

INTERCITY TRAIN CONFIGURATION: 300KM/H

The report studies the performance of ten different train configurations at operating speeds of up to 300km/h, focusing on two routes: the ECML to Edinburgh and Euston to Manchester. Two options are presented for each route:

- A heavily improved existing route, which provides reasonable track lengths at 300km/hr for tilting trains. (Track lengths at this speed for conventional trains are clearly more limited).
- An alignment which provides 300km/hr operation for conventional (non-tilting) trains, over as much of the route as is reasonably possible.

The study examines the various costs involved, including the infrastructure costs of the route options; capital, maintenance, energy, track damage and delay costs, increase on revenue, net present value (NPV) and the impact on journey time.