

What we have found

Our investigation looked at HS2 Ltd's communication and engagement with the residents, including the way in which HS2 Ltd handled the complaints put to them.

We found that overall HS2 Ltd's actions fell below the reasonable standards we would expect, so much so that they constituted maladministration.

80. On 24 July HS2 Ltd agreed to the change in the '*heads of terms*' and confirmed that, when the contracts were exchanged, Mr D would receive 90% of the compensation with the remaining 10% to be paid on completion. On the same date HS2 Ltd attached a condition to any agreement that would assist Mr D with relocation. This was that Mr D would withdraw any formal complaints. However, this was subsequently raised at the meeting with HS2 Ltd on 31 July 2014 and on 7 August 2015 HS2 Ltd agreed to remove the condition.

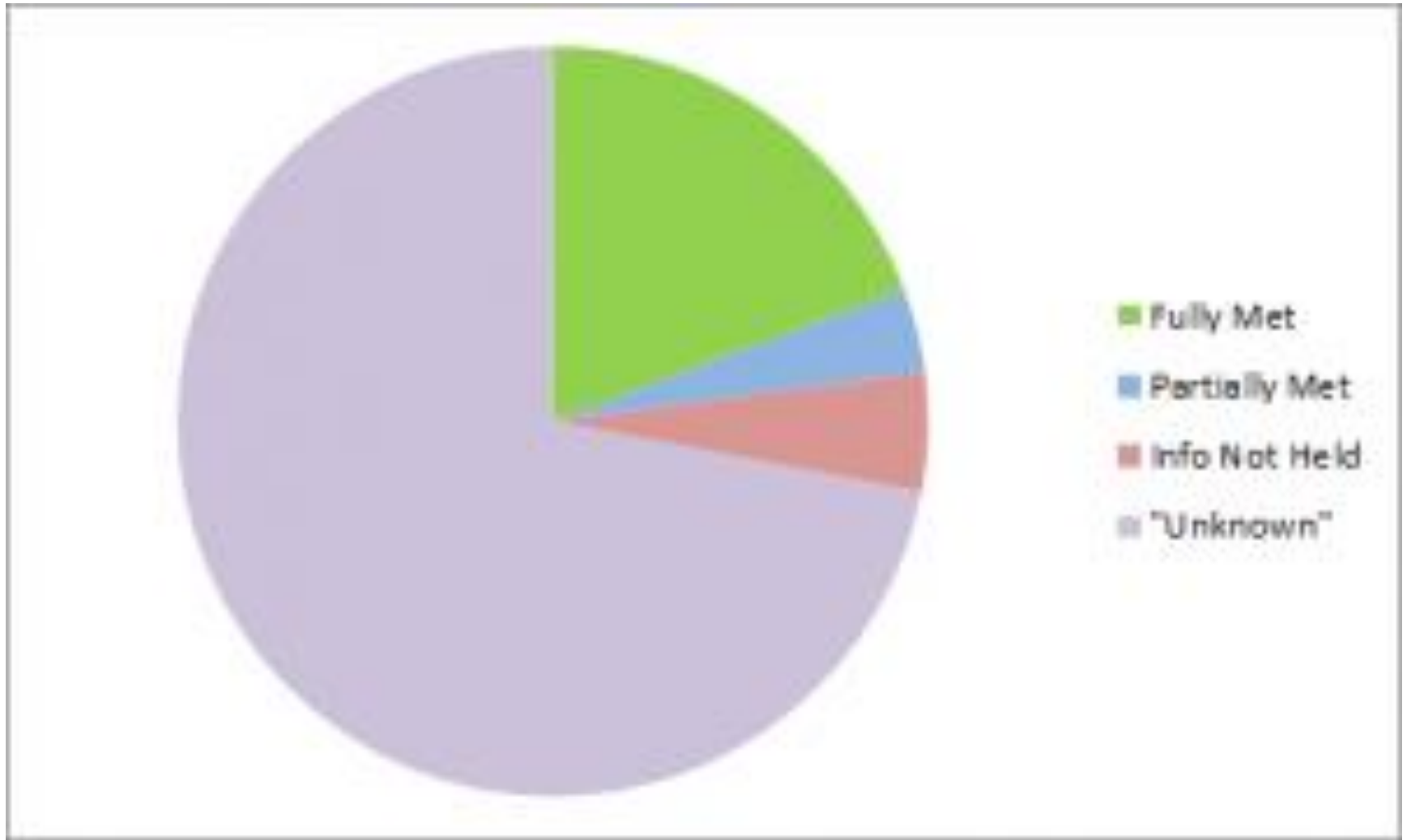
They spent considerable time and effort drawing up proposals, but over the course of two years HS2 Ltd repeatedly failed to communicate their views on the proposals within agreed deadlines, cancelled meetings at the last minute and postponed other meetings, giving the families false hope that their plans would be considered, when in fact no feedback was ever given and it is not clear if the proposals were fully considered at all.

3.4. The Construction Commissioner's role will not cover:

- complaints that have not first been considered by the nominated undertaker's helpdesk;
- complaints relating to works that are not part of, or associated with, the HS2 project;
- complaints relating to planning conditions and other matters that are subject to the approval of statutory authorities;
- matters considered by Parliament in approving the project;
- matters dealt with by the Office of Rail Regulation, and operational rail matters dealt with by train operating companies and passenger watchdogs;
- matters under investigation by the Health and Safety Executive;
- complaints relating to property compensation issues;
- claims for losses over £10,000;
- complaints relating to settlement deeds (see Information Paper C3: Ground Settlement & C10: Small Claims Scheme for further details);
- the operation of the HS2 railway or services; or
- matters relating to HS2 Safeguarding Directions.

HS2 Ltd FOI & EIR Disclosure log - June 2014 to September 2015

Ref No	Request Outcome	Subject	Completion date
FOI14-1061	Fully met	Details of plans for Euston option 8 in the Hybrid Bill including maps and diagrams	26/06/2014
FOI14-1062	Met but some info not held	Correspondence and reports in relation to the review of the access arrangements for the Washwood Heath Depot	13/06/2014
FOI14-1068	Fully met	Correspondence and reports in relation to the specification and location of balancing ponds close to Washwood Heath	06/06/2014
FOI14-1072	Fully met	Cost breakdown for options considered for Phase Two route	13/06/2014
FOI14-1078	Fully met	All correspondence between Solihull Metropolitan Council and HS2 Ltd relating to noise and noise mitigation	24/06/2014
FOI14-1082	Fully met	Cost of the HS2 tunnel under Manchester	04/07/2014
FOI14-1083	Fully met	Organisational structure of HS2 Ltd ICT Department and suppliers	09/07/2014
FOI14-1087	Fully met	Various questions relating to the Salusbury Road ventilation shaft	18/07/2014
FOI14-1092	Fully met	Itemised expenses claims for the chief executive and senior management team for the last 3 financial years	30/07/2014
FOI14-1095	Partially met	Fixed telephony, WAN and broadband contract information	07/07/2014
FOI14-1105	Met but some info not held	Job descriptions and specification for posts at executive and directorate level	06/08/2014
FOI14-1108	Fully met	Postcodes within the Phase One safeguarding area	23/07/2014
	Met but some info not		



News story

Sir David Higgins to drive down cost of HS2

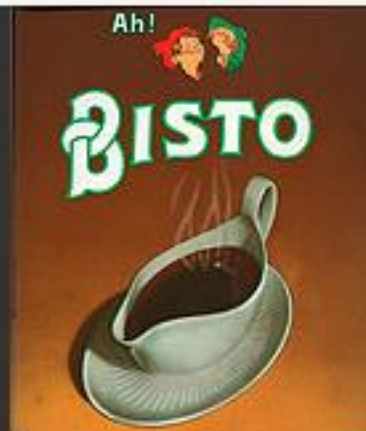
From: Department for Transport, High Speed Two (HS2) Limited and The Rt Hon Patrick McLoughlin MP
First published: 4 November 2013
Part of: Rail network and HS2: high speed rail

This news article was published under the 2010 to 2015 Conservative and Liberal Democrat coalition government

<https://www.gov.uk/government/news/sir-david-higgins-to-drive-down-cost-of-hs2>

PRICES AND INFLATION CALCULATOR

In today's comparatively low inflation economy it's easy to forget what a problem inflation was for politicians, economists and consumers. This calculator lets you see how the value of money has changed between 1900 and 2014. It uses annual RPI inflation for which the most recent data is 2014.



PRICE THEN, PRICE NOW

Amount: (price then)

£ 50.1

Year:

2011

Calculate

Result:

£ 57.37

2011 Prices (£bn)	Phase 1	Phase 2	Rolling Stock	TOTAL
Without Contingency	15.65	12.50	5.60	33.75
With Contingency	21.40	21.20	7.50	50.10
Contingency	5.75	8.70	1.90	16.35
2015 Prices (£bn)	Phase 1	Phase 2	Rolling Stock	TOTAL
Without Contingency	18.00	17.40	5.40	40.80
With Contingency	24.30	24.40	7.00	55.70
Contingency	6.30	7.00	1.60	14.90
Change (£bn)	Phase 1	Phase 2	Rolling Stock	TOTAL
Without Contingency	2.35	4.90	-0.20	7.05
With Contingency	2.90	3.20	-0.50	5.60
Contingency	0.55	-1.70	-0.30	-1.45
Change	Phase 1	Phase 2	Rolling Stock	TOTAL
Without Contingency	15.02%	39.20%	-3.57%	20.89%
With Contingency	13.55%	15.09%	-6.67%	11.18%
Contingency	9.57%	-19.54%	-15.79%	-8.87%

Goring Gap 'ugly scar' railway gantries removal call

🕒 20 October 2015 | [England](#)



Campaigners want Network Rail to remove metal gantries in an Area of Outstanding Natural Beauty (AONB) they call an "ugly scar on the landscape".

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The "huge metal goalposts" installed near Goring Gap in the Chilterns, are the latest step in the electrification of the Great Western Railway.

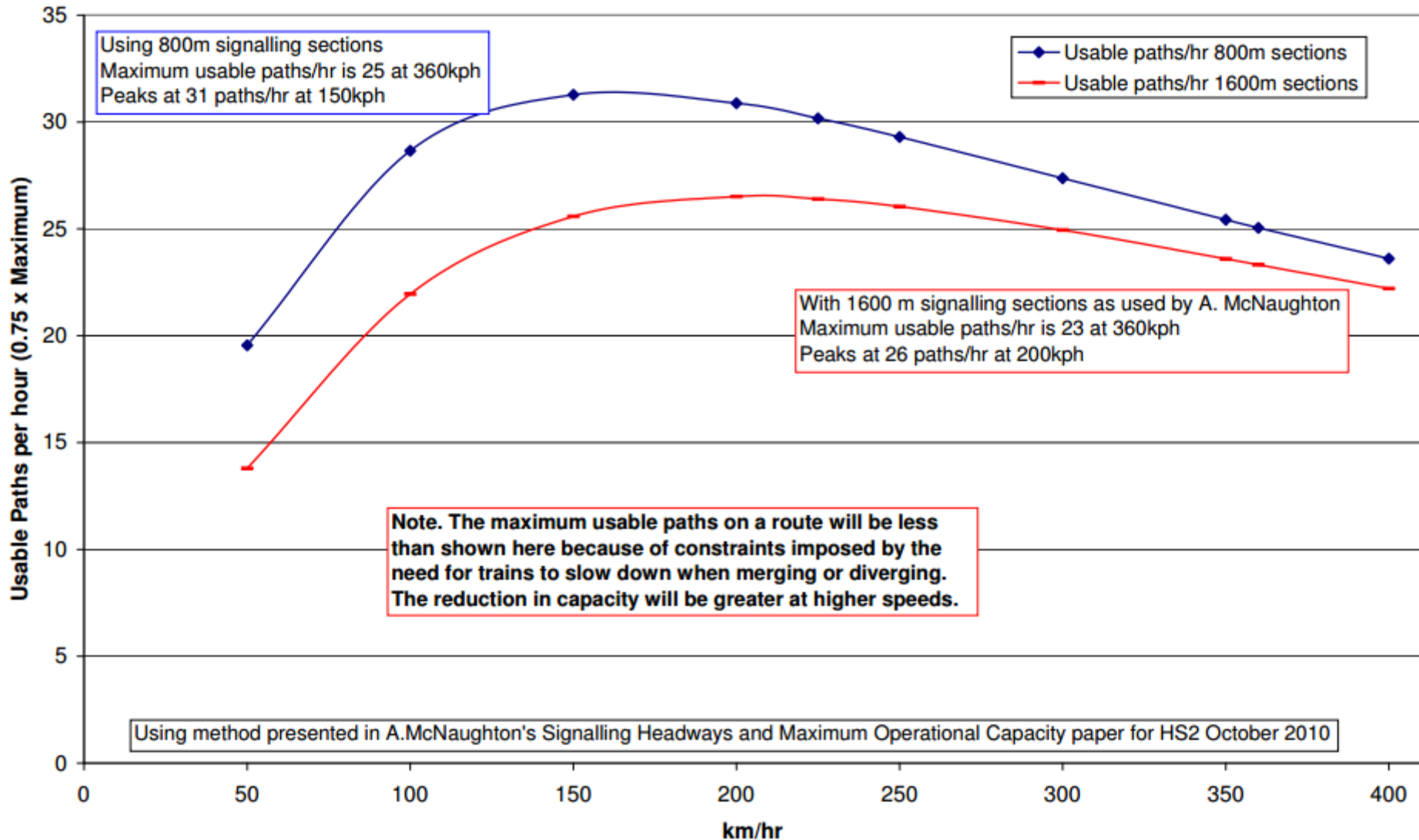
With 1600m signalling sections as used by A.McNaughton

Speed	Speed	Braking distance 7%	Time to traverse braking distance at this speed	Time for 400m train to traverse and clear 1600m block	Time to cover 300m overlap at this speed	Total of other headway time not speed related	Total Signalling headway	Absolute maximum paths per hour	Usable maximum paths per hour	Usable paths/hr rounded down
kmh	m/sec	metres	secs	secs	secs	secs	secs	secs		
										TLS
50	13.9	140	10	144	22	20	196	18.4	13.8	13
100	27.8	562	20	72	11	20	123	29.3	21.9	21
150	41.7	1264	30	48	7	20	106	34.1	25.6	25
200	55.6	2246	40	36	5	20	102	35.4	26.5	26
225	62.5	2843	45	32	5	20	102	35.2	26.4	26
250	69.4	3510	51	29	4	20	104	34.7	26.0	26
300	83.3	5054	61	24	4	20	108	33.3	24.9	24
350	97.2	6879	71	21	3	20	114	31.5	23.6	23
360	100.0	7278	73	20	3	20	116	31.1	23.3	23
400	111.1	8985	81	18	3	20	122	29.6	22.2	22

As above but with 800m signalling sections

Speed	Speed	Braking distance 7%	Time to traverse braking distance at this speed	Time for 400m train to traverse and clear 800m block	Time to cover 300m overlap at this speed	Total of other headway time not speed related	Total Signalling headway	Absolute maximum paths per hour	Usable maximum paths per hour	
kmh	m/sec	metres	secs	secs	secs	secs	secs	secs		
										TLS
50	13.9	140	10	86	22	20	138	26.1	19.5	19
100	27.8	562	20	43	11	20	94	38.2	28.7	28
150	41.7	1264	30	29	7	20	86	41.7	31.3	31
200	55.6	2246	40	22	5	20	87	41.2	30.9	30
225	62.5	2843	45	19	5	20	89	40.2	30.2	30
250	69.4	3510	51	17	4	20	92	39.1	29.3	29
300	83.3	5054	61	14	4	20	99	36.5	27.4	27
350	97.2	6879	71	12	3	20	106	33.9	25.4	25
360	100.0	7278	73	12	3	20	108	33.4	25.1	25
400	111.1	8985	81	11	3	20	114	31.5	23.6	23

Maximum usable paths per hour on open track at different speeds (A. McNaughton method)



Train Operating Company	Departure time	Origin station	Destination station	Arrival time	Number of cars	Standard class passenger capacity ⁽¹⁾	Standard class passenger load ⁽²⁾
London Midland	16:46	London Euston	Crewe	19:24	4	206	414

First Capital

Rank	Departure time	Origin station	Destination station	Arrival time	City	Train Operating Company	Number of cars	Standard class passenger capacity ⁽¹⁾	Standard class passenger load ⁽²⁾	Count point ⁽³⁾	Passengers in excess of capacity ⁽⁴⁾	Standard class load factor ⁽⁵⁾
1	04:22	Glasgow Central	Manchester Airport	08:47	Manchester	TransPennine Express	4	191	355	Manchester Oxford Road	164	186%
2	16:00	Manchester Airport	Edinburgh	19:40	Manchester	TransPennine Express	4	191	353	Manchester Oxford Road	162	185%
3	06:31	Reading	London Paddington	07:32	London	First Great Western	3	367	646	Ealing Broadway	279	176%
4	07:57	London Heathrow	London Paddington	08:24	London	Heathrow Connect	5	476	814	Ealing Broadway	338	171%
5	07:02	Reading	London Paddington	08:04	London	First Great Western	5	596	977	Ealing Broadway	381	164%
6	06:35	Caterham	London Victoria Central	07:15	London	Southern	4	430	704	Clapham Junction	274	164%
7	07:24	Brighton	Bedford	10:07	London	Govia Thameslink Railway	8	716	1,150	London Blackfriars	434	161%
8	18:00	Manchester Airport	Edinburgh	21:38	Manchester	TransPennine Express	4	191	307	Manchester Oxford Road	116	161%
9	07:32	Woking	London Waterloo	08:19	London	South West Trains	12	738	1,180	London Waterloo	442	160%
10	07:02	Woking	London Waterloo	07:49	London	South West Trains	12	738	1,169	London Waterloo	431	158%

Current 2014 & Indicative 2026 Service Pattern

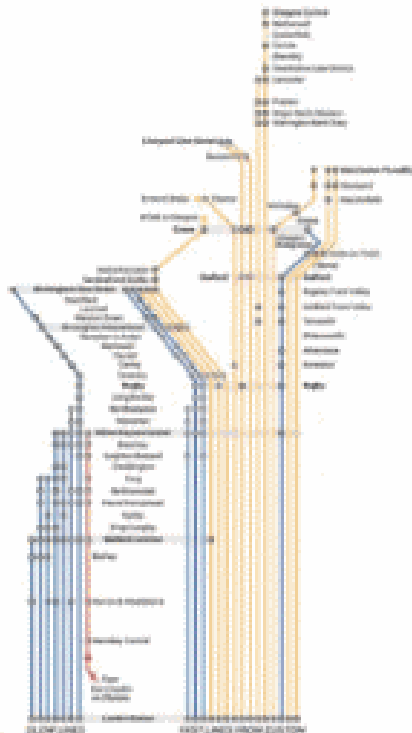
West Coast Main Line

HS2 October 2013 Strategic Case
Passenger services only shown

December 2014

London passenger services: weekday peak hour (17:00 - 18:00)

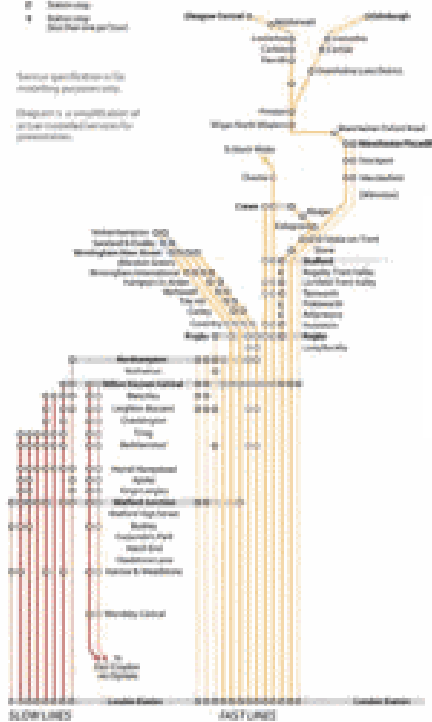
- High Speed Rail
- London Midland
- London North Eastern
- InterCity
- Non-workday services



December 2026, with activation of HS2 Phase One

Indicative specification weekday peak hour

- High Speed Rail
- London Midland
- London North Eastern
- InterCity
- Non-workday services



7+1 Slow

15 Fast

8+2 Slow

13 Fast

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Service diagrams from Andrew McNaughton's presentation, Feb 2015

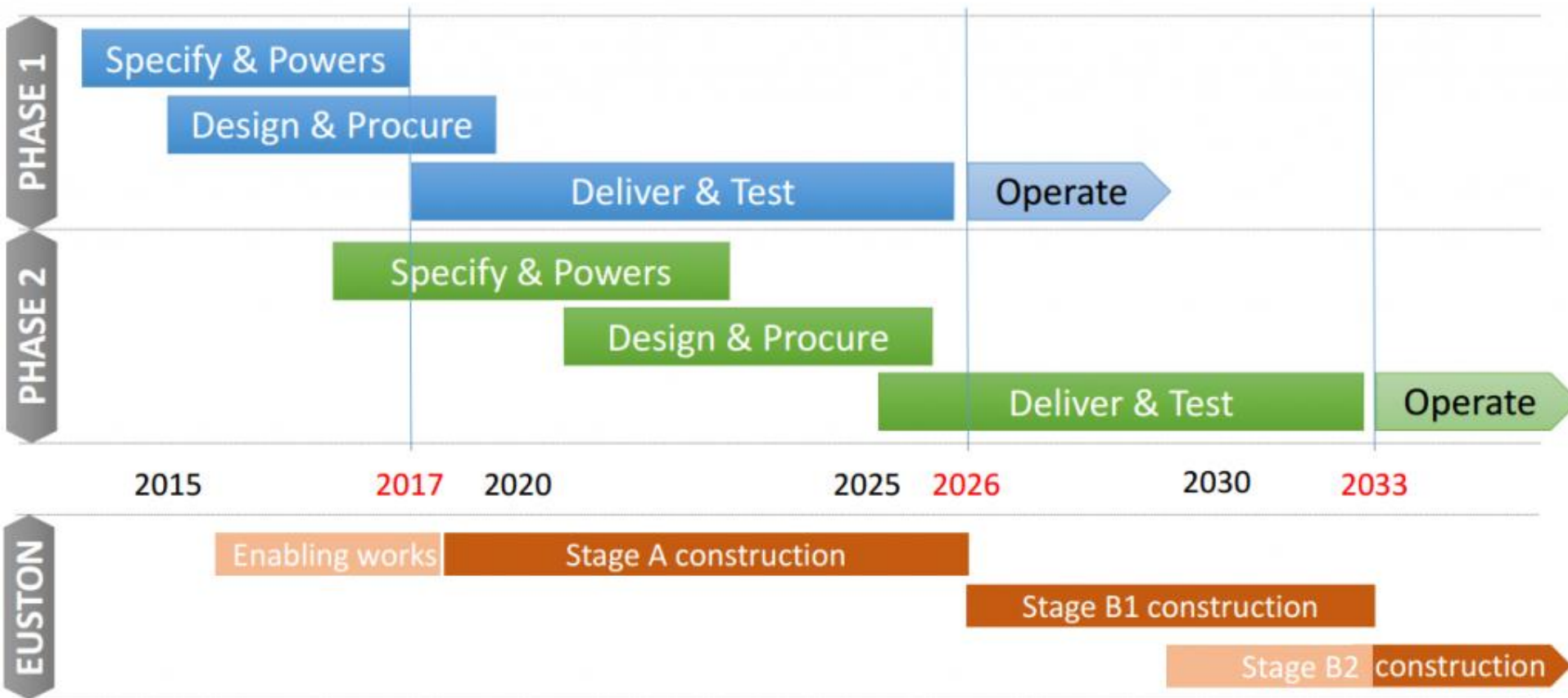
Economic Case for HS2

Item	Phase One (£m)	Full Network (£m)	Includes
Rolling stock maintenance	3,486	8,964	Clearing, repairing and servicing the trains
Infrastructure maintenance	1,454	2,931	Inspecting and repairing the infrastructure, and Infrastructure manager head office
Electrical consumption	2,210	6,055	Cost of electricity used by the trains and electrification asset usage charge
Staff, offices and stations	5,957	11,200	Station Staff, Station Maintenance & Utilities, Train Crew, TOC overheads and Admin including head office staff
Other	732	1,258	Variable track access charge, Capacity charge, station access charge and rolling stock insurance
Classic line savings	-5,675	-8,265	Staff, electricity, diesel, lease costs, maintenance and other
Total	8,166	22,143	All costs net of classic line savings

Table 9: Breakdown of operating costs (2011 prices present value including Optimism Bias)

Source: The economic case For HS2, October 2013

Timescales



HS approach construction area

Lines E and X decommissioned



Business Park
Chelmsley Wood
Coteshill

Bickenhill Waste
Reception Area
N.E.C.

Birmingham ↗

← B'ham Int. 

Elmdon Trading
Estate

National Motorcycle
Museum

DIDDINGTON LANE



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