

Copy of e mail sent by Tony Berkeley to all MPs on 4<sup>th</sup> October 2021.

Dear colleagues, I forward to you Michael Byng's latest information on HS2 from a number of whistleblowers within the company.

The company HS2 is clearly toxic and completely out of control. I believe it is time to separate the company HS2 from the lines in the North and Midlands which need upgrading.

Tony Berkeley

House of Lords

Please note my new e mail address [tony@tonyberkeley.co.uk](mailto:tony@tonyberkeley.co.uk)

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**From:** Michael Byng <[michael.byng@michaelbyng.com](mailto:michael.byng@michaelbyng.com)>

**Sent:** 28 September 2021 09:42

**To:** Tony Berkeley <[tony@tonyberkeley.co.uk](mailto:tony@tonyberkeley.co.uk)>

**Subject:** Hs2 - the latest cost and programme forecasts - a précis

Dear Tony,

As promised I summarise below the latest prediction of the estimated cost of the HS2 Project and the dates for opening to the public.

The information on which the costs and completion dates are based have come from within HS2 Limited and its supply chain within the past 10 days. Each allegation is supported by contemporary documents that make for uncomfortable reading.

1. Cost
  - a. The most recent "leaks" regarding costs concern Phase I; several "Whistleblowers" have claimed on social media that the estimated current cost of Phase I is £200 bn at current, 2<sup>nd</sup> Quarter 2021, prices (£173.07 bn at 4<sup>th</sup> Quarter 2015 prices), which compares with the budget offered by The Permanent Secretary to the Treasury of £44 bn; my current estimate for Phase I adjusted for events since the Oakervee review is £90.07 bn (4Q 2015 prices) - £ 103.59 bn at current prices
  - b. I am still reviewing the documents provided recently but from what I have seen thus far, the costs are escalating exponentially and exceed the budget, which ever one is used, considerably
2. Completion dates
  - a. The date for opening of Phase I is said to be 2041, which is brought about by
    - i. Further major problems with the Enabling Works, of which there are 561 Nr. individual packages in Phase I; these must be complete before work on the major civil engineering required to create the "Railway Corridor".
    - ii. Apparently insoluble problems at London Euston Station, which make it incapable of becoming the southern terminus
    - iii. The consequent problems with the Old Oak Common Station, currently designed as a through station, if it is to be redesigned as a terminus for HS2 and the 8-platform connecting station for the GWML, Crossrail 1 and Heathrow Express has to be build.
    - iv. Issues with design of Birmingham Interchange Station and the connection to Birmingham Airport.
    - v. The need for additional land that is not covered by the 2017 Act.
3. Allegation of misconduct by Senior Officers of HS2 Limited
  - a. With the documents leaked there are extremely serious allegations, from several independent leaks, of "lies and deception" is reporting the position of the project.
  - b. These allegations, with supporting documentation are made against:-

- i. Mark Thurston, Chief Executive Officer
    - ii. Michael Bradley, Chief Financial Officer
    - iii. Rob Doran, Project Controls Officer
    - iv. Christopher McMahon, Project Controls Officer
  - c. The allegations also make the charge that none of the above are members of Designated Regulatory Bodies, ICE and RICS, and are therefore not subjected to the professional scrutiny of their conduct in office.
- 4. Sources of information
  - a. All of the above information has been supplied by “Whistleblowers” within HS2 Limited and its supply chain independently of any work I have done recently on the scheme when acting for my clients
  - b. When asked why they have published the information, the replies have been
    - i. “We want to do the right thing”
    - ii. “This is information from HS2 Limited employees who can no longer stomach HS2 Ltd lies”

This list is not exhaustive, as I have received another bundle of files overnight making more claims of deception by HS2 Limited and its supply chain. When I have analysed them, I will provide you with an update.

On a separate, with the “Grey Hairs and Silver Foxes”, who helped my present to the Oakervee Review on 2<sup>nd</sup> October 2019, I am looking at the realistic current costs and delivery options for the following works on the Network Rail system

- 5. Electrification schemes
  - a. Completion of the Midland Mainline
  - b. GWML from Cardiff to Swansea
  - c. Cross Country from Bristol to Birmingham, Sheffield, Leeds and York
  - d. Leeds via Selby to Hull
- 6. Regional projects
  - a. Upgrading the Castlefield Corridor in Manchester
  - b. Capacity improvements at Armley Junction, Whitehall Junctions and Leeds Station
- 7. Reuse by network Rail of works started by HS2 Limited
  - a. Between Euston and Old Oak Common
  - b. Birmingham Curzon and its approaches

I think that the list will suffice for now. If you have any questions, or require more information, feel free to call me.

Kind regards,

Michael

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