

Supplementary memorandum from Bluespace Thinking Ltd

1. Transport demand

1.1. The Office of National Statistics predict that over the next 25 years the population of the UK will increase by 17% with the working age population increasing by 14% [1]. If the travel trends of the last 15 years continue average individual travel will remain constant and the required increase in transport provision will be about 16%-17%. [2] This is consistent with 2007 DfT predictions.

1.2. However paragraph 11.2.10 page 115 of the HS2 Demand and Appraisal report states that “Long distance travel is forecast to triple by 2033: there would be 7 million trips/day over 50 miles across the regions under consideration.” [3]

1.3. Figure 1 shows a) the total travel in 2008 in billions of passenger miles/year, b) the predicted growth based on the ONS projections and DfT 2007 forecasts, and c) added growth based on the HS2 forecast increase in journeys over 50 miles.

1.4. The unrealistic HS2 forecasts come from data collected from 1990-1998 and methodology developed in 2004. The original economists/analysts recommended significant technical corrections in 2007. To correct the errors the DfT issued draft changes to their demand forecasting guidance in 2009 however the Secretary(ies) of State have not formally approved these changes to revise the DfT guidance, hence HS2 (and possibly other recent decisions) is based on old and inaccurate analysis.

Total UK domestic travel - passenger miles/year

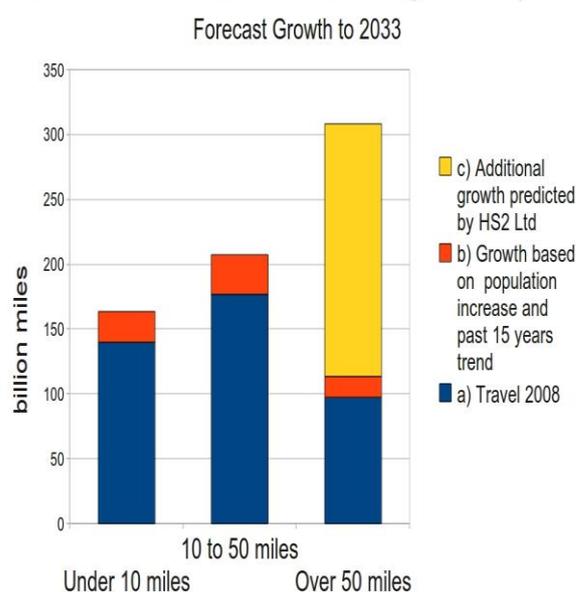


Figure 1

2. Economic Priorities.

2.1. Journeys up to 50 miles represent 75% of the increase predicted by ONS data and previous forecasts by DfT. These shorter journeys have the most impact on business and wider economic performance.

2.2. Infrastructure and public transport service improvements may be required to accommodate this growth but it would also be enabled by the promotion and support of increased vehicle sharing. If the current average 1.6 passengers/car journey were increased to 2.0 it would accommodate the required growth at virtually no cost and no adverse impact on the environment. Technology has created a global market for the distributed small scale provision of goods and services, (e.g. e-bay) it can help create a market for shared car use if supported by DfT initiatives and incentives. The capacity of local roads can be enhanced by improved traffic management measures and wider use of satellite navigation technologies to improve traffic flow and reduce congestion.

2.3. A reduction in car journeys less than 50 miles would reduce motorway congestion freeing up space for long distance growth. Rail Infrastructure improvements to upgrade existing rail routes to High Speed Rail can accommodate realistic forecasts of long distance growth and can be carried out at reasonable cost to enable further switching from road and air. These improvement projects have been identified by the DfT and can be implemented over the next 25 years as needed and as funds become available. [4]

2.4. Analysis suggests that faster long distance journeys as proposed by HS2 will not provide measurable economic or employment benefit to the UK. There is academic, analytical and

anecdotal evidence that suggests HS2 may redistribute wealth from the regions to London further concentrating the UK's future growth in the South East. [5] [6]

Bluespace Thinking Ltd – Additional Submission to the Transport Select Committee Inquiry:-

Transport and the Economy - October 2010

References

- [1] Office of National Statistics – population projections interactive pyramids
- [2] Department for Transport – National Travel Survey 2009
- [3] High Speed Two London to the West Midlands and Beyond – Demand and appraisal para 11.2.10
- [4] High Speed Two London to the West Midlands and Beyond – Alternatives Study Report
- [5] Greengage 21 High Speed Rail Consequences for employment and economic growth January 2010
- [6] Victoria Transport policy Institute – Evaluating Transportation Economic Development Impacts August 2010

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