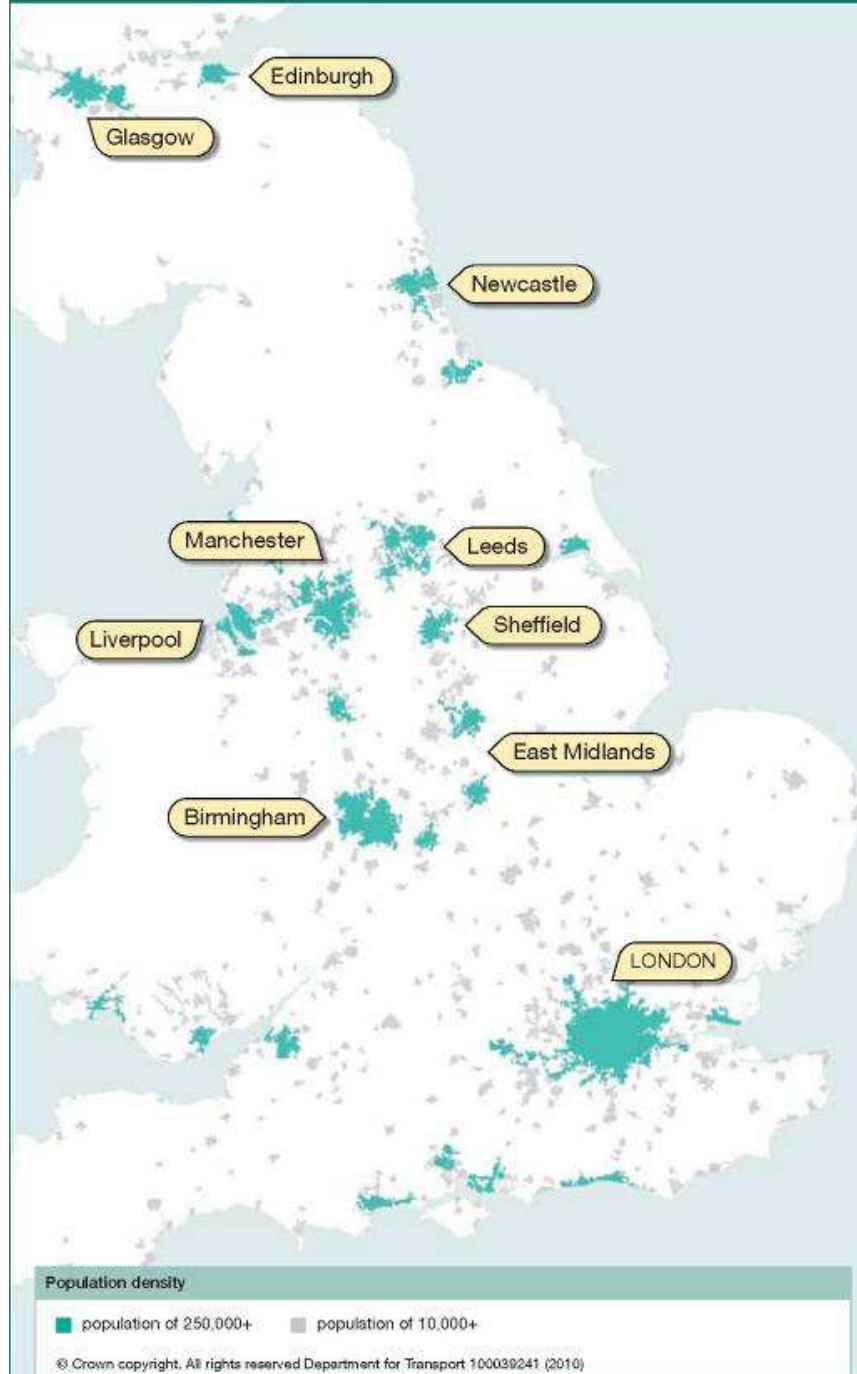
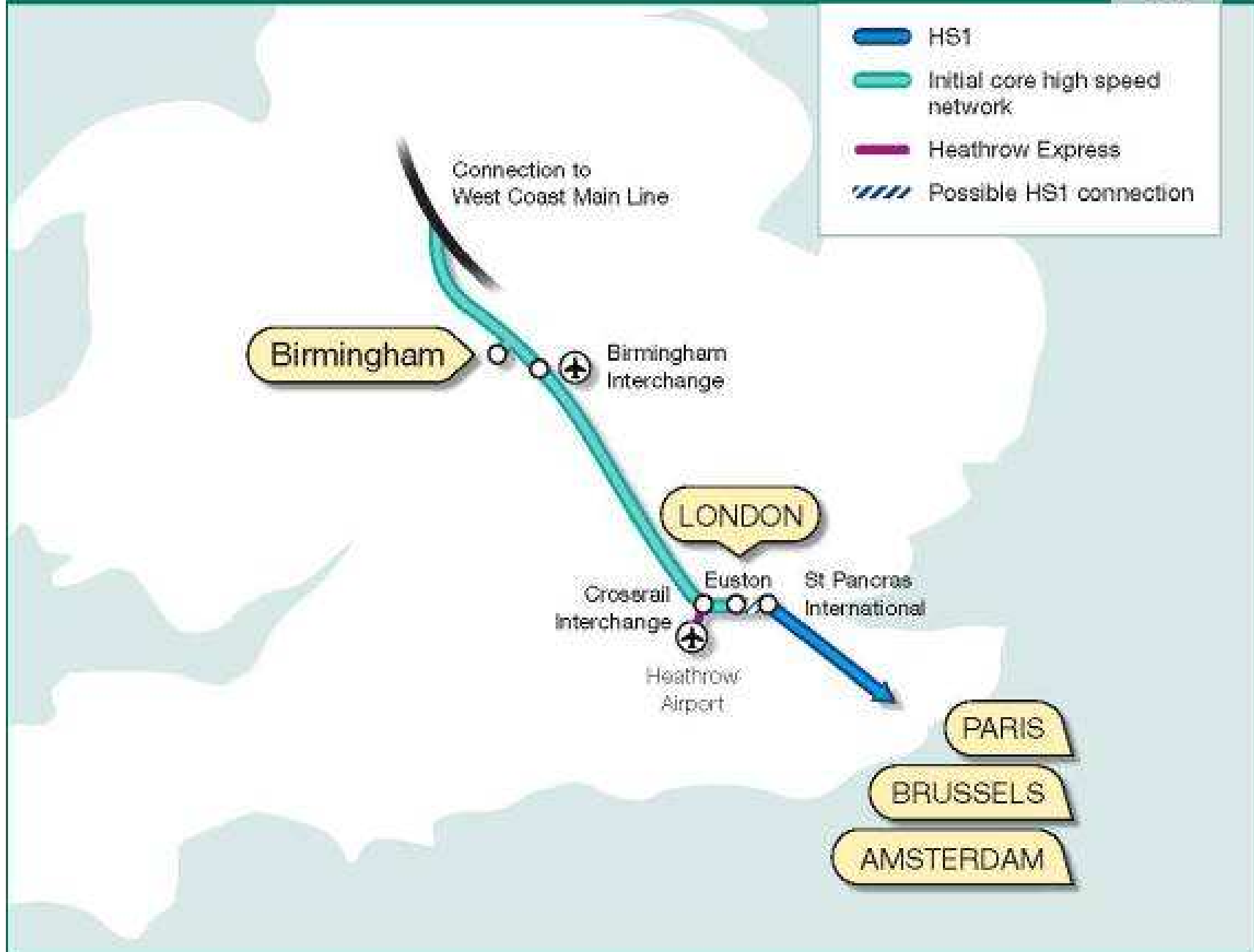


Figure 5.1

High Speed Rail: London – Birmingham

Key

- HS1
- Initial core high speed network
- Heathrow Express
- Possible HS1 connection



VISION FOR LONDON – SOUTH WALES – BRISTOL HSR

- HS3: Western Corridor can be linked into HS 2 at CrossRail Interchange
- Could be in place within 20 years
- Could link into HS 1



HSR JOURNEY TIME

Cardiff - London

	2008		2020
	Conv**	Elec'n***	TGV****
Journey times	2h	1h40m	1h10m
Nos. trains per hour*	1	1	1

* *Trains per hour for most of day*

** *Conventional trains (e.g. IC 125)*

*** *Electrification RUS - GWML 2016 (poss. ECML trains) Oct 2009.*

**** *TGV / Eurostar type trains*



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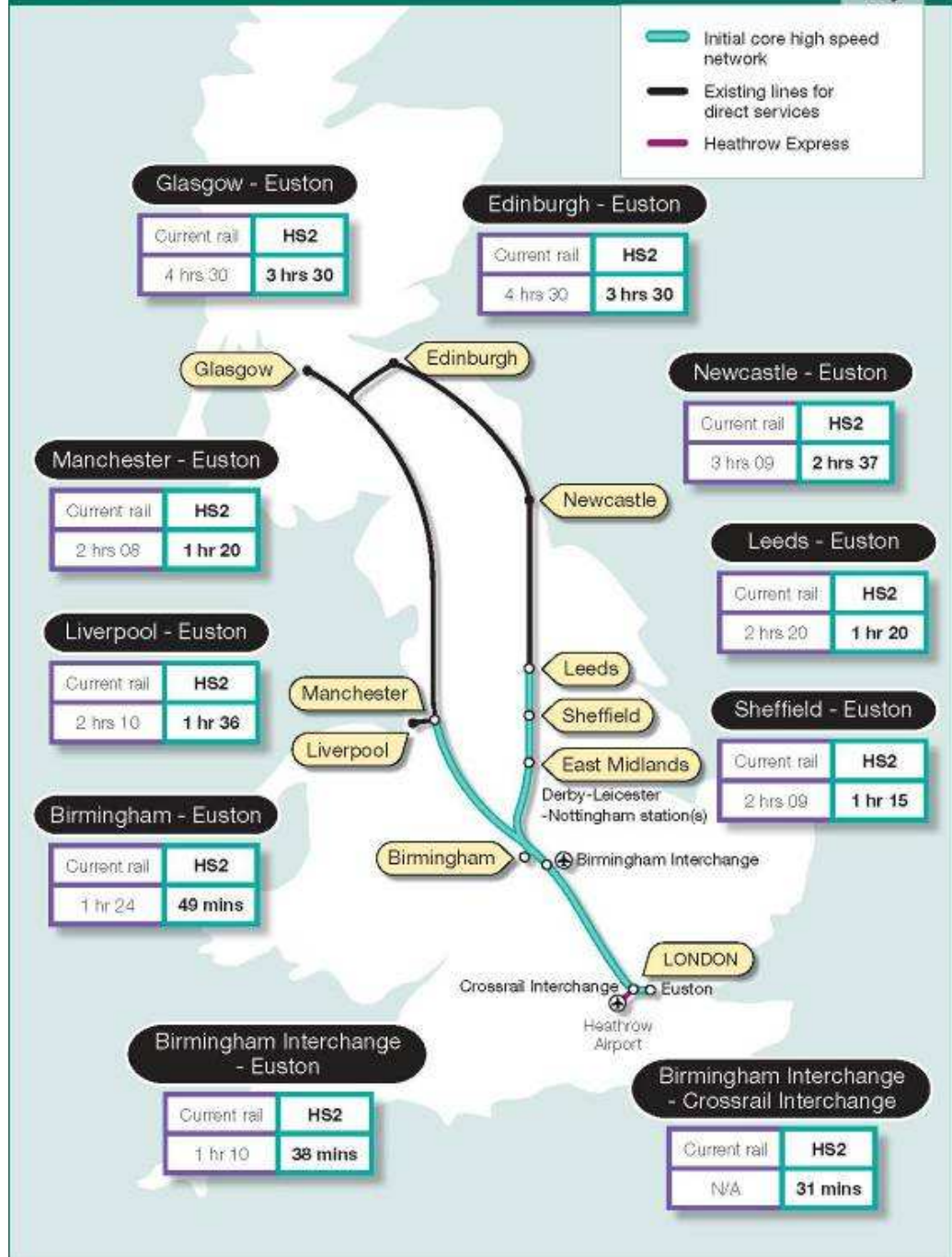
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Figure 4.2 Journey time savings to and from London

Key

- Initial core high speed network
- Existing lines for direct services
- Heathrow Express



BENEFITS (1)

■ Increased capacity / Reduced journey time

- Can carry between 1,000 – 1,500 passengers per train
- Journey time down 50 mins to 1h10m

■ Business & Regeneration for Cardiff

- Economic benefit HS 2 £1.5bn per annum to north England and Scotland
- Brings Cardiff 'nearer' to London
- Will boost business activity and leisure travel in / to Cardiff
- Employment
- Agglomeration
- International Competitiveness



BENEFITS (2)

- There is general agreement from the south Wales business community that “long term strategic thinking is needed to overcome the lack of investment in the south Wales network” and “will secure major benefits to industry in south Wales” (CBI Cymru)



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ECONOMIC, SOCIAL & ENVIRONMENTAL ANALYSIS

- Scope of HSR technical options for Wales
- Assessment of the economic case (Multi criteria analysis) – widest sense
- Assess the competitive place of Wales in respect to other HSR proposals in Great Britain
- Assessment to inform political bodies of their responsibilities to maximise potential gains from HSR



ACTION

Public Policy Pressure / Welsh Government / Great Western Partnership

- Link with external partners – government / business sectors
- Joint approach: S Wales and S W England
- Effective lobbying strategy
- High profile PR for HS 3 – all media
- Encourage growth away from SE England
- Easy route to relocate London jobs
- Economic stimulation in low GVA value
- Enhance strategic European transport corridor



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MAPS FROM HS 2 REPORT



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Figure 4.3 Birmingham/West Midlands connections via core high speed network

