



We care for the Chilterns

Andrew Stephenson MP  
Minister of State for HS2  
Department for Transport  
Great Minster House  
33 Horseferry Road  
London  
SW1P 4DR

27<sup>th</sup> May 2020

Dear Mr Stephenson

**HS2**

Please find attached our response to Mr Rayner's letter of 14<sup>th</sup> May, which addresses a number of points made in your predecessor Mr Maynard's letter of 10<sup>th</sup> February 2020.

The current design of the 16km Chiltern Tunnel is for twin bore tunnels. Should, as we believe, this design prove to be unsafe in operation, there would be no alternative but to reduce the speed and / or number of trains (per Tim Smart). This would destroy the Business Case and fail to deliver the additional capacity the Government seeks. The alternative would be to build a three bore tunnel. While more expensive, it would certainly meet the Safety requirements of the TSIs. Extending the tunnel to north of Wendover would also eliminate a significant negative impact (both environmental and visual) on the Chilterns Area of Outstanding Natural Beauty. It would also be operationally more efficient as inclines / declines in the track could be avoided.

I would like to address the final point made by Mr Maynard that there is no need to include the cost of a medium sized power station in the costs of HS2. As you will no doubt be aware, the country is short of power capacity at the moment. This is exacerbated by the reliance on wind generated power, which can decline sharply when the wind does not blow. As there is a lack of capacity currently, and with the focus on moving to electric cars increasing the demand for electricity, building an electric railway without including the cost of power generation is frankly avoiding the reality of the cost of HS2

Yours Sincerely

**John Gladwin FCA**  
Trustee

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