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High Speed 2

# HS2 Consultation

Supplementary Analysis

V1-5

In House Analytical  
Consultancy

21 February 2012

Department for  
**Transport**



GOVERNMENT OPERATIONAL RESEARCH SERVICE

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## Foreword by the Department for Transport

### Purpose of this Analysis

The 2011 consultation on high speed rail was one of the largest consultations ever undertaken by the Department for Transport. It attracted almost 55,000 responses. A full and detailed analysis of these responses was undertaken by an independent response analysis company, Dialogue by Design (DbyD), whose November 2011 Consultation Summary Report is available on the DfT website at <http://www.dft.gov.uk/publications/hs2-consultation-summary/>.

DfT decided to commission supplementary analysis of the consultation responses from its In House Analytical Consultancy. This analysis focuses on looking at the difference in responses from people in different areas in the country or from different groups.

There were two main reasons why it was felt that supplementary analysis covering these areas would be useful.

Firstly, the results of a peer review of DbyD's analysis suggested that more geographical analysis of responses would be desirable. The peer review, carried out by The Consultation Institute (TCI), stated in its conclusions that DbyD "could have done more to provide a geographical breakdown of respondents, and to explain how the views of people in different parts of the country differed". TCI's full report is available on the HS2 Ltd website.

Secondly, following the consultation there has been interest from the public, media and other groups in the geographical spread of respondents and how views differed across the country, as well as the views of various groupings of respondents on key issues. As DbyD's Consultation Summary Report focuses on what was said in the consultation rather than who said it, it was considered that there was merit in undertaking some additional analysis about respondents.

This report will be used by DfT and HS2 Ltd to better understand the views of different groups, and to plan and tailor future engagement and consultation.

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## Chapter 1: Management Summary

The In House Analytical Consultancy was asked to carry out a supplementary analysis of High Speed 2 consultation responses. This focussed mainly on looking at how responses varied for different areas of the country, and on the key issues mentioned by different groups of respondents.

### 1.1 Key findings

The key findings from this report are given below. Note: Any reference to agreement with HS2 is generally taken from respondents' answer to question 2: the principle of a High Speed Rail 'Y' network.

Respondents' location:

- 63% of respondents lived less than nine miles of the proposed route, compared to only 15% of GB households being within that distance
- Those further from the proposed HS2 line were more in favour of the principle of HS2: for every mile further from the proposed line, responders were likely to be 1.2% more in favour of HS2.
- Those close to one of the four London to Birmingham stations were much more likely to be in favour of HS2 than those some distance from a station but still close to the line
- Respondents from most of the key northern English and Scottish cities that would benefit from HS2 were strongly in favour of it
- Respondents from North West London were strongly against HS2 – less than 9% agree
- Those from South and East London were much more likely to be in favour (between 75% and 87% agreement)
- The number of responses decreased as the level of agreement increased
- The Hemel Hempstead postcode area (HP) had the highest number of responses – a quarter of the total; and the lowest agreement rate of all postcode areas (4%)
- Agreement with HS2 increased for more deprived areas – even excluding those who live near the proposed route
- Those in urban areas were more likely to want HS2 than those in Small Towns, who in turn were more likely to want HS2 than those in rural areas; even excluding those that live near the route
- 13% of responses had to be excluded from geographical analysis, as they did not provide a postcode or it was not valid. These responses were less likely to agree with HS2 in principle (21.1% for those with no postcode) than those that were included in the analysis (34.9%)

**Key issues:**

- Of those that agree with HS2, 73% (13,117) were classed as being a campaign response. This is in contrast to those that disagreed with HS2, of which only 5% (1,781) were classed as being part of a campaign
- The largest campaign accounted for 12,607 respondents in total – and hence the issues this campaign raised are often top of the list of issues tables
- Of those that agree with HS2, the top three issues were that they agreed with the proposed link to HS1, they thought capacity needs to be addressed and they agree with the Heathrow link. The proposed HS1 link was the most frequent even if campaign responses are excluded; the other two were fifth and fourth respectively for non-campaign responses
- Of those that disagreed with HS2, the top three issues were that existing networks should be improved rather than building HS2, that they questioned the business case and that the cost was too expensive. This was also true even if campaign responses are excluded
- 11,843 respondents mentioned noise on one or more of the questions. Most noise comments came from close to the line – 87% of noise responses came from under nine miles of the line compared to 63% of all responses
- Of those that disagreed with HS2 in principle, those that never use the railways are less likely to see the need for any new transport infrastructure than those that regularly use the railways
- Similar analysis could not be carried out for those that agreed with HS2, as four fifths of these respondents did not give any travel behaviour (particularly campaign responses)
- 3% of those that mentioned cost agreed with HS2, 96% disagreed and the views of 1% were unclear
- 71% of those that mentioned the economic case expressed support of HS2 and 29% were not in favour of HS2

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## Chapter 2: Introduction

### 2.1 Background

The Department for Transport (DfT) ran a seven-question consultation on a proposed High Speed 2 (HS2) line to run initially from London to Birmingham, and then at a later stage onwards to Manchester and Leeds. The consultation closed on 29 July 2011, and the firm Dialogue By Design (DByD) coded all responses into a standard set of 853 codes (plus 1,249 codes for different locations mentioned), divided into 23 themes. DByD wrote a detailed report summarising findings from each question and overall themes. That report is titled “High Speed Rail: Investing in Britain’s Future. Consultation Summary Report”.

DfT’s HS2 consultation team asked the In House Analytical Consultancy (IHAC) to carry out a supplementary analysis, mainly focussing on two areas: differences in response based on the characteristics of where people live; and highlighting the top issues for different groups of respondents. This report is separate from the report written by DByD, and is designed to provide additional insight into these two areas of interest, rather than replace any DByD findings.

### 2.2 IHAC analysis

IHAC’s analysis generally fell into two main areas: level of agreement with HS2 depending on factors related to where the response was from; and key issues for different groups. IHAC tried to categorise all respondents into whether or not they agreed with HS2 in principle (even if not with the exact route proposed). This was generally taken from the response to question 2 of the consultation, where it was answered. In some instances other question responses needed to be used: 5,922 responses did not have a clear level of agreement with question 2, but have been coded as either agreeing or disagreeing with HS2 in principle.

Using question 2 as the main source for an overall agreement with HS2 could be slightly misleading, as some respondents might feel that a ‘Y’ high speed network is a good idea, but that the route is completely wrong. However, out of the 31,000 responses for which a level of agreement can be determined for the proposed route (question 5), only 384 are classified as agreeing with HS2 but disagreeing with the route. (Similarly, 177 responses appear to agree with the route in question 5, but are classified as disagreeing with HS2 overall). In general, there is a good match between the level of agreement with each of the first five questions and the agreement with HS2 overall; with the exception that 6,888 responders felt that there was a strong case for enhancing the inter-city rail capacity (question 1) but that the ‘Y’ high speed network would not provide the best value for money solution to do so.

IHAC matched the postcode of the respondent to other information about the area where the respondent lives:

- Distance from the postcode to the proposed route
- Distance from the postcode to one of the four proposed London to West Midlands stations
- Rural or urban indicator for that area

- Deprivation of the area
- Whether or not the postcode falls into one of the towns and cities along the proposed Y network and beyond
- The country of the respondent (England, Scotland or Wales only – a few other countries were stated but numbers were too small to use; such as only 22 responses from Northern Ireland)
- The parliamentary constituency of the postcode (presented in a separate table, due to its size).

The analysis focussing on key issues shows a table of top issues for different groups of people. Some of these show very similar issues, as the groups of people studied are correlated (those close to the proposed route were generally not in favour of HS2, so both these tables have similar issues). All tables generally include all responses – except section 3.3.1.2 and Annex C.2.

## 2.3 Data issues

This report provides some quantitative analysis of responses from the consultation. However, this does not mean that the responses are representative of the UK population. This report is designed to give an insight into the types of people that responded, and their views, and cannot be used to make claims about the opinions of HS2 from the population as a whole. The people who responded chose to do so; DfT did not attempt to use a sample to ask a randomly selected group of people from all areas of the country for their opinions. As the report notes, 63% of respondents lived less than nine miles of the proposed route, compared to only 15% of GB households being within that distance; and, particularly for London, the number of responses decreases as the level of agreement with HS2 increases.

Respondents were given the option to request confidentiality. Therefore, all data have been treated as confidential, and no individual can be identified from this report. Overall, 42% of responses are marked as having requested confidentiality. (However, all responses received in a non-standard format were automatically marked as confidential, as the respondent did not have a question explicitly asking for this. Of those that responded using the standard form, only 16% requested confidentiality).

As noted in section 3.1, 7,242 responses (13%) had to be excluded from the geographical analysis, as they either did not provide a postcode, or it was not accurate. This could affect the results, as those with no postcode had a significantly lower rate of agreement with HS2 in principle than those with a postcode.

Some results in this report were tested for statistical significance. Where a result is said to be 'significant', this means that the probability of that result occurring by chance would be less than 5%.

The findings in this report might differ slightly to those in the DByD report. This could be for several reasons:

- for each respondent, IHAC tried to determine from the answers given whether they agreed or disagreed with HS2 in principle. 975 responses had to be excluded from some analysis where this was not clear.



- IHAC had to exclude some respondents from some analysis (for example, where there was no postcode).
- IHAC have looked at which issues were mentioned by respondents, across any question. The tables in DByD's annex show the number of responses mentioning that issue on each particular question; which cannot be summed as some responses might mention that issue on two or more questions, which would be double-counted.
- IHAC might have included slightly different categories. For example, when looking at noise, IHAC have included any category mentioning noise, even if it was not classed under 'Noise and Vibration' (such as those under 'Noise mitigation').

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## Chapter 3: Analysis

### 3.1 Overall results

Overall, there were 54,909 responses. Of these, 47,667 had a valid postcode and 7,242 did not (5,767 gave no postcode, and 1,475 postcodes could not be used). For 975 of the responses, IHAC could not determine whether or not the respondent was in favour or against a new HS2 network in principle. Of the remaining 53,934, a total of 18,082 agreed with HS2 (33.5%).

Those that provided their postcode were significantly more likely to agree with HS2. Where the analysis considers only the 46,933 responses where there was a valid postcode and where the agreement of HS2 could be determined, 34.9% agreed in principle with a new HS2 route. This is in contrast to the 21.1% agreement for those who did not provide a postcode. The rate for those with an incorrect postcode (36.0%) was similar to that for those with a valid postcode.

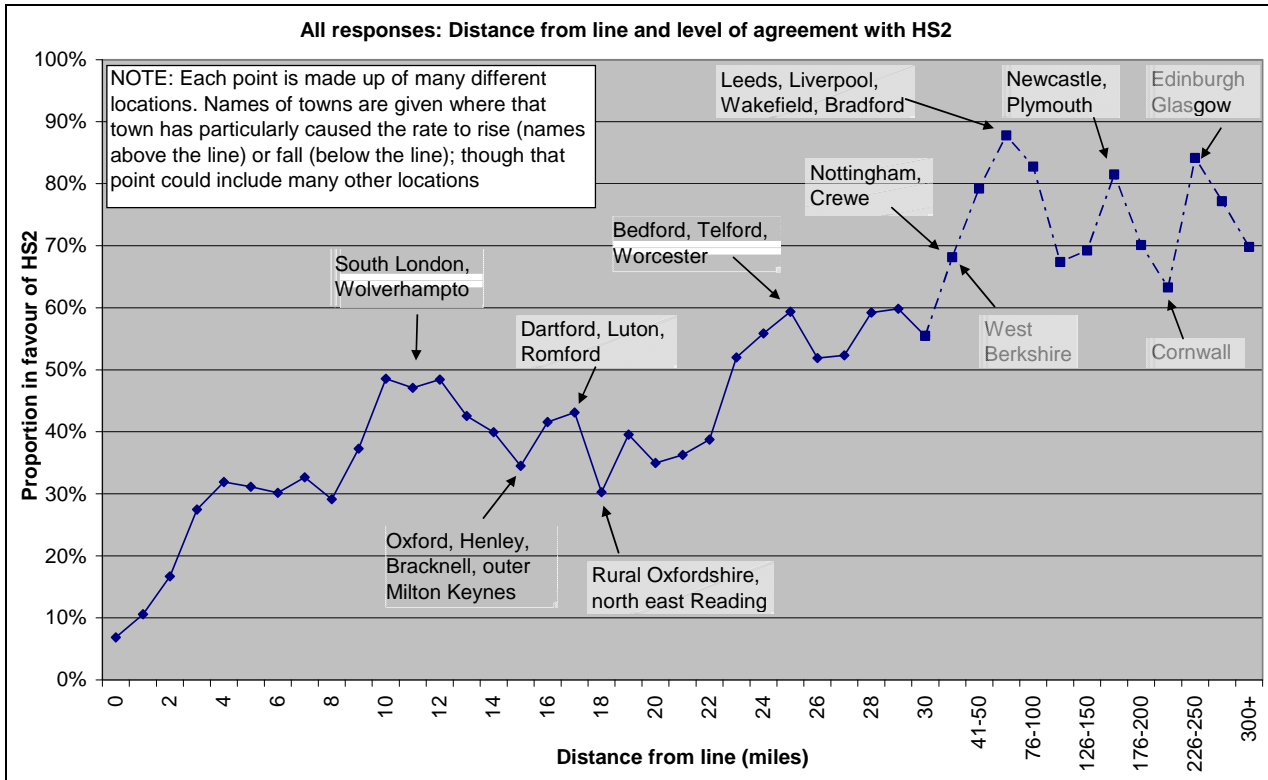
Where possible, all responses have been used in the analysis, including those with no postcode. This is true for the key issues and noise sections, for example. However, for the geographical analysis, these responses have had to be excluded. This could have a significant impact on the results, given that their level of agreement with HS2 is much lower. This should be borne in mind when reading this report. A quick investigation suggests they are no more or less likely to be a member of the public than those that provided their postcode (98% of responses in both cases), and no more or less likely to be representing a particular group.

### 3.2 Geographical factors

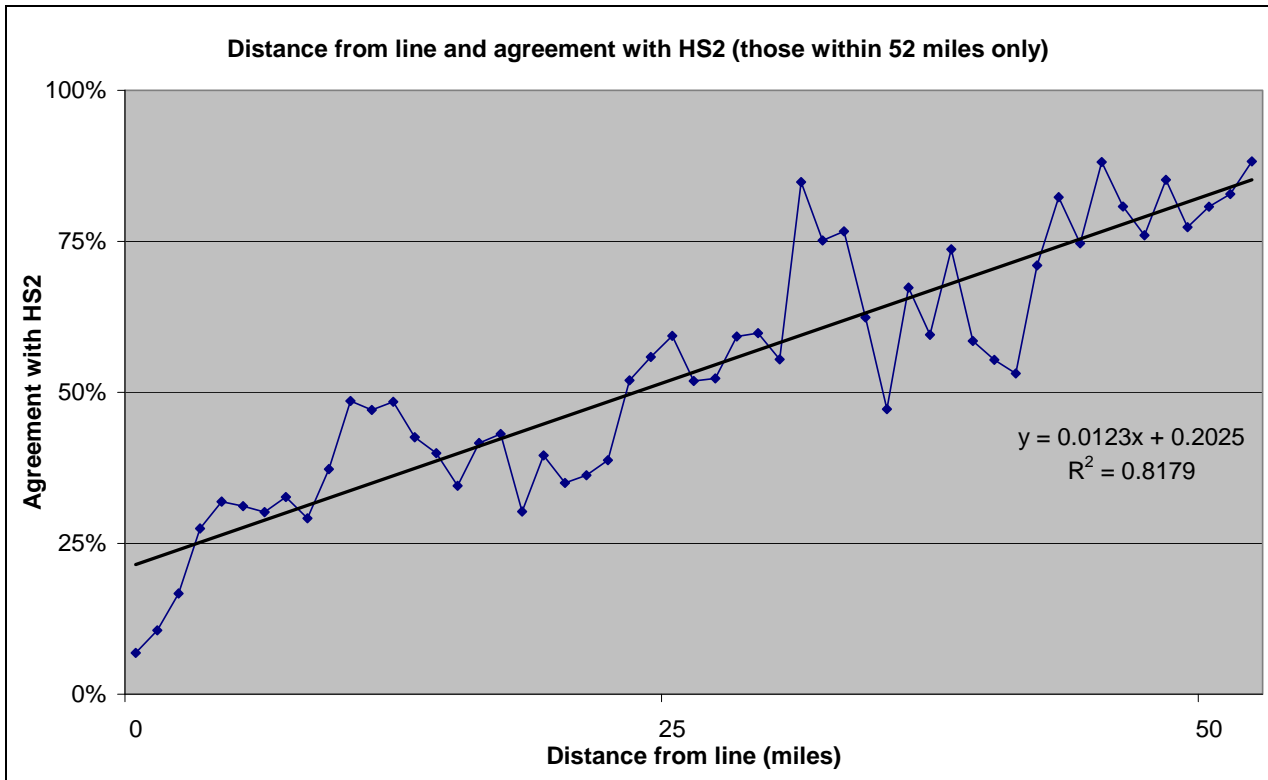
#### 3.2.1 Distance to line and agreement with HS2

Out of those responders with a valid postcode, *63% lived within nine miles of the proposed route*. IHAC does not have national figures about total population, but one dataset suggests that only 15% of households in Great Britain are within nine miles of the route.

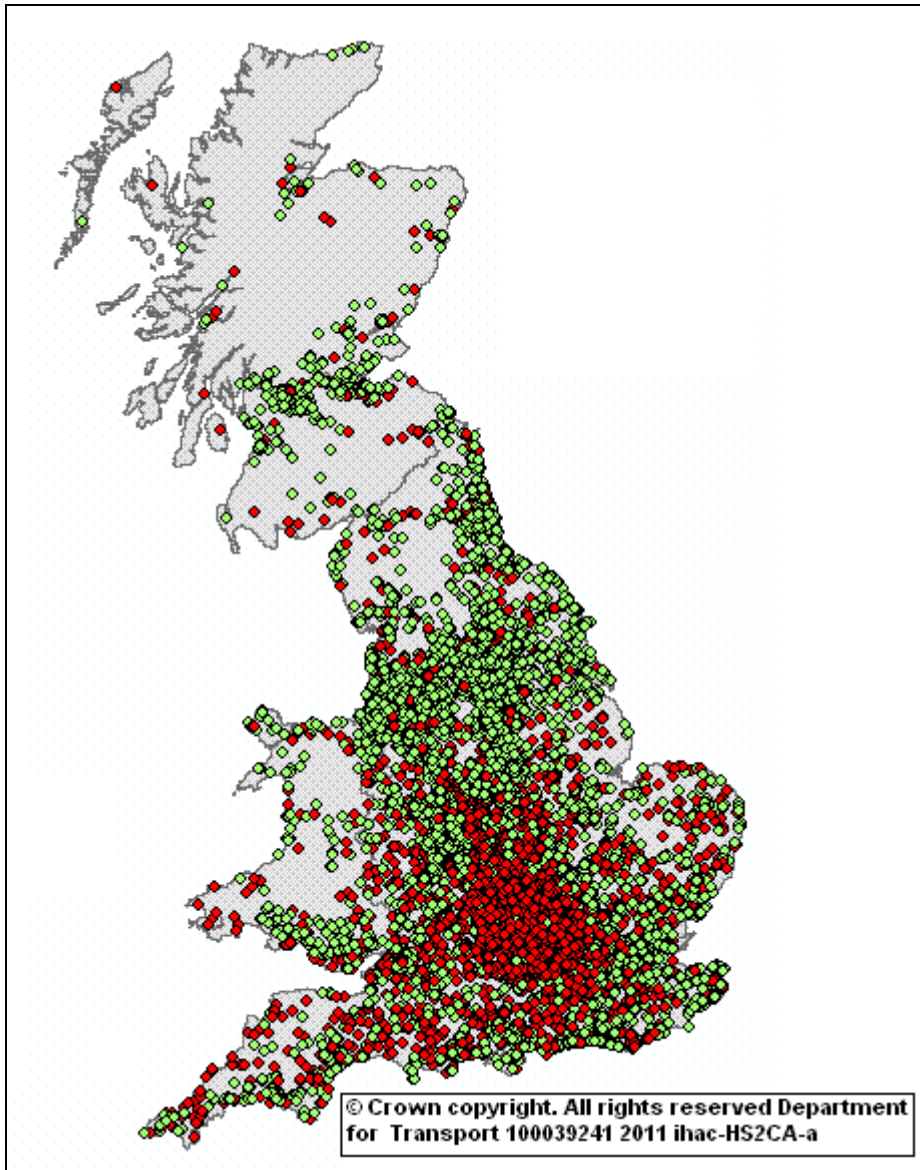
In general, *those further from the proposed HS2 line were more in favour of HS2 in principle*. This is shown in the chart below, which shows the distance of each respondent from the closest point on the proposed line, with the proportion of respondents at that distance that agree with HS2 in principle. The chart does not increase at a steady rate, and IHAC have investigated areas of the country that have caused a big rise or fall in the agreement rate, and noted these areas on the chart. Note: the dotted section of the chart indicates a change of scale on the distance axis.



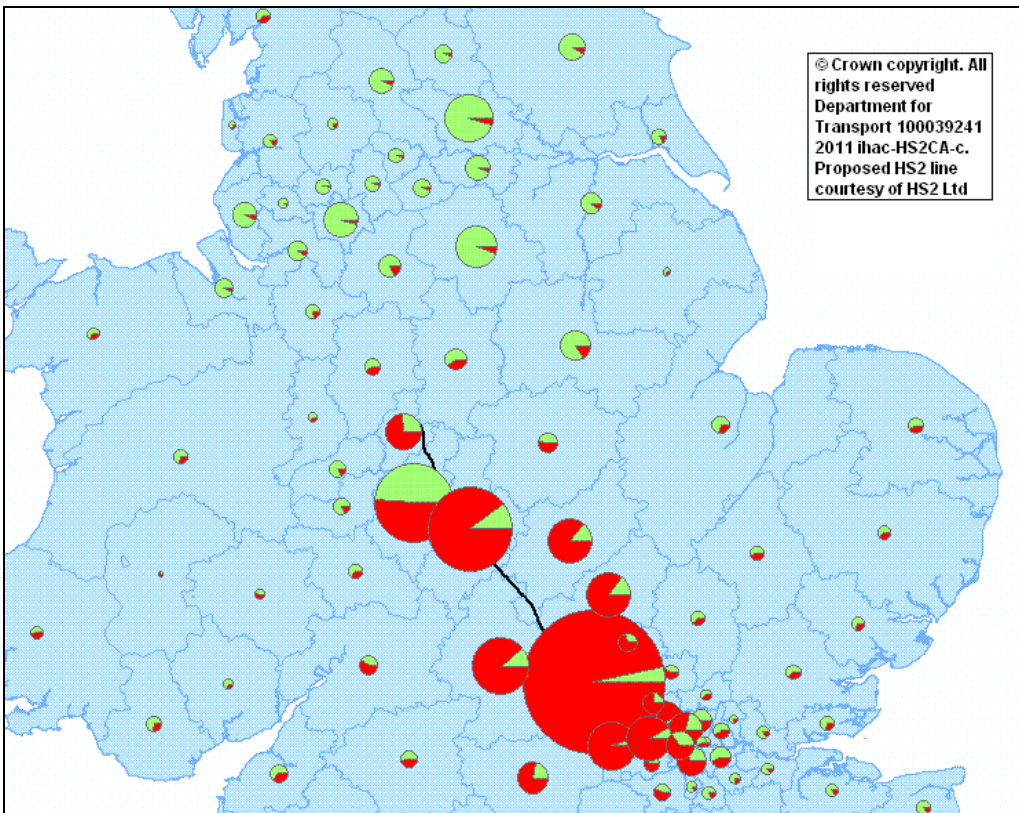
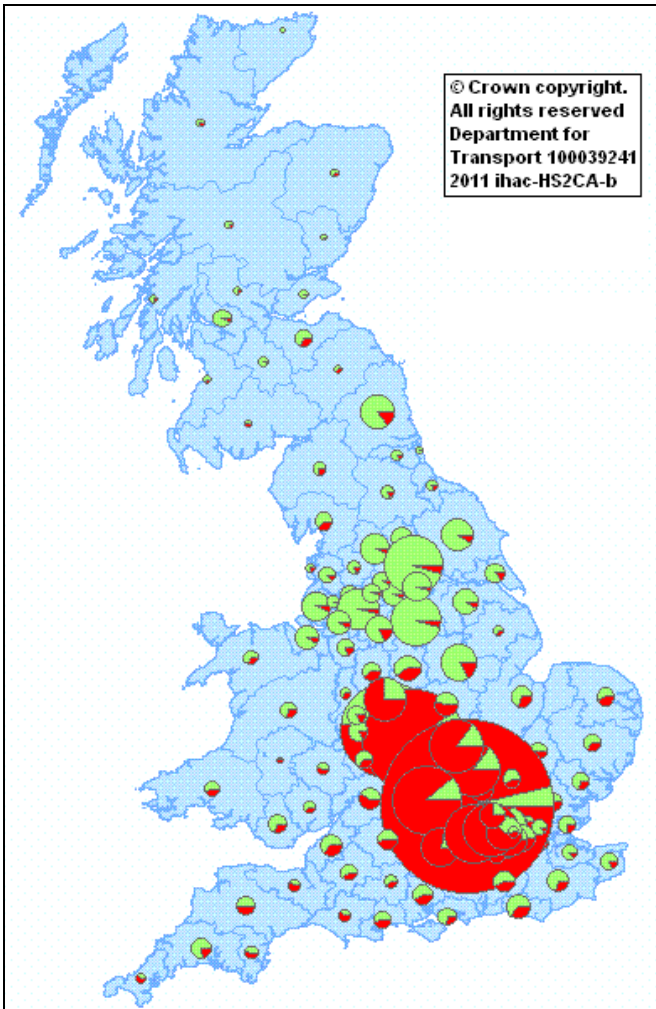
This chart is repeated below for respondents that live less than 53 miles from the route, with a trend line to show how the responder’s agreement increases. This suggests that *for every mile further from the proposed line, responders are likely to be 1.2% more in favour of the route.* (Note: 53 miles was chosen, as that appears to be where agreement ratings level off – people 63 miles away are equally likely to agree as those 53 miles away).



The map below shows the location of responders, coloured green if they agreed with HS2 in principle and red if they did not. Some slight caution should be taken, as where there are numerous responses overlapping it is difficult to determine the majority colour; but further analysis supports the general layering of colours visible in the map.



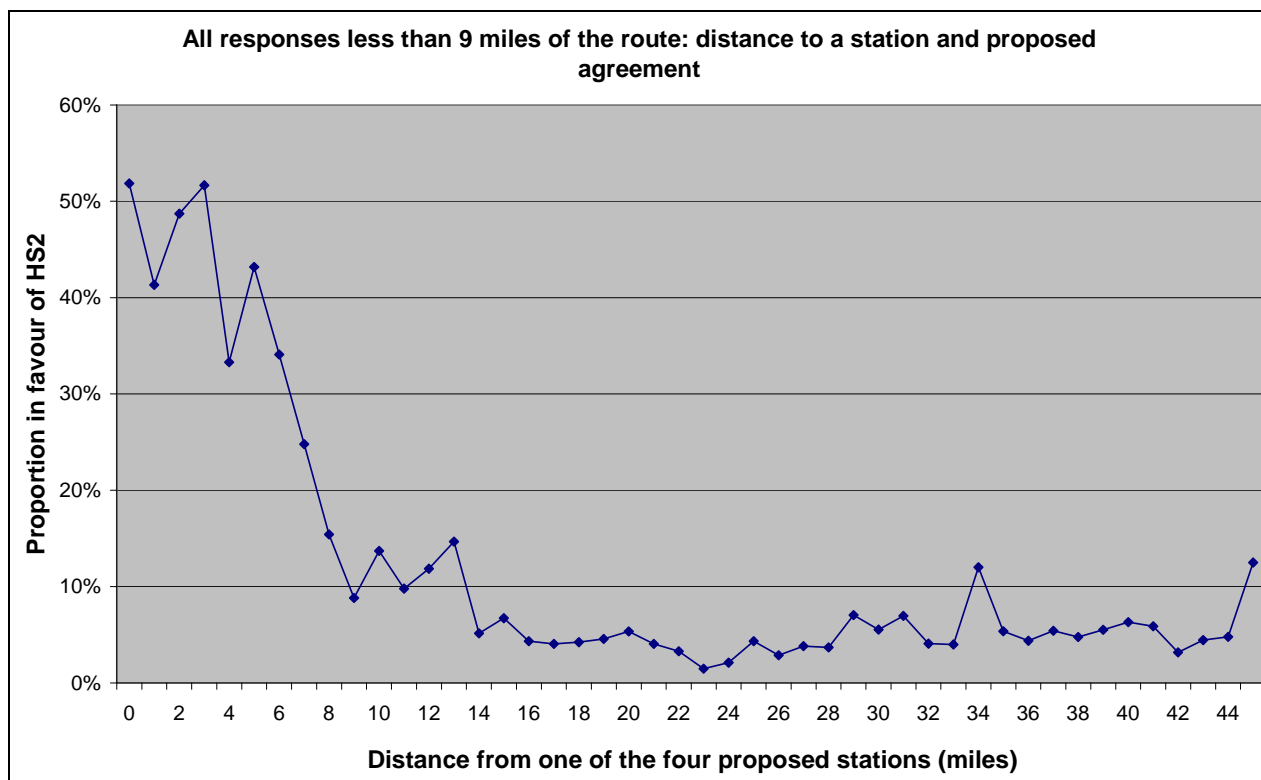
The map below shows each postcode area in the country, with a pie chart to show how many people responded from that area, and how many were in favour or against HS2. This is also repeated underneath to show the postcode areas closest to the line of the route.



### 3.2.2 Distance to a proposed station

There appeared to be a dividing point that those less than nine miles away from the proposed line were less likely to agree with HS2 than those nine miles away or more (see charts on page 11). There are other potential dividing points – such as at 23 miles and at 43 miles, however the change in opinion at nine miles appears to be bigger than at any other point. In addition, over half the responses came from within nine miles of the line, and if any larger distance was taken as the dividing point for analysis, the vast majority of respondents would be considered in the ‘close to line’ group.

IHAC have considered replies from responders less than nine miles of the route, and looked at their distance to one of the four proposed stations (London Euston, London Old Oak Common, Birmingham International Interchange, and Birmingham Curzon Street). The chart below shows, for all responders under nine miles from the route, the average agreement with HS2 from responders based at each distance from one of the stations. This shows *a strong pattern that those close to one of the stations are much more likely to be in favour of HS2 than those some distance from a station but still close to the line.* In particular, those less than nine miles from a station were statistically significantly more likely to agree with HS2 (35.4%) than those nine miles or more from a station but less than nine miles of the route (5.5%). It should be noted that three of the stations are in city centre locations, and so those close to a station will mostly be urban dwellers whereas those further away will mostly be rural dwellers. Therefore, part of the effect could be due a more general difference between those living in a city and those living in the country.



### 3.2.3 Key towns

The table below shows the agreement of respondents in key towns and cities served by or likely to benefit from the proposed Y network, in descending order of agreement with HS2.

Town	Responses	Agree with HS2
Leeds	1,257	96%
Manchester	382	96%
Sheffield	707	96%
Glasgow	65	94%
Liverpool	229	93%
Nottingham	260	93%
Birmingham	1,478	85%
Derby	57	83%
Newcastle	83	74%
Edinburgh	74	69%
Northampton	69	55%
London central	2,431	38%
London outer	3,019	21%

This table shows that *most of the key northern English and Scottish cities that would benefit from HS2 are strongly in favour of it*. London is at odds with the other cities, but there are large variations in the agreement rate for different parts of London, particularly 'London outer'. For example, there were over 1,000 responses from each of the Uxbridge (UB) and Harrow (HA) postcode areas that the route would run through in *North West London, and the agreement for those areas was only 8% and 9% respectively*. In contrast, the agreement for postcode areas BR, CR, DA, IG, RM and SM to the *South and East of London were all between 75% and 87%*, but there were less than 500 responses from all these postcode areas combined.

The same is true to some extent of 'London central', with different postcode areas ranging in agreement from 21% (NW) and 60% (both E and WC). However, there were more than 200 extra responses from the NW postcode area, where most people object, than from any other central London postcode area. *The number of responses decreases as the level of agreement increases*.

### 3.2.4 All postcode areas

A table is given in Annex A showing all postcode areas, and the number of responses and level of agreement with HS2. It should be noted that some postcode areas are large, and therefore there will be a large disparity of responses between sectors within the same postcode area. One example is the B postcode, where the level of agreement is shown as 48%. However, the table under 'Key towns' above shows that those living in Birmingham had an agreement rate of 85%. This is in contrast to those in the B postcode but not within the boundary of Birmingham, who had an agreement rate of 23%.

Key findings from other postcode areas are given below. Note: these areas often cover a wide area; much more than the town from which they get their name.

- Hemel Hempstead (HP) had nearly three times as many responses as any other postcode area (12,000 responses), and accounted for 25% of all responses. *This area had the lowest agreement rate of all postcode areas (4%)* – particularly HP16 (1.2% agreement from 2,500 responses). This postcode area has been broken down further – see 3.2.4.1 below.
- Coventry (CV) had the second highest number of responses (4,200), and also had a low agreement rate. Most of the responses were from a few CV districts: CV7, CV8, CV32, CV33 and CV47
- Northampton (NN) is shown in the table above with a rate of 55% agreement for those in the city. This compares to 14% for the postcode area as a whole
- Oxford (OX) had a high number of responses (1,893), and a low agreement rate. This was particularly true of OX17, but applied to the whole OX postcode area, including Oxford city
- Reading (RG) had a low agreement rate, even from within the town (the highest agreement rate was only 37% from RG1)
- Slough (SL) had a low agreement rate from all postcode districts, but particularly from the 1,000 responses from SL9
- Milton Keynes (MK) had an agreement rate of 15%, but more than half responses were from MK18, which had an agreement rate of 3%. The rate for the rest of the MK area was 36%
- Derby (DE) had an agreement rate of 59%. However, this disguises the variation of 28% for DE13, and 70% for all other parts of the DE postcode area.
- Plymouth (PL) had an agreement rate of 77%. However, respondents from certain postcode sectors within Plymouth city (PL1, PL2, PL3, PL5, PL9) had an agreement of 96% compared to 58% for all other PL codes – most of which are in Cornwall. This lower rate is closer to the agreement rate for the rest of Cornwall (e.g. 37% in the TR area – though the number of TR responses was low).

### 3.2.4.1 Hemel Hempstead (HP) postcode area

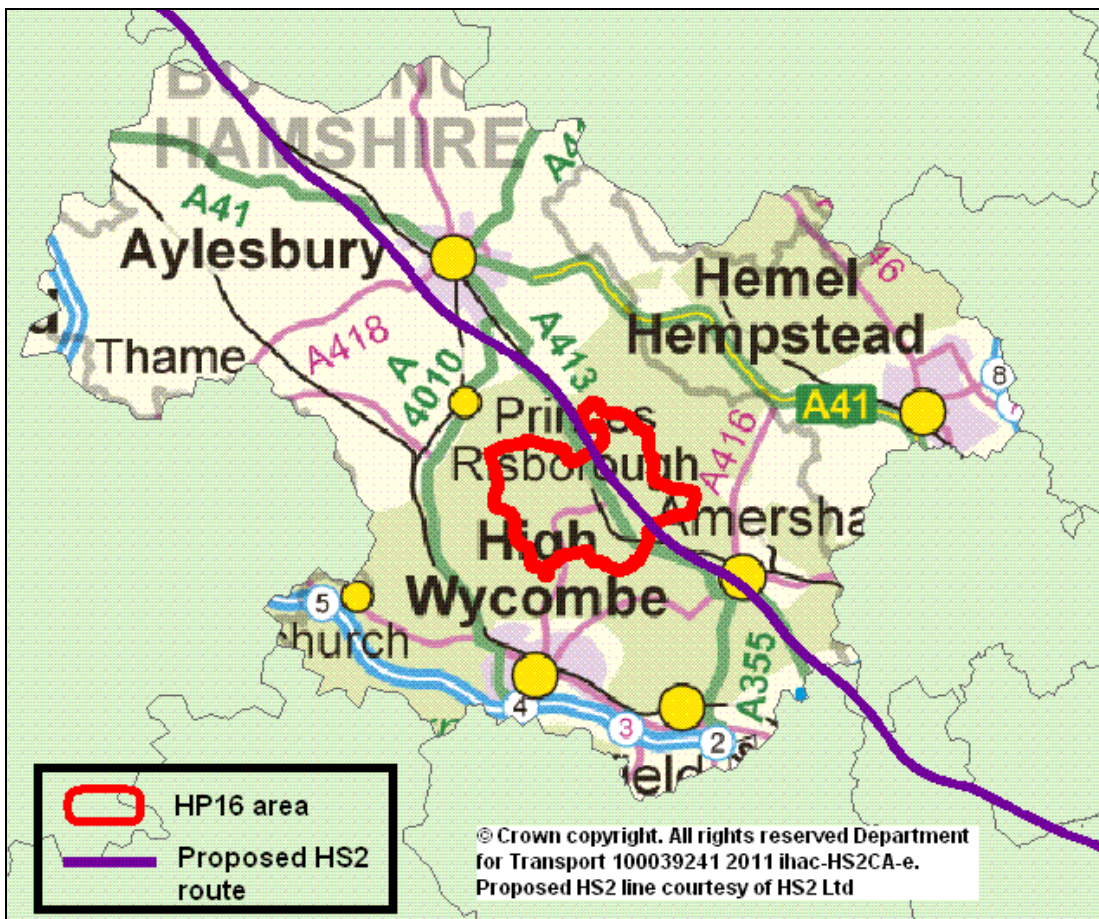
As the HP postcode area had so many more responses than any other area, it has been broken down further in the table below.

Postcode	Name	Responses	Rate of agreement with HS2
HP1	Hemel Hempstead	36	19.4%
HP2	Hemel Hempstead	21	25.0%
HP3	Hemel Hempstead	39	15.4%
HP4	Berkhamsted	115	9.7%
HP5	Chesham	1,079	4.8%
HP6	Amersham	1,562	2.7%
HP7	Amersham	1,043	2.5%
HP8	Chalfont St. Giles	672	3.2%



HP9	Beaconsfield	273	4.5%
HP10	Wooburn Green	140	5.8%
HP11	High Wycombe	33	12.1%
HP12	High Wycombe	42	7.1%
HP13	High Wycombe	142	9.4%
HP14	Stokenchurch	200	2.5%
HP15	Hazlemere	469	2.8%
HP16	Prestwood & Great Missenden	2,552	1.2%
HP17	Haddenham	451	3.2%
HP18	Long Crendon	249	5.3%
HP19	Aylesbury	242	5.4%
HP20	Aylesbury	88	4.7%
HP21	Aylesbury	509	7.4%
HP22	Wendover	1,736	3.3%
HP23	Tring	243	6.3%
HP27	Princes Risborough	316	6.8%

The map below shows the HP postcode area, with the HP16 district and the proposed route highlighted.



### 3.2.5 Country

The table below shows the agreement rate for England, Scotland and Wales. The line only passes through England, so it is only English respondents that could live near the line. Therefore, the English rate has been broken down further for comparison with Scotland and Wales.

Country	Total	Agreement
Scotland	508	79%
Wales	423	66%
England – all	46,002	34%
England – under 9 miles *	29,541	14%
England – 9 to 47 miles *	7,213	52%
England – over 47 miles *	9,248	84%

\* 9 and 47 miles are chosen as the agreement rate drops substantially for those under 9 miles, and for comparison, no Welsh or Scottish respondents were within 47 miles

### 3.2.6 Deprivation

IHAC used the postcode of respondents to link to a table of deprivation for the ward where the respondent lived. The postcodes were split so that a quarter of all postcodes nationally fell into each of four deprivation bands. The table below shows the deprivation of respondents and their agreement with HS2. Many of the postcodes near the proposed route are in an affluent area, and so it could be argued that the most affluent responders will be against the route, not due to their deprivation but because of their proximity to the route. Therefore, the deprivation ratings have been shown for the same three distance bands as used in the previous section. This shows *that agreement with HS2 does increase for more deprived areas*, across all three distance bands. This result is statistically significant.

Distance	Deprivation	Total	Agreement
Near (under 9 miles)	Most affluent	19,190	5%
Near (under 9 miles)	Next affluent	4,857	12%
Near (under 9 miles)	Next deprived	2,458	39%
Near (under 9 miles)	Most deprived	3,036	51%
Middle (9 to 47 miles)	Most affluent	3,365	39%
Middle (9 to 47 miles)	Next affluent	2,126	57%
Middle (9 to 47 miles)	Next deprived	1,116	70%
Middle (9 to 47 miles)	Most deprived	606	82%
Far (over 47 miles)	Most affluent	2,312	70%
Far (over 47 miles)	Next affluent	3,120	83%
Far (over 47 miles)	Next deprived	2,495	87%
Far (over 47 miles)	Most deprived	2,252	93%

<b>All</b>	<b>Most affluent</b>	<b>24,867</b>	<b>16%</b>
<b>All</b>	<b>Next affluent</b>	<b>10,103</b>	<b>43%</b>
<b>All</b>	<b>Next deprived</b>	<b>6,069</b>	<b>64%</b>
<b>All</b>	<b>Most deprived</b>	<b>5,894</b>	<b>70%</b>

### 3.2.7 Rural or urban location

IHAC used the postcode of respondents to link to a table giving a rural score for each respondent. The results are shown in the table below. As with deprivation, this has been split into distance bands, as for those living near the route, the urban postcodes will be the ones nearer to one of the stations, so the respondent will get more direct benefit from HS2. The rural postcodes near the route don't necessarily have the same benefit of a station close by to use the service.

For each distance band, *Urban Areas had a higher agreement rate than Small Towns; and Small Towns had a higher agreement rate than Rural areas*. These results are statistically significant.

<b>Distance</b>	<b>Rural definition</b>	<b>Total</b>	<b>Agreement</b>
Near (under 9 miles)	Urban Areas	17,979	21%
Near (under 9 miles)	Small Towns	4,386	5%
Near (under 9 miles)	Rural	7,176	3%
Middle (9 to 47 miles)	Urban Areas	4,887	63%
Middle (9 to 47 miles)	Small Towns	994	38%
Middle (9 to 47 miles)	Rural	1,332	26%
Far (over 47 miles)	Urban Areas	7,684	88%
Far (over 47 miles)	Small Towns	1,111	77%
Far (over 47 miles)	Rural	1,384	63%
<b>All</b>	<b>Urban Areas</b>	<b>30,550</b>	<b>44%</b>
<b>All</b>	<b>Small Towns</b>	<b>6,491</b>	<b>22%</b>
<b>All</b>	<b>Rural</b>	<b>9,892</b>	<b>14%</b>

### 3.3 Key issues

The responses were analysed to highlight the main issues identified, for different groups of respondents. These were not categorised by question, so if a respondent used the answer for several questions, it was only counted once. Certain answer groups were excluded, such as the 'level of agreement' codes, in order to give a clearer picture of which issues different groups were most concerned about.

For each group of respondents, the agreement tables can be found in Annex C.

#### 3.3.1 Key issues by agreement level

##### 3.3.1.1 All responses

The most common issues raised were found for each level of agreement (agree with HS2, disagree with HS2, or level of agreement unclear). These are in Annex C.1.

For those that agreed with HS2 overall, the most common answer group was that they *agreed with the proposed link to HS1* (14,105 of the 18,082 respondents that agreed mentioned this). Of the 13 most common answer codes, 7 related to the strategic case and economics, often relating to capacity and connectivity.

It is important to note that many of the positive responses were part of a campaign. 12,607 or *70% of the 18,082 positive responses were part of one campaign*. This means that any issues raised as part of this campaign will be among the most common answer codes.

For those that did not agree with HS2, the most common area mentioned (17,782 of 35,852) was that *existing networks should be utilised or improved rather than building HS2*. Of the top 11 answer codes, 3 related to the environment and 3 related to the strategic case and economics, largely commenting that HS2 would be detrimental to the environment or that it would be unnecessary or not cost effective.

##### 3.3.1.2 Non-campaign responses only

As the majority of responses from those that agree with HS2 were part of a campaign, and therefore these issues have potentially been decided by the campaign group rather than lots of individuals, IHAC re-ran the list of top key issues by agreement level with all campaign responses excluded. These are in Annex C.2.

*Of those that agree with HS2, 73% (13,117) were classed as being a campaign response. This is in contrast to those that disagreed with HS2, of which only 5% (1,781) were classed as being part of a campaign.*

*For those that agree with HS2, the top issue remains unchanged: Agree with HS1 link. Two others from the top five for non-campaign responders were also in the top five for all responses that agreed with HS2. However, the second and third top issue for non-campaign responses were not in the top list of all responses. These were: Bus/need case – support; and Agree with phased roll out.*

*For those that disagree, the top issues are the same* even when campaigns are removed, due to the comparatively small number of campaign responses. The top six issues are the same in the same order, and the remaining four top issues for non-campaign responses also appear in the top issues for all those that disagree with HS2, but in a different order.

### 3.3.2 Key issues by distance to line

Due to the correlation between distance to the line and agreement with HS2, the key themes for each distance group were very similar to those for level of agreement; those living close to the route cited similar themes to those disagreeing with HS2, and those living further away cited similar themes to those agreeing with HS2.

Of all respondents living in less than nine miles of the proposed route, the most common response was to improve or utilise existing networks. The top 11 answer codes for this group were the same as those for respondents who disagreed with HS2 (although in a slightly different order).

The most common issue for those living nine or more miles from the line was the link to HS1. This was also the most common issue for those that agreed with HS2. The 10 most common answers for those nine or more miles of the line coincided with the top 10 for those who agreed with HS2.

These most common answers can be found in Annex C.3.

### 3.3.3 Key issues by city

The most important issues were found for several key cities that would be affected by or would benefit from HS2. Between 9 and 11 top codes were found for each (due to codes being joint 10<sup>th</sup>, sometimes more or less codes had to be included). See the table below for these top codes.

For all of the cities outside London, the top codes were similar: only 13 separate answer codes were used among the top answers for the 11 cities. *Over half of the top 13 codes related to the strategic case and economics*, largely being supportive of HS2.

However, both Central and Outer London gave a different picture. Whilst respondents from London agreed with a link to HS1, the responses tended to be more negative. Of the 13 codes used by London respondents, 6 related to the strategic case and economics, tending to oppose HS2.

It is important to note that that a large proportion of the London responses came from the North-West London, Uxbridge and Harrow post codes, through which the proposed route would go, and so may differ from the responses of other cities. The table on the next page shows what the key issues were for each of the key cities.

	Birmingham	Derby	Edinburgh	Glasgow	Leeds	Liverpool	London Central	London Outer	Manchester	Newcastle	Nottingham	Northampton	Sheffield
SC - Capacity - needs to be addressed													
HS1 - Agree with HS1 link													
H - Agree with LHR link/spur													
SC - Journey times - reduced times positive (support HS2)													
SC - Connectivity - connecting regional centres positive (support HS2)													
SE - Equality - majority will benefit/national interest													
SC - Bus/need case - will support economic growth													
NP - Phasing - support but as quickly as possible													
ENV - Generally positive to environment													
SC - Reliability - more reliable service positive (support HS2)													
NE - Extent - support Y network/stage 2													
SC - Capacity - will release capacity/relieve pressure on existing lines													
SC - Connectivity - need for link with Europe/international accessibility													
ENV - Generally negative to environment													
ERI - Improve/utilise existing network instead (oppose HS2)													
SC - Bus/need case - question/disagree													
S - Appraisal - question/inadequate/flawed/more info													
SC - Cost - too expensive/not cost effective/not value for money													
ENV - Natural - impact countryside/landscape													
SE - Concern - impact on local people/communities													
SC - Cost - question/disagree cost/benefit figures/analysis													
SC - Cost - too expensive in context of cuts/spending review													

### 3.3.4 Key issues by country

The majority of responses (46,722) came from England, but 516 responses came from Scotland and 429 from Wales. IHAC looked at whether there were any differences in key issues between the three countries (See Annex C.4).

The most common response from Scotland and Wales agreed with the proposed link with HS1 (341 of the responses from Scotland and 252 of the responses from Wales mentioned this). This is likely to be linked to large numbers of campaign responses received from Scotland and Wales.

The top 10 responses were the same for both Scotland and Wales, and these coincided with many of the top issues for key cities, mentioned above. All of the top 10 issues for Scotland and Wales were among the 13 most common for non-London cities.

## 3.4 Sector views

The key issues for different sectors were also investigated, in order to ascertain any differences in priorities between the different organisation types and members of the public. The overall agreement with HS2 for each sector is given below. There was a large difference in agreement rates, ranging from 86% of international or national businesses agreeing with HS2 to 16% of action group responses.

For each sector, the most common responses can be found in Annex D.

Sector	Number of respondents *	% Agree
<b>Business - national or international</b>	76	86%
<b>Academic</b>	16	81%
<b>Transport, infrastructure or utility organisation</b>	72	78%
<b>Other representative group</b>	98	62%
<b>Elected representative</b>	52	56%
<b>Business - local or regional</b>	334	50%
<b>Local government</b>	227	45%
<b>Statutory agency</b>	3	33%
<b>Environment, heritage or amenity group</b>	248	23%
<b>Action group</b>	68	16%
<b>Member of the public</b>	52,740	33%

\* This table excludes those with an unknown level of agreement with HS2

### 3.4.1 Public responses

The most common answer group used by members of the public concerned *improving or utilising existing networks rather than HS2* (18,309 of the public responses mentioned this). The three most common answer codes were against HS2, but 12 of the top 16 codes were in agreement with HS2. This is partially because most positive responses were part of a campaign, and so there was a lot of uniformity in the issues mentioned.

The most common answer theme was the strategic case and economics. Half of the top responses related to this. Both positive and negative aspects of this theme were commented upon, saying both that HS2 would support economic growth and also that it would not be value for money.

Annex C.1.1 gives the top codes for members of the public.

### 3.4.2 Elected representatives

The overall agreement rate from elected representatives was 56%, indicating that opinions were split. The top answer groups used by elected representatives reflect this, with half of the top codes being largely favourable towards HS2, a quarter being against HS2 and a quarter referring to other documents (see Annex C.1.2).

### 3.4.3 Organisations (overall)

Just under half (47%) of all organisations agreed with HS2. This does not mean that all organisations had an equal likelihood of agreeing with HS2. Rather, different types of organisation had very different views on HS2, and when organisations were combined these approval rates averaged out.

The most common answer codes used by organisations were largely negative, many of them referring to the environmental impact and the strategic case and economics. Many organisations also referred to their own submissions (see Annex C.2.1).

Different organisation types were also analysed separately – see sections below.

### 3.4.4 Transport industry

The majority of transport industry respondents were in favour of HS2. 78% of Transport, infrastructure or utility organisations agreed with HS2.

The most common answer group used was referring to their own submissions. Of the top 15 answer codes, 3 referred to external sources, such as own submissions or the example of other countries.

Four of the top answers were about the strategic case and economics, referring to capacity, connectivity and the business need for HS2, all of them in a positive manner. Annex C.2.2 gives the top answer codes for the transport industry.

Of the 28 transport industry respondents that mentioned capacity, 24 (86%) felt that the increased capacity was a good thing.

31 transport industry respondents mentioned rail demand. 16 of these gave positive responses, 3 gave negative responses and 12 used response codes that could not be classed as either positive or negative.

### 3.4.5 Business

Local and national businesses had different overall agreement rates with HS2. Half of local businesses and 86% of national businesses agreed with HS2.



Both national and local businesses commonly used answer codes referring positively to the strategic case and economics. Both national and local also commented favourably on the links with HS1 and Heathrow. However, local businesses also gave less favourable answers relating to the strategic case and economics, commenting that the cost would be too high and disagreeing with the business case (see Annexes C.2.3 and C.2.4 for the most common answer codes).

Both local and national businesses largely supported the idea that HS2 would support economic growth. 121 of the 348 local or regional businesses, and 46 of the 81 national or international businesses expressed an opinion on economic growth. Of these, 76% of local and 89% of national businesses thought that HS2 would support economic growth.

Businesses felt that HS2 would create jobs or access to jobs. 70% of local and 87% of national businesses (that commented) agreed with this.

Over 90% of both local and national businesses felt that connecting regional centres was a positive effect of HS2.

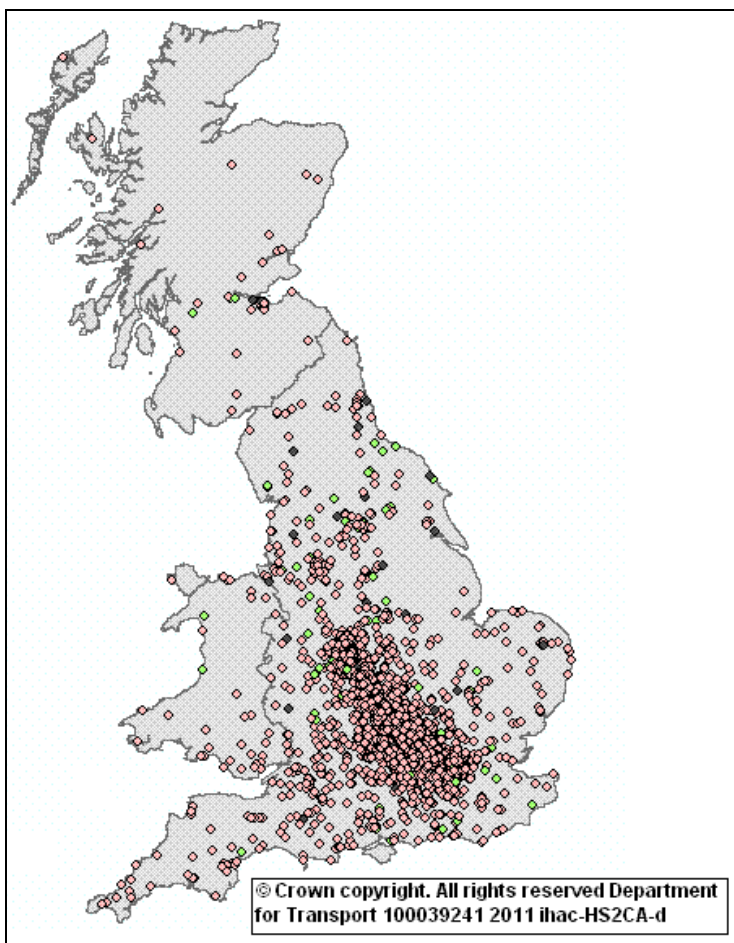
### 3.5 Noise

Noise was a big issue for some respondents. *11,843 respondents mentioned noise*, and some responses have been coded as mentioning up to 13 different noise issues. The table below shows the number of people who mentioned a noise issue for each question (Note: where a responder mentioned several noise issues for the same question, they are only counted once. However, if they mentioned noise in several questions, they are counted once against each of those questions).

Question	Noise Acceptable	Noise Unacceptable	Unclear	Total
Q1	8	132		140
Q2		263	3	266
Q3		188		188
Q4	41	2,554	92	2,687
Q5	88	3,260	388	3,736
Q6	55	6,227	590	6,872
Q7	24	2,359	30	2,413
Other format *	19	803	94	916

\*'Other format' are responses from those who did not use the standard response form, for example if they sent in a letter where the answers were not split into the seven individual questions.

The map below shows the location of all responders that mentioned noise. This is coloured green if they said noise would be acceptable, pink if they said it would be unacceptable, and black if it is not clear from the code what they thought about noise (or if they gave a contradictory answer). This shows *that most noise complaints came from close to the line*. Further analysis shows that, of those with a matched postcode, 87% of noise responses came from under nine miles of the line compared to 63% of all responses.



Although noise issues were raised by many respondents, the table in Annex B shows that the ‘Noise and vibration’ theme had one of the lowest total numbers of comments; ahead of only ‘Engineering and construction’, and ‘Safety, security and resilience’. If we consider only those that disagreed with HS2 (i.e., if we consider the question “What issues cause people to object?”), ‘Noise and vibration’ become more important than some other themes; in particular those on the proposed links, and the Y network. In comparison, the ‘Environment’ theme was the third most important theme, after ‘Level of Agreement’ and ‘Strategic case and economics’.

The table below shows all the issues within the ‘Noise and vibration’ theme, and any other issue from another theme that mentions noise; with number of responses. Note: Responders only appear in each row once; but can appear in more than one row (i.e. those mentioning noise impact on health might also be the same people mentioning noise impact on wildlife).

Theme	Issue	Responses
Blight proposals	Impact - noise/vibration	2,112
Engineering & construction	Const impacts - noise	653
Mitigation	Noise mitigation - inadequate	1,594
Mitigation	Noise mitigation - not detailed enough/more information	288
Mitigation	Noise mitigation - suggestion	394
Mitigation	Noise mitigation - support	83

Mitigation	Noise mitigation - visual impact of mit measures (concern)	413
Noise and vibration	Assessment - inadequate/further assessment/more information	3,611
Noise and vibration	Assessment - noise/decibel levels/measurement (figures)	746
Noise and vibration	Assessment - should be based on pass by/maximum noise not an average	870
Noise and vibration	Assessment - suggestion	80
Noise and vibration	Impact - aerodynamics	114
Noise and vibration	Impact - frequency/timing of services	464
Noise and vibration	Impact - general concern noise	6,222
Noise and vibration	Impact - noise impact on health	290
Noise and vibration	Impact - noise impact on wildlife	489
Noise and vibration	Impact - overhead cables	230
Noise and vibration	Impact - speed	136
Noise and vibration	Impact - vibration (general)	1,011
Noise and vibration	Impact - vibration/noise - tunnels	167
Noise and vibration	Impact enforcement	114
Noise and vibration	Noise is less than/comparable to e.g. motorways, flight paths	94
Noise and vibration	Noise is not a concern/is manageable	77
Noise and vibration	Predictions - question noise predictions	1,018
Noise and vibration	Predictions - HS2 sound simulation (events)	523
Principles & specification	(1) Speed - increases noise	872

### 3.6 Travel Habits

IHAC looked at the travel habits of respondents. This is made up of how frequently the respondent travels (daily, weekly, occasionally or never), and the purpose of those journeys (commuting, business or leisure). However, this analysis is limited, due to the proportion of responders that answered these two questions. *In particular, four fifths (79%) of those that agree with HS2 did not give any travel behaviour.* This compares to only one quarter (24%) of those that disagree with HS2 that did not provide this information. Therefore, any analysis of travel habits will be heavily skewed, as it would include most of those that are opposed to HS2, but only a small proportion of those in favour.

IHAC planned to look at the proportion of respondents that suggested an alternative to HS2, and their travel habits. However, the results of this are affected by the response rate problem. Of those that did not provide any travel habits, only 30% suggested alternatives to HS2. However, of those that did state either their frequency or purpose of normal train journeys, between 62% and 79% suggested an alternative to HS2.

To overcome the problem of the low response rate from those that agreed with HS2, IHAC looked only at those that disagreed with HS2. Over two thirds of those that specified any travel habits were 'occasional' rail users, mostly for leisure reasons. Of these respondents, more frequent travellers were more likely to suggest alternatives.

Daily and weekly rail users were equally likely to suggest an alternative to HS2 (83%); but these groups were significantly more likely to suggest an alternative than occasional rail travellers (79%), or those that never use the railway (of which, 67% suggested an alternative). This suggests that *opponents of HS2 that never use the railways are less likely to see the need for alternative investment in transport infrastructure than HS2 opponents that regularly use the railways.*

### 3.7 Cost and economic benefit

IHAC analysed the responses in order to ascertain respondents’ views on the cost of HS2 compared with the economic benefit, i.e. whether HS2 will be value for money.

The table below gives respondents’ views on the costs of the HS2 project.

	Total	Agree with HS2
<b>Cost is acceptable</b>	569	76%
<b>Cost is not acceptable</b>	18,674	1%
<b>Contradiction</b>	303	3%
<b>Not mentioned</b>	35,363	50%

Overall, *3% of those that mentioned cost agreed with HS2, 96% disagreed and the views of 1% were unclear.*

The link between respondents’ views on the cost and their overall opinion on HS2 was statistically significant: if a respondent accepted the cost, they were very likely to agree with HS2, and vice versa. However, the majority of respondents (64%) did not mention cost.

The next table shows the relationship between agreement with the economic case (whether or not HS2 will support economic growth) and agreement with HS2.

	Total	Agree with HS2
<b>Agree with economic case</b>	13,486	98%
<b>Disagree with economic case</b>	5,135	1%
<b>Contradiction</b>	44	18%
<b>Not mentioned</b>	36,244	14%

Overall, *71% of those that mentioned the economic case expressed support of HS2 and 29% were not in favour of HS2.*

As with the cost argument, there is a significant relationship between whether a respondent believed that HS2 will support economic growth and whether they agreed with HS2.

Of all respondents, 4,035 commented upon both the cost and the economic case.

	Agree with economic case	Disagree with economic case	Contradiction
<b>Cost acceptable</b>	4% (158/ 4,035)	0% (16/ 4,035)	0% (2/ 4,035)
<b>Cost unacceptable</b>	3% (106/ 4,035)	90% (3,641/ 4,035)	1% (25/ 4,035)
<b>Contradiction</b>	0% (5/ 4,035)	2% (82/ 4,035)	0% (0/ 4,035)

*The majority of respondents (90%) who commented on both categories thought the cost was unacceptable, and disagreed with the economic case.* Similar proportions of respondents agreed with both economic case and cost (4%) and agreed with the economic case but not the cost (3%), i.e. agreeing that it would support growth but that the cost was too high.

### 3.8 Blight Proposals

IHAC investigated whether those respondents that mentioned blight proposals lived close to the line, and whether they agreed with HS2. The table below shows the level of agreement for each group.

	Distance to line	Number of respondents	% Agree with HS2
<b>Mentioned blight</b>	Less than 9 miles	18,151	5%
	9 miles or more	3,617	30%
<b>Did not mention blight</b>	Less than 9 miles	11,912	27%
	9 miles or more	13,987	81%

For both distance categories, respondents who mentioned blight were less likely to agree with HS2 than those that did not. Overall, 9% of those that mentioned blight and 53% of those that did not agreed with HS2.

The respondents close to the line were more likely to mention the blight proposals than others. 60% of those less than nine miles of the line commented on blight, compared to 20% of those further away.

## Annex A: All Postcode Areas

The table in Annex A below shows all postcode areas, and is referenced in section 3.2.4

Area	Name	No.	Agree
AB	Aberdeen	24	71%
AL	St Albans	119	41%
B	Birmingham	3,632	48%
BA	Bath	110	61%
BB	Blackburn	69	81%
BD	Bradford	348	93%
BH	Bournemouth	118	53%
BL	Bolton	134	96%
BN	Brighton	221	64%
BR	Bromley	72	76%
BS	Bristol	187	62%
CA	Carlisle	63	73%
CB	Cambridge	129	53%
CF	Cardiff	136	72%
CH	Chester	208	91%
CM	Chelmsford	124	62%
CO	Colchester	104	71%
CR	Croydon	97	81%
CT	Canterbury	121	83%
CV	Coventry	4,236	10%
CW	Crewe	108	80%
DA	Dartford	77	86%
DD	Dundee	11	64%
DE	Derby	273	59%
DG	Dumfries and Galloway	23	61%
DH	Durham	52	83%
DL	Darlington	71	83%
DN	Doncaster	241	90%
DT	Dorchester	58	38%
DY	Dudley	149	81%
E	London E	151	60%
EC	London EC	44	41%
EH	Edinburgh	111	70%

Area	Name	No.	Agree
LN	Lincoln	38	68%
LS	Leeds	1,374	95%
LU	Luton	205	29%
M	Manchester	675	95%
ME	Medway (Rochester)	85	85%
MK	Milton Keynes	1,172	15%
ML	Motherwell	39	95%
N	London N	281	51%
NE	Newcastle upon Tyne	423	86%
NG	Nottingham	511	84%
NN	Northampton	1,156	14%
NP	Newport	55	65%
NR	Norwich	127	57%
NW	London NW	692	21%
OL	Oldham	140	95%
OX	Oxford	1,893	11%
PA	Paisley	26	77%
PE	Peterborough	178	70%
PH	Perth	24	79%
PL	Plymouth	167	77%
PO	Portsmouth	121	74%
PR	Preston	96	88%
RG	Reading	563	21%
RH	Redhill	183	59%
RM	Romford	89	87%
S	Sheffield	1,017	95%
SA	Swansea	92	54%
SE	London SE	272	58%
SG	Stevenage	125	62%
SK	Stockport	286	83%
SL	Slough	1,374	5%
SM	Sutton	70	81%
SN	Swindon	167	53%

EN	Enfield	65	60%
EX	Exeter	125	52%
FK	Falkirk and Stirling	29	76%
FY	Blackpool (The Fylde)	38	71%
G	Glasgow	119	93%
GL	Gloucester	199	40%
GU	Guildford	218	32%
HA	Harrow	1,241	9%
HD	Huddersfield	190	94%
HG	Harrogate	180	93%
HP	Hemel Hempstead	12,043	4%
HR	Hereford	54	48%
HS	Outer Hebrides	2	50%
HU	Hull	149	86%
HX	Halifax	127	93%
IG	Ilford	48	75%
IP	Ipswich	101	64%
IV	Inverness	20	75%
KA	Kilmarnock	35	80%
KT	Kingston upon Thames	171	42%
KW	Kirkwall	4	100%
KY	Kirkcaldy	30	90%
L	Liverpool	350	93%
LA	Lancaster	118	63%
LD	Llandrindod Wells	14	43%
LE	Leicester	216	48%
LL	Llandudno	81	68%

SO	Southampton	150	59%
SP	Salisbury	73	60%
SR	Sunderland	19	95%
SS	Southend-on-Sea	111	74%
ST	Stoke-on-Trent	145	61%
SW	London SW	478	35%
SY	Shrewsbury	105	72%
TA	Taunton	56	43%
TD	Tweeddale (Galashiels)	28	64%
TF	Telford	51	63%
TN	Tonbridge	191	72%
TQ	Torquay	61	48%
TR	Truro	43	37%
TS	Teesside (Cleveland)	48	83%
TW	Twickenham	139	44%
UB	Uxbridge (Southall)	1,171	8%
W	London W	461	36%
WA	Warrington	222	90%
WC	London WC	52	60%
WD	Watford	242	25%
WF	Wakefield	350	96%
WN	Wigan	52	92%
WR	Worcester	111	64%
WS	Walsall	722	26%
WV	Wolverhampton	145	83%
YO	York	403	90%
<b>Total</b>	<b>All postcodes</b>	<b>46,933</b>	<b>35%</b>

## Annex B: Key Themes

The table in Annex B shows all the top-level themes, split by those that agreed with and disagreed with HS2 overall; ordered by number of responders mentioning that theme in one or more questions.

Theme	Code(s)	Agree with HS2	Disagree with HS2	Unclear agreement	Total
Level of Agreement *	LA	17,793	33,807	254	51,854
Strategic case and economics	SC	16,211	29,486	377	46,074
Environment	ENV	14,103	25,018	392	39,513
Social and economic	SE	14,293	19,283	373	33,949
Strategic alternatives - rail	ERI	2,135	24,169	83	26,387
Other comments	OC	12,349	12,808	127	25,284
Sustainability appraisal and climate change	S	3,081	21,565	152	24,798
Blight proposals	BP	2,312	22,117	257	24,686
Proposed link - HS1	HS1	14,834	7,850	74	22,758
Y network phasing	NP	14,523	7,583	77	22,183
Proposed link - Heathrow	H	14,212	7,639	71	21,922
Principles and specification	PS and RSP	1,767	18,732	110	20,609
Y network and extensions	NE	14,558	3,978	85	18,621
Proposed route and locations	PRL	2,850	15,433	268	18,551
Strategic alternatives - non Rail	SA	1,580	15,790	159	17,529
References	R	3,652	13,001	471	17,124
Consultation	C	1,302	11,191	289	12,782
Mitigation	M	1,711	10,450	127	12,288
Locations	L	1,152	10,240	378	11,770
Noise and vibration	N	356	9,820	122	10,298
Engineering and construction	EN	1,154	8,602	184	9,940
no theme		279	1,707	183	2,169
Safety, security and resilience	SS	98	1,622	22	1,742
<b>Total responses</b>		<b>18,082</b>	<b>35,852</b>	<b>975</b>	<b>54,909</b>

\* Note: The top issue, 'Level of Agreement', is used where the responder answered "Yes" or "No" to any of the questions (for example: 'Do you agree there is a case for enhancing the network?' "Yes.....")



## Annex C: Key Issues by Group

The tables in Annex C give the most common issues raised by each group. These are summarised in section 3.3

### C.1 Level of Agreement

#### C.1.1 Agree with HS2

Answer Group	Number of respondents
HS1 - Agree with HS1 link	14,105
SC - Capacity - needs to be addressed	13,687
H - Agree with LHR link/spur	13,302
SC - Journey times - reduced times positive (support HS2)	12,976
SC - Bus/need case - will support economic growth	12,846
SE - Equality - majority will benefit/national interest	12,747
SC - Connectivity - connecting regional centres positive (support HS2)	12,742
NP - Phasing - support but as quickly as possible	12,636
SC - Reliability - more reliable service positive (support HS2)	12,595
ENV - Generally positive to environment	12,551
NE - Extent - support Y network/stage 2	12,441
SC - Connectivity - need for link with Europe/international accessibility	12,414
SC - Capacity - will release capacity/relieve pressure on existing lines	11,803

#### C.1.2 Disagree with HS2

Answer Group	Number of respondents
ERI - Improve/utilise existing network instead (oppose HS2)	17,782
SC - Bus/need case - question/disagree	16,772
SC - Cost - too expensive/not cost effective/not value for money	15,153
S - Appraisal - question/inadequate/flawed/more info	13,369
ENV - Generally negative to environment	11,904
ENV - Natural - Impact countryside/landscape	9,748
PRL - Proposed route - disagree (Q5)	7,716
PS - (3) Environment - question/not meeting principle/concerns about impacts	7,664
SC - Cost - question/disagree cost/benefit figures/analysis	7,329
SE - Concern - impact on local people/communities	7,298
ENV - Designated area - Area of Outstanding Natural Beauty (AONB)	7,244

### C.1.3 Unclear/Undecided

Answer Group	Number of respondents
R - Refer to own submission(s) - process/documents/organisation	270
SC - Bus/need case - question/disagree	139
C - Follow up requested	122
R - Other information (e.g. non HS2 reports/studies/articles)	122
ENV - Natural - impact countryside/landscape	116
BP - Impact - property values	109
ENV - Natural - impact biodiversity/wildlife	108
ENV - Generally negative to environment	107
R - Refer to stakeholder/organisation/local action group	102

## C.2 Excluding campaign responses

### C.2.1 All non-campaign

Answer Group	Number of respondents
ERI - Improve/utilise existing network instead (oppose HS2)	17,529
SC - Bus/need case - question/disagree	15,978
SC - Cost - too expensive/not cost effective/not value for money	14,654
S - Appraisal - question/inadequate/flawed/more info	12,751
ENV - Generally negative to environment	11,753
ENV - Natural - Impact countryside/landscape	9,629
ENV - Designated area - Area of Outstanding Natural Beauty (AONB)	7,420
SC - Cost - question/disagree cost/benefit figures/analysis	7,396
PRL - Proposed route - disagree (Q5)	7,227
PS - (3) Environment - question/not meeting principle/concerns about impacts	7,107

## C.2.2 Non-campaign and agree with HS2

Answer Group	Number of respondents
HS1 - Agree with HS1 link	1,184
SC - Bus/need case - support	926
NP - Agree with phased roll out	832
H - Agree with LHR link/spur	808
SC - Capacity - needs to be addressed	669
PRL - Proposed route - agree (Q5)	614
SC - Capacity - will release capacity/relieve pressure on existing lines	569
S - Appraisal - support/adequate	566
R - Refer to other country examples	561
SC - Competitiveness - Britain is behind other European countries	514
SC - Bus/need case - will support economic growth (enhanced capacity/performance and/or HS2)	511

## C.2.3 Non-campaign and disagree with HS2

Answer Group	Number of respondents
ERI - Improve/utilise existing network instead (oppose HS2)	17,219
SC - Bus/need case - question/disagree	15,596
SC - Cost - too expensive/not cost effective/not value for money	14,395
S - Appraisal - question/inadequate/flawed/more info	12,476
ENV - Generally negative to environment	11,412
ENV - Natural - Impact countryside/landscape	9,254
SC - Cost - question/disagree cost/benefit figures/analysis	7,195
ENV - Designated area - Area of Outstanding Natural Beauty (AONB)	7,184
PRL - Proposed route - disagree (Q5)	6,940
PS - (3) Environment - question/not meeting principle/concerns about impacts	6,920

## C.3 Distance from line

### C.3.1 Within nine miles of route

Answer Group	Number of respondents
ERI - Improve/utilise existing network instead (oppose HS2)	13,336
SC - Bus/need case - question/disagree	12,457
SC - Cost - too expensive/not cost effective/not value for money	11,334
S - Appraisal - question/inadequate/flawed/more info	10,321
ENV - Generally negative to environment	8,844
ENV - Natural - impact countryside/landscape	7,314
ENV - Designated area - Area of Outstanding Natural Beauty (AONB)	5,778
PRL - Proposed route - disagree (Q5)	5,715
SE - Concern - impact on local people/communities	5,610
PS - (3) Environment - question/not meeting principle/concerns about impacts	5,578
SC - Cost - question/disagree cost/benefit figures/analysis	5,497

### C.3.2 Outside nine miles of route

Answer Group	Number of respondents
HS1 - Agree with HS1 link	10,925
SC - Capacity - needs to be addressed	10,757
H - Agree with LHR link/spur	10,355
SC - Journey times - reduced times positive (support HS2)	10,146
SC - Bus/need case - will support economic growth	10,114
SE - Equality - majority will benefit/national interest	10,057
ENV - Generally positive to environment	10,039
SC - Connectivity - connecting regional centres positive (support HS2)	10,002
NP - Phasing - support but as quickly as possible	9,974
SC - Reliability - more reliable service positive (support HS2)	9,960

## C.4 Country

### C.4.1 Scotland

Answer Group	Number of respondents
HS1 - Agree with HS1 link	341
SC - Capacity - needs to be addressed	327
H - Agree with LHR link/spur	310
SC - Journey times - reduced times positive (support HS2)	306
SC - Connectivity - connecting regional centres positive (support HS2)	302
NE - Extent - support Y network/stage 2	299
SC - Bus/need case - will support economic growth	291
SE - Equality - majority will benefit/national interest	288
SC - Connectivity - need for link with Europe/international accessibility	287
NP - Phasing - support but as quickly as possible	285
SC - Capacity - will release capacity/relieve pressure on existing lines	283
ENV - Generally positive to environment	281
SC - Reliability - more reliable service positive (support HS2)	279

### C.4.2 Wales

Answer Group	Number of respondents
HS1 - Agree with HS1 link	252
SC - Capacity - needs to be addressed	247
H - Agree with LHR link/spur	241
SC - Bus/need case - will support economic growth	236
SC - Journey times - reduced times positive (support HS2)	235
NP - Phasing - support but as quickly as possible	235
SE - Equality - majority will benefit/national interest	234
SC - Connectivity - connecting regional centres positive (support HS2)	234
SC - Connectivity - need for link with Europe/International accessibility	233
ENV - Generally positive to environment	232
SC - Reliability - more reliable service positive (support HS2)	232
NE - Extent - support Y network/stage 2	230
SC - Capacity - will release capacity/relieve pressure on existing lines	228

## Annex D: Sector Issues

The tables in Annex D give the most common issues raised by each group. These are summarised in section 3.4

### D.1 Public and elected representatives

#### D.1.1 Members of the public

Answer Group	Number of respondents
ERI - Improve/utilise existing network instead (oppose HS2)	18,309
SC - Bus/need case - question/disagree	16,720
SC - Cost - too expensive/not cost effective/not value for money	15,085
SC - Capacity - needs to be addressed	14,740
HS1 - Agree with HS1 link	14,649
S - Appraisal - question/inadequate/flawed/more info	13,913
H - Agree with LHR link/spur	13,649
SC - Journey times - reduced times positive (support HS2)	12,857
SE - Equality - majority will benefit/national interest	12,733
ENV - Generally positive to environment	12,681
SC - Bus/need case - will support economic growth	12,666
SC - Connectivity - connecting regional centres positive (support HS2)	12,544
NP - Phasing - support but as quickly as possible	12,531
SC - Reliability - more reliable service positive (support HS2)	12,521
NE - Extent - support Y network/stage 2	12,378
SC - Connectivity - need for link with Europe/international accessibility	12,354

#### D.1.2 Elected representatives

Answer Group	Number of respondents
R - Refer to own submission(s) - process/documents/organisation	24
SC - Capacity - needs to be addressed	22
SC - Bus/need case - question/disagree	21
R - Other information (e.g. non HS2 reports/studies/articles)	19
SC - Journey times - reduced times positive (support HS2)	17
ERI - Impact of HS2 on existing rail services	15
H - Agree with LHR link/spur	15
HS1 - Agree with HS1 link	15

## D.2 Organisations

### D.2.1 All organisations

Answer Group	Number of respondents
SC - Bus/need case - question/disagree	419
R - Refer to own submission(s) - process/documents/organisation	390
ERI - Improve/utilise existing network instead (oppose HS2)	353
SC - Cost - too expensive/not cost effective/not value for money	319
S - Appraisal - question/inadequate/flawed/more info	305
ENV - Generally negative to environment	278
SC - Capacity - needs to be addressed	272
ENV - Natural - impact countryside/landscape	261
SE - Concern - impact on local people/communities	247

### D.2.2 Transport, infrastructure or utility organisation

Answer Group	Number of respondents
R - Refer to own submission(s) - process/documents/organisation	37
SC - Capacity - needs to be addressed	30
SC - Connectivity - connecting regional centres positive (support HS2)	28
HS1 - Agree with HS1 link	24
R - Other information (e.g. non HS2 reports/studies/articles)	23
H - Agree with LHR link/spur	22
SC - Capacity - will release capacity/relieve pressure on existing lines	21
ERI - Improve existing lines as well (support HS2)	20
SC - Bus/need case - support	19
ERI - Impact of HS2 on existing rail services	19
NE - Need to reach Scotland	18
R - Refer to other country examples	17
S - Modal shift - aviation will reduce	16
SA - General - need for integrated transport strategy	16
SE - Regional - supports regeneration/development (general)	16

### D.2.3 Local or regional business

Answer Group	Number of respondents
SC - Bus/need case – question/disagree	104
ERI - Improve/utilise existing network instead (oppose HS2)	85
SC - Bus/need case - will support economic growth	83
SC - Cost - too expensive/not cost effective/not value for money	81
SC - Connectivity - connecting regional centres positive (support HS2)	71
S - Appraisal - question/inadequate/flawed/more info	68
NE - Extent - support Y network/stage 2	67
SE - Equality - majority will benefit/national interest	65
H - Agree with LHR link/spur	64
SC - Journey times - reduced times positive (support HS2)	64
SC - Capacity - needs to be addressed	62
HS1 - Agree with HS1 link	61

### D.2.4 National or international business

Answer Group	Number of respondents
SC - Bus/need case - will support economic growth	39
SC - Journey times - reduced times positive (support HS2)	29
SC - Connectivity - connecting regional centres positive (support HS2)	28
H - Agree with LHR link/spur	27
SE - Equality - majority will benefit/national interest	26
SC - Capacity - needs to be addressed	26
R - Refer to own submission(s) - process/documents/organisation	25
HS1 - Agree with HS1 link	24
SE - North-south divide - will promote more equitable development	20
SC - Capacity - will release capacity/relieve pressure on existing lines	20