

promoting quality public transport.....

The Secretary- General,
 Independent Transport Commission,
 70 Cowcross Street,
 London, EC1M 6EJ

6th December 2012

Dear Secretary-General

The Spatial Effects of High Speed Rail in the UK

TravelWatch NorthWest is the only body representing all public transport users in NW England. We produced a position paper on HSR in May 2011 and this is appended. Our prime concern is with passengers' interests rather than the economic and social environment *per se*. We give brief comments on the questions asked below.

1. Will the cities served by HSR become subservient centres to London or be enriched in their own right?

There is a real plausibility of London benefiting more than other cities served by HSR. To mitigate this it is important that integrated regional connectivity is planned concurrently with HSR facilities. See also below.

2. How will HSR impact on the economic and social life of the cities it serves?

This should be mainly positive.

3. What will be the impact of HSR on those cities/regions it will not directly serve?

To minimise investment being drawn away from such areas good public transport connections must be planned alongside HSR.

4. What should be the top priorities for investment in HSR in order to ensure it improves your locality/city/region?

Station location is vital. HSR stations should be centrally located and well integrated with other rail (both local and longer distance) and public transport services. In Manchester the station should have the facility to enable High Speed services to carry on to Scotland for the next stage.

5. What additional public/private investment should be considered by these cities and their wider region to capture the maximum value?

From our point of view this should be principally investment in accessibility to the HSR station and in quality public transport connectivity.

Thank you for the opportunity to respond

Yours faithfully

John A Moorhouse

John Moorhouse
Company Secretary