

HIGH SPEED RAIL: INVESTING IN BRITAIN'S FUTURE

Consultation on the route from the West Midlands
to Manchester, Leeds and beyond

TECHNICAL ANNEX

Produced by Ipsos MORI for the Department for Transport and HS2 Ltd.

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OVERVIEW OF THE CONSULTATION

CHAPTER 1 – OVERVIEW OF THE CONSULTATION

This document details the methodological approach to the consultation on the proposed HS2 Phase Two route from the West Midlands to Manchester, Leeds and beyond. This should be read alongside the document '*High Speed Rail: Investing in Britain's Future*' consultation report, which summarises the key findings from the consultation.

BACKGROUND TO HS2

HS2 Ltd was set up by the Government in 2009 to explore the case for High Speed Two, a high speed rail line between London and the West Midlands and beyond. HS2 Ltd's original proposed plans for the route were reviewed alongside supporting studies and, as a result, a slightly altered route was announced in December 2010. The overall principal of proceeding with HS2, together with the proposed route, was then the subject of a public consultation which ran from February to July 2011.

Following analysis of the responses to this consultation, the Secretary of State for Transport decided to proceed with HS2 Ltd's recommended route for this high speed rail line in January 2012. This route is now known as Phase One.

The Government asked HS2 to explore options for a wider network. Additional recommendations by HS2 Ltd for a wider network, for the route to continue to Manchester and Leeds and connecting to the West and East Coast Main Line (WCML/ECML), were also accepted by the Secretary of State. On 28 January 2013, the Government published the Command Paper detailing its preferred route options for Phase Two: *High Speed Rail: Investing in Britain's Future – Phase Two: the route to Leeds, Manchester and beyond*.¹ On 17 July 2013 the Consultation on the preferred route from the West Midlands to Manchester, Leeds and beyond was launched.

¹ Available at: www.gov.uk/government/uploads/system/uploads/attachment_data/file/69738/hs2-phase-two-command-paper.pdf

OVERVIEW OF THE ROUTE

The proposed new high speed network is being planned in two phases. **Phase One** of HS2 would see a new line run from London Euston, through a new station at Old Oak Common in West London, to a new Birmingham Interchange station near Birmingham Airport and then onto a new station in Birmingham city centre. The details of this route were announced by the Government on 10 January 2012. A hybrid Bill, which would give the Government the powers to construct and operate Phase One, is currently being considered by Parliament. If Royal Assent is achieved, it is expected that construction of the line from London to Birmingham will begin in 2016 to 2017, allowing the line to open in 2026.

The current proposals for **Phase Two** would extend the high speed line from Birmingham to Manchester (the western leg) and Leeds (the eastern leg), with connections on to the West and East Coast Main Lines to serve the rest of the North of England and Scotland. Intermediate HS2 stations would be built at Manchester Airport, Sheffield Meadowhall and an East Midlands Hub at Toton (between Nottingham and Derby). It would be integrated with the existing rail network, allowing trains to serve destinations such as Crewe, Liverpool, Wigan, Preston, York, Newcastle, Glasgow, Edinburgh and many others.

The preferred route for consultation for Phase Two was set out in the consultation document *High Speed Rail: Investing in Britain's future. Consultation on the route from the West Midlands to Manchester, Leeds and beyond.*² It is important to note that the purpose of the consultation was to seek views on the Government's preferred route, as well as using capacity released by HS2 and making provision for other utilities along the route, rather than the overall strategy for HS2.

The consultation document detailed the specific line of route of the Y-shaped network, running from a connection with Phase One at Lichfield, along the western leg to Manchester Piccadilly Station, and along the eastern leg to a new station at Leeds New Lane. The document set out proposals for an East Midlands Hub at Toton, as well as a

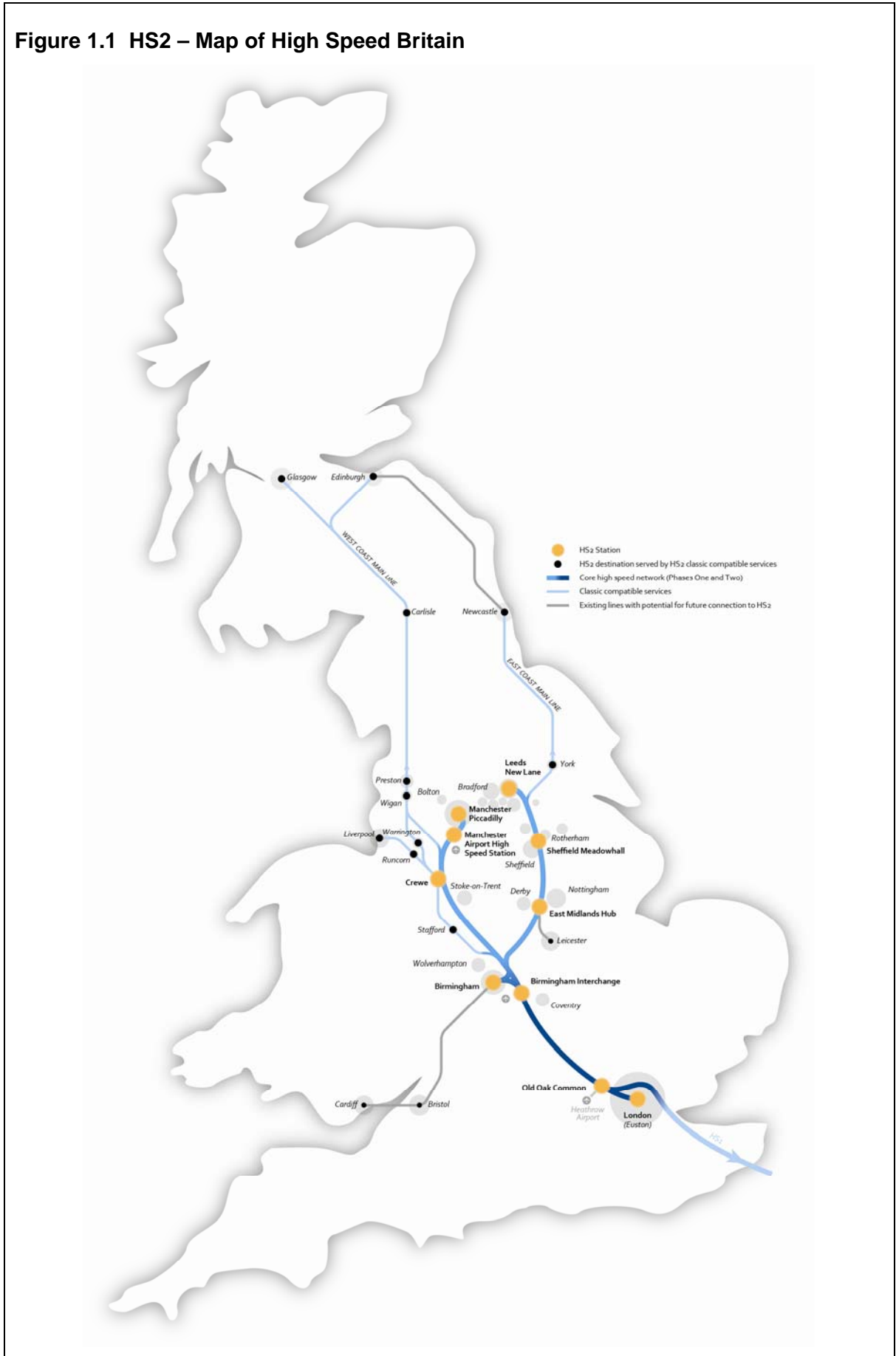
² Available at:

http://assets.hs2.org.uk/sites/default/files/consultation_library/pdf/P2C01_Phase%20Two%20Consultation%20Document.pdf

station at Sheffield Meadowhall, and Manchester Airport. The document outlined plans for engineering features such as tunnels, cuttings, bridges and viaducts, and infrastructure such as depots and maintenance loops.

The map below illustrates the preferred line of route for both Phase One and Phase Two. It should be noted that this is the map which was used in the consultation document published in 2013. It therefore it shows the HS2-HS1 link which has been removed from the High Speed Rail (London-West Midlands) Bill at the second reading stage in March 2014.

Figure 1.1 HS2 – Map of High Speed Britain



Proposals for the western leg route

The proposed western leg of the network would serve the stations at Manchester Airport and Manchester Piccadilly. The line would connect with the London-West Midlands leg near Lichfield in the Midlands, before heading north-west past Stafford and on towards Crewe. A connection with the WCML would be provided just south of Crewe, with the main line continuing in a twin tunnel under the town heading north. It would cross over the M6 and then under the M56, before heading up past Warrington to a further connection with the WCML south of Wigan. The Manchester stations would be served by a spur off the main line running roughly parallel with the M56 towards Manchester Airport. The Manchester Airport High Speed Station would be located between Junctions 5 and 6 of the M56 as the line approaches the main built-up area of Manchester. Heading north from here, the line would enter a seven-and-a-half mile twin tunnel, surfacing a short distance from the new station alongside the existing station at Manchester Piccadilly. The total route length would be 94 miles (150 km).

Proposals for the eastern leg route

The proposed eastern leg would serve stations at Toton, Sheffield Meadowhall and Leeds. The line would connect with the London-West Midlands leg to the east of Birmingham, near Junction 4 of the M6, and then follow the M42 corridor north-east towards Derby and Nottingham. The East Midlands Hub station would be located between these two cities at Toton, about a mile from the M1. The line would head north, following the M1 corridor as it heads towards South Yorkshire. The station serving this region would be located at Meadowhall alongside the M1, between Sheffield and Rotherham. From here, the line would pass to the east of Barnsley and connect to the ECML, nine miles to the south-west of York. As with Manchester, Leeds would be served by a spur off the main line. It would run within the existing Castleford to Leeds railway corridor, passing the southern suburbs of Leeds before rising above street level into the new station at Leeds New Lane. The total route length would be 115 miles (185 km).

Appraisal of Sustainability

An Appraisal of Sustainability (AoS) process has been used to help HS2 Ltd take account of sustainability issues at each stage of Phase Two's development. The findings of the AoS are reported in detail in *Sustainability Statement - Volume 1: main report of the Appraisal of Sustainability*.³ At a later stage, once the Secretary of State for Transport has identified its preferred scheme following this consultation, a more detailed Environmental Impact Assessment (EIA) will be undertaken.

Improvements to the existing rail network because of HS2

Many traditional long distance journeys on the existing rail network could instead be delivered by high speed trains as a result of the HS2 network becoming operational. This could generate additional capacity for commuter, regional or freight services. The Department for Transport commissioned Network Rail to consider options for the future use of the existing rail network. Network Rail published *Better Connections: Options for the integration of High Speed 2*⁴ in July 2013.

Maximising the benefits of HS2

The Government has stated that there would be an opportunity to make wider infrastructure use of the route between London, Birmingham, Manchester and Leeds beyond running a railway. Provisions have been made for the future installation of a communications cable along the 140 miles of track for Phase One if there is commercial demand. HS2 Ltd is exploring the possibility of making provision along Phase Two of the HS2 network for other utilities such as water, electricity or integration with flood management schemes.

³ Available at: http://assets.hs2.org.uk/sites/default/files/consultation_library/pdf/PC205%20Vol%201%20Sustainability%20Statement%20180713.pdf

⁴ Available at www.networkrail.co.uk/improvements/high-speed-rail/

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THE CONSULTATION PROCESS

CHAPTER 2 – THE CONSULTATION PROCESS

TAKING PART IN THE CONSULTATION

The consultation on the route from the West Midlands to Manchester, Leeds and beyond was launched on 17 July 2013. The purpose of the consultation was to give both individuals and organisations the opportunity to put forward their views and comments on the preferred route from the West Midlands to Manchester, Leeds and beyond, as well as the proposed stations and supporting infrastructure such as depots, viaducts and tunnels. The consultation also sought views on how the potential released capacity generated by HS2 could be used, and on the opportunities to introduce other utilities along the route.

A 122-page consultation document, giving details of the preferred route, was made available on HS2 Ltd's website, along with a 33-page booklet summarising the proposals. Supporting documentation, including maps of the preferred route and technical and environmental reports, were also made available. A website and enquiries line were maintained by HS2 Ltd throughout the consultation. A communications campaign was carried out to inform those interested in the proposals.

As part of the consultation, HS2 Ltd held a series of public information events near the Phase Two route between October 2013 and January 2014. These events provided an opportunity for local people to review the consultation information, understand more about the implications for their local area and to speak directly with staff about the proposed scheme. Shortly before the events programme began, a mail out was carried out to inform those living within 1 km of either side of the preferred route about the consultation.

Local authorities and libraries along the line of route, as well as other organisations and statutory bodies, received hardcopies of consultation documents for public display. Adverts were placed in local newspapers and online and were run throughout the consultation period.

There were a number of formal channels through which individuals and organisations could make known their views on the route:

Hard copy **response form** (a copy is provided in Appendix A of this document).

Online **response platform** mirroring the hard copy response form, which could be accessed through the HS2 website.

Written letter: a freepost address was provided on the hard copy response form, as well as in the consultation document and the summary consultation document⁵.

Email via a dedicated email address.

THE RESPONSE FORM AND THE CONSULTATION QUESTIONS

The paper version of the consultation response form consisted of twelve sides of A4. Respondents who wished to give a longer answer than they could fit in the boxes were asked to continue on a separate sheet of paper and enclose it with the response form. A total of 593 respondents submitted separate sheets of paper. Responses could also be completed electronically, using a web-based online response form.

Questions relating to the proposed scheme were as follows:

SECTION A – THE WESTERN LEG (WEST MIDLANDS TO MANCHESTER)

Question 1 – The route and supporting infrastructure. *Do you agree or disagree with the Government's proposed route between the West Midlands and Manchester as described in Chapter 7? This includes the proposed route alignment, the location of tunnels, ventilation shafts, cuttings, viaducts and depots, as well as how the high speed line will connect to the West Coast Main Line.*

⁵ Some respondents chose to write directly to HS2 Ltd or the Department for Transport outside of the stated formal response channels. Where possible, such responses were identified and forwarded to Ipsos MORI for analysis.

Question 2 – Proposals for stations. Do you agree or disagree with the Government's proposals for:

- a. A Manchester station at Manchester Piccadilly as described in Chapter 7 (sections 7.8.1 – 7.8.7)?
- b. An additional station near Manchester Airport as described in Chapter 7 (sections 7.6.1 – 7.6.6.)?

Question 3 – Additional stations. Do you think that there should be any additional stations on the western leg between the West Midlands and Manchester?

SECTION B – THE EASTERN LEG (WEST MIDLANDS TO LEEDS)

Question 4 – The route and supporting infrastructure. Do you agree or disagree with the Government's proposed route between West Midlands and Leeds as described in Chapter 8? This includes the proposed route alignment, the location of tunnels, ventilation shafts, cuttings, viaducts and depots as well as how the high speed line will connect to the East Coast Main Line.

Question 5 – Proposals for stations. Do you agree or disagree with the Government's proposals for:

- a. A Leeds station at Leeds New Lane as described in Chapter 8 (sections 8.8.1 – 8.8.5)?
- b. A South Yorkshire station to be located at Sheffield Meadowhall as described in Chapter 8 (sections 8.5.1 – 8.5.8)?
- c. An East Midlands station to be located at Toton as described in Chapter 8 (8.3.1 – 8.3.6)?

Question 6 – Additional stations. Do you think that there should be any additional stations on the eastern leg between the West Midlands and Leeds?

SECTION C – THE ENTIRE ROUTE (WEST MIDLANDS TO MANCHESTER AND LEEDS)

Question 7 – Appraisal of sustainability. Please let us know your comments on the Appraisal of Sustainability (as reported in the Sustainability Statement) of the Government's proposed Phase Two route, including the alternatives to the proposed

route as described in Chapter 9.

Question 8 – Freed capacity. Please let us know your comments on how the capacity that would be freed up on the existing rail network by the introduction of the proposed Phase Two route could be used as described in Chapter 10.

Question 9 – Utilities. Please let us know your comments on the introduction of other utilities along the proposed Phase Two route as described in Chapter 11.

Other questions. In addition to the nine specific questions about the proposed Phase Two route, several more questions were asked of respondents:

Whether the respondent was responding on behalf of themselves or an organisation or group (Section A of Part One of the response form).

Contact details (name/address/postcode/email) of those responding as individuals (Section B of Part One of the response form).

Details of the organisation or group, including contact details, category of group/organisation and the respondent's role within the group/organisation (Section C of Part One of the response form).

TIMING OF THE CONSULTATION

The consultation ran from 17 July 2013 to 31 January 2014. All responses dated and received within the consultation dates were analysed and included in '*High Speed Rail: Investing in Britain's Future*' consultation report. In addition, to make allowance for any potential delays with the post or misdirection of emails, paper responses, letters and emails were reviewed up until 7 February 2014 to check the date and time at which they were sent. If they were sent before the closing deadline they were accepted. All responses with a postmark of or before 31 January 2014, or other verifiable proof of postage before the deadline, were included in the analysis.

The consultation closed at 5pm on 31 January. However, in recognition of the potential confusion that changes to the Phase One Environmental Statement consultation may have caused, it was felt to be appropriate to accept responses until midnight on 31 January.

In cases where there was a misdirection of emails or a systems failure, online response forms and emails were accepted on a case-by-case basis. Responses forwarded from the Department for Transport and HS2 Ltd were accepted as long as they had been originally submitted by the respondent before the consultation deadline and were received at Ipsos MORI by midnight on 31 January 2014.

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RESPONSES TO THE CONSULTATION

CHAPTER 3 – RESPONSES TO THE CONSULTATION

NUMBER OF RESPONSES

In total, **10,083 responses** were received within the consultation period (17 July 2013 to 31 January 2014). Responses were received via a number of different response channels, the breakdown of which is set out below:

Table 3.1 Response type	
	Number of responses
Online response form	2,718
Responses submitted via the response form on the consultation website	
Hard copy response form	496
Completed response forms submitted by post or scanned and emailed	
Letters and emails sent to the consultation response address	1,447
Responses submitted by post/email not using the response form structure (letters, emails, postcards, reports)	
Organised campaign responses	5,414
Responses where it has been identified that many identical or almost identical copies were submitted, indicating that they were sent as part of an organised campaign	
Petitions	8
A single response with multiple signatories	
Total	10,083

A total of 9,206 respondents provided a postcode. The maps overleaf show the distribution of postcodes:

Figure 3.1 Postcode distribution of consultation responses - Great Britain

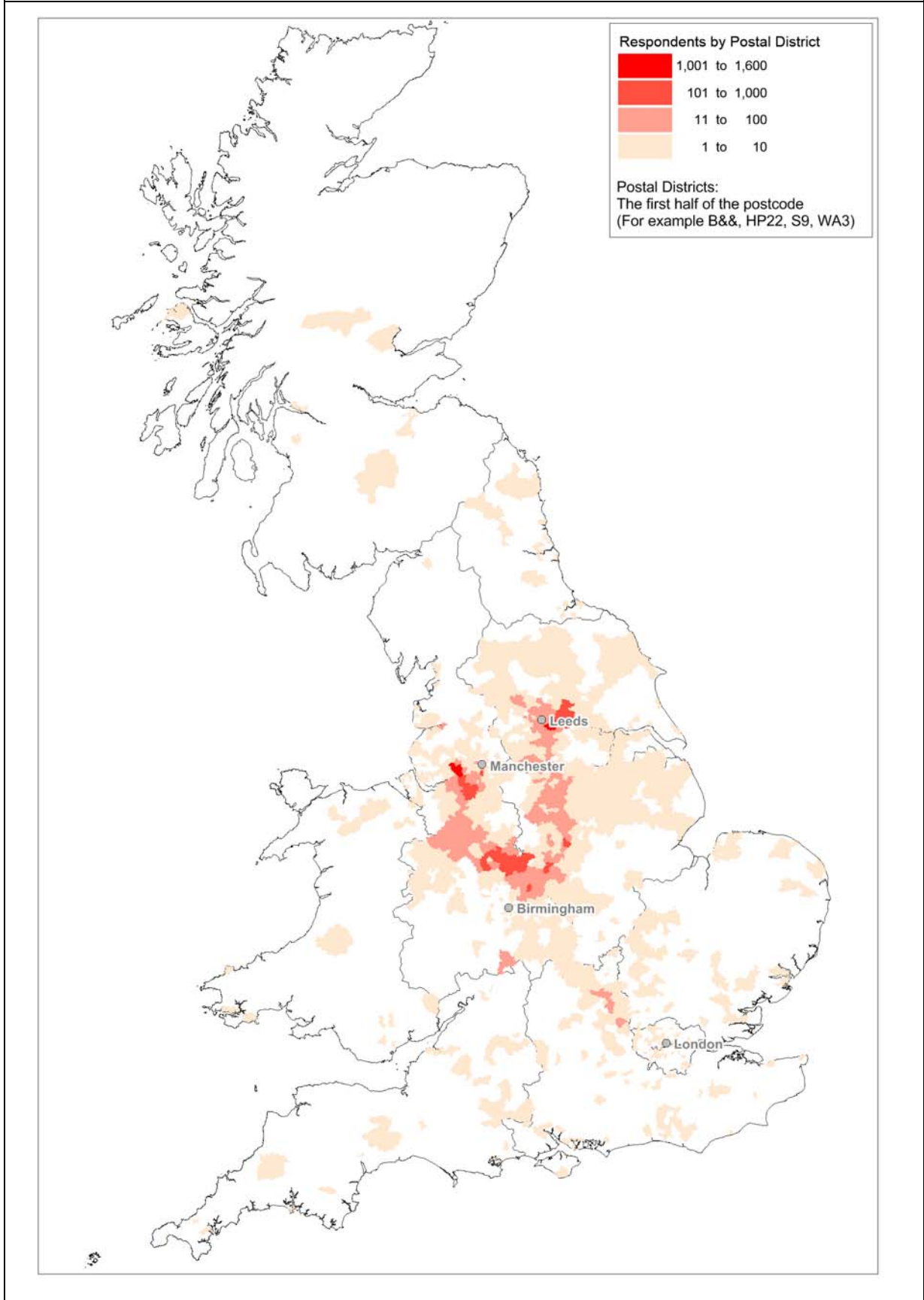
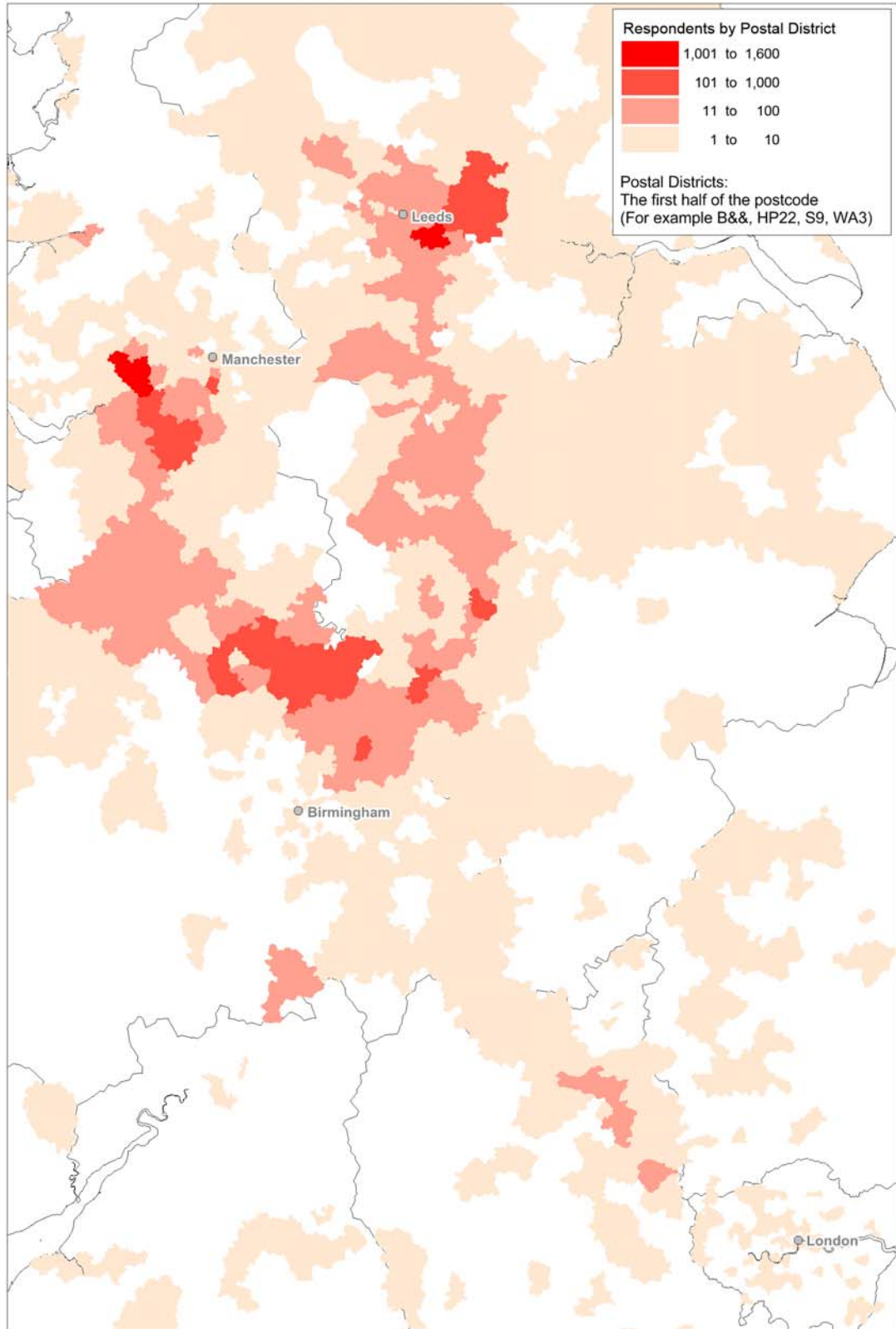


Figure 3.2 Postcode distribution of consultation responses – Line of Route



At both the booking in and data processing stages, a number of duplicate responses were identified. These were instances where the same individual or organisation had submitted more than one identical response. Where these duplicates were identified, the duplicate was removed from the final dataset and excluded from the final tally of responses.

Responses have continued to come in since the close of the official consultation – these responses have been classified as “late returns”. Each of these responses has been logged and forwarded on to HS2 Ltd for consideration, but will not form part of our analysis. As of 8 July 2014, 54 late responses have been received since the close of the consultation period.

BESPOKE RESPONSES

Some respondents chose not to use the response form and sent in bespoke written comments via letter, postcard and email. Respondents using the response form were directed to the consultation document and answered specific questions about the proposals being consulted upon. It is not known to what extent the respondents submitting bespoke letters or emails were aware of the wording of the questions on the consultation (and, therefore, the scope of issues being consulted upon). While the figures provided in our *‘High Speed Rail: Investing in Britain’s Future’ consultation report* combine comments from response forms and letters/postcards/emails, it is important to bear this point in mind.

CAMPAIGN RESPONSES

It is common in high profile public consultations for interest or campaigning groups to ask their members, supporters and others to submit responses conveying the same specific views. Where identically worded responses have been received (either as letters, postcards or emails) these have been treated as organised campaign responses.

A total of **30 identical sets of responses** were received, each of which are detailed within the table below.

Table 3.2 Campaigns submitted as part of the consultation on the route from the West Midlands to Manchester, Leeds and beyond

<i>The names of the campaigns listed below are either derived from the wording of the campaign responses themselves or, where such information was not included in the response, we have created a name, such as “Online campaign 1”, for the purposes of separating them from other similar campaigns</i>	Number of responses
Cheshire's Second Rail Revolution	715
West Midlands and Leeds Part 1 (SOWHAT)	708
Stop HS2 through Altofts	445
Rixton-with-Glazebrook response form campaign	441
Disagree: HS2 and Beyond	426
The Village of Culcheth: Oppose HS2 / CADRAG	347
The Lee Brigg Club	296
Golborne from Hoo Green: Objection	275
Conservative Objection - Village of Lowton	251
Chesterfield-canal-trust.org	201
Manchester and West Midlands: Disagree	176
StopHS2.org Part 2	170
The Future Starts Here	159
StopHS2.org Part 1	152
North West Leicestershire Objection	127
Object Rixton & Glazebrook	117
West Midlands and Leeds Part 2 (SOWHAT)	114
Lymm Communities: Object	106
Opposed to the Construction of HS2	45
Parish Council and Community In Favour	41
Mid-Cheshire against HS2	19
Campaign submitted by various businesses – Part 1	16
Online campaign 1	16
High speed line is unnecessary	10
Online campaign 3	8
Crewe station should move to Etruria	8
Warrington Stop HS2	7
Online campaign 2	7
Cannot be Justified	6
Campaign submitted by various businesses – Part 2	5
Total	5,414

Campaigns may have increased awareness and encouraged a greater number of responses via all methods of response, not just organised responses.

A number of campaigns provided recommended responses to consultation questions. In our analysis of responses, we have identified, where possible, where campaign wording has been used by a number of respondents. More details of campaigns can be found in Appendix C of the main consultation report *High Speed Rail: Investing in Britain's future*.

PETITIONS

A total of **8 petitions** were received:

Table 3.3 Petitions submitted as part of the Consultation on the route from the West Midlands to Manchester, Leeds and beyond

	Number of signatures
Combined Handicapped and Disabled Society (CHADS)	335
Wakefield District - Ward 5	289
Warrington Stop HS2	192
Ledsham Parish Council	93
Stockwell Heath, Hamley and Hamley Heath	26
Lower Lewden Residents	22
Residents of Raleigh Close and Local Area	21
Residents of Stockwell Heath	13
Total	965

As is standard practice in a consultation, each petition is counted as a single response.

CODING OF RESPONSES

Analysis of the responses required coding of the data. Coding is the process by which responses are matched against standard codes Ipsos MORI has compiled, so that their content can be classified and tabulated. Each of these codes represents a discrete issue or viewpoint raised by a number of respondents in their verbatim responses.

The codeframe was structured thematically. These themes were developed in conjunction with HS2 Ltd and grouped under *general*, *engineering*, *operational* and *environmental* headings. The codes which Ipsos MORI created were allocated to a theme. Each theme was given an explanation of what type of responses should be coded under it, and a list of example concepts and keywords that might come up. The full list of themes, together with their definitions, can be found at Appendix B.

The codeframe was also organised by *location*. Comments relating to a specific location were coded under that location, as well as allocated a theme. This approach means that the data can be analysed both by location and by theme.

Comments both on the topics being consulted on as well as wider issues (such as the overall strategy for HS2) were captured in the codeframe.

The codeframe was structured as follows:

Section A: Comments on the **western leg (Q1-3)**. All comments on the western leg and western leg stations were coded here. Any sustainability comments relating to western leg locations were also coded here.

Section B: Comments on the **eastern leg (Q4-6)**. All comments on the eastern leg and eastern leg stations were coded here. Any sustainability comments relating to eastern leg locations were also coded here.

Section C: Comments on the **whole route** and **comments which went beyond the scope of the consultation questions:**

- Appraisal of sustainability (Q7)
- Freed capacity (Q8)
- Utilities (Q9)
- Any other comments on Phase Two (beyond the scope of the consultation)
- General comments on HS2 (beyond the scope of the consultation)
- Comments on the consultation and other general issues (beyond the scope of the consultation)

Comments were coded in the section of the codeframe they related to rather than on a question-by-question basis. For instance, if a respondent made a comment about the eastern leg at Q1 (which asks about the western leg), this was coded under the eastern leg section of the codeframe. Where there was nothing to link a comment with the western leg or the eastern leg or Phase Two, the comment was coded in relation to the whole HS2 project.

For each question, we have provided a categorisation into “agree” or “disagree” derived from a combination of several of the codes in the codeframe by which responses to the consultation were classified. Some respondents were in agreement with, or disagreed with, at least one of the elements of the proposal, but this did not necessarily mean that they were in agreement or disagreement with the proposal as a whole. If the respondent stated forceful agreement and used words such as “fully agree”, “wholeheartedly agree” or “strongly in favour” this was coded as “**Strongly agree**”. Similarly, if the respondent stated forceful disagreement (words such as “strong”, “very unhappy”, “completely disagree” or “deeply”) then the “**Strongly disagree**” code was applied. Otherwise, those who expressed general agreement (e.g. “approve”/ “in favour”) or general disagreement (e.g. “object”/ “disagree”/ “against”) attitudes would be coded as “**agree**” or “**disagree**”, as appropriate. Some respondents stated that they agreed with the proposal, but with caveats. If the respondent used words or phrases such as “I only agree if ...” or “I fully support the proposals, subject to ...”, then the “**Agree with caveats**” code was applied.

Some respondents wrote “agree” or “disagree” in response to a question without commenting specifically on the detailed proposals relevant to that question. If it was clear from the response that the agreement or disagreement was in relation to Phase Two or HS2 more generally, it was coded under Phase Two/HS2 (as appropriate). Where it was not clear, it was coded under the specific question because it is not possible to make assumptions that the sentiment expressed was general rather than related to the specific question.

Where it was clear and unambiguous that agreement/disagreement related to another question, then it was coded under that question. For instance if someone wrote at Q1 “I disagree with the proposed route because of the impact on [an eastern leg location]” both the comment and the disagreement was coded under Q4. Where there was any element of doubt, the agreement/disagreement was coded under the question the respondent answered, even if their comments related to other questions.

The complete coding frame is comprehensive in representing the whole range of issues or viewpoints given in the responses. The codes were continually developed throughout the consultation period as further responses were coded to ensure that any new viewpoints that emerged were captured and no nuances lost. Any one response may have had a number of different codes applied to it if a respondent made more than one point, or addressed a number of different themes or viewpoints.

The codeframe, which has been marked-up to show the number of non-campaign responses which have had each code applied, can be found at Appendix C.

INTERPRETING FINDINGS

It should be noted that **our analysis is qualitative in nature as the consultation questions were open, free-text response questions**. As this is a qualitative thematic analysis, numbers (where reported on) can never be treated as the complete picture of the views expressed.

As our analysis is qualitative, exploring the themes which have emerged from what respondents wrote in response to the consultation, numbers need to be treated with caution. Many respondents have not expressed agreement or disagreement or have not commented on specific issues raised by other respondents. Where this is the case, it is not possible to infer levels of agreement or disagreement or what their views might be. Given the nature of the consultation, it is not always possible to tell if a respondent agrees or disagrees, for example, with the proposed route. It is also possible and valid for the same respondent to provide positive, negative and neutral comments within a single response.

It is important to note that respondents' comments about or interpretations of HS2 Ltd's proposals may be inaccurate or open to question. Examples include incorrectly describing areas as an Area of Outstanding Natural Beauty or making incorrect statements about specific journey times.

Finally, it is important to bear in mind that **we can only document the responses given to the consultation and cannot be extrapolated to measure how widely particular views and opinions are held**. The consultation does not comprise the responses of representative samples of the general public, businesses, or indeed other interested parties. There can be a tendency for responses to come from those more likely to consider themselves affected, particularly negatively, and more motivated to

express their views. It may also be the case that respondents to the consultation are more likely to have read the consultation document, and therefore to be better informed about the proposals, than a sample of the general public would be.

It must be understood, therefore, that the consultation can only hope to catalogue the various opinions of the members of the public and organisations who have chosen to respond to the proposals. It cannot measure in fine detail the exact strength of particular views or concerns amongst the general public, nor may the responses have fully explained the views of those responding on every relevant matter. It cannot, therefore, be taken as a comprehensive statement of public and business opinion.

The Government held this consultation to seek the views of interested individuals and organisations on its preferred route for Phase Two, as well as using capacity released by HS2 and making provision for other utilities along the route. The feedback from responses to the consultation is being used to inform decision-making in relation to specific locations and more generally.

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TECHNICAL NOTE ON THE CODING PROCESS

CHAPTER 4 – TECHNICAL NOTE ON CODING PROCESS

Receipt and handling of Response Forms

Postal response forms received by Ipsos MORI were logged and scanned electronically. The spontaneous verbatim response to the open-ended questions (on the response form) were electronically captured as an image in the scanning process, then loaded into the Ascribe coding package. Responses received on the web-based electronic response form were logged, and the verbatim comments loaded into Ascribe. Emails received were also logged, assigned a ten digit serial number, with verbatim comments and added into Ascribe.

Other responses, such as letters, reports and paper campaigns were also logged and registered on arrival at Ipsos MORI. Each response was assigned a unique ten-digit serial number.

During each working day a tally of the total number of each format of response received was maintained and logged.

Where appropriate, longer and/or more technical responses were photocopied before being sent to the project management team for manual coding and or reading and digesting before being reported upon. Likewise, while postal response forms were scanned, in a number of cases extra comments had been written on additional sheets of paper. Such responses were manually coded alongside free-text responses.

The handling of responses was subject to a rigorous process of checking, logging and confirmation in order to minimise document loss and to support a full audit trail. All original electronic and hard copy responses remained securely filed within Ipsos MORI, catalogued and serial numbered for future reference.

Briefing the coding team and quality checking

A core team of twenty coders worked on the project, all of whom were fully briefed and were conversant with the Ascribe package. This team also worked closely with the project management team during the set-up and early stages of code frame development.

The core coding team took a supervisory role throughout and undertook the quality checking of all coding. Using a reliable core team in this way minimises coding variability and thus retains data quality.

To ensure consistent and informed coding of the verbatim comments, all coders were fully briefed prior to working on this project. The Coding Manager undertook full briefings and training with each coding team member. All coding was carefully monitored to ensure data consistency and to ensure that all coders were sufficiently competent to work on the project.

The coder briefing included background information and presentations covering the nine questions, the consultation process and the issues involved, and discussion of the initial coding frames. The briefings were carried out by one of Ipsos MORI's executive team members, with the initial briefing involving personnel from HS2 Ltd. This briefing took place on 15 August 2013. A second, follow-up briefing took place on 10 October 2013.

All those attending the briefings were instructed to read, in advance, the Consultation Document and go through the response form. Examples of a dummy coding exercise relating to this consultation were carefully selected and used to provide a cross-section of comments across a wide range of issues that may emerge.

Coders worked in close teams, with a more senior coder working alongside the more junior members, which allowed open discussion to decide how to code any particular open-ended free-text comment. In this way the coding management team could quickly identify if further training was required or raise any issues with the project management team.

The Ascribe package also afforded an effective project management tool, with the coding manager reviewing the work of each individual coder, having discussion with them where there was variance between the codes entered and those expected by the coding manager.

To check and ensure consistency of coding, 100% of coded responses from the response forms were validated by the coding supervisor team, who checked that the correct codes had been applied and made changes where necessary.

Updating the coding frame

An important feature of the Ascribe system is the ability to extend the code frame “organically” direct from actual verbatim responses throughout the coding period.

The coding teams raised any new codes during the coding process when it was felt that new issues were being registered. In order to ensure that no detail was lost, coders were briefed to raise codes that reflected the exact sentiment of a response, and these were then collapsed into a smaller number of key themes at the analysis stage. During the initial stages of the coding process, meetings were held between the coding team and Ipsos MORI executive team to ensure that a consistent approach was taken to raising new codes and that all extra codes were appropriate and correctly assigned. In particular, the coding frame sought to capture precise nuances of respondents’ comments in such a way as to be comprehensive.

A second key benefit of the Ascribe system is that it provides the functionality of combining codes, revising old codes and amending existing ones as appropriate. Thus, the coding frame grew organically throughout the coding process to ensure it captured all of the important “themes”.

Responses supported by other information

Responses were also received in other formats, these being letters, emails and reports. Several responses also included accompanying documents such as maps and photographs.

Checking the robustness of the datasets

All open-ended free-text responses were coded twice, the first time by the coder and the second time by a senior coder to verify that the correct code or codes had been applied to the open-ended free-text responses and to make amendments as necessary. This second verification occurred once the coding frame had been extensively developed, enabling the most appropriate codes to be applied and the back-coding of “other” codes into newer codes where appropriate, using codes which may not have existed at the time the response was originally coded.

Once coding was complete, and all data streams combined, a series of checks were undertaken to ensure that the data set was comprehensive and complete. The initial check was to match the log files of serial numbers against the resultant data files to ensure that no responses were missing.

In the case of any forms logged that could not be found in the dataset, the original was retrieved from the filed storing boxes, captured then coded and verified as appropriate. A check was then run again to ensure records existed for all logged serial numbers. During this process it was also possible to identify any duplicate free-format responses (e.g. where two cases for the same serial number appeared). Where this was detected, one form was noted as a duplicate (using the corresponding code) to identify that it was not missing data and the information was not double counted.

APPENDICES

APPENDIX A

RESPONSE FORM

HIGH SPEED RAIL: INVESTING IN BRITAIN'S FUTURE

Consultation on the route from the West
Midlands to Manchester, Leeds and beyond

Consultation Response Form

This Consultation will close at **17:00**
on **31 January 2014**.

Please respond online at www.hs2.org.uk,
by email to HS2PhaseTwoRoute@ipsos.com
or by using this response form.

About the Consultation

This consultation seeks your views on the proposed high speed rail route from the West Midlands to Manchester, Leeds and beyond, and on the sustainability impacts. You are also invited to provide your views on how the potential released capacity generated by HS2 could be used, and on the opportunities to introduce other utilities along the route.

The views and information submitted will be summarised in an independent report that will be considered by the Secretary of State for Transport when deciding on the proposed route.

For more information about this consultation please:

- go to the website www.hs2.org.uk; or
- call the HS2 enquiries line on 020 7944 4908 (Lines are open Monday to Friday, 9am to 5pm)

How to respond

You can respond to the consultation in one of the following ways:

- by completing this response form **online** at www.hs2.org.uk;
- sending your response by **email** to HS2PhaseTwoRoute@ipsos.com
- or by **freepost to the following address**:
You do not need a stamp

FREEPOST RTEL-YAZX-HAZT
Phase Two Route Consultation
PO Box 1152
Harrow
HA1 9LH

Please provide views and comments on the ***"Consultation on the Route from the West Midlands to Manchester, Leeds and beyond"*** only.

Please only use the channels described above when responding to this consultation. The Department for Transport and HS2 Ltd cannot accept responsibility for ensuring that responses sent to any other addresses are included in this consultation.

The consultation seeks views on nine questions which are listed in PART TWO of this response form. Before answering any of the questions, please read the consultation document ***"High Speed Rail: Investing in Britain's Future - Consultation on the route from the West Midlands to Manchester, Leeds and beyond"*** – see www.hs2.org.uk. If you have any questions, please email HS2 Ltd at hszenquiries@hs2.org.uk or call the HS2 Ltd enquiries line on **020 7944 4908**.

Please tick the box(es) as appropriate and write your responses clearly in black ink within the appropriate sections. If your response is too large to fit into the consultation response boxes, please attach additional evidence to your form. If you do so, please make it clear which questions you are answering and number any additional pages you send.

Response acknowledgements: We will acknowledge receipt of email and online submissions but we are not able to acknowledge postal submissions.

Confidentiality and Data Protection

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes. These are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004 (EIR).

If you want information that you provide to be treated as confidential, please be aware that, under the FOIA and the EIR, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, in itself, be regarded as binding on the Department for Transport or HS2 Ltd.

The Department for Transport, HS2 Ltd and Ipsos MORI will process your personal data in accordance with the Data Protection Act 1998 and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

The contact information that you provide will be used to perform internal checks to ensure the validity of responses, such as identifying duplicated responses where responses have been submitted via several routes. We may also use this information to inform respondents of any key updates of the consultation, in line with good practice for consultation.

If you wish for your response to be treated as confidential please tick the box and write in your reasons in the box below.

Part One

Information about you

Section A

Are you responding on your own behalf or on behalf of an organisation or group?

Please tick ONE box only.

- Providing my own response (please complete **Section B**, then go to **Part Two**)
- Providing a response on behalf of an organisation or group (please complete **Section C**, then go to **Part Two**)

Section B

If you are providing your own response:

Please provide your first name and last name to ensure that your response is analysed alongside others submitted to the consultation. Please also include your address, postcode and, where appropriate, an email address should we need to contact you with updates about the consultation.

Your Contact Details:

First name:									
Last name:									
Address:									
Postcode:	<table border="1"><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr></table>								
Email address:									

Section C

If you are providing a response on behalf of an organisation or group:

The name and details of the organisation or group may be subject to publication or appear in the final report, unless you have requested confidentiality on this form.

Details of your Organisation or Group:

Please provide your name, role, and name of the organisation or group to ensure that your response is included in the analysis. Please also provide a postal address and, where appropriate, an email address for the organisation or group should we need to contact you with updates about the consultation.

Your name:									
Your role:									
Name of organisation or group:									
Address of organisation or group:									
Postcode:	<table border="1"><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr></table>								
Email address:									

What category of organisation or group are you representing?

Please tick ALL boxes that apply

- Academic (includes universities and other academic institutions)
- Action group (includes rail and action groups specifically campaigning on the high speed rail network proposals)
- Business (local, regional, national or international)
- Elected representative (includes MPs, MEPs, and local councillors)
- Environment, heritage, amenity or community group (includes environmental groups, schools, church groups, residents' associations, recreation groups, rail user groups and other community interest organisations)
- Local government (includes county councils, district councils, parish and town councils and local partnerships)
- Other representative group (includes chambers of commerce, trade unions, political parties and professional bodies)
- Statutory agency
- Transport, infrastructure or utility organisation (includes transport bodies, transport providers, infrastructure providers and utility companies)

Other category of organisation or group (PLEASE SPECIFY BELOW)

Prefer not to say

Please tell us whom the organisation or group represents and how views were obtained.

Please write in the box below

Part Two

Consultation questions

The Government is seeking views on the questions set out below. The Government is interested in any comments on the proposals that you feel the Secretary of State should consider in reaching his final decision.

Please refer to the consultation document "*High Speed Rail: Investing in Britain's Future - Consultation on the route from the West Midlands to Manchester, Leeds and beyond*" when considering your response.

Section A – The Western Leg (West Midlands to Manchester)

This section of the response form relates to the Government's proposed plans for the Western Leg (**West Midlands to Manchester Route**).

If you are interested **only** in the Eastern Leg (West Midlands to Leeds Route), please go directly to Section B.

QUESTION 1 – THE ROUTE AND SUPPORTING INFRASTRUCTURE

Do you agree or disagree with the Government's proposed route between the West Midlands and Manchester as described in **Chapter 7**?

This includes the proposed route alignment, the location of tunnels, ventilation shaft, cuttings, viaducts and depots as well as how the high speed line will connect to the West Coast Main Line.

PLEASE PROVIDE YOUR RESPONSE WITHIN THIS BOX



QUESTION 2 – PROPOSALS FOR STATIONS

Do you agree or disagree with the Government's proposals for:

- a. A Manchester station at Manchester Piccadilly as described in **Chapter 7 (sections 7.8.1 – 7.8.7)?**

PLEASE PROVIDE YOUR RESPONSE WITHIN THIS BOX

- b. An additional station near Manchester Airport as described in **Chapter 7 (sections 7.6.1 – 7.6.6)?**

PLEASE PROVIDE YOUR RESPONSE WITHIN THIS BOX

QUESTION 3 – ADDITIONAL STATIONS

Do you think that there should be any additional stations on the western leg between the West Midlands and Manchester?

PLEASE PROVIDE YOUR RESPONSE WITHIN THIS BOX

Section B – The Eastern Leg (West Midlands to Leeds)

This section of the response form relates to the Government's proposed plan for the Eastern Leg (West Midlands to Leeds Route).

QUESTION 4 – THE ROUTE AND SUPPORTING INFRASTRUCTURE

Do you agree or disagree with the Government's proposed route between West Midlands and Leeds as described in **Chapter 8**?

This includes the proposed route alignment, the location of tunnels, ventilation shaft, cuttings, viaducts and depots as well as how the high speed line will connect to the East Coast Main Line.

PLEASE PROVIDE YOUR RESPONSE WITHIN THIS BOX

QUESTION 5 – PROPOSALS FOR STATIONS

Do you agree or disagree with the Government's proposals for:

- a. A Leeds station at Leeds New Lane as described in **Chapter 8 (sections 8.8.1 – 8.8.5)**?

PLEASE PROVIDE YOUR RESPONSE WITHIN THIS BOX

- b. A South Yorkshire station to be located at Sheffield Meadowhall as described in **Chapter 8 (sections 8.5.1 – 8.5.8)**?

PLEASE PROVIDE YOUR RESPONSE WITHIN THIS BOX

- c. An East Midlands station to be located at Toton as described in **Chapter 8 (sections 8.3.1 – 8.3.6)**?

PLEASE PROVIDE YOUR RESPONSE WITHIN THIS BOX

QUESTION 6 – ADDITIONAL STATIONS

Do you think that there should be any additional stations on the eastern leg between the West Midlands and Leeds?

PLEASE PROVIDE YOUR RESPONSE WITHIN THIS BOX

Section C – The Entire Route (West Midlands to Manchester and Leeds)

This section of the response form relates to the Government's proposed plan for the management of impact of the entire HS2 Phase Two Route, from the West Midlands to Manchester and Leeds.

There are three questions in this section about sustainability, capacity and utilities. When answering these questions, please give your views based on the proposals as a whole.

QUESTION 7 – APPRAISAL OF SUSTAINABILITY

Please let us know your comments on the Appraisal of Sustainability (as reported in the Sustainability Statement) of the Government's proposed Phase Two route, including the alternatives to the proposed route as described in **Chapter 9**.

PLEASE PROVIDE YOUR RESPONSE WITHIN THIS BOX

+

QUESTION 8 – FREED CAPACITY

Please let us know your comments on how the capacity that would be freed up on the existing rail network by the introduction of the proposed Phase Two route could be used as described in **Chapter 10**?

PLEASE PROVIDE YOUR RESPONSE WITHIN THIS BOX

QUESTION 9 – UTILITIES

Please let us know your comments on the introduction of other utilities along the proposed Phase Two route as described in **Chapter 11**?

PLEASE PROVIDE YOUR RESPONSE WITHIN THIS BOX

+



Part Three

Additional evidence

Have you attached additional evidence to this response form?

Please tick ONE box only

- Yes, I have attached additional evidence
- No, I have **not** attached additional evidence

If you have attached additional evidence, please write the number of pages attached in this box:

	Number of pages attached
--	--------------------------

Thank you for completing the response form. Your views play an important role in informing the Government's decision on the HS2 route from the West Midlands to Manchester and Leeds and beyond.

Please send your response to the Freepost address below.

You do not need a stamp.

Freepost RTEL-YAZX-HAZT
Phase Two Route Consultation
PO Box 1152
HARROW
HA1 9LH

**Please ensure your response is sent by the consultation closing date:
31 January 2014, 17:00**

APPENDIX B

DEFINITION OF THEMES

APPENDIX B – DEFINITION OF THEMES

The table below sets out the definitions employed for the nets used in the consultation codeframe. Each net has an explanation of what type of responses should be coded into it, and a list of examples to use as point of reference.

QUESTIONS 1 TO 7

Net	Definition	Examples/keywords
Financial/economic (FE)	<p>Comments on financial and economic issues</p> <p>Comments that money would be better spent on something else should be coded here unless they are transport related, in which case they should be coded under the relevant transport net.</p>	<p>Economic, business and strategic case</p> <p>Mentions of costs</p> <p>Financial benefits</p> <p>KPMG report</p>
Employment impacts of HS2 (Em)	<p>Employment as a direct result of HS2 both in the construction and operational phases.</p> <p>Indirect employment stimulated as part of a wider development due to HS2, by both expansion of existing sites and development of new ones.</p>	<p>Job displacement (job losses/reduction in hours/pay)</p> <p>Job creation</p> <p>Construction jobs</p>
Business (Bu)	Any mentions of business (including mentions of business/commercial property which do not fit under other themes).	<p>Commercial demolition</p> <p>Industrial demolition</p>
Property (Prop)	<p>Any mentions of property (excluding business/commercial property) which do not fit under other themes.</p> <p>Comments about property or land that is directly or indirectly affected.</p> <p>Please note that comments about agricultural land should</p>	Residential demolition

Net	Definition	Examples/keywords
	<p>only be coded here if they relate to the value of the land. All other comments on agricultural land should be coded under 'land use resources'.</p>	
<p>Housing impacts (Hoi)</p>	<p>Comments specifically on increase or decrease in housing needs as part of the socio-economic impacts of the route.</p> <p>This relates to housing on a macro (large scale) level.</p>	
<p>Land use resources (LR)</p>	<p>This relates to any comments made in relation to changing uses of land:</p> <ul style="list-style-type: none"> Where agricultural land is lost or becomes inaccessible Potential impacts of construction through/around existing hazardous or non-hazardous sites such as landfills Use of green belt land Mines, quarries, landfill, and mineral sites <p>Please ensure that more general mentions of property/impact on properties are not coded here.</p>	<ul style="list-style-type: none"> Effects on farmland Agricultural land Agricultural land registration Graded Land quality (e.g. Grade 1) Land designated for waste disposal Preliminary risk profile for landfills Green belt Land take at stations and depots Mines Quarries Land use impact mitigations Land take during construction Landfill Recreational land use Local amenity <p><i>Specific location examples</i></p> <p>Western leg:</p> <p>Grade 1 listed land to be affected:</p> <ul style="list-style-type: none"> Rich peat of Chat Moss between Manchester and Liverpool. Holcroft Moss. <p>Grade 2 listed land:</p> <ul style="list-style-type: none"> Basford Brook south of Crewe and in the Mersey Valley

Net	Definition	Examples/keywords
		<p>around Lymm and Warrington. The depot south of Crewe will take up listed land.</p> <p>Green belt land: West of Newcastle-under-Lyme. North of Northwich. The Golborne Depot would occupy an estimated 25.8ha of green belt. Manchester Airport High Speed Station would occupy some 4.8ha of green belt.</p> <p>Eastern leg: Grade 2 listed land: Tame Valley. Low hills between the Anker and the Mease valleys. Hills between Strelley and Greasley. Undulating plateau between Garforth and Church Fenton. East midlands hub will occupy listed land.</p> <p>Green belt land: Surrounding Nottingham</p>
<p>Planning & development (PD)</p>	<p>Comments on: Existing, proposed or possible future developments (including infrastructure proposals) and an extension to existing developments which are named by respondents (this could include planning applications, or local development plans/frameworks). Please also code more general comments on planning under this net.</p>	<p>Future sites Future development Major development proposals Residential development Floor space Major infrastructure schemes Highways schemes Major minerals and waste management sites Local planning policy Planning consent Planning inspectorate Major development sites</p>

Net	Definition	Examples/keywords
Cumulative impacts (CIm)	<p>Comments on:</p> <p>Impacts of many infrastructure developments concentrated in one location, e.g. a motorway, HS2 and new housing development site.</p>	
Lack of space (LS)	<p>Any comments on lack of development space/land to accommodate HS2 line in UK.</p>	
Compensation (Comp)	<p>Comments on compensation schemes, or the need for compensation.</p>	<p>Property Compensation Scheme (PCC) Exceptional Hardship Scheme (EHS)</p>
Community integrity/impacts (Com)	<p>Comments on the effect of the proposed high speed line on residents/people in the surrounding areas.</p> <p>The potential isolation or severance of residential communities affecting access to amenities, workplace and infrastructure.</p> <p>Any other comments on positive or negative impacts on communities which do not fit under another theme (for instance, comments on sound should be coded under 'noise and vibration' and comments on health should be coded under 'health & wellbeing').</p> <p>Please code 'I live on/near the route' comments here UNLESS someone says 'My property is close to the proposed route / line' which should be coded in Property or 'My business is close to the proposed route / line' which should be coded in Business.</p>	<p>Blight (NB this should not include mentions of compensation) Tranquillity Community demolition Severance Isolation Community demolition Campaign to Protect Rural England Effect on community facilities e.g. swimming pools, youth centres.</p>
Health, Equality and Wellbeing (HEW)	<p>Potential health effects and vulnerabilities along the route, taking into account equality impacts due to a greater</p>	<p>Health effects</p>

Net	Definition	Examples/keywords
	<p>sensitivity of certain demographical groups. Any other comments relating to health impacts or wellbeing as a result of the route, construction or operations.</p> <p>More general comments about the route having a negative impact on people's lives which do not fit under any of the other themes (and in particular community integrity/impacts) should also be coded here.</p>	<p>Health Impact Assessment Discrimination Social exclusion People with protected characteristics</p>
Construction (CI)	<p>General comments on construction. Any comments on construction which relate to other themes (e.g. noise and vibration) should be coded under those themes.</p>	<p>Compound locations (This refers to the area where mainly building materials and machinery will be stored. They may also be at the same location as site offices and construction sites. Members of the public might use the terms compound / site office / construction site interchangeably. This is not linked to vent shaft locations. A reference to that can be found in the Appraisal of Sustainability, although there are likely to be compounds located near vent shafts during the construction period).</p> <p>Operating hours (i.e. construction working hours)</p> <p>Code of construction</p>
Operations		
Speed/frequency/specification of HS2 services (SFS)	<p>Any comments on the running of HS2 services. Any comments on the speed or frequency of HS2 services or ticket prices, as well as capacity issues.</p>	<p>Speed of trains Frequency of services Ticket prices</p>
Existing rail services (ERS)	<p>Any comments on changes to, or impacts on, existing rail services, including during construction or any decrease in services due to HS2.</p>	<p>Disruption</p>
Traffic & transport (TT)	<p>Any comments on traffic, parking and congestion.</p>	<p>HS2 construction traffic (e.g. how many vehicles there will be and the routes they will take).</p>

Net	Definition	Examples/keywords
	Any comments on construction traffic and how HS2 will impact traffic safety and congestion should be coded here.	Construction workers travelling to work and how these vehicles will be managed.
HS2 rolling stock (RS)	Any comments on the trains themselves (and other vehicles that move on the railway).	Types of train e.g. Sprinter, Pendolino
HS2 maintenance (Ma)	Comments on maintenance of the proposed high speed railway.	
HS2 resilience (Res)	Any comments on the ability of the HS2 line to cope with events such as snow, lightning strikes and leaves on the line, as well as how quickly services can get back to normal.	
HS2 technology (Tech)	Any comments on the technology used on HS2.	
Engineering		
Interface with other infrastructure	<p>Any comments on the impact that HS2 will have on the design of existing infrastructure. This also includes comments on any interface with any transport corridor (footpaths, cycle paths, bridleways etc.), access to recreational areas (e.g. country parks) and comments on accessibility to and from stations (e.g. public transport).</p> <p>Code into infrastructure subnets where possible:</p> <ul style="list-style-type: none"> Rail (Ra) Public Transport (PT) Highways (Hi) Airports (Air) Public rights of way (PRW) Canal and Rivers (CR) Tram systems (TS) Connection to WCML/ECML (as appropriate) 	<ul style="list-style-type: none"> Highways (motorways, A roads, B roads and others) Airports Rail (West Coast Mainline, East Coast Mainline, Midland Mainline, other lines) Public rights of way (footpaths, cycle paths, bridleways) Canals and rivers Tram systems Public transport Access Long distance paths Hours of access Interchange hub Public rights of way Construction access Access mitigations
Line of Route (LoR)	Comments on the proposed line of route.	

Net	Definition	Examples/keywords
Width of Route (WoR)	Comments on the proposed width of the track.	
Stations (Sta)	Comments on stations.	Station design Car parking
Tunnels (Tun)	Comments on tunnels (location, specification and impacts).	Bored tunnel Cut & cover tunnel Green tunnel
Depots (Dep)	Comments on depots (location, specification and impacts).	Rolling stock depot Infrastructure maintenance depot Maintenance loops Access routes Operating hours
Cuttings (Cut)	Comments on cuttings (location, specification and impacts).	
Viaducts and bridges (VB)	Comments on viaducts and bridges (location, specification and impacts).	
Ventilation shafts (Ven)	Comments on proposed ventilation shafts (location, specification and impacts).	
Drainage (Dr)	Comments on the drainage of rain water along the route.	
Tracks and power (TP)	Comments on the provision of electricity along the track.	Track Overhead lines
Junctions (Jn)	Comments on junctions along the track, where two or more sections of track meet (location, specification and impacts).	
Embankments (Emb)	Comments on embankments (location, specification and impacts).	

Net	Definition	Examples/keywords
Environment (NB some of the environmental themes specified by HS2 Ltd are elsewhere in the codeframe)		
Landscape & visual (LV)	Landscape impacts and direct changes resulting from the obstruction of, or intrusion into, views of different HS2 structures (the route, construction, operations). Comments on areas of outstanding natural beauty. General comments about countryside also fit within this net.	Visual impacts Visual amenity (i.e. visual quality of the site as experienced by residents and visitors) Landscape Landscape impact Views Statutory landscape designation Mitigation Construction visual impacts <i>Specific location examples:</i> Western leg: Pipe Ridware. Embanked sections near Pipe Ridware and Moreton. In particular, the embankment past Stockwell Heath and the associated loss of ancient hedgerows and trees. Viaduct and embankments across the Trent Valley result in visual impacts on the River Trent and Trent and Mersey Canal, and particularly at Great Haywood Marina. Viaduct over M6 would affect the landscape at the historic parkland at Swynnerton. Wooded landscape between Swynnerton and Madeley with direct impacts on Ancient Woodland – Whitmore Heath. Affect parts of Shelton under Harley and Whitmore. North of Madeley the floodplain at Checkley Brook. Approaching Crewe embankment and viaduct structures.

Net	Definition	Examples/keywords
		<p>Crewe depot would have cumulative landscape impacts along with route south to Hough.</p> <p>Fragment the narrow belt of open countryside between Winsford and Middlewich and directly impact Winnington Wood and Leonard's Wood.</p> <p>Shropshire Union Canal, Trent and Mersey Canal, and the North Cheshire way.</p> <p>Villages of Wimboldsley and Lostock Green.</p> <p>Bridge over M6 and Embankment, visual impacts of Heyrose Golf Club.</p> <p>Visual impacts at Hoo Green exacerbated by impacts from the spur.</p> <p>Embanked section around Agden bridge and viaduct across River Bollin.</p> <p>Visual impacts on Bridgewater Canal, Cheshire Ring Canal Walk and Trans Pennine trail.</p> <p>Viaduct across Manchester Ship Canal affecting residents at Hollins Green, Partington, Cadishead and Glazebrook, as well as canal users.</p> <p>Fragment land north of Lowton.</p> <p>Approaching the WCML, embankments would intrude on Leeds and Liverpool Canal corridor, potentially isolating it from open countryside north of Golborne.</p> <p>Proposed depot would fragment route between Golborne and Abram affecting views from Pennington Flash Country Park.</p> <p>Eastern Leg:</p> <p>Alignment with M42 may cause potential impacts between Water Orton and Tonge.</p> <p>Loss of woodland at Kingsbury Water Park.</p> <p>Demolitions of dwellings in Whateley.</p> <p>Impacts on Pooley Country Park affecting the character of Polesworth and having major impacts on views.</p>

Net	Definition	Examples/keywords
		<p>Disrupt the landscape north west of Rough Park. Deep cutting affecting landscape character near Worthington.</p> <p>Viaduct over A42 would affect landscape character of Conservation Area at Tonge, with the undulating character west of Diseworth also affected.</p> <p>Widely visible viaduct at Soar Valley, continuing on crossing woodland on the riverside bluffs at Thrumpton, eastern edge of conservation area.</p> <p>Impacts for recreational users of the Trent and Mersey Canal and the Trent Valley Way, and for residents on the edge of Thrumpton.</p> <p>Visual impacts for residents of Toton.</p> <p>Embankment and viaduct near Sandiacre intruding on flat and open floodplain, with visual impacts for users of the canal and local footpaths.</p> <p>Residents of Stanton Gate at the edge of Stapleford.</p> <p>Impacts on woodland and a section of deep cutting and high embankment near Annesley Woodhouse.</p> <p>Parkland landscape around Brookhill land east of Pinxton.</p> <p>Stainsby affected at a local scale. Furth north, views of the route would affect visual amenity from Bolsover Castle and its Conservation Area.</p> <p>Viaducts over the River Rother would affect the character of the valley and the historic townscape of Staveley, as well as views from the canal marina.</p> <p>Impacts on the character of the Conservation Area near Renishaw, due to the proposed building of a viaduct.</p> <p>Visual impacts would affect recreational users of the Cuckoo Way and the Trans Pennine Trail, the latter affected intermittently over several kilometres.</p> <p>Treeton and Catcliffe areas the proposed route would affect the character of the river corridor and separate the</p>

Net	Definition	Examples/keywords
		<p>land at Orgreave from the river.</p> <p>Visual impacts would be localised; affecting parts of the country park, local footpaths (including the Trans Pennine Way and Sheffield Country Walk); the western edge of Killamarsh and Swallownest; and the southern edge of Catcliffe.</p> <p>Viaducts north and south of Meadowhall affecting the townscape setting of the Meadowhall Centre, views from M1, Wincobank and the Trans Pennine Trail. Some potential loss of woodland and trees along the route.</p> <p>Effects on landscapes as route diverges from the M1 north east of Sheffield. Visual impacts for visitors of the Dove Valley and Worsbrough Dale and Lower Lewden due to woodland loss and disruption to the landform – in the valleys of the Dove and Dearne Rivers.</p> <p>Route at Cudworth Dike causing visual impacts on the south-west of Shafton Two Gates village and at Rabbit Ings Country Park.</p> <p>Proposed depot at New Crofton with the spur affecting Walton Country Park and views from Crofton.</p> <p>West of Normanton, deep cutting would affect the hillsides above the river. Crossing of the Calder affecting viewpoints from Bottom Boat and Lower Altofts – with major visual impacts for residents of Methley Lanes.</p> <p>Routes crossing the River Aire and Calder Navigation on a viaduct, between Calder and Aire Valleys, impacting diverse and relatively unspoilt river corridor.</p> <p>Local landscape impacts would affect the small valley west of Swillington and the wooded farmland landscape near Garforth, around Barrowby Hall.</p> <p>Combined impacts of the route and spur into Leeds.</p> <p>East of Barkston Ash, the new viaduct structures would alter the character of the landscape west and north of</p>

Net	Definition	Examples/keywords
		Church Fenton and give rise to visual impacts to residents on the western and northern edge of the village.
Biodiversity & Wildlife (BW)	Potential effects of the route, construction and operations on areas which are high in biodiversity (large volume of different species); nature reserves – national and local; ancient woodlands; sites of special scientific interest (SSSIs); impacts on flora and fauna outside these designated areas. Special Areas of Conservation (SAC); Special Protection Area (SPA); Habitat Regulations Assessment (HRA); Biodiversity Action Plans (BAP); Habitats of Principal Importance (HPIs).	Natural Area (NA) profiles National Character Areas Living Landscape Strategies English Nature Natural England Nature Conservation Biodiversity Habitats of Principal Importance Sites of special scientific interest (SSSIs) Special Areas of Conservation (SAC) Special Protection Area (SPA) Habitat Directive Ancient woodland Ancient Woodland Inventory Wetland Woodland Community forests Ecosystem services RAMSAR sites Convention on Wetlands of International Importance Environment Agency Habitat Regulations Assessment (HRA) National Nature Reserves (NNR) National Environment and Rural Communities Act 2006 Biodiversity Action Plans (BAP) Wildlife Trust Reserves Wildlife Trust Local nature reserves Mitigations Protected species

Net	Definition	Examples/keywords
		Biodiversity & wildlife impact mitigations
Cultural heritage (CH)	<p>Cultural heritage covers three key areas: Archaeological and palaeo-environmental remains (including geological deposits that may contain evidence of the human past). Historic landscapes. Historic buildings and the built environment. For instance scheduled monuments, battlefields, listed buildings, registered historic parks and gardens, conservation areas.</p> <p>Please ensure that all references to gardens, grounds and other planned open spaces are coded here and not under 'biodiversity and wildlife'.</p>	Archaeological remains Palaeo-environmental remains Historic landscapes Historic buildings and the built environment Archaeological sites Archaeological monuments English Heritage Register of Historic Battlefields Significant battlefields Scheduled monuments Grade II Listed Grade II* Listed Grade I Listed Register of Historic Parks and Garden Registered Park and Garden Listed Building Conservation Area National Trust
Noise & Vibration (NV)	Comments on noise and vibration from construction, maintenance and operation, plus steps being taken to mitigate these impacts.	Airborne noise impacts Dwellings Noise model Construction noise Construction vibration Earth bund Bunds Noise barriers Noise survey Mechanical noise Rolling noise

Net	Definition	Examples/keywords
		<p>Aerodynamic noise HS2 noise appraisal Noise mitigation Noise reduction Ground-borne vibration Ground-borne noise</p> <p><i>The main residential areas where residual noise impacts are currently predicted include:</i></p> <p>Western leg: Great Haywood in Staffordshire Chorlton in Cheshire East Lostock Green and Lostock Gralam in Cheshire West and Chester Hollins Green in Warrington</p> <p>Eastern leg: Kingsbury in North Warwickshire Measham in North West Leicestershire Long Eaton and Sandiacre in Erewash Stapleford and Nuthall in Broxtowe</p>
<p>Air quality/carbon omissions (AQ)</p>	<p>This refers to the effect that the route, construction and operations will have on levels on emissions (i.e. carbon, nitrogen dioxide/NO2 etc.) and their impact at both a national and local level on air quality.</p> <p>All comments on construction dust should also be coded here.</p>	<p>Carbon emissions Greenhouse gases Economic case climate data Carbon assessment UK carbon agenda Operational emissions Embedded emissions Construction emissions Carbon impact mitigations Emissions Air quality impacts</p>

Net	Definition	Examples/keywords
		Air quality management areas Construction dust Construction emissions Air quality mitigations
Water resources & flood risk (WF)	Comments on: The increased flood risk. The diversion and crossing of water courses. Potential effect and pollution on groundwater resources. This could be construction or operational.	Rivers Canals Lakes Reservoirs Dykes Brooks Stream Water Framework Directive (WFD) River Basin Management Plans Ecological and chemical status of water bodies Classified watercourse Watercourse diversions River channel diversion River channel modification Flood risk Flooding Environment Agency Internal Drainage Boards Lead Local Flood Authorities Environmental enhancement opportunities Watershed Environment Agency Main Rivers Environment Agency Flood Zone Maps Floodplain Flood Zone 1 (classified as low probability of flooding) Flood Zone 2 (classified as medium probability of flooding) Groundwater flooding Failure of reservoirs

Net	Definition	Examples/keywords
		<p>Flooding from sewers Surface water flooding Aquifers Potable water supply Source Protection Zones (SPZs) Groundwater levels British Geological Survey Groundwater abstraction Construction water issues Watercourse and flood risk impact mitigations</p> <p><i>Specific location examples:</i></p> <p>Western Leg: River Weaver diversions. Risk of flooding at Manchester Piccadilly (canalised River Medlock), at Crewe Depot, Golbourne Depot. Areas of sensitive groundwater including an abstraction point near Whitmore, Pocket Nook 1 abstraction point near Lowton and sites near Swynnerton. Boreholes at Common Lane Farm, Kings Bromley (near Handsacre), and a borehole at Origin Development in Manchester city centre.</p> <p>Eastern Leg: Realignment of River Doe Lea, Ricer Rother, River Don, River Aire, Famley Wood beck, Gilwiskaw brook, Blackburn Brook and Cudworth Dyke. Possible flood risk at Sheffield Meadowhall station, East Midlands Hub and Leeds new lane station. Effect on abstractions which fall into these categories, namely: Acton Road works, Long Eaton; two sites north-east of Garforth; and one site at Stourton in the Aire Valley, near Leeds.</p>
Environment (Env)	Any general comments on the environment which do not fit	

Net	Definition	Examples/keywords
	under any of the other nets.	
Safety (Saf)	Comments on how the proposed line of route will affect injury and fatality rates due to the shift in modes of transport, as well as safety concerns during the construction phase.	Construction safety
Material resource use (MRU)	Any comments on the quantities of materials as a result of demolition (not produced by HS2), construction and operation of the scheme or the materials (steel and concrete) to be used in construction.	Building materials Principal material resource requirements Conversion factors Embedded carbon figures Characteristics of scheme structures Construction materials
Excavated material and waste production (EW)	Any comments on: Material and waste created from demolition, construction as well as operation of the scheme, such as excavation of earth and other material during the construction. Use of excavated material in building of embankments and other schemes outside of the project (e.g. filling in a disused pit elsewhere).	Material and waste from demolition, construction and operation Excavated material Extent of depth cuttings Landscaping Surplus material Environmental improvement projects Site waste management plans Contaminated land Contaminated waste Material and waste impact mitigations Examples of operational wastes: Maintenance waste, particularly at depots (concrete, ballast, steel, fuels, oils, chemicals, spent mechanical and electrical components and vegetation). Waste from passengers (food packaging, newspapers, magazines etc.).

Net	Definition	Examples/keywords
Ability of HS2 to resist/adapt to climate change (CC)	Any comments on HS2 and climate change to be coded here.	Climate change Atmosphere UK Climate Change Projections (UKCP09) Climate data Climatic attributes Climate impacts Extreme future weather conditions Climate impact mitigations

QUESTION 8

All comments on the capacity which would be freed up on the existing rail network by the introduction of the proposed Phase Two route should be coded here. The term ‘released capacity’ is used to describe this. Comments were only coded under these nets if they relate to capacity/released capacity. More general comments on the western leg/eastern leg/Phase Two route should be coded under those nets.

Theme	Definition	Examples / keywords
Capacity	Any general comments on capacity which do not fit under any other net.	
Improvements to quality of existing services (QIES)	Mentions of any issues on existing services, how they might improve and also how the current line may be affected if the proposed line of route is built.	Overcrowding Reliability Cost Running services earlier or later than currently allowed Concerns that spending on repairs and maintenance will fall on existing network More freight trains leading to deterioration of existing lines and worse services
Connectivity/ integration between transport modes and other services (Con)	<p>Comments on the possible connectivity/ integration between HS2 and other modes of transport. Including the time, cost and ease of implementing the additional connectivity/ integrating other modes of transport.</p> <p>Code individual references to connectivity issues between stations or services, e.g.</p> <p>East Midlands Hub to Derby, Nottingham or Leicester.</p> <p>Leeds station to Leeds HS2 station.</p> <p>Manchester Airport High Speed Station to Manchester Airport and existing station.</p> <p>Serving Scotland - Edinburgh and Glasgow etc.</p> <p>Transport for London, Tube, Crossrail.</p>	<p>Conventional rail Road Aviation European rail Cycling (including taking bikes on trains) Bus services Coach services Equality and access of modes Safety</p> <p><i>Key words on integration between modes and services:</i></p> <p>Time Cost Ease Equality and Access Getting bikes on trains Safety</p>
Frequency of existing services (FES)	Comments on the frequency of existing trains and possible changes in frequency due to the proposed	Maintain X number of trains between X and X Increase in trains per hour from X

Theme	Definition	Examples / keywords
	line of route.	to X Concerns over decrease of services between X and X
Technology (Tech)	Any advances in technology that could be implemented along the proposed line of route/existing line that may improve services or be of wider benefit.	Improved signalling Electrification Driverless trains In-cab signalling Broadband WIFI and working on trains
Adding connections and using HS2 Line in further ways (FUL)	Adding further connections to the HS2 line and the use of additional train types on the proposed line of route/existing line.	Ability to run conventional trains on HS2 lines or HS2 classic compatibles on existing network in worst case scenarios. Adding other connections to HS2 e.g. Midland Mainline connection with HS2 from Leicester to Toton enabling High Speed Leicester services northwards.
Environmental issues for conventional rail (Env)	Any concerns about the environmental impact or environmental performance of conventional rail. Code individual environmental impact type (e.g. noise, carbon, air quality).	Concerns that more should be spent to improve environmental performance of conventional rail.
Network Rail document and methods for determining released capacity (MDRC)	Any specific references to the Network Rail document and any proposed methods which may help to determine how much capacity will be released, if the proposed line of route is built.	Do Minimum Incremental Approach Integrated Connectivity Approach
Examples/Comparisons to other countries (CtoC)	Any comments on what other countries have done with released capacity.	Germany (who use hub and spoke model) France Japan Spain China Plans in US and Australia
For additional freight services (Addf)	Please code any comments on freight services here.	
Other transport comments	Please code any non-rail transport comments which don't fit under other themes here.	

Additional keywords/ categories

Please also note for the following keywords/categories:

Location specific coding

Cities, towns, smaller stations
Main rail lines: WCML, ECML, MML, Crossrail etc.
Specific routes
European/international services
Places served directly or indirectly by HS2
Places only served by conventional rail (e.g. South West, most of Wales)

Named specific services

e.g. 08:00 from London to Manchester,
Services or lines which respondents want reopening or re-establishing

Rail service specific coding

Inter-city, inter-regional, local, commuter, community rail, freight (including different types of freight: intermodal, bulk, specialist), light rail, trams and sleeper services.

Rail provider coding

List of train operating companies (TOCs)/Freight operating companies (FOCs)/community rail/open access providers/government run services (ECML).

References to particular train types

Sprinter, Pendolino, etc.

References to specific rail schemes

For example, the electrification of Midland Main Line

QUESTION 9

All comments relating to the introduction of other utilities along the proposed Phase Two line of the route should be coded here, as well as any other comments in relation to utilities.

Codes/themes

Below is a list of the utilities and themes which respondents may mention in relation to this question.

Networks
Power lines
Broadband / telecommunications/ fibre-optic cable
Gas pipelines
Water pipelines
Flood defences
Combined heat and power schemes
Nuclear (including transportation of nuclear materials)
Renewable energy sources (wind, solar, biomass)
Energy from waste and landfill sites
Monitoring stations (including potential to have monitoring stations along line for route to measure various effects across the country – e.g. weather monitoring, air quality monitoring, spread of invasive species etc.)
Mining and mineral extraction
Linking habitats together/green corridors
Postal/courier (including benefits of being able to courier items faster)
Sustainable travel benefits in relation to the introduction of other utilities

- References to cycling schemes along line of route
- References to walking/rights of way along line of route

Present energy needs
Future energy needs
Present water needs
Future water needs
Present telecoms needs
Future telecoms needs

Robustness or suitability of proposed infrastructure

Assessments of suitability for different infrastructure schemes e.g. good/bad/indifferent or good/bad value for money.
Reasons why individual infrastructure schemes would be suitable/unsuitable.

Impacts to Ministry of Defence (MoD) land of suggested utilities

Potential impacts to MoD airports
Safety issues around MoD land

Potential benefits for existing utilities from released capacity

For example, better freight paths for delivering coal to power stations.

Keywords/categories to look out for/code

The keywords/categories to look out for or to code are consistent across all the codes/themes listed above. These are as follows:

References to particular utility companies or regulators

Power companies – Eon, British Gas, Scottish Power etc.
Telecom companies – BT, TalkTalk, Virgin etc.
Major renewable companies – Alternative Energy Ltd, Good Energy Group PLC etc.

Water companies – Anglian, Southern, South West Water, United Utilities etc.
Regulators – OFCOM, OFGEM, OFWAT

References to specific sites/businesses

E.g. named power stations – Ratcliffe on Soar
Reservoirs – Cold Hiendly and Winterset reservoirs on eastern leg
Specific canals – e.g. Chesterfield Canal restoration
Existing power lines/gas pipelines etc.

Location specific coding

Eastern/western leg/Phase One/Heathrow
City/town/village
Routes/sections/regions – e.g. between NW and SW
England/Scotland/Wales/Europe/other countries
Local authority boundaries/utility boundaries
Other geographical boundaries e.g. watersheds, river basin, flood zones, agricultural zones

APPENDIX C

MARKED-UP CODEFRAME



HS2 PHASE TWO ROUTE CONSULTATION MARKED-UP CODEFRAME JULY 2014

This document shows the final topline results from responses to the HS2 Phase Two Route Consultation. Responses are included from those who completed an online or paper response form, or who sent an email or white mail response.

The consultation ran from **17th July 2013 to 31st July 2014**.

Responses are shown in the form of numbers, not percentages.

The codeframe is structured as follows:

Section A: Comments on the **western leg (Q1-3)**. All comments on the western leg and western leg stations were coded here. Any sustainability comments relating to western leg locations were also coded here.

Section B: Comments on the **eastern leg (Q4-6)**. All comments on the eastern leg and eastern leg stations were coded here. Any sustainability comments relating to eastern leg locations were also coded here.

Section C: Comments on the **whole route and comments which went beyond the scope of the consultation questions:**

- Appraisal of sustainability (Q7)

- Freed capacity (Q8)

- Utilities (Q9)

- Any other comments on Phase Two (beyond the scope of the consultation)

- General comments on HS2 (beyond the scope of the consultation)

- Comments on the consultation and other general issues (beyond the scope of the consultation)

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

		Total
	Base size:	2838
Q.1	Do you agree or disagree with the Government’s proposed route between the West Midlands and Manchester as described in Chapter 7? This includes the proposed route alignment, the location of tunnels, ventilation shaft, cuttings, viaducts and depots as well as how the high speed line will connect to the West Coast Main Line.	
	AGREE TO / DISAGREE WITH PROPOSED ROUTE BETWEEN WEST MIDLANDS AND MANCHESTER - THE ROUTE AND SUPPORTING INFRASTRUCTURE	2838
	West - Proposed route between West Midlands and Manchester - Agree	469
	West - Proposed route between West Midlands and Manchester - Agree strongly	30
	West - Proposed route between West Midlands and Manchester – Agree	333
	West - Proposed route between West Midlands and Manchester - Agree with caveats	106
	West - Proposed route between West Midlands and Manchester - Disagree	1377
	West - Proposed route between West Midlands and Manchester - Disagree strongly	181
	West - Proposed route between West Midlands and Manchester - Disagree	1196
	West - Proposed route between West Midlands and Manchester - Neither Agree nor Disagree	176
	West - Proposed route between West Midlands and Manchester - Neither Agree nor Disagree	26
	West - Lack of knowledge / experience of the route / locations / not affected by this part of the route / is out of my area / not relevant to me	99
	West - No preference / no opinion / no views on the proposed route	47
	West - No problem / no objection / no issue with the proposed route	10
	West - ‘Do not disagree’ / ‘cannot disagree’ with the proposed route	3
	West - I am happy / content / fine with the proposed route	3
	West - Possibly / unsure / do not know about the proposed route	1
	West - I have not considered this in detail / do not have strong views on the proposed route	5
	West - Proposed route between West Midlands and Manchester - Reasons to Agree / Disagree / Neither Agree nor Disagree & Alternative Suggestions	1798
	West - Location	1399
	West - Abram Flashes	19
	West - Abram Flashes - Reasons to Disagree	18
	West - AF - Ew - Concern about management of waste and effluent from cleaning of trains	1
	West - AF - BW - Concern that dispersal of drainage from the rolling stock depot and WCML junction along Lightshaw Lane will affect quality of watercourses and ponds	1
	West - AF - BW - Depot will split the SSSI and Marl Pit Ponds South of Lighshaw Lane, probably resulting in wildlife losses because of isolation from each other	1
	West - AF - LR - Lightshaw lane will lose Farmland to the South, the right of way along the lane, mature hedgerows, trees and ponds	1
	West - AF - Env - Part of Lightshaw Meadows Nature Reserve will be lost	1
	West - AF - LV - Rolling Stock Depot between A573 and Abram Flashes SSSI will be detrimental to canal bank footpath/cycleway users	1
	West - AF - NV - Proposed route / depot / embankment would negatively impact noise levels / pollution in Abram Flashes / Lightshaw Meadows	1
	West - AF - BW - Proposed tree planting to buffer Abram Flashes is a bad idea / wrong / will provide cover for predators / increase demands on the water table	2
	West - AF - BW - It would not be possible to compensate for / replace the conditions of Lightshaw Meadows SSSI anywhere nearby / in Greater Manchester	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - AF - LoR - Proposed route passes close to / will destroy Lightshaw Meadows SSSI	5
West - AF - WF - Area around Lightshaw Flash is prone to / designed for flooding	2
West - AF - WF - Area around Lightshaw Flash is prone to subsidence	1
West - AF - LV - Lightshaw is an attractive areas with footpaths / open countryside	1
West - AF - LR - The area is riddled with mining subsidence making is unsafe / geology is unsuitable and dangerous for heavy construction work	1
West - AF - CI - Construction traffic will pass on roads alongside the SSSI	1
West - AF - BW - Concerns for endangered Raptor bird colony in SSSI	1
West - AF - Wa - Concerns about pollution from seepage to waterways in the area	1
West - AF - LV - Rolling Stock Depot between A573 and Abram Flashes SSSI will destroy the countryside	8
West - AF - BW - Proposed route will disturb Sites of Special Scientific Interest (SSSI) at Abram Flashes	13
West - AF - BW - Proposed route will disturb wetlands for breeding wading birds at Lightshaw Flash, Abram	7
West - AF - BW - A lot of work / investment / funding has gone into improving the Abram Flash / Lightshaw Meadows nature reserves / Sites of Special Scientific Interest / Local Wildlife Sites	3
West - AF - Com - The local community cherish the Abram Flashes	3
West - Abram Flashes - Reasons to Neither Agree nor Disagree	1
West - AF - BW - Lightshaw Meadows is specifically designed for ground nesting wading birds	1
West - Abram Flashes - Alternative Suggestions	8
West - AF - BW - Appropriate measures needed to safeguard Great Crested Newts are needed, at Marl Pit Ponds and another Grade A SBI farther SW	1
West - AF - LoR - Line should be further South - West at Abram Flashes to avoid building on land affected by subsidence	2
West - AF - LoR - Line should be further South - West at Abram Flashes to avoid SSSI	4
West - AF - LoR - Proposed route should be re-sited away from the Abram Flashes	2
West - AF - Dep - Proposed depot should be re-sited away from the Abram Flashes	5
West - AF - BW - Research carried out for the British Trust for Ornithology, Waterways Bird Survey, Waterways Breeding Bird Survey and the Wetland Bird Survey provides definitive data for Abram Flashes SSSI	2
West - Agden (Agd)	3
West - Agden - Reasons to Disagree	1
West - Agd - Bu - Construction may close mooring facilities / car park at Bridgewater Canal / lead to loss of income	1
West - Agd - NV - Noise from trains crossing Bridgewater Canal will be an issue / affect wildlife / users of canal corridor	1
West - Agden - Reasons to Neither Agree nor Disagree	1
West - Agd - CH - HS2 will pass through former parkland of Agden Hall, Grade II listed, M56 already cuts into the former park	1
West - Agden - Alternative Suggestions	2
West - Agd - CR - Bridgewater Canal must remain open during construction of crossing	1
West - Agd - CR - Mooring / connection with car park must be reinstated after construction of crossing over Bridgewater Canal	1
West - Agd - CR - Request legal document / information regarding construction details / future access arrangements / oversail of Bridgewater Canal crossing affecting the canal is required	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Agd - MRU - Suggest use of facing stone / brick skin over concrete to minimise the visual impact at the Bridgewater Canal crossing	1
West - Agd - NV - Noise issues from trains crossing Bridgewater Canal should be addressed through noise attenuation	1
West - Agd - TT - Access road to Bridgewater must allow access for canal maintenance vehicles / boat transportation / not be subject to height limitation caused by crossing	1
West - Agd - VB - Crossing of Bridgewater Canal must meet certain requirements	1
West - Alderley Edge (Ald)	5
West - Alderley Edge - Reasons to Disagree	4
West - Ald - Com - Proposed route will not go through Alderley Edge to avoid upsetting wealthy / influential business people	3
West - Ald - Com - Currently used Wilmslow / Stockport stations are more convenient than proposed Manchester Airport station for Alderley Edge residents	1
West - Alderley Edge - Alternative Suggestions	1
West - Ald - LR - Proposed route from Alderley Edge / Wilmslow to Manchester Airport should enter a tunnel to avoid the green belt	1
West - Ald - Tun - Proposed route from Alderley Edge / Wilmslow to Manchester Airport should enter a tunnel to avoid the airport runway	1
West - Ardwick / West Gorton (ArWG)	8
West - Ardwick / West Gorton - Reasons to Disagree	6
West - ArWG - Com - Concerns about potential impact on Armitage Primary School	1
West - ArWG - Com - West Gorton residents face disruption / another period of uncertainty and upheaval	2
West - ArWG - PD - Proposed route threatens existing and future developments / Local Authorities plans	1
West - ArWG - Prop - Concerns that homes will be blighted / damaged / lost	1
West - ArWG - Com - Concerns that school will be blighted / damaged	1
West - ArWG - Prop - Disagree with the demolition of Ardwick station	1
West - ArWG - VB - Unclear about whether HS2 will prevent access to abandoned viaduct in Ardwick	1
West - Ardwick / West Gorton - Alternative Suggestions	3
West - ArWG - Hol - Should be adequate provision for the local authority to provide alternative housing for residents	1
West - ArWG - Tun - Should consider tunnel openings / other possible routes into Manchester Piccadilly in the Ardwick area	1
West - ArWG - Com - Disruption to residents should be kept at a minimum	1
West - ArWG - Com - If residents have to move should be informed as soon as possible / compensated for disruption	1
West - ArWG - Com - Potential impact on Armitage Primary School should be addressed	1
West - ArWG - Com - Should be adequate provision for the local authority to invest in regeneration of the community	1
West - ArWG - Prop - Proposed tunnel under Manchester should emerge closer to Manchester Piccadilly to avoid demolition of homes in Ardwick/West Gorton area	1
West - ArWG - Sta - Should lower the HS2 platforms at Manchester Piccadilly closer to street level to allow the line to enter the tunnel sooner in order to reduce demolitions in the Ardwick / West Gorton area	2
West - Armitage with Handsacre (AwH)	1
West - Armitage with Handsacre - Reasons to Agree	1
West - Armitage with Handsacre - BW - Viaducts reduce the impact on Trentside Meadows Site of Biological Importance (SBI)	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Armitage with Handsacre - Reasons to Disagree	1
West - Armitage with Handsacre - CI - impacts during construction	1
West - Armitage with Handsacre - BV - Concern about height and length of the viaduct into the parish	1
West - Armitage with Handsacre - Alternative Suggestions	1
West - Armitage with Handsacre - BW - The impact on Trentside Meadows Site of Biological Importance (SBI) should be fully considered/ mitigated	1
West - Altrincham (Alt)	16
West - Altrincham - Reasons to Disagree	12
West - Alt - BW - Proposed route will affect ancient woodland / Warburton Wood	1
West - Alt - BW - Proposed route will have negative impact on biodiversity in Sunbank Wood / Cotterill Clough / Davenport Green Wood	1
West - Alt - AQ - Viaduct over Bollin Valley flood plain will increase risk of pollution	1
West - Alt - Hi - Inadequate research into Manchester Interchange Station and M56 junction	1
West - Alt - Prop - Compensation inadequate	1
West - Alt - Prop - Concerns about negative effect on property on Sunbank Lane / Ashley Parish	1
West - Alt BW - Route will have a devastating impact upon ancient woodland at Sunbank Wood and Cotterill Clough	1
West - Alt - Env - Spur to Manchester makes environmental damage between Warrington and Altrincham unacceptable	3
West - Alt - Bu - Proposed route will devastate my farm / business	1
West - Alt - Prop - Proposed route will blight my property / will render it unsalable	2
West - Alt - Com - Proposed route will cause disruption during construction	1
West - Alt - NV - Proposed route will increase the noise pollution / destroy the peace of the area	2
West - Alt - LR - Proposed route will cause the loss of agricultural land	3
West - Alt - LoR - Ivy House Farm will find itself situated in the triangular island formed by the three separate sections of railway required for the Manchester spur junction	1
West - Alt - LV - Proposed route will have a negative visual impact / destroy the views of the area	4
West - Alt - Hi - Proposed route will cut off access route to Altrincham	1
West - Alt - Bu - Proposed route jeopardises Woolstencroft dairy farm's viability / puts 4 full time jobs at risk	1
West - Alt - LV - Plans show HS2 crossing under a realigned Spring Lane. The mainline is 4m above current ground level and the bridge will rise 12m (excluding side barriers), which will have a huge visual impact on Woolstencroft Farm and across Dunham Massey Estate	1
West - Altrincham - Reasons to Neither Agree nor Disagree	2
West - Alt - Potential impacts on views into and out of Dunham Massey need further exploration	2
West - Altrincham - Alternative Suggestions	3
West - Alt - NV - A plan is needed to mitigate the noise impact of the proposed route	1
West - Alt - Ra - Re-routing the Chester to Manchester service on to HS2 line would leave Altrincham / Hale without a rail connection	1
West - Alt - TS - Should extend an electrified rail route from Altrincham to Chester / Northwich / Middlewich / Crewe and connect with an upgraded West Coast Main Line to allow access to Manchester Airport from Cheshire	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Arley Brook (Arl)	3
West - Arley Brook - Reasons to Disagree	3
West - Arl - BW - Proposed route / viaduct would negatively impact Arley Brook / Waterless Brook Local Wildlife Site	3
West - Ashley (Ash)	30
West - Ashley - Reasons to Disagree	26
West - Ash - LV - Adjacent to Ashely the line is on embankment, will be significant impact on landscape	2
West - Ash - LV - Significant visual impact and on landscape character due to embankment adjacent to Ashley	2
West - Ash - BW - Proposed route will negatively impact Ecclesfield Wood Local Wildlife Site	1
West - Ash - LoR - Concerns regarding the crossing of the Mid-Cheshire Rail Line south of Ashely	2
West - Ash - LV - Proposed route / embankment at Ashley will have a negative visual impact	2
West - Ash - LoR - Proposed route through Ashley is unnecessary / not needed / not required	1
West - Ash - CH - Proposed route may / would negatively affect / demolish Grade II Listed Park Farmhouse	1
West - Ash - LR - Proposed route will lead to the loss of high grade farmland in local area	3
West - Ash - Prop - Proposed route runs close to / adjacent to my property	1
West - Ash - Prop - Proposed route will negatively impact / blight / devalue my / people's property / render it unsalable	1
West - Ash - Prop - Access to my property during construction will be significantly affected	1
West - Ash - NV - Proposed route will negatively impact on the noise levels in the area // disturb the tranquillity	4
West - Ash - LV - Proposed route via a bridge will devastate the views from my property	1
West - Ash - BW - Proposed route will affect ancient woodlands at Arden House / Middle House / Langley Priory / will cause loss of habitats connectivity	3
West - Ash - LR - Route between Ashley / Winterbottom / Glazebrook cuts through greenbelt land	2
West - Ash - Com - Proposed route will decimate parts of Ashley	2
West - Ash - Com - Proposed elevation of the line will have a negative impact on the village of Ashley	6
West - Ash - LoR - Route between Ashley / Winterbottom / Glazebrook contradicts statement in Chapter 9 restricting the growth of built up areas	1
West - Ash - Clm - Village of Ashby will be surrounded by HS2 to the south and M56 to the north	4
West - Ashley - Reasons to Neither Agree nor Disagree	1
West - Ash - Cut - Line between Ashley / Winterbottom / Glazebrook will involve 3 large cuttings which will need tunnelling	1
West - Ashley - Alternative Suggestions	15
West - Ash - Prop - Proposed M56 Junction in alternative shortlisted suggestions would negatively impact / destroy / demolish properties in Ashley	6
West - Ash - LR - Proposed M56 Junction in alternative shortlisted suggestions would negatively impact / destroy / use green belt land	6
West - Ash - LoR - Route track under rather than over existing rail line / mid-Cheshire rail line	4

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Ash - Com - Alternative shortlisted suggestions for an additional station near Manchester Airport would negatively impact / damage the village of Ashley / especially 4c / 4d	7
West - Ash - LV - Corridor approach to reinforcement / extension of landscape features i.e. hedgerows, trees etc could be valuable	2
West - Ash - LV - Substantial mitigation must be achieved by placing more of route in cuttings / reducing length on embankment and viaduct	2
West - Ash - LoR - The line should go under the mid Cheshire Rail Line at Ashley	1
West - Ash - Tun - The HS2 crossing of Mid-Cheshire Line south of Ashley must be under existing motorway and railway line	1
West - Ash - LV - Alternative shortlisted suggestions for an additional station near Manchester Airport would negatively impact / destroy large areas of Cheshire countryside	6
West - Ash - LR - Alternative shortlisted suggestions for an additional station near Manchester Airport would negatively impact / destroy large areas of productive farmland	5
West - Ash - TT - Alternative shortlisted suggestions for an additional station near Manchester Airport would create more traffic in Ashley from the motorway	5
West - Ash - PD - Alternative shortlisted suggestions for an additional station near Manchester Airport would create pressure to develop around the proposed station in Ashley	6
West - Ash - WF - Option 4c in the alternative shortlisted suggestions for an additional station near Manchester Airport would have an increased risk of flooding from the River Bollin Valley during operation / construction	5
West - Ash - C - Alternative shortlisted suggestions for an additional station near Manchester Airport would create more traffic in Ashley from the motorway	5
West - Ash - LR - All three routes between Ashley / Winterbottom / Glazebrook should be tunnelled / as with the Chilterns / to prevent impact on greenbelt land	1
West - Ash - Tun - Proposed route through Ashley should be through tunnels / cut and cover tunnels	1
West - Ash - Tun - An extension of the tunnel as the track exits / enters Manchester Airport would mitigate impact	1
West - Ash - Cut - Use of cuttings / bunds with environmental mitigation would mitigate the impact	1
West - Ash - NV - Need adequate / comprehensive noise screening near Little Thorns Green farm / nearby homes	4
West - Ash - LoR - Proposed route should be moved slightly further away from the village of Ashley	6
West - Ash - NV - Proposed elevation should be dropped to reduce noise impact on the village of Ashley	4
West - Ash - Env - Proposed elevation should be dropped to reduce environmental impact on the village of Ashley	7
West - Baldwins Gate (Bald)	1
West - Baldwins Gate - Reasons to Disagree	1
West - Bald - Com - Proposed route will impact local community	1
West - Baldwins Gate - Alternative Suggestions	1
West - Bald - LoR - Should move the line where it crosses the A53 nearer to Whitmore village to reduce impact on Baldwins Gate	1
West - Bald - Com - Should cut and cover tunnel / track through Whitmore Wood to reduce impact on local community of Baldwins Gate	1
West - Bamfurlong	39
West - Bamfurlong - Reasons to Agree	1
West - Bamf - WCML - Agree / broadly agree with WCML connection at Bamfurlong	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Bamfurlong - Reasons to Disagree	35
West - Bamf - FE - The economic case for the Hoo Green to Bamfurlong spur has not been made	1
West - Bamf - FE - A cost / benefit analysis for the people / villages along the Hoo Green to Bamfurlong spur has not been carried out	1
West - Bamf - LR - Winterbottom to Bamfurlong line will cause loss of farm land/financial losses to farmers	1
West - Bamf - LoR - There are cheaper alternatives to the £1 billion it will cost to construct the Winterbottom to Bamfurlong line	1
West - Bamf - LoR - Disagree with line from Winterbottom to Bamfurlong	1
West - Bamf - LR - In the Manchester Wetland Partnership Local Nature Improvement Area a £3.7m programme is underway to show commercial developments can go hand-in-hand with nature improvements, not smash through significant landscapes	1
West - Bamf - FE - Route from Hoo Green to Bamfurlong will be expensive / costs could be higher than estimated	1
West - Bamf - SFS - Route from Hoo Green to Bamfurlong would not offer significant journey time savings	1
West - Bamf - TP - The Hoo Green to Bamfurlong section will only take classic compatible trains north	1
West - Bamf - ERS - The section from Manchester Airport to Bamfurlong has not been thought through / will take empty trains to the depot / wasteful to use only for depot traffic	2
West - Bamf - SFS - Connection at Bamfurlong is low speed / cannot easily be upgraded	1
West - Bamf - LoR - Pre-supposes / pre-judges HS3 route north of Bamfurlong	1
West - Bamf - FE - There is no need to spend 1.4 billion on the link between Warburton and Bamfurlong / costs too much / bases on flawed figures	3
West - Bamf - Com - Council / residents are opposed to the proposals	2
West - Bamf - WCML - Proposed link between Warburton and Bamfurlong is not needed as connection to the West Coast Main Line at Crewe would be enough	11
West - Bamf - LoR - Disagree with the proposed route between Warburton and Bamfurlong	12
West - Bamf - LoR - Proposed route to depot at Bamfurlong will be a waste of money if Phase 3 to Scotland goes through York	2
West - Bamf - LoR - Proposed route between Warburton and Bamfurlong is not needed	4
West - Bamf - LoR - Proposed route between Warburton and Bamfurlong is a bad idea / poorly thought out	3
West - Bamf - LoR - Proposed route from Hoo Green to Bamfurlong should be abandoned / not go ahead	1
West - Bamf - LoR - Disagree with proposed route from Hoo Green to Bamfurlong	6
West - Bamf - Dep - Depot at Bamfurlong is unnecessary because similar facilities exist at Crewe	1
West - Bamf - LV - Proposed depot at Bamfurlong may have a negative impact on views / horizontal views from wetlands	2
West - Bamf - BW - Proposed depot at Bamfurlong will affect / disturb a Site of Special Interest (SSSI)	3
West - Bamfurlong - Alternative Suggestions	14
West - Bamf - LoR - The line from Bamfurlong to Manchester via Manchester Airport should be the primary route for trains from Manchester to Scotland	1
West - Bamf - CI - Route at Bamfurlong Junction should be built so construction of Phase 3 will not disrupt HS2 Phase 2 services	1
West - Bamf - LoR - Line from Winterbottom to Bamfurlong should be removed from HS2 plans	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Bamf - Dep - Perhaps have a depot next to the WCML at Bamfurlong on a brownfield site	1
West - Bamf - Ra - Hoo Green to Bamfurlong section should be assessed against upgrading WCML	1
West - Bamf - SFS - Warburton to Bamfurlong route should be high speed / is designed for lower speeds / if link to Scotland / Phase 3 is to go ahead	1
West - Bamf - Com - Warburton to Bamfurlong route should be changed / scrapped to avoid impact on people / communities between these locations	4
West - Bamf - Ra - Warburton to Bamfurlong section should link with main line earlier / at Crewe / south of Warrington	1
West - Bamf - FE - Linking Warburton to Bamfurlong section to main line earlier / at Crewe / south of Warrington would reduce costs	1
West - Bamf - LV - Linking Warburton to Bamfurlong section to main line earlier / at Crewe / south of Warrington would reduce impact on countryside	1
West - Bamf - LR - Linking Warburton to Bamfurlong section to main line earlier / at Crewe / south of Warrington would reduce loss of arable land	1
West - Bamf - LoR - Route via M6 corridor to Sandbach towards Warrington would serve western area better and avoid need for Warburton to Bamfurlong section / its costs	1
West - Bamf - Dep - Proposed depot would be better sited further south towards Birmingham / on dedicated HS2 track	1
West - Bamf - WCML - Relocate Link to West Coast Main Line at Bamfurlong further north at Standish diverting East of Wigan to avoid conflict with junction south of Wigan North Western Station / Golborne	1
West - Bamf - WCML - Relocate link to West Coast Main Line at Bamfurlong further north at Standish & tunnel under Wigan to avoid conflict with junction south of Wigan North Western Station / Golborne	1
West - Bamf - WCML - Relocating link to West Coast Main Line further north at Standish / diverting East of Wigan would facilitate continuation of high speed / possibility for phase 3	1
West - Bamf - WCML - Relocating link to West Coast Main Line further north at Standish / tunnelling under Wigan would facilitate continuation of high speed / possibility for phase 3	1
West - Bamf - Dep - Bamfurlong depot could be accessed by a short spur from Warrington	1
West - Bamf - Dep - Bamfurlong depot should be relocated to the Manchester area	2
West - Bamf - Dep - Should lower height of the depot so it is below ground level	1
West - Bamf - Ew - Should use excavated material to form an embankment which would mitigate visual impacts	1
West - Bamf - Ew - Should use excavated material to form an embankment which would fit in with present character of the landscape	1
West - Barrow-in-Furness (BarF)	4
West - Barrow-in-Furness - Reasons to Neither Agree nor Disagree	1
West - BarF - Concern about potential for restrictions placed on services from barrow in Furness that can use WCML south of Lancaster	1
West - Barrow-in-Furness - Alternative Suggestions	3
West - BarF - Ra - Javelin-type service from Manchester Airport would benefit the area	2
West - BarF - Ra - Money could be better spent on longer trains at Barrow on Cumbrian Coast Line	1
West - Basford (Bas)	28
West - Basford - Reasons to Disagree	21
West - Bas - Com - Proposed route may / will have a negative impact on the strategic growth areas of Basford East / West	2
West - Bas - Dep - Depot would be unsustainable / seriously damage the commercial viability of Crewe Town Centre	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Bas - CI - Concerns regarding the construction of the West Coast Main Line / WCML / HS2 flying junction in Basford	1
West - Bas - AQ - Depot / station has the potential to create negative air quality impacts	1
West - Bas - CH - Significant impact on Grade II Basford Bridge Cottage	1
West - Bas - Com - Proposed route will run through populated areas / effect residents / impact Basford	1
West - Bas - Env - Proposed route / flyover viaducts / associated road closures are environmentally unacceptable	1
West - Bas - HEW - Elderly / retired residents are put under stress by proposals	2
West - Bas - LV - The effects of the WCML on Basford / Hough / Weston have been overstated	1
West - Bas - PD - Concern about the impact on strategic development plans at A500 site	1
West - Bas - PD - Proposed route will impact growth areas of Basford East / Basford West	1
West - Bas - PD - Proposed viaduct will require significant loss of development land at the two Basford strategic investment sites	1
West - Bas - TT - Manchester Airport station would create traffic in Basford	2
West - Bas - Hi - Concerns about the impacts of road realignment / bridge removal in / around Basford	5
West - Bas - Eml - Locating the Infrastructure Maintenance Depot at Basford West would prevent any employment development on the site for at least the next twenty years	1
West - Bas - LR - Construction of proposed route around Basford will result in the loss of agricultural land	1
West - Bas - Bu - Construction of proposed route around Basford will result in the loss of a viable farm unit	1
West - Bas - Com - Replacing the three existing bridges with just one will cut in half the parish of Basford causing great inconvenience to its residents	4
West - Bas - Com - Proposed route / viaduct / depot at Basford will cause disruption to local community	4
West - Bas - TT - Concerns regarding increase of traffic in Basford area	3
West - Bas - VB - Should consider using existing line / cuttings instead of the proposed viaduct at Basford	1
West - Bas - VB - Concerns about viaduct over A500 in Basford area	3
West - Bas - LV - Proposed viaduct passing through Basford will have a visual impact / be an eyesore	5
West - Bas - NV - Proposed viaduct passing through Basford will increase noise pollution / decibel levels	1
West - Basford - Reasons to Neither Agree nor Disagree	1
West - Bas - VB - Basford viaduct requires modification to minimise impact	1
West - Basford - Alternative Suggestions	10
West - Bas - AQ - Mitigation of air quality impacts should be considered	1
West - Bas - Comp - Greater clarity is needed regarding eligibility criteria for compensation	1
West - Bas - Dep - Alternative site for depot / sidings / station would result in fewer landscape and visual impacts from the viaduct	1
West - Bas - Sta - Is merit in a Basford parkway station if it is a dedicated HS2 station and does not impact employment sites	1
West - Bas - NV - Noise from HS2 must be reduced to a minimum	1
West - Bas - VB - Should alter route to remove high viaducts / associated road closures	1
West - Bas - FE - Using the disused Diesel Maintenance Depot would revitalise the site and free Basford West for economic development sooner	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Bas - Tun - Should make better use of existing railway tunnels on lines that run from Basford Hall freight sidings under the existing North Junction at Crewe towards the routes for Liverpool / Manchester	1
West - Bas - Site at Basford has potential for rail sidings and facilities to enable freight to transfer from road to railway	1
West - Bas - Com - Should address inconvenience / issues caused in Basford area	1
West - Bas - Sta - Should have a hub station on Basford Hall as proposed by Cheshire East Council	5
West - Bas - Sta - Should have a hub station in Basford Hall with covered platforms / platforms as TVR Avignon Station	1
West - Blackpool (Bla)	3
West - Blackpool - Reasons to Agree	1
West - Bla - FE - HS2 has great potential benefit for Blackpool's economy / will enable economic diversification / open up European tourism market	1
West - Blackpool - Reasons to Disagree	1
West - Bla - ERS - Concern construction works at WCML interchange will disrupt through services	1
West - Bla - LoR - Concern whether Blackpool residents / visitors will be able to access / travel between Blackpool and HS2 services	1
West - Blackpool - Reasons to Neither Agree nor Disagree	1
West - Bla - FE - Deterioration in interchange / overall service quality at Preston station due to HS2 would be economically disastrous for Blackpool	1
West - Blackpool - Alternative Suggestions	3
West - Bla - FE - Extending HS2 would allow Blackpool to access Scottish markets	1
West - Bla - Bu - HS2 can be integrated into Visit Blackpool's promotion programme / should discuss collaboration with Blackpool Council	1
West - Bla - Ra - HS2 could replace Blackpool's lost access to London / south east / Birmingham / Midlands	1
West - Bla - FE - HS2 could provide national / European connections to diversify / expand Blackpool's economy	1
West - Bla - Ra - Should be direct HS2 services to Blackpool	1
West - Bla - Ra - Spur / line to Wigan should not be lost as this will prevent connectivity with Blackpool	1
West - Bla - ERS - Disruption to through services due to construction works at WCML interchange should be minimised	1
West - Bla - FE - Minimising interchange penalties will contribute to economic diversification in peripheral locations / Blackpool	1
West - Bla - PD - Direct services from Blackpool to Glasgow and Edinburgh should be considered	1
West - Bla - Ra - High quality / minimal interchange to Blackpool will boost tourism at sea-side resorts / nationally	1
West - Bla - Ra - Interchange penalties must be minimised	1
West - Bla - Ra - Interchange to Blackpool within HS2 services / links to classic lines should be minimised / there should only be one interchange	1
West - Bla - Ra - Quality of further interchange to Blackpool within HS2 services should be maximised where more than one interchange is unavoidable	1
West - Bla - Ra - Should be an interchange onto HS2 services from Blackpool using classic compatible trains	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Broomedge (Bro)	5
West - Broomedge - Reasons to Disagree	4
West - Bro - Env - Route will have significant environmental impacts on Broomedge / Agden	1
West - Bro - NV - There is a significant risk of increased noise pollution at Broomedge	2
West - Bro - LV - Proposed route / cuttings at Broomedge will have a negative visual impact	2
West - Bro - LV - Proposed route will have a negative visual impact on Agden Brow in Broomedge	3
West - Broomedge - Alternative Suggestions	3
West - Bro - NV - A tunnel at Broomedge would help reduce / eliminate noise	3
West - Cadishead	3
West - Cadishead - Reasons to Disagree	2
West - Cad - Prop Properties in Cadishead will suffer noise / environmental degradation	1
West - Cad - Eml - The destruction of local businesses in the Cadishead area may lead to loss of local jobs	1
West - Cad - Com - Proposed route will have a negative impact on the community of Cadishead	1
West - Cad - LoR - Cadishead is bypassed by HS2	1
West - Cadishead - Alternative Suggestions	1
West - Cad - VB - Using the existing bridge between Partington and Cadishead would cause minimal deviation to the south	1
West - Cad - VB - Old bridge between Partington and Cadishead should be used instead of building viaduct over the Manchester Ship Canal	1
West - Cad - VB - Reuse existing bridge 1 mile to the East of route between Partington and Cadishead instead of a new bridge at Hollinfare	1
West - Cad - VB - Use of existing bridge between Partington and Cadishead enables link with proposed route at Culcheth track bed north of Glazebrook	1
West - Cannock Chase	13
West - Cannock Chase - Reasons to Agree	3
West - CC - WF - Do not anticipate any direct impact on water resources within the Trust's estate at Shugborough	1
West - CC - CH - Do not anticipate any direct impacts on cultural heritage and archaeology on the Trust's estate at Shugborough	1
West - CC - BW - Proposed route will have no direct physical effects on Cannock Chase	1
West - CC - BW - Route avoids Cannock Chase AONB	1
West - Cannock Chase - Reasons to Disagree	10
West - CC - CH - Worry of vibrations on the Grade 1 listed park and gardens at Shugborough	1
West - CC - CH - View of the Triumphal Arch at Shugborough could be ruined by HS2	1
West - CC - CH - Train line will be visible from Shugborough park and gardens	1
West - CC - CH - Potential impacts on the visitor experience at Shugborough	1
West - CC - TT - Concern about impact on traffic around Shugborough	1
West - CC - TT - Concern about impact on traffic around Shugborough especially on the Cannock Chase AONB	1
West - CC - Com - Blighting of Cannock Chase area / community impact / negative impact on Staffordshire County Showground / Ingestre Hall and outdoor centre for disadvantaged youths / Ingestre Gold course	1
West - CC - CH - Proposed route will have a negative impact on Shugborough estate / numerous listed buildings in the area	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - CC - BW - Proposed route will affect wildlife / oak arboretum in Cannock Chase AONB / Shugborough conservation area	1
West - CC - LV - Negative visual impact on Cannock Chase Area of Outstanding Natural Beauty / Shugborough conservation area / Shugborough estate	6
West - CC - NV - There will be excessive noise around Cannock Chase Area of Outstanding Natural Beauty / Shugborough conservation area	2
West - CC - NV - Proposed viaduct across marshes in Ingestre / Tixall will have a noise impact on Cannock Chase	1
West - Cannock Chase - Alternative Suggestions	3
West - CC - LV - Request clearer maps to show boundary of Cannock Chase	1
West - CC - BW - Must be minimal impact on Cannock Chase AONB/ Pasturefields Special Area of Conservation whichever route is chosen	1
West - CC - Sta - Cannock is underserved / should be better served	1
West - Chorlton / Hough	26
West - Chorlton / Hough - Reasons to Disagree	21
West - Chor / Hou - LR - Concerned that natural minerals / ash deposits in the area will be swallowed up by the land take for HS2	2
West - Chor / Hou - Prop - Proposed viaduct will impact on residential properties / my property / properties in the nearby villages	5
West - Chor / Hou - Prop - Proposed route will / has negatively impact our property values in Chorlton / Hough	2
West - Chor / Hou - Com - Destruction / disruption caused to the local area outweighs benefits of the proposed route	2
West - Chor / Hou - Com - Proposed route may / will have a negative impact on Hough / Chorlton / Wychwood Park / Basford / Weston Village / our village in Hough	7
West - Chor / Hou - TP - Concerns about 20 meters elevation of track and power lines at Hough and then drop down under the A500	2
West - Chor / Hou - LV - Trains running through proposed viaduct between Chorlton and Hough will be an eyesore	3
West - Chor / Hou - LV - Viaduct / construction of viaduct between Chorlton and Hough / around Newcastle Road will have a negative visual impact / be an eyesore	11
West - Chor / Hou - LV - Construction of route from Chorlton to Wrinehill / Madeley will have a negative impact on the local countryside	1
West - Chor / Hou - NV - Proposed route between Chorlton and Hough will increase noise level / decibel levels / noise caused by trains running through proposed viaduct between Chorlton and Hough will be unacceptable	12
West - Chor / Hou - NV - Noise caused by construction of viaduct between Chorlton and Hough will be unacceptable	2
West - Chor / Hou - NV - Noise caused by 22 high speed trains per hour / slow trains / heavy good trains has not been considered	2
West - Chor / Hou - NV - Concerns that pre-arrival noise of high speed trains will disturb quiet local area	1
West - Chor / Hou - NV - Concerns regarding increase of noise levels in Hough even after mitigation plans	4
West - Chor / Hou - NV - It is not sustainable due to noise pollution in Hough	2
West - Chor / Hou - VB - The Appraisal of Sustainability does not mention the blight that will be caused to Hough by the proposed viaduct	1
West - Chor / Hou - BW - Proposed viaduct will have a negative impact on the wildlife	1
West - Chor / Hou - Hi - Proposed route will ruin the enjoyment of local roads popular with cyclists to / from the route	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Chor / Hou - CI - Impacts of constructing the embankment / road crossings will be unacceptable in Hough and surrounding area / Shavington / Wychwood Park / Weston	1
West - Chor / Hou - NV - Noise at night will be unacceptable in Hough and surrounding area / Shavington / Wychwood Park / Weston	1
West - Chor / Hough - Hi - The route requires dramatic alterations to the A500 road bridge to pass over the triple - stacked HS2 lines	1
West - Chor/Hou - Hi - Proposed viaduct will require major realignment / loss of existing road / rebuilding of new A500 dual carriageway	1
West - Chor / Hou - Env - Proposed route will be disastrous for the local environment	1
West - Chor / Hou - CH - Proposed route will negatively impact on the character of the village / area	2
West - Chor / Hou - PRW - Proposed route will have an impact on public footpath across green fields	1
West - Chor / Hou - BW - Proposed route will have an impact on the Orchid Meadows	1
West - Chor / Hou - Hi - Construction / highway infrastructure adjustments will negatively affect / close roads in the area	2
West - Chor / Hou - LoR - Object to the proposed route passing through Chorlton / Hough	2
West - Chor / Hou - Env - Proposed route will have a negative environmental impact on the area / residents	2
West - Chor/Hou - Prop - My / residents' property is close to the route / line	2
West - Chor / Hou - Prop - A re-routed / high Newcastle Road will run close to my property / through my land	1
West - Chor / Hou - Prop - Road closures / highway infrastructure adjustments are environmentally unacceptable	3
West - Chor / Hou - HEW - Proposed route will affect the quality of life for residents of the area	5
West - Chor / Hou - LoR - Re-routing Newcastle Road will cut the village into two halves	1
West - Chor / Hou - LoR - Strongly object to proposed route passing through Chorlton / Hough	1
West - Chor / Hou - LV - Re-routed Newcastle Road will have a negative visual impact	1
West - Chor / Hou - NV - Re-routing of Newcastle Road will cause noise pollution	1
West - Chor / Hou - AQ - Re-routing of Newcastle Road will cause air pollution / emissions	1
West - Chor / Hou - Env - Re-routed Newcastle Road will have a negative environmental impact / on the area	2
West - Chor / Hou - VB - Object / Cheshire East Council to the viaduct at Chorlton / Hough	2
West - Chor / Hou - Com - I bought my property in Hough for the peace / tranquillity	2
West - Chor / Hou -TT - Congestion is already a problem in Hough / HS2 will exacerbate the problem	2
West - Chor / Hou - LoR - Trains will not stop anywhere near Hough	1
West - Chorlton / Hough - Reasons to Neither Agree nor Disagree	1
West - Chor/ hou - Alterations to railway bridge WCML near Chorlton would have a severe effect on Newcastle Road	1
West - Chorlton / Hough - Alternative Suggestions	14
West - Chor / Hou - Tun - Should consider tunnelling between south of Checkley Lane and north of Gonsley Green Farm	1
West - Chor / Hou - VB - Should remove 16 metre high viaduct at Chorlton	4
West - Chor / Hou - VB - Proposed viaduct at Hough to Crewe will impact the villages of Basford / Weston / should not go ahead	7
West - Chor / Hou - VB - Should consider using existing line / cuttings instead of the proposed viaduct at Hough	3

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Chor / Hou - PRW - Use in-line bridges / underpasses for the Crewe & Nantwich Circular Walk / as diversion would deviate path too much	1
West - Chor / Hough - Tun - Should consider tunnelling which would eliminate the need for a viaduct as it calls for radical changes to the road infrastructure / relieving long term disruption	2
West - Chor / Hou - VB - Consideration should be given to alternative suggestions that prevent road closures in the area	2
West - Chor / Hou - VB - Consideration should be given to less intrusive alternatives to the proposed viaduct/s in the area	2
West - Culcheth	212
West - Culcheth - Reasons to Disagree	196
West - Cul - HEW - The economic and emotional impact on those who relied on their properties for long term security / retirement planning cannot be overstated	1
West - Cul - LoR - No evidence that alternative routes to passing through Culcheth have been considered	1
West - Cul - VB - Intrusive, high-level structure would not be tolerated / acceptable in other areas	1
West - Cul - Saf - Road disruption in Culcheth during construction will threaten access by emergency services	1
West - Cul - Res - High winds / severe weather would necessitate speed restrictions / closure/ disruption to service on proposed viaduct	1
West - Cul - LV - Removal of weight restriction on new bridge at Wigshaw Lane will lead to loss of amenity in the village	1
West - Cul - Com - Impact on community of empty rolling stock travelling to Golborne depot late at night/early in the morning	1
West - Cul - BW - Eleven Acre Common will be bisected	1
West - Cul - Eml - Destruction of Taylor Business Park would lead to additional job losses in the village	1
West - Cul - BW - Proposed route likely to have a negative impact on Eleven Acre Common	2
West - Cul - BW - proposed route runs through greenbelt/mossland areas severely affecting the local environment and birdlife	1
West - Cul - BW - Proposed route will damage Eleven Acre Common / SINC	3
West - Cul - BW - Proposed route will pass through / cut off / destroy part of balancing ponds / Risley Landfill site / wildlife at site	1
West - Cul - BW - Prospect of damage to Holcroft Moss SSSI/SAC	1
West - Cul - BW - The route affects two wildlife sites: Silver Lane, Risley, and Franks Farm	2
West - Cul - CH - Proposed route may lie along abandoned ordnance from camps during World War Two	1
West - Cul - CI - Proposed route runs through areas that will make construction difficult	1
West - Cul - NV - Concerns regarding noise mitigation for those living near proposed viaduct	1
West - Cul - Env - Proposed viaduct over the Ship Canal will cause unacceptable environmental impact	1
West - Cul - ERS - Proposed route would result in a poorer service from Warrington Bank Quay and a reduction in services to Scotland	1
West - Cul - FE - Economic impact will be the loss of £10.24m annual income from the local economy and taxes of at least £2.2m pa	1
West - Cul - LR - The character of moss land landscape in the area will be altered	1
West - Cul - LR - The proposed route crosses Transco High Pressure Gas pipeline close to Risley Landfill site	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Cul - LV - The raised route runs through flat wetlands, exacerbating the impact on the landscape	1
West - Cul - LV - Raised railway along flat moss landscape will have visual impacts / alter the character of the area	1
West - Cul - NV - Concerns about noise due to rolling stock being housed overnight at Golborne Depot	1
West - Cul - NV - Noise from pantographs will be entirely un-mitigated at point where Wigshaw Lane Bridge meets Pendle Gardens	1
West - Cul - PD - A previously proposed motorway link was rejected for some/all of the reasons that HS2 is opposed in Culcheth	1
West - Cul - Prop - Demolition of Grade II Listed Newchurch Rectory in Culcheth would be a piece of local history lost forever	1
West - Cul - Prop - Property values will be reduced by around £50m	1
West - Cul - Ra - HS2 will worsen links to Scotland	1
West - Cul - Saf - The proposed route crosses land used by the Royal Ordnance Factory at Risley, some of which may contain abandoned ordnance	1
West - Cul - VB - Bridge over proposed cutting at Wigshaw Lane has a weight limit which prevents heavy goods vehicles entering village	1
West - Cul - VB - HS2 viaduct would be subject to high winds which could lead to closure / impose speed restrictions	1
West - Cul - Bu - Taylor Business Park generates rental income of around £1.5 million	1
West - Cul - Comp - Closure of Taylor Business Park will require substantial compensation	1
West - Cul - Env - Environmental impact on Culcheth Linear Park will be damaging	1
West - Cul - PRW - Remaining access point to Culcheth Linear Park is not suitable for mobility impaired	1
West - Cul - TT - Local Journey times will increase significantly	2
West - Cul - Com - The proposed Golborne Connection to the West Coast Main Line would devastate Culcheth / other villages nearby	1
West - Cul - Bu - Local business travel will be curtailed by HS2 / will reduce funds available for local transport improvements	1
West - Cul - BW - Proposed route will negatively impact Risley Moss Nature Reserve SSSI / SAC / a Site of Special Scientific Interest / Special Area of Conservation	2
West - Cul - BW - Proposed route will negatively impact Eleven Acre Common LWS / Local Wildlife Site	1
West - Cul - Prop - People who have worked long and hard to improve their homes will suffer greatly / be adversely affected	1
West - Cul - Bu - Businesses will suffer / greatly / be adversely affected / hard work undone	1
West - Cul - Com - People who have worked long and hard to improve their lives will suffer greatly / be adversely affected	1
West - Cul - Cut - Proposed cutting between Wigshaw Lane / Manchester Liverpool Line is prone to flooding / irresponsible to build	1
West - Cul - AQ - Concerns about light pollution / effect of track lighting	2
West - Cul - Com - No one will move to Culcheth if HS2 is going to cut through / ruin the village life	1
West - Cul - FE - No economic benefit to Culcheth / surrounding area	4
West - Cul - FE - Closure of Taylor Industrial Estate will negatively impact local economy	4
West - Cul - Prop - Closure of Taylor Industrial Estate will negatively affect house prices / value	1
West - Cul - Com - Closure of Taylor Industrial Estate will negatively impact community	3
West - Cul - Com - Additional station will not benefit Culcheth	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Cul - Com - Proposed route may encourage some Culcheth residents to move to secede from the County of Cheshire / Warrington North Parliamentary Constituency / Warrington Unitary Authority Parliamentary Constituency / Warrington Unitary Authority	1
West - Cul - Eml - Proposed route will result in the loss of 500 jobs / jobs at Taylor Business Park	4
West - Cul - Bu - Disagree with proposed route running through the Taylor Industrial Estate near Warrington	1
West - Cul - TT - Proposed route cuts through main access roads to Warrington	1
West - Cul - Prop - People are unable to sell their houses / buyers are already pulling out of property sales	9
West - Cul - Com - Proposed route will impact on the local golf course	3
West - Cul - Com - Proposed route will pose a danger to children	2
West - Cul - Com - Concerns Culcheth will lose its sixth form college	1
West - Cul - HEW - People already upset / worried / feel trapped by plans	5
West - Cul - SFS - Trains will be going by during the night	4
West - Cul - SFS - A reduction in time to get to London will only benefit a few	1
West - Cul - Hi - Proposed route will negatively impact the route to / from Croft / causing traffic chaos	1
West - Cul - Hi - Construction of bridges on the proposed route will negatively impact the route to / from Risley / causing traffic chaos	1
West - Cul - Hi - Construction of bridges on the proposed route will negatively impact the route to / from Birchwood / causing traffic chaos	2
West - Cul - Hi - Warrington Rd - A574 - Wigshaw Lane will be closed for bridge construction	1
West - Cul - Hi - Diverting buses / school buses / HGVs on to narrow country lanes during construction will lead to longer journeys	1
West - Cul - AQ - Proposed route and road works will create dust /dirt	1
West - Cul - TT - Concerned about the impact HS2 construction will have on traffic congestion in Culcheth / access for emergency vehicles	4
West - Cul - PRW - Many access the park via two footpaths that cross the park allowing residents of Croft / Culcheth to access the park	2
West - Cul - LR - The nature park provides a valuable buffer between us and the nearby M62/M6	1
West - Cul - BW - Culcheth Linear Park is the only woodland / park of its kind within walking distance of Culcheth	2
West - Cul - BW - Linear Park is a wildlife rich woodland	3
West - Cul - FE - The cost of disturbing the landfill to re-align the curve north of the Ship Canal would be outweighed by the environmental gains / savings in compensation	1
West - Cul - FE - The technical difficulties involved in disturbing the landfill to re-align the curve north of the Ship Canal would be outweighed by the environmental gains / savings in compensation	1
West - Cul - FE - Proposed route will have an impact / damaging effect on the local economy of Culcheth	30
West - Cul - FE - Proposed route avoiding landfill site is just a cynical cost reduction measure	1
West - Cul - FE - There has been no Economic Impact Assessment done in Culcheth to assess the impact of HS2 on the village / region	3
West - Cul - Eml - Proposed route through Culcheth cuts through industrial site employing local people	12
West - Cul - Eml - Proposed route will result in the loss of 500 jobs / 400 jobs / jobs at Taylor Industrial Estate	51

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Cul - Eml - HS2 will affect people's jobs in Culcheth / no benefit of new jobs	16
West - Cul - Eml - Taylors Business Park provides work to local people who can cycle / walk to work / approved method by environment agency	1
West - Cul - Eml - Negative impacts to jobs in Culcheth have not been considered / jobs will be few / low-skill / skilled jobs will be lost	5
West - Cul - Eml - Short term employment during construction will not compensate for permanent loss of jobs in Culcheth	2
West - Cul - Bu - Proposed route through Taylor Industrial Estate will lead to a loss of businesses / business rates for Warrington Council	8
West - Cul - Bu - Croft / Culcheth / High Legh attracts horse riders from surrounding towns	1
West - Cul - Bu - Proposed route will have a negative impact on local businesses / concerns that small businesses in Culcheth will struggle to survive / loss of livelihood due to large scale disruption / lack of access to village	35
West - Cul - Bu - Most farmers in Croft / Culcheth have diversified into equestrianism	1
West - Cul - Bu - The equestrian industry is a major source of revenue / employment in the Croft / Culcheth area	1
West - Cul - Bu - Proposed route will run through / destroy a local business park / industrial estate / Taylor Business Park	25
West - Cul - Bu - Proposed route will negatively affect the equine industry in Croft / Culcheth	2
West - Cul - Bu - Estate agents in Culcheth are considering their future / closing because of blight	2
West - Cul - Bu - No relocation has been proposed for Taylor Business Park / there is nowhere available locally to relocate	7
West - Cul - Bu - Work on / realigning four access roads to Culcheth impacted by HS2 simultaneously / in quick succession will have negative impact / cause disruption to business in Culcheth	4
West - Cul - Bu - People who lose jobs through destruction of Taylor Business Park / will struggle to find further employment in the region	6
West - Cul - Prop - Route to Wigan going past Culcheth will have a negative impact on property prices	5
West - Cul - Prop - Proposed route will blight areas surrounding the business park	1
West - Cul - Prop - I / we have invested a lot of money into our home in Culcheth	6
West - Cul - Prop - Property has already been blighted in Culcheth	12
West - Cul - Prop - Some mortgage lenders are already declining applications for property in Culcheth	2
West - Cul - Prop - HS2 contention that property value in Culcheth will recover is fallacious / unproven	3
West - Cul - Prop - My / residents' property / land is close to the proposed route / line	10
West - Cul - Prop - Concerns about effect of blight from HS2 on our property / stopping us downsizing / retiring in the future	3
West - Cul - Prop - I / we bought this property for the peace and quiet	4
West - Cul - Prop - Proposed route will negatively impact / blight / devalue my / people's property	21
West - Cul - Hol - People's houses in Culcheth will be devalued without receiving any benefits	5
West - Cul - Hol - Proposed route will have a negative impact on homes / house prices / ability to sell in Culcheth	28
West - Cul - Hol - Proposed route through Culcheth is very close to houses / within 500 metres / 300 metres of 1000 houses	13

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Cul - Hol - Proposed route will lead houses / to 14 homes being demolished in Culcheth	10
West - Cul - Hol - Concerns people will look to leave the village of Culcheth in fear of blight from HS2	1
West - Cul - LR - Proposed route will disrupt farms / remove farm land near / in Culcheth / to avoid a landfill site	6
West - Cul - LR - Proposed route will have a negative impact on greenbelt land around Culcheth	7
West - Cul - LR - Decimating farmland / farms that have been in families for generations is not sustainable / viable in Culcheth	1
West - Cul - LR - Decimating land / green spaces is not sustainable / viable in Culcheth	2
West - Cul - Comp - Concerns people / homeowners suffering from disruption in Culcheth will not receive any compensation	14
West - Cul - Comp - Compensation sum suggested by HS2 of 25% may be inadequate / if 'worst case scenario' levels of vibration damage to property foundations are proven	1
West - Cul - Comp - The Government hardship compensation fund is impossible to qualify for / political flattery	2
West - Cul - Comp - Concerns about compensation to small businesses / loss of takings due to HS2 disruption / access issues	3
West - Cul - Com - Residents of Culcheth affected by HS2 will not receive any benefit	19
West - Cul - Com - I / we live near the route / 300m from the route / the line passes close to where I / we live in Culcheth	9
West - Cul - Com - Proposed route will have a negative / devastating impact on the community of Culcheth	44
West - Cul - Com - The Appraisal of Sustainability does not consider / include the impacts on Culcheth	8
West - Cul - Com - A great deal of work / volunteer time has gone into Culcheth Linear Park	12
West - Cul - Com - Croft / Culcheth has the highest density of horses and riders than anywhere in the UK	2
West - Cul - Com - Culcheth village will not benefit from HS2	26
West - Cul - Com - Impacts on Culcheth are not acceptable	2
West - Cul - Com - Proposed route is very close to the village which is surrounded by farmland	1
West - Cul - Com - Proposed route will blight / disrupt / damage / destroy village of Culcheth / local village environment	32
West - Cul - Com - Proposed route will go adjacent / too close / though to the rural village / village of Culcheth	15
West - Cul - Com - Proposed route will impact on our cultural needs / the culture in Culcheth	1
West - Cul - Com - Proposed route will have an effect on facilities available in Culcheth	7
West - Cul - Com - Proposed route will disrupt villages / town communities near Culcheth / to avoid a landfill site	3
West - Cul - Com - Proposed route will take Culcheth Linear Park from future generations	1
West - Cul - Com - Culcheth Linear park is important to the community / valued recreational facility	14
West - Cul - Com - Government have not bothered / tried to find out about / considered the effects of HS2 on Culcheth	4
West - Cul - Com - Government do not know the impacts of HS2 on Culcheth	1
West - Cul - Com - I / we / people buy / have bought houses in the area for the peace / tranquillity / quiet of Culcheth	3
West - Cul - Com - Proposed route will cause major disruption during construction	8

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Cul - Com - Many residents of Culcheth will see out the remainder of their lives before / immediately following completion of HS2	3
West - Cul - Com - Culcheth is a historic village already with a legacy of being surrounded by industrial / ugly / brownfield sites	2
West - Cul - Com - Culcheth Linear Park is supported / maintained by Warrington County Council	3
West - Cul - Com - Culcheth Linear Park is an Area of Natural Beauty that is used by people from a wide area	6
West - Cul - Com - Culcheth Linear Park is used by residents / families / hikers / dog walkers	24
West - Cul - Com - Linear park is an used to educate local groups about local ecology	2
West - Cul - Com - Proposed route / Government approach / Hardship compensation fund are like an insult to the people of Culcheth	2
West - Cul - Com - HS2 will not benefit me / the village	8
West - Cul - Com -The destruction of Culcheth Linear Park will have a negative impact on Culcheth village / community	8
West - Cul - Com - Negative impacts to Culcheth have not been considered	2
West - Cul - Com - Proposed route brings in to question Culcheth's official relationship with Warrington / Warrington North Parliamentary constituency	1
West - Cul - HEW - Proposed route will cause misery /affect our lives during / after construction	7
West - Cul - HEW - Disruption caused by the proposed construction of the line through Culcheth will affect / my / quality of life / welfare	6
West - Cul - HEW - Noise impact of HS2 will negatively affect the quality of life of Culcheth residents	4
West - Cul - CI - Concerns regarding siting of construction camps	1
West - Cul - CI - Concerns regarding disruption from track / bridge construction	3
West - Cul - CI - Construction of HS2 will have a negative effect on the village of / residents / residents near the line in Culcheth	17
West - Cul - SFS - Reduction in time saved to other locations / London will be negated by travel to HS2 station / Manchester / no benefit in reduced time	9
West - Cul - SFS - Concerns regarding the frequency of trains / a train every 3 minutes along the proposed route at Culcheth	3
West - Cul - ERS - Proposed route would affect mainline WCML services through Warrington slowing it down as a result of development	5
West - Cul - ERS - There is already a good service to London / Leeds / Scotland from the Culcheth area / Warrington / Manchester Piccadilly / Liverpool Lime Street	5
West - Cul - TT - Proposed route cuts through main access roads / three road entrances to Culcheth	15
West - Cul - TT - Proposed route / engineering works will bring traffic in Culcheth / surrounding areas to a halt	9
West - Cul - TT - Congestion / traffic is already a problem in Culcheth	5
West - Cul - TT - Road network around Culcheth / Hollins Green is already congested / prone to gridlock	1
West - Cul - PT - There is no provision for Culcheth residents to use HS2 without driving to Manchester Airport / Wigan	2
West - Cul - PRW - Proposed route will impact bridle paths in Croft / Culcheth	2
West - Cul - PRW - Proposed route will impact off road riding / tracks / areas in Croft / Culcheth	1
West - Cul - PRW - Proposed route will destroy public rights of way in Culcheth	3

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Cul - PRW - The Appraisal of Sustainability / section 7.3 of the Appraisal of Sustainability does not mention the impact on local walks	1
West - Cul - Hi - Proposed route will negatively affect the major route from Culcheth to access the northwest motorway network	2
West - Cul - Hi - Proposed route will negatively affect the major route from Culcheth to Birchwood Science Park	2
West - Cul - Hi - Proposed route will negatively affect the major route / routes / from Culcheth to Warrington	6
West - Cul - Hi - Work on / realigning four access roads to Culcheth impacted by HS2 simultaneously / in quick succession will have negative impact / cause disruption in Culcheth / destroy the community	5
West - Cul - LoR - Disagree with proposed route through Culcheth	20
West - Cul - LoR - Proposed route will cut Culcheth off from Cheshire	2
West - Cul - LoR - Concerns regarding plans for proposed route to cut through Culcheth	9
West - Cul - LoR - There is no need for the route to cut through Culcheth	4
West - Cul - LoR - Concerns / questions regarding the positioning of the route not using the open fields adjacent to the original track	1
West - Cul - LoR - Proposed route will cut Culcheth off from Warrington	1
West - Cul - Sta - Proposed route has no stations near Culcheth / need a station nearby	5
West - Cul - Sta - I / we would not use HS2 even if there was a station	1
West - Cul - Sta - Culcheth will not benefit from Manchester stations as they are too far / difficult to access / will need to change trains	3
West - Cul - LV - Proposed route will cut through / lead to the loss of Culcheth Linear Park	57
West - Cul - LV - Proposed route will destroy the park where my children play	1
West - Cul - LV - Proposed route would destroy / spoil the views of villages / from homes	4
West - Cul - LR - Proposed route would destroy fields and farms / agricultural land surrounding Culcheth	6
West - Cul - LV - HS2 will ruin / destroy areas / countryside / landscapes surrounding Culcheth	8
West - Cul - BW - Proposed route will have a negative impact on local wildlife in Culcheth	14
West - Cul - BW - Route through Culcheth Linear Park will threaten / destroy endangered bat colonies / wildlife	9
West - Cul - CH - The Appraisal of Sustainability / section 7.3 of the Appraisal of Sustainability does not mention the impact on areas of historical interest / Linear Park	1
West - Cul - CH - Proposed route will lead to demolition of the Old Vicarage / listed building	3
West - Cul - Dr - Cutting running adjacent to Culcheth is through an area adjacent to moss land which has drainage / flood control issues	2
West - Cul - NV - Cutting will not alleviate noise impact in Culcheth	3
West - Cul - NV - Concerns regarding noise impact on residential properties in Culcheth village	16
West - Cul - NV - Noise impact will reduce people's enjoyment of Culcheth village	4
West - Cul - NV - Noise from the M62 is already a problem for Culcheth	1
West - Cul - NV - Noise from the M6 is already a problem for Culcheth	1
West - Cul - NV - Noise from the A580 is already a problem for Culcheth	1
West - Cul - NV - Proposed route will increase noise during construction	5
West - Cul - NV - Proposed route will create / increase noise pollution	13

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Cul - NV - Noise impact of HS2 will negatively affect the health of residents of Culcheth village	2
West - Cul - NV - EU recommendations on noise levels and their implications on health appear to have been ignored by HS2 in Culcheth	2
West - Cul - NV - Possible effects of vibration on property foundations is as yet unproven	1
West - Cul - NV - The 'noise level effect' marked on the Culcheth HS2 map will be increased when 2 trains are passing each other at 200mph creating 'aerodynamic noise'	3
West - Cul - NV - Vibration may be more of a problem / an appropriate risk assessment for vibration levels in Culcheth has not been undertaken / published in accordance with Government / business procedures	2
West - Cul - AQ - Proposed route will cause air pollution in Culcheth	1
West - Cul - WF - Water table in Culcheth is close to the surface / prone to flooding / blockages	2
West - Cul - Env - Proposed route will have a negative / permanent negative impact on the environment in Culcheth / Croft	22
West - Cul - CI - Concerns about negative impact HS2 construction will have on this and other small businesses in Culcheth	3
West - Cul - Bu - Culcheth has many shops, pubs and restaurants for people to visit	2
West - Cul - Com - The Friends of Culcheth Linear Park have raised money to drain / improve the park	2
West - Cul - Com - Culcheth may lose / lose part of Culcheth Linear Park as a result / potential result of relocation of Taylor Business Park	2
West - Cul - Com - Culcheth is a large / pleasant / thriving village / containing 8600 people	4
West - Cul - Com - Many residents living near the proposed route are pensioners / retired people	3
West - Cul - Prop - Relocating Taylor Business Park between Severn Road and proposed HS2 route would negatively impact residential property	1
West - Cul - LoR - Culcheth Linear Park is marked as 'dismantled railway' on HS2 maps	8
West - Cul - LoR - The spur cutting through Culcheth is for a depot to clean the trains / concerns that the spur is to provide a carriage maintenance place	2
West - Cul - Sta - There are no longer any rail stations in Culcheth	1
West - Cul - Sta - People in Culcheth have wanted a railway station for years but have been told it would not be justified	1
West - Cul - CH - Culcheth Linear Park is a focal point of the village / heart of the community	3
West - Cul - LV - Relocating Taylor Business Park between Severn Road and proposed HS2 route would negatively impact greenbelt land	1
West - Cul - LoR - Proposed route through Culcheth needs to be reconsidered / mitigate disruption	6
West - Cul - LR - Claims that proposed route will require less land taking than a motorway is not confirmed by picture of HS2 train in the Wigshaw Lane area of Culcheth	1
West - Cul - Eml - Proposed depot will create very few extra jobs for local residents in Culcheth	3
West - Culcheth - Reasons to Neither Agree nor Disagree	2
West - Cul - Com - Culcheth became part of Cheshire in 1974	1
West - Cul - Com - Culcheth became part of the Warrington Unitary Authority in 1998	1
West - Cul - Hi - Proposed route will not affect the major route from Culcheth to Leigh	1
West - Cul - LR - Concern over water pipeline connecting reservoirs at Bury and Precott	1
West - Cul - LR - Concern over abandoned ordnance at Risley	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Culcheth - Alternative Suggestions	57
West - Cul - LoR - It would be cheaper / should use / follow West Coast Main Line through Warrington Bank Quay / avoiding Culcheth Village	9
West - Cul - Bu - Should relocate Taylor Business Park between Severn Road and proposed HS2 route	1
West - Cul - Eml - Moving line north / or west of Culcheth would prevent closure of the Taylor Business Park saving 500 jobs	4
West - Cul - Eml - Upgrading WCML to HS2 compatible would save 600 jobs in Lowton / Culcheth	2
West - Cul - Prop - Moving line north of Culcheth would prevent several houses being demolished	1
West - Cul - Prop - Moving line north of Culcheth would prevent a large number of houses being blighted outside of the compensation zone	1
West - Cul - Com - Route should cut through farmland / fields / would be less disruptive to village / community	3
West - Cul - Prop - Proposed route should be moved a little to the South and West to reduce impact on homes	2
West - Cul - CI - Moving line north of Culcheth would prevent Culcheth Village becoming a building site for years	1
West - Cul - Hi - Moving line north of Culcheth would prevent changes to villages road infrastructure	2
West - Cul - SFS - Should build a flying junction between HS2 and Liverpool-Manchester line at Culcheth to improve rail times	1
West - Cul - SFS - Should build a flying junction between HS2 and Liverpool-Manchester line at Culcheth to improve rail capacity	1
West - Cul - Ra - Should build a flying junction between HS2 and Liverpool-Manchester line at Culcheth to allow for future flexibility	2
West - Cul - LoR - Should move line further away from Culcheth	9
West - Cul - LoR - Proposed route should run through the old landfill site	5
West - Cul - LoR - Proposed route running through the fields surrounding Culcheth to reduce impact	2
West - Cul - LoR - Moving the line near Rixton-with-Glazebrook Westwards would move the line further away from Culcheth	1
West - Cul - LoR - Moving line north of Culcheth would lessen disruption	2
West - Cul - LoR - Proposed route should not run through / closer to the Risley landfill site	2
West - Cul - LoR - Alternative route over village of Acton Bridge would have less economic impact	1
West - Cul - LoR - Should consider alternative routes put forward by Warrington Borough Council	2
West - Cul - LoR - Proposed route should follow the old disused railway / linear park	1
West - Cul - LoR - Proposed route should go to Golborne instead of Lowton to bend the line away from Culcheth	2
West - Cul - LoR - Proposed route should go to Golborne instead of Lowton to save money / expense further up the line to Bamfurlong	2
West - Cul - LoR - Proposed route should not run through Culcheth	4
West - Cul - LoR - Should consider alternative route away from the Culcheth / Rixton area	4
West - Cul - NV - Moving line north of Culcheth would prevent noise pollution in Culcheth	1
West - Cul - LV - Moving line north / or west of Culcheth would prevent loss of Culcheth Linear Park	3
West - Cul - TP - Should consider upgrading track to classic compatible to increase capacity levels	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Cul - TP - Should consider upgrading track to classic compatible to reduce cost	2
West - Cul - TP - Should consider upgrading track to classic compatible to reduce devaluation of property	1
West - Cul - LR - Proposed route cutting through landfill site would increase costs but is not an insurmountable problem	1
West - Cul - PRW - Should provide replacement woodland footpaths that link into the footpaths around Croft / Culcheth	3
West - Cul - LoR - Tightening the curve north of the Ship Canal would allow the line to pass south of the industrial estate / created increased space for earth modelling / retain part of Linear Park / avoid golf course	1
West - Cul - CH - Having the proposed maintenance depot at Parkside Colliery would avoid demolition of Grade II Listed Culcheth Rectory	1
West - Cul - Hi - An acceptable road scheme could be possible if it avoids developments in the farmland corridor	1
West - Cul - LoR - Services would improve if the proposed route follows West Coast Main Line through Warrington Bank Quay / serve a greater area	2
West - Cul - BW - An embankment would preclude Holcroft and Risley Mosses being joined by a further wetland corridor across Glazebrook Moss	2
West - Cul - CH - Grade II listed Newchurch Rectory in Culcheth should be protected	1
West - Cul - CI - Provision must be made for the diversion of overhead / underground utilities	1
West - Cul - VB - Alternative route over lower level Acton Bridge would be less susceptible to adverse weather conditions than proposed viaduct	1
West - Cul - Tun - If there were to be a tunnel through Rixton with Glazebrook instead of a viaduct, then there is an economic / environmental case for the tunnel to continue through the Culcheth area	1
West - Cul - PRW - Right of way that cross the linear park should be conserved by providing foot bridges over the proposed track	1
West - Cul - HEW - Substantial, appropriate and effective sound attenuation and vibration mitigation required around Culcheth	1
West - Cul - Env - A full, impartial and proper EIA of Clucheth area must be undertaken	1
West - Cul - CI - Bridge works A574, Wigshaw Lane and B5207 should not be done at the same time	1
West - Cul - BW - Route through Culcheth Linear Park must protect flora and fauna	1
West - Cul - LR - If the track were put in a green tunnel to address noise, then linear park could be preserved by using the land over the tunnel	1
West- Cul- Tun- Proposed route should pass under the area in a tunnel	1
West - Cul - BW - Need for and cost of wildlife corridors has not been addressed	1
West - Cul - LR - The proposed route crosses a waterpipe that connects the reservoirs at Bury and Prescott, the depth of the pipe must be at least 4.3m below the railway.	1
West - Cul - VB - Should be a new / larger bridge over proposed cutting at Wigshaw Lane	1
West - Cul - LoR - Line should curve to Liverpool at Culcheth	2
West - Cul - Com - Following the West Coast Main Line will have less affect on the community	2
West - Cul - FE - Following the West Coast Main Line will have less effect on the economy	1
West - Cul - LoR - The proposed route should be in a deep cut from before the A574 and until after Leigh Golf Course	1
West - Cul - LV - Sound barriers will need visual mitigation to prevent negative impact on the landscape	1
West - Cul - NV - Substantial noise and vibration attenuation measures are essential / should meet EU / WHO guidelines / use correct materials	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Cul - Env - An extension of the southerly approach to Warrington crossing the Manchester Ship Canal at Acton Grange with more beneficial land gradients would have significantly lower environmental impact	1
West - Cul - LoR - An extension of the southerly approach to Warrington crossing the Manchester Ship Canal at Acton Grange would not be subject to closure or speed restrictions due to high winds	1
West - Cul - FE - An extension of the southerly approach to Warrington crossing the Manchester Ship Canal at Acton Grange with more beneficial land gradients is likely to save costs	1
West - Cul - Com - Construction of a larger bridge over Wigshaw Lane / Wilton Lane without weight limitation will lead to further damage to the village and loss of amenity	1
West - Cul - LoR - Should use existing rail infrastructure / Manchester-Liverpool line to reroute through Culcheth	1
West - Cul - LoR - Redirect line past HM Prison Risley in a gradual curve / then back to crossing over East Lancs Road	1
West - Cul - NV - Make line deeper to lessen noise / sound impact	1
West - Cul - NV - Implement sound deflection / muffling	2
West - Cul - NV - A speed restriction when passing Culcheth would cut down noise pollution / noise from trains frequently travelling at 200mph will be intrusive	2
West - Cul - Tun - Consider use of a 'green tunnel' / track needs to be in a tunnel through Culcheth	2
West - Cul - LV - Make line deeper so train / electrics not visible	1
West - Cul - LV - Consult residents over new bridge / ensure retains aesthetic qualities	1
West - Colwich (Col)	3
West - Colwich - Reasons to Agree	1
West - Col - BW - Viaduct over Moreton Brook will reduce impact on Lount Farm SBI and grassland	1
West - Colwich - Reasons to Disagree	3
West - Col - VB - Concern for impacts on local community at Upper Moreton as a result of viaduct	1
West - Col - Com - Route will impact on community	1
West - Col - HEW - Proposed route will disrupt the village / impact quality of life / will cause health issues to residents	1
West - Col - NV - Proposed route will cause noise pollution in the area	1
West - Colwich - Reasons to Neither Agree nor Disagree	1
West - Col - CH - Potential to encounter Palaeolithic /archaeological remains in Colwich / Trent River valley	1
West - Colwich - Alternative Suggestions	1
West - Col - BW - Lengthening viaduct over Moreton Brook will further reduce impact on Lount Farm SBI and grassland	1
West - Colton (Colt)	2
West - Colton - Alternative Suggestions	2
West - Colt - Jn - Consideration should be given to upgrading Colton Junction	1
West - Colt - LR - Should investigate Hurstwood Pit east of Colton for HS2 use	1
West - Crewe	393
West - Crewe Reasons to Agree	59
West - Cre - FE - HS2 could lead to the regeneration of Crewe	1
West - Cre - Sta - Creation of an interchange at Crewe would have significant knock-on effects with re-routing and creation of new rail links to the new facility	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Cre - Dep - Proposed maintenance depot at Crewe will provide employment / business opportunities	1
West - Cre - FE - Support proposals for regenerating Crewe as part of HS2 construction	1
West - Cre - PD - Welcomes HS2 for further investment in brownfield sites	1
West - Cre - FE - A major interchange at Crewe will bring significant economic benefits to Cheshire and Liverpool	1
West - Cre - FE - Improved connectivity to London via Crewe will drive economic growth in Cheshire West and Chester	1
West - Cre - FE - Proposed depot will assist in regeneration / provide economic growth	1
West - Cre - LR - North of Crewe the landscape impacts are likely to be minor as the route mainly runs alongside the WCML through agricultural landscape	1
West - Cre - WCML - Crewe link with the West Coast Main Line will provide springboard for extension of HS2 to Preston / Carlisle / Scotland	1
West - Cre - WCML - HS2/classic compatible interconnection north of Crewe would enable services from Scotland to come southwards	1
West - Cre - WCML - HS2/classic compatible interconnection north of Crewe would give greater operational flexibility by enabling trains to switch between new and existing networks	1
West - Cre - Jn - Proposals will preserve the 6-way junction at Crewe to maintain current connectivity	1
West - Cre - LoR - Agree with line from Crewe to Manchester Airport	1
West - Cre - LoR - Agree with proposal to extend Phase 1 to Crewe	2
West - Cre - FE - Using Crewe station to connect HS2 and West Coast Main Line will bring economic / regeneration benefits to Cheshire East	8
West - Cre - Eml - Local area will benefit from the increase in job opportunities	4
West - Cre - Ra - Passengers from Cheshire / N Wales / N Staffs / N Shropshire will have access to the new services to London	1
West - Cre - Ra - Crewe is better suited to support rail infrastructure because of its history / population	4
West - Cre - Ra - Proposed route will allow easy interchange at existing Crewe station	3
West - Cre - LoR - Proposed route following West Coast Main Line as it approaches to Crewe is a good idea	4
West - Cre - WCML - Crewe link with the West Coast Main Line will be beneficial to serve North of England / Glasgow	13
West - Cre - WCML - Strongly / agree with the proposed connection to WCML at Crewe	13
West - Cre - Tun - Proposed tunnel under Crewe is a good idea / appropriate	3
West - Cre - LoR - Support the proposed route through Crewe	11
West - Crewe - Reasons to Disagree	89
West - Cre - Sta - Oppose concept of additional Crewe Parkway station	1
West - Cre - LV - Damage to the countryside outweighs the cost of spur from Crewe to Wigan	1
West - Cre - LV - Damage to the countryside outweighs the benefits of spur from Crewe to Wigan	1
West - Cre - LoR - Splitting the line at Crewe will negate any expansion of services from Manchester	1
West - Cre - Com - Proposed route will not benefit Crewe	4
West - Cre - SFS - Travelling from Liverpool / Stockport / Macclesfield to join HS2 at Crewe will be inconvenient / negate any potential reduction in journey time	2
West - Cre - Env - Proposed alignment south of Crewe will / may have a negative impact on the environment	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Cre - Bus - The proposed route's impact on the EDF gas facilities at Minshull Vernon will negatively affect the UK gas market / abilities / resources	1
West - Cre - Dep - Disagree with proposed location of Infrastructure Maintenance Depot	1
West - Cre - Dep - there are more suitable locations than the proposed location of Crewe Infrastructure Maintenance Depot	1
West - Cre - Eml - Proposed location of Infrastructure Maintenance Depot will impact on employment at Basford West	1
West - Cre - FE - proposed location of Infrastructure Maintenance Depot will damage local economy	1
West - Cre - LoR - The proposed HS2 route to the Eastern side of the WCML puts it too close / unsafely close to the EDF site at Minshull Vernon	1
West - Cre - LR - Potential for significant impact on the landscape where the route crosses the Bridgewater Canal	1
West - Cre - SFS - Travel to work services from Crewe Hub to Stoke could be jeopardised	1
West - Cre - LoR - The route between Crewe and Pickmere is an area of natural cavities, with a known history of landslides and where there is salt mining and extraction	1
West - Cre - SFS - The present single line on the Crewe to Kidsgrove line limits capacity for passenger and freight service	1
West - Cre - NV - Proposed route will lead to an increase in noise pollution	2
West - Cre - BW - Proposed route cuts through wildlife habitats at Sandbach	1
West - Cre - Ra - Only allowing trains from London to Preston to stop at Crewe will not benefit the people that need to move around the West Midlands	1
West - Cre - Sta - Concerns about impacts/details of Cheshire East Council proposals for a full hub station in Crewe	1
West - Cre - LoR - The point of crossing of the Crewe to Kidsgrove railway is a single line bottleneck introduced as an economy measure to facilitate electrification	1
West - Cre - Dep - Proposed maintenance site at Basford will preserve Crewe's importance as a railway town	1
West - Cre - Ra - Proposed classic connection at Crewe will not provide adequate connectivity to Stafford / Stoke-on-Trent / Stockport	1
West - Cre - Tun - Concerns that living close to the proposed tunnel entrance north of Crewe would have a negative noise impact on Parkers Road	1
West - Cre - Com - Residents of Crewe will have all the pain and no gain / suffering / with no benefit / gains	1
West - Cre - Bu - Proposed route will disrupt / negatively impact businesses / my business	4
West - Cre - SFS - Reduction in journey time will not be worth the delay / inconvenience of station interchange	2
West - Cre - Sta - Having to catch an HS2 train at / travel out to Crewe would be unacceptable / of no benefit	2
West - Cre - LR - Concerns regarding geological / former Salt Workings considerations for tunnelling under Crewe	1
West - Cre - LR - Proposed route will result in the loss of agricultural land	1
West - Cre - LoR - Proposed route plans (HMS10) show that the line emerges from a tunnel about a mile south of my home / farm	1
West - Cre - ERS - Existing services between Crewe and Manchester Airport are not direct / quick	1
West - Cre - Bu - Journey on West Coast Mainline from Crewe to London is productive as I work on the train / a faster journey would reduce productivity	1
West - Cre - LoR - Proposed route bypasses Crewe / Warrington / Wilmslow / Stretford / Macclesfield causing inconvenience to residents / business communities / living in Cheshire	3

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Cre - LR - Proposed route will lead to demolition of Moss Bridge Farm / the two farms on West side of the Crewe - Liverpool line / contradicting proposals to avoid demolitions in Barrows Green area	1
West - Cre - SFS - Reduction in journey time from Crewe to London will be negated by additional travel to / from a HS2 station	1
West - Cre - Hi - Insufficient road infrastructure to support the excavating of proposed cutting	1
West - Cre - ERS - Proposed route will reduce existing services through Crewe	1
West - Cre - Com - Crewe has less population than North Staffordshire	1
West - Cre - FE - Reduction in journey time does not justify the expense of the proposed line between Crewe and Manchester Piccadilly	3
West - Cre - Prop - Loss of property value outweighs the cost of spur from Crewe to Wigan	1
West - Cre - Prop - Loss of property value outweighs the benefits of spur from Crewe to Wigan	1
West - Cre - Com - Proposed route would have a negative impact for Crewe	3
West - Cre - Com - Commuters from Crewe would find it difficult to access HS2	3
West - Cre - Com - Commuters from Crewe would find it expensive to access HS2	1
West - Cre - Com - Commuters from Crewe would find it takes longer to access HS2	1
West - Cre - SFS - Journey time from Crewe to Birmingham is adequate / only marginally slower than HS2 / only 55 minutes	1
West - Cre - SFS - Travelling from / via Crewe to Manchester / other areas would increase total journey time / negate time saved on HS2	7
West - Cre - Ra - Crewe already has a good / adequate services / to London / accessibility to WCML	12
West - Cre - Ra - Passengers from Cheshire / N Wales / N Staffs / N Shropshire will not have access to high-speed trains continuing North into Lancashire / Cumbria / Scotland	1
West - Cre - Ra - People can catch a connecting train from Crewe to the Manchester Airport	1
West - Cre - Ra - People can catch a connecting tram from Crewe to the Manchester Airport	1
West - Cre - ERS - Current services on North Wales Coast Line from Crewe to Holyhead / North Wales already exists	1
West - Cre - LoR - Disagree with route from Crewe to Wigan	5
West - Cre - LoR - Disagree with route through Crewe / north of Crewe	4
West - Cre - LoR - No need for a split at Crewe to go through Warrington	1
West - Cre - LoR - No need for a spur to Wigan when there is a connection to WCML at Crewe	3
West - Cre - LoR - Proposed line cuts through existing Crewe station	1
West - Cre - LoR - Crewe already has an established connection to Liverpool	2
West - Cre - LoR - Crewe already has an established connection to Wales	1
West - Cre - LoR - Crewe already has an established connection to Scotland	1
West - Cre - LoR - Crewe already has an established connection to the Midlands	1
West - Cre - LoR - Crewe already has an established connection to Derbyshire	1
West - Cre - Sta - Proposed Manchester Piccadilly / Manchester Airport station will not benefit Crewe	2
West - Cre - Sta - No station at Crewe means residents outside Manchester will have to travel into the city / Manchester / Birmingham to use HS2	7
West - Cre - Sta - Crewe is a major North / South / East West / rail intersection and a lack of a link to HS2 will be to the detriment of the people / area	6

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Cre - Tun - Tunnelling through Crewe will impact foundations / structure of properties	3
West - Cre - VB - Proposed viaduct / viaduct of 16 meter height south of Crewe station is unacceptable	7
West - Cre - CI - Construction of twin tunnels will cause disruption to Crewe	3
West - Cre - Hol - Loss of residential buildings will cause disruption to Crewe	1
West - Cre - Saf - Potential hazards in a populous area will cause disruption to Crewe	1
West - Crewe - Reasons to Neither Agree nor Disagree	21
West - Cre - SFS - HS2 trains travelling at normal speeds from Crewe will have minimal time loss thereby giving massive cost savings	1
West - Cre - WoR - The impact of HS2 will depend on the width of route / and provision of the maintenance depots	2
West - Cre - Sta - What will happen to existing Crewe station?	1
West - Cre - TS - Are the proposed halts in the right places?	1
West - Cre - Sta - Station at Crewe has considerable rail and connectivity advantages	1
West - Cre - Bu - Concern over the impact HS2 will have on the EDF Gas storage and processing facilities at Minshull Vernon	1
West - Cre - Dep - Questions about how infrastructure depot will interact with current freight railway infrastructure / at Basford Hall Junction / yards	1
West - Cre - ERS - Proposed route should not reduce services from Crewe to other key stations (Wilmslow, Macclesfield, Congleton)	1
West - Cre - PD - British Salt Ltd has obtained planning consent to build cavities for brine extraction immediately on the Eastern flank of the Winsford to Crewe railway	1
West - Cre - Ra - Proposed route will directly / potentially impact DB Schenker site at Crewe (including Crewe South Yard / Crewe Diesel Depot)	1
West - Cre - Saf - Concern expressed over HS2's impact on National Gas Transmission System pipeline at Hill Top Farm	1
West - Cre - Saf - Concern expressed over HS2's impact on Scottish Power Manweb's three/two underground 33KV / overhead 132KV power lines at Hill Top Farm and Hole House	1
West - Cre - Saf - Concern expressed over HS2's impact on United Utilities high pressure water main pipeline at Hole House farm	1
West - Cre - Saf - Concern over HS2's effect on EDF's top-tier COMAH licence/necessary safety exclusion zone required / planning for operating Minshull Vernon site.	1
West - Cre - Saf - Concern over HS2's heavier/faster trains impact on EDF's gas storage facilities which are already at engineering limits and tolerances	1
West - Cre - Sta - Crewe station should not be downgraded / there should be no reduction in level of direct connectivity	1
West - Cre - Sta - Proposed station south of Crewe on Basford Sidings	1
West - Cre - Com - Proposed route will affect Crewe and adjoining area	2
West - Cre - LoR - Crewe is a major railway town	5
West - Cre - SFS - One HS2 train per hour to Liverpool is adequate	1
West - Cre - Sta - Questions why HS2 bypasses Crewe when it is a central part of the rail hub	3
West - Crewe - Alternative Suggestions	340
West - Cre - Sta - Should have an additional station at Crewe to enable connection to other towns / cities / Northwards	13
West - Cre - Sta - Should have an additional station at Crewe to serve Merseyside / North Wales	6

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Cre - Sta - Plans for the construction of an interchange station underneath Crewe should be included in this scheme / cannot be retrofitted	3
West - Cre - Sta - Disagree with Cheshire East Councils alternative proposals to site an interchange station 3kms south of the existing station on the A500	3
West - Cre - TT - Would be easier to access existing Crewe station than the proposed station at Manchester Airport / Piccadilly / due to traffic at Manchester Airport / motorways	2
West - Cre - Sta - Should have a HS2 station at Crewe with hub links to Liverpool / Manchester instead of the proposed route to Manchester	5
West - Cre - Sta - Should have a HS2 station at Crewe with hub / existing rail corridor to Derby / Nottingham / Sheffield / York instead of the proposed Eastern leg of the route	1
West - Cre - Tun - Should install reinforced concrete at the mouth of the Crewe Tunnel to dissipate shock waves / sonic booms / tunnel booms / like on the Spanish LAV	3
West - Cre - Tun - Should install a check rail inside the tunnel to ensure flange stability against lateral turbulence	1
West - Cre - LoR - Should have an additional station at Crewe to render the proposed spur to Golborne redundant	6
West - Cre - LoR - Should split line at Crewe through Warrington / Liverpool	4
West - Cre - Bu - A high speed station at Crewe would encourage new businesses to come to Crewe	1
West - Cre - Env - Additional station at Crewe will mitigate the environmental impacts from the route South of Crewe	3
West - Cre - FE - An additional station at Crewe will provide bigger economic benefits for the North West / North Midlands	9
West - Cre - Com - Should consider developing / upgrading local amenities in Crewe	4
West - Cre - WCML - Preston and northbound classic compatible trains should join the West Coast Main Line north of Crewe	2
West - Cre - Tun - Should extend tunnelling North of Crewe to reduce environmental damage	1
West - Cre - Sta - Should have a stop at Crewe as Crewe forms a major gateway to the North West	2
West - Cre - Ra - Cheshire / N Wales to use classic compatible service splitting at Crewe to NW coast and Liverpool	1
West - Cre - Sta - The feasibility of an additional station in Crewe should be fully assessed	2
West - Cre - St - Utilise space between unused platforms and freight lines at existing station for new HS2 station	1
West - Cre - Ra - Unclear about how proposed route interfaces with Cheshire East's proposals / for hub station / disconnection from West Coast Main Line / to stop high speed / through services to Liverpool / Chester / North Wales	1
West - Cre - LoR - Proposed route should be realigned from Crewe to skirt / pass Alderley Edge to the west / via Lindow Moss and Styal / before proceeding into Manchester close to the Heald Green / Gatley route	1
West - Cre - PRW - Use in-line bridges / underpasses for the Crewe & Nantwich Circular Walk / as diversion would deviate path too much	1
West - Cre - CI - An HS2 link at Crewe would be a better proposal than a tunnel and would eliminate the need for any further maintenance / additional infrastructure issues	1
West - Cre - Hi - Replace roundabout at Nantwich Rd / A534 with a junction with slip roads would address capacity issues for future traffic increases	1
West - Cre - Ra - A comprehensive interchange at Crewe would improve the freight infrastructure south of Crewe	1
West - Cre - PT - Support Cheshire East Councils alternative proposals to improve public transport	3

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Cre - FE - Concerns regarding funding of Cheshire East Councils alternative proposals	1
West - Cre - Tun - Tunnelling through Crewe will add to costs in providing the low level station	2
West - Cre - Com - An additional station at Crewe would make sustainable travel for local people a real option	1
West - Cre - Com - An additional station at Crewe would bring in many more passengers from the South Manchester / Stoke / Cheshire areas to use HS2 / would benefit the region / residents / commuters / Crewe's railway community	11
West - Cre - WCML - Services for Manchester Piccadilly and Manchester Airport classic compatible trains should join the West Coast Main Line north of Crewe	3
West - Cre - SFS - Additional station at Crewe should not significantly increase journey time between London and Manchester	1
West - Cre - SFS - Good connections / frequency of service / 2 trains per hour should be provided at Crewe	3
West - Cre - SFS - Services to / from Manchester-bound should not stop at Crewe as it would increase journey times / is served by other routes / restricts Manchester services	2
West - Cre - Sta - Building an interchange station underneath Crewe like the one at Old Oak Common will provide an extra station without affecting improved journey times	1
West - Cre - Sta - Building an interchange station underneath Crewe similar to the one at Old Oak Common will enable easy interchanges without disrupting functionality of the WCML	1
West - Cre - Ra - Additional station at Crewe could be constructed as part of a future upgrade of the line to Runcorn / Liverpool	2
West - Cre - Ra - Building a new HS2 station in Crewe would create major interchange / connect NW England / N / NW / West Wales / N Staffs / Chester / Cheshire / Shropshire	18
West - Cre - Ra - Would be better to link existing transport networks / hubs such as Crewe	7
West - Cre - Sta - Building an interchange station underneath Crewe like the one at Old Oak Common will improve connectivity once the high speed network extends to the North	1
West - Cre - Ra - Proposed route should integrate with existing rail / services / station at Crewe	5
West - Cre - WCML - HS2 should merge with West Coast Main Line at Crewe / allowing classic compatible services to run to Manchester	12
West - Cre - WCML - HS2 should connect to the West Coast Main Line at the north end of the Crewe tunnel	2
West - Cre - WCML - HS2 should merge with West Coast Main Line at Crewe allowing classic compatible services to run to Liverpool / further north	6
West - Cre - WCML - HS2 should merge with West Coast Main Line at Crewe allowing classic compatible services to run to far North West England / Scotland	11
West - Cre - WCML - Route should go through Warrington from new terminus in Crewe	1
West - Cre - WCML - Should connect West Coast Main Line at Crewe and running through to Warrington	10
West - Cre - WCML - Should connect Crewe with Weaver Junction	1
West - Cre - WCML - Should connect Crewe with Runcorn	2
West - Cre - WCML - Should connect Crewe with Warrington	5
West - Cre - WCML - Liverpool and northbound classic compatible trains should join the West Coast Main Line north of Crewe	5
West - Cre - LoR - Proposed route running in a tunnel underneath Crewe would be ideal if the plan is to build a interchange station underneath the existing one	1
West - Cre - LoR - Connecting HS2 to North Wales Coast Line from Crewe will directly connect Europe / Wales / Ireland	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Cre - LoR - Should have an extra spur from Crewe to enable captive rolling stock to serve Liverpool / Manchester	6
West - Cre - LoR - Should align Crewe - Manchester route along existing shorter / straighter routes	9
West - Cre - LoR - Should align with existing Crewe to Manchester Line / through Sandbach / Holmes Chapel / Chelford Station / Manchester Airport	7
West - Cre - LoR - A straighter alignment from Crewe to Manchester via the south of Holmes Chapel will lead to a reduction in journey times	1
West - Cre - LoR - Route should go from Crewe direct to Manchester	6
West - Cre - LoR - Should consider not building the proposed route between Birmingham and the far North of Crewe to avoid / mitigate the adverse 'Impacts by Topic'	1
West - Cre - LoR - Proposed route should run alongside the M6 and the West Coast Main Line / between Birmingham and Crewe	3
West - Cre - LoR - Proposed route from Crewe to Manchester should run alongside the West Coast Main Line Crewe - Manchester branch until Alderley Edge / Wilmslow	2
West - Cre - Dep - Should upgrade the existing depots at Crewe for less money than extending line past Manchester	2
West - Cre - Sta - Should have an additional station / interchange at Crewe making use of the existing disused platforms	3
West - Cre - Sta - Should have an additional / HS2 station in / at Crewe	75
West - Cre - Sta - Should not have a station at Crewe	5
West - Cre - Sta - Should not have an additional station in Crewe	9
West - Cre - Sta - Additional station at Crewe should be a hub / full station / should not be just an interchange	24
West - Cre - Sta - Redeveloping the current Crewe station would enhance connectivity / provide an increased hub for other services / reduce congestion caused by other proposed routing	11
West - Cre - Sta - Additional station at Crewe should not reduce capacity	2
West - Cre - Sta - Should have an additional station at Crewe to eliminate the need for a viaduct at Hough / Basford	6
West - Cre - Sta - If government does not listen to public opinion and go ahead with the project then a station at Crewe would be needed	2
West - Cre - Sta - Should have an additional station underneath the current Crewe station / under the carriage sidings / beneath the east side of existing station / so that passengers could take HS2 without having to change	6
West - Cre - Sta - Should have an additional station at Crewe because it is the main rail junction in the North West	7
West - Cre - Sta - Should have a station at Crewe with 24 hours access to the trains that will benefit the area	1
West - Cre - Sta - Should have an HS2 station under existing Crewe Railway Station with access via CRS	3
West - Cre - Sta - Should have an additional station at Crewe if HS2 goes ahead	7
West - Cre - Sta - Should have an additional HS2 station / hub at Crewe as proposed by Cheshire East Council / to provide connectivity to Liverpool / Chester / Stoke / Shrewsbury / Warrington Bank Quay / North Wales and local Chester stations	19
West - Cre - Sta - Should have an additional station at Crewe to provide a connection with the West Coast Main Line / WCML	11
West - Cre - Jn - Maximum flexibility would be obtained by adding a grade-separated junction between WCML and the HS2 line to the north of Crewe station	5
West - Cre - CI - Should extend Phase 1 to Crewe straight away to minimise bottleneck impact on WCML at Stafford prior to 2026	1
West - Cre - Ra - Link between Sheffield / Meadowhall and Crewe should be improved	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Cre - Existing Crewe station should be served with links to it from north and south	1
West - Cre - Sta - principle used at Ashford on HS1 should be followed with Crewe	1
West - Cre - Sta - Fully operational station at Crewe splitting to Manchester and Warrington / Liverpool	1
West - Cre - Bu - Access to both parts of the farm / business needs to be maintained	1
West - Cre - Dep - Depot should be situated at Crewe	1
West - Cre - Jun - Additional junction north of Crewe to create loop would provide more flexibility in case of accidents	1
West - Cre - Jun - Additional junction north of Crewe to create loop would allow more stations to stop at Crewe if HS2 extended	1
West - Cre - LoR - Phase 2 should follow West Coast Main Line route to Crewe with straightening at out of specification curves, such as Tamworth.	1
West - Cre - VB - Height of proposed viaduct south of Crewe should be minimised	1
West - Cre - WCML - Important to ensure no bottlenecks are created where HS2 connects to the conventional network at the location south of Crewe	1
West - Cre - Sta - Modern station environment at Crewe will improve Crewe's image	1
West - CR - Bu - Opposed to any development which reduces the operational scope of Basford Hall yard / would ask HS2 to consult directly with Freightliner about any scheme in early development	1
West - CR - Bu - HS2 should look at options to redesign the proposed infrastructure maintenance depot at Basford Hall to avoid it impinging on Freightliner facilities	1
West - Cre - PT - Should have a free shuttle service between Crewe Station / town centre to business parks in / around Crewe	1
West - Cre - PT - Improved bus service between Wychwood Park and Crewe Station / town centre is needed	1
West - Cre - WCML - upgrading the WCML between Crewe and Golborne would represent better value for money / be more beneficial than the Golborne connection	1
West - Cre - WCML - Hub station at Crewe with upgraded WCML to north would free up capacity on WCML serving Warrington, Liverpool and Scotland	2
West - Cre - TT - A car park on Weston Rd would be more convenient / benefit Crewe Station	1
West - Cre - WF - Consider making improvements to the culverts that are interacted with in the construction of HS2 around Crewe	2
West - Cre - VB - Implementing the Crewe section at the same time as Phase 1 would remove the need for the proposed viaduct south of Crewe	1
West - Cre - Sta - Modern station environment at Crewe will improve Crewe's image	1
West - Cre - SFS - Additional rail capacity for stopping and through services at Crewe to maximise benefits	1
West - Cre - Hol - Investment in brownfield sites around the HS2 infrastructure could create 25000 new homes	1
West - Cre - FE - Bring the Lichfield to Crewe section in at the same time as Phase 1 to spread the economic gains to the North sooner.	1
West - Cre - BW - HS2 should ensure that Wistaston is not further polluted with phosphorous / mitigate impact on wildlife there	2
West - Cre - Sta - An additional station at Crewe would need to have easy / convenient access	2
West - Cre - CR - Improve canal system to transport bulk freight to free up road and rail.	1
West - Cre - Ra - A customs clearance facility at Crewe would enable passengers to travel on trains between Crewe and mainland Europe	1
West - Cre - Bu - HS2 should financially / practically mitigate / compensate the impact of the proposed route on EDF's Minshull Vernon facilities	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Cre - CI - Phase 1 should extend to Crewe	1
West - Cre - CI - Should consider building the line from Lichfield to Crewe sooner to expedite and spread economic benefits of Phase 1	1
West - Cre - Dep - Should find a more suitable location than the proposed location of Infrastructure Maintenance Depot	1
West - Cre - Env - Hub station at Crewe will remove need for high viaducts to the South / mitigate environmental impacts	1
West - Cre - ERS - WCML link should not cause a reduction in services from Watford to the North / Scotland on the WCML	1
West - Cre - Jun - A junction at Minshull Vernon would allow HS2 trains to travel on from Crewe station to Liverpool/Warrington on WCML route	1
West - Cre - Jun - A junction to the north of the north portal of the Crewe tunnel would allow Crewe station to be served by Classic Compatible trains	1
West - Cre - Bu - If HS2 is unable to satisfactorily mitigate the route's effects on EDF's Minshull Vernon facility then they should consider a different route	1
West - Cre - LoR - London-Liverpool trains should call at existing Crew station	1
West - Cre - LoR - Route north of Crewe should only be decided once options for improving WCML to Carlisle are set out	1
West - Cre - Ra - More cost effective to improve capacity of WCML Crew to Warrington, Liverpool and Wigan	2
West - Cre - PT - Crewe requires a thought-out integrated transport strategy including buses, trams and park and ride	1
West - Cre - PT - wish to see integrated ticketing and pricing policy to provide financial incentive to use new transport network	1
West - Cre - Ra - Mid-Cheshire Link could halve the length of classic line under current proposals increasing freight capacity / allowing for a future captive service to Liverpool	1
West - Cre - Ra - Should modify infrastructure at Crewe to allow HS2 to serve Manchester / Manchester Piccadilly / Manchester Airport / stations on the WCML	1
West - Cre - Ra -Should be a further link to HS2 to the north of Crew station to enable HS2 service to connect with trains from Stafford / Wigan / Stoke / Birmingham / Wolverhampton / Chester	1
West - Cre - Sta - A new station could be constructed to the South of Crewe in the area of Basford Hall sidings	1
West - Cr e- Sta - Additional capacity provided by additional HS2 Hub station at Crewe would maximise economic benefits	1
West - Cre - Sta - Additional HS2 Hub station at Crewe would provide additional rail capacity for stopping and through services	1
West - Cre - Sta - Additional station at Crewe would remove need for a link at Golborne	3
West - Cre - Sta - Captive trains could call at existing Crewe Station if platforms altered / lengthened	1
West - Cre - Sta - Cross-platform interchange between HS2 and classic services would enhance Blackpool's access to English / Welsh markets	1
West - Cre - Sta - Cross-platform interchange between HS2 and classic services would reduce travel times from area / south-west England	1
West - Cre - Sta - Options for Crewe station / Phase 1 extension to Crewe appendix to Cheshire East Council response	1
West - Cre - Sta - Should have additional station at Crewe to reduce severe economic / community impacts on villages / rural communities south of Crewe	1
West - Cre - Sta - Station at Crewe would benefit Liverpool	1
West - Cre - Sta - Station at Crewe would require significant investment in local infrastructure	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Cre - Sta - There should be a major upgrade to Crewe station	1
West - Cre - Sta - Crewe station should be rebuilt to accommodate longer HS2 trains	1
West - Cre - Tun - Elevating the line would be preferable to proposed tunnel	1
West - Cre - VB - Lowering proposed viaduct south of Crewe would enable better use of tunnelling / underpasses / crossing points	1
West - Cre - VB - Should investigate potentially cheaper option of putting Hs2 tracks on a viaduct over Crewe Station rather than tunnelling under	1
West - Cre - WCML - Route north of Crewe should follow WCML more closely to minimise impacts on farmland/ Northwhich/ Taton Park	1
West - Cre - SFS - HS2 should consider a wider range of options (including classic compatible trains and tunnelling) to allow trains to/from Birmingham to serve Crewe	1
West - Cre - FE - There would be an economic advantage in coordinating the construction of the bridge for the Crewe Green Link with the reconstruction of the arch bridge to suit electrification	1
West - Cre - Sta - Crewe station on present site should be reconstructed to HS2 standards	2
West - Cre - Jn - Should include junctions to allow trains leaving the route to travel further North / towards Preston / via existing Crewe station	1
West - Cre - Sta - Should have an additional station at Crewe with separate tracks / tunnels from through / non-stopping services	2
West - Cre - TT - A shuttle terminal at Crewe would reduce congestion / negate the need for car travel to Folkestone terminal	1
West - Cre - WCML - HS2 should merge with West Coast Main Line at Crewe / allowing classic compatible services to run to Preston and beyond	1
West - Cre - WCML - Connection to the West Coast Main Line should be at Crewe not at Golborne	11
West - Cre - LoR - A HS2 link in Crewe is essential / if a maintenance depot gets built there	3
West - Cre - Sta - Location of Crewe as a HS2 station would attract passengers	2
West - Cre - Sta - Agree with HS2 station / hub / links at Crewe	25
West - Cre - Sta - Station at Crewe has considerable rail and connectivity advantages	17
West - Cre - Sta - Hub interchange at Crewe would be more economical and effective	8
West - Cre - VB - A bridge should be constructed with a span to accommodate a second track to eliminate the single track bottleneck on the Crewe to Kidsgrove railway / increase number of train paths to other towns / cities	1
West - Cre - ERS - Proposals should not impact on existing rail services from / to Crewe	1
West - Cre - LoR - HS2 should terminate at Crewe and connect with Manchester / Liverpool / Chester / Preston / Glasgow on conventional lines	2
West - Cre - Ra - Should use existing lines from Crewe to Salford connecting Warrington	1
West - Cre - Sta - Concerns regarding Cheshire East Council's alternative suggestion for a full HS2 hub / station at Crewe	2
West - Cre - Jn - Should construct a junction north of Crewe to provide a loop / in case of accidents	1
West - Cre - Sta - Should have an additional consultation / more analysis / information on a full HS2 hub / station for Crewe	2
West - Cre - LoR - Should have an extra spur at Crewe to enable Pendolino services to connect / run at 150mph	1
West - Cre - Ra - Should provide a classic connection in Crewe	5
West - Cre - Sta - Should have an additional station in Crewe to take advantage of advanced rail manufacturing / testing / engineering centres	1
West - Cre - FE - Additional station at Crewe would positively impact investments / opportunities / development contracts / economic regeneration in Crewe and nearby	7

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Cre - Eml - Additional station at Crewe would positively impact employment / create jobs in Crewe	1
West - Cre- Hol - Additional station at Crewe would positively impact housing / create houses	1
West - Cre - Sta - Should be an additional station South of Crewe to alleviate congestion / provide better connections to the wider area	2
West - Cre- Bu - Additional station at Crewe is supported by the business community in South Cheshire	1
West - Cre - Dep - Proposed maintenance depot could be located at Crewe	2
West - Cre - Sta - A station in Crewe would better serve the North West via existing infrastructure radiating out from there	13
West - Cre - Sta - An additional station at Crewe makes more sense to serve more people than one at Manchester Airport	3
West - Cre - LoR - Should consider a separate route serving Crewe	2
West - Cre - Sta - Should have an additional station at Crewe to render the delta junction at Warburton redundant	6
West - Cre - Sta - Should have an additional station at Crewe otherwise there will be no benefit to Cheshire	7
West - Cre- LoR - Proposed route should run from north of Sandbach to Junction 18 of the M6 and run along the M6 until Parkside Colliery	1
West - Cre - Sta - Proposed underground route through Crewe should include a station similar to Lille in France	2
West - Cre - LoR - Proposed route should run along the M6 from Sandbach to Junction 19 re-joining the proposed route where it crosses the A50	1
West - Cre - Sta - Should have an additional station at Crewe because it is a vital rail hub / station	11
West - Cre - Dep - Proposed maintenance depot should be located within the existing disused railway sidings at Crewe South Yard / between West Coast Main Line and Basford Hall Freightliner depot to add a new railway infrastructure to this important railway junction	2
West - Cre - Sta - Should have an additional station close to / near the existing Crewe station to allow passengers to transfer / on foot / to other routes / services that Crewe station provides	5
West - Cre - Dep - Proposed maintenance depot could be located here	2
West - Cre - Sta - A station at Crewe would mean passengers will not need to go up to Golborne to change	3
West - Cre - Tun - Should extend tunnel north of Parkers Road	1
West - Cre - Sta - Should have an additional station alongside the existing Crewe station	1
West - Cre - TP - Should consider upgrading track to classic compatible to increase capacity levels	2
West - Cre - Sta - HS2 is pointless / not worth doing without a station in Crewe	2
West - Cre - LV - Disused platforms at Crewe Rail Station should be restored to enhance appearance of the western side of the station	2
West - Cre - Sta - Should use the existing Crewe station / connect HS2 to existing Crewe station	6
West - Cre - Env - Having the proposed route running along the West Coast Main Line from Crewe to Golborne would reduce environmental impact	1
West - Cre - Sta - Including a HS2 station / hub at Crewe would mean HS2 could take a more direct route to Manchester	5
West - Cre - Ra - Should have a rail flyover at the north end of Crewe Station to take Manchester - Cardiff trains from the West Coast Main Line to the re-opened platforms on the west side of the station	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Cre - Sta - Should build an interchange station underneath Crewe by shifting the tunnels slightly to the side and build a station box underneath the carriage sidings	2
West - Cre - Env - Having the proposed maintenance depot at Parkside Colliery would have a lower environmental impact than building the Crewe - Golborne line	1
West - Cre - Tun - Should realign tunnel to pass directly under Crewe Railway Station	1
West - Cre - Ven - The tunnel under Crewe should have two ventilation shafts	1
West - Cre - Tun - Should extend tunnel under Crewe past housing estates to reduce impact on property prices	1
West - Cre - Saf - Should pay more attention to safety within the tunnel under Crewe	1
West - Cre - Tun - Should extend tunnel under Crewe past housing estates to reduce blight on property	1
West - Cre - Tun - Proposed tunnel through Crewe should be removed	2
West - Cre - SFS - HS2 should consider a wider range of options (including classic compatible trains and tunnelling) to allow trains to/from Birmingham to serve Crewe	4
West - Cre - Sta - Having a station at Crewe would be useful as there are no intermediate stops apart from Birmingham for an expanded HS2 service from further North	1
West - Cre - Ra - Should have links from Crewe for services going to Manchester even if it goes underground	1
West - Cre - CH - A new HS2 station at Crewe should pay careful consideration to the setting of the existing listed railway station at Crewe	2
West - Cre - Sta - Should use the depot at Crewe to service rolling stock	2
West - Cre - Sta - Clarity on whether there will be a station at Crewe or not	4
West - Cre - BW - Having a direct / shorter route from Crewe to Manchester would be less damaging to wildlife	1
West - Cre - Ra - Having the proposed route running along the West Coast Main Line from Crewe to Golborne would improve connections to existing rail services in the Crewe / Manchester / Liverpool / Warrington area	3
West - Cre - FE - An additional station at Crewe would be costly	2
West - Cre - Bu - A hub in Crewe would take away businesses from Potteries	2
West - Cre - Com - Crewe will not improve unless Crewe station / local infrastructure receive investment	1
West - Cre - Dep - Proposed maintenance depot could be located at Crewe	2
West - Cre - Dep - Proposed maintenance depot should be located within the existing disused railway sidings at Crewe South Yard / between West Coast Main Line and Basford Hall Freightliner depot to add a new railway infrastructure to this important railway junction	2
West - Cre - Dep - Proposed maintenance depot could be located here	2
West - Cre - Com - Proposed maintenance depot should be located within the existing disused railway sidings at Crewe South Yard / between West Coast Main Line and Basford Hall Freightliner depot to reduce impact on Crewe	2
West - Cre - Env - Having the proposed maintenance depot at Parkside Colliery would have a lower environmental impact than building the Crewe - Golborne line	1
West - Low - Dep - Proposed depot should be sited at an existing brownfield site available in Crewe	3
West - Low - Dep - Proposed Rolling Stock Depot at Lowton should be relocated to Crewe	3
West - Low - Dep - Relocating Rolling Stock Depot from Lowton to Crewe would save cost / upheaval of bridge over Mersey / Ship Canal	1
West - Cre - Com - Proposed maintenance depot should be located within the existing disused railway sidings at Crewe South Yard / between West Coast Main Line and Basford Hall Freightliner depot to reduce impact on Crewe	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Cre - Tun - Should extend tunnel north of Parkers Road	1
West - Cre - Tun - Should extend tunnelling North of Crewe to reduce environmental damage	1
West - Cre - Tun - Should extend tunnel under Crewe past housing estates to reduce impact on property prices	1
West - Cre - Tun - Should extend tunnel under Crewe past housing estates to reduce blight on property	1
West - Cre - WCML - Crewe link with the West Coast Main Line will be more beneficial for commuters in Cheshire than a station at the airport	1
West - Davenham (Dave)	1
West - Davenham - Reasons to Disagree	1
West - Dave - Com - Route through Davenham will have a significant impact on the local community	1
West - Dave - LV - Visual impacts by use of baffles to reduce noise on Davenham area will be unacceptable	1
West - Dave - NV - Noise impacts on Davenham area will be unacceptable	1
West - Dave - Saf - HS2 staff at consultation event unable to define safety case for Stublach gas storage works	1
West - Dave - Saf - Route passes gas storage works at Stublach which poses a safety risk	1
West - Davenham - Alternative Suggestions	1
West - Dave - Com - A credible proposal to deal with risk of gas works is needed to reassure the community	1
West - Dave - LoR - Route should pass to the east of Knutsford instead of through Davenham	1
West - Dave - Ra - Transport links in east of Knutsford are better than Davenham / Northwich which would increase benefits of HS2	1
West - Davenport Green (DavG)	3
West - Davenport Green - Reasons to Disagree	3
West - DavG - Eml - Concerns that additional job estimates don't take into account future jobs lost in Davenport Green	1
West - DavG - Prop - Subsidence to homes caused by construction / tunnelling / due to clay subsoil / in Davenport Green area	1
West - DavG - Com - Impact on Davenport Green would disrupt / impact on local community	1
West - DavG - BW - Impact on Davenport Green would affect wildlife / rare species	2
West - DavG - BW - Impact on Davenport Green would affect SSSIs / SBIs /	2
West - DavG - BW - Airport station / required infrastructure would impact on woodland / ancient woodland at Davenport Green Wood	2
West - DavG - PD - Future station at Davenport Green would lead to widespread development in local area	1
West - DavG - LV - Concerns over loss of green space at Davenport Green	1
West - DavG - LR - Half of the proposed Manchester Airport site is green belt land	1
West - DavG - PD - The proposed Manchester Airport site would result in loss of 40% of the developable land at Davenport Green / for employment use	1
West - Davenport Green - Reasons to Neither Agree nor Disagree	1
West - DavG - Ew - Unclear what the impact of excavated waste is likely to be on the local area at Davenport Green	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Doddington (Dodd)	4
West - Doddington - Reasons to Disagree	3
West - Dodd - LV - Proposed route will pass through open countryside	1
West - Dodd - LR - Proposed route will sever / pass through farms / agricultural land	1
West - Dodd - LR - Proposed route will sever / pass through farms / agricultural land / Wrinehill Hall / Grange Farm / Lower Den Farm/ Ash Tree Farm	1
West - Dodd - PRW - Proposed route will cross seven footpaths / two bridleways	2
West - Doddington - Reasons to Neither Agree nor Disagree	3
West - Dodd - CH - There are possible settlement earthworks at Blakenhall	1
West - Dodd - BW - Questions about measures / mitigation to protect wildlife / amphibians near Checkley Brook flood plain	1
West - Dodd - CI - Questions about duration of construction period	1
West - Dodd - Ew - Questions about what will happen to excavated earth caused by construction of HS2 through uneven terrain near Lower Den Farm	1
West - Dodd - MRU - Questions about materials used for proposed route section / tunnel linings / viaduct crossing Checkley Brook flood plain	1
West - Dodd - NV - Questions about height / width / bunding	1
West - Dodd - PRW - Question on the provision bridleways / footpaths crossed by HS2	1
West - Dodd - Tun - Question whether the tunnelling under Checkley Lane and Den Lane will still allow vehicle access	2
West - Doddington - Alternative Suggestions	2
West - Dodd - LoR - Proposed route should include wider tunnelling / deeper cuttings / bridges / underpasses to mitigate impacts of route	1
West - Dodd - Bu - Further investigation needed about impact of Phase 2 on Checkley Grange Farm / nationally important egg-producer	1
West - Dodd - LR - Provisions / mitigations must be made for farm access / protecting farm animals	1
West - Didsbury (Did)	54
West - Didsbury - Reasons to Disagree	50
West - Did - Bu - Concerns about impact of ventilation shafts on finances/membership of Withington Golf Club	2
West - Did - Com - Infringement of Withington Golf Club would restrict sport to local community	1
West - Did - PRW - Concerns about impact of ventilation shafts on access to Withington Golf Club	1
West - Did - BW - Could impact upon wildlife in area	1
West - Did - Com - Will impact local recreation areas	1
West - Did - Ven - The proposed ventilation shaft near Withington golf course will cause loss of trees / damage the local biodiversity	1
West - Did - WF - Possible Hydrological and drainage issues as ventilation shaft lies close to River Mersey	1
West - Did - TT - Proposed ventilation shaft at the junction of Palatine Road / Lapwing Lane will have a negative impact on local traffic / lead to road closures	1
West - Did - NV - Proposed route underneath Christie Hospital will cause vibrations which will have a negative effect on patients	1
West - Did - Tun - Tunnel should not run under heavily populated area	1
West - Did - Com - Vent location at Lapwing Lane / Palatine Road junction is in a (busy) neighbourhood / residential area	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Did - Com - Strong community / local support opposing plans / people will / would take further action / if made aware	2
West - Did - Bu - Vent location will impact on local businesses	1
West - Did - Com - Vent location will impact on community in town / thriving scene / leisure areas	2
West - Did - Com - Greenfinch pub is frequented / enjoyed / needed by families / the elderly / students / young people / all generations	1
West - Did - CH - Route will impact on conservation area	2
West - Did - CH - Route passes through / will impact on area of Victorian architecture	1
West - Did - FE - Route / vent / escape tunnel will damage local economy	1
West - Did - Com - Proposed ventilation shaft will also have negative impacts to areas such as Raleigh Close	2
West - Did - Bu - Proposed ventilation shaft will have continuous negative impacts to businesses during / after construction / restrict access to Withington Community Hospital	2
West - Did - Eml - Proposed vent shaft will have negative impacts on employment / jobs in the area of Didsbury	3
West - Did - TT - Proposed parking facilities will only add to existing parking difficulties / area has already been impacted by parking for Metrolink stop	1
West - Did - BW - Construction works will impact on wildlife near proposed ventilation shaft in Greenfinch public house / Palatine Road / Lapwing Lane	3
West - Did - NV - Concerns about impact of noise / vibrations on properties in Palatine Road	3
West - Did - Bu - Impact on Greenfinch seems excessive	1
West - Did - CH - Proposed ventilation shaft will impact on Grade II Listed Town Hall building adjacent to Greenfinch pub	1
West - Did - BW - Proposed ventilation shaft near Withington Golf Club will impact on woodlands / wildlife / ecology / protected species	3
West - Did - Com - Proposed ventilation shaft near Withington Golf Club will impact on local amenities / recreational areas	3
West - Did - CIm - Cumulative impact of planning development and proposed ventilation shaft on Wrengate Wood Site will lead to loss of woodlands / biodiversity	2
West - Did - Vent - Proposed ventilation shaft at Withington Golf Course is in a greenbelt area	2
West - Did - WF - Proposed ventilation shaft at Withington Golf Course is in a flood risk area / would exacerbate flood risk	1
West - Did - Saf - Proposed ventilation shaft at Withington Golf Course would prevent access to emergency vehicles during flood events	2
West - Did - Vent - Proposed ventilation shaft at Withington Golf Course should be located at 182-184 Palatine Road to avoid impact on deep piling of the motorway bridge support columns near Withington Golf Course	2
West - Did - BW- site of the Greenfinch public house/restaurant. This building, as well as being a popular and successful social meeting point, lies at the junction of three conservation areas	3
West - Did - Com - Character of W Didsbury / Palatine Road will be affected / by vent shaft location at Greenfinch pub	4
West - Did - Bu - Tourism / economic development of West Didsbury will be detrimentally impacted	6
West - Did - Bu - Proposed route through West Didsbury / Greenfinch Pub will lead to a loss of business rates for Manchester City Council	1
West - Did - Prop - Proposed route / vent shaft will have a negative impact on property prices	5

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Did - CI - Construction works at the location could interfere with access to Metrolink / Northern Tennis Club	2
West - Did - HEW - The height and arrangement of Raleigh Close / Withington Town Hall would provide a large acoustic surface that would reverberate / intensify noise	1
West - Did - AQ - Construction will cause dust	1
West - Did - Vent - Disagree with the location of a ventilation shaft at Withington Golf Course	1
West - Did - LoR - Disagree with route through Didsbury area	1
West - Did - Com - Route through Didsbury area will impact on residents / community	2
West - Did - CI - Concerns over disruption due to construction	3
West - Did - AQ - Concerns over fumes / pollution from vent shaft / affecting residential area / school	3
West - Did - NV - Concerns over noise from vent shaft	3
West - Did - NV - Concerns over operational noise / once line active	1
West - Did - Vent - Location is a key site / wasted on basic infrastructure	1
West - Did - Saf - Lack of space for emergency escape / access in densely-populated area	1
West - Did - Com - The Greenfinch pub is / always has been part of the community / much valued / appreciated	6
West - Did - CI - Concern over lack of detail of construction plans/ land reinstatement	1
West - Did - LV - Proposed ventilation shaft on Greenfinch pub site is amongst three conservation areas and would be very obvious / intrusive / difficult to hide	1
West - Did - Bu - Vent shaft will have a detrimental effect on local shops / FOLLA project / restaurants	8
West - Did - Com - Vent / escape tunnel / works will damage / disrupt surroundings / community during / after construction	6
West - Did - HEW - Proposed ventilation shaft will be extremely noisy and it will affect living conditions of the people around the area of Didsbury	2
West - Did - Vent - Disagree with the location of a ventilation shaft at Greenfinch pub / junction of Lapwing Lane / Palatine Road	30
West - Did - LV - Proposed ventilation shaft in West Didsbury will have a negative visual impact on the local area / conservation area / landscape	16
West - Did - CH - West Didsbury is a prominent / historic location should not be used to site the proposed vent	6
West - Did - CH - Greenfinch pub is very close to three conservation areas	3
West - Did - Env - Vent shaft location / at Greenfinch pub is in a conservation area / three conservation areas	8
West - Did - CH - Would be inappropriate to use Greenfinch pub as it is a key historic building	6
West - Did - CH - Greenfinch Pub is an historic / architecturally significant / prized building	13
West - Did - Com - Concern over living close to Greenfinch pub where the proposed ventilation shaft will be constructed	3
West - Did - CH - Ventilation shaft / plans will destroy / negate restored Victorian / Edwardian terrace / shop fronts	7
West - Didsbury - Reasons to Neither Agree nor Disagree	1
West - Did - Com - Unsure / unclear how the proposals will affect the area of Didsbury in Manchester	1
West - Didsbury - Alternative Suggestions	30
West - Did - Vent - Withington Golf Club has more land / can camouflage buildings more easily for a proposed ventilation shaft	1
West - Did - LoR - Utilise site of Ewing school / is less intrusive / will be vacant	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Did - LoR - Utilise bus terminus to revise route	1
West - Did - Vent - Should build proposed ventilation shaft on the opposite side of Palatine Road / further north near the Unemployment Office building	2
West - Did - Tun - Proposed tunnel should not run under Palatine Road / should run under Princess Road A5103 / A34 Kingsway	3
West - Did - Prop - Would be better to demolish Northern Tennis Club hotel	1
West - Did - Com - Locate vent shaft away from people / communities	2
West - Did - Env - Locate vent shaft where it cannot impact on the environment	1
West - Did - Vent - Locate ventilation shaft on Princess Parkway / Siemens site on Princes Parkway	2
West - Did - Vent - Locate vent shaft in Barlow Moor Road	1
West - Did - Vent - Locate vent shaft on site of bus terminus / but minimise parking / use PT to access site	2
West - Did - Vent - Locate vent shaft on site of derelict / run-down houses / pub / hotels / other units on Palatine Road	7
West - Did - Vent - Locate vent shaft on site of flats / run-down flats on Lapwing Lane	1
West - Did - Vent - Locate vent shaft on site of demolished pub on Wilmslow Road	1
West - Did - Vent - Locate vent shaft in adjacent junction and relocate opticians to Lapwing Lane	1
West - Did - Vent - Find alternative location to preserve the Greenfinch pub	3
West - Did - LoR - Reconsider route through Didsbury / find alternative route	2
West - Did - Vent - Withington Golf Club location preferential to Lapwing Lane / Palatine Road junction	1
West - Did - Vent - Manchester Uni athletics ground preferential to Lapwing Lane / Palatine Road junction	1
West - Did - Vent - Didsbury ventilation shaft should be located in Ewing School / Peace Inn Hotel	1
West - Did - CH - Avoid negative impacts on Marie-Louise Gardens	1
West - Did - CI - Visual impact of construction site should be minimised	1
West - Did - Ven - There should not be a ventilation shaft near Marie Louise Gardens	1
West - Did - Vent - Moving ventilation shaft on Palatine Road closer to the motorway will make noise less noticeable	2
West - Did - Vent - Should move proposed ventilation shaft to the former Ewing School / Palatine Road / Central Road Corner	2
West - Did - Vent - Should move proposed ventilation shaft to former Camperland sites such as Mill Lane / Northenden 182 - 184 Palatine Road / Britannia Hotel Car Park / The Bridge Club / 30 Palatine Road	1
West - Did - Vent - Alternative ventilation shaft location at Palatine Road / Central Road Corner is outside the conservation area with existing screening for the nearby apartments	1
West - Did - Com - Consider alternative locations / on Palatine Road / where it will have less / little impact to our local area	7
West - Did - Vent - Move proposed ventilation shaft further south on the B5167 towards the River Mersey	1
West - Did - Vent - Construct proposed ventilation shaft with facade in keeping with Greenfinch Pub	1
West - Did - Com - Locate vent shaft away from people / communities	2
West - Did - Env - Locate vent shaft where it cannot impact on the environment	1
West - Did - Vent - Locate ventilation shaft on Princess Parkway / Siemens site on Princes Parkway	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Did - Vent - Locate vent shaft in Barlow Moor Road	1
West - Did - Vent - Locate vent shaft on site of bus terminus / but minimise parking / use PT to access site	2
West - Did - Vent - Locate vent shaft on site of derelict / run-down houses / pub / hotels / other units on Palatine Road	7
West - Did - Vent - Locate vent shaft on site of flats / run-down flats on Lapwing Lane	1
West - Did - Vent - Locate vent shaft on site of demolished pub on Wilmslow Road	1
West - Did - Vent - Locate vent shaft in adjacent junction and relocate opticians to Lapwing Lane	1
West - Did - Vent - Find alternative location to preserve the Greenfinch pub	3
West - Did - Vent - Withington Golf Club location preferential to Lapwing Lane / Palatine Road junction	1
West - Did - Vent - Manchester Uni athletics ground preferential to Lapwing Lane / Palatine Road junction	1
West - Man - Vent - Didsbury ventilation shaft should be located in Ewing School / Peace Inn Hotel	1
West - Did - Ven - There should not be a ventilation shaft near Marie Louise Gardens	1
West - Did - Vent - Moving ventilation shaft on Palatine Road closer to the motorway will make noise less noticeable	2
West - Did - Vent - Should move proposed ventilation shaft to the former Ewing School / Palatine Road / Central Road Corner	2
West - Did - Vent - Should move proposed ventilation shaft to former Camperland sites such as Mill Lane / Northenden 182 - 184 Palatine Road / Britannia Hotel Car Park / The Bridge Club / 30 Palatine Road	1
West - Did - Vent - Alternative ventilation shaft location at Palatine Road / Central Road Corner is outside the conservation area with existing screening for the nearby apartments	1
West - Did - Com - Consider alternative locations / on Palatine Road / where it will have less / little impact to our local area	7
West - Did - Vent - Move proposed ventilation shaft further south on the B5167 towards the River Mersey	1
West - Dunham (Dun)	4
West - Dunham - Reasons to Agree	1
West - Dun - WF - Do not anticipate any direct impact on the water resources at Dunham Park	1
West - Dun - CH - Do not anticipate any direct impact on archaeology at Dunham Massey	1
West - Dun - BW - Do not anticipate any direct impact on the Sassy at Dunham Park	1
West - Dunham - Reasons to Disagree	4
West - Dun - TT - Significant disturbance to the agricultural community and to all users of local roads during construction	1
West - Dun - NV - On the south west corner of the Dunham Massey estate there will be significant noise impacts on tenants	1
West - Dun - LV - On the south west corner of the Dunham Massey estate there will be significant visual impacts on tenants	1
West - Dun - LV - concern at Agden Bridge as visible screens used for Noise reduction are inappropriate for this view	1
West - Dun - FE - On the south west corner of the Dunham Massey estate there will be significant financial impact due to rent values decreasing	1
West - Dun - Com - Significant disturbance to visitors to Dunham during construction	1
West - Dun - Clm - Cumulative impact of pressures close to Dunham including the new A556 road	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Dun - CH - Dunham Massey will be affected	1
West - Dun - Env - Concerned that an Environmental Impact Assessment has not been carried out on Dunham	1
West - Dun - Com - Proposed route will impact on the village / residents of Dunham	3
West - Edge Green - (EdgeG)	1
West - Edge Green - Reasons to Disagree	1
West - Edge Green - BW - small wetland complex may be affected by widening the WCML	1
West - Fradley (Frad)	18
West - Fradley - Reasons to Disagree	11
West - Frad - CR - Proposed route will impact on the peace of the Trent and Mersey canal near Fradley	6
West - Frad - CR - Proposed route will cut across / make the Trent and Mersey canal at Fradley a no go area	2
West - Frad - CR - Proposed route will blight the peaceful rural area of the Trent and Mersey Canal at Woodend near Fradley Junction	5
West - Fradley - Reasons to Neither Agree nor Disagree	2
West - Frad - CR - Location at Fradley has history / is dear to boaters / mentioned in LTC Rolt's book Narrow Boat	2
West - Fradley - Alternative Suggestions	11
West - Frad - FE - Cost benefit analysis should be conducted of impacts of moving / removing line at Fradley Junction	1
West - Frad - LoR - Revised alignment to avoid 3 of 4 viaducts at Fradley should be adopted	1
West - Frad - LV - Landscape planting to replace woodland destroyed by embankments near Fradley is required	1
West - Frad - NV - Additional noise barriers on the proposed viaducts are needed to protect canal environment from excessive noise	1
West - Frad - CR - Proposed route should be re-routed to avoid multiple crossing of the Trent and Mersey canal in Fradley area	8
West - Frad - LoR - Should consider the alternative route for Fradley submitted by the Inland Waterways Association and Canals & Rivers Trust	4
West - Golborne (Gol)	165
West - Golborne - Reasons to Agree	10
West - Gol - FE - Proposed depot will assist in regeneration / provide economic growth	1
West - Gol - Hi - Route will have low impact where it crosses the M56	1
West - Gol - Bu - Proposed depot will offer supply chain opportunities to local businesses	1
West - Gol - LoR - Proposed spur to Golborne will allow for direct classic compatible / captive / high speed trains between Manchester and Scotland / Phase 3	3
West - Gol - Eml - Proposed depot at Golborne will create jobs in an area where this is needed	4
West - Gol - LoR - Agree with proposed route / and supporting infrastructure from Crewe to Hoo Green	2
West - Golborne - Reasons to Disagree	112
West - Gol - Env - Alignment at Golborne is damaging for local environment	1
West - Gol - Com - Alignment at Golborne is damaging for local communities	1
West - Gol - WCML - Link to Golborne is in the wrong place to link to the WCML for future expansion of HS2 to North and West of Manchester	1
West - Gol - Com - Impact on community in Golborne/Agden/Heatley of empty rolling stock travelling to Golborne depot late at night/early in the morning	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Gol - Env - Proposed route between Hoo Green and Golborne will have a negative impact on the environment / wetlands	6
West - Gol - FE - Proposed route from Hoo Green to Golborne will have no economic benefits	3
West - Gol - CI - Proposed route from Hoo Green to Golborne will be costly / will require expensive engineering projects	2
West - Gol - WCML - A connection at Golborne will not maximise the benefit at minimum cost	2
West - Gol - WCML - A connection at Golborne will not minimise the environmental impact	2
West - Gol - WCML - A connection at Golborne will not relieve capacity on West Coast Main Line	1
West - Gol - FE - Cost of proposed link to Golborne has been underestimated / would cost £2bn	1
West - Gol - Dep - Golborne Rolling Stock Depot will cause noise disruption	1
West - Gol - FE - Costs of Golborne connection substantially outweigh the benefits	1
West - Gol - Jn - Delta junction is unnecessary / over engineered/ unjustified	3
West - Gol - LV - Line into / Golborne Rolling Stock Depot will have a significant visual impact on the setting of the Leeds and Liverpool Canal	1
West - Gol - LoR - Disagree with line from the junction near Lymm to the connection with WCML at Golborne	1
West - Gol - LoR - Do not support connection to WCML at Golborne	2
West - Gol - LoR - Oppose the route from the junction near Lymm to the connection at WCML at Golborne	1
West - Gol - NV - Golborne depot will have significant increase in noise levels for local residents	1
West - Gol - NV - Golborne Rolling Stock Depot will cause noise at night.	1
West - Gol - Ra - Golborne connection does not provide any additional capacity on WCML	1
West - Gol - Ra - HS2 proposals would result in loss of all direct trains to Scotland	1
West - Gol - RS - Concerned about the amount of rolling stock which will be housed overnight at Golborne depot	1
West - Gol - SFS - Proposed spur to Golborne would only offer marginal journey time savings to Scotland if line is extended	1
West - Gol - WCML - Golborne connection does not provide any additional capacity / costs outweigh benefits	1
West - Gol - Bu - Concerned that alterations / re-alignments to Wrenshot Lane will disrupt / negatively impact on business / farm business	1
West - Gol - Bu - Concerned that alterations / re-alignments to A50 will disrupt / negatively impact on business / farm business	1
West - Gol - Cut - Cutting to south of Agden Hall will have significant impact on diary farm Cooksons Farm	1
West - Gol - Bu - Construction works will mean diary farms Cooksons Farm and Roberts Farm will cease to exist	1
West - Gol - Com - Projections for creation of new jobs not convincing/proven/evidence is weak/may lead to less jobs/move jobs away from area	1
West - Gol - LoR - Proposed route from Hoo Green to Golborne is not sustainable compared to an upgrade of the WCML	2
West - Gol - TP - The Hoo Green to Golborne spur will not be able to accommodate non-HS2 trains and freight	1
West - Gol - HEW - Green areas / wildlife in residential areas are good for the mental health of the community	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Gol - CH - Proposed route / depot will be negatively impact on Lightshaw Barn / The Old Shippen / Grade II listed buildings	5
West - Gol - NV - Concerns about noise at night from the rolling stock depot	4
West - Gol - Dep - The depot at Golborne will not increase capacity as it is only for cleaning / storing carriages	1
West - Gol - Com - Proposed route through greenbelt land in Mere and High Legh will destroy rural / pastoral character of area	1
West - Gol - LR - Area / proposed route through Mere and High Legh is green belt land / under threat from A556 improvements and HS2	2
West - Gol - LoR - Disagree with proposed route through Mere and High Legh	1
West - Gol - Dep - Revised location of maintenance depot to the south of Lightshaw Hall will destroy my farm / business	1
West - Gol - Com - Support for response made by High Legh Parish Council	2
West - Gol - Com - Proposed spur between Golborne / Lymm will bring disruptions for no gain / benefits	8
West - Gol - LR - Proposed spur between Golborne / Lymm will destroy / rob us / harm our farmland	2
West - Gol - Hi - Proposed spur between Golborne / Lymm will cross the M6 with high level bridges	1
West - Gol - CR - Proposed spur between Golborne / Lymm will cross rivers / canals with high level bridges	2
West - Gol - LR - Proposed spur between Golborne / Lymm will be a waste of resources	1
West - Gol - FE - Proposed spur between Golborne / Lymm is expensive / costly	4
West - Gol - Env - Proposed route from Crewe to Golborne is environmental vandalism	1
West - Gol - VB - Not sensible to build viaduct on / close to unstable land / land prone to subsidence	1
West - Gol - NV - Vibration from viaduct / at Warburton / will affect area / between High Legh and Golborne	1
West - Gol - Dep - As it is no longer intended to run HS2 trains on dedicated 'fast' tracks the need for a depot at Golborne is negated	2
West - Gol - Com - People affected by proposed route between High Legh and Golborne will benefit the least / suffer the most from proposals	5
West - Gol - Dep - Area of depot compound that stretches from Byrom Hall to the West Coast Main Line is part of the Manchester Wetland Partnership Local Nature Improvement Area	3
West - Gol - Dep - Number / size of buildings in depot complex have not been disclosed	1
West - Gol - LR - Proposed route Depot will ruin ecological context of Hey Brook valley	1
West - Gol - LR - Proposed route / depot will be built on Wigan council's designated Greenheart Regional Park	3
West - Gol - PD - Proposed route / depot will encourage / open door to more developers / Government service providers building on greenbelt land in Golborne	1
West - Gol - LR - Spur from Hoo Green to Golborne will impact on green belt land	6
West - Gol - LV - Bright lights / light pollution will occur at night near depot location	4
West - Gol - Com - Spur from Hoo Green to Golborne will impact on / isolate communities	3
West - Gol - Dep - Golborne depot location is on a floodplain / site of mining subsidence	8
West - Gol - Dep - Depot location not subject to full / detailed / credible survey	1
West - Gol - Clm - Residential property development is in progress / planned at Golborne depot location	2
West - Gol - LV - Spur from Hoo Green to Golborne will impact on landscape / countryside	3
West - Gol - Env - Depot will be close to environmental reserves	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Gol - BW - Spur from Hoo Green to Golborne will impact on the ecology of the area	2
West - Gol - LR - Spur from Hoo Green to Golborne will impact on farmland	5
West - Gol - NV - Spur from Hoo Green to Golborne will cause noise pollution	3
West - Gol - HEW - Spur from Hoo Green to Golborne will cause hardship to people / communities	3
West - Gol - FE - Night work at the Golborne depot will require lighting / extra electricity which will add to costs	1
West - Gol - FE - Work at Golborne maintenance depot will be 24/7 which will mean more cleaning materials / large delivery vehicles are needed adding cost	2
West - Gol - Prop - Proposed depot at Golborne will be close to / half a mile / 2 kilometres from my / other properties	1
West - Gol - Prop - Do not want to see our property / homes destroyed by the proposed route / depot at Golborne	7
West - Gol - Com - Do not wish to live close / next to the proposed depot	1
West - Gol - WCML - Connection to WCML at Crewe exists within HS2 plans / cannot justify connection at Golborne in addition	4
West - Gol - CH - Proposed depot will be built in the middle of Lightshaw Hall / Grade II listed building	5
West - Gol - Air - Proposed spur to Golborne will make it more difficult to access Manchester Airport	2
West - Gol - LoR - Disagree with proposed route between High Legh and Golborne / cutting through Warburton / Bamfurlong / Lymm should not go ahead / be scrapped	10
West - Gol - FE - Proposed route between Winterbottom & Golborne will be costly due to crossing motorways / canals / rivers	2
West - Gol - FE - Depot in Golborne / route to facilitate it will not be viable in terms of cost / benefit	12
West - Gol - FE - The cost of the Golborne to Manchester Link line is too high	3
West - Gol - Bu - Proposed motorway following the same route as the Golborne - High Legh line was refused because it had a negative impact on local businesses	5
West - Gol - LR - Proposed route will lead to the loss of a local resource for access to countryside / green belt will be lost because of the rolling stock depot	6
West - Gol - LR - Proposed depot at / route to Golborne will sit on green belt land	9
West - Gol - LR - Land between Golborne and High Legh is used for salt working which could threaten the viability of the line	5
West - Gol - LR - Proposed spur to Golborne will result in the destruction of an existing park	1
West - Gol - LR - Greenbelt land is important to the area between High Legh and Golborne	6
West - Gol - LR - High grade agricultural land is important to the area between High Legh and Golborne	1
West - Gol - LR - Cost of the Golborne depot cannot be justified because of the destruction / irreversible destruction to farmland	6
West - Gol - Com - Proposed spur between Lymm and Golborne will affect a large number of people / communities	10
West - Gol - Com - Communities of Agden / Hoo Green / Bucklow Hill / High Legh / already blighted / cannot sustain further blight / impacts	1
West - Gol - Com - Communities of Agden / Hoo Green / Bucklow Hill / High Legh are currently suffering from the M6 / M56	3
West - Gol - Com - Benefits / jobs at proposed depot at Golborne do not outweigh disruption to the area	3
West - Gol - Com - Proposed motorway following the same route as the Golborne to High Legh line was refused because it had a negative impact on local communities / villages	5

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Gol - Env - Proposed motorway following the same route as the Golborne to High Legh line was refused because it had a negative environmental impact on the area	6
West - Gol - SFS - Line between the Manchester Link and Golborne will only have 3 trains an hour	1
West - Gol - SFS - Reduction in journey time of Golborne link does not justify environmental damage / cost	3
West - Gol - SFS - Reduction in journey time of Golborne link does not justify financial cost / expense	3
West - Gol - LoR - The proposed link between Manchester and Golborne adds little value / is unnecessary / should not be built	10
West - Gol - LoR - Proposed route between Golborne and High Legh / Hoo Green is unnecessary when the plans already provide access to the West Coast Main Line at Crewe	9
West - Gol - LoR - Concerns about the Hoo Green to Golborne spur	10
West - Gol - LoR - Disagree with route between Golborne and Hoo Green / route is unnecessary	10
West - Gol - Dep - Proposed depot at Golborne is unnecessary / not required / not needed / not wanted	17
West - Gol - Dep - Proposed depot at Golborne is not sustainable	2
West - Gol - Dep - Location of proposed depot at Golborne is poor / wrong	4
West - Gol - VB - Proposed motorway following the same route as the Golborne - High Legh line was refused because of the crossing over the Manchester Ship Canal	5
West - Gol - LV - Golborne Rolling Stock Depot will be an eyesore / have a negative impact on the landscape / Lightshaw Meadows	8
West - Gol - LV - Proposed spur between Lymm and Golborne will heavily impact on the landscape	11
West - Gol - LV - Protected landscapes are important to the area between High Legh and Golborne	2
West - Gol - LV - The visual impact of the proposed route / depot / construction / viaduct at Warburton will affect the entire region / between High Legh and Golborne	12
West - Gol - BW - Golborne Rolling Stock Depot will disrupt local flora / fauna / ecological networks / habitats	5
West - Gol - BW - Conservation areas are important to the area between High Legh and Golborne	1
West - Gol - BW - Local wildlife / ecology are important to the area between High Legh and Golborne	1
West - Gol - BW - Cost of the Golborne depot cannot be justified because of the destruction / irreversible destruction to wildlife / wildlife habitats	6
West - Gol - BW - Depot will be close to Sites of Specific Scientific Interest / SSSI / SBI's	7
West - Gol - CH - Area between Golborne / High Legh / Hoo Green is an historic area / contains ancient / Grade 1 / Grade 2 / listed buildings / historic villages	8
West - Gol - CH - There are 3 Grade 2 listed buildings on the proposed depot site at Golborne	6
West - Gol - NV - Noise from proposed route / depot / construction / viaduct at Warburton / will affect area / between High Legh and Golborne	9
West - Gol - WF - Proposed route between Golborne and High Legh / Hoo Green is on a flood plain which could threaten the viability / safety of the line	5
West - Gol - WF - Water resources / flood plains are important to the area between High Legh and Golborne	1
West - Golborne - Reasons to Neither Agree nor Disagree	6
West - Gol - Dep - Lack of information regarding location of proposed Rolling Stock depot in Golborne	4

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Gol - Dep - Mention of Golborne depot moving to Springs Branch sorting sidings	1
West - Gol - TP - Unclear as to whether tracks at Bamfurlong sorting sidings would need altering for HS2 rolling stock if Golborne depot were to move here	1
West - Golborne - Alternative Suggestions	85
West - Gol - Ra - The Golborne Spur could be used to connect Scottish services to Manchester Airport	1
West - Gol - Ra - The proposed connection at Golborne to support Anglo-Scottish HS2 services is deliverable	1
West - Gol - LoR - Connection between Golborne and WCML should be moved to a higher point	1
West - Gol - FE- Upgrading section of WCML would provide similar benefit / cost less than link to Golborne	2
West - Gol - LV - Landscaping required along link lines to the WCML and Golborne Rolling Stock Depot to mitigate visual impact	1
West - Gol - CH - Should consider moving depot to protect substantial harm on Lightshaw Hall	1
West - Gol - Com - Replacing Golborne connection at Crewe and upgrading WCML between Crewe and Golborne would minimise impacts on communities	2
West - Gol - Dep - Depot could be relocated to Carrington	1
West - Gol - Dep - Should consider locating maintenance depot in Lancashire	1
West - Gol - Jn - Disagree with Delta Junction at spur to Manchester	3
West - Gol - LoR - Golborne spur should be abandoned and alternatives re-examined	1
West - Gol - NV - Cutting / mitigation required south of M56 at High Legh, Bucklow Hill and rural properties - HS2 line at grade and in embankment increases noise impacts plus impacts from M56 and proposed A556 realignment	3
West - Gol - NV - Noise technology should be used along link lines to the WCML and Golborne Rolling Stock Depot to mitigate noise impact on Leeds and Liverpool Canal	1
West - Gol - Ra - Golborne connection will cost £1.25bn more than upgrading WCML / Upgrading existing WCML would represent better value for money	3
West - Gol - WCML - Connection at Golborne is appropriate provided it is integrated with strategic approach to manage WCML	1
West - Gol - PD - Spur to Golborne should be built when HS3 to Scotland is built	1
West - Gol - CH - Should ensure Grade 2 listed buildings / Byrom Hall / Lightshaw Hall are not affected / impacted if the line does travel through Golborne	3
West - Gol - Dep - Proposed depot should be more central / closer to Manchester Airport	1
West - Gol - Dep - Proposed depot should be on brownfield land / not on greenbelt land	7
West - Gol - Dep - Proposed depot should be located at Bickershaw / avoiding Byrom / Lightshaw Hall	2
West - Gol - LoR - HS2 / A556 improvement scheme should work together to create single corridor / mitigate destruction of greenbelt	1
West - Gol - LoR - If Phase 2 is to be built then HS2 needs to explore alternative routes proposed by us	1
West - Gol - LoR - Alternative route proposed by our community would provide the stated HS2 benefits / on a shorter / cost effective route	1
West - Gol - Dep - Proposed Rolling Stock Maintenance depot should be located south of Golborne / at the disused Parkside Colliery / further north of Golborne towards Wigan	7
West - Gol - Dep - Should reconsider the impact of proposed depot at Golborne / should reassess engineering work / infrastructure alteration / and operation / timing of servicing trains needed for proposed depot	5
West - Gol - Tun - Should consider a green tunnel through High Legh to Golborne	1
West - Gol - LV - Should build depot on brownfield / railway land rather than in countryside	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Gol - LoR - Proposed connection / spur to Golborne should be scrapped / should not be built	10
West - Gol - Dep - Depot should be located on redundant land closer to Manchester	2
West - Gol - Dep - Proposed depot could be located at either Crewe or Carrington	1
West - Gol - Hi - Flyovers would be required to access Golborne depot location	1
West - Gol - FE - Proposed link / spur to Golborne should be scrapped to save money / on construction / viaducts / bridges	7
West - Gol - Com - HS2 should avoid building proposed depot on land protected by Trafford Council	2
West - Gol - LoR - Line of route should be altered to avoid Sites of Specific Scientific Interest / SSSIs	3
West - Gol - LoR - Line of route should be altered / depot should be resisted to avoid any impact on Lightshaw Hall	3
West - Gol - CR - Proposed spur at Golborne / Wigan will require landscaping to minimise visual impact on the Leeds Liverpool canal	4
West - Gol - FE - Proposed link to depot at Golborne needs a separate business case of its own	1
West - Gol - Dep - Mention of Golborne depot moving to Bamfurlong sidings	4
West - Gol - FE - Avoiding route between Golborne and High Legh / Hoo Green would save taxpayer / government large sums of money / on construction / running costs	5
West - Gol - FE - Reopening Golborne station would be the most cost-effective way of having a station much nearer than Wigan / Warrington	2
West - Gol - LR - Should consider an alternative site that would impact on farmland less	1
West - Gol - Com - Should consider an alternative site that would impact on residents less	2
West - Gol - LoR - Proposed spur to Golborne should not be built if the line has to be built	12
West - Gol - LoR - Fast lines between Golborne Junction should be changed around	1
West - Gol - LoR - Money could be saved by not extending to Wigan but taking a shorter route from Lostock Gralam to Weaver Junction	1
West - Gol - LoR - Using Weaver Junction instead of Wigan would benefit Warrington	2
West - Gol - LoR - Using Weaver Junction instead of Wigan would benefit Liverpool	1
West - Gol - LoR - Proposed spur between Lymm and Golborne would be sensible only if HS2 were to be extended to Scotland / the only reason for it	4
West - Gol - Sta - Golborne should be reopened / used as hub to serve Liverpool / Manchester / Yorkshire	4
West - Gol - Jn - Should be a grade-separating junction at Golborne like with Lichfield in Phase 1 where HS2 connects to the West Coast Main Line fast lines	1
West - Gol - LV - Should avoid visual pollution by tunnelling area of junction North A50 crossing at High Legh	2
West - Gol - NV - Should avoid noise pollution by tunnelling area of junction North A50 crossing at High Legh	1
West - Great Haywood (GH)	17
West - Great Haywood - Reasons to Disagree	15
West - GH - LR - Biodiversity and boating facilities will be affected during construction and operations at Great Haywood Marina	2
West - GH - LV - Route across washlands to north of Shugborough will have visual impacts	1
West - GH - NV - Elevation of line at Great Haywood and Ingestre likely to have significant noise impacts on those communities	1
West - GH - NV - Route across washlands to north of Shugborough will have noise impacts.	1
West - GH - Com - Proposed route will negatively impact the Great Haywood Marina / Anglo-Welsh holiday boating area	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - GH - CI - Construction traffic will require the widening of local country lanes	1
West - GH - Com - Proposed route will destroy / devastate the area / have a negative impact on community	4
West - GH - Prop - Proposed route will blight my / residents' property	2
West - GH - Prop - Proposed route cuts through Moreton house Farm and sites a cutting 40 metres from the house	2
West - GH - MRU - Concerns about the amount of waste soil produced in construction / where will it be deposited	1
West - GH - HEW - Proposed route will disrupt the village / impact quality of life / will cause health issues to residents	1
West - GH - NV - Proposed route will cause noise pollution in the area / will be impossible to mitigate noise impact given the elevated section of proposed line	3
West - GH - AQ - Proposed route will have negative impact on air quality	1
West - GH - LV - The elevated section of line near Great Haywood will have a negative visual impact	2
West - GH - Env - Proposed route will have a negative environmental impact on Great Haywood	3
West - GH - NV - Proposed route will impact on the peace of the canal near Great Haywood	4
West - Great Haywood - Alternative Suggestions	6
West - GH - LR - Land could be taken at Bishton adjacent to the West Coast Main Line rather than from our farm	1
West - GH - Tun - A tunnel under Moreton House Farm as track is nearing the peak of a steep climb would be preferable	2
West - GH - Tun - A tunnel from Moreton Brook to Toldish would enable the crossing of the A51 and existing rail line to be lower	1
West - GH - Com - A tunnel from Moreton Brook to Toldish would not impact on the residents of Great Haywood / Toldish	1
West - GH - CH - HS2 should consider approaches to mitigate impact on Listed buildings / Grade 1 parkland at Shugborough / parkland is missing from LTV sustainability report	2
West - GH - LoR - Should move the route / canal crossing further north and extend viaduct across the River Trent and Trent and Mersey Canal to reduce impact on the Great Haywood marina	1
West - GH - LV - Impact assessment at Shugborough should be carried out / include off-site landscape mitigation to protect tranquillity of the AONB	2
West - GH - LV - Sensitivity should be considered in the design to the route in the high quality landscape to the north of the Cannock Chase AONB	1
West - GH - VB - Lengthening the viaduct over the River Trent will reduce the impact on the Great Haywood Marina	2
West - GH - Tun - Should consider tunnelling from Moreton Grange to Tithebarn Covert	1
West - HaleBank (HaleB)	1
West - HaleBank - Alternative Suggestions	1
West - HaleB - LR - Proposed route crossing Bollin Valley and M56 should be moved 50 / 100 metres to the west to avoid impact on Halebank Farm	1
West - Hale Barns Village (Hale)	21
West - Hale Barns Village - Reasons to Agree	1
West - Hale - NV - Proposed route approaching Manchester Airport and the World Logistics Hub plan will minimise noise impact for the community / residents of Hale Barns	1
West - Hale - HoI - Proposed route approaching Manchester Airport and the World Logistics Hub plan will destroy fewer homes in Hale Barns	1
West - Hale - Com - Proposed route approaching Manchester Airport and the World Logistics Hub plan will be better for the community / residents of Hale Barns	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Hale Barns Village - Reasons to Disagree	16
West - Hale - CH - Demolition of the Four Seasons Hotel would result in substantial harm	1
West - Hale - CH - Proposed location of Manchester Airport station could cause loss of Grade II listed building in Hale	1
West - Hale - Com - Proposed route will pass too close to built-up areas in Hale Barns / Warburton Green	1
West - Hale - Com - There is already a proposal to build a Cargo Centre / as part of Manchester Airport City Enterprise Zone / which will impact on local residents / HS2 will cause further disruption	1
West - Hale - AQ - Proposed route through Warburton Green could cause pollution effects to local residents	2
West - Hale - Hol - Proposed route through Warburton will destroy homes / valuable housing / accommodation in Hale Barns	1
West - Hale - LV - Proposed route through Warburton will destroy fields / green spaces in Hale Barns	1
West - Hale - CH - Proposed route should follow the M56 on the south side from Junction 8 between M6 and Manchester Airport to avoid demolition of Grade II Listed Hale Barns Buckhall	1
West - Hale - Prop - Damage to homes due to subsidence could affect property value / resale	1
West - Hale - Com - Damage to homes due to subsidence will affect people / families	1
West - Hale - Prop - Proposed station at Manchester should only be the 400 metre platform and not the peripheral structures to avoid blighting properties in Hale Barns	1
West - Hale - NV - Proposed route would cause continuous noise pollution / 24 hours a day	1
West - Hale - Eml - Demolition of Buckhall would result in the closure of the Marriott Hotel which is an important local employer / 100 jobs will be lost	1
West - Hale - Prop - Route passes close to my home at Hale Road / Burnside	3
West - Hale - Prop - Proposed route has blighted / will blight my / peoples properties in Hale Barns	5
West - Hale - Com - Proposed route through Warburton Green will adversely affect the residents of Hale Barns Village	3
West - Hale - Com - Proposed route through Warburton Green will damage / destroy Hale Barns Village	1
West - Hale - HEW - Proposed route will have a negative impact on people's lives / health / wellbeing	3
West - Hale - LV - Proposed route through Warburton Green will cause light pollution to the residents of Hale Barns Village	2
West - Hale - NV - Proposed route through Warburton Green will cause noise / vibration pollution to the residents of Hale Barns Village	5
West - Hale - NV - Not convinced that noise / vibrations will be decreased through the use of cuttings / tunnels near Warburton Green	1
West - Hale - NV - Concerned about the amount of noise produced by HS2 when airport / motorway is at its quietest	1
West - Hale Barns Village - Alternative Suggestions	11
West - Hale - LoR - Would agree with route if it went underground through field	1
West - Hale - Air - Moving route to west of M56 may align HS2 better with Manchester Airport	1
West - Hale - Sta - Building a station closer to Manchester Airport will have less of a negative impact on Hale	1
West - Hale - Prop - Building station at the airport interchange / on the east side of M56 will prevent demolition of homes / Buckhall / Marriott Hotel in Hale Barns	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Hale - Comp - Should route HS2 parallel to southern side of M56 to negate need to pay compensation to residents of Hale Barns	1
West - Hale - Com - Should use unoccupied land on the other side of M56 to minimise impact on residents of Hale Barns Village	3
West - Hale - LoR - Should keep HS2 to the far side of M56 in Hale barns to avoid properties in Warburton Green	2
West - Hale - LoR - Locating Manchester Airport Station on southern side of M56 will not impact on properties in Hale Barns village	3
West - Hale - CH - Proposed route should run in a 5 / 10 metres deep tunnel under A538 to avoid impact on Grade II listed Buckhall in Hale Barns / reduce blight on Hale Barns	2
West - Hancocks Bank (HanB)	4
West - Hancocks Bank - Reasons to Disagree	4
West - HanB - BW - Proposed route will endanger ancient woodlands at Hancocks Bank	4
West - Hancocks bank - Alternative Suggestions	1
West - HanB - BW - Proposed route should be diverted to avoid ancient woodlands at Hancocks Bank	1
West - HanB - Env - Should provide contingency scheme reconciling environmental issues in the ancient woods at Hancocks Bank	1
West - Hey Brook Valley (HeyB)	2
West - Hey Brook Valley - Reasons to Disagree	2
West - Hey Brook Valley - Env - construction of this vast industrial landscape ruins the entire ecological context	1
West - Hey Brook Valley - Env - location means greatest volume of noise and highly visible working industrial site	2
West - Hixon (Hix)	30
West - Hixon - Reasons to Agree	2
West - Hix - BW - Proposed route will not affect Pasturefields Salt Marsh as it passes 1km from it / has a slight elevation	2
West - Hixon - Reasons to Disagree	13
West - Hix - LoR - Wrong to divert route from Pasturefields Salt Marsh Special Area of Conservation on the basis of unproven risk of adverse impact	4
West - Hix - Com - Route will impact on community	1
West - Hix - FE - Concerns that Route MR71 has been costed / at a higher cost than Route HSM03 without an appropriate assessment of the impact on Pasturefields Salt Marsh Special Area of Conservation	1
West - Hix - BW - Pasturefields Salt Marsh Special Area of Conservation at Ingestre would be negatively affected by the line passing close to it	7
West - Hixon - Reasons to Neither Agree Nor Disagree	5
West - Hix - LoR - The chosen route 'bends' towards Stafford and it is understood that this is to avoid the need to carry out an appropriate assessment to satisfy Habitat Regulations concerning the 'Special Area of Conservation' at Pasturefields	5
West - Hixon - Alternative Suggestion	19
West - Hix - FE - Route MR71 should be chosen / over Route HSM03 provided more money is spent on an appropriate assessment / mitigation measures	1
West - Hix - BW - Should assess the impact HS2 construction / operation will have on Pasturefields Salt Marsh Special Area of Conservation (SAC)	11
West - Hix - BW - Any alternative considered should give importance to Pasturefields Special Area of Conservation	1
West - Hix - LoR - Proposed route should take the northern route through Hixon to have less curvature in the line / a flatter route	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Hix - Com - Proposed route should avoid the village of Hixon / if HS2 has to go ahead	2
West - Hix - BW - Should change the route to avoid Pasturefields Salt Marsh Special Area of Conservation (SAC) / consider HSM02 route instead	3
West - Hix - VB - A bridge on stilts would still preserve Pasturefields, straighten the line and avoid impact on neighbouring villages	4
West - Holcroft Moss (HoIM)	8
West - Holcroft moss - Reasons to Disagree	8
West - HoIM - BW - Proposed route is very close to Holcroft Moss / will affect the drainage / wildlife	2
West - HoIM - BW - Route will prevent Holcroft Moss from being joined to Risley Moss	1
West - HoIM - WF - Proposed route will / may negatively impact on the complex / natural hydrology of the Holcroft / Risley Moss area	1
West - HoIM - BW - Proposed route will negatively impact the flora / fauna at Holcroft / Risley Moss	1
West - HoIM - LV - Proposed viaduct / embankment will have a negative visual impact on Holcroft / Risley Moss	1
West - HoIM - CI - Proposed viaduct / embankment / route will require peat extraction at Holcroft Moss	3
West - HoIM - BW - Proposed route will endanger Holcroft Moss natural site	5
West - Holcroft moss - Alternative Suggestions	1
West - Holm - BW - Proposed route should be less intrusive to Holcroft Moss SAC / SSSI	1
West - HoIM - Env - Should provide contingency scheme reconciling environmental issues in Holcroft Moss	1
West - Hollins Green (Holl)	26
West - Hollins Green - Reasons to Disagree	20
West - Holl - LV - Proposed route will have a negative impact on Hollins Green Cemetery	1
West - Holl - FE - HS2 will not bring economic benefits to Hollins Green	1
West - Holl - Prop - Concerns over demolition of property adjacent to proposed route	1
West - Holl - Prop - Properties in Hollins Green will suffer noise / environmental degradation	1
West - Holl - Prop - Proposed route will blight property value	1
West - Holl - FE - Route will damage economy in Hollins Green	1
West - Holl - Com - Curve at Hollins Green means that any impacts will be 9 times greater	1
West - Holl - LR - The Appraisal of Sustainability does not take the affect the junction south of Hollins Green will have on greenbelt land into account	1
West - Holl - LV - Proposed route between Winterbottom and Rostherne / Warburton will have a negative visual impact on Hollins Green	1
West - Holl - NV - Proposed route between Winterbottom and Rostherne / Warburton will have a negative noise impact on Hollins Green	1
West - Holl - LR - Route will spoil / cut up / carve up green belt land in the area around Hollins Green	5
West - Holl - Com - Proposed route / viaduct will have a negative impact / damage / destroy the community / village in Hollins Green	9
West - Holl - LV - Proposed viaduct / viaduct over Manchester ship canal will have a negative visual impact on the village of Hollins Green	6
West - Holl - NV - Proposed viaduct / viaduct over Manchester Ship Canal will cause noise pollution to the village of Hollins Green	8
West - Holl - WF - Proposed viaduct passing through a high water table and drainage in Hollins Green will damage existing fragile drainage which will make the situation worse / cause flooding	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Holl - Env - Concerns regarding negative environmental impact of viaduct over Hollins Green	4
West - Holl - CE - At consultation event it was clear the HS2 experts had never been to Hollins Green	1
West - Hollins Green - Reasons to Neither Agree nor Disagree	5
West - Holl - Env - Mention of 1993 denial of application for a road bridge in Hollins Green on environmental grounds in a similar position to proposed HS2 viaduct	5
West - Hollins Green - Alternative Suggestions	8
West - Holl - Hol - Success of project will depend on a sufficient supply nearby of good housing	1
West - Holl - LR - Green belt corridor at Hollins Green should be protected	1
West - Holl - Ra - Adopting preferred West Coast Main Line upgrade would prevent destruction / devastation of Hollins Green	2
West - Holl - LoR - Alternative suggestion to run line further to the West of Culcheth	1
West - Holl - LV - Should build a tunnel between Winterbottom and Rostherne / Warburton to reduce the visual impacts	2
West - Holl - NV - Should build an tunnel between Winterbottom and Rostherne / Warburton to reduce the noise impacts	2
West - Holl - VB - Scrapping the proposed Manchester to Warburton route would negate the need for a viaduct at Hollins Green	1
West - Holl - Cut - Should consider using underground / cutting to avoid damage during extreme weather conditions to the high level overhead cabling on the proposed viaduct in Hollins Green / Glazebrook	1
West - Hopton (Hop)	39
West - Hopton - Reasons to Agree	1
West - Hop - Tun - Raised tunnel in Hopton is a good idea	1
West - Hopton - Reasons to Disagree	31
West - Hop - LR - Loss of quality farmland in/ near Hopton	1
West - Hop - Prop - Proposed route through Hopton will negatively impact / demolish Ministry of Defence properties	1
West - Hop - Com - Tranquil environment will be destroyed	1
West - Hop - NV - Proposed route will create high levels of noise during construction / operation	2
West - Hop - NV - Elevated homes will suffer from noise / sandstone ridge will transmit vibration to properties	2
West - Hop - Env - Proposed route is damaging to the rural environment	8
West - Hop - Com - Prioritising MoD land over people / people's homes is wrong / inappropriate	3
West - Hop - LR - Concerns of the loss of land because of compulsory purchase	1
West - Hop - Prop - Proposed raised tunnel close to my home in Hopton has blighted my property	2
West - Hop - Prop - Proposed route close to my home in Hopton has blighted my property	2
West - Hop - Prop - Proposed route will cut my property off from the rest of the village	1
West - Hop - Prop - My property / cottage is close to / will have to be demolished because of the proposed route / line	2
West - Hop - Prop - A professional valuation has indicated that my property has decreased in value / has been on the market for some time / no viewers have emerged	2
West - Hop - Prop - Proposed route will have a major impact on many properties in Hopton	5
West - Hop - Bu - Proposed route will have a major impact on many businesses in Hopton	5

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Hop - Com - Proposed route will alter the village of Hopton as a social unit	3
West - Hop - Com - Proposed route will cut / run through the village of Hopton	11
West - Hop - Com - Proposed route will leave the village of Hopton in two halves	7
West - Hop - Com - Proposed route would cut me off from the village lifestyle	1
West - Hop - Com - I / we / people buy homes in Hopton for the village community / lifestyle	1
West - Hop - Com - Proposed route will not benefit Hopton due to lack of station / at Stafford	2
West - Hop - Com - Proposed route will be unfair for Hopton due to lack of nearby station / at Stafford / nearest station at Birmingham / Manchester	1
West - Hop - Com - HS2 are more concerned with the local salt marshes than the residents of Hopton	2
West - Hop - Com - Proposed route will damage / ruin / disturb residential areas / the village	8
West - Hop - Com - Proposed deep cutting will divide the Mount Edge Community from the rest of Hopton village / community will be isolated from the rest of Hopton	6
West - Hop - LR - Proposed route cutting adjacent A513 near Hopton will reduce Stafford County Showground amenities	6
West - Hop - LR - Proposed route will have a major impact on many agricultural / farming businesses in Hopton	6
West - Hop - LR - Proposed route will have a major impact on large areas of agricultural land around Hopton / will result in the loss of a wide strip of agricultural land	4
West - Hop - TT - Proposed route would triple / extend the length of my commute to work	1
West - Hop - Ma - Concerns about the construction of additional maintenance roads / tunnels at raised tunnel at Hopton	1
West - Hop - PRW - Concern about public footpaths in Hopton	3
West - Hop - LoR - Proposed route is not the cheapest method / lowest cost	1
West - Hop - LoR - Disagree with proposed route through Hopton	4
West - Hop - Tun - Raised tunnel in Hopton is not long enough	1
West - Hop - LV - Proposed route will negatively impact / destroy / ruin the beauty of the area	7
West - Hop - LV - Proposed tunnel is too large and will negatively impact / destroy / ruin the view from my house	1
West - Hop - LV - Proposed 'raised green tunnel' will obstruct the view of residents of Lower Lane	5
West - Hop - LV - The residents of Mount Edge will suffer from a deep cutting adjacent to their properties	4
West - Hop - CH - Proposed route would negatively affect / irreversibly damage the historical setting of Hopton	2
West - Hop - NV - Proposed tunnel opening will cause noise disturbance in Hopton	2
West - Hop - BW - Proposed route will lead to the loss of woodland habitats / wildlife	5
West - Hop - Env - A longer commute to work would have a negative impact on the environment	1
West - Hop - Env - Proposed route will be damaging to the rural environment of Hopton	4
West - Hopton - Alternative Suggestions	27
West - Hop - LoR - Would prefer the route to stay in its current location / to move further north / not to move further south	1
West - Hop - LoR - Route should follow "northern routes" above or below Weston to avoid destruction of Hopton valley	1
West - Hop - VB - It would be possible to span Pasturefields salt marsh with a viaduct so that route avoids Hopton	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Hop - Com - An alternative route through Trent Valley would avoid cutting Hopton in two	2
West - Hop - Comp - Should provide compensation for farming businesses	1
West - Hop - LoR - Should have an alternative route through MoD land instead of cutting through Hopton	3
West - Hop - VB - Should consider a bridge across local pastureland / fields to avoid the cutting through Hopton	1
West - Hop - CH - HS2 should mitigate against impacts to the Hopton Heath Battlefield / Bronze Age Burial site	2
West - Hop - PRW - Appropriate crossings should be developed to preserve public rights of way	1
West - Hop - Tun - A bored tunnel as proposed by Tim Buss below Hopton / the Hanyards / Staffordshire County Showground would mitigate impacts	1
West - Hop - Tun - Proposed cut and cover tunnel should be extended to Hopton Lane	1
West - Hop - Tun - The deep cutting and green tunnel approach could increase noise impacts to Mount Edge	1
West - Hop - Tun - The deep cutting and green tunnel approach could reduce noise impacts to some parts of the village	1
West - Hop - LoR - Should move line closer to Stafford / not through Hopton / run line through MOD land	1
West - Hop - LoR - Should move route north of proposal along edge of Pasturefields / through a cutting / tunnel under Salt Heath / joining proposed route at A34 / Yarlet	1
West - Hop - LR - There is space to the North of Hopton village that could be used for HS2	6
West - Hop - LR - Proposed route should consider cut and cover instead of cutting through Stafford County Showground near Hopton	7
West - Hop - LR - With a rapidly growing population food cultivation should be a priority in Hopton	4
West - Hop - LR - A deep bored tunnel at Hopton would prevent the loss of good farming land	4
West - Hop - Com - A tunnel would cause less damage to the community	7
West - Hop - Com - Should ensure that the integrity of Hopton village is preserved	2
West - Hop - LoR - Mention of Hopton borough / parish council alternative route suggestions	2
West - Hop - Tun - A tunnel should be considered under Hopton if the proposed route is chosen over alternative route MR71	4
West - Hop - Env - A tunnel would cause less damage to the environment	1
West - Hop - LV - A tunnel would cause less damage to the beauty of the area	6
West - Hop - LV - An extended Green Tunnel northwards would alleviate visual impact on Hopton	4
West - Hop - Prop - A tunnel would mean that property blight would no longer be a problem	4
West - Hop - Comp - By using a deep bored tunnel at Hopton potential property compensation and legal costs would be minimised	4
West - Hop - NV - By using a deep bored tunnel at Hopton noise would be mitigated	5
West - Hop - Ew - By using a deep bored tunnel at Hopton, the disturbance of construction and earthmoving operations would be confined to tunnel entrance/exit locations	4
West - Hop - NV - An extended Green Tunnel northwards would alleviate noise impact on Hopton	4
West - Hop - FE - by using a deep bored tunnel at Hopton the costs of surface noise mitigation would be saved	4
West - Hop - FE - By using a deep bored tunnel the costs of transport / disposal of soil will be reduced	4

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Hop - FE - A bored tunnel would avoid the cost of building bridges across the proposed cuttings	4
West - Ingestre-with-Tixall (IngrT)	57
West - Ingestre - Reasons to Agree	3
West - IngrT - LoR - Initial Preferred Route is more sustainable and will cost less to construct than the diverted route	3
West - Ingestre - Reasons to Disagree	45
West - IngrT - CH - The proposed viaduct approach to Ingestre will impact visually on an historic village	1
West - IngrT - LoR - Route from Lichfield to Manchester via Ingestre will cost £15 million more than route option HSM03 proposed in March 2012	2
West- IngrT - CH - Route through Ingestre Park would disrupt listed buildings.	1
West - IngrT - AQ - There will be extensive polluting effects during construction	4
West - IngrT - Bu - Business developments have been put on hold/ abandoned	4
West - IngrT - Bu - Concerns with Ingestre Park Golf Club being forced to relocate / being destroyed	5
West - IngrT - Bu - HS2 should support Ingestre Park Golf Club during construction and operation	2
West - IngrT - Bu - Negative impacts to Ingestre Park Golf Club	1
West - IngrT - BW - Comprehensive survey of Tixall salt marsh is to be carried out in spring 2014 to identify full range of plants and animals	4
West - IngrT - BW - If the route draws down the water table, trees/ trees of Ingestre wood could be threatened	4
West - IngrT - BW - Impacts on wildlife need to be minimised and consulted upon	4
West - IngrT - BW - Ingestre/Tixall salt marsh would still be destroyed under twin-bore tunnel between Ingestre and Marston proposal	4
West - IngrT - BW - Line passes through woodland and pondland where great crested newt populations may be affected	1
West - IngrT - CH - Concerns about construction impacts on Lion Lodges/Ingestre Hall/Ingestre Church	4
West - IngrT - CH - Concerns about impact of noise and vibration on Ingestre Church's structure and services	4
West - IngrT - CH - There is evidence of hidden archaeology in Ingestre from aerial photography	4
West - IngrT - CH - Visual and social access to Grade I Listed Ingestre Church will be cut off	3
West - IngrT - Com - Construction traffic will increase burden on residents	4
West - IngrT - Com - Household developments have been put on hold/ abandoned	4
West - IngrT - Com - HS2 provides no benefit to the community	4
West - IngrT - Com - The community at Ingestre would be negatively affected by construction and operation	1
West - IngrT - Com - Tunnelling would reduce disturbances to local communities	4
West - IngrT - Com -Trent and Mersey Viaduct will divide Ingestre from Tixall	4
West - IngrT - Eml - Negative effects on employment in the area / at Golf Club & Ingestre Stables	3
West - IngrT - Eml - Negative effects on holiday let business	4
West - IngrT - Ew - Spoil from cuttings in Ingestre area will exceed material required by embankments which violates a stated objective of the route design	4
West - IngrT - HEW - Proposals will cause community great distress	4

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - IngrT - LoR - Principle reason for selecting HSM03 is unjustified	4
West - IngrT - LR - Route closely follows British Pipeline Agency's Thames-Mersey aviation fuel pipeline	5
West - IngrT - LR - Route closely follows the Audley to Alrewas gas pipeline / local high pressure gas pipeline	5
West - IngrT - LR - Upper Hanyards Farm and Park Farm will be demolished	4
West - IngrT - LV - Cuttings and embankments will scar landscape	4
West - IngrT - LV - Trent and Mersey viaduct is visually intrusive / crosses open countryside / will spoil views	4
West - IngrT - MRU - Concerns about the possibility of aggregates being sourced locally	4
West - IngrT - NV - HS2 may negatively impact radio-frequency communications	4
West - IngrT - Prop - HS2 removes peaceful enjoyment of property	4
West - IngrT - TT - If roads are built/upgraded for construction needs to be done with sensitivity to the area	4
West - IngrT - TT - Major new roads will have to be constructed for construction	3
West - IngrT - TT - Vehicular access must be maintained at all times	4
West - IngrT - Tun - Design of tunnels should follow international best practice and avoid sonic boom effects	4
West - IngrT - VB - A bridge will be required where bridleways are severed	2
West - IngrT - WF - Construction of HS2 has the potential to worsen or improve the discharge of water from high ground	4
West - IngrT - WF - Full implications of draw down of the water table need to be understood and mitigated	4
West - IngrT - HEW - Proposed route will prevent the enjoyment of the peaceful surrounding / of my property	3
West - IngrT - LV - Landscape will be severely impacted	1
West - IngrT - Com - Tranquil environment will be destroyed	1
West - IngrT - TT - No detail of how estimated 2.5 million cubic metres of spoil needing to be removed to form the cuttings near Ingestre and Hopton will be transported	1
West - IngrT - Prop - Estimated that nearly 400 properties within 500 metres of the route in Ingestre/Hopton/Marston will be blighted / negatively impacted	1
West - IngrT - LR - Prime agricultural land in Ingestre/Hopton/Marston will be lost because of need of land for safeguarding	1
West - IngrT - LR - Loss of seven long established farmhouses in Ingestre/Hopton/Marston with loss of their amenities such as farm management centres / a golf course	2
West - IngrT - Tun - Trains cannot collide in a deep bored tunnel	1
West - IngrT - FE - The proposal is based on the cheapest option of building the route thirty feet in the air	1
West - IngrT - SFS - Concerns about the frequency of trains / one train every three minutes	1
West - IngrT - VB - The proposed route will run on a thirty foot viaduct close to my property	1
West - IngrT - Eml - HS2 will reduce employment in Ingestre	1
West - IngrT - Bu - HS2 will destroy tourism in Ingestre	2
West - IngrT - BW - Proposed route near Lion Lodge Covert will impact on several endangered red-listed birds / barn owls / Great Crested Newts	8
West - IngrT - CH - Proposed route will destroy grade I / II listed buildings in Ingestre	2
West - IngrT - Com - The area is poorly served by utilities / no broadband / no mains utilities / poor mobile phone coverage	4
West - IngrT - HEW - Concerns about the negative effects on health and well-being in the area	4

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - IngrT - NV - Concerns that Ingestre is poorly served by all forms of terrestrial radio-frequency communications / HS2 may lead to further attenuation of signals	3
West - IngrT - LoR - The proposed route goes through tranquil landscape around Ingestre as a result of the diversion to avoid Pasturefields SAC / original route would have followed existing transport corridors	10
West - IngrT - LoR - Proposed route runs through / should avoid Bed and Breakfast / Golf Course / Lion Lodge Covert	14
West - IngrT - FE - Concern over high cost of cuttings through Keuper Sandstone not being taken into account	1
West - IngrT - Comp - Concerns about compensation / compensation zone	9
West - IngrT - Prop - Proposed route will blight / is damaging to property in Ingestre	13
West - IngrT - ERS - The existing train service to London is adequate / good / 1 hour 20 minutes	3
West - IngrT - Com - Proposed route will lead to destruction of Ingestre / area around Ingestre	5
West - IngrT - Com - Concerns about the impact on the village of Ingestre because of the location / narrow access of the village	8
West - IngrT - LV - AONB at Ingestre would be negatively affected by the line passing close to it / conservation area / enlarged conservation area	18
West - IngrT - BW - HS2 will have a negative impact on the flora in salt marshes / salt marshes area around Ingestre	18
West - IngrT - BW - Ecology / wildlife / bird life at Ingestre would be negatively affected / damaged by the line passing close to it	16
West - IngrT - NV - Proposed viaduct across marshes in Ingestre / Tixall will have a noise impact on Tixall	2
West - IngrT - NV - Concerns about noise levels / assessment / noise levels from proposed route will be raised by 3dBA from normal background level	7
West - IngrT - LoR - Disagree with the proposed route through Ingestre	8
West - IngrT - VB - Proposed viaduct will have a damaging impact on the village / the surrounding villages around Ingestre	3
West - IngrT - Cut - Proposed cuttings will have a damaging impact on the village / the surrounding villages around Ingestre	4
West - IngrT - CH - The ecological impact on Ingestre Hall and surrounding areas has been ignored / not considered	1
West - IngrT - CH - The destruction of / impact on the Grade 1 listed St. Mary's Church in Ingestre has been ignored	13
West - IngrT - CH - The destruction of / impact on Grade 2 listed buildings / the Grade 2 listed Ingestre Hall has been ignored	16
West - IngrT - WF - Ingestre lies on the river Trent floodplain / proposal will make existing flooding worse	10
West - IngrT - LR - Proposed route will divide / separate farmland / working land / reduce agricultural land availability	8
West - IngrT - Bu - Concerns that the proposed route will have a negative impact on businesses / tourism in the area	4
West - IngrT - Eml - Concerns about effect the proposed route will have on employment prospects in the area	4
West - IngrT - PD - Concerns about the negative impact on any planning developments in the area	3
West - IngrT - LR - Concerns that locally sourced aggregates will damage the area	3
West - IngrT - Com - Proposed viaduct and embankments will isolate the village / will cut the village off from its sister village Tixall	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - IngrT - LV - Concerns that construction / construction of barriers will have a negative impact on the landscape	4
West - IngrT - LoR - Proposed route will conflict with the British Pipeline Agency's Thames-Mersey aviation fuel pipeline and the high pressure gas pipeline operated by the National Grid	4
West - IngrT - Com - Proposed embankments will have a damaging impact on the village / the surrounding villages around Ingestre	3
West - IngrT - CH - Concerns about the effect of blasting necessary to excavate cutting will have on historical buildings in the area	3
West - IngrT - AQ - Concerns about the air quality / dust caused during construction and operation	4
West - IngrT - Hi - Concerns about access for heavy construction traffic on minor roads in the area / delivery of materials / removal of spoil	5
West - Ingestre - Reasons to Neither Agree nor Disagree	1
West - IngrT - CH - Ingestre Hall provides areas to support children's development	1
West - Ingestre - Alternative Suggestions	43
West - IngrT - Ew - Tunnelling from Ingestre to Hopton would reduce the amount of spoil by more than half	1
West - IngrT - LR - Tunnelling from Ingestre to Hopton would remove the need to destroy valuable farmland	2
West - IngrT - FE - Tunnelling from Ingestre to Hopton would reduce costs of proposed route	1
West - IngrT - WF - The hydrology of the local area should be examined to ensure there is no increased flooding risk / mitigation of drawdown of the water table	3
West - IngrT - LoR - Support the view of Ingestre with Tixall Parish Council that the route should revert to that of HMS03	3
West - IngrT - LR - Scheme cuts through Upper Hanyards farmhouse and buildings/ HS2 should work with farmer to ensure farm remains operational	2
West - IngrT - BW - The salt marsh at Ingestre should be protected from any future development due to its rich habitat	1
West - IngrT - CH - Detailed ground surveys and archaeological research is required before route is built	4
West - IngrT - CH - Mitigate impacts on Grade II listed Ingestre Hall and Grade I listed St Mary the Virgin church	2
West - IngrT - CH - More information is needed on the impacts at Nostell Priory / barn / other historical assets on the estate / impacts are unknown	1
West - IngrT - CH - More information is needed on the impacts to the Pavilion at Ingestre Hall	1
West - IngrT - CH - There are plans to expand the Ingestre Conservation Area	4
West - IngrT - CI - Need to explore ways of minimising damage during construction to Lion Lodges/Ingestre Hall/Ingestre Church / explore alternatives to ground works	4
West - IngrT - LR - Tunnelling would reduce impacts on Ingestre Park Golf Club / Staffordshire County Showground	4
West - IngrT - LV - Tunnelling would reduce visual intrusion	3
West - IngrT - MRU - If aggregates are sourced locally, consultation will be required	4
West - IngrT - NV - Tunnelling would reduce noise impacts	3
West - IngrT - TT - Alternative HSM03 route has good construction access	4
West - IngrT - LoR - Tunnelling from Ingestre to Hopton would enable line to run more vertically level / adapt to hilly area	1
West - IngrT - Tun - Deep bored tunnel would minimise costs of compensation / transporting spoil / noise mitigation measures / reinstating footpaths	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - IngrT - Tun - Deep bored tunnel would mean landscape views would be unchanged	1
West - IngrT - Tun - Deep bored tunnel would minimise noise	1
West - IngrT - LoR - HS2 should follow the originally proposed and cheaper route along the Trent Valley	2
West - IngrT - Com - Should consider route option HSM03 proposed in March 2012 which would affect less people	4
West - IngrT - FE - Should consider route option HSM03 proposed in March 2012 which would save £154M in construction costs	5
West - IngrT - NV - Should consider tunnelling from Ingestre to Marston to reduce impact of noise pollution	5
West - IngrT - HoI - Should consider tunnelling from Ingestre to Marston to avoid destruction of farms	4
West - IngrT - Com - Should consider tunnelling from Ingestre to Marston to reduce impact on Hopton	5
West - IngrT - CH - Should consider tunnelling from Ingestre to Marston to reduce impact on Marston	5
West - IngrT - Com - Proposed route will cause significant impacts to me / where I live / to the community	5
West - IngrT - LV - Proposed route through Ingestre will cause negative visual disruptions	12
West - IngrT - NV - Proposed route through Ingestre will cause significant noise pollution	12
West - IngrT - PRW - Should preserve bridleways / footpaths / rights of way in local area	6
West - IngrT - VB - Should consider the use of tunnels instead of viaducts / viaducts are more expensive to construct / maintain than tunnels	1
West - IngrT - Tun - Should consider tunnelling between Ingestre Park Golf Club / Marston Lane	2
West - IngrT - Tun - Should tunnel from Ingestre to Hopton / as detailed by Councillor Tim Buss / if alternative route through Trent Valley is deemed unsuitable	7
West - IngrT - AQ - Should not increase traffic pollution during / after construction in local area / Ingestre	6
West - IngrT - FE - The costs of tunnelling would be offset by the considerably smaller amount of spoil to be removed and disposed of	3
West - IngrT - A bridge should be provided to span the deep cutting (SJ910244)	2
West - IngrT - Hi - Heavy construction traffic exists for alternative route via the A51 and A518	3
West - IngrT - HoI - Tunnelling from Ingestre to Hopton would remove the need to destroy farm houses	6
West - IngrT - TT - Should prevent through traffic during / after construction at Ingestre	3
West - IngrT - Com - Should consider route option HMS03 proposed in March 2012 which would affect less people in Ingestre	5
West - IngrT - Tun - A tunnel should be considered under Ingestre Conservation Area if the proposed route is chosen over alternative route / MR71	2
West - IngrT - Tun - Should tunnel from Ingestre to Marston / consider a deep bored tunnel / to lower the vertical profile	12
West - IngrT - LV - Should consider tunnelling from Ingestre to Marston to reduce impact on Capability Brown landscape	10
West - IngrT - LV - Should consider route option HSM03 proposed in March 2012 which would avoid the Ingestre landscape	5
West - IngrT - CH - Should alter the route away from Ingestre to protect cultural heritage in the local area	4
West - IngrT - CH - Should consider tunnelling from Ingestre to Marston to reduce impact on listed buildings / Grade 1 listed Wren Church	7

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - IngrT - LV - Proposed route should avoid Ingestre Capability Brown Landscape / consider HSM02 route	2
West - IngrT - BW - Should change the route to protect / avoid the Salt Marsh at Ingestre	14
West - IngrT - BW - Should consider HSM02 route to avoid Salt Marsh at Ingestre	1
West - IngrT - Env - Should alter the route away from Ingestre to protect environment in the local area	3
West - Irlam (Irl)	1
West - Irlam - Alternative Suggestions	1
West - Irl - Ra - Should build a diversion line from Irlam to existing Manchester-Liverpool line to cater for existing rail traffic	1
West - Kenyon (Ken)	8
West - Kenyon - Reasons to Disagree	4
West - Ken - Prop - My / residents' property / land is close to the proposed route / line	1
West - Ken - Prop - Proposed route will negatively blight / devalue my property	2
West - Ken - NV - Noise disruption during construction is unacceptable	2
West - Ken - BW - Proposed route will have a negative impact on wildlife in the area	3
West - Ken - TT - Construction will cause disruption to traffic on the already congested Kenyon Lane	1
West - Kenyon - Alternative Suggestions	5
West - Ken - FE - Reopening Kenyon station would cost £12 million / incur cheaper station costs than Transport for Leigh's plans	1
West - Ken - Com - Reopening Kenyon Junction station would serve local communities / commuters in Leigh / Pennington / Lowton / Lane Head / Golborne / Croft / Culcheth / Risley / Glazebury	1
West - Ken - Sta - Reopen Kenyon Junction	4
West - Ken - Sta - Reopening Kenyon Junction would give subsidised travel for Manchester to Wigan	2
West - Ken - Sta - Reopening Kenyon Junction would make it a more viable option for travel	2
West - Ken - Sta - Reopening Kenyon station will give us the possibility to go to Manchester Piccadilly in 17 minutes	1
West - King's Bromley (KingsB)	9
West - King's Bromley - Reasons to Disagree	8
West - KingsB - BW - Route dissects Fradley Wood a Biodiversity Alert Site	1
West - KingsB - CH - Concern for archaeological potential within the Historic Environment Record recognised area in the Trent Valley	1
West - KingsB - CH - Concern for crop marks at Riley Hill	1
West - KingsB- CH - Impacts of construction and operations on the listed buildings at Fradley Junction, Kings Bromley and Pipe Ridware should be mitigated	1
West - KingsB - LoR - Route appears to have moved closer to Wood End Common Barn creating anxiety for the community	1
West - KingsB - NV - Elevated route between Fradley and Handsacre means significant noise impacts for the villages of Nethertown, Hill Ridware and Pipe Ridware	1
West - KingsB - VB - Concern about the length and height of the proposed viaduct at Bourne Brook and River Trent	1
West - KingsB - LR - Proposed realignment of junction between Phase 1 and Phase 2 will move the line 200 m closer to Woodend Common Barn Farm / Woodend Long Barn	1
West - KingsB - LR - Woodend Common Barn Farm / Woodend Long Barn are affected by both Phase 1 / Phase 2	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - KingsB - BW - Proposed route will cut through a wildlife haven / natural habitat / woodland / Marlpit Wood / Rookery Wood	1
West - KingsB - LV - Proposed route will have a negative visual impact / will cut through an area of outstanding beauty / Marlpit Wood	3
West - KingsB - NV - Demolition of Marlpit Wood will remove any natural noise mitigation / belt of trees from Woodend Common Barn Farm / Woodend Long Barn	1
West - KingsB - Com - Proposed route on embankments / viaducts will impact on village of King's Bromley	3
West - KingsB - Env - Proposed route will have a negative environmental impact on the area	1
West - KingsB - VB - Proposed route crossing the WCML / A38 / Trent and Mersey Canal is too high	2
West - KingsB - Clm - Disruption / traffic / works due to Phase 1 / Phase 2 / WCML will impact on quality of life of residents / business in the area	1
West - KingsB - TT - Proposed route construction will cause traffic congestion in King's Bromley / increased traffic will cause safety issues	2
West - KingsB - LV - Proposed route / viaduct will have a negative visual impact on properties in the area	2
West - KingsB - LR - Proposed route lies close to and will blight farms	1
West - KingsB - LR - Proposed route makes farmland inaccessible	1
West - KingsB - Prop - Proposals have blighted properties in the area	3
West - KingsB - HEW - Proximity to proposed route will have negative impact on people's lives / quality of life in the local areas	1
West - KingsB - LR - Proposed route will split up farmland / land ownership in two	1
West - KingsB - BW - Concerns that route will remove an area of woodland of ecological interest adjoining Echills Farm in King's Bromley	1
West - KingsB - WF - Kings Bromley is on a flood plain / unsuitable for HS2	1
West - KingsB - VB - Disagree with 2km viaduct at Kings Bromley / is a cost cutting measure	1
West - KingsB - Env - Having three lines crossing within a mile of each other at Kings Bromley will be disastrous for the environment / is poor planning	1
West - KingsB - LoR - Line for Phase 2 will cross A515 close to Kings Bromley	2
West - King's Bromley - Reasons to Neither Agree nor Disagree	2
West - KingsB - LoR - West Coast Mainline crosses A515 close to Kings Bromley	1
West - KingsB - LoR - Line for Phase 1 crosses A515 at Kings Bromley	2
West - King's Bromley - Alternative Suggestions	6
West - KingsB - WF - Should consider mitigation for contaminated water at boreholes at Kings Bromley	1
West - KingsB - CI - Seamless construction between phase one and phase two would reduce the impact on the village	1
West - KingsB - TT - Common lane should be adjusted to allow heavy vehicles to access it	2
West - KingsB - VB - Should look into ways to mitigate the impact of the proposed viaduct in King's Bromley	1
West - KingsB - BW - Marlpit Wood should be protected	1
West - Kirkby (Kirk)	2
West - Kirkby - Alternative Suggestions	2
West - Kirkby - BW - SSSI at Kirkby needs to be protected from indirect impacts	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Knutsford (Knut)	24
West - Knutsford - Reasons to Disagree	12
West - Knut - Eml - Proposed route could lead to job losses in Knutsford	1
West - Knut - Bu - Noise would create a significant risk for equestrian enterprise at Holford Hall	1
West - Knut - BW - Route is around 400m from SSS1 Plumley Lime Beds	1
West - Knut - CH - Nine scheduled monuments near the route of HSM10	1
West - Knut - Comp - Need for compensation for impact of route on Holford Hall	1
West - Knut - Emp - Holford Hall employs 10 / has plans to create 34 jobs	1
West - Knut - LR - Route would result in the loss of productive agricultural land at Holford Hall	1
West - Knut - NV - Concern that noise will impact on Holford Hall / local area	1
West - Knut - NV - Map for HSM10 does not show noise levels	1
West - Knut - Prop - Proposed route will affect /impact site values of Tabley Estate	1
West - Knut - Hi - Proposed route will cut off access route to Knutsford	1
West - Knut - Bu - Proposed route will pass through / impact on Abbey Leys Farmland business	1
West - Knut - BW - Proposed route will have a negative impact on the birdlife of Abbey Leys Farm	1
West - Knut - Env - Proposed route will have a negative environmental impact on Abbey Leys Farm	1
West - Knut - LR - Proposed route will cause the loss of land from Abbey Leys Farm which will affect the viability of its Soil Association Certification	1
West - Knut - LoR - Proposed route will cut through / negatively impact on Yew Tree Farm	1
West - Knut - LoR - Concerns that proposal to re-route A50 will cut Yew Tree farm buildings off from the rest of the farm	1
West - Knut - LoR - Two major gas pipelines run through Yew Tree farm / would need to be moved	1
West - Knut - LoR - Curve in the route to avoid Knutsford will be unsafe	2
West - Knut - SFS - Train speed will have to slow down at Knutsford because of safety concerns	1
West - Knut - FE - Damaging / negative impact on environment in High Legh / surrounding areas	2
West - Knut - FE - Damaging / negative effect on High Legh / surrounding areas	1
West - Knut - CH - Mere Court Hotel is grade two listed / an historic building / with extensive history	1
West - Knut - Com - Closure of Mere Court Hotel would impact on / negatively affect local community	1
West - Knut - FE - Closure of Mere Court Hotel would impact on local economy	1
West - Knut - LV - Route would negatively impact views of / around Mere Court Hotel	1
West - Knut - NV - Route would cause noise problems for Mere Court Hotel	1
West - Knut - Eml - Closure of Mere Court Hotel would mean job losses	1
West - Knut - Bu - Mere Court Hotel would be unable to operate / would have to close if planned route goes ahead	1
West - Knut - Com - Currently used Wilmslow / Stockport stations are more convenient than proposed Manchester Airport station for Knutsford residents	1
West - Knutsford - Reasons to Neither Agree nor Disagree	1
West - Knut - CH - Mere Court Hotel will be directly affected by the HS2 route	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Knutsford - Alternative Suggestions	14
West - Knut - LoR - Alternative routes further from Holford Hall should be considered	1
West - Knut - BW - A more detailed assessment of the impact of the route on SSS1 Plumley Lime Beds is required	1
West - Knut - Tun - Should consider constructing this section of route underground to minimise impact on Holford Hall	1
West - Knut - Tun - The route should go under the M6 at Junction 19 to reduce visual / sound impacts / ensure safety as the route passes high voltage lines	1
West - Knut - Hi - The line should go under the M6 at Mere	1
West - Knut - LoR - Should reconsider route through Tabley Estate	1
West - Knut - Sta - Should build a Parkway station near Bucklow Hill / west of Knutsford / west of the Airport alongside the A556 alignment proposed by the Highways Agency	1
West - Knut - PRW - Use in-line bridges / underpass to reduce impact on The North Cheshire Way	1
West - Knut - LoR - Proposed route should serve North Knutsford to link to the proposed alignment near Lymm	1
West - Knut - PT - A farm bridge would be necessary to enable access to poultry sheds in Abbey Leys Farm	1
West - Knut - Cut - Proposed route should use cut and cover to protect Abbey Leys Farmland resources	1
West - Knut - BW - Alternative route along the M6 joining the proposed route where it crosses the A50 should curve gradually to avoid small pockets of woodland	1
West - Knut - LoR - A HS2 station / connectivity hub at Crewe will allow a more direct route to Manchester / removing the curve near Knutsford will allow trains to maintain a high speed	5
West - Leigh (Leig)	18
West - Leigh - Reasons to Disagree	1
West - Leigh - Com - Proposed route negatively impacts Leigh Golf Course	1
West - Leigh - Reasons to Neither Agree nor Disagree	4
West - Leigh - Sta - Transport for Leigh/People in Leigh have always wanted a station	3
West - Leigh - Sta - People in Leigh will not travel to Lowton to get a train	2
West - Leigh - Sta - People in Leigh can travel to Newton-le-Willows to get a train	3
West - Leigh - Alternative Suggestions	13
West - Leigh - Ra - HS2 also presents an opportunity to create a new interchange station in the Leigh area	1
West - Leigh - Sta - Should consider provision of passenger facilities / interchange station at Leigh	1
West - Leigh - FE - An interchange in Leigh will improve economic/ regeneration potential for the area	1
West - Leigh - TS - Should extend Manchester's tram system to Leigh	1
West - Leigh - Com - An additional station in Leigh is necessary / beneficial for people living in the area / Lancashire / Cheshire / Merseyside	4
West - Leigh - FE - Should consider opportunities to maximise regeneration / development / housing potential in wider Leigh area	1
West - Leigh - Sta - Should have an additional station in Leigh (Lancashire)	9
West - Lichfield (Lich)	39
West - Lichfield - Reasons to Disagree	20
West - Lich - BW - Proposed route will affect ancient woodland / Big Lyntus / Pipe Wood	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Lich - Concerns about infrastructure proposed in Lichfield at start of Phase 2 Route	1
West - Lich - Com - Lichfield will suffer from both Phase 1 and Phase 2	1
West - Lich - LoR - Existing WCML from Lichfield Trent Calley to Brereton should be used instead of tunnel	1
West - Lich - LV - route between Lichfield and Whitmore is damaging to landscape / will harm unspoilt attractive areas	1
West - Lich - ERS - 'classic compatible' trains will potentially increase journey times on classic routes, particularly when Phase 1 completed and trains rejoin the WCML close to Lichfield	1
West - Lich - WCML - Link at Handsacre connects into WCML at congested section between Lichfield and Colwich Junction which is likely to act as a capacity constraint until completion of Phase 2	1
West - Lich - NV - Proposed route will cause negative noise impact during construction / operation	2
West - Lich - CI - Concerns over disruption / inconvenience caused by construction / all day / every day / all year	1
West - Lich - TT - Concerns over HGVs / works vehicles	1
West - Lich - TT - Concerns over road closures / blockages / diversions	2
West - Lich - AQ - Concerns over dust caused by construction	1
West - Lich - Ma - Concerns over disruption / inconvenience caused by maintenance	1
West - Lich - LV - Proposed route will cause negative visual impact during construction / operation	2
West - Lich - Hi - Proposed route will cause increased traffic congestion / diversions in the area during construction	3
West - Lich - ERS - Plans will result in a reduced quality of service to / from London	1
West - Lich - Ra - Proposed route will result in a reduced quality service from Lichfield to London by train	1
West - Lich - Com - Proposed spur at end of Phase 1 will cause disruption during the construction of both phases	1
West - Lich - LR - Proposed route cuts through farms / block access to farms / affects farming business	1
West - Lich - NV - Noise disruption from construction / HS2 will make keeping livestock difficult / impossible	1
West - Lich - Saf - Proposed route / construction will raise safety issues by blocking access to currently used roads	1
West - Lich - Prop - Proposed route will have a negative impact / blight / decrease / the value of properties / farms	3
West - Lich - HEW - The effect of construction / HS2 will have on my local area / HS2 is distressing / causing me health issues	3
West - Lich - LR - Proposed route will have a major impact on agricultural land / loss of agricultural land	1
West - Lich - Prop - A lot of money has been invested into purchasing / improving my property	2
West - Lich - Prop - Proposed route will lead to new properties being demolished / because the planners were using out of date maps	1
West - Lich - Com - Proposed route offers no benefits / will have a negative impact to the residents of Whittington / Lichfield	7
West - Lich - CR - Proposed route will / may impede / prevent full restoration of the Lichfield and Hatherton canal	2
West - Lich - LoR - Proposed spur at Lichfield where phase 1 ends is pointless	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Lichfield - Reasons to Neither Agree nor Disagree	6
West - Lich - WCML - Concerns over link to WCML at Handsacre junction fitting in new HS2 services as well as remaining passenger services while accommodating increasing demand for freight services on section north of Handsacre junction	1
West - Lich - Sta - Questions how people of Lichfield will be served by HS2	3
West - Lich - WCML - Link at Handsacre connects into WCML at congested section between Lichfield and Colwich Junction which is likely to act as a capacity constraint until completion of Phase 2	1
West - Lich - Com - Additional stations are a matter for the local people in Lichfield to decide	1
West - Lichfield - Alternative Suggestions	21
West - Lich - WCML - Further work by HS2/Network Rail to better understand inter-phase one / two operational period around the Handsacre and Colwich junctions should be done	1
West - Lich - WCML - Ensure no operational difficulties between Handsacre and Colwich Junctions until completion of phase two	1
West - Lich - WCML - Should be built to allow mitigation any problems between Handsacre and Crewe at earliest opportunity	1
West - Lich - VB - The route includes viaducts over Curborough Brook / Bourne Brook / the River Trent / Moreton Brook / Filly Brook which require further flood assessment.	1
West - Lich - WCML - North Staffordshire must benefit from Phase One through use of Handsacre WCML connection	2
West - Lich - Ra - Maintain WCML connection for classic-compatible services to Stratford / Stoke-on-Trent	1
West - Lich - Ra - Retaining WCML link would provide diversion if Western leg closed at any time	1
West - Lich - Ma - Maintaining WCML link would cater for maintenance / infrastructure trains / if Western leg closed at any time	1
West - Lich - Cut - Proposed route should be in a cutting instead of a viaduct to minimise costs / be cheaper	2
West - Lich - Cut - If a cutting was built, spoil from the construction could be used to create 'shoulders' at the top of the cutting to further suppress noise caused by HS2 trains	1
West - Lich - VB - A bridge should be constructed to convey the existing West Coast Main Line over HS2 near Lichfield similar to the Selly Oak by pass bridge and the Caversham road bridge	1
West Lich - ERS - Route runs few miles of WCML which has capacity except in Colwich-Stafford area	1
West - Lich - LoR - Eastern leg should meet the western leg at Lichfield / better connection between East / West leg	1
West - Lich - Ra - Should have a connection onto the existing network near Lichfield to serve Burton on Trent / Derby	1
West - Lich - Sta - Should have an additional station in Lichfield	7
West - Lich - LoR - Should lower line through Lichfield so it can run under the WCML and A38	3
West - Lich - LoR - Proposed spur at Lichfield should be moved 15 miles further north to avoid Shugborough tunnel and enable HS2 to reach Stafford in 50 minutes	1
West - Lich - LoR - Proposed spur at Lichfield should be moved 15 miles further north to avoid Shugborough tunnel and enable HS2 to reach Wolverhampton in 65 minutes	1
West - Lich - LoR - Proposed spur at Lichfield should be moved 15 miles further north to avoid Shugborough tunnel and enable HS2 to reach Stoke in 70 minutes	1
West - Lich - CR - Proposed route should include provisions to enable on-going restoration of the Lichfield and Hatherton canal	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Little Bollington (LBol)	3
West - Little Bollington - Reasons to Disagree	3
West - LBol - LR - Banking and viaducts along with dual line that converges in Little Bollington will vastly affect greenbelt	1
West - LBol - LV - Proposed route will devastate / scar / damage / destroy Little Bollington landscape	1
West - LBol - LR - Proposed route will destroy / demolish / farmland and rural areas of Little Bollington	1
West - LBol - Env - Proposed route through Little Bollington will cause irreversible environmental damage	1
West - LBol - CI - Construction of proposed route will cause disruption to the Little Bollington community	2
West - LBol - NV - Concerns regarding elevated noise levels during construction and operation of proposed route through Little Bollington	1
West - Little Bollington - Alternative Suggestions	1
West - LBol - LoR - Should consider rerouting Wigan line away from Little Bollington	1
West - LBol - LoR - Should consider rerouting Manchester line around Little Bollington	1
West - Liverpool (Liv)	83
West - Liverpool - Reasons to Agree	5
West - Liv - FE - Connecting Liverpool to the West Coast Main Line / WCML would support growth / development / make economic sense	2
West - Liv - Eml - HS2 will have a knock-on effect of greater employment opportunities in Liverpool	1
West - Liv - FE - Benefits for growth of rail freight including deep seat traffic and market diversification in Liverpool	1
West - Liv - LoR - Support provision of classic compatible HS2 services to Liverpool	1
West - Liv - Ra - Welcomes classic compatible HS2 services to Liverpool	1
West - Liverpool - Reasons to Disagree	47
West - Liv - Ra - Hub and spoke approach will be harder to realise if there is not a dedicated line to Liverpool	1
West - Liv - Ra - Extremely slow train approaches are inappropriate	1
West - Liv - SFS - Improved / reduced journey times would be marginal / little / worse compared to existing rail services from Liverpool	1
West - Liv - FE - Having different service levels between Manchester and Liverpool is an unacceptable use of taxpayer's money	1
West - Liv - LoR - Proposed connection to Liverpool doesn't save on time	2
West - Liv - ERS - Existing services between Liverpool and London will be discontinued	1
West - Liv - FE - It is an anomaly that Liverpool as a major city centre / national rail hub does not have a dedicated HS2 spur	1
West - Liv - HS2 has underestimated growth in rail passenger from Liverpool	1
West - Liv - Ra - Demand for Liverpool-London intercity services has been dampened by lack of frequency	1
West - Liv - Ra - HS2 made flawed assumptions about future passenger demand from Liverpool City region	1
West - Liv - Ra - Rail freight between Liverpool region and Wales/ South/Midlands will be constrained by Liverpool services being retained on the Classic line	1
West - Liv - Ra - Route does not lend itself to making short/easy connections to Liverpool	1
West - Liv - SFS - Lack of new route to serve Liverpool means speed and capacity benefits are not delivered	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Liv - SFS - Reinstating Enhanced Permissible Speed would involve minimal cost / benefits not great	1
West - Liv - SFS - There is a lack of train capacity due to use of Classic Compatible trains	1
West - Liv - RS- Concerns about impacts of / Lime Street Station cannot cater for length of HS2 trains	1
West - Liv - SFS - HS2 will reduce Liverpool to London services	1
West - Liv - FE - HS2 Ltd have significantly under-estimated the forecast growth of passenger numbers using Liverpool Lime Street by not taking account of the high investment growth areas in Liverpool	2
West - Liv - LoR - Proposed route has not properly considered Liverpool City Region's size	2
West - Liv - FE - Proposed route risks damaging Liverpool's competitive standing	8
West - Liv - FE - Proposed route will marginalise / hinder regeneration / growth of Liverpool	10
West - Liv - FE - Manchester has had significantly more investment compared to Liverpool	4
West - Liv - FE - HS2 will negatively impact / damage the economy of Liverpool on its current alignment	4
West - Liv - FE - Recent KPMG report for HS2 forecasts a possible loss to Liverpool of up to £50 million per annum as a direct result of HS2 exclusion	3
West - Liv - FE - Despite a budget of £50 million Liverpool has been excluded from HS2 route / is not directly on route	2
West - Liv - FE - Proposed route will negatively impact / damage Liverpool economically compared to Manchester	5
West - Liv - FE - Proposed route / Manchester stations will cause investment to be taken away from Liverpool / to Manchester	3
West - Liv - Com - HS2 will turn Liverpool in an impoverished suburb of Manchester	1
West - Liv - Com - Liverpool will not benefit from HS2	5
West - Liv - SFS - Maximum speed on route from Liverpool to Lichfield will be slower than they are today because the classic compatible rolling stock will not be fitted with tilting mechanisms	2
West - Liv - SFS - Maximum speed on route from Liverpool to Crewe will be slower than they are today because the classic compatible rolling stock will not be fitted with tilting mechanisms	1
West - Liv - SFS - Journey time to London from Liverpool will be 40% longer than from Manchester once HS2 is complete	2
West - Liv - SFS - Preston will have a faster journey time to London than Liverpool	2
West - Liv - SFS - It will still be quicker to travel from Liverpool to Birmingham via car than on HS2	1
West - Liv - SFS - It will still be cheaper to travel from Liverpool to Birmingham via car than on HS2	1
West - Liv - PD - HS2 has many implications for Liverpool	1
West - Liv - ERS - Liverpool provides more rail passengers than Leeds	1
West - Liv - Ra - Smaller towns such as Wigan have better connections to HS2 than Liverpool	1
West - Liv - Ra - Concerns HS2 train set would be too long for Liverpool Lime Street Station / new platforms would need to be created	3
West - Liv - LoR - Liverpool has been excluded from HS2 route / is not directly on route	13
West - Liv - LoR - Reasons against routing HS2 through Liverpool are inconsistent / disingenuous	1
West - Liv - LoR - Proposed route excluding Liverpool does not make sense	5
West - Liv - LoR - Second hourly service from Liverpool will travel via Stafford and not use HS2 infrastructure	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Liv - LoR - Proposed east of Warrington route makes any HS2 enhancement / branch to Liverpool difficult	3
West - Liv - LoR - There are no plans for an HS2 service from Liverpool to Birmingham	1
West - Liverpool - Reasons to Neither Agree nor Disagree	5
West - Liv - ERS - Travelling from Liverpool to the Continent on existing rail services entails costly overnight stops	1
West - Liv - ERS - Liverpool is the 3rd biggest market on the West Coast Main Line	1
West - Liv - ERS - Liverpool generates as many rail passengers as Leeds	1
West - Liv - ERS - Liverpool's rail passenger numbers are growing whilst Leeds are declining	1
West - Liv - Air - Traveling from Liverpool to the continent usually requires the use of an airline	1
West - Liv - SFS - Journey time from Liverpool to London will be uncompetitive	1
West - Liv - Ra - The modern railway age began in Liverpool in 1830 with the opening of the Liverpool and Manchester Railway	1
West - Liv - LoR - HS2 would connect to Liverpool eventually after phase 2 is constructed	1
West - Liverpool - Alternative Suggestions	64
West - Liv - LoR - Liverpool should have a high speed line as it is bigger than Leeds	1
West - Liv - Ra - Additional rail freight to and from Liverpool docks / ports will require a Liverpool spur / to enable growth	6
West - Liv - Ra - Require more information / details on a possible captive spur between Liverpool and Crewe	1
West - Liv - SFS - Should be a captive spur to Liverpool	9
West - Liv - SFS - Poor journey times from London to Liverpool need to be addressed	1
West - Liv - SFS - Removal of Stafford stop is most effective way of improving the Liverpool service without infrastructure investment	1
West - Liv - SFS - Should be direct services into Birmingham from Liverpool	1
West - Liv - SFS - Uncompetitive service frequency to London needs to be addressed / should have a half hourly service	1
West - Liv - Sta - 20 Miles More proposals to reroute the line to the west of Warrington would involve a station in the Daresbury area	1
West - Liv - Sta - HS2 station at Birkenhead Woodside is worthy of consideration	1
West - Liv - Sta - HS2 station at Edge Hill is worthy of consideration	1
West - Liv - Sta - HS2 station at Liverpool Exchange would provide a well-connected station	1
West - Liv - Sta - HS2 station at Liverpool Lime Street would be feasible but would involve major civil engineering work / property demolition	1
West - Liv - Sta - HS2 station at Liverpool Waters is worthy of consideration	1
West - Liv - Sta - Liverpool Lime Street Station should be examined for operation of longer / 12 car high speed trains	1
West - Liv - FE - Liverpool City Region has commissioned a study on the economic benefits of HS2 and the impacts of a high speed line to Liverpool	1
West - Liv - LoR - 20 Miles More calculates that a dedicated link to Liverpool could be worth up to £870 million per annum	1
West - Liv - LoR - 20 Miles More proposals to reroute the line to the west of Warrington would serve the North West much more comprehensively	1
West - Liv - LoR - Benefit Cost Ratio analysis for Liverpool spur shows it represents high value for money	1
West - Liv - LoR - Culcheth route to Liverpool proposed by 20 Miles More involves no major infrastructure	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Liv - LoR - Eastern Route proposed by 20 Miles More to run from Lime Street or Exchange to open countryside	1
West - Liv - LoR - Link to Liverpool would allow high speed services to Manchester and be the first step in a trans-Pennine high speed network	1
West - Liv - LoR - Mersey route to Liverpool proposed by 20 Miles More would directly serve Warrington	1
West - Liv - LoR - Outer Rail Loop proposed by 20 Miles More to run from Liverpool Exchange	1
West - Liv - LoR - Provide rail link direct from Liverpool to Skelmersdale	1
West - Liv - LoR - Daresbury (Halton) route to Liverpool proposed by 20 Miles More has could allow a more direct extension to Scotland	1
West - Liv - LoR - Daresbury (Halton) route to Liverpool proposed by 20 Miles More has several options	1
West - Liv - Ra - Enhanced Classic Compatible options proposed by 20 Miles More could reduce journey times / increase capacity/freight capacity	1
West - Liv - FE - Support Merseytravel study / should further examine / ways to mitigate impacts / maximise benefits of HS2 in Liverpool area	1
West - Liv - Sta - Proposed classic compatible route between Liverpool and Crewe should have a stop at Runcorn	1
West - Liv - Sta - HS2 services should serve Liverpool Lime Street	1
West - Liv - LoR - Limitation on how far new alignment could be justified to Liverpool Lime Street because of service frequency	1
West - Liv - SFS - At least one Liverpool HS2 train per hour should serve Runcorn	1
West - Liv - Ra - Disparity between best travel times between Liverpool/Manchester to London needs to be addressed	1
West - Liv - WCML - As much of the Crewe-Liverpool route should be upgraded on increase train speeds	1
West - Liv - WCML - Upgrading WCML / Crewe-Liverpool route would increase passenger capacity	1
West - Liv - Ra - Upgrading Crewe-Liverpool route would make future capacity provision for additional freight services	1
West - Liv - WCML - Upgrading Crewe-Liverpool route will involve remodelling/relocating WCML carriage sidings east of Edge Hill	1
West - Liv - SFS - Possibility of one HS2 train an hour between Old Oak Common/Birmingham Interchange and Liverpool Lime Street should be considered	1
West - Liv - LoR - Alternative route to Liverpool via a link from the HS2 line near Birchwood onto the existing southern line between Warrington and Liverpool Lime Street via Liverpool South Parkway / part is already electrified	1
West - Liv - LoR - Alternative route to Liverpool requires link from HS2 line near Newton-le-Willows on the soon to be electrified Liverpool and Manchester railway	1
West - Liv - LoR - Alternative route to Liverpool from the HS2 line south of Crewe onto the existing WCML	1
West - Liv - Sta - Should be a new HS2 'Liverpool Riverside' station / interchange station near to Liverpool Waters	1
West - Liv - Tun - The Victoria and Waterloo tunnels from Edge Hill to Liverpool Waters should be regenerated / expanded	2
West - Liv - LoR - Alternative route linking Liverpool with HS2 using spur following the line of the current WCML spur	2
West - Liv - LoR - Alternative route linking Liverpool with HS2 using a spur further north that would follow a line turning west just south of M62	2
West - Liv - ERS - Providing an extension of regional services to Liverpool would enable use of existing Manchester Airport	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Liv - Sta - Should have an additional station at Liverpool Airport	1
West - Liv - SFS - Liverpool should have an HS2 service to London as fast as the Manchester to London service	1
West - Liv - LoR - Should have a high speed link between Liverpool and Hull	1
West - Liv - FE - An additional station in Crewe would enable a cost-effective link to Liverpool and surrounding area via WCML	2
West - Liv - Com - Proposed rail link from Manchester Piccadilly would benefit Liverpool	1
West - Liv - SFS - Journey times from London to Manchester and Liverpool should be equal	2
West - Liv - Ra - An additional HS2 hub / station could utilise the soon to be electrified Liverpool to Manchester Line	1
West - Liv - Com - Proposed Manchester Piccadilly station should not impact on / be to the detriment of Liverpool	1
West - Liv - Ra - Train tram system connecting Warrington Bank Quay via Liverpool Airport with Liverpool Lime Street using existing Bank Quay Low Level to Lime Street line	1
West - Liv - LoR - The Waterloo tunnel could be extended for a tram connection to Pier Head / cruise terminals	2
West - Liv - Ra - Liverpool should secure a direct connection to Europe / this requires longer platforms and trains with the capabilities of APT2	1
West - Liv - Ra - The electrification of the line between Liverpool and Hull via Manchester would allow a proper high speed connection East to West	1
West - Liv - FE - Connecting Liverpool to HS2 would support growth / development / make economic sense / around Merseyside / North Wales / Cheshire between Liverpool Warrington and Crewe	7
West - Liv - FE - Connecting Liverpool to HS2 would be better for regeneration / rebalancing the economy than connecting it to Manchester / Leeds	2
West - Liv - FE - It would make economic sense to tunnel / bridge / cut a route to the centre of Liverpool in a similar way as you are suggesting for Manchester and Leeds	1
West - Liv - Eml - Connecting Liverpool to HS2 could support the creation of new jobs / employment	1
West - Liv - Hol - Connecting Liverpool to HS2 could support the building of new houses	1
West - Liv - SFS - Should consider a 500 seat train non-stop from Liverpool to London	1
West - Liv - SFS - Should consider a 500 seat train from Liverpool to London stopping at Runcorn / Crewe	1
West - Liv - SFS - Should consider a 500 seat train from Liverpool to Birmingham stopping at Runcorn / Crewe	1
West - Liv - SFS - Scrapping triple-flying-junction in East Cheshire will improve Liverpool journey times	1
West - Liv - PT - Should link Liverpool port / the cruise terminal / Liverpool Airport to Ireland / Scotland / North East / Wales / East Midlands / North America / South America	2
West - Liv - Ra - Should make provision for the potential increase in freight from Port of Liverpool 2	2
West - Liv - Ra - Rail travel between Liverpool and the continent / Lucerne / Basel / Brussels should have less stops / legs	1
West - Liv - Ra - Liverpool should have good / fast connections with HS2	5
West - Liv - Ra - Should upgrade the Liverpool to Crewe line in order to improve journey times	2
West - Liv - Ra - Money would be better spent on a line from Liverpool to Hull	2
West - Liv - Ra - Should create a high speed link between Liverpool and Manchester	1
West - Liv - LoR - Liverpool should connect to / have a dedicated branch of HS2	22
West - Liv - LoR - Including Liverpool in HS2 will make it more popular	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Liv - LoR - There should be provision to link Liverpool / Merseyside through Liverpool Lime Street / Liverpool Airport	2
West - Liv - LoR - With regards to the proposed route, Manchester and Liverpool should be treated equally	2
West - Liv - LoR - A case can still be made to route HS2 through Liverpool	4
West - Liv - Sta - Liverpool / Liverpool city centre should have a dedicated station	17
West - Liv - Jn - Should build a flying junction between HS2 and West Coast Main Line	1
West - Liv - Jn - Should create a four-way grade-separated junction between Liverpool and Manchester connecting southbound / northbound / Manchester bound to the high speed tracks	1
West - Liv - TP - Studies into a captive spur between Crewe and Liverpool should be published to show whether possible time reduction / anticipated benefits justify the construction of a captive spur	2
West - Liv - LoR - Money saved by not running the line through the centre of Leeds / other cities could be used to build a branch line to the outskirts of Liverpool	1
West - Liv - LoR - Liverpool should have a high speed line as it is bigger than Leeds	1
West - Liv - LoR - A case can still be made to route HS2 through Liverpool	4
West - Liv - LoR - Liverpool should connect to / have a dedicated branch of HS2	22
West - Liv - Ra - Should create a high speed link between Liverpool and Manchester	1
West - Liv - Eml - Connecting Liverpool to HS2 could support the creation of new jobs / employment	1
West - Liv - HoI - Connecting Liverpool to HS2 could support the building of new houses	1
West - Liv - FE - Connecting Liverpool to HS2 would support growth / development / make economic sense / around Merseyside / North Wales / Cheshire between Liverpool Warrington and Crewe	7
West - Liv - FE - Connecting Liverpool to HS2 would be better for regeneration / rebalancing the economy than connecting it to Manchester / Leeds	2
West - Liv - LoR - Should have a high speed link between Liverpool and Hull	1
West - Liv - LoR - Alternative route linking Liverpool with HS2 using a spur further north that would follow a line turning west just south of M62	2
West - Liv - LoR - Alternative route linking Liverpool with HS2 using spur following the line of the current WCML spur	2
West - Liv - LoR - Alternative route to Liverpool via a link from the HS2 line near Birchwood onto the existing southern line between Warrington and Liverpool Lime Street via Liverpool South Parkway / part is already electrified	1
West - Longsight (Longs)	29
West - Longsight - Reasons to Disagree	1
West - Long - Sta - Existing station / services in Long Eaton should be retained / not be removed because of HS2	1
West - Longsight - Alternative Suggestions	28
West - Long - Dep - Should use Longsight Depot	3
West - Long - Dep - There is space available for maintenance / storage depot in Longsight	2
West - Long - Dep - Longsight Railway Depot could be used for cleaning / servicing trains	2
West - Long - Dep - Proposed depot should be located in Manchester / at a site near Piccadilly / Longsight depot	16
West - Long - Longsight Manchester is a more suitable location / has ample room for a cleaning / depot	8

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Lostock (Los)	13
West - Lostock - Reasons to Disagree	10
West - Los - AQ - Air quality impacts relating to road traffic near stations are environmental protection considerations	1
West - Los - LV - Embankment crossing A556/ Peover Eye/ Smoker Brook could have significant local visual impact and on landscape character	3
West - Los - LV - Lostock Gramam to M6, Route is on embankment, impact on landscape character and visual impact likely to be significant	1
West - Los - LV - Lostock Gramam to M6: route is on an embankment to cross M6, will have significant impact on landscape	2
West - Los - NV - Noise impacts from train movements and road traffic near stations are environmental protection considerations	2
West - Los - NV - Proposed route will have a negative noise impact on Lostock	1
West - Los - BW - Proposed route / embankment will negatively impact / sever Winnington Wood / Peas Wood Local Wildlife Site	1
West - Los - SFS - Lostock Green / Lostock Gramam / lacks a good local rail infrastructure / cannot easily access Manchester	1
West - Los - Com - HS2 will have a negative impact on the sustainability of the communities of Lostock Green and Lostock Gramam	2
West - Los - Prop - People have invested in their property over many years / residents of Lostock Green will lose their investment	1
West - Los - Prop - The proposed route has blighted properties in Lostock Green / homes have become unsaleable	1
West - Los - Lostock Green already suffers from considerable noise pollution / from A556 / overhead flights / HS2 will cause an increase in noise pollution	1
West - Los - AQ - The proposed route will cause an increase in air pollution as a result of increased traffic to and from the HS2 hub at Manchester airport / already suffers pollution from overhead flights	1
West - Los - HEW - The proposed route will have a negative impact on the health and well-being of residents of Lostock Green	1
West - Los - LV - Proposed route will cause significant negative visual impact on Lostock Green	2
West - Los - Hi - The A556 will have an increase in traffic volume to and from the HS2 hub	1
West - Los - Comp - Concerns about lack of compensation / Lostock Green is outside the compensation zone	1
West - Los - WF - Route will impact on Wincham Brook	1
West - Los - BW - Proposed route / viaduct will destroy Leonard's Wood / Smoker Wood	2
West - Los - Com - Proposed route cuts through well populated area of Lostock	1
West - Lostock - Reasons to Neither Agree nor Disagree	1
West - Los - PD - The route is only useful if accompanied by the necessary infrastructure	1
West - Lostock - Alternative Suggestions	2
West - Los - NV - Require more information on measures taken to reduce noise impact on residents in Lostock Green	1
West - Los - LoR- The proposed route over Holford Brine Field needs to be reconsidered	1
West - Lostock Gramam (LosG)	19
West - Lostock Gramam - Reasons to Disagree	17
West - LosG - Clm - Lostock Green will be caught between HS2 / Airport flight path / A556 causing negative impacts on residents quality of life / health	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - LosG - LV - Doubts about effectiveness of sound mitigation over viaducts and embankments in Lostock Gralam/ Lostock Green/ Higher Wincham/ Lache Dennis/ Pickmere/ Wimboldsley	1
West - Lostock Green - LR - Proposed route near Penny's Lane runs through an area riddled with salt extraction works / mining geology is not suitable for major construction scheme	2
West - NV - Proposed route through Lostock Green will prevent noise mitigation methods / have a negative noise impact on the area / as it is on a raised embankment	2
West - LosG - LoR - Proposed route is too close to brine pumping and storage caverns for oil, gas and documents	1
West - LosG - BW - Proposed route / embankment will negatively impact woodland at Lostock Gralam	1
West - LosG - LoR - Proposed route will cut through Lostock Gralam	1
West - LosG - NV - Proposed route will create noise pollution / impacts for Lostock Gralam	1
West - LosG - Prop - Proposed realignment of Birches Lane in Lostock Green will blight / has blighted my / people's property	1
West - LosG - LV - Proposed route / embankment will cause a negative visual impact on Lostock Gralam and Lostock Green	3
West - LosG - Prop - Proposed route through Lostock Gralam will blight / has blighted my / people's property	2
West - LosG - LR - Proposed route will have a negative impact on the countryside around Lostock Gralam / Lostock Green	5
West - LosG - Com - Proposed scheme will not provide any benefit for residents in Lostock Gralam parish	2
West - Lostock Gralam - Alternative Suggestions	5
West - Losg - Tun - Proposed route through Lostock Green / Lostock Gralam / Lach Dennis should be in a tunnel / to mitigate the risk of subsidence	4
West - LosG - LoR - An alternative route at Lostock Gralam should be considered	2
West - Lowton	131
West - Lowton - Reasons to Disagree	87
West - Low - Eml - Jobs gained at depot do not outweigh jobs lost in Lowton / Culcheth	2
West - Low - Com - Impact on community of empty rolling stock travelling to Golborne depot late at night/early in the morning	1
West - Low - Bu - Avoid Lowton Business Park and under the A572 Newton Road, this will require demolition of commercial property	1
West - Low - BW - Wildlife corridors should be used to allow continued passage in SSIs/surrounding water courses/rural areas	1
West - Low - Eml - Jobs gained from the depot do not justify the intrusion/disruption	1
West - Low - LR - Proposed route will destroy farmland corridor and associated wildlife between Lowton and Culcheth	2
West - Low - TT - Lowton Lane Head / A580 already suffers from congestion / construction / running of HS2 would make it worse / cause gridlock	3
West - Low - Eml - Jobs created by HS2 do not justify the disruption and cost of HS2	2
West - Low - PD - Disagree with the siting of proposed marshalling yard	1
West - Low - NV - Road running over the depot will lead to an increase in road traffic noise	1
West - Low - Com - A meeting was held to demonstrate support for this at Leigh sports village.	1
West - Low - Eml - Business / industrial parks will be lost	3
West - Low - LV - Pennington Flash will be disrupted	7

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Low - BW - Proposed route will damage / destroy / devastate wildlife around Lowton Common	1
West - Low - SFS - Unless HS2 fares are subsidised 97 per cent of Lowton residents will not travel via HS2	2
West - Low - Eml - Jobs created by HS2 will be negated by jobs lost due to manufacturing industry closures	4
West - Low - Eml - Any jobs created by depot in Lowton will be negated by loss of local business park to HS2 / 500 jobs	3
West - Low - LV - Proposed depot will block Pennington Flash from view / the landscape	1
West - Low - Dep - Residents / public are being misled about size / appearance of depot	3
West - Low - HEW - Proposed depot poses threat to the health and wellbeing of users of Pennington Flash nature reserve / local residents	3
West - Low - Bu - The A572 (Newton Road) provides a much needed link to the A580 (East Lancashire Road) to many businesses in Lowton	1
West - Low - Com - The A572 (Newton Road) provides a much needed link to the A580 (East Lancashire Road) to many residents in Lowton	1
West - Low - Hi - Proposal does not contain any information about service roads / security fences to line / depot	2
West - Low - FE - Proposed route will have a negative economic impact on Lowton	2
West - Low - FE - Proposed route will bring no economic benefit to Lowton	4
West - Low - Eml - Depot / marshalling yard will create no jobs / very few extra jobs for residents in Lowton	7
West - Low - Bu - Route through Lowton will lead to local businesses closing	1
West - Low - Bu - Proposed route through Lowton will destroy / demolish factories	2
West - Low - Bu - Proposed route through Lowton will destroy / demolish farms	3
West - Low - Prop - Proposed route through Lowton will affect the value of my property / cause property value to fall	5
West - Low - Prop - Proposed route through Lowton will be close to my / residential property	2
West - Low - Prop - I will be looking to move away from Lowton if HS2 goes through	1
West - Low - Prop - Concerns about losing property / compulsory purchase orders	1
West - Low - Prop - Proposed route will cause homes to be lost / destroyed	5
West - Low - Prop - Concerns regarding impact of HS2 on property value in Lowton	1
West - Low - Hol - People's houses in Lowton will be devalued without receiving any benefits	1
West - Low - LR - Proposed route through Lowton will destroy greenbelt land	7
West - Low - LR - Proposed route through Lowton will destroy farmland / agricultural land used for food production	4
West - Low - LR - Thirty-three years of enormous housing / industrial developments have caused unwanted loss of green space	1
West - Low - LR - Proposed route through Lowton will destroy / cut across green open space / recreational amenities	5
West - Low - LR - Proposed maintenance depot / marshalling yard at Lowton will destroy / cut across green open space / recreational amenities / Pennington Flash Country park / greenbelt / farmland	8
West - Low - LR - Proposed viaduct at Lowton will destroy / cut across green open space	4
West - Low - LR - Proposed route through Lowton will destroy / cut across land / common land	2
West - Low - LR - Proposed route through Lowton will negatively affect / spoil / damage / ruin natural leisure / walking / sailing environments	3

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Low - LR - Loss of food sources for insects will affect agriculture / allotments / gardens in the area	1
West - Low - LR - Idea / proposals for a station in Lowton would result in the destruction / ruin of farms	1
West - Low - PD - Proposed route will destroy urban sprawl in contravention of planning in the green belt	3
West - Low - PD - Planned Parkside rail terminal is bad for / causing a strain on Lowton	2
West - Low - Clm - Concerns Lowton will be swallowed up by cuttings / lines	1
West - Low - Clm - Construction of HS2 combined with other proposed infrastructure projects will leave little open land in Lowton	4
West - Low - Clm - Thirty-three years of enormous housing / industrial developments have changed the face of the area	2
West - Low - Comp - People who suffer from the disruption of the line in Lowton will not receive any compensation	1
West - Low - Com - Proposed route will have a negative impact / cause upheaval / destruction / to Lowton community	15
West - Low - Com - Proposed route offers no benefits to Lowton / local residents	17
West - Low - Com - Proposed route will remove opportunities for countryside pursuits for local people / walkers / sports clubs / young people / old people	5
West - Low - Com - Proposed route will have a devastating impact on / destroy the village of Lowton	13
West - Low - Com - Proposal will mean Lowton stops being a rural community	1
West - Low - Com - HS2 is not needed / wanted in Lowton	4
West - Low - Com - Family / families have lived in Lowton for many generations	2
West - Low - Com - Public services in Lowton are already under strain	1
West - Low - Com - The Appraisal of Sustainability does not consider the impacts on Lowton	1
West - Low - Com - Proposed rolling stock depot provides no benefits to Lowton	5
West - Low - Com - Proposed station at Wigan provides no benefits to Lowton	1
West - Low - Com - Nature area / site proposed for Rolling Stock Depot has had a lot of community work put in to it	1
West - Low - Com - Connection to West Coast Main Line will bisect Lowton community	3
West - Low - HEW - Noise / light pollution from proposed route will negatively affect wellbeing and cause trouble / unrest from citizens in Lowton	5
West - Low - HEW - Noise / light pollution from proposed viaduct will negatively affect wellbeing and cause trouble / unrest from citizens in Lowton	2
West - Low - HEW - Noise / light pollution from proposed maintenance depot / marshalling yard will negatively affect wellbeing and cause trouble / unrest from citizens close to it	2
West - Low - HEW - Disruption caused by the proposed construction of the line through Lowton will affect / my / quality of life	5
West - Low - HEW - Re-routing of the surrounding roads through Lowton will affect / my / quality of life	2
West - Low - HEW - Noise and vibration of the trains on the route through Lowton will affect my quality of life	1
West - Low - HEW - Proposed route will spoil the peace in Lowton	1
West - Low - HEW - The environmental impact of HS2 will affect the health of Lowton residents	1
West - Low - HEW - The noise impact of HS2 will affect the health of Lowton residents	1
West - Low - HEW - Construction of HS2 combined with other proposed infrastructure projects in Lowton will negatively affect resident's quality of life	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Low - HEW - Construction of HS2 combined with other proposed infrastructure projects will leave little open land in Lowton	1
West - Low - CI - Construction of depot at Lowton will cause disruption / be unacceptable	5
West - Low - ERS - People of Leigh can use existing rail services from Newton-Le-Willows to travel to Manchester / Liverpool / anywhere in the country	1
West - Low - TT - Proposed route will make congestion worse in Lowton	6
West - Low - TT - Construction of proposed depot will make congestion worse in Lowton	5
West - Low - TT - Congestion is already a problem in Lowton / is a cut through to the M6	7
West - Low - TT - Thirty-three years of enormous housing / industrial developments have caused traffic congestion in Lowton	1
West - Low - PRW - Proposed route will destroy several footpaths which allow residents to access Pennington Flash / Lowton St. Luke's / Golborne / Leigh on foot	2
West - Low - LoR - Disagree with proposed route through Lowton	11
West - Low - LoR - Proposed route cuts right through Lowton	8
West - Low - LoR - Proposed route through Lowton will not continue to Scotland	2
West - Low - Sta - Proposed route offers no benefit to Lowton without a station	3
West - Low - Sta - Disagree with idea / proposals for a station in Lowton	9
West - Low - Dep - Disagree with proposed maintenance depot in Lowton	9
West - Low - Dep - Concerns about proposed Rolling Stock Depot in Lowton	3
West - Low - Dep - Proposed depot at Lowton will cause disruption / major impact / disaster	4
West - Low - Dep - Proposed rolling stock depot at Lowton will lead to loss of access to green belt	1
West - Low - Dep - Proposed maintenance depot will make congestion worse in Lowton	2
West - Low - Dep - Proposed maintenance depot / marshalling yard at Lowton will be unsightly	2
West - Low - Dep - Proposed location of Rolling Stock Depot in Lowton is poorly thought out / only consider its operational convenience	3
West - Low - Dep - Proposed depot is close to / will have a negative impact on a Site of Specific Scientific Interest / SSSI	11
West - Low - Dep - Proposed site for depot is too big / concerns about size of depot	5
West - Low - Dep - Proposed depot is too big	1
West - Low - Dep - Proposed depot is close to local housing	3
West - Low - Dep - Proposed depot would destroy the newly planted Mersey Forest	6
West - Low - Dep - Proposed depot will sit in the Wigan Greenbelt Project	4
West - Low - Dep - Site for proposed depot has flooding issues	3
West - Low - Dep - Concerns about siting / size of the infrastructure / sidings / overpassing system required to support / access the depot	1
West - Low - Cut - Proposed cutting around rolling stock depot is inadequate	1
West - Low - VB - Proposed viaduct at Lowton will be unsightly	4
West - Low - VB - Proposed viaduct at Lowton will create noise / light pollution	2
West - Low - LV - Route goes through the only council park in the area which has football pitches but is not covered on the HS2 maps	1
West - Low - LV - Proposed route will ruin the landscape of the area	6
West - Low - LV - Regeneration of Pennington Flash country park took many years / Pennington Flash country park is now a pleasant / leafy beauty	2
West - Low - BW - Site proposed for Rolling Stock Depot in Lowton has had a lot of money spent on it making it a nature reserve	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Low - BW - Proposed route through Lowton passes close to Pennington Flash wildlife reserve	3
West - Low - BW - Proposed route will impact local wildlife population	3
West - Low - BW - Proposed route passes close to a Site of Specific Scientific Interest / SSSI	13
West - Low - BW - Proposed route will have a negative impact on Pennington Flash wildlife park	4
West - Low - BW - Proposed maintenance depot / marshalling yard will have a negative impact on Pennington Flash wildlife park / the sailing club	3
West - Low - BW - Proposed viaduct will have a negative impact on Pennington Flash wildlife park	2
West - Low - BW - Proposed route will impact wildlife habitats	2
West - Low - BW - Proposed route will impact local forests / Byrom Wood	1
West - Low - BW - Proposed route will impact local meadows / Hesketh Meadows	1
West - Low - BW - Proposed route will negatively affect / spoil / damage / ruin bird sanctuary environments	1
West - Low - BW - Proposed route between Warburton and Lowton includes habitats for Great Crested Newts	2
West - Low - CH - Proposed route through Lowton is adjacent to listed building / historic properties	4
West - Low - CH - Proposed route through Lowton will have a negative effect on Byrom Hall / Lightshaw Hall	5
West - Low - CH - Proposed maintenance depot / marshalling yard at Lowton will have a negative effect on Byrom Hall / Lightshaw Hall	8
West - Low - CH - Proposed rolling stock depot will have a negative impact on historic sites	1
West - Low - CH - proposed route will demolish Byrom Hall / Lightshaw Hall	5
West - Low - CH - Proposed route cuts through two listed buildings	5
West - Low - CH - Proposed viaduct at Lowton will have a negative effect on Byrom Hall / Lightshaw Hall	4
West - Low - CH - Proposed route through Lowton cuts through the site of an ancient battlefield	2
West - Low - NV - Concerns regarding noise impact on residential property	3
West - Low - NV - Concerns regarding the impact of noise / vibration on Lowton	8
West - Low - NV - Proposed route through Lowton will be noisy / create noise pollution	5
West - Low - NV - Proposed maintenance depot / marshalling yard / trains running from depot / marshalling yard at Lowton will be noisy / create noise pollution / at night	11
West - Low - NV - Proposed route through Lowton will cause light pollution	3
West - Low - NV - Proposed maintenance depot / marshalling yard at Lowton will cause light pollution	3
West - Low - AQ - Concerns regarding pollution impact on Lowton community	5
West - Low - AQ - Thirty-three years of enormous housing / industrial developments have caused pollution through increased congestion in Lowton	1
West - Low - WF - Land surrounding Lowton has risks of flooding	4
West - Low - Saf - Anything travelling through a residential area at 200 / 400kph will be dangerous for people	1
West - Low - Saf - Anything travelling through a residential area at 200 / 400kph will be dangerous for wildlife	1
West - Low - Env - Proposed route through Lowton is through greenbelt land	6
West - Low - Env - Proposed Rolling Stock Depot ignores environment issues / it is located on area of local natural interest	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Low - Env - Proposed route will have a negative impact on the local environment of Lowton	9
West - Low - BW - Proposed roads to access the depot will impact on Pennington Flash country park	2
West - Low - FE - Route beyond Crewe to Lowton will cause economic damage to villages	1
West - Low - FE - Route beyond Crewe to Lowton does not make economic sense / as might or might not extend to Scotland later	1
West - Lowton - Reasons to Neither Agree nor Disagree	10
West - Low - PD - Planned housing developments are bad / causing a strain on Lowton	2
West - Low - PD - Planned school development is bad for / causing a strain on / Lowton	1
West - Low - Com - People live in Lowton because of the environment	1
West - Low - Com - Hesketh Meadows is a focal point of / important to the community of Lowton	1
West - Low - Com - The Lowton community has already fought to save Hesketh Meadows from being built on before	2
West - Low - Com - Residents in surrounding area of Lowton do not want / need a station	5
West - Low - LV - Lowton does not have much greenbelt / green spaces left	1
West - Lowton - Alternative Suggestions	82
West - Low - TT - Proposed plan for a bypass south of Lowton would run parallel to the Manchester to Liverpool line / would ease congestion on the A579 / would make a station in the area more viable	2
West - Low - Dep - Proposed maintenance depot could be split in two (one for HS2 trains, and one for hybrid HS2-WCML trains) and put on brownfield sites	1
West - Low - LoR - Avoid the residential areas of Lowton and Lowton Common	1
West - Low - Sta - a station at Kenyon junction and/or Golborne would be preferable if it doesn't spawn additional development	1
West - Low - Com - Building an additional station in Leigh / Lowton will cause unnecessary disruption	1
West - Low - Sta - Disagree with an additional station in Leigh / Lowton	1
West - Low - TT - Construction of the local council's proposed station at Lowton would cause traffic disruption on A580	4
West - Low - LoR - Route should serve Manchester / Liverpool directly avoiding Lowton	2
West - Low - Dep - Should consider building depot underground / minimise impact on residents of Lowton	1
West - Low - HEW - Government should carry out a full Health Impact Assessment to assess potential consequences of rolling stock depot next to Pennington Flash	1
West - Low - Dep - Proposed depot should be sited at an existing brownfield site available in Crewe	3
West - Low - LoR - HS2 can connect to the West Coast Main Line with the complete electrification of Manchester to Liverpool	2
West - Low - Sta - Should have a station near the A580 as HS2 passes through Lowton with an element bringing the Liverpool to Manchester line to join HS2 at this location	1
West - Low - LR - Proposed maintenance depot at Lowton should not be on green belt	2
West - Low - LoR - No need for route to pass through / near Lowton	2
West - Low - Sta - Oppose Transport for Leigh's plans for a stop at Lowton / A580	9
West - Low - Sta - The local council's proposed station at Lowton / A580 is not needed / will not be used as train will not stop there	2
West - Low - FE - Using points and crossings instead of overpassing would be cheaper	1
West - Low - EmI - Upgrading WCML to HS2 compatible would save 600 jobs in Culcheth / Lowton	3

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Low - Dep - Proposed Rolling Stock Depot should be located in brown field areas close to West Coast Main Line	2
West - Low - Com - Upgrading existing line would cause less disruption to Lowton / for residents of Lowton	3
West - Low - HEW - Upgrading existing line would cause less misery for residents of Lowton	2
West - Low - SFS - Reducing speed to 125 mph close to depot would add only a few minutes to the journey time	1
West - Low - Hi - Money would be better spent improving road infrastructure in Lowton	1
West - Low - WCML - Connection to West Coast Main Line at Lowton is unnecessary / should be at Crewe	5
West - Low - WCML - Upgrading WCML to HS2 compatible would save Lowton being carved in two	2
West - Low - LoR - Route should go through Warrington instead of Lowton	4
West - Low - Sta - There should be an additional station in Lowton	5
West - Low - Sta - There should be an additional station at Lowton Common beside the A577 road to serve local / Golborne / Leigh / Abram / Culcheth communities	1
West - Low - Tun - Should use cut-and-cover type tunnelling from A580 to Byrom Hall	4
West - Low - Tun - Should use a tunnel to minimise impact on school nearby	1
West - Low - Dep - Proposed Rolling Stock Depot at Lowton should be relocated to Crewe	3
West - Low - Dep - Relocating Rolling Stock Depot from Lowton to Crewe would save cost / upheaval of bridge over Mersey / Ship Canal	1
West - Low - Dep - Proposed maintenance depot should be relocated to Irlam instead of Lowton	3
West - Low - Dep - Proposed maintenance depot should be re-located to Barton instead of Lowton	2
West - Low - TP - Overpassing system can be avoided by using points and crossings on the track	1
West - Low - TP - Should consider using points and crossings on the track as trains could run at 125 mph reduced speed due to close proximity to Wigan / trains will not enter / leave depot at high speed anyway	1
West - Low - CH - Upgrading WCML to HS2 compatible would save Byrom Hall	2
West - Low - CH - Upgrading WCML to HS2 compatible would save Lightshaw Hall	2
West - Low - CH - Should ensure Byrom Hall is protected for future generations	4
West - Low - CH - Should ensure Lightshaw Hall is protected for future generations	1
West - Low - BW - Upgrading WCML to HS2 compatible would preserve Pennington Flash Site of Special Scientific Interest	2
West - Low - NV - Should consider ways / means to completely mitigate noise around Rolling Stock Depot in Lowton	2
West - Low - Env - Using points and crossings instead of overpassing would be benefit the environment	1
West - Gol - CH - Should consider moving depot to protect substantial harm on Lightshaw Hall	1
West - Gol - Dep - Depot could be relocated to Carrington	1
West - Gol - Dep - Should consider locating maintenance depot in Lancashire	1
West - Gol - Dep - Proposed depot should be more central / closer to Manchester Airport	1
West - Gol - Dep - Proposed depot should be on brownfield land / not on greenbelt land	7
West - Gol - Dep - Proposed depot should be located at Bickershaw / avoiding Byrom / Lightshaw Hall	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Gol - Dep - Proposed Rolling Stock Maintenance depot should be located south of Golborne / at the disused Parkside Colliery / further north of Golborne towards Wigan	7
West - Gol - LV - Should build depot on brownfield / railway land rather than in countryside	2
West - Gol - Dep - Depot should be located on redundant land closer to Manchester	2
West - Gol - Dep - Proposed depot could be located at either Crewe or Carrington	1
West - Low - Dep - Proposed Rolling Stock Depot should be located in brown field areas close to West Coast Main Line	2
West - Low - Dep - Proposed maintenance depot should be relocated to Irlam instead of Lowton	3
West - Low - Dep - Proposed maintenance depot should be re-located to Barton instead of Lowton	2
West - Man - LR - Using the Central Manchester existing rail yard to clean trains rather than at the Golborne depot will avoid the destruction of farm land	6
West - CR - Dep - Proposed maintenance depot could be located at Crewe	2
West - Cre - Dep - Proposed maintenance depot should be located within the existing disused railway sidings at Crewe South Yard / between West Coast Main Line and Basford Hall Freightliner depot to add a new railway infrastructure to this important railway junction	2
West - Cre - Dep - Proposed maintenance depot could be located here	2
West - Cre - Com - Proposed maintenance depot should be located within the existing disused railway sidings at Crewe South Yard / between West Coast Main Line and Basford Hall Freightliner depot to reduce impact on Crewe	2
West - Cre - Env - Having the proposed maintenance depot at Parkside Colliery would have a lower environmental impact than building the Crewe - Golborne line	1
West - Low - Dep - Proposed depot should be sited at an existing brownfield site available in Crewe	3
West - Low - Dep - Proposed Rolling Stock Depot at Lowton should be relocated to Crewe	3
West - Low - Dep - Relocating Rolling Stock Depot from Lowton to Crewe would save cost / upheaval of bridge over Mersey / Ship Canal	1
West - AF - Dep - Proposed depot should be re-sited away from the Abram Flashes	5
West - Lymm (Ly)	56
West - Lymm - Reasons to Disagree	50
West - Ly - Com - Proposed route is unnecessary where it impacts on High Legh / should not be imposed on High Legh	1
West - Ly - NV - Concern about Agden Bridge	1
West - Ly - LV - Lymm already suffers visual impacts impact from the M6 Thelwall viaduct	1
West - Ly - HS2 will have a negative impact on the community of High Legh	2
West - Ly - Bu - The proposed route will / may have a negative impact on businesses in / around Lymm	2
West - Ly - LoR - Disagree with proposed route through Lymm	1
West - Ly - Com - Information about proposed route / for residents did not come soon enough / was not given directly to residents / people affected	1
West - Ly - Com - Information about proposed route / for residents should be better	1
West - Ly - Comp - EHS is only temporary / proposals for compensation will come too late / not enough residents will qualify for EHS	1
West - Ly - Env - Proposed route will negatively impact environment	1
West - Ly - Hi - A50 is main route into the village and is already due to be affected by new A556 from Knutsford to Bowden	1
West - Ly - LoR - Route will have significant environmental impacts on Lymm	1
West - Ly - Prop - Route will devalue homes / affect ability to sell	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Ly - Com - Junction to Golborne / Manchester will cause disruption / impact residents during / after construction	1
West - Ly - LR - The HS2 maps do not show the underground gas pipeline that runs through High Legh and Agden	1
West - Ly - Comp - Properties at the point of 3 lines meeting at Agden / Boothbank will be subjects of compensation claims	1
West - Ly - Jn - Proposed delta junction at Agden / Boothbank will negatively impact residential area	1
West - Ly - LoR - Woolstencroft Farm's access is compromised by its location between the Bridgewater Canal and the River Bollin	1
West - Ly - LoR - If Agden Bridge on the boundary of Dunham Massey estate were to be rebuilt it would have a negative effect on the rural character of the area	1
West - Ly - LoR - If Agden Bridge is not accessible this would mean a 7 mile diversion for farm vehicles through Lymm village which is a residential area	1
West - Ly - VB - Between the Bridgewater Canal and River Bollin Hs2 propose to build 7 metre high embankments, a 12 metre high road bridge, cross an area with salt mining subsidence and place a grade separated junction below the river, this will cause major disruption	1
West - Ly - Env - Climatic effects within the Bridgewater canal and Bollin Valley should be considered	1
West - Ly - LR - Proposed route goes through open farmland / will impact on / cause loss of agricultural land	1
West - Ly - Env - Proposed route will have a negative environmental impact	1
West - Ly - Bu - Proposed route jeopardises the viability of my farm / farm business	2
West - Ly - Comp - Property prices in Lymm are high / compensation offered is not enough	1
West - Ly - Com - Rerouting of road in Lymm will leave me isolated / concerns about safety / security	1
West - Ly - Prop - Proposed route will blight properties in the area / properties will be unsalable	2
West - Ly - VB - Proposed viaducts will create a negative noise impact on the area around Lymm	2
West - Ly - LoR - Disagree with proposed link from the Manchester line at Lymm to Golborne	4
West - Ly - LoR - Proposed route will cause damage to three major road bridges	1
West - Ly - FE - Proposed route will have a negative impact on the local economy	2
West - Ly - LV - The topography alongside the Bridgewater Canal is flat / proposed viaduct will be unsightly	3
West - Ly - NV - Lymm already suffers noise impact from the M6 Thelwall viaduct	2
West - Ly - NV - The topography alongside the Bridgewater Canal is flat / proposed viaduct will cause noise impact where 4 tracks are raised above the Bridgewater Canal	2
West - Ly - CI - The significant amount of waterways to the north / east of Lymm will constrain access to local construction areas / viaduct construction / areas of movement on minor roads	1
West - Ly - CI - Concerns over construction process / how construction will be managed	1
West - Ly - TT - The significant amount of waterways to the north / east of Lymm will lead to a large number of heavy construction traffic movement on minor roads	1
West - Ly - WF - Area around Lymm is a flood plain / which could increase costs	2
West - Ly -LR - Area around Lymm has many salt workings / which could increase costs	1
West - Ly - LR - Proposed line will be built on green belt land around Lymm which / which could increase costs	2
West - Ly - CH - Historically important sites near Lymm have been ignored	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - LY - Com - Proposed connection to West Coast Mainline will have a negative effect on east Lymm	2
West - Ly - Com - Proposed Manchester Piccadilly / Airport station will not benefit Lymm because of its location	1
West - Ly - BW - Proposed route will negatively impact wildlife / habitats in the area	2
West - Ly - LV - Proposed viaduct will have a negative visual impact on the landscape over the Bollin flood plain	3
West - Ly - Prop - I / we paid a premium for my / our property because it is close to greenbelt land	1
West - Ly - Prop - Proposed route through Lowton will be close to my / residential property	2
West - Ly - Prop - Noise impact of HS2 will blight my property in Lymm	3
West - Ly - Com - Proposed route will not benefit Lymm	7
West - Ly - Com - Proposed route will destroy / ruin peoples roots / future in Lymm	2
West - Ly - Com - Proposed route will / could have a negative impact on the residents / communities of Lymm	14
West - Ly - LR - Route will spoil / cut up / carve up green belt land / countryside around Lymm / in the Mersey valley	4
West - Ly - LoR - Benefits of cutting through land / greenbelt from Lymm to Warburton do not outweigh the disruption caused	2
West - Ly - LV - Proposed line will have a negative visual impact on the area around Lymm	8
West - Ly - NV - Proposed line will create negative noise impact on the area around Lymm	9
West - Ly - Env - Concerned that an Environmental Impact Assessment has not been carried out on Lymm	1
West - Ly - Hi - Proposed route would destroy small lanes serving Lymm	1
West - Ly - HEW - Proposed route will have a negative impact on people's way / quality of life	1
West - Ly - HEW - Proposed route will negatively impact / affect / destroy peoples mental health	1
West - Ly - Clm - Proposed route increases transport infrastructure around Lymm causing isolation of the area	1
West - Ly - LoR - Disagree with curve from High Legh to Lymm	1
West - Lymm - Reasons to Neither Agree nor Disagree	2
West - Ly - CH - High Legh Park/ High Legh Park's golf course will be close to the proposed route	1
West - Ly - LoR - Mentions of previously proposed link in the Lymm area that was cancelled	1
West - Lymm - Alternative Suggestions	15
West - Ly - FE - Additional costs will be needed to ensure that gas pipelines are protected / avoided during construction / protected against vibrations / in Lymm / Agden / High Legh	1
West - Ly - CI - Should have restrictions on roads that can be used by construction traffic	1
West - Ly - Com - HS2 should protect local residents and businesses from disruption	1
West - Ly - Cut - Should construct the line in cuttings	1
West - Ly - TT - Traffic disruption should be minimised during construction	1
West - Ly - VB - Every effort should be taken to mitigate the impact of the viaduct over the Manchester Ship Canal	1
West - Ly - VB - Should take measures to mitigate impact of viaducts / over Manchester Ship Canal	1
West - Ly - LV - Proposed route should not cut through countryside in High Legh	1
West - Ly - LR - Proposed route should avoid construction / multiple constructions on land in High Legh	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Ly - Tun - Should consider cut and cover / green tunnel at Agden	1
West - Ly - CR - Effort should be made to compensate any impact on the facilities of Lymm Cruising Canal	1
West - Ly - CR - Effort should be made to minimise noise impact on the Bridgewater canal crossing near Lymm	1
West - Ly - Jn - Proposed delta junction at Agden / Boothbank warrants noise mitigation	1
West - Ly - Tun - HS2 should go in a tunnel down to M56 underpass at Agden / Boothbank to mitigate noise reduction	2
West - Ly - CI - Construction of HS2 would have to be phased to allow daily HGV access to collect the milk from Woolstencroft Farm	1
West - Ly - LoR - Spring Lane / Bradshaw Lane / Wet Gate Lane would have to be improved to allow for greater levels of traffic	1
West - Ly - Hi - Warrington Lane should be diverted from its present location to make it a less direct route in the Manchester / Altrincham direction	1
West - Ly - LR - Tunnelling between Chapel Lane and Tom Lane would avoid impact on nearby farms / Broom Manor	1
West - Ly - Tun - Should consider tunnelling between Chapel Lane and Tom Lane near M56 Junction 8	1
West - Ly - BW - Tunnelling between Chapel Lane and Tom Lane would avoid impact on woodland between Moss / Ivy House Farms and Agden Brook	1
West - Ly - WCML - Should connect with WCML before Lymm to avoid cutting through greenbelt land	3
West - Ly - WCML - Should connect with WCML before Lymm to avoid negatively affecting resident's quality of life	1
West - Ly - LoR - A route that does not go through Lymm would affect less land / settlements	1
West - Ly - LoR - A route that does not go through Lymm would serve more people	1
West - M6 - Junction 22 / Winwick Lane (A579) / Newton Road (A572)	5
West - M6 / Win - Junction 22 / Winwick Lane (A579) / Newton Road (A572) - Reasons to Disagree	3
West - M6 / Win - Com - Proposed route crossing the A572 / Newton Road will impact on local houses / residents	1
West - M6 / Win - HEW - Current level of traffic / Heavy Good Vehicles from M6 at junction 22 exiting Winwick Lane disrupts residents lives	1
West - M6 / Win - TT - Current level of traffic / Heavy Good Vehicles from M6 at junction 22 exiting Winwick Lane increases congestion at Newton Road junction	1
West - M6 / Win - TT - Current level of traffic / Heavy Good Vehicles from M6 at junction 22 exiting Winwick Lane is dangerous	1
West - M6 / Win - TT - Concerns that Winwick Lane is not suitable is not wide enough / suitable for lorries / large vehicles	1
West - M6 / Win - TT - Construction will cause disruption to traffic on the already congested Newton Road	1
West - M6 / Win - NV - Current level of traffic / Heavy Good Vehicles from M6 at junction 22 exiting Winwick Lane is noisy	1
West - M6 / Win - AQ - Current level of traffic / Heavy Good Vehicles from M6 at junction 22 exiting Winwick Lane produces air pollution	1
West - M6 / Win - NV - Proposed cutting will not be adequate to mitigate noise / vibrations from trains during the day / night	1
West - M6 / Win - Junction 22 / Winwick Lane (A579) / Newton Road (A572) - Reasons to Neither Agree nor Disagree	2
West - M6 / Win - PD - Mentions of the A579 bypass to M6 as previously planned by Wigan Council	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - M6 / Win - Junction 22 / Winwick Lane (A579) / Newton Road (A572) - Alternative Suggestions	2
West - M6 / Win - Hi - Complete Atherleigh Way bypass A579 as originally intended / A579 bypass is a good idea	2
West - M6	41
West - M6 - Reasons to Disagree	7
West - M6 - Clm - Potential for cumulative impacts with pylons and the new route for the A556	1
West - M6 - Hi - Concerns about the disruption caused by construction with or near the triangle formed by the M6 / M56 / A556	1
West - M6 - Hi - Concerns about the effect of the tolling of the Runcorn crossing on the M6	1
West - M6 - Hi - Proposed route will cut off access route to M6	1
West - M6 - FE - Taxpayers will bear the cost of lorries using the M6 toll road during construction	2
West - M6 - TT - M6 will become more congested / overcrowded / pressured by people attempting to access the proposed station at Manchester Airport during rush hours	1
West - M6 - M6 is already congested / overcrowded / will get worse during Phase 2 construction	2
West - M6 - Reasons to Neither Agree nor Disagree	10
West - M6 - Hi - Mentions of the new proposed dual carriageway replacing the A556 between the M6 and M56	10
West - M6 - Alternative Suggestions	26
West - M6 - LoR - HS2 line should go under M6 at Tabley / south of Ashley to increase length of cutting/ mitigate impacts	3
West - M6 - LoR - Route should pass under the M6 using cuttings at Tabley and up to Hoo Green	1
West - M6 - Env - Line should pass East of Middlewich then follow M6 in order to lessen environmental impact	1
West - M6 - Hi -underpass/overpass needed where HS2 meets the new link road between the A54 west of Winsford to junction 18 of the M6	1
West - M6 - LoR - Should consider major changes to the route / lengthy tunnelling / mitigation in this area	1
West - M6 - Sta - Should have an additional station at Junction 16 of the M6 / near to M6	5
West - M6 - LoR - Proposed route should follow the M6 motorway / where possible / in Staffordshire / Cheshire	6
West - M6 - LoR - Route would be more economical if it followed the M6 through Cheshire due to the more suitable geology	1
West - M6 - LoR - Line should run alongside / follow route of the M6 motorway	6
West - M6 - LoR - Proposed route should run alongside the M6	2
West - M56 - Cutting to the South / West of M56 / Manchester Airport	40
West - M56 - Cutting to the South / West of M56 / Manchester Airport Reasons to Agree	3
West - M56 - Ra - Proposed route approaching Manchester Airport and the World Logistics Hub plan will allow additional freight services to access the existing rail network	1
West - M56 - FE - Proposed route approaching Manchester Airport and the World Logistics Hub plan will be more cost efficient	1
West - M56 - LV - Proposed route approaching Manchester Airport and the World Logistics Hub plan will destroy less fields / green spaces	2
West - M56 - LoR - Agree with proposed route / and supporting infrastructure from Hoo Green to Manchester Airport	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - M56 - Cutting to the South / West of M56 / Manchester Airport Reasons to Disagree	17
West - M56 - CI - Construction within / near M6-M56-A556 triangle could bring region to a standstill / devastate its economy / for years	3
West - M56 - BW - Proposed route / viaduct will negatively impact / disrupt Sunbank Wood / Ponds Local Wildlife Site	1
West - M56 - TT - is a vital artery / the disruption caused by HS2 to this motorway will be extremely high	3
West - M56 - NV - Area along route already suffers from noise pollution from the M56	1
West - M56 - LoR - Curvature of the proposed route is not important as HS2 trains will not be travelling at 250 miles per hour upon leaving the airport	1
West - M56 - BW - Proposed route crossing the River Bollin is very close to Sunbank ancient woodland Site of Biological Importance / will sever wildlife habitats from the Sunbank / Cotterill Clough ancient woodlands	2
West - M56 - WF - Proposed route may cause a hydrological / pollution impact on the Bollin River	1
West - M56 - Clm - Proposed route approaching Manchester Airport and the World Logistics Hub plan will not be sustainable / will impact on ecologically rich countryside / Sunbank ancient woodland / will negate previously implemented mitigation efforts in the area	1
West - M56 - NV - Area along route already suffers with noise from Manchester Airport	3
West - M56 - NV - Area along route already suffers with noise from the A556	4
West - M56 - M56 / M56 and A566 junction is already congested / overcrowded	4
West - M56 - Cutting to the South / West of M56 / Manchester Airport Alternative Suggestions	25
West - M56 - CI - If HS2 proceeds, major route changes / tunnelling & consequent mitigation will be required	1
West - M56 - Tun - Section of route south of River Brollin crossing should run through a tunnel	1
West - M56 - Tun - Should realign tunnel into Manchester / tunnel for an extra mile under the A538 roundabout to the east of M56 / under Runger Lane towards the existing rail station	1
West - M56 - Hi - M56 should be widened at the proposed route's section at Manchester Airport to increase traffic capacity	1
West - M56 - Env - Proposed route should follow the M56 on the south side from Junction 8 between M6 and Manchester Airport to reduce environmental impact	2
West - M56 - BW - Proposed route should follow the M56 between Junction 8 / A50 crossing until it joins the M6 north of Junction 20 to avoid impact on woodland	1
West - M56 - Env - Proposed route should follow the M56 between Junction 8 / A50 crossing until it joins the M6 north of Junction 20 to avoid impact on environment	1
West - M56 - BW - Proposed route should follow the M56 between Junction 8 / A50 crossing until it joins the M6 north of Junction 20 to avoid impact on wildlife habitat	1
West - M56 - LoR - Proposed route should be on Wilmslow side of the M56 / cross the M56 between junctions 5 and 6 / across the open fields and into the tunnel at Davenport Green	1
West - M56 - Hi - Improving the A555 would improve connectivity between Wilmslow and potential HS2 hub at Manchester Airport	1
West - M56 - PT - Should consider a transit link between Wigan / Lowton / Alderley Edge / Knutsford / Wilmslow to connect to / via Manchester Airport HS2 hub	1
West - M56 - Prop - Tunnel between Manchester airport and A560 should be moved closer to M56 to reduce number of properties affected by construction	1
West - M56 - Prop - Tunnel between Manchester airport and A560 should be moved closer to M56 to reduce number of properties affected by future operations	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - M56 - Com - Proposed route should be to the south of the M56 to avoid impact on residential area	2
West - M56 - TT - Proposed route should not cross M56 / near Junction 6 / as this would cause months / years of traffic disruption during the construction period	5
West - M56 - Air - Proposed route should come on the other side of the M56 / closer to Manchester Airport to improve its connectivity	3
West - M56 - LoR - Building proposed route alongside the south east / south side of the M56 would save money as this is a shorter route to Manchester	1
West - M56 - LoR - Should locate Manchester Airport Station on Southern side of M56 to reduce costs	1
West - M56 - LoR - Proposed route should be to the east of the M56 / nearer to Manchester Airport	2
West - M56 - LoR - Proposed route from Manchester Airport to Manchester Piccadilly should follow the M56 / A34 / A5079 roads and the existing West Coast Main Line at Levenshulme / Longsight	1
West - M56 - TT - Proposed route should continue along the south east / south side of the M56 underneath Manchester Airport Cargo Centre to avoid disruption	1
West - M56 - Tun - Proposed route from Manchester Airport to Manchester Piccadilly should run through cut and cover tunnels / roughly following the M56 / A34 / A5079	1
West - M56 - Tun - Should have tunnel under Manchester Airport connecting Manchester city centre	2
West - M56 - BW - Moving proposed route 50 / 100 metres to the west will lead to the loss of fewer trees where the viaduct crosses the River Bollin	1
West - M56 - Ra - Proposed Manchester Airport should have rail connection on the East side of the motorway to facilitate links with existing rail	1
West - Macclesfield	11
West - Macclesfield - Reasons to Disagree	4
West - Maccs - ERS - Questions whether fast services from Macclesfield to London / Birmingham will be maintained	1
West - Maccs - SFS - Passengers from Macclesfield unlikely to get any benefit from HS2 / reduction in journey time will not be significant	1
West - Maccs - Com - Proposed station at Manchester Piccadilly excludes / shuns passengers from Macclesfield	1
West - Maccs - Com - Proposed HS2 Hub at Manchester Airport will be of no benefit to people of Macclesfield	1
West - Maccs - ERS - HS2 will negatively affect the existing London services from Macclesfield via Congleton	2
West - Maccs - ERS - Existing service from Macclesfield to London is adequate / excellent	1
West - Macclesfield - Reasons to Neither Agree nor Disagree	1
West - Maccs - Com - Questions how people of Macclesfield will be served by HS2	1
West - Macclesfield - Alternative Suggestions	8
West - Maccs - BW - Alternative route from Sandbach to M6 Junction 18 would avoid Hollins wood / Barlow Wood	1
West - Maccs - FE - Having a link to Macclesfield will help bring in regional benefits / economic benefits / opportunity / investment	1
West - Maccs - LoR - An alternative route to the south of Stoke would allow HS2 to serve Macclesfield via the existing rail corridor	1
West - Maccs - Ra - Should provide a classic connection in Macclesfield	1
West - Maccs - Sta - Should have an additional station in Macclesfield	3
West - Maccs - Sta - Should not have an additional station at Macclesfield	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Madeley (Mad)	11
West - Madeley - Reasons to Disagree	8
West - Mad - WF - The Flood Zone on the Checkley Brook / River Lea flood plain in the HS2 proposal is incorrect.	1
West - Mad - BW - Impacts on Manor Road Verges BAS	1
West - Mad - BW - New twin bore proposals bring the top of the cutting to Barhill Wood Ancient Woodland	1
West - Mad - LR - New twin bore proposals require greater permanent land take	1
West - Mad - NV - Concern for noise impacts on dwellings in or near Wrinehill	1
West - Mad - Com - Proposed route is 'all pain and no gain' for Madeley just like the M6 motorway / West Coast Main Line / will be inaccessible to Madeley community	1
West - Mad - SFS - Reduction in journey time proposed / from London to Stafford / will not benefit Madeley	1
West - Mad - NV - Madeley already suffers a significant noise impact from M6 motorway and West Coast Main Line	1
West - Mad - AQ - Madeley is already polluted by M6 motorway and West Coast Main Line	1
West - Mad - Bu - Proposed route will run very close to / devastate / cut off / bisect Wrinehill Hall Farm which will affect our family business	1
West - Mad - BW - Proposed route will destroy Whitmore Wood ancient woodland	2
West - Mad - LV - Proposed route will have a visual impact on Madeley	2
West - Mad - LV - Construction of the cutting at Madeley End will have a negative visual impact	1
West - Madeley - Alternative Suggestions	7
West - Mad - CH - Mitigate impacts of construction / operations on listed buildings at Madeley incl. Madeley Moat Manor House	1
West - Mad - LoR - Should reroute through an area without any nearby transport routes	1
West - Mad - BW - HS2 should not impact upon the white-clawed crayfish in the River Lea	1
West - Mad - Env - HS2 should attempt to resolve the phosphorous / diatoms contamination in the River Lea / Checkley Brook	1
West - Mad - Sta - Should have a station in Madeley complementing existing transport network	2
West - Mad - Hi - Should provide more than one high / wide access beneath Checkley Brook flood plain viaduct	1
West - Mad - Tun - Proposed tunnel at Madeley should be extended as far south as Manor Road	1
West - Manchester	232
West - Manchester - Reasons to Agree	18
West - Man - Bu - Faster journey times / additional capacity will be good for business in Greater Manchester	1
West - Man - Bu - Hs2 will be good for local businesses / businesses in Greater Manchester	1
West - Man - Eml - Improved connectivity delivered by HS2 will deliver jobs to Greater Manchester	1
West - Man - FE - HS2 will support growth in Manchester	1
West - Man - Ra - Manchester Piccadilly enhances national route choices for the region	1
West - Man - Com - HS2 will benefit / have a good / positive impact on Central / Manchester	8
West - Man - LoR - Proposed route is needed in Manchester	1
West - Man - LoR - Proposed route through to Manchester is a good idea / is logical	3

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Man - Sta - Manchester needs a HS2 link as it is the industrial centre of Northern England / Phase 2 would be impractical without a Manchester station	1
West - Man - Tun - Proposed tunnel under Manchester is a good idea	2
West - Manchester - Reasons to Disagree	140
West - Man - FE - Will improve / centralise economic growth in London rather than Manchester	1
West - Man - Com - HS2 is not wanted in Manchester	1
West - Man - CH - Increase in trains will affect Grade II building between Manchester Oxford Road and Manchester Piccadilly	1
West - Man - Bu - Route will deliver minimal benefit to Manchester commuters	1
West - Man - Sta - Manchester will have too many station hubs in close proximity	1
West - Man - FE - Building new stations / a new station in Manchester will be very costly / expensive / costs have been underestimated	3
West - Man - AoS - Use existing rail yard brownfield sites in Central Manchester to prevent destruction of open farm land proposed for Golborne connection	2
West - Man - AQ - Concerns over proposed tunnel / vent shaft impact on air quality	1
West - Man - Bu - HS2 will generate supply chain contracts worth £20 billion	1
West - Man - CI - Construction of the proposed tunnel under Manchester University's Fallowfield campus could cause disruption / upheaval	1
West - Man - PD - Proposed tunnel / vent shaft could impact / prejudice external funding / planning consent for the Fallowfield campus development at Manchester University	1
West - Man - Saf - Concerns about proposed tunnel / vent shaft health / safety / ground displacement / at Manchester University's Fallowfield Campus Manchester University	1
West - Manc - BW - Proposed route will affect ancient woodland / Sunbank Wood	1
West - Man - Sta - The central Manchester station is difficult to access	1
West - Man - Prop - Concerns about property relocation as a result of HS2	2
West - Man - Saf - Concerns about safety / structural failures / subsidence / vibration / water table displacement during construction	1
West - Man - CI - Concerns about noise / pollution / disruption during construction	1
West - Man - TS - Manchester is already well connected with Metrolink / tram system	1
West - Man - HEW - Concerns about the effect of HS2 on peoples wellbeing / quality of life	1
West - Man - BW - Proposed route will cut through / negatively impact the Manchester Mosses / greater Manchester mossland area	1
West - Man - SFS - Concerns regarding levels of demand / future demand for services to / from Manchester	1
West - Man - Eml - Greater Manchester will benefit in the creation of jobs / during construction / and in economic growth of businesses	1
West - Man - ERS - Line between Manchester and Glasgow will not be faster than the existing line	1
West - Man - Tun - Concerns that 7.5 mile tunnel will have a negative impact on Christie Hospital operations	1
West - Man - HoI - Concerns that 7.5 mile tunnel will negatively impact housing near / next to it	1
West - Man - Ra - Manchester is already adequately served by rail connections / infrastructure	5
West - Man - LoR - Proposed route does not connect any of the Northern cities to Manchester	1
West - Man - Prop - Proposed route has decreased my property value which is approximately 600 yards away	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Man - Com - HS2 will be less user friendly for Manchester if trains terminate at airport / force commuters to continue journeys by car / via M60	1
West - Man - BW - Concerns for badger setts on the existing rail embankments leading into Manchester Piccadilly / construction of the route must have full regard for safeguarding a protected species	1
West - Man - ERS - Services / local trains into Piccadilly currently have limited capacity	3
West - Man - PT - Public transport in Manchester is / will be expensive	1
West - Man - Prop - Manchester is already very built up with no room for expansion	1
West - Man - Ra - Manchester has been highlighted as a key destination	1
West - Man - FE - Only the new business park near airport will generate economic growth in Manchester	1
West - Man - FE - Manchester is very expensive	1
West - Man - Com - Government believes that Manchester is the centre of the North West	2
West - Man - ERS - Manchester will be served by plans for compatible trains on existing infrastructure	1
West - Man - Air - It is cheaper to fly to / from Manchester to / from London than rail	2
West - Man - Hi - Major commuting routes into Manchester / Manchester Airport will be affected for extended periods	1
West - Man - WCML - Manchester is already adequately served by connections to the West Coast Main Line	2
West - Man - Vent - Concerns about the ventilation / location of ventilation shafts from the tunnel between Manchester Airport and Manchester Piccadilly	3
West - Man - ERS - The Pendolino service to London from Manchester Piccadilly is quick enough / adequate	4
West - Man - LoR - Manchester is not on the West Coast Main Line	1
West - Man - Ra - Concerns about HS2 preventing any future restoration of service on abandoned line from Piccadilly to Miles Platting	1
West - Man - Ra - Manchester is already difficult to access via existing rail network	3
West - Man - NV - Concerns about noise impact above the tunnel in Manchester	1
West - Man - CI - Concerns about construction of proposed route between Manchester and Wigan	1
West - Man - Com - Airport passengers from Manchester Piccadilly Station and Manchester Airport do not need / require high speed rail services	1
West - Man - Com - Liverpool's exclusion from proposed route will not benefit / have a negative on Manchester	1
West - Man - FE - Concerns about the economic benefit / cost of tunnelling under Manchester	8
West - Man - FE - Will not improve economic growth in Manchester	2
West - Man - Bu - Proposal will lead to loss of business / no long term benefits for business in Manchester	3
West - Man - Prop - Proposal will lead to loss of properties in Manchester	2
West - Man - Prop - Concerned about the affect the tunnel under Manchester will have on existing properties	3
West - Man - Com - Proposed route will not benefit people in Manchester / Suburbs of Manchester	5
West - Man - Com - Investment is biased and will only benefit one city / area in the North West	1
West - Man - Com - Regeneration in Manchester is not needed / has been constant regeneration for years	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Man - Com - Will only benefit people / commuters within / near Manchester	6
West - Man - Com - HS2 only seems to benefit people in cities like Manchester	2
West - Man - Com - Majority of people in Manchester are against HS2	2
West - Man - Com - The majority of people live on / around the outskirts of Manchester	1
West - Man - CI - Region close to Manchester Airport is already affected by development / expansion / infrastructure / extensive cargo handling facilities	1
West - Man - LR - Proposed route will be the first step in the development of Green Belt land around Manchester	1
West - Man - CI - Manchester International Airport (MAG) are already blighting area with expansion plans	1
West - Man - SFS - Services to Manchester will not be used	2
West - Man - SFS - There is no case for a faster journey from Manchester to London	1
West - Man - TT - Manchester is already too congested	4
West - Man - TT - Car parks in Manchester City Centre are / will be expensive	8
West - Man - TT - Additional time will be used looking for parking spaces in Manchester City Centre	5
West - Man - TT - Availability of parking in Manchester City Centre will be affected by additional shoppers / commuter vehicles	1
West - Man - Ra - Centre of Manchester is already well connected to airport via train	4
West - Man - Ra - Most people already travel from London to Manchester by train	1
West - Man - PT - Centre of Manchester is already well connected to airport	1
West - Man - PT - Centre of Manchester is already well connected to airport via bus	1
West - Man - Hi - There is already enough infrastructures in Manchester (M6 / M62)	1
West - Man - Hi - Roads from surrounding area into Manchester will be overcrowded due to lack of investment	2
West - Man - Air - Proposed route will negatively affect area around Manchester Airport	1
West - Man - TS - Centre of Manchester is already well connected to airport via tram system	3
West - Man - LoR - Proposed route will add extra miles to journeys to Manchester	3
West - Man - LoR - Western route to Manchester is not needed / not required / not justified / pointless	23
West - Man - Sta - Concerns that HS2 fares will be expensive for journeys in / out of Manchester	1
West - Man - Tun - Concerns about the details of the route / the route that goes through a tunnel / underground in Manchester	8
West - Man - NV - Area surrounding Manchester Airport already suffers from noise pollution	1
West - Man - NV - Proposed route will lead to increase / make it worse in noise pollution around Manchester Airport	2
West - Man - NV - Concerned about the noise / vibration that will be generated from the tunnel under Manchester	6
West - Man - AQ - Area surrounding Manchester Airport already suffers from pollution	1
West - Man - AQ - Proposed route will lead to increase / make it worse in pollution around Manchester Airport	1
West - Man - Air - There are other methods to travel into London / flights to Heathrow from Manchester regional Airport	1
West - Man - Env - Proposed route would ruin the environment in / around Manchester / impact on environmental sustainability of Manchester	4
West - Manchester - Reasons to Neither Agree nor Disagree	6

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Man - VB - The Sinderland Brook has an actively meandering river channel that could affect the proposed viaducts	2
West - Man - Com - I / we live close to the rail tracks in Manchester	2
West - Man - Air - Manchester International Airport (MAG) already has plans for a railway line to the west of the airport in their expansion design	1
West - Man - CH - Mentions of Grade II listed building between Manchester Oxford Road and Manchester Piccadilly	1
West - Manchester - Alternative Suggestions	87
West - Man - TS - Consider options to run a Metrolink line alongside HS2 tracks between Ardwick and Manchester Piccadilly	1
West - Man - LoR - Should consider alternative routes into Manchester	2
West - Man - Sta - Should reopen the Great Central Railway and route it to Manchester Victoria Station from Leeds	2
West - Man - LoR - Support continuation of proposed Manchester spur as an alternative connection with WCML to north of Colwich Junction	1
West - Man - Ra - Solution to overcapacity in Manchester is to increase the size of the trains	1
West - Man - Tun - Proposed tunnel / vent shaft through Fallowfield campus of Manchester University should be moved / impacts should be mitigated	1
West - Man - Tun - Should consider moving the northern tunnel portal closer to the city centre	1
West - Man - Tun - Tunnel under Manchester section of Trans Pennine Trail means proposal would have no impact on trail within Manchester	1
West - Manc - LoR - Proposed route should emerge from tunnel west of main line adjacent to A57 Hyde Road into Mayfield Station	1
West - Manc - Sta - Should renovate / expand / use Mayfield Station as a terminus	1
West - Man - Sta - Would expect to be consulted regarding any changes to the current planned alignment at Manchester/ Manchester Piccadilly	1
West - Man - Ra - HS2 planning to Manchester Airport should be carried out alongside Network Rail CP6's investment strategy	1
West - Man - Sta - A suitable station in central Manchester is needed to accommodate the 400 metre HS2 trains	1
West - Man - LoR - Route from airport should be relocated east of the M56 under a tunnel via a station below existing rail / bus station	1
West - Man - LoR - Should have a captive line eastwards from Manchester over the Pennines / through captive platforms at Manchester / Y-Junction outside station	1
West - Man - LoR - HS2 should join the Styal line north of Styal to connect Manchester Airport and Manchester city centre	1
West - Man - LoR - Approach Manchester from SE of airport passing under in NW direction, over ship canal at Partingdon then re-join Golborne & WCML	1
West - Man - LoR - An approach to Manchester from SE of airport, passing under in NW direction and over ship canal at Partingdon, would allow junction SE of airport and Manchester branch running via Moss Nook & Didsbury	1
West - Man - Ra - Styal line between Manchester Airport and Manchester city centre can accommodate larger HS2 rolling stock / width requirements	1
West - Man - Ra - Styal line between Manchester Airport and Manchester city centre presents no problems for track lowering requirements	1
West - Man - LR - A brownfield site in Manchester could be used to locate a maintenance depot	2
West - Man - FE - Should not spend more public funding in the Manchester area which has already been given funds	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Man - LoR - Proposed route from Manchester to Warburton / West Coast Main Line should be scrapped which would remove the need to construct Hollins Green viaduct	2
West - Man - LoR - Proposed route should run as close as possible to existing rail lines out of Piccadilly Station	1
West - Man - Dep - Should build a maintenance depot in the Manchester area	3
West - Man - Env - A maintenance depot in Manchester close to the track would be more environmentally sound	2
West - Man - FE - A maintenance depot in Manchester / close to the track would be more economically sound	1
West - Man - PRW - Should ease congestion to ensure safe / segregated bicycle lanes / along Store Street	1
West - Man - Sta - Should have a direct link from Manchester city centre to London city centre / as in original brief given to HS2 by the Government	3
West - Man - LV - A maintenance depot in Manchester would avoid impacting on surrounding countryside	1
West - Man - Sta - Having HS2 located to the west of Manchester Piccadilly would open up a compatible service to serve Warrington and Liverpool	1
West - Man - PT - Should invest in local transport solutions / alternative options to get people moving around Manchester / North West	2
West - Man - PD - Disagree with Manchester City Council's plan to develop wider area	1
West - Man - Ra - Businesses in the Manchester area would be better served if existing commuter routes between Chester / Preston to Manchester were upgraded	1
West - Man - FE - Additional stations at Manchester should be paid for by Manchester / not the rest of the country	10
West - Man - LoR - Proposed route should be direct from Central London to Manchester Piccadilly	1
West - Man - LoR - A link from the route to the Manchester area is needed / should have a regional vocation as well as an inter-city one	1
West - Man - LoR - A link to Manchester should be part of a Manchester area network / does not need to meet high speed standards	1
West - Man - LoR - Having high speed connections at Manchester gives it the ability to connect directly with stations in Europe	1
West - Man - SFS - To exploit HS2 will need to have several trains a day to stations in Europe	1
West - Man - ERS - Should improve existing capacity / services from Manchester to Leeds / Liverpool / Sheffield / Bradford / Hull / Newcastle / North / West / East / Cardiff	10
West - Man - Sta - Rerouting along existing rail corridor between Crewe and Manchester would retain proposed stations / at Manchester Piccadilly / Airport	1
West - Man - LoR - Alternative routes proposed by Stoke and Staffordshire Councils would provide better connectivity to Manchester	4
West - Man - LR - Using the Central Manchester existing rail yard to clean trains rather than at the Golborne depot will avoid the destruction of farm land	6
West - Man - Comp - Should contribute towards / subsidise financial costs of double glazing	1
West - Man - Comp - Should ensure double glazing is installed in Grade II listed building between Manchester Oxford Road and Manchester Piccadilly	1
West - Man - SFS - Should consider a 1000 seat train non-stop from Manchester to London	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Man - SFS - Should consider a 1000 seat train from Manchester to London stopping at Manchester airport	1
West - Man - SFS - Should consider a 500 seat train from Manchester to London stopping at Stockport / Stoke / Stafford	1
West - Man - SFS - Should consider a 500 seat train from Manchester to Heathrow stopping at Manchester Airport / Bickenhill joining with the Leeds-Toton-Heathrow service	1
West - Man - SFS - Should consider a 1000 seat train non-stop from Manchester to Birmingham	1
West - Man - SFS - Should have a through service from Manchester to Brussels / Paris	1
West - Man - ERS - Should improve connections from the West / East Coast Main Line to Manchester	1
West - Man - ERS - More stopping services from Piccadilly via Levenshulme / Mauldeth Road	1
West - Man - Ra - The design should take into consideration of a possible High Speed line connecting Liverpool / Manchester / Leeds and beyond	1
West - Man - Ra - Using existing track from Manchester Airport to City Centre would only add 5 minutes to the journey	1
West - Man - Hi - Improving the roads would make Sheffield easily accessible from Manchester	1
West - Man - Air - Should sell tickets from Manchester to Paris / Brussels to cut down on cheap flight	1
West - Man - LoR - Proposed route should link beyond Manchester / Liverpool / Glasgow	1
West - Man - LoR - Route through Manchester City toward Phase 3 high speed line to Glasgow should follow existing tracks	1
West - Man - LoR - The proposed line of route should connect from Sheffield Meadowhall to Manchester to free capacity / avoid expense of building a line between Birmingham to Crewe	1
West - Man - LoR - Line should run alongside A556 on its approach to Manchester	3
West - Man - LoR - Proposed section of route from Levenshulme / Longsight to Manchester Piccadilly should access the HS2 terminus on the north side of Manchester Piccadilly via a flyover between the Hyde Road Bridge and Ardwick Junction	1
West - Man - Dep - Would be more sustainable to use the Central Manchester existing rail yard to clean trains rather than at the Golborne depot	5
West - Man - Dep - Using existing rail yard brownfield site in Manchester for cleaning trains would enhance sustainability / be a good idea	4
West - Man - TP - Tracks should be kept as simple as possible in Manchester to allow extension further North	1
West - Man - CH - Network Rail should ensure the Grade II listed building is not affected by the increase in trains	1
West - Man - CH - Should conduct a proper consultation / environmental health investigation to assess the impact on the Grade II listed building between Manchester Oxford Road and Manchester Piccadilly	1
West - Man - WF - Proposed flood compensation plans for possible victims as a result of the construction of a viaduct seems flawed	1
West - Manchester Ship Canal	79
West - Manchester Ship Canal - Reasons to Agree	1
West - MSC - CR - The Appraisal of Sustainability recognises the impact to / help need by the Manchester Ship Canal	1
West - Manchester Ship Canal - Reasons to Disagree	70
West - MSC - VB Proposed viaduct over Manchester Ship Canal is directly over Blackrod to Warburton Tunnel North High Pressure Gas Pipeline	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - MSC - PT - Project will disrupt motorways / roads / local rail / Manchester Ship Canal	2
West - MSC - Env - existence of other high-level crossings (M60, M6) cannot be seen as any sort of justification	1
West - MSC - FE - Crossing Manchester Ship Canal is likely to be relatively expensive	1
West - MSC - Tun - Concern about going over the Manchester Ship Canal / Should go under it	1
West - MSC - VB - Disagree with proposed viaduct over Manchester Ship Canal	1
West - MSC - VB - A road bridge linking M62 & M56 in same location (as proposed MSC viaduct) was previously refused on grounds of environmental damage.	1
West - MSC - VB - oppose the viaduct over the Manchester Ship Canal	1
West - MSC - VB - Does not appear that HS2 has the statutory clearance of 70' /21.34m plus safety clearance when crossing Manchester Ship Canal	1
West - MSC - FE - The viaduct over the Manchester Ship Canal will be very expensive / costly to build	2
West - MSC - Bu - local assessment of HS2's claimed benefits from this route suggests they are wrong - Benefit to cost ratio of around 0.4 which is usually the death knell for a scheme	1
West - MSC - Prop - Proposed viaduct to take HS2 over the Manchester Ship Canal passes close to my home	3
West - MSC - VB - Disagree with the viaduct over Manchester Ship Canal	7
West - MSC - VB - One mile long / 100 foot high viaduct over Manchester Ship Canal is not needed	4
West - MSC - VB - Trains will be exposed to prevailing weather conditions on high level viaduct / Mersey Valley is famous for high blustery winds	2
West - MSC - VB - High / blustery winds already cause chaos / speed restrictions / closure on nearby M6 Thelwall viaduct	2
West - MSC - VB - High / blustery winds already cause chaos / speed restrictions / closure on nearby M60 Barton Bridge	1
West - MSC - VB - Proposed viaduct is of similar height to the M6 Thelwall viaduct / M60 Barton Bridge	3
West - MSC - VB - Proposed viaduct will slow HS2 down / defeats object of HS2	1
West - MSC - Saf - Proposed viaduct will pose health / safety issues for trains / passengers	1
West - MSC - Saf - Proposed viaduct will pose health / safety issues for local residents	2
West - MSC - Saf - Proposed viaduct could be a target of a terrorist attack	1
West - MSC - Env - Adverse weather conditions affecting proposed viaduct will have a 'knock on effect' to surrounding area	2
West - MSC - LV - Proposed viaduct will only bring disruptions to the local landscape / will bring no benefits	3
West - MSC - Env - Concerns of the environmental impacts on the Eastern part of this parish during / after construction	1
West - MSC - NV - Concerns of the noise impacts on the Eastern part of this parish during / after construction	1
West - MSC - VB - Concerns regarding construction of viaducts over Bridgewater Canal and Manchester Ship Canal	4
West - MSC - Com - Proposed route through Manchester Ship Canal will ruin many villages	5
West - MSC - VB - Proposed viaduct over Manchester Ship Canal will impact local area / Warburton area	9
West - MSC - VB - Proposed viaduct over Manchester Ship Canal will dominate the skyline over Warburton bridge	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - MSC - VB - Decisions / reasons to not build viaduct over Manchester Ship Canal in 1993 is / are still valid	9
West - MSC - LV - Concerns about the visual impact caused by the 100ft viaduct / viaduct over Manchester Ship Canal in surrounding areas	15
West - MSC - LV - Will have a visual impact from the proposed mile long and 100 foot viaduct over the ship canal / will not blend in / will blight the landscape	11
West - MSC - LV - Proposed embankment north from Manchester ship canal viaduct will impact surrounding countryside	1
West - MSC - NV - Will have noise impact from the proposed mile long and 100 foot viaduct over the Ship Canal	2
West - MSC - NV - Concerns about the noise pollution caused by the 100ft viaduct / viaduct over Manchester Ship Canal in surrounding areas	8
West - MSC - BW - Proposed viaduct over Manchester Ship Canal will cause damage to wildlife areas	2
West - MSC - CR - Concerns that additional costs of line passing over Manchester Ship Canal have not been considered	2
West - MSC - CR - There is already enough infrastructure in Manchester (Manchester Ship Canal / Salford Port)	1
West - MSC - Env - Concerns regarding negative environmental impact of viaduct over Manchester Ship Canal / A57	16
West - MSC - CH - Proposed viaduct over Manchester Ship Canal will cause damage to historic parishes / listed buildings	1
West - MSC - LR - The proposed 30m high viaduct will destroy the high grade farmland	3
West - Manchester Ship Canal - Reasons to Neither Agree nor Disagree	11
West - MSC - Com - A motorway link road over the Manchester Ship Canal was rejected in 1993 due to potential damage to villages / communities	7
West - MSC - Hi - A motorway link road over the Manchester Ship Canal was rejected in 1993 due to the negative impact of the high viaduct needed	7
West - MSC - LR - A motorway link road over the Manchester Ship Canal was rejected in 1993 on the grounds of destruction to the greenbelt	10
West - Manchester Ship Canal - Alternative Suggestions	19
West - MSC - CR - Any surface water and/or other discharge attributable to the new HS2 viaduct should not be discharged into the Ship Canal without the appropriate approvals	1
West - MSC - CR - A construction methodology for HS2 to protect canal/ avoid interference with operational use and commercial shipping needs to be submitted and approved	1
West - MSC - CR - A permanent minimum horizontal clearance of 20m landwards from either bank of the Ship Canal to the nearest supporting structure of the new HS2 viaduct is required	1
West - MSC - CR - A permanent minimum vertical clearance between the underside of the HS2 viaduct and the normal water level within the canal is required	1
West - MSC - TT - Warburton High Level Bridge not to be used for movement of heavy plant / machinery / construction materials due to 3T weight limit	1
West - MSC - CR - Noise control technology should be used at crossing of the Manchester Ship Canal to reduce the noise impact of operation	1
West - MSC - CR - Proposed crossing of the Manchester Ship Canal needs to provide adequate air / water clearance / approach visibility for navigation	1
West - MSC - Env - alternative access routes to Manchester exist which would not generate as much spoil	1
West - MSC - Dep - look for an HS2 depot nearer Manchester	1
West - MSC -LoR - A detailed study is needed to assess the optimum solution for the Manchester Ship Canal	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - MSC - LoR - should consider the option of a dual mode / double desk Mersey Gateway bridge located near Warrington / reducing number of Mersey and Manchester Ship Canal crossings	1
West - MSC - LoR - Should follow existing line at Manchester Ship Canal via Liverpool	2
West - MSC - CR - Widen Manchester Ship Canal to allow larger freight transport vessels	1
West - MSC - Proposed route should go under the Manchester Ship Canal	4
West - MSC - VB - Not building the viaduct over Manchester Ship Canal would save money	3
West - MSC - Com - Should make every effort to mitigate the negative impacts from the proposed viaduct if HS2 should go ahead	1
West - MSC - PD - Using Manchester Ship Canal as a cutting for HS2 could open the door to a new development project for Hazel Blears MP for Salford	1
West - MSC - FE - Using Manchester Ship Canal as a cutting for HS2 would / could be cheaper than a 7 mile tunnel into Manchester	2
West - MSC - Bu - A link to a cutting for HS2 utilising the Manchester Ship Canal would be good for business in the area	1
West - MSC - Bu - Using Manchester Ship Canal as a cutting for HS2 could benefit the Manchester Ship Canal Company from business investment in the docks at Runcorn	1
West - MSC - LoR - A link at the Runcorn end of a drained Manchester Ship Canal cutting could enable HS2 / enhanced rail links to Liverpool	1
West - MSC - LoR - Should spur off at Oughtrington and make use of Manchester Ship canal instead of approaching Manchester via airport	1
West - MSC - Sta - Using Manchester Ship Canal as a cutting for HS2 would enable Salford Dock to be a station	2
West - MSC - Cut - Should consider using the Manchester Ship Canal as it is underused and could be drained for HS2 and use as a cutting	2
West - MSC - CR - Parts of Manchester Ship Canal could be retained if a cutting is drained for HS2 for access via the Bridgewater / other canals for leisure use	1
West - MSC - CR - Using Manchester Ship Canal as a cutting for HS2 would cause less disruption in Tatton	1
West - MSC - CR - Using Manchester Ship Canal as a cutting for HS2 would cause less disruption in Trafford	1
West - MSC - LV - Using Manchester Ship Canal as a cutting for HS2 would be less damaging to the countryside / surrounding land than a 7 mile tunnel into Manchester	2
West - MSC - TP - Should consider upgrading track to classic compatible to remove the need for intrusive bridging of Manchester Ship Canal	1
West - Marston / Marston Lane	18
West - Marston / Marston Lane - Reasons to Disagree	18
West - Marst - Com - The route will have a significant effect on the community	1
West - Marst - LR - Loss of quality farmland in/ near Marston including Yarlet Bank	2
West - Marst - NV- There will be a significant increase in noise to the dwellings at Yarlet Lane	2
West - Marst - LR - Concerns about loss of high quality farmland/two farms	1
West - Marst - LV - Landscape will be severely impacted	1
West - Marst - Com - Tranquil environment will be destroyed	1
West - Marst - LR - Proposed route will cut through / negatively impact / demolish farmland / 2 farms / County Council farmland at Yarlet Bank in Marston	3
West - Marst - Prop - Properties are / will be blighted in the village of Marston because of HS2	8
West - Marst - Comp - Compensation is not in place for the village of Marston	2
West - Marst - LV - Disagree with proposed route through Marston	4

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Marst - LV - Proposed embankment through the village of Marston will be an eyesore	7
West - Marst - NV - Proposed route / embankment will be extremely noisy passing through the village of Marston / Yarlet Lane	2
West - Marst - Com - Proposed route will threaten to cause major damage to Yarlet School	3
West - Marst - Com - Proposed route would negatively impact the community in Marston	5
West - Marst - CH - IPR will impact on established heritage of Marston	1
West - Marst - Com - Proposed route will be damaging / destroy Marston	8
West - Marston / Marston Lane - Alternative Suggestions	5
West - Marst - LV- If HS2 lower the line and remove the vertical curve at Marston as expected it will reduce the visual impacts	2
West - Marst - NV- If HS2 lower the line and remove the vertical curve at Marston as expected it will reduce the noise impacts	2
West - Marst - Tun - Cut and cover at Yarlet School would reduce the impact to the school as well as neighbouring agricultural land	1
West - Marst - LoR - Agree with Staffordshire County Council's suggestion to consider lowering the route	1
West - Marst - Tun - Agree with Jeremy Lefroy's proposal for a bored tunnel	2
West - Marst - Tun - Should build a bored tunnel / cut and cover tunnel to mitigate negative impacts of the proposed route at Marston	1
West - Marst - Emb - Proposed 8 metre embankment could be lowered by 5 metres by removing the vertical curve from CH24725.4 to CH26720	2
West - Marst - Hi - Marston Lane could be realigned to pass over an alternative 3 metre embankment in Marston	2
West - Marst - Com - Building a bored tunnel from Ingestre to Pirehill would avoid negative impact on Marston community	1
West - Middlewich (Midd)	18
West - Middlewich - Reasons to Disagree	15
West - Midd - Com - Proposed Manchester Piccadilly station is a good idea if it is accessible from Middlewich / by car / public transport	1
West - Midd - CH - Line passes near to medieval moated site at Minshull Vernon	1
West - Midd - LR - Halite formations near HS2 route	1
West - Midd - HEW - Major works on the A54 will cause misery / disruption to the people in the area	1
West - Midd - LoR - Disagrees with the route alignment between Middlewich and Manchester Airport	2
West - Midd - Eml - Doubts that disruptions from HS2 will increase employment in Middlewich	1
West - Midd - Com - Middlewich already suffers from bad congestion / traffic problems	1
West - Midd - Com - Concerns of what impacts there will be on the town of Middleton during / after construction	1
West - Midd - Prop - Proposed route is very close to my home / property	2
West - Midd - Prop - Proposed route will have a negative impact / blight / decrease the value of my property	2
West - Midd - Bu - Concerns about loss of income from renting land will be lost	1
West - Midd - LR - Proposed route will cut through my farm / will result in the loss of agricultural land	1
West - Midd - Com - Proposed route will be much closer to my home than existing line	1
West - Midd - Com - Concerns that residents suffering disruption will not receive compensation	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Midd - Hi - Access to my property is via A530 which will be cut by the line / need a new access route/ during / after construction	3
West - Midd - Hi - Concerns about the re-alignment of A54 / A533 with new roundabout positioned in the centre of our property	1
West - Midd - NV - Proposed route will lead to an increase in noise pollution / vibration	4
West - Midd - LV - The landscape / views will be destroyed by the construction and operation	2
West - Midd - AQ - Proposed route will lead to an increase in dust / from construction / new roads	1
West - Midd - AQ - Proposed route will lead to an increase in light pollution from new roads	1
West - Midd - TT - Concerns about the impact of construction vehicles / increase in traffic levels around Middlewich	2
West - Midd - Prop - Concerns about the effect of HS2 on property values / ability to sell	1
West - Middlewich - Alternative Suggestions	3
West - Midd - Env - Reopening Middlewich station would be of greater environmental benefit / have less environmental impact	1
West - Midd - Sta - A new station on the site of the former Middlewich station on the Sandbach to Northwich railway could be constructed / to allow a more frequent service	1
West - Midd - Sta - Middlewich station should be reopened	1
West - Midd - Sta - Should have an additional station in Middlewich	1
West - Millington	5
West - Millington - Reasons to Disagree	5
West - Mill - Env - Benefits do not outweigh the damage to the environment in Millington	1
West - Mill - FE - Route will have a negative economic impact on Millington	1
West - Mill - LR - Proposed route will cause the loss of land from Arthill Heath Farm which will affect the viability of its Soil Association Certification	2
West - Mill - BW - Proposed route will have a negative impact on the birdlife of Arthill Heath Farm	1
West - Mill - Env - Proposed route will have a negative environmental impact on Arthill Heath Farm	1
West - Mill - Bu - Proposed route will pass through / impact on Arthill Heath Farmland business	1
West - Mill - Com - Proposed route will negatively impact Millington	3
West - Mill - Com - Community of Millington is currently suffering from the M6 / M56	1
West - Mill - Com - Community of Millington cannot sustain further blight / impacts	1
West - Millington - Alternative Suggestions	1
West - Mill - Tun - Proposed route should use tunnel and cover to protect Arthill Heath Farmland resources	1
West - Mill - Cut - Proposed route should use cut and cover to protect Arthill Heath Farmland resources	1
West - Mill - Bu - Should minimise loss of Arthill Heath Farmland / food business	1
West - Mossbrow (Moss)	1
West - Mossbrow - Reasons to Disagree	1
West - Moss - Com - Proposed route cuts through rural community	1
West - Newcastle-under-Lyme (NewL)	10
West - Newcastle-under-Lyme - Reasons to Disagree	9
West - NewL - Com - Concerns regarding benefits / lack of benefits for Newcastle under Lyme	3

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - NewL - Sta - Concerns regarding lack of plans for station nearby / in Staffordshire	7
West - Newcastle-under-Lyme - Alternative Suggestions	2
West - NewL - Sta - Should have an additional station in Newcastle-under-Lyme	2
West - Newton-le-Willows (NewWi)	1
West - Newton-le-Willows - Alternative Suggestions	1
West - NewWi - Ra - Alternative route from Parkside Colliery should join the West Coast Main Line north of Newton-le-Willow at the northern edge of the existing delta junction with West Coast Main Line and the Manchester - Liverpool line north of the A573 bridge	1
West - NewWi - Ra - Having the proposed Rolling Stock Maintenance depot at Parkside Colliery would benefit from connections to Liverpool / Crewe / Manchester via existing lines near Newton-le-Willows	1
West - Northenden (North)	3
West - Northenden - Reasons to Disagree	3
West - North - Prop - Property has been blighted in Northenden	1
West - North - Tun - Concerns regarding living over a tunnel in Northenden	1
West - North - Com - Northenden will not benefit from HS2	1
West - North - PT - The only public transport Northenden has / will have is the bus	1
West - North - Prop - Proposed tunnel runs close to my home in Northenden	1
West - North - Com - Concerns about the cost / benefit ratio for the Northenden community	1
West - North - Com - Residents of Northenden have not been consulted on / informed of proposals	2
West - Northwich (Northw)	31
West - Northwich - Reasons to Disagree	27
West - Northw - LoR - Concerns regarding the consequences / danger of the construction of the proposed route between Middlewich and Knutsford which crosses the Holford Brinefields and the Stublach Gas Storage Facility at Kings Street	4
West - Northwi - PD - Plans for the Lach Dennis gas storage facility have been put on hold as a result of HS2	1
West - Northwi - LR - Concerns about suitability of route around Winsford / Middlewich / Northwich / Wimboldsley due to salt extraction / subsidence	1
West - Northw - VB - Proposed Phase Two route is elevated across the brinefield, which will require considerable civil works for construction of viaducts, cluverts, and embankments	1
West - Northw - Prop - Potential for devaluation of property as a result of noise, vibration or visual impact during the construction / operation of HS2 / due to blight at the prospect of HS2.	1
West - Northw - PD - A number of projects that have been consented (Planning permission granted) include those that may be categorised as nationally significant infrastructure projects (NSIP)	1
West - Northw - NV - Cast iron mains are particularly susceptible to vibration and ground movement	1
West - Northw - LR - Loss of valuable agricultural land / could result in the farming operation becoming economically unviable. "	1
West - Northw - LR - Disruption to the gas storage capabilities would have a considerable impact on UK consumers / the Government's strategy to increase gas storage in the UK. .	1
West - Northw - LoR - Route passes through an unstable area due historical salt mining	1
West - Northw - Hi - It is predicted that there will be considerable disruption to respondent's main site entrance	1
West - Northw - PD - Potential devaluation of proposed development land/ properties.	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Northw - Bu - Route will have significant impacts on King Street Energy (Cheshire) Properties Ltd use of land / business as underground gas storage developer/operator	1
West - Northw - CI - 10km of proposed route crosses subcrop/wet rockhead zone of the Northwich Halite Formation.	1
West - Northw - LoR - Land surface and ground stability are affected by historic and current commercial salt extraction	1
West - Northw - PD - King Street Energy (Cheshire) Properties Ltd.'s site and redevelopment is not referenced in section 5.2 of AoS	1
West - Northw - LR - Concerns regarding impacts on the Stublach Gas Storage Facility	1
West - Northw - Com - Proposed route / embankment will cause considerable noise pollution	2
West - Northw - Prop - Proposed route will have a negative impact on two farms on the Bostock Estate which will divide the land / cause buildings to be demolished	1
West - Northw - LR - Proposed route will result in significant areas of agricultural land being lost	1
West - Northw - LV - Proposed route will cause a negative visual impact	1
West - Northw - Bu - Proposed route threatens the viability of businesses / farm business	2
West - Northw - LR - Proposed route will result in the significant loss of agricultural land	2
West - Northw - Dr - The extensive drainage system at my farm will be adversely affected / will need to be renewed	3
West - Northw - Com - The community of Northwich does not want incinerators in the area	1
West - Northw - Com - The community of Northwich does not want high speed rail in the area	1
West - Northw - Com - The community of Northwich does not want the disadvantages of HS2 / to have HS2 dumped on them	1
West - Northw - Com - For George Osborne to push the line of HS2 west away from his wealthy constituency is an insult to the community of Northwich	1
West - Northw - Com - Proposed route cuts through well populated area of Northwich	2
West - Northw - LR - The land crossing A556 before Northwich is unsuitable for proposed route due to subsidence from salt excavations / oil pipelines / underground gas storage	7
West - Northw - LR - Concerns regarding gas storage under proposed route in Northwich	11
West - Northw - Reasons to Neither Agree nor Disagree	2
West - Northw - VB - The River Dane / Wade Brook has an actively meandering river channel that could affect the proposed viaducts	2
West - Northw - Alternative Suggestions	9
West - Northw - Sta - Station should be created within the Northwich area	2
West - Northw - BW - Mitigation measures should be taken to minimise the impact on wildlife in the River Dane / Wade Brook	2
West - Northw - WF - The flood plains of the River Dane / Wade Brook require further investigation	2
West - Northw - Hi - Measures need to be included into the engineering design to allow for access to the network of tracks / woodland operations either under or over the line at my farm	3
West - Northw - PD - Ducting will need to be provided for in the design to facilitate access for electricity and water services from the farm	3
West - Northw - LoR - Using existing infrastructure upgraded to suit a restored passenger service between Sandbach and Northwich will involve some track alignment / signalling alterations for passing traffic with increased line speed	1
West - Northw - LoR - In the longer term the service on the Sandbach to Northwich line could be extended from Northwich to Warrington by reversal at Warrington	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Norton Bridge (NortB)	1
West - Norton Bridge - Alternative Suggestions	1
West - NortB - Ra - Should improve infrastructure at North Bridge junction to eliminate pinch point	1
West - NortB - Ra - Should improve infrastructure at North Bridge junction to allow extra eight trains an hour passing through this point	1
West - Pickmere (Pick)	14
West - Pickmere - Reasons to Disagree	8
West - Pick - AQ - Air quality will deteriorate	2
West - Pick - NV - Proposed route will reduce milk yielding due to the noise pollution in the area	1
West - Pick - LR - Proposed route will destroy / divide farms / pastures	1
West - Pick - LV - Proposed viaduct at Pickmere will be an eyesore	1
West - Pick - Prop - Proposed route will run close to / my property / in Pickmere	1
West - Pick - LV - Route will impact on countryside in / around Pickmere	1
West - Pick - Bu - Proposed route will negatively impact on businesses in the area	2
West - Pick - Hi - Proposed route will negatively impact on access to Pickmere / impact on adjoining road links	1
West - Pick - Com - Proposed route cuts through well populated area of Pickmere	1
West - Pick - LV - Pickmere affected as track not in cuttings	2
West - Pick - BW - Wind corridors will spread disease / Schmallenberg to livestock	1
West - Pick - BW - Noise will affect / harm birds	2
West - Pick - Com - Whole of Pickmere will be in blight	2
West - Pick - Prop - Route will affect / is affecting house prices / concern over ability to sell	2
West - Pick - FE - Route will negatively impact economy of Pickmere	1
West - Pick - Env - Route will negatively affect environment of Pickmere	1
West - Pick - Com - Route will negatively affect the community / village of Pickmere	2
West - Pickmere - Alternative Suggestions	7
West - Pick - LoR - Moving the route slightly east of Tabley and Pickmere could help lower and straighten the Lostock Gramam to Pickmere viaduct	1
West - Pick - LR - With mitigation efforts i.e. tunnels and cuttings we would maintain maximum amount of farmland	2
West - Pick - Com - With mitigation efforts i.e. tunnels and cuttings we would reduce the harm to residents	2
West - Pick - Prop - With mitigation efforts i.e. tunnels and cuttings we would reduce the loss of property	2
West - Pick - NV - Mitigation required to reduce noise at Arley Brook Viaduct, Pickmere and rural properties from viaduct near M6 crossing	2
West - Pick - NV - Mitigation required to reduce noise from viaducts and embankments at Smoker Brook / Peover Eye / Viaducts Plumley, Pickmere and rural properties	2
West - Pick - VB - Reengineer Lostock Gramam to Pickmere section of line to lower vertical alignment and reduce impact on Smoker Brook/ enable less intrusive crossing of A556	2
West - Pick - LoR - Agree with Cheshire East Council's alternative suggestion that instead of a flyover the line should tunnel under the M6 / which would reduce traffic congestion during construction	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Plumley (Plum)	4
West - Plumley - Reasons to Disagree	4
West - Plum - CI - Ascot Drive / Lostock Green is already a priority location for noise reduction due to airport flight path and the A556	1
West - Plum - Emb - Proximity and height of the line to the front of properties on Ascot Drive will cause noise /visual impacts	1
West - Plum - AQ - Construction vehicles on the A556 will add to poor air quality	1
West - Plum - BW - Proposed route will damage ancient woodlands / Winnington Wood / Leonards Wood	1
West - Plum - Com - HS2 has not offered any quality solutions to mitigate the negative impact on our community / environment at Ascot Drive	1
West - Plum - LV - Proximity and height of the line to the front of properties on Ascot Drive will cause visual impacts / cannot be mitigated	1
West - Plum - NV - Properties / on Ascot Drive will experience additional vibration from construction vehicles on the A556	1
West - Plum - NV - Regular services / proximity and height of the line close to properties / on Ascot Drive will cause / exacerbate noise pollution / cannot be mitigated	1
West - Plum - BW - Ancient woodlands at Leonards Wood will be damaged by the route	1
West - Plum - BW - Ancient woodlands at Winnington Wood / Leonards Wood / Smoker Wood are damaged by the route	1
West - Preston (Pres)	19
West - Preston - Reasons to Agree	2
West - Pres - LoR - Proposed route should not stop at Preston / is too small a conurbation	1
West - Pres - Ra - HS2 will reinforce Preston's role as a major rail hub	1
West - Preston - Reasons to Disagree	7
West - Pres - LoR - Disappointed that extending route north of Preston not included in current proposals	1
West - Pres - SFS - Travel times to Manchester City Airport from Preston via Gollborne link will not be materially improved	1
West - Pres - Sta - Facilities at Preston station are inadequate	1
West - Pres - FE - HS2 will negatively impact the economy of Preston on its current alignment	2
West - Pres - LoR - Disappointed that extending route north of Preston not included in current proposals	2
West - Preston - Reasons to Neither Agree nor Disagree	3
West - Pres - Com - Preston is the administrative centre of Lancashire / a port / city in its own right	1
West - Pres - LoR - HS2 looked at extending the line to Preston but decided not to promote it	2
West - Preston - Alternative Suggestions	13
West- Pres - Ra - Support HS2 stopping at Preston on future Glasgow London route	1
West - Pres - Ra - London - Preston service could be continued onwards to Lancaster and Cumbria to maintain connectivity with London	1
West - Pres - SFS - support proposed service pattern from Preston to London of 2 trains per hour	1
West - Pres - Sta - Rebuilding Preston station will increase through capacity	1
West - Pres - Ra - Interchange facilities to Blackpool should be provided at Preston station	1
West - Pres - Sta - Preston station should be rebuilt / if not rebuilt within CP5 and 6	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Pres - WCML - Proposed connected with WCML to Wigan should remain in proposals to allow Preston to benefit from direct access to HS2 trains to/from Birmingham	1
West - Pres - Ra - Preston could be a productive location for trains to split	1
West - Pres - LoR - Route should bypass Preston	1
West - Pres - LoR - Spur / line to Wigan should not be lost as this will prevent connectivity with Preston	1
West - Pres - Ra - Trains could use existing Crewe to Wigan / Manchester to Preston line instead of building the Golborne to Manchester Link line	1
West - Pres - LoR - Route should go to Preston	3
West - Pres - LoR - Proposed route between Carlisle and Glasgow should be extended to join existing main line after Preston	3
West - Hamstell Ridware /Mavesyn Ridware / Pipes Ridware (Ridw)	16
West - Hamstell Ridware /Mavesyn Ridware / Pipes Ridware - Reasons to Disagree	15
West - Ridw - Dep - The Appraisal of Sustainability does not consider any mitigation provisions for the maintenance loop at Pipe Ridware	2
West - Ridw - LV - Noise impacts at Pipe Ridware are exacerbated by maintenance loop	1
West - Ridw - HEW - The people of the Ridwares are being disenfranchised because the vote on Phase 1 of HS2 will decide if HS2 goes through this area	1
West - Ridw - CH - This part of the Trent Valley is rich in Neolithic and Bronze Age settlements and monuments e.g. Mavesyn Ridware and Alrewas / an ancient and important landscape.	1
West - Ridw - Com - The viaduct (Trent river) will sever the integrity of the Ridwares as a community and historical entity.	1
West - Ridw - LR - Proposed maintenance loop north from Pipe Ridware will threaten three farms at Woodhouse, Quinton's Orchard and Bentley Hall and their listed buildings.	1
West - Ridw - NV - The noise generated in landscape of Pipe Ridware will be, in certain weather conditions, be intolerable and threaten the long term future of nearby listed buildings.	1
West - Ridw - Prop The route beyond Bentley Hall will involve the demolition of buildings at Hadley Gate.	1
West - Ridw - VL - The viaduct / associated embankments across the Trent floodplain will dominate the landscape / tower over the ancient manorial settlement of Pipe Ridware / Nethertown.	1
West - Ridw - LS - Proposed route will result in the loss of agricultural land	1
West - Ridw - LR - Vertical alignment of route will make farming difficult for Woodhouse Farm	1
West - Ridw - Emp - Maintenance loop will make Woodhouse Farm inoperable resulting in loss of 10 jobs	1
West - Ridw - PD - Work converting listed barns at Woodhouse Farm has been halted / will be impossible to meet noise levels in planning condition if HS2 goes ahead	1
West - Ridw - NV - No evidence of any planned mitigation for noise	1
West - Ridw - LV - Uninterrupted views across the Trent Valley will disappear	1
West - Ridw - CH - Proposed route will destroy ancient church in Pipe Ridware / used as a successful theatre	1
West - Ridw - Dep - Disagree with maintenance loop at Pipe Ridware	3
West - Ridw - LoR - The maintenance loop at Pipes Ridware should be in a cutting or at ground level.	1
West - Ridw - LV - Proposed viaduct at Pipe Ridware will affect character / views / landscape	1
West - Ridw - NV - Additional noise / environmental mitigation is needed for maintenance loop on embankment at Pipe Ridware	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Ridw - LoR - Due to the siting of the Phase 1 spur it is inevitable that HS2 phase 2 will run through the Ridwares / consultation on route is a sham	1
West - Ridw - LS - Proposed route will go through an area riddled with old mines and this may impact on the construction of the proposed viaduct	1
West - Ridw - Bu - Proposed route will impact on my business / farm business / proposed expansion	2
West - Ridw - LoR - Chosen North route is correct decision / better than alternative South route	1
West - Ridw - LR - Pipe Ridware located on / near old colliery / tunnel / carries risk of subsidence	1
West - Ridw - FE - Route through Pipe Ridware more expensive than previously planned route	1
West - Ridw - WF - Flood plains around / near Handsacre / Pipe Ridware will complicate construction above / below ground	1
West - Ridw - LoR - Either chosen route or alternative route would be damaging / disastrous for Ridware areas	1
West - Ridw - CI - Planned aqueduct location East of Pipe Ridware clashes with gas pipe / old tunnel	1
West - Ridw - HEW - Construction will lead to years of disruption / chaos which will ruin lives	1
West - Ridw - LR - Have not been provided with information about the amount of land needed during construction	3
West - Ridw - PD - Lack of information about land take need for construction is holding back local housing developments	1
West - Ridw - CI - Have not been provided with information about the size of construction camps	1
West - Ridw - Com - The Appraisal of Sustainability does not consider the impact on the Ridwares area / Hill Ridware	4
West - Ridw - TT - 3 out of 4 roads out of Hill Ridware will be affected by construction	1
West - Ridw - Ew - Have not been provided with information about spoil dumps	1
West - Ridw - WF - The Appraisal of Sustainability does not consider the flooding in the Trent Valley through the Ridwares	1
West - Ridw - WF - Concerned that construction could affect the high water table in the Ridwares and flood the local villages	1
West - Hamstell Ridware / Mavesyn Ridware / Pipes Ridware - Reasons to Neither Agree nor Disagree	1
West - Ridw - TT - Questions how long roads in Hill Ridware will be affected	1
West - Hamstell Ridware / Mavesyn Ridware / Pipes Ridware - Alternative Suggestions	7
East - Ridw - PRW - Use in-line bridges / underpasses to reduce impact on The Way for the Millennium / if not passing under viaduct	1
West - Ridw - LV - Should accommodate maintenance loop within a cutting to alleviate noise / visual pollution	2
West - Ridw - Alternative embankment at Pipe Ridware should have adequate drainage to deal with flood plains	1
West - Ridw - Emb - The line should run along a small tree lined embankment at Pipe Ridware	1
West - Ridw - BW - Important hedgerow at Pipe Wood Lane SBI which should be protected if proposed maintenance loop is built	1
West - Ridw - Emb - Lower alignment to ground level at Blithbury and Stoneyford Lane (CH9145.5 and CH10305.9) would reduce the need for an embankment at CH9650/ reduce impact to community	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Ridw - NV - Noise mitigation will be essential for the Ridware villages / Hill Ridware	4
West - Rixton-with-Glazebrook (RwG)	23
West - Rixton-with-Glazebrook - Reasons to Disagree	20
West - RwG - Com - Impact on community of empty rolling stock travelling to Golborne depot late at night/early in the morning	1
West - RwG - BW - Proposed route will affect Rixton Claypits SSSI and Local Nature Reserve / sensitive wildlife / habitats	1
West - RwG - CI - Construction in Rixton and Glazebrook will increase congestion/ light/noise/air pollution/will risk water pollution	1
West - RwG - CI - Concerns regarding impact of construction / temporary material storage compounds / contractor offices / welfare facilities	1
West - RwG - FE - HS2 will not bring economic benefits to Rixton / Glazebrook	1
West - RwG - LoR - At Glamis Wood, the viaduct crosses over the Blackrod to Warburton Tunnel North high pressure gas pipeline.	1
West - RwG - LoR - HS2 clips BIFFA landfill - neither BIFFA nor National Grid have been consulted.	1
West - RwG - LR - Proposed embankment would run directly over / split Grade 2 farmland / diminish farming activities	1
West - RwG - NV - Not enough information on / not clear noise mitigation measures proposed will be adequate	1
West - RwG - Prop - Concerns over demolition of property adjacent to proposed route	1
West - RwG - Prop - Properties in Rixton / Glazebrook will suffer noise / environmental degradation	1
West - RwG - Prop - Proposed route through Rixton-with-Glazebrook will require demolition of houses	1
West - RwG - Prop - Proposed route is already causing property blight	1
West - RwG - PRW - Proposed route will sever public footpath routes / network between Hollins Green and Glazebrook	1
West - RwG - VB - 1993 proposal to create a high level crossing over Manchester Ship Canal at Hollins Green was rejected on grounds that impacts could not be overcome	1
West - RwG - Env - Route will have significant environmental impacts on Rixton with Glazebrook	1
West - RwG - LR - The land around Rixton / Hollins Green is too unstable / has a number of underground streams	1
West - RwG - Com - Proposed viaduct at Rixton will have a negative impact / effect on visitors to the Hollinfare Cemetery	1
West - RwG - Com - The reformation of Hollinfare Cemetery has taken 3 years / a long time / HS2 would destroy what many people / local volunteers / the Friends of Hollinfare Cemetery achieved	1
West - RwG - LV - Proposed viaduct will visually impact / disturb / ruin the Hollinfare Cemetery / community green space in Rixton	2
West - RwG - NV - Proposed viaduct will have a noise impact on Hollinfare Cemetery / community green space	1
West - RwG - LR - Glazebrook is a 'washed over Green Belt village' which controls development of the green belt	1
West - RwG - LoR - Disagree with proposed route through Rixton	3
West - RwG - LR - Proposed viaduct will negatively impact the award winning / Green Flag awarded Hollinfare Cemetery / community green space	1
West - RwG - PT - Concerns regarding provision of public transport links / connections between Rixton-with-Glazebrook and the proposed station near Manchester Airport	1
West - RwG - Com - Proposed route offers no benefits to Rixton-with Glazebrook	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - RwG - TT - Proposed station at Manchester Airport is only accessible by car / taxi from Rixton-with-Glazebrook	1
West - RwG - PT - Public transport links / connections between Rixton / Glazebrook and Manchester Airport do not exist	1
West - RwG - Prop - Proposed route will blight the village of Rixton-with-Glazebrook	1
West - RwG - Prop - Proposed route through Rixton-with-Glazebrook will affect the value of my property / cause property value to fall	6
West - RwG - Prop - I would not buy property close to the proposed route	1
West - RwG - Com - Proposed route will cut through / devastate / damage Rixton / the village of Rixton-with-Glazebrook	5
West - RwG - Com - Proposed route will leave the village of Rixton-with-Glazebrook in two halves	8
West - RwG - VB - Proposed high level route over Glazebrook Moss is visually out of context	3
West - RwG - LV - Proposed route will destroy rural landscape of Rixton-with-Glazebrook permanently	3
West - RwG - LV - Proposed high level route over Glazebrook Moss wastes agricultural land	2
West - RwG - NV - Concerns regarding noise impact on Rixton-with-Glazebrook	5
West - RwG - AQ - Concerns regarding pollution impact on Rixton-with-Glazebrook	1
West - RwG - WF - Proposed viaduct passing through a high water table and drainage in Hollins Green will damage existing fragile drainage which will make the situation worse / cause flooding	1
West - RwG - Env - Residents of Rixton-with-Glazebrook have a responsibility to protect the local environment for future generations	2
West - RwG - CE - At consultation event it was clear the HS2 experts had never been to Glazebrook / were unaware of the circumstances of Glazebrook	3
West - Rixton-with-Glazebrook - Alternative Suggestions	9
West - RwG - Sta - Should have a Parkway station at Glazebrook	1
West - RwG - Tun - Should be a tunnel under Rixton-with-Glazebrook	6
West - RwG - LoR - Should move the line near Rixton-with-Glazebrook to the West	1
West - RwG - LoR - Moving line near Rixton-with-Glazebrook Westwards would mean the route would be straighter	1
West - RwG - Com - Moving the line near Rixton-with-Glazebrook Westwards would ensure that line does not pass through the community	1
West - RwG - Ra - Money could be better spent using HS2 trains on existing route from Glazebrook to Manchester City Centre	1
West - Rostherne (Rost)	22
West - Rostherne - Reasons to Agree	1
West - Rost - LoR - Agree with proposed route from Winterbottom to Rostherne	1
West - Rostherne - Reasons to Disagree	16
West - Rost - LV - Route cuts through two locally designated landscapes - rostherne/Tatton ASCV and Bollin Valley ASCV	2
West - Rost - LoR - Object to proposed spur from the junction near Rostherne and Agden/Little Bollington to Golborne to connect with WCML / including viaduct over Manchester Ship Canal and the line through Culcheth	6
West - Rost - BW - Proposed route / viaduct will pass too close to / have a negative impact on Rostherne Mere / Ramsar site	3
West - Rost - BW - Proposed route will lead to the loss of irreplaceable ancient woodlands in local area	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Rost - NV - Proposed route will produce noise which will deteriorate / disturb / affect the sanctuary bird population at the Rostherne Mere / Ramsar site	2
West - Rost - LR - The Appraisal of Sustainability / Chapter 9 does not mention that the route between Winterbottom and Rostherne will be built on green belt land	1
West - Rost - Com - Proposed route will decimate parts of Rostherne	2
West - Rost - WF - Concerned that the Appraisal of Sustainability does not pay sufficient attention has not been paid to run-off / leaching into Rostherne Mere Lake	1
West - Rost - BW - The Appraisal of Sustainability mentions birdlife around Rostherne but does not mention their food source such as fish / molluscs / invertebrates	2
West - Rostherne - Reasons to Neither Agree nor Disagree	4
West - Rost - VB - The Birkin Brook / Agden Brook has an actively meandering river channel that could affect the proposed viaducts	2
West - Rost - WF - Rostherne Mere is an internationally recognised RAMSAR / NNR lake with many rare / relict freshwater species	1
West - Rost - BW - The Appraisal of Sustainability does not mention that the fish, molluscs / invertebrates in Rostherne Mere need uncontaminated water	3
West - Rostherne - Alternative Suggestions	6
West - Rost - WF - The floodplains in this area require further investigation	1
West - Rost - BW - Future plans should include construction techniques that limit the potential impact on Rostherne Mere	2
West - Rost - NV - Cut and cover should be used around Rostherne Mere / A556 to hide the line	1
West - Rost - LV - Cut and cover options should be considered to hide the line around Rostherne Mere section near A556	3
West - Rugeley (Rug)	2
West - Rugeley - Reasons to Disagree	2
West - Rug - LR - Route will cut through land and affect farming at Bentley Hall Farm	2
West - Rug - Prop - Proposals have blighted / severely blighted properties within the area	1
West - Rug - Com - Proposals have an impact / serious impact on local area / people	1
West - Rugeley - Alternative Suggestions	1
West - Rug - NV - Should publicise noise dampening / reduction measures in area / near Bentley Hall Farm	1
West - Rug - Com - Use cut and cover rather than cutting near Bentley Hall Farm to reduce impact on area	1
West - Rug - LR - Use cut and cover rather than cutting near Bentley Hall Farm to reduce impact on farmland	1
West - Rug - Ensure land in / around Bentley Hall Farm is accessible across line / after completion	1
West - Rug - NV - Use noise dampening / reduction measures in area / near Bentley Hall Farm / due to open nature of land	1
West - Saddleworth (Sad)	1
West - Saddleworth - Alternative Suggestions	1
West - Sad - Sta - Should have an additional station at Saddleworth	1
West - Salford / Salford Quays (Salf)	8
West - Salford / Salford Quays - Reasons to Disagree	3
West - Salf - TS - There are already adequate Metro-link services connecting Salford to the region	3
West - Salford / Salford Quays - Alternative Suggestions	8

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Salf - PT - Connectivity could be improved using savings from not building an station at Manchester Airport	1
West - Salf - Should have an additional station at Salford Quays	1
West - Salf - Sta - A station in Salford would be a better / cheaper option than Manchester Piccadilly	5
West - Salf - Sta - Proposed Manchester Piccadilly station should be in Salford to regenerate the area	1
West - Salf - Sta - Proposed Manchester Piccadilly station should be at Salford Quays / near BBC Media Centre	1
West - Salf - LoR - Proposed Manchester Piccadilly station being built at Salford instead would make the line of the route straighter	1
West - Shropshire Union Canal (ShroC)	4
West - Shropshire Union Canal - Reasons to Disagree	3
West - ShroC - FE - Crossing at the Middlewich branch will negatively impact on tourist industry	1
West - ShroC - CR - Proposed route will have a negative impact on the Shropshire Union Canal near Middlewich	2
West - Shropshire Union Canal - Alternative suggestions	1
West - ShroC - CR - Should provide enough headroom for craft passing through Shropshire Union Canal Middlewich branch under the proposed route	1
West - ShroC - CR - Should minimise disruption to navigation of Shropshire Union Canal Middlewich branch during construction	1
West - Slag Lane - Proposed Rolling Stock Depot (SL)	4
West - Slag Lane - Proposed Rolling Stock Depot - Reasons to Disagree	4
West - SL - Prop - Proposed construction of rolling stock depot on Slag Lane is close to my property	3
West - SL - HEW - Disruption caused by the proposed construction of the rolling stock depot on Slag Lane will affect my quality of life	3
West - SL - HEW - Re-routing of the surrounding roads caused by the proposed construction of the rolling stock depot on Slag Lane will affect my quality of life	1
West - SL - TT - Construction will cause disruption to traffic on the already congested Slag Lane	1
West - SL - PRW - Access to Leigh via Slag Lane from Lowton will be blocked	2
West - SL - LV - Proposed construction of rolling stock depot on Slag Lane is on green belt land	1
West - Smoker Wood (Smoke)	2
West - Smoker Wood - Reasons to Disagree	2
West - Smoke - Com - Smokers Brook will be badly affected by the proposal	1
West - Smoke - BW - Woodland Trust concerns over track damaging wood	2
West - Smoker Wood - Alternative Suggestions	2
West - Smoke - BW - Cheshire East suggest more easterly route to avoid damaging wood	2
West - South Manchester (SMan)	32
West - South Manchester - Reasons to Agree	4
West - SMan - PT - Proposed station near Manchester Airport will give good interchange facilities for South Manchester	1
West - SMan - Hi - Proposed route further south from South Manchester will have less impact than a motorway	1
West - SMan - Tun - Tunnel into Manchester will avoid blight to the people / population in South Manchester	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Sman - Tun - Proposed tunnel under South Manchester is important	2
West - SMan - Tun - Proposed tunnel under South Manchester will have no impact on area	1
West - SMan - NV - Proposed route further south from South Manchester will have less noise pollution than air traffic	1
West - South Manchester - Reasons to Disagree	23
West - SMan - LR - Land where ventilation shafts are planned is green belt	1
West - SMan - Ven - Land where ventilation shafts are planned is near M60/River Mersey/electricity pylons	1
West - SMan - WF - Land where ventilation shafts are planned is a flood plain	1
West - SMan - LoR - Route should not pass through South Manchester	2
West - SMan - Com - Residents of South Manchester want to travel to Oxford Road more often than London	1
West - SMan - ERS - Having only one pair of lines from Piccadilly to Oxford Road limits services from South Manchester	1
West - SMan - Com - Metrolink in South Manchester is disruptive / will not benefit commuters (details specified in response)	1
West - SMan - PT - Manchester city centre is more convenient / accessible than Manchester Airport for residents of South Manchester	1
West - SMan - Com - Proposed station will not benefit / serve residents / communities in South Manchester	1
West - SMan - Vent - Further consultation is required on the final location of the ventilation shafts / alignment of tunnel under South Manchester	2
West - SMan - Prop - Proposed route will blight property value in the area / properties will be unsellable	2
West - SMan - South Manchester will be negatively impacted / disadvantaged by HS2	1
West - SMan - Com - Proposed station near Manchester Airport will benefit / serve the communities / catchment area of South Manchester / North Cheshire	4
West - Sman - Prop - Proposed route through South Manchester is very risky for houses it goes under	1
West - SMan - Com - Proposed route passes through densely populated areas in South Manchester	1
West - SMan - TT - Proposed route passes through areas in South Manchester with heavy traffic	1
West - SMan - LoR - Proposed route under South Manchester is a bad idea	1
West - Sman - LoR - Proposed route under South Manchester is unnecessary	1
West - SMan - Tun - Concerns regarding impact of tunnelling constructed under main road system in South Manchester	3
West - SMan - LV - Route will ruin one of few beautiful areas in South Trafford	1
West - SMan - LV - Will carve up countryside around the South Manchester area	1
West - SMan - CH - Route will ruin one of few historic areas in South Trafford	2
West - SMan - Vent - Siting of the ventilation shafts in South Manchester is difficult because it is a built up area	1
West - SMan - Ew - Concerns regarding the disposal of excavated materials / by-products from tunnelling under South Manchester	4
West - South Manchester - Reasons to Neither Agree nor Disagree	1
West - SMan - Com - Affluent community in South Manchester / North Cheshire regularly travel to London and will add to the service patronage	1
West - South Manchester - Alternative Suggestions	7

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - SMan - Sta - A station in South Manchester would mean it's closer to motorway links	1
West - SMan - LoR - Proposed route under South Manchester should be revised / alternative should be considered	2
West - SMan - Sta - Would be more cost effective to have station at South Manchester	1
West - SMan - Sta - Should have an additional station in South Manchester	1
West - Sman - Dep - Should there be a need for a depot it should be provided South of Manchester	2
West - SMan - Com - Should improve local routes to Oxford Road / Deansgate / Salford / to enable easy access for residents of South Manchester	1
West - Stoke-on-Trent (Stok)	205
West - Stoke-on-Trent - Reasons to Disagree	71
West - Stok - HEW - The exclusion of Stoke on Trent in the current route will widen health inequality in the country	1
West - Stok - FE - Stoke has suffered from a lack of investment	2
West - Stok - Ra - Many passengers are expected to transfer from Manchester via Stoke on to HS2, devastating services through Stoke	1
West - Stok - ERS - Questions whether fast services from Stoke to London / Birmingham will be maintained	1
West - Stok - ERS - reduction in services is bad news for our area	1
West - Stok - ERS - There are capacity issues on the mainline through Stoke / Stoke station	1
West - Stok - FE - HS2 will negatively impact the economy of Stoke	2
West - Stok - LoR - If Stoke-on-Trent is bypassed, Manchester businesses would be disadvantaged	2
West - Stok - LoR - Passes through Staffordshire with no stop so direct impact is detrimental	1
West - Stok - SFS - Passengers from Stoke-on-Trent unlikely to get any benefit from HS2 / reduction in journey time will not be significant	1
West - Stok - ERS - Additional station at Crewe without HS2 spur running services from Stoke would increase journey times	1
West - Stok - Sta - Absence of station serving North Staffordshire could have detrimental negative impact of up to £78.38m	1
West - Stok - ERS - Proposed route would negatively impact existing rail services at Crewe	1
West - Stok - SFS - Journey from Stoke to Birmingham / Manchester to access HS2 will increase journey times	1
West - Stok - FE - Proposed route is circuitous around Stoke on Trent / non-direct route around Stoke on Trent is more expensive / costly	3
West - Stok - FE - Circuitous route not going directly through Stoke adds £600m to costs	1
West - Sto - FE - Proposed route / KPMG report shows that proposed route will marginalise / hinder regeneration / growth in Stoke / North Staffordshire	8
West - Stok - FE - Stoke-on-Trent is a major economic area between Manchester and Birmingham	4
West - Stok - HoI - Will allow South East commuters to buy local houses / houses in Stoke at a much cheaper price	1
West - Stok - Com - Proposal will not benefit / will disadvantage the population of Stoke-on-Trent	15
West - Stok - Com - Proposed route leaves the Potteries / Stoke-on-Trent / isolated / is ignored / it has not been considered	15
West - Stok - SFS - Reduction in journey time to / from London to Stoke is not needed	1
West - Stok - ERS - Proposed route will deteriorate current good service at Stoke-on-Trent / between Stoke-on-Trent and London	16

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Stok - ERS - Existing rail service to / from London to Stoke is adequate / fast / easily accomplished for a daytime trip / conference / meeting	1
West - Stok - Ra - Phase 2 will mean Stoke loses its high speed service	2
West - Stok - LoR - Will not support any line of route that does not include Stoke	2
West - Stok - LoR - Mistake not to include Stoke-on-Trent in HS2 / Stoke-on-Trent has been bypassed	11
West - Stok - HEW - Health impacts should be assessed by comparing the current economic impacts with the economic benefits Stoke / North Staffordshire would receive if it were included on the route	1
West - Stok - FE - Stoke has been devastated by industrial decline / loss of the pottery / steel / coal industry	5
West - Stok - FE - Stoke is an area that is growing / a growth area	4
West - Stok - Com - Stoke city centre is barren / does not have any future prospects	2
West - Stok - Com - Questions how people of Stoke will be served by HS2	2
West - Stok - Sta - A station at junction 16 of the M6 is a poor compromise / would be sited too far away from Stoke	1
West - Stok - Ra - Stoke has good rail connections	2
West - Stok - SFS - Journey from Stoke on Trent to Crewe HS2 would mean the trip to London would take longer than it does from Stoke on Trent now	1
West - Stoc - Com - Proposed station at Manchester Piccadilly excludes / shuns passengers from Stockport	1
West - Stok - Bu - The Appraisal of Sustainability ignores land in the Stoke area that could be used for business regeneration	2
West - Stok - Com - The Appraisal of Sustainability is biased against Stoke / towards areas other than Stoke	2
West - Stok - Bu - Proposed route will have a negative impact on businesses in Stoke-on-Trent	4
West - Stoke-on-Trent - Reasons to Neither Agree nor Disagree	1
West - Stok - Com - Decision not to have a station at Stoke was a political one / safe Labour seat / no votes to win (Dis)	1
West - Stoke-on-Trent - Alternative Suggestion	176
West - Stok - HEW - An HS2 station at Stoke would bring significant health benefits to the people of Stoke	1
West - Stok - Hi - Should improve local infrastructure to connect a new station at Stoke-on-Trent	1
West - Stok - LoR - Link south of Stoke could be an alternative to Phase 1 proposal for a connection to the WCML north of Lichfield	1
West - Stok - LoR - Should be a HS2 link south of Stoke to allow access to HS2 from Macclesfield / Stoke-on-Trent stations	1
West - Stok - LoR - Should be a link north of Stoke on Trent to high speed line at Crewe	1
West - Stok - LoR - Should be a spur south of Stoke on Trent to high speed line	1
West - Stok - LoR - Should route HS2 through Stoke maintaining Lichfield connection on WCML	1
West - Stok - Ra - Route needs to be fully integrated with the existing network to benefit Stoke	1
West - Stok - Ra - Stoke needs a station because of lack of capacity in local services	1
West - Stok - SFS - High speed rail to Stoke would relieve capacity constraints	1
West - Stok - Sta - Should improve existing mainline services through / Stoke station / create additional platforms	1
West - Stok - TT - High Speed Rail to Stoke would decongest the roads / increase rail traffic	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Stok - ERS - current level of train services at Stoke station must be maintained	1
West - Stok - Dep - Rolling stock depots could be sited at or near Stoke on Trent	1
West - Stok - SFS - HS2 should consider a wider range of options (including classic compatible trains and tunnelling) to allow trains to/from Birmingham to serve Stoke	1
West - Stok - LoR - Fully support proposals by Stoke-on-Trent City Council	2
West - Stok - LoR - Classic compatible services should be routed through to Stoke-on-Trent	1
West - Stol - HEW - Suggest Health Impact Assessment should be undertaken on all the options to assess the impact on health inequalities.	1
West - Stok - Ra - Should provide an additional classic connection into Stoke as proposed by Staffordshire Council	1
West - Stok - Sta - An additional station in Stoke would mitigate any adverse impacts due to potential loss of fast trains to London	1
West - Stok - ERS - Stoke needs a faster service to other locations / London / Manchester Airport	3
West - Stok - Sta - Stoke-on-Trent will benefit from HS2 station	17
West - Stok - Sta - Cost / benefit of having a station at Stoke-on-Trent would be low	4
West - Stok - FE - Re-routing line through Stoke-on-Trent could reverse industrial decline / offer a chance of regeneration / bring economic opportunity / investment / prosperity to deprived areas	22
West - Stok - FE - An additional station at Stoke-on-Trent would benefit the city economically	18
West - Stok - LR - Stoke has plenty / lots of brownfield sites that could / would be used	5
West - Stok - Com - An additional station at Stoke-on-Trent would benefit the city	11
West - Stok - Com - Stoke is a very deprived area with a large core of skilled workforce that could benefit from access to HS2	2
West - Stok - Com - An additional station at Stoke-on-Trent would be convenient for people living in the area	3
West - Stok - SFS - Additional station at Stoke-on-Trent would increase number of passengers / meet demand for services to London	2
West - Stoke - SFS - HS2 should consider a wider range of options (including classic compatible trains and tunnelling) to allow trains to/from Birmingham to serve Stoke	1
West - Stok - Ra - Proposed route should stop in Stoke-on-Trent / Potteries with good rail interchange connection	3
West - Stok - Ra - Will be better to upgrade / improve existing lines through Stoke on Trent	3
West - Stok - PT - Proposed route should stop in Stoke-on-Trent / Potteries with good local bus interchange connection	3
West - Stok - Hi - A station at junction 15 of the M6 would be useful for the A500 / could shuttle between Stoke and Hanley	2
West - Stok - LoR - Should route line via Stoke-on-Trent not Crewe	12
West - Stok - LoR - There should be high speed line / spur to Stoke	9
West - Stok - LoR - Stoke-on-Trent would welcome HS2 being re-routed through the city	3
West - Stok - LoR - Proposed route through North Staffordshire should be closer to Stoke-on-Trent	4
West - Stok - LoR - Should re-route HS2 along current line through a tunnel to a HS2 station north of current Stoke station then north along current line / A500 between Kidsgrove and Alsager	1
West - Stok - LoR - Route following the Trent Valley from North of Great Haywood to Stoke-on-Trent would be easier / cheaper	1
West - Stok - Sta - Additional station at Stoke-on-Trent would benefit population of Staffordshire / North Staffordshire / relieve pressure on Crewe	15

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Stok - Sta - Should have an additional station at Stoke-on-Trent to keep connectivity with other towns / cities so they do not become isolated	5
West - Stok - Sta - Route following the Trent Valley from North of Great Haywood would enable Stoke-on-Trent to have a needed station	1
West - Stok - Sta - Should have an additional station in / near Stokeon-Trent / the Potteries	89
West - Stok - Sta - Should expand Stoke-on-Trent to cope with HS2	2
West - Stok - Sta - An additional station in / near Stoke would support Stokes regeneration / spread the benefits of HS2	12
West - Stok - Sta - Passive provision should be made for a Potteries parkway station	4
West - Stok - Sta - Should built a station on brownfield land available in Stoke-on-Trent	1
West - Stok - Sta - Should tunnel under Stoke-on-Trent with a station then link to West Coast Main Line around Crewe as proposed	2
West - Stok - Sta - If government does not listen to public opinion and goes ahead with the project then a station at Stoke-on-Trent would be needed	2
West - Stok - Sta - Should have a station at junction 15 of the M6	1
West - Stok - Sta - Should have an additional station in Stoke-on-Trent adjacent to the existing one	3
West - Stok - Sta - Should have an additional station at Stoke-on-Trent if HS2 goes ahead	13
West - Stoke - Sta - Absence of station serving North Staffordshire could have detrimental negative impact / of up to £78.38m	6
West - Stok - Sta - Stoke-on-Trent needs High Speed services	5
West - Stok - LoR - Sustainability of route through Stoke / North Staffordshire should be compared to the sustainability of the current line	1
West - Stok - LoR - Routing HS2 through stoke on Trent would make the journey to London shorter	2
West - Stok - LoR - Consideration should be given to an alternative route through the existing rail corridor to better serve Stoke on Trent / south of Stoke	8
West - Stok - Ra - Upgrade Stoke to Crewe service / link in with HS2	4
West - Stok - Sta - The feasibility of an additional station in Stoke should be fully assessed	1
West - Stok - Sta - An additional HS2 Parkway style station off the A53 south-west of Stoke would be of benefit to local people	1
West - Stok - EmI - An additional station at Stoke-on-Trent would benefit employment levels in the area / North Staffordshire	3
West - Stok - FE - HS2 have given a valid / weighty economic case for a line / spur to Stoke	1
West - Stok - FE - The people of Stoke should make the economic case for their HS2 link / nobody else	1
West - Stafford (Staff)	108
West - Stafford - Reasons to Disagree	53
West - Staff - ERS - No amount of spur lines with stations will replace the excellent services currently in existence	1
West - Staff - Com - Proposal will not benefit / will disadvantage the population of Stafford	1
West - Staff - WCML - Asked for WCML utilisation information through Staffordshire which HS2 Ltd would not provide	1
West - Staff - Bu - Proposed route will cut through / demolish the car park / parts of the County Showground	1
West - Staff - Bu - Investment in local businesses is being put on hold	1
West - Staff - Bu - Noise / vibrations generated by high speed trains will impact horses / livestock at the County Showground	1
West - Staff - BW - Proposed route will affect ancient woodland / Lamberts Coppice	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Staff - Com - Route will impact on villages in Stafford such as Moreton / Little Haywood	1
West - Staff - HEW - Negative health impacts will arise due to displacement of employment	1
West - Staff - HEW- Negative health impacts will arise due to demolition of houses	1
West - Staff - HEW- Negative health impacts will arise due to noise	1
West - Staff - LoR- concern of route on community/community facilities	1
West - Staff - LoR- concern of route on heritage assets/ecology	1
West - Staff - LoR- concern of route on local business	1
West - Staff - LR - Should minimise the amount of land taken during construction	1
West - Staff - SFS -Concern that current Stafford to London services will be longer/less frequent	1
West - Staff - SFS -Concern that the benefit to Stafford created by the HS2 phase one link onto the WCML at Handsacre will be lost	1
West - Staff - VB - Proposed viaduct through Staffordshire countryside makes visual / noise mitigation impossible	1
West - Staff - LV - Proposed route cuts through unspoiled countryside in Staffordshire on viaduct 8 - 12 metres high	1
West - Staff - Env - Proposed route will be an environmental disaster in Staffordshire	1
West - Staff - LoR - Avoiding Sandon Estate / Earl of Harrowby's home is no justification for proposed route	1
West - Staff - Com - Proposed route would negatively impact the Staffordshire County Showground	2
West - Staff - Com - Proposed station at Manchester Piccadilly excludes / shuns passengers from Stafford	1
West - Staff - LoR - Concerns line will run through Strategic Development Plan of council	1
West - Staff - Ra - Proposed route will disrupt current rail connections from / to Stafford / London	1
West - Staff - Com - Proposed Manchester Piccadilly station will not benefit Stafford / rail users travelling from Stafford	4
West - Staff - LR - Proposed route lies close to and will blight farms	2
West - Staff - LR - Proposed route cuts through farms / will affect farming business	2
West - Staff - LR - Proposed route makes farmland inaccessible	1
West - Staff - Prop - Proximity of route will blight / diminish the value of property / will render them unsalable	2
West - Staff - Comp - Changes to the route which could affect the development North of Beaconside will result in a compensation claim	2
West - Staff - PD - Changes to the route near Stafford could affect the potential for a Strategic Development Location	1
West - Staff - Sta - Having to catch an HS2 train at / travel out to Stafford would be unacceptable	2
West - Staff - Com - Proposal will not benefit / will disadvantage the population of Stafford	5
West - Staff - Eml - Impact on local employment in Stafford will depend on whether the Euston-Stafford service is maintained / enhanced when HS2 launches	1
West - Staff - SFS - Reduction in journey time from Stafford - London is of little relevance	2
West - Staff - Ra - Proposals will impact on access from Stafford station to Manchester Airport which will not benefit local community	4
West - Staff - VB - Concerns of weight restrictions on the canal bridge at Holdiford Road	1
West - Staff - VB - Concerns of weight restrictions on the canal bridge at Baswich Lane	1
West - Staff - VB - Concerns of low railway bridges in Mill Lane Great Haywood	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Staff - LoR - There is no proposal for the HS2 train to stop in Staffordshire	6
West - Staff - Com - Staffordshire will have all the pain / suffering / with no benefits / gains	14
West - Staff - Ra - The Appraisal of Sustainability has not considered resolving pinch points on the West Coast Main Line at Stafford	1
West - Staff - Ra - Stafford will not benefit from the proposed station at Manchester Airport as there are no direct trains to the airport	1
West - Stafford - Reasons to Neither Agree nor Disagree	9
West - Staff - Com - Questions how people of Stafford will be served by HS2	5
West - Staff - Sta - Staffordshire already has two lines running through it with no stations	3
West - Staff - Com - Additional stations are a matter for the local people in Stafford to decide	1
West - Stafford - Alternative Suggestions	64
West - Staff - ERS - Invest in the existing rail network prior to the introduction of HS2 Phase 1 to avoid bottlenecks near Stafford	1
West - Staff - MRU - A bored tunnel would require less spoil to be removed	1
West - Staff - SFS - Needs to be confirmed that HS2 trains will continue to stop at Stafford after Phase 2 completed	1
West - Staff - Sta - Disagree with any alternative suggestions reducing importance of Stafford Borough Stations	1
West - Staff - WF - The route crosses two Source Protection Zones in Staffordshire which require further analysis	1
West - Staff - Ra - Money could be better spent on improving pinch points / bottlenecks around the Stafford area	1
West - Staff - LoR - Proposed route should follow existing transport corridors through Staffordshire	1
West - Staff - LoR - Should have a connecting spur from HS2 to WCML at / close to Stafford	2
West - Staff - Ra - Should provide a classic connection in / to Stafford / as proposed by Staffordshire Council	2
West - Staff - Sta - Should not have an additional station at Stafford or Stoke	1
West - Staff - Tun - Should consider tunnelling between Sunny Hill Farm and Stoke-on-Trent / Stafford line over bridge alongside the M6 excluding embankment south of Pire Hill Lane	1
West - Staff - Ra - Upgrade Stafford to Crewe service / link in with HS2	2
West - Staff - PD - Moving the route further South would affect a potential new development North of Stafford / North of Beaconside / North and South of Sandon Road	1
West - Staff - PD - Development North of Beaconside will provide well designed / sustainable mixed use development	1
West - Staff - LoR - Line should be further north to avoid Strategic Development Plan of council	1
West - Staff - HEW - Firm proposals with regard to the design need to be put forward as soon as possible in order to minimise anxiety	3
West - Staff - Tun - A Cut and Cover / Cut and Fill tunnel will have less impact on the local area and businesses / farms	1
West - Staff - Tun - Proposed route through Stafford should be a Cut and Cover / Cut and Fill tunnel	1
West - Staff - LR - Proposals need to be put in place to allow access to farmland during and after construction	2
West - Staff - Sta - Should have an additional station in Stafford	30
West - Staff - Sta - Additional station at Stafford would benefit Staffordshire	8

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Staff - Sta - Should have an additional station at Stafford to keep connectivity with other towns / cities so they do not become isolated	1
West - Staff - Tun - A tunnel should be considered under Stafford Showground if the proposed route is chosen over alternative route MR71	2
West - Staff - LoR - Should have a connection to HS2 phase 1 in North Staffordshire via Lichfield WCML spur	2
West - Staff - LoR - Should include a spur to join the West Coast Main Line very close to Stafford	2
West - Staff - Sta - Stafford should have a station if HS2 goes ahead	7
West - Staff - Sta - Stafford is an important station of the West Coast Main Line / there is strong use of local rail services	3
West - Staff - Com - Not having an additional station in Stafford would make HS2 of little use to residents	2
West - Stockport (Stock)	23
West - Stockport - Reasons to Disagree	6
West - Stock - Ra - Stockport will see intercity service to London reduced from 3 to 1 train an hour	1
West - Stock - SFS - Reduction in journey time will be negated by additional journey from / to Stockport / Manchester	1
West - Stock - Hi - Stockport has good road links / parking to serve / access the West Coast Main Line	1
West - Stock - ERS - Current journey time from Stockport to London is adequate / good	1
West - Stock - ERS - Current service from Stockport to London is reliable / efficient / should not be negatively affected by HS2	1
West - Stock - Com - Proposed route not going through Stockport will mean the area will become a backwater	1
West - Stock - Ra - Proposed route not going through Stockport will mean it will not have direct trains to London anymore	2
West - Stockport - Reasons to Neither Agree nor Disagree	2
West - Stock - Com - Questions how people of Stockport will be served by / benefit from HS2	2
West - Stockport - Alternative Suggestions	18
West - Stock - Sta - Stockport station should be served with new longer platforms on its west side	1
West - Stock - PRW - HS2 needs to accommodate and maintain integrity of Trans Pennine Trail throughout Stockport	1
West - Stock - FE - A link / service to Stockport will help bring in the claimed benefits / economic benefits / investment / regeneration	2
West - Stock - ERS - WCML services between Stockport and London should be preserved or enhanced / must not be reduced	1
West - Stock - Ra - Route needs to be fully integrated with the existing network to benefit Stockport	1
West - Stock - LoR - An alternative route to the south of Stoke would allow HS2 to serve Stockport via the existing rail corridor	2
West - Stock - Ra - Should provide a classic connection in Stockport	2
West - Stock - Sta - Should have an additional station in Stockport	8
West - Stock - Sta - Should not have an additional station at Stockport	1
West - Stockwell Heath (SH)	13
West - Stockwell Heath - Reasons to Disagree	12

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - SH - HEW - Quality of life for residents in Stockwell Heath will be severely affected by the construction of the line	4
West - SH - HEW - Quality of life for residents in Stockwell Heath will be severely affected by the running of the line	2
West - SH - LoR - Disagree with proposed route through Stockwell Heath	3
West - SH - Bu- Concern about impact on Staffordshire Way	1
West - SH - BW - Route crosses through area identified as having historic importance	1
West - SH - BW- Loss of ancient hedgerows and trees / cuts through Biodiversity Alert Sites important for foraging bats	1
West - SH - CH - Route crosses through area identified as having historic importance	1
West - SH - Com - The communities of Stockwell Heath and Colton will be cut off/isolated from each other	1
West - SH - NV - Concern about the impact of the embankment on Stockwell Heath and Colton	1
West - SH - NV - My recording studio will be useless if ambient noise levels rise significantly.	1
West - SH - Emb - Embankment between Stockwell Heath and Colton will affect the landscape	2
West - SH - Prop - Proximity of route will blight diminish the value of property / will render them unsalable	3
West - SH - Bu - Proposed route will have a negative impact on local / small businesses / will struggle to survive	2
West - SH - LR - Proposed route will cause the loss of agricultural land	1
West - SH - Comp - Loss of value to property must be compensated at unblighted market value	2
West - SH - Com - Proposed route will destroy / devastate the community of Stockwell Heath area	2
West - SH - HEW - Proposed route is causing / will cause stress / anxiety / due to uncertainty	2
West - SH - LV - An embankment linking 2 bridges would cause negative visual impact	1
West - SH - LV - Proposed route will destroy / devastate the rural surroundings	1
West - SH - NV - Frequency of trains will cause massive noise / vibration impact	2
West - SH - CI - Proposed route will cause disruption due to the infrastructure / construction work / over many years	1
West - SH - Br - Three lanes in Stockwell Heath are designated as Biodiversity Alert Sites / Sites of Biological Importance / it is proposed to re-align / build bridges over them	1
West - SH - BW - Concerns for the impact on wildlife in the area including the Great Crested Newt	1
West - SH - PRW - Use in-line bridges / underpasses to reduce impact on The Staffordshire Way	1
West - SH - Com - Proposed route has caused a rift in the community of Stockwell Heath	1
West - Stockwell Heath - Alternative Suggestions	6
West - SH - CH - Consider options to reduce impact of construction and operation on listed buildings Colton and Blithfield and Admaston Conservation Area (incl. Blithfield Hall)	1
West - SH - Emb- Height of the proposed embankment could be lowered with a cutting	1
West - SH - Tun - Should consider tunnelling from Newlands Lane to the south of Stockwell Heath	1
West - SH - Tun - Should consider tunnelling from Hamley House Farm to the second river Trent viaduct	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - SH - Tun - Should consider tunnelling from between Quinn's Orchard / Pipe Wood Lane and Hurst Wood / Hurst Wood Pit	1
West - SH - FE - Re-aligning route approximately 150 metres to the North would reduce construction costs	1
West - SH - LoR - Re-aligning route approximately 150 metres to the North would reduce avoid traversing the village pond	1
West - SH - Emb - Re-aligning route approximately 150 metres to the North will eliminate the requirement for an embankment in Stockwell Heath	1
West - SH - VB - Re-aligning route approximately 150 metres to the North will eliminate the requirement for a bridge in Stockwell Heath	1
West - SH - PRW - Divert The Staffordshire Way slightly west to join Moor Lane / if underpass / in-line bridge not feasible	1
West - SH - Comp - Compensation should be paid to the residents of Stockwell Heath	2
West - SH - Comp - There is support in Stockwell Heath for HS2 to change the line of route to go directly through town centre so as to benefit from compensation payouts	2
West - SH - Cut - Line at Stockwell Heath should lie in a cutting within an embankment	1
West - SH - LV - Line at Stockwell Heath should lie in a cutting within an embankment to reduce visual impact for residents	1
West - SH - NV - Line at Stockwell Heath should lie in a cutting within an embankment to reduce noise impact for residents	1
West - Stone (Stone)	6
West - Stone - Reasons to Disagree	4
West - Stone - BW - Proposed route will affect ancient woodland / Barhill Wood / Grafton's Wood / Hey Sprink / Swynnerton Old Park / Whitmore Wood / Wrinehill Wood	1
West - Stone - Com - Concern about the effect Stoke-on-Trent's proposal to realign the proposed HS2 route between Stone and Barlaston and upgrade the WCML from Barlaston to Stoke-on-Trent will have on the Town of Stone	1
West - Stone - LoR - Oppose any proposal which would bring the HS2 route closer to the town of Stone	1
West - Stone - BW - The line dissects Poolhouse Wood SBI	1
West - Stone - LR - Embankment at CH28600 could have negative impact on high quality farmland, with impacts on employment	1
West - Stone - Prop - Proposed route will have a negative impact / blight / decrease / the value of my property in Stone	1
West - Stone - Com - Proposed route will have a negative impact / disrupt / blight the locality of Stone	1
West - Stone - Com - I live near the route / the line passes close / within a mile to where I live	1
West - Stone - Alternative Suggestions	4
West - Stone - Com - Proposals for a station at Stoke-on-Trent would create further negative impacts / disruption / blight for Stone as the proposed route would have to be re-routed through the town	1
West - Stone Rural - Comp - HS2 should give fair compensation to farmers affected / return temporarily acquired farms in a state that is suitable for future farming	1
West - Stone Rural - Emb - Embankments at CH32600 and CH33600 should be incorporated into the existing landscape	1
West - Stone - Sta - Should have an additional parkway station at Stone / adjacent to the motorway service station / with links to the M6 / existing railway line between Norton Bridge and Stoke-on-Trent	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Swynnerton (Swyn)	13
West - Swynnerton - Reasons to Disagree	11
West - Swyn - LoR - Disagree with proposed route through Swynnerton	2
West - Swyn - BW - Significant woodland may be impacted at Swynnerton, incl. Highlow Meadows SBI / Clifford's Wood SBI/ near the A51	1
West - Swyn - BW - Little mention made in LTV sustainability report of the parkland character	2
West - Swyn - Emb - Concern about noise from the embankment on residents west of the line at Stableford/ east of the A53	1
West - Swyn - Emb - The embankment at Swynnerton could increase noise and visual effects for residents	1
West - Swyn - Ew - Concern over excess excavated material from Lord Stafford's Estate	1
West - Swyn - LR - Line has detrimental impacts on farmland including area of high sensitivity at Swynnerton Heath Farm	1
West - Swyn - LV - Route will affect Swynnerton Hall with visual pollution.	1
West - Swyn - NV - Route will affect Swynnerton Hall with noise pollution.	1
West - Swyn - Prop - Realignment of utilities will affect Lord Stafford's Estate and neighbouring agricultural businesses	1
West - Swyn - Com - Proposed route will cause damage / irreversible damage to Swynnerton	4
West - Swyn - FE - IPR from Colton to Swynnerton will cost £154 million more than route NRSWV / South of Weston Variant	1
West - Swyn - Com - IPR from Colton to Swynnerton will have affect more people than route NRSWV / South of Weston Variant	1
West - Swyn - Env - IPR from Colton to Swynnerton will have a greater environmental impact than route NRSWV / South of Weston Variant	1
West - Swyn - LoR - Proposed route passes to close to Swynnerton	3
West - Swyn - LoR - Disagree with the route from Colton to Swynnerton	2
West - Swynnerton - Alternative Suggestions	7
West - Swyn - Hi -Alignment with A51/ Bottom Lane should reduce land take	1
West - Swyn - LoR - Potential for route to be lowered to enable Tittensor Rd to pass over the line, reducing noise /visual/ community impacts	1
West - Swyn - LV - Starting the cutting slightly earlier on the A51 would minimise visual impact on Swynnerton	1
West - Swyn - NV - Starting the cutting slightly earlier on the A51 would minimise noise impact on Swynnerton	1
West - Swyn - Tun - A tunnel under Tittensor Road will / could be more cost effective	1
West - Swyn - LoR - Should use alternative route HMS4 / HMS5 following the existing line at Millmeece	2
West - Swyn - LoR - An alternative route following the existing line at Millmeece would have less of a negative impact on surrounding areas	1
West - Swyn - Cut - Starting the cutting slightly earlier on the A51 would reduce the impact on Swynnerton / residents of Swynnerton	1
West - Swyn - BW - HS2 should avoid impacting Barn Owls at Hatton Common SBI	1
West - Swyn - BW - HS2 should avoid impacting Closepit Plantation SBI during construction	1
West - Swyn - CH - HS2 should mitigate against impacts to the listed buildings near Swynnerton	1
West - Swyn - Comp - HS2 should provide agricultural crossings/ redefine field boundaries which leave viable farmland for farmers affected	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Swyn - Cut - HS2 should explore solutions which will reduce the size of the cutting	1
West - Swyn - Cut - Tittensor Road adjacent to Sandyford Farm should cross HS2 on a bridge and the rail in a cutting to reduce visual and landscape impact.	1
West - Swyn - LV - Need an acceptable scheme to mitigate visual impacts of bridge crossing M6.	1
West - Swyn - Tun - a Tunnel should be built under A51/ Stab lane and Bottom Lane Intersection.	1
West - Swyn - LV - Should have a tunnel under Tittensor Road to minimise the visual impact on Swynnerton	3
West - Swyn - NV - Should have a tunnel under Tittensor Road to minimise the noise impact on Swynnerton	2
West - Swyn - LoR - Should use alternative route HSM1 / HSM6 following the existing line at Millmece	1
West - Swyn - Emb - Proposed embankments of route section A34 to Swynnerton make sense / follows existing major links of transport routes	1
West - Swyn - VB - Proposed viaducts of route section A34 to Swynnerton make sense / follows existing major links of transport routes	1
West - Swyn - LoR - Proposed route section at the A34 and Swynnerton makes sense / follows existing major links of transport routes	1
West - Swyn - Cut - Proposed cuttings of route section A34 to Swynnerton make sense / follows existing major links of transport routes	1
West - Swyn - Tun- Should consider a short tunnel between Common Lane and Bent Lane	1
West - Swyn - Tun- Should consider a tunnel from just south of Bottom Lane to Clifford's Wood	1
West - Swyn - Tun- Should consider a short tunnel between Clifford's Wood and Common Lane	1
West - Tatton (Tat)	62
West - Tatton - Reasons to Agree	1
West - Tat - CH - At Tatton Park unlikely to be significant effects on the heritage or archaeology	1
West - Tat - CH - Impacts at Tatton Park do not cause concern	1
West - Tat - CH - Tatton Park is unlikely to be affected after construction is completed by Noise or visual	1
West - Tat - WF - Do not anticipate any direct impact on water resources within the Trust's estate at Tatton	1
West - Tatton - Reasons to Disagree	44
West - Tat - LoR - Route has a big swerve to avoid George Osborne's constituency / of Knutsford / Patrick McLoughlin / Westminster Village	17
West - Tat - LoR - Disagree with proposed route between Tatton and Culcheth	1
West - Tat - LoR - Disagree with link spur from Tatton to Wigan	2
West - Tat - CH - Tatton Park may be affected by noise during construction	1
West - Tat - CH - Tatton Park may be affected by surrounding access roads during construction	1
West - Tat - CH - Tatton Park may be affected by visual impacts during construction	1
West - Tat - CH - HS2 will isolate Tatton Park and Dunham Massey	1
West - Tat - BW - Proposed route will affect ancient woodland / Arden House Wood / Brickhill Wood / Hancock's Bank / Leonards and Smoker Woods / Tabley Woods / Winnington Wood / Blackburn's Brook	1
West - Tat - Com Rural community of Tabley will become fragmented by HS2 / a ghost town	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Tat - LR - The route / re-routing the A50 / Hoo Green Lane will destroy / green belt / farming communities around Mere	2
West - Tat - BW - Proposed route / embankment will negatively impact Long Wood Local Wildlife Site	1
West - Tat - FE - Spur from Tatton to Wigan is unnecessarily expensive / considerable saving would be made by not going ahead	1
West - Tat - LoR - Sharp bends around Tatton are not a good design / for high speed	7
West - Tat - LoR - Excluding Tatton constituency from proposed route would take time / be a waste of time	1
West - Tat - LoR - Excluding Tatton constituency from proposed route is expensive / costly	1
West - Tat - LoR - Disagree with the curve / route around Tatton	11
West - Tat - Com - The number of people / areas in Tatton blighted by HS2 is much larger than HS2 / Government recognise	1
West - Tat - Com - Property in Tatton is blighted whether HS2 happens or not	1
West - Tat - Com - Blighting of property in Tatton affects residents' investments / financing / ability to move / retire / downsize / upgrade property	1
West - Tat - Bus - Ashley Road is already used by tourists / visitors to Tatton Park events	1
West - Tat - Com - Ashley Road is already used by local residents	1
West - Tat - Prop - Access to my property is limited to using the Ashley Road due to the A556 becoming part of the M56	1
West - Tat - TT - Ashley Road is already heavily congested / used by agricultural traffic / tractors / hay lorries / horseboxes / horse riders	1
West - Tat - PRW - Ashley Road is a designated cycle track	1
West - Tat - Saf - Ashley Road is a narrow / uneven country road already prone to serious / fatal accidents	1
West - Tat - CI - Engineering / construction of a viaduct will be intolerable	1
West - Tat - CI - Engineering / construction of a cutting will be intolerable	1
West - Tat - FE - Routing the line west of Tatton adds extra costs with little benefit	1
West - Tat - Com - Routing the main line to the west of Tatton will have a negative impact on the local residents	1
West - Tat - BW - Proposed route will isolate woodlands near Mere Hall / Over Tabley	1
West - Tat - LoR - Disagree with the decision to route the main line to the west of Tatton leading to additional track length	1
West - Tat - LoR - Land contours are similar east and west / political motivation in avoiding Tatton	5
West - Tatton - Reasons to Neither Agree nor Disagree	2
West - Tat - CH - Manchester branch of HS2 lies 0.3km from northern tip of Tatton Park in a cutting	1
West - Tat - CH - Potential impact of construction on Tatton Park due to the close proximity of Rostherne Mere	1
West - Tatton - Alternative Suggestions	24
West - Tat - LoR - George Osborne's constituency / Tatton should have an additional station / 14 metre high viaduct	1
West - Tat - Com - Should route under Tatton Park to avoid curve to Manchester Airport / damage to communities	1
West - Tat - LR - Should route under Tatton Park to avoid curve to Manchester Airport / damage to farmland	2
West - Tat - LR - Livestock and foot crossings are needed where the A50 / Hoo Green Lane are diverted	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Tat - LoR - Straightening alignment by moving route slightly east could reduce vertical alignment / reduce impact on A556 crossing at Tabley	1
West - Tat - FE - A tunnel under Tatton Park would mean saving at least £1 billion from having to build line to Golborne	1
West - Tat - Tun - A tunnel under Tatton Park should be considered as part of a straight line from an HS2 station at Crewe to Manchester	1
West - Tat - LoR - Proposed route should follow existing line through / under Tatton park	2
West - Tat - LoR - Taking the route east of Tatton / Knutsford / via Lower Peover will enable a island platform for Manchester Airport / Wimslow	1
West - Tat - CH - At Tatton Park HS2 will need to monitor dust	1
West - Tat - BW - HS2 brings an opportunity to improve ecological links between Tatton Park and Dunham Massey	1
West - Tat - Com - An additional station in Tatton would serve a wider community	2
West - Tat - LoR - Should run line the other side of Tatton to approach Manchester Airport	1
West - Tat - Sta - Should have an additional station in Tatton	4
West - Tat - LR - Proposed route should go through Tatton Park as it is not an important piece of land / the local authority are trying to build a theme park there / will lose it's AONB status	3
West - Tat - LoR - Taking the route east of Tatton / Knutsford / via Lower Peover will avoid crossing the M56 and A556 arterial routes / a more direct route east of Manchester airport	3
West - Tat - FE - Proposed route should not be diverted / should be more direct through Tatton constituency to reduce costs	4
West - Tat - SFS - Proposed route should not be curved / diverted / should be more direct through Tatton constituency to increase speed	5
West - Trafford (Traf)	7
West - Trafford - Reasons to Disagree	6
West - Traf - BW - Proposed route will go through ancient woodland in Trafford	1
West - Traf - Eml - Uncertainty created by the proposed route has acted as brake on the creation jobs	1
West - Traf - PD - Published timeframe of proposals created uncertainty regarding the promotion of an approved development masterplan to prospective buyers	1
West - Traf - PD - Uncertainty created by the proposed route has affected local development opportunities (at the development)	1
West - Traf - BW - Proposed route will affect ancient woodland near Trafford / Coroners Wood	1
West - Traf - CH - Route passes within 200m of 9 Grade 2 listed buildings / heritage assets	1
West - Traf - Com - Route will run adjacent to rural community of Partington / Carrington	1
West - Traf - LR - Efforts must be taken to minimise environmental impact in green belt area	1
West - Traf - LV - Height of bridge / Manchester Ship Canal crossing will have a visual impact on Partington	1
West - Traf - PRW - Proposed route will negatively impact / cut across 11 public rights of way in Trafford	1
West - Traf - Sta - Questions why a station should be located in Sheffield Meadowhall and not at Trafford centre	2
West - Trafford - Alternative Suggestions	1
West - Traf - LV - Should consider alternative solutions to mitigate / minimise visual impact on communities in Trafford	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Trent and Mersey Canal (Tren)	11
West - Trent and Mersey Canal - Reasons to Disagree	8
West - Tren - General disagreement (unspecified)	8
West - Trent and Mersey Canal - Alternative Suggestions	5
West - Tren - Ew - An alternative route through Trent Valley would reduce the amount of spoil by 50%	4
West - Tren - ERS - Trent Valley Line services should be improved with an additional London Midland service every hour	1
West - Tren - LR - Diverting Trent and Mersey canal at the point HS2 crosses it could be implemented before land acquisition / construction start	1
West - Tren - LR - Diverting Trent and Mersey canal at the point HS2 crosses it would be a cheaper option	1
West - Tren - LR - Should consider diverting Trent and Mersey Canal where line crosses it to prevent need for bridges	1
West - Tren - BW - Consider the impact of HS2 on otters in the Trent and Mersey Canal	2
West - Tren - VB - Headroom of proposed crossing needs to be in accordance with Canal River Trust requirements	1
West - Tren - CR - Picnic / mooring sites at Bramble Cutting should be relocated to an equivalent site nearby	1
West - Tren - CR - Proposed crossing of the Trent and Mersey Canal needs to provide adequate air / water clearance / approach visibility for navigation	1
West - Tren - NV - Noise control technology should be used at Trent and Mersey Canal to reduce impact on tranquil location	1
West - Warburton area	53
West - Warburton - Reasons to Agree	1
West - Warb - LoR - Agree with proposed route from Winterbottom to Warburton	1
West - Warburton - Reasons to Disagree	48
West - Warb - LR - Route would destroy last stretch of green belt between Warrington and Manchester	1
West - Warb - Com - Impact on community of empty rolling stock travelling to Golborne depot late at night/early in the morning	1
West - Warb - Bu - The route will ruin businesses.	1
West - Warb - CH - Elevated line will impact on strategic views from Dunham Massey Hall	1
West - Warb - CH - Noise and vibration pollution will affect medieval church of St Werburgh.	1
West - Warb - CH - Proposed route bisects Warburton Park in Trafford	1
West - Warb - Com - Community is strongly opposed to route	1
West - Warb - Com - Delta junction will have negative impact on communities	1
West - Warb - Com - Facilities of the Lymm Cruising Club affected by crossing of Bridgewater Canal must be replaced	1
West - Warb - CR - Any moorings displaced by proposed crossing of Bridgewater Canal should be replaced with equivalent elsewhere	1
West - Warb - Env - Delta junction will have negative impact on environment	1
West - Warb - FE - Spur crossing Ship Canal via Warbuton is unnecessary / could be axed saving up to £500million	1
West - Warb - LoR - Delta junction at Warburton is unnecessary in terms of WCML connection	1
West - Warb - LV - Elevated line will have a visual impact on Warburton	1
West - Warb - Prop - The route will threaten local property and ruin businesses.	1
West - Warb - VB - Disagree with spur / viaduct crossing Ship Canal via Warbuton	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Warb - VB- Viaduct going over River Rollin flood plain and Manchester Ship Canal will affect new church of St Werburgh	1
West - Warb - LoR - The proposed route through Warburton is not sustainable	2
West - Warb - Env - Concerned that an Environmental Impact Assessment has not been carried out on Warburton	1
West - Warb - Bu - Proposed route will have a negative impact on commercial sustainability of / business in Warburton	2
West - Warb - Ra - Link via Warburton to Wigan in unnecessary and should be removed from HS2 route	1
West - Warb - Com - Proposed route will cause more chaos during construction	1
West - Warb - WCML - Proposed link to the West Coast Main Line will impact the village / residents of Warburton	4
West - Warb - LoR - The route through Warburton has been badly thought out	1
West - Warb - LoR - Proposed alignment in Warburton is unnecessary / not wanted / needed	3
West - Warb - LoR - Disagree with proposed route through Warburton	5
West - Warb - LoR - Proposed route cuts right through / impacts on the village / ancient village of Warburton	11
West - Warb - LV - Warburton area is in the greenbelt	3
West - Warb - LV - Proposed route through Warburton will be an eyesore	2
West - Warb - Env - The Appraisal of Sustainability has not considered the viability / sustainability of the route through Warburton	1
West - Warb - Ra - Proposed route through Warburton is not connected to main line activity	1
West - Warb - VB - Proposed route will create another high level bridge	1
West - Warb - FE - Link via Warburton to Wigan is a waste of money	1
West - Warb - Prop - Route will destroy / impact numerous properties	2
West - Warb - Hi - Proposed route would destroy small lanes serving Warburton	2
West - Warb - Com - Proposed route will severely disrupt / destroy Warburton village	13
West - Warb - Hi - Construction of Warburton to Bamfurlong section will inhibit access to Manchester Airport	1
West - Warb - LoR - Warburton to Bamfurlong section has unknown obstacles / Transco / gas pipe / water pipe south of A580	2
West - Warb - FE - Costs unknown / uncontrollable due to complexities in Warburton / Heatley such as flood plain / sandy bedrock / brine extraction sites / gas pipelines	1
West - Warb - CH - Spur from Hoo Green to Golborne will cause vibrational impact on ancient / very old / historic buildings	1
West - Warb - LoR - The proposed line uses a similar alignment across the Bollin valley and through Warburton to a high level crossing of the Manchester Ship Canal to a proposal abandoned by the DfT in 1994 / HS2 proposals give greater cause for concern	1
West - Warb - LV - Proposed line runs to the west which will blight the views from my home	1
West - Warb - Env - Proposed route would ruin the environment in Warburton / impact on environmental sustainability of Warburton	7
West - Warb - LR - The Appraisal of Sustainability / Chapter 9 does not mention that the route between Winterbottom and Warburton will be built on green belt land	1
West - Warb - LoR - Proposed route through Warburton will destroy farms in the area	2
West - Warb - TT - Construction of viaduct / resulting HGVs will cause traffic / road congestion	1
West - Warb - LR - Proposed route will impact on green belt land	3
West - Warb - FE - Route will damage economy in Warburton	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Warb - LR - Proposed route will cross field number 9851 / make field number 1346 inaccessible (Disagree)	1
West - Warb - Prop - Proposed route will be 350 metres / 370 metres from farm house / barn conversions (Disagree)	1
West - Warb - LR - Farm will be at turmoil due to electric lines / water courses / 2. gas pipelines being at close proximity	1
West - Warb - BW - Proposed route will negatively affect wildlife in Warburton	1
West - Warb - BW - Proposed route will destroy Coroner's Wood ancient woodland	1
West - Warb - WF - Area around Warburton is a flood plain / which could increase costs	1
West - Warb -LR - Area around Warburton has many salt workings / which could increase costs	1
West - Warb - LR - Proposed line will be built on green belt land around Warburton which / which could increase costs	1
West - Warb - Prop - Proposed route will reduce / has reduced the property value in the area	3
West - Warb - LR - Proposed route will destroy agricultural land	8
West - Warb - Com - Proposed route will divide / impact on Warburton community	9
West - Warb - Com - Motorists will not benefit from proposed road in Warburton	1
West - Warb - Com - We will not benefit from HS2	1
West - Warburton - Alternative Suggestions	11
West - Warb - FE - A cost / benefit analysis for the Warburton to Golborne link has not been carried out	1
West - Warb - FE - Removing Warburton link from proposals would be cost-effective / could save approximately £1 billion	1
West - Warb - LV - Proposed road in Warburton by Trafford Council would destroy more green belt land	1
West - Warb - CR - Proposed crossing of Bridgewater Canal requires careful design / waterway intersection quality / due to its width and skew crossing / mitigate visual impacts	1
West - Warb - CR - Proposed crossing of the Bridgewater Canal needs to provide adequate air / water clearance / approach visibility for navigation	1
West - Warb - LoR - The proposed route through Warburton should only be constructed if commitment made to continue route to Scotland	1
West - Warb - NV - Noise control technology should be used at crossing of Bridgewater Canal to reduce noise impact	1
West - Warb - Tun - Spur crossing Ship Canal via Warbuton could be tunnelled to avoid concrete viaduct	1
West - Warb - Ra - The disused railway line in Warburton should be used	1
West - Warb - LoR - The proposed route through Warburton should be scrapped / ditched / removed	3
West - Warb - LV - Proposed route should not be built in the countryside of Warburton	3
West - Warb - LoR - Should the proposed alignment be required it should go under the rail line instead	1
West - Warmingham (Warm)	1
West - Warmingham - Reasons to Disagree	1
West - Warm - Bu - Route will have huge implications for operations and finances of Tata Chemicals Europe Holdings and EDF	1
West - Warm - LR - EDF gas processing facility at Hole House Farm may be affected by the route	1
West - Warm - LR - It is not possible to move planned and consented cavities at Parkfield without prejudicing structural stability of the site	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Warm - PD - Tata Chemicals Europe Holdings has planning permission for cavities for brine extraction / gas storage where route will run	1
West - Warm - Saf - Concerns about impact on Parkfield operations if there is a train accident	1
West - Warrington - Reasons to Neither Agree nor Disagree	1
West - Warm - LR - Warrington Brinefield forms a significant part of UK's gas storage and reserve requirement	1
West - Warm - LV - Concerns about impact of noise on brine facilities	1
West - Warrington - Alternative Suggestions	1
West - Warm - Bu - If route cannot be modified, impacts on Tata Chemicals Europe Holdings and EDF must be minimised	1
West - Warm - CI - Construction should not impact on Tata Chemicals Europe Holdings' business operations	1
West - Warm - LoR - Route in this area should be modified if possible to avoid impacts	1
West - Warm - LR - Brine cavity working and gas storage need to be considered together & HS2 must work closely with Tata Chemicals Europe Holdings / EDF	1
West - Warm - LR - Implications of brine and gas storage cavities on the route need to be assessed	1
West - Warrington	207
West - Warrington - Reasons to Agree	2
West - Warr - FE - The Warrington area is well placed to deliver on the themes set out in the HS2 Growth Task Force	1
West - Warr - FE - HS2 will benefit existing economic plans	1
West - Warr - Dep - Welcome the Infrastructure Maintenance Depot	1
West - Warr - Ra - HS2 will hugely enhance local connectivity	1
West - Warr - Bu - Manchester Airport is important to Warrington's businesses	1
West - Warr - Com - Manchester Airport is important to Warrington's residents	1
West - Warrington - Reasons to Disagree	129
West - Warr - NV - Construction and operation of HS2 will be noisy	1
West - Warr - ERS - Changes in services patterns to WCML caused by HS2 could harm connectivity to Chester & Warrington area	1
West - Warr - AQ - Additional / construction traffic will increase levels of fumes / dust	2
West - Warr - ERS - There will be no direct services to Glasgow / Edinburgh from Warrington Bank Quay	1
West - Warr - LR - Proposed route will clip large landfill waste facility / landfill site has unexplored ordnance	1
West - Warr - LV - Additional / construction traffic will cause noise pollution	1
West - Warr - NV - Additional / construction traffic will cause light pollution	1
West - Warr - NV - Trains will cause an unacceptable noise level / will be particularly noticeable across the flat areas of Warrington	1
West - Warr - TT - Construction of proposed route will cause major traffic disruption on A57 / to traffic travelling to and from Warrington	1
West - Warr - Com - Warrington will not benefit from HS2	2
West - Warr - Hi - A similar route for a motorway linking M6 / M56 / M62 was rejected in the 1990's on environmental grounds	1
West - Warr - FE - Concerns about potential economic impacts on Warrington	1
West - Warr - Env - Concerns about potential environmental impacts on Warrington	1
West - Warr - PRW - 14 rights of way affected including two 'greenway' multi-user routes	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Warr - Bu - Proposed route will have a negative impact on local enterprise generated from Warrington's transport routes	1
West - Warr - SFS - Travel times to London will not be enhanced once the additional time taken to go from Warrington to an HS2 station is accounted for	4
West - Warr - Hi - Proposed route will impact on road access / an already excellent road network from / to Warrington	1
West - Warr - TT - Warrington is already congested / overcrowded / will get worse during Phase 2 construction	1
West - Warr - FE - Spending 1.4 / 2 billion on this section of line would be expensive / waste of money / not cost effective	1
West - Warr - Eml - Will result in a loss of jobs in Warrington	1
West - Warr - ERS - Proposed route including the Golborne connection will reduce the service frequency to / from Warrington	3
West - Warr - LoR - HS2 are trying to 'squeeze' track in where it is not feasible through Warrington	1
West - Warr - Com - Proposed route will destroy villages / towns in the Warrington area	1
West - Warr - Com - Government have not bothered / tried to find out about / considered the effects of HS2 on Warrington	3
West - Warr - Com - HS2 will have a negative impact / effect on Warrington	5
West - Warr - SFS - Commuters from Warrington would find it expensive to access HS2	1
West - Warr - SFS - Additional journey from Warrington to Manchester will increase expense of the whole journey ticket	1
West - Warr - SFS - Reduction in journey time from Warrington to London is not needed	2
West - Warr - SFS - Travelling from Warrington to Manchester will increase total journey time / negate time saved on HS2 will offset any reduction in journey time / to London	11
West - Warr - ERS - Existing service / time from Warrington to London / Edinburgh is adequate / excellent / 2 hours 10 minutes / fast	13
West - Warr - ERS - The current service / journey time from Warrington to London Euston is satisfactory	6
West - Warr - ERS - HS2 will negatively affect existing London / south services from Warrington	15
West - Warr - ERS - Proposal reduces the train services to Warrington Bank Quay	9
West - Warr - ERS - Concerns as to whether HS2 will negatively affect existing London / South services from Culcheth / Warrington Bank Quay	5
West - Warr - ERS - Line between Warrington and Leeds is a crowded / unpleasant experience	1
West - Warr - TT - Additional journey from Warrington to Manchester will mean more traffic / congestion	2
West - Warr - Ra - Commuters from Warrington would find it takes longer to access HS2	1
West - Warr - Ra - Commuters from Warrington would find it difficult to access HS2	1
West - Warr - Ra - People from Warrington would not go to Wigan	1
West - Warr - PT - Proposed route will lead to loss / reduction of services in Warrington	4
West - Warr - Sta - No station at Warrington means residents outside Manchester area have to travel into the city to use HS2	5
West - Warr - Sta - Warrington Bank Quay station is being side-lined by HS2 / HS2 has caused expansion of Warrington Bank Quay to cease	7
West - Warr - Sta - Lack of HS2 station / link at Warrington will make existing rail services less efficient	3
West - Warr - LoR - Majority of area / local residents are not interested in HS2 route to London	3

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Warr - LoR - Disagree with proposed route through Warrington	2
West - Warr - LV - HS2 will destroy / damage the landscape / view in Warrington	7
West - Warr - Env - Proposed route will negatively affect / damage the local environment in Warrington	9
West - Warr - Sta - Warrington is a major North / South / East West / rail intersection and a lack of a link to HS2 will be to the detriment of the people / area	1
West - Warr - Com - Proposed route through Warrington will cause significant loss of local amenities	2
West - Warr - HEW - Proposed route will have a negative impact on people's way / quality of life in Warrington	5
West - Warr - Prop - Proposed route has already had a negative affect / impact on property values in Warrington	1
West - Warr - PT - Warrington station is easier to get to by public transport	1
West - Warr - CH - Proposed route will pass close to / 500 metres / 1000 metres from listed buildings in local area which will be affected	3
West - Warr - Sta - Side-lining Warrington Quay station will cause access / congestion problems on A580 / M62 / M6 for proposed Manchester station	1
West - Warr - SFS - Rail services to and from Warrington will be fewer, less frequent and have a restricted range of journeys than currently	1
West - Warr - Prop - Proposed route will negatively affect / damage homes in Warrington	5
West - Warr - Prop - Concerns about the effect of HS2 on property values / ability to sell	3
West - Warr - Prop - Some mortgage lenders are already declining applications for property in Warrington	1
West - Warr - Prop - Property in Warrington is only being sold to cash buyers for considerably less than market value as a result of HS2	2
West - Warr - Prop - Concerns about blighted property on single / most important asset	1
West - Warr - Com - Warrington / and surrounding area will not benefit / side-lines Warrington from HS2	40
West - Warr - Com - Warrington will incur massive disruption	10
West - Warr - Com - Warrington has more people commuting to London than Wigan does	1
West - Warr - Com - Proposed location of station is not conveniently located for the people of Warrington / going to London	2
West - Warr - Com - I live near the route / the line passes close to where I live	1
West - Warr - FE - HS2 will negatively impact the economy of Warrington on its current alignment	13
West - Warr - Eml - More jobs will be lost than created in Warrington	3
West - Warr - Eml - Proposed line will not create any new jobs in Warrington	1
West - Warr - Bu - Proposed route will negatively affect / damage businesses in Warrington	8
West - Warr - Hol - HS2 is already having an effect on property values	1
West - Warr - FE - Concerns regarding the business case / financial / economic arguments / benefits for Warrington / surrounding areas	12
West - Warrington - Reasons to Neither Agree nor Disagree	5
West - Warr - WCML - Link to West Coast Main Line at Crewe would leave Warrington on main line	1
West - Warr - CH - No Warrington sites are known to be affected	2
West - Warr - Hi - Roads in Warrington are in a bad state of repair	1
West - Warr - LoR - Warrington is closer to Liverpool and North Wales than Wigan	2
West - Warrington - Alternative Suggestion	123

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Warr - Hi - Warrington Bank Quay has good road links / parking to serve / access the West Coast Main Line	2
West - Warr - WCML - The route should connect to the WCML at Warrington Bank Quay rather than at Wigan	2
West - Warr - WCML - Removing Warburton - Bamfurlong section would avoid destroying area / save green belt	1
West - Warr - WCML - Removing Warburton - Bamfurlong section would protect over 500 jobs on two trading estates	1
West - Warr - ERS - Replace any services lost due to freed capacity	1
West - Warr - ERS - Upgrading the West Coast Main Line / WCML would increase the number of classic compatible trains serving Warrington Bank Quay	1
West - Warr - Bank Quay should be expanded / adjusted / to take longer trains	1
West - Warr - Sta - Should consider a transport hub at the former Burtonwood Aerodrome	1
West - Warr - Ra - Investment in rail connectivity in Warrington needs to be done before HS2 to get advantages	1
West - Warr - Ra - HS2 plans should include Classic Compatible Train Services at Warrington Bank Quay Station to support the economic growth potential of the area	1
West - Warr - Hi - HS2 will cross planned road between A54 to Junction 18 on M6, underpass/overpass must be built	1
West - Warr - FE - Request HS2 Ltd further examine the economic effects of the Bamfurlong Spur on Warrington	1
West - Warr - Ew - Seek assurances that HS2 Ltd will avoid contaminating the area	1
West - Warr - Comp - Seek assurance that compensation/mitigation will be applied for noise and visual impact of the line	1
West - Warr - ERS - Should use / upgrade existing lines to increase capacity and speed	1
West - Warr - ECML - Connecting to WCML between Crewe and Warrington would serve a local area with an expanding population and economy	1
West - Warr - Sta - Additional / upgraded HS2 station at Bank Quay would mitigate impacts on Warrington / remove need for link at Golborne	2
West - Warr - Com - Warrington should get some benefits from the proposed route	3
West - Warr - Sta - Should have an additional station in Warrington Bank Quay	9
West - Warr - FE - Using the current Warrington Bank Quay station would be more cost effective	1
West - Warr - LoR - Route should use upgraded WCML alignment from Crewe to Wigan / Preston via Warrington (Warrington Borough Council proposal)	1
West - Warr - Sta - Warrington Bank Quay station should be upgraded for alternative route to accommodate 400m long captive rolling stock	1
West - Warr - Ra - Upgraded WCML alignment from Crewe to Wigan / Preston via Warrington would allow more classic compatible services to serve Warrington Bank Quay to London/Scotland	2
West - Warr - Ra - A 'Warrington Connectivity Package' is required	1
West - Warr - PRW - Comprehensive mitigation required to secure rights of way including use of subways / bridges / designated areas under viaducts	1
West - Warr - SFS - Captive trains calling at Warrington Bank Quay station would benefit mid-Mersey area	1
West - Warr - Ra - Warrington Arpley improvements / Warrington Arpley chord must be delivered	1
West - Warr - PD - A major redevelopment of Warrington Bank Quay station area is required	1
West - Warr - Sta - Two platforms at Warrington Bank Quay need to be extended to accommodate classic compatible rolling stock	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Warr - ERS - Regular Pendolino services connecting Warrington to West Midlands / Scotland should continue	2
West - Warr - Sta - Warrington West railway station needs to be constructed as soon as possible & linked with the Northern Hub	1
West - Warr - Ra - Refranchising process should ensure newer/higher capacity rolling stock is available for all services operating through Warrington	1
West - Warr - Sta - Warrington Bank Quay should be upgraded as a station serving the Mersey Valley between London and Scotland based on HS2 to Crewe connection and upgraded WCML	1
West - Warr - LR - Proposed marshalling yard for Lowton should be sited on brownfield site / former steelworks site in Warrington	1
West - Warr - Env - There are existing corridors around Warrington that could be used with less environmental impact than proposed route	1
West - Warr - FE - There are existing corridors around Warrington that could be used at less cost than proposed route	1
West - Warr - Com - A station in Warrington will allow access to passengers from North Wales / Merseyside	1
West - Warr - Sta - A station in Warrington needs to be near industry to attract passengers	1
West - Warr - Sta - Locate a station near Warrington where line crosses motorway	1
West - Warr - Sta - Locate a station near Warrington following existing east / west routes	1
West - Warr - WF - Warburton Lane will need to be raised / re-aligned where it crosses over the line because of flood risk	1
West - Warr - LoR - Alternative route should go through Warrington / Warrington Bank Quay / to improve links to Liverpool Airport / existing rail network	9
West - Warr - NV - It may be necessary to construct substantial noise bunds along the track	1
West - Warr - Should re-route to Crewe as they can better accommodate / integrate these services	1
West - Warr - Sta - HS2 should go to Warrington Bank Quay station / modernise / upgrade station	11
West - Warr - Sta - Should have an additional station at Warrington	14
West - Warr - LoR - Alternative route away from the Culcheth / Rixton area would give Warrington an HS2 station	1
West - Warr - LoR - Mention of alternative route suggested by Warrington Borough Council	2
West - Warr - FE - Essential to have a station / link at Warrington to ensure the economic well-being of the area	4
West - Warr - Com - Proposed route should be re-routed via Warrington Bank Quay to improve the growth potential of Warrington Town Centre	2
West - Warr - Com - Proposed route should be re-routed via Warrington Bank Quay to avoid destroying tranquil villages	1
West - Warr - ERS - Should not interfere with the frequency of existing West Coast Main Line services at Warrington	1
West - Warr - Ra - Should be more trains from Warrington	1
West - Warr - WCML - Upgrading West Coast Main Line would save green spaces	1
West - Warr - WCML - Upgrading West Coast Main Line would save farmland	1
West - Warr - WCML - Upgrading West Coast Main Line would save Sites of Special Scientific Interests	1
West - Warr - Ra - Should have improved / upgraded rail links from Warrington Central to existing Manchester Airport station	1
West - Warr - Ra - Should have improved / upgraded rail links from Birchwood to existing Manchester Airport station	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Warr - WCML - Connecting the West Coast Main Line at Crewe and running through Warrington will benefit local community in Warrington	3
West - Warr - WCML - Existing WCML should be upgraded to take compatible trains	4
West - Warr - WCML - Upgrading WCML to HS2 compatible would maintain the Warrington connection benefiting the local economy	4
West - Warr - WCML - Upgrading WCML to HS2 compatible would maintain the Warrington connection benefiting the local community	3
West - Warr - LoR - Proposed route should connect to the two Warrington existing stations	1
West - Warr - LoR - Warrington should be included on the route from Manchester to Wigan	2
West - Warr - LoR - Should consider alternative route put forward by Warrington Borough Council	6
West - Warr - LoR - Alternative route suggested by Warrington Borough Council is less environmentally damaging	3
West - Warr - LoR - Proposed route should join West Coast Main Line south of Warrington Quay station avoiding destruction of property / villages	2
West - Warr - LoR - Should redirect route through / close to Warrington	9
West - Warr - LoR - Proposed route should go west of Warrington rather than east providing spurs to Liverpool / Manchester	4
West - Warr - LoR - Alternative route suggested by Warrington Borough Council would provide links to Liverpool / Leeds	1
West - Warr - LoR - Warrington does not benefit from HS2 and an alternative route should be found	9
West - Warr - LoR - Proposed route should be re-routed via Warrington Bank Quay to integrate North Cheshire / North wales / Manchester	3
West - Warr - Sta - Should have an additional station in Warrington	22
West - Warr - Sta - Should have an additional station in Warrington only if HS2 goes ahead	3
West - Warr - WCML - Connecting the WCML at Crewe would avoid construction of proposed viaduct across Manchester Ship Canal	5
West - Warr - Tun - It would be sustainable to build a tunnel to Warrington along the route	2
West - Warr - FE - Route following WCML north of Crewe via Acton Bridge into Warrington would be more economically beneficial	2
West - Warr - LoR - Route following WCML north of Crewe via Acton Bridge into Warrington would be more logical	1
West - Warr - FE - Route along WCML through Warrington would give economic benefits / value for money	5
West - Warr - Eml - Route along WCML through Warrington would save / create jobs	1
West - Warr - LoR - Route along WCML through Warrington would be accessible to more people than Wigan	1
West - Warr - Dep - Having the proposed Rolling Stock Maintenance depot at Parkside Colliery would restore railway depots / yards in Warrington area	1
West - Warr - Env - Route along WCML through Warrington would reduce environmental impact	2
West - Warr - SFS - Route along WCML through Warrington would provide correct frequency of access	1
West - Warr - LoR - Route along WCML through Warrington is supported by local / regional councils (all mentions) / matches ambitions of Liverpool City Council	1
West - Warr - Com - Route along WCML would benefit the town	1
West - Warr - LV - Route along WCML would save the countryside	1
West - Warr - Dep - There is space available for maintenance / storage depot in Warrington	1
West - Warr - TS - Should extend Manchester's tram system to Warrington	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Warr - Sta - Existing Warrington station is more accessible / quicker to reach than proposed Manchester Piccadilly station	3
West - Warr - Ra - Connections from Crewe to the West Coast Main Line at Warrington would be make it a better / cheaper / practical proposal	4
West - Warr - FE - An additional station in Crewe would enable a cost-effective link to Warrington and surrounding area via WCML	3
West - Warr - LoR - Re-routing to Warrington via WCML will use an existing rail corridor with few engineering challenges / will free up 20 miles of track congestion	1
West - Warr - RS - Routing HS2 from Crewe to Warrington via WCML gives an option to have dual running of conventional HS2 compatible train sets as well as HS2 sets	1
West - Warr - BW - Alternative route through Warrington / Warrington Bank Quay would not affect the wildlife site	1
West - Warr - LoR - Re-routing HS2 to Warrington via WCML will improve journey times to Liverpool / Manchester / Manchester airport / access to the South	1
West - Warr - TP - Electrification of the Liverpool Manchester / Wigan Bolton route will improve journey times	1
West - Weston (Wes)	7
West - Weston - Reasons to Disagree	5
West - Wes - Com - Proposed route will run through populated areas / effect residents / impact Weston / Wynchwood Park	1
West - Wes - Env - Proposed route / flyover viaducts / associated road closures are environmentally unacceptable	1
West - Wes - HEW - Elderly / retired residents are put under stress by proposals	1
West - Wes - Com - Proposed route at elevated section will have a significant negative impact on the village of Weston	1
West - Wes - TT - Concerns regarding increase of traffic in Weston area	2
West - Wes - Com - Replacing the three existing bridges with just one will cut in half the parish of Weston causing great inconvenience to its residents	5
West - Weston - Alternative Suggestions	6
West - Wes - VB - Should alter route to remove high viaducts / associated road closures	1
West - Wes - Com - Consider moving the interconnect point to WCML / further south / to eliminate the need for viaducts in the area / minimise intrusion into the area	1
West - Wes - Sta - Consider moving the interconnect point to WCML further south which may remove the need for any new station and associated track alignments	1
West - Wes - Comp - Greater clarity is needed regarding eligibility criteria for compensation	1
West - Wes - NV - Noise from HS2 must be reduced to a minimum	1
West - Wes - NV - Noise mitigation will be essential for Weston area / will need to be substantial	1
West - Wes - Com - Should address inconvenience / issues caused in Weston area	3
West - Wes - LoR - Should consider route South of Weston variant / which would be less damaging / cheaper	2
West - Whitmore / Whitmore Heath / Whitmore Wood	16
West - Whitmore / Whitmore Heath / Whitmore Wood - Reasons to Disagree	12
West - WH - CH - Noise affects 12th century church / other listed buildings in Whitmore	1
West - WH - Com - Local people cannot influence the route taken by HS2	1
West - WH - Emb - Route elevation mean residents at Madeley Park may suffer noise/ visual impacts	1
West - WH - HEW - Elderly and widowed people on Whitmore Heath are worried moving to a more manageable house might prove impossible	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - WH - NV - Concerns about cumulative noise of trains exiting the tunnel at Whitmore Heath and the WCML to the west	1
West - WH - Prop - Proposals have imposed blight on Whitmore Heath / caused problems for anyone trying to sell a house on Whitmore Heath	1
West - WH - WF - There will be a risk to the borehole at Whitmore	1
West - WH - Bu - Route will damage / destroy current / future business for Whitmore Estate / result in closure	1
West - WH - WF - The Appraisal of Sustainability does not take into account recent local flooding	1
West - WH - VB - Proposed viaduct at Whitmore will cause damage	1
West - WH - CI - Access to the construction site will cause disruption to our way of life	1
West - WH - Comp - Concerns that compensation / EHS do not address our problems	1
West - WH - LoR - Route cuts through Whitmore Estate / for 1.5 miles	1
West - WH - Ew - Concerns over excavated material / where spoil will go near / at Whitmore Estate	1
West - WH - BW - Concerns for wetland / wildlife / plant life / due to effects of noise during / after construction where route affects Whitmore Estate	1
West - WH - BW - Concerns over badger movement and resultant TB infection of herds at Whitmore Estate / Heath	1
West - WH - BW - Concerns over route affecting deer / badgers in Whitmore Estate / Heath / Wood	1
West - WH - BW - Route cuts through ancient woodland / via cutting	1
West - WH - LR - Concerns over access to / within Whitmore Estate / Heath / Wood during / after viaduct / cutting / tunnel construction	1
West - WH - LR - Concerns over land-take for construction workers / site office	2
West - WH - CH - Whitmore Hall is a grade 1 listed building	1
West - WH - LR - Need underpass where line crosses A53 to allow herd crossing	1
West - WH - NV - Frequency of trains means that noise levels will be intolerable	1
West - WH - Tun - Would not want a cut and cover tunnel as this would have considerable noise impact	1
West - WH - Prop - Proposed cutting is between 150m - 175m from our home	1
West - WH - Prop - Proposal is estimated to devalue my house / by 20%-30%	2
West - WH - Env - Proposed construction of route locally will be environmentally destructive	1
West - WH - HoI - Proposed route will destroy / decimate / demolish / homes in Whitmore	2
West - WH - HEW - People in Whitmore Heath / Estate are distressed about loss of property value / business	2
West - WH - HEW - Residents in Whitmore Heath are distressed about disruption caused by tunnel excavation	1
West - WH - TT - Concerns about inevitable road closures caused by tunnel excavation	1
West - WH - BW - Land take from the Whitmore Wood Ancient Woodland would not benefit the majority	1
West - WH - BW - Describing the land take from Whitmore Wood Ancient Woodland as the least disruptive option is insulting	1
West - WH - BW - Describing measures to ensure water supply is preserved near Whitmore Wood as the least disruptive option is insulting	1
West - WH - Env - Proposed location of line of route locally will be environmentally destructive	2
West - WH - Com - Proposed route will not benefit Whitmore community	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - WH - FE - Proposed route will have a negative impact on the local economy of Whitmore	1
West - Whitmore / Whitmore Heath / Whitmore Wood - Alternative Suggestions	7
West - WH - Cut - Need overpass / land access at Whitmore Estate during cutting construction where track rises towards A53	1
West - WH - Comp - HS2 should settle with the households looking to sell shortly / provide a written assurance to all blighted households	1
West - WH - Cut - Building the area of Whitmore Wood as a cut-and-fill rather than turn into a cutting will save ancient woodland / protect woodland creatures, reduce the levels of noise in Madeley Park Wood / parts of Baldwin Gates, ensure the viability of Snape Hall farm / bore-hole water supply and eliminate the hazard of deer straying on the line	1
West - WH - Tun - Covering HS2 route as it passes the A53 between Whitmore Hall and Baldwins Gate will reduce noise in Whitmore and soften the impact of HS2 passing under the A53	1
West - WH - Tun - Tunnel could reduce landscape impacts in Whitmore	1
West - WH - VB - expected that floodplain modelling will justify the lowering of the viaduct at Meece Brook with visual and noise reducing impacts	1
West - WH - BW - Proposed tunnel at Whitmore Heath should be extended as far south as the Meece Brook floodplain / emerging just south of the West Coast Main Line over bridge to reduce impact on Whitmore Wood Ancient Woodland	1
West - WH - Tun - Should cut and cover tunnel / track through Whitmore Wood	1
West - WH - BW - Should cut and cover tunnel / track through Whitmore Wood to reduce impact on ancient woodlands	1
West - WH - Com - Increasing tunnel length at Whitmore Heath would reduce impact on residents of Whitmore Heath	1
West - WH - LoR - Line through Whitmore Heath should be moved further east between Whitmore Heath & Whitmore village	2
West - WH - LoR - Should reduce height of line at Whitmore Heath to increase length of tunnel	2
West - WH - LV - Should increase tunnel length to reduce impact on Whitmore wood	2
West - Wigan (Wig)	43
West - Wigan - Reasons to Agree	4
West - Wig - FE - Connection with WCML at Wigan offers opportunities for growth and regeneration in the area	1
West - Wig - FE - Enhanced connectivity delivered by HS2 will offer significant new levels of economic potential/ regeneration/ development /capacity for growth in Wigan	1
West - Wig - FE - HS2 goes through Wigan to connect with the West Coast Main Line, south of Wigan town centre offers opportunities to maximise economic growth/ regeneration/ development	1
West - Wig - HoI - Connection with WCML at Wigan offers opportunities for housing potential on western boundaries of Greater Manchester	1
West - Wig - WCML - Proposed connected with WCML to Wigan should remain in proposals to allow Wigan to benefit from direct access to HS2 trains to/from Birmingham	1
West - Wig - Eml - Job opportunities from the rolling stock maintenance depot are welcomed	1
West - Wig - Bu - Employment and local business opportunities of HS2 could be significant for Wigan across the wider supply chain to support the project through development, construction and operation.	1
West - Wig - Eml - Maintenance depot at Wigan will increase the amount of jobs available in the area	1
West - Wigan - Reasons to Disagree	30

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Wig - SFS - Service running through Wigan Station disrupting passengers and slowing down HS2 trains	1
West - Wig - LoR - Concerns / questions the importance of a route / line / branch to Wigan	1
West - Wig - Com - Connection with the WCML at Wigan will have a damaging impact on communities	1
West - Wig - LV - Junction cross over at Hoo Green could have significant impact on landscape character and local visual impact	3
West - Wig - LV - Line crossing over A56 and Bridgewater Canal may have significant impact on landscape character	3
West - Wig - NV - Trains will cause an unacceptable noise level / will be particularly noticeable across the flat areas of Wigan	1
West - Wig - CH - Wigan has 31 Listed Grade II Buildings - local heritage worth protecting	1
West - Wig - SFS - Travel times to Manchester City Airport from Wigan via Golborne link will not be materially improved	1
West - Wig - FE - The connection to the WCML will lead to few economic benefits and significant costs	1
West - Wig - LoR - The spur to Wigan bypasses the potential of Liverpool and its businesses	2
West - Wig - FE - Route beyond Crewe to Wigan will cause economic damage to villages	1
West - Wig - FE - Route beyond Crewe to Wigan does not make economic sense / as might or might not extend to Scotland later	1
West - Wig - LoR - Concerns about spur to Wigan	4
West - Wig - Com - Spur to Wigan will bring no benefits to the North West	2
West - Wig - LoR - Spur to Wigan does not link with main lines to Liverpool through Warrington	1
West - Wig - LoR - Lack of detailed information to support the Wigan spur	1
West - Wig - LoR - Connection to West Coast Main Line at Wigan is unnecessary / pointless / exceeds the benefits brought by it	4
West - Wig - Sta - Proposed station will not be used / by businesses / people outside Wigan as existing services are adequate	3
West - Wig - Dep - Concerns about the tracts of land needed for allocating the proposed depot near Wigan with the link to Manchester	3
West - Wig - BW - Concerns regarding West Coast Main Line route on the Wigan side of Bamfurlong may disturb Bryn Marsh and Ince Moss Site area of Special Scientific Interest	1
West - Wig - SFS - Journey to Wigan station for HS2 negates time saved to London	2
West - Wig - Com - Proposed route will have a negative effect on Wigan	1
West - Wig - PT - HS2 representatives have no idea how difficult it is to get to Wigan during peak hours	1
West - Wigan - Reasons to Neither Agree nor Disagree	1
West - Wig - WCML - Would not support any proposals which severed the borough in order to provide connection north to WCML	1
West - Wigan - Alternative Suggestions	18
West - Wig - Hi - Hs2 should work with the Council to mitigate the impact on local roads during construction of rolling stock depot	1
West - Wig - WCML - Important to ensure no bottlenecks are created where HS2 connects to the conventional network at the location south of Wigan	1
West - Wig - WCML - Connecting to WCML between Crewe and Warrington instead of constructing spur from Manchester Piccadilly would produce cost savings	1
West - Wig - BW - HS2 should work with the Council to mitigate impacts of the proposed depot on ecological sites	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Wig - CH - Hs2 should work with the Council to mitigate impacts on listed buildings from the proposed depot	1
West - Wig - Eml - The Council wants to maximise opportunities for local construction companies to get involved in both the Phase 1 and Phase 2 contract procurement, and for skills training and local recruitment opportunities to be exploited at an early stage.	1
West - Wig - Eml - The council would like to see a detailed assessment of how many jobs are likely to be provided and the nature of those jobs	1
West - Wig - Hi - Where HS2 crosses Byrom Lane and Slag Lane, existing highway connections need further investigation to ensure access routes can be confirmed for cleaning and maintenance at the depot.	1
West - Wig - LoR - Extension north of Wigan should be incorporated into Phase Two as it has potential for journey time savings, economic benefits and modal shift from air to train	1
West - Wig - LR - HS2 should work with the council to mitigate impact of the proposed depot on green belt land	1
West - Wig - LV - Environmental impact concerns need to be resolved when the detailed design work commences, relating to Green Belt Land/ ecology sites/ listed buildings/ Byrom Hall/ Lightshaw Hall/ Pennington Flashes	1
West - Wig - PT - The Council expects HS2 and DfT to retain on-going dialogue with regards to new highway connections, route adoption, sustainable travel connections (walking, cycling and public transport).	1
West - Wig - Sta - Through the connection onto the West Coast Main Line, there is potential for Wigan North Western Station to cater for HS2 services, which would support one of the GMCA transport infrastructure priorities, the Wigan Transport Hub	1
West - Wig - Sta - Wigan is well placed to serve as an interim high speed station between London / Birmingham and Scotland	1
West - Wig - WCML - Connection with the WCML at Wigan should be reconsidered / alternative engineering solutions should be brought forward	1
West - Wig - LoR - HS2 should follow the bed of the Great Central Line to Ince and then join the line from Manchester to Wigan	1
West - Wig - Dep - Having the proposed Rolling Stock Maintenance depot at Parkside Colliery would restore railway depots / yards in Wigan area	1
West - Wig - PD - The impact of the HS2 alignment has been taken into account as part of the Local Plan Core Strategy and does not predicate future development proposals.	1
West - Wig - Sta - Should consider HS2 stations north of Wigan	2
West - Wig - LoR - Should run an independent cost / benefit analysis of spur to Wigan	1
West - Wig - Sta - Existing Wigan station is more accessible / quicker to reach than proposed Manchester Piccadilly station	1
West - Wig - Dep - Maintenance depot should be located on the land formerly used by British rail as a maintenance yard on approach to Wigan	1
West - Wig - CH - Wigan only has 31 Grade II listed buildings / should be protected	1
West - Wig - LoR - Spur / line to Wigan should not be compromised / lost	1
West - Wig - Sta - Should have an additional station in Wigan	1
West - Wig - Ra - Should upgrade / improve existing lines and sidings / current infrastructure to serve a depot at New Springs at Wigan	1
West - Wig - Sta - Proposed link to West Coast Main Line should include a stop at Wigan North Western Station to bring benefits to a large area	3
West - Wig - Dep - Should build the proposed depot on derelict land in New Springs at Wigan instead of at Golborne	1
West - Wimboldsley (Wimb)	6
West - Wimboldsley - Reasons to Disagree	6
West - Wimb - LR - Route between Wimboldsley and Lostock Green has a history of and is at risk of ground collapse / negative ground surface movement / unpredictable collapse	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Wimb - LR- Concerns for safety due to salt subsidence under proposed route	1
West - Wimb - LR - concerns about the route passing over areas suffering from subsidence	1
West - Wimb - Com - Proposed route will cause noise distribution to Wimboldsley School	1
West - Wimb - Bu - Proposed route would destroy my / my family's livelihood	1
West - Wimb - Com - Proposed route will not financially benefit the community in Wimboldsley	1
West - Wimb - LR - Proposed route would destroy my / our farm	1
West - Wimb - HEW - Proposed route is devastating / negatively affecting my family	2
West - Wimb - LV - Proposed route will negatively impact / destroy / ruin the beauty of the area	1
West - Wimb - BW - Proposed route will negatively impact a Site of Special Scientific Interest (SSSI)	1
West - Wimb - FE - Proposed route will not financially benefit me / my family	1
West - Wimb - Bu - Proposed route would destroy my /our farming business	1
West - Wilmslow (Wilms)	21
West - Wilmslow - Reasons to Agree	1
West - Wilms - Saf - Curve in the route to avoid Wilmslow is safe	1
West - Wilmslow - Reasons to Disagree	17
West - Wilms - ERS - Speed of existing services from Wilmslow to London is adequate	1
West - Wilms - ERS - Existing services from Wilmslow to London are reliable	1
West - Wilms - ERS - Ticket prices from Wilmslow to London are cheap / not expensive	1
West - Wilms - Env - Existing services between Wilmslow and London do not cause additional damage to the environment	1
West - Wilms - ERS - Wilmslow will lose its London service	1
West - Wilms -ERS - Proposed route will deteriorate current good service / from Wilmslow / to London	2
West - Wilms - Com - Proposed HS2 Hub at Manchester Airport will be of no benefit to the people of Wilmslow	1
West - Wilms - ERS - Current services such as intercity service to London would become longer	2
West - Wilms - SFS - Reduction in journey time will be negated by the additional journey from / to Wilmslow / Manchester	2
West - Wilms - SFS - Train speed will have to slow down at Wilmslow because of safety concerns	1
West - Wilms - Sta - Existing Wilmslow station is more accessible / quicker to reach than proposed Manchester Piccadilly station	1
West - Wilms - ERS - Existing rail services between Wilmslow and London are adequate / fine / good	1
West - Wilms - Hi - Wilmslow has good road links / parking to serve / access the West Coast Main Line	1
West - Wilms - Sta - Proposed plans / Manchester Piccadilly station will cause the closure of Wilmslow station	2
West - Wilms - Com - Proposed route will not go through Wilmslow to avoid upsetting wealthy / influential business people	2
West - Wilms - Com - Currently used Wilmslow / Stockport stations are more convenient than proposed Manchester Airport station for Wilmslow residents	1
West - Wilms - ERS - Existing rail services between Wilmslow and London help support local economies such as shops / taxis / office developments	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Wilmslow - Alternative Suggestions	4
West - Wilms - Sta - Should have an additional station in Wilmslow / to the south of Manchester airport	3
West - Wilms - Sta - Should not have an additional station in Wilmslow	1
West - Winsford (Wins)	1
West - Winsford - Reasons to Disagree	1
West - Winsford - LR - Route passes over the Winsford Salt Union Mine / storage of hazardous material / assessment of safety is needed	1
West - Whatcroft (What)	7
West - Whatcroft - Reasons to Disagree	3
West - What - LR - Proposed route cuts across our flat fields from Whatcroft to the Lostock Triangle on the A556	1
West - What - Com - I / we live very close / 300 m from the route between Whatcroft / The Lostock Triangle on the A556	2
West - What - NV - Our land between Whatcroft and the Lostock Triangle on the A556 has no undulations / trees / copses to mitigate noise / proposed 3m fence will not be very effective against noise	3
West - What - Prop - We will not be able to downsize at a reasonable price	1
West - What - LV - Proposed open embankment in Whatcroft will be visually intrusive on open countryside / grazing / cereals area	1
West - Whatcroft - Reasons to Neither Agree nor Disagree	3
West - What - Comp - Questions if people whose properties are devalued will be compensated	3
West - Whatcroft - Alternative Suggestions	3
West - What - NV - Should taper up ground around embankment / bund for it to be an effective sound barrier	1
West - What - Emb - Should clarify / review details of embankments along the route	2
West - Wincham (Win)	4
West - Wincham - Reasons to Disagree	4
West - Win - Comp - Concerns regarding compensation payouts for businesses / farms that will be negatively impacted by the proposed route	1
West - Win - LV - Proposed embankment will negatively impact the landscape at Wincham	1
West - Win - NV - Proposed embankment will negatively impact noise levels / pollution in Wincham	1
West - Win - WF - Proposed route / embankment will negatively impact a stream used for flood drainage purposes in Wincham	1
West - Win - Prop - Construction of the proposed route will cause property blight / reduce property value	1
West - Win - LR - Proposed route passing over agricultural land will negatively affect farming / agriculture in Wincham	1
West - Win - LoR - Proposed route will pass over areas previously mined	1
West - Win - Concerns that the proposed route through Wincham is over areas prone to subsidence	2
West - Win - Com - Proposed route cuts through well populated area of Wincham	1
West - Wincham - Alternative Suggestions	2
West - Win - Emb - Proposed embankment should be mitigated by planting / landscaping	1
West - Win - TT - Wincham should be provided with public transport links rather than areas which are already well provided for	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Wolverhampton (Wol)	7
West - Wolverhampton - Reasons to Disagree	5
West - Wol - LoR - Proposed HS2 route runs along the boundary of our farm in a cutting	1
West - Wol - CI - Concerns regarding how long HS2 construction will take at Den Lane as it will impact their farm production	4
West - Yarlet (Yar)	3
West - Yarlet - Reasons to Disagree	2
West - Yar - BW - Route would require removal of ancient woodland on Yarlet Bank	1
West - Yar - Com - Route will impact on community	1
West - Yar - NV - Construction of 16m cutting East of A34 would have a significant noise impact on Yarlet / School campus	1
West - Yar - HEW - Construction of proposed cutting would cause significant dust levels / poor air quality / construction traffic / spoil removal / disposal posing a health hazard to students at Yarlet School	1
West - Yar - BW - Proposed cutting would destroy protected woodland / half of the Grove Wood / a 500-year old oak	1
West - Yar - FE - Soil removal / disposal would be expensive / costly	1
West - Yar - LR - Construction of / proposed cuttings would impact on dairy farmland / soil quality surrounding Yarlet School campus	1
West - Yar - Com - IPR would have a negative impact on community integrity at Yarlet	1
West - Yar - Hi - Construction of proposed bridge at Yarlet would disrupt A34 / the crucial access route to Yarlet School	1
West - Yar - Cut - Concerns regarding width / depth / length of proposed cuttings at Yarlet	1
West - Yar - CH - IPR will impact on established heritage / a historic site / Staffordshire's leading independent primary school	1
West - Yar - AQ - Construction of proposed cuttings would have a negative effect on air quality	1
West - Yar - Ew - Concerns regarding removal and disposal of soil / acceptable waste disposal sites	1
West - Yarlet - Alternative Suggestions	2
West - Yar - NV - Relocating IPR 200m South would reduce noise impact on Yarlet School	1
West - Yar - Hol - Building a bored tunnel instead of a cutting / cut-and-cover tunnel / would benefit housing at Yarlet	1
West - Yar - LR - Building a bored tunnel from Ingestre to Pirehill would avoid impact on dairy farmland surrounding Yarlet School campus	1
West - Yar - HEW - Should thoroughly assess the health impact on students / staff at Yarlet School	1
West - Yar - BW - Building a bored tunnel would avoid impact on Grove Wood / 500-year old oak	1
West - Yar - NV - Should revise / improve noise mitigation measures / carry out baseline noise surveys / avoid noise levels proposed in Sustainability Statement	1
West - Yar - Com - Building a bored tunnel / under A34 / from Ingestre to Pirehill could reduce impact on Yarlet community / residents / School / people's livelihoods / quality of life	1
West - Yar - BW - Relocating IPR 200m South would reduce impact on woodland	1
West - Yar - Com - Yarlet School should have similar policy decision to limit damage during construction / operation as Marsham School in Ashford Kent	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Financial / Economic (FE)	142
West - Financial / Economic - Reasons to Agree	19
West - FE - Growth sectors in Cheshire West and Chester Council will benefit from HS2	1
West - FE - Proposed route will lead to a significant reduction in costs	1
West - FE - HS2 will adjust the economy to benefit Birmingham / West Midlands / The Potteries / Manchester / Liverpool	6
West - FE - Proposed route will enable economic regeneration of the North West	3
West - FE - Creation of High Speed link into London will expand economy to areas outside of London	1
West - FE - Direct connections from Manchester and Birmingham will generate economic growth	2
West - FE - Fast connections from Manchester and Birmingham will generate economic growth	1
West - FE - Proposed route will maximise wider economic benefits	1
West - FE - Proposed route is the most economical route	1
West - FE - Proposed route will bring money to the local economy	3
West - Financial / Economic - Reasons to Disagree	104
West - FE - Geological issues on the proposed route will incur enormous cost adding to the overall budget	1
West - FE - Growth in Staffordshire should not be disadvantaged in the future by a need to cross the line	2
West - FE - Construction of the route will be very costly	2
West - FE - Current commercial salt extraction contribute to wealth of Cheshire West and Chester	1
West - FE - Cost of proposed route / construction of route on the Western leg has been underestimated	1
West - FE - Cost of litigation / compensation will be high for proposed route through Staffordshire	1
West - FE - Costs of the programme are seen to be disproportional to the amount of environmental damage	1
West - FE - Lack of high speed rail services to North Staffordshire will impact local economy / draw away investors	1
West - FE - North Staffordshire will not be able to compete on a national level if services from Stoke to London reduce from 29 to 19	1
West - FE - Not value for money / too expensive / cost too high	1
West - FE - Proposed route will only bring benefits to cities where stations are proposed	1
West - FE - Will increase regional disparities / will not decrease regional disparities	1
West - FE - Should conduct a cost / benefit analysis for the proposed route in Cheshire	1
West - FE - Proposed spur to the West Coast Main Line has no business case	1
West - FE - Route will damage economy in Cheshire villages	1
West - FE - Proposed Western leg is a waste of money / taxpayers money / is not value for money / white elephant	12
West - FE - Route from Crewe to Manchester is excessively long / increasing cost of construction / operations	1
West - FE - Proposed route will have / have had an impact on my financial security / livelihood	5
West - FE - Proposal will have a negative impact on personal finances / living costs / lead to financial loss	3

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - FE - Concerns regarding economic disruption / excessive costs / costs during construction outweigh the benefits	8
West - FE - Expense of the project is inappropriate when NHS in Staffordshire is being cut	1
West - FE - Proposed route will have a little / no economic benefit for areas along the route	9
West - FE - Proposed route from Crewe to Manchester is a waste of money	4
West - FE - Proposed Western leg route is a flawed business case / has no business case	12
West - FE - Proposal will have a negative / devastating impact on the economy of North Staffordshire / Staffordshire	9
West - FE - Proposed route is not relevant to me so I do not want to pay for it	1
West - FE - Proposed route will stifle growth / provide no economic benefit to the North West	4
West - FE - Proposed route will take away investment of the surrounding cities / towns	2
West - FE - Proposed route will bring no benefits to the Staffordshire economy	11
West - FE - Proposed link to Manchester will reduce funding for links to the rest of the country	1
West - FE - Proposed route will have additional construction costs to mitigate subsidence	5
West - FE - Costs of maintaining / subsidising the line / route will not maintain sustainability	2
West - FE - Lack of cost benefit analysis shows there is no case for extending HS2 from Manchester to the North West of England	2
West - FE - There is no economic case for this route / weak economic case for this leg	2
West - FE - Marginal reduction in journey time / from Manchester to London does not justify the expense	8
West - FE - The assumptions that productivity will increase due to reduction in journey times from Manchester to London are optimistic	1
West - Financial / Economic - Reasons to Neither Agree nor Disagree	2
West - FE - HS2 will negatively impact the economy of Chester and Ellesmere Port	1
West - FE - Lancashire County Council and Lancashire LEP are commissioning piece of work to investigate whether or how rail network can affect the local economy	1
West - Financial / Economic - Alternative Suggestions	23
West - FE - Re-routing through Shropshire will aid regeneration / development in the area / provide transport which is currently lacking	1
West - FE - Economic case for proposed route should be proven beyond all reasonable doubt before works begin	1
West - FE - Economic impact analysis for Cheshire West and Chester needs to be carried out as KPMG report does not cover local economies	1
West - FE - Additional expense / costs for construction / tunnelling would be mitigated by less property purchase / compensation	1
West - FE - Using the existing rail corridor from Crewe to Manchester would achieve greater economic benefits	2
West - FE - Money could be better spent on improving hospital in Staffordshire	1
West - FE - Money could be better spent by providing fibre optic broadband to homes in Staffordshire	1
West - FE - The area / the North needs prosperity before transport issues are addressed	1
West - FE - Proposed route should be amended to save a lot of money	1
West - FE - Line should be built as soon as possible / ahead of the proposed timetable / should not be delayed in order to realise the benefits sooner / earlier	4
West - FE - Money could be better spent on / more deserving projects in our area	3
West - FE - Money would be better spent improving rail links between Holyhead and Hull via Liverpool, Manchester and Leeds / Bradford	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - FE - Having a direct / shorter route from Crewe to Manchester would be more cost-effective / cheaper	3
West - FE - Would be cheaper to reroute through Trent Valley	3
West - Employment Impacts of HS2 (Eml)	39
West - Employment Impacts of HS2 - Reasons to Agree	4
West - Eml - Employment and skills gains could be significant for Greater Manchester / UK / Skills export potential	1
West - Eml - Proposed route will create jobs in local area	2
West - Eml - Proposed route will allow Northern England access / travel to jobs in the South	1
West - Employment Impacts of HS2 - Reasons to Disagree	31
West - Eml - Negative impact on employment / jobs could be lost due to the proposed route	2
West - Eml - No jobs will be created in my area / North Staffordshire	5
West - Eml - Existing jobs will be displaced from North Staffordshire to Birmingham	3
West - Eml - Existing jobs will be displaced from North Staffordshire to Manchester	4
West - Eml - Manchester will drain job opportunities from North / Staffordshire	4
West - Eml - Line passing close to homes will affect people's ability to work from home	1
West - Eml - The company I work for will be demolished to make way for the proposed route / jobs will be lost	4
West - Eml - Jobs lost by the demolition of industrial / commercial properties will not be replaced by the West Coast Main Line link	1
West - Eml - Proposed route will affect / destroy many farmers' livelihoods	2
West - Eml - We / people are unable to relocate for work due to the proposed route's impact on selling / buying property	2
West - Eml - Proposed route will displace jobs from local areas / North Staffordshire to Birmingham / Manchester	3
West - Eml - Workforce is more likely to be made up of migrant workers	2
/ no real job opportunities created for locals	
West - Eml - Reduction in journey time will not create more jobs within Manchester	1
West - Eml - Will not provide employment / employment will suffer / in our local area / the North West	8
West - Eml - Jobs created by HS2 will only be temporary / finite	1
West - Employment Impacts of HS2 - Alternative Suggestions	4
West - Eml - The North needs more jobs / job opportunities before transport issues are addressed	2
West - Eml - Upgrading the local rail infrastructure / network would give people greater access to jobs / employment over the wider region	2
West - Business (Bu)	76
West - Business - Reasons to Agree	3
West - Bu - Proposed route will bring more business / investment to the West Midlands	2
West - Bu - Proposed route will benefit commuters	1
West - Bu - Proposed route will benefit local services	1
West - Business - Reasons to Disagree	64
West - Bu - Tourism in Cheshire will be negatively impacted (e.g. Bostock Hall, Shropshire Union Canal and Trent and Mersey Canal)	1
West - Bu - Concerns about impact on Cheshire brine fields / Holford Brine field / pipes to chemical works in Runcorn and Northwich	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Bu - Proposed route will / may have a negative impact on businesses in Merseyside	1
West - Bu - Concern about the cumulative impact of construction on tourism in Staffordshire	1
West - Bu - Businesses will be affected / damaged by construction / road closures	3
West - Bu - Proposed route should not impact commercial amenities	2
West - Bu - Proposed route plan does not consider the effect on businesses	1
West - Bu - Proposed route will have a negative impact / cause disruption to businesses / during construction and operation	1
West - Bu - The proposed route will cause disruption to the INEOS brine cavities that feed the Runcorn Site chlor-alkali facility which support 100,00 jobs in the UK and supplies vital chlorine to the water treatment plants in the UK	1
West - Bu - Rental business will be affected / trying to rent blighted properties	2
West - Bu - Property / business will be difficult to relocate as we will have to pay capital gains / income tax on properties / land in more expensive areas	1
West - Bu - Uncertain whether shorter journey times will increase / impact / business from South to North	1
West - Bu - Proposed route will have a negative impact on businesses / livelihood of people in Staffordshire	2
West - Bu - Proposed route will destroy many farming / agricultural businesses	12
West - Bu - It is likely to attract yet more undesirable development in the area	1
West - Bu - Proposed route will not benefit businesses in the West Midlands	2
West - Bu - Proposed route will not benefit businesses in Lancashire	1
West - Bu - Proposed route passes / will pass close to my business	7
West - Bu - Proposed route will have a negative economic impact / not bring economic benefit to business / local business / companies	17
West - Bu - Proposed route will destroy nine businesses in Cheshire	3
West - Bu - Proposed route will negatively impact on / destroy many businesses along the route between West Midlands and Manchester	3
West - Bu - Proposed route will only benefit businesses in London	2
West - Bu - Proposed route will run through / destroy / disrupt my business / businesses	10
West - Business - Alternative Suggestions	11
West - BV - Any new or amended route should reduce severance of communities and farms by providing bridges and under bridges	2
West - Bu - HS2 route should accommodate future developments at Hardwick Hall/ Doe Lea/ Carr Vale/ Markham Vale	1
West - Bu - Supply chain development activity needs to begin now to ensure businesses make the most of the opportunity	1
West - Bu - Proposed route veers away from businesses / industry in the local area	1
West - Bu - Upgrading / improving the West Coast Main Line will cause less damage to local business	1
West - Bu - Having changes through the route will help keep productivity of farmland	1
West - Bu - HS2 should work with local / national stakeholders to further develop proposed route	1
West - Bu - Businesses in the West Midlands would be better served by investing in local travel / rail / road / cycle infrastructure	1
West - Bu - Businesses in the West Midlands would be better served by investing in the quality of local towns / cities	1
West - Bu - Businesses in Lancashire would be better served by investing in local travel / rail / road / cycle infrastructure	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Bu - Businesses in Lancashire would be better served by investing in the quality of local towns / cities	1
West - Bu - Raised embankments will cause irreparable damage to established businesses	1
West - Bu - The area / the North needs businesses / industry before transport issues are addressed	1
West - Property (Prop)	149
West - Property - Reasons to Disagree	142
West - Prop - Number of dwellings affected will likely be higher than estimates	1
West - Prop - A lot of money has been invested into purchasing / improving my property	3
West - Prop - Proposed route passes / will pass close to my home / property / house	22
West - Prop - Proposed route passes / will pass close to my Grade II listed home / property	4
West - Prop - Proposed route will have a negative impact on local homes during construction / operation	12
West - Prop - Journey time saved is not worth the equity lost on property	3
West - Prop - I would not buy property close to the proposed route / over a rail tunnel	4
West - Prop - Having changes through the route will lower the risks of property loss / blight to properties	1
West - Prop - Proposed route has blighted / will blight / affect / impact on the value of my property	30
West - Prop - It will be hard to be re-housed locally due to lack of affordable / suitable housing stock	1
West - Prop - Faster journey times does not justify demolishing houses	1
West - Prop - Engineering work will affect ground water levels damaging the foundations of my property	1
West - Prop - I / We have invested years in to restoring our property	1
West - Prop - Proposed route will cause blight / blight homes / properties / impact on the value of properties	20
West - Prop - Proposed route will affect me selling my property in a timely fashion	2
West - Prop - Proposed route will pass very close to people's homes	5
West - Prop - Post-HS2 completion property values will still be lower than pre-HS2	2
West - Prop - HS2 will make desirable areas less attractive to new residents	3
West - Prop - Proposed route plan does not consider the effect on local houses	1
West - Prop - Having no HS2 would mean property prices in Manchester will not rise as much	1
West - Prop - Proposed route cuts through my drive / my property will be difficult to access / inaccessible during / after construction	1
West - Prop - Proposed route will impact property value	29
West - Prop - Proposed route runs directly under my house / my parents property	6
West - Prop - Proposed route will run through / destroy my home / homes along the route	19
West - Prop - People should not have to give up their homes if they do not wish to move	2
West - Prop - Proposed route will pass through the area where my home / property is	8
West - Prop - Proposed route will impact / damage property unnecessarily	9
West - Prop - Proposed route will create / is creating difficulties for us / people to sell / buy a home / property	9
West - Prop - Areas subject to compulsory purchase orders will become run down due to compulsorily purchased properties falling into disrepair	2
West - Prop - Some mortgage lenders are already declining applications in areas proposed for HS2	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Prop - We / people are unable to downsize property to support a pension in retirement due to the proposed route's impact on selling / buying property	4
West - Property - Alternative Suggestions	7
West - Prop - Should take care to minimize demolition	2
West - Prop - An alternative route through Trent Valley would affect fewer properties	2
West - Prop - Proposed route should be reviewed after feedback from local land owners	1
West - Prop - Views / opinions of the local land owners should be respected	1
West - Prop - Line should be built as soon as possible / ahead of the proposed timetable / should not be delayed in order to reduce blight	1
West - Prop - An alternative route linking the West Coast Main Line North of Crewe to Manchester Piccadilly / Manchester Airport would cause less damage to property	1
West - Housing Impacts of HS2 (Hol)	3
West - Housing Impacts of HS2 - Reasons to Disagree	3
West - Hol - No evidence that people will want to relocate to the North West	1
West - Hol - Proposed route will destroy many homes along the route between West Midlands and Manchester / Cheshire	2
West - Land use Resources (LR)	140
West - Land use Resources - Reasons to Disagree	134
West - LR - Proposed route will have a negative impact on green belt land between Warrington and Manchester / Salford	3
West - LR - 5Km of HS2 route between King street and the A556 crosses salt bearing strata and surface collapse zones.	1
West - LR - Farmland will be lost / local agriculture will suffer due to the proposed Delta Junction	2
West - LR - Route and embankment wrecks Mersey Valley between Birchwood and Cadishead	1
West - LR - Proposed route will / may negatively impact gas storage in existing / approved future salt cavities	2
West - LR - Proposed route will / may negatively impact active salt brine well heads / high pressure brine pipelines	1
West - LR - Maintenance loop in Cheshire will use productive arable / livestock farmland	2
West - LR - Damage to landscape means removing thousands of acres of productive farm land which is essential if we are to reduce carbon emissions through unnecessary food imports	1
West - LR - Inclusion of delta junction means links on and off HS2 north south route will have significant impact on numerous farms	2
West - LR - localised crossing points required for livestock and farming equipment	2
West - LR - Loss of agricultural land/farms in Staffordshire will impact on the rural economy	1
West - LR - Loss of land for farming, potential housing developments and employment opportunities will be lost in Staffordshire	2
West - LR - Section of proposed route comprising Warbuton / Rixton with Glazebrook / Culcheth / Croft is last remaining green belt between conurbations	2
West - LR - Proposed route has done very little to avoid impact on salt mining	1
West - LR - Proposed route will have problems / issues with brine subsidence	2
West - LR - Proposed curve going from / to West Coast Main Line / Manchester via Manchester Airport will destroy farmland	1
West - LR - There is an existing plan to build 15000 homes on our green belt land	1
West - LR - Cost of the link to the West Coast Main Line cannot be justified because of the destruction / irreversible destruction to wildlife / wildlife habitats	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - LR - Proposed route requires the use of too much private land	1
West - LR - Proposed depot will impact on / spoil the farmland	1
West - LR - Concerns about proposed line running through Cheshire Plains due to it being an unstable industrial area / having numerous chemical pipelines	1
West - LR - Cheshire is an area riddled with mining subsidence from brine / salt extraction works making it unsafe for high speed trains / geology is unsuitable / dangerous for major construction schemes / will increase costs of construction	11
West - LR - Concerns about future salt mining in / under areas where the route is proposed	2
West - LR - Proposed route would destroy too much land / arable land / when being built	5
West - LR - Proposed route will cut through / impact on green belt land in Cheshire / North Cheshire	8
West - LR - Route will go through / spoil / cut up / carve up green belt land	15
West - LR - Proposed route / link to the West Coast Main Line / cuts through / affects / demolishes farmland / agricultural land that Great Britain can ill afford to lose	19
West - LR - Proposed route cuts through / affects / demolishes farmland / agricultural land in Staffordshire / Cheshire	25
West - LR - Proposed route will lead to the loss of farmland / leave some farmland obsolete	12
West - LR - Proposed route could have a negative impact on farms / the farming community	11
West - LR - Proposed route through Cheshire goes through farmland	8
West - LR - Proposed route will lead to loss of recreational amenities / spaces	3
West - LR - Proposed route would cause a loss in beef / wheat / potato / milk production land	5
West - LR - Loss of land will lead to more food imports into the UK	2
West - LR - Proposed route will disturb numerous farms	4
West - LR - Disagree with the route where it cuts through green belt land	2
West - LR - Concerns regarding subsidence on M62 section of the proposed route	2
West - LR - Questions how much land will be taken from Ash Tree Farm Blakenhall during track construction	1
West - LR - Should take account / consider the land the proposed route will use	1
West - LR - Proposed route is over land that suffers from subsidence	5
West - LR - Cost of the link to the West Coast Main Line cannot be justified because of the destruction / irreversible destruction to farm land	1
West - LR - Concerns regarding subsidence as a result of the proposed route	5
West - LR - Juxtaposition of development / residential areas in the North West of England leaves no room for construction of HS2	1
West - Land use Resources - Alternative Suggestions	13
West - LR - Farmers Union / other local representative bodies should be engaged in next stage of design	2
West - LR - Farms require HS2 to work to highest standard of design, environmental protection, mitigation / compensation	2
West - LR - Preservation of Cheshire's landscape character / Locally Designated Landscapes (including Bollin Valley, Tatton Park) is important	1
West - LR - Proposed route should use green belt land rather than passing near residential properties	1
West - LR - Proposed route should not endanger restoration of facilities that are unusable at the moment	1
West - LR - Proposed route should use more brownfield sites	3
West - LR - Proposed route should not impact leisure amenities	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - LR - Proposed route should use more brownfield sites already linked to the existing rail network	1
West - LR - Having a direct / shorter route from Crewe to Manchester would be less damaging to the land	1
West - LR - An alternative route through Trent Valley would affect fewer farms	1
West - LR - An alternative route through Trent Valley would impact less on Staffordshire showground	1
West - LR - Chemical pipelines in the Cheshire Plains need constant monitor and upkeep which could cause HS2 train delays / an increase in HS2 running costs	1
West - LR - Improving the West Coast Main Line would remove the need to use private land	1
West - Planning & Development (PD)	6
West - Planning & Development (PD) - Reasons to Agree	1
West - PD - Mersey Port development will benefit from HS2	1
West - Planning & Development (PD) - Reasons to Disagree	1
West - PD - Concerns that HS2 Ltd may be unaware of the development plans of Ripple Development (UK) Ltd with regard to our consented development of a marina adjacent to the Trent and Mersey Canal between Northwich and Middlewich (plans attached)	1
West - Planning & Development (PD) - Reasons to Neither Agree nor Disagree	2
West - PD - Delivering success and vitality in this region will depend on new development to provide accommodation for businesses	1
West - PD - Feeder stations are under developed in towns in East Lancashire / Burnley	1
West - Planning & Development (PD) - Alternative Solutions	2
West - PD - Should ensure that designs are integrated with Piccadilly Strategic Regeneration Framework / Manchester Airport Enterprise Zone	1
West - PD - HS2 should work with any future developer in Staffordshire who want to build a road crossing	1
West - Cumulative Impacts (CI)	4
West - Cumulative Impacts - Reasons to Agree	1
West - CI - Route between Manchester and Warrington will not cause any negative impacts that are not already created by current travel infrastructure / motorways / flight paths	1
West - Cumulative Impacts - Reasons to Disagree	2
West - CI - West - CI - Construction of HS2 combined with other proposed infrastructure projects will be too expensive	1
West - CI - Construction of HS2 combined with other proposed infrastructure projects will leave little open land in the area	1
West - Cumulative Impacts - Alternative Suggestions	1
West - CI - Proposed route should have minimal impact on the areas it passes through	1
West - Lack of Space (LS)	2
West - Lack of Space - Reasons to Disagree	2
West - LS - The availability of land in England is far less than France	2
West - Compensation (Comp)	62
West - Compensation - Reasons to Disagree	35
West - Comp - Farmers will only be compensated for loss of agricultural land within the safeguarding zone / no thought given to blighted fields / machinery dead zones	1
West - Comp - Tenants will not be compensated despite substantial investments	1
West - Comp - Many homes affected are not due to receive compensation / eligible for the Exceptional Hardship Scheme / EHS	6
West - Comp - Compensation payable / paid will not be sufficient / enough	3

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Comp - Moorers will not be included in compensation schemes	1
West - Comp - Compensation payable / paid is slow to reach claimants	2
West - Comp - Compensation payable / paid is not sufficient for business lost	3
West - Comp - Compensation payable / paid is not sufficient / is unfair / is inadequate for property lost / affected	7
West - Comp - Homes outside the proposed compensation area will still be financially affected	4
West - Comp - Compensation for the destruction of wildlife habitats / reserves will not be sufficient	1
West - Comp - Many compensation payments are not due until completion / 2033	4
West - Comp - I / We do not qualify for Exceptional Hardship Scheme / within the safeguarding area	5
West - Comp - Part 1 Compensation is not due until 1 year after railway has been open / 30 - 35 years hence	2
West - Comp - No firm guarantees / no credible plans / only promises of compensation / to compensate home owners	8
West - Compensation - Reasons to Neither Agree nor Disagree	13
West - Comp - Supportive of Sale and Rent Back scheme	1
West - Comp - I will be seeking compensation for the loss of value on my property	3
West - Comp - Concerns about lack of information on how to claim compensation	10
West - Compensation - Alternative Suggestions	23
West - Comp - Cheshire West and Chester should receive compensation for impacts to public transport	1
West - Comp - Compensation should be provided to all businesses affected	1
West - Comp - Would prefer for route to run through / demolish property so I / we would not be blighted / could qualify for compensation	1
West - Comp - Suitable compensation should be provided prior to commencement of work / construction	5
West - Comp - Should fairly compensate / pay full / 100 percent of the value before properties are blighted	2
West - Comp - Should consider compensation equally for voluntary / safeguarding zones / rural / urban areas	2
West - Comp - Should include more properties / cover more distances within the compensation schemes	2
West - Comp - If proposed route goes ahead compensation should be available for all those seeking it	4
West - Comp - House holders should be reimbursed for loss of property value	4
West - Comp - Should provide money / grants / contribute towards financial costs of double glazing	1
West - Comp - I / we are negatively affected by HS2 and should receive compensation	4
West - Community Integrity / Impacts (Com)	269
West - Community Integrity / Impacts - Reasons to Agree	12
West - Com - Proposed link to West Coast Main Line is located in a well populated catchment area	1
West - Com - Benefits to local area outweigh inconvenience of construction	1
West - Com - Proposed route will benefit towns / cities generally	1
West - Com - Proposed route will maximise benefits to passengers	2
West - Com - I live close to the proposed route and this will benefit my weekly commute to Birmingham	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Com - HS2 will benefit the West Midlands region	2
West - Com - Proposed route will allow Northern England access / travel to services / facilities in the South	1
West - Com - Proposed route will have less of an impact on communities	2
West - Com - HS2 / proposed route will benefit the North West	1
West - Community Integrity / Impacts - Reasons to Disagree	243
West - Com - The Appraisal of Sustainability does not mention Marston / Yarlet / Pirehill	1
West - Com - The Appraisal of Sustainability does not consider negative impacts on Culcheth / Hollins Green / Rixton / Glazebrook	1
West - Com - Proposed route will impact residents in Merseyside that not served by a station	1
West - Com - It is unfair that HS2 will not be of benefit to / serve Merseyside	1
West - Com - Cheshire is being made to suffer for Manchester's gain	1
West - Com - The local communities around Whatcroft/ Lach Dennis/ Lostock Green/ Lostock Gralam oppose HS2/ it will have no benefits for them	1
West - Com - Local area is attractive to first time buyers / close to West Coast Main Line	1
West - Com - Connections to West Coast Main Line will destroy local villages	1
West - Com - Proposed route will not benefit Staffordshire residents as access to HS2 is restricted to Birmingham / Manchester	4
West - Com - Proposed route will not benefit residents of Stafford / Staffordshire / North Staffordshire residents as access to HS2 is restricted to Crewe	3
West - Com - HS2 will not benefit most communities / towns in the West / North West	7
West - Com - The increase in the number of trains / trains every two minutes will affect residents living close to the tracks	3
West - Com - Proposed route would make me take a 12 mile detour to get to work	1
West - Com - Our village is already stuck between the M6 and the West Coast Main Line	1
West - Com - Concerns about the impact of HS2 on Cheshire showground	4
West - Com - Proposed routes will pass close to schools / pre-schools	2
West - Com - Our small village could not take more upgrade	1
West - Com - Adjacent to my address / home we have the M6 toll road	1
West - Com - Proposed route need more mention to the village as it is a mind boggling project	1
West - Com - Benefits to the few people / minority do not outweigh disruption / inconvenience to local communities along the route	9
West - Com - Benefits to the few people / minority do not outweigh level of cost of the proposed route	4
West - Com - Proposed route will negatively impact our councils	1
West - Com - Communities outside of Cheshire will not be able to access services from Manchester	2
West - Com - Communities outside of Staffordshire will not be able to access services from Manchester	2
West - Com - Communities outside of North Wales will not be able to access services from Manchester	3
West - Com - Proposal does not provide enough mitigation of tunnels to minimise impact to people living along the route	5
West - Com - Proposal does not provide enough mitigation of cuttings to minimise impact to people living along the route	4
West - Com - I / we live 250 / 400 meters from the proposed route	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Com - Proposed route will have a devastating impact / no benefits on local communities in Staffordshire	11
West - Com - Proposed route will impact on the social health of the community by destroying farming businesses	1
West - Com - Proposals will not bring benefits to the areas that will be blighted	2
West - Com - Proposed route will negatively affect / impact / devastate / destroy the county of Staffordshire	12
West - Com - Questions why proposed route should pass through Cheshire given that it passes around Derbyshire dales	1
West - Com - Proposed route will destroy / ruin people's roots / future	1
West - Com - Unsure how HS2 will benefit areas in the North than need investment such as Rochdale / Blackburn / Blackpool / Accrington	1
West - Com - Proposed route will cause devastation / destruction along the route	2
West - Com - Linking the route to the existing transport corridor increases the impact on those already disrupted by existing routes	1
West - Com - Proposed route will destroy our / lead to the closure of our church which is a central place for the village	1
West - Com - HS2 will bring no benefits to the Stoke on Trent / Newcastle under Lyme area	5
West - Com - To disregard / overlook HS2 connection in North Staffordshire / population 400,000 is inconceivable / North Staffordshire cannot access Manchester / Airport	13
West - Com - Proposed route will run / cut through / is close to a / our golf course	4
West - Com - Proposed route will make our golf course unplayable / destroy many years of hard work in developing a quality golf course / club	1
West - Com - The proposed route running on an 18 metre viaduct next to my home will overshadow it / making it an unpleasant place to live	2
West - Com - The proposed route will cause pain / devastation to places between Birmingham and Manchester	5
West - Com - The proposed route will not bring any benefit to places between Birmingham and Manchester	4
West - Com - Having changes through the route will help lower risks the risks of affecting residents	1
West - Com - Reduction in journey time will not give much benefit to the people from the North West	2
West - Com - Proposals will increase the number of local journeys due to poor location / lack of stations	2
West - Com - Concerns over loss of local amenities	3
West - Com - Proposed route is 'all pain and no gain' for North Staffordshire	2
West - Com - Proposed route would dissect large parts of local communities	2
West - Com - Proposed route offers no benefits / consideration to those affected / blighted by it	18
West - Com - Proposed route will not benefit Midlands / West Midlands	3
West - Com - Proposed route will have a negative impact on Manchester's suburbs	1
West - Com - Proposed route will destroy moorings for people's homes along canal	1
West - Com - Proposed route will only benefit people travelling to / from Birmingham / Manchester	2
West - Com - Proposed route has blighted / will blight my village	4
West - Com - Proposed route offers will not benefit me / where I live / our village	6
West - Com - Proposed route will impact on / divide / cut through villages / towns / communities	12
West - Com - Proposed route will only benefit people who live near a HS2 station	3

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Com - Proposed route will impact / destroy towns that are not served by a station	1
West - Com - Proposed route will only benefit those in London	6
West - Com - Proposed route will ruin / decimate / destroy Cheshire	5
West - Com - Proposed route would have a negative impact for many villages in Cheshire	5
West - Com - Proposed route through Cheshire will be expensive to the community	1
West - Com - Proposed route through Cheshire will disrupt the community	4
West - Com - Proposed route will not bring any benefits to Cheshire / North Cheshire / West Cheshire / mid Cheshire / East Cheshire	13
West - Com - I / we live by / close to / will be directly affected by proposed route	17
West - Com - Proposed route is too close to my village	4
West - Com - Proposed route / supporting infrastructure will cause disruption to / have a negative impact on my local area / community	15
West - Com - Proposed route goes through residential areas	3
West - Com - Proposed route ignores / will destroy / have negative impact on local communities / those living close to the line	19
West - Com - Proposed route goes through / will impact on / destroy / irreparably damage rural areas / communities	16
West - Com - Disagree with the proposed route where it impacts on the rural communities without providing benefits	2
West - Com - Proposed route will have no benefits for local communities / residents along the route	23
West - Com - Proposed route will only benefit the wealthy / privileged	4
West - Community Integrity / Impacts - Reasons to Neither Agree nor Disagree	2
West - Com - Unsure / unclear about the possible benefits to the North	2
West - Community Integrity / Impacts - Alternative Suggestions	24
West - Com - North Staffordshire should benefit from high speed services	1
West - Com - Upgrading / improving the West Coast Main Line will cause less damage to local communities	2
West - Comp - Should realign the route through open countryside to avoid / protect a / our golf course	2
West - Com - Should realign the route through open countryside to avoid / protect a / our golf course	1
West - Com - Should follow the route of the old Great Western from London to Manchester to avoid destruction of communities	2
West - Com - Should follow the route of the old Great Western from London to Manchester to avoid destruction of communities	1
West - Com - Further research should be carried out regarding impact on residents from increase in trains per day	1
West - Com - Should modify the route to / reconsider a more industrial route to reduce impact on local communities / people	2
West - Com - Upgrading / improving the rail network system in the North West would be less disruptive	1
West - Com - Disruption to local communities should be kept to a minimum	4
West - Com - Money could be better spent in local networks to benefit communities	4
West - Com - Proposed route should be improved to benefit more regions	1
West - Com - Proposals should address local issues along the route	1
West - Com - People affected / we should be quickly informed because it is unfair to put our lives on hold up to 2017	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Com - An alternative route linking the West Coast Main Line North of Crewe to Manchester Piccadilly / Manchester Airport would cause less damage to people	1
West - Health, Equality & Wellbeing (HEW)	48
West - Health, Equality & Wellbeing - Reasons to Disagree	46
West - HEW - Concerns regarding negative impact of construction on residents' health / will cause misery / suffering	6
West - HEW - Concerns regarding impact of construction on residents' quality of life	6
West - HEW - I am distressed at the effect HS2 will have on my local community	4
West - HEW - Proposed route will have negative impact on people's lives / quality of life in the local areas	20
West - HEW - The need to find a new house / accommodation will cause stress	4
West - HEW - Concerns regarding quality of life when HS2 is live / trains are running	2
West - HEW - The increase of trains will have a negative impact on living standards	2
West - HEW - Noise pollution produce by HS2 could have an impact on children's hearing	1
West - HEW - Proposed rolling stock depot will affect families / disabled / special needs people who will loss country pursuits	2
West - HEW - Proposed route has had a negative impact on our lives	1
West - HEW - Concerns regarding distress caused to local residents produced by noise of trains running on a viaduct	2
West - HEW - Proposed route will affect our health	1
West - HEW - Concerns regarding impact of Rolling Stock Depot on residents' quality of life	1
West - HEW - Proposed route will negatively impact / affect / destroy peoples mental health	1
West - Health, Equality & Wellbeing - Alternative Suggestions	2
West - HEW - A consultation / environmental health investigation should be carried out	1
West - HEW - Moving / rerouting / not building the proposed route will be better to my quality of life	1
West - Construction (CI)	47
West - Construction - Reasons to Disagree	32
West - CI - Lack of information about disruption caused during construction	1
West - CI - Concerns regarding temporary land take for construction sites	1
West - CI - Concerns regarding light pollution during construction	1
West - CI - Construction of proposed route will have a negative impact on busy / already congested local highways	1
West - CI - Concerns regarding disruption / nuisance caused by construction / lorries	23
West - CI - Proposed route will take too long to construct / be very challenging	4
West - CI - Concerns regarding disruption caused by construction workers	3
West - CI - Concerned that community leaders are not informing residents of changes / construction of HS2	1
West - CI - Staffordshire will suffer from severe short term disruption during construction	1
West - CI - Cheshire does not have the infrastructure to transport the freight needed to build HS2	1
West - Construction - Reasons to Neither Agree nor Disagree	1
West - CI - Questions whether construction of proposed route will allow greater use for freight transmission / passenger carriage	1
West - Construction - Alternative Suggestions	14
West - CI - Crewe-Lichfield segment should be completed at same time as Phase 1/mid 2020s with a high speed station at Crewe	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - CI - Should bring forward western leg / consider bringing forward to Phase 1	1
West - CI - Should include measures to ensure that no calcareous materials are introduced in the form of ballast	1
West - CI - Should include measures to ensure that excavation work does not disrupt the hydrology of the mire	1
West - CI - Should include measures to ensure that no toxic contaminants are introduced into the water table	1
West - CI - Line should be built as soon as possible / ahead of the proposed timetable / should not be delayed	4
West - CI - Construction should start from Manchester and London concurrently to speed up completion	3
West - CI - Should provide an analysis of the construction impacts	4
West - Operations	185
West - Speed / Frequency / Specifications of HS2 services (SFS)	60
West - Speed / Frequency / Specifications of HS2 services - Reasons to Agree	5
West - SFS - Proposed route will connect people quicker than the current service	1
West - SFS - High speed trains are easier than flying	1
West - SFS - Proposed route will have some improvements in speed	1
West - SFS - Reduced journey time to London is a good thing	2
West - SFS - Proposed route between North and South would be very popular	1
West - Speed / Frequency / Specifications of HS2 services - Reasons to Disagree	51
West - SFS - Improved rail journey time will be negated by additional travel to Manchester / Crewe	6
West - SFS - High fares on HS2 Line may make it unsustainable	2
West - SFS - Journey time saved is negligible	8
West - SFS - HS2 trains between Birmingham and Manchester will be only 10%-20% full	1
West - SFS - concerns that there is not a stop North of Preston/ Lancaster//Carlisle	1
West - SFS - Reduced journey time would be cancelled out by inter-city journeys for people living in South Manchester / North Cheshire area	1
West - SFS - Ticket pricing for the new service will need to be carefully considered	1
West - SFS - Competition with Air routes is hampered by unachievable transfer times between Paris stations and beyond	1
West - SFS - Proposed route from Crewe to Manchester is too long / will add to journey time	2
West - SFS - Proposed route running South from Crewe will add to the distance and slow down HS2	1
West - SFS - Reduced journey time is not important as people work on the train anyway	9
West - SFS - Reduction in journey time does not justify the disruption caused by HS2	6
West - SFS - Increased speed is not needed / not essential for the proposed route	6
West - SFS - Proposed route will only encourage long distance commuting to London	2
West - SFS - Connecting to existing network / WCML will not produce high speed / will inhibit high speed	2
West - SFS - Reduced journey time to London does not justify cost of new line	4
West - Speed / Frequency / Specifications of HS2 services Alternative Suggestions	5
West - SFS - Points north of Manchester could see greater improvements in travel times if Crewe / station to the south were used for transfers and depot facilities	1
West - SFS - Should consider having HS2 services being branched out to Areas of Outstanding Natural Beauty at the weekend	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - SFS - HS2 service via existing route should call at all major stations	1
West - SFS - Straightening the line / avoiding Crewe will lead to faster journey times	1
West - SFS - Money could be better spent stopping high fares / poor service to benefit the North West	1
West - Existing Rail Services (ERS)	105
West - Existing Rail Services - Reasons to Agree	2
West - ERS - Proposed plans will update our existing transport system	2
West - Existing Rail Services - Reasons to Disagree	98
West - ERS - Concern about the Loss of direct services from Lancaster to London	1
West - ERS - Existing services from Crewe to Stoke / Manchester are overcrowded	1
West - ERS - Proposed route including the Golborne connection will reduce the service frequency to / from Stockport / Wilmslow	1
West - ERS - Existing West Coast Main Line services would be seriously impaired by HS2	1
West - ERS - Proposed route including the Golborne connection will reduce the service frequency from local stations	1
West - ERS - WCML will become unreliable / too expensive as passenger numbers grow	1
West - ERS - Proposed line will only benefit lines / services to the South of Manchester	1
West - ERS - The risk of affecting the performance of existing services would be reduced by straitening the line / avoiding Crewe	1
West - ERS - Warrington to Crewe part / stretch of the West Coast Main Line is very fast	1
West - ERS - Current journey time from Manchester to London is adequate / will not improve by much	13
West - ERS - Current train service / from Manchester to London is adequate	11
West - ERS - Current journey time from Crewe to London is adequate	1
West - ERS - Current service from Crewe to London is adequate	2
West - ERS - Current service to / from London is adequate / good	9
West - ERS - Current West Coast Main Line / Virgin service / around 2 hours between Warrington Bank Quay / Manchester Piccadilly and London / London Euston is already adequate	27
West - ERS - Current services outside of core commuting hours show empty seats in carriages on West Coast Main Line services	4
West - ERS - Rail fare to London from Crewe is already expensive	1
West - ERS - Current service from Stafford to London is adequate	3
West - ERS - Combined population of Merseyside / Cheshire / Staffordshire / West Lancashire / North Wales will have a third of the rail capacity of Manchester	1
West - ERS - West Coast Main Line services to intermediate stations will be reduced when HS2 services begin	2
West - ERS - Current journey times are adequate / existing rail services are fast enough	16
West - ERS - More people use the West Coast Main Line after it was improved	1
West - ERS - West Coast Main Line used to be poor but has now improved	2
West - ERS - Existing services from Crewe to Warrington is not overcrowded	1
West - ERS - West Coast Main Line is / will be a sustainable option	2
West - ERS - There is already a train service working properly	2
West - ERS - Proposed route will negatively affect travel / existing intercity / North-west to the South services	4
West - ERS - Current Virgin trains every 20 minutes are not fully utilised / are half empty / in peak hours	2
West - ERS - Current service from Liverpool to London is adequate	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - ERS - Current rail services offer economical travel	1
West - ERS - Current rail services are available to all people / can be accessed by all / a wider area	3
West - Existing Rail Services - Reasons to Neither Agree nor Disagree	1
West - ERS - concern about impact of higher frequency of high speed services will have on regional and local passenger services along WCML	1
West - Existing Rail Services - Alternative Suggestions	7
West - ERS - Loss of direct services from Lancaster to London should be reconsidered	1
West - ERS - The need to maintain and enhance existing services between Cumbria and Manchester International Airport is vital	1
West - ERS - Should be a high-quality service from Birmingham to Preston to connect trains at Golborne to get to Scotland	1
West - ERS - classic services should continue to operate between Glasgow/Edinburgh - Preston and Birmingham New Street using class 390 Pendolino trains	1
West - ERS - Aim should be to achieve 125mph wherever possible with classic compatible trains / classic network	1
West - ERS - Electrification / upgrade of Liverpool to Manchester line of WCML will materially improve train times to Manchester City Airport	1
West - ERS - Higher speeds than 125mph on classic compatible train / classic network should be evaluated	1
West - ERS - Should operate a more frequent service between Lancashire / Preston and Liverpool via Wigan	1
West - ERS - should publish post-HS2 opening Phase West Coast Main Line timetable scenario	1
West - ERS - Speeds of 125mph or more mean that classic compatible trains could get close to maintaining journey times achieved by class 390 Pendolino trains on non high speed sections of WCML	1
West - ERS - Existing rail services between Yorkshire and Manchester Airport should be upgraded / improved	1
West - ERS - Should improve journey time from Manchester to London by upgrading existing track	1
West - Traffic & Transport (TT)	28
West - Traffic & Transport - Reasons to Disagree	27
West - TT - Additional traffic on the A556 during construction will negatively impact on people living near the road	1
West - TT - Concerns regarding traffic on the A500 / caused by HS2 / construction of HS2	1
West - TT - Concerns regarding traffic on the A5020 / caused by HS2 / construction of HS2	1
West - TT - During the extended construction period there will be extensive interruption to commuting rail links from the west into Manchester	1
West - TT - Proposal will damage / close many roads / motorways	3
West - TT - Construction will cause roads chaos / traffic / disruptions for many years	11
West - TT - Proposed route will increase congestion in local area which is already congested by new bus route	1
West - TT - Traffic jams are crippling the North West	1
West - TT - Construction traffic will not be able to use roads south of Crewe	1
West - TT - Concerns regarding huge lorries / HGVS / plant vehicles involved in the removal of spoil / excavated materials and supply of materials constantly entering / exiting the construction sites	7
West - TT - Cheshire County Council restricts the number of HGVS using construction sites	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - TT - Expense of the project is inappropriate when people in Staffordshire have poor road conditions	1
West - TT - Concerns on parking charges that could put off many commuters	2
West - Traffic & Transport - Alternative Suggestions	1
West - TT - Proposed route should run in a 5 / 10 metres deep tunnel under A538 to reduce construction traffic on the A538	1
West - HS2 Rolling Stock (RS)	8
West - HS2 Rolling Stock - Reasons to Neither Agree nor Disagree	2
West - RS - Rolling Stock on West Coast Main Line is good but the other trains are awful	1
West - RS - No detail given on how Network Rail would enable 'classic compatible' trains to achieve higher speeds on classic routes	1
West - RS - Rolling Stock on Chester to Manchester line / line through Altrincham is 40 years old	1
West - HS2 Rolling Stock - Alternative Suggestions	6
West - RS - Additional carriages would enable travel from North West England / Merseyside / Greater Manchester / Newton-le-Willows / Atherton	1
West - RS - Should improve / upgrade bridges to allow double-decker carriages	2
West - RS - Should add more rolling stock to West Coast Main Line to increase capacity	3
West - HS2 Maintenance (Ma)	2
West - HS2 Maintenance - Reasons to Disagree	2
West - Ma - do not support the need to have a cleaning service centre off the main line of HS2	2
West - HS2 Technology (Tech)	1
West - HS2 Technology / Railway Systems - Reasons to Disagree	1
West - Tech - Concerns about potential radio interference to the Pickmere telescope from trains along viaduct	1
West - Engineering	568
West - Interface with other Infrastructure	312
West - Rail network / infrastructure (Ra)	175
West - Rail network / infrastructure - Reasons to Agree	3
West - Ra - Proposed route connects to existing rail infrastructure / allows classic-compatible operation to destinations beyond HS2	1
West - Ra - Welcome HS2 as capacity constraints have resulted in services on WCML being reduced or withdrawn	1
West - Ra - Proposed route allows diversion of long-distance passenger services to free up capacity on existing network for freight / regional passenger services	1
West - Ra - Proposed route will alleviate strain on current transport network	1
West - Rail network / infrastructure - Reasons to Disagree	32
West - Ra - People from Wilmslow will have to travel to Manchester / Crewe to HS2	2
West - Ra - Direct line London to Manchester does not in itself reduce congestion in Warrington / Liverpool areas	2
West - Ra - There are currently no local train links along the route	1
West - Ra - Existing West Coast Main Line is a safer / more reliable way of crossing Mersey Valley than proposed viaduct	1
West - Ra - Passenger numbers are already levelling off for services on the West Coast Main Line	1
West - Ra - Concern over loss of connectivity between North Cheshire area and further north beyond HS2	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Ra - To suggest Carlisle will benefit from HS2 by allowing new services to run on existing network is incredible	1
West - Ra - Capacity issues caused by inability to provide more rolling stock	1
West - Ra - Concern about how connecting rail services will be developed to ensure good connections away from WCML / high speed services along with infrastructure changes to ensure benefit is spread across country	1
West - Ra - Concerns about connectivity to North Staffordshire conurbation / Stoke-on-Trent	1
West - Ra - Proposed route has few connections to existing rail infrastructure / will cause disruption	1
West - Ra - Small number of connections to existing network leaves route vulnerable to disruption	1
West - Ra - The current HS2 proposal does not support connectivity between the Manchester terminus/London and Cumbria and the Lake District	1
West - Ra - Unclear how timetable changes will be managed as part of the franchising process	1
West - Ra - Proposed route will have a negative impact on other areas	1
West - Ra - Rail services from surrounding area into Manchester will be overcrowded due to lack of investment	1
West - Ra - Proposed route does not adequately utilise existing transport infrastructure	5
West - Ra - Liverpool services will only be able to access HS2 via Bickenhill station / not Birmingham New Street	1
West - Ra - Joining the West Coast Main Line at Colwich Junction slows trains down to 90mph	1
West - Ra - Proposed route will impact Stafford's current rail connection to London	2
West - Ra - Rail services from surrounding area into Manchester will be slower than present due to lack of investment	2
West - Ra - There will be little money available to upgrade / improve the West Coast Main Line	1
West - Ra - Railtrack's discredited West Coast Main Line upgrade did not take fourteen years to complete / Network Rail are far more efficient at managing railways	2
West - Ra - Proposed tunnel will prevent additional links to the classic network / additional benefits of HS2	1
West - Ra - Poor connections / too few stopping stations with existing rail infrastructure will discourage use of HS2	4
West - Rail network / infrastructure - Reasons to Neither Agree nor Disagree	5
West - Ra - Consultation document is wrong about a previous line running through the Warburton / Golborne area	2
West - Ra - Concerns about capacity for rail freight on WCML prior to delivery of Phase 2	2
West - Ra - Negative mention of West Coast Main Line upgrade	1
West - Rail network / infrastructure - Alternative Suggestions	146
West - Ra - An upgraded West Coast Main Line would provide a closer link for the proposed Manchester Ship Canal port at Moore	1
West - Ra - Need for suitable capacity / capability for current / future freight services to serve terminals in the Manchester area (eg Trafford Park)	1
West - Ra - Should improve / upgrade existing services	4
West - Ra - Between Millmoece and Middlewich existing WCML has spare capacity which could be used for high speed trains	1
West - Ra - Between Millmoece and Middlewich two high-speed tracks could be built beside WCML on east side	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Ra - West Midlands Local Connectivity Package will more than double economic benefits of HS2 for West Midlands	1
West - Ra - Major centres on existing intercity network e.g. Stafford and Stoke-on-Trent should not lose any connectivity to West Midlands	1
West - Ra - Essential that North Staffordshire economy has direct connectivity to HS2	2
West - Ra - Connections should be established between HS2 and classic lines in Cheshire to permit establishment of a Network North West regional high speed network	1
West - Ra - Operation to Blackburn, Burnley and East Lancashire should have significant investment in existing network / electrification of line	1
West - Ra - If HS2 cannot be extended north of Manchester, then upgrading WCML instead is required to benefit whole Northern region/ Scotland	1
West - Ra - Classic compatible services could serve stations in Staffordshire	2
West - Ra - Upgrading the West Coast Main Line will not have a detrimental environmental impact	2
West - Ra - Increase in freight on North West lines should be considered	1
West - Ra - Compatibility with the classic network is essential for economic benefits to spread beyond Manchester to Cheshire	1
West - Ra - Early electrification of line between Holyhead and Manchester/Crewe would maximise the investment	1
West - Ra - Important that other areas in Staffordshire are able to access HS2 services via classic compatible trains	2
West - Ra - Need improved connectivity between Crewe and Manchester and Stockport, Wilmslow, Alderley Edge, Alderley Park, Macclesfield and Congleton for business growth and tourism	1
West - Ra - should be a rail connection to HS2 in Birmingham area to enable through classic compatible services from HS2 to New Street station and beyond	1
West - Ra - Should be better connectivity between Manchester and Leeds / York / Darlington / Durham and Newcastle to benefit Manchester and UK economy	1
West - Ra - Should be provision for rail connection between HS2 and existing rail network between Washwood Heath and Water Orton	1
West - Ra - Should upgrade West Coast Mainline between Crewe and Golborne	2
West - Ra - Should use an hourly Manchester classic compatible services that access HS2 at Lichfield via / Stoke / Stafford from one of the four Manchester to London HS2 services / from Day One of Phase One	5
West - Ra - Should ensure loss of existing services on classic WCML are kept to a minimum	1
West - Ra - Using existing West Coast Main Line to cross Mersey Valley would save construction costs of proposed viaduct	1
West - Ra - Using existing West Coast Main Line to cross Mersey Valley would allow for further stations on the WCML	1
West - Ra - North-West line should be used	1
West - Ra - Replacing current Pendolino services with classic compatible trains would improve speed / reliability of services / to / from London	1
West - Ra - Stoke and Shrewsbury lines to Crewe should be re-routed to enhance frequency of service	1
West - Ra - Additional rail freight to and from Liverpool docks / ports will require a Liverpool spur / to enable growth	1
West - Ra - Direct connections will encourage strong completion to domestic / short-haul flights	2
West - Ra - Electrification of North Wales Coast Line would allow services to run to Europe / Wales / Ireland	3

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Ra - Proposed route should provide great connectivity with existing rail lines to link more destinations	5
West - Ra - Improving existing rail infrastructure in the North West / West Coast Main Line would also be sustainable	4
West - Ra - Money could be better spent on upgrading / improving the Great Western Line / trains	1
West - Ra - Money could be better spent upgrading and reinvesting in North West to Scotland line	1
West - Ra - Money could be better spent upgrading main lines across the Pennines	1
West - Ra - Money could be better spent upgrading main lines between Manchester & Sheffield	1
West - Ra - Money could be better spent on re-opening the line between Colne and Skipton	1
West - Ra - Money could be better spent on a loop at Lytham on the Blackpool South Line and extending line into Central Blackpool	1
West - Ra - Money could be better spent re-opening closed lines in the North West	1
West - Ra - Money could be better spent routing trains to the North from Manchester / South Manchester via Golborne using the Chat Moss lines	1
West - Ra - Money could be better spent re-opening / electrifying Northwich to Crewe line	2
West - Ra - Money would be better spent on high speed trains connecting Liverpool / Leeds / Manchester / Sheffield	1
West - Ra - Money could be better spent on upgrading / improving existing West Coast Main Line / WCML further North to Glasgow as an alternative to building the line between Crewe and Wigan	7
West - Ra - Should create better links between East to West cities & regions instead of through / to London / for better regional regeneration	8
West - Ra - Should consider another non-high speed track between Manchester - London instead	1
West - Ra - Should connect Lancashire & Yorkshire / Trans Pennine high speed route	4
West - Ra - Should renovate / update the existing North-Western line	1
West - Ra - Should re-open / upgrade the Sheffield - Manchester Great Central Railway via Woodhead / Woodhead Tunnels	11
West - Ra - Should electrify the Sheffield - Manchester Main Line	1
West - Ra - Should connect on to existing track to Manchester from Matlock / Buxton	2
West - Ra - Should improve / upgrade existing routes between London and the North West	8
West - Ra - Use / upgrade / improve / reconsider upgrading the West Coast Main Line / existing lines	30
West - Ra - Upgrading / improving the rail network system in the North West would be cheaper	2
West - Ra - Upgrading the West Coast Main Line will not have a detrimental economic impact	1
West - Ra - North West towns could be connected easier by upgrading existing lines between Crewe and Warrington	2
West - Ra - Proposed route should go north to Wigan / Preston / further with an upgraded existing line connecting to Manchester / Liverpool / Merseyside	1
West - Ra - Trains going North should be routed on existing line via Knutsford / Northwich and join the West Coast Main Line via a the existing / closed spur in Hartford	1
West - Ra - Trains from Stoke-on-Trent / Macclesfield should join HS2 to Euston	2
West - Ra - West Coast Main Line could be developed to handle extra services at a lower cost	2
West - Ra - Money would be better spent / would be cheaper / easier improving / upgrading existing network	16

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Ra - Upgrading / improving the West Coast Main Line would be cheaper / better value for money than building the proposed Golborne connection / link	6
West - Ra - Upgrading / improving the West Coast Main Line would offer improved services over building the proposed Golborne connection / link	2
West - Ra - Upgrading the West Coast Main Line to double track / between Preston / Lancaster and London would be far more advantageous / beneficial	1
West - Ra - Upgrading the West Coast Main Line to double track / between Preston / Lancaster and London would cost less	1
West - Ra - Upgrading the West Coast Main Line to double track / between Preston / Lancaster and London would have less of an impact on the environment	1
West - Ra - Should consider a train line from Manchester to Cambridge	1
West - Ra - Should divert the Trans Pennine Cycle Trail where it conflicts with a re-opened Woodhead Line	1
West - Ra - Existing lines that are inefficient could / should be ripped up / replaced with high speed lines	1
West - Ra - Existing routes into Piccadilly should be expanded to accommodate the HS2 line	1
West - Ra - Early electrification of Chester-Crewe route would be beneficial for North West	1
West - Ra - Early electrification of Crewe-Holyhead route would be beneficial for North West	1
West - Ra - Fast connections will encourage strong competition to domestic / short-haul flights	1
West - Ra - Improve links / capacity on the Manchester - Leeds line / during peak times	1
West - Ra - Upgrading the West Coast Main Line to double track would be far more advantageous / beneficial / quicker / cheaper for a far greater area	1
West - Ra - Upgrading / improving the West Coast Main Line will negate the need for HS2	1
West - Ra - Existing network / routes can serve as a 'hub and spoke' facility from large cities	1
West - Ra - The needs of people at Moston / Marple should be considered sooner rather than having to wait 20 years	1
West - Public Transport (PT)	9
West - Public Transport - Reasons to Disagree	1
West - PT - Proposed route will lead to service disruptions	1
West - Public Transport - Alternative Suggestions	8
West - PT - There should be a package of intermodal transport improvements which would enable Staffordshire to benefit from HS2	1
West - PT- Success of project is dependent on transport links from stations	1
West - PT - Money would be better spent improving / upgrading local transportation systems	4
West - PT - Should consider including HS2 into a more integrated transport network	2
West - Highways (Hi)	20
West - Highways - Reasons to Disagree	13
West - Hi - Rugeley Power Station interest in the proposed route is in respect of the heavy load deliveries from Ellesmere Port - A38 and B5032 of established AIL route	1
West - Hi - Route runs through area that includes pylons and proposed new route for A556 - potential for significant cumulative impact	2
West - Hi - Concerns about impact on Cheshire's road network / increase in construction traffic / during construction	1
West - Hi - Access to proposed route is limited to small / bendy roads / farm tracks	1
West - Hi - Proposed route will lead to excess mud on roads	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Hi - Concerns about impact on Staffordshire's / Cheshire / Lancashire / road network / increase in construction traffic / during construction / important to economic prosperity	4
West - Hi - Proposed route will impact on existing road network / cause road closures	4
West - Highways - Alternative Suggestions	7
West - Hi - No expense should be spared on ameliorating road displacement / disruption to benefit / convenience local residents	2
West - Hi - Money could be better spent improving roads / filling pot holes in Staffordshire	1
West - Hi - Should include a motorway parkway interchange	2
West - Hi - North West is more likely to grow if a new traffic free motorway was built	1
West - Hi - Should ensure that AIL (Abnormal Indivisible Load) routes from Ellesmere Port to Ironbridge power station remain accessible for vehicles carrying AILs	1
West - Airports (Air)	6
West - Airports - Reasons to Disagree	5
West - Air - HS2 will not be able to compete with airlines / tour operators who can offer discounts / absorb risks of delayed travel / missed connections	1
West - Air - Slightly faster travel time from London won't decrease pressure on Heathrow / airports in SE	1
West - Air - Air travel around the UK will be evenly distributed	2
West - Air - If it helps to stop further expansions happening at Heathrow Airport	1
West - Air - Most people already travel from London to Manchester by airplane	1
West - Air - Vast majority of people do not visit an airport	1
West - Airports - Alternative Suggestions	1
West - Air - Proposed route should be incorporated into Manchester International Airport's (MAG) expansion plans for a railway route providing easier links to the airport	1
West - Public Rights of Way (PRW)	20
West - Public Rights of Way - Reasons to Disagree	19
West - PRW - Proposed route will restrict access to my land	1
West - PRW - Fourteen public rights of way will be severed including two greenway and multi user routes	1
West - PRW - Route will impact greatly on key cycle routes	1
West - PRW - The route will impact the South Cheshire Long Distance footpath / Cheshire Ring Canal Walk / numerous public rights of way	1
West - PRW - Trans Pennine Trail would need mitigation measures e.g. subways / bridges / designated areas under viaducts	1
West - PRW - Route will impact on Cheshire Ring Canal Walk	1
West - PRW - Concerns about impact on Trans Pennine Trail / PROWs along Trans Pennine Trail	9
West - PRW - Proposed route would negatively impact countryside paths / public rights of way	3
West - PRW - Proposed route will impact bridle paths	7
West - Public Rights of Way - Alternative Suggestions	3
West - PRW - Should replace affected bridleways / cycle routes with ones of similar quality / experience	3
West - Canals & Rivers (CR)	30
West - Canals & Rivers - Reasons to Disagree	19
West - CR - Proposed route passes near Trent and Merseyside Canal, a conservation area	1
West - CR - Visual impact on the historic Bridgewater Canal	1
West - CR - Concerns proposed route will adversely affect the canal system	7

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - CR - Proposed route will destroy mooring for my home along canal	1
West - CR - Disagree with the impact the proposed route will have on canals	4
West - CR -Concerns about the route coming close to / conflicting with Inland Waterway canals / rivers	3
West - CR - Proposed route will unjustifiably blight canals	1
West - CR - Proposed route overlooks the investment made in the restoration of the canals belonging to the Canal & River Trust	2
West - CR - Concern that future generations will not have the opportunity to enjoy / travel / live on the canal network	1
West - Canals & Rivers - Alternative Suggestions	16
West - CR - At Bridgewater Canal crossing HS2 may want additional safety clearance - means railway will need to be at least 0.5m higher to ensure safe clearance	1
West - CR - Money could be saved if River Bollin Flood Plain with its changing terrain can be used	1
West - CR - Proposal should provide provision for canals / waterways to continue operating on existing routes	4
West - CR - Proposal should contain provision for canal side living	1
West - CR - Proposal should ensure canal crossings have adequate clearance / are safe for boats passing by	1
West - CR - Should consult Canal & River Trust (CRT) & Inland Waterways Association (IWA) to avoid interfering with canals	1
West - CR - Should benefit canal systems	1
West - CR - Proposals should contain provisions for adequate air draught clearance for the type of craft likely to use the restored waterway	1
West - CR - Proposal should contain provision for canals / waterways to be restored where possible	3
West - CR - Proposed route should not interfere with / destroy existing canals / canal restoration schemes	8
West - Connections to the West Coast Main Line (WCML)	100
West - Connections to the WCML - Reasons to Agree	6
West - WCML - Agree with HS2 connection to the West Coast Main Line / WCML / at Preston / to connect to Scotland	1
West - WCML - Connection to the West Coast Main Line is a good idea / seems very good	5
West - Connections to the WCML - Reasons to Disagree	38
West - WCML - Proposed WCML connection 'sidelines' Liverpool, Warrington and North Wales	1
West - WCML - Existing connections to WCML at Bamfurlong and Streethay are adequate	1
West - WCML - Without any upgrade of WCML north of Crewe to Warrington and Liverpool little will change in these areas	2
West - WCML - HS2 has not provided supporting information to substantiate cost and schedule claims of updating WCML	1
West - WCML - Construction of proposed link will cause extensive disruption to the North West for a long period	2
West - WCML - Construction of proposed link will cause congestion / gridlock in the North West for a long period	1
West - WCML - Proposed link diverts most direct route between Crewe and Manchester	3
West - WCML - Proposed link / diversion from Crewe to WCML at Wigan results in longer journey / defeats object of HS2	1
West - WCML - Lifting lines of proposed link over Manchester Ship Canal will be dangerous to construct	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - WCML - Proposed link over / through Manchester - Liverpool line will be dangerous to construct	1
West - WCML - Proposed link over / through motorways / trunk roads to Barton Moss will be dangerous to construct	1
West - WCML - Proposed link will be expensive / minimum £1 billion	1
West - WCML - Travel on the classic West Coast Main Line / to London is slow / unacceptable	1
West - WCML - The West Coast Main Line link wastes a considerable amount of resources.	2
West - WCML - Proposed route will bring fewer benefits than upgrading West Coast Main Line	8
West - WCML - Disagree with link with the West Coast Main Line	13
West - WCML - Congestion at the proposed connection at Crewe will result in delays for the less important / lower priority existing rail services	1
West - WCML - Proposed link to the West Coast Main Line will be unsustainable	3
West - WCML - Proposed West Coast Main Line link is pointless / unnecessary / not required / not needed / not wanted / only needed if high speed rail is extended to Scotland	4
West - WCML - The West Coast Main Line is poor in comparison with the East Coast Main Line	1
West - Connections to the WCML - Alternative Suggestions	68
West - WCML - Service on WCML needs to be kept at a good frequency	1
West - WCML - Malcolm Hitchen proposals to upgrade the WCML to provide additional capacity need to be considered in detail	1
West - WCML - Parts of WCML identified by Network Rail as being necessary to provide the required capacity need to be updated	1
West - WCML - Services between Chester and the WCML should be safeguarded and improved	1
West - WCML - Services between Liverpool and Crewe should be safeguarded and improved	1
West - WCML - Services between London and Chester via Crewe should be safeguarded and improved	1
West - WCML - The western leg of HS2 which connects to WCML should be designed to allow future extension northwards towards Carlisle and Scotland	1
West - WCML - WCML capacity north of Wigan could be better used if separate Glasgow and Edinburgh trains were operated compared with joint trains every half hour	1
West - WCML - Proposed route should have a connection to the West Coast Main Line near / south of Stafford	1
West - WCML - West Coast Main Line should be upgraded /to 4 track between Crewe and Golborne	1
West - WCML - With 4 tracking at Warrington the WCML should be able to take 3 trains per hour in each direction due to go on the Hoo Green to Golborne route	1
West - WCML - Proposed route should connect to the West Coast Main Line north of Preston instead of south of Wigan to reduce future challenges to extend the route to Scotland / Phase 3	2
West - WCML - HS2 should make more use of the West Coast Main Line connection	1
West - WCML - Upgrading the existing West Coast Main Line would cause less destruction to local properties	1
West - WCML - Upgrading the existing West Coast Main Line would cause less destruction of jobs	2
West - WCML - A connection should be constructed between the WCML and HS2 south of proposed junction in the West Midlands to permit high speed services to serve Milton Keynes	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - WCML - HS2 should connect to West Coast Main Line at Euston / expanding to 4 tracks on WCML route	2
West - WCML - Widening the track bed of the WCML would be considerably less costly than an 'independent' HS2 line	1
West - WCML - It would be feasible to widen the track bed of the WCML to accommodate HS2 track	1
West - WCML - Upgrading West Coast Main Line to HS2 compatible would enable HS2 to run through industrial land through Warrington / Wigan	3
West - WCML - Use alternative / shorter routes from Manchester Piccadilly to connect West Coast Main Line	1
West - WCML - Upgrading existing West Coast Main Line routes / to run faster than current 90 -100 mph / to 200mph / will enable more connections	4
West - WCML - Should upgrade line to 14mph between Runcorn and Liverpool Lime Street	1
West - WCML - Money could be better spent on re-opening the West Coast Main Line platforms at Carnforth	1
West - WCML - Money could be better spent reinstating West Coast Main Line connection to Fleetwood	1
West - WCML - Close West Coast Main Line for 24 months to upgrade to high speed with a link to HS1 for direct continental travel	1
West - WCML - West Coast Main Line should / needs to be updated	13
West - WCML - West Coast Main Line should have as many links as possible to ensure trains run the fastest route across the UK	1
West - WCML - Upgrading West Coast Main Line / to HS2 compatible / would avoid destroying green spaces / farmland / the environment / Sites of Special Scientific Interest	7
West - WCML - Improving existing West Coast Main Line would cost less / be more cost effective	19
West - WCML - Should upgrade / improve the West Coast Main Line between Crewe / Warrington / Liverpool / Wigan instead of building the proposed Golborne link	17
West - WCML - Should build a station to connect West Coast Main Line with HS2 to avoid using high speed on stilts	1
West - WCML - Connection is not needed as any extension of high speed rail will occur on the Eastern leg / via Newcastle	1
West - Line of Route (LoR)	265
West - Line of Route - Reasons to Agree	36
West - LoR - Route minimises the impact on urban areas in Staffordshire	1
West - LoR - Proposed route is an appropriate length / well constrained along its length	1
West - LoR - Engineering proposals for the route will deliver a fit for-purpose high speed railway	1
West - LoR - Proposed route will be good for this area	2
West - LoR - Proposed route is sensible / good idea / well thought out	13
West - LoR - Proposed route is the best	4
West - LoR - Proposed route minimises disruption	2
West - LoR - Proposed route minimises displacement	1
West - LoR - Proposed route covers major populated areas and maintains the principle of high speed connection	2
West - LoR - Proposed route is sensible / particularly South of Birmingham	1
West - LoR - Proposed route is sensible / particularly on the Trent Valley Line	1
West - LoR - Proposed route is necessary / needed / valuable / helpful	4
West - LoR - Proposed route / plans should not change	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - LoR - Agree with the proposed route only if HS2 goes ahead	2
West - LoR - Agree with proposed route in terms of cycle parking facilities	1
West - LoR - This would be the least bad route in my area if HS2 goes ahead	1
West - LoR - Proposed route avoids built up areas	1
West - LoR - Proposed route avoids Cornwall / West coast providing a convenient distance between North and South / enforces North / South connection	1
West - LoR - Proposed route is more direct than former Great Central Railway via Woodhead	1
West - LoR - No suggested alterations to / agree with proposed route as shown on maps 52802 / 60302 / 60306 / 60307 / 60601 / 60602 / 60801 / 60802 / 60901 / 61001 / 61002 published on the GOV.UK website	1
West - Line of Route - Reasons to Disagree	93
West - LoR - Proposed route will not allow people in Yorkshire to get to Manchester Airport	1
West - LoR - Alternatives to the proposed route have not been researched	3
West - LoR - Route between Crewe and Pickmere is unsuitable due to underground cavities of gypsum, landslides, salt mining / brine extraction	1
West - LoR - Lack of evidence that alternative routes have been considered	1
West - LoR - No information why the more direct route which has been rejected for the shorter option	1
West - LoR - Disappointed that extending route north of Manchester not included in current proposals	1
West - LoR - Cannot support implementation of HS2 only as far north as Manchester	1
West - LoR - The shape of the network will maximise the impact / capacity / journey time	1
West - LoR - Manchester should not be the end of the line	1
West - LoR - A 12km section of HS2 route is through areas of known past and present salt extraction, subsidence and natural salt solution.	1
West - LoR - alignment from Middlewich to Manchester would be harmful to Cheshire countryside south of M56	1
West - LoR - any route taken will negatively impact on Stafford Borough	1
West - LoR - Concern for safety with trains travelling up to speeds of 250 mph in an area of active ground movement around Lostock Green .	1
West - LoR - Concern that HS2 does not provide a direct service between Manchester and Leeds	1
West - LoR - Concerns about the proximity to settlements	1
West - LoR - Concerns for safety regarding brine extraction activates under proposed route in Cheshire West and Chester	1
West - LoR - Concerns for safety regarding gas storage under proposed route in Cheshire West and Chester	1
West - LoR - Critical decisions have been made without considering construction or national infrastructure	4
West - LoR - People will not want to travel into Manchester to get a train to London	1
West - LoR - Disagree with section of route from North Cheshire to Greater Manchester	1
West - LoR - The majority of rail users will not travel the whole distance of proposed route	1
West - LoR - The proposed route will only encourage long distance commuting to London	1
West - LoR - Proposed curve going from / to West Coast Main Line / Manchester via Manchester Airport will mean reduction of speed	2
West - LoR - Concerns about the lack of passenger demand along the route / route is not needed	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - LoR - Proposed route between Crewe and Lostock Gralam is over an active area of shallow mining at Winsford	2
West - LoR - Following existing transport corridors will not speed up the trains	1
West - LoR - Concerns that the proposed route for HS2 will interfere with / cross heavy load road routes (AIL / abnormal indivisible load) hindering power station supplies / operation	1
West - LoR - Proposed route will run straight through the centre of the Mersey Valley and result in a series of high level crossings of the Manchester Ship Canal	1
West - LoR - Proposed route is too focused on journey times to / from Manchester	1
West - LoR - Proposed route is not sensible / not well thought out / flawed	14
West - LoR - Sharp bends in / out of Manchester is not a good design for high speed	4
West - LoR - Disagree with proposed route through Cheshire	9
West - LoR - Disagree with proposed route between Rostherne to Manchester Piccadilly	1
West - LoR - Proposal does little to connect with towns / cities / Chester within England and Wales / except for Manchester and London	2
West - LoR - Disagree with proposed route through Staffordshire	6
West - LoR - Proposed route is longer than it needs to be	2
West - LoR - Reduced journey time is negated by badly designed route	3
West - LoR - Proposed Western Route is not / will not be sustainable	1
West - LoR - Proposed route between West Midlands / Birmingham and Manchester is pointless / unnecessary / not required / not needed / not wanted	18
West - LoR - Proposed route from Crewe to Manchester is unnecessary / not required / not needed / not wanted	5
West - Line of Route - Reasons to Neither Agree nor Disagree	3
West - LoR - The route is constrained by the A530 / A556 / A559 and several flood plains	1
West - LoR - Route to Manchester is through Cheshire East	1
West - LoR - The line of route is relevant to the feasibility of HS2	1
West - Line of Route - Alternative Suggestions	156
West - LoR - Line from Crewe to Manchester should be South of Knutsford / West of Winslow	3
West - LoR - Changing the line of route between Crewe and Manchester to South of Knutsford / West of Winslow will have less impact	1
West - LoR - The East Midlands to Birmingham section of route should be dropped and replaced with a more direct alternative route from London to the East Midlands using new or upgraded existing infrastructure	1
West - LoR - Provision should be made for a high speed link to Liverpool/Manchester via Warrington	1
West - LoR - Changing the line of route between Crewe and Manchester to South of Knutsford / West of Winslow will be more economical / cheaper	1
West - LoR - Should consider using the former Midland Railway line from Birmingham through Derbyshire to Manchester	1
West - LoR - Sus - Changing the line of route between Crewe and Manchester to South of Knutsford / West of Winslow will be more sustainable	1
West - LoR - The link to Manchester should be along the route of the East Coast Main Line rather than Birmingham	2
West - LoR - Route should start from London with a cross-link between Leeds / Sheffield to Manchester / Birmingham	2
West - LoR - Route should not go through Birmingham	2
West - LoR - Route should not end in Manchester	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - LoR - Proposed route should approach from the South West with the provision to proceed to West Yorkshire	1
West - LoR - Proposal for alternative route to HS2 avoiding the need to build Warburton to Bamfurlong section by Malcolm Hitchen	1
West - LoR - A straighter route from Crewe to Manchester through Wilmslow would avoid the subsidence at Lostock Green	1
West - LoR - From Brereton to Millmeece one of Stafford Bypass options (2008) should be used and consulted on	1
West - LoR - We require a much more direct route London to Manchester, 'city centre to city centre'	1
West - LoR - Phase 2 should extend north from Crewe through Warrington towards Preston and Crewe	1
West - LoR - Extend route to Brock to provide capacity and journey time benefits	1
West - LoR - Four tracks should continue from Alderley Edge to Manchester via Stockport	1
West - LoR - If classic compatible trains operate to Preston it should have first going to Lancaster and the north and second providing new links to Blackpool/Fylde coast/East Lancashire	1
West - LoR - May be a case for extending HS2 northwards in the long term with increase of passenger / freight demands	1
West - LoR - Over areas of ground instability precautions need to be taken such as bridges, Viaducts and embankments designed to be raised and re levelled and regular survey inspections.	1
West - LoR - Proposed line should be 5m lower through Cheshire	3
West - LoR - Should alter route so that it does not cross Cheshire showground	1
West - LoR - Should be more direct line from London to Manchester, in keeping with original brief	1
West - LoR - Should extend route through / benefit communities / businesses in Lancashire / connect Blackpool / Fylde coast / Blackburn / Burnley	1
West - LoR - Should take High Speed UK / HSUK approach / uses more existing corridors / less land take/ has shorter tunnels / through running at Manchester	1
West - LoR - Should use existing / upgrade straight Crewe to Alderley Edge line	1
West - LoR - The route for high-speed services to Manchester should be via Stockport	1
West - LoR - The route should be altered / mitigation used to minimise the impact of the flyover at Basford Chorlton and Weston / south of Crewe	1
West - LoR - There has been an increase in the amount of ground surface collapse in area between Pennys Lane and Birches Lane which is on and adjacent to 1km stretch of preferred HS2 route to the SW of Lostock Green	1
West - LoR - Scrap sections HSM20-21-22 of Phase 2	1
West - LoR - Connecting Streethay and Bamfurlong to WCML would save costs	1
West - LoR - Tatton-Bamfurlong spur is essential so that HS2 services can be continued to Carlisle and Scotland	1
West - LoR - Tatton-Bamfurlong spur is essential to allow high speed services from Scotland to call at Manchester Airport	1
West - LoR - Should reconsider proposed route close to Pickmere telescope	1
West - LoR - Should extend route from Manchester Airport to connect to existing freight only route through Cheshire and Liverpool	1
West - LoR - Should have through running / feeder routes from Western Leg to South / South West / South East / to improve East-West connections / freight services (details specified in response)	1
West - LoR - Additional benefits of an altered line of route improving connectivity between key cities could be better publicised to reduce opposition to HS2	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - LoR - Line could be extended north via Leeds or using tracks North of Manchester	1
West - LoR - Proposed route between West Midlands and Manchester should be ditched / scrapped / not go ahead / should not be built	8
West - LoR - Should reconsider the more direct route into Manchester from Crewe from just north of Winsford and Middlewich / compare cost and environmental impact with that of proposed route	1
West - LoR - Starting the Scottish link at Crewe (only 20 minutes from Warrington) would obviate the need for this section of HS2	1
West - LoR - The risks of HS2 could be minimised by straightening the line / avoiding Crewe	2
West - LoR - Alternative routes proposed by Stoke and Staffordshire Councils would provide better connectivity to London	1
West - LoR - If the purpose of the spur is to link with an extension to Glasgow then it is bad design to introduce curves on the future line / will create operational problems	1
West - LoR - Proposed route should extend to Glasgow on the West	3
West - LoR - Alternative route proposal to HS2 in Cheshire / Manchester	3
West - LoR - Should serve Glasgow / with splitting at Carstairs	2
West - LoR - Alternative routes proposed by Stoke and Staffordshire Councils would provide better connectivity to the airport	1
West - LoR - Proposed route should go directly to Manchester with a link at lower level of Manchester Piccadilly / through to Bolton / continue to Preston / Lancaster / Carlisle through to Glasgow / Edinburgh	1
West - LoR - Will need more than a single track link to compete with air travel / have more train connections to HS1 / Europe	4
West - LoR - Agree with Cheshire East Council on alternative route which would avoid A556/A559 junction / Smoker Brook flood plain	2
West - LoR - Proposed route is a good idea if a single line is built out of London	1
West - LoR - High speed running should not occur in the North West of Manchester but ensure the capability is there should it be required at a later date	1
West - LoR - Should consider a more direct route between London and Manchester	8
West - LoR - Change in policy from speed to capacity means the Western Leg of the route should be reviewed	3
West - LoR - HS2 should have a link to the North Wales Coast line / giving a faster link between port of Holyhead and London	1
West - LoR - HS2 should go to Chester & North Wales, Liverpool, Preston & Scotland, Blackpool, Blackburn, Burnley and Rochdale	2
West - LoR - Proposed route should be more sensitive to the areas it passes by having more turns to reduce the impact	1
West - LoR - Proposed route from Darlaston Wood should remain on the East of the M6 / tunnel from Hanford to Kidsgrove under Stoke-on-Trent / continue to Manchester Airport and Manchester Piccadilly	3
West - LoR - It would be better to upgrade routes to all major cities than just Birmingham / Manchester / benefit more people	3
West - LoR - Section of line North of M56 / M6 link road means three transport corridors will be within a mile of each other / negative environmental impact	1
West - LoR - Proposed route should follow line of M6 / M56 to avoid sterilisation of countryside	1
West - LoR - The proposed route will cross the existing heavy load routes to Rugeley power station in several places	1
West - LoR - The scheme should account for existing heavy load requirements of Rugeley power station in terms of structural capacity and negotiability requirements	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - LoR - Any alterations to access at points where HS2 crosses the heavy load route need to be considerate of AIL access requirements	1
West - LoR - Should allow for an extension to Scotland / via Burnley	2
West - LoR - The link to WCML at Handsacre junction should be opened up to link Manchester with Stoke on Trent/Newcastle under Lyme and Macclesfield once phase 2 is completed	1
West - LoR - Need to ensure that all heavy load road routes are maintained and available to enable ad hoc emergency (AIL / abnormal indivisible load) movements for power stations	1
West - LoR - The route from Crewe to Manchester should follow the existing rail corridor / to reduce costs / disruption / achieve greater capacity	8
West - LoR - Alternative suggestion for line of route from Stoke on Trent via Irlam viaduct west and north of Culcheth joining proposed route at Lowton St Marys would lessen the impact on the area	1
West - LoR - Proposed extension route to Scotland is residual of original Manchester to Leeds plans and should be reconsidered	1
West - LoR - Route should not extend beyond Manchester	1
West - LoR - Should consider alternative route along existing motorway / rail infrastructure	9
West - LoR - Should consider alternative route along existing West Coast Main Line / in Staffordshire / Cheshire / a more westerly route	9
West - LoR - High speed line should stop at urban areas of Manchester and continue on existing classic tracks	1
West - LoR - A spur at Runcorn would alleviate disadvantages created by HS2 for Liverpool	1
West - LoR - A spur at Runcorn would alleviate disadvantages created by HS2 for Chester	1
West - LoR - A spur at Runcorn would alleviate disadvantages created by HS2 for North Wales	1
West - LoR - A spur at Runcorn could be a link for a shorter Phase 3 route to Scotland	1
West - LoR - Should move the proposed route closer to the M42 to allow use of the sports field reducing 'dead' land	2
West - LoR - Line should be moved East Of Madeley Village away from Blakenhall and Checkley	1
West - LoR - Line should run alongside Hartford rail line	1
West - LoR - A more sensible route would be to by-pass Manchester and take the route to Liverpool / Preston / Scotland	1
West - LoR - Line should be moved North along the Trent Valley / should be the preferred route / like the West Coast Main Line canal's functionality as a trunk road	2
West - LoR - Should have a Liverpool - Birmingham high speed service	2
West - LoR - Proposed line needs to be straight / not have a bend	10
West - LoR - Should follow existing road infrastructure where areas are already blighted	2
West - LoR - Proposed line should be re-routed / realigned	6
West - LoR - Proposed route should take into account the same considerations taken in the Eastern leg	1
West - LoR - Using the Mersey Valley line into Manchester would be a more sustainable route	1
West - LoR - People of Manchester / Cheshire / South Lancashire would like an additional East - West link	1
West - LoR - Should consult / consider cycle parking / infrastructure needs of cyclists at the design stage	2
West - LoR - Proposed route / track needs to be realigned / further investigating	4
West - LoR - An alternative route linking the West Coast Main Line North of Crewe to Manchester Piccadilly / Manchester Airport would be shorter	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - LoR - Proposed route should be changed to the option HSM03 proposed in March 2012 to save £54 million	5
West - Width of Route (WoR)	1
West - Width of Route - Alternative Suggestions	1
West - WoR - Should widen the M6/M1 to accommodate twin rail tracks / doubling the capacity of the West Coast Main Line to Glasgow	1
West - Stations (Sta)	28
West - Stations - Reasons to Agree	5
West - Sta - Support principle of HS2 trains serving intermediate stations between West Midlands and Manchester	3
West - Stations - Reasons to Disagree	16
West - Sta - There are insufficient stations on the Western leg / route / line to make it viable	4
West - Sta - Proposed stations are in poor locations / out of area	1
West - Sta - Not proposing all trains should stop at all stations, reducing faster journey times	1
West - Sta - Proposals need more stations to benefit more people	6
West - Sta - There will be no gains / benefits / economic benefits for Staffordshire due to lack / absence of HS2 station / link	5
West - Stations - Alternative Suggestions	7
West - Sta - Plans must consider the need for good connectivity between transport hub at Preston Station and Blackburn and other towns in East Lancashire	1
West - Sta - DfT/HS2 Ltd should work with stakeholders to ensure high quality egress/accessibility/connectivity to and from HS2 stations in north west	1
West - Sta - High speed trains should start at Manchester Exchange call at Piccadilly and stockport on way to Euston	1
West - Sta - Replace Manchester Victoria and Salford Central stations with new station on former Exchange Station site with Metrolink trams	1
West - Sta - An additional station in Rugby would provide interchange with existing stations on the Trent Valley line	1
West - Sta - Should consider a new mainline station for Cheshire to avoid unnecessary travel into Manchester / Stockport	1
West - Sta - We should have stations at frequent intervals to make our transport system as interconnected and therefore both for and resilient as possible	1
West - Sta - There should be a hub at Keele / hub at Keele would benefit communities in the area	1
West - Tunnels (Tun)	49
West - Tunnels - Reasons to Agree	7
West - Tun - Use of tunnels is a good idea / preferable	6
West - Tun - Planned tunnels through proposed route seem feasible	1
West - Tunnels - Reasons to Disagree	15
West - Tun - 6 mile tunnel under Withington / south Manchester / central Manchester not justified	1
West - Tun - Tunnels will be built on green belt land / sites of specific scientific interest	3
West - Tun - Proposed tunnel is too long / excessive	1
West - Tun - Concerns regarding impact of tunnelling constructed under homes / dense populations	5
West - Tun - Disagree that more tunnelling is required	1
West - Tun - Proposed tunnel runs close to my property	1
West - Tun - Do not like the route / location of tunnels	3

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Tunnels - Alternative Suggestions	27
West - Tun - HS2 crossing of M6 at Tabley should be under existing motorway and railway line	1
West - Tun - Should tunnel / lower line through Central Birmingham / northwards to avoid spoiling Staffordshire countryside / increase economic benefits / lower cost	1
West - Tun - Tunnelling should be used only in the most sensitive areas or where it is physically necessary	1
West - Tun - A tunnel for HS2 to run on built through the Cheshire Gap would be cheaper and cause less disruption to the local community	2
West - Tun - Tunnels should be reviewed to identify where it may be possible to reduce the extent and costs of tunnelling	1
West - Tun - A twin bore tunnel should be constructed from Ingestre to Pirehill	1
West - Tun - Should use green tunnels along the route	1
West - Tun - Tunnelling should be considered to reduce demolitions	1
West - Tun - Tunnelling should be considered to reduce road closures / diversions	1
West - Tun - Should consider tunnelling to avoid impact on ancient woodlands	1
West - Tun - Using existing track from Manchester Airport to City Centre would avoid the costs / upheaval of tunnelling	3
West - Tun - Tunnelling should go under airport aprons / terminal buildings for easier access / less impact on residential areas	1
West - Tun - Should provide an analysis of tunnelling from Manchester to Manchester Airport	1
West - Tun - Should use a tunnel to reduce impact on housing estate nearby	1
West - Tun - Should consider tunnelling / route going underground / to alleviate disruption	9
West - Tun - Should have less tunnels to save money / increase cost / benefit ratio	2
West - Tun - Proposed route should not be under a tunnel / hidden away	1
West - Depots (Dep)	14
West - Depots - Reasons to Agree	1
West - Dep - The depots are well placed making the most of former railway land	1
West - Depots - Reasons to Disagree	4
West - Dep - Depots will be built on green belt land / sites of scientific interest	1
West - Dep - Proposed depot will have no benefit to the local community / people	2
West - Dep - Stock yard / depot will be too close without the benefit of a station	1
West - Depots - Alternative Suggestions	9
West - Dep - Welcome consideration of Lancashire as a location for operational facilities	1
West - Dep - Opening route to Crewe early could eliminate need for depot at Handsacre (phase one)	1
West - Dep - It would be cheaper / more efficient to site rolling stock depot close to HS2 hub	1
West - Dep - Should clarify / review details of proposed depot / s	3
West - Dep - Proposed depots / maintenance facilities should be on brownfield sites	3
West - Cuttings (Cut)	14
West - Cuttings - Reasons to Agree	4
West - Cut - Use of cuttings is a good idea / preferable	4
West - Cuttings - Reasons to Disagree	5
West - Cut - Cuttings will be built on green belt land / sites of scientific interest	1
West - Cut - Should clarify / review details of proposed cuttings	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Cut - Cutting runs close to my home	2
West - Cut - Disagree to having cuttings	1
West - Cuttings - Alternative Suggestions	6
West - Cut - Should consider cuttings / false cuttings to reduce impact on communities	2
West - Cut - Any new or amended route should make increased use of cuttings and false cuttings	2
West - Cut - Cut and cover options should be considered where possible to completely hide line particularly around Rostherne Mere near A556	1
West - Cut - Should have less cuttings to save money / increase cost / benefit ratio	2
West - Cut - Proposed route should not use cuttings / be hidden away	1
West - Viaducts & Bridges (VB)	19
West - Viaducts & Bridges - Reasons to Disagree	8
West - VB - The viaduct crossing the river Bollin will have a negative impact on the Trans Pennine Trail	1
West - VB - Doubts about effectiveness of sound mitigation over viaducts	1
West - VB - Large sections of proposed route are on a viaduct / concerns regarding impact of trains running on viaducts	1
West - VB - Proposal of long viaduct will have significant impact on Smoker Brook	1
West - VB - Viaducts will be built on green belt land / sites of specific scientific interest	2
West - VB - Constructing bridge over River Trent & Soar floodplains is an added expense	2
West - Viaducts & Bridges - Reasons to Neither Agree nor Disagree	2
West - VB - The River Bollin has an actively meandering river channel that could affect the proposed viaducts	2
West - Viaducts & Bridges - Alternative Suggestions	11
West - VB - Require more information on the construction of the viaduct over Checkley Brook / River Lea	1
West - VB - Reduce visual and noise impacts for parts of the line between on / between viaducts	1
West - VB - Bridges could reduce severance of communities and farms	2
West - VB - Fewer viaducts would reduce / mitigate negative impacts	1
West - VB - Local people should be involved in the design of the viaduct over the Trent Valley floodplain	1
West - VB - Should consider providing bridges / under bridges to reduce impact on communities / farms	3
West - VB - Viaducts / bridges / structures should blend in to the existing natural surroundings	1
West - VB - Any additional infrastructure / piers attached to viaducts crossing the River Tame should not impact on the River Tame valley walkway	1
West - Ventilation Shafts (Vent)	5
West - Ventilation Shafts - Reasons to Agree	1
West - Vent - Use of shafts is a good idea / preferable	1
West - Ventilation Shafts - Reasons to Disagree	2
West - Vent - A ventilation shaft is being built close to my home	1
West - Vent - Proposed ventilation shaft / s is not a good idea	2
West - Ventilation Shafts - Alternative Suggestions	3
West - Vent - Should ensure that ventilation shafts are attractive / nice to look at	1
West - Vent - Should replace demolished buildings to mask ventilation shafts	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Vent - Should reposition location of ventilation shafts to reduce the impact on the local area	2
West - Drainage (Dr)	6
West - Drainage - Reasons to Disagree	6
West - Dr - Proposed route will not benefit drainage problem in the local area	6
West - Tracks & Power (TP)	5
West - Tracks & Power - Reasons to Disagree	1
West - TP - Rail Network / Infrastructure - HS2 Ltd's assessment of 4 track alternative in Trent Valley is flawed	1
West - Tracks & Power - Alternative Suggestions	4
West - TP - Sections of the track could be upgraded to 4 track between Winsford and Hartford and Acton Bridge and Weaver Junction / without increased adverse effects of proposed route	1
West - TP - Sections of the track between Weaver Junction and Warrington and Winnick Quay to Golborne could be upgraded to 4 track / to increase capacity	2
West - TP - The alternative to HS2 is to double up / increase to 8 tracks on the West Coast Main Line including through the tunnels	1
West - TP - There is redundant track where cuttings / embankment need not be widened to upgrade West Coast Mainline for HS2	1
West - Junctions (Jn)	22
West - Junctions - Reasons to Disagree	15
West - Jn - Delta junction to Manchester Airport / Golborne will not achieve a connection with the West Coast Main Line	2
West - Jn - Proposed junction of the links / spurs to Golborne and Manchester will destroy / devastate my business / farm business	6
West - Jn - Proposed junction of the links / spurs to Golborne and Manchester will destroy / devastate transport links between my business and the rest of the land	6
West - Jn - Proposed junction of the links / spurs to Golborne and Manchester will have a significant detrimental effect on the value of my property	6
West - Jn - Delta junction to Manchester airport station / Golborne will have environmental impact	2
West - Jn - Delta junction to Manchester airport station / Golborne is unnecessary	3
West - Jn - Delta junction to Manchester airport station / Golborne is over-engineered	2
West - Jn - Concerns regarding the proposed delta junction	3
West - Jn - Inclusion of delta junction means links on and off HS2 north south route have significant impact on surrounding areas	2
West - Junctions - Alternative Suggestions	9
West - Jn - Delta junction line should be lowered from north of M6 crossing and include cuttings / farm crossings	1
West - Jn - Delta junction should be removed to mitigate impact on communities business	2
West - Jn - To mitigate the impacts of the delta junction near Lymm the line should be lowered north of the M6 crossing	1
West - Jn - Proposed route should have a junction after Kidsgrove to serve Crewe using the existing Kidsgrove to Crewe line	2
West - Jn - Proposed route should be grade-separated at all three junctions	1
West - Jn - Provisions should be made so the functionality of HS2 will not be affected by the installation of new junctions	1
West - Jn - Spur to Birmingham-Derby line at tunnel exit under M42 / at Birchmoor would link E Mids / N East with Phase 1	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Jn - Proposed delta junction should be north of Manchester Airport to allow future Scotland / Phase 3 services to stop / interchange at Manchester Airport / for Manchester Piccadilly	1
West - Jn - Delta junction at Manchester Airport should be further south and east to improve connectivity between station to the North and the airport	1
West - Embankments (Emb)	3
West - Embankments - Reasons to Disagree	2
West - Emb - Concerns regarding impact of trains running on embankments	2
West - Embankments - Alternative Suggestions	2
West - Emb - Embankments must be sensitively designed and use natural landscaping	1
West - Emb - Fewer embankments would reduce / mitigate negative impacts	1
West - Environment	340
West - Landscape & Visual (LV)	134
West - Landscape & Visual - Reasons to Agree	4
West - LV - Proposed plans will preserve Areas of Outstanding Natural Beauty (AONB)	1
West - LV - Proposed route will enhance / have less of an impact on the landscape	3
West - Landscape & Visual - Reasons to Disagree	117
West - LV - Mere, Bucklow Hill and Agden would be badly affected as triangle layout allows for connections to Manchester and A556 also planned	1
West - LV - There is already a proposal to extend M56 through countryside at Mere / East Cheshire / would be unfair to have two proposals impact on countryside in East Cheshire	1
West - LV - Proposed route will impact Staffordshire landscape	10
West - LV - Historic landscapes across the Cheshire Plain will be affected	1
West - LV - Proposed route will have a negative visual impact on Agden / Heatley / Warburton / Hollinsgreen	3
West - LV - There are five areas of Landscape Character Type in the region (Cheshire and Lancashire) which will be severely visually damaged by the proposed route	1
West - LV - Communities near the route need to be engaged by HS2 around visual impact mitigation measures	1
West - LV - Junction cross over at Hoo Green could have significant impact on landscape	1
West - LV - Route over A56 and Bridgewater Canal could have significant impact on landscape	1
West - LV - Route from North Cheshire to Greater Manchester will have a negative visual impact on the surrounding areas with raised sections / high crossover / embankment	1
West - LV - Already suffer from light pollution from repairs to the West Coast Main Line	1
West - LV - Viaduct / elevation of line will be an eyesore / visually intrusive	7
West - LV - Use of stilts in cross water areas will blight landscape	1
West - LV - Proposed route will lead to loss of visual amenities	4
West - LV - Concerns regarding visual impact of trains / lines	3
West - LV - Proposed route will ruin / have negative impact on countryside / rural countryside / green areas	42
West - LV - Proposed route would destroy too much of the countryside when being built	4
West - LV - Government / Councils want to build over the countryside	1
West - LV - Proposed route passes through a protected / unspoilt countryside without justifications	3
West - LV - Proposed route goes through countryside	5
West - LV - Proposed route will be an eyesore / will have a visual impact on landscape	16
West - LV - Proposed route will blight / destroy the landscape / the rural landscape	10

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - LV - Proposed route goes through / will cause destruction to countryside / landscape in Cheshire / S and W of Manchester Airport	7
West - LV - Construction will damage the countryside / damaging the countryside will not benefit future generations	3
West - LV - Proposed route will have a devastating impact on the countryside in Staffordshire	11
West - LV - Construction of proposed route will be an eyesore	1
West - Landscape & Visual - Alternative Suggestions	21
West - LV - Widening the M6 / M1 to accommodate twin rail tracks of the West Coast Main Line should be implemented with minimal disruptions to the landscape	1
West - LV - Widening the M6 / M1 to accommodate twin rail tracks of the West Coast Main Line should be implemented with minimal disruptions to the ecology / inhabitants	1
West - LV - Further visual impact assessment work is needed in key parts of Cheshire	1
West - LV - Impacts should be mitigated where the route passes through flat lands or embankments in Cheshire	1
West - LV - Line must be 5m lower overall between Cheshire West and Chester border	1
West - LV - Must lower vertical alignment of track between Lostock Gralam and Pickmere to enable less intrusive solution for crossing A556	1
West - LV - Must lower vertical alignment of track to reduce visual impact between Lostock Gralam and Pickmere	2
West - LV - Should be Landscape Impact Assessment on area north of Stafford	1
West - LV - Should take care to mitigate visual impact	1
West - LV - Constructing route alongside existing infrastructure would minimise impact on countryside	1
West - LV - Upgrading existing rail infrastructure will reduce impact on / avoid irreversible loss of countryside	2
West - LV - Proposed route should not have a visual impact on landscape	3
West - LV - No expense should be spared on ameliorating visual impact on residential areas	3
West - LV - Proposed route should be re-assessed by DEFRA to consider worsened environmental impact on landscape	1
West - LV - Proposed route should have more bends and be slower to fit better with the landscape	1
West - LV - Should consider tunnelling to avoid / reduce damage to the landscape	3
West - Biodiversity & Wildlife (BW)	95
West - Biodiversity & Wildlife - Reasons to Agree	1
West - BW - Proposed route will have less of an impact on wildlife	1
West - Biodiversity & Wildlife - Reasons to Disagree	83
West - BW - Woods affected as shown on HSM03 sheet 1 will lead to loss of biodiversity	1
West - BW - Route will damage several ancient woodlands in Cheshire (Winnington Wood, Leonards Wood)	1
West - BW - Route passes within 1.2 miles of several SSSIs in Cheshire (Sandbach Flashes / Wimboldsley Wood / Plumley Lime Beds / Tabley Mere)	1
West - BW - Concerns regarding spread of TB into dairy Herds	1
West - BW - Disturbing the waste tip south of Byrom Hall may impact Rixton Clay Pits SSSI, Abram Flashes SSSI and Hey Brook	1
West - BW - Proposed route will affect ancient woodland in Cheshire / Eddisbury / Bull's Wood	1
West - BW - Damage to woodlands could impact on bluebells	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - BW - Proposed route will impact upon community forests / Staffordshire Forest / Mersey Forest / Red Rose	1
West - BW - Route cuts through Bollin Valley ASCV / potential for impacts on landscape	1
West - BW - Route through Cheshire will pass through several government identified areas for protection (e.g. Meres and Mosses, Greater Manchester Wetlands, Dane and Gowry/Mersey river basins, Saltscape zone)	1
West - BW - Route through Manchester could threaten roosting bats and the rare Black Redstart, cottongrass	1
West - BW - Silver Lane Ponds will be bisected which will impact on long eared owls and barn owls	1
West - BW - SSSIs will be affected indirectly by noise and vibration and hydrological change	1
West - BW - The route will disturb Chat Moss and the Hey Brook Corridor	1
West - BW - The only remaining organic estate in the Midlands will be permanently destroyed	1
West - BW - Concerns over destruction of wildlife areas / habitat	3
West - BW - Upgrading / improving the West Coast Main Line will cause less damage to local wildlife	1
West - BW - Proposed route avoids conservation areas / national forest in the East / Derbyshire	1
West - BW - Proposed route will impact on 19 Biodiversity Action Plan Habitats of Principal Importance on the Western Leg	1
West - BW - Proposed route will cross the only breeding ground for Curlews in lowland Staffordshire	1
West - BW - Proposed route will disturb / destroy planting / flora / woods / nature	7
West - BW - Loss of ancient woodlands will be irreplaceable	5
West - BW - Proposed route will blight Areas of Outstanding Natural Beauty (AONB)	5
West - BW - Proposed route will affect / disturb / destroy Cheshire's wildlife / nature	9
West - BW - Proposed West Coast Main Line link will pass within 33 yards of SSSIs / SBIs	2
West - BW - Raised embankments will do irreparable damage to wildlife areas	1
West - BW - Proposed route crossing 25 metres above A51 / West Coast Main Line / Canal / River Trent will destroy 11 wildlife reserves / marina wildlife	3
West - BW - Proposed route will cross wetland habitats which are home to vulnerable species such as the Lapwing / Snipe / Redshank	1
West - BW - HS2 will have negative impact on birds in the West Midlands	1
West - BW - Proposed route will affect / blight local wildlife / loss of too much wildlife in Staffordshire	2
West - BW - Proposed route will disturb Heatley Flash which is an area of Special Scientific Interest (SSSI)	1
West - BW - Proposed route crossing A51 / West Coast Main Line / Canal / River Trent passes 500 metres of 38 nature reserves	1
West - BW - Concerns regarding loss of ancient Staffordshire oak forest	3
West - BW - Proposed route will endanger Yellowhammer / Willow tit species	1
West - BW - Concerns regarding noise impact on wildlife	3
West - BW - Concerns regarding odour impact on wildlife	1
West - BW - Proposed route / link to West Coast Main Line will affect / blight local wildlife / loss of too much wildlife to consider	13
West - BW - Proposed route will disturb Special Natural Sites / nature reserves	7
West - BW - Proposed route will disturb Sites of Special Scientific Interest (SSSI)	6

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - BW - Route will blight / have a devastating impact upon ancient woodland / in Warwickshire / in Cheshire	9
West - BW - Proposed route / link to West Coast Main Line will impact / destroy upon wildlife habitat / reserves / protected habitats	17
West - BW - Loss of wildlife habitat / reserves will be irreplaceable	7
West - Biodiversity & Wildlife - Reasons to Neither Agree nor Disagree	4
West - BW - 41.6 hectares of woodland might be lost within and close to route	2
West - BW - 5.8 hectares of ancient woodland might be lost within and close to route	1
West - BW - 6.5 hectares of accessible woodland might be lost within and close to route	1
West - BW - no sites of international importance / SSSIs will be directly affected by the western leg	1
West - BW - The route will potentially impact on the ecology / designated sites / protected species / habitats in East Cheshire	1
West - Biodiversity & Wildlife - Alternative Suggestions	14
West - BW - Proposal should take wildlife along the canal networks into consideration	1
West - BW - Proposed route should avoid / not interfere with ancient woodlands	5
West - BW - Proposed route should avoid / not interfere with Areas of Outstanding Natural Beauty (AONB)	1
West - BW - Environmental enhancements should integrate with existing woodlands and hedgerows	1
West - BW - Investigation should look at the potential wider impacts on the Cheshire mere ecosystem which includes the Mere at Tatton	1
West - BW - Address barriers to fish migration / issues with invasive species on the River Bollin.	2
West - BW - Should consider realignment of route / tunnelling / green under / over bridges / to avoid habitats	1
West - BW - Should provide a definitive list of all the ancient woodlands HS2 consider will be directly affected as soon as possible	1
West - BW - The route should be moved eastwards to limit impact on Ancient Semi Natural Woodland (ASNW) at Peopver Eye and Smoker Brooks	1
West - BW - Wildlife corridors should be protected along the route	1
West - BW - Should ensure that Local Wildlife Sites / Sites of Special Scientific Interest remain accessible during construction / operation of HS2	1
West - BW - Proposed route should avoid / not interfere with Local Wildlife Sites / Sites of Special Scientific Interest / nature reserves	1
West - Cultural Heritage (CH)	26
West - Cultural Heritage - Reasons to Agree	1
West - CH - Proposed route does not need to further considerate demolition of heritage buildings	1
West - Cultural Heritage - Reasons to Disagree	18
West - CH - The Appraisal of Sustainability claim that Buckhall's existing setting is degraded does not justify demolition of an historic listed building	1
West - CH - Heritage sites / 4&5 Park Farm / Stainsby Scheduled monument /Mere Court Hotel are missing from the AoS	1
West - CH - This section of the sustainability report underestimates the impacts to grade listed buildings / Lightshaw Hall	3
West - CH - Question the assessment of Lightshaw Hall as Grade II	1
West - CH - There may be impacts on historical settings at Tatton Park, Hough Hall, Bucklow Hill, Minshull Vernon, Winterbottom Farmhouse	1
West - CH - Proposed route through Cheshire will require demolition of Listed Buildings	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - CH - Proposed route will ruin National Planning Policy Framework designated heritage asset	1
West - CH - Proposed route will damage existing heritage	3
West - CH - Raised embankments will cause irreparable damage to historic parishes / listed buildings	1
West - CH - Proposed route will destroy the village church which has stood since the 10th century	1
West - CH - Proposed route runs through Staffordshire will negatively impact the area heritage	1
West - CH - Proposed route runs through Stoneleigh National Agricultural Centre / is bad planning	1
West - CH - Proposed route will affect historic areas / historic landscape areas	2
West - Cultural Heritage - Reasons to Neither Agree nor Disagree	2
West - CH - Arden House likely to be affected by changes to views / noise and Arden Lodge North is very close to route	1
West - CH - Between Arden House and Piccadilly, no known historic parks or gardens are affected	1
West - CH - Dunham Massey is a Grade II listed site and could be affected by both Warrington and Manchester branches of proposed route	1
West - CH - Grade II listed Over Tabley Hall lies 1km from the proposed route / is a site of historic interest / will be impacted by A556 Knutsford to Bowden scheme	1
West - CH - Proposed route / elevated track / passing trains will have a significant effect on Grade II listed Bostock Hall / parkland within a Conservation Area	1
West - CH - Proposed route bisects anciently enclosed parkland of Park Hall, an area already affected by railway and brine extraction	1
West - CH - Proposed route passes 0.8km from Grade II listed Whatcroft Hall	1
West - CH - Proposed route passes 0.8km from Shavington Hall	1
West - CH - Proposed route passes 0.8km to the west of Grade II listed Holford Hall, where line likely to be visible, and a moat which is a scheduled monument	1
West - CH - Proposed route passes 1km from Grade II listed Tabley Hall	1
West - CH - Proposed route passes close to Grade II listed Ashley Hall but motorway already detracts from its setting	1
West - CH - Proposed route passes close to parkland of Mere Old Hall	1
West - CH - Proposed route passes immediately to the east of Grade II listed Stanthorne Hall, classified as post-medieval parkland	1
West - CH - There will be a possible/limited impact on several heritage assets in East Cheshire	1
West - Cultural Heritage - Alternative Suggestions	7
West - CH - Proposed route should avoid / not damage / interfere with ancient monuments / heritage sites / historic structures / listed buildings	7
West - CH - The work done by the volunteers who tend to the upkeep of ancient monuments / canals / heritage sites should be considered when proposing routes	1
West - Noise & Vibration (NV)	98
West - Noise & Vibration - Reasons to Disagree	90
West - NV - Concerns regarding noise after construction	6
West - NV - Proposed viaducts will cause noise pollution	8
West - NV - Viaducts / embankments on flat ground as shown in HSM03 sheet 1 will impact on noise levels / not decrease them	1
West - NV - Concerns regarding noise volume / deep tone sounds of trains when running through a cutting	1
West - NV - Concerns that noise level will carry longer distance / be higher on a viaduct than in a cutting	3

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - NV - Elevation of proposed trains passing by our village will spread noise further	1
West - NV - Already suffer from noise pollution from repairs to the West Coast Main Line	1
West - NV - Concerns regarding vibration during construction	2
West - NV - HS2 line in embankment at A56 / Bridgewater Canal is increasing noise impacts at Wigan spur south junction affecting rural properties	3
West - NV - Concerns regarding noise / vibration impact on local community	18
West - NV - Concerns regarding noise impact on residential property	11
West - NV - Concerns regarding vibration impact on residential property	3
West - NV - Concerns about noise / vibration during the construction of tunnel under West Coast Main Line	3
West - NV - Concerned about vibrations from the tunnel under the West Coast Main Line	1
West - NV - Concerned about the personal impact of vibrations from trains	1
West - NV - Noise pollution would affect the standard of teaching at schools when the line passes	2
West - NV - Proposed route will cause noise to my local area / quiet local area	10
West - NV - Concerns regarding noise during construction	14
West - NV - Concerns regarding vibration caused by high speed trains on property	1
West - NV - Concerns regarding noise impact of tunnels	7
West - NV - Concerns regarding noise impact of trains	12
West - NV - Concerns regarding vibration of trains	5
West - Noise & Vibration - Alternative Suggestions	20
West - NV - Communities near the route need to be engaged by HS2 around noise impact mitigation measures	1
West - NV - Mitigation including via cuttings / tunnels / re-routing would minimise the noise and vibration impacts in Cheshire (see table 7400000248)	1
West - NV - Need to consider vibration from construction / operation activities	1
West - NV - Re-route HS2 under M6 and use cuttings to mitigate Mere and rural properties affected by HS2, M6 and proposed A556 realignment	3
West - NV - Where not feasible to consider a cutting, recommend that other noise mitigation measures put in place to reduce impacts	2
West - NV - During / after construction sound damping / noise reduction provisions are required	4
West - NV - Should ensure that there is a minimum change to noise levels / maintain current noise levels / no increase in noise levels	2
West - NV - No expense should be spared on ameliorating noise / vibration impact on residential areas	4
West - NV - Should have further noise attention considerations	6
West - NV - Local council should consider allowing double glazing listed buildings to mitigate sound / noise intrusion	1
West - Air Quality / Carbon Emissions (AQ)	22
West - Air Quality / Carbon Emissions - Reasons to Disagree	19
West - AQ - Concerns regarding dust during construction	4
West - AQ - Building on the countryside / oxygenating plants / trees / shrubs will have a negative impact on air quality	1
West - AQ - Air quality will not improve because travel patterns between Manchester and London will not change	1
West - AQ - Proposed route will create pollution / dust	6
West - AQ - Proposed viaducts will cause air pollution	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - AQ - Concerns regarding odour impact on local community	1
West - AQ - Limited number of stations will increase Carbon Footprint	2
West - AQ - Concerns regarding pollution impact on local community	3
West - Air Quality / Carbon Emissions - Reasons to Neither Agree nor Disagree	1
West - AQ - Estimated carbon emissions of 23,294 t CO2 from loss of forestry, semi-natural and agricultural land cover within and close to route	1
West - Air Quality / Carbon Emissions - Alternative Suggestions	2
West - AQ - A holistic consideration of all rail requirements will have potential to improve road traffic related emissions	2
West - Water Resources & Flood Risk (WF)	12
West - Water Resources & Flood Risk - Reasons to Disagree	10
West - WF - Proposed route has done very little to avoid impact on flood plain	1
West - WF - Proposed route will degrade water quality	1
West - WF - Proposed viaduct through South Staffordshire will cross a flood plain	1
West - WF - Proposed route will damage flood plains / could make flooding worse	7
West - Water Resources & Flood Risk - Reasons to Neither to Agree nor Disagree	1
West - WF - Question about whether HS2 will exacerbate flood risk in Cheshire West and Chester	1
West - Water Resources & Flood Risk - Alternative Suggestions	2
West - WF - Divert Timperley Brook but maintain it as an open channel	2
West - WF - The flood plains of the River Bollin require further investigation	2
West - WF - Request replacement Environment Agency groundwater monitoring boreholes that are affect by the HS2 route / at the Taylor Industrial Estate / Byrom Hall.	2
West - Environment (Env)	84
West - Environment - Reasons to Agree	3
West - Env - Proposed route will have minimal effect on the local environment	3
West - Environment - Reasons to Disagree	74
West - Env - No environmental assessment of combined affects of offline A556 and HS2	1
West - Env - Environmental concerns of residents will result in too many tunnels / cuttings	1
West - Env - Proposed route will have negative impact on the Staffordshire environment	8
West - Env - Benefits do not outweigh damage to the environment	6
West - Env - Proposed route will have a negative impact on the environment	40
West - Env - Proposed route will have a negative environmental impact on farmers	2
West - Env - Proposed route through Cheshire / green belt in Cheshire will impact on the environment	9
West - Env - Disagree with the proposed route passing through areas of environmental importance	3
West - Env - Proposed route is not in the best interest of / will not benefit the environment	3
West - Env - Raised embankments / viaducts / bridges will cause irreparable environmental impacts	3
West - Env - Concerns regarding impact on local environment	5
West - Environment - Alternative Suggestions	11
West - Env - Support mitigation strategy put forward by Staffordshire County Council	1
West - Env - Following the M6 toll route to join the WCML in Stafford would have less impact on the environment	1
West - Env - Eastern route option will have less environmental impacts	2
West - Env - Proposed route should minimise environmental impact / during construction	4

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME

West - Env - Using the Mersey Valley line into Manchester would have less of an environmental impact	1
West - Env - An alternative route linking the West Coast Main Line North of Crewe to Manchester Piccadilly / Manchester Airport would cause less damage to the environment	2
West - Safety (Saf)	5
West - Safety - Reasons to Disagree	4
West - Saf - Concerned about transportation of nuclear materials in and out of Warrington, Preston and Liverpool which could effect HS2 trains if an accident occurred. Needs risk assessment.	1
West - Saf - Concerns about safety of tunnel between Manchester Airport and Manchester Piccadilly stations	1
West - Saf - Concerns that trains running at high speed on viaducts / near homes / roads / canals increases the safety risk / chances of accidents	2
West - Safety - Alternative Suggestions	1
West - Saf - Proposals should include provision of dedicated emergency response teams	1
West - Material Resource Use (MRU)	2
West - Material Resource Use - Reasons to Disagree	2
West - MR - Route affects valuable sand gravel resources in Staffordshire	1
West - MR - Concerns regarding the transportation of construction materials for the remodelling of roads near Crewe	1
West - MR - Concerns regarding the transportation of construction materials for the flying junction near Crewe	1
West - Material Resource Use - Alternative Suggestions	1
West - MRU - Local materials should be used for construction	1
West - Excavated material and waste production (EW)	3
West - Excavated material and waste production - Reasons to Disagree	3
West - Ew - Concerns regarding disruption caused by construction materials	2
West - Ew - Concerns regarding the removal of excavated material / spoil from (twin) tunnel / under Crewe / which Cheshire will have to absorb	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

		Total
	Base size:	2049
Q.2a	Do you agree or disagree with the Government's proposals for a Manchester station at Manchester Piccadilly as described in Chapter 7?	
	AGREE TO / DISAGREE WITH PROPOSAL FOR A MANCHESTER STATION AT MANCHESTER PICCADILLY	2049
	Manchester Station at Manchester Piccadilly - Agree	700
	Manchester Station at Manchester Piccadilly - Agree strongly	24
	Manchester Station at Manchester Piccadilly – Agree	614
	Manchester Station at Manchester Piccadilly - Agree with caveats	62
	Manchester Station at Manchester Piccadilly - Disagree	895
	Manchester Station at Manchester Piccadilly - Disagree strongly	42
	Manchester Station at Manchester Piccadilly – Disagree	853
	Manchester Station at Manchester Piccadilly - Neither Agree nor Disagree	229
	Manchester Station at Manchester Piccadilly - This question is irrelevant / it is irrelevant to consider the options / arrangements of the station	7
	Manchester Station at Manchester Piccadilly - This question is irrelevant / it is irrelevant to consider the options / arrangements of the station	4
	Manchester Station at Manchester Piccadilly - Neither agree nor disagree	19
	Manchester Station at Manchester Piccadilly - Lack of knowledge / experience of the route / locations / not affected by this part of the route / is out of my area / not relevant	57
	Manchester Station at Manchester Piccadilly - No preferences / no opinion / no views on the proposed station	119
	Manchester Station at Manchester Piccadilly - Not really / do not disagree with the proposed station	4
	Manchester Station at Manchester Piccadilly - No problem / no objection / no issue with the proposed Manchester Piccadilly station	9
	Manchester Station at Manchester Piccadilly - This is for the local people in the area to decide	5
	Manchester Station at Manchester Piccadilly - I am happy / content / fine with the proposed station	4
	Manchester Station at Manchester Piccadilly - Possibly / unsure / do not know about the proposed station	7
	Manchester Station at Manchester Piccadilly - Reasons to Agree / Disagree / Neither Agree nor Disagree & Alternative Suggestions	540
	Manchester Station at Manchester Piccadilly - Financial / Economic (FE)	62
	Manchester Station at Manchester Piccadilly - Financial / Economic - Reasons to Agree	19
	Manchester Station at Manchester Piccadilly - FE - Major regeneration has been planned on the back of the HS2 station proposal	1
	Manchester Station at Manchester Piccadilly - FE - Proposed station would remove the need to invest / large amounts in spinal high speed services from Manchester to Scotland	1
	Manchester Station at Manchester Piccadilly - FE - HS2 will bring 'once in a generation' benefits / regeneration to Piccadilly / East Manchester and the wider region	1
	Manchester Station at Manchester Piccadilly - FE - Station will benefit regional economy / Warrington	1
	Manchester Station at Manchester Piccadilly - FE - The proposed area is very run down / struggling / derelict / in desperate need of regeneration / redevelopment	5
	Manchester Station at Manchester Piccadilly - FE - Proposed station will be a good investment / maximise the benefits accrued from the construction of HS2 / Phase 2	5

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Manchester Station at Manchester Piccadilly - FE - Proposed station will have positively impact / benefit / enhance the economy / prosperity of Manchester	6
Manchester Station at Manchester Piccadilly - Financial / Economic - Reasons to Disagree	34
Manchester Station at Manchester Piccadilly - FE - costs have been underestimated	1
Manchester Station at Manchester Piccadilly - FE - Unsure of who will fund / pay for the proposed station at Manchester Piccadilly / significant investment will be needed	4
Manchester Station at Manchester Piccadilly - FE - Travel between airport and proposed station would be more expensive than travel from airport to city centre via multiple stops	1
Manchester Station at Manchester Piccadilly - FE - Building a station without proposed 7 km tunnel would be more cost-effective / save millions / billions	2
Manchester station at Manchester Piccadilly - FE - The extra costs does not justify for a station to be built near Manchester Piccadilly if a Manchester Airport Station is built / will incur additional costs for no reason	2
Manchester Station at Manchester Piccadilly - FE - Proposed link to West Coast Main Line from Manchester Piccadilly is not cost effective	2
Manchester Station at Manchester Piccadilly - FE - A station at Manchester Piccadilly is not sustainable	1
Manchester Station at Manchester Piccadilly - FE - Proposed station benefits do not outweigh financial costs	6
Manchester Station at Manchester Piccadilly - FE - Proposed station will not bring prosperity / economic benefit / to the North / area	2
Manchester Station at Manchester Piccadilly - FE - Proposed station will not be cost-effective / expensive / a waste of taxpayer's money / white elephant	16
Manchester Station at Manchester Piccadilly - Financial / Economic - Reasons to Neither Agree nor Disagree	4
Manchester Station at Manchester Piccadilly - FE - Questions why people / taxpayers should pay for proposed station	4
Manchester Station at Manchester Piccadilly - Financial / Economic - Alternative Suggestions	7
Manchester Station at Manchester Piccadilly - FE - Would be more cost effective to improve existing / commuter / high speed services from Piccadilly	2
Manchester Station at Manchester Piccadilly - FE - Should have a cost benefit analysis / weighing the impact of security checks on journey times	1
Manchester Station at Manchester Piccadilly - FE - Proposed station would ensure a better return on investment from a Manchester to Scotland line	1
Manchester Station at Manchester Piccadilly - FE - Should have a cost-effective tram service tied into the existing metro	1
Manchester Station at Manchester Piccadilly - FE - Using / refurbishing Mayfield station would be cheaper / more cost-effective	1
Manchester Station at Manchester Piccadilly - FE - Save money by only building the airport station	1
Manchester Station at Manchester Piccadilly Employment Impacts of HS2 (EmI)	7
Manchester Station at Manchester Piccadilly Employment Impacts of HS2 - Reasons to Agree	2
Manchester Station at Manchester Piccadilly - EmI - HS2 will create 29,700 station supported jobs at Manchester Piccadilly	1
Manchester Station at Manchester Piccadilly - EmI - The proposed station as a rail hub could provide substantial jobs in the area	1
Manchester Station at Manchester Piccadilly Employment Impacts of HS2 - Reasons to Disagree	3
Manchester Station at Manchester Piccadilly - EmI - Concerns about job displacements / job losses	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Manchester Station at Manchester Piccadilly Employment Impacts of HS2 - Alternative Suggestions	2
Manchester Station at Manchester Piccadilly - EmI Should provide evidence that the proposed station will create new jobs for the local population	2
Manchester Station at Manchester Piccadilly - Business (Bu)	8
Manchester Station at Manchester Piccadilly - Business Reasons to Agree	3
Manchester Station at Manchester Piccadilly - Bu - Existing planning permissions for Gateway House will not impact on accessibility to redeveloped Piccadilly station	1
Manchester Station at Manchester Piccadilly - Bu - New station will bring new commercial / retail / hotel space	1
Manchester Station at Manchester Piccadilly - Bu - Redevelopment plans for Piccadilly indicate that Gateway House will be retained	1
Manchester Station at Manchester Piccadilly - Bu - Proposed station will not impact on Gateway House	1
Manchester Station at Manchester Piccadilly - Business Reasons to Disagree	2
Manchester Station at Manchester Piccadilly - Bu - Oppose Manchester City Council's plan to further develop Piccadilly as would involve demolition of Gateway House	1
Manchester Station at Manchester Piccadilly - Bu - Construction of proposed station will cause years of disruption to local businesses	1
Manchester Station at Manchester Piccadilly - Business Reasons to Neither Agree nor Disagree	1
Manchester Station at Manchester Piccadilly - Bu - Would be impractical to demolish / acquire any part of Manchester Piccadilly Depot / one of 53 nationwide Parcelforce depots	1
Manchester Station at Manchester Piccadilly - Business Alternative suggestions	5
Manchester Station at Manchester Piccadilly - Bu - Wider Piccadilly Station area can still be redeveloped without Gateway House being demolished	1
Manchester Station at Manchester Piccadilly - Bu - Using Mayfield station for Northern Rail routes would negate the need to demolish Piccadilly Gate	1
Manchester Station at Manchester Piccadilly - Bu - Larger concourse would allow extra commercial space	1
Manchester Station at Manchester Piccadilly - Bu - Proposed station should have multiple uses / include office / commercial blocks	1
Manchester Station at Manchester Piccadilly - Property (Prop)	6
Manchester Station at Manchester Piccadilly - Property Reasons to Agree	2
Manchester Station at Manchester Piccadilly - Prop - Will have minimal disruptions to people's home	1
Manchester Station at Manchester Piccadilly - Prop - Proposed station / improvements to Manchester will increase property values in Manchester	1
Manchester Station at Manchester Piccadilly - Property Reasons to Disagree	4
Manchester Station at Manchester Piccadilly - Prop - Proposals will impact / destroy buildings unnecessarily	2
Manchester Station at Manchester Piccadilly - Prop - My property is next to the train station	2
Manchester Station at Manchester Piccadilly - Housing Impacts of HS2 - (HoI)	4
Manchester Station at Manchester Piccadilly - Housing Impacts of HS2 - Reasons to Agree	1
Manchester Station at Manchester Piccadilly - HoI - New station will bring 4,500 new homes	1
Manchester Station at Manchester Piccadilly - Housing Impacts of HS2 - Reasons to Disagree	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Manchester Station at Manchester Piccadilly - HoI - People are having their homes knocked down	3
Manchester Station at Manchester Piccadilly - Land use Resources (LR)	6
Manchester Station at Manchester Piccadilly - Land use Resources - Reasons to Agree	1
Manchester Station at Manchester Piccadilly - LR - New station will create new public spaces	1
Manchester Station at Manchester Piccadilly - Land use Resources - Reasons to Disagree	1
Manchester Station at Manchester Piccadilly - LR - Proposal will cause disruption to greenbelt land	1
Manchester Station at Manchester Piccadilly - Land use Resources - Alternative Suggestions	4
Manchester Station at Manchester Piccadilly - LR - Should site / build maintenance / train cleaning depots on existing rail yard brownfield sites in Central Manchester / instead of destroying farm land with the proposed Golborne spur	1
Manchester Station at Manchester Piccadilly - LR - Should consider building on brownfield sites	1
Manchester Station at Manchester Piccadilly - LR - Would be less disruptive to move proposed station to disused rail land west of existing station	1
Manchester Station at Manchester Piccadilly - LR - Extending the Manchester Airport tunnel up to the north end of the proposed station would reduce impact on green belt by not requiring bridge under Roaring Gate Lane	1
Manchester Station at Manchester Piccadilly - Planning & Development (PD)	9
Manchester Station at Manchester Piccadilly - Planning & Development (PD) - Reasons to Agree	6
Manchester Station at Manchester Piccadilly - PD - Piccadilly has been identified as an area for strategic regeneration	1
Manchester Station at Manchester Piccadilly - PD - Proposed station at Manchester Piccadilly would support the regeneration plans for the area	2
Manchester Station at Manchester Piccadilly - PD - Proposed station reaffirms the need / use for the Northern Hub works / project	3
Manchester Station at Manchester Piccadilly - Planning & Development (PD) - Reasons to Disagree	2
Manchester Station at Manchester Piccadilly - PD - Unclear about development / expansion plans for area south of Piccadilly / Mayfield station area (details specified in response)	1
Manchester Station at Manchester Piccadilly - PD - Proposed link to West Coast Main Line from Manchester Piccadilly will lead to planning blight / be dropped from plans	1
Manchester Station at Manchester Piccadilly - Planning & Development (PD) - Alternative Suggestions	1
Manchester Station at Manchester Piccadilly - PD - HS2 Ltd should work with Manchester City Council to ensure negative impacts on the regeneration areas of East Manchester are mitigated	1
Manchester Station at Manchester Piccadilly Compensation (Comp)	1
Manchester Station at Manchester Piccadilly Compensation - Reasons to Neither Agree nor Disagree	1
Manchester Station at Manchester Piccadilly - Comp - Compensation for people who live nearby to the station needing double glazing	1
Manchester Station at Manchester Piccadilly - Community Integrity / Impacts (Com)	60
Manchester Station at Manchester Piccadilly - Community Integrity / Impacts - Reasons to Agree	8
Manchester Station at Manchester Piccadilly - Com - Proposed station will improve passenger experience / first impressions of Manchester	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Manchester Station at Manchester Piccadilly - Com - Proposed station will benefit areas North / South / East / surrounding areas of Manchester	1
Manchester Station at Manchester Piccadilly - Com - Proposed station will be accessible to a wide number of passengers / ensure good accessibility to HS2	1
Manchester Station at Manchester Piccadilly - Com - Proposed station will not have a negative impact on the local areas	1
Manchester Station at Manchester Piccadilly - Com - Proposed station will benefit South West Lancashire	1
Manchester Station at Manchester Piccadilly - Com - Proposed station will bring benefits to users of local trains of Manchester Piccadilly	3
Manchester Station at Manchester Piccadilly - Community Integrity / Impacts - Reasons to Disagree	46
Manchester Station at Manchester Piccadilly - Com - The Manchester Piccadilly station will be too far away for people in Culcheth and Glazebury to use	1
Manchester Station at Manchester Piccadilly - Com - Unlikely to be used by people from Staffordshire	2
Manchester Station at Manchester Piccadilly - Com - The Manchester Piccadilly station will be too far away for people in Culcheth and Glazebury to use	1
Manchester Station at Manchester Piccadilly - Com - Duplicating existing services / stations will confuse regular travellers	1
Manchester Station at Manchester Piccadilly - Com - Proposed Manchester Piccadilly station will not benefit Stoke / rail users travelling from Stoke	1
Manchester Station at Manchester Piccadilly - Com - Proposed Manchester Piccadilly station will not benefit the people of Warrington	4
Manchester Station at Manchester Piccadilly - Com - Proposal will cause disruption to the social environment	1
Manchester Station at Manchester Piccadilly - Com - Proposed plans will disrupt / impact on the local area	10
Manchester Station at Manchester Piccadilly - Com - Proposed station will have few benefits to people having to go into Manchester to get the train / those outside the city centre	8
Manchester Station at Manchester Piccadilly - Com - Proposed station will bring few benefits / not benefit us / local communities	7
Manchester Station at Manchester Piccadilly - Com - Proposed station / new station in central Manchester will not benefit local commuters	2
Manchester Station at Manchester Piccadilly - Com - Proposed station will not benefit the residents of Cheshire / Mid Cheshire / West Cheshire	11
Manchester Station at Manchester Piccadilly - Com - Proposed station will not bring any improvement / investment to Staffordshire	1
Manchester Station at Manchester Piccadilly - Community Integrity / Impacts - Reasons to Neither Agree nor Disagree	4
Manchester Station at Manchester Piccadilly - Com - Comments made by people who live nearby would be more valid because it will affect them	1
Manchester Station at Manchester Piccadilly - Com - People living in Manchester should be the only ones to comment / agree with proposed station	3
Manchester Station at Manchester Piccadilly - Community Integrity / Impacts - Alternative Suggestions	2
Manchester Station at Manchester Piccadilly - Com - Proposed Manchester Piccadilly station should not impact on / be to the detriment of Wrexham / North Wales / areas surrounding Wales / Chester / Wirral	1
Manchester Station at Manchester Piccadilly - Com - Proposed Manchester Piccadilly station should not impact on / be to the detriment of Warrington	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Manchester Station at Manchester Piccadilly - Com - Proposed route to Manchester Piccadilly should be tunnelled to avoid residential areas	1
Manchester Station at Manchester Piccadilly - Health, Equality & Wellbeing (HEW)	5
Manchester Station at Manchester Piccadilly - Health, Equality & Wellbeing - Reasons to Disagree	3
Manchester Station at Manchester Piccadilly - HEW - Proposal will cause disruption to people's lives	2
Manchester Station at Manchester Piccadilly - HEW - More trains coming into Manchester will have an impact on my / our standard of living	1
Manchester Station at Manchester Piccadilly - Health, Equality & Wellbeing - Alternative Suggestions	2
Manchester Station at Manchester Piccadilly - HEW - Proposed station should not cause undue hardships to anyone	1
Manchester Station at Manchester Piccadilly - HEW - Proposal should not cause too much disruptions	1
Manchester Station at Manchester Piccadilly Construction (CI)	6
Manchester Station at Manchester Piccadilly Construction - Reasons to Agree	1
Manchester Station at Manchester Piccadilly - CI - Gateway House will not be a constraint to the construction of a HS2 station	1
Manchester Station at Manchester Piccadilly Construction - Reasons to Neither Agree nor Disagree	1
Manchester Station at Manchester Piccadilly - CI - As long as the route into Manchester is free of massive demolition	1
Manchester Station at Manchester Piccadilly Construction - Alternative Suggestions	4
Manchester Station at Manchester Piccadilly - CI - Delivery of new station at Manchester Piccadilly should be accelerated / operational by mid 2020s	1
Manchester Station at Manchester Piccadilly - CI - Construction should keep disruption to existing services to a minimum	2
Manchester Station at Manchester Piccadilly - CI - Enable a larger concourse by extending across the road meeting the buildings	1
Manchester Station at Manchester Piccadilly Operations	81
Manchester Station at Manchester Piccadilly - Speed / Frequency / Specifications of HS2 services (SFS)	34
Manchester Station at Manchester Piccadilly - Speed / Frequency / Specifications of HS2 services - Reasons to Agree	3
Manchester Station at Manchester Piccadilly - SFS - Manchester Piccadilly station will create network and connectivity benefits for those travelling north from Stafford	1
Manchester Station at Manchester Piccadilly - SFS - Manchester Piccadilly will be good to serve city centres	2
Manchester Station at Manchester Piccadilly - Speed / Frequency / Specifications of HS2 services - Reasons to Disagree	29
Manchester Station at Manchester Piccadilly - SFS - Improved journey time to London / other locations will be negated by additional journey to Manchester Piccadilly	15
Manchester Station at Manchester Piccadilly - SFS - Reduction in journey time proposed does not have any benefit	4
Manchester Station at Manchester Piccadilly - SFS - Proposed station will only encourage long distance commuting to London	1
Manchester Station at Manchester Piccadilly - SFS - Providing interchange facilities to Blackpool at Manchester Piccadilly would make travel times uncompetitive	1
Manchester Station at Manchester Piccadilly - SFS - Proposed station would provide no benefits in terms of cost savings / would cost more to access / not be cheaper than existing services	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Manchester Station at Manchester Piccadilly - SFS - Proposed station / Manchester spur will not affect / impact on the operation of a future London to Glasgow route	1
Manchester Station at Manchester Piccadilly - SFS - Quicker to take West Coast Main Line train than to go up to Manchester and take HS2 train down to London	1
Manchester Station at Manchester Piccadilly - SFS - Journey time would be longer for people from Staffordshire having to go up to Manchester to access HS2 to travel down to London	2
Manchester Station at Manchester Piccadilly - SFS - Travelling to Manchester to get the train will increase journey time	3
Manchester Station at Manchester Piccadilly - SFS - Travelling to Manchester to get the train will be more expensive	1
Manchester Station at Manchester Piccadilly - Speed / Frequency / Specifications of HS2 services - Alternative Suggestions	2
Manchester Station at Manchester Piccadilly - SFS - Trains using an alternative route from Culcheth would travel at speeds of at least 100 mph within the last few miles into Manchester	1
Manchester Station at Manchester Piccadilly - SFS - Manchester should be a through station to allow for an improved frequency of service	1
Manchester Station at Manchester Piccadilly - Existing Rail Services (ERS)	26
Manchester Station at Manchester Piccadilly - Existing Rail Services - Reasons to Disagree	19
Manchester Station at Manchester Piccadilly - ERS - Existing services to London are frequent / short / adequate enough already	13
Manchester Station at Manchester Piccadilly - ERS - Construction of / proposed station will impact on services from existing station	7
Manchester Station at Manchester Piccadilly - Existing Rail Services - Alternative Suggestions	7
Manchester Station at Manchester Piccadilly - ERS - Capacity at Manchester Piccadilly for services across Pennines between Sheffield and Manchester should not be reduced	1
Manchester Station at Manchester Piccadilly - ERS - Proposed station should not decrease existing station facilities / accessibility	1
Manchester Station at Manchester Piccadilly - ERS - Rerouting underground would relieve congestion on existing overground lines	1
Manchester Station at Manchester Piccadilly - ERS - Proposed station should have no adverse impacts upon direct rail services to North East region	3
Manchester Station at Manchester Piccadilly - ERS - must be no adverse impacts on direct rail services between Manchester and the North East	1
Manchester Station at Manchester Piccadilly - Traffic & Transport (TT)	30
Manchester Station at Manchester Piccadilly - Traffic & Transport - Reasons to Disagree	28
Manchester Station at Manchester Piccadilly - TT - Proposed triangular car park is inadequate / will not accommodate traffic from other areas in North West	1
Manchester Station at Manchester Piccadilly - TT - Local routes / network / M56 / M60 / A556 to the city centre are already over crowded	8
Manchester Station at Manchester Piccadilly - TT - Local routes to the city centre are very slow	3
Manchester Station at Manchester Piccadilly - TT - People will have to park somewhere in the city to go to the proposed station	3
Manchester Station at Manchester Piccadilly - TT - Manchester is already too congested / overcrowded / would increase congestion / would add to traffic chaos	10
Manchester Station at Manchester Piccadilly - TT - Proposed station will increase traffic congestion / create bottlenecks	4
Manchester Station at Manchester Piccadilly - TT - There is a lack of parking in Manchester city centre	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Manchester Station at Manchester Piccadilly - Traffic & Transport - Alternative Suggestions	3
Manchester Station at Manchester Piccadilly - TT - Should provide adequate parking facilities for proposed station	3
Manchester Station at Manchester Piccadilly Engineering	435
Manchester Station at Manchester Piccadilly - Interface with other Infrastructure	148
Manchester Station at Manchester Piccadilly - Rail network / infrastructure (Ra)	102
Manchester Station at Manchester Piccadilly - Rail network / infrastructure - Reasons to Agree	55
Manchester Station at Manchester Piccadilly - Ra - Manchester Piccadilly is very well connected to the Airport by train	4
Manchester Station at Manchester Piccadilly - Ra - Manchester Piccadilly Station is adequate for journeys North and South / to London / all over the country	7
Manchester Station at Manchester Piccadilly - Ra - Proposed station will be well connected / provide connection to / from West / East Coast Main Line / existing rail network / links	24
Manchester Station at Manchester Piccadilly - Ra - Proposed station will provide connection from the city centre to city centre	3
Manchester Station at Manchester Piccadilly - Ra - Will give good access / excellent interchange between HS2 & National Rail / local transport / TransPennine services into Manchester / the rest of the region	19
Manchester Station at Manchester Piccadilly - Rail network / infrastructure - Reasons to Disagree	12
Manchester Station at Manchester Piccadilly - Ra - Manchester Piccadilly is not connected to Victoria station	1
Manchester Station at Manchester Piccadilly - Ra - Proposed station is too far away / too difficult to access /not convenient	1
Manchester Station at Manchester Piccadilly - Ra - Proposed station is too far from our nearest main line station	1
Manchester Station at Manchester Piccadilly - Ra - Going to Manchester to catch a train is not a viable option for most of the towns in the North West	1
Manchester Station at Manchester Piccadilly - Ra - Proposed station does not improve link to Leeds	1
Manchester Station at Manchester Piccadilly - Sta - Proposed station connections / links to existing transport hubs / city centres are inadequate / non-existent	2
Manchester Station at Manchester Piccadilly - Ra - Proposed station does not have good rail connections	4
Manchester Station at Manchester Piccadilly - Ra - Proposed station will be a huge investment for Manchester while doing nothing to improve poor rail links in Staffordshire	1
Manchester Station at Manchester Piccadilly - Rail network / infrastructure - Alternative Suggestions	40
Manchester Station at Manchester Piccadilly - Ra - Studies need to be carried out to see how existing and new stations will interface	1
Manchester Station at Manchester Piccadilly - Ra - Money should be spent on improving existing network at Manchester Piccadilly	4
Manchester Station at Manchester Piccadilly - Ra - Proposed station should be developed in line with extension / improvement of existing services from / to Manchester / Leeds / other routes	6
Manchester Station at Manchester Piccadilly - Ra - Investment in Metrolink / tram network would resolve congestion problems on rail network	1
Manchester Station at Manchester Piccadilly - Ra - Connections into cross county services to Bristol and south west would be made at Manchester Piccadilly	1
Manchester Station at Manchester Piccadilly - Ra - Connectivity to the Mid Cheshire Line should be considered	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Manchester Station at Manchester Piccadilly - Ra - Classic compatible service from station could serve Stockport, Macclesfield, Stoke - on Trent then divert onto line at Lichfield	1
Manchester Station at Manchester Piccadilly - Ra - If the new station at Manchester Piccadilly is delivered early significant changes to South East Manchester suburban network would be helpful	1
Manchester station at Manchester Piccadilly - Ra - Should have provision for a connection serving towns north of Manchester / Scotland	2
Manchester Station at Manchester Piccadilly - Ra - Consider building a connection between high speed and conventional lines before high speed lines go into the tunnel at Ardwick	1
Manchester Station at Manchester Piccadilly - Ra - Decision to integrate the station with existing classic network station will allow easy interchange with other services	1
Manchester Station at Manchester Piccadilly - Ra - More capacity would be released by redeveloping route from Leeds on Great Central Railway into Victoria Station	2
Manchester Station at Manchester Piccadilly - Ra - Manchester Piccadilly should be used for high speed regional Javelin-type services	2
Manchester station at Manchester Piccadilly - Ra - Proposed station would provide links / connections to Europe / the continent	1
Manchester Station at Manchester Piccadilly - Ra - Should provide efficient connections from Piccadilly to Victoria / using Ordsall curve	1
Manchester Station at Manchester Piccadilly - Ra - Improve passenger transit at existing station	1
Manchester Station at Manchester Piccadilly - Ra - Proposed station should be fully integrated with existing rail network / classic lines	3
Manchester Station at Manchester Piccadilly - Ra - Should improve connectivity with national network / to reduce the impact of incidents	1
Manchester Station at Manchester Piccadilly - Ra - Proposed station is a good idea provided it does not affect existing rail links / during construction	3
Manchester Station at Manchester Piccadilly - Ra - Manchester should be a through station to better connect cities / the existing network	6
Manchester Station at Manchester Piccadilly - Ra - Should ensure connectivity to other parts of the country / money could be better spent on an inclusive system instead of HS2	2
Manchester Station at Manchester Piccadilly - Public Transport (PT)	51
Manchester Station at Manchester Piccadilly - Public Transport - Reasons to Agree	23
Manchester Station at Manchester Piccadilly - PT - The new station will consolidate local, regional, national and international transport infrastructure	1
Manchester Station at Manchester Piccadilly - PT - Proposed station will be well connected to existing transport / bus network	21
Manchester Station at Manchester Piccadilly - PT - Proposed station will provide good access by public transport to the Greater Manchester Area / the rest of the region	3
Manchester Station at Manchester Piccadilly - Public Transport - Reasons to Disagree	20
Manchester Station at Manchester Piccadilly - PT - The current local transport routes are inadequate / un-invested	7
Manchester Station at Manchester Piccadilly - PT - Proposed station will not have stated accessibility to local transport network / Manchester has one of the UK's least integrated public transport networks	2
Manchester Station at Manchester Piccadilly - PT - Prohibiting travel between Manchester Piccadilly and HS2 Airport Station denies travellers transport links comparable to Heathrow / Gatwick Express	1
Manchester Station at Manchester Piccadilly - PT - Proposed plans have not given enough thought to connections / sensible location	3
Manchester Station at Manchester Piccadilly - PT - There is already a good public transport link at Manchester Piccadilly	2

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Manchester Station at Manchester Piccadilly - PT - A station in the city centre will be difficult to access / too far	3
Manchester Station at Manchester Piccadilly - PT - Proposed station will be a huge investment for Manchester while doing nothing to improve poor bus services in Staffordshire	2
Manchester Station at Manchester Piccadilly - PT - Most people need to drive / train to get to Manchester Piccadilly Station	1
Manchester Station at Manchester Piccadilly - Public Transport - Alternative Suggestions	11
Manchester Station at Manchester Piccadilly - PT - The HS2 station needs to be fully integrated with network rail and local transport infrastructure	1
Manchester Station at Manchester Piccadilly - PT - Should provide adequate feeder services / from a wide catchment area / for proposed station	1
Manchester Station at Manchester Piccadilly - PT - Proposed station should be fully integrated with existing public transport network / infrastructure	1
Manchester Station at Manchester Piccadilly - PT - Proposed station should be outside of Manchester with good transport service	1
Manchester Station at Manchester Piccadilly - PT - Having links to the city centre hub is important	3
Manchester Station at Manchester Piccadilly - PT - A new station at Manchester Piccadilly should have good access with buses / coaches	4
Manchester Station at Manchester Piccadilly - Highways (Hi)	7
Manchester Station at Manchester Piccadilly - Highways Reasons to Disagree	2
Manchester Station at Manchester Piccadilly - Hi - People will have to drive into the city to go to the proposed station	1
Manchester Station at Manchester Piccadilly - Hi - Proposed station will be a huge investment for Manchester while doing nothing to improve poor road conditions in Staffordshire	1
Manchester Station at Manchester Piccadilly - Highways Reasons to Neither Agree nor Disagree	1
Manchester Station at Manchester Piccadilly - Hi - Questions the assumption that roads beneath rail lines will need to be closed / closure would be bad for connectivity	1
Manchester Station at Manchester Piccadilly - Highways Alternative Suggestions	4
Manchester Station at Manchester Piccadilly - Hi - Should avoid unnecessarily closing / disrupting roads adjacent to the station	1
Manchester Station at Manchester Piccadilly - Hi - A new station at Manchester Piccadilly should have good road access	2
Manchester Station at Manchester Piccadilly - Hi - Should further consider / research moving people on the existing road infrastructure	1
Manchester Station at Manchester Piccadilly - Hi - Should further consider / research moving freight on the existing road infrastructure	1
Manchester Station at Manchester Piccadilly - Public rights of way (PRW)	2
Manchester Station at Manchester Piccadilly - Public rights of way - Reasons to Agree	2
Manchester Station at Manchester Piccadilly - PRW - HS2 station at Manchester Piccadilly likely to increase number of visitors to Trans Pennine Trail	1
Manchester Station at Manchester Piccadilly - PRW - Proposed station will be accessible to pedestrians / cyclists	1
Manchester Station at Manchester Piccadilly - Canals & Rivers (CR)	2
Manchester Station at Manchester Piccadilly - Canals & Rivers - Reasons to Disagree	2
Manchester Station at Manchester Piccadilly - CR - Concerns that proposed station should be designed / developed to make an attractive feature / for boat users / of canals / Rochdale / Ashton canals	2

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Manchester Station at Manchester Piccadilly - Tram Systems (TS)	31
Manchester Station at Manchester Piccadilly - Tram Systems - Reasons to Agree	14
Manchester Station at Manchester Piccadilly - TS - Proposed station will be well connected to Victoria via Metrolink / tram network	1
Manchester Station at Manchester Piccadilly - TS - Proposed station has a new Metrolink line passing through the area	3
Manchester Station at Manchester Piccadilly - TS - Proposed station will be well connected to existing tram network	10
Manchester Station at Manchester Piccadilly - Tram Systems - Reasons to Disagree	4
Manchester Station at Manchester Piccadilly - TS - Proposed station does not have good tram connections	4
Manchester Station at Manchester Piccadilly - Tram Systems - Reasons to Neither Agree nor Disagree	4
Manchester Station at Manchester Piccadilly - TS - Manchester Piccadilly is well connected to local areas by Metrolink	4
Manchester Station at Manchester Piccadilly - Tram Systems - Alternative Suggestions	10
Manchester Station at Manchester Piccadilly - TS - Investment in Metrolink / tram network would resolve congestion problems	2
Manchester Station at Manchester Piccadilly - TS - A new tram station should be built under the HS2 platforms	1
Manchester Station at Manchester Piccadilly - TS - Money could be better spent expanding Metrolink / tram network / to Bolton	3
Manchester Station at Manchester Piccadilly - TS - A new station at Manchester Piccadilly should have access / easy / seamless access to the tram system	6
Manchester Station at Manchester Piccadilly - Line of Route (LoR)	12
Manchester Station at Manchester Piccadilly - Line of Route - Reasons to Disagree	5
Manchester Station at Manchester Piccadilly - LoR - Concerns regarding lack of suitability for future connections to the North from proposed route alignment into Piccadilly	1
Manchester Station at Manchester Piccadilly - LoR - Would be pointless to have HS2 trains terminate at Manchester Airport	1
Manchester Station at Manchester Piccadilly - LoR - Proposed route is not ambitious / terminus at Manchester Piccadilly does not allow for future expansion of the network	3
Manchester Station at Manchester Piccadilly - Line of Route - Alternative Suggestions	7
Manchester Station at Manchester Piccadilly - LoR - Should use existing 15-20 minutes line between Piccadilly and the Airport to avoid extra expense	1
Manchester Station at Manchester Piccadilly - LoR - Proposed route from Piccadilly should go underground until it passes the airport	1
Manchester Station at Manchester Piccadilly - LoR - Should reroute from airport to city centre	1
Manchester Station at Manchester Piccadilly - LoR - Proposed station should accept high speed services from a Sheffield Meadowhall high speed link / station	1
Manchester Station at Manchester Piccadilly - LoR - Reopening Great Central route would allow connectivity to Manchester Piccadilly	1
Manchester Station at Manchester Piccadilly - LoR - Should consider link from proposed station to Sheffield and beyond via Woodhead route	1
Manchester Station at Manchester Piccadilly - LoR - Should consider stopping route at Airport and improving existing links into Manchester	1
Manchester Station at Manchester Piccadilly - Stations (Sta)	335
Manchester Station at Manchester Piccadilly - Stations Reasons to Agree	149
Manchester Station at Manchester Piccadilly - Sta - Proposals will open up the under station area and improve station complex	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Manchester Station at Manchester Piccadilly - Sta - The relaxation of certain design stations is welcome / the need for absolutely straight platforms is welcome	1
Manchester Station at Manchester Piccadilly - Sta - Station at Manchester is convenient for me	1
Manchester Station at Manchester Piccadilly - Sta - Manchester needs a new station to take HS2 trains	2
Manchester Station at Manchester Piccadilly - Sta - A station at Manchester Piccadilly is good / best / sensible idea	62
Manchester Station at Manchester Piccadilly - Sta - Proposed location of station has good existing facilities / infrastructure	8
Manchester Station at Manchester Piccadilly - Sta - The proposed station is a good design / designed well	2
Manchester Station at Manchester Piccadilly - Sta - Proposed station is a good idea only if HS2 /Phase 2 is built	28
Manchester Station at Manchester Piccadilly - Sta - Manchester Piccadilly Station is a major existing hub / interchange station	11
Manchester Station at Manchester Piccadilly - Sta - Proposed station will improve provision	1
Manchester Station at Manchester Piccadilly - Sta - Manchester Piccadilly station is in need of upgrading / improvement	4
Manchester Station at Manchester Piccadilly - Sta - It will ease the congestion of passengers at Manchester Piccadilly station	1
Manchester Station at Manchester Piccadilly - Sta - It will ease the congestion of trains at Manchester Piccadilly station	1
Manchester Station at Manchester Piccadilly - Sta - Proposed station would benefit Manchester if it can be used for multiple uses	1
Manchester Station at Manchester Piccadilly - Sta - Proposed station is a good idea only if the route remains as planned	2
Manchester Station at Manchester Piccadilly - Sta - Proposed station will be important for this part of the North West	1
Manchester Station at Manchester Piccadilly - Sta - Proposed station is in a good / ideal / perfect location / no other viable locations in Manchester	29
Manchester Station at Manchester Piccadilly - Sta - Proposed station is in a good / ideal / perfect location if HS2 is built	6
Manchester Station at Manchester Piccadilly - Sta - Proposed station will give access to other stations	1
Manchester Station at Manchester Piccadilly - Sta - Proposed station will not require travelators / people movers to access the existing rail network	1
Manchester Station at Manchester Piccadilly - Sta - Proposed station will adjoin the existing Piccadilly Station	9
Manchester Station at Manchester Piccadilly - Sta - Proposed station will be in the city centre	9
Manchester Station at Manchester Piccadilly - Sta - Manchester Station is necessary / required / needed	1
Manchester Station at Manchester Piccadilly - Stations Reasons to Disagree	115
Manchester Station at Manchester Piccadilly - Sta - HS2 platforms couldn't be adapted for potential future through services	1
Manchester Station at Manchester Piccadilly - Sta -would conflict with plan for Manchester Hub	1
Manchester Station at Manchester Piccadilly - Sta - Stations at Manchester Piccadilly / Airport would be too difficult / far away to be beneficial to the people of Warrington / will need to change trains	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Manchester Station at Manchester Piccadilly - Sta - It is a waste of money to have two stations close together in Manchester	2
Manchester Station at Manchester Piccadilly - Sta - Manchester already has two stations / sufficient stations	9
Manchester Station at Manchester Piccadilly - Sta - Proposed station will not be used / by businesses / people outside Manchester / as existing services are adequate	2
Manchester Station at Manchester Piccadilly - Sta - Greater Manchester council have only agreed to this scheme to improve Piccadilly station	1
Manchester Station at Manchester Piccadilly - Sta - Proposed station is not well-integrated with existing station (details specified in response)	2
Manchester Station at Manchester Piccadilly - Sta - The proposed station will only benefit those from the centre of Manchester	1
Manchester Station at Manchester Piccadilly - Sta - Building a station in Manchester Piccadilly is not a priority	1
Manchester Station at Manchester Piccadilly - Sta - Concerns that the design for the proposed station may not be future proof	1
Manchester Station at Manchester Piccadilly - Sta - Station is already overcrowded / very busy / may cause operational problems	4
Manchester Station at Manchester Piccadilly - Sta - Manchester Station is unnecessary / not required / not needed	40
Manchester Station at Manchester Piccadilly - Sta - Proposed station should not be built / go ahead	3
Manchester Station at Manchester Piccadilly - Sta - There is not a good enough case to warrant a new station	2
Manchester Station at Manchester Piccadilly - Sta - There is already a station at Manchester Piccadilly	15
Manchester Station at Manchester Piccadilly - Sta - Manchester Piccadilly is big enough / adequate	6
Manchester Station at Manchester Piccadilly - Sta - Manchester Piccadilly is already too big / huge / cannot expand	2
Manchester Station at Manchester Piccadilly - Sta - Station does not need an increase in number of people getting on / off from connection	1
Manchester Station at Manchester Piccadilly - Sta - A new station would further cramp an overcrowded area of Manchester	3
Manchester Station at Manchester Piccadilly - Sta - Station will not deliver any benefits due to its location	2
Manchester Station at Manchester Piccadilly - Sta - Manchester Piccadilly has already had a refurbishment which took a while / stations are being upgraded as part of the Northern Hub project	5
Manchester Station at Manchester Piccadilly - Sta - A station at Manchester Piccadilly will not work	2
Manchester Station at Manchester Piccadilly - Sta - Proposed station will not benefit Staffordshire	3
Manchester Station at Manchester Piccadilly - Sta - Proposed station is inappropriate / is a waste of resources	3
Manchester Station at Manchester Piccadilly - Sta - Manchester Station is unnecessary / not required if HS2 is scrapped / does not go ahead	1
Manchester Station at Manchester Piccadilly - Sta - Manchester Piccadilly is too small / has little space / inadequate / requiring expansion at present	3
Manchester Station at Manchester Piccadilly - Sta - Proposed station does not have maintenance facilities / maintenance is too far away	1
Manchester Station at Manchester Piccadilly - Sta - Proposed station is too far / too difficult to get to / from Crewe / other places	10

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Manchester Station at Manchester Piccadilly - Sta - Proposed station is not big enough / designed to be a dead end / does not make provision to connect further links	6
Manchester Station at Manchester Piccadilly - Sta - Proposed station will not benefit / be of use to surrounding areas	2
Manchester Station at Manchester Piccadilly - Stations Reasons to Neither Agree nor Disagree	6
Manchester Station at Manchester Piccadilly - Sta - Parts of the station can be avoided by use of platforms 12 & 13	2
Manchester Station at Manchester Piccadilly - Sta - No opinion on Manchester Piccadilly Station if HS2 goes ahead	1
Manchester Station at Manchester Piccadilly - Sta - Questions whether a station is needed at Manchester Piccadilly	3
Manchester Station at Manchester Piccadilly - Stations Alternative Suggestions	107
Manchester Station at Manchester Piccadilly - Sta - Should build on the site of the disused Mayfield Station site to allow for better ancillary services / border controls / taxis / buses from a Fairfield site entrance	1
Manchester Station at Manchester Piccadilly - Sta - There is not wholesale support for Manchester City Council's enhanced proposals for Piccadilly station	1
Manchester Station at Manchester Piccadilly - Sta - if a station is so important to Manchester, people in Manchester should pay for it	1
Manchester Station at Manchester Piccadilly - Sta - Should consider HSUK proposals / locate underground platforms below Fairfield street to allow through running	1
Manchester Station at Manchester Piccadilly - Sta - Should use the old Mayfield / Fairfield street station site and connect it to Manchester Piccadilly	1
Manchester Station at Manchester Piccadilly - Sta - Manchester Station should be a hub / not a terminus	2
Manchester Station at Manchester Piccadilly - Sta - Add two tracks from Piccadilly to Oxford Road	1
Manchester Station at Manchester Piccadilly - Sta - Build Ordsall Curve with 4 tracks	1
Manchester Station at Manchester Piccadilly - Sta - Configuring station as a terminus will prevent development of high speed Trans Pennine services	1
Manchester Station at Manchester Piccadilly - Sta - Connectivity with Manchester can be achieved earlier using proposal from Stoke-on-Trent City Council	2
Manchester Station at Manchester Piccadilly - Sta - Need confirmation that there will be good cycle facilities at the station for short-term parking / getting bikes to / from trains	1
Manchester Station at Manchester Piccadilly - Sta - New station must be architecturally world class / good design / welcome to the station and city	1
Manchester Station at Manchester Piccadilly - Sta - New station must be well connected to the immediate Piccadilly surroundings / Mayfield / Piccadilly Central	1
Manchester Station at Manchester Piccadilly - Sta - New station must have high quality retail / leisure facilities	1
Manchester Station at Manchester Piccadilly - Sta - Parking provision must be adequate at the new station	1
Manchester Station at Manchester Piccadilly - Sta - The station should be directly connected to Piccadilly and the city centre	1
Manchester Station at Manchester Piccadilly - Sta - Through-running facility to enable high speed Trans Pennine services is required	1
Manchester Station at Manchester Piccadilly - Sta -Build further island platform on south side of Piccadilly for high speed trains with Metrolink tram stops underneath	1
Manchester Station at Manchester Piccadilly - Sta - Experts in road / rail / bus / metrolink transportation ought to decide where to locate proposed station	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Manchester Station at Manchester Piccadilly - Sta - Should consider future proofing works to allow a through station at a later date	1
Manchester Station at Manchester Piccadilly - Sta - Station should extend as far as London Road to create a sense of arrival	1
Manchester Station at Manchester Piccadilly - Sta - Station design needs to allow sufficient space for public areas	1
Manchester Station at Manchester Piccadilly - Sta - At least one new platform is required if Manchester Piccadilly is to be used for high speed regional Javelin-type services	1
Manchester Station at Manchester Piccadilly - Sta - Proposed station should be built at Ordsall Lane / which would allow an interchange with reduced transfer time to / from HSR / which would allow better access to M602	1
Manchester Station at Manchester Piccadilly - Sta - Station should be located on the vacant site of the old Manchester Exchange station	1
Manchester Station at Manchester Piccadilly - Sta - Should reopen Manchester Central Station / as a HS2 station / to provide easy access East and North	3
Manchester Station at Manchester Piccadilly - Sta - Proposed station should be sold / private sector should be allowed to develop station according to market demand / for additional services	1
Manchester Station at Manchester Piccadilly - Sta - Proposed station should have a connection between high speed and classic lines / platforms for quick / convenient interchange / transfer / to allow onward journeys to Scotland	2
Manchester Station at Manchester Piccadilly - Sta - Proposed station design should have sufficient space for public areas around the station	1
Manchester Station at Manchester Piccadilly - Sta - Proposed station should be extended to London Road to create a sense of impact for visitors	2
Manchester Station at Manchester Piccadilly - Sta - Proposed station should be co-located / integrated with existing Manchester Piccadilly Station	4
Manchester Station at Manchester Piccadilly - Sta - Proposed station should provide adequate cycle parking / near to station entrance / platforms	2
Manchester Station at Manchester Piccadilly - Sta - Using / refurbishing Mayfield station would be the most sustainable option	3
Manchester Station at Manchester Piccadilly - Sta - Should revise / reconsider proposals / to allow for a more holistic / integrated approach	2
Manchester Station at Manchester Piccadilly - Sta - Using Mayfield station / for Northern Rail routes would free up roads / relieve congestion in existing station / would only require new platforms (details specified in response)	2
Manchester Station at Manchester Piccadilly - Sta - Proposed station should re-use the derelict site by Piccadilly rather than build an entirely new one	1
Manchester Station at Manchester Piccadilly - Sta - Should consider low level platforms enabling conversion to a through station	1
Manchester Station at Manchester Piccadilly - Sta - Proposed station should be sited at disused Mayfield station south of existing station / to avoid conflict of movements	4
Manchester Station at Manchester Piccadilly - Sta - Adding four platforms at Piccadilly together with Network Rail proposals for an upgrade between Piccadilly and Oxford Road would ease congestion in the City / the airport route	2
Manchester station at Manchester Piccadilly - Sta - Proposed station should be a through station at Manchester Victoria Station / or should have passive provision for a future station at Manchester Victoria station	2
Manchester Station at Manchester Piccadilly - Sta - Manchester Airport station makes more sense than Manchester Piccadilly station	4
Manchester Station at Manchester Piccadilly - Sta - Would prefer plans of Manchester City Council for Piccadilly station / surrounding area / over HS2's design shown in consultation brochures / proposed station should be moved to give access to city centre	4

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Manchester Station at Manchester Piccadilly - Sta - Only one station is needed in Manchester preferably the one at the Airport	4
Manchester Station at Manchester Piccadilly - Sta - A fast / 10 minutes link between Manchester station and Sheffield Meadowhall station should be provided if proposed South Yorkshire station cannot be located at the main Manchester station	1
Manchester Station at Manchester Piccadilly - Sta - There should be one station / only Manchester Piccadilly	2
Manchester Station at Manchester Piccadilly - Sta - Should have an additional station at Manchester Victoria	3
Manchester Station at Manchester Piccadilly - Sta - Should consider HS2 direct to existing Manchester station / use existing station / room for HS2 platforms at existing station is adequate	2
Manchester Station at Manchester Piccadilly - Sta - Proposed South Yorkshire station should be located at the main Manchester station	1
Manchester Station at Manchester Piccadilly - Sta - Manchester terminus should be a through station allowing future onward travel to the North / West Coast Main Line	2
Manchester Station at Manchester Piccadilly - Sta - Feasibility of an alternative North West terminus should be considered	4
Manchester Station at Manchester Piccadilly - Sta - Money would be better spent improving existing station / facilities	13
Manchester Station at Manchester Piccadilly - Sta - Extending the concourse further could make space for security & customs should international services come to Manchester	3
Manchester Station at Manchester Piccadilly - Sta - There would be no need of a station at Manchester / a split in HS2 route	1
Manchester Station at Manchester Piccadilly - Sta - Manchester Piccadilly should be the terminus of HS2	3
Manchester Station at Manchester Piccadilly - Sta - Could try to incorporate HS2 into existing station / like St Pancras International	3
Manchester Station at Manchester Piccadilly - Sta - Upgrading / improving of platforms 13 & 14 is needed	1
Manchester Station at Manchester Piccadilly - Sta - Proposed plans should make provision to improve station capacity	3
Manchester Station at Manchester Piccadilly - Sta - Proposed station should be used for existing / conventional trains and not for HS2	1
Manchester Station at Manchester Piccadilly - Sta - Proposed station should be based on termination from the Great Central Main Line route	2
Manchester Station at Manchester Piccadilly - Sta - Should add four platforms on the east side of current station to increase capacity	1
Manchester Station at Manchester Piccadilly - Sta - Manchester should be a through station to free up more regional and commuter routes on the existing network	1
Manchester Station at Manchester Piccadilly - Sta - Manchester should be a through station to allow businesses in Scotland and the North to interact more	1
Manchester Station at Manchester Piccadilly - Sta - Should consider Manchester to be a through station to incorporate future onward connections / extensions to the high speed network rather than a branch line	3
Manchester Station at Manchester Piccadilly - Sta - Would like to see the station built sooner	2
Manchester Station at Manchester Piccadilly - Sta - Upgrading of Manchester Piccadilly station should not be as a condition of HS2	3
Manchester Station at Manchester Piccadilly - Sta - Proposed station should be nearer to Manchester City Centre	2
Manchester Station at Manchester Piccadilly - Sta - Proposals should use existing station / s	5
Manchester Station at Manchester Piccadilly - Sta - Should consider a parkway station for Manchester / as access to Manchester is a time consuming journey	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Manchester Station at Manchester Piccadilly - Sta - Should expand the existing concourse at Manchester Piccadilly to accommodate the increased passenger numbers	1
Manchester Station at Manchester Piccadilly - Sta - Proposed station should permit future onward northbound travel / conversion to be a through station / have through platforms / to connect northwest to WCML / northeast to Leeds	7
Manchester Station at Manchester Piccadilly - Sta - Platforms in station should be at same level as / integrated with existing platforms / to simplify transfers	4
Manchester Station at Manchester Piccadilly - Sta - Should consider including solar panels to generate electricity for the proposed station	1
Manchester Station at Manchester Piccadilly - Sta - Proposed station should make the most use of service enhancements delivered by Northern Hub works	2
Manchester station at Manchester Piccadilly - Sta - Integrating HS2 with the existing Manchester Piccadilly station will reduce costs	1
Manchester Station at Manchester Piccadilly - Tunnels (Tun)	17
Manchester Station at Manchester Piccadilly - Tunnels Reasons to Agree	1
Manchester Station at Manchester Piccadilly - Tun - Tunnelling approach to Manchester Piccadilly is the right decision	1
Manchester Station at Manchester Piccadilly - Tunnels Reasons to Disagree	12
Manchester Station at Manchester Piccadilly - Tun - Cost and safety concerns about tunnel between Manchester Piccadilly and Airport	1
Manchester Station at Manchester Piccadilly - Tun - Costs of tunnelling from the airport to city centre cannot be justified because of the low volume of traffic	1
Manchester Station at Manchester Piccadilly - Tun - Tunnelling approach to Manchester Piccadilly could be costly / not cost effective / may over-run	10
Manchester Station at Manchester Piccadilly - Tunnels Alternative Suggestions	7
Manchester Station at Manchester Piccadilly - Tun - Should consider tunnelling	1
Manchester Station at Manchester Piccadilly - Tun - Should consider surface routes into Manchester instead of tunnelling	1
Manchester Station at Manchester Piccadilly - Tun - Mayfield station should be lengthened to negate the need for proposed 7 km tunnel	1
Manchester Station at Manchester Piccadilly - Tun - Rerouting through Culcheth would negate the need for any tunnelling	1
Manchester Station at Manchester Piccadilly - Tun - The 7km tunnel could be avoided by considering a new route into Manchester centre	2
Manchester Station at Manchester Piccadilly - Tun - The money saved by not building the 7km tunnel could be used to mitigate construction damage to the countryside	1
Manchester Station at Manchester Piccadilly - Tracks & Power (TP)	1
Manchester Station at Manchester Piccadilly - Tracks & Power - Alternative Suggestions	1
Manchester Station at Manchester Piccadilly - TP - Proposed station should include extra tracks / sidings to dock a shunter locomotive / failed train	1
Manchester Station at Manchester Piccadilly - Junctions (Jn)	3
Manchester Station at Manchester Piccadilly - Junctions Alternative Suggestions	3
Manchester Station at Manchester Piccadilly - Jn - Should have a junction / Y junction outside proposed station / to allow for a future Cross-Pennine service / from Liverpool	2
Manchester Station at Manchester Piccadilly - Jn - Should provide space for another pair of tunnel bores at Manchester Airport station box / keep onward tunnelled route clear to allow for a grade-separated junction between Manchester Airport and Manchester Piccadilly stations	1
Manchester Station at Manchester Piccadilly Environment	18
Manchester Station at Manchester Piccadilly - Landscape & Visual (LV)	1
Manchester Station at Manchester Piccadilly - Landscape & Visual - Reasons to Agree	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Manchester Station at Manchester Piccadilly - LV - Proposed station will avoid impacting on surrounding countryside	1
Manchester Station at Manchester Piccadilly Biodiversity & Wildlife (BW)	4
Manchester Station at Manchester Piccadilly Biodiversity & Wildlife - Reasons to Agree	1
Manchester Station at Manchester Piccadilly - BW - Proposed location does not seem to impact on ancient woods / ancient trees	1
Manchester Station at Manchester Piccadilly Biodiversity & Wildlife - Alternative Suggestions	3
Manchester Station at Manchester Piccadilly - BW - Proposed station should ensure safeguarding of protected species	1
Manchester Station at Manchester Piccadilly - BW - Should ensure that correct procedures are followed for habitat enhancement for key urban species found in the locality / Pipistrelle Bat / House Sparrow / Black Redstart	1
Manchester Station at Manchester Piccadilly - BW - Proposed plans for station should take into consideration Conservation Area surroundings	1
Manchester Station at Manchester Piccadilly - Cultural Heritage (CH)	10
Manchester Station at Manchester Piccadilly - Cultural Heritage - Reasons to Agree	2
Manchester Station at Manchester Piccadilly - CH - Proposed station is between the area north of Manchester Piccadilly and the Ashton Canal where there are no noteworthy / historical / listed buildings	2
Manchester Station at Manchester Piccadilly - Cultural Heritage - Reasons to Disagree	4
Manchester Station at Manchester Piccadilly - CH - Building on an already listed building is morally wrong	1
Manchester Station at Manchester Piccadilly - CH - Buildings of historical interest would have to be removed to accommodate a new station building	3
Manchester Station at Manchester Piccadilly - Cultural Heritage - Reasons to Neither Agree nor Disagree	1
Manchester Station at Manchester Piccadilly - CH - Proposed station may / would negatively affect / demolish the Train Shed at Piccadilly Station	1
Manchester Station at Manchester Piccadilly - Cultural Heritage - Alternative Suggestions	5
Manchester Station at Manchester Piccadilly - CH - The design of the new platforms at Manchester Piccadilly should be sympathetic to the setting of the Grade II Listed Piccadilly Station	1
Manchester Station at Manchester Piccadilly - CH - Using / refurbishing Mayfield station would preserve / restore a piece of the UK's industrial / cultural heritage	1
Manchester Station at Manchester Piccadilly - CH - Proposed plans for station should take into consideration listed building surroundings	2
Manchester Station at Manchester Piccadilly - CH - Proposals for redevelopment at / by Manchester Piccadilly should pay special care to maintain the setting of the Listed Train Shed / like the recent redevelopment that maintained and enhanced the setting	1
Manchester Station at Manchester Piccadilly Environment (Env)	5
Manchester Station at Manchester Piccadilly Environment - Reasons to agree	2
Manchester Station at Manchester Piccadilly - Env - Will have minimal disruptions to the environment	2
Manchester Station at Manchester Piccadilly Environment - Alternative Suggestions	3
Manchester Station at Manchester Piccadilly - Env - Upgrading existing station will have less environmental impact than the proposed Manchester Piccadilly station	1
Manchester Station at Manchester Piccadilly - Env - Using / refurbishing Mayfield station would be the most environmentally sound option	1
Manchester Station at Manchester Piccadilly - Env - Proposed station should not affect the environment	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

		Total
	Base size:	2003
Q.2b	Do you agree or disagree with the Government's proposals for an additional station near Manchester Airport as described in Chapter 7?	
	AGREE TO / DISAGREE WITH PROPOSAL FOR AN ADDITIONAL STATION NEAR MANCHESTER AIRPORT	2003
	Additional station near Manchester Airport - Agree	613
	Additional station near Manchester Airport - Agree strongly	20
	Additional station near Manchester Airport – Agree	524
	Additional station near Manchester Airport - Agree with caveats	69
	Additional station near Manchester Airport - Disagree	909
	Additional station near Manchester Airport - Disagree strongly	41
	Additional station near Manchester Airport – Disagree	868
	Additional station near Manchester Airport - Neither Agree nor Disagree	140
	Additional station near Manchester Airport - This is for local people to decide	3
	Additional station near Manchester Airport - Neither agree nor disagree	17
	Additional station near Manchester Airport - Lack of knowledge / experience of the route / locations / not affected by this part of the route / is out of my area / not relevant to me	40
	Additional station near Manchester Airport - Do not disagree with the proposed station	9
	Additional station near Manchester Airport - No preferences / no opinion / no views on proposed station	44
	Additional station near Manchester Airport - Possibly / unsure / don't know if an additional station is necessary	16
	Additional station near Manchester Airport - No problem / no objection / no issue with the proposed additional station near Manchester Airport	8
	Additional station near Manchester Airport - This question is irrelevant / it is irrelevant to consider the options / arrangements of the station	5
	Additional station near Manchester Airport - Reasons to Agree / Disagree / Neither Agree nor Disagree	699
	Additional station near Manchester Airport - Financial / Economic (FE)	84
	Additional station near Manchester Airport - Financial / Economic - Reasons to Agree	17
	Additional station near Manchester Airport - FE - Proposed station would be a cheaper alternative than tunnelling to Manchester Piccadilly	1
	Additional station near Manchester Airport - FE - Additional station at Manchester Airport will serve key markets / South Manchester / North Cheshire area	1
	Additional station near Manchester Airport - FE - Increased access to Manchester Airport from Staffordshire will attract investment / employment / economic prosperity	1
	Additional station near Manchester Airport - FE - It will provide development opportunities around the airport	1
	Additional station near Manchester Airport - FE - Proposed station is close to Airport City / GM Enterprise Zones support key economic growth areas	1
	Additional station near Manchester Airport - FE - Proposed station will provide further economic gains to Central Manchester	1
	Additional station near Manchester Airport - FE - Station will benefit North West economy	1
	Additional station near Manchester Airport - FE - Station will benefit regional economy / Warrington	1
	Additional station near Manchester Airport - FE - Proposed station would benefit the area in terms of investment / economic benefit to the area	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Additional station near Manchester Airport - FE - Proposed station would increase / enhance economic prosperity for Manchester / the region	5
Additional station near Manchester Airport - FE - Investing in Manchester Airport would lead to economic benefits / development of Northern cities	3
Additional station near Manchester Airport - Financial / Economic - Reasons to Disagree	49
Additional station near Manchester Airport - FE - Questions / concerns about the cost of maintaining line to Manchester Airport	1
Additional station near Manchester Airport - FE - Costs for the proposed connection to the airport are not reliable / not been fully costed	2
Additional station near Manchester Airport - FE - Proposed location will have a huge adverse economic impact on Stockport / due to reduced connectivity with London	1
Additional station near Manchester Airport - FE - will draw investment away from Manchester to London / the South East	1
Additional station near Manchester Airport - FE - Concerns that a station near Manchester Airport would lead to economic disadvantages / development of Northern cities	1
Additional station near Manchester Airport - FE - Manchester will drain potential development and job opportunities from Staffordshire	1
Additional station near Manchester Airport - FE - Proposed station at Manchester Airport is not sustainable	1
Additional station near Manchester Airport - FE - Concerns proposed station is being built to satisfy Chinese investors / Manchester City Council shareholders	3
Additional station near Manchester Airport - FE - Little incentive for Airport to invest in efficient transport of passengers from station to air terminals	1
Additional station near Manchester Airport - FE - Proposed station will be costly / expensive	3
Additional station near Manchester Airport - FE - Proposed station has no economic justifications / valid business case / unclear where funds will come from	10
Additional station near Manchester Airport - FE - It will be a further waste of tax payer's money if the proposed station is not an integral part of Manchester Airport	1
Additional station near Manchester Airport - FE - The extra costs does not justify for a station to be built near Manchester Airport if a Manchester Piccadilly Station is built / will incur additional costs for no reason	5
Additional station near Manchester Airport - FE - Proposal depends on funding / investment	5
Additional station near Manchester Airport - FE - Proposed station is not cost effective / waste of money	17
Additional station near Manchester Airport - FE - Too many stations in a small area is a waste of money	1
Additional station near Manchester Airport - Financial / Economic - Reasons to Neither Agree nor Disagree	3
Additional station near Manchester Airport - FE - Chinese have invested in the new business park at Manchester Airport	1
Additional station near Manchester Airport - FE - Not convinced of the case for the proposed station / costs have not been given	2
Additional station near Manchester Airport - Financial / Economic - Alternative suggestions	20
Additional station near Manchester Airport - FE - Removing Airport station from this part of the route could save money	1
Additional station near Manchester Airport - FE - Building the proposed station to the East of the M56 would be more cost-effective	1
Additional station near Manchester Airport - FE - HS2 should publish analysis of case for HS2 without new station near Manchester Airport	1
Additional station near Manchester Airport - FE - Station should not just be funded by local government/ should be funded similarly to other HS2 stations	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Additional station near Manchester Airport - FE - Proposed station should be funded by local authorities / Manchester	5
Additional station near Manchester Airport - FE - It would be cheaper to install / use a dedicated light rail feeder system	2
Additional station near Manchester Airport - FE - Avoid tunnel costs by terminating HS2 at airport and using existing line / more express trains on existing line	1
Additional station near Manchester Airport - FE - Funding should be shared between HS2 / Manchester Airport / NW local authorities	1
Additional station near Manchester Airport - FE - Should provide economic justifications / valid business case / cost benefit analysis	2
Additional station near Manchester Airport - FE - A new station should be funded by Manchester Airport Group / Company	5
Additional station near Manchester Airport - FE - Money could be better spent on local projects	1
Additional station near Manchester Airport Employment Impacts of HS2 (Eml)	6
Additional station near Manchester Airport Employment Impacts of HS2 - Reasons to Agree	5
Additional station near Manchester Airport - Eml - A new station would help business to recruit more widely	1
Additional station near Manchester Airport - Eml - HS2 will create 300 station supported jobs at Manchester Airport	1
Additional station near Manchester Airport - Eml - Proposed station will only positively impact business in the North / East of Manchester	1
Additional station near Manchester Airport - Eml - Proposed station would increase employment prospects / additional jobs within the area	2
Additional station near Manchester Airport Employment Impacts of HS2 - Reasons to Disagree	1
Additional station near Manchester Airport - Eml - Proposed station would shift jobs away from areas needing roagation	1
Additional station near Manchester Airport - Business (Bu)	9
Additional station near Manchester Airport - Business Reasons to Agree	2
Additional station near Manchester Airport - Bu - Proposed stop at Manchester Airport will benefit local business	1
Additional station near Manchester Airport - Bu - The proposed station linking the West Midlands and the airport offers a wider choice of destinations for business	1
Additional station near Manchester Airport - Business Reasons to Disagree	3
Additional station near Manchester Airport - Bu - Proposed station would negatively impact businesses / local businesses	1
Additional station near Manchester Airport - Bu - Proposed station should not be built at the cost of people losing businesses	1
Additional station near Manchester Airport - Bu - Businesses will be unwilling to locate in Manchester if there is no link / connection to Manchester Airport station	1
Additional station near Manchester Airport - Business Alternative Suggestions	4
Additional station near Manchester Airport - Bu - Proposed alternative route will mean that fewer businesses will be affected / destroyed	1
Additional station near Manchester Airport - Bu - Connectivity is vital due to support investment in the Airport City Enterprise Zone	2
Additional station near Manchester Airport - Bu - Should bring back industries to the North which will make more use of rail / air infrastructures	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Additional station near Manchester Airport - Property (Prop)	5
Additional station near Manchester Airport - Property Reasons to Disagree	3
Additional station near Manchester Airport - Prop - Proposed route will have an adverse effect on the value of properties	1
Additional station near Manchester Airport - Prop - Housing / amenities need to be demolished to increase capacity of roads around Manchester Airport for the estimated extra 3,000 cars per day	1
Additional Station near Manchester Airport - Prop - Proposed route / edge of the cutting is only 24 metres from my property	1
Additional station near Manchester Airport - Property Reasons to Neither Agree nor Disagree	1
Additional station near Manchester Airport - Prop - Questions whether the proposed station will affect the value of properties	1
Additional station near Manchester Airport - Property Alternative Suggestions	1
Additional station near Manchester Airport - Prop - Proposed alternative route will mean fewer properties will be affected / need to be destroyed	1
Additional station near Manchester Airport - Housing Impact of HS2 (Hol)	5
Additional station near Manchester Airport - Housing Impacts of HS2 - Reasons to Disagree	1
Additional station near Manchester Airport - Hol - Proposed station is too close to residential properties / houses	1
Additional station near Manchester Airport - Housing Impacts of HS2 - Reasons to Neither Agree nor Disagree	1
Additional station near Manchester Airport - Hol - Unsure how it will affect housing nearby	1
Additional station near Manchester Airport - Housing Impacts of HS2 - Alternative Suggestions	3
Additional station near Manchester Airport - Hol - Location of station should not have a negative impact on local houses / residential areas	2
Additional station near Manchester Airport - Hol - Proposed station should not be built in a residential area	1
Additional station near Manchester Airport - Hol - Proposed station should not be built at the cost of people losing houses	1
Additional station near Manchester Airport - Land use Resources - (LR)	22
Additional station near Manchester Airport - Land use Resources - Reasons to Disagree	15
Additional station near Manchester Airport - LR - Proposed station car park would be located on high quality farming land	1
Additional station near Manchester Airport - LR - Proposals don't take into account land required for construction	1
Additional station near Manchester Airport - LR - The Manchester Airport station could add to pressure for out of town development in the greenbelt around the airport	1
Additional station near Manchester Airport - LR - Proposed station will negatively impact / destroy green spaces	1
Additional station near Manchester Airport - LR - More greenbelt land will disappear to accommodate the station	7
Additional station near Manchester Airport - LR - The proposed on-site car park will be sited on green belt land	3
Additional station near Manchester Airport - LR - Loss of green belt protected land / other protected land is to be regretted	2
Additional station near Manchester Airport - Land use Resources - Alternative Suggestions -	8
Additional station near Manchester Airport - LR - Manchester Airport Station should not be built on green belt land	4

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Additional station near Manchester Airport - LR - HS2 needs to work with local partners to minimise impact on green belt / commercial developments	1
Additional station near Manchester Airport - LR - Should make commitment for no further development on green belt land	1
Additional station near Manchester Airport - LR - The integration of the Multi Storey Car Park and metrolink within station would reduce land take	1
Additional station near Manchester Airport - LR - Proposed station / additional developments at Manchester Airport should be built on brownfield sites	1
Additional station near Manchester Airport - LR - Having the proposed car park / access road / terminal buildings between HS2 line and M56 / above existing airport car park will minimise impact on the greenbelt	1
Additional station near Manchester Airport - Planning & Development (PD)	7
Additional station near Manchester Airport - Planning & Development - Reasons to Agree	3
Additional station near Manchester Airport - PD - A station would complement developments in the thriving Manchester Airport area	3
Additional station near Manchester Airport - Planning & Development - Reasons to Disagree	4
Additional station near Manchester Airport - PD - Manchester Airport area already has the proposed air freight trucking centre between Ashley and the airport	1
Additional station near Manchester Airport - PD - Manchester Airport area already has the A6 link road development	1
Additional station near Manchester Airport - PD - Proposed station would be difficult to build in an already overdeveloped area	1
Additional station near Manchester Airport - PD - Trafford Council and Manchester City Council should consider altering policy to take advantage of developments	1
Additional station near Manchester Airport - PD - Manchester Airport area already has the Airport City / government enterprise zone / business park development	2
Additional station near Manchester Airport Compensation (Comp)	2
Additional station near Manchester Airport Compensation - Alternative Suggestions	2
Additional station near Manchester Airport - Comp - The safeguarding zone should be extended to at least 250 metres	1
Additional Station near Manchester Airport - Comp - Should consider a station underground to avoid significant expense and compensate people living near the route	1
Additional station near Manchester Airport - Community Integrity / Impacts (Com)	77
Additional station near Manchester Airport - Community Integrity / Impacts - Reasons to Agree	15
Additional station near Manchester Airport - Com - Proposed station would encourage / serve people from the South / Midlands to use Manchester Airport	2
Additional station near Manchester Airport - Com - Will give access to North East Cheshire	1
Additional station near Manchester Airport - Com - Proposed location will benefit communities to the west / south / beyond / in Cheshire as they don't need to travel into Manchester to use HS2	1
Additional station near Manchester Airport - Com - The proposed station linking the West Midlands and the airport offers a wider choice of destinations for leisure	1
Additional station near Manchester Airport - Com - Airport link would benefit people who live nearby to HS2 stations	2
Additional station near Manchester Airport - Com - Proposed station would benefit / serve the local / wider area	8
Additional station near Manchester Airport - Community Integrity / Impacts - Reasons to Disagree	60
Additional station near Manchester Airport - Com - People from Warrington would not go to Manchester Airport	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Additional station near Manchester Airport - Com - Proposed Manchester Airport station will not benefit the people of Warrington	2
Additional station near Manchester Airport - Com - Proposed station will not benefit the residents of Cheshire / Mid Cheshire / West Cheshire	1
Additional station near Manchester Airport - Com - Proposed station will only give connectivity to a few	1
Additional station near Manchester Airport - Com - Proposed station offers no benefits / consideration for local lives that are affected / impacted	3
Additional station near Manchester Airport - Com - Proposed station will negatively impact / disrupt the surrounding areas / rural communities / local residents	8
Additional station near Manchester Airport - Com - Concerns / questions regarding lack of access to Manchester Airport from West Yorkshire / North East	1
Additional station near Manchester Airport - Com - The local area has already been positively impacted / affected by the Metrolink Airport Line development	2
Additional station near Manchester Airport - Com - Proposed station will only benefit those who commute out of / through Manchester to the South	1
Additional station near Manchester Airport - Com - Concerns with disruption / disruption in the area until station is built	3
Additional station near Manchester Airport - Com - Do not want extra disruption	3
Additional station near Manchester Airport - Com - There is enough going on in the area without any more needed	1
Additional station near Manchester Airport - Com - Proposed station will not assist people off the route who are not flying from Manchester	1
Additional station near Manchester Airport - Com - The proposed realignment of roads around Manchester Airport will damage local amenities more than the line itself	1
Additional station near Manchester Airport - Com - Proposed station will not benefit Staffordshire	6
Additional station near Manchester Airport - Com - Proposed station near Manchester Airport will not benefit / serve / do anything for Northern England / Northern Cities	8
Additional station near Manchester Airport - Com - Proposed station does not serve / connect / benefit the local area / community	12
Additional Station near Manchester Airport - Com - High speed principle needs very few stations which will not benefit the majority of people outside the cities	5
Additional station near Manchester Airport - Com - Proposed station will not benefit ongoing air / rail / metro passengers	3
Additional station near Manchester Airport - Community Integrity / Impacts - Reasons to Neither Agree nor Disagree	2
Additional station near Manchester Airport - Com - People living in the areas of Greater Manchester / Cheshire / Western Derbyshire ought to have the biggest say as they live in the area affected	2
Additional station near Manchester Airport - Community Integrity / Impacts - Alternative Suggestions	2
Additional station near Manchester Airport - Com - local transport links should ensure access to HS2 for nearby communities in South Manchester and North Cheshire	1
Additional station near Manchester Airport - Com - Airport Authorities and local residents should have a say in where / how station is located	1
Additional station near Manchester Airport - Health, Equality & Wellbeing (HEW)	2
Additional station near Manchester Airport - Health, Equality & Wellbeing - Reasons to Disagree	2
Additional station near Manchester Airport - Com - Proposed station offers no benefits / consideration for quality of life for local people	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Additional station near Manchester Airport Construction (CI)	11
Additional station near Manchester Airport Construction - Alternative Suggestions	11
Additional station near Manchester Airport - CI - If a construction compound could be situated on land potentially sterilised between the motorway and the new railway line	1
Additional station near Manchester Airport - CI - Proposed alternative route would run alongside an existing railway so less work would be needed to prepare for track laying	1
Additional station near Manchester Airport - CI - Revenues could be advanced ahead of schedule through coordinated utilities work / early provision of car parking	2
Additional station near Manchester Airport - CI - Southern portal should not be the main construction site during tunnel build	1
Additional station near Manchester Airport - CI - Proposed station site / location is at less risk of flooding than the proposed stations in the alternative shortlisted suggestions	5
Additional station near Manchester Airport - CI - Disruption to existing air and ground services needs to be minimised during the construction phase	1
Additional station near Manchester Airport Operations	144
Additional station near Manchester Airport - Speed / Frequency / Specifications of HS2 Services - (SFS)	57
Additional station near Manchester Airport - Speed / Frequency / Specifications of HS2 Services - Reasons to Agree -	10
Additional station near Manchester Airport - SFS - Proposed station will provide fast connections to Birmingham / London for airport travellers	4
Additional station near Manchester Airport - SFS - Route through Manchester Airport would maximise the use of HS2	3
Additional station near Manchester Airport - SFS - Connection times will be shorter / more efficient	1
Additional station near Manchester Airport - SFS - Commuting to Manchester Airport will be a lot more efficient / quicker in terms of time	2
Additional station near Manchester Airport - Speed / Frequency / Specifications of HS2 Services - Reasons to Disagree	40
Additional station near Manchester Airport - SFS - Proposed station would provide no benefits in terms of cost savings / would cost more to access / not be cheaper than existing services	4
Additional station near Manchester Airport - SFS - Proposed station will only encourage long distance commuting to London	1
Additional station near Manchester Airport - SFS - Proposed station would provide no benefits in terms of speed	3
Additional station near Manchester Airport - SFS - Proposed station will be detrimental / disruptive to through services	1
Additional station near Manchester Airport - SFS - Improved / reduced journey times would be negated by additional travel by rail / public transport to the proposed station	1
Additional station near Manchester Airport - SFS - Improved / reduced journey times will be negated by the additional walk / travel / connection from the proposed station to the airport	2
Additional station near Manchester Airport - SFS - Reduction in air travel costs is negated by additional taxi / parking / high speed rail ticket fares	2
Additional station near Manchester Airport - SFS - There is no need to increase the number of trains that go directly to the Airport	1
Additional station near Manchester Airport - SFS - A station near Manchester Airport would slow down / defeats the purpose of High-Speed train / being close to Manchester terminus will slow down the service	16
Additional station near Manchester Airport - SFS - 90 degree turn at Rostherne heading into Manchester Airport Station will require a large drop in speed to keep HS2 on the rails	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Additional station near Manchester Airport - SFS - Reduction in journey time is not worth the proposed station	2
Additional station near Manchester Airport - SFS - Proposed station only allows faster access to London	2
Additional station near Manchester Airport - SFS - Improved journey time to London / other locations will be negated by additional journey / road journey to Manchester Airport	9
Additional station near Manchester Airport - Speed / Frequency / Specifications of HS2 Services - Reasons to Neither Agree nor Disagree -	5
Additional station near Manchester Airport - SFS - Proposed station / Manchester spur will not affect / impact on the operation of a future London to Glasgow route	2
Additional station near Manchester Airport - SFS - Unsure how much faster it would be to get from City Centre to the Airport / little difference in transit time	2
Additional station near Manchester Airport - SFS - A station at Manchester Airport would mean an additional stop along the route	1
Additional station near Manchester Airport - Speed / Frequency / Specifications of HS2 Services - Alternative Suggestions	4
Additional station near Manchester Airport - SFS - It is necessary to have all trains stop at Manchester Airport	1
Additional station near Manchester Airport - SFS - Only if there are trains from Birmingham that go directly to Manchester Piccadilly	1
Additional station near Manchester Airport - SFS - It is not necessary to have all trains stop at Manchester Airport	1
Additional station near Manchester Airport - SFS - Free transportation from the Station to the Airport should be provided / included in the ticket	1
Additional station near Manchester Airport - Existing Rail Services - (ERS)	35
Additional station near Manchester Airport - Existing Rail Services - Reasons to Disagree -	28
Additional station near Manchester Airport - ERS - Existing rail services serving South Manchester / Manchester Airport from Stockport / Wilmslow / Warrington Bank Quay on the West Coast Main Line would be downgraded and increase journey times to / from London	5
Additional station near Manchester Airport - ERS - There is already a good rail service from Birmingham to existing station next to Terminal 2	1
Additional station near Manchester Airport - ERS - Proposed location will cause reduction in frequency of Stockport's service to London / reduced connectivity	1
Additional station near Manchester Airport - ERS - Construction / operation of proposed route will negatively impact / disrupt existing rail services to / from Manchester Airport	1
Additional station near Manchester Airport - ERS - Current / existing trains to / from the Airport are delayed / poor / inadequate	1
Additional station near Manchester Airport - ERS - Existing service between Manchester Piccadilly and Manchester Airport is direct / takes under 15 minutes	7
Additional station near Manchester Airport - ERS - There is a frequent service from Piccadilly to Manchester Airport	3
Additional station near Manchester Airport - ERS - There is an existing rail service / line which is adequate / never full	12
Additional station near Manchester Airport - Existing Rail Services - Reasons to Neither Agree nor Disagree -	2
Additional station near Manchester Airport - ERS - Current / existing trains to the Airport are overcrowded	2
Additional station near Manchester Airport - Existing Rail Services - Alternative Suggestions -	6
Additional station near Manchester Airport - ERS - Proposed station / route should not negatively impact / reduce the existing rail service to Manchester Airport	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Additional station near Manchester Airport - ERS - Proposed station have no adverse impacts upon direct rail services to North East region	3
Additional station near Manchester Airport - ERS - Money could be better spent on improving the number of trains at Manchester Airport	1
Additional station near Manchester Airport - ERS - Should improve services for the local residents	1
Additional station near Manchester Airport - Traffic & Transport (TT)	74
Additional station near Manchester Airport - Traffic & Transport - Reasons to Agree	8
Additional station near Manchester Airport - TT - Proposed station would cut traffic within the area	1
Additional station near Manchester Airport - TT - Manchester Airport offers park and ride facilities for North / East Cheshire / South Manchester	3
Additional station near Manchester Airport - TT - Access to the airport is easier than city centre using M60 / motorways	3
Additional station near Manchester Airport - TT - Parking is good / cheap at the airport / room for more	3
Additional station near Manchester Airport - Traffic & Transport - Reasons to Disagree	52
Additional station near Manchester Airport - TT - Junction 5 / 6 of M56 already suffer from congestion / traffic coming to HS2 station will makes things worse	2
Additional station near Manchester Airport - TT - Proposed Golborne connection will disrupt a key local route to the airport	1
Additional station near Manchester Airport - TT - Parking at Manchester Airport is / will be expensive	5
Additional station near Manchester Airport - TT - M56 will become more congested / overcrowded / pressured by people attempting to access the proposed station at Manchester Airport / during rush hours	10
Additional station near Manchester Airport - TT - Time taken to access HS2 at Toton to get to the proposed station would make driving to the airport easier / less hassle	1
Additional station near Manchester Airport - TT - Time taken to access HS2 at Killamarsh to get to the proposed station would make driving to the airport easier / less hassle	1
Additional station near Manchester Airport - TT - The airport is within a 1 hour's journey from Stafford so the proposed station will be of no benefit to me as it will not decrease my journey time	1
Additional station near Manchester Airport - TT - Proposed spur to Golborne would make access to the airport more difficult	1
Additional station near Manchester Airport - TT - Concerns regarding traffic / congestion / mitigation measures on road infrastructure	3
Additional station near Manchester Airport - TT - Concerns regarding provision / capacity of car parks for the proposed station	2
Additional station near Manchester Airport - TT - Parking at the airport is already awful / limited / the proposed station will make it worse	4
Additional station near Manchester Airport - TT - Additional traffic would just add to the journey time to the Airport	3
Additional station near Manchester Airport - TT - Area surrounding Manchester Airport already suffers from congestion	7
Additional station near Manchester Airport - TT - Motorway / M56 access to the proposed station suffers from congestion / gridlock at peak times	15
Additional station near Manchester Airport - TT - A538 near Manchester Airport already suffers from congestion	1
Additional station near Manchester Airport - TT - Junction at M56 and M60 near Manchester Airport already suffers from congestion	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Additional station near Manchester Airport - TT - Area near Manchester Airport already has good road connections to Birmingham	1
Additional station near Manchester Airport - TT - Area near Manchester Airport already has good road connections to London	1
Additional station near Manchester Airport - TT - Construction / operation of route will lead to / worsen congestion around Manchester Airport / inhibit access	13
Additional station near Manchester Airport - TT - The area within 8 miles of the city centre is already over congested	1
Additional station near Manchester Airport - TT - Connectivity between Manchester Airport and South Trafford is bad	1
Additional station near Manchester Airport - TT - The consequences of the proposed realignment of roads around Manchester Airport have not been acknowledged	1
Additional station near Manchester Airport - TT - The size of the proposed car park is too large	1
Additional station near Manchester Airport - TT - Concerns over the practicality of having a large on-site car park	2
Additional station near Manchester Airport - TT - Concerns over air travellers using the station car park instead of the airport car park	1
Additional station near Manchester Airport - TT - Concerns over parking rates at the proposed on-site car park	3
Additional station near Manchester Airport - TT - Concerns over air travellers parking elsewhere / hospital car parks to avoid high airport / proposed station car parking charges	1
Additional station near Manchester Airport - TT - The proposed location of the on-site car park is on the wrong side of the M56	1
Additional station near Manchester Airport - TT - Parking at the proposed station looks inadequate	1
Additional station near Manchester Airport - TT - Access to the Manchester Airport from here means going through the congested M56	1
Additional station near Manchester Airport - TT - Proposed station will increase traffic / congestion / car users trying to get on the train / to Airport City development	6
Additional station near Manchester Airport - Traffic & Transport - Reasons to Neither Agree nor Disagree	6
Additional station near Manchester Airport - TT - Families / air travel passengers prefer to travel by car to Manchester Airport / because of luggage	3
Additional station near Manchester Airport - TT - Concerns on parking for people who do not use the Airport	1
Additional station near Manchester Airport - TT - Unsure how it will affect traffic in the area	2
Additional station near Manchester Airport - Traffic & Transport - Alternative Suggestions	12
Additional station near Manchester Airport - TT - Proposed station should have adequate car parking provision / car parks	3
Additional station near Manchester Airport - TT - Proposed station multi-storey car park should be incorporated into the existing airport car park	1
Additional station near Manchester Airport - TT - Major road works will be needed to cope with the estimated extra 3,000 cars per day	1
Additional station near Manchester Airport - TT - Construction traffic should reach the site as directly as possible from the M56 to minimise impacts on local roads	1
Additional station near Manchester Airport - TT - Station should be built away from airport to minimise cumulative impacts on traffic	1
Additional station near Manchester Airport - TT - Should have mitigation policies to avoid urban sprawl of low density car based developments around the station	1
Additional station near Manchester Airport - TT - Should have Park and Ride system / feeder car parks with bus services to Manchester Airport	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Additional station near Manchester Airport - TT - The proposed on-site car park should be sited between the proposed HS2 line / stations and the M56 / motorway / above existing airport car park	4
Additional station near Manchester Airport - TT - Should have Park and Ride system / feeder car parks built on brownfield sites around South Manchester / Cheshire area instead of on-site car park	1
Additional station near Manchester Airport - TT - The proposed access road should be sited between the proposed HS2 line / stations and the M56 / motorway / above existing airport car park	3
Additional station near Manchester Airport - HS2 Rolling Stock - (RS)	1
Additional station near Manchester Airport - HS2 Rolling Stock - Alternative Suggestions	1
Additional station near Manchester Airport - RS - Money could be better spent investing on rolling stock / longer trains from Manchester Airport	1
Additional station near Manchester Airport Engineering	588
Additional station near Manchester Airport - Interface with other Infrastructure	329
Additional station near Manchester Airport - Rail network / infrastructure (Ra)	136
Additional station near Manchester Airport - Rail network / infrastructure - Reasons to Agree	34
Additional station near Manchester Airport - Ra - Proposed station will link / connect well with existing rail networks / routes	5
Additional station near Manchester Airport - Ra - Manchester Airport is very well connected to the city centre by train	13
Additional station near Manchester Airport - Ra - Passengers can catch a connecting train from Manchester Piccadilly to the Airport	6
Additional Station near Manchester Airport - Ra - Using existing station at the airport would provide good links with existing rail services	2
Additional station near Manchester Airport - Ra - Well integrated with local and regional transport networks	1
Additional Station near Manchester Airport - Ra - The proposed station will alleviate any lack of infrastructure near the airport	1
Additional station near Manchester Airport - Ra - Will link rail and air directly without the additional needs of roads	3
Additional station near Manchester Airport - Ra - Proposed station will improve rail transport for Manchester Airport / from South	2
Additional Station near Manchester Airport - Ra - Proposed station will avoid trains congestion in Manchester Piccadilly	2
Additional Station near Manchester Airport - Ra - Proposed station will alleviate weight capacity / reduce the degree of maintenance in the lines to Manchester Piccadilly	1
Additional station near Manchester Airport - Rail network / infrastructure - Reasons to Disagree	53
Additional station near Manchester Airport - Ra - Area near Manchester Airport already has good rail connections to London	1
Additional station near Manchester Airport - Ra - Area near Manchester Airport already has good rail connections to Birmingham	3
Additional station near Manchester Airport - Ra - There is already an existing service from Wigan to Manchester Airport	1
Additional station near Manchester Airport - Ra - Birmingham is the nearest destination connected to the station	1
Additional station near Manchester Airport - Ra - The HS2 Manchester Airport station will be remote / separate from / will not be integrated with / the existing Manchester Airport rail station.	1
Additional station near Manchester Airport - Ra - Stoke will not benefit from the proposed station at Manchester Airport as there are no direct trains to the airport	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Additional station near Manchester Airport - Ra - Station provides no extra capacity because it is not possible to board the train locally	1
Additional station near Manchester Airport - Ra - Proposed station connections / links to existing transport hubs / city centres are inadequate / non-existent	2
Additional station near Manchester Airport - Ra - Manchester Airport is difficult to access via the existing rail network / routes	1
Additional station near Manchester Airport - Ra - Current / existing trains from the North are not built to handle large volumes of passengers / with luggage	1
Additional station near Manchester Airport - Ra - Manchester Airport is well served / already connected with current rail links / main line	41
Additional station near Manchester Airport - Ra - Airline companies have stopped services between Manchester and London shows a lack of demand for travel between the two cities	1
Additional station near Manchester Airport - Rail network / infrastructure - Reasons to Neither Agree nor Disagree	2
Additional station near Manchester Airport - Ra - Would the current interchange extend from the current Airport spur to Altrincham	1
Additional station near Manchester Airport - Ra - How many people would be prepared to use the train with a suitcase to tow	1
Additional station near Manchester Airport - Rail network / infrastructure - Alternative Suggestions	55
Additional station near Manchester Airport - Ra - The station should be part of a TransPennine High- Speed route	1
Additional Station near Manchester Airport - Ra - Connectivity to the Mid Cheshire Line should be considered	1
Additional station near Manchester Airport - Ra - Should upgrade / improve regular / local / express High Speed rail services to / from Manchester Airport	1
Additional station near Manchester Airport - Ra - Would be cheaper to upgrade / improve regular local / express High Speed rail services to / from Manchester Airport	1
Additional station near Manchester Airport - Ra - Upgrade / improve regular / local / express High Speed rail services to / from Manchester Airport / city	3
Additional station near Manchester Airport - Ra - Should have a direct link from Manchester Airport to London Heathrow airport	2
Additional station near Manchester Airport - Ra - Link Manchester Airport to existing railway lines	1
Additional station near Manchester Airport - Ra - Proposed station should run alongside existing rail lines to offset the need for a tunnel	1
Additional station near Manchester Airport - Ra - Manchester Airport needs to be served by Regional Express services	1
Additional station near Manchester Airport - Ra - Access to station from Staffordshire needs to be improved	1
Additional station near Manchester Airport - Ra - Barrow and the Cumbrian coast should be connected to Manchester Airport with a high speed Javelin-type service	1
Additional station near Manchester Airport - Ra - A south-to-east curve and short section of new non-high speed line could be constructed from station to Chester-Altrincham route between Mobberley and Ashley stations at same time as HS2	1
Additional station near Manchester Airport - Ra - New link from station to Chester-Altrincham route between Mobberley and Ashley stations would link North Wales / Chester / Northwich into Manchester Station	1
Additional station near Manchester Airport - Ra - New link from station to Chester-Altrincham route between Mobberley and Ashley stations would improve North Wales' / Chester's / Northwich's connectivity with Manchester airport services	1
Additional station near Manchester Airport - Ra - Manchester Airport should be fully integrated with existing rail network / classic lines	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Additional station near Manchester Airport - Ra - Should link existing station to the South / East instead of a HS2 line / route to London	1
Additional station near Manchester Airport - Ra - Proposed station at Manchester Airport should be part of improvement to existing infrastructure / rail network and not part of HS2	2
Additional station near Manchester Airport - Ra - Should have a dedicated LRV link to Manchester Airport / comparisons with London Stansted / Kuala Lumpur International / Singapore Changi airports	1
Additional station near Manchester Airport - Ra - Should build an extra platform to the West side of the proposed station for HS2 compatible trains to access the existing Manchester Airport station via a loop across HS2 and the M56	1
Additional station near Manchester Airport - Ra - Should build a new link between the Altrincham - Knutsford line north of Ashley / passing between Hale and Hale Barns / crossing HS2 at the Manchester Airport HS2 station through a tunnel to an endon connection with Heald Green - Manchester Airport branch	1
Additional station near Manchester Airport - Ra - Should build a route north from Altrincham station across open country to Davenport Green	1
Additional station near Manchester Airport - Ra - Should upgrade / improve existing surface rail route between Manchester Airport and Manchester Piccadilly to avoid tunnelling between Davenport Green and Manchester	1
Additional station near Manchester Airport - Ra - Upgrade existing airport to city line to allow HS2 route above ground	1
Additional station near Manchester Airport - Ra - HS2 should link direct to Manchester city centre	2
Additional station near Manchester Airport - Ra - Link the line to existing station	3
Additional station near Manchester Airport - Ra - Through services could then run with 6 trains per hour from Manchester Airport to Stockport	1
Additional station near Manchester Airport - Ra - Through services could then run with 2 trains per hour from Manchester Airport to Crewe	1
Additional station near Manchester Airport - Ra - Through services could then run with 2 trains per hour from Manchester Airport to Chester	1
Additional station near Manchester Airport - Ra - Money should be used to improve access to Liverpool	2
Additional station near Manchester Airport - Ra - Should consider upgrading present connections / links at Manchester Airport	5
Additional station near Manchester Airport - Ra - Proposed station should be fully integrated with existing rail network / classic lines	8
Additional station near Manchester Airport - Ra - Incorporate existing line to Manchester City Centre with the High Speed trains	1
Additional station near Manchester Airport - Ra - Would be better to upgrade existing routes / networks	8
Additional station near Manchester Airport - Ra - Passive provision should be included for any new lines / diversions so that new guided rail routes can be built to serve the airport / station	1
Additional Station near Manchester Airport - Ra - Proposed station should have rail links connecting us with HS2 without having to go by road	1
Additional station near Manchester Airport - Ra - Proposed station should be connected to Airport / by monorail	2
Additional station near Manchester Airport - Public Transport (PT)	100
Additional station near Manchester Airport - Public Transport - Reasons to Agree	12
Additional station near Manchester Airport - PT - A new Metro line is being built to the airport providing many links to the conurbation	1
Additional station near Manchester Airport - PT - Existing and future infrastructure developments around the airport make it an ideal location for an HS2 station	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Additional station near Manchester Airport - PT - Additional travel options for passengers from Manchester Airport	1
Additional station near Manchester Airport - PT - Important for travellers to have immediate & fast access to any part of the country to and from the airport	4
Additional station near Manchester Airport - PT - Will provide easy access to city centre	2
Additional station near Manchester Airport - PT - This is essential for future transport links	2
Additional station near Manchester Airport - PT - A station at Manchester Airport is a good location for transport links	2
Additional station near Manchester Airport - Public Transport - Reasons to Disagree	52
Additional station near Manchester Airport - PT - Public transport links / connections between Warrington and Manchester Airport do not exist	1
Additional station near Manchester Airport - PT - Public transport links / connections between Birchwood and Manchester Airport do not exist	1
Additional station near Manchester Airport - PT - Proposed station does not support an integrated transport policy / will not be integrated enough with existing transport services	5
Additional station near Manchester Airport - PT - A direct link to HS2 would not be beneficial	1
Additional station near Manchester Airport - PT - Manchester Airport already has adequate public transport links / infrastructure	24
Additional station near Manchester Airport - PT - Manchester Airport is very well connected to the city centre / Manchester Piccadilly by bus / public transport	8
Additional station near Manchester Airport - PT - There is a lack of adequate public transport to Manchester Airport	9
Additional station near Manchester Airport - PT - Building a station on this side of the M56 will be too far from the airport terminals for people to access it on foot	2
Additional station near Manchester Airport - PT - Transport of passengers / baggage from proposed station to the Airport has been ignored	1
Additional station near Manchester Airport - PT - Access to the airport from here means going into Manchester	1
Additional station near Manchester Airport - PT - Journey time / departure time for required extra coach / road transfer to the Airport is inconvenient	5
Additional station near Manchester Airport - Public Transport - Reasons to Neither Agree nor Disagree	1
Additional station near Manchester Airport - PT - Would rather take a longer train journey and walk less	1
Additional station near Manchester Airport - Public Transport - Alternative Suggestions	41
Additional station near Manchester Airport - PT - Would support an integrated transport policy	9
Additional Station at Manchester Airport - PT - Station should provide seamless interchange for passengers / be easily accessible to disabled passengers / those with luggage	1
Additional station near Manchester Airport - PT - Should upgrade / improve existing public transport links / connections from Manchester Airport / to Manchester Piccadilly / city centre	6
Additional station near Manchester Airport - PT - Should be integrated with light rail / guided bus systems / personal rapid transit pods	2
Additional Station near Manchester Airport - PT - Commuters will need extra transport / travelator / coach / road transport to get to the Airport	6
Additional station near Manchester Airport - PT - A direct access / rapid transit into Manchester Airport would be needed	7
Additional station near Manchester Airport - PT - Should include good connections via public transport	7
Additional station near Manchester Airport - PT - Good public transport links to North Cheshire will be needed	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Additional station near Manchester Airport - PT - Good public transport links to South Manchester will be needed	1
Additional station near Manchester Airport - PT - Proposed station should be fully integrated with existing buses	3
Additional station near Manchester Airport - PT - Passive provision should be included for any new routes / diversions so that new guided bus routes can be built to serve the airport / station	1
Additional station near Manchester Airport - PT - Should provide an escalator from underground station to Terminal 2 / a covered travelator to existing railway station to provide quick transfer	2
Additional station near Manchester Airport - Highways (Hi)	31
Additional station near Manchester Airport - Highways Reasons to Agree	4
Additional station near Manchester Airport - Hi - Will give access to regional motorway	1
Additional station near Manchester Airport - Hi - Access to airport will be greatly improved when A6 to Manchester Airport Relief Road is completed	1
Additional station near Manchester Airport - Hi - Proposed station has better access via road for people of South Manchester / North Cheshire than public transport to Manchester Piccadilly	1
Additional station near Manchester Airport - Hi - Proposed station would cut the number of cars on the road	1
Additional station near Manchester Airport - Highways Reasons to Disagree	6
Additional station near Manchester Airport - Hi - Local roads / highways would not be able to cope if station is built at proposed site	5
Additional station near Manchester Airport - Hi - Road infrastructure is already there / HS2 is not	1
Additional station near Manchester Airport - Highways Reasons to Neither Agree nor Disagree	14
Additional station near Manchester Airport - Hi - Manchester Airport is well served with current road links	13
Additional station near Manchester Airport - Hi - Less people are relying on cars to get to the airport before they fly	1
Additional station near Manchester Airport - Highways Alternative Suggestions	9
Additional station near Manchester Airport - Hi - Thorley Lane road bridge should be used as the main crossing over the M56 between the airport and the station	1
Additional station near Manchester Airport - Hi - Adjacent motorway junction should be improved simultaneously	1
Additional station near Manchester Airport - Hi - Create a new road link between Motorway Junction 6 and the Thorley Lane running to the NW of the motorway	1
Additional station near Manchester Airport - Hi - Proposed station could only be justified as a Parkway station to give road access to High Speed Rail	1
Additional station near Manchester Airport - Hi - The proposed A556 bypass would help accessibility to the proposed station	1
Additional station near Manchester Airport - Hi - Should avoid connection through M56	1
Additional station near Manchester Airport - Hi - Would be better / cheaper to improve road networks / to cope with future demand	2
Additional station near Manchester Airport - Hi - Would be better to improve road networks	1
Additional station near Manchester Airport - Hi - Having the station under the airport would avoid roads construction	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Additional station near Manchester Airport - Airports (Air)	99
Additional station near Manchester Airport - Airports (Air) - Reasons to Agree	35
Additional station near Manchester Airport - Air - If HS2 was to proceed without a station at Manchester Airport it would be failing to provide connectivity with other airports	1
Additional station near Manchester Airport - Air - Proposed station will benefit airport travellers	3
Additional station near Manchester Airport - Air - Proposed station will benefit / enhance / increase Manchester Airport's status / competitiveness / in relation to Heathrow	6
Additional station near Manchester Airport - Air - The proposed station will be beneficial to the development of regional airports / if trains can continue on from here	2
Additional station near Manchester Airport - Air - Proposed station would provide connectivity to the largest airport / gateway outside of London	2
Additional station near Manchester Airport - Air - A station at Manchester Airport will increase the scope for Manchester to be an airport hub for Europe / rest of the World	8
Additional station near Manchester Airport - Air - All major airports need to have this type of transport infrastructure / connections	4
Additional station near Manchester Airport - Air - Proposal will enable Manchester Airport to serve / benefit the people of the North / West Midlands / Midlands	6
Additional station near Manchester Airport - Air - Proposal will help to ease the pressure on Southern Airports	7
Additional station near Manchester Airport - Air - This is a necessary requirement as with Birmingham International Airport / same provision should be given as at Birmingham Interchange	2
Additional station near Manchester Airport - Airports (Air) - Reasons to Disagree	52
Additional station near Manchester Airport - Air - Airports Commission do not believe that there is a requirement for extra connectivity outside the London area	1
Additional station near Manchester Airport - Air - It is cheaper/ quicker for passengers to fly direct to Birmingham or London if that is their destination rather than fly to Manchester and take the train	2
Additional station near Manchester Airport - Air - It is cheaper/ quicker for passengers to fly direct to Birmingham or London rather than fly to Manchester and take the train	1
Additional station near Manchester Airport - Air - It is not necessary to locate new station at Manchester Airport to reduce air travel between Manchester and Heathrow	1
Additional station near Manchester Airport - Air - Staffordshire will have a poor connection to the airport	1
Additional station near Manchester Airport - Air - Querying why someone would travel from London to Birmingham to catch a plane to Birmingham	1
Additional station near Manchester Airport - Air - Priority routes between Manchester Airport and East Midlands / West Midlands are unnecessary / as the East Midlands / West Midlands have their own airport	10
Additional station near Manchester Airport - Air - Priority routes between Manchester Airport and London are unnecessary / as London has its own airport	15
Additional station near Manchester Airport - Air - Proposed station will not increase rail to airport transfers as it would only serve Birmingham / London / potentially Scotland	1
Additional station near Manchester Airport - Air - Proposed station will not increase rail to airport transfers / interchange	2
Additional station near Manchester Airport - Air - Concerns regarding levels of demand / future demand for Manchester Airport services / with Heathrow expansion plans	1
Additional station near Manchester Airport - Air - Proposed station will not be beneficial / be convenient for airport travellers with lots of luggage	4
Additional station near Manchester Airport - Air - Passengers from Manchester to London / Birmingham will use existing flights / shuttle / not high speed rail	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Additional station near Manchester Airport - Air - Manchester Airport will remain the same size / is not increasing capacity	1
Additional station near Manchester Airport - Air - Would be more beneficial to take an existing scheduled flight than HS2	1
Additional station near Manchester Airport - Air - Concerns / questions regarding lack of provision to other large airports / East Midlands / Birmingham / Luton / Leeds / Bradford / Liverpool	1
Additional station near Manchester Airport - Air - Concerns regarding negative effects of a Heathrow expansion on Manchester Airport / with a reduction in competitiveness / services	1
Additional station near Manchester Airport - Air - Concerns regarding proposed station's linkages to the Airport / termini	1
Additional station near Manchester Airport - Air - Proposed station is unnecessary as air travel passengers prefer to fly direct to a destination	3
Additional station near Manchester Airport - Air - Increased air traffic to Manchester Airport will negatively impact / increase pollution levels / carbon emissions	1
Additional station near Manchester Airport - Air - Most people arriving at Manchester Airport don't want to go to London Euston / Birmingham / Leeds / Liverpool	4
Additional station near Manchester Airport - Air - Manchester Airport is a poor quality provincial airport / compared to superior / cheaper London Airports	1
Additional station near Manchester Airport - Air - Area near Manchester Airport already has good air travel connections to Birmingham	1
Additional station near Manchester Airport - Air - Area near Manchester Airport already has good air travel connections to London	1
Additional station near Manchester Airport - Air - Total journey time will be increased by the additional walk from the proposed station to the airport	5
Additional station near Manchester Airport - Airports (Air) - Reasons to Neither Agree nor Disagree	2
Additional Station near Manchester Airport - Air - People who can afford travelling on HS2 will also be able to use air transport	2
Additional station near Manchester Airport - Airports (Air) - Alternative Suggestions	15
Additional station near Manchester Airport - Air - Should link / connect all / other major airports / Heathrow / Birmingham / Manchester / London airports	7
Additional station near Manchester Airport - Air - Money could be better spent on upgrading / improving existing rail links to other large airports / Liverpool / Leeds / Bradford / Heathrow	1
Additional station near Manchester Airport - Air - Proposed station would require Manchester Airport to expand	1
Additional station near Manchester Airport - Air - Utilising the existing rail corridor between Crewe and Manchester would negate the need for a station at the airport	1
Additional station near Manchester Airport - Air - Proposals will increase flexibility for international flights to use the spare runway capacity created at Manchester Airport	1
Additional station near Manchester Airport - Air - Proposed route should link / connect other airports / not Manchester	1
Additional station near Manchester Airport - Air - Should re-instate flights from Manchester Airport and Gatwick Airport rather than a high speed rail	1
Additional station near Manchester Airport - Air - The terminal buildings should be sited between the proposed HS2 line / stations and the M56 / motorway / above existing airport car park	1
Additional station near Manchester Airport - Air - Manchester Airport and HS2 should join venture to expand existing airport car parks / add multi-storey car parks	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Additional station near Manchester Airport - Public rights of way (PRW)	4
Additional station near Manchester Airport - Public rights of way - Reasons to Disagree	2
Additional Station near Manchester Airport - PRW - Proposed station will impact on public footpath connecting to Roaring Gate Lane / Brooks Drive / Flaxhigh Covert	2
Additional station near Manchester Airport - Public rights of way - Alternative Suggestions	2
Additional station near Manchester Airport - PRW - Proposed station should have improved / enhanced provision for cyclists / cycle lines	1
Additional Station near Manchester Airport - PRW - Should provide the shortest / most convenient walking route to the existing Airport station to connect to / from suburban stations / Metrolink services which will be better than a change at Piccadilly	1
Additional station near Manchester Airport - Canals & Rivers (CR)	1
Additional station near Manchester Airport - Canals & Rivers - Reasons to Agree	1
Additional station near Manchester Airport - CR - Proposed station offers an opportunity to open up the middle of Manchester / local canals / create a public space	1
Additional station near Manchester Airport - Tram Systems (TS)	75
Additional station near Manchester Airport - Tram System - Reasons to Agree	38
Additional station near Manchester Airport - TS - Manchester Airport will be very well connected to the city centre by tram / for passengers	17
Additional station near Manchester Airport - TS - Manchester Airport will be well served by the tram system / more frequent services compared to HS2 so overall times could be better	4
Additional station near Manchester Airport - TS - A new and expensive tram system has been completed connecting Airport to Manchester / the region	3
Additional station near Manchester Airport - TS - Trams services will soon be available from Manchester Airport Station	14
Additional station near Manchester Airport - Tram System - Reasons to Disagree	1
Additional station near Manchester Airport - TS - Unacceptable for passengers with luggage to transfer via tram	1
Additional station near Manchester Airport - Tram System - Alternative Suggestions	36
Additional station near Manchester Airport - TS - Proposed station / route should not be used to shift airport traffic to an unnecessary station / airport	1
Additional station near Manchester Airport - TS - Manchester Airport should be fully integrated with existing Metrolink / metro / tram system / network	8
Additional Station near Manchester Airport - TS - Using existing station at the airport would provide good links with future Metrolink terminus	1
Additional station near Manchester Airport - TS - Passive provision should be included for an additional Metrolink stop to be located adjacent to the HS2 station	1
Additional station near Manchester Airport - TS - Proposed station should be moved further North to connect / link it with the Metrolink Western Loop	1
Additional station near Manchester Airport - TS - Metrolink proposals to provide standard commuter LRV's to link to the station would provide limited capacity for passengers with baggage	1
Additional station near Manchester Airport - TS - Proposed station is easier to connect to the Manchester Metrolink / Wythenshawe Line than the proposed station in the alternative shortlisted suggestions	5
Additional station near Manchester Airport - TS - Proposed station should have a Metrolink extension / route to Altrincham	1
Additional station near Manchester Airport - TS - Proposed station should have a Metrolink extension / route to Bolton	1
Additional station near Manchester Airport - TS - Proposed station should have a Metrolink extension / route to Stockport	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Additional station near Manchester Airport - TS - Extending tram services to Manchester airport would free up congestion in the city	1
Additional station near Manchester Airport - TS - Using a dedicated feeder tram system will only result in minimal loss of journey time	1
Additional station near Manchester Airport - TS - Should upgrade / improve existing tram system	2
Additional station near Manchester Airport - TS - Proposed station should be fully integrated with existing Metrolink	12
Additional station near Manchester Airport - TS - Should enhance Metrolink to link to a new HS2 station at Salford Quays / Docks	1
Additional station near Manchester Airport - TS - Should make sure Manchester South Parkway is connected to the tram system	1
Additional station near Manchester Airport - TS - Passive provision should be included for any new lines / diversions so that new guided tram routes can be built to serve the airport / station	1
Additional Station near Manchester Airport - TS - Proposed station should have Metro tram links connecting us with HS2 without having to go by road to the Metro tram station	1
Additional station near Manchester Airport - Line of Route (LoR)	30
Additional station near Manchester Airport - Line of Route - Reasons to Agree	11
Additional station near Manchester Airport - LoR - Proposed route will increase connectivity between London and Manchester Airport	1
Additional station near Manchester Airport - LoR - Having the route through Manchester Airport will be important / necessary	6
Additional station near Manchester Airport - LoR - Proposed North and South Links are good suggestions	1
Additional station near Manchester Airport - LoR - Proposed line runs under the airport	1
Additional station near Manchester Airport - LoR - Agree with / in favour of the Airport link	2
Additional station near Manchester Airport - Line of Route - Reasons to Disagree	11
Additional station near Manchester Airport - LoR - Disagree with the proposed Manchester link in Hale	1
Additional station near Manchester Airport - LoR - Disagree with route parallel with existing line from airport to city / is not sensible	1
Additional station near Manchester Airport - LoR - Disagree with spur extension from Manchester Airport	3
Additional station near Manchester Airport - LoR - Disagree with link line to Manchester Airport	6
Additional station near Manchester Airport - Line of Route - Alternative Suggestions	10
Additional station near Manchester Airport - LoR - Doubts regarding the Airport link should be resolved quickly	1
Additional station near Manchester Airport - LoR - Consider a line going north east from Hough or Crewe going underground near Chelford to an underground station at the north east of runway one / interchange facilities already available	1
Additional station near Manchester Airport - LoR - Should be a high speed link between Liverpool and Hull with a stop at Manchester Airport to increase catchment	1
Additional station near Manchester Airport - LoR - Proposed station should accept high speed services from a Liverpool high speed link / station	1
Additional station near Manchester Airport - LoR - Proposed route should travel parallel and South of the M56 / to shorten the spur / link / connection into Manchester Airport	1
Additional station near Manchester Airport - LoR - Alternative suggestion would mean fewer bends allowing the trains to maintain speed	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Additional station near Manchester Airport - LoR - Proposed route should use Manchester Airport's green field land / oak farm to allow HS2 trains to change direction and avoid Hale Barns	1
Additional station near Manchester Airport - LoR - Should have a bypass line branching off north of the Airport to avoid central Manchester and link up with the West Coast Main Line	1
Additional station near Manchester Airport - LoR - Route should go through Manchester with continuation between New Islington / Northern Quarter via Manchester Victoria / Bolton / Wigan	1
Additional station near Manchester Airport - LoR - Locate station where line crosses A50 / Mere Court Hotel	1
Additional Station near Manchester Airport - LoR - Should realign the line of route towards Warrington / Wigan to connect other UK destinations by train via the airport	1
Additional station near Manchester Airport - Stations (Sta)	420
Additional station near Manchester Airport - Stations Reasons to Agree	126
Additional station near Manchester Airport - Sta - The proposed station will provide a link between the West Midlands and the airport	1
Additional station near Manchester Airport - Sta - Manchester Airport will provide facilities / security / customs / immigration staff for cross-channel / international passengers / compared with Manchester Piccadilly	2
Additional station near Manchester Airport - Sta - Manchester Airport is a major / large transport hub	5
Additional station near Manchester Airport - Sta - Proposed station is closer / next to the new Airport City enterprise zone than the proposed stations in the alternative shortlisted suggestions	5
Additional station near Manchester Airport - Sta - HS2 station near Manchester Airport likely to increase number of visitors to Trans Pennine Trail	1
Additional station near Manchester Airport - Sta - Proposed station at Manchester Airport will improve journey times for Knutsford	2
Additional station near Manchester Airport - Sta - Proposed station at Manchester Airport will improve connectivity for Knutsford	1
Additional station near Manchester Airport - Sta - Additional station at Manchester Airport would seem sensible / good idea / excellent	51
Additional station near Manchester Airport - Sta - The proposed location of station is good / ideal	7
Additional station near Manchester Airport - Sta - Station at Manchester Airport will support Airport City / Medipark developments	4
Additional station near Manchester Airport - Sta - The nearer to the airport the better it is	2
Additional station near Manchester Airport - Sta - An additional station at / near Manchester Airport is essential / useful / advantageous / needed	31
Additional station near Manchester Airport - Sta - Additional station at Manchester Airport will provide options for international travel	1
Additional station near Manchester Airport - Sta - Proposed station is a good idea / essential only if HS2 is built	22
Additional station near Manchester Airport - Sta - Manchester Airport station is more important than a station in the city centre	1
Additional station near Manchester Airport - Sta - Additional station at Manchester Airport would be sensible for international connections	1
Additional station near Manchester Airport - Sta - Manchester Airport Station would be a better alternative to building a new Airport in the South East	1
Additional station near Manchester Airport - Sta - Agree with proposed station if HS2's principles are proven	1
Additional station near Manchester Airport - Sta - Proposed station is a good idea only if the route remains planned	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Additional station near Manchester Airport - Sta - Station at Manchester Airport would be a benefit only because there are now no flights between Manchester and Gatwick Airport	1
Additional station near Manchester Airport - Stations Reasons to Disagree	214
Additional station near Manchester airport - Sta - Proposed station will not benefit Staffordshire.	1
Additional station near Manchester Airport - Sta - Relatively few air passengers would use the HS2 station as it is not at the airport	1
Additional station near Manchester Airport - Sta - The proposed station is not at Manchester Airport	1
Additional station near Manchester Airport - Sta - If a station is so important to Manchester, people in Manchester should pay for it	1
Additional station near Manchester Airport - Sta - Existing station is badly run / under utilised	1
Additional station near Manchester Airport - Sta - Proposed station is located too near / close to the proposed station at Manchester Piccadilly / Manchester City Centre	8
Additional station near Manchester Airport - Sta - Manchester airport is not a major / large transport hub	1
Additional station near Manchester Airport - Sta - Proposed station is only convenient for car users / drivers / will require huge areas of car parking	3
Additional station near Manchester Airport - Sta - The existing station is closer / has better connections to the airport	2
Additional station near Manchester Airport - Sta - Proposed station is similar to a parkway / not an interchange	2
Additional station near Manchester Airport - Sta - Location of station is too far from the proposed Airport City / government enterprise zone	1
Additional station near Manchester Airport - Sta - A single station near the busiest junction on the M56 will limit choice for people travelling from South Manchester who currently choose from Stockport / Wilmslow / Warrington	1
Additional Station near Manchester Airport - Sta - Use of the proposed station as a park-and-ride station will not be practical for drivers from the north of Greater Manchester	1
Additional Station near Manchester Airport - Sta - There is no valid justification / reason for the proposed station at Manchester Airport	1
Additional station near Manchester Airport - Sta - Proposed station at Manchester Airport will not provide capacity for Manchester / surrounding areas / the South / will not be possible to board the train locally	2
Additional station near Manchester Airport - Sta - Additional station near Manchester Airport is unnecessary / not required / not needed	87
Additional station near Manchester Airport - Sta - The proposed location of station is bad / not ideal	12
Additional station near Manchester Airport - Sta - Proposed station turns Manchester Airport into a fifth London Airport / Terminal	3
Additional station near Manchester Airport - Sta - A station / interchange / hub already exists at Manchester Airport	27
Additional station near Manchester Airport - Sta - A station near Manchester Airport cannot be justified / would have no benefit to me / my area	7
Additional station near Manchester Airport - Sta - Location of station is too far from the Airport / terminal buildings	45
Additional station near Manchester Airport - Sta - Location of station is too far from the existing transport hub	10
Additional station near Manchester Airport - Sta - Proposed station is a good idea but is too far away	1
Additional station near Manchester Airport - Sta - Proposed station will only be used by people flying	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Additional station near Manchester Airport - Sta - HS2 is not required to justify a station at / near Manchester Airport	1
Additional station near Manchester Airport - Sta - The proposed location of the station is on the wrong side of the M56	7
Additional Station near Manchester Airport - Sta - Station is not needed near such a busy motorway / motorway junction	1
Additional station near Manchester Airport - Sta - Proposal does not sound like a definite plan	1
Additional station near Manchester Airport - Sta - The proposed onsite car park will be sited near to homes	1
Additional station near Manchester Airport - Sta - Station will not be used as freight services will only stop at Manchester	1
Additional station near Manchester Airport - Sta - An automated people mover / moving walkway to the Airport will not be quick / convenient enough for those with luggage / disabilities / children	1
Additional station near Manchester Airport - Sta - Claim that airport station would not be built underground due to health and safety reasons to move large number of people underground is false / it has been done many times for the underground systems / Crossrail scheme / Jubilee extension	1
Additional station near Manchester Airport - Sta - Claim that it would be difficult to build a station under Manchester Airport is false as the line goes under East Midlands Airport on the Eastern Leg	1
Additional station near Manchester Airport - Sta - Proposed station is too far / too difficult to get to / not convenient / accessible	15
Additional station near Manchester Airport - Sta - Proposed station will not be used / by passengers from London / Birmingham / long distance travellers / as they use an airport nearer to home / the destination	13
Additional Station near Manchester Airport - Sta - Use of the proposed station as a park-and-ride station will be modest as classic compatible trains will be serving Crewe / Warrington / Liverpool	1
Additional station near Manchester Airport - Sta - Proposed station does not feature in the future plans of the Manchester Airport	1
Additional station near Manchester Airport - Sta - Proposed station is not at the airport	7
Additional station near Manchester Airport - Sta - Airport customers are unlikely to use HS2 for journeys to central Manchester	1
Additional station near Manchester Airport - Sta - A station serving the airport / a more generalised access point would make sense	1
Additional station near Manchester Airport - Stations Reasons to Neither Agree nor Disagree	19
Additional station near Manchester Airport - Sta - we understand that Manchester Airport Group had no part in preparing this proposal and were not aware it would be advanced as an airport station	1
Additional station near Manchester Airport - Sta - Current / existing Manchester Airport Station has a long link / walk to the Airport	1
Additional Station near Manchester Airport - Sta - Questions the need for a station at Manchester Airport when people can fly directly to South / London	6
Additional station near Manchester Airport - Sta - Building an additional station near Manchester Airport is not a priority / could be added later	3
Additional station near Manchester Airport - Sta - Questions / not convinced whether a station is needed at Manchester Airport	7
Additional station near Manchester Airport - Sta - Existing airport station is large but underused	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Additional station near Manchester Airport - Stations Alternative suggestions	118
Additional Station near Manchester Airport - Sta - Use solution offered by Stoke-on-Trent City Council	2
Additional station near Manchester Airport - Sta - Should realign the route into Manchester in order to integrate the proposed station with the existing Manchester Airport station	2
Additional station near Manchester Airport - Sta - Proposed station should be under / by / adjacent to the existing Manchester Airport station to avoid construction of an escalator / people mover / lift / travelator to the airport	1
Additional Station near Manchester Airport - Sta - Upgrading existing services / Northern rail services will improve access / alleviate traffic congestion from Manchester Airport / South Manchester / Cheshire to Manchester	1
Additional Station near Manchester Airport - Sta - Should consider a station underground to avoid blight / disruption to the West of the M56 / Junction 6	2
Additional station near Manchester Airport - Sta - Proposed station should be a parkway between Manchester Airport and Manchester Piccadilly with rapid transport links to both / to offset the need for a tunnel	1
Additional station near Manchester Airport - Sta - Move the station hub north to provide better links with a realigned metrolink extension / provides better connections	1
Additional station near Manchester Airport - Sta - Need confirmation that there will be good cycle facilities at the station for short-term parking / getting bikes to / from trains	1
Additional station near Manchester Airport - Sta - Proposed station should be built under runways	1
Additional station near Manchester Airport - Sta - Should work alongside developers to ensure benefits of station are maximised/ affects minimised	1
Additional station near Manchester Airport - Sta - Station should have four through platforms for greater operational flexibility	1
Additional station near Manchester Airport - Sta - Station should have four through platforms to enable Scotland-Manchester airport-London service	1
Additional station near Manchester Airport - Sta - Proposed station would provide better / easy / direct access to the airport / from all over the UK	4
Additional station near Manchester Airport - Sta - Proposed station should have an escalator / people mover / lift / travelator to existing train / tram interchanges / stations / network	3
Additional station near Manchester Airport - Sta - Proposed station should be a parkway station / marketed as South Manchester Parkway Station	2
Additional station near Manchester Airport - Sta - Proposed station should be a hub / interchange / not just an airport stop	3
Additional station near Manchester Airport - Sta - Passive provision should be made to include a stop here / include provision for a potential / future station	1
Additional station near Manchester Airport - Sta - Proposed station should have rapid / quality transfer / transit / link to Manchester Airport due to distance to terminals	5
Additional station near Manchester Airport - Sta - Proposed station should have better transit / transfer / link to existing transport hub at the other side of Manchester Airport	2
Additional station near Manchester Airport - Sta - Proposed station should have good / world class public realm and soft landscaping	1
Additional station near Manchester Airport - Sta - Alternative suggestion to link Manchester Airport to the proposed station via a Metrolink extension is not appropriate / due to the high volume of airline passengers from Preston and the North	1
Additional station near Manchester Airport - Sta - Would prefer Manchester Airport Station to be located on the Eastern side of the M56 instead of Airport City	1
Additional station near Manchester Airport - Sta - Proposed station should be located at Junction 20 of the M6 / where the M6 meets the M56 to provide better access to the people of Cheshire	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Additional station near Manchester Airport - Sta - Proposed station should be located to the east of the car parks / road system where more land is available	1
Additional station near Manchester Airport - Sta - Should consider a station underground / accessed by a tunnel under the roundabout on the A538 / Runger Lane / airport apron to the east of the M56	1
Additional station near Manchester Airport - Sta - Prefer an 'out of town' station to be located further from the city centre / allowing a more direct approach to city centre north west of Altrincham	1
Additional station near Manchester Airport - Sta - The impact of the operation of the proposed stations / viability should be further investigated	2
Additional station near Manchester Airport - Sta - Locating the proposed station before the spur to the WCML would enable trains from Scotland to stop effectively at a Manchester Parkway station	1
Additional station near Manchester Airport - Sta - Should locate Manchester Airport Station adjacent to Airport City	1
Additional station near Manchester Airport - Sta - Should co-locate proposed station with existing Manchester Airport station / build proposed station underneath existing station	1
Additional station near Manchester Airport - Sta - Station should be on the land prosed for the freight area near the M56 and A538 / which would require tunnelling under Altrincham	1
Additional station near Manchester Airport - Sta - Bolton should be connected to HS2 / has a large population / towns of South Manchester would prosper / benefit	1
Additional station near Manchester Airport - Sta - Station should be located at the Airport just as the other trains are	5
Additional station near Manchester Airport - Sta - Should only build Manchester Airport Station to save costs of tunnelling / second station	1
Additional station near Manchester Airport - Sta - Airport Station should be accommodated within the boundaries of the airport and not on residential land	2
Additional station near Manchester Airport - Sta - Should have an additional station at Manchester Airport	2
Additional station near Manchester Airport - Sta - Should consider improving the current station to accommodate HS2	4
Additional station near Manchester Airport - Sta - Should use / upgrade / integrate with / existing Airport railway station	19
Additional station near Manchester Airport - Sta - Station should be at / under proposed Tram station / existing transport interchange to give good access to planes / trains / trams / buses / coaches	8
Additional station near Manchester Airport - Sta - Should use Manchester Airport as the main High Speed station / terminus / instead of Manchester Piccadilly	9
Additional station near Manchester Airport - Sta - Manchester Airport Station should be a low level station / in a cutting	1
Additional station near Manchester Airport - Sta - Should have a station / station should be located at Manchester Airport	10
Additional station near Manchester Airport - Sta - Manchester Airport Station should be on the line from the delta junction towards Wigan rather than Piccadilly	1
Additional station near Manchester Airport - Sta - Should locate Manchester Airport Station on the southern side of M56 / to be on the same side / closer to the airport	9
Additional station near Manchester Airport - Sta - Should locate Manchester Airport Station on the Eastern side of M56 / closer to the airport	7
Additional station near Manchester Airport - Sta - Could possibly build a few extra lines	1
Additional station near Manchester Airport - Sta - Station should be close to the air passenger terminals / adjacent to terminal 2 to allow access to terminals 2 and 3 via walkway	7

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Additional station near Manchester Airport - Sta - Could possibly build a few extra platforms	1
Additional station near Manchester Airport - Sta - Money would be better spent improving existing station / facilities	1
Additional station near Manchester Airport - Sta - It is essential that / would be convenient if the station is in / integrated with / near to Manchester Airport / terminals	8
Additional station near Manchester Airport - Sta - An additional station should be on the line going to the North	1
Additional Station near Manchester Airport - Sta - Airport station should be located in a tunnel under main terminals	5
Additional station near Manchester Airport - Sta - Manchester Airport Station should only be accessible from the M56	1
Additional station near Manchester Airport - Sta - Building airport station at the interchange will avoid constructing HS2 under the M56	1
Additional station near Manchester Airport - Sta - Additional station near Manchester Airport will not be required if line were to terminate at Manchester as there are already good Metrolink services in place between city / airport	2
Additional Station near Manchester Airport - Sta - Proposed station should be built provided that a proper mitigation plan is carried out	1
Additional Station near Manchester Airport - Sta - Travel statistics / linkage between airports and air traffic would need to change to make the proposed station viable	1
Additional Station near Manchester Airport - Sta - Should consider including solar panels to generate electricity for the proposed station	1
Additional Station near Manchester Airport - Sta - Should consider a station underground / to avoid transport connection / proposed viaduct over the M56	3
Additional station near Manchester Airport - Sta - Having the station under the airport would avoid construction of bus parks / multi-storey car park	1
Additional Station near Manchester Airport - Sta - Should consider 4 platforms at the airport station to incorporate usage of conventional trains as part of a shared service	1
Additional station near Manchester Airport - Tunnels (Tun)	15
Additional station near Manchester Airport - Tunnels Reasons to Agree	1
Additional Station near Manchester Airport - Tun - Proposed long tunnel between proposed Manchester Airport station and proposed Manchester Piccadilly station is a good idea	1
Additional station near Manchester Airport - Tunnels Reasons to Disagree	3
Additional station near Manchester Airport - Tun - Should not invest money into Manchester spur / line / tunnels to Manchester Piccadilly / Airport	2
Additional station near Manchester Airport - Tun - Disagree with the proposed tunnel passing under Fallowfield	1
Additional station near Manchester Airport - Tunnels Alternative Suggestions	11
Additional station near Manchester Airport - Tun - Tunnel can connect to the airport above	2
Additional station near Manchester Airport - Tun - Should ensure proposed tunnelling northwards has minimal impact on Borough / land remains viable for commercial development	1
Additional station near Manchester Airport - Tun - The line from Manchester Airport to Manchester Piccadilly should follow the A5103 and not run under the city	1
Additional station near Manchester Airport - Tun - Proposed tunnel should allow other / existing airport services through to provide a more reliable / frequent service to existing intermediate stations	1
Additional station near Manchester Airport - Tun - Building a tunnel / short extension to an underground Manchester Airport station would be cheaper than re-aligning the M56 / re-construction of the motorway junction	2
Additional station near Manchester Airport - Tun - Proposed station should serve / be linked to existing airport station by tunnel	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Additional station near Manchester Airport - Tun - Proposed route should run in a tunnel / starting 2 miles before the proposed station	3
Additional station near Manchester Airport - Tun - Proposed route should run in a tunnel under existing airport / car park close to the north end of Terminal 2	1
Additional station near Manchester Airport – Tun - Should minimise environmental impact in the construction of the tunnel between Manchester Airport and Manchester city centre	2
Additional station near Manchester Airport - Drainage (Dr)	1
Additional station near Manchester Airport - Drainage Reasons to Disagree	1
Additional station near Manchester Airport - Dr - Concerns that further water from the drainage of the proposed station could overload the Timperley Brook	1
Additional station near Manchester Airport - Drainage Reasons to Neither Agree nor Disagree	1
Additional station near Manchester Airport - Dr - Care was taken in the construction of the Manchester Airport to ensure that all drainage went into the River Bollin and not the Timperley Brook	1
Additional station near Manchester Airport - Drainage Alternative Suggestions	1
Additional station near Manchester Airport - Dr - Any drainage from the station should be directed to the River Bollin and not into the branches of the Timperley Brook	1
Additional station near Manchester Airport - Tracks & Power (TP)	1
Additional station near Manchester Airport - Tracks & Power - Alternative Suggestions	1
Additional station near Manchester Airport - TP - Should include 4 tracks	1
Additional station near Manchester Airport - Junctions (Jn)	5
Additional station near Manchester Airport - Junctions Alternative Suggestions	5
Additional station near Manchester Airport - Jn - Should have junctions to allow for a new TransPennine route via proposed station (details specified in response)	1
Additional station near Manchester Airport - Jn - Junction located north of the station would allow trains from Scotland to stop at Manchester Airport	1
Additional station near Manchester Airport - Jn - North east curve of Delta junction could be used for new Javelin-type high speed trains	1
Additional station near Manchester Airport - Jn - North east curve of Delta junction could be used for empty stock trains	1
Additional station near Manchester Airport - Jn - Have a junction between the station and HS2 line	1
Additional station near Manchester Airport - Jn - Delta junction near Manchester Airport Station should be used to link northbound services from Manchester / Manchester Airport to the West Coast Main Line at Wigan	1
Additional station near Manchester Airport - Environment	39
Additional station near Manchester Airport - Landscape & Visual (LV)	10
Additional station near Manchester Airport - Landscape & Visual - Reasons to Disagree	6
Additional station near Manchester Airport - LV - The proposed route alongside existing motorways will make the approach to Manchester using / seeing rail unattractive to visitors	1
Additional station near Manchester Airport - LV - Concerns that HS2 being here will ruin beautiful views of the countryside	1
Additional station near Manchester Airport - LV - An additional station near Manchester Airport would be too high a cost to the countryside	3
Additional station near Manchester Airport - LV - Proposed site of station will destroy the local countryside	1
Additional station near Manchester Airport - Landscape & Visual - Alternative Suggestions	4
Additional station near Manchester Airport - LV - Create new line under / close to existing line to city to minimise visual impact / keep impacts together	1

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Additional Station near Manchester Airport - LV - Proposed route between Ryecroft Farm and the airport should be through a green tunnel to avoid an eye-sore view	1
Additional Station near Manchester Airport - LV - Should construct Manchester Airport Station at a lower level to reduce visual impact	1
Additional station near Manchester Airport - LV - Having the proposed car park / access road / terminal buildings between HS2 line and M56 / above existing airport car park will minimise impact on landscape	1
Additional station near Manchester Airport - Biodiversity & Wildlife (BW)	10
Additional station near Manchester Airport Biodiversity & Wildlife - Reasons to Disagree	9
Additional station near Manchester Airport - BW - Proposed station would negatively impact / affect flora / fauna / wildlife / habitats	5
Additional station near Manchester Airport - BW - There has been a failure to implement Section 40 of the NERC Act / cumulative development of an ecologically sensitive area has not been properly considered	1
Additional station near Manchester Airport - BW - Proposed station will destroy parts of Davenport Green Wood / habitats of principal importance / Site of Biological Importance / ancient woodland	6
Additional station near Manchester Airport Biodiversity & Wildlife - Alternative Suggestions	1
Additional station at Manchester Piccadilly - BW - Proposed car park should be built above the existing airport car park between Runger Lane and the airport to reduce environmental impact on Timperley Brook / Davenport Green Wood	1
Additional station near Manchester Airport - Cultural Heritage (CH)	1
Additional station near Manchester Airport - Cultural Heritage - Reasons to Agree	1
Manchester Station at Manchester Piccadilly - CH - New station will create cultural and commodity use buildings	1
Additional station near Manchester Airport - Noise & Vibrations (NV)	2
Additional station near Manchester Airport - Noise & Vibrations - Reasons to Disagree	2
Additional station near Manchester Airport - NV - Proposed station will be noisy / have a noise impact	2
Additional station near Manchester Airport - Air Quality / Carbon Emissions (AQ)	9
Additional station near Manchester Airport - Air Quality / Carbon Emissions - Reasons to Disagree	4
Additional station near Manchester Airport - AQ - Proposed station will negatively impact / increase pollution levels / carbon emissions	1
Additional station near Manchester Airport - AQ - Proposed station will increase number of passengers using rail services to access airport	1
Additional station near Manchester Airport - AQ - Additional travel to proposed station would negatively impact carbon emissions / green policy	1
Additional station near Manchester Airport - AQ - Do not want extra pollution	1
Additional station near Manchester Airport - Air Quality / Carbon Emissions - Alternative Suggestions	5
Additional station near Manchester Airport - AQ - HS2 station at Manchester Airport would need to consider mitigation of air quality impacts and emissions	2
Additional station near Manchester Airport - AQ - Mitigation of air quality impacts should be considered	1
Additional station near Manchester Airport - AQ - Need to consider mitigation of air quality impacts emissions in the area	2
Additional station near Manchester Airport Environment (Env)	13
Additional station near Manchester Airport Environment - Reasons to Disagree	10
Additional station near Manchester Airport - Env - Will impact on the environment	9

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	Additional station near Manchester Airport - Env - The proposed realignment of roads around Manchester Airport will damage the environment more than the line itself	1
	Additional station near Manchester Airport Environment - Alternative Suggestions	3
	Additional station near Manchester Airport - Env - Upgrading of existing station will have less of an impact on the environment	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

		Total
	Base size:	1705
Q.3	Do you think that there should be any additional stations on the western leg between the West Midlands and Manchester?	
	ADDITIONAL STATIONS ON THE WESTERN LEG BETWEEN WEST MIDLANDS AND MANCHESTER	1705
	Additional stations on the Western Leg between West Midlands and Manchester - Support	234
	Additional stations on the Western Leg between West Midlands and Manchester - Support strongly	7
	Additional stations on the Western Leg between West Midlands and Manchester - Support	189
	Additional stations on the Western Leg between West Midlands and Manchester - Support with caveats	38
	Additional stations on the Western Leg between West Midlands and Manchester - Oppose	1128
	Additional stations for the Western Leg between West Midlands and Manchester - Oppose strongly	13
	Additional stations on the Western Leg between West Midlands and Manchester - Oppose	1115
	Additional stations on the Western Leg between West Midlands and Manchester - Neither Support nor Oppose	134
	Additional stations on the Western Leg between West Midlands and Manchester - Neither support nor oppose	18
	Additional stations on the Western Leg between West Midlands and Manchester - Lack of knowledge / experience of the route / locations / not affected by this part of the route / is out of my area	33
	Additional stations on the Western Leg between West Midlands and Manchester - No preferences / no opinion / no view	66
	Additional stations on the Western Leg between West Midlands and Manchester - Possibly / unsure / do not know about the proposed stations	21
	Additional station on the Western Leg between West Midlands and Manchester - Current suggestions seem adequate	2
	Additional stations on the Western Leg - Reasons to Support / Oppose / Neither Support nor Oppose / Alternative Suggestions	403
	Additional Stations on the Western Leg - Financial / Economic (FE)	25
	Additional Stations on the Western Leg - Financial / Economic Reasons to Support	3
	Additional stations on Western Leg - FE - The railway should serve the local / regional economies	3
	Additional stations on Western Leg - FE - The railway system should be sustainable on a local scale	1
	Additional stations on the Western Leg - Financial / Economic Reasons to Oppose	17
	Additional stations on Western Leg - FE - Proposing additional stations would require a new business case / delay the project further	1
	Additional stations on Western - FE - North Staffordshire has the greatest economic case to be served by high speed station	1
	Additional stations on West - FE - Would not support a station that relies largely or entirely on access by car	1
	Additional stations on West - FE - Additional stations will add to the ever increasing cost	5
	Additional stations on West - FE - Additional stations are a waste of money	1
	Additional stations on West - FE - Additional stations will add a further financial burden to the public	1
	Additional stations on West - FE - Additional stations add costs	7

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Additional stations on West - FE - No valid business case / economic evidence for additional stations on the West	1
Additional stations on the Western Leg - Financial / Economic Reasons to Neither support nor oppose	3
Additional stations on West - FE - Justification for additional stations should be economical / financially viable	3
Additional stations on the Western Leg - Financial / Economic Alternative Suggestions	4
Additional stations on West - FE - Any additional stations should be privately funded	1
Additional stations on West - FE - Would support additional stations where it can be shown that additional 'catchment' of economic benefit through increased connectivity can be shown	1
Additional stations on West - FE - Should increase investment in Staffordshire / Shropshire	2
Additional stations on the Western Leg - Business (Bu)	3
Additional stations on the Western Leg - Business - Reasons to Support	3
Additional stations on the Western Leg - Bu - Additional stations in the Midlands will encourage business to central England	2
Additional stations on Western Leg - Bu - Currently no major stations in Staffordshire / Shropshire to support local businesses	1
Additional stations on the Western Leg - Property (Prop)	1
Additional Stations on the Western Leg - Property - Reasons to Oppose	1
Additional stations on Western Leg - Prop - Disruption to property / homes is damaging to the country	1
Additional stations on the Western Leg - Land use Resources (LR)	1
Additional stations on the Western Leg - Land use Resources - Reasons to Oppose	1
Additional stations on the Western - LR - Lack of space for additional stations	1
Additional stations on the Western Leg - Compensation (Comp)	1
Additional stations on the Western Leg - Compensation - Alternative Suggestions	1
Additional stations on the Western Leg - Comp - Additional stations should be included where negative impacts will be fully mitigated / anyone within impact zone is given opportunity to move without incurring financial loss	1
Additional stations on the Western Leg - Community Integrity / Impacts (Com)	72
Additional stations on the Western Leg - Community Integrity / Impacts Reasons to Support	45
Additional stations on the Western Leg - Com - Stations proposed are accessible to the majority of people	1
Additional stations on the Western - Com - Proposal should go ahead only if local residents agree	2
Additional stations on the Western Leg - Com - Additional stations should be located near major urban conurbations / main cities	11
Additional stations on the Western Leg - Com - Additional stations will be necessary to preserve connection between cities and prevent isolation of cities / towns / communities	10
Additional stations on the Western Leg - Com - An additional station in Staffordshire would benefit the people of Staffordshire / potteries deprived area	7
Additional stations on the Western - Com - Additional stations would serve / improve accessibility / for a wider population / more people	14
Additional stations on the Western Leg - Community Integrity / Impacts Reasons to Oppose	19
Additional stations on the Western Leg - Com - Additional stations will reduce benefits for travellers to Manchester	1
Additional stations on the Western Leg - Com - There are no stations planned near us	1
Additional stations on the Western Leg - Com - Route does not connect / serve most communities	9

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Additional stations on the Western Leg - Com - Cheshire will incur massive disruption	1
Additional stations on the Western Leg - Com - High speed line is for connecting cities / not small / minor towns	4
Additional stations on the Western Leg - Com - Will cause even more negative impacts / disruption	4
Additional stations on the Western Leg - Com - Cheshire village will be destroyed	1
Additional stations on the Western Leg - Community Integrity / Impacts Reasons to Neither Support nor Oppose	5
Additional stations on the Western Leg - Com - Locals from West Midlands will be able to get on to HS2	1
Additional stations on the Western Leg - Com - Depends upon impact to localised areas	1
Additional stations on the Western Leg - Com - People living in the area affected ought to have the biggest say	4
Additional stations on the Western Leg - Community Integrity / Impacts Alternative Suggestions	7
Additional stations on the Western Leg - Com - Should have additional stations as long as peoples home valuations / safety / traffic are not affected	1
Additional stations on the Western Leg - Com - Additional stations should be included where it can be shown that they will bring benefits to those will may suffer social / economic / environmental loss	1
Additional stations on the Western Leg - Com - The needs of passengers going to intermediate stops could be served by the proposed classic compatible stopping service between Birmingham and Glasgow / Edinburgh	1
Additional stations on the Western Leg - Com - Opening more localised stations on an improved existing network would benefit more people	1
Additional stations on the Western Leg - Com - No more towns should be negatively affected / impacted / disrupted	2
Additional stations on the Western Leg - Com - Some effort should be made to help give Warrington / Wigan benefits	1
Additional stations on the Western Leg - Operations	157
Additional stations on the Western Leg - Speed / Frequency / Specifications of HS2 Services (SFS)	139
Additional stations on the Western Leg - Speed / Frequency / Specifications of HS2 Services - Reasons to Support -	1
Additional stations on the Western Leg - SFS - Additional stations could increase passenger catchment	1
Additional stations on the Western Leg - Speed / Frequency / Specifications of HS2 Services - Reasons to Oppose -	134
Additional stations on the Western Leg - SFS - Having a high speed train that hardly stops is pointless	5
Additional stations on the Western Leg - SFS - Greater provision for shorter journeys will be less likely to encourage longer ones in their place	1
Additional stations on the Western Leg - SFS - Reduced journey times should take precedence	1
Additional stations on the Western Leg - SFS - Additional stations / extra stops will negate / contradict the purpose / rationale of high speed	109
Additional stations on the Western Leg - SFS - Additional station should not significantly increase journey time	3
Additional stations on the Western Leg - SFS - Additional stations / extra stops will increase / compromise journey time	24
Additional stations on the Western Leg - SFS - HS2 is not useful for commuters who want to get off at local stations	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Additional stations on the Western Leg - SFS - Having fewer / additional stops the better	2
Additional stations on the Western Leg - Speed / Frequency / Specifications of HS2 Services - Reasons to Neither Support nor Oppose	3
Additional stations on the Western Leg - SFS - Ideal journey time between Manchester and London should be 1 hour	1
Additional stations on the Western Leg - SFS - Support for additional stations depends on amount of stopping / starting from additional stations	2
Additional stations on the Western Leg - Speed / Frequency / Specifications of HS2 Services - Alternative Suggestions	4
Additional stations on the Western Leg - SFS - There should be some direct services	1
Additional stations on the Western Leg - SFS - Additional non-stop trains between Manchester and London would be required if more stations were added	1
Additional stations on the Western Leg - SFS - High Speed trains should bypass stops outside of commuter times	1
Additional stations on the Western Leg - SFS - There should be additional links into Manchester	1
Additional stations on the Western Leg - Existing Rail Services (ERS)	20
Additional stations on the Western Leg - Existing Rail Services - Reasons to Oppose	19
Additional stations on the Western Leg - ERS - West Coast Main Line has capacity to stop at / serve medium cities	1
Additional stations on the Western Leg - ERS - Additional stations would duplicate the current rail network	3
Additional stations on the Western Leg - ERS - No additional stations are needed due to the Western Leg being well served by existing services / West Coast Main Line	11
Additional stations on the Western Leg - ERS - Existing rail systems / services are adequate	5
Additional stations on the Western Leg - Existing Rail Services Alternative Suggestions -	1
Additional stations on the Western Leg - ERS - Should ensure the proposed route does not negatively impact existing rail services	1
Additional stations on the Western Leg - Traffic & Transport (TT)	3
Additional stations on the Western Leg - Traffic & Transport - Reasons to Support	2
Additional stations on the Western Leg - TT - Additional stations will reduce road congestion	1
Additional stations on the Western Leg - TT - Travelling by car to Manchester from Cheshire takes an hour	1
Additional stations on the Western Leg - Traffic & Transport - Reasons to Oppose	1
Additional stations on the Western Leg - TT - Out of town stations should not be developed where access will rely solely on / largely on private car access	1
Additional stations on the Western Leg - Engineering	234
Additional stations on the Western Leg - Interface with other Infrastructure	54
Additional stations on the Western Leg - Rail network / infrastructure (Ra)	37
Additional stations on the Western Leg - Rail network / infrastructure - Reasons to Support	9
Additional stations on the Western Leg - Ra - If HS2 was to proceed without additional stations it would be failing to provide connectivity with towns and cities not served by HS2	1
Additional stations on the Western Leg - Ra - Additional stations will enable more people to use trains as a means of transport	7
Additional stations on the Western leg - Ra - Additional stations would avoid sending all commuters into Manchester centre	1
Additional stations on the Western Leg - Rail network / infrastructure Reasons to Oppose	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Additional stations on the Western Leg - Ra - Additional stations would starve current rail services of resources	1
Additional stations on the Western Leg - Rail network / infrastructure Reasons to Neither Support nor Oppose	1
Additional stations on the Western Leg - Ra - There should be a non-high speed line connecting Manchester / Stockport to HS2 at Lichfield junction stopping at Macclesfield / Stoke-on-Trent / Stafford	1
Additional stations on the Western Leg - Rail network / infrastructure - Alternative Suggestions	27
Additional stations on the Western leg - Ra - Invest in existing stations	3
Additional stations on the Western leg - Ra - Additional stations could be located to link bypassed communities / Stoke / Stockport	1
Additional stations on the Western leg - Ra - Greater use of classic compatible services on the WCML to improve services from Staffordshire	1
Additional stations on the Western leg - Ra - HS2 should make effort to co-locate / ensure DB Schenker / DB Schenker's customers / are held harmless from the effects if proposals impact on DB Schenker sites / operations	1
Additional stations on the Western leg - Ra - Improved connectivity at Crewe between the classic compatible and HS services will reduce need for additional stations	1
Additional stations on the Western leg - Ra - Good feeder links will negate need for additional stations	4
Additional stations on the Western leg - Ra - Capacity is required further south of this section of route and there should be more stations there	2
Additional stations on the Western leg - Ra - Should consider one hourly HS2 London Manchester service which diverges from HS2 north of Birmingham to serve intermediate centres such as Stafford / Stoke / Stockport via WCML	1
Additional stations on the Western leg - Ra - Should use current / improved infrastructure for intermediate stations	1
Additional stations on the Western leg - Ra - In the long term should link local rail routes to HS2 station	1
Additional stations on the Western leg - Ra - Should consider 'carriage ejection shafts' where carriages are split at certain points to link to branches to areas not on the main HS2 route	1
Additional stations on the Western leg - Ra - Would be better off using /improving existing rail network	4
Additional stations on the Western leg - Ra - Upgrading / improving the West Coast Main Line / instead of proposed Golborne connection / link would obviate the requirement for additional stations	6
Additional stations on the Western leg - Ra - Should improve access to better transport in Staffordshire / Shropshire	2
Additional stations on the Western Leg - Public Transport (PT)	8
Additional stations on the Western Leg - Public Transport - Reasons to Support	1
Additional stations on the Western Leg - PT - Proposed stations are far away / have to travel to them	1
Additional stations on the Western Leg - Public Transport - Reasons to Neither Support nor Oppose	1
Additional stations on the Western Leg - PT - Concerns that not all the stations on the route are served by good local transport facilities	1
Additional stations on the Western Leg - Public Transport - Alternative Suggestions	7
Additional stations on the Western Leg - PT - Additional stations should be in towns with good local transport facilities	3
Additional stations on the Western leg - PT - In the long term should link bus routes to HS2 station	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Additional stations on the Western leg - PT - Should upgrade / adapt existing infrastructure around the stations	3
Additional stations on the Western Leg - Highways (Hi)	1
Additional stations on the Western Leg - Highways - Reasons to Oppose	1
Additional stations on the Western Leg - Hi - Road infrastructure is more than capable to cope with current usage	1
Additional stations on the Western Leg - Highways - Alternative Suggestions	1
Additional stations on the Western leg - Hi - Would be much cheaper to use / develop new roads than to creating more stations	1
Additional stations on the Western Leg - Canals & Rivers (CR)	1
Additional stations on the Western Leg - Canals & Rivers - Alternative Suggestions	1
Additional stations on the Western leg - CR - Any additional stations will need to avoid adverse impacts on inland waterways	1
Additional stations on the Western Leg - Tram Systems (TS)	1
Additional stations on the Western Leg - Tram Systems - Alternative Suggestions	1
Additional stations on the Western Leg - TS - In the long term should link Tram routes to HS2 station	1
Additional stations on the Western Leg - Connections to the West Coast Mainline (WCML)	9
Additional stations on the Western Leg - Connections to the WCML Reasons to Support	3
Additional stations on the Western Leg - WCML - Connection with the WCML are well sited / adequate	3
Additional stations on the Western Leg - Connections to the WCML Reasons to Oppose	4
Additional stations on the Western Leg - WCML - Additional station along the Western route is unnecessary / not required / not needed as long as there is a West Coast Main Line connection at Crewe	4
Additional stations on the Western Leg - Connections to the WCML Reasons to Neither Support nor Oppose	1
Additional stations on the Western Leg - WCML - Prefer the construction of a Cheshire Parkway station close to the intersection of the M5/M6 and A556 on the existing WCML	1
Additional stations on the Western Leg - Connections to the WCML - Alternative suggestions	2
Additional stations on the Western Leg - WCML - Connections to the existing WCML stations need expanding in terms of road connectivity and parking	1
Additional stations on the Western Leg - WCML - Should be more interchanges with the West Coast Main Line	1
Additional stations on the Western Leg - Line of Route (LoR)	13
Additional stations on the Western Leg - Line of Route - Reasons to Oppose	10
Additional stations on the Western Leg - LoR - Additional stations could negatively impact / change the line of route	1
Additional stations on the Western Leg - LoR - There is no clear location suitable for an intermediate station	1
Additional stations on the Western Leg - LoR - Should be a connection to Crewe Station to connect services to Cheshire / North West / Wales	2
Additional stations on the Western Leg - LoR - Concerns that proposed route would be a duplication of current rail network / a reversal of the Beeching cuts	2
Additional stations on the Western Leg - LoR - Disagree with additional stations due to the proposed route	4
Additional stations on the Western Leg - Line of Route - Reasons to Neither Support nor Oppose	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Additional stations on the Western Leg - LoR - Support for additional stations depends on local routes	2
Additional stations on the Western Leg - Line of Route - Alternative Suggestions	2
Additional stations on the Western Leg - LoR - Route should be as direct as local geography allows	1
Additional stations on the Western Leg - LoR - Additional links into Manchester would benefit Manchester Airport	1
Additional stations on the Western Leg - Stations (Sta)	175
Additional stations on the Western Leg - Stations - Reasons to Support	51
Additional stations on the Western Leg - Sta - Intermediate stations are needed	1
Additional stations on the Western Leg - Sta - Intermediate stations with alternate stopping services would benefit people in local areas	1
Additional stations on the Western Leg - Sta - Would be ideal for commuters along the route	3
Additional stations on the Western Leg - Sta - Additional stations would make the proposed route more practical / viable	9
Additional stations on the Western Leg - Sta - Agree with additional stations if land price speculation prevented / minimised	1
Additional stations the Western Leg - Sta - Agree with additional stations if price / budget is guaranteed/fixed	1
Additional stations on the Western Leg - Sta - Additional stations are always a good idea	1
Additional stations on the Western Leg - Sta - Proposed stations are too distant / remote from communities / the majority	1
Additional stations on the Western Leg - Sta - Agree with additional stations if line / Phase 2 / HS2 goes ahead	25
Additional stations on the Western Leg - Sta - Agree with additional stations if they are deemed necessary	5
Additional stations on the Western Leg - Sta - Proposals / plans do not include enough stations / intermediate stations	6
Additional stations on the Western Leg - Stations - Reasons to Oppose	70
Additional stations on the Western Leg - Sta - Additional stations would benefit very few people / communities	1
Additional stations on the Western Leg - Sta - Additional stations may reduce competitiveness against air travel	1
Additional stations on the Western Leg - Sta - Additional stations may impinge on service reliability	1
Additional stations on the Western Leg - Sta - Additional stations will add to the journey time for Glasgow to London	1
Additional stations on the Western Leg - Sta - Multiple stations negatively impact / reduce passenger numbers / the viability for each station	1
Additional stations on the Western Leg - Sta - Not building additional hub sites would avoid more destruction to the environment	1
Additional stations on the Western Leg - Sta - There are enough stations already	11
Additional stations on the Western Leg - Sta - Additional station along the Western route is unnecessary / not required / not needed / not wanted	25
Additional stations on the Western Leg - Sta - There should be fewer stations / stops between Birmingham and Manchester	3
Additional stations on the Western Leg - Sta - Multiple stations / amount of stations negates high speed	28
Additional stations on the Western Leg - Sta - Multiple stations / amount of stations reduces line capacity	3

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Additional stations on the Western Leg - Sta - Multiple stations reduce benefits of HS2	3
Additional stations on the Western Leg - Sta - Having additional stations along the route will cause more destruction	1
Additional stations on the Western Leg - Stations - Reasons to Neither Support nor Oppose	3
Additional stations on the Western Leg - Sta - Support for additional stations depends on their locations	2
Additional stations on the Western Leg - Sta - Any additional stations will have already been considered	1
Additional stations on the Western Leg - Stations - Alternative Suggestions	67
Additional stations on the Western Leg - Sta - Additional stations should be considered depending on service demand	1
Additional stations on the Western Leg - Sta - Stafford is underserved / should be better served	1
Additional stations on the Western Leg - Sta - Additional stations should be investigated further	2
Additional stations on the Western Leg - Sta - Should consider a station / an additional station in Shrewsbury	2
Additional stations on the Western Leg - Sta - Additional stations should be integrated into existing stations	6
Additional stations on the Western Leg - Sta - Should improve facilities for Merseyside / North Wales	1
Additional stations on the Western Leg - Sta - Additional stations should be avoided at smaller towns / cities that will be better served by the classic network following completion of HS2	2
Additional stations on the Western Leg - Sta - Should have an additional station at Crewe	1
Additional stations on the Western Leg - Sta - Intermediate stations are only appropriate for regions with population of 300 to 400,000	1
Additional stations on the Western Leg - Sta - Additional stops could be added later	1
Additional stations on the Western Leg - Sta - There should be a station in every large town / city on the route to allow easy access / serve local towns	5
Additional stations on the Western Leg - Sta - Major conurbations should be served by as few stations as possible	1
Additional stations on the Western Leg - Sta - There should be many stations / as many stations as necessary	6
Additional stations on the Western Leg - Sta - Should have a local station to avoid travelling up to the main stations	2
Additional stations on the Western Leg - Sta - Should use / improve / upgrade existing stations	9
Additional stations on the Western Leg - Sta - Should only have additional stations by developing existing stations	4
Additional stations on the Western Leg - Sta - Should have an additional station in Cheshire	7
Additional stations on the Western Leg - Sta - Should have an additional station in Staffordshire	16
Additional stations on the Western Leg - Sta - Should have a Stafford / Stoke Parkway station	3
Additional stations on the Western Leg - Sta - Should have an additional station at Burton	2
Additional stations on the Western Leg - Environment	3
Additional stations on the Western Leg - Landscape & Visual (LV)	1
Additional stations on the Western Leg - Landscape & Visual - Alternative Suggestions	1
Additional stations on the Western Leg - LV - Should have additional stations if they can be done without any fundamental damage to the countryside	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Additional stations on the Western Leg - LV - An additional station should only be built if proper level of mitigation cannot be afforded / not scientifically feasible to the countryside	1
Additional stations on the Western Leg - Air Quality / Carbon Emissions (AQ)	1
Additional stations on the Western Leg - Air Quality / Carbon Emissions - Reasons to Support	1
Additional stations on the Western Leg - AQ - Additional stations will reduce carbon emissions	1
Additional stations on the Western Leg - Environment (Env)	1
Additional stations on the Western Leg - Environment - Reasons to Disagree	1
Additional stations on the Western Leg - Env - Additional stations would likely cause further / net environmental impacts	1
Additional stations on the Western Leg - Environment - Alternative Suggestions	1
Additional stations on the Western Leg - Env - Potential environmental impacts of additional stations should be fully assessed / mitigated / avoided	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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		Total
	Base size:	3402
Q.4	Do you agree or disagree with the Government's proposed route between West Midlands and Leeds as described in Chapter 8? This includes the proposed route alignment, the location of tunnels, ventilation shaft, cuttings, viaducts and depots as well as how the high speed line will connect to the East Coast Main Line.	
	AGREE TO / DISAGREE WITH PROPOSED ROUTE BETWEEN WEST MIDLANDS AND LEEDS - THE ROUTE AND SUPPORTING INFRASTRUCTURE	3401
	The Eastern Leg - Proposed route between West Midlands and Leeds Agree	500
	Proposed route between West Midlands and Leeds - Agree strongly	31
	Proposed route between West Midlands and Leeds - Agree	330
	Proposed route between West Midlands and Leeds - Agree with caveats	139
	The Eastern Leg - Proposed route between West Midlands and Leeds Disagree	1425
	Proposed route between West Midlands and Leeds - Disagree strongly	191
	Proposed route between West Midlands and Leeds - Disagree	1234
	The Eastern Leg - Proposed route between West Midlands and Leeds Neither Agree nor Disagree	155
	Proposed route between West Midlands and Leeds - Neither agree nor disagree	20
	East - Lack of knowledge / experience of the route / locations / not affected by this part of the route / is out of my area / not relevant to me	55
	East - No preferences / no opinion / no views on the proposed route	77
	East - No problem / no objection / no issue with the proposed route	6
	East - 'Do not disagree' with the proposed route	2
	The Eastern Leg - Proposed route between West Midlands and Leeds Reasons to Agree / Disagree / Neither Agree nor Disagree	2459
	East - Location	2104
	East - A38 (A38)	10
	East - A38 - Alternative Suggestions	10
	East - A38 - LoR - The line following the A38 corridor would allow access to the existing maintenance facilities at Burton-under-Needwood	1
	East - A38 - Bu - Minimise impacts on / provide alternate sites for businesses / farmland between A38 and Junction 28 of M1 / at Tibshelf / Blackwell Trail / Silverhill Trail	1
	East - A38 - LoR - Would be better to use the route along the A38	8
	East - A42 / M42 (A42 / M42)	79
	East - A42 / M42 - Reasons to Agree	4
	East - A42 / M42 - LoR - Broadly agree with route / with some alternative suggestions	2
	East - A42 / M42 - LoR - Proposed route through the East Midlands follows the M42/A42 and the M1, which will help to limit adverse impacts on local communities and environmental assets.	1
	East - A42 / M42 - LoR - Proposed route following the M42 is a good idea / makes sense	1
	East - A42 / M42 - Reasons to Disagree	60
	East - A42 / M42 - LV - Viaduct crossing of M42 along route from Birchmoor to Sunny Hill with Derby option would cause visual intrusion to residents of Tamworth / Polesworth / users of Pooley Country Park	1
	East - A42 / M42 - Bu - Closure of Dunton Island / Junction 9 of M42 will have a detrimental effect on local / regional / national businesses	1
	East - A42 / M42 - FE - Concerns that changes to the M42 / A5 junction will have adverse economic impact on Centurion Park employment area/ service station	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - A42 / M42 - LR - Farmland between HS2 and M42 will be severely reduced / awkwardly shaped as a result of HS2	1
East - A42 / M42 - Bu - Major changes at junction 10 will adversely affect Centurion Park during construction	2
East - A42 / M42 - Hi - Remodelling of Highways during construction will impact efficiency of the network	1
East - A42 / M42 - BW - Remodelling of junction will negatively impact Kettlebrook Biodiversity Alert Site (BAS) and Local Nature Reserves	1
East - A42 / M42 - TT - A42 is already heavily congested / will become more congested during HS2 construction	1
East - A42 / M42 - Bu - Route adversely affects every junction of M42 leading to disruption and relocation of businesses	1
East - A42 / M42 - LR - Route creates dead zones between track and M42 that will become non-productive	1
East - A42 / M42 - LoR - Proposed route runs some distance from A42	1
East - A42 / M42 - TT - Route adversely affects every junction of M42 leading to years of traffic chaos	1
East - A42 / M42 - Bu - Development of proposed route will have a major impact on road system along M42 / A5 which will have a detrimental effect on local / regional / national businesses	1
East - A42 / M42 - FE - Loss of M42/A5 motorway services will cause business rates loss to North Warwickshire Borough Council	1
East - A42 / M42 - Bu - Business dependent on non-obstructed access to transport network	1
East - A42 / M42 - VB - Proposed viaduct over M42 could disrupt train journeys to freight interchange	1
East - A42 / M42 - TT - The proposed route would demolish planned traffic management improvement system at M42 Junction 10 / not good use of public funding	2
East - A42 / M42 - FE - Upgrading the A42 to extend it to the M1 should not be at HS2's expense	1
East - A42 / M42 - TT - The A42 / M42 is at capacity / suffers from traffic / congestion	4
East - A42 / M42 - LoR - Disagree with the proposed route around the M42 junction 10 / A5	7
East - A42 / M42 - FE - Construction at M42 junctions 6 / 9 / 11 will have a negative impact on the North Warwickshire economy	7
East - A42 / M42 - Bu - Land east of M42 comprises of a saw mill that supplies home grown timber which will be lost permanently	1
East - A42 / M42 - LR - Land east of M42 comprises of agricultural land / arable production system which will be lost permanently	2
East - A42 / M42 - Com - Proposed route running along the M42 fails to take into account local issues	4
East - A42 / M42 - TT - The design fails to take into account the amount of traffic that will be caused on the M42 / A5 which will have a knock on impact on local roads / impact of traffic disruption on commuters	16
East - A42 / M42 - TT - Junction of / M42 and A5 are already busy / congested / remodelling will cause additional delays	6
East - A42 / M42 - TT - Congestion on the M42 will remain after construction / may have to be widened	7
East - A42 / M42 - TT - Proposed route will increase congestion / traffic at the junction of A5 / M42	9
East - A42 / M42 - Hi - Realigning A42 will cause massive disruption	4
East - A42 / M42 - Hi - Concerns about replacement of motorway service area at M42 Junction 10	5

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - A42 / M42 - TT - Proposals to re-route M42 across agricultural land will mean many years of traffic disruption	2
East - A42 / M42 - BW - Land east of M42 comprises of forestry land supporting grassland which will be lost permanently	2
East - A42 / M42 - NV - Area already suffers from noise due to A42 / M42	7
East - A42 / M42 - NV - Residents along the A42 / M42 will be subjected to increased noise levels	6
East - A42 / M42 - Tun - Proposals for a tunnel across A5 / M42 at J10 will mean many years of traffic disruption	5
East - A42 / M42 - Hi - Current access to the M42 is sufficient / provides adequate transport access	1
East - A42 / M42 - Reasons to Neither Agree nor Disagree	6
East - A42 / M42 - Hi - Unclear how proposed route will affect plans / future plans to widen M42	6
East - A42 / M42 - Alternative Suggestions	30
East - A42 / M42 - Bu - Need to consider how to minimise disruption to local / regional / national businesses by closure of Dunton Island / Junction 9 of M42	1
East - A42 / M42 - BW - Impacts should be minimised during remodelling of junction	1
East - A42 / M42 - LR - To mitigate the effect of the proposed route negatively affecting the farmland provisions for access to the land will need to be maintained from the south and north or an underpass provided for access during the construction	1
East - A42 / M42 - Sta - Should have an interchange station on the disused coal site at Lounge / Ashby-de-la-Zouch / Coallville / J13 of the A42 to connect a reopened Ivanhoe line between Burton-upon-Trent / Leicester	4
East - A42 / M42 - Hi - Should consider upgrading junction 13 of the A42	1
East - A42/M42 - LoR - Proposed route between Austrey and Newton Regis should be lowered and flattened to reduce impact on Austrey / other surrounding villages as M42 is already in a deep cutting	1
East - A42 / M42 - Should lower the track by approximately 8 metres in the area of the A42 crossing to ameliorate visual / noise impacts on surrounding communities	1
East - A42 / M42 - TT - Must ensure delays are minimised / current capacity maintained on M42	1
East - A42/M42 - Bu - Need to consider how to minimise disruption to local / regional / national businesses by impact on M42 / A5	1
East - A42/M42 - Bus - An alternative site may be required for M42 / A5 motorway services	1
East - A42/M42 - Hi - Necessary to keep Salt Lane, a C Class road which is a very important route, open	1
East - A42/M42 - LoR - Proposed route should not go over M42 but should run parallel to M42	1
East - A42/M42 - Tun - Route between Austrey and Newton Regis would suit a green tunnel / cut and cover tunnel so that landscape severed when M42 was built could be rejoined around the area of Salt Lane	1
East - A42 / M42 - Hi - Works near junction 10 M42 must not cause diversion to existing roads as unsuitable for goods vehicles	1
East - A42 / M42 - LV - Consideration of Preservation of existing vegetation that screens the M42	1
East - A42 / M42 - Hi - It is essential that Salt Street crossing the M42 between No Man's Heath and Austrey remains open	5
East - A42 / M42 - Sta - Should evaluate a possible additional station North of the A5	1
East - A42 / M42 - LoR - Consider crossing River Soar Valley south of Kegworth	1
East - A42 / M42 - TT - The A42 / M42 transport corridors should have complementary / alternative rail services for users / commuters	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - A42 / M42 - Comp - Replacement land will be required to mitigate this impact	1
East - A42 / M42 - LoR - Route should not go along the A42 / M42	3
East - A42 / M42 - FE - Money should be spend upgrading the A42 into a 3 lane motorway	3
East - A42 / M42 - Bu - Upgrading the A42 into a 3 lane motorway will bring benefits / positive impacts to businesses in the area	1
East - A42 / M42 - LR - Proposed route should follow M42 more closely to sterilise the wide strip of land between HS2 and M42	1
East - A42 / M42 - LoR - Proposed route should run closer to A42 / should not run so far from A42 to minimise disruption	2
East - A42 / M42 - LoR - Route should run at the same level as M42 through Bodymoor Heath	1
East - A42 / M42 - LoR - Proposed route between Polesworth and Austrey should run north of the M42 as it would be straighter / closer to M42	2
East - A42 / M42 - Tun - Proposed route should be in tunnels from just north of Manorhouse Farm to just south of the A444 at the M42 junction 11	1
East - A453 (A453)	3
East - A453 - Reasons to Disagree	1
East - A453 - FE - The A453 has only just started funding whilst the tram network was quickly funded	1
East - A453 - Alternative Suggestions	2
East - A453 - Hi - The planned widening of this road would suit an alternative route along the East side of the M1	2
East - A52 / M1 (A52 / M1)	44
East - A52 / M1 - Reasons to Agree	3
East - A52 / M1 - LoR - The proposed route close to M1 is a good idea	3
East - A52 / M1 - Reasons to Disagree	28
East - A52/ M1 - Com - Realigning M1 will blight Stanton Gate and Sandiacre areas for a considerable time	1
East - A52 / M1 - Hi - Questions regarding the necessity of moving the M1	2
East - A52 / M1 - FE - It is not financially sensible to move the M1 / A52 even if it was possible	2
East - A52 / M1 - Cml - Proposed route will spoil areas which have been already affected by the widening on the M1 motorway	2
East - A52 / M1 - SFS - Concerns about speed of trains going over a viaduct at Sandiacre then under A52	1
East - A52 / M1 - TT - A52 / M1 are already very congested	10
East - A52 / M1 - TT - Proposed route will cause extreme disruption to a section of the M1	2
East - A52 / M1 - TT - M1 is already prone to a high number of accidents	3
East - A52/ M1 - Hi - Realigning M1 will cause massive disruption	4
East - A52 / M1 - Hi - The section between J25 of the M1 and the first island / Bardills Island on the A52 has had previous proposals for an additional junction when a proposed development at the south end of Toton sidings was rejected on grounds of safety	3
East - A52/M1 - LoR - Proposed line of route is on the wrong side of the M1	1
East - A52 / M1 - NV - Area along route already suffers with noise from the M1	3
East - A52 / M1 - Alternative Suggestions	14
East - A52/ M1 - Hi - Important cross country boundary links to Trowell and Stapleford to consider	1
East - A52/ M1 - LR - Compensation may be required in respect of agricultural land to South and North of Heath to immediate west of M1	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - A52/ M1 - LR - Loss of productive agricultural land / some land will need to be sterilised South and North of Heath to immediate west of M1	1
East - A52/ M1 - LR - Need to maintain access to agricultural land to South and North of Heath to immediate west of M1	1
East - A52/ M1 - LV - Visual impact mitigation required to protect residential properties near land to South and North of Heath to immediate west of M1	1
East - A52/ M1 - NV - Noise impact mitigation required to protect residential properties near land to South and North of Heath to immediate west of M1	1
East - A52/M1 - Hi - Improve Junctions on the M1 within Ashfield to improve connections to HS2	1
East - A52 / M1 - NV - Should consider a deep cutting for east M1 route to protect local people from noise impact / vibration	1
East - A52 / M1 - FE - Should consider a deep cutting for east M1 route to protect local people from financial loss	1
East - A52/ M1 - PT - An enlarged A52 / M1 connection must also have a connection to the tram extension from Nottingham	2
East - A52 / M1 - LoR - Route should be located alongside existing infrastructure / M1	6
East - A52 / M1 - LoR - Route should be built above the M1	1
East - A52 / M1 - Hi - The M1 will benefit from an upgrade to the Tinsley Viaduct	1
East - Aberford (Abe)	1
East - Aberford - Reasons to Disagree	1
East - Abe - LoR - Proposal would have a negative impact on Ringhay Wood / Lotherton shoot	1
East - Aire Valley (Aire)	14
East - Aire Valley - Reasons to Disagree	14
East - Aire -BW - Assumptions about the Aire Valley's are outdated / based on 1994 Leeds Landscape Assessment	1
East - Aire - LV - Visual impact on open landscape of Aire Valley is significant / unreasonable	1
East - Aire - LV - Proposed route / viaducts / embankments will have an impact on views across the lower Aire Valley	7
East - Aire - Com - Proposed route will have an unacceptable impact on recreational users of the Navigation, the Trans Pennine Trail and Rothwell Country Park	1
East - Aire - LV - Proposed viaducts will blight the landscape	1
East - Aire - VB - Proposed viaducts across the Aire Valley are unacceptable	4
East - Aire - VB - Viaducts across the Aire Valley will not be sustainable	1
East - Aire - BW - Proposed route will disrupt wildlife around the lower Aire Valley	5
East - Aire - Com - Proposed route will overlook the local amenities nearby to Aire and Calder Navigation Waterways	1
East - Aire Valley - Reasons to Neither Agree nor Disagree	1
East - Aire - WF - Previous HS2 documents made reference to diversions to the Aire and Calder Navigation, not the River Aire	1
East - Aire Valley - Alternative Suggestions	4
East - Aire - LV - Alec Shelbrooke MP's alternative route will cause less environmental damage to the Aire Valley	1
East - Aire - LoR - Consider alternative routes to protect the Aire Valley	2
East - Aire - LoR - Disagree with the proposed route (HSL17) Altofts to Church Fenton / the lines should be rerouted to avoid the Aire Valley	1
East - Aire - LoR - Disagree with the proposed route (HSL21) / the lines should be rerouted to avoid the Aire Valley	1

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East - Aire - LV - Alternative route for ECML connection through Castleford would have significantly less impact as track would be lower	1
East - Aire - LV - If a more edifying solution does not exist then aesthetics should be improved to lessen the impacts	1
East - Allerton Bywater (All)	2
East - Allerton Bywater - Reasons to Disagree	1
East - All - TT - Proposed route will limit access to Allerton Bywater	1
East - Allerton Bywater - Alternative Suggestions	1
East - All - LoR - Alternative route suggested by Alec Shelbrooke MP will have a negative impact on the village of Allerton Bywater	1
East - Alfreton (Alf)	6
East - Alfreton - Reasons to Disagree	3
East - Alf - CH - Proposed route may / would negatively affect / demolish Grade II Listed Brookhill Hall / stable block	1
East - Alf - Bu - Proposed route cuts through a small industrial estate at Saw Pit Lane in Alfreton	2
East - Alfreton - Alternative suggestions	4
East - Alf - Sta - Should have an additional station close to Junction 29 to serve Alfreton with easy access to the motorway	1
East - Alf - Sta - Should have an additional station at Alfreton	2
East - Alf - Bu - Should consider compensation to affected businesses on Saw Pit Lane for relocation away from the proposed route	1
East - Altofts (Alto)	34
East - Altofts - Reasons to Disagree	32
East - Alto - Bu - Proposed route will have negative impact on local businesses	1
East - Alto - BW - No indication of impact HS2 will have on Altofts lngs / how HS2 will prevent habitat loss for wild birds in Altofts lngs	1
East - Alto - CH - The line could have an impact on Birkwood Henge	1
East - Alto - CI - Not clear when construction work will happen in Altofts area	1
East - Alto - CI - Residents concerned that their public services will be disrupted for some time	1
East - Alto - Com - Areas for families to enjoy will be lost forever	1
East - Alto - Com - Homes subject to noise, dirt and disruption from construction and operation of trains	1
East - Alto - Env - Impact on our environment will be devastating	1
East - Alto - LoR - Route will pass less than 100m from homes at Hilltop Farm	1
East - Alto - LV - Embankment of max 14m height over Newmarket Lane and M62 will be particularly visible to residents on Bannockburn Way	1
East - Alto - LV - HS2 will cut through / damage our woodlands / areas of natural beauty	1
East - Alto - LV - Views from residents' homes over fields and woodland in Hilltop Farm, Birkwood Road and Bannockburn way will be entirely blocked by earth banks	1
East - Alto - NV - Residents at Hilltop Farm and Bannockburn way concerned about noise	1
East - Alto - NV - Residents at Hilltop Farm, Birkwood Road, Bannockburn Way, roads around Agincourt Drive, Goosehill and Warnfield will all experience noise levels of 50dB	1
East - Alto - Prop - Residents concerned over possible loss of land	1
East - Alto - Prop - Residents concerned that HS2 may make it difficult for them to move house	1
East - Alto - TT - Residents in Altofts concerned that their main access routes to work will be disrupted during construction	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Alto - Saf - Safety issues arising from subsidence from old mines and river courses have been ignored.	1
East - Alto - HEW - Proposed route passes within 100 yards of 5 dwellings at Hilltop Farm and would result in intolerable noise levels, dirt, disruption and interruption of long-distance views, having a profound, lasting and prejudicial effect on our quality of life, during and after construction	1
East - Alto - HEW - 16 trains an hour / some running at night / transporting freight / would make life intolerable / some properties in Altofts uninhabitable	2
East - Alto - NV - DfT identified Normanton, Kirkthorpe and Altofts as areas that would experience high levels of noise impact, yet the document "Cold Hindley to Altofts" says Hilltop farm would suffer only the lowest levels of noise, despite the line passing within 100 metres	2
East - Alto - LR - Proposed route will affect former coal spoil area	1
East - Alto - HEW - Damage caused by construction work will not sustainable for the health / wellbeing of the local community	1
East - Alto - HEW - Destruction to the environment will not be sustainable for the health / wellbeing of the local community	1
East - Alto - LR - Area around Altofts is used as a toxic rubbish tip	1
East - Alto - LR - Area around Altofts is used for industrial parks / an Europort	1
East - Alto - LR - Area around Altofts is used for the M62	1
East - Alto - LoR - The route has been modified to protect a hedge in Altofts / on Birkwood Common	1
East - Alto - LV - Proposed viaducts will have a negative impact on residents in Clumpcliffe	1
East - Alto - Com - Proposed route will run through the village of Altofts	3
East - Alto - Prop - Proposed route between Altofts and Church Fenton	2
East - Alto - Prop - Proposed route through Altofts is / will decrease property values	4
East - Alto - Prop - Concerns that some roads / properties are mentioned in documentation whilst other more affluent properties are not	1
East - Alto - Prop - Government / HS2 does not consider the lifetime investments that Altofts residents have made in their homes	1
East - Alto - Com - Proposed route will bring no benefits to people in Altofts	4
East - Alto - Com - Community of Altofts should not be deprived of the only woodland in the area / Trans Pennine Way / Newland / flora / fauna	1
East - Alto - Com - Peace / tranquillity of the village of Altofts will never be able to be reclaimed	2
East - Alto - Com - I / we live near the route / the line passes close to where I / we live in Altofts	2
East - Alto - TT - Residents of Altofts will have to travel 13 miles to use HS2	1
East - Alto - LoR - Disagree with proposed route through the village of Altofts	5
East - Alto - Cut - Proposed cutting near Altofts will be very wide	2
East - Alto - PRW - HS2 threatens 7 public footpaths in Altofts / bridle paths / cycle paths	3
East - Alto - LV - Proposed route / 18 metres high viaduct across M62 near Altofts will be visible for miles	5
East - Alto - LV - Proposed route will ruin / destroy / lead to loss of local countryside	3
East - Alto - Com - Proposed route will blight the semi-rural village of Altofts	2
East - Alto - BW - Proposed route will cut across Altofts lngs which is a haven for wild birds / will impact on woodlands / wildlife	5
East - Alto - BW - Proposed route will ruin / destroy / lead to loss of local flora / fauna / wild life site	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Alto - NV - Altofts already suffers from noise pollution from the M62	2
East - Alto - NV - Altofts already suffers from noise pollution from the existing rail line	1
East - Alto - NV - Proposed route will increase noise impact on residents in Hastings Court	1
East - Alto - NV - Trains / freight trains will cause noise pollution in Altofts during the day / at night	2
East - Alto - CH - Proposed route will ruin / damage sites of historic importance in Altofts	1
East - Alto - CH - The old manor ruins west of Altofts are treasured by the local community	1
East - Alto - LoR - Concerns proposed route is too close to the Yorkshire Fault at Altofts / Kirkthorpe	1
East - Alto - LoR - Section between Ardsley Tunnel and Altofts Viaduct does not follow the former North Midland Railway route	1
East - Alto - Com - People in the area would still need to travel to Leeds to get to London.	1
East - Alto - FE - We are already surrounded by motorways which the money would be better spent on upgrading	1
East - Alto - LV - Detrimental effect on ancient trees (already in decline), greenbelt, woodlands and countryside	1
East - Alto - LR - Route cuts through a green belt including wetland habitat and common land, impacting on wildlife, residents and visiting nature lovers.	2
East - Altofts - Reasons to Neither Agree nor Disagree	3
East - Alto - LoR - As trains will be travelling at lower speeds in this area, increased curvature of line due to modifications should not affect journey time significantly	1
East - Alto - Prop - Residents Hilltop Farm and Birkwood Farm at Hilltop Farm and Birkwood Farm unclear if loss of land will be temporary or permanent / if will be compensated	1
East - Alto - PT - what will happen to local bus routes during construction?	1
East - Alto - TT - If Birkwood Lane taken out of service will alternative temporary routes be provided for residents getting to Wakefield?	1
East - Alto - CH - Tours are offered around the old manor ruins west of Altofts	1
East - Alto - Com - Altofts has a history / has had its fair share of industrial mining / quarrying / industrial estates	1
East - Alto - Com - There is a landfill site in Altofts that has been decommissioned	1
East - Alto - Com - Concerns that someone will start fracking in Altofts	1
East - Alto - NV - Planes from Leeds / Bradford Airport can be heard in Altofts	1
East - Altofts - Alternative Suggestions	10
East - Alto - CH - The old manor ruins west of Altofts should be protected for future generations	1
East - Alto - LoR - HS2 should consider Hilltop Farm residents' proposal of moving line 350m west	1
East - Alto - LoR - move line 300-400 yards westwards and use 'cut and cover' design principles	1
East - Alto - LoR - Moving line further west at Hilltop Farm means visual and noise impacts would be reduced and loss of land no longer an issue	1
East - Alto - LoR - Moving the line further west at Hilltop Farm would reduce number of water courses passed over	1
East - Alto - LoR - Route into existing land / local disused railway lines near Altofts	1
East - Alto - LV - Replace proposed cutting with tunnel	1
East - Alto - Com - Proposed route should be realigned to east between Clumpcliffe Wood and The Rookery to minimise disruption	1
East - Alto - LV - Proposed viaduct between to Clumpcliffe Wood and The Rookery should be designed to enhance the landscape	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Alto - LoR - Move the route 300 / 400 yards West using cut and cover cuttings to avoid Altofts / Hilltop Farm	3
East - Alto - Cut - Consideration should be given to replacing the cutting at Altofts with a tunnel	1
East - Alto - LoR - Consideration should be given to re-routing the line to avoid Altofts	3
East - Alto - LoR - Consideration should be given to re-routing parts of the line near Altofts to existing or local disused lines	1
East - Alto - LoR - Amending the line of route to avoid Altofts may cost more but clearly in light of other route amendments funds are available	1
East - Alto - VB - Proposed route should cross the river Calder as far away from people's homes as possible	1
East - Alto - HEW - Birkwood Road should be kept open during construction to avoid hardship for local residents	1
East - Alto - TT - Birkwood Road should be kept open during construction to avoid a long diversion for local residents	1
East - Alto - NV - Should consult with local residents in regards with sound proofing measures	1
East - Appleby Magna (ApM)	8
East - Appleby Magna - Reasons to Disagree	6
East - ApM - SFS - Improved journey time is of no benefit to residents of Appleby Magna	2
East - ApM - PT - It is easier / quicker to go via Tamworth / Nuneaton / Birmingham on existing services than to go via a HS2 station	1
East - ApM - Prop - Planned route will negatively affect house prices in the area	2
East - ApM - Com - Concerns that the planned route cuts through the village	1
East - ApM - HEW - Disruption post construction will continue to affect the lives of those living in the village	1
East - ApM - HEW - Disruption during construction period will affect the lives of those living in the village	1
East - ApM - HEW - Proposed route will ruin the peaceful existence of the village residents	1
East - ApM - LV - The Appraisal of Sustainability does not address the visual impacts on Appleby Magna	1
East - ApM - NV - The Appraisal of Sustainability does not address the increase of noise pollution on Appleby Magna	1
East - ApM - NV - The noise impact will reduce the appeal of the picturesque rural location	1
East - ApM - CH - Proposed route may / would negatively affect / demolish Grade II Listed The Old Rectory / Coach House and Stables	1
East - Appleby Magna - Alternative Suggestions	3
East - ApM - Ra - Should consider impact rail line embankment will have on Appleby Magna	2
East - ApM - LoR - Should consider finding an alternative route that by-passes the village without causing any harm	1
East - ApM - LoR - Should consider using unoccupied land nearby to provide an alternative with minimal disruption	1
East - Ardsley (Ard)	11
East - Ardsley - Reasons to Disagree	6
East - Ard - Prop - The proposed route will cause blight / blight homes in Ardsley	2
East - Ard - NV - Proposed route will have a negative noise impact during construction and operation	2
East - Ard - AQ - Proposed route will cause pollution / dust during construction	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Ard - TT - Concerns regarding traffic increase / disruption / congestion during construction / concerns for emergency service access	2
East - Ard - CH - Proposed route will involve tunnelling under the church and cemetery in Ardsley	2
East - Ard - LS - Concerns over the geological effects / fault in Ardsley from the removal of any methane where the line of route is being proposed	1
East - Ard - Prop - The proposed route passes very close to my house	1
East - Ard - FE - Concerns over the estimated costs does not include the additional costs associated with tunnelling in areas that have been mined	1
East - Ard - Tun - Concerns over tunnel in Ardsley	2
East - Ard - Com - Concerns over HS2 route passing beneath the Parish church	1
East - Ard - Tun - Concerns over some slight damage to the tunnel structure will release highly explosive gas into the path of the train will cause an explosion	1
East - Ard - NV - Concerns over each train producing pressure wave and vibrations leading to unknown effects on the tunnel structure	1
East - Ard - Tun - Concerns of mining land in Ardsley being used for constructing LoR / tunnel	2
East - Ard - Comp - Tunnelling through old flooded mines due to subsidence will increase compensation payouts	3
East - Ard - Tun - Large amounts of machinery will cause extra problems during tunnelling	1
East - Ard - Tun - Abandoned mining machinery will cause problems for tunnelling in Ardsley	2
East - Ard - LR - Lack of consideration / exploratory work on mining areas / associated subsidence in Ardsley	1
East - Ard - AQ - Concerns about potential methane gas in the tunnel under Ardsley	1
East - Ardsley - Alternative Suggestions	10
East - Ard - Comp - A good compensation package is required	2
East - Ard - Saf - HS2 constructors will have to remove any methane threat by complete removal of the rubbish tip which will be troublesome / expensive	1
East - Ard - Comp - Compensation would be required for Ardsley residents where subsidence caused by tunnelling / disturbance of old flooded mines	2
East - Ard - PRW - Use in-line bridges / underpasses to reduce impact on Trans Pennine Trail south of Ardsley / near A633	1
East - Ard - Consideration should be given to a station at Ardsley	1
East - Ard - CH - consideration should be given to final alignment / proposals at Swaithe House / Swaithe Hall as Assets are likely to suffer harm due to proximity / damage to their setting	1
East - Ard - LoR - Should consider a slight deviation of the route as the proposed route will run through the eastern edge of the methane gas field in Ardsley making it a potential hazard	2
East - Ard - LoR - Realigning the route would enable some usage of the disused Midland Railway London-Scotland line will reduce costs	1
East - Ard - LoR - Should consider deviating the HS2 line 1000 yards east of Ardsley / open countryside after it passes Birdwell (Hoyland) to avoid the potential danger of the Stairfoot methane source / line geological fault line / disturbance / nuisance to Ardsley	1
East - Ard - LoR - Alternative route should be found to avoid mined areas in Ardsley	2
East - Ard - Tun - Proposed Ardsley tunnel should be extended up to the south of Swaithe Wood	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Appleby Parva (ApP)	1
East - Appleby Parva - Alternative Suggestions	1
East - ApP - Ra - Should consider impact rail line embankment will have on Appleby Parva	1
East - Ashbourne (Ashb)	1
East - Ashbourne - Alternative Suggestions	1
East - Ashb - PT - Proposed route needs a better connection to Ashbourne	1
East - Atherstone (Ath)	2
East - Ath - Reasons to Disagree	2
East - Ath - Sta - Satisfied with already low fares to London and free parking from nearby Atherstone station	1
East - Ath - Sta - Existing station at Atherstone serves us well	1
East - Ashby-de-la-Zouch (Ash)	47
East - Ashby-de-la-Zouch - Reasons to Agree	3
East - Ash - Com - HS2 would have a high impact on Ashby de la Zouch as public transport in the area is extremely poor	3
East - Ashby-de-la-Zouch - Reasons to Disagree	32
East - Ash - PD - Commercial development at Lounge will be blighted	1
East - Ash - Env - Concerned about the environmental impact on the Lounge Disposal Point near Ashby de la Zouch	1
East - Ash - Env - Issues / ecological / sustainability issues raised in the Development Control Report have not been addressed	1
East - Ash - Prop - Proposed route will have a negative impact / blight / devalue properties / make it harder to sell properties in Ashby-de-la-Zouch	1
East - Ash - Com - Ashby de la Zouch is not a "transport corridor" and does not wish for any additional noise impact / disruption	1
East - Ash - Com - Proposed route passes through / divides Ashby	1
East - Ash - Bu - Route will have a significant negative impact on Ashby-de-la-Zouch's business and tourism industry	1
East - Ash - BW - Route will have negative impact on the National Forest	1
East - Ash - Eml - Proposed route goes through former Lounge Disposal Point / site of planned distribution centre / potential jobs will be lost	1
East - Ash - Eml - Proposed route will stop development of new jobs at Lounge / generate an employment shortfall	1
East - Ash - LR - Proposed route will force commercial development onto greenfield sites	1
East - Ash - LV - Route will have negative impact on the countryside	1
East - Ash - NV - Route would impact upon quiet recreational resource of Lounge National Forest woodland	1
East - Ash - Prop - Route will have negative impact on large number of residential properties	1
East - Ash -BW - Route would sever the ecological and recreational connectivity across the National Forest	1
East - Ash - AQ - Concern over contamination by landfill gases released by the construction of a cutting at Smoile Wood landfill	1
East - Ash - NV - Concerns about noise impact during construction / operation	3
East - Ash - LV - Concerns about the negative impact on the landscape / countryside during construction / operation / continuing effect of severance of the countryside	2
East - Ash - LoR - A direct route to East Midlands Airport via East Midlands Parkway exists so there is no need to duplicate the route	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Ash - LoR - Object to the proposed route close to Ashby	3
East - Ash - BW - Concerns about the impact of the proposed route on wildlife	1
East - Ash - WF - Concerns about the effect of viaducts on floodplains / increases in flood risk	1
East - Ash - NV - Ashby-De-La-Zouch will suffer from noise pollution due to the proposed route	3
East - Ash - Bu - Proposed route will adversely affect business in Ashby de la Zouch / conflict with Local Development Plan	3
East - Ash - Com - Ashby de la Zouch will be blighted by HS2	1
East - Ash - PT - It is easier / quicker to get to London / via Tamworth from Ashby de la Zouch than it is to get to Leicester / 14 miles away	1
East - Ash - Env - Proposed route will cause environmental damage in Ashby de la Zouch	1
East - Ash - Com _ Proposed route passes close to Ashby-de-la-Zouch	2
East - Ash - PD - Proposed route cuts across the development site / would impede development of site for which planning permission has been granted	1
East - Ash - FE - The proposed route and impact on commercial development at Lounge will cause substantial financial loss for Gazeley UK and Harworth Estates	1
East - Ash - PD - HS2 engineers appeared to be unaware of the consented development at Lounge	1
East - Ash - Eml - Proposed route has resulted in the loss of a large number of new jobs	2
East - Ash - FE - Proposed route has caused the loss of substantial new inward investment	1
East - Ash - LoR - Gazeley UK and Harworth Estates strongly object to the proposed route	1
East - Ash - LoR - The proposed route passes through the area of Lounge adjacent to the Leicester to Burton on Trent line in which the companies of Gazeley UK and Harworth Estates have an interest	1
East - Ash - Hi - Proposed route will sever the proposed access road to the development site at Lounge	1
East - Ash - PD - The parcel of land at Lounge has full planning permission for the commercial development of a large rail connected warehouse and multi modal freight terminal / now blighted because of the proposed route	1
East - Ash - PD - Mention of future development of the Lounge Disposal Point	1
East - Ash - Clm - Area is already blighted by motorways & transport networks	2
East - Ash - Clm - Area between Ashby-de-la-Zouch and Packington is already spoilt by motorways & transport networks	1
East - Ash - Com - Proposed route passes / will pass close to my home / property in Ashby-de-la-Zouch	4
East - Ash - Com - Proposed route will be 'all pain and no gain' / will not benefit the area / local community as it does not serve Ashby-de-la-Zouch	6
East - Ash - Com - Proposed route will change the town of Ashby-de-la-Zouch from a rural / market town to an industrial zone	1
East - Ash - Com - Proposal will devastate / destroy the village of Ashby-de-la-Zouch	2
East - Ash - PT - Ashby-de-la-Zouch has no public transport	2
East - Ash - Hi - Approach to Ashby-de-la-Zouch from A42 will be spoilt by proposed route without any of the benefits of access	1
East - Ash - CR - Proposed route may impact improvements to canal in Ashby-de-la-Zouch	1
East - Ash - LoR - Local line has been closed at Ashby-de-la-Zouch leaving area isolated from HS2	2
East - Ash - LoR - Disagree with moving the roundabout at Junction 13 of the A42 at Ashby-de-la-Zouch	1
East - Ash - Sta - Ashby-de-la-Zouch has no local railway station	4

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Ash - Sta - There will not be a station in Ashby-de-la-Zouch	2
East - Ash - WoR - Width of rail section will divide the communities of Ashby-de-la-Zouch	1
East - Ash - NV - Noise from the line will affect / impact upon people along the route	4
East - Ash - NV - Area already suffers from noise due to A42 / M42 / East Midland Airport	4
East - Ashby-de-la-Zouch - Reasons to Neither Agree nor Disagree	3
East - Ash - PT - Current / existing public transport routes / infrastructure to link / connect Ashby-de-la-Zouch with other cities / towns is poor / inadequate / non-existent	2
East - Ash - CR - Canal in Ashby-de-la-Zouch is a major tourist attraction	1
East - Ashby-de-la-Zouch - Alternative Suggestions	21
East - Ash - Com - An additional station at Ashby-de-la-Zouch would give an opportunity for regeneration / benefits in NW Leicestershire	4
East - Ash - Ra - Ashby-de-la-Zouch urgently needs the Leicester to Burton-on-Trent rail line re-instated	1
East - Ash - Ra - Should have lines from Ashby to Burton or Nuneaton	1
East - Ash - Ra - Should be a local line from Ashby-de-la-Zouch to Leicester	1
East - Ash - Sta - Should have an additional station in Ashby-de-la-Zouch	7
East - Ash - Sta - An additional station at Ashby-de-la-Zouch would be equidistant between Leicester / Derby / Burton / Trent Nottingham	1
East - Ash - Sta - An additional station in Ashby-de-la-Zouch would be a short distance from East Midlands Airport	1
East - Ash - Sta - Ashby-de-la-Zouch requires an additional station / no public transport after 7pm	1
East - Ash - Sta - Proposed hub / station should be at Ashley-de-la-Zouch	1
East - Ash - Tun - Proposed route from north of Ashby-de-la-Zouch up to the south of the embankment should be in a tunnel	2
East - Ash - PD - Improving existing lines will remove the adverse impact on development in Ashby de la Zouch	1
East - Ash - Hi - HS2 should construct a permanent access road arrangement to prevent disruption prior to commencement of construction	1
East - Ash - BW - Lost forest should be replaced at a 2:1 ratio	1
East - Ash - CI - Should minimise affects on National Forest during construction	1
East - Ash - Emb - Ensure embankment crossing Ashby Woods Heritage Trail is designed to accommodate Trail and listed structure	1
East - Ash - LoR - An alternative route should be considered	1
East - Ash - LoR - Consider moving the route either to the north or south of the Lounge development site	1
East - Ash - LoR - Consider a putting the line in a tunnel under the development at Lounge	1
East - Ash - LoR - Consider moving the line as close as possible to the A42 to maximise residual area for development at Lounge	1
East - Ash - WoR - Consider width of corridor to be safeguarded be reduced either side of the centre line in order to maximise residual development at Lounge	1
East - Ash - Ra - Should reinstate / re-establish local railway line between Ashby-de-la-Zouch and Nottingham	1
East - Ault Hucknall (Ault)	2
East - Ault Hucknall - Alternative Suggestions	2
East - Ault - Hi - Should keep the lane adjacent Stainsby / Ault Hucknall / have it routed under the proposed flood plain bridge	1
East - Ault - Hi - Keeping the lane would avoid reducing access to Hardwick Hall / Stainsby / Ault Hucknall	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Ault - Com - Should try to keep the negative impacts on Ault Hucknall and the valley immediately below to a minimum	1
East - Austrey (Aus)	22
East - Austrey - Reasons to Disagree	17
East - Aus - Com - Proposed route will have negative impacts on the community / amenities of Austrey	3
East - Aus - Com - Proposed route will disrupt / destroy village / community	1
East - Aus - NV - Concerns about noise / disruption during construction / operation of HS2	3
East - Aus - Prop - Threat of HS2 has made it impossible to sell property	2
East - Aus - LV - Proposed route will blight / destroy the countryside	1
East - Aus - CI - Construction will cause a high level of disruption / noise / pollution in Austrey	1
East - Aus - LoR - Route passes within 400m of the village	1
East - Aus - LR - Cycling / walking route at Salt Street will be lost	1
East - Aus - LR - Playing fields will be lost	1
East - Aus - LV - Height of the embankment will have significant visual impacts on the village / Vale of Austrey	1
East - Aus - LV - Route will spoil / ruin / destroy / damage countryside in Austrey	1
East - Aus - LV - The route from Warton to Austrey will be visually intrusive	1
East - Aus - NV - Height of the embankment will cause significant noise impacts on the village / Vale of Austrey	1
East - Aus - NV - Noise mitigation will be unfeasible in Austrey	1
East - Aus - NV - The route from Warton to Austrey will be noisy	1
East - Aus - Com - Austrey has already been blighted for two years	1
East - Aus - LV - Route would damage attractive landscape through vale of Austrey	1
East - Aus - VB - Stretch of the M42 from Warton to Austrey will be particularly intrusive due to running on a viaduct and embankment	1
East - Aus - WF - Embankment carrying HS2 between Polesworth and Austrey would increase flood risk across Austrey meadows / the villages / M42	1
East - Aus - Com - Disagree with proposed route through Austrey	3
East - Aus - CH - Proposed route passes close to Bramcote Hall	2
East - Aus - LR - Proposed route through Austrey Hill / Austrey is expansive / beautiful farmland	1
East - Aus - LR - Proposed route through Austrey Hill / Austrey will destroy the view / landscape	2
East - Aus - BW - Proposed route passes through / alongside an ancient Oak tree next to Bramcote Hall	1
East - Aus - Com - Concerns there are no mitigation plans to mitigate the negative impacts to the area of Austrey	1
East - Aus - Prop - Concerns property value will decrease due to HS2 running through the community of Austrey	2
East - Aus - Com - Proposed route will only bring disruptions / harm / no benefits / gains to Austrey	1
East - Aus - Com - Proposed route will go through recently upgraded Austrey Playing fields / will deprive community of this facility	6
East - Austrey - Reasons to Neither Agree nor Disagree	3
East - Aus - Com - Austrey Sports field has spent grant money updating the pavillion / facilities / parking as well as community volunteers spending a lot of time decorating / installing security camera's	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Aus - LV - The views from the M42 across farmland in Austrey are spectacular	2
East - Austrey - Alternative Suggestions	13
East - Aus - TT - During building stage, construction traffic should not go through Austrey	1
East - Aus - Comp - Compensation could come in the form of free train travel	1
East - Aus - Comp - Compensation is needed for the whole village	1
East - Aus - Hi - Maintain highway routes in the village	1
East - Aust - Com - Mitigation against impacts on affecting enjoyment of Austrey playing fields	1
East - Aus - Tun - Additional cuttings / tunnels will be required throughout the entire length it goes through the town	2
East - Aus - CI - During construction, no accommodation for builders should be built near Austrey	1
East - Aus - Cut - Cuttings and tunnels should be used to decrease vertical alignment in Austrey	1
East - Aus - Cut - Route from Warton to Austrey should be lowered to reduce visual and noise impacts because much of the motorway is in a cutting	1
East - Aus - LoR - 7000m reduced radius curve would reduce impacts / comparisons to phase 1 refinement at Twyford	1
East - Aus - LoR - Line would be better to the north west of the M42 at Austrey / reduce land take / impacts on the village / preserve playing fields	1
East - Aus - NV - Guarantees should be given about noise before work starts	1
East - Aus - NV - More noise mitigation is needed in Austrey	1
East - Aus - Tun - A green tunnel would reduce impacts / comparisons to phase 1 refinement at Greatsworth (Hants)	1
East - Aus - Cut - Track could be lowered as much of the adjacent M42 runs in a cutting	1
East - Aus - LV - Consider lowering the proposed viaduct / embankment on the Austrey to Warton stretch to reduce visual impact	6
East - Aus - NV - Consider lowering the proposed viaduct / embankment on the Austrey to Warton stretch to reduce noise impact	5
East - Aus - LoR - Should seek alternative route to proposed route through Austrey	2
East - Aus - Com - Proposed route should follow M42 more closely to minimise impact on Austrey	3
East - Barkston Ash (BarkA)	9
East - Barkston Ash - Reasons to Disagree	7
East - Bark - Com - Proposed route runs close to the village of Barkston Ash	1
East - BarkA - LV - Proposed viaduct at Barkston Ash is too high to allow effective visual mitigation / will have a negative visual impact	2
East - BarkA - BW - Proposed route will destroy greenbelt needed to sustain wildlife surrounding Barkston Ash	1
East - BarkA - Clm- Concerns that approved plans for 1,000 home development and HS2 will destroy countryside in Barkston Ash	1
East - BarkA - Prop - Proposed route will create / is creating difficulties to sell properties / my property	1
East - BarkA - LR - Proposed route will lead to destruction of the green belt	2
East - BarkA - Com - Proposed route through Barkston Ash passes very close to my property	3
East - BarkA - Com - Proposed route will blight the village of Barkston Ash	2
East - BarkA - HEW - Construction period will lead to disruption of residents' lives / village life	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - BarkA - NV - Noise from frequent passing trains will be disruptive	3
East - BarkA - LoR - Disagree will proposed route through Barkston Ash	2
East - BarkA - LV - Proposed route / concrete sidings will be unsightly	2
East - BarkA - Env - Damage to the local environment is not justified as trains will not be travelling at high speed through Barkston Ash	1
East - Barkston Ash - Reasons to Neither Agree nor Disagree	2
East - BarkA - Com - Barkston Ash is a quiet rural location	2
East - BarkA - SFS - Trains will not be able to travel at high speed through Barkston Ash	1
East - Barkston Ash - Alternative Suggestions	3
East - BarkA - LoR - Proposed Northern extension should go towards Barkston Ash instead of Church Fenton	1
East - BarkA - HoI - People's homes in Barkston Ash should be given a higher priority when choosing the route for the East Coast Main Line link	1
East - BarkA - Com - People / community in Barkston Ash should be given a higher priority when choosing the route for the East Coast Main Line link	1
East - BarkA - NV - Should consider embankments with trees / sound barriers to mitigate noise impact on raised section at Barkston Ash	1
East - Barnsley (Bar)	61
East - Barnsley - Reasons to Disagree	29
East - Bar - Com - Will not benefit Barnsley / people in Barnsley	1
East - Bar - Com - Proposed route will devastate / destroy the community in Barnsley	3
East - Bar - PRW - 33 PROW will be directly affected by the line of route in the Barnsley area	1
East - Bar - BW - Proposed route will affect ancient woodland / Horse Carr Wood / Wombwell Wood / Sunny Bank Wood	1
East - Bar - BW - Would impact on ancient woodland at Sunnybank	1
East - Bar - CI - Barnsley will be seriously affected during construction	1
East - Bar - CI - Concerns over the impact construction could cause on Black Lane if used for access	1
East - Bar - Com - During construction works local residents will be inconvenienced	1
East - Bar - Com - Residents are concerned about impact of route on local environment	1
East - Bar - Env - Concerns over the loss of ancient woodland at Sunny Bank wood	1
East - Bar - Env - HS2 affects the ancient hedgerow of Black Lane	1
East - Bar - Env - HS2 take land and goes through the middle of Sunny bank wood	1
East - Bar - FE - During construction works the local economy will suffer as a result of disruption to the highway network	1
East - Bar - Prop - Concerns about impact of cut and cover tunnels on properties in Hoyland and Ardsley	1
East - Bar - Prop - Property in Swaithe has been blighted by the route	1
East - Bar - VB - The Proposed route cuts across Black Lane on a Viaduct	1
East - Bar - CH - Oppose cutting through Swaithe Hall in Barnsley	2
East - Bar - FE - Tunnelling through heavily mined areas of Ardsley will be expensive / increase costs	4
East - Bar - TT - Concerns that areas of Barnsley will be inaccessible during construction of tunnels / cuttings / HS2	1
East - Bar - FE - Construction works affecting accessibility into Barnsley will have a negative effect on its local economy	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Bar - Env - Proposed route will have the maximum negative impact on the environment	1
East - Bar - LoR - Concerned about the HS2 route going through mined areas in east Barnsley	4
East - Bar - NV - Concerned about the noise pollution caused by HS2 / construction	1
East - Bar - HEW - Construction will negatively impact peoples lives / affect quality of life	1
East - Bar - BW - Proposed route will have a negative impact on Carlton Marsh Nature Reserve	4
East - Bar - FE - Expense of the project is inappropriate when bins in Barnsley can only be emptied monthly because of cuts	1
East - Bar - Eml - HS2 will not bring employment opportunities / vacancies to Barnsley	1
East - Bar - Prop - Proposed route passes close to my property in Barnsley	2
East - Bar - Prop - Proposed route will blight my property in Barnsley	2
East - Bar - Prop - My property in Barnsley will be blighted now whether HS2 goes ahead or not	1
East - Bar - Prop - House prices in Barnsley will be affected by HS2 construction / operation	3
East - Bar - Com - HS2 will not benefit Barnsley at all	2
East - Bar - Ra - Impact on Barnsley / Penistone line is unfortunate	1
East - Bar - Tun - Tunnels will be built close to my property in Barnsley	3
East - Bar - BW - Proposed route passing by Carlton Marsh Bird Sanctuary will devastate / destroy / decimate habitat / wildlife near Barnsley	3
East - Barnsley - Reasons to Neither Agree nor Disagree	4
East - Bar - Sta - An additional station at Barnsley is a matter for local residents to decide	1
East - Bar - Hi - A630 Sheffield Parkway gives good road links to Barnsley	1
East - Bar - LoR - The well-aligned and easily graded four track North Midland Railway line is abandoned except for a single track to a Monk Bretton glass works	2
East - Barnsley - Alternative Suggestions	39
East - Bar - Comp - Compensation will be needed for any damage to Black Lane	1
East - Bar - Eml - Local businesses should have a fair opportunity to win contracts to support construction and delivery	1
East - Bar - LR - Concerns about subsidence / methane gas in mined areas in Barnsley need to be addressed	1
East - Bar - BW- Mitigation will be necessary to compensate for the loss of ancient woodland / ecological connectivity at Sunny Bank wood	1
East - Bar - Env - Agree with the South Yorkshire Nature Partnership on identifying / promoting opportunities for environmental enhancement / direct mitigation / compensation for environmental damage / habitat loss	1
East - Bar - Env - Mitigation measures will be necessary to avoid / repair damage done to Black Lane	1
East - Bar - Ra - Prioritise improving Barnsley's poor connectivity during Control Period 6	1
East - Bar - LoR - An alternative for the Dearne and Dove Main Line which is crossed by the HS2 route at CH12250- CH12400 approx. could include providing a 5m water width aqueduct crossing point where the HS2 route is dipping down to enter the twin tunnel under Ardsley, to the north of A633 Wombwell Lane	1
East - Bar - LoR - One alternative to route along Dearne and Dove canal is replacing the embankment between the River Dove viaduct crossing and the 'existing railway' viaduct at CH11100-CH11300 with a continuous viaduct across both, leaving clearance underneath for the Worsborough Branch future realignment	1
East - Bar - LoR - Route should avoid passing so closely to Swaithe	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - Bar - PRW - Any diversions of Trans Pennine Trail and 26 other rights of way affected by HS2 should be kept to minimum	1
East - Bar - PRW - Where HS2 crosses bridleway sections in Barnsley mitigation of vital importance to minimise risk and impact on riders, walkers and cyclists	1
East - Bar - SFS - Significantly lower speed limit would allow changes to infrastructure, minimising disturbances on Sunnybank woodland	1
East - Bar - Tun - Consider extending cut and cover tunnels in Barnsley East so they end further from people's homes	1
East - Bar - Tun - Extra tunnelling should be considered to avoid Wombwell Wood	1
East - Bar - Tun - Tunnelling or cut and cover should be considered in the area around Swaithe	1
East - Bar - WF - The route crosses unnamed watercourses / River Dearne / River Dove / Small Bridge Dyke / Sandybridge Dyke which all have potential for environment enhancers / reversions / require flood mitigation	1
East - Bar - TS - A new Tram link would give Barnsley direct service to Doncaster / East Coast Main Line	1
East - Bar - Tun - Should consider cut and cover tunnels along the proposed route through Barnsley	1
East - Bar - LoR - Should consider moving HS2 route through Wombwell Wood (Swaithe)	1
East - Bar - Eml - Station at / near Barnsley will bring much needed work to the area	1
East - Bar - Comp - I should be compensated for the disruption from tunnels being built close to my property in Barnsley	1
East - Bar - Comp - I should be compensated for any adverse effects construction of HS2 has on my property in Barnsley	1
East - Bar - Com - Proposed route should avoid the town / community of Barnsley	1
East - Bar - Com - Closing Station Road near Barnsley permanently to through traffic would increase people's support towards the project.	1
East - Bar - HEW - Road traffic using Station Road as a shortcut to get to Barnsley Town Centre has a negative impact on residents	1
East - Bar - Ra - Should have enhanced links from Barnsley to integrate with HS2 at Sheffield Meadowhall	5
East - Bar - Sta - Should have an additional station in Barnsley	18
East - Bar - PT - Sheffield City Council should consider sustainable transport links from Sheffield city centre to Barnsley	1
East - Bar - Com - An additional station at Barnsley is necessary to benefit the majority of the population in areas through which the proposed route passes	1
East - Bar - CH - Using existing transport corridors / redundant rail lines would avoid the demolition of the listed building at Swaithe / Barnsley	3
East - Beeston (Bee)	5
East - Beeston - Reasons to Agree	1
East - Bee - Com - New infrastructure / development will have a beneficial impact on the area	1
East - Beeston - Reasons to Disagree	3
East - Bee - NV - Noise will affect people near Toton sidings	1
East - Bee - Ra - Beeston is already well served with transport / mainline / local services	2
East - Bee - LoR - The route is inappropriate for the Beeston part of the country	1
East - Beeston - Alternative Suggestions	1
East - Bee - TT - Tram extension from Beeston Station to town centre would improve connectivity	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Beighton / Sothall (BeighS)	14
East - Beighton / Sothall - Reasons to Disagree	13
East - BeighS - LoR - Route will disturb / run too close to / Beighton	2
East - BeighS - Prop - Proposed route will have an adverse effect on my house in Sothall	1
East - BeighS - Com - Proposed route adjacent Sothall / Rother Valley is too close to housing estate	6
East - BeighS - Env - Proposed route adjacent Sothall / Rother Valley will damage the environment	2
East - BeighS - HEW - Proposed route adjacent Sothall / Rother Valley will affect health / quality of life of people living close by	3
East - BeighS - PRW - Proposed route will close parts of the National Cycle Network / route 61 near Sothall	1
East - BeighS - LR - Proposed route will close access to the park from Beighton / Sothall	1
East - BeighS - BW - The frequency of trains in the area will disturb / impact on the wildlife	1
East - BeighS - LV - Frequency of trains will impact on the natural surroundings of the area	1
East - BeighS - Prop - Proposed route will have a detrimental effect on the Sothall estate during construction	3
East - BeighS - Prop - Proposed route will impact on our business Sheffield Cable Waterski located in Rother Valley Country Park as many of our customers use the Sothall entrance to the park	1
East - BeighS - Com - Proposed route will blight / disturb Beighton local area / where I have lived since 1965	2
East - BeighS - Com - I / we live in the Sothall estate	1
East - BeighS - NV - Noise from proposed route will have a detrimental effect on Sothall estate	4
East - Beighton / Sothall - Reasons to Neither Agree nor Disagree	2
East - BeighS - Com - Beighton has returned to be a natural area after being a mining industrial area	2
East - Beighton / Sothall - Alternative Suggestions	1
East - BeighS - LoR - Proposed route should run closer to the existing railway line between Beighton Junction and B6200 bridge	1
East - Birchmoor (Birch)	40
East - Birchmoor - Reasons to Disagree	38
East - Birch - LV - Route will spoil / ruin / destroy / damage countryside in Birchmoor	2
East - Birch - HEW - Proposed route / uncertainty about temporary realignment of M42 has caused extreme turmoil to residents of Birchmoor	1
East - Birch - LoR - A longer delay in formal announcement of temporary alignment of M42 would be disappointing / unsatisfactory	1
East - Birch - LoR - Route runs within 100m of Birchmoor	1
East - Birch - BW - Proposed route will have a negative impact on Cloud Wood Site of Specific Scientific Interest (Disagree))	2
East - Birch - BW - Proposed route will have a negative impact on local wildlife / Barn Owls (Disagree)	4
East - Birch - HEW - Moving the M42 closer to the village of Birchmoor is unacceptable / will raise health and safety issues	5
East - Birch - Com - Community of Birchmoor will lose walking access to shops / motorway services / high school at Stonydelph	1
East - Birch - NV - Concerns regarding noise / disruption / pollution in Birchmoor	2
East - Birch - Prop - Proposed re-routing of M42 will be 800 metres from my property	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Birch - LoR - Disagree with the proposed route through Birchmoor	3
East - Birch - Prop - Proposed route will blight / create difficulties in selling properties / my property in Birchmoor	3
East - Birch - Com - Birchmoor has been blighted by these proposals / for 2 years already	4
East - Birch - Comp - Explanations by HS2 Exceptional Hardship Scheme on eligibility of compensation have been inadequate / unhelpful / insulting	1
East - Birch - LR - Birchmoor is built over a mining area	2
East - Birch - Com - Birchmoor has been blighted by these proposals / for 2 years already	10
East - Birch - Com - Proposed route will have a destructive impact in Birchmoor	5
East - Birch - Com - Birchmoor should not be destroyed / must be kept as a village	3
East - Birch - Com - People move / retire to Birchmoor for the peace and quiet	1
East - Birch - Hi - Proposal to re-route M42 at Birchmoor brings motorway too close to village	8
East - Birch - TT - Proposed route will have a devastating effect on / dramatically increase local traffic in Birchmoor	2
East - Birch - NV - Proposed route will increase noise pollution in Birchmoor / to unacceptable levels	3
East - Birch - Prop - Proposed route through Birchmoor near the M42 has already caused house prices to drop	2
East - Birchmoor - Alternative Suggestions	7
East - Birch - LoR - Formal announcement on temporary alignment of M42 should be clear / indicate how Birchmoor will be affected	1
East - Birch - Com - Should not demolish amenity / service station on the A5/ M42 / provides access to retail outlets for the village of Birchmoor (Alternative Suggestion)	4
East - Birch - Tun - Should consider extending the proposed tunnel at Birchmoor	2
East - Birmingham (Brum)	82
East - Birmingham - Reasons to Agree	4
East - Brum - FE - Proposed economic growth will be drawn to Birmingham	1
East - Brum - Air - HS2 will improve connectivity for / aid expansion at Birmingham Airport	1
East - Brum - SFS - Birmingham HS2 station could save time on journey between Leeds and Sheffield	1
East - Brum - LoR - Proposed route running along existing motorways between Birmingham and Staveley is a good idea	1
East - Birmingham - Reasons to Disagree	51
East - Brum - Ra - Birmingham to Sheffield link is of less benefit compared to upgrading route from Birmingham to east coast / east coast corridor expansion to take more tracks	1
East - Brum - ERS - Two existing services from Birmingham to Wolverhampton will be replaced by proposals negating the purpose of additional services	1
East - Brum - Sta - Not clear how passengers would interchange between Curzon Street and New Street or Snow hill for connections	1
East - Brum - Sta - Not clear how passengers would interchange between Curzon Street station and New Street station	1
East - Brum - SFS - Improved rail journey time will be negated by additional travel time from the suburbs of Birmingham to Toton / Birmingham station	1
East - Brum - LoR - Going via the East of Birmingham will not be beneficial when travelling to London	1
East - Brum - TT - Additional parking costs and commute to Birmingham would make travel by HS2 from North Warwickshire more expensive	1
East - Brum - LoR - Disagree with proposed route leaving Birmingham out on a loop	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Brum - Env - Concerns regarding negative impacts to the environment at North Solihull / Chelmsley Wood / Coleshill	1
East - Brum - PRW - Proposed station would cut / reduce access from Digbeth to Birmingham city centre by blocking Bordesley Street and Fazeley Street	1
East - Brum - Sta - Location of station in Curzon street is poor / previous station in Curzon street was closed due to poor use	1
East - Brum - FE - Expense of the project is inappropriate when Children in Birmingham are starving to death because of lack of social workers	1
East - Brum - Com - HS2 only seems to benefit people in cities like Birmingham	1
East - Brum - ERS - People will want to travel on the existing network / will not want to travel to Curzon St	4
East - Brum - Com - Proposed route will not benefit me as my closest station is Birmingham	2
East - Brum - ERS - Services to Birmingham is not as popular as to London	1
East - Brum - TT - Comparison to M6 toll road / won't get used	16
East - Brum - Hi - Mentions of M6 toll road being a white elephant / waste of time / money	6
East - Brum - Sta - Negative mentions of Birmingham station	3
East - Brum - Sta - Current Station is restricted by the canal running adjacent where trains can only go up and down lines creating a bottleneck	1
East - Brum - Sta - Travellers will have to walk from Birmingham Curzon Street to Birmingham New Street / will add to the journey time	5
East - Brum - Sta - The proposed new station in Birmingham is not adjacent / close enough to the existing station	4
East - Brum - Sta - Construction of both a Birmingham interchange and central Birmingham station highlights poor design planning / management	1
East - Brum - VB- Concerns of weight restrictions on the canal bridge at Trent Drive	1
East - Birmingham - Reasons to Neither Agree nor Disagree	2
East - Brum - Sta - Proposed Birmingham station will connect to Manchester / Leeds and York / Manchester / Sheffield and London / Manchester / Birmingham and London	1
East - Brum - Ra - Interchange at Birmingham with the Eastern leg is not clear	1
East - Birmingham - Alternative Suggestions	30
East - Brum - TS - Birmingham wants to have a tram-line system on par with the Nottingham tram system investment	1
East - Brum - RS - Additional high speed routes from Birmingham / to South / South West should use classic compatible trains	1
East - Brum - Sta - Combining HS2 with existing train services would be facilitated by integrating the three main stations in Birmingham into one operational unit	1
East - Brum - Ra - Rail networks through and around Birmingham are not fit for purpose which requires urgent upgrading	1
East - Brum - LoR - Alternative routes proposed by Stoke and Staffordshire Councils would provide better connectivity to Birmingham	1
East - Brum - Sta - Birmingham Fazeley Street station should be larger and be the city's major station	1
East - Brum - SFS - Further consideration should be given to serving city centres directly with HS2 trains to and from Birmingham	1
East - Brum - TP - Implement electrification to all cross-lines on NE / NW / S / SW axis via Birmingham New Street to lessen congestion / delays	1
East - Brum - FE - A better BCR (than HS2's) via new rail corridor Birmingham to Corby/Peterborough / motorway alongside / enabling WCML to London along East Coast upgrades	1
East - Brum - Ra - Provide an interchange between classic and HS rail services at Birmingham interchange	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Brum - Ra - Provide an interchange between classic and HS rail services at Birmingham interchange including direct services to NEC/ BIA	1
East - Brum - PT - Should improve local transport links	1
East - Brum - TS - Should have an adequate tram-line system on par with the Nottingham tram system investment	1
East - Brum - SFS - Fare income could be increased by additional services to Birmingham Airport / NEC	1
East - Brum - SFS - Fare income could be increased by providing an hourly service from Birmingham Interchange to Manchester Airport / Manchester Piccadilly	1
East - Brum - LoR - Proposed route should further divide its services from Birmingham Curzon going to Nottingham Midland via Toton to extend the number of areas served by HS2	1
East - Brum - LoR - Proposed route should further divide its services from Birmingham Curzon going to Stoke-on-Trent / Macclesfield / Stockport to extend the number of areas served by HS2	1
East - Brum - LoR - Line of route should not serve Birmingham / already too well placed to gain significant economic benefit	1
East - Brum - LoR - Going via the East of Birmingham could improve communications with the Midlands	1
East - Brum - LoR - Should have an electrified / high speed network starting from Birmingham to the South West / Bristol / which will reduce the need for existing lines to London	2
East - Brum - Com - Rerouting the line between Walton and Crofton would enable trains from Leeds / Bradford Forster Square / Skipton / York / Newcastle to serve Birmingham / via existing network (details specified in response)	1
East - Brum - LoR - Should have an electrified high speed route starting from Birmingham to the South / Reading	1
East - Brum - FE - Would improve local economies if connection between Birmingham and other big cities in the East / West / Leicester / Peterborough / Norwich were improved	2
East - Brum - Eml - Would open up additional labour markets if connection between Birmingham and other big cities in the East / West / Leicester / Peterborough / Norwich are improved	1
East - Brum - Com - Would be more beneficial to improve connection between Birmingham and other big cities in the East / West / Leicester / Peterborough / Norwich	3
East - Brum - ERS - Should improve connections from the West / East Coast Main Line to Birmingham	2
East - Brum - Ra - Should consider a direct route from Birmingham to Manchester / passing to the west of Derby / east of Stoke-on-Trent	3
East - Brum - PT - Should use Birmingham Airport as a hub for West Midlands Infrastructure	1
East - Brum - PT - Should run shuttle services on existing infrastructure across West Midlands from Birmingham Airport Hub	1
East - Brum - Sta - Should have an additional station at Birmingham Airport	3
East - Brum - Sta - Should have an additional station at Birmingham	1
East - Brum - Sta - There was a proposal for a station North of Birmingham near Water Orton / A38 from Lichfield into Birmingham	1
East - Brum - Sta - A new station could by-pass Birmingham New Street	1
East - Brum - Ra - Could have a connecting train from new station for the purpose of changing	1
East - Brum - Sta - Connecting the HS2 station / having a through route at Birmingham / New Street is a better solution / will eliminate inconvenience of changing stations in Birmingham	4

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Bolsover (Bol)	17
East - Bolsover - Reasons to Agree	1
East - Bol - LoR - Agree with line passing Bolsover Castle	1
East - Bolsover - Reasons to Disagree	15
East - Bol - CH The gardens at Bolsover Castle have not been included in the AoS	1
East - Bol - AQ - Works in the Markham dump may release massive amounts of dioxin in the Bolsover area	1
East - Bol - AQ - Works in the Markham dump may release massive amounts of dioxin beyond the Bolsover / Chesterfield area	1
East - Bol - BW - Proposed route will pass close to the Carr Vale Nature Reserve / Carr Vale	3
East - Bol - CH - Proposed route will pass close to / would be visible from Bolsover Castle	3
East - Bol - CH - Proposed route will have a negative impact on Bolsover Castle	3
East - Bol - LR - Concerns that route will pass through unstable coalite land in Bolsover	1
East - Bols - CI - Construction of the proposed route will divide Bolsover and Clowne from Chesterfield and Sheffield	1
East - Bol - NV - There will be nothing to block noise between route and Carr Vale	2
East - Bol - Bu - Impacts on farmland in this area due to route	1
East - Bol - BW - Proposed route will affect ancient woodland / Astwith Dumbles / Owlcotes Wood	1
East - Bol - Eml - Negative impacts of proposed route at Castlewood site	1
East - Bol - LR - Need to maintain access to Chatsworth Settlement Trustees' land at Tibshelf, Bolsover district	1
East - Bol - LV - Proposed deviation of M1 will create unsightly island of severed land between motorway and proposed line	1
East - Bol - LV - Route to the north of Bolsover will be screened by spoil heaps	1
East - Bol - PD - Concern about opening up the area around Bolsover Castle to future development after HS2	1
East - Bolsover - Alternative Suggestions	7
East - Bol - CH - Improving existing lines will reduce the impact on Bolsover Hall	1
East - Bol - Comp - Compensation may be required in respect of Chatsworth Settlement Trustees' land at Tibshelf, Bolsover district	1
East - Bol - LoR - Route should be diverted to use the disused line through Seymour Junction to avoid Bolsover	1
East - Bol - NV - Needs to be noise suppression measures with minimal effect on view for Carr Vale/Stockley Trail/Peter Fidler Nature Reserve	2
East - Bol - CH - Mitigate impacts on Bolsover Castle	1
East - Bol - FE - Mitigate impacts on Bolsover/ historic buildings	1
East - Bol - LV - Mitigate impacts on landscape/ ecology in Bolsover/ Sutton area that affect Scarsdale Hall and Bolsover Castle	1
East - Bol - NV - Mitigate noise impacts on Bolsover/ Stainsby/ Tibshelf/ Huthwaite/ Hilcote/ South Normanton	1
East - Bol - Sta - Improve connectivity of Hub Station by building new station at Bolsover on existing mineral line	1
East - Bostock (Bos)	1
East - Bostock - Alternative Suggestions	1
East - Bos - CH - Should assess impact of proposed route on Bostock Hall	1
East - Bos - LV - Should assess landscape impact of proposed route on Bostock	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Breadsall (Bre)	1
East - Breadsall - Reasons to Disagree	1
East - Bre - LoR - Route options HSL02, HSL03 and HSL04, to form a continuous High Speed line through the centre of Derby would cause economic disruption to Breadsall (New sub net for Breadsall)	1
East - Bre - Env - Route options HSL02, HSL03 and HSL04, to form a continuous High Speed line through the centre of Derby would cause environmental disruption to Breadsall	1
East - Blackburn Brook (BlackB)	3
East - Blackburn Brook - Alternative Suggestions	3
East - BlackB - WF - The route crosses Blackburn Brook which has the potential to be environmentally enhanced / should have pollution / flood mitigation measures implemented.	1
East - BlackB - WF - Route must not negatively affect the Blackburn Brook stream	1
East - BlackB - BW - Proposed route should run in tunnels between Jumble Lane Bridge and the HS2 box under the M1 to reduce impact on Ancient Woodland	1
East - Blacker Hill (BlackH)	2
East - Blacker Hill - Reasons to Disagree	1
East - BlackH - LV - There would be a large scale visual impact on the village	1
East - BlackH - NV - Direct noise impact on the villagers	1
East - Blacker Hill - Alternative Suggestions	2
East - BlackH - LV - Should consider planting trees to cover tracks in the section from Blacker Hill to Swaithe	2
East - BlackH - LV - Trees to hide tracks on the section between Blacker Hill and Swaithe should be planted on time to be mature by the time of completion	1
East - BlackH - NV - Should consider a banking to mitigate noise from tracks in the section from Blacker Hill to Swaithe	1
East - Bodymoor Heath (Body)	7
East - Bodymoor Heath - Reasons to Disagree	7
East - Body - Prop - Having additional transport links is an advantage however it should not be done at the cost of peoples properties	1
East - Body - Comp - Bodymoor Heath will not be compensated / for at least 20 years of blight	3
East - Body - Com - Bodymoor Heath is in the Y between the eastern and western legs and will be doubly blighted	3
East - Body - Com - Bodymoor Heath has been blighted by these proposals / for 2 years already	1
East - Body - Com - Proposed rail head near Bodymoor Heath will negatively impact several villages	3
East - Body - LoR - Disagree with the line of route through / rail head at Bodymoor Heath announced after the Phase 1 consultation	3
East - Body - LoR - Proposed rail head at Bodymoor Heath will further blight the area	5
East - Body - LoR - Proposed rail head at Bodymoor Heath has been moved from its original site on an industrial site nearer to a residential area to save costs	2
East - Body - CI - Concerns regarding the negative impacts from construction of the proposed rail head near Bodymoor Heath	4
East - Bottom Boat (BotBo)	2
East - Bottom Boat - Reasons to Disagree	2
East - BotBo - CH - Roman altar found at Bottom Boat has been ignored in route proposal	1
East - BotBo - Prop - Concerned that properties in Bottom Boat will be affected by flooding if construction affects drainage	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - BotBo - WF - Concerned about the impact the proposed route will have on flood plains near Bottom Boat	1
East - BotBo - WF - Flood plains near Bottom Boat regularly flood	1
East - BotBo - WF - Concerned about the areas ability to absorb excess water if route is moved closer to Bottom Boat	1
East - Bottom Boat - Alternative Suggestion	1
East - BotBo - WF - Should provide more information on how HS2 will negate impacts to the areas ability to absorb excess water	1
East - Bradford (Brad)	17
East - Bradford - Reasons to Disagree	9
East - Brad - Air - There are other methods to travel into London / flights to Heathrow from Bradford regional Airport	1
East - Brad - Ra - Proposed route will lead to reduced connectivity to Bradford	1
East - Brad - SFS - Journey times from Bradford may increase due to station interchange / additional journeys to Leeds	1
East - Brad - LoR - The proposed route will cause further degeneration / decline to Bradford / other areas	1
East - Brad - Com - Proposed route will not benefit Bradford	1
East - Brad - ERS - Proposed route will lead to the loss of the Bradford - Kings Cross service	1
East - Brad - Sta - HS2 station proposals will disadvantage Bradford / satellite cities	3
East - Bradford - Reasons to Neither Agree nor Disagree	3
East - Brad - Ra - Unclear whether there will be HS / classic connections to allow through running from Leeds New Lane to Bradford	3
East - Bradford - Alternative Suggestions	7
East - Brad - FE - Money needs to be spent on regeneration in Bradford / other areas	1
East - Brad - Ra - Should provide fast direct Bradford Exchange to London via the currently disused curve south to west outside of Leeds City station	1
East - Brad - Ra - Providing fast direct Bradford Exchange to London via the currently disused curve south to west outside of Leeds City station would allow Bradford to be served by regular direct trains on the East Coast Main Line	1
East - Brad - Ra - Bradford will benefit from faster link between HS2 and existing network if Leeds Civic Trust options go ahead	1
East - Brad - Sta - Should have an additional station in Bradford	2
East - Brad - LoR - Proposed route should be extended to Bradford	2
East - Breedon on the Hill (Both)	4
East - Breedon on the Hill - Reasons to Disagree	2
East - Both - LV - Proposed embankment / route in Breedon will have devastating visual / noise impacts on the village / community / residents / in Berry Avenue / Charity Farm	1
East - Both - NV - Proposed embankment / route in Breedon will have devastating noise impacts on the village / community / residents / in Berry Avenue / Charity Farm	1
East - Both - Com - Route will adversely affect the community of Breedon on the Hill	1
East - Breedon on the Hill - Alternative Suggestions	2
East - Both - PRW - Use in-line bridges / underpasses to reduce impact on Cloud Trail cycle path / minimise deviation	2
East - Brinsworth (Brin)	2
East - Brinsworth - Reasons to Disagree	2
East - Brin - Com - Proposed route will have a negative impact on Brinsworth	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Brin - WF - Concerns about the flood plain / risk of flooding in the Brinsworth area	1
East - Brin - Prop - Route runs close to my property	1
East - Brin - Com - Concerns regarding proposed Meadowhall station will unsettle residents	1
East - Brin - Prop - Property owners unable to find buyers for house due to property being marked as being on the route	1
East - Brinsworth - Alternative Suggestions	1
East - Brin - Comp - Should consider a fair compensation package for residents who live outside the compulsory purchase order who are affected now and want to move but unable to do so	1
East - Broxtowe (Brox)	25
East - Broxtowe - Reasons to Agree	6
East - Brox - FE - The opportunity for long term economic development in Broxtowe outweighs the Council's belief that they have to build houses	6
East - Broxtowe - Reasons to Disagree	3
East - Brox - BW - Proposed route will affect ancient woodland near Broxtowe / Sellers Wood / Eelhole Wood	1
East - Brox - PD - The land was allocated for housing in the Broxtowe Aligned Strategy	1
East - Brox - PD - Broxtowe will now need to look elsewhere for housing development	1
East - Brox - PD - Proceeding with housing plans prior to building of HS2 station would negatively impact economic development for the South Broxtowe community	1
East - Broxtowe - Reasons to Neither Agree nor Disagree	17
East - Brox - PD - Concerns / criticism regarding Broxtowe Borough Council's planned housing development on the green belt land / Field Farm next to the proposed station	7
East - Brox - PD - Concerns / criticism regarding Broxtowe Borough Council's planned housing development / leaving no space for the proposed station	9
East - Brox - PD - Broxtowe would have helped government achieve their housing target	1
East - Brox - PD - There were plans of 500 / 700 new homes / amenities to be built in Broxtowe	3
East - Brox - FE - Broxtowe Borough Council's planned housing development will be detrimental to / have a negative impact on economic benefits / to local communities	6
East - Broxtowe - Alternative Suggestions	16
East - Brox - PD - Broxtowe Borough Council's proposals will not deliver the full benefits of HS2 to Nottingham / Derby	1
East - Brox - PD - Broxtowe Borough Council's planned approval of building houses in the vicinity of the proposed route should be revoked	9
East - Brox - PD - Broxtowe Borough Council's planned approval of building houses in the vicinity of the proposed route is ludicrous / a bad idea	6
East - Brox - PD - Broxtowe Borough Council's planned approval of building houses in the vicinity of the proposed route should be postponed / delayed until requirements for HS2 have been decided	6
East - Brox - PD - HS2 representatives should liaise / contact / work with Broxtowe Borough Council regarding planned development applications	3
East - Brox - PD - Planning for a tram connection to the station is required	1
East - Brox - PD - Only developments that complement HS2 should be allowed in the South Broxton area	1
East - Burton-Upon-Trent (BUT)	3
East - Burton-Upon-Trent - Alternative Suggestions	3
East - BUT - LoR - Proposed route could go round or under Burton upon Trent	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Buxton (Bux)	2
East - Buxton - Alternative Suggestions	2
East - Bux - Ra - Proposed route needs a better connection to Buxton/ Glossop	1
East - Bux - PT - Proposed route needs a better connection to Buxton	2
East - Castleford (Cast)	5
East - Castleford - Reasons to Disagree	5
East - Cast - Com - Proposed route will cause upset in Castleford and surrounding areas / village communities	2
East - Cast - Env - Proposed route will cause environmental damage in Castleford and surrounding areas	2
East - Cast - FE - The option via Castleford - Ledston - Ledsham is very expensive / money could be spent elsewhere	2
East - Catcliffe (Cat)	11
East - Catcliffe - Reasons to Disagree	8
East - Cat - LoR - Route will require demolition of major local businesses / shopping facilities leading to job losses / damage to local economy.	1
East - Cat - LoR - Route will pass too close to Catcliffe / Treeton / Waverley estate all of which are heavily populated.	1
East - Cat - Bu - LoR will lead to demolition of Morrison's/ Boundary Mills shop/ JTF warehouse causing job losses/ body blow to local community	1
East - Cat - BW - Proposed route will impact Catcliffe Flash	1
East - Cat - Hol - LoR will mean loss of housing/ planned housing in Waverley area/ The Croft/ Sheffield Lane	1
East - Cat - WF - Catcliffe has previously suffered flooding where proposed HS2 will run	1
East - Cat - WF - Concerns about the flood plain / risk of flooding in the Catcliffe area	2
East - Cat - Hol - Concerns about the possible demolition of houses in Catcliffe	1
East - Cat - Em1 - Proposed route will run through local businesses reducing employment / jobs	1
East - Cat - FE - Castleford economy will suffer from the proposed station in Leeds New lane	1
East - Cat - Comp - Cutting through the Morrisons / Boundary Mill Store at the A630 / Catcliffe will be expensive to compensate	1
East - Cat - Comp - Commercial property north of the A630 at Catcliffe will be expensive to compensate	1
East - Cat - Prop - Property owners unable to find buyers for house due to property being marked as being on the route	1
East - Cat - Com - Concerns regarding proposed Meadowhall station will unsettle residents	1
East - Catcliffe - Alternative Suggestions	7
East - Cat - LoR - The proposed route will need to take account of the uneven topography of the area	1
East - Cat - LoR - Rerouting line to Sheffield city centre would mean the line misses Catcliffe	1
East - Cat - WF - The River Rother / Doe Lea have been heavily modified and should be reverted / re-meandered / environmentally enhanced	1
East - Cat - Sta - Should consider a station in the Catcliffe area adjacent to Junction 33 of the M1 / where Sheffield	1
East - Cat - Comp - Residential area south of A630 / Catcliffe / Morrisons is prone to flooding and residents would be glad of compensation	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Cat - Comp - Should consider a fair compensation package for residents who live outside the compulsory purchase order who are affected now and want to move but unable to do so	1
East - Cat - LoR - Line should move south at A630 / Catcliffe / Morrisons to cut through residential area	2
East - Cat - VB - Catcliffe viaduct should be refurbished to make a significant environmental improvement	1
East - Cat - VB - Catcliffe viaduct should be refurbished to service a possible depot at Tinsley	1
East - Chapeltown (Chap)	8
East - Chapeltown - Reasons to Disagree	5
East - Chap - BW - Proposed route will affect ancient woodland / Parkin Wood / Smithy Wood	1
East - Chap - LoR - Concern over the route North at Chapeltown	4
East - Chapeltown - Alternative Suggestions	3
East - Chap - LoR - Incorporating the redundant railway to the north of Chapeltown should be reconsidered	1
East - Chap - Hi - Using existing transport corridors / redundant rail lines would simplify the crossing of the M1 further south towards Chapeltown	2
East - Chesterfield (Chest)	78
East - Chesterfield - Reasons to Agree	1
East - Chest - Dep - A maintenance depot will benefit the local economy / job opportunities in Chesterfield	1
East - Chesterfield - Reasons to Disagree	38
East - Chest - CR - The Appraisal of Sustainability does not mention / is unaware of the Chesterfield Canal restoration project	1
East - Chest - BW - Proposed route will have a severe impact on Norbriggs Flash / have a severe impact on Norbriggs Flash	6
East - Chest - CH - Woodthorpe Grange / 23 Bridle Road under consideration for local listing will be adversely affected / could be demolished	1
East - Chest - Com - Impacts on Chesterfield are mostly negative	1
East - Chest - Com - Residents on eastern side of borough will be particularly affected / some residents will have to move	1
East - Chest - Env - Do not believe there will be any environmental benefits in borough of Chesterfield	1
East - Chest - FE - Downgraded services to Chesterfield will result in the loss of an important business link to North East Derbyshire	1
East - Chest - FE - Concern about the impact of HS2 on investment in schemes such as Chesterfield Waterside	1
East - Chest - FE - Do not believe there will be any economic benefits in borough of Chesterfield	1
East - Chest - FE - HS2 has already damaged local economy by putting on hold at least one building project	1
East - Chest - HEW - Derbyshire County Council's Health Impact Assessment supports Chesterfield Borough Council's response	1
East - Chest - LoR - Significant concerns about negative impacts of route	1
East - Chest - LV - Severe visual impacts will be felt across Borough of Chesterfield, worry omission that not mentioned in para 1.96 of AoS	1
East - Chest - NV - Severe noise impacts will be felt across Borough of Chesterfield, worrying omission that not mentioned in para 1.96 of AoS	1
East - Chest - Prop - Some properties in Chesterfield will be affected / at risk of demolition	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - Chest - Ra - Proposed route bypasses / will lead to reduced services on existing lines to Chesterfield	1
East - Chest - Ra - Chesterfield will have poorer connections to London and Birmingham compared to Sheffield	1
East - Chest - Ra - Concerns about potential for reduced connectivity at Chesterfield via Classic Rail to mainline stations	1
East - Chest - SFS - Reduction in journey time from Chesterfield is negligible / not sufficient to compensate for additional charge	1
East - Chest - LR - Agricultural land take in land to north of Mastin Moor, forming part of Huggester Farm	1
East - Chest - LR - Agricultural land take south west of Woodthorpe, forming part of Woodthorpe Hall Farm	2
East - Chest - LR - Severance of agricultural parcels and direct access to some parcels in land to north of Mastin Moor	1
East - Chest - LR - Severance of agricultural parcels and direct access to some parcels west of Woodthorpe	1
East - Chest - Disagree with proposed route from Chesterfield to North East Derbyshire	2
East - Chest - Ew - The proposed route runs through Blackwell Tip / a waste transfer station / Markham Colliery tip / a Coalite coking works / a hazardous waste transfer station / scrap metal site in the Chesterfield / Ashfield region which could lead to contamination	1
East - Chest - WF - The route crosses several unnamed watercourses / Stainsbury Brook / River Doe Lea / River Rother / Park Brook / Handsworth Beck / Beighton Mill Tail Goit / which all have the potential for environment enhancements / reversions / require flood mitigation	1
East - Chest - Bu - Chesterfield already has a fair amount of tourism	1
East - Chest - Com - The proposed route / location of Toton will not serve / benefit the city of Chesterfield / people from Chesterfield	1
East - Chest - ERS - Chesterfield already has good links to Birmingham / London / the South East	1
East - Chest - Sta - Proposed route will lead to the downgrading of the existing Chesterfield station	1
East - Chest - FE - People in Chesterfield are poor following government cuts / increased charges and cannot afford extortionate rail fares	1
East - Chest - FE - HS2 would / could negatively affect an already deprived economy in Chesterfield	1
East - Chest - Bu - Area north and east of Chesterfield is characterised by derelict industrial sites	1
East - Chest - Prop - Area north and east of Chesterfield is characterised by low value housing	1
East - Chest - Com - The route / line will not benefit anyone in the Chesterfield region	7
East - Chest - Com - The route / line will not benefit the working class in the Chesterfield region	1
East - Chest - SFS - HS2 fares would be more expensive than a ticket from Chesterfield – London	1
East - Chest - ERS - Current route from Chesterfield to London is fast enough / more than adequate / direct / faster	4
East - Chest - ERS - Fares from Chesterfield to London are already expensive	1
East - Chest - ERS - Proposed route from Chesterfield to London will take longer	2
East - Chest - ERS - Rail service frequency from Chesterfield will be reduced / quality of services will be reduced	4
East - Chest - CR - Proposed route will make canals north of Chesterfield no go areas	1
East - Chest - LoR - Proposed route through Chesterfield is not a good idea	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - Chest - LV - Proposed route will have a negative impact on the landscape around Chesterfield	2
East - Chest - AQ - To utilise the new line we would have to drive from Chesterfield to either stations which will increase pollution	1
East - Chesterfield - Reasons to Neither Agree nor Disagree	1
East - Chest - CH - Limited potential impact on archaeological remains in area (listed in response)	1
East - Chest - CH - Route does not impact on any listed buildings / conservation areas / statutory heritage designations in Chesterfield	1
East - Chesterfield - Alternative Suggestions	45
East - Chest - Comp - Compensation may be required in respect of agricultural land north of Mastin Moor	1
East - Chest - Comp - Compensation may be required in respect of agricultural land west of Woodthorpe	1
East - Chest - PD - HS2 proposals must take account of the Chesterfield Local Plan / Replacement Chesterfield Borough Local Plan	1
East - Chest - LoR - Design of route should help to facilitate construction of Chesterfield - Staveley Regeneration route	1
East - Chest - Ra - Proposals / HS2 infrastructure should include junctions to allow classic compatible high speed services to access Chesterfield city centre station	1
East - Chest - BW - Design of route should minimise the impact of route on Local Nature Reserves of Norbriggs / Netherthorpe / Doe Lee Flashes / deliver net gains where possible	1
East - Chest - BW - Detailed assessment is required of impact of route on Local Nature Reserves of Norbriggs / Netherthorpe / Doe Lee Flashes	1
East - Chest - BW - Detailed plan for mitigation of any adverse impacts of the route on Local Nature Reserves of Norbriggs / Netherthorpe / Doe Lee Flashes is required	1
East - Chest - CH - Potential for impact on archaeology should be assessed / any affected material should be recorded	1
East - Chest - Cut - Cutting where line crosses Bridle Road should be redesigned to allow for the retention of 23 Bridle Road	1
East - Chest - ERS - Existing levels of services to and from Chesterfield Railway Station should be maintained and improved	1
East - Chest - NV - Mitigate noise impacts on Chesterfield area/ Poolsbrooke/ Netherthorpe/ Woodthorpe/ Mastin Moor	1
East - Chest - NV - Noise mitigation required to in respect of land north of Mastin Moor	1
East - Chest - NV - Noise mitigation required to protect residential properties near land west of Woodthorpe	1
East - Chest - Prop - Possible relocation site has been identified for Riverdale Park Homes Site	1
East - Chest - Ra - Clarity required on impact of HS2 on Classic Rail services using Chesterfield Railway Station	1
East - Chest - WF - Detailed design of route impacting locations in Chesterfield within flood risk zones needs to be subject to a detailed Flood Risk assessment	1
East - Chest - LR - Need to maintain access to agricultural land north of Mastin Moor	1
East - Chest - LR - Need to maintain access to agricultural land west of Woodthorpe	1
East - Chest - Ra - Connection between proposed route and MML near to Killamarsh could enable classic compatible services to run north to Chesterfield	1
East - Chest - Ra - Proposed route should have more north / south links to electrified MML to benefit Chesterfield	1
East - Chest - Sta - A station close to Junction 29 would serve the town of Chesterfield / with close links to the motorway	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - Chest - FE - Money could be better spent on making Chesterfield Hospital more accessible	1
East - Chest - FE - Having an additional station at Chesterfield would help to grow the local economy	1
East - Chest - Ra - Should have enhanced links from Chesterfield to integrate with HS2	4
East - Chest - Ra - Continue using existing lines through Chesterfield / through East Midlands line	1
East - Chest - Ra - Should consider a spur / connection at Clay Cross to enable classic compatibles to serve Chesterfield existing station	2
East - Chest - Ra - Should consider a connection at the East Midlands station in Derby to allow classic compatible services to serve Chesterfield	1
East - Chest - Sta - Should have an additional station in Chesterfield / convenient to Chesterfield	31
East - Chest - Sta - Should have an additional station near Chesterfield	3
East - Chesterfield Canal (ChestC)	506
East - Chesterfield Canal - Reasons to Agree	3
East - ChestC - Com - The board of Chesterfield Canal tend to have exaggerated reactions / go NIMBY / exaggerated reactions should be ignored	1
East - ChestC - CR - There is enough room in the Rother Valley / between Staveley and Killamarsh for both HS2 and Chesterfield Canal to be built / both projects can co-exist	3
East - Chesterfield Canal - Reasons to Disagree	473
East - ChestC - FE - AoS does not acknowledge the impact the full restoration Chesterfield Canal has for the economic regeneration of Chesterfield	1
East - ChestC - LV - Paragraph on landscape impacts in AoS does not mention the line of the future restoration of Chesterfield Canal	1
East - ChestC - CR - Concerns over canal space at Northern Loop Road Bridge	1
East - ChestC - CR - Concerns over effect on Eckington Road Bridge / need for reconstruction	1
East - ChestC - FE - New canal passage under mineral railway will incur high costs	1
East - ChestC - FE - Moving canal lock position / extending siphon pipe will incur high costs	1
East - ChestC - CR - Concerns over impact on Chesterfield Canal at Brindley Route Crossing / Birley & Boiley Farms / path / which has historical importance	1
East - ChestC - Com - Concern that won't live long enough to see restoration completed and enjoy amenities	1
East - ChestC - Com - Local people will not use / cannot afford to use HS2	1
East - ChestC - CR - Concern of potential effect of HS2 on restoration of Chesterfield Canal, and the TransPennine Train, Cuckoo Way, two proposed Greenways and 37 Rights of Way	1
East - ChestC - CR - Could sever Chesterfield Canal from National Waterways, leading to loss of Waterway tourism in the area	1
East - ChestC - CR - Decisions about future investment in new canal infrastructure are being made in context of uncertainty	1
East - ChestC - FE - HS2 is negatively impacting on ability to secure funds for canal restoration	1
East - ChestC - FE - Restoration of canal is fundamental to delivery of Chesterfield Waterside project	1
East - ChestC - HEW - Potentially negative health impacts if Trans Pennine route/ Chesterfield canal are affected	1
East - ChestC - CR - Due to proposals restoration has been put on hold for a minimum of 3 years	1
East - ChestC - CR - Maps of Chesterfield Canal used were not current	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - ChestC - Eml - Employee time and money has been spent responding to consultation	1
East - ChestC - FE - Process adopted in announcing & developing route has hampered funding proposals	1
East - ChestC - CR - Proposed route crossing over the River Doe Lea will interfere with the aqueduct	1
East - ChestC - NV - Proposed route will ruin the peace / tranquillity of the canal between Staveley and Killamarsh	1
East - ChestC - Bu - Proposed route will destroy the development of a cruising ring linking Chesterfield canal to Sheffield / South Yorkshire	1
East - ChestC - FE - HS2 stopping restoration of Chesterfield Canal would waste all the money spent on it so far	4
East - ChestC - Com - Families can enjoy Chesterfield Canal regardless of their socio-economic status	1
East - ChestC - FE - Chesterfield Canal is free to use	2
East - ChestC - Com - Chesterfield Canal Restoration project will encourage more visitors to North / East Derbyshire / Lincolnshire	3
East - ChestC - HEW - Chesterfield Canal restoration project will enhance the lives of local families	1
East - ChestC - LR - Spoil heap containing Dioxin from the old Ireland colliery is buried in the area of the proposed route	1
East - ChestC - Eml - Severing the canal link would undermine the case for the canal basin and boatyard which is a potential source of employment	1
East - ChestC - LV - Proposed route will cause negative visual impact on the Chesterfield area / Chesterfield Canal and its amenities	3
East - ChestC - NV - Proposed route will cause negative noise impact on the Chesterfield area / Chesterfield Canal and its amenities	3
East - ChestC - Prop - Interference of mine shafts would have consequences for homes / properties in North East Derbyshire	1
East - ChestC - FE - Restoration of Chesterfield Canal has been very costly / involved a lot of money / investment / funding	85
East - ChestC - FE - Restoration of Chesterfield Canal has been done in a very cost-effective way	1
East - ChestC - FE - Proposed route should not make restoration work of Chesterfield Canal more expensive	5
East - ChestC - FE - Cost of restoring Chesterfield Canal could be very expensive / due to proposed route cutting in three places / if not included in proposed route plans	3
East - ChestC - FE - Proposed route will stop growth / economic regeneration in the area / would seriously affect local economies / will impact on job creation / due to the restoration route of Chesterfield Canal being destroyed	18
East - ChestC - FE - Proposed cutting in three places will render the use of Chesterfield Canal more expensive	1
East - ChestC - FE - Loss of the Canal as a navigable route to River Trent will have a significant negative impact on the local economy	2
East - ChestC - FE - Proposed route through Staveley / Chesterfield Canal has impacted / will impact on restoration funding / future funding	30
East - ChestC - FE - Proposed route in Staveley would damage economic regeneration	3
East - ChestC - FE - Restoration of Staveley is as economically vital project as HS2 and should be allowed to be completed	1
East - ChestC - FE - Restoration of Chesterfield Canal is an economically vital project / will bring investment / revenue into the area	19

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - ChestC - FE - Restoration of Chesterfield Canal has already / will continue to boost / benefit local economies	9
East - ChestC - FE - Chesterfield Canal is bringing sustainable economic benefits to the area	3
East - ChestC - FE - Restoration has been funded by UK taxpayers, the Lottery fund and European money	7
East - ChestC - FE - Chesterfield Canal is bringing / will bring economic benefits to an economically deprived area	7
East - ChestC - Eml - Jobs created by the Staveley Maintenance Depot would be outweighed by the number of jobs made unavailable from the impact on Chesterfield Canal / tourism services	3
East - ChestC - Bu - Restoration of Chesterfield Canal has already generated new business	3
East - ChestC - Bu - Proposed route will require demolition of Sitwell Arms in Renishaw	13
East - ChestC - Bu - Restoration of Chesterfield Canal will benefit / boost / enhance tourism economy / proposed route puts at risk a unique tourism opportunity	26
East - ChestC - Prop - Restoration of Chesterfield Canal has already generated new living accommodations along its route	1
East - ChestC - Prop - Proposed route crossing the A619 will blight sales / value of houses in the area	1
East - ChestC - Prop - Proposed route will blight properties in the area	2
East - ChestC - Hol - Proposed route will affect plans for a housing development on the canal side	3
East - ChestC - PD - Proposed route cutting through Chesterfield Canal will interfere with local authority's plans / protection of the canal / would impact future Waterside developments in Chesterfield	18
East - ChestC - Com - Chesterfield Canal will benefit / is an important resource for the local residents / will benefit area blighted by years of industrial activity / will bring jobs / to an area with a high unemployment rate	34
East - ChestC - Com - Chesterfield Canal will benefit / is an important project for the Country	4
East - ChestC - Com - Completing the restoration of Chesterfield Canal will further benefit local communities	7
East - ChestC - Com - The Chesterfield Canal benefits boaters / anglers / walkers / cyclists / people with learning disabilities / people of any age / many people	54
East - ChestC - Com - Chesterfield Canal is / will be an important leisure / tourist / recreational facility / amenity in the area	50
East - ChestC - Com - Chesterfield Canal is bringing sustainable social benefits to the area	6
East - ChestC - Com - Proposed route will impact the hopes of local community	5
East - ChestC - Com - Restoration of Chesterfield Canal is an important local initiative / enjoys a strong local support / in South Yorkshire / Derbyshire	17
East - ChestC - Com - Uncertainty of HS2 will have / is having a negative impact on the area	2
East - ChestC - Com - Restoration of Chesterfield Canal will provide public amenities	1
East - ChestC - Com - Proposed route through Chesterfield Canal system would destroy amenities in North Derbyshire / South Yorkshire	3
East - ChestC - Com - The Chesterfield Canal Restoration Project is an important part of the regeneration of North East Derbyshire	3
East - ChestC - Com - The Chesterfield Canal Restoration Project is an important part of the regeneration of North Nottinghamshire	3
East - ChestC - Com - The Chesterfield Canal Restoration Project has the potential to regenerate / revitalise the North of Chesterfield	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - ChestC - Com - The Chesterfield Canal Restoration Project has the potential to regenerate / revitalise the East of Chesterfield	2
East - ChestC - Com - There is no physical evidence to show HS2 will have any benefits to the area / HS2 will have no local benefits	3
East - ChestC - Com - Amount of voluntary work / fund raising for Chesterfield Canal shows amount of public support for the restoration	17
East - ChestC - Com - HS2 does not justify disruption of Chesterfield Canal restoration	8
East - ChestC - Com - Restoration of Chesterfield Canal is supported by Derbyshire City Council	3
East - ChestC - Com - Restoration of Chesterfield Canal is supported by the Canals & River Trust	3
East - ChestC - Com - Restoration of Chesterfield Canal is supported by Chesterfield Town Council / local councils	5
East - ChestC - Com - Some towpaths provided by Chesterfield Canal are the only alternative / are a safe alternative to road traffic for walking / cycling	1
East - ChestC - Com - Preventing completion of Chesterfield Canal Restoration project would have a devastating impact on the local communities	2
East - ChestC - Com - Proposed route clips / interferes with Renishaw Park Golf Club	2
East - ChestC - HEW - Restoration of Chesterfield Canal has already increased physical activities / provided healthy exercises	4
East - ChestC - PRW - Impact on use of Chesterfield canal / Cuckoo way for walking / cycling / boating / commuting to work	13
East - ChestC - SFS - Reduction in journey time does not warrant destroying Restoration of Chesterfield Canal	2
East - ChestC - PRW - The route destroys the restoration of public amenity for walkers / cyclists / boaters / in three places	2
East - ChestC - PRW - Proposed route will affect experience of walking along the canal at Staveley	2
East - ChestC - PRW - Proposed route will affect experience of walking along the canal at Renishaw	1
East - ChestC - PRW - Proposed route will affect experience of walking along the canal at Killamarsh	2
East - ChestC - CR - Restoration of Chesterfield Canal has taken many years / a long time / HS2 would destroy what many people / volunteers / organisations achieved over the years in restoring / preserving Chesterfield Canal	156
East - ChestC - CR - A lot of work has been done re-linking / restoring the historic Chesterfield Canal	21
East - ChestC - CR - Chesterfield Canal Restoration is an important / strategically important / successful project	6
East - ChestC - CR - Chesterfield needs canal restoration project / waterfront development more than it needs HS2	1
East - ChestC - CR - Proposed route will impact on the future of inland waterways in local area	1
East - ChestC - CR - Proposed route cutting through Chesterfield Canal would impact on / affect the already constructed Staveley basin	12
East - ChestC - CR - Proposed route cutting through Chesterfield Canal would impact on / affect Staveley Town Marina	4
East - ChestC - CR - Proposed route of chords to Staveley Infrastructure Depot will interfere / cut across Chesterfield Canal at Staveley Puddle Bank	12
East - ChestC - CR - Proposed route will threaten / interfere / cut across Chesterfield Canal in 2 / 3 / 4 / 5 / multiple places	57

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - ChestC - CR - Proposal to sever the Canal / at Staveley / Renishaw / Killamarsh / in 3 places will / may lead to the loss of the Canal as a navigable route / to Worksop / Retford / River Trent / West Stockwith	16
East - ChestC - CR - Preventing / interfering with the planned route of Chesterfield Canal / joining two ends of the Canal at Killamarsh would defeat the purpose of the whole restoration project	3
East - ChestC - CR - Proposed route runs very close to the former route of Chesterfield Canal	2
East - ChestC - CR - Chesterfield Canal is a sustainable facility	1
East - ChestC - CR - Route through Rother Valley will decimate / destroy restoration route of Chesterfield Canal	2
East - ChestC - CR - Proposed route may / will impact / does not take into account / should not prevent completion of / interfere with restoration work on Chesterfield Canal / plans to restore Chesterfield Canal to its full navigability / restoration of Chesterfield Canal should not be affected by HS2	184
East - ChestC - CR - Concerns project could be used to interfere / stop canal restoration	2
East - ChestC - CR - Line will prevent completion of / will interfere / has interfered / is interfering with restoration work on Chesterfield Canal	50
East - ChestC - CR - Proposed route does not take into account / should not prevent completion of / interfere with restoration / will decimate / destroy almost 1 km / 800 metres of / Chesterfield Canal at Renishaw	37
East - ChestC - CR - Proposed route does not take into account / should not prevent completion of / interfere with restoration / will decimate / destroy over 1 km / 1200 metres of Chesterfield Canal at Killamarsh	37
East - ChestC - CR - Proposed route does not take into account / should not prevent completion of / interfere with restoration work / will destroy Chesterfield canal at Staveley	20
East - ChestC - CR - Proposed route should not jeopardise the Rother Link	5
East - ChestC - CR - Concerns about impact of proposed route on restoration of Chesterfield Canal between Staveley and Killamarsh	18
East - ChestC - CR - Concerns about impact of proposed route on restoration of Chesterfield Canal between Renishaw and Killamarsh	17
East - ChestC - CR - Chesterfield Canal has County Council protection / the line of the canal is protected	3
East - ChestC - CR - Restoration of Chesterfield Canal has already been fully planned	10
East - ChestC - CR - Restoration of Chesterfield Canal is almost complete	17
East - ChestC - CR - Chesterfield Canal is a an underutilised asset	1
East - ChestC - CR - Chesterfield Canal is under restoration	8
East - ChestC - CR - A section of the Chesterfield Canal runs through my property	2
East - ChestC - CR - Sustainability of Chesterfield Canal is being ignored	1
East - ChestC - CR - Concerned that HS2 will block the Chesterfield canal	8
East - ChestC - CR - Proper planning / preparation would have shown that the line would impact on Chesterfield Canal	2
East - ChestC - CR - Proposed route from Staveley to Renishaw does not take into account the Chesterfield Canal restoration project	4
East - ChestC - CR - Proposed route from Renishaw to Killamarsh does not take into account the Chesterfield Canal restoration project	4
East - ChestC - CR - Proposed route in Staveley would destroy already restored / partially restored section of canal	6
East - ChestC - CR - Proposed route runs through / over recently restored Chesterfield Canal	8
East - ChestC - CR - Disagree with the section of route affecting the already restored Chesterfield Canal / Derbyshire	22

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - ChestC - CR - Disagree with the proposals which decimate work made on the restoration of the Chesterfield Canal / Trust	9
East - ChestC - CR - Disagree with the proposed route at Renishaw where the line cuts across restoration route of Chesterfield Canal	30
East - ChestC - CR - Disagree with the proposed route at Killamarsh where the line cuts across restoration route of Chesterfield Canal	29
East - ChestC - CR - Disagree with the proposed route where it interferes with work to open boat traffic in Chesterfield canal between Chesterfield and Worksop	4
East - ChestC - CR - Disagree with proposed routing of chords to Staveley Infrastructure Depot which interferes / cuts across restoration route of Chesterfield Canal	44
East - ChestC - CR - Route will / may decimate / destroy / damage / disrupt Chesterfield Canal	60
East - ChestC - CR - Proposed route will destroy / ruin the restoration of Chesterfield Canal	13
East - ChestC - CR - There is no provision for the restoration of Chesterfield Canal at Killamarsh	1
East - ChestC - CR - There is no provision for the restoration of Chesterfield Canal at Renishaw	3
East - ChestC - CR - Proposal has led to loss / resignation of staff / managers / development manager at Chesterfield Canal Trust	3
East - ChestC - CR - Chesterfield Canal area should not be destroyed / corrupted in the name of speed / progress	1
East - ChestC - CR - No objection apart from where the route conflicts with the restoration of Chesterfield Canal	1
East - ChestC - CR - Proposed route will impact on / disrupt route of Chesterfield Canal between Staveley and Norwood Tunnel / Rother Valley Country Park	4
East - ChestC - CR - Chesterfield Canal is more useful than HS2	4
East - ChestC - CR - Proposed route will interfere with Restoration of Chesterfield Canal making Staveley Marina / plans for Chesterfield Marina redundant	5
East - ChestC - CR - Staveley Town Marina has been finished	1
East - ChestC - CR - HS2 will cut across 800 metres of the Chesterfield Canal at Renishaw	4
East - ChestC - CR - HS2 will cut across 1200 metres of the Chesterfield Canal at Killamarsh	4
East - ChestC - CR - A large basin has been constructed at Staveley	2
East - ChestC - CR - A basin has been designed for a brownfield site in Chesterfield	2
East - ChestC - CR - Proposed route between Staveley and Beighton will have a negative impact on Chesterfield Canal	1
East - ChestC - LoR - Disagree with proposed route through Chesterfield Canal	25
East - ChestC - LoR - Concerns about proposed route through Killamarsh	8
East - ChestC - LoR - Concerns about proposed route through Staveley	6
East - ChestC - LoR - Concerns about proposed route through Renishaw	13
East - ChestC - LoR - Proposed route from Staveley to Renishaw is poorly thought out	3
East - ChestC - LoR - Proposed route from Staveley to Renishaw should be reconsidered	3
East - ChestC - LoR - Proposed route is based on out-of-date Ordnance Survey maps / lack of local knowledge	16
East - ChestC - Dep - Proposed infrastructure yard would impact on / affect the already constructed Staveley basin	2
East - ChestC - Dep - Location of maintenance depot in Staveley will affect the Chesterfield Canal	15
East - ChestC - Dep - Proposed depot at Staveley will / may have a negative impact on the Chesterfield Canal restoration project	18

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - ChestC - LV - HS2 will destroy Area of Outstanding Natural Beauty / areas of natural beauty / wonderful scenery around Chesterfield Canal	4
East - ChestC - LV - HS2 will destroy areas of natural beauty around Chesterfield Canal at Renishaw	3
East - ChestC - LV - Chesterfield Canal is an important / essential area of natural beauty / intrinsic beauty	7
East - ChestC - BW - Chesterfield Canal is an ecologically important waterway that should be protected from High Speed Railway	2
East - ChestC - BW - The Chesterfield Canal benefits the wildlife / is a wildlife haven	14
East - ChestC - BW - Proposed route / high speed trains will affect / devastate / impact on wildlife in the area / along the route of the canal	9
East - ChestC - BW - Proposed route will interfere / cut across a local nature reserve between Renishaw and Killamarsh	1
East - ChestC - BW - Concerns regarding the impact of the proposed route on the Renishaw Park Conservation Area	3
East - ChestC - CH - Proposed route through Chesterfield Canal system would destroy our national heritage / Chesterfield Canal is part of the 200 year old transport network	13
East - ChestC - CH - Proposed route will have a negative impact on Renishaw Hall	3
East - ChestC - CH - Chesterfield Canal represents the pinnacle of transport engineering in 18th century	2
East - ChestC - CH - Works done to restore this historic / beautiful route should not go to waste / put at risk / destruction of work done to restore Chesterfield Canal is unacceptable	33
East - ChestC - CH - Route will / may decimate / destroy / devastate / damage Trans Pennine Trail	12
East - ChestC - CH - Chesterfield Canal is a major public asset / Heritage amenity / important part of the history of the town	17
East - ChestC - CH - Chesterfield Canal is our heritage	1
East - ChestC - CH - Proposed route will destroy / demolish heritage listed buildings in Renishaw	5
East - ChestC - CH - Proposed route will destroy / demolish a Grade II Listed Gatehouse at Renishaw	1
East - ChestC - NV - Noise pollution from trains will blight sales / value of properties along Chesterfield Canal at Renishaw	1
East - ChestC - AQ - Fuel pollution from trains will blight sales / value of properties along Chesterfield Canal at Renishaw	1
East - ChestC - Env - Restoration of Chesterfield Canal is an environmentally vital project	2
East - ChestC - Env - Proposed route in Staveley would have a negative impact on the environment	1
East - ChestC - Env - Chesterfield Canal is bringing sustainable environmental benefits to the area	3
East - ChestC - Env - Proposed route running alongside miles of Chesterfield Canal would destroy the environment	5
East - ChestC - Env - Chesterfield Canal is bringing significant environmental benefits to the area / is a green corridor	4
East - Chesterfield Canal - Reasons to Neither Agree nor Disagree	9
East - ChestC - FE - There is no financial reason for HS2 and people involved with the canal not to work together	1
East - ChestC - Com - Restoration of Chesterfield Canal is now involving the fourth generation of those who started the project	1
East - ChestC - CR - The board of Chesterfield Canal has already restored a great part of the Chesterfield Canal	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - ChestC - CR - The claim of ownership by the Chesterfield Canal Trust of the section of canal on my land is false	1
East - ChestC - CR - The claim of ownership by the Chesterfield Canal Trust of the section of canal on my neighbours land is false	1
East - ChestC - CR - Disagree with the Chesterfield Canal Restoration Project / Trust / Society	1
East - ChestC - CR - People involved with restoration of Chesterfield Canal include rural romantics and serious engineers with a rich / detailed knowledge of the route along the Doe Lea and Rother Valleys	1
East - ChestC - CR - The Chesterfield Canal Trusts effort has always been full restoration to the canal	2
East - ChestC - CR - Mentions of the severing of the Lancaster Canal in the 1960's	2
East - ChestC - LoR - The canal has been in conflict with railway planning in the past	1
East - Chesterfield Canal - Alternative Suggestions	277
East - ChestC - CR - Chesterfield Canal should be looked at on its merit	1
East - ChestC - CR - Chesterfield Canal should be protected	9
East - ChestC - CR - HS2 could have been an opportunity to further restore Chesterfield canal	1
East - ChestC - CR - HS2 should cover / assist with the costs of any alterations to the aqueduct crossing over the River Doe Lea	1
East - ChestC - CH - People will accept HS2 better if the route was designed to assist the restoration of the Chesterfield canal in the area of Renishaw / Killamarsh	2
East - ChestC - Comp - HS2 working with the Environment Agency could build part of the Rother Link as compensation for negative impacts from HS2	1
East - ChestC - CR - Chesterfield Canal Restoration project can be finished within a few years if HS2 is removed / routed away from this area	1
East - ChestC - FE - HS2 responsible for costs of new canal section alongside if route must follow canal path	1
East - ChestC - CI - HS2 responsible for approval and construction of new canal section alongside if route must follow canal path	1
East - ChestC - Comp - Partners should be recompensed for work undertaken to assist HS2 Ltd in refining the route for HS2.	1
East - ChestC - CR - Drop canal / raise rail line to achieve minimum bridge clearance / of 2.5m	1
East - ChestC - BW - Chesterfield Canal can positively contribute to improving biodiversity	1
East - ChestC - LoR - Alternatives for the IMD chords include rerouting the canal to the south, along the line of the redundant Norbriggs Cutting then returning to the original line in the vicinity of Bell House Lane	1
East - ChestC - LoR - Alternatives for the section west of Renishaw include moving the HS2 route alignment west onto the existing railway alignment, or constructing a parallel engineered alignment with the canal to the east and HS2 route to the west	1
East - ChestC - Proposed route should not use bed of the canal / should reduce the number of crossings	1
East - ChestC - WF - HS2 could support Chesterfield Canal providing environmental enhancement of watercourses as stated in para 9.4.1 of consultation document	1
East - ChestC - CH - A solution to the decimation of Staveley Puddle Bank can be found to enable restoration to continue, and for the history and heritage value of this unique structure to be interpreted as part of the nation's heritage	1
East - ChestC - LoR - Design of route should aid and not hinder reopening of the Chesterfield Canal navigation	1
East - ChestC - CI - Construction corridor should be widened	1
East - ChestC - CR - Canal could be realigned east of Staveley Town Basin	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - ChestC - CR - Canal could be rerouted to go along Trans Pennine Trail	1
East - ChestC - CR - Should provide a canal route which will allow the full restoration of the Chesterfield canal through Chesterfield	3
East - ChestC - CI - HS2 / developers should help enhance restoration by providing sound screening / access points / canal restoration in development corridor / wildlife enhancement at Rother Link Waterway / other restoration projects	1
East - ChestC - NV - Trees need to be planted around Chesterfield Canal for noise protection	1
East - ChestC - LV - Trees need to be planted around Chesterfield Canal to provide visual protection	1
East - ChestC - FE - Costs for extra work done to avoid the canal should be included in the HS2 budget / should not be included in the Canal Trust budget	6
East - ChestC - FE - Issues / uncertainties surrounding the Chesterfield Canal / restoration should be resolved as soon as possible to ensure future funding / outstanding grant applications / should allow for funding to be raised	16
East - ChestC - FE - Chesterfield Canal is an economically important waterway that should be protected from High Speed Railway	1
East - ChestC - FE - Minor adjustments to line of route / level of route to alleviate impact on Restoration of Chesterfield Canal would cost the same / be slightly more costly	2
East - ChestC - Bu - Should consider alternative routes to reduce impact on business in Staveley	1
East - ChestC - Bu - Should consider alternative routes to reduce impact on business in Renishaw	1
East - ChestC - Bu - Should consider alternative routes to reduce impact on business in Killamarsh	3
East - ChestC - Prop - Should consider alternative routes to reduce impact on residential properties in Staveley	1
East - ChestC - Prop - Should consider alternative routes to reduce impact on residential properties in Renishaw	1
East - ChestC - Prop - Should consider alternative routes to reduce impact on residential properties in Killamarsh	3
East - ChestC - Comp - Moving line west at A6135 / Sitwell Arms Hotel would save a large compensation payout	1
East - ChestC - Com - Provision should be made where the proposed route intersects Chesterfield Canal to ensure the canal can still be used for recreational purposes	2
East - ChestC - Com - Chesterfield Canal facilities should be preserved / be available in the future	4
East - ChestC - CI - Sufficient head room should be provided along the route for this project	1
East - ChestC - CI - With proper alignment the construction of HS2 could speed up / complement the restoration of the Chesterfield Canal	2
East - ChestC - CI - There is no engineering reason for HS2 and people involved with the canal not to work together	2
East - ChestC - SFS - Proposed route should run alongside the M1 from Junction 29 of the M1 / Markham Vale to Junction 34 of the M1 / Meadowhall to avoid residential areas thus allowing for higher speeds	1
East - ChestC - CR - Chesterfield Canal should be protected from rail infrastructure	4
East - ChestC - CR - Staveley basin should be protected from rail infrastructure	4
East - ChestC - CR - Chesterfield Canal should be protected where restoration is proposed	3
East - ChestC - CR - Need to ensure that boats have access / are able to travel on the Chesterfield Canal	5

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - ChestC - CR - Chesterfield Canal Trust / Society will not be sufficiently consulted / should consult with Chesterfield Canal Trust to plan an alternative route to avoid canals / alternative suggestions from Chesterfield Canal trust should be considered	11
East - ChestC - CR - Should consult / with local people / local authorities to plan an alternative viable route for Chesterfield canal	6
East - ChestC - CR - Bridges / alternative canal route should be provided during construction works	1
East - ChestC - CR - Tunnels / alternative railway route should be provided during construction works	1
East - ChestC - CR - Should allow for the last 8 miles of the canal to be completed / allow for restoration work to continue / the canal to be completed	35
East - ChestC - CR - Should allow for the Chesterfield Canal to be restored to its full navigability	9
East - ChestC - CR - Provision should be made for the full width of Chesterfield Canal and towpath adjacent to HS2	2
East - ChestC - CR - People involved with the restoration of Chesterfield Canal and HS2 should work together to build / complete both projects	19
East - ChestC - CR - Should find a way to allow for both HS2 and Chesterfield Canal to be built / to be completed / to operate	31
East - ChestC - CR - Both Chesterfield Canal and HS2 would benefit from careful planning / sympathetic restructuring of their proposals	6
East - ChestC - CR - Proposed route should not affect the expansion of Chesterfield Canal	5
East - ChestC - CR - Alternatives should be considered for the protection of waterways	5
East - ChestC - CR - Proposed route should benefit Chesterfield canal	3
East - ChestC - CR - Divert the Chesterfield Canal to make it fully navigable from Chesterfield to the River Trent / West Stockwith	1
East - ChestC - CR - Chesterfield Canal Restoration should be completed before HS2 works begin	1
East - ChestC - CR - Any diversion to Chesterfield Canal should be completed before HS2 begins	1
East - ChestC - CR - Chesterfield Canal area should be developed	1
East - ChestC - CR - Chesterfield Canal Partnership / Derbyshire County Council have not been consulted / detailed engineering information / alternatives submitted by the Chesterfield Canal Partnership and Derbyshire County Council should be considered	4
East - ChestC - CR - Proposed route should be slightly changed to avoid direct impact on Chesterfield Canal in Staveley	4
East - ChestC - CR - Proposed route should be slightly changed to avoid direct impact on Chesterfield Canal in Killamarsh	1
East - ChestC - CR - Locating the proposed depot in Toton rather than Staveley would avoid impact on the ongoing regeneration project of Chesterfield Canal	1
East - ChestC - CR - The Appraisal of Sustainability should give more consideration to the preservation / enhancement of Chesterfield Canal	4
East - ChestC - CR - Proposed route should run on disused Great Central Main Line / from Staveley to Beighton Junction / to reduce impact on Chesterfield Canal	3
East - ChestC - PRW - Need to ensure that cyclists / walkers have access to the canal / preserved for the future	2
East - ChestC - PRW - Proposed route should be slightly changed to avoid direct impact on Trans Pennine Trail in Staveley	2
East - ChestC - PRW - Proposed route should be slightly changed to avoid direct impact on Trans Pennine Trail in Killamarsh	3
East - ChestC - PRW - Should consider diverting the Rother Valley Trail to run along canal towpath	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - ChestC - LoR - Re-adapting the Great Central Railway would only require a slight realignment of the track bed in Staveley / Killamarsh	1
East - ChestC - LoR - Minor adjustments to line of route / level of route would alleviate impact on Restoration of Chesterfield Canal	9
East - ChestC - LoR - Proposed route between Staveley and Killamarsh should be moved a few yards to the west / would avoid destruction of a part of our early industrial heritage	2
East - ChestC - LoR - Proposed route should be reconsidered based on updated Ordnance Survey maps	4
East - ChestC - LoR - Should plan / re-route / include / avoid impact on the restoration of Chesterfield Canal as part of the proposed route	82
East - ChestC - LoR - Should keep in mind that Chesterfield Canal may no more be disused in areas where it crosses with the proposed route	4
East - ChestC - LoR - Alternatives should be considered to avoid impact / damage to Chesterfield canal	22
East - ChestC - LoR - Proposed route at Chesterfield Canal should be abandoned	2
East - ChestC - LoR - Should consider a realignment / with reworked levels at Staveley / in order to allow Chesterfield Canal to be restored	7
East - ChestC - LoR - Should consider alternative routes to reduce impact on restored sections of Chesterfield Canal in Staveley	8
East - ChestC - LoR - Should consider alternative routes to reduce impact on restored sections of Chesterfield Canal in Renishaw	9
East - ChestC - LoR - Should consider alternative routes to reduce impact on restored sections of Chesterfield Canal in Killamarsh	8
East - ChestC - LoR - Should realign chords to Staveley Infrastructure Depot to avoid impact on Chesterfield Canal	4
East - ChestC - LoR - Proposed route should run alongside the M1 from Junction 29 of the M1 / Markham Vale to Junction 34 of the M1 / on the M1 around Junctions 28 - 31 / Meadowhall to avoid / reduce negatively impacting / destroying the Chesterfield Canal / Staveley / Renishaw / Killamarsh areas	2
East - ChestC - LoR - Could reroute new line along the Great Central and North Midland Railway lines	3
East - ChestC - Dep - Proposed Infrastructure Maintenance Depot in Staveley should be moved to avoid impact on Chesterfield Canal	6
East - ChestC - Dep - Should consider alternative link to access Staveley Infrastructure Maintenance Depot that does not impact on / affect Chesterfield Canal Restoration	6
East - ChestC - Dep - Proposed Infrastructure Maintenance Depot in Staveley should be moved to avoid impact on the historic puddle bank	1
East - ChestC - VB - Re-adapting the Great Central Railway would only require a new bridge in Staveley / Killamarsh / at the A6135 crossing in Renishaw / at the B6058 crossing in Killamarsh	2
East - ChestC - VB - Use under/over bridges where HS2 passes over Chesterfield Canal / with minimum clearance levels	6
East - ChestC - VB - Navigable height / width should be allowed when route crosses over Chesterfield Canal	5
East - ChestC - Emb - Re-adapting the Great Central Railway would only require an embankment in Staveley / Killamarsh	2
East - ChestC - BW - Proposed route should run on disused Great Central Main Line from Staveley to Beighton Junction to reduce impact on wildlife habitat	1
East - ChestC - CH - Line of route should be modified to address concerns of local interest groups about Chesterfield Canal	4
East - ChestC - CH - Planning of HS2 should allow / provide necessary infrastructures for the restoration of Chesterfield Canal between Chesterfield and Worksop / West Stockwith / River Trent	9

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - ChestC - CH - Should include the restoration of Chesterfield Canal for future generations	8
East - ChestC - CH - Should provide support to / work with Chesterfield Canal Trust to complete restoration of canal	6
East - ChestC - CH - Should consider alternative routes to protect the history / this historic canal for local people / tourists / future generations	9
East - ChestC - CH - HS2 must comply with Built Heritage policies and preserve the historic infrastructure of the Chesterfield Canal	2
East - ChestC - Env - Restoration of Staveley is as environmentally vital project as HS2 and should be allowed to be completed	1
East - ChestC - Env - Chesterfield Canal is an environmentally important waterway that should be protected from High Speed Railway	2
East - Chilwell (Chil)	1
East - Chilwell - Reasons to Agree	1
East - Chil - Com - New infrastructure / development will have a beneficial impact on the area	1
East - Church Fenton (ChurchF)	239
East - Church Fenton - Reasons to Agree	1
East - ChurchF - FE - Proposed route via Garforth offers significant cost savings compared to the Castleford route	1
East - ChurchF - Sus - Proposed route via Garforth is a more sustainable than the Castleford route option	1
East - Church Fenton - Reasons to Disagree	223
East - ChurchF - Com - The Appraisal of Sustainability does not consider the affect the route will have on people in Church Fenton	3
East - ChurchF - Prop - The Appraisal of Sustainability does not consider the affect the route will have on homes in Church Fenton	2
East - ChurchF - Com - During an HS2 engineer site visit to Church Fenton it was made clear that no one had visited the area before planning the proposed route	1
East - ChurchF - FE - the cost of the connection to the ECML will be too high / poor value for money / for tax payers	1
East - ChurchF - LoR - Proposed route does not benefit the village of Church Fenton (Disagree)	10
East - ChurchF - Sta - Current Church Fenton Station will be isolated by HS2 (Disagree)	1
East - ChurchF - Sta - Increased number of housing in Church Fenton will have an impact on the station due to reduction in capacity	1
East - ChurchF - Sta - Local fears the station at Church Fenton will close	1
East - ChurchF - HEW - Noise impacts will cause ill-health	1
East - ChurchF - HEW - Noise impacts will cause ill-health	1
East - ChurchF - Jun - Proposed junction will cut down number of tracks from four to two reducing capacity	1
East - ChurchF - Jun - Proposed junction will cut down number of tracks from four to two reducing capacity	1
East - ChurchF - LR - Route would cause the loss of local amenities such as angling pond, bowling club, nature reserve and footpaths	1
East - ChurchF - Prop - Route passes close to properties / 130 properties	1
East - ChurchF - SFS - Proposed traffic patterns and impact on local services needs to be explored	1
East - ChurchF - LV - Proposed route / viaduct at Church Fenton will negatively impact / destroy a fishing lake (at Sandwath Lane)	5

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - ChurchF - Prop - Proposed 12 metre viaduct in Church Fenton will dwarf the houses around	26
East - ChurchF - Hol - Journey time / costs / battlefields are being prioritised over the people's homes in Church Fenton	8
East - ChurchF - Com - People / community in Church Fenton have not been put first / made a priority / have not been consulted	18
East - ChurchF - LoR - Proposed route through Church Fenton was chosen because of price	1
East - ChurchF - FE - Proposed HS2 Northern Extension will be unaffordable / waste of money	9
East - ChurchF - CI - Church Fenton does not have the required infrastructure to facilitate construction traffic to build HS2	3
East - ChurchF - CI - Construction vehicles / camps for works will disrupt the daily lives of locals	5
East - ChurchF - HEW - Proposed viaduct / embankment will infringe on residents right to peace and quiet enjoyment of their homes in Church Fenton	12
East - ChurchF - LV - Proposed viaduct in Church Fenton is too close to allow effective visual mitigation / will have a negative visual impact	16
East - ChurchF - LR - Proposed route through Church Fenton cuts through green belt land	1
East - ChurchF - NV - Construction of the viaduct will cause noise to nearby residents	7
East - ChurchF - LV - Areas of natural beauty will be destroyed in Church Fenton	1
East - ChurchF - Ra - There is already a train line to the East of new housing estate in Church Fenton	1
East - ChurchF - WF - Proposed route near Church Fenton will be built on a flood plain	2
East - ChurchF - HEW - Towton battlefield is being prioritised over people's health	1
East - ChurchF - FE - Towton battlefield is being prioritised over the local economy	3
East - ChurchF - LoR - Alternative routes around Church Fenton have been ignored	1
East - ChurchF - Com - Proposed route will lead to an increase in frequency of freight services during unsociable hours	1
East - ChurchF - Prop - Proposed route through Church Fenton will leave property owners in negative equity	1
East - ChurchF - HEW - Noise levels will cause severe nuisance / sleep deprivation / adverse ill effects	3
East - ChurchF - VB - Proposed viaduct in Church Fenton will be an eye-sore	1
East - ChurchF - VB - Proposed viaduct in Church Fenton will be built through crop fields / will affect food production	2
East - ChurchF - Prop - Houses will be demolished in Church Fenton	1
East - ChurchF - ERS - Proposed route will not provide any additional services to Church Fenton	3
East - ChurchF - SFS - The proposed junction will cut the number of tracks from four to two for commuter, freight and intercity trains thereby reducing services	1
East - ChurchF - Prop - Proposed route will pass too close to people's homes	2
East - ChurchF - LoR - Proposed route is based on out-of-date maps	2
East - ChurchF - FE - The small HS2 extension to Church Fenton to join ECML does not justify the huge cost of the route / viaduct proposed	3
East - ChurchF - FE - Cutting stopping services in Church Fenton will have a negative economic impact on the area	2
East - ChurchF - FE - Proposed route will lead to financial loss for the village of Church Fenton	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - ChurchF - Prop - Proposed route will create / is creating difficulties to sell properties / my property	7
East - ChurchF - Prop - Proposed route has blighted / will blight houses / properties in the village of Church Fenton / and surrounding areas	34
East - ChurchF - Prop - Proposed route will pass close to / surround housing estate / houses / my house on all sides	29
East - ChurchF - Prop - Demolition of houses in the Church Fenton is unjustified	1
East - ChurchF - LR - Proposed viaduct at Church Fenton will have a negative effect on the countryside	8
East - ChurchF - LR - Proposed route will use / go across farms / farm land	8
East - ChurchF - Clm - Proposed route creates an island effect / of 120 houses / for my house surrounded by railway lines on all sides	120
East - ChurchF - Clm - Already have a railway line close to our home in Church Fenton	2
East - ChurchF - Comp - Properties affected by the viaduct / at Sandwath Lane Estate / outside compensation zone / do not qualify for automatic compensation	17
East - ChurchF - Comp - Locals affected by the route will not receive appropriate compensation	16
East - ChurchF - Com - Proposed route will pass close to / isolate / negatively impact / disrupt the village / community in Church Fenton / around the area	121
East - ChurchF - Com - Church Fenton is the community most affected by the proposed route / no consideration has been given	46
East - ChurchF - Com - Journey time / costs / route is easier to build are being prioritised over the people / community in Church Fenton	45
East - ChurchF - Com - Protecting a battlefield over the community / homes of Church Fenton is the wrong priority / not sustainable	69
East - ChurchF - ERS - Proposed route will result in turning a 4 track system into a 2 track network reducing intercity / regional services in Church Fenton / affecting commuters	45
East - ChurchF - Com -The proposed route at Church Fenton will have a negative impact on the rural / peaceful setting of the area	29
East - ChurchF - Com - Proposed route will be disruptive / an unacceptable blight for people living in Church Fenton	34
East - ChurchF - CI - Construction phase at Church Fenton will negatively impact the village	5
East - ChurchF - SFS - Journey time saved from Church Fenton to King's Cross via York is negligible / minimal	6
East - ChurchF - SFS - Reduction in journey time to York will be negligible compared to an electrified existing service to York for the village of Church Fenton	13
East - ChurchF - SFS - Reduction in journey time for proposed Northern extension / spur between Leeds and York will be negligible	15
East - ChurchF - ERS - Concerns regarding stopping services being cut at Church Fenton if HS2 joins the Leeds - York line	11
East - ChurchF - ECML - Link to East Coast Main Line at Church Fenton will not save time	4
East - ChurchF - ECML - Disagree with proposal to join HS2 line to ECML at Church Fenton	5
East - ChurchF - LoR - Concerns about proposed route through Church Fenton	8
East - ChurchF - LoR - Disagree with the proposed Northern extension to Church Fenton	33
East - ChurchF - LoR - Proposed northern extension is unnecessary / not needed / not required / not wanted / should not be built / should be stopped	66
East - ChurchF - LoR - Proposed route runs close / too near the village of Church Fenton	41
East - ChurchF - LoR - 'Former rubber factory' in Church Fenton marked on HS2 route plan is now a housing estate	2
East - ChurchF - LoR - Proposed route skirts close to a housing estate in Church Fenton	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - ChurchF - LoR - Proposed junction at Church Fenton will link to the Leeds - York line, not ECML	3
East - ChurchF - LoR - Routes that include the viaduct at Church Fenton are unacceptable	14
East - ChurchF - LoR - Proposed route will destroy / disrupt / split up small holdings / farms / farm land in a farming village like Church Fenton	6
East - ChurchF - LoR - Proposed route through Church Fenton / Northern Extension is flawed / a bad idea / unacceptable	69
East - ChurchF - LoR - Proposed line of route was chosen to avoid a battlefield / crosses the battlefield in other places	37
East - ChurchF - LV - Proposed viaduct in Church Fenton is too high to allow effective visual mitigation / will have a negative visual impact	53
East - ChurchF - LV - Proposed route / viaduct at Church Fenton will be obtrusive / an eyesore / will have a negative visual impact on the character / surrounding landscape / countryside of Church Fenton / Vale of York	81
East - ChurchF - LV - Proposed route will negatively impact / destroy / carve up countryside between Church Fenton and York	5
East - ChurchF - LV - Viaduct at Church Fenton contradicts key focuses outlined in the Appraisal of Sustainability	2
East - ChurchF - BW - Viaduct at Church Fenton will damage local ecology / wildlife / nature reserve	5
East - ChurchF - BW - Proposed route will negatively impact / destroy nature / wildlife habitats	9
East - ChurchF - NV - Concerns about noise pollution in Church Fenton	45
East - ChurchF - NV - Proposed viaduct in Church Fenton is too high to allow effective noise mitigation	50
East - ChurchF - NV - Proposed viaduct in Church Fenton is too close to allow effective noise mitigation	47
East - ChurchF - NV - Proposed viaduct will have a noise impact on Church Fenton	26
East - ChurchF - AQ - Concerns about pollution in Church Fenton / surrounding countryside	2
East - ChurchF - NV - There is already noise / vibration impact from the existing railway at Church Fenton / will only get worse / constant with the proposed route	21
East - ChurchF - VB - Concerns regarding 12 / 14 metre high viaduct in Church Fenton / it is too high / long / inappropriate	60
East - ChurchF - VB - Viaduct will be too close to homes in Sandwath Lane Estate / Church Fenton	28
East - ChurchF - VB - Proposed viaduct will be too close / 100 metres from houses / my house in Church Fenton	70
East - ChurchF - VB - Viaduct in Church Fenton is being built to cross ECML only to join it west of Ulleskelf a few miles away	1
East - ChurchF - VB - Proposed viaduct at Church Fenton will not be sustainable	3
East - ChurchF - VB - Proposed viaduct at Church Fenton is not necessary / needed	6
East - ChurchF - VB - Proposed viaduct in Church Fenton is a bad idea / a joke / unacceptable	21
East - ChurchF - Jn - There is no demand for junction / extension in Church Fenton	1
East - ChurchF - Jn - Proposal for junction / extension in Church Fenton should be scrapped / not be built	7
East - ChurchF - Env - The small HS2 extension to Church Fenton to join ECMI does not justify the huge environmental impact of the viaduct proposed	1
East - ChurchF - Env - Proposed route will have a negative impact on the local environment	9
East - Church Fenton - Reasons to Neither Agree nor Disagree	17

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - ChurchF - WF - Proposed viaduct over Dort's Dykes flood plain is not in a high risk area for flooding / flood water depth would have a negligible impact on the route	14
East - ChurchF -Com - Community action group does not reflect views of whole village	1
East - ChurchF - ERS - Concerns / queries regarding the impact of track modifications / reduction from 4 track to 2 track on existing rail services	2
East - Church Fenton - Alternative Suggestions	177
East - ChurchF - LoR - Services between York / London should go via Sheffield Meadowhall	1
East - ChurchF - WCML - HS2 should revisit Church Fenton when the West Coast Main Line is reused	1
East - ChurchF - BW - Funding will be required to relocate habitats & species due to route passing through Nature Reserves	1
East - ChurchF - LoR - Church Fenton pressure group alternative route has already been discarded because of topography and convenience	1
East - ChurchF - LoR - Oppose Church Fenton pressure group alternative which would take route to the North and east of Saxton	1
East - ChurchF - Emb - Proposed route should be on an embankment / with mitigation measures for flood water capacity / instead of proposed viaduct	1
East - ChurchF - LoR - Route suggested by Alec Shelbrooke MP from Castleford to Church Fenton is not a viable alternative to the proposed Woodlesford route	3
East - ChurchF - LoR - Disagree with alternative route suggested by Alec Shelbrooke MP from Castleford to Church Fenton	2
East - ChurchF - Eml - Should have a service / maintenance depot to provide employment / jobs for Church Fenton	1
East - ChurchF - Dep - Should have service / maintenance depot at the site of the former RAF base / near to the East Coast Main Line	1
East - ChurchF - ERS - Should upgrade / improve existing rail services to Leeds / York from Church Fenton	1
East - ChurchF - LoR - I agree with MP Clinton Weeks that other routes would be more beneficial	1
East - Churchf - ECML - Connection to the East Coast Main Line south of Church Fenton will allow classic compatible services to run to York / Newcastle	1
East - ChurchF - Sta - Church Fenton could be promoted as a commuter hub	1
East - ChurchF - Jn - Many other ways grade separated junction could be formed	1
East - ChurchF - LoR - Should consider moving the proposed route further to the Vale of York / flat landscape / countryside to avoid / protect houses	4
East - ChurchF - Hol - Proposed route should follow existing transport corridors to minimise impact on housing	2
East - ChurchF - LV - Should preserve the fishing pond at Sandwath Lane in Church Fenton	2
East - ChurchF - VB - Should consider using junctions which will obviate the need for a viaduct in Church Fenton	9
East - ChurchF - Ra - Would be better to invest / have more local trains	4
East - ChurchF - LoR - Prefer a route which is more direct (nsf(1
East - ChurchF - Tun - Should tunnel instead of a viaduct / embankment which will not have much impact on the landscape of Church Fenton	2
East - ChurchF - Com - Funds for the northern extension should be spent more appropriately after consulting with local people	1
East - ChurchF - ECML - Other routes available to connect to the East Coast Main Line that will have less impact on many houses should be considered	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - ChurchF - Com - Preferred alternative suggested route will be less disruptive to the residents of Church Fenton	11
East - ChurchF - LoR - Line should not pass through flood plain land in Church Fenton as it increases risk of flooding	1
East - ChurchF - LoR - A route through Towton Battlefield would be more sustainable	2
East - ChurchF - VB - Proposed route should be in a tunnel / at land level not on viaduct	1
East - ChurchF - Jun - Should consider a junction that does not need to be grade separated thus removing the need for the viaduct at Church Fenton	7
East - ChurchF - Ra - Should have the existing line going over the new HS2 track instead of the other way round	1
East - ChurchF - LoR - Should consider a small double curve diversion to avoid many homes at Church Fenton / Barkston Ash	1
East - ChurchF - LoR - An alternative route past Church Fenton would be to go south of Barkston Ash / over Sherburn Common / to the north of Little Fenton / continuing to arc between Partridge Hill Farm / Meeke Wood to skirt the east edge of Paradise Wood to join the East Coast Main Line west of Ryther	5
East - ChurchF - LoR - Should move proposed route to the West nearer Towton Battlefield	1
East - ChurchF - Ra - Connecting Church Fenton to North Ulleskelf would have less of a negative impact on surrounding communities / communities of Church Fenton	1
East - ChurchF - LoR - Vertical alignment of the route in the vicinity of grade separated junction needs to be reviewed as the route is on a high viaduct from Church Fenton to facilitate the junction	2
East - ChurchF - FE - Should consider an alternative route with less cost	1
East - ChurchF - Prop - Should consider feasible alternative routes to join the East Coast Main Line that cause less impact to fewer properties	39
East - ChurchF - Hol - People's homes in Church Fenton should be given a higher priority when choosing the route for the East Coast Main Line link	3
East - ChurchF - CI - Should consider an alternative route with less construction	2
East - ChurchF - Comp - Residents of Church Fenton should receive higher compensation if proposed route goes ahead	6
East - ChurchF - Com - Should make improvements in Church Fenton to appease protesters in that area	1
East - ChurchF - Com - HS2 should reassess their decision to prioritise the protection of a battlefield / golf course over the village of Church Fenton	6
East - ChurchF - Com - Negative impacts suffered by the community in Church Fenton should be a higher priority	4
East - ChurchF - Com - Previously proposed alternative route should be taken into account as they would have a lower impact on people	5
East - ChurchF - Com - Should consider an alternative route with less impact on the community in Church Fenton / relieve a life time of suffering to hundreds of families	41
East - ChurchF - Com - People / community in Church Fenton should be given a higher priority when choosing the route for the East Coast Main Line link	8
East - ChurchF - Com - Should consider measures to mitigate the impacts on Church Fenton	3
East - ChurchF - Ra - Should consider other ways of crossing existing lines at Church Fenton	2
East - ChurchF - ECML - Should move junction of HS2 to join ECML on the left side of Church Fenton removing the need to cross ECML	2
East - ChurchF - ECML - Should consider using points to avoid crossing ECML at Church Fenton with viaduct	1
East - ChurchF - ECML - HS2 line should join ECML south of Church Fenton at the disused RAF base	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - ChurchF - ECML - HS2 should join ECML north of Church Fenton	1
East - ChurchF - ECML - Should consider alternatives / more feasible routes to the East Coast Main Line than routing through Church Fenton	40
East - ChurchF - LoR - Proposed route should skirt the fringes of the Towton battlefield as it would not affect it	3
East - ChurchF - LoR - Proposed route should link to the Leeds / Selby line where it crosses the M1	1
East - ChurchF - LoR - Having the route running on the existing Leeds / Selby Line would allow a direct high speed spur to York in the future / possible HS3	1
East - ChurchF - LoR - Proposed route is too close to Church Fenton / should be moved / one of four suggested alternative routes / should avoid Church Fenton	75
East - ChurchF - LoR - Should find another route that would both avoid Towton battlefield and Church Fenton	4
East - ChurchF - LoR - Proposed route should run to York on the existing tracks of the Leeds / Selby Line via Mickelfield / Church Fenton / bypass Church Fenton	15
East - ChurchF - Jn - Junction near Church Fenton should not be a grade separated junction / at Colton Junction HS2 can join East Coast Main Line without a grade separated junction in view of its flat landscape	40
East - ChurchF - VB - Extensive construction of viaduct / bridging near Church Fenton should be avoided / alternatives should be considered	20
East - ChurchF - LV - Should consider an alternative route with less visual impact on the open landscape / ERM Temple alternatives would reduce visual impact	18
East - ChurchF - NV - Should consider embankments with trees / sound barriers to mitigate noise impact on raised section at Church Fenton	1
East - Cold Hiendley (Cold)	19
East - Cold Hiendley - Reasons to Agree	2
East - Cold - LR - Proposed route between Cold Hiendley and Church Fenton follows the M1 closely avoiding damage to greenbelt	2
East - Cold - Com - Proposed route has been selected / designed to have minimal impact on our locality / between Cold Hiendley and Church Fenton	1
East - Cold Hiendley - Reasons to Disagree	15
East - Cold - Hi - Concerns about diversion of Ryhill Pits Lane	1
East - Cold - BW - Draining Nostell Colliery / making Cold Hiendley reservoir would disturb a wetland habitat	1
East - Cold - WF - Nostell Colliery is prone to flooding / was a damp mine / high risk of sinkhole	1
East - Cold - Saf - Working on land north of Cold Hiendley would be dangerous	1
East - Cold - LR - Land north of Cold Hiendley is affected by the presence of old mine workings / methane gas pockets	1
East - Cold - LR - Diversion of Ryhill Pits Lane will destroy productive farmland	1
East - Cold - Com - Cold Hiendley Reservoir benefits bird-watchers / naturalists / ramblers	1
East - Cold - TT - Diverting Ryhill Pits Lane will increase traffic on already unsafe crossing between Church Lane / Cold Hiendley Common Lane / Navy Lane	1
East - Cold - Hi - Proposed route cuts access road preventing access to maintenance / forestry vehicles for timber extracting prevention in Haw Park Wood	1
East - Cold - HoI - Houses in the village of Cold Hiendley are unsellable because of the proposed line	1
East - Cold - HoI - Proposal will lead to the destruction of 12 homes in Cold Hiendley	1
East - Cold - Comp - Will not receive compensation due to distance / being just 100 meters far from the line but will still be affected by construction vehicles	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Cold - Com - Proposed route will have a negative impact / destroy Cold Hiendley / community in Cold Hiendley	3
East - Cold - Com - Proposed route will be 100 yards from me	1
East - Cold - Com - Concerns that people will be forcibly removed from the area to make way for HS2	1
East - Cold - Com - We live 500 yards from the proposed route near Cold Hiendley	1
East - Cold - LR - Proposal will lead to the destruction of the village green in Cold Hiendley	1
East - Cold - HEW - Negative impact on Cold Hiendley's Area of Outstanding Natural Beauty will ruin later life	1
East - Cold - LV - Nine foot wall at Cold Hiendley will ruin people's view	1
East - Cold - LV - Proposed route through Cold Hiendley will run close to country parks	2
East - Cold - LV - Area of Outstanding Natural Beauty at Cold Hiendley will be affected by the proposed route	1
East - Cold - LV - Proposed line / viaduct through Cold Hiendley will have a negative visual impact	3
East - Cold - LV - Proposed route cuts through an area of local beauty between Cold Hiendley and Thorntree Hill	1
East - Cold - BW - Proposed route through Cold Hiendley will run close to Sites of special scientific interest	1
East - Cold - BW - Concerns about the effect on local wildlife / wild life / woodlands at Cold Hiendley Reservoir	7
East - Cold - BW - Consultation event said that local wildlife would be removed / not accommodated / considered	1
East - Cold - CH - Proposed route through Cold Hiendley will run close to historic parkland	1
East - Cold - NV - Noise / vibrations caused by trains every 5 minutes will have a negative impact on peace and quiet	3
East - Cold - NV - Proposed route will cause lots of noise to me	1
East - Cold - NV - Noise from traffic is already affecting / detrimental to our amenity	1
East - Cold - WF - Proposed route will have a negative impact on / destroy the Cold Hiendley Reservoir	2
East - Cold - Env - Proposed route will negatively impact / destroy / ruin the hamlet of Cold Hiendley from an environmental situation	1
East - Cold - Ew - Concerns regarding waste from the construction of overland stretch / cutting / building of viaduct / new road	1
East - Cold - Comp - There is little / no compensation with trains passing through every 5 minutes / 19 hours a day negatively affecting us	1
East - Cold Hiendley - Reasons to Neither Agree nor Disagree	1
East - Cold - Com - I live between Cold Hiendley and Church Fenton	1
East - Cold Hiendley - Alternative Suggestions	7
East - Cold - NV - Use noise barriers and landscaping to mitigate noise and visual impacts on setting / recreational activities	1
East - Cold - LoR - Adjust route to mitigate impact on structural integrity of large water retaining structure	1
East - Cold - NV - Proposed route should not run close to Cold Hiendley / Winterset Reservoirs as water surfaces reflect noise more efficiently thus increasing noise pollution	3
East - Cold - LR - Nostell Colliery / Land north of Cold Hiendley should be returned to productive farmland	1
East - Cold - WF - Nostell Colliery / land north of Cold Hiendley should be drained / Cold Hiendley reservoir should be made watertight on the north side	1
East - Cold - LoR - Route should follow the old LMS line to the east of Wakefield	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Cold - Tun - Should consider locating the line in a cut and cover tunnel between Cold Hiendley and Thorntree Hill	1
East - Cold - Sta - A station at Cold Hiendley would give access to Manchester / Leeds / Meadowhall / York	1
East - Cold - Sta - Cold Hiendley should have a station if it is going to be blighted by HS2	1
East - Cold - WF - West - Man - Dep - Following existing lines through McKenzie's Coking Plant would mean the line could avoid Cold Hiendley Reservoir	1
East - Coleorton (Cole)	2
East - Coleorton - Reasons to Disagree	1
East - Cole - Com - Route will adversely affect the community of Coleorton	1
East - Cole - CH - Coleorton Hall is an area protected by English Heritage	1
East - Coleorton - Alternative Suggestions	1
East - Cole - BW - Proposed cutting at Windy Ridge / Smooth Coppice should be in tunnels to reduce impact / loss of woodland	1
East - Coventry (Cov)	11
East - Coventry - Reasons to Disagree	7
East - Cov - CR - In HSL06 the route travels across a tranquil section of canal and country park, displacing local museums and businesses, and leisure, business and residential moorings on the Coventry Canal	1
East - Cov - Proposed viaduct over Coventry Canal will impact habitats / canal / during construction	1
East - Cov - Com - Proposal will not benefit / will disadvantage Coventry	1
East - Cov - Com - Proposed route will shun / side-line Coventry	2
East - Cov - Sta - Proposal does not cater for a station at Coventry	2
East - Coventry - Alternative Suggestions	5
East - Cov - Ra - An additional station in Rugby would provide interchange with services on existing lines to / from Coventry	1
East - Cov - CR - Mitigation of visual and noise impacts / provision adequate air and water clearance along Coventry Canal and Country Park is necessary	1
East - Cov - LoR - Route alignment in the vicinity of the Coventry Canal crossing should be re-examined to see if it could be moved either to the northwest, closer to the M42, or to the southeast nearer to the edge of the Country Park, to reduce the impact on the country park and the canal moorings.	1
East - Cov - Sta - Should have a station / additional station in Coventry	1
East - Cov - Sta - Hub / station should be at Coventry	2
East - Crofton (Croft)	35
East - Crofton - Reasons to Disagree	27
East - Croft - NV - Concerns about noise from proposed rolling stock depot / affecting residents in / around Crofton	1
East - Croft - CI - Concern over construction because of unsuitable roads for heavy vehicles in Crofton and noise and vehicle pollution	1
East - Croft - Com - Proposals will cause / lead to the loss of local playing fields / amenities in Crofton	1
East - Croft - LoR - Disagree with proposed route	2
East - Croft - TT - Construction works will increase traffic levels in Crofton	1
East - Croft - Hi - Increases in traffic levels caused by construction works will lead to the deterioration of local roads	1
East - Croft - Com - Negative impacts to the area of Crofton is not properly mitigated	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Croft - LV - Will cause light pollution to residents who live within meters of the proposed depot	1
East - Croft - NV - Will cause noise pollution to the residents who live within meters of the proposed depot	1
East - Croft - Com - HS2 will destroy the local amenities in Crofton / Winterset Reservoir / Anglers Country Park / Walton Country Park / Haw Park Wood / Walton Hall	4
East - Croft - BW - HS2 will decimate / destroy / damage the wildlife / habitats in the area of Crofton	2
East - Croft - LV - HS2 will ruin / disrupt / decimate the landscape in Crofton	3
East - Croft - Com - Author of the consultation document has not visited Crofton	1
East - Croft - Bu - HS2 proposes business growth in the area are both fatuous / unwelcome	1
East - Croft - Com - Consultation document contains a lot of false statements about the area of Crofton	1
East - Croft - LR - Proposed site is not a brownfield site / it is part of the green corridor / green belt land	2
East - Croft - Dep - The road network at Crofton cannot cope with the proposed depot	1
East - Croft - NV - Engineers at a consultation event said proposed depot will cause noise / disruptions 24 / 7 in the area	1
East - Croft - Dep - Questions the reasoning behind the proposed depot at Crofton	2
East - Croft - Dep - Proposed maintenance loop at Santingley Lane is within half a mile radius of a village / residential area	2
East - Croft - LoR - Concerns about proposed route passing over / through areas which used to be mined and are prone to subsidence	2
East - Croft - LV - Proposed additional Viaduct in Crofton will be an eyesore / no appropriate solutions suggested	3
East - Croft - Dep - Proposed depot should be located in an area where there will be minimal negative impacts to the area	1
East - Croft - Eml - Jobs created in Crofton will be unsuited to those who live there due to high population of retired	1
East - Croft - Prop - Proposed route will create / is creating difficulties for people wishing to buy / sell homes / has devalued properties	2
East - Croft - Prop - Link to proposed Rolling Stock Depot in Crofton will create / is creating difficulties for people wishing to release equity on their properties	1
East - Croft - Com - Proposed line will bring no benefits to the population of Crofton due to distance required to travel to use the service	3
East - Croft - HEW - Proposed route running close to our property in Crofton is causing stress / worry	1
East - Croft - HEW - Proposed route through Crofton will make it impossible for me to live my retirement as I planned it	1
East - Croft - HEW - HS2 will make it impossible for us to leave / manage in our property due to financial circumstances	1
East - Croft - Sta - Concerns that Crofton may lose its station	1
East - Croft - LV - Proposed route through Crofton will run close to country parks	1
East - Croft - BW - Proposed route through Crofton will run close to Sites of Special Scientific Interest	1
East - Croft - BW - Concerns that the proposed line will destroy wildlife habitats in Crofton	4
East - Croft - CH - Proposed route through Crofton will run close to historic parkland	1
East - Croft - Com - HS2 offers no benefits / will disadvantage / will negatively impact Crofton economically	3
East - Croft - NV - Noise from the line / depot will affect / impact upon people along the route	3

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Croft - Com - HS2 offers no benefits / will disadvantage / will negatively impact Crofton environmentally	5
East - Croft - Com - HS2 offers no benefits / will disadvantage / will negatively impact Crofton socially	1
East - Croft - Com - Proposed depot will cut Crofton off from other communities	2
East - Croft - Dep - Proposed depot in Crofton is in an isolated site in a semi-rural area	3
East - Croft - Dep - Proposed depot will cause huge / immense problems in the area of Crofton	2
East - Croft - LoR - Village location has limited infrastructure and offers no connectivity to the motorway network	2
East - Crofton - Reasons to Neither Agree nor Disagree	2
East - Croft - Com - I / we live near the route / the line passes close to where I / we live in Crofton	1
East - Croft - Comp - My property / our house may be / is in compensation zone	1
East - Crofton - Alternative Suggestions	14
East - Croft - Dep - HS2 should provide employment opportunities for the lifespan of HS2 if the depot is to be built in Crofton	1
East - Croft - LoR - Passive provision should be made in the design for link at Crofton	1
East - Croft - LoR - Consideration should be given to a link at Crofton between HS2 and the East Coast Main Line for Classic Compatible services between Scotland / Birmingham via Leeds	1
East - Croft - Dep - Proposed depot should be sited at Methley / site of the Newmarket Colliery	1
East - Croft - Dep - Proposed depot can be sited on the land adjacent to Welbeck at Normanton	1
East - Croft - Dep - Proposed depot should be relocated closer to one of the proposed HS2 stops	1
East - Croft - LoR - Consideration should be given to a link at Crofton	3
East - Croft - LoR - Should have a connection at Crofton to serve Wakefield	2
East - Croft - Sta - Should have an additional station in Crofton	3
East - Croft - LoR - Alternative route following major infrastructure / M1 would offer better connectivity without the huge / immense disruptions to the environment	4
East - Croft - LoR - Alternative route following major infrastructure / M1 would offer better connectivity without the huge / immense disruptions to communities	2
East - Croft - Ra - Should provide a connection by rail at Crofton East / Oakenshaw using the Mark Bretton branch of the North Midland Railway and served by limited freight trains to increase capacity	1
East - Croft - Ra - Alternative route with a connection at Crofton East / Oakenshaw would be better than a rail connection at New Crofton	2
East - Cudworth (Cud)	10
East - Cudworth - Reasons to Disagree	7
East - Cud - BW - Would significantly impact on Carlton Marsh local nature reserve	1
East - Cud - CH - Demolition of the freestanding chimney stack at Bleachcroft farm will cause substantial harm	2
East - Cud - CH - Would lead to the loss of a listed building	1
East - Cud - Com - Nearby countryside would be severed cutting off recreation area	1
East - Cud - BW - Proposed route will run through a local nature reserve in Cudworth	1
East - Cud - Bu - Proposed route will negatively affect my commercial agriculture business by restricting access to my property / farmland for heavy machinery / transport / logistics	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Cud - Bu - Proposed route threatens my ability to function as a commercial enterprise / business	1
East - Cud - Prop - Route passes close to my home in Cudworth	1
East - Cud - LR - Proposed route runs through the middle of my farmland in Cudworth	1
East - Cud - Com - Playground / playing fields by proposed route will have to be removed affecting future children	1
East - Cud - Com - Proposed route will not benefit anyone in the Cudworth region	1
East - Cud - TT - Loss of unrestricted access to farmland will divert my heavy commercial traffic through residential areas	1
East - Cud - Ra - The route at Cudworth (Yorks) appears to cut through the alignment of the former North Midland railway at Cudworth Bridges.	1
East - Cud - Cut - Proposed cutting severs the only unrestricted access to my farmland	1
East - Cud - Saf - Concerns of the past / future fatalities when people cross the railway despite safety measures	1
East - Cud - Saf - Proposed route runs by children's playground / playing fields in Cudworth endangering young lives	1
East - Cud - Saf - Transporting cereal crops and heavy traffic through dense residential areas creates safety hazards	1
East - Cudworth - Reasons to Neither Agree nor Disagree	1
East - Cud - TT - One of the two access points to my farmland is restricted by height / weight	1
East - Cudworth - Alternative suggestions	5
East - Cud - Prop - Bridge over HS2 line could ameliorate loss of property value in Cudworth	1
East - Cud - Comp - Bridge over HS2 line in Cudworth could result in a drop in compensation claims / payments	1
East - Cud - BW - Avoid impact on Carlton Marsh by moving the route slightly to the east with access for construction provided on the east side	1
East - Cud - BW - Mitigation measures / environmental enhancements should be made to limit the impact on Carlton Marsh Nature Reserve	1
East - Cud - Ra - The route at Cudworth Bridges should be safeguarded for potential future reinstatement / by HS2 going over or under the former railway at this location	1
East - Cud - VB - Should build a bridge / crossing over HS2 line in Cudworth	1
East - Cud - Dep - Proposed route should utilise the North Midland Railways access to former Coal Board and Railway Land to site a depot at Cudworth instead of the proposed depot at New Crofton	1
East - Cud - Dep - Alternative depot at Cudworth could have better road access from an upgraded A628 and the recently built A6155 nearby	1
East - Derby (Der)	226
East - Derby - Reasons to Agree	11
East - Der - Eml - Around 2,500 workers in Derby could be involved in manufacturing HS2 rolling stock	1
East - Der - FE - Proposed route / Western leg route is cost-effective / avoids the expense of a route through Derby	1
East - Der - Bu - Proposed route / Western leg route avoids cutting through my farmland in Derby	1
East - Der - Bu - Proposed route enables improved access to London for companies	1
East - Der - Bu - Proposed route improves offer to businesses looking to locate in Derby	1
East - Der - Bu - Proposed route offers growth boost to Derby and Derbyshire Rail Forum companies	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Der - ERS - Potential to improve rail services between Crewe and Derby	1
East - Der - FE - HS2 will help to generate prosperity in the Derby area	5
East - Der - Prop - Proposed route between Derby and Nottingham minimises damage to / loss of properties	1
East - Der - Sta - Proposed location is close to Derby / Derby will be well served	2
East - Derby - Reasons to Disagree	51
East - Der - CH - The proposed alternative route through Derby would negatively impact conservation areas / heritage features at Repton / Derby / Derwent Valley Mills World Heritage Site	1
East - Der - LV - Proposed alternative route through Derby would negatively impact upon the landscape / Trent Valley	1
East - Der - Sta - Proposed route does not allow for hub station to be in Derby	1
East - Der - ERS - Proposals will negatively impact existing rail services from Derby	1
East - Der - PD - At Seymour a site area for an enterprise zone will be lost due to routing.	1
East - Der - ERS - Derby could lose direction connections to Newcastle / Scotland in suggested amended Cross Country timetable	1
East - Der - Ra - Midland Mainline electrification project will reduce journey times to Derby	1
East - Der - Sta - Proposed route does not reach the centre of Sheffield so passengers will not make the change in winter	1
East - Der - SFS - Improved rail journey time will be negated by additional travel time from Derby to Birmingham station	1
East - Der - TT - Would take too long to get by road from Derby to Toton / at least 30 minutes	1
East - Der - ERS - Services to other regions from Derby are appalling	1
East - Der - Com - Commuters from Derby are not being considered / their voices are not being heard	1
East - Der - Com - Route will not benefit / serve Derby	11
East - Der - Com - The additional time / inconvenience of getting to / from the centre of Derby compared to the existing service will deter passengers	4
East - Der - SFS - Existing rail services from Derby to London will be just as quick	5
East - Der - SFS - Passengers from Derby will get to London faster on existing services / Midland Main Line than HS2	6
East - Der - ERS - Derby is already well served by existing services	2
East - Der - ERS - Station does not serve Derby therefore people will use existing services	1
East - Der - ERS - The existing Midland Mainline already serves / has a direct link to Derby	3
East - Der - TS - Tram system will only benefit Derby	1
East - Der - LoR - Proposed route does not connect the city centre of Derby	6
East - Der - Sta - Proposed route does not stop in a sensible destination such as Derby	1
East - Der - Sta - Proposed route does not reach the centre of Derby so passengers will not make the change in winter	1
East - Der - Sta - Derby station is already a key hub for the area	2
East - Der - Sta - Proposal does not cater for a station at Derby	4
East - Derby - Reasons to Neither Agree nor Disagree	3
East - Der - ERS - Timetable change at Derby Midland to serve HS2 services may be constrained by layout of station	1
East - Der - ERS - Timetable change at Derby Midland to serve HS2 services may mean Cross Country train cannot access Leeds	1
East - Der - ERS - Timetable change at Derby Midland to serve HS2 services will have an impact on access to other stations / may not be feasible to implement	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Der - Sta - Services from London St Pancras / Nottingham / south west enter Derby Midlands at the southern end of the station and depart at the same junction by reversing	1
East - Der - Bu - Number of businesses with significant international trade located in Derby	1
East - Der - PT - Questions how passengers will reach Derby city centre	1
East - Derby - Alternative Suggestions	190
East - Der - Prop - More community properties would need to be demolished under the proposed alternative route through Derby	1
East - Der - WF - Proposed alternative route through Derby would require diverting more rivers	1
East - Der - NV - Proposed alternative route through Derby would create higher levels of noise pollution	1
East - Der - Comp - Proposed alternative route through Derby would qualify a greater number of people to apply for compensation	1
East - Der - HoI - Proposed alternative route through Derby would create greater pressure on housing	1
East - Der - LR - Proposed alternative route through Derby will destroy Grade 2 agricultural land	1
East - Der - Eml - Proposed alternative route through Derby would cause more job displacement	1
East - Der - Com - A station at Derby / East Midlands Parkway / would benefit Northwest Leicestershire and A50 corridor / local area	1
East - Der - Com - Route proposed by Derby City Council will further blight our area / more communities / areas	14
East - Der - LoR - Disagree with the route proposed by Derby City Council	22
East - Der - Sta - Derby Station / City Council have already put a bid in for HS2	2
East - Der - Sta - Derby City Council have expressed a wish for the line to run into the city	3
East - Der - Sta - A shuttle from Nottingham to a Derby HS2 station should not take any longer than the shuttle from Toton to Nottingham	1
East - Der - Env - Route proposed by Derby City Council would cause greater environmental damage	10
East - Der - Com - Construction of alternative route proposed by Derby City Council would cause more disruption	8
East - Der - Sta - Should not have a station at Derby	5
East - Der - Ra - A station in Derby would provide a superior connectivity compared to Toton	2
East - Der - FE - A station in Derby would provide superior economic benefits compared to Toton	3
East - Der - Comp - Route through Derby would save the government more money due to less houses being under the compulsory purchase zone	1
East - Der - TT - Derby is already too congested to be the location for the proposed hub / station	1
East - Der - ERS - Proposed hub / station at Derby would allow the Midland Main Line to have more / faster journeys to Nottingham / Leicester	2
East - Der - PD - Improving existing lines will remove the adverse impact on development in Derby	1
East - Der - Env - Route proposed by Derby City Council would cause less environmental damage	1
East - Der - Com - Proposed route / stations will negatively impact / disrupt Derby	1
East - Der - Ra - Proposed route by Derby City Council will create more passenger / freight rail on an already busy line	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - Der - Com - East Midlands Hub at Derby would develop city centre / cultural / leisure facilities	1
East - Der - Eml - East Midlands Hub at Derby would align supply and demand of skills	1
East - Der - Eml - East Midlands Hub at Derby would support new jobs / estimated 3,500 jobs through development around the station	1
East - Der - FE - East Midlands Hub / station at Derby would help regenerate area	1
East - Der - HEW - East Midlands Hub at Derby would support new housing units in relatively high areas of deprivation	1
East - Der - HEW - East Midlands Hub at Derby would support new jobs in areas of relatively high deprivation	1
East - Der - Hol - East Midlands Hub at Derby would support 500 new housing units	1
East - Der - PT - East Midlands Hub at Derby would reinforce Derby's infrastructure	1
East - Der - Sta - Changes to proposed platform layout at Derby Midland may be required to accommodate additional services	1
East - Der - Sta - Would like to see results of the consultancy on Derby option	1
East - Der - LoR - Proposed route should not go through Derby	5
East - Der - LoR - Proposed station should be at Derby with classic compatible services running on to the Midland Main Line	1
East - Der - Eml - Ensure that local workers are used to construct HS2 / Derby has greatest concentration of rail skills in Europe	1
East - Der - Ra - A station at Derby would cause loss of existing freight lines / loops through Derby	1
East - Der - TT - A station at Derby may cause major disruption to road / rail traffic during construction	1
East - Der - ERS - Frequency / level of service / journey times of Derby to London must be maintained	1
East - Der - ERS - Must be good alternative trips from Derby city centre to London / minimise number of stops to London on MML Derby	1
East - Der - SFS - Derby could have good direct connections to South West and Yorkshire with changes to timetable	1
East - Der - Bu - East Midlands Hub at Derby would give Derby and Derbyshire Rail Forum (DDRF) companies / local companies the opportunity to bid for work relating to construction of HS2 / rolling stock	1
East - Der - Bu - East Midlands Hub at Derby would support growth of companies / relocation opportunities	1
East - Der - Sta - Should consider Derby as a hub station as it has good links to public transport / existing rail network	8
East - Der - Prop - Land has fewer houses and better geographical terrain for a routing a station through Derby	1
East - Der - Dep - Proposed maintenance depot at Staveley should be located at an unused site near Derby instead	1
East - Der - Bu - Create dedicated academy in Derby as heartland of rail manufacturing	1
East - Der - Bu - Create HS2 academy in Derby	2
East - Der - SFS - HS2 should consider opportunities (including classic compatible trains and tunnelling) to provide HS2 access into Derby	1
East - Der - Bu - Should create a centre of excellence of rail industry in Derby	1
East - Der - ERS - Derby could have good connectivity to London st Pancras if service patterns are changed / services don't service additional calling points south of Leicester	1
East - Der - Sta - Further infrastructure improvements at the southern end of Derby Midland stationary needed to accommodate increased train paths	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - Der - PD - Support development at Pride Park / Chaddesden sidings / adjacent to East Midlands Hub at Derby	1
East - Der - Ra - Connection between proposed route near Tonge to MML at Sutton Bonington could provide means of allowing classic compatible services to access Derby Midland station	1
East - Der - Ra - Proposed route should have more north / south links to electrified MML to benefit Derby	1
East - Der - Sta - A second chord connecting southern end of Derby Midland to easternmost platforms will be required to accommodate additional services / enable quicker access / simpler operations	1
East - Der - Ra - Reopening Great Central Line would serve Derby	2
East - Der - Ra - Proposed hub / station should have a Cambridge high speed line to service Leicester / Nottingham	1
East - Der - Ra - Proposed hub / station at Derby should have good links / connections to East Midlands Airport	1
East - Der - LoR - A HS2 station at Derby could provide a link to Burton-on-Trent if the Ivanhoe line is re-opened	1
East - Der - Ra - An additional station at Derby would provide faster links for Leicester to the North East / Scotland	1
East - Der - FE - Political status of Nottingham as a 'core city' should not detract investment from Derby	1
East - Der - LR - Land North of river Derwent / South of A52 could be used for a station in Derby	1
East - Der - LR - Proposed station should be built on redeveloped brownfield sites in Derby	2
East - Der - Com - Hub / station should be located at Derby to benefit people in the area	4
East - Der - Com - A station at Derby would help regenerate the area	6
East - Der - Com - Should have an additional station in Derby / Derby City Centre to serve major population centres	2
East - Der - Com - People of Derby should decide on the East Midlands Station	1
East - Der - Sta - Less disruptive to develop Derby station	3
East - Der - SFS - Some HS2 trains should run into current Derby Station and beyond	1
East - Der - SFS - A station in Derby will result in quicker journey times	3
East - Der - ERS - 'Classic compatible' trains such as the ones to be used further North / in Scotland should also be used to serve Derby	2
East - Der - ERS - Derby should be served by faster conventional trains from Birmingham / London	1
East - Der - Ra - Reopening closed line through Derby would be more sensible	2
East - Der - Ra - Using current Derby station for HS2 Midlands Hub will connect Midlands to existing lines	4
East - Der - Ra - Derby has very good transport links to Leicester	1
East - Der - Ra - Derby has very good transport links to Nottingham	3
East - Der - Ra - Derby has very good transport links to Loughborough	1
East - Der - Ra - Derby has very good transport links to surrounding areas	3
East - Der - Ra - Derby has good / existing rail connections	10
East - Der - Ra - Proposals / HS2 infrastructure should include junctions to allow classic compatible high speed services to access Derby city centre station	4
East - Der - Ra - Railway links within North West Leicestershire to Derby should be improved	1
East - Der - Ra - Additional station at Derby should connect to Nottingham	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - Der - Ra - The Derby - Birmingham railway has a 4 track formation which could accommodate conventional and HS2 tracks	1
East - Der - Ra - A station at Derby would help increase travel to the North West avoiding unnecessary transfers	1
East - Der - PT - Proposed route needs a better connection to Derby	2
East - Der - PT - Bus services within North West Leicestershire to Derby should be improved	1
East - Der - Hi - There should be road connections to Derby	1
East - Der - LoR - Having the route through Derby would make use of existing infrastructure in place there	4
East - Der - LoR - Route should avoid going along existing East Midland line between Derby and Erewash Valley line	1
East - Der - LoR - From Derby route should follow one of the shortlisted routes passing close to Alfreton	1
East - Der - LoR - Should let Derby have the route directly into the city centre	1
East - Der - LoR - Route should go via / close to Derby / current Derby station	17
East - Der - LoR - Route should follow A38 & Derby / existing railway line / as it would be straighter / more viable than NW Leicestershire	6
East - Der - LoR - Would prefer the route proposed by Derby City Council / Government should consider Derby's willingness to accommodate the high speed trains	9
East - Der - LoR - Proposed route should be integrated into the existing network so HS2 can serve Derby city centre	1
East - Der - LoR - A station in Derby will shorten the distance of the route / create a more direct line	2
East - Der - LoR - Proposed route should go through Derby and not through the proposed parkway station at Toton	7
East - Der - LoR - Route to Toton is ungainly / would be more direct / quicker to head straight through to Derby	2
East - Der - Sta - Would be better to use / improve existing station at Derby / East Midlands hub should be at Derby	51
East - Der - Sta - Alternative Derby station located North of river Derwent / South of A52 would facilitate 400m platforms	1
East - Der - Sta - Existing station at Derby has the facility for 400m long platforms	1
East - Der - Sta - It is an opportunity to redevelop the currently abandoned Friar Gate station in Derby	1
East - Der - Sta - Should have a station / an additional station in Derby / Derby City Centre	36
East - Der - Sta - Would be cheaper to use Derby city centre as a hub	3
East - Der - Sta - Derby would be better placed as the Hub Station	17
East - Der - Sta - An HS2 station in Derby would require a shuttle between Nottingham and Derby Station to accommodate HS2 passengers from Nottingham	2
East - Der - Sta - Should have an additional station near Derby	4
East - Der - Sta - Should improve existing station at Derby rather than build a new line	2
East - Der - BW - Using current Derby station for HS2 Midlands Hub will avoid damaging the River Mease SSSI/SAC	2
East - Der - LR - Appropriate land sites are available in Derby to build proposed station	1
East - Der - LoR - Straighter route from Derby station would be shorter / more direct / faster	1
East - Der - Sta - Hub / station should be closer to Derby	3
East - Der - FE - An additional station in Derby will fuel growth in the East Midlands	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - Diseworth (Dise)	2
East - Diseworth - Reasons to Disagree	1
East - Diseworth - CH - Proposed route may / would negatively affect / demolish Grade II Listed Langley Priory / Attached Railings	1
East - Diseworth - Alternative Suggestion	1
East - Dise - FE - Money could be better spent on improving high speed broadband in the village of Diseworth	1
East - Doncaster (Donc)	31
East - Doncaster - Reasons to Disagree	10
East - Donc - ERS - Concerns HS2 will negatively affect / reduce / close existing services from Doncaster	1
East - Donc - Ra - Proposed route bypasses / will lead to reduced services on existing lines to Doncaster	1
East - Donc - SFS - Improved journey time on HS2 will be negated by the additional journey to the station at Leeds New Lane from Doncaster travelling to London	2
East - Donc - FE - Doncaster has had a fast train to London for years with no visible benefit to the economy	2
East - Donc - Com - Proposal will not benefit / will disadvantage Doncaster	1
East - Donc - ERS - Current journey time from Doncaster to London is adequate	4
East - Doncaster - Reasons to Neither Agree nor Disagree	2
East - Donc - Sta - Doncaster Station was modified to handle high speed trains	1
East - Donc - Hi - A630 Sheffield Parkway gives good road links to Doncaster	1
East - Doncaster - Alternative Suggestions	21
East - Donc - Sta - A station at Doncaster would permit connections to North Lincolnshire cities	1
East - Donc - Bu - Companies based in Doncaster should have a fair opportunity to win construction / delivery contracts	1
East - Donc - ERS - Should continue to improve journey times from Doncaster to London	1
East - Donc - Air - A line to North-East hub airport near Doncaster could help provide an increase in airport capacity	1
East - Donc - ERS - Should electrify lines from Doncaster to Sheffield / Leeds	1
East - Donc - LoR - Should consider a branch to Doncaster / East Coast Main Line rather than extending North of Leeds	2
East - Donc - LoR - Should have a North-East hub airport near Doncaster with a High speed rail link that follows the East Coast Main Line to London / Channel Tunnel via Doncaster	1
East - Donc - Com - Should have considered a link with the former London and North Eastern Railway route to Doncaster to allow Southerners access/ fast travel to Finningley / nation's longest runway	1
East - Donc - Ra - Proposed station at Sheffield Meadowhall should have enhanced / good / fast links from Doncaster to Sheffield / to integrate with HS2	5
East - Donc - Ra - Improve existing CrossCountry services between Doncaster and Birmingham rather than build a new line	1
East - Donc - Ra - Should link the East Coast Main Line with HS2 so Doncaster can access the high speed line	1
East - Donc - LoR - Proposed route should have a spur to Doncaster / Robin Hood Airport / to connect to East Coast Main Line to service East Yorkshire	4
East - Donc - Sta - Should have an additional station at Doncaster	3
East - Donc - Sta - Proposed station at Sheffield Meadowhall should be located at Doncaster / Doncaster is a good location for the latest great train	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Donc - PT - Proposed station at Sheffield Meadowhall should be accessible from Doncaster	1
East - Donc - Sta - Should have an additional station at Doncaster if Dearne Valley link is feasible	1
East - Donc - Sta - Should have an additional HS2 interchange station at Doncaster to service Hull	1
East - Donc - LoR - Should have an additional spur south of Hoyland following the Dearne Valley to Sprotbrough and linking up the North of Doncaster	1
East - Donc - LoR - A HS2 spur to Doncaster could accept the large volumes of freight from Immingham Docks	1
East - East Leeds Parkway Station (ELPS)	1
East - East Leeds Parkway Station - Alternative Suggestions	1
East - ELPS - Sta - A station at East Leeds Parkway would be less inconvenient to commuters as it is only 10 minutes from Leeds City Centre / York City	1
East - ELPS - Ra - Fast trains could stop at the parkway station where passengers can go onto regional services to York / Leeds	1
East - ELPS - LoR - East Leeds Parkway station can be the penultimate station on the Leeds - London route / through trains can pass through East Leeds to go to Scotland	1
East - ELPS - FE - Would be cheaper / faster to build a East Leeds Parkway station than to bulldoze into Leeds City Centre at a higher cost	1
East - ELPS - LS - Land east / west of the parkway is not short of space	1
East - ELPS - Com - Station at East Leeds Parkway would benefit East Leeds / be a more visionary project	1
East - ELPS - Ra - East Leeds Parkway will provide far more capacity / connectivity to Leeds / Scarborough / York / Selby / Teesside and Hull	1
East - ELPS - Ra - Station here would mean trains can go faster without having to do many J- turns	1
East - ELPS - PT - East Leeds Parkway Station will have direct bus services via A656 to Castleford	1
East - ELPS - Sta - Should build an East Leeds Parkway station on land between Garforth and Micklefield / along the existing HS2 route	1
East - ELPS - Sta - Building a station at East Leeds Parkway where nobody cares will be better	1
East - ELPS - Sta - Proposed station at Leeds New Lane should be located closer to where people commute from	1
East - ELPS - Ra - Existing lines can be diverted from East / West Garforth into the Parkway station with overtaking lines allowing faster trains to bypass rural stops	1
East - ELPS - CH - Will have Garforth to Castleford line reopened soon as a heritage railway	1
East - East Midlands Airport (EMA)	133
East - East Midlands Airport - Reasons to Agree	9
East - EMA - Tun - Strongly support tunnel extension under EMA	1
East - EMA - Tun - Support extending thee tunnel under EMA to avoid effects on inter-modal freight terminal	1
East - EMA - Tun - Agree with proposed tunnel under East Midlands Airport	6
East - EMA - FE - HS2 station at EMA would attract investment to the area / boost the economy	1
East - EMA - Eml - HS2 station at EMA would create jobs in the area	1
East - East Midlands Airport - Reasons to Disagree	50
East - EMA - Com - Very little benefit locally	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - EMA - Empl - Questionable how many new jobs created by HS2 would benefit locals	1
East - EMA - HEW - Construction and operation of HS2 certain to cause anguish and upheaval locally	1
East - EMA - LV - Extension to the tunnel under EMA will impact picturesque agricultural land next to Lockington	1
East - EMA - PD - Proposals will jeopardise development of the Strategic Rail Freight Interchange	1
East - EMA - Ew - Tunnelling under East Midlands Airport will produce a lot of waste / potential to contaminate ground water, these must be treated / assessed	1
East - EMA - CI - Proposed bypass past East Midlands Airport will require a lot of work	1
East - EMA - Tun - Tunnel under East Midlands Airport is an unnecessary cost / suitable land is available	1
East - EMA - Tun - Concerns HS2 is building tunnel under East Midlands Airport as a subsidy to a privately funded rail freight interchange project built on land suitable for HS2 when alternative sites are available	1
East - EMA - LR - Concerns tunnel under East Midlands Airport is only being built to accommodate a privately funded rail freight interchange project / one million cubic feet of greenbelt land	1
East - EMA - Tun - Tunnel under East Midlands Airport will cost over 1 or 2 billion pounds	1
East - EMA - Tun - Tunnelling under East Midlands Airport is an added expense	3
East - EMA - Tun - Tunnel under East Midlands Airport is a waste of money / taxpayers' money / public money / white elephant	2
East - EMA - Tun - Tunnelling under East Midlands Airport will cause technical issues which will cause the projected cost to rise further	1
East - EMA - EmI - Tunnelling under East Midlands Airport is jeopardising jobs in the region	1
East - EMA - Com - Proposed tunnel under East Midlands Airport is very close to where I live	1
East - EMA - Ra - There are good interconnections at East Midlands Airport already	1
East - EMA - PT - Will have a shuttle service to East Midlands Airport in the future	1
East - EMA - Air - Airport passengers are not linked to HS2 in any way	1
East - EMA - Air - The proposed location will not help access to East Midlands Airport	4
East - EMA - LoR - Proposed route under East Midlands Airport is unreasonable / not a good idea	4
East - EMA - LoR - East Midlands Airport only has a tunnel that by passes the airport	4
East - EMA - Sta - There will be no station at East Midlands Airport even though the route goes straight under it / trains will slow down for the tunnel	11
East - EMA - PT - Concerns regarding lack of connectivity / link to East Midlands Airport	8
East - EMA - Tun - Connecting A52 with A453 will eliminate the need for the hugely expensive tunnel under East Midlands Airport	1
East - EMA - Tun - Tunnelling under East Midlands Airport is an unnecessary risk	1
East - EMA - Tun - Tunnelling under East Midlands Airport with no station is not a good idea / short-sighted / even though the route goes straight under EMA	6
East - EMA - Tun - Disagree with proposed tunnel under East Midlands Airport	5
East - EMA - Tun - Concerns regarding route going under East Midlands Airport	2
East - EMA - Saf - Proposed route under East Midlands Airport will increase the opportunities for terrorism at the airport	2
East - East Midlands Airport - Reasons to Neither Agree nor Disagree	6
East - EMA - TT - East Midlands Airport is inconvenient to access by road from Derby / Nottingham	2
East - EMA - Ra - Currently there is no train link to the airport	4

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - EMA - PT - The bus service between East Midlands Airport and East Midlands Parkway is not developed enough	1
East - EMA - Sta - An additional station at East Midlands Airport is a matter for local residents to decide	1
East - East Midlands Airport - Alternative Suggestions	102
East - EMA - VB - A viaduct from Toton to East Midlands Airport would be a blight in the sky	2
East - EMA - VB - A viaduct from East Midlands Airport to Toton would not work	1
East - EMA - Sta - A station with improved intermodal transport at East Midlands Airport would improve access from Staffordshire	1
East - EMA - Air - Additional station at East Midlands Airport may take pressure from Heathrow / London airports	1
East - EMA - Air - A station at East Midlands Airport will provide it with a boost	2
East - EMA - Ra - Midland Main Line / existing lines should re-route between EMA and Burton / to link with HS2	1
East - EMA - Air - Maximising capacity at EMA would relieve pressure on London / SE airports	3
East - EMA - LR - Station underground would limit impact on green belt	1
East - EMA - LoR - HS2 station at EMA would not need to deviate too much	1
East - EMA - Com - HS2 station at EMA would be less disruptive / cause no more disruption / than Toton	1
East - EMA - Hi - HS2 station located at East Midlands Airport would be easily accessible from M42 / A42 / M1 / A50 / A52 / A453 / A6	6
East - EMA - Sta - Locating proposed station at East Midlands Airport would allow for carriage of passengers and freight	4
East - EMA - Bu - A station at East Midland's Airport should have facilities such as shops / businesses / hotels / hospitals	1
East - EMA - Sta - Proposed hub / station should be at East Midlands Airport and configured as a transport interchange	2
East - EMA - Hi - Should maintain 24 hour / main road access / A453 to the Airport	1
East - EMA - LoR - Would like / need more detail of proposed Strategic Rail Freight Interchange adjacent to the airport	1
East - EMA - Ra - Additional station at East Midlands Airport would allow fast access from airport to East Midlands cities	1
East - EMA - Sta - Additional station at East Midlands Airport should be considered / may be a good idea	2
East - EMA - Ra - A station at East Midlands Airport could be linked to the existing / National Rail station / via rail shuttle / bus	2
East - EMA - Sta - Should have an additional station at East Midlands Airport as it has links to the M1 with capacity to grow flights as an alternative to London and Southern airports	1
East - EMA - FE - Crossing River Soar valley south of Kegworth would be cheaper than tunnelling under airport	1
East - EMA - Sta - Provisions should be made for a future station at the East Midlands Airport to help reduce the cost for the proposed infrastructure in the future	2
East - EMA - PRW - The viaduct over the Trent could provide a walkway to link Nottingham conurbation to East Midlands Parkway	1
East - EMA - PRW - The viaduct over the Trent could provide a cycleway to link Nottingham conurbation to East Midlands Parkway	1
East - EMA - Tun - The NET tram should tunnel underneath the airport to a station near Aeropark serving / Castle Donington / Donington Park	1
East - EMA - PD - Improving existing lines will remove the adverse impact on development at East Midland Airport	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - EMA - Hi - HS2 station located at East Midlands Airport would be more accessible for Derby / Nottingham	1
East - EMA - TS - Proposed hub / station at East Midlands Airport would require a connection / extension to the Nottingham Express Transit / tram network	1
East - EMA - Air - Proposed hub / station at East Midlands Airport would benefit / be useful for air travel passengers	3
East - EMA - Bu - Proposed hub / station at East Midlands Airport would encourage investment in the region for the major manufacturing facilities around Derby	2
East - EMA - Sta - Proposed hub / station at East Midlands Airport would be more accessible for Leicester / Nottingham / Derby	2
East - EMA - Ra - East Midlands Airport should have a direct rail link / connection / which it does not at present	3
East - EmI - Tun - Should consider alternative routes /avoid need for extended tunnel under East Midlands Airport / Strategic Rail Freight Interchange	1
East - EMA - FE - The cost of extending link road to South Trent would be far less than having a tunnel under East Midlands Airport	1
East - EMA - PD - Proposed rail freight developments at East Midlands Airport will not be affected if a tunnel is not used	2
East - EMA - Ra - A station at East Midlands Airport would improve rail connections between Derby & Nottingham	2
East - EMA - Ra - Midland Main Line / existing lines should re-route between EMA and Nottingham / to link with HS2	4
East - EMA - Ra - Midland Main Line / existing lines should re-route between EMA and Derby / to link with HS2	2
East - EMA - Ra - Midland Main Line / existing lines should re-route between EMA and Leicester / to link with HS2	2
East - EMA - Ra - A rail link to East Midlands Airport / would be a benefit / East Midlands Airport needs better rail links	9
East - EMA - Ra - Hub / station should be closer to East Midlands Airport with connections to Midland Main Line	3
East - EMA - PT - East Midlands Airport has the required facilities for a station with good bus connections to the 3 main East Midlands cities	2
East - EMA - PT - A station at East Midlands Airport would need to have good transport links to the three cities it serves - Derby / Leicester / Nottingham	3
East - EMA - Hi - There should be road connections to East Midlands Airport	1
East - EMA - Air - Should consider reinstating old BMI flight schedule from East Midlands Airport	1
East - EMA - Air - Additional station at East Midlands Airport would effectively give Birmingham a second airport	3
East - EMA - TS - Should extend tram service from Nottingham as far as East Midlands Airport so there is a good direct connection with HS2	1
East - EMA - TS - A station at East Midlands Airport would improve tram connections between Derby & Nottingham	1
East - EMA - LoR - Proposed route should deviate north of Ashby de la Zouch through the countryside and follow the M1 cutting at Kegworth to avoid construction of tunnel under East Midlands Airport	1
East - EMA - LoR - Deviate proposed route north of Ashby de la Zouch through the countryside and follow the M1 cutting at Kegworth to avoid construction of tunnel under East Midlands Airport would be cheaper	1
East - EMA - LoR - Should have a spur to East Midlands Airport	2
East - EMA - Sta - East Midlands Airport has the required facilities for a station with good connections to the motorway	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - EMA - Sta - East Midlands Airport has the required facilities for a station with plenty of car parking	3
East - EMA - Sta - Proposed hub / station should be at East Midlands Airport	19
East - EMA - Sta - Proposed hub / station should be built underground at East Midlands Airport	6
East - EMA - Sta - Should have an additional station at East Midlands Airport	33
East - EMA - Sta - Should have an additional station under East Midlands Airport	4
East - EMA - Sta - Should have a station at East Midlands Airport instead of Toton	6
East - EMA - Sta - The proposed station at Toton should be located at / by / under East Midlands Airport instead of Toton	14
East - EMA - Sta - Hub / station should be at East Midlands Airport to benefit the local infrastructure	1
East - East Midlands Parkway (EMP)	95
East - East Midland Parkway - Reasons to Agree	1
East - EMP - Proposed route will pass through or close to locations identified for employment-related development	1
East - East Midland Parkway - Reasons to Disagree	9
East - EMP - Sta - East Midlands Parkway has no / little connection to South / West	1
East - EMP - Hi - Journey by road between EMP and EMA is not quick / takes 15 minutes	1
East - EMP - Ra - Would not be easy to run high frequency / fast services to link a proposed hub / station at East Midlands Parkway to East Midlands towns / cities / Derby / Grantham / Mansfield / Nottingham	1
East - EMP - PD - The planning report dismisses East Midlands Parkway as a hub for reasons implying that a decision had already made	1
East - EMP - Ra - Looks to be another East Midlands Parkway Station which serves no-one	2
East - EMP - Ra - Concerns that viability of East Midlands Parkway station would be affected if not integrated with East Midlands station	2
East - EMP - CH - Archaeological arguments against a hub station at East Midlands Parkway are unconvincing	1
East - EMP - CH - Proposed route may / would negatively affect / demolish Grade II Listed Packhorse Bridge Redhill Lock	2
East - East Midland Parkway - Reasons to Neither Agree nor Disagree	7
East - EMP - TT - East Midlands Parkway station suffers from traffic in and out of the station	1
East - EMP - PT - Passengers from Nottingham are made to take buses to East Midlands Parkway to increase its use	1
East - EMP - Hi - The A453 from Nottingham to East Midlands Parkway is being widened at great expense	2
East - EMP - Sta - East Midland Parkway Station has been built at great expense	2
East - EMP - Sta - Nottingham station was recently closed with passengers using East Midlands Parkway instead	2
East - East Midland Parkway - Alternative Suggestions	88
East - EMP - Hi - Access HS2 station at EMP via Derby / A453 / M1 widening project / J24a link	1
East - EMP - LR - Concerns over green belt if EMP used as full hub are unfounded as Toton is also in green belt	1
East - EMP - LoR - An East Midlands Parkway hub could enhance / integrate services from Loughborough into a high speed link / to London / the North	1
East - EMP - Com - East Midlands Parkway already connects the 4 main local towns / cities to main line services	5

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - EMP - ERS - East Midland Parkway already has a good connection to London	5
East - EMP - ERS - East Midland Parkway already provides a fast connection between the Nottingham area and London	1
East - EMP - Ra - East Midlands Parkway is already being used as the gateway from East Midlands Airport	1
East - EMP - Hi - East Midlands Parkway is close to the M1 / between Derby / Nottingham / Leicester	3
East - EMP - Hi - Road adjacent to East Midlands Parkway is being upgraded	2
East - EMP - TT - The A52 / M1 routes from Derby to East Midlands Parkway are quick / uncongested	2
East - EMP - Hi - The A453 route from Nottingham to East Midlands Parkway is being widened / will be ready by HS2 completion	5
East - EMP - Sta - East Midlands Parkway has good connections / links to Derby	12
East - EMP - Sta - East Midlands Parkway has good connections / links to Nottingham	10
East - EMP - Sta - East Midlands Parkway has good connections / links to Leicester	8
East - EMP - Sta - East Midlands Parkway has good connections / links to Lincoln	1
East - EMP - Sta - East Midlands Parkway has good connections / links to Loughborough	2
East - EMP - Sta - East Midlands Parkway has good connections / links to the airport	9
East - EMP - Sta - East Midlands Parkway station is currently under used	14
East - EMP - Sta - East Midlands Parkway is close to proposed route	5
East - EMP - Sta - East Midlands Parkway is conveniently located	2
East - EMP - Sta - East Midlands Parkway is not a good idea	3
East - EMP - ERS - East Midlands Parkway already provides frequent and timely train service to London / East Midland cities and towns	2
East - EMP - Sta - East Midlands Parkway has good parking facilities	7
East - EMP - PT - East Midlands Parkway provides better / acceptable / rapid access from the wider surrounding area	5
East - EMP - ERS - Transfer to existing line at East Midlands Parkway would be faster to nearby cities than Toton option / tram	3
East - EMP - FE - A station in East Midland Parkway would provide superior economic benefits compared to Toton	3
East - EMP - Ra - A station in East Midland Parkway would provide similar / superior connectivity compared to Toton	11
East - EMP - Sta - Make the station dual use / split level	1
East - EMP - LoR - A HS2 station at East Midlands Parkway could provide a link between Burton-on-Trent if the Ivanhoe line is reopened	1
East - EMP - Sta - Proposed hub / station should be at East Midlands Parkway and configured / used as existing rail / public transport / road interchange	4
East - EMP - Air - Proposed hub / station should be at East Midlands Parkway due to the close proximity to the airport	3
East - EMP - Sta - Should have an additional station to serve / link Nottingham / Derby / Leicester	1
East - EMP - CI - Locating station at East Midlands Parkway would reduce construction impact on Trent Junction/ Long Eaton/ Toton	1
East - EMP - NV - A station located at East Midland Parkway would have less of a noise impact compared to a station at Toton / reducing noise impact to surrounding areas / communities	1
East - EMP - Sta - Proposal to have a station located at Toton should be at East Midland Parkway instead	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - EMP - Hi - Access to HS2 station at EMP via M1 widening / J24a link would negate demolition of Hilton Hotel / allow better alignment	1
East - EMP - Ra - Spur from EMP to line west of Attenborough would allow Nottingham-Birmingham javelin / avoid Derby reversal	1
East - EMP - Ra - Should use existing station at East Midlands Parkway as the proposed station with a local connecting service to East Midlands Airport	3
East - EMP - Sta - Should review engineering difficulties cited against proposed location	1
East - EMP - Sta - Should build up / increase park and ride rail services from existing East Midlands Parkway to serve Nottingham / Derby	1
East - EMP - LoR - A proposed hub / station at East Midlands Parkway instead of Toton would have the challenge of a curve in the proposed route	1
East - EMP - TS - Proposed hub / station at East Midlands Parkway instead of Toton would provide superior tram connectivity to south of the River Trent / the new tram terminus at Clifton	2
East - EMP - Ra - Proposed hub / station at East Midlands Parkway would have existing rail links to Nottingham / Derby / Leicester	3
East - EMP - TS - Proposed hub / station at East Midlands Parkway would / could require a connection / extension to the Nottingham Express Transit / tram network	2
East - EMP - Hi - Proposed hub / station at East Midlands Parkway instead of Toton would provide better links / connections to the M1 / M42 junction / A6 / A453 providing good road access to Derby / Leicester / Nottingham	4
East - EMP - Jn - Grade separated loop would allow non-stop trains at full-speed if EMP becomes full HS2 hub	1
East - EMP - Sta - Would be better to use / improve existing station at East Midlands Parkway / hub should be at East Midlands Parkway	35
East - EMP - FE - Using East Midlands Parkway as an HS2 station would stop cost over-runs	1
East - EMP - FE - East Midlands Parkway should be used as it was built at great expense	1
East - EMP - LR - An East Midlands Parkway hub could reduce the potential for urban sprawl	1
East - EMP - CI - Using East Midlands Parkway as an HS2 station would save construction time	1
East - EMP - SFS - Using East Midlands Parkway as an HS2 station would save disruption / delays	1
East - EMP - Ra - A faster link to the rest of the country would make East Midlands Parkway more attractive stop	1
East - EMP - Hi - East Midlands Parkway has better / less congested road links than Toton	5
East - EMP - Hi - East Midlands Parkway already has a direct connection to the M1 without having to build new roads	2
East - EMP - Hi - East Midlands Parkway has better road access than Toton / with it being close to junction 24 of M1	7
East - EMP - TS - The Nottingham Express Transit should be extended to a HS2 station at East Midlands Parkway / EMP / via Chilwell	3
East - EMP - CR - Proposed route should use the existing route North from East Midland Parkway to avoid environmental impact on River Trent	1
East - EMP - LoR - Proposed route should link with East Midlands Main Line at East Midlands Parkway with services running directly to Derby & Nottingham	4
East - EMP - LoR - An East Midlands Parkway hub could enhance / integrate services from Leicester into a high speed link / to London / the North	2
East - EMP - LoR - An East Midlands Parkway hub could enhance / integrate services from Derby into a high speed link / to London / the North	4

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - EMP - LoR - An East Midlands Parkway hub could enhance / integrate services from Nottingham into a high speed link / to London / the North	3
East - EMP - LoR - Should consider moving line closer to East Midlands Parkway	2
East - EMP - Sta - Should use existing station at East Midlands Parkway instead of building a new station at Toton	22
East - EMP - Sta - Should consider building a 100m walkway between HS2 and Midland Main Line / MML at East Midlands Parkway	1
East - EMP - Sta - Objections to the 100m walkway between HS2 and Midland Main Line / MML could be alleviated by covering said walkway	1
East - EMP - Sta - A 'people mover' system would provide easy access between stations	1
East - EMP - Sta - Use of East Midlands Parkway will minimise negative effect on Leicester	1
East - EMP - Sta - Should have an additional station / a station at East Midlands Parkway / to serve / link Nottingham / Derby / Leicester	11
East - EMP - Tun - Money could be saved by using the existing East Midlands Parkway station therefore avoiding a tunnel under East Midlands Airport	2
East - EMP - VB - Money could be saved by using the existing East Midlands Parkway station therefore avoid having a viaduct over the Trent flood plain between East Midlands Airport and Toton	2
East - EMP - CH - Care should be taken on the route to protect Roman Settlements settlement South of the River Trent / near East Midlands Parkway	1
East - EMP - CH - Care should be taken on the route to protect old Bronze Age settlement South of the River Trent / near East Midlands Parkway	1
East - Eckington (Eck)	3
East - Eckington - Reasons to Disagree	1
East - Eck - LV - Route and viaduct will have impact on Eckington and Renishaw Park Conservation Area	1
East - Eckington - Reasons to Neither Agree nor Disagree	1
East - Eck - LR - Drift mine at Rotherside Road in Eckington is active and could be in way of HS2 plans	1
East - Eck - Saf - Ground is unstable under the A6135 through Renishaw towards Eckington	1
East - Eck - Saf - Gas mains are unstable / leaking under the A6135 through Renishaw towards Eckington	1
East - Eck - Saf - Water mains are unstable / leaking under the A6135 through Renishaw towards Eckington	1
East - Eckington - Alternative Suggestions	1
East - Eck - CH - Eckington Hall & Hotel should be preserved / maintained to its current state as it is an historic area	1
East - Erewash Canal (EreC)	20
East - Erewash Canal - Reasons to Disagree	14
East - EreC - Bu - Proposed route at Sandiacre will disrupt local business	1
East - EreC - CI - Proposed construction plans at Sandiacre will disrupt local business	1
East - EreC - TT - A new town is proposed for Stanton near Sandiacre which will increase pressure on roads	1
East - EreC - LV - Lenton Street in Sandiacre and Stanton Gate will experience visual impacts	1
East - EreC - CR - Concerned about disruption / impact on Erewash Canal/ Sandiacre / Stanton Gate / Long Eaton / Toton areas	1
East - EreC - Hi - Will affect Main Street and Station Street, which have level crossings that enables vehicular and pedestrian access both sides, HS2 will mean no access from either side without a long detour	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - EreC - LV - Lenton Street in Sandiacre and Stanton Gate will experience visual impacts	1
East - EreC - NV - Concerns about noise and vibration on footpaths in Long Eaton and Sandiacre	1
East - EreC - NV - Concerns over visual and noise impacts along Erewash Canal / viaduct crossing near Pasture Lock, impacts should be mitigated	1
East - EreC - PRW - Erewash canal towpath is a recreational area / a National Cycle Route	3
East - EreC - CR - Concerned about disruption / impact on Erewash Canal around Sandiacre / Stanton Gate / Long Eaton / Toton areas	8
East - EreC - LV - Construction works in two points of the Erewash Canal will impact / disrupt the peaceful / rural character of the section between Pastures Lock and Stanton Lock	4
East - EreC - CH - Proposed route may / would negatively affect / demolish Grade II Listed Canal Bridge at SK 496 313	1
East - EreC - CH - Proposed route may / would negatively affect / demolish Grade II Listed Cranfleet Lock	3
East - EreC - CH - Proposed route may / would negatively affect / demolish Grade II Listed Canal Bridge on Erewash Canal at SK 484 376 / Sandiacre	3
East - Erewash Canal - Reasons to Neither Agree nor Disagree	1
East - EreC - CH - Erewash Canal Basin is already in use for railways and I do not believe the obstacles in regards to old mine workings / subsidence cannot be overcome	1
East - Erewash Canal - Alternative Suggestions	8
East - EreC - VB - Replace embankment west of Erewash Canal in Sandiacre with viaduct	1
East - EreC - Emb - Consider use of embankment instead of viaduct to mitigate landscape/ biodiversity impacts	1
East - EreC - Hi - temporary level crossing needed to minimise disruption during removal of A6005 Nottingham Road Bridge	1
East - EreC - VB - Replace embankment west of Erewash Canal in Sandiacre with viaduct	1
East - EreC - LoR - Proposed line should follow the route of the Erewash line	5
East - Erewash Valley (EreV)	40
East - Erewash Valley - Reasons to Agree	1
East - EreV - Hi - Proposed route gives opportunities to redesign the existing road infrastructure around Erewash and Broxtowe	1
East - Erewash Valley - Reasons to Disagree	11
East - EreV - FE - Erewash Valley route will cost nearly £1 billion less	1
East - EreV - LV - Proposed route could cause significant landscape impacts on parts of Erewash Valley	1
East - EreV - NV - Negative noise impacts on Erewash Valley as a result of proximity of route	1
East - EreV - PRW - Route will impact on recently developed walking and cycling route	1
East - EreV - Prop - Proposed route would require the loss of 3 buildings in Erewash	1
East - EreV - Com - Proposed route will have a negative impact on residents in the Erewash Valley / Sandiacre	1
East - EreV - TT - Concerns about traffic safety issues in the area	1
East - EreV - TT - Proposed level-crossings will impact on traffic / demand on local roads (details specified in response)	1
East - EreV - LoR - Inadequate height / headroom on proposed route through Erewash Valley (details specified in response)	1
East - EreV - Saf - Steep road approach grade could be dangerous / in icy weather	1
East - EreV - Tun - Tunnelling is not required under the Erewash Valley	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - EreV - BW - Proposed route will destroy wildlife in Erewash Valley	2
East - EreV - WF - Proposals have not sufficiently considered flood risks in Erewash Valley	5
East - EreV - Env - Concerned about negative impact on the environment at Erewash Valley	2
East - Erewash Valley - Reasons to Neither Agree nor Disagree	2
East - EreV - Ra - National rail / British Coal want the Erewash valley line for freight	2
East - Erewash Valley - Alternative Suggestion	30
East - EreV - LV - Mitigate landscape/ ecology/ visual impacts on Erewash Valley	1
East - EreV - LoR - Proposed route through Erewash should be moved to the northwest to save properties	1
East - EreV - VB - Consider replacing 8 bridge over the Erewash at Toton sidings with a new culvert and flood channel / to provide greater flexibility in HS2 planning	1
East - EreV - TT - Should have a bypass from Nottingham Road to Field Farm Road / to ease local traffic (details specified in response)	1
East - EreV - FE - Use of old Erewash Valley line would be cheaper	5
East - EreV - CI - Building the line overground in the Erewash Valley will be easier to construct because it is open ground	1
East - EreV - LoR - Proposed route north from proposed station at Toton should follow existing Erewash Valley Line	8
East - EreV - LoR - Should use Erewash Valley instead of M1 corridor	4
East - EreV - LoR - Would be better to use / improve existing route through Erewash Valley	7
East - EreV - LoR - It would be more sustainable / suitable / cost-effective to follow the existing Erewash rail line	3
East - EreV - LoR - Should reconsider the route through Erewash Valley	4
East - EreV - LV - More needs to be done to protect parklands in Erewash Valley	1
East - Fairburn (Fair)	10
East - Fairburn - Reasons to Disagree	4
East - Fair - BW - Proposed railway route will run through Fairburn Ings which is a bird sanctuary	3
East - Fair - NV - Proposed route will create noise pollution to Fairburn Ings bird sanctuary	2
East - Fair - Env - Proposed route will cause environmental damage to Fairburn Ings Bird Sanctuary	2
East - Fairburn - Reasons to Neither Agree nor Disagree	5
East - Fair - BW - RSPB reserve Fairburn Ings is a Site of Special Scientific Interest that has taken many years to achieve the status it now has	2
East - Fair - LV - Fairburn is known for its beauty and architecture	2
East - Fair - NV - For many years Fairburn and surrounding areas endured noise form the mining industry	1
East - Fair - AQ - For many years Fairburn and surrounding areas endured pollution form the mining industry	2
East - Fairburn - Alternative Suggestions	5
East - Fair - LoR - Disagree with proposed alternative route through Fairburn Ings / Fairburn area	2
East - Fair - BW - Alternative routes will have a negative impact on local wildlife in RSPB reserve Fairburn Ings	3
East - Fair - LR - Alternative route suggested by Alec Shelbrooke MP is not feasible because of mining issues traversing the Castelford / Fairburn Ings	1
East - Fair - HEW - Alternative route suggested by Alec Shelbrooke MP will spoil the serenity of Fairburn	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Fair - LoR - Alternative route suggested by Alec Shelbrooke MP will have a negative impact on the RSPB reserve Fairburn Ings	2
East - Fair - LoR - Alternative route suggested by Alec Shelbrooke MP will have a negative impact on the village of Fairburn	1
East - Fair - LV - Alternative route suggested by Alec Shelbrooke MP will have a negative visual impact on Fairburn	1
East - Fair - NV - Alternative route suggested by Alec Shelbrooke MP will produce excessive noise pollution in Ledston	1
East - Garforth (Gar)	23
East - Garforth - Reasons to Disagree	15
East - Gar - LV - The Appraisal of Sustainability plays down / ignores the affect the proposed route will have on the Grade II buildings within Huddleston Hall	1
East - Gar - CH - Proposed route will cause damage / irreversible damage to Huddleston Hall	1
East - Gar - LoR - Proposed route will pass too close to Huddleston Hall	1
East - Gar - PRW - Proposed route will go through the Fly Line public footpath	1
East - Gar - Bu - Proposed route will destroy local businesses	1
East - Gar - Cut - Proposed cutting at the section of the A642 and the A656 is not feasible as it is located on an embankment	1
East - Gar - Cut - Proposed cutting at the section of the A642 and the A656 is not feasible due to subsidence	1
East - Gar - FE - Cost of construction will be higher than estimated because of geological issues	1
East - Gar - LR - Proposed route will cut across farmland / woodland / Lotherton Shoot shooting area at / around Huddleston Hall	1
East - Gar - LV - negative visual impact to Huddleston Hall	1
East - Gar - NV - noise impact to Huddleston Hall	1
East - Gar - WF - The proposed route crosses Magnesian Limestone / Roxby Formation / artesian groundwater which could cause water management issues	1
East - Gar - Com - Proposed route and spur would negatively impact on local community's enjoyment of the area / cause disturbance	1
East - Gar - NV - Proposed route would cause significant negative noise impact on the surrounding areas	1
East - Gar - LV - Proposed route would cause significant negative visual impact on the surrounding areas / disastrous impact on views of Barrowby Lane	1
East - Gar - CH - The York spur would affect the western section of Barrowby Lane which forms part of a historical ancient track	1
East - Gar - AQ - Proposed route would cause pollution / already suffer pollution from M1	1
East - Gar - LS - Proposed route would affect farmland / lead to the loss of agricultural land	1
East - Gar - LS - Proposed route would affect the prime development land at North Newhold / could not be developed to its full potential	1
East - Gar - BW - Hawks Nest Wood is subject to a Tree Protection Order (TPO)	2
East - Gar - PRW - Proposed route will limit access to Garforth	1
East - Gar - LoR - Object to proposed spur around Garforth	1
East - Gar - PD - Proposed York spur route around Garforth is not in keeping with good transport practice	1
East - Gar - BW - Proposed line will go through Hawks Nest Wood	1
East - Gar - BW - Hawks Nest Wood / area around Hawks Nest Wood is home to Green Woodpeckers / Green Crested Newts	1
East - Gar - BW - Proposed line will have a negative impact on the local badger population	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Gar - LR - Ground between the A642 and the Fly Line is unstable due to land being opencast	1
East - Gar - WF - There is a high water table at Junction 47 of the M1 at Garforth	1
East - Gar - FE - Proposed route dissecting site at North Newhold may affect the ability to attract new investment	1
East - Gar - Eml - Proposed route will affect the site at North Newhold which is a key employment site in the Council's Development plan / has planning permission for employment use	1
East - Gar - LS - Proposed route will curtail the achievable floor space on a warehouse development at North Newhold	1
East - Gar - FE - Proposed route offers little / no economic benefits to Garforth	2
East - Gar - Hol - The proposed route close to my house on Cedar Ridge may have already impacted my property's value	1
East - Gar - PD - There is already a large housing development planned at Garforth	2
East - Gar - LoR - Concerns over the Garforth to Huddleston Old Wood section	4
East - Gar - LoR - Concerns that the proposed route passes through Garforth	1
East - Gar - Sta - There will be no station at Garforth	1
East - Gar - NV - Concerns regarding noise impacting my property on Cedar Ridge	1
East - Garforth - Reasons to Neither Agree nor Disagree	1
East - Gar - Hol - Aberford Parish have moved their boundary to avoid being associated with HS2	1
East - Garforth - Alternative Suggestion	14
East - Gar - LoR - option routing and design of spur to Leeds City Centre should be reviewed to reduce adverse effects on residents of Garforth	1
East - Gar - Bu - Should replace farmland that will be lost in order to retain viability of Huddleston Hall farm / with early access to advance payments / fees /extended time for roll-over relief for capital gains tax to purchase this new farmland / professional advice for farmers and landowners	1
East - Gar - Cut - Design the route which goes past Huddleston Hall with adequate cutting to avoid negative visual and noise impacts	1
East - Gar - LR - Should provide access to Huddleston Hall farmland that will be cut off in the form of an underpass/overpass for agricultural vehicles / or new rights of access off Coldhill Lane	1
East - Gar - LoR - The York Spur route around Garforth has not been thought through / should be abandoned	1
East - Gar - LoR - An alternative main route from Doncaster to Leeds using the existing corridor of the East Coast railway line should be considered / would require a reconsideration of the route through the Aire Valley	1
East - Gar - Prop - Route should be amended to avoid the site at North Newhold to avoid detrimental impacts on the property there	1
East - Gar - Tun - A short tunnel should be considered between Hawk's Nest Wood and M1 Junction 47 roundabout	1
East - Gar - Com - York spur route would require long high embankments and deep cuttings to achieve the design parameters for trains travelling at 250mph which would cause significant impact upon communities in the area	1
East - Gar - LoR - Route should go south of Garforth rather than north	1
East - Gar - Tun - Consideration should be given to the construction of a cut and cover tunnel in Garforth	1
East - Gar - Sta - Should consider an additional station around M1 / Thorpe Park site in Garforth	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Gar - LoR - Prefer a route which passes under Great North Road east of Garforth proceeding towards Mile Hill / passing under Leeds to York railway going eastwards over the A162 / to the North of Sherburn-in-Elmet / connecting with ECML at Church Fenton	1
East - Gar - Com - Should try to negate negative impacts of HS2 on my property on Cedar Ridge	1
East - Gar - ECML - Route should not involve a sharp curve at Garforth to connect to East Coast Main Line	2
East - Gar - LoR - Route should run the other side of the roundabout / M1 at Garforth to avoid crossing Aberford Rd	2
East - Gar - Com - Route / design of East Coast Main Line spur should be reviewed to reduce the negative effects on Garforth	2
East - Hardwick Hall (HH)	30
East - Hardwick Hall - Reasons to Agree	1
East - HH - LoR - Agree with the line passing through land near Hardwick Hall	1
East - Hardwick Hall - Reasons to Disagree	23
East - HH - CH - Proposed route north of Toton will destroy / disfigure the National Trust's Hardwick Estate	1
East - HH - CH - An assessment of Hardwick Hall is not included in appendix of AoS	1
East - HH - LoR - Proposed route between Hardwick Hall and Bolsover passes a site of historic interest close to the M1	3
East - HH - CH - The opportunity to reinstate the historic park boundary will be lost	2
East - HH - LV - The route will impact on views from Hardwick Hall	1
East - HH - CH - Cutting off the approach to Hardwick via Blingsby Gate will cause significant impact	1
East - HH - CH - Proposal cuts off the approach to Hardwick via Blingsby Gate	1
East - HH - CH - The Stainsby Manorial Complex will be truncated causing great damage	1
East - HH - CH - the Vernacular buildings at Stainsburys have not been fully investigated so cannot be mitigated in their current format	1
East - HH - Com - Will impact on the lives of agricultural and residential tenants of the Hardwick Estate	1
East - HH - Hi - Proposed route cuts off the existing east west access between Stainsby and Ault Hucknall along Hodmire Lane	1
East - HH - Hi - Re-routing of Mill Lane to Deep Lane is inadequate	1
East - HH - CR - Negative impact on the area surrounding Hardwick Hall is unacceptable	4
East - HH - CH - Route will / may have a negative impact / damage / ruin Hardwick Hall	11
East - HH - CH - Proposed route may damage landscape of historic parkland / National Trust / surrounds of Hardwick Hall	6
East - HH - CH - Proposed route will pass close to Hardwick Hall	3
East - HH - CH - Previous infrastructure developments / M1 near Hardwick Hall does not justify building of the route	2
East - HH - CH - Hardwick Hall is already affected by previous infrastructure developments / M1 / HS2 will add further intrusion	4
East - Hardwick Hall - Alternative Suggestions	12
East - HH - CH - Improving existing lines will reduce the impact on Hardwick Hall	1
East - HH - CH - Engineering should not effect the hydrology at Lower Parkland, Duck Decoy and the ponds.	1
East - HH - CH - Engineering should not effect the hydrology at Stainsby Mill	1
East - HH - BW - Mitigate ecological impacts in Hardwick Hall/ Stainsby area	1
East - HH - Hi - Further consideration needed to re-routing of access road	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - HH - Hi - Mitigate impacts of M1 on Hardwick Hall as well as of HS2	1
East - HH - Hi - Mitigate impacts on Mill Lane/ Astwith Lane as main access to Hardwick Hall	1
East - HH - LV - Should mask view from Hardwick Estate of tunnel portal under M1	1
East - HH - Tun - Should consider putting the proposed route and M1 in a tunnel to restore tranquillity of Hardwick Hall and Park	1
East - HH - Tun - Should consider covering the line near Hardwick Hall	1
East - HH - CH - Should consider greater visual mitigations for registered park at Hardwick Hall	3
East - HH - CH - Should try to keep the negative impacts on Hardwick Hall to a minimum	4
East - HH - CH - Route should run further away from Grade I listed building Hardwick Hall	2
East - HH - CH - Route should run further away from registered park at Hardwick Hall	1
East - Harley (Harl)	4
East - Harley - Reasons to Disagree	4
East - Harl - LV - Proposed route will cause significant negative visual impact in Harley	2
East - Harl - Com - Proposed route will have a negative impact on the tranquillity of Harley	1
East - Harl - NV - Proposed route will cause significant negative noise pollution	1
East - Harl - Prop - Proposed route will blight my / residents' property	1
East - Harl - LoR - Concern over the route North at Harley	1
East - Harrogate (Har)	4
East - Harrogate - Reasons to Agree	1
East - Har - Ra - Harrogate will benefit from faster link between HS2 and existing network if Leeds Civic Trust options go ahead	1
East - Harrogate - Reasons to Disagree	1
East - Har - SFS - Journey times from Harrogate may increase due to station interchange / additional journeys to Leeds	1
East - Harrogate - Alternative Suggestions	2
East - Har - Ra - Should reinstate line form Ripon to Harrogate	2
East - Heath (Hea)	9
East - Heath - Reasons to Disagree	6
East - Hea - BW - Proposed cutting crossing Hell Lane will impact on woodlands / wet areas / wildlife	2
East - Hea - AQ - Concerned about the mitigation of dust/air pollution	1
East - Hea - HEW - Quality of life for residents should not be sacrificed because of Hardwick Hall	1
East - Hea - LoR - Disagree with the route between Heath and Tibshead	1
East - Hea - LoR - No need for the route between Heath and Tibshead to cross M1	1
East - Hea - LoR - No safety buffer between M1 and route which means route will need to be even closer to Heath	1
East - Hea - LV - Visual pollution in Heath will increase during construction and operation of route	1
East - Hea - NV - Noise pollution in Heath will increase during construction and operation of route	1
East - Hea - LR - Route cuts through a green belt including wetland habitat and common land, impacting on wildlife, residents and visiting nature lovers.	1
East - Hea - CH - The route plan ignores that Heath is a historic village	1
East - Hea - Com - Traditional benefits to surrounding communities of Heath Common (e.g. sustaining ponies, annual Fair, popular site for kite-flying) has been ignored	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Hea - Proposals to divert the M1 at the Heath will have an environmental impact on the public	1
East - Heath - Alternative Suggestions	6
East - Hea - BW - Trees should be planted as soon as HS2 bill passed to help avoid visual pollution/give wildlife an alternative habitat	1
East - Hea - NV - Noise mitigation measures should be installed before construction	1
East - Hea - Prop - Mitigation is required to avoid property blight	1
East - Hea - PRW - Access to footpaths should be maintained	1
East - Hea – Comp - Those affected in areas where the M1 will intersect Heath should be rewarded compensation	1
East - Hea - CH - Proposed route should be realigned to avoid the ruins of Heath Old Church next to M1 junction 29	2
East - Hea - Com - Should try to keep the negative impacts on Heath to a minimum	2
East - Hesley Wood (Hes)	4
East - Hesley Wood - Reasons to Disagree	4
East - Hes - BW - The route will split the woodland in two	1
East - Hes - Comm - The route will destroy the amenity for local people	1
East - Hes - Ew - The route passes through End-of-Life vehicle sites at Shire Green / the former Hesley Wood Colliery / possibly contaminated land at Cudworth North Junction which could cause contamination / requires mitigation	1
East - Hes - BW - The route will decimate / destroy ancient woodland at Hesley Woods	2
East - Hockley (Hock)	27
East - Hockley - Reasons to Disagree	17
East - Hock - CI - Construction will cause disruption in Hockley night and day	1
East - Hock - NV - Frequency of HS2 trains will significantly increase the noise level in the area of the Tamar Road estate	2
East - Hock - BW - Frequency of trains will negatively impact on the wildlife in the area	1
East - Hock - Hi - Plan for sidings on junction 9 of M42 will add to dangerous traffic / congestion	1
East - Hock - Hi - Junction 9 of the M42 will be affected by the closure of Overwoods road / will add to congestion	2
East - Hock - HEW - Proposed route will have a negative impact on the quality of life in Hockley	1
East - Hock - Prop - Proposed route will have a negative impact on house prices in Hockley	1
East - Hock - LV - proposed route will be unsightly / ruin the landscape in Teign / Hockley	2
East - Hock - NV - Proposed route will be noisy / noise pollution	3
East - Hock - LoR - Proposed route runs too close to the M42 motorway	2
East - Hock - Prop - The erosion of my / our pensions is compounded by the negative effects / blight / depreciation of my / our property value	1
East - Hock - Bu - Proposed route will have a negative impact on businesses in Hockley	2
East - Hock - Prop - Proposed route will have a negative impact on properties in Hockley	1
East - Hock - Prop - Proposed route will run too close to our homes at Hockley and it will cause substantial property devaluation	3
East - Hock - Prop - Our home / property will be blighted / worthless	1
East - Hock - Clm - Development / extension of retail / motorway / service areas have had a negative impact on the Hockley area	1
East - Hock - Com - Negative impacts / effects on the average family / a family area have not been considered by HS2 planners	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Hock - Com - Proposed route will run too close to our homes at Hockley and it will cause significant disruption	6
East - Hock - Com - Proposed route will go too close to Hockley village	2
East - Hock - Com - Local residents in Hockley will suffer years of disruption without any benefits	2
East - Hock - HEW - Negative impacts / effects on health benefits of living in Hockley / outside of a city area for the average family / a family area have not been considered by HS2 planners	1
East - Hock - LV - Negative impacts / effects on country walks for the average family / a family area have not been considered by HS2 planners	1
East - Hock - NV - Proximity of proposed route to Overwoods Road will have a noise impact on houses	4
East - Hock - Com - There is no benefit for the people of Hockley	1
East - Hockley - Alternative Suggestions	20
East - Hock - NV - Should install acoustic double glazing on properties effected by noise impacts	1
East - Hock - NV - Should provide mitigations / earth mounds / noise bunds on west side of line / trackside barriers to reduce noise impact of railway / motorway	1
East - Hock - Prop - Should move the proposed route towards the old mine to avoid homes (Alternative Suggestions)	1
East - Hock - NV - Sound mitigation needs are greater in Hockley as the line will be in a shallow cutting / should be deeper	2
East - Hock - NV - Would need triple glazing and internal sound proofing as part of mitigation measures	1
East - Hock - NV - Proposed line / embankment at Hockley should be lowered to the same level as the M42 to reduce noise	4
East - Hock - Hi - Overwoods Road is the main route to the M42 and should not be closed	8
East - Hock - LoR - Proposed route should move to the other / east side of M42 around Hockley	4
East - Hock - NV - Proposed route should run further away from houses in Overwoods road to reduce noise impact	2
East - Hock - Hi - Overwoods Road should not be closed / left open	4
East - Holbeck (Hol)	3
East - Holbeck - Reasons to Neither Agree nor Disagree	2
East - Hol - Ra - Mentions of reopening the old Holbeck line	2
East - Holbeck - Alternative Suggestions	2
East - Hol - Bu - Holbeck brownfield / industrial area should be regenerated	1
East - Hol - LoR - Proposed route should enter Leeds from the south running on the existing unused viaduct in Holbeck and loop around to provide a west-east route through the city	1
East - Hoyland (Hoy)	29
East - Hoyland - Reasons to Disagree	24
East - Hoy - Tun - Abandoned mining machinery will cause problems for tunnelling in Hoyland	2
East - Hoy - LV - There will be a loss of land for public amenity	1
East - Hoy - FE - Tunnelling through heavily mined areas of Hoyland will be expensive / increase costs	3
East - Hoy - Tun - Proposed tunnel entrance is close to houses / residential area / my property in Hoyland Common (Dis)	2
East - Hoy - LR - Proposed route will have to deal with known geological faults	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Hoy - Tun - Large amounts of machinery will cause extra problems during tunnelling	1
East - Hoy - Tun - Two tunnels will be close to my property / residents' property	1
East - Hoy - Prop - In the past houses in Hoyland had to be demolished and rebuilt on a concrete raft due to subsidence	1
East - Hoy - Prop - Disruption due to close proximity of my property to the proposed route will impact on the market value of the property	2
East - Hoy - LR - Records obtained by NCB / previous private mine owner are not accurate	3
East - Hoy - LR - Hoyland is an area known for its problems with methane under the ground	4
East - Hoy - LR - Proposed route will run through / over farming areas	1
East - Hoy - LR - Proposed route through Hoyland cuts through greenbelt land	2
East - Hoy - LR - Lack of consideration / exploratory work on mining areas / associated subsidence in Hoyland	7
East - Hoy - Com - HS2 would devastate the area of Hoyland Common	4
East - Hoy - LoR - Route may need to be altered due to mining nature of the area	3
East - Hoy - LoR - Some residents received letters from HS2 stating that route through Hoyland would be above ground	1
East - Hoy - LoR - Disagree with proposed route through Hoyland / Hoyland Common	5
East - Hoy - Tun - Disagree with tunnel under Hoyland	3
East - Hoy - Tun - Proposed tunnel through Hoyland Common will be unstable as it would run through a mined area	1
East - Hoy - Tun - Concerns about impact of tunnel on an area known to suffer with subsidence	4
East - Hoy - Ven - Concerns about position of potential ventilation shaft in Hoyland	2
East - Hoy - BW - Route through to Hoyland will destroy bat colonies	1
East - Hoy - BW - Concerns over impact on wildlife at Dovecliffe	1
East - Hoy - CH - Proposed route through Hoyland will demolish a 13C listed farmhouse	1
East - Hoy - CH - Concerns over impact to Dovecliffe / Dovecliffe should be a Heritage site	1
East - Hoy - NV - Noise impact due to close proximity of my property to the proposed route will impact on the market value of the property	1
East - Hoy - NV - Noise during construction will be intolerable	1
East - Hoy - NV - Concerns surrounding the impacts / possible impacts of noise / vibrations on local housing in Hoyland	1
East - Hoy - AQ - Dirt from construction will be intolerable	1
East - Hoyland - Alternative Suggestions	11
East - Hoy - Comp - Compensation would be required for Hoyland residents where subsidence caused by tunnelling / disturbance of old flooded mines	2
East - Hoy - Tun - Should consider a tunnel entry where the line has crossed the M1	1
East - Hoy - Tun - The Hoyland tunnel should be extended by 600 meters to avoid interference with a proposed employment development site	1
East - Hoy - VB - Longer viaduct should be used instead of embankment	1
East - Hoy - Eml - Impacts on employment zone near Hoyland should be mitigated against	1
East - Hoy - LoR - Should consider alternative route south along M1 corridor / junction 36 / Dearne Valley Bypass to avoid / tunnel / residential area (Alt)	3
East - Hoy - LoR - Should consider alternative route south along M1 corridor / junction 36 / Dearne Valley Bypass to avoid mining workings / methane gas areas (Alt)	3
East - Hoy - Tun - There is little exploratory work being done in the tunnel / more work needs to be done	1
East - Hoy - Tun - Tunnel should be extended further to the south of Hoyland	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Hoy - Tun - Using existing transport corridors / redundant rail lines would reduce the length the tunnel under Hoyland as speed is no longer the issue	1
East - Hoy - Hi - Proposed Hoyland Common tunnel should be extended / emerge to the south of Park Side to avoid road crossing with the A6135	1
East - Hucknall (Huck)	15
East - Hucknall - Reasons to Disagree	10
East - Huck - Comp - The current proposed route will generate many claims under the Land Compensation Act 1973	1
East - Huck - Emb - Part of HS2's route to the west of Hucknall is on an embankment, limiting the effectiveness of bunds in reducing the noise impact	1
East - Huck - PD - A major development site is being planned at Rolls Royce comprising 900 homes and 27ha of land next to HS2 / that will bring the urban area of Hucknall closer to HS2	1
East - Huck - BW - Negative biodiversity impacts on Hucknall	1
East - Huck - PD - Proposed route will prejudice housing development on Hucknall Aerodrome	3
East - Huck - Clm - Traffic noise from M1 already impact houses in Hucknall	1
East - Huck - Prop - Proposed route will run over an embankment close to houses in Hucknall	2
East - Huck - LoR - Proposed route passes very close to Bolingey way & Hazelwood drive	1
East - Huck - NV - Proposed route will increase noise levels for residents of Hucknall	5
East - Hucknall - Alternative Suggestions	12
East - Huck - Sta - Would be quicker to use Nottingham Station due to driving distance from Hucknall	1
East - Huck - NV - Require more information on measures taken to reduce noise impact on residents in Hucknall	1
East - Huck - Dep - Ashfield's traditional strengths in construction and engineering should be harnessed by locating a maintenance depot nearby.	1
East - Huck - LoR - Consideration should be given to alternative route proposed by Ashfield DC	1
East - Huck - PRW - Use in-line bridges / underpasses to reduce impact on the Robin Hood Way / minimise deviation	1
East - Huck - LoR - Should consider alternative route along the East side of the M1 away from Hucknall residents	3
East - Huck - LoR - Proposed route near Hucknall should run through the Western side of the M1	3
East - Huck - Sta - Should have an additional station at Hucknall	2
East - Huck - NV - Route should run other side of M1 near West Hucknall to reduce noise impact on residents	1
East - Huck - Tun - Proposed route through between Park Springs to just north of the path between Misk Farm / the covered reservoir should be in tunnels	1
East - Hunslet (Hun)	2
East - Hunslet - Alternative Suggestions	2
East - Hun - LoR - Allow trains from Leeds to access HS2 route at Hunslet - would allow regional inter-city trains to utilise the HS2 route to Sheffield	1
East - Hun - LoR - Trains should be routed into Leeds City Station via a new connection at Hunslet	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Huddersfield (Hud)	3
East - Huddersfield - Reasons to Disagree	1
East - Hud - Ra - Proposed route will lead to reduced connectivity to Huddersfield	1
East - Huddersfield - Alternative Suggestions	2
East - Hud - Com - A station between Wakefield and Barnsley would also serve Huddersfield	1
East - Hud - ERS - Journey time from Huddersfield to Leeds is negligible	1
East - Hud - TT - Huddersfield already has better transport links	1
East - Hud - TT - Huddersfield has less traffic	1
East - Hud - Sta - Should consider a station at Huddersfield instead of Leeds	1
East - Hull (Hull)	8
East - Hull - Reasons to Disagree	6
East - Hull - FE - Proposed route does not bring economic benefit to Hull / will damage Hull	2
East - Hull - Com - Proposed route / HS2 does not benefit / serve Hull	6
East - Hull - Alternative Suggestions	2
East - Hull - FE - Would be more beneficial to improve existing lines between Hull & Liverpool	1
East - Hull - FE - Money could be better spent reopening Woodhead route with a line / freight service to the ports / Hull / Newcastle-upon-Tyne	1
East - Ilkeston (Ilk)	5
East - Ilkeston - Alternative Suggestions	5
East - Ilk - Ra - Services from Derby could reverse at new Ilkeston station / rather than at Toton and run through to Nottingham	1
East - Ilk - Sta - The proposed station at Toton should be built on a brown field site in Ilkeston	1
East - Ilk - Sta - Should have an additional station in Ilkeston	3
East - Ilk - Sta - Should have an additional station at Ilkeston on brownfield site off the A610	1
East - Junction 25 / Junction 26 of the M1 (Jn 25 / 26)	5
East - Junction 25 / Junction 26 of the M1 - Reasons to Disagree	1
East - Jn 25 / 26 - Hi - Concerns about realignment of M1 between junction 25 and junction 26	1
East - Jn 25 / 26 - Hi - Concerns about disruption of Lows Lane crossing between junction 25 and junction 26 of the M1	1
East - Junction 25 / Junction 26 of the M1 - Alternative Suggestions	4
East - Jn 25 / 26 - CI - Should move construction work between junctions 25 and 26 / further to the west of the M1	1
East - Jn 25 / 26 - Tun - More tunnelling is preferable to the cost of realigning the M1 between junction 25 and junction 26	1
East - Jn 25 / 26 - Tun - More tunnelling is preferable to the disruption of realigning the M1 between junction 25 and junction 26	1
East - Jn 25 / 26 - Sta - The proposed station at Toton should not be near Junction 25 on the M1 / motorway	2
East - Kegworth (Keg)	1
East - Kegworth - Alternative Suggestions	1
East - Keg - Sta - Should have an additional station in Kegworth	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Kettering (Kett)	1
East - Kettering - Reasons to Neither Agree nor Disagree	1
East - Kett - Ra - welcomes increase in line capacity on Midland Mainline	1
East - Kettering - Alternative Suggestions	1
East - Kett - Ra - Electrification of MML bring benefits that should be utilised by enhancing services north and south of Kettering	1
East - Kett - Ra - stress importance of making best use of capacity on Midland Mainline given existing pressures on the line	1
East - Kett - Ra - should be provided with a direct hourly connection to Toton	1
East - Killamarsh (Kill)	35
East - Killamarsh - Reasons to Disagree	25
East - Kill - BW - The Appraisal of Sustainability does not mention the presence of protected species / Great Crested Newts / migrating birds in Killamarsh	1
East - Kill - Com - The Appraisal of Sustainability's conclusion that Killamarsh will not be affected is wrong	1
East - Kill - Prop - The Appraisal of Sustainability does not cover the effect on properties in Killamarsh / states that no properties will be affected	1
East - Kill - NV - Proposed route will have a negative noise impact on Killamarsh / will cause noise pollution	1
East - Kill - Eml - HS2 will affect people's jobs in Killamarsh	1
East - Kill - NV - Residual noise impacts expected to affect residents of Killamarsh	1
East - Kill - SFS - Would have to travel to Derby / Sheffield / negating time-saving to London	1
East - Kill - Eml - Jobs will be lost in area / at Ross & Catherall / Massey Truck / steel works	3
East - Kill - Prop - Proposals / plans will impact on homes / residential properties	3
East - Kill - Com - Proposal / route will affect families	1
East - Kill - Com - No contingency / mitigation for those affected by proposal	1
East - Kill - LoR - Disagree with proposed route between Holmewood and Killamarsh	1
East - Kill - BW - Route will destroy wildlife habitat / reserves / unjustified impact on natural habitats in Killamarsh	1
East - Kill - Com - Proposed route requiring demolition of amenities will have a negative impact on the community	2
East - Kill - Bu - Demolishing business buildings will cause loss of jobs in the area	2
East - Kill - LoR - Disagree with the proximity of the line to Killamarsh	1
East - Kill - TT - Concerns about the negative effect on traffic in / around Killamarsh caused by proposals	1
East - Kill - Prop - Proposed line of route through Killamarsh will have a negative impact on industrial / residential properties	8
East - Kill - Com - Proposed route will cause disruption in Killamarsh	6
East - Kill - TT - Killamarsh already suffers significant traffic problems when minor road works take place	1
East - Kill - TT - Killamarsh does not have adequate infrastructure to cope with the proposed construction plans	1
East - Kill - Hi - Proposed station at Sheffield Meadowhall is at the same driving distance from us as Killamarsh station	1
East - Kill - Hi - Proposed route will destroy Station Road in Killamarsh	1
East - Kill - LoR - New line and station south of Killamarsh not needed	1
East - Kill - BW - Wildlife / insects / voles in the pond on Station Road will be adversely affected by proposed line	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Kill - Env - Proposal will cause environmental damage / irreversible environmental damage	3
East - Killamarsh - Reasons to Neither Agree nor Disagree	1
East - Kill - LoR - Most of the Great Central Railway track bed exists except for a new road in the Staveley area / new houses built off Station Road in Killamarsh	1
East - Killamarsh - Alternative Suggestions	15
East - Kill - Ra - Connect HS2 and existing rail at Killamarsh to enable trains to serve Sheffield, Chesterfield and Rotherham	1
East - Kill - Jn - Should have a connection at Killamarsh to provide services to the existing Sheffield station via Darnall	1
East - Kill - Ra - build a linkage at Killamarsh (south of Sheffield) improving connectivity from both Derby and Chesterfield	1
East - Kill - Sta - Should have an additional station at Killamarsh	1
East - Kill - LoR - Route should be moved to the west of Killamarsh to minimise disruption caused	1
East - Kill - Prop - Changing the line of route to follow the Killamarsh to Beighton / Sothall line will avoid destruction / blight to properties on Station Road	2
East - Kill - LoR - Should follow existing freight lines to avoid destruction / blight to the area	2
East - Kill - Comp - Should receive compensation for my property / inconvenience in Killamarsh	2
East - Kill - Ra - Connections between HS2 and existing network should be provided in the Killamarsh area to facilitate direct services to Sheffield city centre station	1
East - Kill - PRW - Existing cycle links from West of Killamarsh to Halfway via the Connect2 route should be maintained / re-routed if necessary	1
East - Kill - PRW - Existing cycle links North and South of Killamarsh via the Trans Pennine Trail should be maintained / re-routed if necessary	2
East - Kill - LoR - Should follow disused rail lines between Killamarsh and Renishaw re-joining the proposed route at Beighton	1
East - Kill - LoR - Should use existing freight line outside Killamarsh	1
East - Kingsbury (Kings)	42
East - Kingsbury - Reasons to Disagree	38
East - Kings - LR - There are gravel pits in the vicinity of Kingsbury Water Park	1
East - Kings - Hi - Poor planning re Kingsbury Rail Head will cause closure of A4097	1
East - Kings - Com - Kingsbury Water park is important for the community for health, exercise, mental health, wellbeing, educational and social benefits	1
East - Kings - Prop - Proposed route will negatively impact / destroy my / people's property	5
East - Kings - LR - Proposed route will negatively impact / destroy / disrupt Kingsbury Water Park	16
East - Kings - Com - Kingsbury has been blighted by these proposals	2
East - Kings - Com - Construction of the line will have a big impact on Kingsbury Road	1
East - Kings - Com - Proposed route will negatively impact / destroy the village of Kingsbury	2
East - Kings - Com - Proposed rail head at Marston will negatively impact / affect Kingsbury village	1
East - Kings - Com - Supply trains feeding the rail head at Marston will pass a short distance from my house in Kingsbury 24 hours a day	1
East - Kings - TT - Closing / disrupting / cutting Overwood Road will make it hard to access homes via Kingsbury	2
East - Kings - LoR - Proposed route passes very close / too close to the village of Kingsbury	2
East - Kings - LoR - Line passes through Kingsbury Water Park	10

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Kings - LoR - Line passes through residential housing	1
East - Kings - LoR - Thought that proposed track was to be on the other side of Trinity Road / near existing lines / Kingsbury link	1
East - Kings - Sta - Funding will be diverted away from conventional routes and will not be available to reopen Kingsbury station	2
East - Kings - VB - Viaduct at Kingsbury Water Park is not needed	1
East - Kings - VB - Concerns regarding the proposed viaduct at Kingsbury	4
East - Kings - LV - Proposed route will be an intrusion on the landscape	4
East - Kings - LV - Proposed route will have a negative impact on the countryside in Kingsbury Water Park	4
East - Kings - BW - Line will disturb wildlife / flora in Kingsbury Water Park	7
East - Kings - NV - Proposed route will cause extra noise / vibration in the areas	8
East - Kings - Env - Proposed route will have a negative impact on the environment in Kingsbury Water Park	3
East - Kings - Env - Proposed route will negatively impact / affect / damage the environment at the Kingsbury Water Park	5
East - Kingsbury - Alternative Suggestions	11
East - Kings - BW - Impact of proposed route on the habitats / water areas in Kingsbury Water Park need to be addressed	1
East - Kings - FE - Financial impact of maintaining Kingsbury Water Park during major construction period needs to be addressed	1
East - Kings - FE - Impact on visitor numbers at Kingsbury Water Park needs to be addressed	1
East - Kings - Bu - Line cuts through Kingsbury Brickworks operated by Weinerberger need to extract mineral before construction	1
East - Kings - Comp - Establish a compensation funding pot to mitigate for impact in Kingsbury Water Park	1
East - Kings - Tun - Should route HS2 through a tunnel to avoid negative impacts / closure of Kingsbury Water Park	2
East - Kings - LoR - Route should run at the same level as M42 through Kingsbury Water Park	3
East - Kings - LoR - Route through Kingsbury Water Park / M42 corridor should be reviewed / changed	4
East - Kings - LoR - Route would run along more open land if it were moved to the other side of Trinity Road	1
East - Kings - LoR - Route would not interfere with residential properties if it were moved to the other side of Trinity Road	1
East - Kirkthorpe (Kirk)	6
East - Kirkthorpe - Reasons to Disagree	4
East - Kirk - Com - Areas for families to enjoy will be lost forever	1
East - Kirk - Env - Impact on our environment will be devastating	1
East - Kirk - LV - HS2 will cut through / damage our woodlands / areas of natural beauty	1
East - Kirk - LV - Many of our local footpaths will be lost / will be barred from using them	1
East - Kirk - Prop - Residents already experiencing difficulties selling their homes	1
East - Kirk - Bu - Proposed route will have negative impact on local businesses	1
East - Kirk - Com - Route will have dramatic effect on local community	1
East - Kirk - LoR - Object to route through Kirkthorpe	1
East - Kirk - LV - Views from residents' homes over fields and woodland in Park Avenue in Kirkthorpe will be entirely blocked by earth banks	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Kirk - NV - Predicted noise levels are in excess of 68dBL for homes closest to current route	1
East - Kirk - Prop - residents concerned that HS2 may make it difficult for them to move house	1
East - Kirk - Prop - Route will have extreme detrimental effect on properties it passes close to	1
East - Kirk - TT - residents in Kirkthorpe concerned that their main access routes to work will be disrupted during construction	1
East - Kirk - CI - Residents concerned that their public services will be disrupted for some time	1
East - Kirk - LR - Route cuts through a green belt including wetland habitat and common land, impacting on wildlife, residents and visiting nature lovers.	1
East - Kirkthorpe - Reasons to Neither Agree nor Disagree	1
East - Kirk - CI - not clear when construction work will happen in Kirkthorpe area	1
East - Kirk - PT - what will happen to local bus routes during construction?	1
East - Kirk - TT - if Kirkthorpe Lane taken out of service will alternative temporary routes be provided for residents getting to Normanton?	1
East - Kirkthorpe - Alternative Suggestions	3
East - Kirk - LoR - Moving route to the east away from homes on Kirkthorpe Road and Park Avenue would reduce difficulties faced by residents	1
East - Kirk - LoR - moving route to the east needs to be balanced so as not to impact on residents in Warmfield	1
East - Kirk - Tun - Strong case for tunnelling to reduce visual and noise impact at Hilltop Farm and Birkwood Road	1
East - Kirk - Tun - route here should be tunnelled with 'cut-and-cover tunnels	1
East - Kirk - LoR - Proposed route should be realigned to east between Kirkthorpe Lane and A655 to re-use disused railway track bed	1
East - Kirk - Cut - Existing disused cutting at Kirkthorpe could be upgraded / used by trains slowing down to enter a station at Normanton	1
East - Kirkby-in-Ashfield (K-Ash)	3
East - Kirkby-in-Ashfield - Reasons to Disagree	1
East - K-Ash - Bu - Concern over uncertainty regarding the effect HS2 will have on businesses / businesses being demolished / businesses need to relocate	1
East - K-Ash - BW - HS2 will impact on a number of important conservation sites in Ashfield that have not been included in the Sustainability Statement	1
East - K-Ash - CH - The HS2 route has already halted the restoration of the Bentinck Void site south of Kirkby-in-Ashfield	1
East - K-Ash - Eml - HS2's impact on the restoration of Bentinck Void has resulted in the potential loss of 100 jobs.	1
East - K-Ash - LV - The visual impact of the 450m viaduct on the River Erewash at Kirkby-in-Ashfield has not been adequately assessed / identified	1
East - Kirkby-in-Ashfield - Alternative Suggestions	3
East - K-Ash - Ra - Ashfield would benefit from Birmingham-Nottingham link	1
East - K-Ash - Ra - Effective rail links from Ashfield to Toton would transform the local economy	1
East - K-Ash - Ew - Waste from the project could be dumped at the Bentinck Void.	1
East - K-Ash - Ra - Improve connectivity by opening the mineral railway from Kirkby-in-Ashfield towards Somercotes for passengers.	1
East - K-Ash - Com - People in Ashfield are poorly educated and have low skills, consequently HS2 should accompany investment / economic strategies in Ashfield to create wider benefits from HS2	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - K-Ash - Eml - High unemployment and Ashfield's strengths / skills should be utilised to provide training and employment opportunities	1
East - Langley Priory (Lang)	2
East - Langley Priory - Reasons to Disagree	2
East - Lang - Eml - Proposal will have a negative impact on employment at Langley Priory	1
East - Lang - Bu - HS2 route could affect business at Langley Priory due to removal of peaceful surroundings	1
East - Lang - LoR - Proposed route will pass to close to Langley Priory	1
East - Lang - CH - Proposal will have a negative impact / cause damage / irreversible damage on Langley Priory	2
East - Lang - CH - Langley Priory is not being given the same consideration / treated as sensitively as other heritage sites	1
East - Lang - CH - HS2 Ltd have not taken the negative impact of the route on Langley House	1
East - Lang - NV - Noise from HS2 will disrupt the peace / tranquillity around Langley Priory	1
East - Langley Priory - Alternative Suggestions	1
East - Lang - LV - Should consider screening trees North of Woodhouse Farm to mitigate visual impacts on Langley priory	1
East - Lang - CH - HS2 representatives should visit Langley Priory as part of a fact finding mission	1
East - Lang - NV - Should consider a cut and cover tunnel near Langley priory to reduce noise pollution	1
East - Lang - NV - Should consider noise barriers / land berms north of Woodhouse Farm to mitigate impact on Langley Priory	1
East - Ledsham (Leds)	27
East - Ledsham - Reasons to Disagree	20
East - Leds - Com - Proposals to mitigate the negative impacts on Ledsham village have not been put forward	1
East - Leds - LoR - Disagree with the proposed cut and cover route through Ledsham	1
East - Leds - LV - Proposed route / supporting infrastructure will spoil the appeal of Ledsham as a place to visit / will be visually obtrusive	3
East - Leds - FE - Proposed route will cost further £280 million	3
East - Leds - Com - Residents of Ledsham have not chosen to live in an area with existing railway	7
East - Leds - Com - Proposed route will pass within 325 meters of Ledsham village	7
East - Leds - PRW - Ledsham village has several public foot paths / bridleways still in use	3
East - Leds - BW - Ledsham is an area of natural beauty	7
East - Leds - CH - Ledsham is an historic village / has the oldest church in the diocese	4
East - Leds - Prop - Proposed route runs close to my property	3
East - Leds - Emb - Proposed embankment will be adjacent to my property	1
East - Leds - BW - Proposed route will devastate the conservation schemes we have introduced (with DEFRA/FWAG/RSPB)	1
East - Leds - Bu - Proposed route will affect the viability of my business / farm	2
East - Leds - LR - Proposed route will have a major impact on agricultural land / loss of agricultural land	2
East - Leds - NV - Proposed route will cause significant noise impact / no proposals to mitigate noise	1
East - Leds - LV - Proposed route will cause significant visual impact	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Leds - BW - Proposed line would pass near SSS1 sites Ledsham Banks and Madbanks	1
East - Leds - BW - Proposed line cuts through conservation areas including Fairburn and Newton Ings and Newton Woods BAP site.	3
East - Leds - CH - Proposed line cuts through conservation village of Ledston, with Grade 1 listed Ledston Hall and Gardens.	2
East - Leds - NV - Proposed line running on an embankment will create significant noise and visual impact for Ledsham residents	4
East - Ledsham - Reasons to Neither Agree nor Disagree	4
East - Leds - LoR - Oppose to any HS2 route going through Ledsham parish	1
East - Leds - WF - Land around Ledsham is prone to subsidence / flooding	1
East - Leds - LV - Ledsham is known for its beauty and architecture	2
East - Ledsham - Alternative Suggestions	15
East - Leds - Com - alternative route suggested by Alec Shelborne MP would have negative consequences on local communities of Ledsham, Ledston and Fairburn	1
East - Leds - LV - alternative route suggested by Alec Shelborne MP would impact the Ledsham Estate	2
East - Leds - LoR - Alternative option via Castleford / Ledston / Ledsham will run 325m from the village	5
East - Leds - NV - Alternative option via Castleford / Ledston / Ledsham will be on an embankment causing negative noise impacts on Ledsham	4
East - Leds - LoR - Proposed route minimises disruption to greenbelt / heritage areas	1
East - Leds - LoR - Alternative route suggested by Alec Shelbrooke MP does not consider / will cause damage to heritage / historic / archaeological areas	2
East - Leds - FE - Alternative route suggested by Alec Shelbrooke MP would destroy the livelihoods of Farmers in Ledsham	1
East - Leds - Prop - Alternative route suggested by Alec Shelbrooke MP would negatively impact the value of properties in Ledsham	1
East - Leds - HEW - Alternative route suggested by Alec Shelbrooke MP will spoil the serenity of Ledsham	3
East - Leds - LoR - Alternative route suggested by Alec Shelbrooke MP / deviations of proposed route will have a negative impact on the village of Ledsham	8
East - Leds - LoR - Alternative route suggested by Alec Shelbrooke MP passes close to the village of Ledsham	2
East - Leds - LV - Alternative route suggested by Alec Shelbrooke MP will have a negative visual impact on Ledsham	3
East - Leds - BW - Alternative route proposed by Alec Shelbrooke MP would devastate an Area of Outstanding Natural Beauty / nature reserve	2
East - Leds - NV - Alternative route suggested by Alec Shelbrooke MP will produce excessive noise pollution in Ledsham	2
East - Ledston (Led)	17
East - Ledston - Reasons to Agree	4
East - Led - LoR - Agree with proposed route through Ledston region if it must go ahead	1
East - Led - LoR - Strongly disagree with any deviation from proposed route through Ledston	4
East - Ledston - Reasons to Disagree	7
East - Led - PD - Land around Ledston is prone to subsidence / flooding / is unstable	2
East - Led - Com - Residents of Ledston have not chosen to live in an area with existing railway	2
East - Led - LV - Ledston is known for its beauty and architecture	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Led - BW - The RSPB centre at Fairburn Ings will be affected if HS2 goes ahead	1
East - Led - FE - HS2 offers no economic advantages for the Ledston community / region	1
East - Ledston - Alternative suggestions	13
East - Led - FE - Alternative route suggested by Alec Shelbrooke MP would increase the cost	2
East - Led - FE - Alternative route suggested by Alec Shelbrooke MP would destroy the livelihoods of Farmers in Ledston	1
East - Led - Prop - Alternative route suggested by Alec Shelbrooke MP would negatively impact the value of properties in Ledston	2
East - Led - HEW - Alternative route suggested by Alec Shelbrooke MP will spoil the serenity of Ledston	1
East - Led - LoR - Strongly disagree with alternative route suggested by Alec Shelbrooke MP	6
East - Led - LoR - Alternative route suggested by Alec Shelbrooke MP / deviations of proposed route will have a negative impact on the village of Ledston	3
East - Led - LoR - Alternative route suggested by Alec Shelbrooke MP passes close to the village of Ledston	1
East - Led - LV - Alternative route suggested by Alec Shelbrooke MP will have a negative visual impact on Ledston	2
East - Led - BW - Alternative route proposed by Alec Shelbrooke MP would devastate an Area of Outstanding Natural Beauty / SSSI /nature reserve	2
East - Led - BW - Proposed alternative route will have a negative impact on local wildlife in the Ledston region	2
East - Led - NV - Alternative route suggested by Alec Shelbrooke MP will produce excessive noise pollution in Ledston	1
East - Leeds (Leeds)	177
East - Leeds - Reasons to Agree	19
East - Leeds - FE - HS2 is vital for the future of the Leeds economy and its regional influence	1
East - Leeds - LoR - It is important that HS2 connects with Leeds	1
East - Leeds - FE - Leeds economy would be devastatingly impacted if proposed route only went to Manchester /stopped at Manchester first	1
East - Leeds - Com - Proposed route makes Leeds stronger whilst putting stress on surrounding communities	1
East - Leeds - Ra - Proposals to serve Leeds will enhance already good connections to / from London	1
East - Leeds - Com - HS2 offers Leeds opportunities	1
East - Leeds - FE - Regeneration has potential to better connect City with communities of Beeston Hill/ Holbeck/ Hunslet/ Aire Valley	1
East - Leeds - FE - Building this station will boost the economy in Leeds	3
East - Leeds - Com - I / we live in Leeds	2
East - Leeds - Com - Additional communication will benefit Leeds should HS2 be built	1
East - Leeds - LoR - Agree with Leeds City Council that this is the best route into Leeds city centre only if HS2 is built	6
East - Leeds - LoR - Agree to the northern extension of the route to Leeds	3
East - Leeds - Reasons to Disagree	94
East - Leeds - ERS - Existing service to / from Leeds / Bradford / Castleford and London is more than adequate	5
East - Leeds - FE - Will improve / centralise economic growth in London rather than Leeds	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Leeds - FE - Economic opportunities brought to Leeds will only be in banking / commerce sectors	1
East - Leeds - Bu - Concerns that construction works leading to road closures / traffic increases will negatively affect business operations	1
East - Leeds - Bu - HSL06 would result in demolition of Omnium Plastics	1
East - Leeds - Eml - Loss of Omnium Plastics would lead to job loss / displacement / large percentage of Phase 2 total	1
East - Leeds - ERS - Concerns HS2 will affect existing services from Leeds.	1
East - Leeds - LoR - HSL06 is the worst possible route option with noise impact / negative impact on employment / residents	1
East - Leeds - BW - Proposed route will affect ancient woodland / in Elmet / Rothwell / Moss Carr Wood	1
East - Leeds - BW - Proposed viaduct adjacent to the Rothwell Country Park reserve will have impacts on the ecological site	1
East - Leeds - BW - Water Haigh Woodland Park will be destroyed	1
East - Leeds - Com - Proposed route into Leeds is opposed by MPs / Leeds City Council / Councillors / residents	1
East - Leeds - PRW - Proposed route will affect public rights of way / Leeds Country Way	1
East - Leeds - Bu - Route will deliver minimal benefit to Leeds commuters	1
East - Leeds - Bu - The proposed route impinges on the footprint of the rail connected cemex facility at Leeds Stourton	1
East - Leeds - Bu - The route impinges substantially on the footprint of / makes use of unviable the Freightliner Maintenance facility at Leeds Midland Road	1
East - Leeds - Eml - Our plant is one of the largest engineering companies in Leeds and the wider region. If construction and operation of HS2 impacts negatively on our operations, hundreds of jobs will be in jeopardy	1
East - Leeds - Com - Our company is a long-standing and robust supporter of local business and wider community. Negative impacts on our operations from HS2 would jeopardise this positive contribution	1
East - Leeds - CP - Public access documents relating to HS2 proposal in the Stourton area of Leeds are limited	1
East - Leeds - Sta - Recent investment into Leeds station will be lost	1
East - Leeds - FE - Proposed station will positively benefit / impact Leeds as the financial centre of the North	3
East - Leeds - Bus - Proposals will encourage more types of business to base / be located in Leeds	1
East - Leeds - LoR - No high speed rail connection to ECML from Leeds / except going down south	2
East - Leeds - TT - Leeds does not have a park and ride scheme or an inter city tram service unlike other big cities	1
East - Leeds - FE - Proposals will encourage more business into Leeds causing an increase in the cost of living / Leeds will become a more expensive place to live	1
East - Leeds - FE - Proposed route will not result in any economic benefit to Leeds	5
East - Leeds - FE - Disruption caused from construction of the proposed route will have a negative impact on the economy of Leeds / surrounding areas	4
East - Leeds - Bu - Proposal will lead to loss of business in / force business to move away from Leeds	2
East - Leeds - Prop - London to Leeds line only benefited the rich / wealthy in London to buy properties in the Yorkshire Dales	1
East - Leeds - Prop - Proposal will lead to loss of property in Leeds	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Leeds - Prop - Proposed route passes / will pass close to my home / property in Leeds	4
East - Leeds - Prop - Proposed route will create / is creating difficulties for people wishing to buy / sell homes in Leeds	2
East - Leeds - Prop - Proposed route may / will blight / reduce property / land value	6
East - Leeds - LR - Proposed route would destroy an organic farm / open space in central Leeds	1
East - Leeds - PD - Leeds is poorly planned	1
East - Leeds - Com - HS2 will not benefit / only benefit a small minority in Leeds	5
East - Leeds - Com - Will only benefit people within Manchester / Birmingham / Leeds / Sheffield / London	6
East - Leeds - Com - The farm / open space in central Leeds is important for families / communities	2
East - Leeds - Com - HS2 only seems to benefit people in cities like Leeds	1
East - Leeds - Com - Leeds is the only place to benefit from this route	2
East - Leeds - Com - Preferential treatment being given to Leeds over Sheffield	1
East - Leeds - Com - The farm / open space in central Leeds is pioneering new community farming model	1
East - Leeds - HEW - Proposed route / construction of route through South Leeds will cause years of anguish to commuters	2
East - Leeds - SFS - Reduction in journey time from London to Leeds does not warrant disruption caused by HS2	2
East - Leeds - SFS - Proposed route into Leeds has reduced capacity because it runs over a viaduct that only allows for double tracks	1
East - Leeds - SFS - Leeds journey time is already a lot slower than the Manchester route	1
East - Leeds - SFS - Improved rail journey time will be negated by additional car / rail travel to existing station at Leeds / to proposed station at Leeds New Lane	10
East - Leeds - SFS - Proposed loop at Leeds will be at reduced speed because of the bend	1
East - Leeds - SFS - Concerns regarding the frequency / times of trains running past my property in Leeds	2
East - Leeds - ERS - Leeds already has excellent rail links to London / nationwide	8
East - Leeds - ERS - Addition of two tracks to existing Leeds station already helps as more trains can access the station increasing the capacity	1
East - Leeds - TT - Concerns about parking in central Leeds	1
East - Leeds - TT - Concerns about the impact on traffic in Leeds / city centre	5
East - Leeds - TT - Parking in Leeds would be very expensive	1
East - Leeds - TT - Concerns about congestion in Leeds / the city centre	5
East - Leeds - Air - There are other methods to travel into London / flights to Heathrow from Leeds regional Airport	1
East - Leeds - LoR - Proposed route going to Leeds is not necessary	1
East - Leeds - LoR - Concerns regarding proposed route through South Leeds / not the affluent North Leeds	1
East - Leeds - LoR - Proposed route into Leeds is wrong	3
East - Leeds - Sta - Leeds is already heavily built up	1
East - Leeds - Tun - Tunnels not used extensively in Leeds unlike in Manchester	1
East - Leeds - NV - Proposed route will have a noise impact on my property in Leeds	1
East - Leeds - LoR - Proposed route to Leeds will bring no benefits / create no improvements / are questionable	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Leeds - LoR - Proposed route to Leeds will cause devastation / disruption / destruction on the areas along the route	5
East - Leeds - Reasons to Neither Agree nor Disagree	10
East - Leeds - Com - Leeds is an under-sung city with a wealth of culture, and a fantastic music scene and live music industry.	1
East - Leeds - Com - The farm / open space in central Leeds is easily accessible	2
East - Leeds - Ra - Integrated Yorkshire rail network has been bolstered by decision to proceed with Trans-Pennine route electrification/ NGT scheme/ rail growth package/ Station South Entrance scheme	1
East - Leeds - FE - Leeds Council are developing plans aligned to HS2 for one of the largest regeneration projects in Europe	1
East - Leeds - Bu - Looking to move the Central Business District southwards towards proposed station at Leeds New Lane	1
East - Leeds - Ra - Leeds is a key destination	2
East - Leeds - Com - I know / live / have lived in Leeds	1
East - Leeds - LoR - Any future expansion of HS2 will not benefit Leeds if a northern extension is not built	2
East - Leeds - Alternative Suggestions	78
East - Leeds - CH - Significant potential impacts on Leeds Bridge in the Leeds City Centre Conservation Area require further assessment	1
East - Leeds - LoR - Leeds needs / should have direct line	2
East - Leeds - LoR - Line of route into Leeds should run to the west side of the city	1
East - Leeds - FE - Would like assurance that Leeds will see the wider economic benefits	1
East - Leeds - LoR - A spur to the East Coast Main Line via Normanton removes the need for a grade separated junction in an elevated position over the River Aire	1
East - Leeds - LV - Construction of Leeds Station should consider its impact on St Aidan's Country Park	1
East - Leeds - PRW - HS2 route to Leeds runs almost directly along line of Trans Pennine Trail, will need replacement trail route to be built here	1
East - Leeds - PRW - Request satisfactory temporary/permanent diversionary route / alternative/mitigation / enhancement for public rights of way affected by HS2	1
East - Leeds - Comp - If HS2 does sever access to / reduce facilities at the Freightliner Leeds Midland Road site then full relocation to an equivalent site would be required	1
East - Leeds - Ra - Continue to invest in conventional rail in Leeds / Bradford regions to maximise benefits of HS2	1
East - Leeds - LoR - Alternative route proposed by Alec Shelbrooke MP for a spur connecting to the East Coast Main Line / has less impact on the countryside	2
East - Leeds - LoR - Alternative route proposed by Alec Shelbrooke MP avoids old colliery sites / Aire flood plains	2
East - Leeds - LoR - Alternative route proposed by Alec Shelbrooke MP would be shorter / more direct	2
East - Leeds - LoR - Alternative route proposed by Alec Shelbrooke MP would affect fewer people	1
East - Leeds - LoR - Alternative route proposed by Alec Shelbrooke MP will have less visual impact on the landscape	2
East - Leeds - CH - Vanguard House in Leeds should be retained as this is the only noteworthy building in the area	2
East - Leeds - LoR - Alternative route HSL08 would be preferable because it passes through disused opencast extraction sites / land of little landscape value	1
East - Leeds - LoR - Alternative route HSL08 would be preferable because it negates the need to re-align the A42 (and junction remodelling as described in paragraph 8.2.1)	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Leeds - LoR - Alternative route HSL08 would be preferable due to its distance from major residential areas	1
East - Leeds - Ra - Important to capitalise on agreed investments by modernising and electrifying core regional rail routes to achieve economic benefits and transform Leeds City Region	1
East - Leeds - Tun - Tunnel should be built into Leeds and to go under entire city centre (Alt Sug)	1
East - Leeds - LoR - Line should be straight as possible for speed / aligned for maximum efficiency / shouldn't be changed for one land owner	1
East - Leeds - LoR - further consideration of the route by which HS2 approaches Leeds is needed	1
East - Leeds - LoR - provision should be made for a link from West to North to enable fast trains from Leeds to head Northeast	1
East - Leeds - LoR - Should assess pros and cons of combined route, crossing the Aire Valley but diverting trains to the south of Rothwell, as an alternative route into Leeds	1
East - Leeds - LoR - Should assess pros and cons of following existing transport corridors along the M62 and M621 as an alternative route into Leeds	1
East - Leeds - LoR - Should assess pros and cons of running a tunnel beneath the hill at Rothwell as an alternative route into Leeds	1
East - Leeds - LoR - If the route of HSL21 is changed the connection to the ECML should also be changed	1
East - Leeds - LoR - Consider altering approach to Leeds from the south	1
East - Leeds - LoR - Realign from Holmes Street, crossing Victoria Bridge and connecting with Leeds City Station	1
East - Leeds - LoR - Realign from Jack Lane, extending adjacent to Kidacre Street, over Meadow Lane and Sovereign Street, terminating at Leeds City Station	1
East - Leeds - Ra - There should be a connection from the Leeds HS2 station towards York	1
East - Leeds - Bu - Mitigation is required to address the noise and vibrations issues during construction which could affect our manufacturing processes	1
East - Leeds - Dep - Should use / redevelop Neville Hill depot as a rolling stock maintenance depot for both existing and HS2 trains / with a replacement facility for local trains under construction in the disused railway yard south of the Leeds York line	1
East - Leeds - Dep - Existing Neville Hill depot located north of the Leeds - York line and east of Leeds city centre should be used as a Rolling Stock Maintenance Depot	1
East - Leeds - Bu - Drawings show overlap of the planned route and our plant's parking area (See Route HSL22 & HSL31 Plan and Profile No. HS2-ARP-LR0-DR-RT-55221 - Issue 3, grid ref J). During HS2 works and operation our business requires unimpeded site access and parking for personnel and vehicles. This impact could be mitigated by replacement parking and refined access arrangements	1
East - Leeds - LoR - Proposed route should go no further North than Leeds	1
East - Leeds - Com - Leeds would be better served by a parkway station connected to the ECML	1
East - Leeds - ERS - Should improve existing service between Leeds and Birmingham	1
East - Leeds - Sta - Should consider an additional station in North Leeds	1
East - Leeds - Sta - Building new platforms south of / parallel to the existing station would provide for an HS2 terminal	1
East - Leeds - LoR - Should connect the HS2 spur to Leeds with the former Midland Line in the Stourton / Hunslet area to allow classic compatible trains to operate / eastwards from Leeds to near Church Fenton / other destinations	3
East - Leeds - LoR - Upgrading track north of Wakefield into Leeds to re-route HS2 would reduce construction costs	1
East - Leeds - LoR - Upgrading track north of Wakefield into Leeds to re-route HS2 would avoid flood plains on proposed route	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Leeds - LoR - Upgrading track north of Wakefield into Leeds to re-route HS2 would minimise disruption / community blight	1
East - Leeds - LoR - Upgrading track north of Wakefield into Leeds to re-route HS2 would avoid former colliery on proposed route	1
East - Leeds - LoR - Upgrading track north of Wakefield into Leeds to re-route HS2 would minimise disruption / environmental blight	1
East - Leeds - LoR - Upgrading track north of Wakefield into Leeds would allow HS2 to run to / connect with the current Leeds station	1
East - Leeds - LoR - HS2 should run through existing rail corridor on the Leeds spur for improved economic benefits in the region	2
East - Leeds - LoR - A spur to the East Coast Main Line via Normanton would provide a shorter / faster connection	2
East - Leeds - LoR - An alternative route into Leeds is via a spur to the East Coast Main Line via Normanton / Sherburn-in-Elment	1
East - Leeds - LoR - A spur to the East Coast Main Line via Normanton is capable of being realigned near Church Fenton and west of Ulleskelf then connecting to 'classic' railway at Bolton Percy	1
East - Leeds - Com - A spur to the East Coast Main Line via Normanton enables the option of a 'Five Towns' hub to be a viable option / would benefit the community	1
East - Leeds - Sta - A new city centre station can be built on the land east of the bus station	1
East - Leeds - Eml - Need to ensure jobs legacy so that all Leeds citizens can benefit from employment opportunities from HS2	1
East - Leeds - Jn- Junction where north spur connects to ECML should permit easy future extension past York to Teeside and Tyneside	1
East - Leeds- ECML- There should be a west-to-east connection from the Leeds stub towards the ECML	1
East - Leeds - ERS - Alternative suggestions- there should be a grade separated junction where the north spur connects to the ECML	1
East - Leeds - LR - Should not lose the virgin land / green / open space / organic farm in central Leeds	1
East - Leeds - LR - Should consider derelict land adjacent to the tracks in run-down East Leeds	1
East - Leeds - Ra - Benefits of upgrading existing line / speed / removing pinch points / would outweigh benefits of the Eastern Leg	1
East - Leeds - SFS - Should have a through service from Leeds to Brussels / Paris	1
East - Leeds - ERS - Prices should be reduced for local / non HS2 train journeys from Leeds	1
East - Leeds - TT - Traffic should be diverted to Brigate to join the inner ring road	1
East - Leeds - Ra - A better / improved transport network for Leeds is needed	2
East - Leeds - Ra - An improved TransPennine route from Manchester to Leeds would be cheaper / more cost effective	2
East - Leeds - Ra - Should remove the bottleneck east of the existing station	1
East - Leeds - Ra - Should make provision to further expand north of Leeds	5
East - Leeds - Ra - Cross Country services should be allowed to run north towards York via the new HS2 line through Leeds City Station	2
East - Leeds - Ra - Manchester and Leeds should be directly connected	6
East - Leeds - Ra - Links between Manchester Airport and Leeds should be improved	1
East - Leeds - Ra - Link between Manchester and Leeds should be improved	2
East - Leeds - ECML - Proposed route should connect to the East Coast Main Line in the North of Leeds	6

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Leeds - ECML - There should be a link from Leeds New Lane to the East Coast Main Line to allow for connections up north from Glasgow / Edinburgh via Newcastle / York to Leeds	3
East - Leeds - ECML - Connection to East Coast Main Line should run through Leeds rather than split before it	1
East - Leeds - LoR - Proposed route should terminate closer to existing Leeds City Station	1
East - Leeds - LoR - Should use the proposed alternative route / which is more direct / less environmentally damaging	5
East - Leeds - LoR - Alternative route proposed by Alec Shelbrooke MP would serve Leeds much better as it follows existing transport infrastructure (M62 and M621)	5
East - Leeds - LoR - Alternative route proposed by Alec Shelbrooke MP avoids the need to destroy Leeds Country Park	2
East - Leeds - Sta - Should look at the problem of Leeds again	1
East - Leeds - Sta - The city would need a revamp and improved parking facilities	1
East - Leeds - Sta - Leeds is big enough to deserve a city centre station	1
East - Leeds - Sta - Would prefer Options 1 and 2 from pages 5 and 6 of Leeds Civic Trust response to the consultation	1
East - Leeds - ERS - A Leeds spur would allow Cross Country trains to be diverted and a Metro style service to serve the East Leeds line	2
East - Leeds - ERS - A Leeds spur would allow a Metro style service to serve the East Leeds line between Leeds Cross Gates and Garforth	2
East - Leeds / Bradford Airport (LeBrA)	1
East - Leeds / Bradford Airport - Alternative Suggestions	1
East - LeBrA - Ra - Money could be better spent on improving rail connection to Leeds / Bradford International Airport	1
East - Leicester (Leic)	62
East - Leicester - Reasons to Agree	1
East - Leic - Ra - Proposed route allows for a future connection to Leicester	1
East - Leicester - Reasons to Disagree	34
East - Leic - ERS - Proposals will negatively impact existing rail services from Leicester	2
East - Leic - ERS - Frequency of existing service from Leicester to London will be reduced	1
East - Leic - ERS - HS2 would lead to reduction of services on the Midland Mainline to Leicester	1
East - Leic - Com - Proposed route will not benefit Leicester / shows no improvement / benefits for / will disadvantage the Leicester community	8
East - Leic - Com - Commuters from Leicester are not being considered / their voices are not being heard	1
East - Leic - Com - HS2 offers no benefits to Leicester / Leicestershire	7
East - Leic - SFS - Improved rail journey time will be negated by additional travel from Leicester to Toton	5
East - Leic - SFS - Passengers from Leicester will get to London on existing services / Midland Main Line faster than HS2	3
East - Leic - ERS - Journey times from Leicester are historically longer than before	2
East - Leic - ERS - Linked journey times from Leicester will not be sufficient	1
East - Leic - PT - Additional journey from / to Leicester will increase journey time	1
East - Leic - LoR - Proposed route excludes / shuns Leicester	3
East - Leic - Sta - Proposed location of station would not serve Leicester / see Leicester losing out	3
East - Leic - Sta - Proposal does not cater for a station at Leicester	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Leicester - Alternative Suggestions	31
East - Leic - Comp - Leicester / Leicestershire should receive compensation for disruption caused during operation of the line	1
East - Leic - Comp - Leicester / Leicestershire should receive compensation for disruption caused during construction of the line	1
East - Leic - Comp - Leicester / Leicestershire should receive compensation for noise caused during operation of the line	1
East - Leic - Comp - Leicester / Leicestershire should receive compensation for noise caused during construction of the line	1
East - Leic - Sta - Should not have a station at Leicester	1
East - Leic - FE - Should prioritise Leicester to Nottingham as Nottingham has had investments on their tram system	1
East - Leic - Sta - Should have a station in Leicester to encourage economic benefits so it could thrive further	1
East - Leic - LoR - Should have classic compatible trains running directly from Leicester onto Hs2	1
East - Leic - SFS - Should have regular / two shuttle services an hour to Toton	1
East - Leic - Com - Station should be at Leicester due to being a large Asian community	1
East - Leic - Com - Should have an additional station in Leicester to serve major population centres	1
East - Leic - ERS - Upgrading Midland Main Line will improve journey times from Leicester	2
East - Leic - Sta - Should have a station / an additional station in Leicester	12
East - Leic - Sta - Would be better to use / improve existing station at Leicester / hub should be at Leicester	4
East - Leic - Ra - Connecting trains should be available from Toton to Leicester	2
East - Leic - Ra - Reopening Great Central Line would serve Leicester	3
East - Leic - LoR - Should have a spur to Leicester	1
East - Leic - LoR - Should be a Leicester to Derby route	1
East - Leic - Sta - Station at Leicester would extend benefit / give better access further east / to larger area	1
East - Leic - PT - Should have / provide / needs proper connectivity with Leicester	3
East - Leic - Sta - Hub / station should be closer to Leicester	3
East - Lincoln	1
East - Lincoln - Reasons to Disagree	1
East - Linc - Commuters from Lincoln are not being considered / their voices are not being heard	1
East - Lincoln - Alternative Suggestions	1
East - Linc - ERS - Should have increased rail service from Beeston to Lincoln	1
East - Loughborough (Lough)	9
East - Loughborough - Reasons to Neither Agree nor Disagree	2
East - Lough - ERS - Midland Main Line services will still need to run south from Loughborough	1
East - Lough - Ra - Travelling via Loughborough will still be necessary	1
East - Loughborough - Alternative Suggestions	7
East - Lough - Ra - Railway links within North West Leicestershire to Loughborough should be improved	1
East - Lough - Ra - Reopening Great Central Line would serve Loughborough	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Lough - PT - Bus services within North West Leicestershire to Loughborough should be improved	3
East - Lough - Sta - Hub / station should be at Loughborough	2
East - Lough - Sta - Should have an additional station in Loughborough	1
East - Long Eaton (Long)	73
East - Long Eaton - Reasons to Agree	7
East - Long - Eml - Propose station will create 1500 jobs in the Long Eaton area	1
East - Long - HoI - HS2 route is an opportunity to create more land for housing	1
East - Long - Com - New infrastructure / development will have a beneficial impact on the area	2
East - Long - LoR - HS2 route is an opportunity to reconfigure line through Long Eaton	2
East - Long - LoR - Route going through Long Eaton would be necessary	2
East - Long - LV - HS2 route is an opportunity to create new green space	1
East - Long Eaton - Reasons to Disagree	56
East - Long - WoR - Conway Street, Conway Road, Chesterfield Avenue, Recreation Street, affected by widening of high level line for classic passenger rail	1
East - Long - CH - Proposed route will be close to Long Eaton Conservation area	1
East - Long - Bu - Relocation of businesses could harm their viability and the viability of Long Eaton as a manufacturing centre	1
East - Long - CH - Route will impact on listed buildings	1
East - Long - Com - Hard to see how access to town from Grange Park would be encouraged	1
East - Long - LoR - Proposed eastern leg crosses the Trent floodplain on a viaduct, following the corridor of the current low level freight line through Long Eaton	1
East - Long - LoR - Proposed eastern leg passes through Erewash, emerging from a new tunnel at Red Hill south of the River Trent	1
East - Long - LV - Route will have impact on Conservation Area/ ecological receptors/ Toton Sidings Pond/ River Erewash Floodplain / Toton Fields	1
East - Long - NV - Dunstan Close, Cannock Way, Trafalgar Terrace and Trafalgar Square likely to be affected by noise	1
East - Long - NV - Rutland Street in Sandiacre may be affected by noise	1
East - Long - Prop - Low level HS2 line is expected to be severe, dominating rear outlook of adjacent dwellings and noise levels would render gardens unusable	1
East - Long - TT - Raising Nottingham Road bridge would discourage cyclists, pedestrians, and would exacerbate problems with road user conflicts at Conway St / Waverley St junctions	1
East - Long - VB - Overbridge would have 1.8m high walls, creating blind bends, which is not conducive to user confidence	1
East - Long - Prop - Incompatibility with route of HS2 and residential / commercial properties	1
East - Long - TT - Underpasses are not possible as it's impractical to drain in the floodplain	1
East - Long - VB - Overbridges can't provide highway network required by emergency services	1
East - Long - LV - Properties not demolished will experience visual and noise impacts, at Bonsall Street, New Tythe Street, Meadow Lane	1
East - Long - Bu - Relocation of businesses at Manor House Road could harm their viability and the viability of Long Eaton as a manufacturing centre	1
East - Long - Com - Residents at Grange Park would be cut off from Long Eaton, with negative impacts on those residents and town's economy	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Long - Hi - Restricting connectivity of Nottingham Road Ward to A6005 would negatively impact local highway network	1
East - Long - Com - Hard to see how access to town from Grange Park would be encouraged	1
East - Long - TT - Overbridges don't provide alternative access for industrial traffic serving New Tythe Street and Meadow Lane as that traffic has to be routed along National Cycle Route 6, past a primary school, and onto heavily trafficked A6005 / Nottingham Road	1
East - Long - LV - Proposed embankment would sever visual connections between Sandiacre Cloudside conservation area and the floodplain	1
East - Long - NV - Footpaths in Long Eaton/ Sandiacre / Stanton by Dale will be impacted by visual and noise intrusion from HS2	1
East - Long - Prop - Elevated HS2 line would have severe impact on 70 dwellings along Bonsall Street, New Tythe Street and Meadow Lane	1
East - Long - Prop - Proposed route will destroy homes in Long Eaton	1
East - Long - Prop - Proposed bridge to the south will result in lost properties	1
East - Long - Prop - Rebuilding rail corridor will result in lost properties / land	1
East - Long - HoI - The proposed route will have a negative impact on a large number of homes in the Long Eaton area	4
East - Long - WF - Passing over flood plains near Long Eaton will require expensive / complex work	2
East - Long - Bu - Relocation of the Aga factory would be a huge undertaking requiring months of planning / the site's foundations are 60 metres deep to support operations	1
East - Long - LoR - Proposed route (HSL09) will impact on the access of the Aga manufacturing facility in Long Eaton / may lead to the closing of the facility	1
East - Long - NV - Proposed route would have a negative effect on the tranquillity of the area	1
East - Long - CH - Proposed route will demolish houses of historic interest	1
East - Long - Com - Children attending Grange Primary School will have problems crossing line to school if railway crossings are closed / if they live the wrong side of the tracks	1
East - Long - TT - Closing railway crossings will force traffic in to Conway street / will add to congestion	1
East - Long - Com - Concerns people living on the Station Road side of the track will have no / restricted access to town centre	1
East - Long - Com - HS2 offers no benefits to Long Eaton	1
East - Long - Comp - Concerns about qualifying / falling in to compensation zone for HS2	2
East - Long - NV - Concerns about noise / vibration from HS2 impact on me / my property	1
East - Long - Prop - Concerns about impact from / distance from / HS2 on my property	1
East - Long - Hi - Long Eaton has significant existing traffic problems / there are no plans available concerning enabling work with regard to the closure of 2 level crossings	1
East - Long - FE - Destruction in Bonsall Street / New Tythe Street will be expensive	1
East - Long - Com - Widening of existing bridge over Nottingham Road / Station Road / Meadow Lane will cause disruption to residents	1
East - Long - VB - Proposed new road bridge over the HS2 track on the A6005 will be between two supermarkets	1
East - Long - Clm - Proposals will increase disruption due to proposed housing developments behind George Spencer School / brown field sites at Stanton	1
East - Long - TT - Lack of detail about how transport in Long Eaton will be affected when HS2 closes two level crossings	3
East - Long - Com - Destruction in Bonsall Street / New Tythe Street will be unnecessary / not required / not needed / not wanted	1
East - Long - Eml - Proposed route will result in skilled workers moving South	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Long - Bu - Closing the favourable level crossing in Long Eaton will restrict access / stop deliveries being able to be made to businesses on Meadow Lane	6
East - Long - Bu - Proposed route will have a negative impact on business in Long Eaton	6
East - Long - Bu - Businesses will not want to relocate / locate to Long Eaton whilst it is in such upheaval	2
East - Long - Prop - Proposed route runs close to my property in Long Eaton	4
East - Long - Prop - Proposals will prevent local people from buying local houses as a result of increase in property prices	1
East - Long - Prop - Proposed route will negatively impact / affect my property	3
East - Long - Com - Concerns traffic / road infrastructure realignment to accommodate HS2 will split community of Long Eaton in terms of networks / access	5
East - Long - Com - Concerns on the disruption in Long Eaton	6
East - Long - Com - Proposed route through Long Eaton to Toton will split the town in half	8
East - Long - Com - Proposed route will restrict access to homes in the Meadow Lane area	2
East - Long - Com - Proposed route will have a negative / detrimental / damaging impact on the town of Long Eaton	10
East - Long - SFS - Improved rail journey time will be negated by additional travel to / from Long Eaton	1
East - Long - ERS - Long Eaton is already well served by existing services / to London	3
East - Long - TT - Concerns on the disruption to traffic in Long Eaton / during construction / access to Meadow Lane / Pasture Lane / Thrumpton will be problematic	9
East - Long - TT - Traffic in Long Eaton is already a concern / bad / grid locked	6
East - Long - TT - High level line passing between Conway Street / Chesterfield Avenue & Springfield Avenue / Recreation Street expanding from 2 to 4 tracks will lead to an increase in traffic	1
East - Long - TT - Proposed route will cut through / split the town of Long Eaton in half creating more traffic / congestion	7
East - Long - Ra - High level line passing between Conway Street / Chesterfield Avenue & Springfield Avenue / Recreation Street will carry conventional rail services and shuttle services to and from East Midlands Hub in addition to current traffic on the line	1
East - Long - Hi - Proposed route will extend approach to Long Eaton Midland Main Line station from 1 to 5 miles	1
East - Long - LoR - Proposed route in Long Eaton is currently a goods / freight train line	1
East - Long - LoR - Proposed route will close 2 railway crossings in Long Eaton with no plan to provide alternative access to town / industrial estates	6
East - Long - LoR - Closing 2 railway crossings in Long Eaton will cut access from one side of the town to the other	6
East - Long - LoR - Concerns regarding route going over the M1 near Junction 24 into the centre of Long Eaton into Toton Sidings	2
East - Long - LoR - Proposed route will cut through / split the town of Long Eaton in half	5
East - Long - WoR - Concerns regarding high level line passing between Conway Street / Chesterfield Avenue & Springfield Avenue / Recreation Street expanding from 2 to 4 tracks	1
East - Long - VB - Proposed viaduct runs close to my property in Long Eaton	1
East - Long - Env - Proposed route will have a negative / detrimental / damaging impact on the environment in Long Eaton	3
East - Long - NV - Concerns about accuracy of noise level assessments in Long Eaton south of East Midland Hub Station	2
East - Long - NV - Proposed route will cut through / split the town of Long Eaton in half creating more noise	2
East - Long - CH - Ancient Anglo Saxon furrow and ridge fields will be destroyed by proposed viaduct at Long Eaton	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Long - CH - Proposed route may / would negatively affect / demolish Grade II Listed Redhill Tunnel North Portal	2
East - Long - AQ - Proposed route will cut through / split the town of Long Eaton in half creating more pollution	1
East - Long Eaton - Reasons to Neither Agree nor Disagree	1
East - Long - CR - Proximity to Erewash and Nottingham Canal towpaths is noted	1
East - Long - LV - Proximity to Nutbrook and Erewash Valley Trails is noted	1
East - Long Eaton - Alternative Suggestions	35
East - Long - TT - Should conduct a study to identify traffic problems in Long Eaton	1
East - Long - PT - Consider public transport improvements to connect Long Eaton station to Toton station	1
East - Long - Ra - Widening the high level route for classic rail will potentially affect more properties than construction of HS2 through low level corridor	1
East - Long - Sta - Parking restrictions in Long Eaton will be required to prevent streets being clogged up with people using station	1
East - Long - Bu - Redevelopment needed of former Nylatex Works for relocation of affected businesses	1
East - Long - CI - Restrictions on night-time and weekend working in Long Eaton to preserve reasonable living conditions	1
East - Long - CI - Use existing rail corridors for plant / material transport to works	1
East - Long - LoR - Elevating the HS2 line to provide connectivity appears, on balance, to be the best option	1
East - Long - Comp - Best option is for residents to receive proper compensation for the impact of HS2	1
East - Long - Emb - Design of embankments/ structures in line with town character	1
East - Long - Hi - Construct new road underneath HS2 at Forbes Hole	1
East - Long - CI - Require more information / detailed plan for construction / through Long Eaton	1
East - Long - BW - Mitigation needed for impact on fisheries / fish migratory routes on River Trent and River Erewash	1
East - Long - Bu - Redevelop former Nylatex works site for relocation of affected businesses	1
East - Long - Hi - Having proposed line elevated will allow for road access from Nottingham road on the east side of HS2 line to the south of Toton station with a bridge to go under / over the existing high level line	1
East - Long - LoR - Proposed route should be able to go at the same elevated level at Trent Cottages / Meadow Lane to Nottingham road as there are few houses in the area	1
East - Long - Hi - Mitigate impact on roads to Toton in and around Sandiacre	1
East - Long - LoR - Preferable to straighten route and replace sewerage pumping station at Newberry Avenue than relocate businesses	1
East - Long - LoR - Re-align route through Red Hill and into Long Eaton low level corridor to avoid demolition of businesses at Manor House Road	1
East - Long - LV - Concerns about route along HSL09 the route makes a significant landscape / noise impact on crossing the Trent and Soar Valleys, mitigation of affected mooring and areas is needed	1
East - Long - NV - Mitigate noise impacts on Long Eaton	1
East - Long - NV - Safety and acoustic barriers to shield from high levels of residual noise	1
East - Long - Sta - For positive environment, have station with high standard of design along frontage, e.g. tree avenues and other landscaping	1
East - Long - TT - Alternative crossings at Station Street and Main Street are required	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Long - TT - Avoid overloading junctions at Long Eaton Green by having only limited long term parking, and primarily have taxi, bus, cycle and walking connections to Long Eaton	1
East - Long - VB - Elevation of HS2 crossing A6005, Station St and Main St	1
East - Long - VB - Maintaining HS2 at elevation would reduce gradient challenge and improve function of all three affected crossings (Main Street, Station Street and Nottingham Road)	1
East - Long - VB - Option of routing HS2 line over all three road junctions has to be considered to maintain good connectivity within Long Eaton	1
East - Long Eaton - Com - HS2 should be used as an opportunity to address existing severance problems caused by Midland Main Line	1
East - Long Eaton - PRW - HS2 should be used as an opportunity to create safe routes across both lines for vehicles, cyclists and pedestrians	1
East - Long - PRW - Should build a pedestrian crossing near Long Eaton station	2
East - Long - BW - The project should create environment / habitat enhancements / maximise opportunities for fish passage on the River Trent / Erewash	1
East - Long - Hi - Consideration should be given to the East to SouthWest by-pass to provide alternative vehicular access when the railway crossings of Station Road and Main Street are closed	1
East - Long - Bu - Realign route through Red hill and Long Eaton low level corridor to avoid demolition of businesses at Manor House road etc	1
East - Long - LoR - Should elevate line to cross over A6005 Nottingham Road, Station Street and Main Street in Long Eaton to maintain connectivity	1
East - Long - Hi - Should construct new road under HS2 at Forbes Hole	1
East - Long - CI - Use existing rail corridors for plant and material transport to works in Long Eaton	1
East - Long - CI - There should be restrictions on night time and weekend working in Long Eaton	1
East - Long - CI - Build temporary level crossing during removal of A6005 Nottingham Road bridge	1
East - Long - Comp - Should be compensation to council for loss of council tax and business rate revenue	1
East - Long - TT - Avoid overloading junctions at Long Eaton Green by having only limited long term parking, and primarily have taxi, bus, cycle and walking connections to Long Eaton	1
East - Long - Sta - Long Eaton station should have high standard of design along frontage, e.g. tree avenues and other landscaping	1
East - Long - LoR - Preferable to straighten route and replace sewerage pumping station at Newberry Avenue than relocate businesses	1
East - Long - TT - Alternative crossings at Station Street and Main Street are required	1
East - Long - VB - Option of routing HS2 line over all three road junctions has to be considered to maintain good connectivity within Long Eaton	1
East - Long - VB - Maintaining HS2 at elevation would reduce gradient challenge and improve function of all three affected crossings / Main Street / Station Street / Nottingham Road	1
East - Long - Comp - Best option is for residents to receive proper compensation for the impact of HS2	1
East - Long - Com - Elevating the HS2 line to provide connectivity is the best option	1
East - Long - Ra - Widening the high level route for classic rail will potentially affect more properties than construction of HS2 through low level corridor	1
East - Long - Prop - Curved route south of Long Eaton / crossing River Trent / A6005 / using viaduct would negate lost land / property	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Long - Ra - Curved route south of Long Eaton / crossing River Trent / A6005 would not affect existing rail through town	1
East - Long - Com - Curved route south of Long Eaton / crossing River Trent / A6005 would avoid dividing town	2
East - Long - Com - Curved route south of Long Eaton / crossing River Trent / A6005 would disrupt fields / park at Toton but only during construction	1
East - Long - VB - Use viaduct to cross River Trent / A6005 at county boundary / near Toton traffic lights / join the h/1 embankment at Meadow Lane	2
East - Long - LoR - Re-route south of Long Eaton via gentle curves and re-join proposed route near Toton HS2 station / adjust curvature	2
East - Long - Hi - Should consider building a bypass along the Long Eaton to Clifton route from Fields Farm Road to Toton traffic lights	2
East - Long - Bu - Relocation of the Aga factory may be required if access to the site is impacted	1
East - Long - Hi - Need to ensure that an additional road linking Meadow lane is developed to allow access to the Aga manufacturing facility	1
East - Long - Hi - Should have a new road from tram station in North Toton over / under HS2 station in to Long Eaton / Midland Street / easing access to HS2	1
East - Long - Hi - Should provide more / at least two road routes under / over the proposed HS2 route through Long Eaton / to replace Station Road / Main Street	1
East - Long - NV - Should have noise barriers / insulation / bunds at station / protect Long Eaton from noise pollution	2
East - Long - PT - New road / tram / East Midlands Parkway / HS2 integration would reduce congestion / serve people commuting to Nottingham	1
East - Long - TS - A direct road between Long Eaton and East Midlands Parkway station should continue tram line / integrating Long Eaton with Nottingham / regional areas	1
East - Long - Hi - Should build a direct road between Long Eaton and East Midlands Parkway station / allowing station to expand	1
East - Long - Env - Using Midland Street as access to Long Eaton will have less environmental impact	1
East - Long - Tun - HS2 should run through Long Eaton in a tunnel	2
East - Long - Cut - HS2 should run through Long Eaton in a deep cutting	1
East Long - VB - Railway crossings in Long Eaton should be replaced / with a footbridge	2
East - Long - TT - New road from tram station to Long Eaton / Midland street should be capable of carrying tram line to Long Eaton / two lanes of traffic / cycle lane each way	1
East - Long - VB - Consideration should be given to using the existing railway bridge / line passing over Nottingham Road	1
East - Long - SFS - Consider a maximum speed to 80mph between Long Eaton and Toton due to densely populated area around the HS2 line	1
East - Long - TT - Elevating proposed route would increase freight access via the low-level lines	1
East - Long - TT - Access to Long Eaton could be via Midland Street as this will be cost effective for commuters	1
East - Long - TT - Access to Long Eaton could be via Midland Street as this will be convenient / less time consuming for commuters	1
East - Long - TT - Should build a round around the south of Long Eaton	1
East - Long - VB - Should build a viaduct at Long Eaton to avoid the closure of level crossings	2
East - Long - Ra - Consider using the existing line between Nottingham and Derby	2
East - Long - PT - Should locate the proposed station / hub in Long Eaton for better public transport links	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Long - TS - Should locate the proposed station / hub in Long Eaton and integrate it with the Nottingham Express Transit / tram system / network	1
East - Long - Com - A hub / station at Long Eaton will not provide any benefits to residents of Derby / Nottingham	1
East - Long - Bu - Proposed route should serve industrial states of local area	1
East - Long - Prop - Having a HS2 station at Long Eaton would free up the possibility of further developments in the area	1
East - Long - Hi - Proposed route could be an opportunity to provide road relief in local area	2
East - Long - PRW - Pedestrian tunnels should be designed into the old crossing of the Main street and Station road in Long Eaton	1
East - Long - PRW - Proposed route should be at a higher level / to accommodate pedestrian tunnels / in Main street / Station road	3
East - Long - TS - Having the station at Long Eaton would allow the Nottingham Tram to be extended to Long Eaton	1
East - Long - TS - Should extend tram service from Nottingham to Long Eaton	2
East - Long - Sta - Station at Long Eaton would be a better choice as it is a larger town compared to Toton	1
East - Long - Sta - Should have a station at Long Eaton near Tesco Supermarket	1
East - Long - Tun - Should consider a trench / cut and cover option instead of at grade for route through Long Eaton	1
East - Long - VB - Railway crossing at Main Street should be retained	1
East - Long - VB - Railway crossing at Station Road should be retained	1
East - Long - VB - Proposed viaduct at Trentlock should be mitigated to retain as much green space / floodplain as possible	2
East - Long - NV - Should consider more noise assessments on high level line passing between Conway Street / Chesterfield Avenue & Springfield Avenue / Recreation Street to take impact of extra traffic combined with HS2 line into account	1
East - Long - PRW - Should have footbridge at end of Britannia Road connecting existing footpath leading to the Toton Sidings area	1
East - Long - PT - Should provide a tunnel or bridge to accommodate a future light rail extension to Long Eaton contingent on proposal to extend NET to East Midlands Hub	1
East - Long - PRW - Must guarantee connectivity between East and West sides of Long Eaton in order to avoid problems in the area	1
East - Long - PRW - Should consider bridges to guarantee connectivity between East and West sides of Long Eaton	1
East - Long - LoR - Should consider a slightly slower route using the high level goods line as its basis to guarantee connectivity between East and West sides of Long Eaton	1
East - Long - LoR - Support the alternative proposal by K O Hourd / Vaughan Morris for alternative route through Long Eaton as it is less destructive and less expensive and includes improvements to the general infrastructure of the area	3
East - Low's Lane (Low)	1
East - Low's Lane - Reasons to Disagree	1
East - Low - TT - Long term disruption of Lows Lane crossing will disrupt my daily life / I will have to make a long detour	1
East - Markham Vale (MarkV)	25
East - Markham Vale - Reasons to Disagree	18
East - MarkV - FE - The proposed route cutting through Markham Vale is not economically viable / could put jobs at risk	2
East - MarkV - Bu - route impacts industrial property/ sites for development/ potential rail heads/ access roads/ surface water drainage for regeneration project	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - MarkV - BW - Ecological impacts in Markham Vale area/ Ntherthorpe Flash/ Doe Lea Flash	1
East - MarkV - Con - A632 and the utilities here need protecting/ diverting during construction period.	1
East - MarkV - Eml - Concern on impact on employment at Markham Vale.	1
East - MarkV - Eml - The route through Markham Vale might delay plans for job creation there	1
East - MarkV - FE - As investment in biggest plot of Markham Vale Development is unlikely opportunity the opportunity to take advantage of the capital allowance on the largest building in the site will be lost	1
East - MarkV - Hi - Route adversely affects access arrangements to Markham Vale	1
East - MarkV - LR - Route impacts on connections to Erin landfill void south of Poolsbrook/ Markham Vale Development site	1
East - MarkV - LV- Landscaping and Planting has been done around development at Markham Vale to screen from Bolsover Castle.	1
East - MarkV - PD - At Plot 1, Green Giant HS2 route will prevent development of a building that has planning approval.	1
East - MarkV - PD - HS2 route blights planned rail sidings adjacent to Plot 1 North which will be used by Markham Vale site and other companies.	1
East - MarkV - PD - HS2 route will cross Plot 1, Green Giant which is an enterprise zone which is estimated to create over 750 new employment opportunities and has been created at considerable public expense.	1
East - MarkV - PD - Route will impact Markham Vale project in Sheffield Enterprise Zone where £70m public money has been spent	1
East - MarkV - Ra - Route severs potential rail connection to part of Markham Vale identified for a possible railhead	1
East - MarkV - TT - At Plot 2 North safeguarded area for HS2 impacts access to the plot.	1
East - MarkV - WF - Route affects location of balancing ponds which form part of Markham Vale's Sustainable Drainage scheme	1
East - MarkV - Eml - Loss of employment opportunities as a result of HS2 passing through Markham Vale need to be addressed	1
East - MarkV - Eml - Concerns the route passes through areas marked for business development affecting the creation of future jobs / employment	3
East - MarkV - FE - Proposed route is having an adverse effect on the future development of Markham Vale	5
East - MarkV - Bu - Proposed route through Rother Valley corridor at Staveley will deter business from coming to the Markham Vale	4
East - MarkV - LR - Route after crossing A632 and B6418 would cut across old disused Markham dump	1
East - MarkV - LR - Markham dump is a toxic site / full of dioxin / TCDD produced by Coalite Chemical Company	4
East - MarkV - HEW - Works in the Markham dump may release massive amounts of dioxin in the Chesterfield area	1
East - MarkV - Com - Concerns regarding cutting going through contaminated area and the protection residents will get when being removed	1
East - MarkV - Eml - Proposed route is already having an adverse effect on the future employment in the area	2
East - Markham Vale - Reasons to Neither Agree nor Disagree	1
East - MarkV - Comp - The investment in lands for Markham Vale regeneration outweigh what would be given in compensation	1
East - Markham Vale - Alternative Suggestions	13

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - MarkV - LoR - A realignment away from development platforms at Markham Vale so as not to impact on economic growth there.	1
East - MarkV - LV - South Tip and planting screens Markham Vale development from Bolsover Castle	1
East - MarkV - Sta - A station near M1 Junction 29a would boost economic regeneration of Markham Vale	1
East - MarkV - FE - A station at Markham Vale will economically benefit the surrounding areas	2
East - MarkV - Cut - If a cutting through the South Tip at Markham Vale is required, detailed scheme of remediation and environmental management will be needed	1
East - MarkV - Cut - The need for a cutting through the South Tip at Markham Vale should be removed	1
East - MarkV - FE - Route through Markham Vale needs to be clarified as soon as possible to allow investment decisions to be made	1
East - MarkV - LoR - It is better to pass through the enterprise zone at Markham Vale than destroy heritage sites	1
East - MarkV - LoR - Route should be realigned to minimise impact on regeneration of Markham Vale	1
East - MarkV - LR - Cutting through South Tip should avoid disturbing material within the tip which contains contaminated waste	1
East - MarkV - Ra - Route should allow for future rail access from the Classic Rail network at Markham Vale	1
East - MarkV - LoR - A deviation to the east of the proposed route will need bridges or viaducts / to preserve the railway Seymour to Elmton / to allow road access under the HS2 line	1
East - MarkV - LoR - A deviation to the east of the proposed route will move the HS2 line away from Duckmanton and allow potential housing site development	2
East - MarkV - LoR - Deviation east of route will move line away from Poolsbrook / reduce noise in the area / improve environment	2
East - MarkV - LoR - Proposed route should be deviated to the east / 100 meters	1
East - MarkV - Com - Locating the proposed depot in Toton rather than Staveley would avoid impact on the ongoing regeneration project in Markham Vale	1
East - MarkV - LoR - Proposed route should run / deviate east / of recycling centre / industrial site in Markham / to avoid its hazardous waste	2
East - MarkV - Sta - Should consider a station at Markham Vale which would serve Chesterfield / North East Derbyshire	3
East - MarkV - Sta - Having a station in Markham Vale will allow passengers to go North / South via the M1	1
East - MarkV - Sta - Having a station in Markham Vale will allow freight to go North / South via the M1	1
East - Mansfield (Mansf)	8
East - Mansfield - Reasons to Agree	1
East - Mansf - Ra - Mansfield would benefit from Birmingham-Nottingham link	1
East - Mansfield - Alternative Suggestions	8
East - Mansf - Ra - Effective rail links from Mansfield to Toton would transform the local economy	1
East - Mansf - Sta - Include additional station at Mansfield	1
East - Mansf - LoR - Proposed route should be moved to the other side / East of Mansfield	1
East - Mansf - Sta - A station close to Junction 29 / 29a would serve the town of Mansfield / with close links to the motorway	2
East - Mansf - Sta - Should have an additional station at / near Mansfield	3

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Marston (MarstE)	3
East - Marston - Reasons to Disagree	2
East - MarstE - LoR - Disagree with the line of route through / rail head at Marston announced after the Phase 1 consultation	1
East - MarstE - Com - Marston has been blighted by these proposals / for 2 years already	1
East - Marston - Alternative Suggestions	1
East - Marston - NV - Mitigate noise and visual impacts on section on viaduct and embankment overlooking the M42 to minimise impacts on the canal and Kingsbury Water Park.	1
East - Meadow Gate Avenue (MGA)	7
East - Meadow Gate Avenue - Reasons to Disagree	7
East - MGA - Prop - Concerns about impact / blight proposed route running parallel to Meadow Gate Avenue will have on the value of my property	2
East - MGA - Com - Proposed route passes / is within 200 metres from my home in Meadow Gate Avenue	3
East - MGA - Com - I / we live in the area	2
East - MGA - Com - Concerns regarding the negative impacts on the area	1
East - MGA - HEW - Concerns about impact proposed route running parallel to Meadow Gate Avenue will have on my quality of life	2
East - MGA - CI - Concerns about disruption around Meadow Gate Avenue during construction works	1
East - MGA - VB - Concerns over the loss of the Meadowgate Avenue access bridge to Rother Valley Park	1
East - MGA - Emb - Disagree with embankment running parallel to Meadow Gate Avenue	1
East - MGA - LV - Concerns regarding impact of proposed route on views of Rother Valley country park / for Meadow gate Avenue residents	2
East - MGA - NV - Proposed construction / operation of route passing close to my home / homes in Meadow Gate Avenue will increase noise level	2
East - MGA - NV - Building proposed route on an embankment will make noise pollution worse in Meadow Gate Avenue	3
East - MGA - NV - Concerns regarding noise reduction measures for proposed route on embankment in Meadow Gate Avenue	2
East - MGA - NV - I / we moved to the area for the peace / quiet of Meadow Gate Avenue	1
East - Meadow Gate Avenue - Reasons to Neither Agree nor Disagree	1
East - MGA - ERS - A train route / line already runs along side Meadow Gate Avenue	1
East - MGA - NV - Noise from existing rail line along Meadow Gate Avenue is currently not a problem / that audible	1
East - Meadow Gate Avenue - Alternative Suggestions	3
East - MGA - LoR - Should consider an alternative line of route away from Meadow Gate Avenue	1
East - MGA - VB - Meadowgate Avenue access bridge to Rother Valley Park should be preserved	1
East - MGA - LV - Proposed route running parallel to Meadow Gate Avenue should be in a cutting as it would be less intrusive	1
East - MGA - NV - Proposed route running parallel to Meadow Gate Avenue should be in a cutting to reduce noise impact	1
East - Measham (Mea)	51
East - Measham - Reasons to Disagree	49
East - Mea - Saf - Concerns about the safety aspect of having high speed transport / road / rail networks passing through Measham	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Mea - LoR - Minor environmental benefits and higher cost does not justify HSL06 over HSL07	1
East - Mea - NV - HSL06 would cause greater noise impact than HSL07	1
East - Mea - Prop - HSL06 would result in more demolitions than HSL07	1
East - Mea - LoR - Route unnecessarily crosses the M42 / A42 twice / Not justified by grade or alignment.	1
East - Mea - Eml - Proposed route will have a negative impact on local employment in / around Measham	1
East - Mea - CR - HS2 will impinge on the already pre-watered section of Ashby canal at Moira	1
East - Mea - CR - Should make provision for the plans for a marina at Ashby canal / Measham	1
East - Mea - Env - Proposed route would negatively impact the environment at Measham	1
East - Mea - Bu - HRI will have to relocate if HSL06 selected / would be affected	2
East - Mea - Bu - HSL06 will blight / impact on the viability of the Westminster Industrial Estate and Huntington Court Estate / commercial property	3
East - Mea - Bu - HSL06 will cause supply risk to automotive construction in the Midlands	1
East - Mea - Bu - HSL06 will lead to loss of 13 commercial properties but HSL07 only leads to loss of 3	1
East - Mea - Bu - Knight Frank report estimates it will take 6 years and cost £80 million to relocate Plastic Omnium premises at Measham / would cost £100 million	2
East - Mea - Bu - Plastic Omnium facility at Measham would have to be relocated if HSL06 selected	4
East - Mea - Bu - Plastic Omnium premises are not referred to in the Sustainability Statement / should be referred to in Sustainability Statement	2
East - Mea - BW - Route would sever the ecological and recreational connectivity across the National Forest	1
East - Mea - Com - Blight on residents with 12- 18 trains going past every hour	1
East - Mea - Comp - Cost of compensation for Plastic Omnium will be in the region of £50 million	2
East - Mea - CR - Proposal will affect completion of Ashby canal restoration project	1
East - Mea - Emp - Plastic Omnium relocating would mean the loss of 425 jobs and loss of the potential for the creation of new jobs	2
East - Mea - Env - Balance on environmental issues is in favour of HSL07 rather than HSL06 / no environmental benefit of HSL06 over HSL07	2
East - Mea - FE - Direct costs and loss of income to Measham of selecting HSL06 is at least £266 million	1
East - Mea - FE - If HSL06 is adopted whole area will be blighted impacting on local economy / there will be losses to the local economy	2
East - Mea - FE - Loss of revenue to Measham between 2015 and 2034 over £130 million if HSL06 selected	1
East - Mea - FE - No study has been made of the comparable economic impacts of the alternative routes	2
East - Mea - HEW - HSL06 may have an adverse effect on the health of the community	1
East - Mea - HoI - Preferred route impacts upon a number of potential housing sites / will affect North West Leicester Council's ability to deliver its housing requirements	1
East - Mea - LoR - Engineering reports do not contain construction cost / operational justifications for HSL06 or HSL07	1
East - Mea - LoR - HSL06 and HSL07 would both cost around £208 million	1
East - Mea - LoR - When sifting from long list to short list in selecting route HS2 relied on mapped information only	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Mea - NV - Noise impact appears to have been given a disproportionately high significance	1
East - Mea - NV - Noise pollution will have a detrimental effect on the countryside of Measham	1
East - Mea - NV - Noise pollution will have a detrimental effect on the wildlife of Measham	1
East - Mea - NV - Route would impact on recreational resource of National Forest	1
East - Mea - PD - Route removes a significant part of The Measham Land Company's development/at least 200 houses and blights the rest	3
East - Mea - PD - The Measham Land Company has entered into Joint Venture Agreements with Leicestershire County Council to deliver planned housing provision in Measham and the Wharf Regeneration project which will deliver 175 jobs	2
East - Mea - PD - The Measham Land Company's development is an intrinsic part of the regeneration project for Measham	1
East - Mea - PRW - Footpaths will be crossed by the preferred routes hindering the leisure activities of the residents of Measham	1
East - Mea - TT - Extensive roadwork's will cause disruption for the residents of Measham	1
East - Mea - TT - HSL06 would be very disruptive to traffic flow	2
East - Mea - CR - Finances are made available to allow the Ashby Canal to be joined from its present location to the Donisthorpe section of Canal	1
East - Mea - LoR - Object proposals for a line through Measham	1
East - Mea - LoR - Concerns about the viability of the proposed route through Measham	2
East - Mea - NV - Concerns about noise levels from viaduct over the river Mease	2
East - Mea - LR - Concerns about the route passing over areas prone to subsidence due to extensive mining	1
East - Mea - VB - Concerns about the impact of the viaduct over the river Mease	1
East - Mea - Com - Disagree with proposed route through Measham	1
East - Mea - CH - Concerns unique listed buildings / bridges will be destroyed / decimated	1
East - Mea - NV - Proposed viaduct will cause noise pollution in the area of Measham	1
East - Mea - NV - Proposed viaduct will cause visual pollution in the area of Measham	1
East - Mea - NV - Measham is already blighted by noise from the A42 / East Midlands Airport	2
East - Mea - NV - Noise from line / with noise-reducing measures will be less than present A42 / as A42 being moved sideways	1
East - Mea - LoR - Council / resident concerns are NIMBY-ism / politically-motivated	1
East - Mea - FE - Proposed route will have a direct and immediate negative economic impact on Measham	5
East - Mea - FE - Benefits do not outweigh financial costs / impacts	1
East - Mea - FE - Proposed route detracts from the new housing concept that would bring more income	2
East - Mea - Eml - Proposed route cuts through a food processing factory in Measham costing jobs in the area	2
East - Mea - Eml - Proposed route detracts from the new housing concept that would bring more jobs	2
East - Mea - Bu - Proposed route will negatively affect / destroy businesses in Measham	4
East - Mea - PD - Benefits from regeneration plans in Measham would be felt in 5 years as opposed to an estimated 25 years for HS2	1
East - Mea - PD - Proposed route runs through planned canal side housing estate / wharf leaving regeneration plans at risk	6
East - Mea - PD - Local projects are not supported / have been cancelled	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Mea - Prop - Proposed route passes / will pass close to my home / property in Measham	4
East - Mea - Prop - Proposed route will devalue my property in Measham	6
East - Mea - HoI - Proposed route will destroy houses / homes in Measham	4
East - Mea - HoI - Proposed route detracts from the new housing concept that would bring more housing / cancellation of plans to build new homes in Measham	7
East - Mea - Com - The proposed route will not benefit the local community in Measham	6
East - Mea - Com - Community in Measham Packington Ashby corridor has already been affected by other travelling infrastructure	1
East - Mea - Com - HS2 will not improve local services such as local broadband	1
East - Mea - Com - Have not included plans to provide a through way for the Ashby Canal near Measham	6
East - Mea - CR - Restoration / extension of the Ashby Canal / marina has been cancelled as a result of HS2 proposals	6
East - Mea - CR - Current restoration of the Ashby Canal is supported by Leicestershire County Council / Ashby Canal Association	3
East - Mea - Sta - Measham has no local railway station	1
East - Mea - NV - Measham / Appleby Prava will suffer from noise pollution from the proposed route	5
East - Mea - NV - Do not have any faith in the measures to reduce noise pollution in Measham	1
East - Mea - Env - Proposed route would mean environmental failure for Measham	1
East - Mea - Com - Proposed route will have a negative impact on the North West Leicestershire District Council Core Strategy / plans for regeneration of Measham	2
East - Mea - Eml - Proposals will lead to many / a significant number of job losses in Measham	3
East - Mea - Eml - Proposed route will lead to the closure of a local factory resulting in considerable job losses in Measham	2
East - Mea - TT - Re alignment of the A42 will increase traffic levels in Measham	4
East - Mea - Com - Construction works will have a negative impact / cause disruption to those living in Measham	2
East - Mea - CR - Proposed route will have a negative impact on the restoration of the Ashby canal	5
East - Mea - Com - Proposed route will blight the whole of Measham	2
East - Measham - Alternative Suggestions	21
East - Mea - Emp - An alternative to HSL06 would create/save up to 600 jobs / provide temporary benefits of 850 full-time equivalent job years of employment	2
East - Mea - Bu - Plastic Omnium facility would stay at Measham if HSL07 selected	1
East - Mea - Comp - The Measham Land Company / Ideal Country Homes will be pursuing a substantial claim for compensation if HSL06 adopted which will add to costs of that option / compensation will be required	3
East - Mea - Hi - HSL07 would not require realignment of more than 2km of A42 trunk road	1
East - Mea - LoR - A full review of the issues highlighted in relation to HSL06 and transparency in the decision making process is required	2
East - Mea - LoR - An impact study relating to Measham on the alternative routes is required	1
East - Mea - LoR - HSL07 does not pass through sites allocated for major development / factory premises	1
East - Mea - LoR - HSL07 is preferable for the Birchmoor to Tonge section in the Measham area	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Mea - LoR - HSL07 would provide an acceptable crossing of the River Mease / have minimal environmental impacts	2
East - Mea - LoR - RCC Consulting report concludes that construction costs of HSL07 would be £30 million lower than HSL06 / would be cheaper to construct	4
East - Mea - LoR - There are compelling arguments against HSL06 as the preferred route / HSL06 needs to be reconsidered	2
East - Mea - MRU - More detail required on proposals for how surplus excavation material can be disposed of	1
East - Mea - PD - HS2 needs to adhere to Statement of Intent in the Sustainability Statement and work with the local authority and affected developers	1
East - Mea - Prop - HSL06 will lead to 113 dwellings being lost but HSL07 will only cause 73 dwellings to be lost	1
East - Mea - Comp - Compensation is paid to all who suffer disruption to their lives from construction work e.g. travel delays and additional cleaning from air pollution	1
East - Mea - NV - Proposed route should go underground so as to reduce noise levels	1
East - Mea - LoR - Route should run to the west of the M42 / A42 near Measham.	1
East - Mea - CI- Should minimise affects on National Forest during construction	1
East - Mea - LoR - Alternative D3.1 suggested by Plastic Omnium would be more costly and make regeneration plans impractical and uneconomic	1
East - Mea - LoR - Alternative D3.1 to HSL06 proposed by Intermodality report 'Plastic Omnium Auto Exterior: Reducing the Impact of HS2 on Measham site operations' to raise route and covert embankment to viaduct would cost less	1
East - Mea - LoR - An additional alternative to HSL07 is the route suggested in report by RCC Consulting which would save over £200 million of costs	1
East - Mea - NV - Require reassurance / mitigation so construction does not create high levels of vibration	1
East - Mea -BW - Lost forest should be replaced at a 2:1 ratio	1
East - Mea - NV - Effective sound proofing is put along the whole route to protect the wellbeing of the residents of Measham	1
East - Mea - TT - Works on roads within the vicinity of Measham should be staged so as to keep inconvenience to a minimum	1
East - Mea - PD - Improving existing lines will remove the adverse impact on development in Measham	1
East - Mea - FE - Measham is an ex-mining village in need of regeneration	1
East - Mea - Bu - Should consider an alternative route in the Measham area to protect businesses / jobs	2
East - Mea - Com - Using current Derby station for HS2 Midlands Hub will avoid social impacts on Measham Packington Ashby corridor	1
East - Mea - LoR - Reconsider the proposed route near Measham	6
East - Mea - CR - There should be plans / provisions for allowing a throughway for the Ashby Canal	3
East - Mea - CR - Should provide navigable headroom where the proposed route crosses the Ashby Canal in Measham at grid reference SK324123	2
East - Mea - Tun - Should provide a navigable culvert in the proposed embankment at Measham to allow completion of the canal restoration	2
East - Methley (Meth)	2
East - Methley - Reasons to Disagree	2
East - Meth - BW - Proposed route will impact on Methley Park Wood	1
East - Meth - NV - Proposed route will negatively affect Lemonroyd Marina with noise / vibration due to close proximity	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Middleton (Mid)	5
East - Middleton - Reasons to Agree	2
East - Mid - LoR - Present line of route is at a fair position between my property and the Middleton Village community	2
East - Middleton - Reasons to Disagree	4
East - Mid - BW - Middleton will lose wildlife / areas	1
East - Mid - CH - Devastation of Pooley Country Park and Mining Heritage	1
East - Mid - CI - Disruption due to construction / of multi level Y junction / Marston Railhead / Kingsbury Road Railhead / HS2 Bridge over M42 / Delta Junction at Water Orton	1
East - Mid - Com - The Middleton area / Kingsbury Water Park / Austrey Playing Fields / Birchmoor is blighted / will lose amenities / community facilities / tourism for extended period of time / many years	1
East - Mid - Com - The route will destroy Austrey playing fields which has just had £50,000 investment in facilities.	1
East - Mid - LoR - location of Kingsbury Road Railhead / Y Junction branching to Leeds is flawed / public were not properly consulted on	1
East - Mid - LV - Visual impact on landscape / countryside	1
East - Mid - TT - The design / box tunnel across A5 and M42 / rerouting M42 will cause congestions / traffic disruption on M42 / A5 / local roads	1
East - Midd - VB - Crossing of Middlewich Branch of the Shropshire Union Canal needs to provide adequate air / water clearance / approach visibility for navigation	1
East - Mid - LV - HS2 will transform / disfigure our countryside in the area of Middleton / Drayton Bassett	1
East - Mid - Prop - Moving route east at Middleton will have negative impact on my property	1
East - Mid - Comp - Moving route east at Middleton would minimise compensation levels for many properties	1
East - Mid - LoR - Disagree with proposal by MHAG to move route eastwards at Middleton	1
East - Mid - LoR - Moving route east at Middleton would increase noise pollution from the A4091 on one side of our property and HS2 on the other	2
East - Middleton - Reasons to Neither Agree nor Disagree	1
East - Mid - Comp - Properties affected by the present route in Middleton will receive maximum compensation	1
East - Mid - LoR - Line of route at Middleton has already been moved eastward once already	1
East - Middleton - Alternative Suggestions	2
East - Midd - VB - Skew crossing of Middlewich Branch of the Shropshire Union Canal should be carefully designed to minimise adverse landscape impact / maximise light / sightlines	1
East - Mid - Com - More / better mitigation of blighted area needed	1
East - Mid - Cut - Outside the Y junction at Marston / area north of Polesworth the route should be lowered to reduce noise and visual impacts	1
East - Mid - Tun - The route should be tunneled from the Y junction at Marston to an area north of Polesworth to avoid loss of wildlife, recreation and blight to communities	1
East - Mid - Tun - The route should be tunnelled under Kingsbury Water Park instead of passing across it at high level, if it is built at all to avoid destroying wildlife, park and leisure centre.	1
East - Mid - VB - Where bridges are needed they should not be higher than the M42 bridges (e.g. across Linden Lane, Shuttington Road)	1

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East - Micklefield (Mick)	1
East - Micklefield - Reasons to Neither Agree nor Disagree	1
East - Mick - Env - Micklefield Parish Council looks forward to being consulted and concerns being examined as part of Environmental Impact Assessment process	1
East - Mick - VB - Consultation document only identifies bridges where the proposed route crosses motorways and Class A roads so no knowledge of bridging facilities in relation to lower class of highways	1
East - Micklefield - Alternative Suggestions	1
East - Mick - Clm - Cumulative impact of noise from the M1, Ai(M), the forthcoming Hook Moor Wind Farm and HS2 needs to be taken into account	1
East - Mick - Hi- Direct vehicular connectivity between the Hook Moor Crossroads, Great North Road and the Ridge Road must be maintained	1
East - Mick - BW - Option for spur to connect to ECML through Micklefield passes through semi-ancient woodlands at Weet Wood and the Special Landscape Area immediately to the east	1
East - Mick - Env - Assessment of concerns on impact of route on Micklefield must be undertaken as part of Environmental Impact Assessment	1
East - Mick - PRW - Ability of pedestrians to use Pf1 and Pf 11 must be maintained	1
East - Mick - PRW - Residents / visitors should continue to have access to Rangers' Walk, an Established Right of Way and historic path in the area dating to 963AD	1
East - Monk Bretton (Monk)	3
East - Monk - CH - Should try and keep the negative impacts on the remains of Monk Bretton Priory to a minimum	3
East - Newark (New)	2
East - Newark - Alternative Suggestions	2
East - Newark - FE - Concern about potential economic damage that would occur if direct access to / from Newark to London / Leeds / Newcastle / Edinburgh is transferred to HS2	1
East - Newark - FE - High Speed 2 has the potential to deliver direct and indirect benefits to the District of Newark & Sherwood through economic growth and regeneration	1
East - New - Ra - Using previous Great Northern and London and North Western Joint Railway through / around Market Harborough to join the East Coast Mainline in the Newark area / would be cheaper	1
East - Newcastle (Newc)	20
East - Newcastle - Reasons to Disagree	3
East - Newc - Air - There are other methods to travel into London / flights to Heathrow from Newcastle regional Airport	1
East - Newc - SFS - Journey time reduction from Newcastle to East Midlands Hub will be minimal / from 150 minutes to 126 minutes	1
East - Newc - ECML - Connecting HS2 to ECML is unnecessary because fast trains already run from London to Newcastle	1
East - Newcastle - Reasons to Neither Agree Nor Disagree	1
East - Newc - Ra - Upgrading the speed on the existing line between York and Newcastle will mean building new high speed tracks alongside the existing ones	1
East - Newc - Ra - Existing two tracks of the East Coast Main Line between York and Newcastle will not be upgraded beyond 225 km/h as this would prevent local / freight traffic	1
East - Newcastle - Alternative Suggestions	17
East - Newc - ECML - Should consider an additional spur avoiding York to reduce journey times from Newcastle	1
East - Newc - LoR - Should consider an extension to Newcastle / more provision for the future extension to Newcastle should be included	5

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Newc - LoR - Proposed route should be extended to Teesside / Tyneside / East County Durham / Wearside / Warrington and terminate at Gateshead / Newcastle	6
East - Newc - LoR - Alternative extension to the Newcastle can terminate in Gateshead / does not have to cross the Tyne	1
East - Newc - LoR - Proposed route should include one of the East Midland cities / if it is built	2
East - Newc - Sta - There should be an additional station in Newcastle	2
East - Newc - Jn - Plan for the proposed station at Leeds New Lane should include a delta junction to facilitate onward travel to Newcastle	2
East - New Crofton - Proposed Rolling Stock Maintenance Depot (NCro)	17
East - New Crofton - Proposed Rolling Stock Maintenance Depot Reasons to Disagree	15
East - NCro - CH - Considerable Roman archaeological remains are within Nostell Priory	1
East - NCro - CH - Potential impacts on Nostell Priory	1
East - NCro - LV - Will be visible at night ruining the tranquil area of Yorkshire	1
East - NCro - NV - Concern over the volume of construction traffic	1
East - NCro - TT - Concern over the volume of construction traffic	1
East - NCro - TT - HGVs servicing the depot site will be numerous and impact on access to and from Nostell	1
East - NCro - TT - HGVs servicing the depot site will be numerous and will affect the enjoyment of visitors to Nostell	1
East - NCro - TT - Traffic may deter visitors effecting the trading business's of Nostell Priory	1
East - NCro - WF - The proposed maintenance depot includes embankments over several unnamed watercourses	1
East - NCro - Com - I live close to the proposed route / on A638	1
East - NCro - Prop - Proposed route to maintenance depot will impact on 5 high value dwellings	1
East - NCro - Prop - Proposed route will create / is creating difficulties for people wishing to buy / sell homes in New Crofton	1
East - NCro - Prop - Proposed route will have / has had a negative impact on the value of people's homes / decrease house value in New Crofton	2
East - NCro - LR - Proposed location of maintenance depot will cut through the only access to 3 farms	1
East - NCro - LR - New Crofton rolling stock maintenance depot will be built on 29 hectares of green belt land	1
East - NCro - Com - New Crofton rolling stock maintenance depot will not benefit the area / local community	2
East - NCro - TT - Proposed Rolling Depot will add to existing traffic problems in Crofton / New Crofton	4
East - NCro - Hi - A638 will require an upgrade to provide road access to the proposed depot at New Crofton	1
East - NCro - Dep - Disagree with location of Crofton rolling stock maintenance depot	4
East - NCro - Dep - Destruction caused by New Crofton rolling stock maintenance depot means it will be unsustainable	1
East - NCro - LV - Proposed location of maintenance depot will impact amenities of an Area of Outstanding Natural Beauty	1
East - NCro - LV - New Crofton rolling stock maintenance depot will cause permanent / irreversible damage to the countryside	2
East - NCro - BW - Proposed location of maintenance depot will destroy / devastate habitat of unique owls / wildlife / woodlands in Hare Park Woods	2
East - NCro - CH - Hare Park Farm has been recently restored	1

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East - NCro - NV - Proposed Rolling Depot will lead to huge increases in noise for local residents	6
East - NCro - NV - Proposed Rolling Depot will lead to huge increases in vibration for local residents	2
East - NCro - AQ - Proposed Rolling Depot will pollute Crofton	1
East - NCro - Dep - Crofton will suffer from light pollution if proposed Rolling Stock Depot is built	3
East - NCro - CH - Hare Park Farm is an ancient dwelling / is 600 years old	1
East - New Crofton - Proposed Rolling Stock Maintenance Depot Reasons to Neither Agree nor Disagree	1
East - NCro - BW - anticipate limited impact on the local wildlife	1
East - New Crofton - Proposed Rolling Stock Maintenance Depot Alternative Suggestions	5
East - Ncro - RS - Clarification on the 'node' at New Croft with regard to impact on local housing, environment and communities	1
East - NCro - Dep - Existing Crofton Maintenance Depot should be carefully expanded within its existing footprint to provide an alternative facility to proposed Rolling Stock Maintenance Depot in New Crofton	1
East - NCro - BW - Local bat population needs to be mitigated due to light pollution from the depot	1
East - NCro - CH - More information is needed on how this will be built and used	1
East - NCro - Dep - Route to proposed maintenance depot should be located further North closer to Crofton village over vacant land	1
East - NCro - Dep - Rolling Depot should be relocated	1
East - Normanton (Norm)	13
East - Normanton - Reasons to Disagree	7
East - Norm - LR - Concerns that HS2 Ltd may be unaware of the development plans of McArthur Glen to extend its outlet centre (drawing 13012L SK29 attached) creating 500 jobs	1
East - Norm - Env - Proposed route will have a detrimental impact on Normanton / surrounding villages	1
East - Norm - NV - Proposals will increase noise levels in / around Normanton	1
East - Norm - Prop - Proposals will negatively affect house prices / house prices will fall in Normanton	1
East - Norm - Ew - The route passes through Welbeck Landfill / Copley Lane Landfill which could cause contamination / requires mitigation	1
East - Norm - CH - Proposed route ignores Roman Villa discovered under Normanton Railway Station	1
East - Norm - Saf - Safety issues arising from subsidence from old mines and river courses has been ignored.	1
East - Norm - AQ - Proposed route running close to Welbeck dumping site will worsen bad smell / dust pollution during construction	1
East - Norm - FE - Keeping line in valley will save money	1
East - Norm - LR - Route between Cold Hiendley and Church Fenton should follow the M1, alongside or on a gantry	1
East - Norm - LV - Keeping line in valley will reduce visual impact of HS2	1
East - Norm - BW - Proposed route will destroy woodland / meadows in Welbeck / Newland Hall	1
East - Norm - CH - Proposed route will impact on archaeological importance area / Newland Hall	1
East - Norm - LR - Route cuts through a green belt including wetland habitat and common land, impacting on wildlife, residents and visiting nature lovers.	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Normanton - Alternative Suggestions	7
East - Norm - LoR - Should realign route at Walton to follow river Calder / Aire & Calder Navigation to Leeds	1
East - Norm - LoR - East Coast spur to York should split towards Woodlesford on flood plain outside Leeds	1
East - Norm - LoR - Should cut through waste tip at Welbeck to save farmland	1
East - Norm - Leeds spur should follow the route from Normanton and into Leeds following the existing motorway corridor / proposal by Alec Shelbrooke MP	1
East - Norm - Sta - Proposed station at Leeds should be located at Normanton as British Rail land / direct access from M62 would make it accessible to a wider population	1
East - Norm - Sta - A station at Normanton with upgraded rail services from Leeds / York would be accessible to a wider population	1
East - Norm - Sta - Journey time between Leeds and London would be 1 hour if the station for Leeds were at Normanton	1
East - Norm - LoR - It would be cheaper to follow the existing railway through Normanton and on to Sheffield than build miles of viaducts and cuttings	2
East - Norm - Sta - Proposed station at Leeds should be at Normanton / could be called Leeds South	1
East - Norm - VB - Proposed route from Swinton to Leeds on the Cudworth Line should have a flyover at Normanton to allow trains to cross the Barnsley - Leeds line	2
East - Norm - Dep - Proposed rolling stock depot should be located at Normanton instead of New Crofton	1
East - Northallerton (Nort)	6
East - Nort - Reasons to Disagree	1
East - Nort - Saf - Concerns about operation / safety at Northallerton station	1
East - Nort - Reasons to Neither Agree nor Disagree	1
East - Nort - HS2 has promised a station at Northallerton	1
East - Nort - Alternative Suggestions	4
East - Nort - Northallerton should be included in the HS2 route / if not properly served by East Coast Main Line	3
East - Nort - Ra - Should reinstate line from Harrogate to Northallerton	1
East - North Milford (NMil)	1
East - North Milford - Reasons to Agree	1
East - NMil - CH - Proposed route avoids the listed buildings at North Milford	1
East - North Milford - Alternative Suggestions	1
East - NMil - CH - Alternative routes do not avoid the listed buildings at North Milford	1
East - Nottingham (Not)	174
East - Nottingham - Reasons to Agree	10
East - Not - FE - Nottingham has not received enough investment	1
East - Not - FE - New infrastructure will bring in investment to Nottingham	1
East - Not - FE - HS2 will help to generate prosperity in the Nottingham area	3
East - Not - PD - New infrastructure will encourage development of offices / housing	1
East - Not - Com - New infrastructure / development will have a beneficial impact on Nottingham	1
East - Not - Com - New infrastructure will develop a community around Nottingham	1
East - Not - Com - A faster rail service to Nottingham is good / beneficial for Nottingham / the regional capital / principal business centre of the East Midlands	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Not - Hi - New infrastructure will encourage improvement in roads / access situations in Nottingham	2
East - Not - LoR - The line provides a useful link between Nottingham to Sheffield	1
East - Not - LoR - Proposed route is necessary / needed for Nottingham	2
East - Not - Sta - Proposed location is close to Nottingham / Nottingham will be well served	2
East - Nottingham - Reasons to Disagree	73
East - Not - ERS - Proposals will negatively impact existing rail services from Nottingham	2
East - Not - SFS - HS2 plan for Birmingham Curzon St is not appropriate for Nottingham services	1
East - Not - TS - Tram system expansion may not be needed / is unnecessary	3
East - Not - Eml - Existing jobs will be displaced from Nottingham to London	1
East - Not - Ra - Midland Mainline electrification project will reduce journey times to Nottingham	1
East - Not - SFS - Improved rail journey time will be negated by additional travel from Nottingham to Birmingham station	1
East - Not - LV - Concerns over the proposed cut and cover tunnel near Nottingham Business Park / building tunnel under business premises will have detrimental effects	3
East - Not - Bu - Proposed route will affect the viability of my business / farm	1
East - Not - ERS - Services to other regions from Nottingham are appalling	1
East - Not - TS - Mention of devastation caused by construction of tram system	1
East - Not - Com - Proposed route / stations will negatively impact / disrupt Nottingham	1
East - Not - PD - Nottingham has not received enough planning and development	1
East - Not - Eml - Do not want more commuters coming to Nottingham because it already has high unemployment	1
East - Not - Eml - Do not want more commuters coming to Nottingham because it has limited amount of skilled jobs available	1
East - Not - Com - Commuters from Nottingham are not being considered / their voices are not being heard	1
East - Not - Com - The proposed line will not serve / benefit the city / people of Nottingham	17
East - Not - SFS - Passengers from Nottingham will get to London faster on existing services / East Coast Main Line / Midland Main Line than HS2	12
East - Not - ERS - Nottingham is already well served by existing services	3
East - Not - ERS - The existing Midland Mainline already serves Nottingham	2
East - Not - PT - Additional journey from / to Nottingham will increase journey time	7
East - Not - Hi - There is little scope for widening the A52 to Toton for increased traffic within Nottingham boundaries	2
East - Not - TS - Current connection to Nottingham via tram is adequate to get to London	1
East - Not - LoR - Proposed route does not connect the city centre of Nottingham	8
East - Not - LoR - Proposed route does not follow any disused railway line	1
East - Not - Sta - Proposed route does not stop in a sensible destination such as Nottingham	1
East - Not - Sta - Proposal does not cater for a station at Nottingham	1
East - Not - Sta - Nottingham will have a World Class transport hub by 2014	1
East - Not - Sta - Proposed route does not reach the centre of Nottingham so passengers will not make the change in winter	1
East - Not - TT - Traffic lights will need resetting due to increased volume of incoming commuter traffic	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Not - TS - Concerned that plans for Nottingham tram network have not been considered / could cause further disruption	5
East - Not - LV - Proposed route will negatively impact / destroy / ruin the countryside for 2 deprived outer city estates of Nottingham	1
East - Nottingham - Reasons to Neither Agree nor Disagree	3
East - Not - TS - Questions travel time on tram to Nottingham	2
East - Not - Ra - Nottingham has historically been bypassed for ECML and Midland Main Line rail routes	1
East - Nottingham - Alternative Suggestions	112
East - Not - Sta - East Midlands station should be located in Nottingham City Centre to allow growth of rail freight on Midland Main Line	1
East - Not - SFS - Line should connect with Nottingham once an hour	1
East - Not - Sta - Proposed route / station could use the old Great Central Railway alignment through Victoria station	1
East - Not - Sta - A station at Nottingham would be more convenient but would require more demolition of properties	1
East - Not - Eml - A station at Nottingham near M1 Junction 26 would bring employment benefits to the area	1
East - Not - Saf - A station located at Nottingham near M1 Junction 26 would slow the train down ensuring more safety / to surrounding areas / Nuthall / Strelley Village / less chance of rail track accidents	1
East - Not - Bu - HS2 must support business which have to relocate from Nottingham Business Park to remain in the area	1
East - Not - Eml - Procurement should encourage employment for young people in Nottingham	1
East - Not - ERS - Conventional train services to Nottingham/ Robin Hood Line should be maintained/ developed	1
East - Not - FE - A Nottingham/Birmingham link would bring economic benefits to both cities	1
East - Not - FE - Any alterations to services to Nottingham once HS2 is operational should consider the impact on the Greater Nottingham economy	1
East - Not - Ra - HS2 must not negatively impact Nottingham-Sheffield service	1
East - Not - Ra - There should be a north facing connection onto HS2 to allow direct trains from Nottingham to Leeds/North East	2
East - Not - Sta - Should consider Nottingham as a hub station as it has good links to public transport / existing rail network	2
East - Not - NV - Mitigation measures are required to ensure residents and businesses in Nottingham to not experience noise/vibration levels in excess	1
East - Not - PRW - Footpaths should be preserved/impacts mitigated	1
East - Not - SFS - HS2 should consider opportunities (including classic compatible trains and tunnelling) to provide HS2 access into Nottingham	1
East - Not - Ra - Should consider using the Great Northern and London and North Western Joint Railway to spur a line into Nottingham from the East / more beneficial than Toton	1
East - Not - PD - Improving existing lines will remove the adverse impact on development in Nottingham	1
East - Not - FE - Nottingham's new hub will become an expensive white elephant if HS2 does not stop here	1
East - Not - Com - An alternative station location could benefit whole of the East Midlands not just one city / Nottingham	1
East - Not - Com - Should have an additional station in Nottingham / Nottingham City Centre to serve major population centres	3

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Not - SFS - Should run a service from Nottingham Station that connects to HS2 every hour	2
East - Not - SFS - Some HS2 trains should run into current Nottingham Station and beyond	1
East - Not - Sta - An additional station in the East Midlands will only lose around 9 minutes of journey time between Nottingham and London	1
East - Not - ERS - Upgrading Midland Main Line will improve journey times from Nottingham	4
East - Not - ERS - Nottingham should be served by faster conventional trains from Birmingham / London	1
East - Not - Ra - Should consider extending existing line at Nottingham from Newark Castle to Newark Northgate ECML station	1
East - Not - Ra - Proposals / HS2 infrastructure should include junctions to allow classic compatible high speed services to access Nottingham city centre station	6
East - Not - Ra - Additional station at Leicester should connect to Nottingham	1
East - Not - Ra - Reopening Great Central Line would serve Nottingham	3
East - Not - TS - Nottingham Tram line can be extended to the station	6
East - Not - LoR - Route should go via / close to Nottingham	4
East - Not - LoR - Should consider routing the line through Nottingham	1
East - Not - LoR - HS2 trains travelling on existing Midland Main Line track from Toton to Nottingham could improve service to / from Nottingham	4
East - Not - LoR - Should consider an alternative route following the route of Great Central Railway from Nottingham / Sheffield	3
East - Not - Sta - Would be better to use / improve existing station at Nottingham / under existing / hub should be at Nottingham / Nottingham City Centre	28
East - Not - Sta - Should have a station / additional station in Nottingham / Nottingham City Centre / South Nottingham / underneath Nottingham City Centre / adjacent Nottingham City Centre	28
East - Not - Sta - Nottingham would be better placed as the hub station	5
East - Not - Sta - Hub / station should be closer to Nottingham	5
East - Not - Sta - Should not have a station at Nottingham	4
East - Not - Sta - Proposed station should be located at Nottingham Phoenix Park	2
East - Not - Tun - Should consider tunnelling underneath Nottingham / bring the line underneath Nottingham	1
East - Not - TP - Should consider electrification of Nottingham line	3
East - Not - Sta - Proposed station should be located at Nottingham near M1 Junction 26 and connect the tram at Phoenix Park NET hub	1
East - Not - Sta - Should consider a link between Nottingham and Birmingham	4
East - Not - Hi - HS2 station located at Nottingham would require M1 / A52 integrated with tram network	1
East - Not - Sta - An additional station in Nottingham will fuel growth in the East Midlands	1
East - Not - Sta - Should have an additional station at Nottingham Phoenix Park / adjacent to tram terminal	2
East - Nuneaton (Nun)	3
East - Nuneaton - Reasons to Disagree	2
East - Nun - Com - The proposed route will destroy Nuneaton	1
East - Nun - Sta - Proposed route will cause passengers not to use WCML station Nuneaton	1
East - Nuneaton - Alternative Suggestions	1
East - Nun - Sta - Should have an additional station at Nuneaton	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - Nuthall (Nut)	26
East - Nuthall - Reasons to Disagree	19
East - Nut - VB - The Appraisal of Sustainability has not included the increase in the bridge in Nuthall	1
East - Nut - NV - The Appraisal of Sustainability does not include noise impacts on Nuthall	1
East - Nut - Clm - Proposed route runs / cuts through Nuthall which already has the M1 through its centre	1
East - Nut - CI - Construction vehicles needed for this part of the route will cause long disruptions / delays	1
East - Nut - Comp - Occupiers of affected homes should be assisted by compensation schemes as soon as possible	1
East - Nut - Prop - Concerns about vibration causing damage to properties	1
East - Nut - LoR - Disagree with the proposed route through Nuthall	3
East - Nut - CI - Already have proposed Oxylane Village near J26 of the M1 Nuthall cannot stand any more development	1
East - Nut - Prop - Nuthall Council will lose a lot of land	1
East - Nut - Prop - Proposed route will run parallel alongside a number of properties	1
East - Nut - LoR - Proposed drawing by HS2 does not show a bridge going over Nuthall Multi-user access path / bridal ways which is unacceptable	1
East - Nut - Com - Proposed embankments will take a long time to be built / cause more inconvenience to locals	1
East - Nut - WF - M1 bridge to Nottingham road suffer from ongoing flooding due to inadequate / under-designed water drainage on roads	1
East - Nut - WF - HS2 will cause even more flood risk which is unacceptable to the area	1
East - Nut - CH - Proposed bridge over Nuthall Lodge would further damage it	1
East - Nut - LR - Proposed route should be built on brownfield site	1
East - Nut - PRW - Proposed route needs a bridge over Nuthall Multiuser pathway / bridal ways	1
East - Nut - TS - Should have a tram link at Phoenix Park to Kimberley if the two transport corridors are next to each other to make the plan more attractive	1
East - Nut - Prop - Properties in the area will be blighted for many years	1
East - Nut - Prop - Proposed route will plough into houses in Nuthall	2
East - Nut - Hol - Proposed route would lead to people losing their homes	5
East - Nut - LR - Proposed route takes up land allocated for other purposes / demolishes recently built units in Nuthall	1
East - Nut - LR - Proposed route will take a lot of greenbelt land	4
East - Nut - LR - Nuthall will lose valuable green land which separates Nuthall from Derby	1
East - Nut - Comp - Compensation offered to Nuthall Council is inadequate	1
East - Nut - Com - Route will have a negative impact on residents of a densely populated area	2
East - Nut - Com - Proposed route through Nuthall is being pushed through without considering the residents of Nuthall	1
East - Nut - Com - Proposal will lead to the loss of children's football pitch	1
East - Nut - Com - Proposed route will have negative impacts on the residents of Nuthall	6
East - Nut - HEW - Trains travelling at 225 mph through Nuthall will disrupt quiet residential area	2
East - Nut - TT - Nuthall is already affected by the M1 and traffic	3
East - Nut - Hi - There has been 3 years of M1 widening	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - Nut - PRW - Will have a negative impact on areas used by walkers	1
East - Nut - VB - The impact of HS2 have increased on residents / people nearby as a result of proposed bridge at Nuthall	2
East - Nut - LV - Proposed route will have a negative visual impact on Nuthall	2
East - Nut - BW - Proposed route will get rid of woodlands / trees	2
East - Nut - BW - Proposed route will disturb animal habitats	2
East - Nut - BW - Proposal will have a negative impact on local wildlife	5
East - Nut - NV - Proposed route will create a lot of noise for those living in the area of Nuthall	6
East - Nut - NV - Nuthall is already suffering continuously from noise pollution created by the M1	2
East - Nut - WF - Proposal will have a negative impact on water near Nuthall	2
East - Nut - Env - Proposal will spoil / have a negative impact on the environment at Nuthall	3
East - Nut - Air - Proposed route will create air pollution for those living in the area of Nuthall	4
East - Nut - Air - Nuthall is already suffering continuously from air pollution created by the M1	2
East - Nuthall - Alternative Suggestions	14
East - Nut - Com - Disturbance for residents of Nuttall should be minimised	1
East - Nut - Tun - Proposed route from the proposed station at Toton should follow the Erewash Valley to Derby to avoid expensive tunnelling in Nuthall	1
East - Nut - LoR - Will be easier to move the proposed HS2 route than to move / divert all services / utilities	1
East - Nut - LoR - Proposed route should be moved away from the M1 to alleviate any concerns of collision between the two	1
East - Nut - LoR - Proposed route / bridge should be moved to the east / nearby to a dual carriageway / fire brigade station / two hospitals / police station	1
East - Nut - LoR - Proposed route should be relocated elsewhere / on a straight piece of road with no corners	1
East - Nut - FE - Makes more economic sense to move the line to a road where there are properties on one side of the road / reducing the cost / being cost effective	1
East - Nut - BW - Should avoid the destruction of trees around the area	1
East - Nut - Com - A station near Nuthall would benefit people living in Nottingham	1
East - Nut - Com - Line should not go so close to houses / quiet residential area in Nuthall	3
East - Nut - Ra - A station at Phoenix Park Nuthall will make the train preferable to using the car	1
East - Nut - PT - A station at Phoenix Park Nuthall with adequate free park and ride would benefit Nottingham	1
East - Nut - TS - A station in Nuthall should be linked to tram stop in Phoenix Park with adequate free park and ride	1
East - Nut - TS - A station at Phoenix Park Nuthall if linked to the tram would benefit Nottingham	1
East - Nut - LoR - Line should not go so close to town of Nuthall	2
East - Nut - LoR - Proposed route north from proposed station at Toton should follow the existing Erewash Valley Line to alleviate problems for residents in Nuthall	1
East - Nut - LoR - Proposed route should deviate west from M1 at Nuthall / should move it away from the M1	3
East - Nut - LoR - Proposed route should not pass through Nuthall	4
East - Nut - Sta - A station at Phoenix Park Nuthall will make trains preferable to using the car	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Nut - Sta - Should have an additional station near Nuthall	2
East - Nut - Tun - Proposed route through Ancient Woodland at New Farm Wood should be in a short tunnel	1
East - Oulton (Oul)	18
East - Oulton - Reasons to Disagree	9
East - Oul - Prop - Residents are concerned about the destructive impact of the proposed route on their homes	1
East - Oul - Com - negative impact on local communities in Oulton	1
East - oul - Emp - Detrimental impact of traffic disruption on local employment along and adjacent to the A642 during construction	1
East - Oul - Emp - Detrimental impact of traffic disruption on local employment along Methley Lane from Castleford during construction	1
East - Oul - Hol - The proposed route will blight future/ planned / identified suitable housing sites / put pressure on Green Belt housing	1
East - Oul - LR - negative impact on greenbelt areas	1
East - Oul - Prop - Negative impact on property prices and the desirability of the LS26 area.	1
East - Oul - Prop - The proposed viaduct will have concerning visual effect and intrusion upon the housing estates of the Maltings and the Locks.	1
East - Oul - PRW - Cuts through Leeds Country Way and the Trans Pennine Trail	1
East - Oul - VL - Will degrade/change the landscape around Oulton irrevocably.	1
East - Oul - LR - Proposed route will destroy / disrupt / farm land / ability to farm on Water Haigh Farm, fleet lane	1
East - Oul - WF - The route crosses unnamed watercourses / River Calder / Oulton Beck / River Aire which all have potential for environment enhancers / reversions / require flood mitigation	1
East - Oul - Com - Residents are concerned about the destructive impact of the proposed route on their livelihoods	1
East - Oul - Com - Loss of station / closure of A642 will turn Oulton into an isolated backwater / lack of trade	1
East - Oul - BW - Residents are concerned about the destructive impact of the proposed route on local wildlife	1
East - Oul - Com - Proposed route will cause disruption to housing in Oulton	2
East - Oul - Com - Proposed route is too close to houses	1
East - Oul - TT - Proposed route will cause disruption to roads in Oulton	2
East - Oul - LoR - Disagree with the route through Oulton	2
East - Oulton - Alternative Suggestions	11
East - Oul - LoR - Support the alternative line of route proposed by Alec Shelbrooke MP	1
East - Oul - LoR - option routing and design of spur to Leeds City Centre should be reviewed to reduce adverse effects on residents of Oulton	1
East - Oul - LoR - Should consider alternative route through brownfield sites near Oulton	1
East - Oul - Com - Proposed route's impact on local communities in Oulton should be considered / reduced	7
East - Oul - Com - Route / design of East Coast Main Line spur should be reviewed to reduce the negative effects on Oulton	2
East - Packington (Pack)	27
East - Packington - Reasons to Disagree	25
East - Pack - Emp - Proposed route will negatively impact / destroy jobs / local factory	1
East - Pack - NV - Noise would have a detrimental effect on the village school	2
East - Pack - NV - Viaduct 300m from Packington will be a source of noise pollution	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Pack - LV - Viaduct 300m from Packington will be a source of light pollution	2
East - Pack - WF - Proposals must include mitigation measures for flooding from Gilwiskaw Brook	3
East - Pack - Prop - I / we / residents bought property in Packington for peace / beauty / sought after location	1
East - Pack - Prop - I / we / residents bought property in Packington for convenient location / easy reach of road / rail networks	1
East - Pack - Prop - Property in Packington is / will be blighted	2
East - Pack - Prop - My / residents' property is situated close to the proposed route / viaduct	2
East - Pack - Com - Packington will suffer transport disruption during construction and operation	4
East - Pack - Com - The viability of the village school will be at risk if young families are discouraged from moving into the area by the proposed route	1
East - Pack - Bu - Concerns about the impact / disturbance to my business / businesses	1
East - Pack - Bu - The quality of the environment / peace and quiet / is important to my business	1
East - Pack - CI - Concerns regarding dirt / dust during construction / operation	2
East - Pack - CI - Concerns about the routing of construction traffic / machinery during construction	2
East - Pack - AQ - Proposed route will cause increased pollution from traffic fumes	1
East - Pack - AQ - Proposed route will cause dust / dirt during construction	2
East - Pack - Hi - Construction of bridges / viaducts will cause road closures / re-alignments in Packington	1
East - Pack - LV - Efforts must be made to reduce the visual intrusion into a rural location	1
East - Pack - NV - Due to the topography of the area / line crossing the River Mease and floodplain / the sound would be channelled towards Packington	1
East - Pack - LR - Proposed deep cutting will cause a large area of agricultural land to be lost due to gradient required	1
East - Pack - NV - Proposed 300 metre viaduct over the Gilwiskaw Brook will increase the noise pollution / blight for Packington	2
East - Pack - NV - Packington is already blighted by noise from the A42 / East Midland Airport	2
East - Pack - Prop - HS2 has already had / will have a negative impact on house prices / saleability in Packington	4
East - Pack - Com - Proposed route runs past my house / property / in Packington	4
East - Pack - LV - HS2 will ruin / have a negative visual impact on / the village / rural nature of the village of Packington	7
East - Pack - VB - Proposed 300 metre viaduct north of Packington is unacceptable	1
East - Pack - BW - Proposed route will affect conservation areas / SSSIs near Packington	6
East - Pack - LoR - Proposed line passes closely by village of Packington	2
East - Pack - BW - Proposed route runs through a sheep field in Packington	2
East - Pack - BW - Proposed route will ruin local stream and its wildlife	3
East - Pack - BW - Proposed route will cause significant damage to Gilwiskaw Brook downstream of Packington	3
East - Pack - Sta - Proposed stations outside of Packington will bring no economic benefit to the community	1
East - Pack - NV - Noise will have a substantial impact on Packington village / businesses / village school during construction and operation	13
East - Pack - VB - Proposed viaduct runs 250 metres past the listed Watermill on my property in Packington	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Packington - Alternative Suggestions	10
East - Pack - LoR - Route should avoid Ashby/Packington corridor and be moved nearer to the A42 to minimise impact on Packington	2
East - Pack - LV - HS2 should provide information on options for visual mitigations	2
East - Pack - NV - HS2 should provide information on options for noise mitigations	2
East - Pack - Tun - Route on either side of viaduct could be constructed using cut and cover techniques to create a green tunnel	2
East - Pack - NV - Green tunnel would reduce noise from A42 which already impacts on Packington	2
East - Pack - VB - Viaduct near Packington could be shielded by a state of the art sound barrier	2
East - Pack - NV - Noise barriers and/or acoustic bunds should be built along route to protect Packington from noise	2
East - Pack - LV - Design of noise barriers and/or acoustic bunds should minimise visual impact of railway	2
East - Pack - BW - Should be band of forestation between HS2 route and Packington	2
East - Pack - HEW - Firm proposals with regard to the design need to be put forward as soon as possible in order to minimise anxiety	2
East - Pack - LR - A tunnel would allow access to further retained land west of the proposed route	1
East - Pack - NV - A tunnel would reduce the noise impact in the immediate vicinity	2
East - Pack - LR - A tunnel would allow a greater area of land to be returned to agricultural production	1
East - Pack - Tun - Proposed route / north of Packington should be in a tunnel	4
East - Pack - NV - Will need to place noise mitigation around elevated route near Packington	5
East - Pinxton (Pinx)	7
East - Pinxton - Reasons to Disagree	4
East - Pinx - FE - Route will damage redevelopment sites	2
East - Pinx - Com - Proposed route is too close to our home in Pinxton	1
East - Pinx - TT - Nearby M1 / A38 already creates heavy congestion / traffic to Pinxton	2
East - Pinx - Clm - Multiple industrial developments already negatively impact / surround the Pinxton	1
East - Pinx - SFS - Train times / 6am to 12pm will negatively impact / disrupt / disturb Pinxton	1
East - Pinx - Hi - Proposed route will permanently close Brookhill Lane / Kirkby Lane	1
East - Pinx - NV - HS2 will yield noise similar to the trains that used to travel in the area / the Kirkby - Pinxton line	1
East - Pinxton - Alternative Suggestions	4
East - Pinx - Sta - Station/Interchange near Pinxton could connect to Mansfield/Peak District/Local services/Nottingham/Chesterfield	1
East - Pinx - Sta - Should have additional station near Pinxton	1
East - Pinx - Should have an additional station near Kirkby	1
East - Pinx - Cut - Should use more cuttings instead of viaducts / over-land rail to stop the noise returning to Pinxton	1
East - Pinx - Tun - Should use more tunnels instead of viaducts / over-land rail to stop the noise returning to Pinxton	1
East - Pinx - Tun - Proposed route between Kirkby Cliff Farm and Cliff Lane should be in a short tunnel	1

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East - Pontefract (Pont)	2
East - Pont - Reasons to Disagree	1
East - Pont - Dep - Concern that construction vehicle will drive past primary schools	1
East - Pont - Dep - Objections to the impact of depot site on local community and environment	1
East - Pont - FE - Cost and no benefit to the area	1
East - Pont - Alternative Suggestions	1
East - Pont - Should have an additional station at Pontefract	1
East - Polesworth / Pooley Country Park (Poles)	72
East - Polesworth / Pooley Country Park - Reasons to Disagree	63
East - Poles - LV - Route will spoil / ruin / destroy / damage countryside in Polesworth	4
East - Poles - Prop - Impact in terms of housing blight will be great	1
East - Poles - Com - Closure of Pooley County Park will be a substantial loss to North Warwickshire	1
East - Poles - FE - Concerns about lower visitor numbers / economic impacts of closure of Pooley County Park	1
East - Poles - BW - The proposed route will have a negative impact on Pooley Country park	1
East - Poles - WF - Concerns about the effect on the water table / flood plain around Polesworth and Alvecote Pools	1
East - Poles - Sta - Concerns about the benefits HS2 will bring to Polesworth	2
East - Poles - Bu - Proposed route will have an irreversible impact on the livelihood of businesses / attractions in the area	1
East - Poles - Com - Proposed route will destroy cricket ground in Polesworth	1
East - Poles - ERS - Existing services only stop in a northerly direction in Polesworth	1
East - Poles - LR - The route compromises 21000 square feet of commercial space which was let out on investment basis	1
East - Poles - LV - HS2 aligned close to motorway will have a negative visual impact	1
East - Poles - LoR - Disagree with the proposed route through Polesworth	2
East - Poles - TT - Proposed route will cause traffic disruption on the B5000 / Hermitage lane	3
East - Poles - Com - Green space around Polesworth is the reason for moving to the area	2
East - Poles - Hi - Design work has not taken into account the impact on existing road infrastructure by having the railway close to the M42	1
East - Poles - Hol - The line will destroy three houses in Polesworth	1
East - Poles - LR - Polesworth is built over a mining area	2
East - Poles - LR - Proposed route will mean Pooley Country Park will close down	11
East - Poles - Com - Proposed route will have a destructive impact in Polesworth	14
East - Poles - Com - Polesworth has been blighted by these proposals / for 2 years already	11
East - Poles - Com - The viaduct over the M42 near Pooley Country Park will devastate the area	1
East - Poles - Com - Pooley Country Park is popular with families / tourists	10
East - Poles - Com - Pooley Country Park is a centre for education / relaxation / amenities	3
East - Poles - Com - Proposed route will negatively impact / affect / destroy Pooley Country Park for communities / the local area	15
East - Poles - Com - HS2 will not benefit the local community of Polesworth	2
East - Poles - Com - Proposed route will negatively impact / affect / destroy the proposed scouting centre / at Pooley Country Park	5

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Poles - VB - Funding will be diverted away from conventional routes and will not be available for a bridge at Polesworth	4
East - Poles - LV - Proposed line will have a visual impact on the landscape / views / character of Pooley Country Park	5
East - Poles - LV - Proposed viaduct would have a visual impact on Polesworth	1
East - Poles - LV - Proposed route will destroy Pooley Country park / Pooley Heritage Centre	17
East - Poles - LV - The viaduct over the M42 near Pooley Country Park will be an eye-sore	1
East - Poles - LV - Proposed route will have a visual impact on Polesworth	1
East - Poles - BW - Proposed route will have an irreversible effect on SSSIs in Pooley Country Park	2
East - Poles - BW - The unique biodiversity at Pooley Country Park cannot be replaced	1
East - Poles - WF - Concerns about flooding where proposed route crosses River Anker at Polesworth	14
East - Poles - CH - Proposed route will lead to Pooley mining heritage centre closing	7
East - Poles - Hol - Railway will pass behind my house on stilts in Polesworth	1
East - Poles - Com - We do not want the route coming through our village of Polesworth	1
East - Poles - NV - Already suffer noise from NV / impact will be greater with HS2 line	3
East - Poles - TT - Polesworth will be blighted by heavy traffic / village roads are not designed to cope with this level of traffic	1
East - Poles - TT - Concerns for the safety of residents / children when construction traffic goes through the village	2
East - Poles - TT - Re-routing the M42 will cause major upheaval / traffic congestion in the local area of Polesworth	3
East - Polesworth / Pooley Country Park - Reasons to Neither Agree nor Disagree	1
East - Poles - Sta - Reasons to close Polesworth station are invalid / wrong / incorrect	1
East - Polesworth / Pooley Country Park - Alternative Suggestions	41
East - Poles - Comp - Specific compensation scheme to avoid loss of park provision	1
East - Poles - Bu - Impact of lower visitor numbers on businesses in North Warwickshire should be mitigated	1
East - Poles - FE - Any mineral extractions from the area must be a direct benefit financially to the area through Levi funds / section 106	1
East - Poles - CH - Need to ensure that access to Pooley fields heritage centre is unaffected / remains accessible	1
East - Poles - Sta - Should have an additional station at Polesworth as the existing station only has a northbound platform	4
East - Poles - LoR - Proposed route should avoid the River Mease SAC	1
East - Poles - LR - Proposed route should avoid Pooley Country Park near Polesworth	1
East - Poles - LV - Provisions for cuttings / tunnels needs to be looked at more to reduce visual impacts along the route	4
East - Poles - NV - Provisions for cuttings / tunnels needs to be looked at more to reduce noise impacts along the route	4
East - Poles - Sta - Money would be better spent on Polesworth station / services / rather than building an out of town station necessitating car / bus travel	1
East - Poles - LV - Utilise cut and cover to lower the line and minimise visual impact in area	2
East - Poles - NV - Utilise cut and cover to lower the line and minimise noise impact in area	2
East - Poles - VB - Ensure height of bridges is no higher than those of M42	3
East - Poles - LV - Proposed viaduct across Linden Lane should not be higher than those on the M42	3

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Poles - Com - Pooley Country Park's old mines must be taken into consideration / is a Mining Heritage Centre / may be forced to close	7
East - Poles - CH - Should move line to the North of M42 to avoid impact on Pooley Field Heritage Centre / car park playground	2
East - Poles - Com - Proposed route should follow M42 more closely to minimise impact on Polesworth	2
East - Poles - Ra - Existing line from Polesworth should be extended to allow for southbound travel	1
East - Poles - ERS - Polesworth requires work on the existing rail network	2
East - Poles - LoR - Should move the line to the West of the M42	2
East - Poles - Sta - There should be a station / station upgrade / more services for Polesworth	8
East - Poles - Sta - Money should be spent repairing / restoring Polesworth station	1
East - Poles - Sta - Should re-open station at Polesworth as it would generate higher passenger numbers	1
East - Poles - Sta - Should use proposed line as an opportunity to reopen Polesworth station	1
East - Poles - Sta - Polesworth station needs new platforms	1
East - Poles - Sta - Polesworth station should not be used for South journeys as a result of improvements / West Coast Main Line upgrading	1
East - Poles - Tun - Should build a tunnel under Pooley Country park	5
East - Poles - Cut - Should lower the level of the line at Pooley Country Park with cuttings	6
East - Poles - VB - Polesworth needs a bridge to replace the one removed during West Coast Main Line upgrade	9
East - Poles - VB - Polesworth needs a bridge so buses / trains / southbound services can be accessed	9
East - Poles - LV - Moving route to the West of the M42 will preserve the natural beauty of the area	1
East - Poles - CH - Polesworth's heritage as a mining town should be preserved	1
East - Poles - NV - Noise mitigation measures near Polesworth / where line crosses B5000 near Polesworth should be as high as the trains to avoid upper part of the train deflecting sound towards the village	2
East - Poles - Env - Moving the line to the West of the M42 will preserve the local environment	2
East - Poles - Env - Proposed route will severely impact the environment during the construction / operational phase	1
East - Poles - NV - Should reduce noise impact with viaducts / on viaducts at Pooley Country Park	2
East - Ratcliffe-on-Soar (Rat)	8
East - Ratcliffe-on-Soar - Reasons to Disagree	5
East - Rat - CH - Proposed route will impact / damage ancient Roman remains at Ratcliffe-on-Soar	3
East - Rat - LV - Claims that the area around East Midlands Parkway is an Area Natural Outstanding Beauty are confusing as the station stands next to the Ratcliffe-on-Soar power station	2
East - Ratcliffe-on-Soar - Reasons to Neither Agree Nor Disagree	1
East - Rat - Sta - Questions status of plans to use land at Radcliffe-on-Soar for proposed station at Toton	1
East - Ratcliffe-on-Soar - Alternative Suggestions	3
East - Rat - CH - Deviation south / cutting across north end of EMP would avoid impact on Roman site	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Rat - Hi - A new road east of the HS2 line should be built connecting A52 and the A453 near Ratcliffe power station	1
East - Rat - Com - Proposed route through Red Hill should be in a tunnel adjacent to Ratcliffe Power Station to reduce impact on the area	1
East - Renishaw (Ren)	22
East - Renishaw - Reasons to Disagree	20
East - Ren - CH - Appraisal of Sustainability does not address the embankment at Renishaw which will result in adverse changes to local landscape	1
East - Ren - PRW - Proposed route through Renishaw will decimate / damage the Trans Pennine Trail	5
East - Ren - Bu - Proposed route will have a negative impact on business / tourism in Renishaw	1
East - Ren - HEW - Concerns that the loss of amenities will impact on the health and well-being of the residents	1
East - Ren - Eml - Proposed route removes sources of employment at Renishaw	5
East - Ren - BW - Would impact on Clinker wood, Lower Clinker Wood, Hague Lane and River Doe having potential ecological impacts	1
East - Ren - CH - Route will pass close to Renishaw Hall Grade II Registered Park and garden	1
East - Ren - LV - Proposed route / viaduct will impact on Eckington and Renishaw Park Conservation Area	1
East - Ren - Prop - Proposed route will destroy homes/ my / my family's home in Renishaw	1
East - Ren - CH - Proposed route will impact a number of heritage assets in Renishaw / Court House and Hotel	1
East - Ren - CH - Would be a great loss to the local / national heritage if HS2 has a significant impact on Renishaw Hall and the land around it / and other listed buildings in Renishaw	4
East - Ren - BW - Route will destroy wildlife habitats / reserves / unjustified impact on natural habitats in Renishaw	2
East - Ren - NV - Concerns about the noise levels near the bridge over the A6135	1
East - Ren - NV - Concerns about the noise levels near the viaduct over the flood plain of the River Rother	1
East - Ren - BW - Route will destroy wildlife habitat / reserves / unjustified impact on natural habitats in Renishaw	1
East - Ren - Prop - Proposed route will destroy my / my family's / residents homes in Renishaw	5
East - Ren - Com - Proposed route will destroy Renishaw community	3
East - Ren - Com - Proposed route will take away our right / freedom to choose where to live / close to family / friends in Renishaw	2
East - Ren - Com - Mentions of not receiving information / notification of the project / consultation to the residents in Renishaw	1
East - Renishaw - Alternative Suggestions	8
East - Ren - FE - Using the London Midland and Scottish would by-pass Renishaw saving costs of demolition / compensation / viaduct construction	1
East - Ren - CR - Require realignment of the River Doe	1
East - Ren - LV - Mitigate landscape/ ecological impacts on Renishaw area	1
East - Ren - NV - Mitigate noise impacts on Renishaw	1
East - Ren - NV - Noise mitigation is required to protect residents / heritage assets	1
East - Ren - LoR - Proposed route should be altered to have the Trans Pennine Trail on the west side of the track and Cuckoo Way / Chesterfield Canal on the east side of the track	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Ren - LoR - Caution required between village and existing line / integrated solution for canal / paths required / to minimise impact	1
East - Ren - Prop - Proposed route should run on disused Great Central Main Line from Staveley to Beighton Junction to reduce demolitions in Renishaw	2
East - Ren - CH - Should try to keep the negative impacts on Renishaw Hall and its parkland	1
East - River Mease Special Area of Conservation (RMSAC)	14
East - River Mease Special Area of Conservation - Reasons to Disagree	9
East - RMSAC - BW - Proposed route will have a negative impact on the diverse wildlife at the River Mease	1
East - RMSAC - VB - Unacceptable for Gilwiskaw / River Mease ecosystem to be subject to two viaducts	2
East - RMSAC - BW - Concern that operation of HS2 would have a detrimental effect on ecology and unique species	2
East - RMSAC - BW - route will affect integrity of river and freshwater fish populations	1
East - RMSAC - BW - Concerns about the effect the proposal will have on the Site of Special Scientific Interest on the River Mease	2
East - RMSAC - BW - Concerned about the impact on the River Mease Site of Specific Interest	1
East - RMSAC - Com - The site of special scientific interest consists of approximately 20 miles with 3 major parks / reserves that the line will irreversibly damage	1
East - RMSAC - BW - Concerns for the effect of the route on the otter population	1
East - RMSAC - LoR - Proposed route will cut through the River Mease European Protected Habitat Site	2
East - River Mease Special Area of Conservation - Reasons to Neither Agree nor Disagree	3
East - RMSAC - BW - Welcomes environmental assessment on River Mease SSSI	1
East - RMSAC - Com - Consideration of impact on area residents should come before consideration of impact on River Mease SAC	2
East - River Mease Special Area of Conservation - Alternative Suggestions	6
East - RMSAC - Ra - Improving existing lines will remove the impact on the River Mease SCA	1
East - RMSAC - BW - Robust scientific research required to demonstrate that the operation of HS2 would not damage the SAC / SSSI ecology and species	2
East - RMSAC - VB - Viaduct should be designed to minimise impacts on river integrity and freshwater fish populations	1
East - RMSAC - VB - Viaduct over River Mease should accommodate Vicarage Lane public bridleway securely	1
East - RMSAC - VB - The viaduct at Gilwiskaw Brook should keep the river's natural meander	1
East - RMSAC - VB - Any alternatives considered for crossing river will have to demonstrate no adverse effects on SAC	1
East - Rotherham (Roth)	19
East - Rotherham - Reasons to Agree	1
East - Roth - HoI - HS2 will enhance and stimulate housing growth in Bassingthorpe/ Waverley areas of Rotherham	1
East - Roth - SFS - HS2 will reduce journey times from Rotherham / to Leeds to 30 minutes	1
East - Roth - SFS - HS2 will increase reduce journey times / increase connectivity for businesses and commuters in Rotherham	1
East - Rotherham - Reasons to Disagree	7

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East- Roth - Prop - Proposed route through Rotherham will impact / interfere with planned housing development	1
East - Roth - BW - Proposed route will affect ancient woodland / Barber Wood / Gallery Bottom Wood	1
East - Roth - BW - Designated Local Wildlife Site at Woodhouse Washlands will be impacted by the line and embankment on the eastern edge of the reserve	1
East - Roth - BW - Proposed route will impact Centenary Riverside	1
East - Roth - Com - Communities will be affected around Fence/ Swallownest/ B6200/ Catcliffe/ Treeton/ Waverley/ Brinsworth/ Blackburn	2
East - Roth - Eml - Jobs will potentially be lost because of lack of a station	1
East - Roth - Eml - HS2 will create jobs in areas of Rotherham / town centre/ Parkgate/ Lower Don Valley	1
East - Roth - Hi - Proposed route may / will impact on highways in Rotherham / B600 Ashton Bypass / B6200 Sheffield Road / B6066 Poplar Way	2
East - Roth - LV - Proposed route will impact landscape-scale projects near Rotherham	1
East - Roth - NV - Properties in Rotherham may be affected by noise or visual impacts during construction and operation	2
East - Roth - PRW - HS2 need to provide suitable access replacements at all crossings	1
East - Roth - PRW - Proposed route will impact Rotherham footpaths/ bridleways/ recreational routes/ parts Trans Pennine Trail/ National Cycle Network	1
East - Roth - WF - Proposed route could impact on the River Don	1
East - Roth - Hi - Rotherham currently do not have any good / quick / easy road access	1
East - Roth - Bus - Proposed route through Rotherham will cut through the advanced manufacturing park / will negatively impact businesses	1
East - Rotherham - Reasons to Neither Agree nor Disagree	1
East - Roth - Hi - A630 Sheffield Parkway gives good road links to Rotherham	1
East - Rotherham - Alternative Suggestions	15
East - Roth - PRW - Rotherham footpaths / bridleways / recreational routes impacted by HS2 must at least be replaced to existing standards	2
East - Roth - Sta - Having the HS2 station at Rotherham would not add substantially to travel time from Sheffield	1
East - Roth - Sta - A station at Rotherham would be closer for Doncaster and provide an opportunity to open a second SuperTram link from Barnsley / Sheffield via Rotherham down to Dearne Valley	1
East - Roth - LoR - Consider alternate route to the east of Rotherham with a station in South Yorkshire near M1/M18 instead of Meadowhall	1
East - Roth - LoR - Consider change of route to include tunnel between Rother and Don valleys to mitigate disruption to property/businesses	1
East - Roth - Comp - Compensation and mitigation should be available for properties affected by line of route	2
East - Roth - LoR - Should introduce dual track on Holmes Chord between Meadowhall and Rotherham Central stations	2
East - Roth - PRW - HS2 should work with Local Access Forum to maximise opportunities for enhancing public rights of way alongside HS2	1
East - Roth - Sta - Should have fast / rapid / enhanced links from Rotherham to integrate with HS2 at Sheffield Meadowhall	5
East - Roth - Sta - Should have an additional station at Rotherham	3
East - Roth - VB - Proposed route from Beighton Junction to the North should run alongside the existing freight line with a flyover at Aldwarke Junction	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Rother Valley (RothV)	56
East - Rother Valley - Reasons to Disagree	50
East - RothV - BW - Proposed route will affect ancient woodland in Rother Valley / Hail Mary Hill Wood	1
East - RothV - BW - Proposed route will impact Forgemasters Tip	2
East - RothV - BW - Proposed route will impact Grange Park	1
East - RothV - BW - Proposed route will impact Pithouse West	2
East - RothV - VB - Proposed viaduct will have a dramatic impact on the country park	1
East - RothV - BW - Proposed route will have a negative impact on the wildlife of the Rother Valley Country Park	4
East - RothV - PRW - Proposed route will negatively impact on Bridleway near Treeton / Catliffe	1
East - RothV - PRW - Proposed route will negatively impact on 6 km Bridleway in Waverley / along the River Rother	1
East - RothV - PRW - Proposed route removes PROW access to Rother Valley Country Park at Falconer Lane / Junction of B6200	1
East - RothV - FE - Using the line through Rother Valley would be a lot cheaper than the proposed route	1
East - RothV - CI - Using the line through Rother Valley would require less construction work	1
East - RothV - PRW - Proposed route will lead to the Trans Pennine Trail being shut / covered for several miles	1
East - RothV - Prop - Concerns regarding devaluation of property along proposed route in Rother Valley	4
East - RothV - LR - Section of Trans Pennine Trail at Rother Valley Country Park is an important recreational area for walking / running / cycling / horse riding	10
East - RothV - Com - Rother Valley has been subjected to several failed infrastructure projects such as flood defences / redevelopment / health initiatives	2
East - RothV - Com - Concerns regarding loss of Rother Valley Country Park facilities for sailing / golf / water skiing / horse riding	3
East - RothV - PRW - Proposed route through Rother Valley will negatively impact the Rother Valley Country Park / Trans Pennine Trail / PROW / Bridleways	9
East - RothV - LoR - Disagree with proposed route running adjacent / close to Rother Valley Country Park / Trans Pennine Trail	12
East - RothV - Emb - Proposed embankment running through Rother Valley is beside a residential area	3
East - RothV - LV - Concerns with route through Rother Valley Country Park	14
East - RothV - LV - Proposed route through Rother Valley corridor at Staveley will impact on the countryside	1
East - RothV - BW - Proposed route through Rother Valley corridor at Staveley will impact on the wildlife	1
East - RothV - NV - Proposed embankment running through Rother Valley will produce noise pollution	12
East - RothV - WF - Proposed route could impact on the River Rother / Rother Valley	5
East - RothV - WF - Rother valley has a history of flooding affecting houses / commercial premises	1
East - RothV - WF - Building such a large infrastructure in the Rother Valley will increase the risk of flooding	1
East - RothV - BW - Proposed route will affect wildlife in Woodhouse Washlands	5
East - RothV - BW - Proposed route will affect wildlife in Treeton Dyke	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Rother Valley - Reasons to Neither Agree nor Disagree	1
East - RothV - CR - Planned work to make Rother River navigable would enable more effective flood prevention in the Rother Valley	1
East - Rother Valley - Alternative Suggestions	22
East - RothV - PRW - Proposed line of route would need to be adequately screened to minimise negative noise / visual impact for horse riders	1
East - RothV - Emb - Should not have any embankments on the route going between Sothall / Rother Valley	1
East - RothV - PRW - Access via PROW / Bridleway to Rother Valley Country Park needs to be maintained or an alternative (safe) access provided	1
East - RothV - LoR - Should consider having the line along the Rother Valley to Rotherham through Rawmarsh / Wath / Dearne Valley / through former industrial land / not affecting RSPB Nature Reserve at Old Moor and Darfield	1
East - RothV - LoR - Should consider a route along the M1 away from Rother Valley	1
East - RothV - Com - Proposed route should run in cuttings along the existing train line and close to Rother Valley Country Park to avoid impact on residents	4
East - RothV - LoR - Should consider / use existing parallel route by Rother Valley Country Park	5
East - RothV - LoR - Should consider moving line in to Rother Valley Park to avoid demolition of property	2
East - RothV - LV - More needs to be done to protect parklands around Rother Valley	1
East - RothV - NV - Should consider measures to minimise noise pollution from route in Rother Valley	4
East - RothV - NV - Should consider building a cutting instead of an embankment to minimise noise pollution from route in Rother Valley	4
East - RothV - NV - Should consider building noise reducing barriers to minimise noise pollution from route in Rother Valley	2
East - RothV - NV - Should consider planting trees to minimise noise pollution from route in Rother Valley	1
East - Royston (Roy)	28
East - Royston - Reasons to Agree	1
East - Roy - LoR - Support HS2 conclusion that alternative routes around 'Royston and McKenzies Coking Plant' would not be suitable	1
East - Royston - Reasons to Disagree	24
East - Roy - BW - there are potential issues with contaminated material from the tip (coking cork waste) at Rabbit Ings	1
East - Roy - BW - The proposed route removes Rabbit Ing's ecological connectivity	1
East - Roy - BW - Rabbit Ings took a great amount of time / money to be reclaimed / stabilised / regenerated	9
East - Roy - BW - Proposed route / tunnel through Rabbit Ings will affect / damage / destabilise area of scientific and natural importance / will threaten fauna at Rabbit Ings	8
East - Roy - Saf - Tunnelling under Rabbit Ings will be very unsafe as it will destabilise the area	6
East - Roy - Env - Rabbit Ings concern that contamination from the tip (cokeing work waste)	1
East - Roy - Saf - There are many toxic tips near Rabbit Ing not identified by Hs2 Ltd	1
East - Roy - BW - Proposed route will cut through nature sites / Rabbit Ings / will have an adverse affect on flora and fauna	1
East - Roy - BW - Proposed route will have a negative impact on Rabbit Ings Country Park	1
East - Roy - Saf - Proposed tunnelling through Rabbit Ing is high risk / will require removal of toxic tip	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Roy - BW - Large number of protected and endangered species can be found in Rabbit Ings	1
East - Roy - BW - Rabbit Ings is a vital destination for visitors to see rare species	1
East - Roy - Com - Rabbit Ings is important to the local community	1
East - Roy - LV - Mitigation measures / tree planting will be of limited value / cannot screen route from Rabbit Ings Country Park	1
East - Roy - LV - Scale of proposed cutting / open track / overhead electrical apparatus will cause visual intrusions within Rabbit Ings Country Park	1
East - Roy - NV - Proposed route will severely impact / disturb the quiet / natural surroundings of Rabbit Ings County Park	1
East - Roy - LoR - Disagree with HS2 route passing through Rabbit Ings and impact on Rabbit Ings Colliery	1
East - Roy - LoR - Proposed route should use existing rail bed to the side of Rabbit Ings	1
East - Roy - BW - Rabbit Ings home to species such as great crested newts, water vole, water shrew, grass snake, roe deer, dragonfly, Kestrels, Sky larks, Meadow Pipit, Yellow Hammer, Grey Partridge, Brown hare, Harvest mouse, Hedgehogs and owls which would be disturbed by the route	1
East - Roy - BW - List of species recorded on Rabbit Ings site in 2011 provided	1
East - Roy - BW - List of insects recorded on Rabbit Ings site in 2013 by JC Coldwell survey provided	1
East - Roy - BW - Rabbit Ings home to great crested newts, water vole, water shrew, grass snake, roe deer and dragonfly which would be disturbed by the route	1
East - Roy - BW - Birds would be affected by route cutting across Rabbit Ings and overhead cables	1
East - Roy - LR - Significant area of public open space will be lost due to route bisecting Rabbit Ings	1
East - Roy - BW - Area of lowland heath within the Rabbit Ings site which is a local priority in Barnsley and Wakefield Biodiversity Action Plans	1
East - Roy - LV - Visual impact of route on Rabbit Ings would be very difficult to mitigate	1
East - Roy - Com - Little that can be done to mitigate loss to Royston of largest part of Rabbit Ings being severed from the community	1
East - Roy - Com - High speed trains passing through Rabbit Ings will result in serious loss of enjoyment of the Country Park	1
East - Roy - Cut - Risks of ground instability suggests a very wide cutting may be needed further impacting on visual intrusion and loss of space	1
East - Roy - CI - Construction would require complete removal of areas of contamination risk in Rabbit Ings leading to potential problems for stability and pollution	2
East - Roy - CI - Investigation to locate contaminants in Rabbit Ings is essential before a commitment can be made to the proposed route	1
East - Roy - LR - Former landfill site known to have methane issues would be unlikely to provide safe foundations for the route	1
East - Roy - WF - Risk that ground works could pollute water courses leading into Cudworth Dyke	1
East - Roy - BW Proposed route will run through a local nature reserve in Royston	1
East - Roy - AQ - Proposed route will pass through a plug that previously had stopped a source of pollution	1
East - Roy - PRW - Proposed route will cut through foot paths / bridle ways / cycle route / green wildlife corridors	2
East - Roy - LR - Proposed route through Rabbit Ings may be unstable due to former settling lagoons / may require a wider corridor to improve stability	1
East - Roy - BW - Proposed route will have an impact on wildlife sites / woodlands around Ellis Laithe	4

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Roy - BW - Proposed route will have a negative impact on biodiversity / wildlife sites around Rabbit Ings / Carlton Marsh / Barnsley area	10
East - Royston - Alternative Suggestions	16
East - Roy - BW - Necessary to mitigate to impact on Rabbit Ings by reducing and abating the impact	1
East - Roy - WoR - Instabilities at Rabbit Ings may require a wider corridor than indicated to create stable slopes / this would require further mitigation	1
East - Roy - LoR - Proposed route should follow existing lines through McKenzies Coking Plant rather than through Rabbit Ings nature reserve	3
East - Roy - LoR - Avoidance of Rabbit Ings should be considered by slight route realignment	1
East - Roy - Comp - There should be compensation for the loss of habitat at Rabbit Ings	1
East - Roy - Ew - Alternative routes running through Rabbit Ings would require removal of the whole tip which includes many toxic tips / would be hazardous for residents in Ryhill / adjacent area	8
East - Roy - LoR - Risks to local residents, wildlife and natural habitats would be avoided if route options to the west of Rabbit Ings are reconsidered	2
East - Roy - LR - Tar lagoon within tip within Royston Drift Mine requires thorough investigation before route can be committed to	1
East - Roy - Tun - Some of negative impacts of route on Rabbit Ings would be mitigated by using a cut and cover tunnel instead of a cutting	2
East - Roy - LoR - Line of route should use existing railway line at Carlton Marsh	1
East - Roy - LoR - Should consider alternative route to avoid Rabbit Ing wildlife habitat / local amenity / new sport fields	1
East - Roy - Dep - Proposed route should utilise the North Midland Railways access to former Coal Board and Railway Land to site a depot at Royston instead of the proposed depot at New Crofton	1
East - Roy - Dep - Alternative depot at Royston could have better road access from an upgraded A628 and the recently built A6155 nearby	1
East - Ruddington (Rudd)	1
East - Ruddington - Alternative Suggestions	1
East - Rudd - LoR - Line should pass further south near Ruddington	1
East - Ryhill (Ryh)	6
East - Ryhill - Reasons to Disagree	6
East - Ryh - LR - Many toxic tips in Ryhill have not been identified by HS2 Ltd / Department of Transport	2
East - Ryh - Com - Noise from HS2 will negatively impact the village	1
East - Ryh - Com - Rabbit Ings benefits people in Ryhill / Royston / Notton / South Hiendley / Cold Hiendley / Havercroft	3
East - Sheffield (Shef)	213
East - Sheffield - Reasons to Agree	17
East - Shef - LoR - It is important that HS2 connects with Sheffield	2
East - Shef - FE - HS2 will deliver economic benefits of £400m to Sheffield City Region	1
East - Sheff - FE - HS2 will accrue millions in economic benefit for Sheffield City Region	1
East - Shef - LoR - Support HS2 coming to Sheffield	1
East - Shef - FE - Greater connectivity will bring investment/increase productivity/other benefits	1
East - Shef - FE - HS2 will improve Sheffield's economy due to improved capacity/ connectivity/ regeneration opportunities	1
East - Shef - Ra - HS2 will provide much needed capacity	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Shef - Ra - Needed due to current capacity issues	1
East - Shef - FE - Help delivery of future economic plans/ will bring economic benefits to the area	1
East - Shef - SFS - Will improve journey times to areas within UK	1
East - Shef - FE - Providing the cost can be kept under control HS2 will have a positive economic impact on the area	2
East - Shef - Sta - The lack of good transport infrastructure is the reason behind Sheffield poor economy in the last three years	1
East - Shef - Com - Providing the cost can be kept under control HS2 will have a positive social impact on the area	1
East - Shef - Com - Additional communication will benefit Sheffield should HS2 be built	1
East - Shef - Ra - It would be good for Sheffield to have a quick link to Leeds	1
East - Shef - Ra - It would be good for Sheffield to have a quick link to Birmingham	1
East - Shef - Ra - It would be good for Sheffield to have a quick link to London	2
East - Shef - Ra - Currently Sheffield is badly connected to the East Coast Mainline	1
East - Sheffield - Reasons to Disagree	126
East - Shef - FE - Consultation document / HS2 uses excuses / financial excuses for not serving concentration of demand around Sheffield city centre	1
East - Shef - FE - Consultation document has not properly explored / lacks detailed analysis of steps / measures to serve Sheffield City Centre	1
East - Shef - NV - Houses in Meadowhall are already affected by noise from M1	2
East - Shef - VB - There should not be a viaduct at Meadowhall	1
East - Shef - VB - Viaduct through the Meadowhall area will look an eyesore	2
East - Shef - LoR - Concerns HS2 Ltd may not be working from current remediated levels near Waverley development site	1
East - Shef - LoR - Route will disturb / run too close to/Tinsley	1
East - Shef - PT - Additional journey to / from Sheffield will increase journey time	1
East - Shef - TT - Traffic around Meadowhall area is already problematic due to the attractions in the area	1
East - Shef - SFS - Low-speed section by Meadowhall will add minutes onto the full length journey to Leeds / London	1
East - Shef - SFS - Time advantage of HS2 from Sheffield is negated by the additional travel required to cross the city	3
East - Shef - SFS - Linking route near Meadowhall will slow trains down	2
East - Shef - LR - Proposed route travels through designated housing land / will impact housing development at Waverley	1
East - Shef - Bu - Proposed route will destroy industries / some of the last steel works in Sheffield Meadowhall	1
East - Shef - Bu - Proposed route threatens investment in brownfield site development / Waverley site development	1
East - Shef - Bu - Proposed route cuts through Sheffield Business Park	1
East - Shef - Eml - Proposed route may significantly reduce further employment delivery at Waverley development site	1
East - Shef - FE - Claim that tunnelling under Sheffield would be too expensive is false / extensive tunnelling will be done from Primrose Hill to Crossrail intersection at Old Oak Common	1
East - Shef - SFS - HS2 will only provide 1 train per hour to Leeds / London	1
East - Shef - Com - Residents in Meadowhall will suffer disruption / inconvenience during construction phase	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Shef - LoR - Route will require demolition of part of Sheffield Business Park disrupting major local employers.	1
East - Shef - Bu - Infrastructure should have minimal negative impacts on business/ enterprise zones	1
East - Shef - Bu - Local companies should have opportunity to win contracts	1
East - Shef - BW - Affect on the successful achievement of the River Don (East) Living Landscape Strategy	1
East - Shef - Emb - proposed embankment from Meadowhall will be visually and environmentally disruptive	1
East - Shef - Eml - Need assurance that job displacements are minimised	1
East - Shef - Ew - The proposed route runs through Orgreave Works / Avesta Tinsley Park Works / historic landfill site / waste transfer station / Pollution Prevention and Control Site / which could cause contamination	1
East - Shef - LR - the likely effects on Hesley Wood Pit tip, disrupting restoration & use of the site to Public Open Space	1
East - Shef - VB - Viaduct (or embankment) will not be required near Waverley New Community	1
East - Shef - WF - The likely extent of diversions and disruption to Blackburn Brook - a significant watercourse, important ecologically, and recovering very well from previous pollution and disruption	1
East - Shef - CI - The impact of the route on the proposed development at the Shepcote Lane site if the construction corridor of 120m is reduced in this area	1
East - Shef - PD - The proposed development at the Shepcote site is likely to be unstable if the construction corridor extends any further into this site	1
East - Shef - Ra - The loss of the rail link at the Outokumpu business operation will have a significant impact	1
East - Shef - PD - The relocation of activities at the Outokumpu plant will be very difficult to achieve	1
East - Shef - PD - The relocation of activities at the Outokumpu plant would require a lead in time of between 5 and 10 years	1
East - Shef - Bu - The Outokumpu Sheffield steel business will be affected by HS2	1
East - Shef - LR - Parts of the Outokumpu Sheffield steel business will be affected by loss of access / circulation space	1
East - Shef - FE - The cost of relocating the operations of the business will be significant given the nature of the operations and associated plant	1
East - Shef - NV - The plant /products produced are sensitive and the material dimensional quality could be affected by vibrations from the potential HS2 construction	1
East - Shef - PD - The proposals for sale and development at the Shepcote site are affected by the proposed route of HS2	1
East - Shef - Bu - It is unclear how the route affects the Sheffield International Rail freight terminal / adjacent rail-served aggregate Industries depot at Tinsley	1
East - Shef - LV - Line will be highly visible in Penistone & Stocksbridge	1
East - Shef - Com - Line will run through area where a country park has been planned effecting the nearby residents who will no longer receive this	1
East - Shef - NV - Line will produce excessive noise in Penistone & Stocksbridge	1
East - Shef - PD - Line will run through area where a country park has been planned (on land currently owned by Recycoal)	1
East - Shef - Bu - Acquisition of entire property would have severe financial consequences for HS2	1
East - Shef - Bu - Extinguishment of Sheffield Business Park would be significant loss to regional economy	1
East - Shef - Bu - Proposed route will have devastating impact on Sheffield Business park	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - Shef - Bu - Removing Sheffield International Railfreight Terminal will have impact on local service industries	1
East - Shef - Eml - Demolition of Sheffield International Railfreight Terminal will put jobs at risk	1
East - Shef - BW - HS2 route will travel through area with ancient woodland / green space	2
East - Shef - LR - HS2 route will travel through area with past industrial use	1
East - Shef - LoR - Loop into Sheffield centre will add to journey times and so will be bypassed by some trains, so Sheffield could actually lose out	1
East - Shef - LoR - There is scope to re-design route to avoid Business Park by moving alignment and constructing a viaduct	1
East - Shef - Prop - Current route would require HS2 to spend £35 million buying Sheffield International Railfreight Terminal	1
East - Shef - Prop - Double whammy on residents being affected by plans for use of hard shoulder on M1 and HS2	1
East - Shef - PT- Removing Sheffield International Railfreight Terminal will have impact on transport network	1
East - Sheff - BW - Proposed route will affect ancient woodland near Sheffield / Wooley Wood	1
East - Shef - FE - Cost of travelling by road to / from Sheffield City Centre Station will be high	1
East - Shef - LR - I've been told there is no hope of altering the LoR where it affects my clients, who face accommodating the realignment of the M1 and A6135 and a flyover over an existing railway: also the loss of a substantial area of woodland and farmland, a dwelling and a farmstead	2
East - Shef - Eml - Appraisal of Sustainability does not address the future needs of job opportunities / regeneration and the financial implications in Sheffield City Centre	1
East - Shef - HoI - Appraisal of Sustainability does not address the future needs of housing in Sheffield City Centre	1
East - Shef - TT - Current parking charges in Sheffield would mean car users will want free / cheap car parking facilities in Sheffield	1
East - Shef - PT - HS2 could prevent improved services in the Upper Don Valley area where people are in favour of re-opening the line past the hotel to cover West Yorkshire and Lancashire	1
East - Shef - PT - Appraisal of Sustainability does not address the future needs of public transport in Sheffield City Centre	1
East - Shef - Hi - Appraisal of Sustainability does not address the future needs of roads in Sheffield City Centre	1
East - Shef - LoR - Concerns over construction of a viaduct over Black Lane close to the A6135 Barnsley to Sheffield Road	1
East - Shef - NV - Proposed route will have a negative noise impact on the Meadowhall Education Centre (The Source)	1
East - Shef - Prop - Proposed route will cut straight across the site of the Meadowhall Education Centre (The Source) traversing approximately 40% of the building's footprint	1
East - Shef - Prop - Concerns that the Meadowhall Education Centre (The Source) building may be demolished to prepare for the construction of a viaduct	1
East - Shef - Com - Appraisal of Sustainability does not appear to have any regard for the Meadowhall Education Centre (The Source) and resultant socio-economic impact / inconsistent with government policy on education and training	1
East - Shef - Com - Meadowhall Education Centre (The Source) plays a vital role in the community to cope with deprivation / improve their lives / train and obtain employment	1
East - Shef - FE - The future of the Meadowhall Education Centre (The Source) would be jeopardised without financial security and support from our landlords as a consequence of relocation	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - Shef - Eml - Demolitions in Sheffield Business Park will cause loss / relocation of jobs	2
East - Shef - Bu - Will be difficult to re-let / lease properties in Sheffield Business Park / between now and compulsory purchase	1
East - Shef - Ra - Lack of connection to existing rail south of Sheffield disadvantages people travelling from south to Sheffield city centre	2
East - Shef - FE - Meadowhall would have / has had a detrimental effect on shopping / business / investment in Sheffield city centre / in one of the largest cities in the UK	8
East - Shef - FE - Sheffield is behind Leeds / Manchester in terms of private sector job creation / will have a competitive advantage / will benefit disproportionately due to having city centre stations	3
East - Shef - FE - Costs of demolition / building the line through Sheffield have not been examined in enough detail	1
East - Shef - Bu - Proposed route will not regenerate business in the City Centre of Sheffield / business already taken by Meadowhall shopping centre	5
East - Shef - Prop - Proposed route will run through / demolish our street in Sheffield	3
East - Shef - Prop - Moving the Aston bypass for HS2 will blight our home	1
East - Shef - Prop - Proposed routes will blight house prices in the Sheffield area	2
East - Shef - LR - Proposed route between Chesterfield and Sheffield takes over a closed route now used recreationally by many people	1
East - Shef - Comp - Concerns I / we will fall out of the compensation / compulsory purchase zone	1
East - Shef - Comp - I / we will not be able to sell quickly under the Exceptional Hardship Scheme as property needs to be on the market for 12 months to qualify	1
East - Shef - Com - Will not encourage people in Sheffield to use HS2	3
East - Shef - Com - Proposed route passes 80 metres from where I / we live in Sheffield	1
East - Shef - Com - Proposed route offers little / no benefits to the Sheffield area	8
East - Shef - Com - Project cannot leave the city of Sheffield behind in favour of Leeds / missing out a major city like Sheffield	5
East - Shef - Com - The majority of the likely users of the HS2 service live in the West / South-West of Sheffield / most of the potential passengers will not use it	4
East - Shef - SFS - HS2 will not benefit Sheffield as trains for dedicated fast lines will not stop at Meadowhall	1
East - Shef - HEW - Moving the Aston bypass for HS2 will negatively affect our quality of life	1
East - Shef - SFS - Passengers arriving at Sheffield on HS2 will arrive in the city centre at the same time as existing service passengers due to distance / traffic from HS2 station	2
East - Shef - SFS - Proposed bend / curve / kink in the proposed route north of Sheffield will increase journey time	1
East - Shef - ERS - Travellers to Sheffield would go direct to the centre by an electrified Midland Main Line / from St Pancras / instead of changing	3
East - Shef - ERS - HS2 would not be an attractive alternative to using the existing service to St Pancras	2
East - Shef - ERS - Sheffield already has regular / fast services / to Derby / to Birmingham / Barnsley / Rotherham / South Yorkshire / as there are to Meadowhall	5
East - Shef - ERS - Recently revised timetable has improved journey time by minutes	1
East - Shef - ERS - Would be difficult to justify withdrawal of existing intercity services between London and Sheffield	2
East - Shef - TT - Sheffield city centre is already very congested	1
East - Shef - TT - It takes 40 minutes / more than 40 minutes at peak times to cross Sheffield from West / South	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - Shef - Ra - Sheffield is already connected to Leeds	1
East - Shef - Ra - Sheffield is already connected to London	2
East - Shef - PT - Public transport is not as good as to Sheffield city centre	2
East - Shef - PT - Sheffield City Station has viable / good transport links / to the whole Sheffield area	8
East - Shef - Hi - M1 is a sufficient transport route from Nottingham to Sheffield / beyond	1
East - Shef - Hi - Concerns moving the Aston bypass will bring the busy road closer to people's home in Sheffield	1
East - Shef - CR - Concerns about proposed route affecting the restoration of Sheffield Canal	3
East - Shef - TS - There is already a tram connecting to the city centre	2
East - Shef - TS - The proposed route will interfere with the tram network in Sheffield	1
East - Shef - TS - There is no tram service in the West of Sheffield	1
East - Shef - LoR - Proposed bend / curve / kink in the proposed route north of Sheffield is short-sighted / politically motivated	4
East - Shef - LoR - Proposed route through the Sheffield area is not a good idea / disagree with routes in Sheffield	5
East - Shef - LoR - Proposed route does not connect / serve the city centre of Sheffield / does not go close enough to Sheffield to be of any use	12
East - Shef - LoR - Proposed bend / curve / kink in the proposed route north of Sheffield was caused by diverting the line to miss the Firth Rixson steelworks / factory	5
East - Shef - LoR - Proposed bend / curve / kink in the proposed route north of Sheffield slows the line speed for that section / will require a decrease in speed	4
East - Shef - LoR - Proposed bend / curve / kink in the proposed route north of Sheffield will waste millions of pounds worth of energy	1
East - Shef - LoR - Concerns about proposed bend / curve / kink in the line alongside Meadowhall	1
East - Shef - Tun - Routing tunnels into Sheffield is not sensible / not justifiable	1
East - Shef - LV - Route will disrupt / go through the countryside / country parks / areas of national beauty / will spoil large areas around Sheffield	2
East - Shef - CH - Proposed route may / would negatively affect / demolish the Wicker Arch / adjoining viaduct / listed buildings	2
East - Shef - CH - Proposed route may / would negatively affect / demolish the Royal Victoria Hotel / Retaining Wall and Approach Ramp	1
East - Shef - WF - Planned routes in the Sheffield area go through flood plains	1
East - Shef - Com - Sheffield city centre is remote compared to other surrounding cities	2
East - Sheffield - Reasons to Neither Agree nor Disagree	11
East - Shef - FE - Consultation document misjudges / underestimates Sheffield's market potential / Sheffield has the potential to become a bigger market than Manchester / Leeds / Newcastle	1
East - Shef - ERS - Current rail journey from Sheffield and Manchester / Leeds is slow / tiresome	3
East - Shef - SFS - Lower line speed in proximity to Meadowhall station allows for greater design flexibility	1
East - Shef - Tun - Significant new tunnels were introduced at late design stage in Phase one which allowed industries and sources of employment to be retained	1
East - Shef - FE - Economic activity has moved from City Centre to Meadowhall / lower Don Valley over the last few years / still expanding with more businesses opening in the future / Steel companies still remaining in Meadowhall due to cheaper land / good road access compared to Sheffield City	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - Shef - FE - City Centre has become dependent on the expansion of the two universities and student numbers / which might not be sustainable in the future	1
East - Shef - FE - Sheffield city centre currently underperforms compared to other core city centres	1
East - Shef - Bu - Meadowhall is a shopping mall	1
East - Shef - ERS - Existing services between Sheffield / Derby / Leeds are already good	1
East - Shef - Hi - A630 Sheffield Parkway gives good road links to Sheffield	1
East - Sheffield - Alternative Suggestions	114
East - Shef - LoR - Should question the possibility of a UIC (International Union of Railways) route into Sheffield Midland as well	1
East - Shef - LoR - Line should be moved east at the A630 to the old Tinsley Marshalling Yard	2
East - Shef - LoR - Proposed route should bypass Waverley development site	1
East - Shef - LoR - Route north of Meadowhall station should be straightened to allow high speed through trains / prevent the need for trains to slow / improve journey times	5
East - Shef - LoR - Routing of the line through Meadowhall should be / needs to be re thought	2
East - Shef - Bu - Should have minimum negative impact on / businesses / their supply chains / in Sheffield City Region	1
East - Shef - Bu - Sheffield businesses should have fair opportunity to win contracts to support construction and delivery	1
East - Shef - PT - Track bed past the hotel / viaduct and arch should be used for tram / light rail along the Don Valley to Stockbridge to improve journey times / reduce road traffic	1
East - Shef - LoR - A link between Sheffield and Leeds should be considered	1
East - Shef - CH - Should repair / restore the Wicker Arch and become a prominent and well maintained gateway to the City Centre	1
East - Shef - LR - Fitzwilliam Wentworth Estates wishes to establish a mutually considerate working relationship to ensure that best efforts are made to reduce impact, mitigate losses and achieve satisfactory recompense	1
East - Shef - LoR - HS2 would have to go into / reverse out of Sheffield Valley causing severe delays to HS2 services	1
East - Shef - PD - Request for plan of action for area to be drawn up and consulted on	1
East - Shef - Bu - would urge HS2 to explore all alternative design solutions before compulsorily acquiring land which could be avoided	1
East - Shef - Bus - Urge HS2 re-align the route to minimise impact on SIRFT / M&S operation / M&S logistical hub at SIRFT	1
East - Shef - Comp - Compensation should take into account low value of some properties in Sheffield / be enough to move to a comparable property elsewhere	1
East - Shef - ERS - Potential for connection to rail freight facility at Sheffield International Railfreight Terminal	1
East - Shef - FE - Improvements to economy as a result of a station in the City Centre should be captured / investigated	1
East - Shef - LoR - Realign route/ build viaduct in Sheffield to the west to avoid Sheffield International Railfreight Terminal	1
East - Shef - Eml - Strong interest for Sheffield to be the home of the HS2 Skills Academy	1
East - Shef - Eml - Important workforce is ready to maximise opportunities for area	1
East - Shef - Hi - Constraints need to be addressed to provide capacity for network movements/ ensure congestion isn't increased	1
East - Shef - SFS - Should be serviced by the best possible service pattern	1
East - Shef - Ra - The Shepcote site must have unfettered access to the rail network	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Shef - Comp - The costs associated with relocation would need to be funded in advance by HS2	1
East - Shef - LR - Impacts on farmers within region should be minimised	1
East - Shef - Ra - Classic timetable should be modified to provide heavy rail services to the area	1
East - Shef - Ra - Connection between proposed route and MML near to Killamarsh could potentially allow classic compatible services to run to Sheffield	1
East - Shef - Ra - Surrounding network investment pot should be provided	1
East - Shef - VB - Minimise impacts of canal on residents	1
East - Sheff - Bu - Impacts of route on Ross & Catherall's operations need to be clarified and mitigated against	1
East - Shef - Com - Proposal by Sheffield Council to have railway lines to the City Centre will split communities up	1
East - Shef - LoR - Disagree with Sheffield City Councils proposal for a loop to divert trains into City Centre	4
East - Shef - Sta - Sheffield City Councils idea of a station in Wicker is a bad idea as the city centre is under frequent gridlock	1
East - Shef - FE - Money would be better spent addressing congestion at Meadowhall / before making it worse	1
East - Shef - LoR - There should be a re-location of the route to avoid affecting Outokumpu plant operations	1
East - Shef - Ra - Proposals / HS2 infrastructure should include junctions to allow classic compatible high speed services to access Sheffield city centre station	1
East - Shef - LoR - Should be connected directly with Sheffield Midland Station with access to HS2 trains from North and South	1
East - Shef - NV - Need to do detailed design work as topography of Sheffield means noise would bounce from woodland/ hillside in unusual ways	1
East - Shef - Ra Should have excellent intra-region connectivity from HS2 to Sheffield City Region	1
East - Shef - Tun - Tunneling would ensure acceptable visual appearance / cut down noise nuisance	1
East - Sheffield - SFS - HS2 should consider opportunities (including classic compatible trains and tunnelling) to provide HS2 access into Sheffield	1
East - Shef - Jn - Should have spur to Sheffield centre / if not including Sheffield on main route	1
East - Shef - LoR - Proposed route should follow the M1 between East midlands airport and Meadowhall (jct 23A - 34)	1
East - Shef - Com - Government and HS2 Ltd need to put forward proposals for relocating Meadowhall Education Centre (The Source) / relocation could weaken the relationship with benefactors	1
East - Shef - TP - Should allow trains on HS2 tracks between Meadowhall and Sheffield Midland / would allow better connectivity between Leeds and Sheffield using regional inter-city trains	1
East - Shef - Ra - Consider connection with existing rail where HS2 crosses Worksop-Sheffield line near Beighton	1
East - Shef - Ra - Connect existing rail and HS2 in E Mids area / to serve Chesterfield / Sheffield Midland	1
East - Shef - Ra - Connect existing rail and HS2 in Trent Junction area / to serve Nottingham Midland	1
East - Shef - Bu - Companies based in Sheffield City Regions should have a fair opportunity to win construction / delivery contracts	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - Shef - FE - Money could be better spent on making Sheffield Hospital more accessible	1
East - Shef - FE - Investment in Sheffield is needed to turnaround a once booming city / just like Leeds / Manchester / Liverpool / Newcastle / Nottingham have had over recent years	5
East - Shef - FE - Additional expense of 1 billion to bring the line through the city centre is nothing compared to overall cost of HS2	1
East - Shef - FE - Having the proposed route run through Sheffield Victoria would save money as it would avoid building a viaduct / would reduce ongoing maintenance issues	1
East - Shef - FE - Building a loop from Sheffield Meadowhall to Sheffield city centre would provide long-term / great economic benefits to the area / would be a missed opportunity for growth if not	1
East - Shef - Bu - Steel used in this rail venture should be manufactured in Sheffield	1
East - Shef - Comp - Safeguarding zone boundaries should be at least 120 metres to help all people who will suffer blight from HS2	1
East - Shef - Com - Improving local transport / infrastructure would benefit South West Sheffield	1
East - Shef - CI - Should find a way to build station on existing viaduct without exceeding construction time	1
East - Shef - Com - If proposal for a Sheffield station does not go through, then there will be no impact on residential areas in South Sheffield	1
East - Shef - SFS - Proposed bend / curve / kink / 'Nick Clegg kink' in the proposed route north of Sheffield should be straightened to remove slow section / increase speed of trains to maximum	4
East - Shef - SFS - Sheffield city centre should be served by the high speed services / by at least one train per hour both northbound and southbound	1
East - Shef - ERS - Upgrading Midland Main Line will improve journey times from Sheffield	1
East - Shef - ERS - Sheffield should be served by faster conventional trains from Birmingham / London	1
East - Shef - ERS - Upgrades should be done to the lines that run to / from Sheffield station	2
East - Shef - RS - Proposed service could be equally good using 400 metres long classic compatible trains as Sheffield does not have many white collar travellers	1
East - Shef - Ra - Sheffield would benefit from a loop line to Nottingham / Sheffield Midland station / linking existing lines which would be fairly short north of Midland station but involve much further running on 'classic' lines south of Nottingham	2
East - Shef - Ra - Should consider re-opening / electrifying Midland Main Line / from Sheffield to Leeds	4
East - Shef - Ra - Should consider building a better line from Sheffield to Leeds	1
East - Shef - Ra - Should have enhanced links from Sheffield to integrate with HS2 / would save money by using existing links	2
East - Shef - Ra - Classic compatible trains from Toton to Sheffield Midland would offer a better service to more people	1
East - Shef - Ra - Include junctions to allow classic-compatible / high speed / services to access Sheffield city centre / station / existing network / similar to the Javelin operated in HS1 / the conventional network in Kent	9
East - Shef - Ra - Should have good onward connections with Sheffield City Centre and surrounding areas	4
East - Shef - Ra - Should be a link between Manchester and Sheffield	2
East - Shef - Ra - Money could be better spent increasing transport links across the M62 corridor including Sheffield	1
East - Shef - Ra - Should consider a spur at Clay Cross to enable classic compatibles to serve Sheffield existing station	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - Shef - Ra - Should improve existing services between Sheffield / Derby / Leeds rather than building a new line	1
East - Shef - Ra - Should consider a connection at the East Midlands station in Toton to allow classic compatible services to serve Sheffield Midland	2
East - Shef - Ra - Should consider a connection at the East Midlands station in Derby to allow classic compatible services to serve Sheffield Midland	1
East - Shef - Ra - Should consider a spur at Clay Cross to enable classic compatibles to serve Sheffield Midland station	1
East - Shef - Ra - Money could be better spent improving existing services between Sheffield and Derby	1
East - Shef - Ra - Money could be better spent improving existing services between Sheffield and Leicester	1
East - Shef - Ra - Original 4 lines of the old great central line could handle both HS2 line and the existing services	1
East - Shef - PT - Money could be better spent improving public transport around Sheffield	1
East - Shef - Hi - Should consider a bypass at Mottram to avoid bottleneck at Mottram / diversion via the M62 / hazardous pass at Woodhead during winter	1
East - Shef - Hi - Should consider upgrading road links across South / West / city of Sheffield to the proposed station which are very poor	2
East - Shef - TS - Proposed station should be located in the city centre to provide better tram interchange	2
East - Shef - TS - Proposed station should be supported by direct / enhanced tram links to Sheffield / the rest of the existing network	1
East - Shef - LoR - A shorter route west of the current alignment between Birmingham and Sheffield should be considered	1
East - Shef - LoR - Manchester and Sheffield should be better linked as they are two of the biggest cities in England	1
East - Shef - LoR - Proposed bend / curve / kink / 'Nick Clegg kink' in the proposed route north of Sheffield should be straightened to improve journey time	1
East - Shef - LoR - Route should go via Sheffield / Sheffield City Centre / Sheffield Victoria / not Meadowhall	15
East - Shef - LoR - Line of route should be changed south of Sheffield	1
East - Shef - LoR - Having the route through Sheffield Station and bypassing Meadowhall makes more sense / is better for commuters	3
East - Shef - LoR - Proposed route should follow the M1 between Sheffield and Leeds	3
East - Shef - LoR - Should consider resurrecting the plan to build a tunnel from Staveley / Renishaw to Dore in Sheffield which would run straight into Sheffield City centre	1
East - Shef - Sta - Should have an additional station near to Sheffield University	1
East - Shef - Sta - Should ensure good connectivity / stations between Dore and Sheffield	2
East - Shef - Tun - Should use a tunnel to take HS2 line to Sheffield City Centre	4
East - Shef - Tun - A shorter route west of the current alignment between Birmingham and Sheffield may require more tunnelling	1
East - Shef - VB - Should build Sheffield section directly onto the viaduct	1
East - Shef - Dep - A maintenance depot could be provided in the former Tinsley freight / marshalling yards and accessed by using the existing Catcliffe viaduct to the East of the yard	1
East - Shef - CH - Viaduct should not be preserved as cultural heritage	1
East - Shef - CH - Proposed HS2 viaduct in Sheffield should be located immediately alongside the M1 Tinsley viaduct to avoid destruction of the Meadowhall Travelodge	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - Shef - CH - Proposed HS2 viaduct in Sheffield should be located immediately alongside the M1 Tinsley viaduct to avoid destruction of the George Turton Platts / Firth Rixson steelworks building	1
East - Shef - CH - Meadowhall Travelodge is a landmark building and should be retained	1
East - Shef - CH - George Turton Platts / Firth Rixson steelworks building is not listed but is a landmark building and should be retained	1
East - Shef - NV - If proposal for a Sheffield station does not go through, then there will be no noise nuisance / impact on South Sheffield	1
East - Shef - LoR - Should consider linking Sheffield City centre in the future	1
East - Shef - SFS - Services could alternate between Sheffield Meadowhall and Sheffield City	1
East - Sherburn (Sher)	4
East - Sherburn - Reasons to Disagree	1
East - Sher - CH - Proposed route will demolish / destroy / Grade 1 listed Church of Sherburn in Elmet	1
East - Sher - BW - Proposed route will destroy greenbelt needed to sustain wildlife surrounding Sherburn	1
East - Sher - LV - HS2 trains will lead to the destruction of Sherburn countryside	1
East - Sher - Clm- Concerns that approved plans for 1,000 home development and HS2 will destroy countryside in Sherburn	1
East - Sherburn - Reasons to Neither Agree nor Disagree	1
East - Sher - VB - Concerned about proposed 11 metre viaduct blocking countryside view from their window	1
East - Sherburn - Alternative Suggestions	3
East - Shef - CH - Do not knock down / destroy listed buildings / Grade II / Wicker Arches / Royal Victoria Hotel	3
East - Sher - ECML - Proposed connection to the East Coast Main Line should be at Newthorpe / west of Sherburn-in-Elmet	1
East - Sher - CH - alternative route suggested by Alec Shelborne MP would have negative consequences for cultural heritage sites at Sherburn	1
East - Sher - LoR - option routing and design of spur to Leeds City Centre should be reviewed to reduce adverse effects on residents of Sherburn	1
East - Sher - Com - Agree with proposed spur (HSL21&22) but this option should be reviewed to reduce adverse effects on residents of Sherburn	1
East - Skegness (Skeg)	1
East - Skegness - Reasons to Neither Agree nor Disagree	1
East - Skeg - PT - Mentions of journey from Skegness to Anglesey via public transport	1
East - Smithy Wood Ancient Woodland and Wet Woodland Habitat (SWAW)	6
East - Smithy Wood Ancient Woodland - Reasons to Disagree	2
East - SWAW - BW - Proposed route will impact Smithy Woods Ancient Woodland	1
East - SWAW - BW - Proposed route in the Blackburn Valley will impact on Smithy Wood ancient woodland	1
East - SWAW - CH - Proposed route in the Blackburn Valley will impact on Smithy Wood archaeology	1
East - Smithy Wood Ancient Woodland - Reasons to Neither Agree nor Disagree	1
East - SWAW - Smithy Wood is an area of historical interest	1
East - Smithy Wood Ancient Woodland - Alternative Suggestions	4
East - SWAW - BW - Route should tunnel under / use cut and cover on Smithy Wood Ancient Woodland which would also mitigate noise on Cowley Lane Estate	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - SWAW - LoR - Route should be realigned to avoid destruction of the woodland	1
East - SWAW - BW - Route should not negatively affect Smithy Wood Ancient Woodland	3
East - Stanton Gate (StanG)	2
East - Stanton Gate - Reasons to Disagree	2
East - StanG - Ra - Proposed route will directly / potentially impact DB Schenker site	1
East - StanG - VB - Concerns about the viaduct crossing Stanton Gate	1
East - StanG - LV - Relocation of bridge over M1 will impact / disrupt the peaceful / rural character of the section between Pastures Lock and Stanton Lock	1
East - Stainsby (Stain)	4
East - Stainsby - Reasons to Disagree	2
East - Stain - NV - Noise from 36 trains an hour will affect Stainsby residents	1
East - Stain - Prop - Proposed route will lead to the destruction of properties in Stainsby	1
East - Stain - CH - Proposed route will damage Stainsby Scheduled Monument	1
East - Stainsby - Alternate Suggestions	2
East - Stain - NV - Noise mitigation is needed to protect residents as well as the historic environment	1
East - Stain - Hi - Should retain highway access from Mill Lane and Stainsby Village to the Mill and War Memorial	1
East - Stain - PRW - Should retain footpath from Stainsby Village East to Stainsby Mill across the M1	1
East - Stanley (Stan)	2
East - Stanley - Reasons to Disagree	2
East - Stan - TT - Loss / re-routing of Mill Lane will cause longer journey times for local residents	1
East - Stan - CH - Proposed route ignores unique heritage features e.g. 2 aqueducts and Newland Priory	1
East - Stapleford (Stap)	10
East - Stapleford - Reasons to Agree	3
East - Stap - Com - New infrastructure / development will have a beneficial impact on Stapleford	1
East - Stap - TT - Proposed route would have a positive impact / benefits on road infrastructure in Stapleford	2
East - Stapleford - Reasons to Disagree	8
East - Stap - Ra - Proposed route will directly / potentially impact DB Schenker site	1
East - Stap - VB - Concerns over alignment of the bridge over Derby Road if loading gauge for HS2 requires it to be raised.	1
East - Stap - Com - Proposed route will have a negative impact on residents in the Stapleford / Long Eaton areas	2
East - Stap - TT - Proposed residential development will have a negative impact on roads / road infrastructure / traffic congestion	1
East - Stap - TS - Proposed residential development will have a negative impact in Stapleford as road structure has not been changed to accommodate trams	2
East - Stap - Ra - Stapleford is already well served with transport / mainline / local services	1
East - Stap - LoR - The route is inappropriate for the Stapleford part of the country	2
East - Stapleford - Reasons to Neither Agree nor Disagree	1
East - Stap - TT - Traffic congestion / overspill from M1 and A52 is a problem in Stapleford	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Stapleford - Alternative Suggestions	2
East - Stap - PD - Development / decisions about future of Lime Rise should be halted until HS2 route has been determined	1
East - Stap - PD - Proposed development at Lime Rise should benefit town of Stapleford / be high quality / incorporate sustainability	1
East - Stap - PD - Should build HS2 instead of proposed residential development in Stapleford	1
East - Staveley - Proposed Infrastructure Maintenance Depot (Stav)	93
East - Staveley - Proposed Infrastructure Maintenance Depot - Reasons to Agree	19
East - Stav - Dep - Proposed maintenance depot will bring economic benefits	1
East - Stav - Dep - Site is appropriate for requirements as has site capable of handling trains/ existing connections/ already identified for development	1
East - Stav - Eml - Staveley IMD provides opportunities for jobs during construction/ operation	1
East - Stav - Eml - Potential to generate skills needed for HS2 maintenance	1
East - Stav - Ra - Proposal to provide a connection to Classic Rail network to service the IMD is welcomed	1
East - Stav - SFS - Time taken to get to Derby / Sheffield for HS2 will take 20 minutes off journey to London	1
East - Stav - LR - Line at Staveley will be built on reclaimed colliery land	1
East - Stav - Dep - Proposed maintenance depot will increase job opportunities	5
East - Stav - Dep - Agree with construction of Infrastructure Maintenance Depot at Staveley	12
East - Staveley - Proposed Infrastructure Maintenance Depot - Reasons to Disagree	61
East - Stav - LV - Tree cover east of Staveley is sparse	1
East - Stav - LV - Route will have a negative impact on the countryside near Staveley	2
East - Stav - PRW - Proposed route north of Staveley will have a significant impact on the Trans Pennine Trail	2
East - Stav - LR - Proposed route at Staveley will pass over former mining ground which is prone to subsidence	2
East - Stav - CR - Concerns of the canal being built at Staveley	2
East - Stav - Dep - Concerns that of an engineering depot will be built at Staveley	1
East - Stav - LoR - Concerns that the route will cross through Staveley	2
East - Stav - PRW - HS2 plans have put on hold the upgrade of footpaths in / around Staveley / Norbriggs Flash nature reserve	1
East - Stav - VB - Proposed viaduct near Staveley will cause blight due to noise	1
East - Stav - NV - Concerns on the impact of vibrations will have on properties / housing in Staveley	1
East - Stav - Dep - Site potentially contains industrial waste/ toxins/ live munitions/ WW2 bombs and is higher than the proposed LoR	1
East - Stav - LR - Proposed route cuts through an area earmarked for open cast coal mining between Staveley and Renishaw	1
East - Stav - HEW - Concerns about the risk of injury / death to the residents of Riverdale Park in the event of an accident on the line	1
East - Stav - HEW - Concerns about the impact of construction and use will have on the quality of life of residents / residents of Riverdale Park will suffer severe disappointment	1
East - Stav - Hi - Concerns about the congestion / increased traffic on M1 and A629 / risk of accidents	1
East - Stav - Bu - Proposed route will have a negative impact on businesses in Staveley	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - Stav - BW - Route will cross Norbriggs Flash local nature reserve disturbing existing wildlife habitats	1
East - Stav - CH - IMD may impact on Staveley Town Centre Conservation Area / Grade II listed Staveley Hall	1
East - Stav - Com - Concerns about impact of noise / noise in mornings / evenings from Staveley IMD on local communities	1
East - Stav - Com - Trans-Pennine Trail between Staveley and Killamarsh is a significant asset for local communities	1
East - Stav - Dep - Current layout of IMD would frustrate the Staveley and Rother Valley Corridor Area Action Plan (AAP) to regenerate the Staveley Works	1
East - Stav - Dep - Current location and layout of IMD is not supported	1
East - Stav - Dep - HS2 Infrastructure Maintenance Depot (Staveley) report by Arup shows how layout and location of IMD could be amended to provide for Chesterfield to Staveley Regeneration Route	1
East - Stav - FE - There will be lost investment/ employment opportunities/ uncertainty as a result of route to Staveley	1
East - Stav - LoR - The route connecting the IMD to HS2 will impact the connection between the rail network and Markham freight terminal/ Coalite site/ Eckington Road/ Master Vale	1
East - Stav - LR - Concerned maintenance depot will remove options for housing on brownfield sites, forcing use of greenfield sites	1
East - Stav - PD - Depot located in area which was expected to deliver around 850 new dwellings /30ha of employment land	1
East - Stav - PD - If loss of housing development leaves Area Action Plan short of funding may impact on regeneration of Staveley and Rother Valley Corridor	1
East - Stav - PD - Illumination from depot will prevent the development of housing	1
East - Stav - PD - Site of proposed depot had been earmarked for 2,000 homes and 30 hectares employment development	1
East - Stav - Ra - Line and connections at IMD has potential to cut off rail freight access	1
East - Stav - Eml - HS2 cannot claim credit for having first proposed employment growth at Staveley Works	1
East - Stav - Com - Proposed route will have a negative impact / local residents of Netherthorpe	1
East - Stav - FE - The proposed route offers no economic benefits / maintenance depot at Staveley will not be economically viable	1
East - Stav - CI - Area access near / crossing over the Doe Lea River will disrupt / have a negative impact on the environment	1
East - Stav - BW - Proposed route near the Doe Lea River will disrupt / have a negative impact on the wildlife	3
East - Stav - BW - Proposed route near the Netherthorpe Meadows will disrupt / have a negative impact on the wildlife	2
East - Stav - VB - Construction work for the proposed route will have a negative impact on the stability of Staveley Bridge	2
East - Stav - Com - Poolsbrook Country Park is a popular area of leisure	1
East - Stav - NV - Concerns about the effects of vibrations from the maintenance depot on the Park Home site / in Staveley	1
East - Stav - Dep - Proposed maintenance depot will be sited on land reclamation / land fill	1
East - Stav - Dep - Concerns of the impacts the links in / out of the Staveley depot will have on the Chesterfield Canal restoration	7
East - Stav - LoR - Proposed route is based on incorrect information shown on Ordnance Survey maps / lack of local knowledge	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Stav - PD - HS2 plans have put on hold the development of houses / parkland / industrial units in / around Staveley	1
East - Stav - BW - Concerns over impact to wildlife at Norbriggs Flash Nature Reserve	4
East - Stav - Dep - Concerns that Staveley Depot will have a negative impact on freight capacity / freight traffic	1
East - Stav - Eml - Any jobs created by rolling stock depot will be cancelled out by the closure of companies / other businesses as a result of HS2	4
East - Stav - Bu - Proposed route has severely impacted upon Cathmal Ltd owner of Riverdale Park in the form of lost sales / relies on tranquillity of the development for its viability	1
East - Stav - Comp - Cathmal Ltd and residents of Riverdale Park object to any part of the proposal that is not accompanied by a guarantee of compensation	1
East - Stav - Proposed route runs through / bisects my land	1
East - Stav - BW - Concerns that viaduct will displace local wildlife	1
East - Stav - Comp - Compensation that will be offered to the residence of Riverdale Mobile Home Park will not be enough to compensate for the disruption to their lives	2
East - Stav - Prop - Maintenance depot at Barrow Hill will cut through Riverdale Mobile Home Park / will leave residence homeless	1
East - Stav - LV - Viaducts will have a negative visual impact on the area / on Riverdale Park	1
East - Stav - Bu - Companies wanting to use HS2 will want to be near a station / Staveley is 20 - 30 miles away from the nearest station	1
East - Stav - Eml - HS2 will only bring 120 jobs to the Staveley area	2
East - Stav - Prop - Proposed route runs close to my property in Staveley / is close to Riverdale Park	5
East - Stav - Prop - Proposed route / depot will lead to buildings / homes / local facilities being demolished	2
East - Stav - Prop - Proposed route through Staveley will affect the value of my property / cause property value to fall / property has been devalued	3
East - Stav - Prop - Proposed route through Staveley will negatively affect / disrupt the local area / properties in Staveley	4
East - Stav - Prop - Concerns regarding negative impact of Infrastructure Depot on my property	1
East - Sta - LR - Proposed route between Staveley and Beighton will have a negative impact on recreation areas	2
East - Sta - LR - Proposed route between Staveley and Beighton will have a negative impact on Rother Valley Country Park	3
East - Stav - Comp - Concerns regarding lack of information as to whether part of my property will be compulsorily purchased to accommodate infrastructure depot	1
East - Stav - Com - Concerns over proposed route on impact to the Staveley area	4
East - Stav - Com - Proposed line / depot at Staveley will have a negative impact on / damage / ruin Staveley / negatively impact on Staveley's residents	6
East - Stav - Com - Proposed route offers no benefits to Staveley	3
East - Stav - Com - Proposed route will have a negative impact / disrupt on Netherthorpe School	4
East - Stav - Com - Proposed route will have a negative impact / disrupt Staveley Miners Welfare Cricket Club / ground	1
East - Stav - SFS - Improved rails journey time will be negated by additional travel from Staveley to Sheffield Meadowhall / East Midlands Station at Toton	4
East - Stav - PRW - Proposed route between Staveley and Beighton will have a negative impact on the Trans Pennine Trail	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - Stav - LoR - Disagree with proposed route through Staveley area	1
East - Stav - Sta - Closest / nearest stations would be Sheffield Meadowhall / East Midlands Station / too far away / an hour away	3
East - Stav - Dep - Proposed location of depot has little / no benefits	3
East - Stav - Dep - Disagree with Staveley Maintenance Infrastructure Depot	5
East - Stav - Dep - Location of route / Staveley Depot is ill thought out / should be reconsidered	7
East - Stav - Dep - Locating an Infrastructure Maintenance Depot at Staveley is unnecessary	1
East - Stav - Dep - Staveley depot will be highly intrusive	5
East - Stav - BW - Proposed route will pass through Sites Special Scientific Interest between Staveley and Woodthorpe	1
East - Stav - BW - Concerns over impact to wildlife at Barrow Colliery	1
East - Stav - BW - Proposed route will cut through / pass close to the nature reserve / Netherthorpe Flash Nature Reserve	6
East - Stav - CH - Concerns over impact to Barrow Colliery / Barrow Colliery should be a Heritage site	1
East - Stav - NV - Proposed route will have a negative noise impact / noise from Staveley Depot will be disruptive for a long time / there is no mitigation from tree cover	7
East - Stav - LoR - Concerns regarding the proposed route between Staveley and Tinsley	1
East - Staveley - Proposed Infrastructure Maintenance Depot - Reasons to Neither Agree nor Disagree	1
East - Stav - Dep - Proposed site is midway between Birmingham and Leeds	1
East - Staveley - Proposed Infrastructure Maintenance Depot Alternative Suggestions	34
East - Stav - PRW - Pedestrian tunnel linking Stavely and Barrow Hill should be improved as part of IMD proposals	1
East - Stav - Ra - Clear travel plan for IMD construction and operational phases is required to maximise rail access	1
East - Stav - TT - Construction traffic should be directed to Hall Lane access where possible	1
East - Stav - Ew - Excavated waste materials (e.g. clinker) during construction should be used to maintain / upgrade footpaths in Staveley	1
East - Stav - BW - The proposal for the depot should reference the Staveley Area Action Plan and create a wetland alongside HS2 schemes	1
East - Stav - Comp - Compensation could involve early delivery of critical transport infrastructure / assisting with remediation of site	1
East - Stav - Comp - If IMD is detrimental to regeneration of Staveley and Rother Valley Corridor then compensation will be required	1
East - Stav - Dep - Benefits of IMD need to be maximised through training the right skills locally for construction/operation	1
East - Stav - Dep - Clarification on whether the IMD would also be a construction depot should be provided as soon as possible	1
East - Stav - Dep - Minor relocation of the IMD footprint to the north should create sufficient space for Chesterfield to Staveley Regeneration Route to be delivered	1
East - Stav - Dep - Volterra report 'Economic Impact of HS2 Infrastructure Maintenance Depot at Staveley' calculates that if the site is also used as a construction depot it will generate revenues of £1m - £1.2m during construction period	1
East - Stav - Env - Adverse environmental impacts of Infrastructure Maintenance Depot should be avoided/ minimised/ mitigated	1
East - Stav - Hi - Highways should be improved ahead of construction of IMD	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Stav - Hi - Relocating Chesterfield to Staveley Regeneration Route to the North of the IMD would present engineering challenges and fail to maximise regeneration benefits	1
East - Stav - LoR - Out of use rail line at Seymour junction could be used to allow potential freight access to Markham Vale/ Erin landfill	1
East - Stav - LR - Early confirmation is required that HS2 responsible for remediation part of site impacted by former tip/chemical works/ mine workings	1
East - Stav - NV - Further modelling required on potential noise/ vibration impacts of Staveley IMD	1
East - Stav - Dep - A modest modification to proposed location and layout of IMD to move North to align with the Northern boundary fence	1
East - Stav - Dep - Support for Infrastructure Maintenance Depot at Staveley in principle / with minor modification / re-alignment	1
East - Stav - Dep - Support Staveley and Rother Valley Corridor Area Action Plan (SRVCAAP) to redevelop the wider area under the Chesterfield Core Strategy	1
East - Stav - Dep - Refinements to design needed so doesn't impact surrounding development	1
East - Stav - PT - Sustainable access should be provided for workers	1
East - Stav - Dep - Depot could be located further north/ connection spurs should be further north	1
East - Stav - Dep - Refinements to design needed so doesn't impact surrounding development	1
East - Stav - LoR - Proposed route should not leave the M1 corridor to go to Staveley / the destination is Meadowhall	1
East - Stav - Bu - Mitigate economic impact on Staveley and Rother Valley Corridor Area	1
East - Stav - Dep - Proposed infrastructure maintenance depot should be moved further north to allow route to pass to the south	1
East - Stav - Dep - Reconsideration of Depot should be considered to minimise impact on Rights of Way	1
East - Stav - Dep - Should be full compensation provided for people / businesses affected by proposed depot at earliest opportunity	1
East - Stav - EmI - Need to provide infrastructure/ skills/ training/ planning to maximise employment opportunities at Staveley IMD	1
East - Stav - FE - The IMD needs to be made as compatible as possible with regeneration proposals as suggested by 'Economic Impact of Infrastructure Maintenance Depot at Staveley' report by Volterra Partners	1
East - Stav - Hi - IMD should have suitable parking access	1
East - Stav - HoI - Mitigate impacts on residential areas in Mastin Moor/ Netherthorpe/ Woodthorpe/ Lowgates	1
East - Stav - LoR - Need to further consider how alignment of links will impact on other local infrastructure	1
East - Stav - LV - IMD lighting should be designed to minimise impact on area and nearby residential property	1
East - Stav - LV - Mitigate impacts on landscape/ ecology in Doe Lea/ Woodthorpe/ Norbriggs/ Netherthorpe/ Mastin Moor	1
East - Stav - LV - Mitigate impacts on landscape/ heritage in Staveley area	1
East - Stav - LV - Need to reduce impact of rail depot proposal/ approaches on environment/ for residents	1
East - Stav - NV - Mitigate noise impacts around IMD links/ Harlington/ Riverdale/ Staveley Works Area	1
East - Stav - NV - Mitigation is required for noise/vibration impacts of Staveley IMD	1
East - Stav - Sta - Should have an additional station at Staveley	7

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Stav - Dep - Staveley Depot should be moved north to avoid Riverdale Mobile Home Park	1
East - Stav - NV - Tree planting / other measures required between the proposed route and Riverdale Park to minimise noise pollution	1
East - Stav - Bu - Proposed infrastructure maintenance depot should be moved a few miles away towards Markham Vale - M1 junction 29a to attract more business locally	1
East - Stav - Ra - Moving proposed infrastructure maintenance depot near Markham Vale - M1 junction 29a - would provide it with better rail link	1
East - Stav - Hi - Moving proposed infrastructure maintenance depot near Markham Vale - M1 junction 29a - would provide it with better motorway / road link	1
East - Stav - Dep - Proposed infrastructure maintenance depot should be moved a few miles away towards Markham Vale - M1 junction 29a	1
East - Stav - Dep - Infrastructure maintenance depot should be moved near the Tinsley area of Sheffield / the old Tinsley Marshalling Yard instead of at Staveley	4
East - Stav - Dep - Should use existing line at Renishaw to Barrow Hill for infrastructure depot avoiding Staveley / residential area	1
East - Stav - Dep - A shorter route west of the current alignment between Birmingham and Sheffield would allow the proposed depot in Staveley to be located at Toton	2
East - Stav - Dep - Proposed Infrastructure Maintenance Depot should be located in railway siding area close to Beighton	1
East - Stav - CH - Proposed Infrastructure Maintenance Depot should be moved to avoid impact on historic roundhouse	1
East - Stav - LoR - Proposed route should pass under the M1 adjacent to A6192 and follow existing mineral lines to access the Staveley Depot	1
East - Stav - Dep - Relocate the depot to derelict land where it will not ruin the Chesterfield Canal Restoration project	2
East - Stav - Ra - Proposed Infrastructure Maintenance depot should be built at Tinsley as it would be connected to existing rail services via existing disused rail lines and Catcliffe viaduct	1
East - Strelley Village (SV)	74
East - Strelley Village - Reasons to Disagree	64
East - SV - LoR - Proposals for Strelley Village are unclear / vague	2
East - SV - CH - Grade 1 All Saints Church in Strelley Village is historic / unique	4
East - SV - BW - Conservation area in Strelley Village is subject to highly restrictive planning regulations to preserve its current status	6
East - SV - Prop - Proposed route passes close to Rectory Farm in Strelley / will have a negative impact on Rectory Farm	2
East - SV - HEW - Proposed route through Strelley has caused stress	2
East - SV - Prop - Proposed route will mean that properties will be demolished in Strelley Village	1
East - SV - Prop - Proposed route will pass very close to my home / property in Strelley	2
East - SV - CH - Proposed route passes close to Grade 1 listed building All Saints' Church Strelley	1
East - SV - CH - Proposed route would pass through Grade 2 listed buildings on the site of Strelley Hall and they would require demolishing	2
East - SV - Bu - Proposed route would require demolition at the Nottingham Business Park on Woodhouse Way	2
East - SV - HoI - Proposed route passes close to homes which might then be unsuitable as a residence	1
East - SV - Prop - Proposals will devalue properties in Strelley village / due to blight	5
East - SV - Bu - Proposals will have a negative effect on businesses in Strelley	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - SV - Tun - Concerns that proposed cut and cover tunnel through Strelley will be withdrawn to save costs	1
East - SV - FE - Strelley Village provides recreation for 2 very deprived outer city estates	3
East - SV - Eml - Strelley Village provides employment for 2 very deprived outer city estates	1
East - SV - LR - Cut and cover tunnel at Strelley will lead to a destruction of agricultural land / everything along line of tunnel / above ground	5
East - SV - Prop - There are tight planning restrictions in Strelley Village to protect / conserve its heritage	10
East - SV - Com - Proposed route will pass close to the quiet village of Strelley	2
East - SV - Com - Proposed open cutting along M1 will be less than 1000 meters from heavily populated Strelley village	1
East - SV - Com - Proposed route will have negative impacts on the residents of Strelley Valley	8
East - SV - Com - Proposed route will destroy Strelley village	12
East - SV - Com - Proposed route runs through Strelley Village	12
East - SV - Com - Realignment of the M1, the A609 and the branch railway will destroy Strelley Village	1
East - SV - CI - Upheaval caused by construction could be unsustainable	3
East - SV - LoR - Concerns with proposed cut and cover tunnel / will cut Strelley Village in two	6
East - SV - LoR - Proposed route through Strelley Village is not a good idea	6
East - SV - LoR - Proposed route through Nottingham Business Park is not a good idea	3
East - SV - LoR - Disagree with the proposed route through Strelley Village	20
East - SV - Emb - Concerns regarding proposed embankment at Strelley Village	2
East - SV - Tun - Concerns regarding proposed cut and cover tunnels at Strelley Village	6
East - SV - LV - Gantries / wires / concrete required for proposed route will be an eye-sore on the landscape	7
East - SV - LV - Proposed cut and cover tunnels / gantries / overhead wires would negatively impact the landscape / visual aspect of Strelley Village	7
East - SV - BW - Proposed route will go through Strelley Village which is a conservation area	15
East - SV - BW - Impacts / negative impacts on bio-diversity / wildlife in Strelley Village will be permanent / irreversible	7
East - SV - BW - Proposal will destroy the wildlife / nature / conservation area in Strelley Village	14
East - SV - BW - Cut and cover tunnel at Strelley village would destroy local trees	2
East - SV - BW - Loss of ponds in Strelley Village will negatively impact on fauna / flora / wildlife	7
East - SV - CH - Proposed route will go through Strelley Village which contains listed buildings / areas of archaeological / historic interest / natural beauty / is a medieval settlement	22
East - SV - CH - Proposed route runs close to / will have an adverse effect on a Grade 1 Listed / famous Church	9
East - SV - CH - Proposed route runs close to / will have an adverse effect on a Grade I / II Listed Strelley Hall	6
East - SV - CH - Proposed route will negatively impact on 2 scheduled / listed ponds that receive their supply of water from the spring fed medieval pond at Strelley Hall / listed ponds water supply / drainage / water table will be affected by proposed route	10
East - SV - CH - Cut and cover tunnel / proposed route would negatively impact / destroy a scheduled / listed medieval fish pond in Strelley Hall	11

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - SV - CH - Proposed route will disrupt Strelley Village conservation area during construction	11
East - SV - CH - Strelley Village was featured in the Domesday Book	1
East - SV - NV - Noise from trains running in open cutting along M1 will disrupt Strelley Village	2
East - SV - NV - Proposed route will increase noise in Strelley Village	9
East - SV - NV - Vibrations from high speed line will impact on Grade 1 All Saints Church in Strelley	4
East - SV - Ew - Concerns about excavated material / storage of excavated material in Strelley Village / transportation of excavated material would increase disruption	6
East - SV - LR - Proposed route negatively impacts / destroys / damages grazing land in Strelley Village	2
East - Strelley Village - Alternative Suggestions	50
East - SV - Com - Residents prefer option of following existing Erewash rail line / as would be sustainable / suitable / cost-effective	1
East - SV - LoR - Re-align route / 60 degrees 100m north to solve curve issues / maximise speeds	1
East - SV - Tun - Boring rather than cut and cover would reduce disruption	1
East - SV - LoR - Revised route 3 - Height and depth	1
East - SV - HEW - Should consider a longer / deeper tunnel to reduce any disruption to people's lives	4
East - SV - Tun - Should consider a longer / deeper tunnel to reduce the blight caused during construction	2
East - SV - Tun - Should consider a longer / deeper tunnel due to the gradient of local land	3
East - SV - LV - Should consider a longer / deeper tunnel to reduce the visual impact on Strelley Village	10
East - SV - NV - Should consider a longer / deeper tunnel to reduce the noise impact on Strelley Village	4
East - SV - LoR - Revised route 2 - less damaging / shorter route	1
East - SV - LoR - Revised route 4 - Retention of buildings	1
East - SV - Tun - Will be better to use bored tunnel to preserve the environment for future generations	2
East - SV - PRW - Should protect bridle paths in Bluebell Woods	1
East - SV - BW - Should protect wildlife / fallow deer	1
East - SV - LR - Should protect the remaining farm land	1
East - SV - Comp - A bore tunnel would avoid impact on 3 properties in Strelley Village reducing need for compensation	1
East - SV - LoR - Should move the line closer to the motorway in Strelley Village	1
East - SV - FE - Questions regarding the difference in cost between the proposed route and alternatives	1
East - SV - Com - Proposed route should be changed to avoid splitting Strelley village	4
East - SV - Com - Should consider having the tunnel under the village to minimise disruption on the village	5
East - SV - LoR - Proposed route north from proposed station at Toton should follow the existing Erewash Valley Line to alleviate problems for residents in Strelley	11
East - SV - LoR - Should look at alternative routes between Strelley and Nuthall	3
East - SV - LoR - Should have the tunnel starting further / back from the village / emerging further on	4

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - SV - LoR - Should move proposed route 30m westwards away from Strelley Church	2
East - SV - LoR - Proposed route should cross the M1 and run along the west side of the M1 before crossing back to continue on the eastern side of the M1 to avoid Strelley Village	7
East - SV - LoR - Proposed route should be re-routed / away from Strelley Village	4
East - SV - Tun - Proposed tunnel from Strelley should be extended under Nottingham Business Park and the A610 in place of a bridge over the A610	1
East - SV - Tun - Should use a bored / deep tunnel at Strelley Village / if an alternative route is not possible / to increase curvature / cause less speed restriction at Nuthall	12
East - SV - Tun - Should use a more expensive bored tunnel starting further back from the village instead of a cut and cover tunnel to cause less disruption for the village	8
East - SV - Tun - Should use a bored tunnel before Shelley Village and emerging by Nottingham Business Park	2
East - SV - BW - Should consider longer / deeper tunnels to reduce the damage to ecosystems in Strelley village	3
East - SV - BW - Should conduct surveys to assess the potential damage to bio-diversity / wildlife in Strelley Village	2
East - SV - CH - Should use a bored tunnel at Strelley Village to preserve all Listed / historical buildings / Strelley Hall	8
East - SV - CH - Should preserve Grade 1 Listed Church at Strelley Village / All Saints Church	3
East - SV - CH - Should preserve Grade 2 Listed Hall at Strelley Village	2
East - Stourton (Stour) -	3
East - Stourton - Reasons to Disagree	1
East - Stour - Eml - Proposed route through Stourton will affect asphalt plant / cost jobs	1
East - Stourton - Alternative Suggestions	2
East - Stour - Tun - Support a direct tunnel from Bottomboat to Stourton under the M62 ridge mitigate disruption across the M62 and local economies	1
East - Stour - LoR - Divert metro train to track 100 yards south of arch bridge at Stourton where route crosses B6481 while bridge replaced	1
East - Stour - LoR - Use brown-belt land 100 yards south of arch bridge at Stourton where route crosses B6481 for HS2	1
East - Stour - Env - Using brown-belt land 100 yards south of arch bridge at Stourton where route crosses B6481 would benefit environment	1
East - Stour - LoR - Using land 100 yards south of arch bridge at Stourton where route crosses B6481 / while bridge replaced would allow better infrastructure for both metro and HS2 lines	1
East - Stour - LoR - Use brown-belt land 100 yards south of arch bridge at Stourton where route crosses B6481 / while bridge replaced would be more efficient than alternative routes	1
East - Sutton Coldfield (SuttCo)	1
East - Sutton Coldfield - Reasons to Disagree	1
East - Sutton Coldfield - CH - Proposed route may / would negatively affect / demolish Grade II Listed Dutton Hall / barn / pigeon house	1
East - Sutton-in-Ashfield (Sutt)	5
East - Sutton-in-Ashfield - Reasons to Disagree	4
East - Sutt - BW - Proposed route will affect ancient woodland / High Park Wood / Millington Springs	1
East - Sutt - Eml - 100 jobs lost in Bentinck Void site in Ashfield if proposed route goes ahead	1
East - Sutt - Eml - The route passes through a major employment development site at Castlewood where it is likely to have a negative impact	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Sutt - Com - Route will adversely affect residents near Blackwell Road	1
East - Sutt - Com - Proposed route will not benefit people living in the area	1
East - Sutton-in-Ashfield - Alternative Suggestions	3
East - Sutt - CI - Planning and project management will be required to minimise disruption to businesses during the construction phase	1
East - Sutt - LoR - Route should be realigned to prevent the demolition of seven properties in Langton	1
East - Sutt - Sta - Improve connectivity of Hub Station to Ashfield by building stations on existing mineral line at Pinxton/ Selston/ Jacksdale/ Kirkby-in-Ashfield	1
East - Sutt - St - Include additional station at Sutton-in-Ashfield	1
East - Sutton Scarsdale (SutSca)	7
East - Sutton Scarsdale - Reasons to Agree	1
East - SutSca - LoR - Agree with line passing Sutton Scarsdale Hall	1
East - Sutton Scarsdale - Reasons to Disagree	5
East - SutSca - CH - Passengers will be able to see Sutton Scarsdale from the train	1
East - SutSca - LoR - Proposed route will pass close to Sutton Scarsdale Hall	5
East - Sutton Scarsdale - Alternative Suggestion	3
East - SutSca - CH - Mitigate impacts on Sutton Scarsdale	1
East - SutSca - CH - Should try to keep the negative impacts on the remains of Sutton Scarsdale Hall	2
East - Swadlincote (Swad)	1
East - Swadlincote - Alternative Suggestions	1
East - Sta - Should have an additional station at Swadlincote	1
East - Swillington (Swi)	47
East - Swillington - Reasons to Disagree	34
East - Swi - WF - The assessment ignores several listed buildings in Swillington (Ice House / South Lodge / Stables at Swillington House / Bridge Farmhouse)	1
East - Swi - WF - The environmental impact assessment relating to Swillington is negligent / erroneous	1
East - Swi - LV - Description of embanked route at Swillington as 'not widely visible' in the AoS is wrong	1
East - Swi - LV - Non committal language about the impact in Woodlesford and Swillington in the AoS is in contradiction to the findings of the landscape and visual impact assessment	1
East - Swi - VB - Lack of clarity around which Swillington Bridge is Grade II listed/ request for canal bridge to be considered for listing	1
East - Swi - BW - Costs will increase due to relocation of species from Swillington Organic Farm / compensation to owners	1
East - Swi - BW - Disturbance caused would impact on more sensitive species at St Aiden's RSPB Reserve	1
East - Swi - CH - Grade II ice house and historic walled garden will be lost at Swillington Organic Farm	1
East - Swi - CH - Proposed route will destroy a heritage site / Ice store	1
East - Swi - CR - Moving the River Aire may cause further damage to Swillington Bridge / further flooding at Woodlesford	1
East - Swi - FE - Costs will escalate because of problematic typology in Swillington and Woodlesford	1
East - Swi - FE - The local economy will suffer if major roads are disrupted during construction (A642/ Methley Lane)	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Swi - LoR - Geology of land proposed route is unknown due to extensive undermining / land constantly moves	1
East - Swi - LoR - option routing and design of spur to Leeds City Centre should be reviewed to reduce adverse effects on residents of Swillington	1
East - Swi - LR - Instability of the land between M6 and M62 / Methley Lane / Clumpcliffe due to opencast mining	1
East - Swi - LR - Reference to letter from Jack Waring to Patrick McLoughlin MP / instability of the Temple Newsam opencast site	1
East - Swi - LV - Three new viaducts at different heights will make visual mitigation impossible for residents	1
East - Swi - NV - Noise pollution from the viaduct would destroy the tranquillity of Swillington Organic Farm	1
East - Swi - NV - The use of baffles for noise mitigation will exacerbate visual impacts of viaducts	1
East - Swi - TT - Coach Road would be cut off and blighted / sole access to Swillington Organic Farm and Fisheries	1
East - Swi - TT - Proposed route will cause disruption to Aberford Rd (A642) / prevent access to Leeds	2
East - Swi - TT - Proposed route will cause disruption to Bullerthorpe Lane /prevent access to Leeds	1
East - Swi - Bu - Swillington Organic Farm is a successful business / comprises 2 core businesses	1
East - Swi - Com - Swillington Organic Farm is a benefit to the community	2
East - Swi - Com - HS2 will destroy the character of Swillington	1
East - Swi - TT - Proposed route will limit access to Swillington	2
East - Swi - HEW - Even if sound-proofing measures were provided, quality of life at Garden cottage would be seriously affected due to noise pollution, visual impact and loss of privacy	4
East - Swi - Bu - Success of Swillington Park Fisheries depends on the ideal conditions of its location and is not relocatable / will impact on the viability of the business	2
East - Swi - BW - Range of habitats in this small area is a significant link in the chain of Aire Valle / fragmentation of these habitats will prevent endangered species from relocating	1
East - Swi - BW - Loss of habitat beneath the viaduct will permanently / affect breeding birds and wintering water birds	1
East - Swi - LS - Land is designated a Special Landscape Area in the Unitary Development plan / includes untouched historic parkland, an important feature for Leeds Country Way walkers and adjoining St Aidans RSPB reserve / green belt land	2
East - Swi - CH - Proposed 555m of viaduct construction on the area will impact on the setting of grade 2 listed buildings such as Swillington House stable block, bridge, ice house and associated pond	2
East - Swi - WF - Concerns overdevelopment of Swillington will leave area at risk of flooding	1
East - Swi - Com - Concerns over impact of route on community / livelihoods / quality of life	2
East - Swi - BW - Proposed viaduct built on Swillington Farm / will destroy valuable wildlife habitat	4
East - Swi - Comp - Concerns about compensation to small businesses / loss of income due to proposed route through Swillington Farm	1
East - Swi - Prop - Concerns over impact of route on homes / value / saleability	2
East - Swi - BW - Residents are concerned about the destructive impact of the proposed route on local wildlife	2
East - Swi - LR - Proposed route through Swillington Farm & Fisheries crosses farmland / meadowland / wetlands	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Swi - BW - SEGI / Site of Special Scientific Interest near Swillington has been ignored	2
East - Swi - LR - Relocating Swillington Organic Farm / Fisheries is not viable / would take years for accreditation / detoxifying land	1
East - Swi - Com - Proposed route will destroy / negatively impact on the area of Swillington	2
East - Swi - Bu - Proposed route will impact of long standing development plans	1
East - Swi - LoR - Preferred route is based on inaccurate investigation for Swillington / no mention in the Environmental Impact Assessment	1
East - Swi - LoR - Proposed route would embank across the only access road for Swillington Organic Farms	1
East - Swi - Hi - Proposed route will negatively affect the bridge and road crossing of the River Aire locally	1
East - Swi - BW - Proposed route will lead to the destruction of woodland / grassland / habitats	3
East - Swi - PRW - Proposed route will impact on the Leeds Country Way bridle path	2
East - Swi - Prop - Location of works packages would have a blighting effect on property	1
East - Swi - Com - Proposed viaduct will spoil Swillington Organic Farm as a tranquil leisure environment / amenity value	1
East - Swi - Bu - Proposed route will ruin the Swillington Organic Farm business / construction and operation will impact on the viability of the business	10
East - Swi - LR - The proposed route will (severely) affect / impact farmland in the area	1
East - Swi - LR - Proposed route runs close / through Hollingthorpe Farm	1
East - Swi - LR - Proposed route will take away one of the cattle sheds of Hollingthorpe Farm	1
East - Swi - LR - Proximity of proposed route to remaining livestock buildings / farmhouse in Hollingthorpe Farm will make their occupation untenable	1
East - Swi - LR - Swillington Organic Farm provides Leeds citizens with green space	2
East - Swi - LR - Swillington Organic Farm is environmentally beneficial	4
East - Swi - Com - Swillington Farm is a major asset to the local / wider community because of the farming practices used	6
East - Swi - Com - Proposed route will cause disruption to housing in Swillington	1
East - Swi - Com - Proposed route (HSL17) will cut through / destroy / impact on Swillington Organic Farm / Fisheries	12
East - Swi - Com - Proposed route will cause severe / heavy disruptions to the area of Swillington	1
East - Swi - Clm - The proposed route will cause disruption to the already busy A63 and A1(M) areas	1
East - Swi - TT - Proposed route will cause disruption to roads in Swillington	4
East - Swi - LoR - Disagree with the route through Swillington	7
East - Swi - Emb - Concerned about embankments alongside the canal at Swillington	2
East - Swi - LV - Proposed route / viaduct will have a negative visual impact on the area of Swillington	6
East - Swi - NV - There will be no noise reduction measures in Swillington	1
East - Swi - Env - The proposed route will have a negative environmental impact on Swillington Organic Farm	7
East - Swi - Emp - Swillington Organic Farm provides local employment / voluntary opportunities	5
East - Swi - HWE - Swillington Organic Farm / Fisheries is a benefit to the quality of life in the Swillington / Leeds communities	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Swi - BW - Swillington Organic Farm / Fisheries are a benefit to the wildlife population of the area / is a SSI, SEGI site / has a significant vole population	5
East - Swillington - Reasons to Neither Agree nor Disagree	1
East - Swi - Com - Swillington / surrounding areas are earmarked for affordable housing	1
East - Swillington - Alternative Suggestions	31
East - Swi - Comp - A full compensation scheme would alleviate much of the distress of local residents	1
East - Swi - LoR - Alternative routes could be cheaper as well as less environmentally destructive	1
East - Swi - Env - Alternative route suggested by Alec Shelbrooke MP will have a less damaging effect on the environment	1
East - Swi - Com - Additional station at the junction between Leeds / York branches would provide a big park and ride / interchange option to a vast area	1
East - Swi - CH - scheme should be redesigned to avoid the demolition of Swillington Bridge - this would be preferred	2
East - Swi - CH - Further design work should be considered to preserve listed bridge at Swillington	2
East - Swi - Env - An alternative route following existing transport corridors through Castleford to the ECML would cause less damage to the environment and to local businesses.	3
East - Swi - Env - Alternative routes will do less damage to the environment	3
East - Swi - NV - Alternative routes cause less noise / vibrations	1
East - Swi - LoR - An alternative route taking the line south of Garforth passing north or south of Kippax - maps attached - offering shorter distance / faster line speeds	1
East - Swi - Sta - Should consider an alternative station at the junction between Leeds and York branches	1
East - Swi - Tun - An alternative to the spur west of Swillington would be a spur running between Swillington and Great Preston which would require a tunnel under East Garforth	1
East - Swi - VB - An alternative to the spur west of Swillington would be a spur running between Swillington and Great Preston would require five fewer bridges between Hungate and A1(M)	1
East - Swi - SFS - Proposed route to the west of Swillington forces the spur to take a tight curve alignment north of Garforth at significantly reduced speeds	1
East - Swi - HoI - Proposed route to the west of Swillington and north of Garforth compromises sites for housing developments in Garforth	1
East - Swi -LoR - Should consider alternative route avoiding Swillington / Swillington Park	1
East - Swi - LR - Consider alternative route to avoid damaging / impacting / destroying Swillington Organic Farm	6
East - Swi - LR - Proposed route should be varied to provide a reasonable standoff distance between the new railway line and the farmstead	1
East - Swi - LoR - Need a chord near Rothwell & Swillington	1
East - Swi - LoR - Should consider alternative route through brownfield sites near Swillington	1
East - Swi - LoR - Support the alternative line of route proposed by Alec Shelbrooke MP	9
East - Swi - LoR - Mention of alternative route suggested by Alec Shelbrooke MP avoiding Swillington	4
East - Swi - LoR - Alternative route proposed by Alec Shelbrooke MP avoids the need to destroy Swillington Park	3
East - Swi - Com - Route / design of East Coast Main Line spur should be reviewed to reduce the negative effects on Swillington	3

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Swinton (Swint)	1
East - Swinton - Alternative Suggestions	1
East - Swint - VB - Proposed route from Beighton Junction to the North should run alongside the existing freight line with a flyover at Swinton	1
East - Tamworth (Tam)	92
East - Tamworth - Reasons to Agree	2
East - Tam - Ra - Increased capacity will provide better / quicker connections to London for Tamworth residents	1
East - Tam - LoR - Proposed route passes along motorway corridor / makes use of current infrastructure	1
East - Tam - Eml - Link to Tamworth will create opportunities for training / development of Tamworth workforce	1
East - Tam - SFS - Tamworth rail users may use Birmingham HS2 stations to access Leeds and Sheffield as this will save travel time	1
East - Tamworth - Reasons to Disagree	62
East - Tam - LoR - Tamworth will suffer from both Phase 1 and Phase 2	1
East - Tam - Bu - Concerned about impact on Centurion Park during construction	1
East - Tam - BW - Adverse impacts on the Kettle Brook BAS and nature reserve	1
East - Tam - PRW - Proposed route will bisect agricultural field with public rights of way	1
East - Tam - TT - Construction will cause delays / road diversions / traffic build up	1
East - Tam - Current journey time from Tamworth to London is adequate	2
East - Tam - LR - Tamworth Rd inert material and topsoil land NWB/ 12CM008 disrupted	1
East - Tam - FE - Proposed route will not benefit the local economy in Tamworth	3
East - Tam - FE - Moving junction for HS2 legs to Tamworth / having an additional station in Tamworth would boost the local economy	1
East - Tam - HoI - Area cannot sustain any more new houses / more house building	1
East - Tam - LR - Proposed route destroying countryside between Tamworth and North Warwickshire will deprive use of recreational green space	6
East - Tam - LR - Proposed route crosses mineral deposits in the area / if these are to be extracted because of HS2 any Section 106 or Community Infrastructure Levy funds must benefit our area directly	4
East - Tam - LR - Proposed route at the M42 junction 10 will have a negative impact on green belt land	1
East - Tam - CI - Commuting will be negatively affected during / after construction	1
East - Tam - Sta - Concerns about the benefits HS2 will bring to Tamworth	2
East - Tam - Prop - The proposed route will blight my property / long term capital value as a result of the construction / operation of phase 2	3
East - Tam - Prop - The proposed route is situated approximately 50 / 270 / 330 metres from my property in Tamworth	1
East - Tam - Eml - Proposed route will not create employment in Tamworth	1
East - Tam - AQ - Proposed route will create pollution for Tamworth	1
East - Tam - HEW - Proposed route will affect / ruin the lives of people in the area / my family	2
East - Tam - CH - Proposed route passes very close to Moat House	1
East - Tam - Sta - Tamworth is conveniently located and has good connections with North West / North East / South West / London / Scotland	2
East - Tam - LoR - Proposed route around Tamworth cuts through 2 country parks	1
East - Tam - Sta - Residents of Tamworth will need to travel to Birmingham negating any time savings of using HS2	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Tam - Eml - Proposed route along the M42 corridor close to Tamworth will lead to loss of 2000 / local jobs	1
East - Tam - Bu - Proposed route along the M42 corridor close to Tamworth will lead to loss of M42 services	2
East - Tam - Bu - Proposed route along the M42 corridor close to Tamworth will lead to loss of offices / warehouses located at Relay Park, Tamworth	3
East - Tam - Bu - During construction HS2 will cause chaos for the businesses in Tamworth	1
East - Tam - Bu - Proposed route passes through motorway service area and would require the service area to re-locate	1
East - Tam - PD - Proposed route would require the decommissioning of the consented wind turbine to be located at the motorway service area in 2014	1
East - Tam - Prop - Proposed route will have a negative impact on house / property prices	3
East - Tam - HoI - Proposed line of route will pass too close to people's homes / houses on Overwoods Road	3
East - Tam - Com - The placement of the proposed route in Tamworth will affect / not benefit me / Tamworth / will be affected more than any other town in UK	4
East - Tam - Com - I live near the route / the line passes close to where I live in Tamworth	5
East - Tam - Com - Proposed route will cause disruption to the local residents / neighbourhood in Tamworth	5
East - Tam - Com - Concerns regarding impact of the proposed route on housing foundations / nearby oil depot pipework	1
East - Tam - Com - Questions how people of Tamworth will be served by HS2	1
East - Tam - Com - During construction HS2 will cause chaos for the residents of Tamworth	1
East - Tam - HEW - Concerns regarding noise levels on pre-existing / current medical affliction / ailment / condition	1
East - Tam - SFS - Reduction in journey time will be negated by additional travel time to East Midlands / Birmingham International station	4
East - Tam - ERS - Ticket prices from Tamworth to London are cheap / reasonable	1
East - Tam - ERS - Journey times from Tamworth to London are already adequate	5
East - Tam - ERS - Existing rail services from Tamworth / to London are good / adequate	5
East - Tam - ERS - Existing rail services from Tamworth / to London will be negatively impacted / affected / disrupted by HS2 / proposed route / proposed station at Toton	1
East - Tam - TT - Proposed route would close down / cut / disrupt parts of roads / Overwoods Rd / major exit to M42 / in Tamworth	11
East - Tam - TT - Cutting / disrupting Overwoods Road will create mayhem on the roads / in the Dosthill area	2
East - Tam - TT - Unfair that residents of Tamworth will have to drive down the M42 / M6 through Birmingham to use HS2	1
East - Tam - Ra - Tamworth rail users will not use Birmingham HS2 stations to get to Toton if existing services / journey times to Leeds / Sheffield / Derby / Nottingham is not affected	1
East - Tam - Ra - Travelling via Tamworth will still be necessary	1
East - Tam - Sta - Proposed route will cause passengers not to use WCML station Tamworth	1
East - Tam - NV - Concerns regarding noise levels from HS2 on residents of Tamworth	7
East - Tam - NV - Tamworth is already impacted / affected by noise from the M42	5
East - Tam - NV - Noise impact / pollution on Tamworth from the proposed route will be too high / ongoing / permanent	4
East - Tam - LoR - Oppose the three mile section of the route near Tamworth	1
East - Tam - LoR - Both legs of HS2 carves / runs through Tamworth and local areas	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Tam - Tun - Line now crosses Overwoods Road on the level rather than under it through the previously proposed cut and cover tunnel	1
East - Tam - LR - Proposed route will destroy last piece of countryside between Tamworth and North Warwickshire / would not want to see green space developed	6
East - Tam - LV - Disagree with proposed route / negative visual impact on Tamworth / North Warwickshire	7
East - Tam - Sta - Existing station in Tamworth serves us well	2
East - Tam - Com - There is no benefit for the people of Tamworth	5
East - Tam - Sta - People of Tamworth are not served by an HS2 station	2
East - Tam - HoI - Concerns regarding proposed route from Birmingham to Leeds passing too closely by housing estates in Tamworth	2
East - Tam - NV - Proposed route will cause too much noise pollution / in Tamworth / Overwoods Road area	3
East - Tam - Hi - During construction motorist will lose the junction 10 motorway services	1
East - Tamworth - Reasons to Neither Agree nor Disagree	4
East - Tam - ERS - Existing rail services between Tamworth and the North West / North West cities / Manchester Piccadilly / Airport are inadequate / poor	1
East - Tam - ERS - Concerns that HS2 may affect already adequate frequency / journey time on existing rail services from Tamworth to Leeds / Sheffield / Derby / Nottingham	3
East - Tam - PD - Development planned by St Modwen at junction 10 of the M42 will need to find an alternative site if HS2 uses current planned site	1
East - Tamworth - Alternative Suggestions	42
East - Tam - Comp - Farmers along the line should be properly compensated for loss of land / production	1
East - Tam - TT - Should minimise / reduce impacts / delays caused by construction traffic / ensure Tamworth residents can utilise highways	1
East - Tam - PRW- There should be no prevention to public rights of way / bridleway	1
East - Tam - PT - An HS2 station ant Tamworth must be easily accessible by public transport	1
East - Tam - ERS - Should improve local transport infrastructure to enable easy connections to HS2 from Tamworth	1
East - Tam - Sta - Should have a station / an additional station in Tamworth	1
East - Tam - Sta - Should have a station in Tamworth as travelling to the proposed route will negate time giving no benefits to one of the most affected areas	1
East - Tam - LR - Proposed route should run closer to Freasley to make use of the ample open land there	1
East - Tam - LoR - Proposed route should run closer to Birchmoor / Freasley to minimise disruption for residents	1
East - Tam - LoR - Proposed route near Tamworth should remain on the eastern side of the M42	2
East - Tam - LoR - Proposed route should be closer to the M42 where the is already a lot of noise / traffic	3
East - Tam - PT - An HS2 station at Tamworth will provide better connectivity	3
East - Tam - Sta - Hub / station should be at Tamworth	1
East - Tam - Sta - Should have an additional station at Tamworth	25
East - Tam - Sta - Proposed station should be built at Tamworth to connect Derby, Leicester, Nottingham, Lichfield and Burton-on-Trent with existing rail line	1
East - Tam - Sta - An additional station in / near Tamworth should be provided with links to West Coast Main Line / CrossCountry rail lines / an improved level of integration into existing rail network	4

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Tam - Tun - Use of tunnel / cut and cover in Tamworth should be reconsidered	3
East - Tam - Jn - Proposed junction for Eastern-Western legs of HS2 should be located at Tamworth	2
East - Tam - Hi - Proposed station should be built at / near Tamworth to give motorway access to Sutton Coldfield, Walsall and surrounding areas	1
East - Tam - Com - HS2 route through farmland either north or south of Tamworth would be less disruptive to the local community	1
East - Tam - PD - The consented wind turbine located at the motorway service area at Tamworth need to be taken into consideration when finalising the route for it to continue for its expected lifetime of 30 years	1
East - Tam - LoR - Request that the route is moved / boxed under the service area rather than contained within a cutting as currently proposed	1
East - Tam - LoR - Proposed route should be routed closer to the M42 where there is already noise / traffic pollution	1
East - Tankersley (Tank)	1
East - Tankersley - Alternative Suggestions	1
East - Tank - Com - Should try to keep the negative impacts around the Tankersley to a minimum	1
East - Tank - CH - Should try and keep the negative impacts on Tankersley Manor to a minimum	1
East - Tibshelf (Tib)	7
East - Tibshelf - Reasons to Disagree	6
East - Tib - Com - Proposed route between Tibshelf and Killamarsh will negatively impact Staveley / Renishaw due to blight caused by construction / noise	1
East - Tib - Eml - Need assurance that factories affected by the proposed route will be rebuilt nearby / not affect employment in the area	1
East - Tib - Eml - Proposed route goes through an industrial estate that could lead to job losses in an area that has high unemployment	2
East - Tib - AQ - Pollution from route and M1 is unacceptable	1
East - Tib - CI - Construction will increase travel time to reach alternative employment areas	1
East - Tib - Com - Disruption on community is unacceptable	1
East - Tib - Eml - Proposed route will inflict damage on employment sites / Saw Pit Lane Estate	1
East - Tib - FE - Route will exacerbate lack of investment in Tibshelf	1
East - Tib - NV - Noise from route and M1 is unacceptable	1
East - Tib - PD - Proposed route will inflict damage on major redevelopment sites / Markham / Pinxton	1
East - Tib - Disagree with proposed route from Tibshelf to Killamarsh	1
East - Tib - Proposals to divert the M1 at the Tibshelf will have an environmental impact on the public	1
East - Tibshelf - Alternative Suggestions	3
East - Tib - PRW - Should keep Five pits trail as an off road route by installing a bridge / not re-route it to an existing route	1
East - Tib - Members who are affected in areas where the M1 will intersect Tibshelf should be rewarded compensation	1
East - Tib - Tun - Proposed route between the M1 box at Tibshelf to just north of Newtonwood Lane should be in tunnels	1
East - Tonge (Ton)	1
East - Tonge - Reasons to Disagree	1
East - Ton - Comm - Proposed route will impact residents in Tonge	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Ton - LV - Proposed route / embankment in Tonge will have devastating visual impacts on the village / Conservation area	1
East - Ton - NV - Proposed route / embankment in Tonge will have devastating aural impacts on the village	1
East - Tonge - Alternative Suggestions	1
East - Ton - LoR - Alternative measures suggestion to lower A42 could be undertaken in conjunction with widening works under consideration	1
East - Ton - LV - Should install sound absorbing barriers / false cuttings / between Stocking Lane and A453	1
East - Toton - Proposed Maintenance Loop (Tot)	46
East - Toton - Proposed Maintenance Loop - Reasons to Agree	15
East - Tot - Eml - A maintenance depot / maintenance loops located at Toton would create jobs	3
East - Tot - Bu - Proposed maintenance loops could attract local businesses to site engineering works there	1
East - Tot - Com - New infrastructure / development will be beneficial to Toton / Toton's future	8
East - Tot - Dep - Maintenance depot should be located at Toton	5
East - Tot - Dep - Maintenance depot would be a good idea / there is available space / close to existing rail industry and skills base / in Derby	2
East - Tot - Eml - Proposed maintenance depot could attract companies with highly-skilled jobs	1
East - Toton - Proposed Maintenance Loop - Reasons to Disagree	22
East - Tot - FE - Proposed economic growth will be drawn to Toton	1
East - Tot - Ra - Using MML / ECML would be just as quick as getting from Meadowhall to Sheffield City centre	2
East - Tot - VB - Constructing a road bridge at Nottingham Road is impossible due to the very short approaches available	2
East - Tot - LoR - Proposed route through Toton contradicts the Appraisal of Sustainability's promise to cause as little impact as possible	1
East - Tot - Com - Proposed route will have a negative impact on the residents in Toton	2
East - Tot - Clm - Recently built park-and-ride Nottingham tram stop / extension is already having a negative impact on Toton	1
East - Tot - PD - Concerns / fears regarding the loss of village identity due to increased housing / commercial development from the proposed station	1
East - Tot - SFS - Frequency of stop / non-stop services through Toton will be inadequate	1
East - Tot - SFS - Most tickets through Toton will be to / not coming from London	1
East - Tot - SFS - Toton already have main line services with short / adequate travel times to London	1
East - Tot - Ra - Toton is already well served with transport / mainline / local services	2
East - Tot - PT - Proposal will break the already overburdened travel infrastructure	1
East - Tot - TS - Tram routes are too far away	1
East - Tot - LoR - The route is inappropriate for the Toton part of the country	3
East - Tot - Dep - The current depot / engine yard at Toton is not adequate	2
East - Tot - Ra - Insufficient infrastructure	2
East - Tot - BW - Concerns regarding impact on the ecology of Toton	3
East - Toton - Proposed Maintenance Loop - Reasons to Neither Agree nor Disagree	3
East - Toton - Response indicates they are referring to Broxtowe Borough Council's consent for 650 homes	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Tot - Com - Previous plan to provide fast connection from Toton to London / Channel Tunnel was abandoned	1
East - Tot - LoR - Proposals for Toton are unclear / vague	1
East - Toton - Proposed Maintenance Loop - Alternative Suggestions	16
East - Tot - Ra - Connect HS2 and existing rail at Toton to enable trains to serve derby Leicester and Nottingham	1
East - Tot - Ra - A new chord north of Toton to allow trains from Nottingham to the south via Toton	1
East - Tot - VB - Extension of Midland Street would need extension of proposed rail freight overbridge to span new road, and western access to hub station is preferable to a road bridge over the station	2
East - Tot - Ra - If a more frequent connecting service is proposed then it should be accommodated by a new chord north of Toton, achieving a north-south through service	1
East - Tot - Ra - Classic freight/passenger rail services to Toton should be served by existing lines on high level route, and extra lines not added	1
East - Tot - Dep - Locate a maintenance / services depot to service Midland Main Line / HS2 trains on the brownfield site on the soon to be decommissioned Ratcliffe-on-Soar power station	1
East - Toton - Should put on hold the housing development plan in Broxtowe Borough until further options have been explored	2
East - Tot - Hi - Should have provision of southern access road to Long Eaton Green	1
East - Tot - Ra - If a more frequent connecting service is proposed then it should be accommodated by a new chord north of Toton, achieving a north-south through service bridge over the station	1
East - Tot - Ra - Should improve connectivity into Toton / run a direct heavy rail link from Derby	1
East - Tot - LoR - Spur from north of Toton around the Trowell Junction from the south would allow through running from Derby to Nottingham without need to reverse trains at Toton	1
East - Tot - Ra - Should connect HS2 route to the Midland Main Line at the south of Toton allowing greater connectivity	3
East - Tot - TS - Should have a tram stop built in giving east access / transfer to Nottingham City Centre allowing HS2 passengers to use this service	1
East - Tot - LoR - Should have a line which avoids Toton station	1
East - Tot - PT - Should have a regular bus route through the estate	1
East - Tot - Hi - A new freight terminal would help to decongest roads	1
East - Tot - Ra - Proposed route should reuse Great Central Main Line from Toton to / through Killamarsh	1
East - Tot - Dep - Would prefer the original proposed rail freight terminal	2
East - Tot - Dep - Route from Toton to / through Killamarsh should site depots along the route / Arkwright / Killamarsh	1
East - Towton (Tow)	5
East - Towton - Reasons to Agree	3
East - Tow - CH - Proposed route avoids the historic battlefield at Towton	3
East - Towton - Reasons to Disagree	1
East - Tow - CH - Route passes near to the extended battlefield area at Dinting Dale / will be seen and heard from the battlefield	1
East - Towton - Alternative Suggestions	4
East - Tow - HoI - Old battlefield site could be used to house HS2 travellers	1
East - Towton - CH - Should the route need to be realigned, it should ensure to avoid Towton battlefield	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Tow - CH - Alternative routes do not avoid the historic battlefield at Towton	2
East - Trent and Mersey Canal (Tren)	11
East - Trent and Mersey Canal - Reasons to Disagree	8
East- Tren - NV - Viaduct may / will result in noise pollution	1
East - Tren - FE - Crossing will negatively impact on tourist industry	1
East - Tren - VB - Viaduct crossing River Dane and Trent and Mersey Canal should be designed to minimise adverse landscape impact / maximise light / sightlines	1
East - Tren - LV - Proposed viaduct over canal could have landscape effects of major significance	1
East - Tren - LV - Trent and Mersey viaduct is in a sensitive location / will impact views as it crosses open country	3
East - Tren - CR - Proposed bridge across the Trent and Mersey Canal may / will negatively impact canal navigation	1
East - Trent and Mersey Canal - Alternative Suggestions	5
East - Tren - LoR - Proposed route should follow Phase 1 West Coast Main Line connection / existing pylon line north of Handsacre	1
East - Tren - CR - Further exploration needed to explore how impacts to the canal could be mitigated	2
East - Tren - WF - Should assess impact of proposed route on landscape around Trent & Mersey Canal	1
East - Tren - LR - Proposed route should follow Phase 1 West Coast Main Line connection / existing pylon line north of Handsacre / Rugeley although this would increase impact on Manor Farm	1
East - Tren - WF - Proposed route should follow Phase 1 West Coast Main Line connection / existing pylon line north of Handsacre / Rugeley to reduce impact on River Trent floodplain	1
East - Tren - CH - Proposed route should follow Phase 1 West Coast Main Line connection / existing pylon line north of Handsacre / Rugeley although this would increase impact on historic Old Hall / Church	1
East - Tren - CR - Proposed route should follow Phase 1 West Coast Main Line connection / existing pylon line north of Handsacre / Rugeley to reduce impact on Trent and Mersey Canal	1
East - Trowell (Trow)	29
East - Trowell - Reasons to Disagree	26
East - Trow - HEW - Residents in Trowell have coal mining operations currently planned / construction of HS2 will compound this and impact on quality of life	1
East - Trow - Hi - Village of Trowell is impacted by M1 motorway / having HS2 will compound the impact	1
East - Trow - Eml - Proposed route runs through planned site for open cast mine	1
East - Trow - Prop - Three properties will need to be demolished	1
East - Trow - LR - The proposed route passes through a proposed opencast coal site at Shortwood Farm.	1
East - Trow - WF - The Erewash River at Trowell has been altered to reduce flood risk, reverting it to its original route should be considered	1
East - Trow - LoR - Disagree with proposed route through Trowell	3
East - Trow - TT - Re-opening Trowell / Stapleford stations would ease congestion / traffic	1
East - Trow - LV - Proposed line will have a negative visual impact on Trowell (Disagree)	3
East - Trow - LoR - Disagree with route HSL 13 / from Trowell to Killamarsh / Strelley Village / Nuthall	3
East - Trow - Prop - Proposed route is near / close to my house in Trowell	1

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East - Trow - FE - Moving the M1 at Trowell will be expensive / recently cost a lot to be widened	3
East - Trow - Prop - Proposed route will blight / has blighted the area / people's properties	3
East - Trow - Prop - Proposed route is creating difficulties to sell properties in Trowell	3
East - Trow - Prop - Concerns regarding the negative impact / blight / devaluation on property values	5
East - Trow - Comp - Lack of compensation until 2016 / inadequate compensation for blighted properties is having a negative impact on my / our / people's ability to buy / sell my / our / their properties	2
East - Trow - Comp - I / we have little faith in the Emergency Hardship Fund (EHS) to solve the difficulties in buying / selling property in Trowell	1
East - Trow - Com - Moving the M1 at Trowell will cause hardship / disruption	2
East - Trow - Com - Proposed route cuts through the village of Trowell	3
East - Trow - CI - Nine year construction period of the proposed route would have negative impacts on Trowell	2
East - Trow - CI - A proposed large opencast development recently approved by the County Council on the North side is also having negative impacts on Trowell	1
East - Trow - CI - A proposed large housing development on the South side is also having negative impacts on Trowell	1
East - Trow - HEW - Difficulties in selling / buying property is difficult when in bad health / having a negative impact on my health	1
East - Trow - Hi - Moving / realigning / affecting the M1 / A453 / A42 / M42 / A50 / roads near Trowell will have negative impacts	7
East - Trow - VB - Proposed viaduct raises too quickly from the Erewash valley and crosses Stapleford Rd too high / same as the local motorway services / highest point of the M1 in the local area	2
East - Trow - TT - Construction of proposed route will have a negative impact on roads due to roadworks	2
East - Trow - NV - Proposed line / construction of proposed route will have a negative impact on Trowell due to noise	5
East - Trow - Ew - Construction of proposed route will have a negative impact on Trowell due to filth from construction works	1
East - Trow - Hi - Hub at Trowell will cause increased disruption to overloaded road system	1
East - Trow - LR - HS2 Ltd have only now begun to survey the area	1
East - Trow - NV - Concerns regarding the negative impact of noise on my property in Trowell	4
East - Trow - NV - Concerns regarding the negative environmental impact on my property in Trowell	1
East - Trow - WF - Concerned about flood protection between Stauton Gate and Trowell	1
East - Trowell - Reasons to Neither Agree nor Disagree	3
East - Trow - LoR - Proposals for Trowell are unclear / vague	2
East - Trow - PD - Proposed housing development on the South side of Trowell may not proceed due to noise pollution from HS2	1
East - Trowell - Alternative Suggestions	12
East - Trow - LoR - Proposed route should follow the Erewash Valley	1
East - Trow - Comp - Trowell should be given additional / special consideration to allow properties to be compulsory purchased due to impact of construction of the proposed route / realignment of the M1	1
East - Trow - NV - More could be done to reduce the noise impacts from Stauton Gate to Trowell	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Trow - Ra - A new link should be built at Trowell Junction to connect Toton to Nottingham	1
East - Trow - LoR - Proposed route north from proposed station at Toton should follow the existing Erewash Valley Line to alleviate problems / avoid disruption for residents in Trowell	3
East - Trow - VB - Proposed route should pass through Trowell at a more gentle gradient if HS2 is to be built	1
East - Trow - Tun - Should consider a tunnel at Trowell	1
East - Trow - Cut - Proposed route should be in a cutting instead of a viaduct to minimise costs / be cheaper	1
East - Trow - Cut - Proposed route should be in a cutting instead of a viaduct to minimise damage to the neighbourhood	1
East - Trow - NV - Proposed route in a cutting instead of a viaduct would mitigate / decrease the level of noise pollution	1
East - Trow - LoR - Proposed route should follow the Erewash Valley between Eastwood and Langley Mill and on to the M1 further North	1
East - Trow - LoR - Second choice route through Erewash Valley was second choice by a small margin but should be the proposed route as it is straighter and flatter	1
East - Trow - LR - Second choice route is preferable to the proposed route despite both of them running through old mining works	1
East - Trow - LoR - The proposed route should be located across country away from Trowell	2
East - Trow - LoR - Proposed route should follow the Erewash Valley line towards Ilkeston and Alfreton	2
East - Ulleskelf Station (UII)	72
East - Ulleskelf Station - Reasons to Disagree	67
East - UII - LoR - Concerns about implications of HS3 for Ulleskelf	1
East - UII - Jn - Junction at Ulleskelf will impact unfairly on the district	1
East - UII - Proposed route North of Leeds / connection at Ulleskelf will have a significant impact on the local community	1
East - UII - ERS - Loss of Ulleskelf station will lead to a reduction in local commuter services	4
East - UII - Sta - Loss of Ulleskelf station will result in the village being isolated from very few public transport connection	4
East - UII - Sta - Concerns that HS2 will lead to the closure of Ulleskelf Station	2
East - UII - FE - Cutting stopping services in Ulleskelf will have a negative economic impact on the area	2
East - UII - TT - Loss of local station at Ulleskelf would increase car commuting	3
East - UII - Sta - Ulleskelf will lose its station	14
East - UII - LoR - Proposed route / connection to existing services at Church Fenton will result in Ulleskelf Station shutting	38
East - Ulleskelf Station - Alternative Suggestions	22
East - UII - ERS - Should upgrade / improve existing rail services to Leeds / York from Ulleskelf	1
East - UII - VB - The Dorts Dyke crossing should be designed to avoid impeding flow	1
East - UII - Sta - Should build a car park at Ulleskelf station to promote / encourage use of the train instead of cars / for daily commuters between Leeds / York	1
East - UII - Sta - Should have direct connection to the East Coast Main Line / ECML further east to negate the need to close / shut Ulleskelf station / retain capacity on the existing network	3
East - UII - Com - People / community in Ulleskelf should be given a higher priority when choosing the route for the East Coast Main Line link	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Ull - Sta - Should consider alternative routes to Church Fenton that would allow Ulleskelf to retain their station	16
East - Ull - Hol - People's homes in Ulleskelf should be given a higher priority when choosing the route for the East Coast Main Line link	1
East - Wakefield (Wake)	116
East - Wakefield - Reasons to Disagree	71
East - Wake - ERS - Residence of Wakefield will still have access to Wakefield to London service / will not have to travel to Leeds to catch HS2	1
East - Wake - BW - Biodiversity sites affected are important and will require significant mitigation or compensation if route goes ahead	1
East - Wake - BW - Great crested newts are protected under international law, unsure of legality of a route with significant impact on this species	1
East - Wake - BW - Habitats by Hell Lane Railway cutting affected	1
East - Wake - BW - Methley Park Wood affected	1
East - Wake - BW - Newlands Hall has ancient woodland within working corridor and is archaeologically important	1
East - Wake - BW - Proposed route will act like a barrier severing / fragmenting / damaging / destroying wildlife sites / habitats	1
East - Wake - BW - Route clips edge of Crofton Triangle , which impacts on dingy skipper, great crested newt, grass snake, black darter, water vole, brown argus	1
East - Wake - BW - Welbeck GDP tip habitats lost	1
East - Wake - BW - Woodland directly affected, Historic Waterton Wall cut, Affects setting of Waterton's Grave	1
East - Wake - BW - Working area may affect wildlife in Walton Nature Park	1
East - Wake - BW- Affects wildlife habitats by New House Farm (Hare Park High Wood)	1
East - Wake - WoR - Potential issues with contaminated material and instabilities may require wider corridor	1
East - Wake - Bu - The line passes through what will be a freightliner lease site at Crofton near Wakefield	1
East - Wake - Hi - M1 is already congested / travellers will have to use M1 to travel to Leeds/Sheffield to use HS2	1
East - Wake - Bu - lack of station stop will be a disincentive for significant inward investors	1
East - Wake - BW - The route at Cold Hiendley / Winterset Reservoir will cut between two lakes and could effect dams, wintering wildfowl, wintering bittern, breeding warbles, otter, bats, reedben, fen habitat and great crewested newts	1
East - Wake - BW - Concern of the impact of the route particularly when elevated on migrating birds	1
East - Wake - BW - Concern over relocation of bodies of water and areas of wildlife habitat being damaging	1
East - Wake - BW - negative impact on Anglers Country Park, visually and environmentally	1
East - Wake - BW - negative impact on Nine Lakes Country Park project	1
East - Wake - BW - No indication as to whether and which areas of Welbeck GDO Tip meadows and woodland may be lost	1
East - Wake - BW - Route passes the side of Newland Hall - contains ancient woodland	1
East - Wake - CH - Proposed route runs close to the Grave of Charles Waterton, explorer and naturalist	1
East - Wake - CH - route passes the side of Newland hall - is of archaeological importance	1
East - Wake - Com - concern about extensive disruption during and after construction	1
East - Wake - Com - Proposed route cuts through Waterton Park	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Wake - Env - It has not been demonstrated that route through Wakefield has least environmental harm	1
East - Wake - FE - business case is flawed, too expensive and the wrong proposal to create additional rail capacity	1
East - Wake - Hi - Concern about the crossing of A638 at Arterial Road due to height of track	1
East - Wake - LoR - HS2 have provided no detailed analysis on the three different routes considered through the Wakefield District	1
East - Wake - LoR - HS2 provided limited information on choice of route in to Leeds and which train station to use / unclear why / how these decision taken	1
East - Wake - LoR - limited information on why HS2 rejected alternatives which follow existing transport routes through the Wakefield district	1
East - Wake - LoR - There is little information about extent of potential loss of speed relative to current route	1
East - Wake - LoR - There is little information about relative cost of different routes so cannot make comparisons between routes	1
East - Wake - LoR - Unclear why HS2 rejected routes which run further to the east through the Wakefield district	1
East - Wake - LoR - Unclear why HS2's preferred route includes no tunnelling when is very close to communities	1
East - Wake - LR - Building of HS2 and new access roads may make the green belt vulnerable to other developers.	1
East - Wake - Prop - Detrimental impact on Newland Hall (Grade II Listed Building) and Newland Preceptory (Ancient Monument)	1
East - Wake - Prop - Proposed route runs too close to existing settlements, having a negative effect on quality of life and environment	1
East - Wake - Sta - Local stations will be blocked by freight traffic	1
East - Wake - TT - Will be a loss of transport services in Wakefield area / travellers will have to travel to Leeds / Sheffield to use HS2	1
East - Wake - Tun - residents concerned that more tunnelling in Phase one means less effort being put in to minimising impact on local communities in Yorkshire	1
East - Wake - SFS - Improved rail journey time will be negated by additional commute to Leeds / Sheffield	1
East - Wake - Bu - Commercial development in the Wakefield district will not benefit from line passing close to Welbeck dumping site / bad publicity	1
East - Wake - LoR - Proposed route ignores Wakefield	1
East - Wake - Sta - Recent investment into Wakefield station will be lost	1
East - Wake - Com - Concerns raised about the elderly residents unable to participate in consultation who are will be greatly affected by proposals	1
East - Wake - LR - Proposed route will disrupt valuable countryside	1
East - Wake - CI - Concerns regarding disruption during construction in Wakefield	3
East - Wake - SFS - Improved rail journey time to London will be negated / offset by additional commute from Wakefield to Leeds New Lane station	5
East - Wake - LoR - Disagree with route between Wakefield and Leeds	2
East - Wake - VB - Proposed viaducts will blight the landscape	1
East - Wake - BW - Concerns about the effects on safety of construction / operational vibrations weakening the head walls on the Winterset reservoir	1
East - Wake - BW - Concerns about the effects on safety of construction / operational vibrations weakening the head walls on the Cold Hiendley Reservoir	1
East - Wake - Com - Proposals will impact on users of existing service from Wakefield Westgate to London	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Wake - NV - Residents of Wakefield and surrounding areas will be negatively affected by noise from HS2	3
East - Wake - SFS - 3 out of the 6 trains per hour should run through Wakefield to provide a train every 10 / 20 minutes in both directions	2
East - Wake - NV - Noise from alternative route from Monckton would be mitigated by a natural barrier made of mature trees / brushwood	1
East - Wake - BW - Proposed route cutting through Bombardier site will affect wildlife / flora / woodland bank	1
East - Wake - ERS - Existing rail services between Wakefield / Westgate / Kirkgate and London are adequate / fine / excellent / direct	1
East - Wake - ERS - Proposals would negatively impact / reduce / close existing rail services from Wakefield / Westgate / Kirkgate	4
East - Wake - Bu - Loss of connectivity to Wakefield would negatively impact business in Wakefield	2
East - Wake - FE - HS2 will cost Wakefield council millions that could be better spent elsewhere	1
East - Wake - FE - Proposals will make journey from Wakefield to London more expensive	1
East - Wake - Eml - Proposed route would not increase employment / trade in Wakefield	2
East - Wake - Eml - Proposed route will have a detrimental effect on employment in Wakefield	1
East - Wake - Eml - The only jobs to be created in the Wakefield area will be those at the new rolling stock depot in New Crofton	1
East - Wake - Eml - Unclear how many jobs would be generated in Wakefield	2
East - Wake - LR - Proposed route will lead to the loss of the local farm in Wakefield	1
East - Wake - Prop - Proposed route runs close to my home in Havercroft	1
East - Wake - Prop - Concerns about loss of property value in Wakefield	1
East - Wake - Com - HS2 will bring costs not benefits to Wakefield	3
East - Wake - Com - Wakefield will lose visitors if the proposed route goes ahead	1
East - Wake - Com - HS2 offers no benefits / will disadvantage / will negatively impact Wakefield	15
East - Wake - Com - HS2 offers no benefits / will disadvantage / will negatively impact Wakefield economically	3
East - Wake - Com - HS2 offers no benefits / will disadvantage / will negatively impact Wakefield environmentally	2
East - Wake - Com - HS2 offers no benefits / will disadvantage / will negatively impact Wakefield socially	2
East - Wake - Com - Waterton Park is an important area of recreation for the residents / people of Wakefield / the West Riding	3
East - Wake - Com - Haw Park Woods is an important area of recreation for the residents / people of Wakefield / the West Riding	3
East - Wake - Com - Anglers Country Park is an important area of recreation for the residents / people of Wakefield / the West Riding	3
East - Wake - Com - Winterset Reservoir is an important area of recreation for the residents / people of Wakefield / the West Riding	5
East - Wake - Com - Cold Hiendley Reservoir is an important area of recreation for the residents / people of Wakefield / the West Riding	2
East - Wake - Com - Proposed route will negatively impact on a golf course	1
East - Wake - Com - The only people who will benefit from HS2 are those who live beyond cities being served and not between / people who would already travel to Leeds for a London train	1
East - Wake - Com - Wakefield will be marginalised by HS2	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Wake - Com - Local stations will be blocked by freight traffic forcing travellers to use HS2 services	4
East - Wake - SFS - Improved rail journey time to London will be negated / offset by additional 20 / 30 minute commute from Wakefield to Leeds station / station interchange	17
East - Wake - SFS - Improved rail journey time to London will be negated / offset by additional commute from Wakefield to Meadowhall station	9
East - Wake - SFS - Not stopping at Wakefield extends journey time via Leeds	4
East - Wake - SFS - Improved rail journey time to London will be negated / offset by a 5 minute walk / connection time from Wakefield train to HS2 at Leeds station	1
East - Wake - SFS - Additional journey to Leeds HS2 station from Wakefield will / increase cost to passengers / add another £20 to the journey	3
East - Wake - ERS - Proposed route will lead to loss of transport services in Wakefield and surrounding areas	6
East - Wake - ERS - Proposed route provides no benefits in relation to the East Coast Main Line which will have to continue providing services to Wakefield	1
East - Wake - LoR - Proposed route is too far from Wakefield to be viable to include a station	2
East - Wake - LoR - Disagree with the proposed route on the East / South East of Wakefield	4
East - Wake - PRW - Proposed route will lead to the loss of 10 footpaths around Wakefield	2
East - Wake - VB - Proposed viaducts will cause problems in relation to the underground mine workings in the area	1
East - Wake - LV - Proposed route will cut through countryside in Wakefield	2
East - Wake - LV - Proposed route will take away green areas / key attractions of Wakefield	3
East - Wake - LV - Proposed route runs / cuts through / destroys an area of beauty at Winterset Reservoir	10
East - Wake - LV - Proposed route runs / cuts through an area of beauty at Anglers Country Park	7
East - Wake - LV - Proposed route runs / cuts through an area of beauty at Waterton Nature Reserve / Waterton Estate / golf course / hotel	7
East - Wake - LV - Proposed route runs / cuts through an area of beauty at Cold Hiendley Reservoir	6
East - Wake - BW - Proposed route will have an impact on wild life sites around Winterset	4
East - Wake - LV - Proposed route runs / cuts through an area of beauty at Haw Park Woods	7
East - Wake - CR - Several rivers are to be re-routed around Wakefield for HS2	1
East - Wake - BW - Proposed route will have a negative / damaging impact on the nature reserve / woodlands at Walton park / Stubbs Wood	5
East - Wake - BW - Winterset Reservoir is an established area for local wildlife	4
East - Wake - BW - Haw Park is an established area for local wildlife / proposed route will impact on wildlife / ponds in Haw Park Wood	4
East - Wake - BW - Waterton Park is an established area for local wildlife	2
East - Wake - BW - Disagree with proposed route through Cold Hiendley	1
East - Wake - BW - Proximity of HS2 to leisure spaces / areas of beauty will ruin my / my families' enjoyment of them	1
East - Wake - BW - Anglers Country Park is an established area for local wildlife	2
East - Wake - BW - Proximity of HS2 to leisure spaces / areas of beauty will negatively affect wildlife	5
East - Wake - BW - Proposed route will / may negatively impact / destroy / damage the habitat of Great Crested Newts	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Wake - WF - Re-routing rivers around Wakefield for HS2 will increase risk of flooding	1
East - Wake - BW - Proposed route will affect / damage very important nature sites / flora / fauna in Ryhill / Wakefield	5
East - Wake - PT - The bus to London is cheaper and available from Wakefield / no need to go to Leeds	1
East - Wakefield - Reasons to Neither Agree nor Disagree	12
East - Wake - ERS - reduction in number of existing services through Wakefield could result in improved local services, but no assurances given	1
East - Wake - Bu - Industrial Estates in Wakefield are half empty / no jobs in Wakefield	1
East - Wake - Sta - People from Wakefield / surrounding areas will find it easier to go to Meadowhall station rather than Leeds station to get HS2	2
East - Wake - BW - Note the need for HS2 Ltd to seek licences from Natural England as great crested newts are a protected species	1
East - Wake - LoR - the line is not close enough to Nostell Priory to give cause for concern	1
East - Wake - ERS - Would still use existing services from Wakefield provided they are maintained	2
East - Wake - BW - Line between Cold Hiendley to Normanton does not cross any nationally protected landscape / AONB	1
East - Wake - Sta - An additional station at Wakefield is a matter for local residents to decide	1
East - Wake - Com - People from Wakefield / surrounding areas have the benefit of an East Coast Main Line stop from Leeds to London	4
East - Wakefield - Alternative Suggestions	66
East - Wake - Com - A station at Wakefield would serve an existing large population	2
East - Wake - Com - A station at Wakefield would contribute to major regeneration of the area	1
East - Wake - Bu - A station at Wakefield would serve the business community in the area	1
East - Wake - ERS - improvements to the existing system should be guaranteed	1
East - Wake - ERS - Wish to see how connectivity can be upgraded believe there are better proposals	1
East - Wake - LoR - Urge HS2 to provide further information on alternative routes linking together existing transport networks in the Wakefield district	1
East - Wake - Ra - East-West connectivity is important for Wakefield and its role in the regional economy - HSUK show viable alternatives are available	1
East - Wake - Ra - Imperative that rail services for residents in Wakefield area are not worsened as result of HS2	1
East - Wake - Dep - A Rolling Stock Maintenance Depot could be located in a brownfield / former railway yard alongside Wakefield Kirkgate / Crofton Junction railway line to the south-east of Wakefield immediately north of the A638	1
East - Wake - LoR - Alternative route from Lundwood to Monckton would be higher than proposed route over Lund Hill Lane	1
East - Wake - CH - Important that work done to minimise impact of HS2 / maximise continued use of restored countryside for residents	1
East - Wake - Com - residents representations should be considered before a final decision is reached, and an explanation of conclusions given	1
East - Wake - LR - Alternative route from Monckton would benefit from ample land alongside Coke Works	1
East - Wake - LoR - Two sharp bends on the disused line via Cold Hiendley / Ryhill / Havercroft should be smoothed out as part of the HS2 project	1
East - Wake - Ra - Disused tracks near Shay Lane should be landscaped / turned into a cycleway to provide access to Walton Colliery Country Park	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Wake - TT - Raising the headroom on the existing disused railway line from Monckton via Ryhill will benefit 7.5b tonne delivery lorries wanting to use the road to access Royston	1
East - Wake - BW - Should be aware of cost/ mitigation required to relocate species	1
East - Wake - LoR - Could move line to go through Monckton Plant or the Old Midland Line	1
East - Wake - PRW - Should construct a gentle ramp linking Haw park and Anglers park over proposed cutting for HS2 to ensure access to pedestrians	1
East - Wake - BW - Restoration proposals for Deanfields opencast site would be better if didn't have to be modified to minimise impact of HS2	1
East - Wake - LoR - Spur should connect Wakefield Kirkgate at/near proposed Crofton depot junction	1
East - Wake - Sta - Wakefield Kirkgate preferable to Westgate/has better existing local connectivity	1
East - Wake - Com - A station would benefit/serve passengers to/from Bradford	1
East - Wake - LoR - Would strongly urge HS2 to move route further away from Kirkthorpe and Altofts to reduce impact on residents	1
East - Wake - PRW - Public path network needs to be accommodated/ enhanced	1
East - Wake - Sta - Should have an additional station in Castleford	3
East - Wake - LR - Should try to keep the negative impacts on Haw Park to a minimum	1
East - Wake - Ra - A station in Wakefield Kirkgate would bring the station within the National rail Network improving connectivity in the Wakefield District	3
East - Wake - Ra - Should provide a connection to / from HS2 line close to the existing connection at Crofton Junction via the former Sheffield - Leeds line between Cudworth / Normanton	3
East - Wake - Ra - A spur to Wakefield should run through Wakefield Kirkgate along the existing Castleford line in the existing short cutting north of Kirkthorpe to join the proposed route in the cutting north of Kirkthorpe	1
East - Wake - LoR - Route should go into Wakefield Kirkgate via Lundwood / Monckton / Notton Cut / Walton Station and continue below the Crofton Crawl Bridge at Oakenshaw over a set of points and crossings until it joins the proposed route at Goosehill	1
East - Wake - Sta - Should consider having a station in South Wakefield with links to the East Coast Main Line heading Northbound	1
East - Wake - Sta - Additional station at Wakefield Kirkgate would use Platform 1 for high speed services / Platform 2 for realigned Castleford / Normanton / Barnsley / Sheffield services / Platform 3 for Tanshelf services	1
East - Wake - LoR - Should build a spur connecting Wakefield Kirkgate / the Hare park line to HS2 to provide a direct connection to HS2 for Wakefield / west Yorkshire	3
East - Wake - Sta - Should have an additional station at Wakefield Westgate / built at the existing station at Wakefield Westgate	2
East - Wake - TP - Alternative route from Monckton would be compounded by two HS2 tracks and a third existing track / running into existing cutting	1
East - Wake - VB - Alternative route via Cold Hiendley / Ryhill / Havercroft should cross over Cold Hiendley Common Lane on a new bridge / with higher headroom / substituting existing two bridges	1
East - Wake - Hi - Shay Lane should be widened to provide sidewalks / bridge at its end should be replaced	1
East - Wake - BW - Existing industrial corridor should be used so that the natural / reclaimed habitat is not affected	1
East - Wake - SFS - Should have a station at Wakefield Parkway which would enable high speed commuter services to Leeds	1
East - Wake - PD - Proposed route should not cut through Bombardier site affecting proposed Deanfield opencast site plan	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Wake - Com - Rerouting the line between Walton and Crofton would enable services to Wakefield Westgate / Kirkgate station / via existing network (details specified in response)	2
East - Wake - Com - A station at Wakefield would benefit / serve passengers from Hull	2
East - Wake - Com - A station at Wakefield would benefit / serve passengers from Doncaster	1
East - Wake - Com - A station at Wakefield would benefit / serve passengers from York	2
East - Wake - Com - A station at Wakefield would benefit / serve passengers from Dewsbury	2
East - Wake - Com - A station at Wakefield would benefit / serve passengers from Selby	1
East - Wake - Com - A station at Wakefield would benefit / serve passengers from Sherburn in Elmet	1
East - Wake - Com - A station at Wakefield would benefit / serve passengers from Huddersfield	3
East - Wake - Com - A station at Wakefield would benefit / serve passengers from Goole	1
East - Wake - Com - A station at Wakefield would benefit / serve passengers from Pontefract	1
East - Wake - Com - A station at Wakefield would benefit / serve passengers from Leeds	3
East - Wake - ERS - Should be a regular service from Wakefield to London	3
East - Wake - Ra - Wakefield will benefit from faster link between HS2 and existing network if Leeds Civic Trust options go ahead	1
East - Wake - Ra - Providing fast direct Bradford Exchange to London via the currently disused curve south to west outside of Leeds City station would allow Wakefield to be served by regular direct trains on the East Coast Main Line	1
East - Wake - Ra - Should link the East Coast Main Line with HS2 so Wakefield can access the high speed line	1
East - Wake - LoR - Existing railway would be complementary if Wakefield was chosen as a main destination	2
East - Wake - LoR - Proposed route should be extended to Wakefield	2
East - Wake - Sta - Should have an additional station in Wakefield / Wakefield Kirkgate / Outwood	41
East - Wake - Sta - A station in Wakefield instead of Leeds would be more sustainable	1
East - Wake - Sta - Should have a station serving Wakefield at the junction of the New Crofton Rolling Stock Depot	2
East - Wake - Sta - Should have an additional station in Wakefield situated near Crofton to enable high speed northbound connections from the West Yorkshire / Wakefield to Birmingham / London	1
East - Wake - Com - A station at Wakefield would benefit / serve passengers from Halifax	2
East - Wake - Com - A station at Wakefield would benefit / serve passengers from Calder Valley	1
East - Wake - Sta - An extension from Wakefield to Bradford / Aire Valley	1
East - Wake - Com - An additional station at Wakefield is necessary to benefit the majority of the population in areas through which the proposed route passes	2
East - Wake - Sta - Concerns that Wakefield may lose its station	1
East - Wake - WF - Following the existing lines through McKenzie's Coking Plant would mean the line could avoid Winterset Reservoir	1
East - Wake - LoR - Proposed route should go to the west of Wakefield	1
East - Walton (Walt)	16
East - Walton - Reasons to Disagree	14
East - Walt - CH - HS2 will have a negative impact on Walton Hall	4

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Walt - CI - Concern over construction because of unsuitable roads for heavy vehicles in Walton and noise and vehicle pollution	1
East - Walt - Saf - Cut and cover tunnel on the side of Walton station would be safe / no risk of landslip from above during construction	1
East - Walt - Env - Proposed route will be an environmental disaster for Walton / Walton Hall	2
East - Walt - LV - Proposed route through Walton will run close to country parks	2
East - Walt - BW - Proposed route through Walton will run close to Sites of Special Scientific Interest	1
East - Walt - BW - Proposed route may / will have a detrimental impact on World's first National Reserve at Walton Park	3
East - Walt - CH - Proposed route through Walton will run close to historic parkland / Waterton Wall / Waterton's Grave / Walton Hall is an interesting place / walk along the canal in attractive / interesting	7
East - Walton - Alternative Suggestions	5
East - Walt - LoR - Consider change of route to avoid Walton Country Park/create loop from Shaw Lane to Oakenshaw Lane	1
East - Walt - CR - Should try to keep the negative impacts on the remains of the canal between Walton and Royston	1
East - Walt - LoR - Proposed route should run along existing railway line where this is still in use for freight	1
East - Walt - CH - Should try to keep the negative impacts on Walton Hall to a minimum / special care should be taken	3
East - Walt - Tun - Alternative route from Monckton should run in a cut and cover tunnel under Walton until it joins the proposed route	1
East - Walt - BW - Realigning the proposed route between the eastern portal of Ardsley Tunnel and Barnsley Road in Cudworth to join the dismantled railway track bed between Barnsley Road / Cudworth North Junction and A655 bridge would avoid impact on Walton Colliery Nature Park	1
East - Walt - CH - Realigning the proposed route between the eastern portal of Ardsley Tunnel and Barnsley Road in Cudworth to join the dismantled railway track bed between Barnsley Road / Cudworth North Junction and A655 bridge would avoid impact on Walton Hall estate	1
East - Wetherby (Weth)	2
East - Wetherby - Alternative Suggestions	2
East - Weth - LoR - A Leeds spur would allow for the possibility of re-opening services to Wetherby	2
East - Whateley (Whate)	12
East - Whateley - Reasons to Disagree	12
East - Whate - Prop - Proposed route will have a negative impact on properties with the noise levels from HS2 trains in Whateley	1
East - Whate - Prop - Route will blight or demolish dwellings.	1
East - Whate - Com - Route will annex one side of the village	1
East - Whate - LoR - Proposed line will run through the village of Whateley	6
East - Whate - CH - Proposed route may / would negatively affect / demolish Grade II Listed Holt Hall / attached walls	2
East - Whate - CH - Proposed route may / would negatively affect / demolish Grade II Listed Whateley Hall Farmhouse / barn	2
East - Whate - Com - Proposed route will negatively impact / destroy the village of Whateley	7

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Whate - Prop - Proposed route will destroy / demolish 4 properties out 12	2
East - Whate - Prop - Proposed route runs too close to properties in Whateley	1
East - Whateley - Reasons to Neither Agree nor Disagree	1
East - Whate - LoR - Concerns about the robustness of the proposal on elevation plan C321-MMD-RT-DPP-110-550102 - Vertical distance between the proposed route and the existing roads (Whateley Lane / Overwood Rd / M42)	1
East - Whateley - Alternative Suggestions	4
East - Whate - Prop - Clarity needed for those affected as to the nature and extend of property blight and closure on Whateley Lane loop.	1
East - Whate - Tun - Should consider a bored tunnel under Whateley and a cut and cover tunnel all the way to the other side of the M42 / instead of climbing hill at Whateley	3
East - Willington (Will)	2
East - Willington - Alternative Suggestions	2
East - Will - LoR - Should provide a curve at Stenson junction on the Midland Main Line to provide airport / Derby / Castle Donington / Nottingham / Toton / an additional hub / station at East Midlands Parkway	1
East - Will - Ra - The only change needed on the existing rail would be around Willington	1
East - Wincobank (Winc)	3
East - Wincobank - Reasons to Disagree	2
East - Winc - LoR - Route will disturb / run too close to/Wincobank	1
East - Winc - Prop - Proposals are already affecting property prices in Wincobank	1
East - Winc - Comp - Property of a similar type / size to ours is more expensive in other areas	1
East - Winc - LV - Viaduct into Meadowhall through Wincobank will be an eyesore / ruin the landscape	1
East - Winc - NV - Concerns about noise impact on Wincobank area	1
East - Winc - NV - Viaduct into Meadowhall through Wincobank will carry 18 trains an hour / noise will be continuous	1
East - Wincobank - Alternative Suggestions	2
East - Winc - Comp - Exceptional Hardship Scheme (EHS) / compensation zone in Wincobank area should be looked at again with more emphasis on who will be affected outside of the compulsory purchase area	1
East - Winc - Comp - Moving alignment back towards Tinsley (M1) viaduct would reduce compensation payouts to property on Wincobank Hill	1
East - Winc - VB - Should look again at plans to elevate in Wincobank	1
East - Winc - NV - Should look again at noise maps in Wincobank	1
East - Woodlesford / Woodlesford Canal (Wood)	83
East - Woodlesford / Woodlesford Canal - Reasons to Agree	3
East - Wood - Com - Proposed route avoids a highly populated area such as South Leeds	1
East - Wood - LoR - Proposed route from Woodlesford to Leeds through the Aire Valley is the least disruptive	3
East - Woodlesford / Woodlesford Canal - Reasons to Disagree	58
East - Wood - Com - Description of combined impact on Woodlesford as 'moderate' in the AoS is insulting	1
East - Wood - CR - At crossing point two height of navigation is 19.5m and rail height 24.2m, gives clearance of less than 2.5m which is unacceptable	1
East - Wood - CR - Canal and river separated by strip of land 10m wide with height difference of at least 5m. Not possible to build any structure without destabilising canal bank	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - Wood - LOR Concern over mineshafts/movement underneath Woollesford	1
East - Wood - LR - Proposed route will have a negative impact on green belt land near Newmarket Lane in Methley	1
East - Wood - BW - Proposed route will adversely affect / impact the newly created RSPB near Woodlesford Lock	1
East - Wood - CH - Proposed route between Woodlesford and Leeds New Lane cuts through area of extensive undesignated archaeological remains / may disturb / destroy significant archaeological deposits	1
East - Wood - ERS - Existing journeys from Woodlesford to Leeds (8 mins by train) will be suspended for 3 - 5 years	1
East - Wood - ERS - If Woodlesford is not destroyed it would be convenient for residents to use HS2	1
East - Wood - WF - Flood risk will increase during construction	1
East - Wood - HEW - Anxiety and stress caused to residents / residents needed medical help for anxiety disorders	1
East - Wood - HEW - Residents lives are put on hold	1
East - Wood - LR - mention of St Aidan's opencast collapse at LS26 / Temple Newsam / see appendix to 7400000216	1
East - Wood - LV - Proposed route will impact destroy the views from The Maltings estate / The Locks estate / for those living by the canal	1
East - Wood - LV - Proposed viaduct will have a severe adverse effect on the amenity of local residents / those who enjoy the natural appearance of the area	1
East - Wood - LV - Valley location will exacerbate visual impacts	2
East - Wood - NV - Residents will suffer from noise pollution 24 hours a day / maintenance and freight noise at night	1
East - Wood - NV - Sound pollution so close to a residential area will be very significant	1
East - Wood - NV - Valley location will exacerbate noise impacts	2
East - Wood - TT - Pottery Lane / approach to canal site cannot support construction vehicles accessing the site / new roads would be unacceptable	1
East - Wood - VB - Questions economic viability of proposed viaduct given the issues with water tables, deep mines and open casting in the area	1
East - Wood - VB - The viaduct will pass through the rural location at Clumpcliffe	1
East - Wood - WF - The Garforth route will require extensive engineering of the waterways	1
East - Wood - LR - Will lead to loss of dredging tip which will cause extra costs for disposal of dredging material	1
East - Wood - LoR - Disagree with the route though Woodlesford / North Woodlesford cutting the Aire Valley / River Aire	1
East - Wood - LV - Proposed viaducts along Aire & Calder Navigation between Woodlesford and Leeds should fit in with / enhance the landscape	4
East - Wood - Bu - Loss of station / closure of A642 for HS2 / construction of HS2 could negatively impact local businesses	2
East - Wood - Eml - Loss of station / closure of A642 for HS2 / construction of HS2 will result in the loss of at least one full time position at my business	1
East - Wood - Com - Loss of station / closure of A642 will turn Woodlesford into an isolated backwater / lack of trade	1
East - Wood - Com - Residents are concerned about the destructive impact of the proposed route on their livelihoods	2
East - Wood - ERS - Existing service from Woodlesford to London is fine / adequate	1
East - Wood - BW - Proposed route will have a negative impact on local wildlife / wildlife corridor / wildlife in Water Haigh Park / canal	4

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Wood - Sta - Concerns losing Woodlesford station for HS2 will strand residents of Woodlesford	1
East - Wood - Sta - Concerns HS2 will lead to the loss of Woodlesford station	1
East - Wood - Prop - Residents are concerned about the destructive impact of the proposed route on their homes	2
East - Wood - BW - Residents are concerned about the destructive impact of the proposed route on local wildlife	2
East - Wood - NV - Concerns about damage to utilities due to vibrations during construction / operation	1
East - Wood - CR - Proposed route will have a negative visual impact on moorings at Woodlesford Lock	4
East - Wood - CR - Proposed route will have a negative audible impact on moorings at Woodlesford Lock	3
East - Wood - CR - Proposed route has insufficient air / water clearances on the Aire & Calder navigation	2
East - Wood - CR - Proposed route creates significant obstacles to the Aire & Calder navigation towpath / connecting footpaths	2
East - Wood - CH - Proposed route requires demolition of a listed bridge	1
East - Wood - NV - Noise mitigation are inadequate for towpath users / boaters as the track bed to head height distance is small	1
East - Wood - Com - Destruction / disruption caused to the local area outweighs benefits of the proposed route	1
East - Wood - Prop - Proposed route / viaduct in Woodlesford will run close to / 50m / 100m from homes	1
East - Wood - Prop - Proposed route is close to houses / too close	4
East - Wood - Prop - Concerns over devaluation / saleability of property in Woodlesford	4
East - Wood - Prop - Proposed route has already blighted houses / land for housing development in Woodlesford	5
East - Wood - Prop - Proposed route has already blighted / caused a 30 per cent reduction for house price values in The Maltings / The Locks housing estates	2
East - Wood - LR - Many mine working sites in the area are undocumented	2
East - Wood - LR - Proposed route will have a major impact on green belt land	1
East - Wood - LR - The topography of the land is not suitable for a railway line / high speed trains	4
East - Wood - Comp - Current compensation schemes do not cover blight for The Maltings / The Locks housing estates	1
East - Wood - Comp - People in Woodlesford will not receive any compensation for the negative impacts that will be suffered	1
East - Wood - Com - Volunteers have been working for 40 years to restore Woodlesford to an Area of Natural Beauty	2
East - Wood - Com - Proposed route would have a negative impact on people walking along Woodlesford Canal	3
East - Wood - Com - Proposed route would have a negative impact on fishermen along Woodlesford Canal	4
East - Wood - Com - Proposed route / viaduct is too close / will impact on the (densely populated) Maltings housing estate / Pottery Lane / the Maltings	5
East - Wood - Com - Proposed route is too close / will impact on the densely populated The Locks housing estate	3
East - Wood - Com - Proposed route will cause disruption to housing in Woodlesford	3
East - Wood - Com - Proposed route will impact on recreational area	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - Wood - Com - Proposed route would decimate / have a negative impact on the village / community of Woodlesford	4
East - Wood - Com - Proposed route would have a negative impact on cyclist along Woodlesford Canal	3
East - Wood - Com - Proposed route is too close / will impact on the densely populated Farmers Hill housing estate	1
East - Wood - HEW - Announcement of proposed route has made impossible for people living in The Maltings housing estate to move out	2
East - Wood - HEW - My basic human rights have been ignored	1
East - Wood - HEW - Announcement of proposed route has made impossible for people living in Farmers Hill housing estate to move out	1
East - Wood - HEW - Announcement of proposed route has made impossible for people living in The Locks housing estate to move out	2
East - Wood - HEW - Proposed route in Woodlesford will make it impossible for me to live my retirement as I planned it	4
East - Wood - TT - Proposed route will cause disruption to roads in Woodlesford	3
East - Wood - LoR - Disagree with the route through Woodlesford	6
East - Wood - LoR - Concerns regarding route going through the Woodlesford area	3
East - Wood - CR - Proposed route will impact on Woodlesford lock environment	3
East - Wood - CR - Proposed route will have a negative impact on Woodlesford Canal / will ruin the canal for over 20 years	7
East - Wood - CR - Proposed route will irreversibly damage the surrounding areas of Woodlesford canal	4
East - Wood - Emb - Concerned about embankments alongside the canal at Woodlesford	3
East - Wood - LV - Proposed Woodlesford viaduct would negatively impact an area of natural beauty	7
East - Wood - LV - Proposed route would impact on an area of natural beauty	3
East - Wood - LV - Proposed line on a viaduct will impact on landscape / have a visual impact	10
East - Wood - LV - HS2 development in the Woodlesford area would undo 40 years of work restoring it to an Area of Natural Beauty	2
East - Wood - LV - Woodlesford Lock area has won 4 medals in Yorkshire in Bloom	1
East - Wood - BW - Proposed route will have a major impact on flora & fauna	2
East - Wood - BW - Concerned about the impact the viaduct at Woodlesford will have on woodland / parkland near Waterton Hall	3
East - Wood - BW - Concerned about the impact the line will have on Water Haigh Woodland Park	4
East - Wood - BW - Concerned about the affect the line will have on Woodhouse / Southern Washlands	3
East - Wood - CH - Proposed route will be building over Rothwell Country Park	2
East - Wood - NV - Sound Pollution from the Woodlesford viaduct would impact an area of natural beauty	5
East - Wood - WF - Proposed route between Aire & Calder Canal and River Aire will run through flood plains / on pillars / viaducts	5
East - Wood - LR - Old mine working could make it difficult for the route to approach Leeds from south east	4
East - Wood - Bu - Concerns regarding negative affect loss of inland waterways poses on local tourism / local businesses / local economy	2
East - Wood - Com - Concerns regarding preservation of inland waterways for recreational use	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Wood - Saf - Topology of the land / former mines / mining sites will be almost impossible to construct safely upon	2
East - Woodlesford / Woodlesford Canal - Reasons to Neither Agree nor Disagree	9
East - Wood - Com - Residents of Woodlesford have chosen to live in an area with existing / adjacent railway line	6
East - Wood - CR - Woodlesford Canal is a 'leisure honeypot' / a widely used public / recreational amenity	3
East - Woodlesford / Woodlesford Canal - Alternative Suggestions	42
East - Wood - LoR - Mention of alternative route suggested by Alec Shelbrooke MP / avoiding Woodlesford	2
East - Wood - Comp - Would expect to be compensated for any damage that occurs during construction	1
East - Wood - VB - Viaducts in Woodlesford need to be re-evaluated / alternatives need to be considered	1
East - Wood - Comp - Affected properties should be purchased at the full unblighted market value	1
East - Wood - LoR - Spur at Woodlesford to Leeds City Centre needs to be reconsidered to allow travel from Leeds - Scotland in the future	2
East - Wood - CR - HS2 crosses Aire and Calder Navigation at 13,600-13,800, crossing very skew - 30m of the canal would need to be maintained	1
East - Wood - VB - From 14,400 to 15,500 important that no intermediate viaduct supports are placed in navigable section of canal	1
East - Wood - VB - Important that the crossing does not move nearer to tail of Fishpond Lock, as room needed for vessels to manoeuvre safely	1
East - Wood - VB - length of proposed crossing and minimum clearance may be overcome by constructing a 'skewed box tunnel'	1
East - Wood - WF - The stream at the Woodhouse Washlands should be cultivated	1
East - Wood - CR - Better option would be for railway to be built further north in this area to avoid destabilising canal / river	1
East - Wood - CR - Better option would be for railway to be built further north in this area to reduce all three extreme skew crossings of canal	1
East - Wood - CR - Better option would be for railway to be built further north in this area to take HS2 away from Woodlesford	1
East - Wood - VB - Would be simple for viaduct to start climb at 15+200 to ensure sufficient headroom	1
East - Wood - LoR - Proposed route should be able to go beyond Leeds to York instead of either cities via a triangle junction instead of a Y junction near Woodlesford	1
East - Wood - LoR - Proposed route should try to minimise impact by reducing the alignment so existing listed bridges remain in the Woodlesford area	1
East - Wood - NV - Proposed route should include high sided guarding on the sides of the track to restrict noise level	1
East - Wood - Sta - Connections / junctions should be made near Woodlesford / Beighton / Washwood Heath to allow classic high speed services to run on HS2 / reduce congestion on the Eastern Leg / HS2	2
East - Wood - Com - Alternative route proposed by Alec Shelbrooke would lower level of blight and destruction at Woodlesford	1
East - Wood - Com - Should take alternative route to avoid impact on residents in Woodlesford	1
East - Wood - Comp - A full compensation scheme would alleviate much of the distress of local residents	1
East - Wood - LoR - HS2 structures should allow for future capacity expansion along LoR	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Wood - LoR - Alternative route proposed by Alec Shelbrooke would remove the need for unsightly viaducts.	1
East - Wood - LoR - option routing and design of spur to Leeds City Centre should be reviewed to reduce adverse effects on residents of Woodlesford	1
East - Wood - LoR - Options should be looked at to avoid the realignment of existing route at Woodlesford Corridor	1
East - Wood - NV - Alternative route proposed by Alec Shelbrooke provides distance / mitigation opportunities	1
East - Wood - LoR - Alternative route into Leeds via spur to ECML via Normanton would adopt a gentler curve tunnel under Woodlesford and Rothwell Country Park	1
East - Wood - CR - HS2 should maintain air / water clearances / navigation width / towpath / connecting footpath	1
East - Wood - FE - Residents of Woodlesford should not be 'collateral damage' / 'take a financial hit for the good of the nation'	1
East - Wood - HEW - Proposed route's impact on local communities in Woodlesford should be considered / reduced	10
East - Wood - LoR - Route should go into Leeds via a different route rather than on a viaduct to reduce impact on an area of natural beauty	3
East - Wood - LoR - Route should go along the existing motorway networks rather than on a viaduct to avoid impact on houses	1
East - Wood - LoR - Route should go along the existing motorway networks rather than on a viaduct to avoid impact on business	1
East - Wood - LoR - Route should run in a tunnel along the existing motorway networks to avoid impact on landscape	2
East - Wood - LoR - Prefer / should consider alternative route proposed by Alec Shelbrooke MP than route through Woodlesford	5
East - Wood - LoR - Should consider alternative route through brownfield sites near Woodlesford	1
East - Wood - Tun - Should use a tunnel instead of the proposed viaduct	1
East - Wood - VB - Proposed Woodlesford Lock viaduct on the Leeds spur should be adjusted to avoid negatively impacting / affecting the Aire and Calder Navigation	6
East - Wood - Com - Route / design of East Coast Main Line spur should be reviewed to reduce the negative effects on Woodlesford	4
East - Wood - LoR - Better consideration of the line northwards could simplify routes near Woodlesford and enable a direct (and high speed) route northwards from the west of Garforth	1
East - Woodthorpe (Woodt)	6
East - Woodt - Reasons to Disagree	5
East - Woodt - LV - AoS para 6.9.12 fails to state that the reasons Renishaw landscape is vulnerable / will be harmed by HS2 also apply to Woodthorpe landscape	1
East - Woodt - Env - Disagree with proposed route as it will harm residents of Woodthorpe and others environmentally	1
East - Woodt - Env - Do not accept suggestions that the presence of the M1 justifies making environmental conditions worse for people of Woodthorpe	1
East - Woodt - AQ - HS2 will bring dust to village of Woodthorpe	1
East - Woodt - NV - Route selection process under-estimates vulnerability of Woodthorpe / injustice of subjecting residents to further increases in noise levels	1
East - Woodt - NV - Woodthorpe already suffers noise impacts from M1	1
East - Woodt - LV - Failure to recognise inevitable harm to landscape at Woodthorpe is alarming omission / undermining objectivity of preferred route selection	1
East - Woodt - LV - HS2 will cause permanent eye-sore to highly valued landscape in Woodthorpe	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Woodt - HEW - HS2 has already brought distress and anxiety to community in Woodthorpe	1
East - Woodt - HEW - HS2 will bring health and safety hazards to Woodthorpe	1
East - Woodt - Com - Disagree with proposed route as it will harm residents of Woodthorpe and others socially	1
East - Woodt - FE - Disagree with proposed route as it will harm residents of Woodthorpe and others economically	1
East - Woodt - Com - HS2 will impact Woodthorpe community economically and environmentally	1
East - Woodt - BW - HS2 will displace valued wildlife in / around Woodthorpe	1
East - WoodT - Ew - Proposed route will pass through areas of toxic waste at Woodthorpe	1
East - Woodt - Prop - Proposed route runs close to properties in Woodthorpe	1
East - Woodt - LoR - Disagree with proposed route through Woodthorpe / Derbyshire	1
East - Woodt - Com - Proposed route will have a negative impact / damage / destroy the community / village in Woodthorpe	1
East - Woodt - LR - Proposed route should cut through farmland in / near Woodthorpe	1
East - Woodt - PRW - Proposed route will cut through footpaths / bridleways in Woodthorpe	1
East - Woodt - BW- Proposed route will have a negative impact on wildlife / wildlife habitats in Woodthorpe	1
East - Woodt - Com - Proposed route will impact on the tranquillity of rural areas / areas it passes through	1
East - Woodt - CR - Proposed route passes very close to the canal / recently restored canal in Woodthorpe	1
East - Woodt - Prop - Proposed route runs close to my property	1
East - Woodt - LV - Proposed route will negatively impact views in Woodthorpe	1
East - Woodt - AQ - Proposed route will negatively impact dust / pollution levels in Woodthorpe	1
East - Woodt - NV - Proposed route will negatively impact noise levels in / around Woodthorpe	2
East - Woodt - Alternative Suggestions	3
East - Woodt - BW - HS2 should purchase all open land between route and Woodthorpe and route Eastern boundary of Mastin Moor / preserve it / plant trees / maintain it	1
East - Woodt - AQ - Suggest that the local authority should be consulted with regard to Dioxin waste as it should not be disturbed	1
East - Woodt - CI - Construction in / around Woodthorpe should not take place during antisocial hours / should avoid negative impact to the local residents	1
East - Woodt - CI - Bridle Road in Woodthorpe should not be used by construction vehicles during construction	1
East - Woodt - NV - Noise damping measure are required along the alternative route between Bridle Road and A619 / to minimise noise pollution	1
East - Woodt - LV - Trees need to be planted along the alternative route between bridle Road and A619 to help the visual landscape	1
East - Woodt - LoR - Alternative route between Bridle road (Woodthorpe) and A619 should be an embankment rather than viaduct	1
East - Woolley Wood (WW)	1
East - Woolley Wood - Alternative Suggestions	1
East - WW - BW - Route should not negatively affect Woolley Wood	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Worsbrough Dale (WD)	2
East - Worsbrough Dale - Reasons to Disagree	2
East - WD - LoR - Views in Worsbrough Dale will be blighted	1
East - WD - LoR - Proposed route will pass through Worsbrough Dale	2
East - WD - PD - Land in Worsbrough Dale / Wombwell area is prone to subsidence / flooding	1
East - WD - PD - Land in Worsbrough Dale area may be exploited for shale gas	1
East - Worthington (Worth)	4
East - Worthington - Reasons to Disagree	2
East - Worth - Com - Route will adversely affect the community of Worthington	1
East - Worth - CH - Proposed route may / would negatively affect / demolish Grade II Listed Old Mill / Mill Farmhouse	1
East - Worthington - Alternative Suggestions	2
East - Worth - PRW - Use in-line bridges / underpasses to reduce impact on Ivanhoe Way / minimise deviation	1
East - Worth - Tun - Proposed route between Long Hedge Lane and the woodland south of Melbourne Road should be in a tunnel	1
East - York (York)	82
East - York - Reasons to Agree	1
East - York - Env - Proposed route will have less environmental impact from the Leeds - York spur	1
East - York - Reasons to Disagree	68
East - York - LoR - York spur is unnecessary as connections to Leeds are good / adequate	1
East - York - FE - Makes no economic sense to stop the high speed track short of York	1
East - York - LoR - There is no high speed rail connection to the East Coast Main Line from London until York	1
East - York - ERS - Proposal will not improve East / West services from York (Disagree)	2
East - York - FE - Expense of spur / extension to York is not justified as it will not improve journey times between York and London	2
East - York - Com - HS2 / proposed link to the East Coast Main Line offers no benefits to York	2
East - York - SFS - Proposed link with the East Coast Main Line will not improve journey times from York / to London	3
East - York - SFS - Will not change / only save a few minutes off journey time from York to London once line is electrified / has pendolinos / in 2017	50
East - York - SFS - Concerns how much time will be saved for commuters travelling from York to London	1
East - York - SFS - Extension to York will not be much faster than existing services on the East Coast Main Line as it will only allow for classic compatibles to run to Newcastle / Edinburgh	26
East - York - ERS - York already has a good service to London / line has been electrified in 2017	2
East - York - ERS - York already has good links to North / South / East / West England via the East Coast Main Line	3
East - York - ERS - Extension to York will be of little benefit as existing services on the East Coast Main Line will be cheaper	2
East - York - Reasons to Neither Agree nor Disagree	2
East - York - LoR - Questions on how to comment on the route from Leeds to York	2
East - York - Alternative Suggestions	16

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - York - ERS - Construction and operation of HS2 must not negatively impact services serving York	1
East - York - Com - Running HS2 to York would make it accessible to people from Hull / Scarborough / Selby / Harrogate / Thirsk / Northallerton	1
East - York - LoR - Should allow captive services to run to York to improve interconnections between East Coast Main Line and HS2 services	1
East - York - Sta - York Station should not be impacted / passenger facilities should be improved	1
East - York - LoR - Route should bypass York	1
East - York - SFS - Existing line between Leeds / York should be upgraded / straightened to improve journey time	2
East - York - ERS - Increase the number of stopping services between Leeds and York	1
East - York - ERS - A Leeds spur should allow trains from York to increase in frequency	3
East - York - Ra - Cross Country services should be allowed to run north towards York through a curve to the north at Leeds New Lane	1
East - York - Ra - A continuous high speed connection to York should be considered / it would be short sighted not to include it if a high speed track will be built from York to Newcastle	3
East - York - Sta - Should have an additional station at York / with links to Hull	3
East - York - TP - York should be served by electrified existing services	2
East - Financial / Economic (FE)	153
East - Financial / Economic - Reasons to Agree	28
East - FE - Derby/ Derbyshire/ Nottingham/ Nottinghamshire LEP will benefit economically from HS2	1
East - FE - Construction workers will spend money in the local North Leicestershire economy	1
East - FE - Proposed route has potential to bring economic benefit to the East Midlands and Yorkshire regions.	1
East - FE - Proposed route will benefit South Yorkshire / KPMG report shows South Yorkshire will have productivity gains of £0.5-0.9bn	1
East - FE - Route will link 4 main manufacturing centres in the UK, improving the regional economy	1
East - FE - Proposed route is the most economical route	5
East - FE - The costs of HS2 will not have a permanent negative affect	1
East - FE - Proposed route is necessary to bring economic growth to the North of England	3
East - FE - Proposed route will re-balance the over development of the South East England / will reduce the North / South divide	4
East - FE - Cost of building HS2 along the East side of the country will be far less than building on the West side	2
East - FE - HS2 will adjust the economy to benefit Nottingham / Derby / East Midlands / Sheffield / Leeds / Bradford / South and West Yorkshire / Newcastle / Tyneside	8
East - FE - Disruption caused by proposed route will be acceptable only if it will bring long-term economic benefit	1
East - Financial / Economic - Reasons to Disagree	98
East - FE - The new stations at Leeds New Lane, Sheffield Meadowhall and Toton will draw investment away from the West Midlands to London / the South East	1
East - FE - Negative impact on Warwickshire economy	1
East - FE - Proposed route will bring no / little benefit to North / North East Derbyshire	4
East - FE - Costs of the programme are seen to be disproportional to the amount of environmental damage	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - FE - Current reports do not adequately analyse potential disruption to economy in South Yorkshire during construction	1
East - FE - HS2 will be funded by taxing/reducing services for the poorest	1
East - FE - Lack of HS2 services north of York will disadvantage communities in Northumberland	1
East - FE - Proposed route has some negative impact on Staffordshire's economy, local landscape and amenity	1
East - FE - Proposed route will cause adverse economic impact due to reduced connectivity between centres / bypassed centres	1
East - FE - Reduced services for bypassed cities on existing rail lines will have adverse economic impacts	1
East - FE - North West Leicestershire will suffer major damage to the economy / economic regression from the closure of businesses and cancellation of major projects in the region	3
East - FE - The true cost of this route has not been properly investigated / has not been considered in as much detail as the ECML via Castleford	2
East - FE - Proposed route will not create economic growth for Yorkshire	1
East - FE - The proposed line of route / curve towards Toton is costing millions	1
East - FE - Marginally reducing journey times does not justify the millions spent / expense / cost	5
East - FE - Benefits do not outweigh financial costs / impacts	12
East - FE - Bringing HS2 through East Midlands could be a financial disaster if local transport concerns are not considered	1
East - FE - Proposed route from West Midlands to Leeds will not be sustainable	1
East - FE - Proposed route will bring little / no benefit to North Warwickshire / Warwickshire	7
East - FE - Proposed route will bring no / little economic benefit to South Derbyshire / Derbyshire / North East Derbyshire	5
East - FE - Proposed route will bring no / little economic benefit to North Leicestershire / Leicestershire / will be disadvantaged economically	9
East - FE - Out of Town stations bring no economic benefit to the region	9
East - FE - Proposed route does not focus on economic growth in North East Derbyshire	3
East - FE - Proposed route does not focus on economic growth in South Yorkshire	2
East - FE - Proposed economic growth in areas where there is a station will be at the expense of North Warwickshire	2
East - FE - Proposed route will not bring additional investments to the North of England	1
East - FE - It is not financially sensible to divert rivers / Trent river	1
East - FE - Proposed Eastern leg route is a flawed business case / has no business case / no economic benefit to northern cities	7
East - FE - Proposed route to Leeds is a waste of money / taxpayers money / is not value for money / white elephant	17
East - FE - Proposed route is not the most cost effective option	4
East - FE - Financial loss due to deterioration / severance of communities has not been considered	1
East - FE - Bypassing Leicestershire would prevent the county from benefitting from HS2 investment	2
East - FE - HS2 contribution to the economy of Leicestershire / East Midlands will be negligible / negative	3
East - FE - Proposed route will not bring prosperity to the region	2
East - Financial / Economic - Alternative Suggestions	33
East - FE - Reopening the Great Central Line will bring economic benefit to the East Midlands	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - FE - Compensation to Erewash Borough Council needed for loss of council tax and business rate revenue	1
East - FE - Need to undertake comprehensive study to ensure maximum economic impact for East Midlands	1
East - FE - The omission of the Birmingham to Manchester leg of HS2 would offer substantial cost saving	1
East - FE - Financial advice should be provided to projects who are affected by HS2 but not guaranteed compensation	1
East - FE - Alterations to the route should prioritise / minimise impact on local economy / businesses in South Yorkshire	1
East - FE - Certainty about route should be provided as soon as possible to provide certainty for investment decisions	1
East - FE - Cost of lowering and flattening the proposed route through North Warwickshire where possible should be investigated	1
East - FE - Government needs to consider the impacts on business rates to North Warwickshire Borough Council as the Council should not be at a financial loss because of the scheme	1
East - FE - Should develop measures to ensure East Midlands region receives maximum economic benefit from construction / operation of HS2	1
East - FE - Will require number of government interventions to maximise wider benefits of HS2 to Derbyshire	1
East - FE - A large sum of contingency money will be required to overcome ecological / engineering obstacles on the eastern leg	1
East - FE - Should / would save money by re-opening Grand Central Railway south of Leicester	3
East - FE - A new railway keeping to the line of the old / former Great Central Main Line would bring regeneration to Ilkeston / Alfreton / Staveley / Killamarsh / Rotherham	1
East - FE - Consider shortening the length of the route to reduce costs	1
East - FE - Rerouting the line between Walton and Crofton would minimise costs (details specified in response)	1
East - FE - Routing on the existing transport corridor through Rawmarsh then utilising the unused Midland route through the Dearne area will lower costs	1
East - FE - Alternative route by Alec Shelbrooke MP / and others would be cheaper / cost effective / have minimal additional cost	4
East - FE - A direct line from Manchester to Leeds rather than Y branching would be most cost effective	2
East - FE - Increasing the amount paid for compulsory purchases will lower the cost of legal fees	1
East - FE - Increasing the amount paid for compulsory purchases will lower the overall cost	1
East - FE - Proposed route should be built in the M621 corridor as it would be cheaper	1
East - FE - Cost of journeys between stations should be taken into account	1
East - FE - Extra £280 million for Alec Shelbrooke's alternative suggestion would be better spent on hospitals / NHS	1
East - FE - Extra £280 million for Alec Shelbrooke's alternative suggestion would be better spent on education / schools	1
East - FE - Should save money by reducing cuttings / tunnels	2
East - FE - Avoiding construction of northern extension to York would save money / an extension to York would not be cost effective	5
East - Employment Impacts of HS2 (Eml)	21
East - Employment Impacts of HS2 - Reasons to Agree	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - Eml - Welcome local job opportunities created through construction and operation of the railway	1
East - Eml - Welcome job opportunities created in the wider economy resulting from improved connectivity	1
East - Eml - Route will facilitate movement of workers to most suitable jobs	1
East - Eml - Route will provide employment opportunities	1
East - Eml - Route will provide opportunities for young people to gain work experience	1
East - Employment Impacts of HS2 - Reasons to Disagree	13
East - Eml - Provides opportunities for job creation in Derbyshire at Stanton Ironworks / Markham Vale Enterprise Zone	1
East - Eml - The East Midlands has suffered serious job losses / in the past / in the manufacturing / industrial sectors	1
East - Eml - Proposed route will prevent the creation of new jobs due to line passing through areas of planned development	1
East - Eml - Jobs created as part of construction of HS2 / in North West Leicestershire / will be temporary	1
East - Eml - Proposed route will not bring jobs / no guarantee residents in North West Leicestershire will benefit from employment opportunities	1
East - Eml - Proposed route / HS2 will have a negative impact on people's livelihood / income / means of living	2
East - Eml - Proposed route will not bring additional jobs or business to area	3
East - Eml - Proposed route will not bring additional jobs to the North of England	1
East - Eml - Proposal will lead to job losses / in West Leicestershire	3
East - Employment Impacts of HS2 - Reasons to Neither Agree nor Disagree	1
East - Eml - Unclear about which jobs will be created / where jobs will be / accessibility to jobs	1
East - Employment Impacts of HS2 - Alternative Suggestions	5
East - Eml - Encouraging jobs to move out of London / to the provinces would be better / a good idea	3
East - Eml - Companies in East Midlands should have fair opportunity to win contracts for new line and rolling stock	1
East - Eml - Should develop measures to ensure East Midlands region receives maximum employment benefit from construction / operation of HS2	1
East - Business (Bu)	55
East - Business - Reasons to Agree	1
East - Bu - Route will benefit businesses in Nottinghamshire	1
East - Bu - Route will promote tourism in Nottinghamshire	1
East - Business - Reasons to Disagree	47
East - Bu - Business / tourist impacts on Bolsover Castle / Hardwick Hall / associated businesses should be considered	1
East - Bu - Disruption to A5, affecting journey times, could affect local businesses	1
East - Bu - Oppose any disruption to Birch Coppice Business Park which could result from proposed construction (the Marston to Birchmoor section of Phase Two)	1
East - Bu - Concerns around cost of compensating businesses	2
East - Bu - Disruption due to noise may mean that businesses / hotels may have to close	2
East - Bu - Route will have a negative impact on tourism by running through the National Forest	2
East - Bu - HS2 will affect businesses in Derbyshire/ North East Derbyshire	1
East - Bu - Proposed route / HS2 will cause / has caused small businesses to suffer	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - Bu - Proposed route / HS2 has put my investment plans on hold	1
East - Bu - Proposed route plan does not consider the effect on businesses	4
East - Bu - Proposed route will have a negative impact on / destroy local business / prevent trade / potential development	18
East - Bu - Time savings will not ensure businesses use the service	2
East - Bu - Proposed route will divide business premises / factory in two	2
East - Bu - The impact of construction on the businesses will outweigh the benefit of the link	2
East - Bu - Proposed route will affect capital value of local businesses which are close to the route	1
East - Bu - Proposed route will affect income levels of local businesses which are close to the route	1
East - Bu - Proposed route would affect food producing areas in the east of the Country	2
East - Bu - Concerns HS2 will affect my business / rental business	6
East - Bu - Proposed route will cause destruction to local businesses in North Warwickshire	1
East - Bu - Proposed route will run through my land / business	3
East - Bu - Proposed route will not benefit businesses in Yorkshire	1
East - Business - Alternative Suggestions	9
East - Bu - Businesses should not face unnecessary disruptions due to HS2	3
East - Bu - Local business need to be consulted with as plans progress	1
East - Bus - Early certainty about the route alignment is essential to minimise blight on existing business	1
East - Bu - Local businesses should be encouraged / supported	2
East - Bu - Businesses in Yorkshire would be better served by improving local travel / rail / road / cycle infrastructure	1
East - Bu - Businesses in Yorkshire would be better served by investing in the quality of local towns / cities	1
East - Property (Prop)	134
East - Property - Reasons to Agree	5
East - Prop - Proposed route will increase house prices in the area	3
East - Prop - Only few properties will be demolished	2
East - Prop - Impact on properties will be relatively low	1
East - Property - Reasons to Disagree	121
East - Prop - Proposed route from Birchmoor to Long Eaton will be located within 100m of 476 dwellings	1
East - Prop - Proposed route from Sandiacre to Tibshelf will be located within 100m of 300 dwellings	1
East - Prop - Route from Sunny Hill to Tibshelf with Derby option will be located within 100m of 89 dwellings	1
East - Prop - Route from Birchmoor to Sunny Hill with Derby option will be located within 100m of 470 dwellings	1
East - Prop - HS2 will / has blighted North Derbyshire	1
East - Prop - Proposed route will negatively impact / disrupt homes	4
East - Prop - Proposed route will cause blight / blight homes in South Yorkshire	2
East - Prop - Concern about proximity of the track to housing	1
East - Prop - Proposed route will blight properties in South Yorkshire	1
East - Prop - Route will impact on Langton Hall and parkland in Nottinghamshire	1
East - Prop - Proposed route will have a detrimental impact on my property	5

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - Prop - Route will have / has had a negative impact on the value of people's homes / decrease house value / properties value	42
East - Prop - Proposed route will create / is creating difficulties for people wishing to buy / sell homes	19
East - Prop - Planting trees will not increase house value	1
East - Prop - Proposed route will impact my owned land	1
East - Prop - Concerns that the wind tunnel effect from the viaduct will damage properties	1
East - Prop - Proposed route plan does not consider the effect on local houses	8
East - Prop - Proposed route passes / will pass close to homes / properties / my home	34
East - Prop - Concerns proposed route will run through / destroy my street	2
East - Prop - Concerns proposed route will run through / adversely affect / disrupt / destroy my home / my land	15
East - Prop - Proposed route will cause blight / blight homes / blight homes in West Leicestershire	3
East - Prop - Proposed route will cause blight / blight homes / blight homes in North Warwickshire	1
East - Prop - Proposed route will destroy / desolate local area / houses	8
East - Prop - Proposed route will destroy a large number of buildings in North East Derbyshire	1
East - Prop - Proposed route will blight villages it goes through	2
East - Property - Reasons to Neither Agree nor Disagree	4
East - Prop - Property has been in my family for generations	2
East - Prop - The cost of compulsory purchases is about 0.1 percent of the total cost of the build	1
East - Prop - Proposed route should not affect the financial loss in value of properties	1
East - Property - Alternative Suggestions	8
East - Prop - Route should be re thought to minimise the negative impacts on people homes	1
East - Prop - Proposed route should reduce negative impacts / disruptions to properties / homes	4
East - Prop - Should increase amount paid on compulsory purchases to 0.3% of total costs so people are paid 2 to 3 times the worth of their property	1
East - Prop - Proposed route should run alongside existing motorways / railways to avoid / reduce demolishing / destroying buildings	1
East - Prop - Major consideration should be given to those people who will have their house demolished	1
East - Housing Impacts of HS2 (Hol)	7
East - Housing Impacts of HS2 - Reasons to Disagree	7
East - Hol - Concerns people will be forced to move to areas of high racial tension when homes are demolished for HS2	2
East - Hol - Concerns people will be forcibly told where to move when homes are demolished for HS2	1
East - Hol - Proposed route will lead to the loss of people's homes	5
East - Land use Resources (LR)	73
East - Land Use Resources - Reasons to Agree	2
East - LR - Agree with proposed route where it does not affect green belt land	2
East - Land Use Resources - Reasons to Disagree	68
East - LR - Proposed route passes close to / could impact on two Local Geological Sites / Whatley Quarry / Kingsbury Brickworks in Warwickshire during construction	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - LR - Proposed route will bisect my farm by ruining its viability	3
East - LR - Derbyshire is an area riddled with mining subsidence making it unsafe for high speed trains / geology is unsuitable / dangerous for major construction schemes / will increase costs of construction	1
East - LR - South Yorkshire is an area riddled with mining subsidence making it unsafe for high speed trains / geology is unsuitable / dangerous for major construction schemes / will increase costs of construction	4
East - LR - Proposed route will pass through unsuitable and unstable former mining areas	1
East - LR - Bodymoor heath sand and gravel resource on path of route	1
East - LR - Proposed route from Birchmoor to Long Eaton will cross about 10.1km of Grade 2 agricultural land	1
East - LR - Proposed route from Birchmoor to Long Eaton will cross about 3.3km of green belt	1
East - LR - Proposed route from Sandiacre to Tibshelf will cross about 10.7km of green belt	1
East - LR - Route from Birchmoor to Sunny Hill with Derby option would cross about 10.1km of Grade 2 agricultural land	1
East - LR - Route from Birchmoor to Sunny Hill with Derby option would cross about 4.3km of green belt	1
East - LR - Route from Sunny Hill to Tibshelf with Derby option would cross about 12.4km of green belt	1
East - LR - If woodland is taken into the scheme, the acquiring authority will look to secure twice as much additional land for replacement tree planting. It would be unacceptable to lose twice as much agricultural land this way / carbon offsetting would not be an alternative	1
East - LR - May need to extract some minerals prior to building HS2 in Derbyshire	1
East - LR - Previous mining activity where the route crosses Leicestershire and South Derbyshire and the Nottinghamshire, Derbyshire and Yorkshire Coalfield appears to have been ignored, in spite of risk of subsidence	1
East - LR - Proposed route runs through Attenborough Quarry	1
East - LR - Route will impact on Kirkby Park's Farm in Nottinghamshire	1
East - LR - Route will require demolition of farms (Bulwell and Two Dales Farm) in Nottinghamshire	1
East - LR - Leicestershire and South Derbyshire Coalfield is an area riddled with mining subsidence in which it is unsafe for HS2 trains	6
East - LR - Nottinghamshire, Derbyshire and Yorkshire Coalfield is an area riddled with mining subsidence in which it is unsafe for HS2 trains	3
East - LR - Areas in Derbyshire have been used for coal mining / mining for other minerals	2
East - LR - I am concerned that good agricultural land might be compulsorily acquired for the tipping of spoil arising from cutting and tunnelling	1
East - LR - Route will destroy greenbelt land	5
East - LR - Route will have a negative impact on greenbelt areas in Leicestershire	1
East - LR - Route will destroy greenbelt land in North East Derbyshire	1
East - LR - Proposed route will have a similar impact on greenbelt land as the one it has on the Western leg	1
East - LR - Proposed route will destroy greenbelt land like the Western leg on the west section	1
East - LR - Proposed route will take away / destroy public green space / recreational areas	8
East - LR - Taking over the recreational area between Chesterfield and Sheffield would upset many people	1
East - LR - Concerns that future generations will not have the opportunity to enjoy / explore areas far from disturbance	1
East - LR - Proposed route will run through / over farming areas	7

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - LR - Proposed route in North Warwickshire runs through a mining area	1
East - LR - Warwickshire area is built on a mining area	1
East - LR - Ground levels in Warwickshire have already changed since mines have been closed in the 1960s	1
East - LR - North West Leicestershire is an area riddled with mining subsidence in which it is unsafe for HS2 trains	4
East - LR - Proposed route passes very close to underground caverns used for gas storage	3
East - LR - Cost saving does not justify damage to the land	1
East - LR - Proposed route will lead to the loss of land	2
East - LR - Proposed route will destroy / disrupt / split up farms / farm land	13
East - LR - Construction works in Warwickshire will cause great disturbance to the mining area	1
East - LR - Construction works in Warwickshire will increase ongoing ground level changes	1
East - LR - Proposed route would damage a well established organic farm	1
East - LR - Concerned about the impact on Bogs Farm Quarry in Nottinghamshire	4
East - Land Use Resources - Alternative Suggestions	4
East - LR - Alternative route suggested by Alec Shelbrooke MP will disrupt / ruin an area that is recovering from heavy industrial use	1
East - LR - Area suggested by Alec Shelbrooke MP as an alternative route is a green space used for outdoor pursuits	1
East - LR - Area suggested by Alec Shelbrooke MP as an alternative route is a green space used as a nature reserve	1
East - LR - Area suggested by Alec Shelbrooke MP as an alternative route is a green space in an area where there are few / no longer an industrial site	1
East - LR - Should avoid impact on green belt	1
East - LR - Local farming should be encouraged	1
East - LR - Use of existing lines / routes would mitigate loss of greenbelt land	2
East - Planning & Development (PD)	11
East - Planning & Development - Reasons to Disagree	7
East - PD - It is likely to attract yet more undesirable development in the area	1
East - PD - At plot 9A HS2 blocks Meadow house way	1
East - PD - Concern over contaminated material in the south tip and how it will be treated and disposed of	1
East - PD - Plans for re-development / landscaping are under threat from HS2 route	4
East - PD - Proposed route interferes with other developments in the region	2
East - PD - HS2 route will impact areas / redevelopments / landscaping plans which have been set aside for the enjoyment of the local residents	2
East - Planning & Development - Alternative Suggestions	5
East - PD - Consideration for betterment after HS2 as compensation of negative impacts from.	1
East - PD - Consideration of mitigation at the colliery tip as unsafe ground.	1
East - PD - At plot 9A replacement access to a recycling centre will need to be found on Buttermilk Lane.	1
East - PD - Consideration needs to be given to Local Plans / Core Strategies in Nottinghamshire	1
East - PD - Should set out plans for ECML with construction of HS2 so cities can plan commercial futures	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - PD - The North East's transport needs would be better served by a Eurostar route via a new London airport through to Edinburgh, with possible links to ports	1
East - Cumulative impacts (CIm)	3
East - Cumulative impacts - Reasons to Agree	1
East - CIm - Area is already blighted by motorways / transport networks	1
East - Cumulative impacts - Reasons to Disagree	2
East - CIm - Cumulative impacts have not been properly considered between Bolsover castle and Sutton Scarsdale	1
East - CIm - Proposed route will create an island of 120 properties that will be surrounded on all sides by railway lines	1
East - Compensation (Comp)	49
East - Compensation - Reasons to Disagree	27
East - Comp - Time saved getting to York with the compensation to give out to those affected does not warrant the line being built	1
East - Comp - Proposed route requires demolition of large Hilton Hotel complex at M1 Junction 24 / high compensation price	1
East - Comp - Concerns about lack of information on how to claim compensation	3
East - Comp - Compensation payable / paid is not sufficient for the loss of family / friends / community	2
East - Comp - Compensation payable / paid is not sufficient for loss of our mosque	1
East - Comp - Compensation paid / payable will never replace the community / environment that has taken decades to create	1
East - Comp - Property of a similar type / size to ours is more expensive in other areas	1
East - Comp - Concerns about how people will refinance new properties	1
East - Comp - Concerns about how pensioners will refinance new properties	1
East - Comp - Concerns about how the unemployed will refinance new properties	1
East - Comp - Concerns about how the disabled will refinance new properties	1
East - Comp - Concerns people will end up in debt finding new properties	1
East - Comp - Concerns people will have to go to back street lenders to refinance new properties	1
East - Comp - Compensation will not / does not / cover cost of replacing land lost	2
East - Comp - I / We do not qualify for Exceptional Hardship Scheme / compensation / will not get any compensation	9
East - Comp - Proposed route passes near residential estates that are conveniently located outside the compensation zone	3
East - Comp - Concerns on local community affected by the disruption receiving appropriate compensation	5
East - Comp - Concerns on the environmental detriment affected by the major works receiving appropriate compensation	2
East - Compensation - Reasons to Neither Agree nor Disagree	2
East - Comp - Unclear about the radius of the compensation zone	2
East - Compensation - Alternative Suggestions	23
East - Comp - If tunnelling in our area leads to extraction of valuable coal / minerals / resources the present landowner should receive away leave payment	1
East - Comp - Compensation is needed for use of land planted as mitigation for development of Hams Hall Businesses and Distribution Park	1
East - Comp - Full compensation will be required for those affected	2
East - Comp - Need a generous / fast / compensation system for blight on properties	1
East - Comp - If proposed route goes ahead compensation should be available for all those seeking it	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Comp - Compensation scheme should be extended to include loss of local amenities further away from the HS2 proposed route	2
East - Comp - If the route of the line is later used for commercial gain (e.g. routing fibre optics) the present landowner should benefit	1
East - Comp - In the future, original landowners should be able to bridge the line to access development land without penalty	1
East - Comp - Those who were blighted by the recession and further by HS2 should be compensated in some way	2
East - Comp - Market value + 10% compensation payable / paid is not sufficient / realistic for property lost	2
East - Comp - HS2 should compensate every resident of Woodthorpe and Mastin Moor to allow them to move outside impact zone without suffering social, economic or environmental loss	1
East - Comp - Should be full compensation for people / businesses affected by proposed route provided at earliest opportunity	1
East - Comp - Should be full compensation for people / businesses who are adversely affected by proposed route	1
East - Comp - There should be compensation for the loss of habitat at the Carlton marsh nature reserve	1
East - Comp - Businesses need to be included in the compensation scheme / to minimise the impact on business of land blighting	5
East - Comp - Compensation should be set at market value +50% with extra for fixtures and fittings	1
East - Comp - Property acquisition costs liable from moving line west at A6135 / Sitwell Arm Hotel would be offset by savings for lack of noise compensation payouts for said properties	1
East - Comp - Increasing the amount paid for people's land will decrease the level of opposition among locals	1
East - Comp - Increasing the amount paid for compulsory purchases will mean less time is wasted	1
East - Community Integrity / Impacts (Com)	288
East - Community Integrity / Impacts - Reasons to Agree	9
East - Com - Proposed route has limited impact on Staffordshire's community and environment	1
East - Com - The route will run close to my town / village but the line does not affect me	3
East - Com - Proposed route is the best option to benefit the most people along the route	1
East - Com - Proposed route serves the eastern half of the country	1
East - Com - Agree with proposed route where it doesn't affect settlements	2
East - Com - Future benefits will outweigh any short term problems	1
East - Community Integrity / Impacts - Reasons to Disagree	255
East - Com - Proposed route will bring little / no benefit to South Staffordshire / Staffordshire	4
East - Com - Will not benefit Staffordshire / people in Staffordshire	14
East - Com - Line is exclusive because it is not available to majority of population	1
East - Com - Noise from HS2 trains along route from Sunny Hill to Tibshelf with Derby option will cause annoyance for estimated 1,178 people	1
East - Com - Noise from HS2 trains along route from Birchmoor to Sunny Hill with Derby option will cause annoyance for estimated 827 people	1
East - Com - Noise from HS2 trains will cause annoyance for an estimated 3,525 people along proposed route from Sandiacre to Tibshelf	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Com - Noise from HS2 trains will cause annoyance for estimated 1,151 people along proposed route from Birchmoor to Long Eaton	1
East - Com - Disturbance for residents of Watnall should be minimised	1
East - Com - Unless the Eastern leg receives the same / less impacts than the Western leg then it should not be built	1
East - Com - Proposed route will not benefit North Yorkshire	1
East - Com - Construction work will have a negative impact on society / will cause disruption / for many years	13
East - Com - Proposed route will cause disruption / damage to North West Leicestershire	9
East - Com - Proposed route will cause disruption to people living along the route	15
East - Com - Proposed route will have a negative impact on North East Derbyshire	5
East - Com - The presence of permanent large structures will have a negative impact on society	1
East - Com - Proposed route will impact / disrupt / destroy / does not take into account the locations / local towns / villages / communities it goes through / will lead to urban decline	33
East - Com - Concerned that proposed route will lead to villages in the West Leicestershire stagnating	1
East - Com - Proposed route will destroy communities like the Western leg on the west section	2
East - Com - Proposed route will cause destruction to local communities / communities lifestyle in North Warwickshire	3
East - Com - Proposed route will destroy our village during construction works	1
East - Com - Traffic will have a substantial impact on local communities / houses during construction and operation	2
East - Com - The impact of construction on the residents will outweigh the benefit of the link	1
East - Com - Improved journey time / benefits of the railway does not outweigh the inconvenience / disruption to people / their homes	4
East - Com - Proposed route does not take into account townships / villages / it is only dictated by high speed geometric layout	1
East - Com - Amount of disruption whilst in construction needs to be weighed up against the gain of a few minutes	1
East - Com - Route will not benefit the area / local community / majority of the public	24
East - Com - Proposed route will bring no social benefit to Leicestershire	1
East - Com - Proposed route will bring no benefits / social benefit to Derbyshire / people living in Derbyshire	7
East - Com - Proposed route will not benefit North West / West Leicestershire	9
East - Com - Proposal is 'all pain and no gain' for the North West Leicester	3
East - Com - Proposed route is 'all pain and no gain' / will not benefit Leicestershire / people living in Leicestershire	7
East - Com - Proposal is 'all pain and no gain' for the East Midlands area	4
East - Com - Proposed route will provide even less benefits than the Western leg	1
East - Com - Proposed route will not benefit anyone living in the areas along the route	12
East - Com - Local communities will not see the economic benefits generated from the Eastern leg	4
East - Com - Route will not benefit me / my family	4
East - Com - Having no / very few links / stations in East Midlands will provide no benefits to the East Midlands area	4
East - Com - Proposed route will not benefit The East Midlands / people in the East Midlands	9

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - Com - Proposed route will not benefit The North East / people in the North East	4
East - Com - Proposed route will only benefit / be used by a few people / minority	6
East - Com - Proposed route will only benefit those in London	3
East - Com - Proposals have blighted community achievements / benefits	2
East - Com - Proposed route is not sympathetic / does not take into account existing regeneration projects that already took a lot of time / efforts	2
East - Com - Proposed route does not show any consideration for local interest	2
East - Com - Proposed route will destroy local community's resources	1
East - Com - Proposed route should not interfere with / prevent restoration of facilities	1
East - Com - Proposed route does not take into account / should not impact on existing leisure infrastructures / amenities / leisure / commerce facilities	3
East - Com - Proposed route will lead to the loss of local amenities	3
East - Com - Proposed route will destroy many local amenities in North East Derbyshire	1
East - Com - Concerns that plans will ignore the desires of people to remain in smaller communities in Derbyshire	1
East - Com - People have bought houses in the area to enjoy the peace and tranquillity of the countryside	1
East - Com - Proposed route will isolate / further deteriorate communities	8
East - Com - Proposed route will impact on North West Leicestershire which has just regenerated from blight of mining industry	1
East - Com - East Midland commuters are not being considered / their voices are not being heard	1
East - Com - Concerns whole communities are being asked to give up everything for HS2	1
East - Com - I / we live 30 metres / 61 metres / 100 yards / under 200 metres / 400 metres / 500 metres / a quarter of mile from the route	9
East - Com - I / we live close to the route / will affect me	23
East - Com - Proposed route runs close / too close to houses	7
East - Com - Proposed route is planned to run between M1 and my property which is 1 Km north east of M1 motorway	1
East - Com - Proposed route will have a negative / major / unacceptable impact on area I live in / my / our village	10
East - Com - It will cause unnecessary damage to the people living in the area	1
East - Com - Re-routing of roads will have a substantial impact on local communities / houses during construction and operation	2
East - Com - Proposed route will encourage daily commute to London	1
East - Com - Country cannot support any more population growth	1
East - Com - Proposed line does not go to a city centre	1
East - Com - Existing East Coast Main Line already serves the major cities	1
East - Com - Existing Midland Main Line already serves the major cities	3
East - Com - Proposed route has few local connections would make smaller communities feel disconnected	2
East - Com - Proposed route will become a target for vandalism	1
East - Com - People who cannot access HS2 will have to travel long distances to use the route	1
East - Com - Proposed route will cause damage / irreversible damage to Thrumpton	3
East - Com - Proposed route will only benefit people who travel between Leeds and London regularly	2
East - Com - Proposed route will make people leave / abandon the area	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - Com - Tunnelling / landscaping / other measures will not minimise / reduce effects on people living along the route	1
East - Com - Faster journey times from London to Leeds do not justify the negative impacts the proposed route will cause communities	2
East - Com - Concerned about the effect on Annesley Woodhouse in Nottinghamshire	4
East - Com - HS2 will not be used by people / villagers / communities as extra travel to Leeds / Sheffield to use the HS2 services is needed	2
East - Com - Linking the route to the existing transport corridor increases the impact on those already disrupted by existing routes	1
East - Community Integrity / Impacts - Reasons to Neither Agree nor Disagree	4
East - Com - There are no other significantly large concentration of population along the planned route	2
East - Com - People should not face unnecessary disruptions due to HS2	2
East - Community Integrity / Impacts - Alternative Suggestions	26
East - Com - The financial damage caused to North Staffordshire by its exclusion from HS2 has not been analysed	1
East - Com - A master plan is needed to ensure that HS2 is not developed in isolation to the detriment of economy / employment in Derbyshire	1
East - Com - Require clearer exemplification and firmer commitments to benefits for the North East	1
East - Com - Proposed route should negate / reduce the negative impact / disruption on the local community / residents	15
East - Com - Proposed route should benefit the whole West Yorkshire	2
East - Com - Proposed route should not cause people unnecessary financial loss	3
East - Com - Should consider access requirements for local people	2
East - Com - Proposed route should avoid towns / communities in South Yorkshire	1
East - Health, Equality & Wellbeing (HEW)	44
East - Health, Equality & Wellbeing - Reasons to Disagree	41
East - HEW - More jobs/ better transport will improve economic wellbeing/ quality of life	1
East - HEW - No social justice in inflicting further damaged on disadvantaged communities in North East Derbyshire	1
East - HEW - Noise/ air pollution/ congest will have negative health impacts	1
East - HEW - There could be up to 20 trains per hour passing close to my home between 5am and 11pm	1
East - HEW - Implementing the project / scheme will cause years of hardship / suffering / anguish	5
East - HEW - Proposed route has already impacted on quality of life / blighted the lives of people who live close to the line / route	3
East - HEW - Proposed route will impact on quality of life / blight the lives of people who live / work close to the line / route	25
East - HEW - Proposed route will severely affect my family's life	5
East - HEW - Proposed route will have a highly disruptive effect on our home life	6
East - HEW - Proposed route will have a financial impact on my life	2
East - HEW - Proposed route will have an environmental impact on my life	2
East - HEW - Proposed route will be a burden / nuisance to me	2
East - Health, Equality & Wellbeing - Alternative Suggestions	7
East - HEW - HS2 should identify health impacts	1
East - HEW - Mitigate impacts on health and wellbeing	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - HEW - Route should not place unnecessary hardship / anxiety on the public	1
East - HEW - Should consider disruption to local people's daily life	5
East - Construction (CI)	40
East - Construction - Reasons to Disagree	23
East - CI - North West Leicestershire will suffer disruption through construction of HS2	1
East - CI - Concerns regarding sustained disruption caused by lengthy construction	11
East - CI - Construction will cause delays and disruption to traffic	10
East - CI - Construction works in Warwickshire mining area may cause parts of villages to fall into the underground shafts	1
East - Construction - Alternative Suggestions	19
East - CI - Building both eastern and western legs at the same time will maximise economic benefits	1
East - CI - Maximise safety during construction	1
East - CI - Minimise impacts on road network during construction	1
East - CI - Construction access via the A619 avoiding peak hours will keep disruption to a minimum	1
East - CI - There needs to be a 'special management zone and process' established to address double impact from HS1 & HS2 meeting in North Warwickshire	1
East - CI - Should be a detailed investigation into location of mining sites to minimise disruption during construction	1
East - CI - Location of work areas / activities during construction phase are important / should be considered	1
East - CI - Rerouting the line between Walton and Crofton could simplify construction (details specified in response)	1
East - CI - Cranleigh Road in Norbriggs should not be used by construction vehicles during construction	1
East - CI - high level of expertise needed to coordinate the development of the integrated transport system needed to ensure that HS2 delivers promised benefits, both economic and environmental, is not there as regional government gone.	1
East - CI - Lower HS2 track by 3-5 metres and start tunnel approximately 100 metres before existing point near the A633 to reduce costs and avoid impacting on the canal seals/earthwork joins	1
East - CI - Line should be built as soon as possible / should not be delayed	4
East - CI - Reassurances should be given regarding disruption during construction	3
East - CI - Disruption during construction must be kept to a minimum / especially in the evening / at night time	1
East - CI - Construction of the project should start from Leeds making its way down	2
East - CI - The impact of construction proposed stations should be further investigated	1
East - CI - Proposed route should be built by people from Derbyshire	1
East - Operations	195
East - Speed / Frequency / Specifications of HS2 services (SFS)	67
East - Speed / Frequency / Specifications of HS2 services - Reasons to Agree	4
East - SFS - Increased connectivity / reduced journey times could increase passenger numbers between Humber area and Birmingham / South West	1
East - SFS - Proposed route will enable quicker access to rest of the country	1
East - SFS - Superior rail service will help promote train usage	1
East - SFS - HS2 services will be a vital addition to our rail network	1
East - Speed / Frequency / Specifications of HS2 services - Reasons to Disagree	58

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - SFS - HS2 trains between Birmingham and Leeds will be only 37% full	1
East - SFS - Estimated passenger numbers between Leeds and Sheffield / Sheffield and London are exaggerated / manipulated	1
East - SFS - Concerns / queries regarding the journey time figures / comparisons / data	1
East - SFS - Route via East Coast Mainline will remain quicker / more direct than HS2 for most important passenger flows between Hull / Grimsby / Scunthorpe / London	1
East - SFS - Concern that HS2 proposed service levels to Darlington are not deliverable	1
East - SFS - HS2 routes will be of limited direct use to passengers travelling from/to Humber area	1
East - SFS - Improved journey time from Coalville to London will only be by 10 minutes / does not represent a significant advantage	1
East - SFS - Journeys for passengers from Humber area to Leeds / Sheffield / Manchester will remain unchanged	1
East - SFS - Only Leeds will benefit from a direct city centre service / shorter journey times	1
East - SFS - Sudden line elevation at M1 crossing will result in unpleasant sensation for passengers / delays in train acceleration	1
East - SFS - Improved rail journey time to London will be negated by additional time to access a station	4
East - SFS - Journey times from Selby may increase due to station interchange / additional journeys to Leeds	1
East - SFS - Improved rail journey time to London will be negated by additional drive to Birmingham	5
East - SFS - Proposed route to Leeds will be underused	1
East - SFS - Journey time saved is negligible / minimal / not justified	19
East - SFS - Reduced journey time is not important as people work on the train anyway	3
East - SFS - People who want to travel to / from London and Leeds faster will choose to fly	1
East - SFS - Benefits of HS2 will be negated by the additional journey to the station at Leeds / Sheffield	5
East - SFS - There is no need for additional services as current trains already cannot run on time	1
East - SFS - Proposed routing for connection to East Coast Main Line will require trains to travel at a reduced speed	2
East - SFS - Negligible difference between air fares and HS2 fares	1
East - SFS - Journey times will increase due to location of proposed stations outside of population / city centres	2
East - SFS - Comparing a 2013 Midland Main Line journey with a 2033 HS2 journey is impossible / pointless / useless	1
East - SFS - Reduction in journey will mean nothing to people who do not use the service regularly	1
East - SFS - Pendolinos north of York will be faster than HS2	6
East - SFS - Proposed route does not offer any time savings beyond Garforth	1
East - Speed / Frequency / Specifications of HS2 services - Reasons to Neither Agree nor Disagree	2
East - SFS - Time saving benefit of Western Leg will be greater than time saved on Eastern Leg due to proposed East Coast Main Line link	1
East - SFS - HS2 could be faster than air travel	1
East - Speed / Frequency / Specifications of HS2 services Alternative Suggestions	7
East - SFS - HS2 services to Darlington will improve connectivity / reduce journey times from the Tees Valley to London	1
East - SFS - Additional calling points south of Leicester will add to journey times / make them less attractive	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - SFS - Alec Shelbrooke MP's alternative is quicker	1
East - SFS - Should operate a dividable service / split train / to allow services to continue on to other destinations on existing lines	1
East - SFS - Ticket prices should be cheaper than on existing lines to encourage use from passengers travelling with heavy luggage / walking between stations	1
East - SFS - HS2 services that use re-opened sections of rail tracks could have speeds of 140mph	1
East - SFS - Trains on a proposed route following the M1 corridor from M1 Junction 29 / Heath to Sheffield would need to slow down / reduce speed from 180mph to 125mph	1
East - SFS - Trains on a proposed route following the Dearne Valley line from Sheffield to Leeds could reach speeds of 125mph	1
East - SFS - Using existing transport corridors / redundant rail lines would reduce the speed to 330kph	1
East - Existing Rail Services (ERS)	92
East - Existing Rail Services - Reasons to Disagree	62
East - ERS - Wakefield Line is a good / adequate service from York / Leeds / Doncaster / Sheffield	1
East - ERS - Existing rail services will be negatively impacted on the Leeds / York section of suburban track by HS2	2
East - ERS - Proposed route will only benefit lines / services to the South of Leeds	2
East - ERS - Current service from Birmingham on the West Coast Main Line / WCML to London is adequate	1
East - ERS - Cities bypassed by HS2 will have reduced services on existing rail lines	1
East - ERS - There is already an adequate / good rail system in place / region is already served by East Coast Main Line	14
East - ERS - Current journey time / service to / from Leeds and London is adequate	9
East - ERS - Current journey time / service to / from Sheffield / Yorkshire / Derbyshire to London is adequate / frequent / reliable	4
East - ERS - Current journey time from York to London is adequate	2
East - ERS - Current journey times to London from Leicestershire are adequate	2
East - ERS - The existing service / journey times from the East Midlands / Derbyshire to London is fast enough / adequate	5
East - ERS - Current journey / service to / from South Yorkshire and London is easier than Bradford or Liverpool	1
East - ERS - There is no benefit for the East Coast Main Line	1
East - ERS - There is no benefit for the Midland Main Line	1
East - ERS - Proposed route will divert money from existing rail service provision	2
East - ERS - Proposed route does not take into consideration the impact it will have on current local rail services	2
East - ERS - Proposed route will reduce the number of services to other cities in the North / East of England	2
East - ERS - When electrification / new pendolinos are in place the Nottingham / Kings Cross St Pancras journey times will be close to HS2 including travel to Toton	3
East - ERS - Current services outside of core commuting hours show empty seats in carriages	2
East - ERS - Construction will cause unacceptable disruptions to rail transport	3
East - ERS - Proposed route will undermine long distance passengers on Midland Main Line services by rerouting them between Sheffield / Chesterfield / London	1
East - ERS - Current journey on Midlands Main Line would be faster than on proposed HS2 line	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - ERS - The links are as strong between the East Midlands and Birmingham as between the East Midlands and London	1
East - ERS - Current service from Birmingham International to London is adequate	2
East - ERS - The proposed route will take passengers off the East Coast Main Line	2
East - ERS - Easier to travel from South Yorkshire to London than Liverpool / Bradford	1
East - Existing Rail Services - Reasons to Neither Agree nor Disagree	2
East - ERS - Wakefield Line is underfunded	1
East - ERS - Current journey time Sheffield to Huddersfield is almost as long as Leeds / Wakefield to London	1
East - Existing Rail Services - Alternative Suggestions	33
East - ERS - Station and capacity improvements at Newcastle Central and Darlington are a priority to maximise benefits of HS2 in the North East	1
East - ERS - HS2 should not cause reduction in Midland Main Line services	1
East - ERS - HS2 should not impact on connectivity/journey times of existing rail services	2
East - ERS - Propose route should not compromise quality / services / connectivity between cities / Doncaster / Sheffield City Regions / Leeds City Regions	1
East - ERS - Should improve Midland Main Line / eliminate pinch points / bottlenecks from Midland Main Line	3
East - ERS - Improving the Midland Mainline will reduce impact on environment / better sustainability	1
East - ERS - Fully integrate HS2 with services along the ECML	1
East - ERS - If passenger numbers on existing services reduce as a result of HS2, train size should be reduced before service frequency is	1
East - ERS - Long distance / fast / services along ECML corridor should be maintained	1
East - ERS - Should improve existing line between Birmingham/ Nottingham	1
East - ERS - Should improve local services / commuter services first	10
East - ERS - Encouraging jobs to move out of London / to the provinces would reduce rail journeys	1
East - ERS - Should lower fares / costs to travel on East Coast routes	2
East - ERS - Should turn freight only lines such as Leicester to Burton / National Forest Line into passenger lines to reward residents on the route	2
East - ERS - Cross Country services should be allowed to run on new HS2 line between Leeds / Sheffield / Birmingham / other destinations to improve their speed / capacity	4
East - ERS - Proposed route should have express trains from Sheffield to Leeds run alongside existing all-station Northern Rail services	1
East - ERS - Existing services between Leeds / Barnsley / Sheffield / Manchester / Huddersfield / Humberside / Teesside / across North-East / East Coast should be upgraded / rather than Leeds to London	5
East - Traffic & Transport (TT)	50
East - Traffic & Transport - Reasons to Agree	1
East - TT - Superior rail service will help reduce road travel	1
East - Traffic & Transport - Reasons to Disagree	46
East - TT -Proposed route will lead to congestion on the M1	1
East - TT - Concerns regarding impact of lorries / heavy vehicles in the area (details specified in response)	3
East - TT - Concerns regarding potential impact of construction phase on highways	1
East - TT - Engineering works under Junction 29 will cause considerable disruption to M1 / A617 traffic flows	1
East - TT - Engineering works under Junction 29 will cause disruption to M1 / A617	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - TT - Stations reached only by M1 will increase motorway traffic / increase car journeys to London	1
East - TT - Junction 34 of the M1 is already very busy	2
East - TT - Construction will cause unacceptable road disruptions	11
East - TT - Realigning roads will cause massive disruption	1
East - TT - Proposed route will cause delays / congestions for locals	5
East - TT - Out of Town stations increase traffic	2
East - TT - Current list of stations will increase traffic on an already congested motorway	5
East - TT - Proposed route will lead to road closures / have a negative impact on the existing road network	5
East - TT - Proposed route will have a negative impact on traffic	2
East - TT - There is already an adequate / good road network in place	2
East - TT - Closing A642 during construction will force people to travel several miles north or south to cross the river Aire	2
East - TT - Existing road planning has already caused traffic problems	2
East - TT - Traffic congestion travelling to Birmingham and London train stations will continue due to lack of midway station on proposed route	1
East - TT - Concerns regarding traffic increase / disruption during construction of a proposed viaduct close to my property	2
East - Traffic & Transport - Alternative Suggestions	3
East - TT - Upgrading / modernisation of the Midland Mainline would improve congestions / traffic on the road	1
East - TT - Encouraging jobs to move out of London / to the provinces would reduce road journeys	2
East - HS2 Rolling Stock (RS)	8
East - HS2 Rolling Stock - Reasons to Neither Agree nor Disagree	1
East - RS - There are many trains on the Cross Country Leeds Birmingham corridor / route with only two / three / four / five coaches / carriages	1
East - HS2 Rolling Stock - Alternative Suggestions	8
East - RS - HS2 should go ahead if all trains are built by Bombardier	1
East - RS - 'Classic compatible' trains such as the ones to be used further North / in Scotland should also be used to serve Nottingham	1
East - RS - Should improve existing rolling stock	1
East - RS - Should consider increasing the length of trains / number of carriages on the Birmingham - Leeds corridor	1
East - RS - Increase length of trains / number of carriages / from existing stations at peak times	1
East - RS - Invest more in rolling stock on the East Coast Main Line	3
East - HS2 Maintenance (Ma)	4
East - HS2 Maintenance - Reasons to Disagree	3
East - Ma - Trains will not run quicker due to maintenance work on the track	1
East - Ma - HS2 will require more maintenance than existing rail network	2
East - HS2 Maintenance - Alternative Suggestions	1
East - Ma - Additional north / south links to MML would provide a divisionary route for engineering works / breakdowns	1
East - HS2 Resilience (Res)	1
East - HS2 Resilience - Reasons to Disagree	1
East - Res - Concerns about fragility / lack of resilience of proposals / closure of two tracks will close down the system	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Engineering	727
East - Interface with other Infrastructure	332
East - Rail network / infrastructure (Ra)	149
East - Rail network / infrastructure - Reasons to Agree	7
East - Ra - An East Midlands link is needed to give more people access	2
East - Ra - HS2 will enhance connectivity between Derby and London	1
East - Ra - Proposed route will help maximise connectivity for people in East Midlands	2
East - Ra - East Midlands region / South Yorkshire badly needs better rail infrastructure	2
East - Rail network / infrastructure - Reasons to Disagree	21
East - Ra - Hub and spoke services mean there will be no increase in speed to Nottingham / Derby / Sheffield	1
East - Ra - Lack of HS2 services north of York could affect frequency / quality of services operating between North East and Edinburgh / beyond	1
East - Ra - Improvements to ECML need to take place in advance of HS2 to improve connectivity to North East	1
East - Ra - Proposed route will not offer North West Leicestershire with better transport links	1
East - Ra - Concern that route only has connection to existing network at Church Fenton bypassing West Yorkshire / South Yorkshire / East Midlands centres	1
East - Ra - Proposed route will directly / potentially impact DB Schenker site near Seymour Junction / Tinsley / Leeds Stourton	1
East - Ra - There is already a route in place with the existing line	3
East - Ra - Proposed route does not adequately utilise existing transport infrastructure	3
East - Ra - Proposed route to Leeds will be badly connected	4
East - Ra - Poor connections with existing rail network will limit the value of / discourage use of HS2	2
East - Ra - Current and planned upgrades / improvements to the Midland Main Line will improve journey times and negate the need for HS2	4
East - Rail network / infrastructure - Reasons to Neither Agree nor Disagree	7
East - Ra - The Midland Main Line is being electrified / line speeds are set to increase	4
East - Ra - Network Rail indicates that 140mph is feasible between Birmingham and Derby	1
East - Ra - With electrification, 125 / 140 mph running and new line between Meadowhall and East of Leeds / South of York, Birmingham New Street to Derby journey time reduced from 35 mins to 27 mins	1
East - Ra - With electrification, 125 / 140 mph running and new line between Meadowhall and East of Leeds / South of York, Birmingham New Street to Sheffield journey time reduced from 71 min to 53 min	1
East - Ra - With electrification, 125 / 140 mph running and new line between Meadowhall and East of Leeds / South of York, Birmingham New Street to York reduced from 130 min to 90 min	1
East - Ra - With electrification, 125 / 140 mph running and new line between Meadowhall and East of Leeds / South of York, Birmingham New Street - Leeds reduced, 116 min - 88 min	1
East - Ra - Current upgrades / improvements to the Midland Main Line will improve journey times by 4 minutes from Derby	1
East - Ra - Current upgrades / improvements to the Midland Main Line will increase current running speeds to 125mph in certain places / sections	2
East - Rail network / infrastructure - Alternative Suggestions	134
East - Ra - Proposed route must not impact / sever the existing rail link from Foxlow Junction / Hall Lane to Barrow Hill Station	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Ra - Proposed route must not impact / sever the existing rail line to Seymour Junction	1
East - Ra - Should connect Doncaster & Leeds with access to HS2 services to London	1
East - Ra - Should also consider a East - West rail connection / delta junction / is needed	3
East - Ra - if there could be a link to the Doncaster - Leeds line, there could be a case for extending this classic compatible cross-country train service south from Birmingham to Bristol	1
East - Ra - The case for a link from HS2 to the Doncaster - Leeds line west of Crofton should be assessed as would reduce journey times from Scotland/the north	1
East - Ra - Upgrade existing line via Derby and Sheffield, and new section of line in South and West Yorkshire	1
East - Ra - A chord cross country trains from York to Birmingham would release capacity on east Leeds lines to allow metro frequency between Leeds and Garforth with lines re-opened to Wetherby and Castleford via Kippax	1
East - Ra - Planned / future upgrades / improvements to the East Coast Main Line could increase current running speeds to 140mph in certain places / sections	4
East - Ra - Quality connectivity to Derby, Leicester and Nottingham need to exist to realise the economic benefits	1
East - Ra - Should not affect plans to upgrade Midlands Main Line	1
East - Ra - there is a need for better integration with current rail network in Bradford/Kirklees/Calderdale	1
East - Ra - Improving existing lines will remove need to build outside existing rail corridors	1
East - Ra - No mention of services from Glasgow / Edinburgh using the classic network to connect with Eastern leg	1
East - Ra - A connection provided from HS2 to the Birmingham - Derby line will be possible because the line will be electrified	1
East - Ra - Benefits of improving Midland Main Line to East Midlands and North Yorkshire are £450 million	1
East - Ra - DB Schenker's operations should be able to continue unaffected on the original or alternative site and HS2 should fund any required changes	1
East - Ra - Electrification / new signalling / gauge enhancement are needed on transpennine routes linking to the North and South of Humber	1
East - Ra - Need to ensure passengers from Derbyshire can access HS2	1
East - Ra - Open freight lines connected to HS2 to passengers to improve capacity and connectivity	1
East - Ra - Transpennine links from Darlington and Middlesbrough to Leeds / Manchester must be retained / enhanced	1
East - Ra - The Robin Hood Line should be extended to Staveley and Chesterfield	3
East - Ra - Upgrading / modernisation of the Midland Mainline would improve connectivity from Manchester to other cities	1
East - Ra - Upgrading / modernisation of the Midland Mainline will free up capacity on The West Coast Main Line / WCML	1
East - Ra - Improving / upgrading the Midland Mainline would ensure a reasonable speed and better value for money	1
East - Ra - Investment is necessary to ensure ECML / MML / WCML do not become secondary routes which suffer from lack of investment / poorer services	6
East - Ra - It is necessary for the electrification of the Sheffield to Leeds line (via Barnsley) prior to HSR commencing in Yorkshire	1
East - Ra - Pendolinos should be used on the electrified Midland Main Line	1
East - Ra - Review of current operations will be required to accommodate freight operations	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - Ra - Suggest one train per hour from Wolverhampton to Walsall, Brownhills, Lichfield, Burton, Derby, Beeston and Nottingham	1
East - Ra - Suggest running three full-length intercity trains between Birmingham and Derby	1
East - Ra - Suggest running two trains per hour to Birmingham-Burton-Nottingham using bypass line south of Derby	1
East - Ra - Suggest running two trains per hour to Birmingham-Water Orton - Coleshill - Kingsbury - Wilnecote - Tamworth using relief lines as far as Kingsbury	1
East - Ra - More direct non HS2 trains could provide quicker connections between East Midlands city centres	1
East - Ra - Proposed route needs better connections to major cities	1
East - Ra - Benefits of upgrading existing line would outweigh benefits of the Eastern Leg	2
East - Ra - Should consider / provide clarification on future open access operations to / from Tees Valley	1
East - Ra - Include junctions to allow classic compatible/ high speed/ services to access Liverpool City Centre/ stations/ existing network similar to the javelin operated in HS1/ the conventional network in Kent	1
East - Ra - Should straighten the East Coast Main Line / stop at York / Newcastle to Edinburgh / bypassing Doncaster / Retford / Darlington	1
East - Ra - Should connect HS2 to HS1, via midland main line, to help create pan-European route	1
East - Ra - Additional north / south links to electrified MML would benefit all East Midlands cities / not just Nottingham	1
East - Ra - Proposed route should have more north / south links to electrified MML / additional links should be considered as the design progresses	1
East - Ra - Location of a cross-over at Orgreave would be a suitable point where HS2 tracks run alongside existing rail track	1
East - Ra - Proposed route near Nottingham Road Bridge / East Junction should move the Nottingham shuttle (details specified in response)	1
East - Ra - Should restore some 4 track sections from North Kettering through to Bedford	2
East - Ra - Should upgrade existing services to York / Leeds / Sheffield that will have the East Coast Main Line connect to Europe with / without / having to change at Kings Cross	1
East - Ra - The interchange between high speed and connecting services to Derby and Nottingham should be made as easy as possible	1
East - Ra - Should upgrade / improve / adapt the East Coast Main Line between Hitchin and south of Retford to provide high speed services between London and Sheffield Meadowhall / Leeds	1
East - Ra - Provisions for a link for East Midlands cities and Manchester should be considered	1
East - Ra - A connection should be provided from HS2 to the Birmingham Derby line to benefit East Midlands	1
East - Ra - HS2 should not impact on plans to upgrade and electrify Midland Main Line	2
East - Ra - HS2 should not negatively affect existing plans to maintain / upgrade / enhance the ECML	1
East - Ra - Should increase connectivity to HS2 from regions near Birmingham	1
East - Ra - Upgrading line along Trent Valley via Burton-on-Trent and Derby would be less expensive and have little environmental impact	2
East - Ra - Should consider connecting services to existing lines in South Chesterfield so services via Chesterfield / Sheffield Midland / Wakefield / Leeds will be better connected	1
East - Ra - Railway links within North West Leicestershire to Nottingham should be improved	1
East - Ra - Railway links within North West Leicestershire to Birmingham should be improved	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Ra - Should consider connections to the Midlands Main Line near to Trent junction	8
East - Ra - Proposed route should continue on the Settle-Carlisle Line	1
East - Ra - Should join up the two terminals in Bradford	2
East - Ra - Should re-open Strathspey Railway towards the south	1
East - Ra - Northern local rail services should be upgraded	2
East - Ra - Increased speed on the East Coast Main Line can be achieved with careful planning	2
East - Ra - Should consider re-opening old lines	2
East - Ra - Use / upgrade / improve / reconsider improving existing route / East Coast Main Line / CrossCountry	32
East - Ra - Could upgrade lines in many places	2
East - Ra - Should consider improving / electrifying the Midland Main Line	7
East - Ra - Section between Hunslet and Leeds City station should be upgraded with enlarged clearance to permit operation of HS2-gauge trains	1
East - Ra - Upgrading / improving the East Coast Main Lines current route would save disrupting so many areas	1
East - Ra - Upgrading / improving the East Coast Main Line would serve the people who use it	1
East - Ra - Improve East Coast Main Line rather than build a new line / to better connect / benefit more cities	2
East - Ra - Should upgrade East Coast Main Line to 4 tracks along the HS2 route	2
East - Ra - Improving existing East Coast Main Line would cost less / be more cost effective	6
East - Ra - Upgrading Midland Main Line would save money / be more cost effective	3
East - Ra - Extending HS2 from Birmingham to join Midland Main Line at Toton would be cheaper / more cost effective	1
East - Ra - Money would be better spent upgrading / improving existing infrastructure / line / down the east coast / East Midlands region	7
East - Ra - Money could be better spent upgrading East Coast Main Line between Doncaster and Leeds	1
East - Ra - Money could be better spent on upgrading Midland Main Line	2
East - Ra - There is a need for an improved TransPennine route	5
East - Ra - Continue line from Birmingham to Sheffield rather than build East Midlands HS2 branch	1
East - Ra - Should consider upgrading existing lines to speed up journey time	2
East - Ra - Integrate existing rail with new line to increase flexibility of route	3
East - Ra - Section of track bed occupied by Manvers Way of a reopened Cudworth Line could be re-routed alongside the new rail alignment	1
East - Ra - Northbound trains should use the under-used existing rail line between Moorthorpe and Church Fenton	1
East - Ra - Northbound trains should use the under-used existing rail line between Moorthorpe and Church Fenton with a loop serving the Pontefract Baghill station	1
East - Ra - Northbound trains should use the under-used existing rail line between Moorthorpe and Church Fenton with a loop serving the Sherburn-in-Elmet station	1
East - Ra - Combining existing and new rail lines would better integrate services and make greater use of expanded capacity	2
East - Ra - Should use Great Central infrastructure for up to 10 miles North towards Stocksbridge before new tracks were needed for route from Leeds to York	2
East - Ra - Essential that a chord allowing trains from the north to access Leeds directly via the HS2 Leeds spur	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - Ra - Proposed route should have better connectivity with existing rail lines	5
East - Ra - A crossover should be included to allow trains to serve Nottingham midland station	1
East - Public Transport (PT)	25
East - Public Transport - Reasons to Disagree	13
East - PT - People living in the North West Leicestershire area will be better served by a bus route at a lower cost	1
East - PT - Route runs between Nottinghamshire & Derbyshire which could cause cross border conflicts on attaining the best transport strategy	1
East - PT - Concerns about how other transport links will work	1
East - PT - Local transport is poor / unreliable / should be improved	3
East - PT - Proposals will provide little / no benefit / improvements for local travel	5
East - PT - Proposed route will provide little / no benefit / improvement to travel to / from major cities in the East Midlands	2
East - PT - Concerned that HS2 will block existing transport routes	1
East - PT - East Midlands is still reliant on the car because of poor East to West transport links	1
East - PT - Local transport is environmentally unfriendly	1
East - PT - Out of town stations are harder to access by public transportation	1
East - Public Transport - Alternative Suggestions	13
East - PT - Improve intermodal services from east Staffordshire to Derby / Nottingham / Toton	2
East - PT - East to West transport links need to be improved / expanded	2
East - PT - Need to ensure efficient interchange between different modes of transport (including airports) in East Midlands	1
East - PT - Bus services within North West Leicestershire to Nottingham should be increased	1
East - PT - Bus services within North West Leicestershire to Birmingham should be improved	1
East - PT - Money could be better spent on improving local transport infrastructure / towards the east of the country	4
East - PT - Proposed route should not interfere with existing infrastructure	3
East - Highways (Hi)	30
East - Highways - Reasons to Disagree	16
East - Hi - Proposed route will disrupt / interfere with the A6192	1
East - Hi - Proposals do not take into account / consider impacts / issues with the M2	1
East - Hi - Realignment of M1 north of proposed East Midlands hub station is a bad idea / even though it is the only available	1
East - Hi - Proposed route will cut through the only arterial route to Rothwell in two points	1
East - Hi - Concerns about impact on local roads / road closures / diversions	6
East - Hi - North West Leicestershire will suffer significant transport disruption during construction of HS2	5
East - Hi - Construction and relocation of M42 / A42 will cause inconvenience / disruption	1
East - Hi - Proposals do not take into account / consider impacts / issues with the A5	1
East - Highways - Reasons to Neither Agree nor Disagree	3
East - Hi - Passengers from Leicestershire will have to drive for half an hour or more to join a queue for parking for HS2	2
East - Hi - A ring road to the north of Harrogate was proposed in the 1980s and has still not materialised	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Highways - Alternative Suggestions	11
East - Hi - HS2 should be in dialogue with local authorities in Staffordshire to mitigate the impact of road disruption during construction	2
East - Hi - Money could be better spent on Swarkestone Bridge bypass	1
East - Hi - Suitable place for relocation of Highways Agency depot at junction of the M1 should be found	2
East - Hi - Should move the motorway (Alternative Suggestions)	1
East - Hi - Should ensure that M1 access to Ratcliffe power station remains accessible for use by AIL (abnormal indivisible load) vehicles	1
East - Hi - Consultation is required to understand patterns and movement and develop mitigation	1
East - Hi - Production of road plans sooner will help people see the wider benefits	1
East - Hi - A6135 should be realigned as part of HS2 to replace the existing railway bridge by Renishaw Golf course	1
East - Hi - Should provide better roads	1
East - Airports (Air)	10
East - Airports - Reasons to Disagree	6
East - Air - There is already an adequate / good airport system in place	2
East - Air - Proposed route does not include a sensible destination such as the airport / should link with airports	2
East - Air - It is already cheaper to fly to / from London to Leeds	2
East - Airports - Reasons to Neither Agree nor Disagree	3
East - Air - There is no need for airport links	2
East - Air - When flying from Bradford to London you are always assured of a seat	1
East - Airports - Alternative Suggestions	4
East - Air - Should improve the links to Leeds / Bradford / Doncaster Airport	2
East - Air - Extra runways at Leeds / Bradford Airport connected to London via HS2 could be an alternative to building more runways in the London area	1
East - Air - If people need to get to London quickly it is faster to fly from Bradford Airport	1
East - Public Rights of Way (PRW)	58
East - Public Rights of Way - Reasons to Disagree	49
East - PRW - Proposed route will disrupt / interfere with Cuckoo Way	4
East - PRW - likely fragmentation / damage to public rights of way and cycle routes (especially but not exclusively the Trans Pennine Trail and the Sheffield Country Walk)	1
East - PRW - Concerns as to how historic rights of way in Leicestershire will be protected and preserved	1
East - PRW - Concerns as to how the Government and HS2 intend to engage with user groups who have detailed knowledge of historic rights of way	1
East - PRW - Concerns about the potential impact on / mitigation of public rights of way by the location of tunnels / viaducts / cuttings / depots / ventilation shafts	2
East - PRW - A register of routes that may be affected in Leicestershire by the proposed line attached	1
East - PRW - Alignment of proposed route mirrors current route of Trans Pennine trail	1
East - PRW - Concern about the suitability of overbridges for disabled riders	1
East - PRW - Opposed to the closure of any Right or Way	1
East - PRW - Lighting in underpasses as necessary utilising solar energy	1
East - PRW - Proposed greenways could be a positive benefit and encourage inward tourism	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - PRW - Public rights of way affected in HSL06, HSL09 and HSL12 listed	1
East - PRW - Signage and surfacing to be a high sustainable standard requiring zero/minimal maintenance, particularly where construction work has damaged the land	1
East - PRW - Concerns about impact on footpath / bridleways	9
East - PRW - Public rights of way are not shown in the plans	2
East - PRW - Realigning footpaths will cause massive disruption	2
East - PRW - Proposed route may impact on Trans Pennine Trail	17
East - PRW - Proposed route may impact Leeds Country Way	5
East - PRW - Trans Pennine Trail is a sustainable facility	1
East - PRW - Trans Pennine Trail is a loved / appreciated asset	5
East - PRW - Concerns about impact on Trans Pennine Trail / in Derbyshire	6
East - PRW - Proposed route will decimate / destroy the Trans Pennine Trail	5
East - Public Rights of Way - Reasons to Neither Agree nor Disagree	5
East - PRW - Trans Pennine Trail is a multi-user long walking, cycling and horse riding route across England	5
East - PRW - The Trans Pennine Trail offers a tranquil experience away from noisy traffic / busy lives	1
East - Public Rights of Way - Alternative Suggestions	19
East - PRW - Need to ensure that public access to trails / footpaths / PRW is as unaffected as possible / mitigation required to ensure public access to PRW	2
East - PRW - Impact on St aidans country park should be included in Environmental Impact Assessment	1
East - PRW - Access / rail crossing points should be agreed in conjunction with those concerned	1
East - PRW - Continuity of horse route east of Ellis Laithe and at Rabbit Ings will need to be retained or realigned onto traffic free route	1
East - PRW - Mitigate impacts on public rights of way in Derbyshire	1
East - PRW - Need to recognise Rights of Way are used for different purposes and there is not one universal solution	1
East - PRW - Proposed greenways initiative should integrate with East Derbyshire Greenways Strategy	1
East - PRW - Public footpaths / unsurfaced roads will need accommodating / diverting	1
East - PRW - Need to ensure that there is minimal impact on the national cycle / route / network / need to allow for / consider development / expansion of the national cycle network / NCN route 67 / 6 / 15	1
East - PRW - Agricultural underpasses to be shared with Rights of Way (RoW), but RoW to be segregated so not damaged by cattle and vehicles	1
East - PRW - Consultation is required to understand patterns and movement and develop mitigation	1
East - PRW - Other countryside access routes such as Greenways initiative promoted by Derbyshire County Council and canal towpaths are very important and should be protected to the same standard as Rights of Way	1
East - PRW - Would accept consolidation of 3 rights of way into one crossing point if diversion was less than 0.5 miles	1
East - PRW - Link between Trans Pennine Trail and Anglers Country Park via Haw Park Lane is vital link which needs to be accommodated	1
East - PRW - Need high quality replacement crossings, satisfactory diversionary routes and enhancements to PRW where possible	1
East - PRW - Overbridges should not preclude access for persons with restricted mobility so ramps required rather than steps	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - PRW - Overbridges to be sensitively designed to blend into environment using modern plastics not sheet metal	1
East - PRW - Preference is for rights of way to commence from up to 0.25 miles away from the railway, rather than parallel, avoiding the need for right angled corners which can create perceived safety concerns	1
East - PRW - Where enclosed bridges exist, they must be wide and high enough for horses, cyclists, mobility scooters and pedestrians to safely pass, and mounting blocks provided for horse riders to dismount	1
East - PRW - An alternative route to reduce impact on Trans Pennine Trail should be considered	3
East - PRW - Where proposed route impacts on the Trans Pennine Trail a new trail of equivalent / better standard should be provided	4
East - PRW - Should ensure that the opportunity for outdoor exercise on the Trans Pennine Trail is protected	2
East - PRW - Should ensure that the aesthetic value of using the Trans Pennine Way is protected	1
East - PRW - Should ensure that any replacements to the Trans Pennine Trail replicate the current benefits offered by the trail	2
East - PRW - Bridges / support work for public rights of way should be provided in the plans	2
East - Canals & Rivers (CR)	48
East - Canals & Rivers - Reasons to Disagree	31
East - CR - Many people / organisations have invested / worked in the preservation of our canal heritage	1
East - CR - The historical importance of the assets of the Canal and River Trust have not been fully considered	1
East - CR - Canals are an important part of history	1
East - CR - Negative impacts on Nottingham Canal local wildlife site/ local nature reserve	1
East - CR - Concern expressed about the proximity of the HS2 planned route to Winterset Dam and Reservoir along with Cold Hiendly Reservoir on Barnsley Dearne & Dove Canal	1
East - CR - Negative impact on the Doe Lea river from interference / crossings / diversions	1
East - CR - Negative impact on the Rother river from interference / crossings / diversions	1
East - CR - The Worsborough Arm of the Barnsley Dearne & Dove canal to the south west of the viaduct at Winsett will be completely destroyed.	1
East - CR - Concerns regarding the impact of HS2 on the Barnsley Dove & Dearne Canal	2
East - CR - Development of land by HS2 next to marina is affecting plans / future plans for marina	1
East - CR - Marina located on my / our land is an important local employer / tradesman	1
East - CR - Marina sited on my / our land is significant to the local economy	1
East - CR - Proposed route will blight / destroy marina on my land	1
East - CR - Proposed route will have a negative impact on local canals	8
East - CR - Canal is used as a navigable route	1
East - CR - Proposed route will divert 8 major water courses / the Aire and Calder Navigation	6
East - CR - Proposed route will interfere / cut across the Aire & Calder canal	8
East - CR - Restoration of canals has taken many years / a long time / HS2 would destroy what many people / volunteers / organisations achieved over the years in restoring / preserving canals	1
East - CR - Restoration of Barnsley Dearne & Dove Canal has taken many years / a long time / HS2 would destroy what many people / volunteers / organisations achieved over the years in restoring / preserving Barnsley Dearne & Dove Canal	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - CR - Proposed route will disrupt the tranquillity of waterways between Sheffield and Leeds	1
East - Canals & Rivers - Reasons to Neither Agree nor Disagree	2
East - CR - From 0+200 to 0+600 HS2 will run immediately alongside the canal in area that suffered land slippage in past	1
East - CR - Do not anticipate any clearance issues at Crossing Sheffield and Tinsley canal at 'chainage' 0.550	1
East - CR - A lot of finances have been invested into canal restoration	1
East - CR - Canals are important to their local areas economy	1
East - Canals & Rivers - Alternative Suggestions	30
East - CR - Access to canals should be maintained during construction	1
East - CR - Any affects on canals should be mitigated against in advance of construction/ betterment delivered where possible	1
East - CR - Canals should be offered same protection as PRW	1
East - CR - Headroom of canal crossings and gauge of canal should be considered	1
East - CR - HS2 Ltd should utilise Canal & River Trust 'Design principles' for designing the route near waterways	1
East - CR - Minimum navigation standard should be maintained/ should have minimal impact on navigation	1
East - CR - The age and fragility of the Winsett Dam must be taken into consideration when constructing HS2	1
East - CR - The Worsborough Arm of the Barnsley Dearne & Dove canal must be relocated to south of the Stairfoot locks and then diverted to rejoin the main line of the canal.	1
East - CR - There should be sufficient headroom to allow a suitable aqueduct over the railway at the Worsborough Arm and Stairfoot Junction with the Dearne & Dove Main Line. Diagram / graph attached	1
East - CR - Important that navigable cross section of canal from 0+200 to 0+600 not impeded which is likely to require dredging and retaining works	1
East - CR - Should plan to reduce as much as possible the impact on the Coventry canal	1
East - CR - A launching ramp and hard standing for launching trailboats should be included in the works at Winsett Dam	1
East - CR - HS2 will be on top of an access road to the Winsett dam area on the Barnsley Dearne and Dove Canal, a new access road will need to be built with access to the Coal Canal arm and the Visitor Centre	1
East - CR - maintain air and water clearances and approach visibility for the Aire and Calder Navigation	1
East - CR - Make Oxbow on canal around end of tunnel with suitable channel fabrication to reduce overall construction costs and minimise impact on canal seals/earthwork joins	1
East - CR - Move lock 13 on the Barnsley Dearne & Dove Canal to make a double lock at Lock 12, water level 53 metres OD, to minimise costs and damage to canal seals/earthwork joins	1
East - CR - Need for high quality design for structures in settings of River Doe Lea/ River Rother	1
East - CR - HS2 / developers should provide enhancement of environment / amenities on waterways / waterway restoration projects	1
East - CR - Should consult with Canal & River Trust (CRT) & Inland Waterways Association (IWA) to plan an alternative route to avoid canals	1
East - CR - Aire and Calder navigation should be taken into account	4
East - CR - Planning should take into account the route of proposed canals	3
East - CR - Proposed route should avoid / not affect the restoration of old canals	6
East - CR - Proposed route should avoid proposed / existing canal restorations	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - CR - Planning should allow for canals to continue to exist / should take into account the route of existing canals / canal infrastructure should be protected / should be avoided	8
East - CR - Proposed route should be adjusted to allow restoration work on Barnsley Dearne & Dove Canal to continue / to be completed	5
East - CR - Proposal should contain provision for canals / waterways to be restored where possible	5
East - CR - Should find a way to allow for both HS2 and historic canals to be built / to be completed	1
East - CR - Proposals should contain provisions for adequate air draught clearance for the type of craft likely to use the restored waterway	1
East - Tram Systems (TS)	3
East - Tram Systems - Reasons to Neither Agree nor Disagree	1
East - TS - Existing tram park and ride is not a benefit to the local area	1
East - Tram Systems - Alternative Suggestions	2
East - TS - Consideration needs to be given to cyclists / ensure tram system / network / stations are accessible to cyclists	1
East - TS - Money could be better spent on improving local tram connections between cities / towns	1
East - Connections to the East Coast Main Line (ECML)	50
East - Connection to the East Coast Main Line - Reasons to Agree	13
East - ECML - ECML can act as a key economic driver in the North East	1
East - ECML - Proposed route has the potential to link to the north via the East Coast Main Line	1
East - ECML - Proposed plan to connect East Coast Main Line is the best / better than alternatives	3
East - ECML - Proposed plan to connect to East Coast Main Line is a good idea / important	7
East - ECML - Mentions of Leeds City Council's support of East Coast Main Line link	3
East - Connection to the East Coast Main Line - Reasons to Disagree	22
East - ECML - Link to the East Coast Main Line will not operate at the designed speed so any benefits will be nullified	1
East - ECML - Proposed East Coast Main Line link will not save any journey time	2
East - ECML - Concerns about the effect of the link on businesses along the ECML route	1
East - ECML - Concerns about the estimated time saving from London to York / does not take into consideration the time from Ulleskelf to York	1
East - ECML - Disagree with spur to ECML / York	1
East - ECML - HS2 could become uncompetitive vis a vis an improved East Coast Main Line in relation to cost versus journey time	1
East - ECML - East Coast Main Line improvement would permit connections with Birmingham and Toton / provide a potential service to the proposed station at Heathrow	1
East - ECML - Concerns over capacity on ECML once HS2 opens	2
East - ECML - HS2 will cause capacity issues along the track / ECML / stations cannot cope with additional passenger demand	1
East - ECML - Proposed link to the East Coast Main Line will have a negative impact on local services	2
East - ECML - Improving the East Coast Main Line will reduce impact on environment / better sustainability	1
East - ECML - Proposed route connecting to East Coast Main Line is poorly thought out / needs to be reconsidered	4
East - ECML - Proposed link to the East Coast Main Line is unnecessary / not needed / not required	6

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - ECML - Connecting HS2 to ECML is unnecessary because fast trains already run from London to York	3
East - ECML - Connecting HS2 to ECML is unnecessary because fast trains already run from London to Edinburgh	1
East - ECML - Proposed route is expensive / will divert money from existing rail service provision	2
East - ECML - Concerns about route where it turns off before Leeds to join the East Coast Main Line	2
East - ECML - Additional stations will make the Northern extension to ECML pointless / unnecessary / more pointless than it currently is	1
East - Connection to the East Coast Main Line - Reasons to Neither Agree nor Disagree	2
East - ECML - A connection to the East Coast Main Line is unclear	1
East - ECML - East Coast Main Line is already a sustainable route	1
East - Connection to the East Coast Main Line - Alternative Suggestions	24
East - ECML - Support a connection south of York	1
East - ECML - Important to ensure no bottlenecks are created where HS2 connects to the conventional network at the location south of York	1
East - ECML - Upgrading the East Coast Main Line will lead to less upheaval to other services like road access compared to the current proposals	1
East - ECML - Cannot believe that an alternative suggestion costing an extra £280 million has been proposed / consider when more sustainable options have been proposed	1
East - ECML - Consideration could be given to route additional London-Edinburgh HS2 services via the eastern leg	1
East - ECML - Consideration could be given to route additional London-Edinburgh HS2 services via the eastern leg perhaps with trains splitting at Newcastle	1
East - ECML - Consideration could be given to route additional London-Edinburgh HS2 services via the eastern leg perhaps with Newcastle trains being extended to Edinburgh	1
East - ECML - Review route north of York / potential for severe capacity shortages on ECML as a result of HS2	1
East - ECML - An additional station near M62 / M1 intersection could enable through connection to East Coast Main Line	1
East - ECML - Connection to ECML should be south of York due to strong links between York/ North East	2
East - ECML - Need to maintain fast services along ECML from Doncaster	1
East - ECML - Service provision on the ECML should be maintained when HS2 comes into operation	1
East - ECML - Connection to East Coast Main Line should be north of York	3
East - ECML - Connection to the East Coast Main Line should be at the south of Doncaster	2
East - ECML - East Coast Main Line should be converted to European Rail Traffic Management System (ERTMS) to increase capacity	1
East - ECML - Should route / design of East Coast Main Line spur should be reviewed to reduce the negative effects on Sherburn	3
East - ECML - Proposed link to the East Coast Mainline should be removed / scrapped	6
East - ECML - Proposed connection to the East Coast Main Line should be further South	2
East - ECML - Proposed route should have a spur south of Hoyland to follow the Dearne Valley to Sprotbrough with an interchange station to the East Coast Main Line at Doncaster	1
East - Line of Route (LoR)	378
East - Line of Route - Reasons to Agree	65
East - LoR - Agree with the proposed route from Southern England up to Kirkthorpe	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - LoR - Proposed route is sensible / well thought out in Nottinghamshire	1
East - LoR - Alternative Route 3 put forward by Church Fenton Says No to HS2 Action Group would be more expensive	1
East - LoR - Route was chosen to protect / avoid / prioritise Towton Battlefield	7
East - LoR - Proposed route is sensible / well thought out / a good idea	16
East - LoR - Following existing transport corridors is sensible / good idea	19
East - LoR - Proposed route is the most effective / is the best option	6
East - LoR - Having the route following the existing motorway may minimise Not In My Back Yard (NIMBY) along the route	1
East - LoR - Proposed route is a good compromise / is better than other options	3
East - LoR - Alternative routes go through less accessible areas	1
East - LoR - Alternative routes go through more populated areas	1
East - LoR - Alternative routes would limit possible future stations	1
East - LoR - Proposed route is necessary / needed	3
East - LoR - Proposed route looks better than Western leg as existing transport corridors are widely used	1
East - LoR - Agree with the proposed route only if HS2 goes ahead	4
East - LoR - Proposed Eastern leg route is better than the Western leg	1
East - LoR - Proposed route is necessary / needed for the East Midlands	2
East - LoR - Proposed route has the potential to serve major conurbations on the east side of the Pennines	2
East - LoR - No suggested alterations to / agree with proposed route as shown on maps 55011 / 55012 / 55061 / 55062 / 55091 / 55121 / 55122 / 55131 / 55175 / 55221 / 55222 published on the GOV.UK website	1
East - Line of Route - Reasons to Disagree	144
East - LoR - Proposed spur / loop for Leeds will not make it possible for HS2 to provide / have through services to the North East	2
East - LoR - Reasons for selecting preferred route of eastern leg are not convincing	1
East - LoR - Proposed route follows the M1 too closely	3
East - LoR - Proposed route serves no benefit to Glasgow / Scotland	1
East - LoR - Disagree with proposed alternative route into Leeds via Churwell	1
East - LoR - Concerns regarding the Northern Extension	1
East - LoR - Proposed route is not thought out / no evidence of strategic planning	1
East - LoR - Proposed route needs to address problem of route severing Derby to Nottingham rail link	1
East - LoR - Given the proximity of HS2 to the Barnsley, Dearne & Dove Canals, significant compromises from both parties will be required	1
East - LoR - HS2 services north of York will stop at Newcastle / no Hs2 infrastructure north of York	1
East - LoR - Disagree with the proposed route from Sheffield to ECML via Garforth (HSL17)	1
East - LoR - Disagree with proposes spur into Leeds City Centre (HSL21)	1
East - LoR - Disagree with proposed route from Staveley to Killamarsh	1
East - LoR - Route will disturb / run too close to Woodhouse Mill	1
East - LoR - Route will disturb / run too close to Swallownest	1
East - LoR - HS2 is mostly needed on the Western Leg meaning that the Eastern leg is unnecessary / should not be built	1
East - LoR - Proposed route does not follow existing transport corridors	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - LoR - The Western leg will serve any links to Scotland meaning the Eastern leg is unnecessary / should not be built	1
East - LoR - Huge parts of East England does not have access to the high speed network / whereas West Coast Main Line will be overcrowded from Birmingham to London	1
East - LoR - Disagree with the proposed route between Tamworth and Toton	1
East - LoR - Disagree with proposed route - the Castleford Connection to the ECML should be revisited	3
East - LoR - Disagree with the route in / around Chesterfield	1
East - LoR - Northern Extension will not aid integration as it will not permit services between Leeds and Newcastle	2
East - LoR - Disagree with the proposed route between Wakefield and Leeds	3
East - LoR - Disagree with proposed route to be located between M1 and my property	2
East - LoR - Disagree with the proposed route through North East Derbyshire	4
East - LoR - Disagree with the route after crossing A632 and B6418	1
East - LoR - Disagree with the route through North West Leicestershire	3
East - LoR - Disagree with spur / extension / Northern Extension from Leeds to Church Fenton / York	11
East - LoR - Proposed route between West Midlands and Leeds is pointless / unnecessary / not required / not needed / not wanted	44
East - LoR - Proposed route is flawed / not sensible / not viable / not well thought out / unacceptable / has not covered all issues (e.g. curvature)	34
East - LoR - Proposed route is not sensible / not well thought out in Nottinghamshire	3
East - LoR - Proposed route is not sensible / not well thought out in Derbyshire	4
East - LoR - Eastern Leg going from Leeds to London via Birmingham adds unnecessary miles	1
East - LoR - Route is not direct enough / is too indirect / misses areas that require a station	7
East - LoR - Concerns about the proposed route through Derbyshire	3
East - LoR - Concerns that the areas along the route have not been surveyed sufficiently	3
East - LoR - Route has been designed by someone who does not know the East Midlands	1
East - LoR - The plans for the route have not taken enough consideration of / are not applicable to our topography / geography	3
East - LoR - Proposed route via Birmingham is longer than via East Coast Main Line	2
East - LoR - Proposed line is not needed because capacity freed on HS2 Phase 1 will be used by Midlands / North West traffic	2
East - LoR - Destruction caused by proposed route means it will be unsustainable	1
East - LoR - Proposed route will bypass Leicestershire	2
East - LoR - Unhappy with the route between the East Midlands hub and Meadowhall HS2 Station	1
East - LoR - Proposed route passes too close to Thrumpton	1
East - LoR - Proposed route was designed when speed and not capacity was the priority	3
East - Line of Route - Reasons to Neither Agree nor Disagree	4
East - LoR - There is no mention of the route change through Alfreton, Shirland and Chesterfield in the maps / website / consultation document	1
East - LoR - Constrained nature of M1 corridor means there are limited opportunities to revise route to reduce impacts	1
East - LoR - Proposed route will be no more visible than a previously proposed M1 / M6 widening scheme	2
East - Line of Route - Alternative Suggestions	206

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - LoR - The preferred spur to Leeds option (HSL21&22) and preferred link to ECML via Garforth (HSL17) provides a basis for the next phase to extend the HS line further North.	6
East - LoR - Have not considered running the line through urban North Staffordshire	1
East - LoR - High speed line should continue from Leeds to York where it could join the East Coast Main Line	3
East - LoR - Garforth route runs further north than Castleford route, allowing capacity to extend high speed section further north	1
East - LoR - New suggestions relating to Garforth and Castleford should be assessed using same criteria as preferred proposals	1
East - LoR - Alternative route suggested by Alec Shelbrooke MP would be more sustainable	1
East - LoR - Alternative route proposed by Alec Shelbrooke MP has been seen to be too costly by planners	1
East - LoR - Proposed route between West Midlands and Leeds should be ditched / scrapped / not go ahead / should not be built	12
East - LoR - Agree with Derbyshire County Council's proposal to link HS2 to the Midland Main Line south of Trent junction to bring HS2 into Sheffield Midland station	1
East - LoR - Active participation of Network Rail is essential to allay concerns of North East	1
East - LoR - Alternative route suggested from West of Wakefield / Barnsley to Sheffield	1
East - LoR - Support Leeds City Region's proposal of a spur to ECML and additional links with the existing network	1
East - LoR - Alternative route proposed by Alec Shelbrooke would pass through two freight terminals with engineered rail access	1
East - LoR - Alternative route 'West of Saxton - Towton Battlefield Ulleskelf - Bolton Percy' - Alternative Route 1 put forward by Church Fenton Says No to HS2 Action Group	1
East - LoR - Alternative route 'West of Saxton - Towton Battlefield Kirby Wharf/Ulleskelf - Bolton Percy' - Alternative Route 1a put forward by Church Fenton Says No to HS2 Action Group	1
East - LoR - Alternative Route 1/Route 1a/2 put forward by Church Fenton Says No to HS2 Action Group would be much cheaper	1
East - LoR - Alternative route 'East of Saxton - West of Barkson Ash Ulleskelf - Bolton Percy' - Alternative Route 2 put forward by Church Fenton Says No to HS2 Action Group	1
East - LoR - Alternative route 'North of Sherburn-in-Elmet - North of Little Fenton - South of Church Fenton - Ryther' - Alternative Route 3 put forward by Church Fenton Says No to HS2 Action Group	1
East - LoR - Oppose alternative route suggested by Alec Shelbrooke MP / route proposed by Alec Shelbrooke MP is unacceptable	2
East - LoR - Crossing River Soar valley south of Kegworth would align with existing mainline between Trent Junction and Kingston-on-Soar	1
East - LoR - Rerouting the line between Walton and Crofton would enable trains from Leeds / Bradford Forster Square / Skipton / York / Newcastle to serve East Midlands / via existing network (details specified in response)	1
East - LoR - Rerouting the line between Walton and Crofton would enable trains from Leeds / Bradford Forster Square / Skipton / York / Newcastle to serve London / via existing network (details specified in response)	1
East - LoR - Routing on the existing transport corridor through Rawmarsh then utilising the unused Midland route through the Dearne area will reduce impacts from construction	1
East - LoR - Proposed alternative route into Leeds via Churwell would have a negative impact on the communities of Churwell / Cottingley	1
East - LoR - Should route the line through the countryside / open fields to minimise impacts on towns / villages	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - LoR - Moving the line further east could allow expanding existing facilities in the Leeds area	1
East - LoR - Should extend the route / line north of York to serve North East England regional population centre	3
East - LoR - The proposed route should be put underground in North Warwickshire in order to mitigate the social and environmental impact	1
East - LoR - Alternative route from Sheffield Victoria to enter Leeds from the west (ref: Howard Dews report)	1
East - LoR - Alternative route to follow a more westerly route between Sheffield and Leeds (ref: Howard Dews report)	1
East - LoR - HSL07 would be more sustainable than HSL06	1
East - LoR - HSL07 would be cheaper than HSL06	1
East - LoR - Proposed route could be extended / Phase 3 could link Glasgow / Scotland via Newcastle	1
East - LoR - Would support extension of eastern leg to Scotland, if no impacts on ECML	1
East - LoR - Careful consideration must be made where the proposed route along the Doe Lea corridor between Hardwick Hall, Bolsover and Scarsdale Hall passes a site of historic interest close to the M1	1
East - LoR - Adverse impacts will need to be avoided / minimised / mitigated through detailed design process	2
East - LoR - Alternative routes for line into Leeds that have been put forward should be considered	1
East - LoR - Proposed route should be as low and flat through North Warwickshire as possible	1
East - LoR - Reference to Alasdair Beale's alternative route	1
East - LoR - Route planning should consider the impact of HS3	1
East - LoR - Route should be realigned to take it out of Stubbs Wood and Waterton Park Estate	1
East - LoR - Whatever route is selected should seek to minimise adverse impacts and maximise benefits	1
East - LoR - Eastern Leg should run more towards the East	1
East - LoR - Proposed route near Nottingham Road Bridge / East Junction should move freight despatch east (details specified in response)	1
East - LoR - Proposed route should not go near / stay away from South Yorkshire	1
East - LoR - Proposed route should follow the M1 avoiding Woodthorpe / Mastin Moor / Renishaw to re-join the proposed route at Spinkhill	1
East - LoR - Consider change of route to include station at / near Leicester	1
East - LoR - Consider change of route to include station at / near Rugby	1
East - LoR - A direct link to Leeds would have been preferable / increase strategic connectivity for Tees Valley	1
East - LoR - A stub on the eastern side of the 'Y' route could be added as part of Phase 1. This could reduce disruption when constructing Phase 2, and more importantly could provide early connection for class-compatible trains to destinations in the East Midlands region	1
East - LoR - Avoidance of the Carlton marsh nature reserve should be considered by slight route realignment	1
East - LoR - Need new line to bypass slow route between Sheffield and Leeds	1
East - LoR - Proposed railhead near Lea Marston will require mitigation	1
East - LoR - Route could be shortened to reduce costs and possibly journey times	1
East - LoR - Route should avoid most sensitive sites for wildlife	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - LoR - Section of high speed line north-south across Yorkshire should be delivered early to benefit a congested and slow section of the network	1
East - LoR - Should consider alternative route passing to west of Kegworth and rejoining preferred route to the West of Ratcliffe Power Station	1
East - LoR - Should consider alternative route suggested by North West Leicestershire District Council	1
East - LoR - The alternative route proposed by Barnsley Dearne and Dove Canals Trust would go through agricultural land and have access to the Crofton Rolling stock depot.	1
East - LoR - The interaction between the planned route for HS2 and the Winterset Dam and Cold Hiendley Reservoir will require adjustment	1
East - LoR - The interaction between the planned route for HS2 and the Worsborough Arm and Stairfoot Junction with the Dearne & Dove Main Line	1
East - LoR - Using or following the Midland main line north of Toton to Chesterfield may be less damaging, cheaper and simpler to build if speed of 250mph is provided for	1
East - LoR - Would be more cost-effective to build direct high speed link from East Midlands Parkway to the ECML somewhere North of Newark	1
East - LoR -Should consider further options for section of route between Barnsley and Wakefield	1
East - LoR - Route should follow M1 corridor from Meadowhall to Leeds either alongside open fields or in cuttings	2
East - LoR - An alternative route for the York Spur Route is needed / starting in Sheffield to provide more connected routes to Leeds / Doncaster / York	1
East - LoR - The main route from Birmingham should be changed and run directly into the centre of Sheffield to line into a fully integrated city centre rail / road transport interchange	1
East - LoR - Should reroute through Derbyshire High Peak to utilise old closed line / the former Cromford and High Peak Railway	1
East - LoR - The route from London to Leeds should leave London in a tunnel and follow the Midlands Main Line and then the M1	1
East - LoR - Route should follow old Midland Mainline	1
East - LoR - Proposed route should extend to Edinburgh on the East	5
East - LoR - Proposed route should run parallel to existing lines as it will provide the quickest route to London / rather than the M1	1
East - LoR - Should consider routing on the existing transport corridor through Rawmarsh then utilising the unused Midland route through the Dearne area	1
East - LoR - Alternative route from Tibshelf to Killamarsh (map attached) would have many benefits over the preferred route	1
East - LoR - Should not impact on the work of the Great Central Railway heritage group to extend the Great Central Railway	1
East - LoR - The line should follow the A38 corridor between Lichfield and Fradley	1
East - LoR - After Burton upon Trent the route could follow the River Trent / A50 towards Toton / avoiding the need to tunnel under the East Midlands Airport	1
East - LoR - Should use / recycle as much of the old / disused lines as much as possible	1
East - LoR - Trains would need to go back south of Leeds towards Woodlesford to go North / Scotland	1
East - LoR - An Alternative route / more viable route is available that will have less impact on our district	1
East - LoR - Should consider alternative route along existing motorway infrastructure	6
East - LoR - Proposed route should run alongside existing motorways / railways / transport corridors	10
East - LoR - Proposed route should run alongside existing motorways / railways / transport corridors to reduce destruction / impact	5

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - LoR - Proposed route should run alongside M42 / A42 / M1 throughout	5
East - LoR - Should consider an improved trans Pennine link from Manchester to Leeds	2
East - LoR - Should consider a line between Felixstowe and Holyhead	1
East - LoR - Should consider an alternative route along the existing M1 / A1 transport	6
East - LoR - Should consider alternative route proposed by Alec Shelbrooke MP / and others / would be a more practical route	9
East - LoR - Should consider direct line from Manchester to Leeds rather than Y branching	4
East - LoR - Should consider alternative route along existing railway line	5
East - LoR - Line of route should be reconsidered / as soon as possible to avoid further blight to properties	18
East - LoR - Line of route should be modified to address concerns of local interest groups	1
East - LoR - An alternative route alongside M1 may cause less disruption	5
East - LoR - Alternative route proposed by Alec Shelbrooke MP is better / less disruptive for communities along the line	5
East - LoR - Alternative option would have favourable acceleration / deceleration zones	1
East - LoR - Alternative proposal by local working group Lendf is preferable	2
East - LoR - Alternative route proposed by Leeds City Council would have less negative impacts	3
East - LoR - Manchester, Leeds and Liverpool need to be linked on an East to West connection	4
East - LoR - Route should go to major cities in the east of the country	2
East - LoR - Route should go West of Wakefield near the M1	1
East - LoR - Route should be further west of the M1 than proposed	3
East - LoR - Route would be better located on the East side of the M1	2
East - LoR - Should utilise the line between Castleford & Leeds	1
East - LoR - Direct link should be between Liverpool and Hull connecting Manchester / Sheffield / York	2
East - LoR - High speed line should stop at urban areas of Leeds and continue on existing classic tracks	1
East - LoR - Proposed route should follow the M1 through an industrial area as proposed by Alec Shelbrooke MP	3
East - LoR - Proposed line should be changed to follow the Killamarsh to Beighton / Sothall freight line	1
East - LoR - A straight line route should be achieved using modern engineering capabilities	1
East - LoR - Proposed route should run from Toton on or adjacent to existing Midland Main Line via Chesterfield and Sheffield to the Blackburn Valley	1
East - LoR - Proposed route should be realigned to accommodate alternative location of stations	2
East - LoR - Route should have a curve instead of ploughing through single dwellings in the middle of nowhere	1
East - LoR - Proposed route should be extended to allow travel to Scotland in the future	8
East - LoR - Route should serve city centre locations in the East Midlands / South Yorkshire / to support urban regeneration	1
East - LoR - Only agree provided that route eventually goes to Scotland	2
East - LoR - Proposed route should allow for a new high speed line on the East to connect to it in multiple places / where needed / to the Leeds spur	3
East - LoR - Careful consideration must be made where the proposed route between Hardwick Hall and Bolsover passes a site of historic interest close to the M1	2
East - LoR - Line should link more northern cities	5

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - LoR - Proposed route from M1 Junction 29 / Heath to a re-opened Sheffield Victoria should follow the track bed of the disused Great Central Main Line through Staveley / Renishaw / Killamarsh / Beighton Junction	1
East - LoR - Proposed route from Birmingham to M1 Junction 29 / Heath should run alongside the M1	1
East - LoR - Proposed route from Beighton Junction to Rotherham should run alongside the existing freight line	2
East - LoR - Proposed route from Rotherham to Swinton / Moorthorpe should run alongside the existing Dearne Valley rail line which has been reduced from 4 tracks to 2 tracks	1
East - LoR - Proposed route should run alongside the M1 to completely avoid East Midlands Airport / Long Eaton / Toton / Erewash Canal	1
East - LoR - Proposed route should run from Manchester to Leeds / Edinburgh with improved links to Darlington / Newcastle / Carlisle / other destinations	2
East - LoR - Proposed route should utilise the well defined / engineered alignment of the former / abandoned Midland Main Line from Royston to Normanton	3
East - LoR - Proposed route extension to Woodlesford / York should be abandoned	3
East - LoR - Routing the track through the grounds of the Ratcliffe on Soar power station will eliminate the need for a tunnel under East Mids Airport making cost savings	1
East - LoR - Routing the track through the grounds of the Ratcliffe on Soar power station will eliminate the need for a viaduct over the river Soar making cost savings	1
East - LoR - Should consider alternative route through North Warwickshire farmlands to Leeds	2
East - LoR - Alternate route to Manchester along existing London, Midland and Scottish (LMR) rail between Matlock and Buxton could be used whilst main line through Birmingham is upgraded	2
East - LoR - Information is required as to why HSL06 route chosen over route HSL07 / why sifting criteria not fully followed	1
East - LoR - Route HSL07 should be the selected route instead of route HSL06	1
East - LoR - The line could go directly from London to the M1 corridor, or split from Phase 1 around Brackley	1
East - LoR - To efficiently relieve the ECML capacity and reduce congestion the new HS2 line needs to pass closer to the destination affected	1
East - LoR - Proposed route should use existing transport corridors / redundant railways	1
East - LoR - Using existing transport corridors / redundant rail lines would move the proposed route nearer towards the existing rail corridor	1
East - Width of Route (WoR)	1
East - Width of Route - Reasons to Neither Agree nor Disagree	1
East - WoR - The wide corridor could allow for a revised route over the River Trent	1
East - Width of Route - Alternative Suggestions	1
East - WoR - The wide corridor will permit greater flexibility when considering the local road layout	1
East - Stations (Sta)	67
East - Stations - Reasons to Agree	1
East - Sta - The proposed stations are located in optimal positions through three main regions for the high speed line	1
East - Stations - Reasons to Disagree	45
East - Sta - Existing stations are already in place	2
East - Sta - Access to key centres in Sheffield / Nottingham / Derby / Birmingham city regions will be instrumental to ensuring the success of HS2	1
East - Sta - Exaggerated / manipulated passenger numbers have been used as an excuse to reduce / limit the number of local stations	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Sta - Proposed stations are remotely / inconveniently / poorly located	1
East - Sta - It is vital that there is key connectivity between new stations and neighbouring areas	1
East - Sta - New station at Stanton is not linked to key services/good road links of Derby and Nottingham	1
East - Sta - Proposed stations leave West Yorkshire / South Yorkshire / East Midlands centres bypassed	1
East - Sta - Lack of intermediate stations means that accessing areas to the North would be slower / quicker by car	4
East - Sta - Proposed station is in a poor location / position	5
East - Sta - HS2 stations are too far from existing rail infrastructure	4
East - Sta - Proposal does not include any HS2 stations in Derbyshire	5
East - Sta - Proposed route does not stop in a sensible destination such as Sheffield	1
East - Sta - There are no existing railway stations in North West Leicestershire and proposed route does not include any new stations	3
East - Sta - Out of town stations are a bad idea / concept of out of town stations is flawed / disagree with out of town stations / do not benefit the region / concept was an unpopular solution at Ebbsfleet	16
East - Sta - Having to change trains will discourage use of out of town stations	2
East - Sta - Having to drive / park will discourage use of out of town stations	2
East - Sta - Reasons as to why proposed locations are to be located only between Derby and Nottingham / Sheffield Meadowhall / Leeds are not clear	2
East - Sta - Proposed route cannot make use of existing stations	1
East - Sta - Remote locations of proposed stations discourage use of public transport	1
East - Sta - Building HS2 stations which require additional travel to existing stations is not logical	2
East - Sta - The proposed stations on the Eastern leg does not benefit York to Leeds commuters or Leeds to Manchester commuters	1
East - Stations - Reasons to Neither Agree nor Disagree	1
East - Sta - Passengers will need to continue accessing trains from Birmingham or London because there is no proposed station location between the cities	1
East - Stations - Alternative Suggestions	31
East - Sta - The impact of the operation of the proposed stations should be further investigated	1
East - Sta - Final proposals should include reassurances that Sheffield / Nottingham / Derby / Birmingham City regions have first rate connectivity to their regional partners/ not dominated by a London focus	1
East - Sta - Decision about location of station needs to be made quickly to allow time for wider infrastructure to be fully developed	1
East - Sta - Should have an additional station in Selby	1
East - Sta - Should have a station in one of the East Midlands cities / not an outpost	1
East - Sta - Con - DfT/HS2 Ltd should work with stakeholders to ensure high quality egress/accessibility/connectivity to and from HS2 stations Leeds New Lane, Sheffield Meadowhall and Toton stations	1
East - Sta - It is necessary for platform lengthening on the Sheffield to Leeds line (via Barnsley) to accommodate longer trains	1
East - Sta - Should improve / provide additional capacity at Darlington Station	1
East - Sta - Stations need further investment to ensure they are fully integrated	1
East - Sta - Location of stations should be reconsidered	3
East - Sta - Should upgrade existing stations	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Sta - Having no stations is preferable to having out of town stations	2
East - Sta - Stations should be located in city centres	15
East - Sta - There should be a station in North West Leicestershire if the route has to go through that area	1
East - Sta - Faster / improved services on the existing East Coast Main Line to London would discourage people from using proposed out of town stations	1
East - Sta - Faster / improved services on the existing Midland Main Line to London would discourage people from using proposed out of town stations	1
East - Sta - Should have a station on the Nottingham to Derby line	1
East - Sta - Should have a station on the Loughborough to Alfreton line	1
East - Tunnels (Tun)	27
East - Tunnels - Reasons to Disagree	6
East - Tun - Concerns about the gradient of tunnels in Athersley nr Barnsley	1
East - Tun - concerns about the difficulties of tunnelling through disused / abandoned mines	3
East - Tun - Tunnelling near disused mines in South Yorkshire / North Derbyshire could add to level of subsidence in the area	2
East - Tunnels - Alternative Suggestions	22
East - Tun - Extra tunnels should not be built to appease Not In My Backyard (NIMBYs)	1
East - Tun - Tunnelling route along M1 would save time	1
East - Tun - Impacts on Swaithe wood could be mitigated by using a tunnel	1
East - Tun - Tunnels should be used where possible to minimise impacts and be integrated into landscape as proposed through Strelley Conservation Area	1
East - Tun - Use of tunnels should be reconsidered	5
East - Tun - Use of tunnels where possible is preferred	5
East - Tun - Should use the same amount of tunnels as on the nearby motorways	1
East - Tun - Should choose an alternative route that does not tunnel under houses at a shallow depth	1
East - Tun - Having a tunnel will significantly reduce the environmental impact on my property	1
East - Tun - Having a tunnel would significantly reduce the environmental impact on my family / neighbours	1
East - Tun - Proposed route running close to houses should be in tunnels to reduce disruption	1
East - Tun - Should consider using more tunnels along the route	6
East - Depots (Dep)	6
East - Depots - Reasons to Disagree	2
East - Dep - Proposed freight depot will require a lot of work	2
East - Depots - Reasons to Neither Agree nor Disagree	1
East - Dep - Lack of detailed knowledge / understanding of local impact / mitigation	1
East - Depots - Alternative Suggestions	3
East - Dep - Proposed depots should be located in areas currently suffering economic decline	1
East - Dep - Locations of proposed depots should be reconsidered / need more thought	2
East - Dep - Maintenance depots should be built on brownfield land / sites	1
East - Cuttings (Cut)	6
East - Cuttings - Reasons to Disagree	2
East - Cut - Concerns about the cutting outlined in 9.4.7	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Cuttings - Alternative Suggestions	4
East - Cut - Cuttings should be used where possible to minimise impacts and be integrated into landscape as proposed through Strelley Conservation Area	1
East - Cut - Should consider using more cuttings along the route	3
East - Viaducts & Bridges (VB)	33
East - Viaducts & Bridges - Reasons to Disagree	17
East - VB - The use of viaducts will be visually intrusive / spoil the aesthetics of the countryside / be an eyesore	4
East - VB - Disagree with the proposed route because it involves viaducts	4
East - VB - Constructing bridge over River Trent & Soar floodplains is an unnecessary risk	1
East - VB - Viaduct at Bodymoor Heath is not needed	1
East - VB - Viaduct will create a wind tunnel	1
East - VB - Concerns regarding negative effect / impact / disruption from a proposed viaduct / close to my property	7
East - Viaducts & Bridges - Reasons to Neither Agree nor Disagree	2
East - VB - All bridges and other structures crossing watercourses are subject to flood defence consent	1
East - VB - Proposed bridge over A610 is not mentioned in the proposal	1
East - Viaducts & Bridges - Alternative Suggestions	14
East - VB - Remove the need for the Nottingham Road bridge to be rebuilt and would solve the difficulties of closing 2 vital east/west level crossings and finding an acceptable solution.	1
East - VB - The proposed viaducts over the Rivers Trent / Soar / Erewash must have a minimal impact on flood flow routes / flood compensation storage	1
East - VB - Impacts on construction of Deep Lane and Jumble Lane bridges (on the M1) need to be mitigated against	1
East - VB - Viaducts / bridges / structures should blend in to the existing natural surroundings	2
East - VB - Avoid low bridges/ diversionary routes	1
East - VB - Design bridges to prevent suicides	1
East - VB - The northern end of the viaduct at Winsett will need to be extended by 10-15m to allow for vehicular access.	1
East - VB - Viaducts across the flood plains of the River Soar & River Trent could be iconic structures if well designed and sympathetically integrated into the landscape.	1
East - VB - Viaducts throughout the route in North Warwickshire should be lowered wherever possible / would reduce costs	1
East - VB - Bridges should be kept low / no higher than those for M42	3
East - VB - Should consider a viaduct along / over M1 to cause less disruption	1
East - VB - Northbound trains should use the under-used existing rail line between Moorthorpe and Church Fenton with flyovers to serve coal trains in Knottingley / Ferrybridge	1
East - Ventilation Shafts (Vent)	1
East - Ventilation Shafts - Alternative Suggestions	1
East - Vent - Use of ventilation shafts is preferred	1
East - Drainage (Dr)	4
East - Drainage (Dr) - Reasons to Disagree	4
East - Dr - Proposed route will not benefit drainage problem in the local area	3
East - Dr - Landowners / occupiers of the agricultural land have concerns regarding the impact of the proposed route on the natural / manmade drainage network	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Drainage (Dr) - Alternative Suggestions	1
East - Dr - To mitigate negative effects on drainage network should ensure that there is a clear route for water to pass from one side of the railway to the other	1
East - Tracks & Power (TP)	23
East - Tracks & Power - Reasons to Disagree	4
East - TP - Accepted / forthcoming / 2019 proposals / plans to electrify the Midland Main Line will further improve journey times	4
East - Tracks & Power - Reasons to Neither Agree nor Disagree	1
East - TP - Midland Main Line has never been electrified due to high cost	1
East - TP - Midland Main Line has never been enlarged due to high cost	1
East - Tracks & Power - Alternative Suggestions	18
East - TP - The alternative to HS2 is to double up / increase to 8 tracks on the East Coast Main Line including through the tunnels	1
East - TP - The gauge of the tracks from Castleford to Leeds could be easily enhanced / upgraded	2
East - TP - Tracks should be kept as simple as possible at Leeds to allow further extension North	1
East - TP - Could the railway at Meadowhall be double-decker matching the double-decker motorway and therefore provide a more direct bypass route	1
East - TP - Should consider electrifying existing lines	3
East - TP - Money could be better spent improving / electrifying the Midlands Main Line	4
East - TP - Money could be better spent improving / electrifying the East Coast Main Line	4
East - TP - Electrification of Midlands Main Line could initiate advance works and minimise disruption to MML services	3
East - TP - Should use continental gauge of Great Central for up to 10 miles North towards Stocksbridge	1
East - Junctions (Jn)	3
East - Junctions - Reasons to Disagree	1
East - Jn - Proposed route lacks physical junctions to enable trains to run through between the existing rail network / HS2	1
East - Junctions - Alternative Suggestions	2
East - Jn - Option 1 would reduce journey times / costs / visual impacts / not impact existing services	1
East - Jn - Option 2 would reduce journey times / costs / visual impacts	1
East - Jn - Option 3 would reduce costs / visual impacts	1
East - Jn - Option 1 to avoid high speed grade separated junction at Church Fenton: flyover for swapping Leeds and Normanton Lines	1
East - Jn - Option 2 to avoid high speed grade separated junction at Church Fenton: flyover for Down Leeds and double parallel crossover	1
East - Jn - Option 3 to avoid high speed grade separated junction at Church Fenton: flyover for Down Leeds, Up Leeds and Down Normanton	1
East - Jn - Option 6 to avoid high speed grade separated junction at Church Fenton: flyovers for swapping Leeds and Normanton Lines, with additional moves	1
East - Jn - Should have a junction to the West Coast Main Line where the proposed Eastern arm of the route and M42 cross the West Coast Main Line	1
East - Embankments (Emb)	5
East - Embankments - Reasons to Disagree	1
East - Emb - The side slopes assumed for earth structures will not be appropriate in some areas	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Embankments - Alternative Suggestions	5
East - Emb - Embankments throughout the route in North Warwickshire should be lowered wherever possible / would reduce costs	1
East - Emb - Route is likely to run on an embankment to avoid Doe Lea Flood plain increasing visual/noise impacts	2
East - Emb - Tapered embankments are preferable	1
East - Emb - Should consider using an embankment for the proposed route section at the River Erewash flood plains	1
East - Environment	419
East - Landscape & Visual (LV)	148
East - Landscape & Visual - Reasons to Agree	2
East - LV - Landscape / visual impacts of route from Sandy Hill to Tibself with Derby option would be minor	1
East - LV - Route from Birchmoor to Sandy Hill with Derby option will run along low embankment / shallow cutting / empty countryside / have minor impact on landscape character	1
East - LV - Proposed route will minimise the impact HS2 will have on surrounding landscape	1
East - Landscape & Visual - Reasons to Disagree	125
East - LV - Proposed route will impact on North West Leicestershire where National forest has been established	9
East - LV - Proposed route will have a negative visual impact on the village of Tonge	2
East - LV - Route will destroy large section of rural North Warwickshire	2
East - LV - Concerns about the roads and visual impact of construction around Staunton Harold Church	1
East - LV - Proposed embankment across floodplain of River Soar north of Kegworth is likely to cause moderate visual impact	1
East - LV - Proposed route crosses Trent Valley on high viaduct / will have a moderate impact on landscape character / visual impact	1
East - LV - Proposed route from Birchmoor to Long Eaton diverges from A42 and crosses open countryside / causes landscape impact	1
East - LV - Size of cuttings / embankments planned will be devastating to the landscape between Marston and East Midlands Airport	1
East - LV - Proposed route will disturb / damage / destroy countryside in North Warwickshire	5
East - LV - Concerns about visual impact of HS2 for people living close to the M1	2
East - LV - Proposed route will be an unnecessary eye-sore	2
East - LV - Concerns regarding potential impact of construction phase on landscape	1
East - LV - Do not accept that presence of transmission cables make the Doe Lea Valley the right place for far more visually intrusive project	1
East - LV - HS2 are underestimating the quality of landscape in Trent Valley	1
East - LV - Impact on Swaithe Wood is dramatic/ isolates Swaithe Hall and Swaithe Hall Farm	1
East - LV - Presence of electricity transmission cables and pylons does not justify damaging highly valued Doe Lea Valley	1
East - LV - Concerns about the visual impact of the proposed section of route between Meadowhall & Cold Hiendley	1
East - LV - Proposed route goes through areas of natural beauty	5
East - LV - Route will destroy / disrupt areas of natural beauty	13
East - LV - Route will disturb / damage / destroy surrounding countryside / land	40

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - LV - Proposed route will devastate / cause permanent / irreversible damage to the countryside	8
East - LV - Route will disturb / damage / destroy a lot of countryside in Leicestershire / North West Leicestershire	7
East - LV - Route will disturb / damage / destroy a lot of countryside east of Leeds	3
East - LV - Route will disturb / damage / destroy a lot of countryside in Derbyshire	2
East - LV - Planned infrastructure will impact on the landscape	8
East - LV - Route will impact on National Parks	2
East - LV - People in North West Leicestershire area will have to suffer an eyesore despite not having a HS2 station	1
East - LV - Proposed route will be an eye-sore as it runs so close to the motorway in a rural landscape	6
East - LV - The proposed route will impact on the view from my property	4
East - LV - Proposed route runs through rural areas / areas without rails	1
East - LV - Route will affect / destroy areas around town / cities	1
East - LV - Further destruction of the UK countryside is unacceptable	4
East - Env - Proposed route will further blight / damage the environment	4
East - LV - Proposed route does not consider / notice the effect on land layout	1
East - LV - Rail infrastructure should not be improved at the expense of natural areas	2
East - LV - Proposed route will destroy parks in Warwickshire	2
East - Landscape & Visual - Alternative Suggestions	29
East - LV - Early implementation of landscaping where possible	1
East - LV - Advanced mitigation should be sought before HS2 is there	1
East - LV - HS2 should be seeking to contribute to the quality of landscapes in the Trent Valley	1
East - LV - Mitigate landscape impacts on Derbyshire/ Nottinghamshire/ Youth Yorkshire Coalfield National Character Areas	1
East - LV - Need to consider visual impacts on public rights of way/ greenways/ country sites	1
East - LV - Should consider modifications to route to reduce visual / landscape / cultural impact of route between Sutton Scarsdale Hall and Bolshover Castle	1
East - LV - Should consider modifications to route to reduce visual impact	1
East - LV - Visual intrusion of the line should be mitigated for people along the route adjacent to and east of M42/A42, and also in semi-rural sections from Toton to Staveley	1
East - LV - Considering lowering the line to reduce the visual impact	2
East - LV - It should be possible to reduce visual impacts for parts of the line between viaducts and on viaducts	1
East - LV - Should consider possible ways to reduce visual impacts for parts of the line between viaducts / on the viaducts	2
East - LV - The creation of a bund using excess material could assist in mitigating visual impact of HS2 / M1 / allowing deposition of excess material close to the route / reducing journeys / costs	1
East - LV - Efforts should be made to reduce visual impact	3
East - LV - Improving existing lines will reduce the impact on landscape between Water Orton and Toton	1
East - LV - There should be early implementation of landscaping where possible	1
East - LV - Should consider alternative route to minimise destruction	3
East - LV - Should consider having the route following existing lines and be tunnelled to avoid damage to rural landscape / Pennines	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - LV - Route should not endanger any area of natural beauty	2
East - LV - Consider having more tunnels along the route to reduce the visual impact	4
East - LV - Consider having more cuttings along the route to reduce the visual impact	3
East - LV - Proposed route should run alongside existing motorways / railways for better screening	1
East - LV - Landscape should be protected where possible	3
East - Biodiversity & Wildlife (BW)	116
East - Biodiversity & Wildlife - Reasons to Agree	2
East - BW - HS2 have taken into account the most highly valued ecological sites/ SSSI's	1
East - BW - Proposed route avoids a Site of Special Scientific Interest / SSSI at Bowland Bridge	1
East - Biodiversity & Wildlife - Reasons to Disagree	99
East - BW - Concerns over the loss of / damage to locally important habitats / species at Carlton Marsh nature reserve	1
East - BW - Concerns over the loss of ancient / non replaceable woodland in Wombell wood	1
East - BW - HS2 cuts through the Dearne Valley Nature Improvement Area / and Living Landscape Area	1
East - BW - HS2 takes land and goes through Carlton marsh nature reserve	1
East - BW - HS2 takes land from and goes through the edge of Wombwell wood	1
East - BW - HS2 will create a barrier to ecological networks including some being developed / in the Dearne Valley Nature Improvement Area / and Living Landscape Area	1
East - BW - Proposed route will have negative impact on wildlife in the Trans Pennine Trail	2
East - BW - Route crosses the Nature Improvement Area at Dearne Valley	1
East - BW - Proposed route will negatively impact / destroy / harm ancient woodlands in Staffordshire	1
East - BW - Likely fragmentation / damage to woodlands / hedgerows / water courses	1
East - BW - Route from Birchmoor to Sunny Hill with Derby option could directly affect an SSSI	1
East - BW - The likely effects on ancient woodland, esp. Smithy Wood (which is specially protected, irreplaceable, cannot be mitigated effectively) are totally unacceptable	1
East - BW - 24 Local Wildlife Sites will be impacted by the proposed route in Nottinghamshire	1
East - BW - Biodiversity impacts mean that route contradicts Government policy	1
East - BW - Buwell Wood SSSI will be negatively impacted by proximity of proposed route	1
East - BW - Great Crested Newts/ Birds/ Water Vole in Annesley Woodhouse Quarries SSSI will be negatively impacted by proposed route	1
East - BW - Negative biodiversity impacts on Magnesian Limestone Living Landscape area in Nottinghamshire	1
East - BW - Negative impacts on biodiversity at Strelley Hall/ Thrumpton Hall local wildlife sites	1
East - BW - Proposed route contravenes biodiversity policies of Rushcliffe/ Broxtowe/ Nottingham City/ Gedling/ Ashfield	1
East - BW - Proposed route will negatively impact / destroy / harm ancient woodlands in Yorkshire/ Nottinghamshire	1
East - BW - Robbinetts SSSI will be negatively impacted by proximity of proposed route	1
East - BW - Sellers Wood SSSI will be negatively impacts by proximity of proposed route	1
East - BW - Proposed route will impact on 43 Biodiversity Action Plan Habitats of Principal Importance on the Eastern Leg	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - BW - Ancient woodland in NW Leicestershire will be lost / damaged by route	1
East - BW - Concerns for the impact on wildlife in North West Leicestershire including Great Crested Newts / bats / badgers	1
East - BW - Proposed route will have a negative impact on ancient hedgerows	1
East - BW - Proposed route / viaduct over M42 passes close to / will impact Cliff Wood in Warwickshire during construction	2
East - BW - 10.2 hectares of accessible woodland might be lost within and close to route	1
East - BW - 79.1 hectares of woodland might be lost within and close to route	1
East - BW - 8.8 hectares of ancient woodland might be lost within and close to route	1
East - BW - Proposed route / embankment passes close to / will impact Freesley Green in Warwickshire during construction	1
East - BW - Proposed route directly / indirectly effects ecological networks / twelve potential / Local Wildlife sites in Warwickshire	1
East - BW - Proposed route passes close to / will impact The Woodlands in Warwickshire during construction	1
East - BW - Proposed route will affect ancient woodland in Nottinghamshire / Sherwood / Bulwell Wood	1
East - BW - Concerns regarding potential impact of construction phase on conservation areas	1
East - BW - Daniel Hartley Wood - Concern for loss of ancient woodland	1
East - BW - Impact of proposals on the habitat has not been properly assessed	1
East - BW - Impacts on Stubbs Wood are unacceptable	1
East - BW - Proposed route / embankment passes close to / may indirectly impact Bramcote Covert	1
East - BW - Proposed route / embankment passes close to / will impact Dosthill Tip in Warwickshire during construction	1
East - BW - Proposed route / embankment passes through / will cause loss of grassland / woodland habitat at Alvecote Buffer	1
East - BW - Proposed route will affect ancient woodland in North Warwickshire / Bramcote Covert / Dunton Coppice	1
East - BW - Proposed route will affect ancient woodland in North West Leicestershire / Birch Coppice / Breedon Cloud Wood / Rough Park / Smooth Coppice Wood	1
East - BW - Proposed route will damage SINC's / woodlands in North Yorkshire / Haighs Grass Site / Middle Fox Covert	1
East - BW - Proposed route will have adverse impact / cause habitat loss / hydrological disruption / noise / visual disturbance on Tame Valley / River Tame	2
East - BW - Proposed route will impact on habitats within the Anker Valley / Alvecote Pools SSSI	1
East - BW - Proposed route will impact Woodhouse Washlands	2
East - BW - Reference to submission by Yorkshire Farming and Wildlife Partnership (appendix to 740000258)	1
East - BW - Ringhay Wood - Concern for loss of ancient woodland	1
East - BW - Risk to Nottinghamshire Wildlife Trust reserve sites / Sellers Wood SSSI / Bulwell Wood SSSI / calcareous grassland sites	1
East - BW - The Reed bed/ rich grassland habitat at Rabbit Ings will be lost	1
East - BW - There are other areas of ecological connectivity which will be affected by the proposed route	1
East - BW - There are other sites of biodiversity value also affected by the proposed route	1
East - BW - Impact on wetlands habitat around the River Calder, HalfMoon oxbow lake and canal.	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - BW - Route will disturb / damage / destroy flora / fauna / wildlife in Derbyshire	1
East - BW - Proposed route plan does not consider the effect on wildlife / route will / may impact upon wildlife habitat / reserves	19
East - BW - Route will destroy wildlife habitat / reserves / unjustified impact on natural habitats	22
East - BW - Proposed route will damage nature reserves in Nottinghamshire	2
East - BW - Proposed route will damage nature reserves in South Yorkshire	2
East - BW - Proposed route will damage nature reserves in West Yorkshire	4
East - BW - Proposed route will negatively impact / destroy / harm ancient woodlands in Yorkshire	2
East - BW - Protection will not prevent the sensitive wildlife / delicate ecosystems in Warwickshire from being affected	1
East - BW - Proposed route will have a negative impact on local wildlife	14
East - BW - Proposed route will have a negative / irreversible impact on valuable wildlife habitats / 12 local wildlife sites in South Yorkshire	2
East - BW - Proposed route will have a negative impact on local ecology	5
East - BW - Route will affect / disturb Sites of Special Scientific Interest (SSSI)	6
East - BW - Proposed route will destroy Special Sites of Scientific Interest (SSSI) in Warwickshire	3
East - BW - Ancient woodland is irreplaceable	3
East - BW - Route will impact upon / destroy woodland / ancient woodland / the National Forest	16
East - BW - Concerns regarding route going through parts of national forest	3
East - BW - Route will impact on ancient woodlands in North East Derbyshire	2
East - BW - Proposed route will lead to acres of woodland being lost	1
East - BW - Proposed route will destroy diverse species in Wombwell Woods a Special Site of Scientific Interest (SSSI)	1
East - Biodiversity & Wildlife - Reasons to Neither Agree nor Disagree	2
East - BW - Proposed route from Birchmoor to Long Eaton is within 2km of 11 SSSIs / SSSIs could be affected indirectly although impact unlikely	1
East - BW - Proposed route from Sandiacre to Tibshelf will be within 2km of an SSSI although adverse effects unlikely	1
East - BW - unlikely there will be significant direct biodiversity impact at Calke Abbey	1
East - Biodiversity & Wildlife - Alternative Suggestions	25
East - BW - Impact on Tame Valley Partnership Scheme should be taken into account / Partnership should be consulted	1
East - BW - Mitigation of the loss of Wombwell ancient woodland / ecological wood land would be necessary / by creating new woodland / scrub planting / species-rich grassland / heath (local priority habitats) adjacent to the local wildlife site	1
East - BW - There should be advance delivery of tree planting along the HS2 eastern leg corridor	1
East - BW - Compensation will be required for other areas of Biodiversity value / disruption to ecological activity	1
East - BW - Wildlife mitigation plans should be used to create green infrastructure assets and green corridors to link wildlife areas	1
East - BW - Should seek to mitigate/ compensate for impacts on biodiversity	1
East - BW - Proposed spur off Birmingham to Derby line will affect an area of ancient woodland and appropriate action is required	1
East - BW - Mitigate greatest ecological impacts where crossing rivers/ Trent/ Erewash/ Doe Lea/ Rother/ canals	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - BW - Mitigate impacts on wildlife sites/ nature reserves/ habitats/ Greenways	1
East - BW - Must ensure a minimum continuous through-route for Greenways/ Trails/ Canals	1
East - BW - Necessary to mitigate to impact on the Carlton marsh nature reserve	1
East - BW - New forests could be planted in areas of land isolated by route	1
East - BW - A full environmental assessment should address the areas biodiversity value / ecological activity	1
East - BW- Plans should include habitat enhancement along the Trans Pennine trail and Leeds County Way	1
East - BW - Reroute HS2 to avoid and protect ancient woodlands / wildlife / hedgerows / flora and fauna	11
East - BW - Should have no loss to woodlands	1
East - BW - Should consider the impacts on nature reserves / parks in West Yorkshire	2
East - BW - Should try to reduce impacts on nature reserves / parks in West Yorkshire	2
East - BW - Alternative route proposed by Alec Shelbrooke MP is better / less disruptive for the wildlife population	2
East - BW - Alternative routes do not avoid a Site of Special Scientific Interest / SSSI at Bowland Bridge	1
East - Cultural Heritage (CH)	44
East - Cultural Heritage - Reasons to Agree	1
East - CH - Direct impacts on Calke Abbey are unlikely to be substantial	1
East - Cultural Heritage - Reasons to Disagree	36
East - CH - Proposed route will cut through Thrumpton Conservation area	2
East - CH - Proposed route north of Toton will cut through conservation areas	2
East - CH - Proposed route will impact / setting of Newland Preceptory	1
East - CH - Concern about HS2's impact on Bentinck Void in Ashfield	1
East - CH - Calke Abbey will be affected	1
East - CH - Calke Abbeys atmosphere will be affected	1
East - CH - do not anticipate any direct impact on archaeology and built heritage at Calke Abbey	1
East - CH - Staunton Harold Church will be affected	1
East - CH - The visitor experience at Calke Abbey will be affected	1
East - CH - The visitor experience at Staunton Harold Church will be affected	1
East - CH - Historic views around Bolsover / between Sutton Scarsdale and Bolsover Castle will be lost due to embankment	1
East - CH - Loss of Meer Bridge will result in substantial harm	1
East - CH - Proposed route involves destroying Roman Site on Red Hill Scheduled Monument	1
East - CH - Route will impact Grade 1 Listed Holy Trinity Church in Nottingham	1
East - CH - Route will impact on Trowel Hall	1
East - CH - The line crosses the Middleton railway close to it's historic conclusion	1
East - CH - Proposed distance of the track from listed buildings / historic sites is insufficient	1
East - CH - Route will / may affect / disturb historic areas / heritage assets / historic buildings	13
East - CH - Route will / may affect / disturb historic areas / heritage assets / landmarks in Derbyshire	3
East - CH - Route will disturb / damage / destroy areas of conservation in Leicestershire	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East - CH - Proposed route will have a negative effect / damage Grade II listed buildings in North West Leicestershire	1
East - CH - Proposed route goes through conservation areas	3
East - CH - Route does not meet objectives of / satisfy the Council for British Archaeology	1
East - CH - Route will destroy Grade II listed church / Ruins of Heath Old Church in Derbyshire	5
East - CH - Route will destroy ancient Roman temple in Nottinghamshire	1
East - CH - Proposed route will destroy museums in Warwickshire	1
East - CH - Proposed route will destroy Listed Buildings in Warwickshire	1
East - CH - Mention of property being building of interest / listed / ancient	1
East - CH - Putting at risk ancient monuments in name of development is unacceptable	2
East - CH - Proposed route may / would negatively affect / demolish Grade II Listed Milepost 400 metres South East of Junction with Netherfield Lane	1
East - Cultural Heritage - Reasons to Neither Agree nor Disagree	1
East - CH - Staunton Harold Church is unlikely to be affected	1
East - Cultural Heritage - Alternative Suggestions	15
East - CH - Significant potential impacts on Canal Wharf Conservation area require further assessment	1
East - CH - Should consider impact along the line of route, particularly at places of historic significance	1
East - CH - Environmental Impact Assessment should consider visual impact on monuments eg. Newland Preceptory, a possible henge site and Grims Ditch.	1
East - CH - Mitigate/ offset impacts on Heath Old Church	1
East - CH - Options to retain Meer Bridge should be fully explored	1
East - CH - Should conduct a detailed assessment of designated and undesignated archaeological assets in West Yorkshire, starting with desk based research	1
East - CH - Thrumpton Hall should be given equal consideration to Hardwick Hall	1
East - CH - Should consider relocation / reconstruction of ruins of Heath Old Church in Derbyshire	1
East - CH - Conservation areas need more protection	3
East - CH - Proposed route should avoid historic / listed structures	4
East - CH - Proposed access to maintenance depots should avoid historic structures	1
East - CH - Proposed route should avoid / re-route around Grade II / Listed Buildings	3
East - CH - Should retain all Grade II listed building along the proposed route	2
East - CH - HS2 should provide funding to restore Grade II listed buildings along the proposed route	1
East - CH - Route should not impact on sites of national heritage	1
East - Noise & Vibration (NV)	132
East - Noise & Vibration - Reasons to Agree	2
East - NV - HS2 will not make a lot of noise / will be quiet	2
East - NV - HS2 will not be as loud as current / existing ambient noises	1
East - NV - Noise impact has been dealt with in a professional / objective way	1
East - Noise & Vibration - Reasons to Disagree	108
East - NV - Buwell Wood SSSI will be negatively impacted by noise/ vibration/ disturbance due to proximity of proposed route	1
East - NV - Haven't considered the noise and vibration on fauna as a result of the route	1
East - NV - Anticipate indirect noise during construction and operation at Calke Abbey	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - NV - Staunton Harold Church will be affected as it is within 3km of the route	1
East - NV - Noise from the proposed route will have a negative impact on North East Derbyshire	1
East - NV - Concerns about noise levels in areas shown in map HSL09 / levels should be mitigated a much as is possible	1
East - NV - Concerns about vibration cause by HS2 to properties close to the M1 / damage to the sub structure of properties	1
East - NV - Noise pollution would affect the standard of teaching at schools when the line passes	1
East - NV - HS2 will bring noise / vibration to tranquil village of Woodthorpe	1
East - NV - People will be exposed to railway noise for 18-hour daytime period	1
East - NV - Twenty trains an hour in each direction will generate continuous noise	1
East - NV - Eight times as many dwellings will suffer noise impacts on the Eastern leg than the Western leg	1
East - NV - Concerns that noise is the only factor considered in choosing route HSL06 over HSL07	1
East - NV - Noise from the line will affect / impact upon people along the route	23
East - NV - Noise from the line will affect / impact upon the quiet / tranquillity / peace of the countryside	4
East - NV - Effect of noise / vibration from proposed line will be noticed by local residents	3
East - NV - Increased noise pollution from HS2 will make it unbearable to live here / in my property	7
East - NV - Proposed route will have a severe noise impact on our village after completion	3
East - NV - I / we will be affected by the noise pollution / long term noise pollution	17
East - NV - Route will affect / disturb peaceful / quiet areas	6
East - NV - Noise will have a substantial impact on local communities / houses during construction and operation	6
East - NV - Light pollution will have a substantial impact on local communities / houses during construction and operation	1
East - NV - Light pollution will have a substantial impact on the environment during construction and operation	1
East - NV - Concerns regarding noise impact of trains	15
East - NV - Concerns regarding vibration of trains / damage caused by vibration	7
East - NV - HS2 will exacerbate noise pollution from M1 / recent widening of M1 / increased traffic on M1	10
East - NV - People in North West Leicestershire area will have to suffer noise impact despite not having a HS2 station	5
East - NV - Attempts to mitigate noise are never 100% successful	2
East - NV - Proposed method of noise reduction is not adequate	3
East - NV - There is no mention of noise abatement measures about proposed bridge over A610	1
East - NV - Noise impact due to proposed route running over an embankment is not acceptable	4
East - NV - Proposed route running over an embankment rather than at ground level / cutting will increase noise impact at daytime	2
East - NV - Noise pollution will increase over time as tracks get old / land settles	1
East - NV - Noise will have a substantial impact on the environment during construction and operation	8
East - NV - 7800 homes will experience a noticeable noise impact from the proposed route	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - NV - Amount of noise disturbance during / after completion needs to be weighed up against the gain of a few minutes	1
East - NV - Concerns regarding noise impacts / pollution from a proposed viaduct close to my property during construction and operation	3
East - Noise & Vibration - Reasons to Neither Agree nor Disagree	6
East - NV - Direct impacts on Calke Abbey are unlikely to be substantial	1
East - NV - Already live close to existing rail lines and noise	3
East - NV - Already live close to existing motorways and noise	2
East - Noise & Vibration - Alternative Suggestions	28
East - NV - Consider lowering the line to reduce noise impact	1
East - NV - It should be possible to reduce noise impacts for parts of the line between viaducts and on viaducts	1
East - NV - More consideration should be given to noise impact	3
East - NV - Should consider possible ways to reduce noise impacts for parts of the line between viaducts / on the viaducts	2
East - NV - Additional sound insulation should be offered to buildings where noise levels will exceed prescribed levels	1
East - NV - All available noise abatement technologies such as noise barriers and train aerodynamics should be utilised	2
East - NV - Noise abatement barriers can be visually intrusive and should be avoided where possible	2
East - NV - Noise from the line should be mitigated for people along the route adjacent to and east of M42/A42, and also in semi-rural sections from Toton to Stavely	1
East - NV - Efforts should be made to reduce noise impact	10
East - NV - Should consider natural noise barriers / plant trees along designated corridors along the route	5
East - NV - Should consider implementing natural noise barriers / planting trees now to have them ready / mature by the time the route is completed / as soon as possible	4
East - NV - Use of natural noise barriers / planting trees to mitigate noise may help gaining the support of the green lobby / wildlife supporters	1
East - NV - Should find a solution to noise impact caused by proposed route running over an embankment	2
East - NV - Proposed route running close to houses should be in tunnels / cuttings to reduce noise impact	1
East - NV - Consider having more tunnels along the route to reduce noise from the trains	1
East - NV - Consider having more cuttings along the route to reduce noise from the trains	2
East - NV - Proposed route should run alongside existing motorways / railways to contain noise levels within existing transport corridors	1
East - NV - Consider having an embankment for the proposed route section at the River Erewash flood plains to reduce noise	1
East - Air Quality / Carbon Emissions (AQ)	22
East - Air Quality / Carbon Emissions - Reasons to Disagree	20
East - AQ - Concern for run-off from the line into the SAC at the crossing of the River Mease / Gilwiskaw Brook / River Soar	1
East - AQ - Concerns about the amount of concrete and aggregate taken from hills of Derbyshire / will leave carbon footprint	1
East - AQ - Estimated carbon emissions of 61,215 t CO2 from loss of forestry, semi-natural and agricultural land cover within and close to route	1
East - AQ - Impact of proposals on carbon emissions has not been properly assessed	1
East - AQ - Route will add to the pollution of the M1	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - AQ - Out of town stations will increase carbon emissions	1
East - AQ - Pollution will have a substantial impact on the environment during construction and operation	3
East - AQ - Pollution will have a substantial impact on local communities / houses during construction and operation	2
East - AQ - Air pollution from the line will affect / impact upon people along the route	9
East - AQ - Concerns regarding dirt / dust during construction of a proposed viaduct close to my property	2
East - Air Quality / Carbon Emissions - Alternative Suggestions	2
East - AQ - Upgrading / modernisation of the Midland Mainline would cause less pollution / improve air quality	1
East - AQ - Higher consideration should be given to the impact of pollution	1
East - Water Resources & Flood Risk (WF)	27
East - Water Resources & Flood Risk - Reasons to Disagree	22
East - WF - Proposed route will cause damage to the Doe Lea flood plain	1
East - WF - Proposed route will risk water pollution / impact on nearby flows / hidden springs which are already affected	2
East - WF - Proposed route will cause pollution of existing water table close to the M1	1
East - WF - Concerns regarding noise impact of viaduct over river Dane flood plain	1
East - WF - The effects of the Winsett Dam or Cold Hiendley Dam failing due to damage from HS2 would be catastrophic.	1
East - WF- Proposed route / viaduct crossing the River Anker may affect river / associated habitats / during construction	1
East - WF - Concerns that Viaducts / tunnels will add to risk of flooding downstream of rivers	1
East - WF - Proposed route goes through flood plain areas / could lead to flooding	10
East - WF - Cutting through flood plain increases risk of flooding / accidents	1
East - WF - Concerned about the route crossing flood plains	5
East - WF - Proposed route runs through a lake	1
East - Water Resources & Flood Risk - Reasons to Neither Agree nor Disagree	4
East - WF - Route from Birchmoor to Sandy Hill with Derby option would cross about 2.8km of Flood Zone 3	1
East - WF - Route from Birchmoor to Sunny Hill with Derby option would cross the River Mease SAC	1
East - WF - Route from Sandy Hill to Tibshelf with Derby option would cross about 2.1km of Flood Zone 3	1
East - WF - 1km of proposed route from Birchmoor to Long Eaton will be in cutting in Flood Zone 3 / be at risk of flooding	1
East - WF - 2km of proposed route from Birchmoor to Long Eaton will be in cutting in Flood Zone 3 / be at risk of flooding	1
East - WF - Do not anticipate any direct impacts at Calke Abbey	1
East - WF - Do not anticipate any direct impacts at Nostell Priory	1
East - WF - Need to be careful that changes to construction don't create flood risk elsewhere	1
East - WF - Proposed route from Birchmoor to Long Eaton will cross about 7km of Flood Zone 3	1
East - WF - Proposed route from Sandiacre to Tibshelf will cross about 8km of Flood Zone 3	1
East - WF - Concerns regarding the proposed route through flood plains of River Erewash	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East - Water Resources & Flood Risk - Alternative Suggestions	2
East - WF - Mitigate potential flood impacts of route	1
East - WF - Any proposed route should allow for waterways to continue to exist / operate / waterways should not be affected	1
East - Environment (Env)	96
East - Environment - Reasons to Agree	15
East - Env - Following the M42 will create the least amount of environmental damage	7
East - Env - Benefits outweigh the damage to the environment	1
East - Env - Proposed route minimises the impact on environment by following existing transport corridors	6
East - Env - Proposed route would cause less environmental issue than the other options	1
East - Environment - Reasons to Disagree	57
East - Env - Concerns about the route negatively affecting areas being environmentally improved / enhanced / Restoration / improvement works should not be affected by HS2	1
East - Env - Concerns over destruction of ancient woodland at Gorrell Spring	1
East - Env - Proposed route could have significant impact on Tame Valley Wetlands Partnership Scheme	1
East - Env - Benefits do not outweigh the damage to the environment	5
East - Env - Time saved is not sufficient to justify damage to the environment	1
East - Env - The negative environmental impacts will be permanent / irreversible	2
East - Env - Route will affect / disturb / damage / destroy the general environment / damage to the environment will be unnecessary / unjustified	28
East - Env - The plans for the route have not taken enough consideration of environmental issues	6
East - Env - Government are more concerned with getting more high end ticket fares than protecting the environment	2
East - Env - Traffic will have a substantial impact on the environment during construction and operation	2
East - Env - Re-routing of roads will have a substantial impact on the environment during construction and operation	1
East - Env - North West Leicestershire will suffer significant environmental damage during construction of HS2	5
East - Env - Proposed route will remove land that is valuable to the environment	1
East - Env - Proposed route will severely impact the environment during the construction phase	2
East - Env - Proposed route will have environmental impacts within communities	3
East - Env - Increased road travel to reach out of town stations will negate environmental benefits of HS2 / damage environment	2
East - Environment - Alternative Suggestions	29
East - Env - Proposed route should minimise environmental impact during / after construction	3
East - Env - Routing on the existing transport corridor through Rawmarsh then utilising the unused Midland route through the Dearne area will reduce environmental impacts	1
East - Env - Alternative proposal by local working group Lendf is preferable	1
East - Env - Should consider an alternative route to minimise environmental impact	4
East - Env - A full range of mitigation measures including avoidance / reduction / repair will be required for other areas of Biodiversity value / disruption to ecological activity	1
East - Env - Environmental benefit of lowering and flattening the proposed route through North Warwickshire where possible should be investigated	1
East - Env - Need to negate negative impact on local environment	6

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East - Env - Alternative route suggested by Alec Shelbrooke MP would have a lower impact on the environment	7
East - Env - The impact on the environment should be further investigated	1
East - Env - Proposed route should use tunnels as much as they can to safeguard the environment	3
East - Env - Proposed route should be built in the m621 corridor as it would be in a more environmental area	1
East - Env - Negative environmental impacts should be minimised / avoided irrespective of cost	3
East - Safety (Saf)	5
East - Safety - Reasons to Disagree	5
East - Saf - Concerns that trains running at high speed on viaducts increases the safety risk / chances of accidents	1
East - Saf - Proposed route will be dangerous for local people when constructed / trains start running	4
East - Material Resource Use (MRU)	4
East - Material Resource Use - Alternative Suggestions	4
East - MRU - Improving existing lines will reduce the amount of construction materials needed between Water Orton and Toton	1
East - MRU - Alternative route through Sheffield with through stations at Leeds would mean HS2 would use more energy	1
East - MRU - Use of local materials would enable structures to blend into local countryside	2
East - Excavated material and waste production (EW)	6
East - Excavated material and waste production - Reasons to Disagree	2
East - Ew - Concerns about excavated soil / dust pollution during construction	2
East - Excavated material and waste production - Alternative Suggestions	4
East - Ew - Require information on the tools required / trucks to be used / positions of borrow pits / water supply /	1
East - Ew - Construction work an opportunity to improve scientific understanding of bedrock data of late Carboniferous age that underlies the East Pennine Coalfield	1
East - Ew - Construction work in area of East Pennine Coalfield an opportunity to stratigraphically and sample key temporary bedrock sections exposed in bridge foundations, cuttings and tunnels	1
East - Ew - Design of the cuttings and associated works may allow permanent exposure of a limited amount of bedrock if this is considered in the detailed design process	1
East - Ew - Location of borrow pits should be considered	1
East - Ew - M&G UK PLP would like to highlight the availability of its land to accommodate excess material along the edges of the M1	1
East - Ability of HS2 to resist / adapt to climate change (CC)	3
East - Ability of HS2 to resist / adapt to climate change - Reasons to Disagree	2
East - CC - If climate change affects ground water levels the area around Wakefield, being near sea level, will be at risk	2
East - Ability of HS2 to resist / adapt to climate change Alternative Suggestions	1
East - CC - Alternative suggestion to have a route through Sheffield and through platforms at Leeds will be carbon neutral when compared with need for extra travel at Leeds / Sheffield	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

		Total
	Base size:	1954
Q.5a	Do you agree or disagree with the Government's proposals for a Leeds station at Leeds New Lane as described in Chapter 8?	
	AGREE TO / DISAGREE WITH PROPOSAL FOR A LEEDS STATION AT LEEDS NEW LANE	1954
	Proposal for a Leeds Station at Leeds New Lane - Agree	525
	Leeds Station at Leeds New Lane - Agree strongly	4
	Leeds Station at Leeds New Lane - Agree	459
	Leeds Station at Leeds New Lane - Agree with caveats	62
	Leeds Station at Leeds New Lane - Disagree	914
	Leeds Station at Leeds New Lane - Disagree strongly	48
	Leeds Station at Leeds New Lane - Disagree	866
	Leeds Station at Leeds New Lane - Neither agree nor Disagree	316
	Leeds Station at Leeds New Lane - Neither agree nor disagree	15
	Leeds Station at Leeds New Lane - Lack of knowledge / experience of the locations / not affected by this proposal / is out of my area / not relevant to me	78
	Leeds Station at Leeds New Lane - 'Do not disagree' with the proposed station	5
	Leeds Station at Leeds New Lane - No problem / no objection / no issue with the proposed Leeds New Lane station	8
	Leeds Station at Leeds New Lane - No preferences / no opinion / no view on proposed station	194
	Leeds Station at Leeds New Lane - This is for local people to decide	8
	Leeds Station at Leeds New Lane - Not too bothered as it will not affect the Chesterfield Canal	1
	Leeds Station at Leeds New Lane - Possibly / unsure / do not know about the proposed station	12
	Leeds Station at Leeds New Lane - This question is irrelevant / it is irrelevant to consider the options / arrangements of the station	3
	Leeds Station at Leeds New Lane - Reasons to Agree / Disagree / Neither Agree nor Disagree & Alternative Suggestions	442
	Leeds Station at Leeds New Lane - Financial / Economic (FE)	49
	Leeds Station at Leeds New Lane - Financial / Economic - Reasons to Agree	16
	Leeds Station at Leeds New Lane - FE - Proposed station is crucial to bridging the North-South divide	2
	Leeds Station at Leeds New Lane - FE - Proposed station will maximise Business Professional/ Financial Services between Sheffield/ Leeds	1
	Leeds Station at Leeds New Lane - FE - Proposed station will maximise growth potential / enhance economy of Leeds city centre / whole of North	1
	Leeds Station at Leeds New Lane - FE - Proposed station will open up Leeds as a new market / for Tamworth traders	2
	Leeds Station at Leeds New Lane - FE - Southern part of Leeds City Centre has been identified for redevelopment / been subject to various development plans/policies	1
	Leeds Station at Leeds New Lane - FE - Proposed station in Leeds New Lane should allow for through services to Bradford to secure regeneration benefits to Bradford	1
	Leeds Station at Leeds New Lane - FE - Station will help regenerate the area	5
	Leeds Station at Leeds New Lane - FE - Station will enhance the appeal of the South Bank area for regeneration	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Leeds Station at Leeds New Lane - FE - Proposed station is a good idea if it is affordable / can be constructed to budget	1
Leeds Station at Leeds New Lane - FE - Proposed station would help with the regeneration of deprived areas of South Leeds	2
Leeds Station at Leeds New Lane - FE - Existing passenger demand warrants the expense of the proposed / additional station	1
Leeds Station at Leeds New Lane - Financial / Economic - Reasons to Disagree	21
Leeds Station at Leeds New Lane - FE - The proposed station is not sustainable	1
Leeds Station at Leeds New Lane - FE - Proposed station at Leeds New Lane will have a negative impact on the economy of the city by preventing traffic from entering into the city	1
Leeds Station at Leeds New Lane - FE - Station is no more than the cheapest expedient	1
Leeds Station at Leeds New Lane - FE - Proposed station at Leeds New Lane will take away transport investments from Bradford in favour of Leeds	1
Leeds Station at Leeds New Lane - FE - Proposed station is not cost-effective / waste of money	1
Leeds Station at Leeds New Lane - FE - New station does not represent good value for money for the region	1
Leeds Station at Leeds New Lane - FE - Proposed station will detract from / harm the local economy	1
Leeds Station at Leeds New Lane - FE - Benefits / needs do not outweigh the financial impact / detrimental impact	1
Leeds Station at Leeds New Lane - FE - The station is expensive / too expensive and costly / will incur inflated ticket costs	4
Leeds Station at Leeds New Lane - FE - The proposed station at Leeds New Lane is a waste of money / white elephant	3
Leeds Station at Leeds New Lane - FE - More investment being put into another big / rich city / other cities will not benefit	2
Leeds Station at Leeds New Lane - FE - Will not result in any economic benefit to Yorkshire / wider area	2
Leeds Station at Leeds New Lane - FE - The distance of proposed station from existing station will prevent any economic benefit reaching the broader West Yorkshire area	1
Leeds Station at Leeds New Lane - FE - Lack of proper integration with existing local transport infrastructure will minimise economic benefits for the region	2
Leeds Station at Leeds New Lane - Financial / Economic - Alternative Suggestions	13
Leeds Station at Leeds New Lane - FE - Need to ensure area isn't blighted by uncertainty in intervening years by agreeing position that will allow development	1
Leeds Station at Leeds New Lane - FE - Need to make resources available to work with City to integrate station with other development and highway proposals	1
Leeds Station at Leeds New Lane - FE - Using current Leeds City Station is more financially viable than building Leeds New Lane (Alt Sug)	2
Leeds Station at Leeds New Lane - FE - Further links required for onward journeys may / will be costly	1
Leeds Station at Leeds New Lane - FE - Station should help regenerate the area	1
Leeds Station at Leeds New Lane - FE - If a preferred through station was to be built it would be expensive and the money could be better spent elsewhere	2
Leeds Station at Leeds New Lane - FE - Should use existing station / lines as it would be cheaper / a separate station is an unnecessary expense	5
Leeds Station at Leeds New Lane - FE - Having a station on the North side of the existing station would be more cost-effective	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Leeds Station at Leeds New Lane - Employment Impact of HS2 (Eml)	3
Leeds Station at Leeds New Lane - Employment Impact of HS2 - Reasons to Disagree	3
Leeds Station at Leeds New Lane - Eml - Will not create enough jobs to be worth the actual cost	1
Leeds Station at Leeds New Lane - Eml - Would encourage businesses to relocate and increase unemployment in the proposed location / 1500 jobs could be displaced	2
Leeds Station at Leeds New Lane - Business (Bu)	18
Leeds Station at Leeds New Lane - Business - Reasons to Agree	5
Leeds Station at Leeds New Lane - Bu - Proposed station at Leeds New Lane will encourage businesses to locate in Leeds rather than Bradford	1
Leeds Station at Leeds New Lane - Bu - Proposed station could have a positive impact on local business	1
Leeds Station at Leeds New Lane - Bu - Increased bustle of commuters will stimulate further growth of business along the south side of the river	1
Leeds Station at Leeds New Lane - Bu - Proposed station has the potential to provide businesses in Staffordshire with better access into Leeds via the Birmingham Interchange Station	1
Leeds Station at Leeds New Lane - Bu - Proposed station will benefit businesses in Leeds / businesses miles from Leeds as adding the HS2 name on the company description will give a good impression	1
Leeds Station at Leeds New Lane - Business - Reasons to Disagree	9
Leeds Station at Leeds New Lane - Bu - Proposed station at Leeds New Lane will impact on vital business links to York / Newcastle	1
Leeds Station at Leeds New Lane - Bu - Proposed station will negatively impact / disrupt business in Leeds	1
Leeds Station at Leeds New Lane - Bu - Concerns about impact of station construction on Asda's business operations	1
Leeds Station at Leeds New Lane - Bu - Opportunity for commercial development missed	1
Leeds Station at Leeds New Lane - Bu - Station will have devastating impact on Canada Life UK Property Fund's property in Leeds City Office Park	1
Leeds Station at Leeds New Lane - Bu - Concerns about existing businesses in the area	3
Leeds Station at Leeds New Lane - Bu - Loss of 1500 jobs due to construction of proposed station at Leeds New Lane will disrupt businesses	1
Leeds Station at Leeds New Lane - Bu - Loss of 1500 jobs due to construction of proposed station at Leeds New Lane will be costly for businesses	1
Leeds Station at Leeds New Lane - Business Alternative Suggestions	5
Leeds Station at Leeds New Lane - Bu - Management/mitigation of potential impacts of station construction on Asda's business operations is required	1
Leeds Station at Leeds New Lane - Bu - Leeds should be a through station to allow businesses in Scotland and the North to interact more	1
Leeds Station at Leeds New Lane - Bu - Building the new station needs to cause minimum disruption to businesses in the area	2
Leeds Station at Leeds New Lane - Bu - Larger concourse would allow extra commercial space	1
Leeds Station at Leeds New Lane - Property (Prop)	6
Leeds Station at Leeds New Lane - Property - Reasons to Disagree	3
Leeds Station at Leeds New Lane - Prop - Concerns about existing buildings in the area	1
Leeds Station at Leeds New Lane - Prop - Proposed station will have a negative impact / devalue properties in the area	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Leeds Station at Leeds New Lane - Property - Reasons to Neither Agree nor Disagree	2
Leeds Station to be located at Leeds New Lane - Prop - Comments made by people who live nearby would be more valid because it will affect their properties	1
Leeds Station at Leeds New Lane - Prop - Areas close to city centre are good locations for stations as they will have minimal disruptions to people's homes	1
Leeds Station at Leeds New Lane - Property Alternative Suggestions	1
Leeds Station at Leeds New Lane - Prop - Demolition is a good idea if required to build proposed station on the North side of the existing station	1
Leeds Station at Leeds New Lane - Land use Resources (LR)	2
Leeds Station at Leeds New Lane - Land use Resources - Reasons to Disagree	2
Leeds Station at Leeds New Lane - LR - Proposed station will consume a large amount of inner city land	1
Leeds Station at Leeds New Lane - LR - Routing of tracks through gas works site would require expensive land decontamination / reclamation	1
Leeds Station at Leeds New Lane - Planning & Development (PD)	7
Leeds Station at Leeds New Lane - Planning & Development - Reasons to Disagree	2
Leeds Station at Leeds New Lane - PD - HS2 station plans are not consistent with planning policy for South Bank of Leeds	1
Leeds Station at Leeds New Lane - PD - Location will hamper / end development potential of National Grid's land at Kidacre Street	1
Leeds Station at Leeds New Lane - Planning & Development - Reasons to Neither - Agree nor Disagree	1
Leeds Station at Leeds New Lane - PD - Has no issue with further urban development	1
Leeds Station at Leeds New Lane - Planning & Development - Alternative Suggestions	4
Leeds Station at Leeds New Lane - PD - HS2 / Leeds City Council should consider expanding developments near station / Bridgewater Place / build commercial skyscraper	1
Leeds Station at Leeds New Lane - PD - HS2 could be a focus for development in the South Bank area, so further consideration should be given to the location of the station in order to maximise potential development	1
Leeds Station at Leeds New Lane - PD - Increasing parking at the southern drop off zone and removing the drop off zone north of the station will reduce congestion on the busy junctions around Water Lane / Great Wilson Street which are part of the South Bank development plans to make this areas more pedestrian friendly	1
Leeds Station at Leeds New Lane - PD - Locating the station away from the city centre (on the East side) will make it possible to extend the HS line further North/allow passengers to join HS system in Leeds to travel North	1
Leeds Station at Leeds New Lane - Lack of Space (LS)	1
Leeds Station at Leeds New Lane - Lack of Space Reasons to Disagree	1
Leeds Station at Leeds New Lane - LS - The proposed station will create shortages of space in an already crammed city centre	1
Leeds Station at Leeds New Lane - Compensation (Comp)	1
Leeds Station at Leeds New Lane - Compensation Alternative Suggestions	1
Leeds Station at Leeds New Lane - Comp - Concerns that compensation schemes should have been presented before asking them about Leeds New Lane	1
Leeds Station at Leeds New Lane - Community Integrity / Impacts (Com)	38
Leeds Station at Leeds New Lane - Community Integrity / Impacts - Reasons to Agree	4
Leeds Station at Leeds New Lane - Com - Proposed station in Leeds New Lane would attract passengers from Bradford	1
Leeds Station at Leeds New Lane - Com - Increase in commuters / businesses / could result in the area south of the river becoming very vibrant / modern / pleasant	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Leeds Station at Leeds New Lane - Com - Proposed station has the potential to provide residents in Staffordshire with better access into Leeds via the Birmingham Interchange Station	2
Leeds Station at Leeds New Lane - Com - Proposed station in Leeds New Lane would attract passengers from Leeds	1
Leeds Station at Leeds New Lane - Community Integrity / Impacts - Reasons to Disagree	20
Leeds Station at Leeds New Lane - Com - Travelling to Leeds New Lane using poor / time consuming local services will disadvantage people from Bradford	1
Leeds Station at Leeds New Lane - Com - Proposed station at Leeds New Lane will not benefit / be used by Wakefield	3
Leeds Station at Leeds New Lane - Com - Concerns about impact of proposed station at Leeds New Lane on Leeds	1
Leeds Station at Leeds New Lane - Com - This proposed station would not help us	3
Leeds Station at Leeds New Lane - Com - This proposed station would only benefit the city of Leeds	2
Leeds Station at Leeds New Lane - Com - Proposed Leeds station will not benefit the city / inhabitants of Leeds / its surroundings	2
Leeds Station at Leeds New Lane - Com - This proposed station would disadvantage passengers from Bradford	1
Leeds Station at Leeds New Lane - Com - Concern regarding how it will benefit east Yorkshire	1
Leeds Station at Leeds New Lane - Com - Will have a negative effect / destroy the surrounding area	3
Leeds Station at Leeds New Lane - Com - The proposed station would cause disruption	2
Leeds station at Leeds New Lane - Com - The Government has chosen the cheapest option over the most convenient one for passengers	1
Leeds station at Leeds New Lane - Com - Proposed station will have a negative impact / affect residents	2
Leeds Station at Leeds New Lane - Community Integrity / Impacts - Reasons to Neither Agree nor Disagree	4
Leeds Station at Leeds New Lane - Com - Concerns on how the people living locally will be treated	1
Leeds Station at Leeds New Lane - Com - Comments made by people who live nearby would be more valid because it will affect their lives	1
Leeds Station at Leeds New Lane - Com - I live within sight of the proposed station	1
Leeds Station at Leeds New Lane - Com - Areas close to city centre are good locations for stations as they will have minimal disruptions to communities	1
Leeds Station at Leeds New Lane - Community Integrity / Impacts - Alternative Suggestions	12
Leeds Station at Leeds New Lane - Com - There would be a wider community benefit by building the new station near junction 46 of the A1 / M1 to connect with existing rail link into Leeds	2
Leeds Station at Leeds New Lane - Com - Proposed station needs to cause minimum disruption to residents	2
Leeds Station at Leeds New Lane - Com - Having the proposed station at Leeds Station North would benefit other Yorkshire destinations	1
Leeds Station at Leeds New Lane - Com - Having the proposed station at Leeds Station North would benefit Bradford	1
Leeds Station at Leeds New Lane - Com - Having the proposed station at Leeds City Centre / integrated with Leeds City Centre would benefit the whole West Yorkshire	2
Leeds Station at Leeds New Lane - Com - The majority of people travelling from West Yorkshire would benefit from a through train from Bradford	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Leeds Station at Leeds New Lane - Com - There would be a wider regional benefit by building the new station to the East near the A1 in the Micklefield area	1
Leeds Station at Leeds New Lane - Com - Proposed station should be built out of town / in a new location so that a wider catchment area could benefit from the improved rail journey time	3
Leeds Station at Leeds New Lane - Com - Money could be better spent on local infrastructure / services that affect people living / working in Leeds	1
Leeds Station at Leeds New Lane - Health, Equality & Wellbeing (HEW)	3
Leeds Station at Leeds New Lane - Health, Equality & Wellbeing - Reasons to Disagree	2
Leeds Station at Leeds New Lane - HEW - Time saved from journey does not justify the upset caused by Politicking / NIMBYism / land cost / engineering hurdles created by doing it	1
Leeds Station at Leeds New Lane - HEW - Proposed station will cause years of anguish to commuters	1
Leeds Station at Leeds New Lane - Health, Equality & Wellbeing - Alternative Suggestions	1
Leeds Station at Leeds New Lane - HEW - Surrounding buildings / offices / hotels should be taken into account to ensure occupants' privacy if an elevated travelator is built	1
Leeds Station at Leeds New Lane - Construction (CI)	3
Leeds Station at Leeds New Lane - Construction Reasons to Neither Agree nor Disagree	3
Leeds Station at Leeds New Lane - CI - Construction of the proposed station will impact / affect heavily on the area	3
Leeds Station at Leeds New Lane - Operations (Op)	69
Leeds Station at Leeds New Lane - Speed / Frequency / Specification of HS2 services (SFS)	38
Leeds Station at Leeds New Lane - Speed / Frequency / Specification to HS2 services - Reasons to Disagree	33
Leeds station at Leeds New Lane - SFS - Service provided does not justify the massive disruption HS2 will cause	1
Leeds Station at Leeds New Lane - SFS - Improved rail journey time to London will be negated by additional commute to Leeds station	1
Leeds Station at Leeds new lane - SFS - Majority of HS2 trains will just be diverted to Leeds City Centre	1
Leeds Station at Leeds New Lane - SFS - Improved / reduced journey times would be marginal / little / worse compared to existing rail services	6
Leeds Station at Leeds New Lane - SFS - Improved / reduced journey times would be negated by increased driving times through the already congested Leeds city centre	3
Leeds Station at Leeds New Lane - SFS - Improved / reduced journey times would be negated by additional travel by rail / public transport to the proposed station	6
Leeds Station at Leeds New Lane - SFS - Proposed station will only encourage long distance commuting to London	1
Leeds Station at Leeds New Lane - SFS - Improved rail journey time will be negated by transit time / time taken walking / pedestrian transfer between proposed and existing stations	17
Leeds Station at Leeds New Lane - SFS - Service levels are unclear	1
Leeds Station at Leeds New Lane - SFS - The required walk between stations would negate any savings in journey times	2
Leeds Station Leeds New Lane - SFS - Proposed station does not guarantee faster inter-city travel than existing rail services	2
Leeds Station at Leeds New Lane - Speed / Frequency / Specification to HS2 services - Alternative Suggestions	5
Leeds Station at Leeds New Lane - SFS - Having Leeds New Lane as a through station would allow travellers to travel from York / the north to Leeds faster	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Leeds Station at Leeds New Lane - SFS - Should factor transfer times into the benefit-cost analysis	1
Leeds Station at Leeds New Lane - SFS - Proposed route should split further north allowing the construction of 3/4 tracks to increase capacity	1
Leeds Station at Leeds New Lane - SFS - Tunnelling should be considered to improve connectivity in Yorkshire / North East	1
Leeds Station at Leeds New Lane - Existing Rail Services (ERS)	14
Proposal for a Leeds Station at Leeds New Lane - Existing Rail Services - Reasons to Disagree	14
Leeds Station at Leeds New Lane - ERS - Should have no adverse impacts upon direct rail services to North East region	4
Leeds Station at Leeds New Lane - ERS - Concerns that local services on the Woodlesford Line will be closed / replaced to accommodate Leeds Spur	2
Leeds Station at Leeds New Lane - ERS - Existing rail services from Leeds to areas other than London are inadequate / poor / slow	2
Leeds Station at Leeds New Lane - ERS - Existing rail services from Leeds to London are adequate / good / plenty	5
Leeds Station at Leeds New Lane - ERS - Existing rail services from Leeds are adequate / good / plenty	1
Leeds Station at Leeds New Lane - ERS - Proposed station does not benefit existing cross Pennine services / traffic	1
Leeds Station at Leeds New Lane - Traffic / Transport (TT)	22
Leeds Station at Leeds New Lane - Traffic / Transport Reasons to Agree	1
Leeds Station at Leeds New Lane - TT - Agree in principle with location of car park adjacent to Dewsbury Road, allowing easy access to Motorway Network/ Inner Ring Road	1
Leeds Station at Leeds New Lane - Traffic / Transport Reasons to Disagree	18
Leeds Station at Leeds New Lane - TT - Will add congestion to the problematic Water Lane / Bridgewater Place wind tunnel site	1
Leeds Station at Leeds New Lane - TT - Concerns regarding the impact on traffic / car access in Leeds from the proposed station	1
Leeds Station at Leeds New Lane - TT - Proposed station will increase congestion to an already congested area	7
Leeds Station at Leeds New Lane - TT - Proposed station will add to existing parking problems in Leeds City Centre	1
Leeds Station at Leeds New Lane - TT - The proposed station would cause disruption around the area	2
Leeds Station at Leeds New Lane - TT - Proposed station will disrupt / increase traffic / car users / non rail users	6
Leeds Station at Leeds New Lane - TT - There is already major pressure on increased parking costs	1
Leeds Station at Leeds New Lane - TT - Many passengers will access the station by car rather than by local rail services due to distance between the stations	2
Leeds Station at Leeds New Lane - Traffic / Transport Alternative Suggestions	5
Leeds Station at Leeds New Lane - TT - Traffic modelling for the proposed alternative route needs to take place to determine the feasibility of a new station	1
Leeds Station at Leeds New Lane - TT - Elevation of the proposed station about Meadow Lane/ Great Wilson Street would minimise east west severance of adjacent transport routes	1
Leeds Station at Leeds New Lane - TT - HS2 should work with City council as important car parking planning sits within wider transport policies for city and city region	1
Leeds Station at Leeds New Lane - TT - Need to provide for both short term and long term car parking as part of the station development	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Leeds Station at Leeds New Lane - TT - Vehicle access would be improved by building the new station near junction 46 of the A1 / M1 link	1
Leeds Station at Leeds New Lane - TT - Having a bus and coach station underneath proposed station would ease congestion / discourage car travel	1
Leeds Station at Leeds New Lane - TT - Building proposed station in a new location would increase the catchment area reducing car use	1
Leeds Station at Leeds New Lane - Engineering	386
Leeds Station at Leeds New Lane - Interface with other Infrastructure	168
Leeds Station at Leeds New Lane - Rail (Ra)	83
Leeds Station at Leeds New Lane - Rail - Reasons to Agree	6
Leeds Station at Leeds New Lane - Ra - Proposed station within Leeds City centre will improve connectivity / station is close to existing rail links	6
Leeds Station at Leeds New Lane - Rail - Reasons to Disagree	28
Leeds Station at Leeds New Lane - Ra - HS2 does not link up with the existing Leeds station / will require additional travel to get to the existing station / unlike Manchester Piccadilly	5
Leeds Station at Leeds New Lane - Ra - Proposed station at Leeds New Lane will make inter-city travel to Leeds worse	1
Leeds Station at Leeds New Lane - Ra - Proposed station will not be integrated / connected with the East Coast Main Line	1
Leeds Station at Leeds New Lane - Ra - A terminal station is incompatible with future high speed Transpennine services	1
Leeds Station at Leeds New Lane - Ra - Two station solution will destroy network integrity	1
Leeds Station at Leeds New Lane - Ra - Two stations at Leeds will destroy network integrity / undermine existing network / does not provide a single interchange point	1
Leeds Station at Leeds New Lane - Ra - Using the existing station would leave a connection for use to York / North East / Scotland	1
Leeds Station at Leeds New Lane - Ra - Interchange with existing rail network are unsatisfactory because of station's location	3
Leeds Station at Leeds New Lane - Ra - The proposed station is isolated from existing network / not integrated / not good for connectivity	16
Leeds Station at Leeds New Lane - Ra - Proposed station / independent HS2 tracks do not allow for classic compatible to run on the Eastern Leg	1
Leeds Station at Leeds New Lane - Ra - Proposals do not improve connections between Leeds and North East England	1
Leeds Station at Leeds New Lane - Ra - To fit an old rail network which is almost 200 years old serving Yorkshire will not work	1
Leeds Station at Leeds New Lane - Ra - Leeds New Lane does not link up directly to the Trans Pennine route	2
Leeds Station at Leeds New Lane - Rail - Reasons to Neither Agree nor Disagree	3
Leeds Station at Leeds New Lane - Ra - Unclear how the proposed station at Leeds New Lane will be integrated with existing rail services at Leeds	2
Leeds Station at Leeds New Lane - Ra - Proposal lacks plan of the station and transport connections / Unclear how proposed station at Leeds New Lane will connect with existing station and the rest of Leeds	1
Leeds Station at Leeds New Lane - Rail - Alternative Suggestions	55
Leeds Station at Leeds New Lane - Ra - Would prefer a through station to allow for interchange with existing rail services	4
Leeds Station at Leeds New Lane - Ra - Leeds should be a through station / to better connect cities / Manchester / Liverpool / Hull / Newcastle / Middlesbrough / to benefit northbound and southbound travelling / to allow an improved frequency of service	14

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Leeds station at Leeds New Lane - Ra - Should consider a through station / platforms to allow for future projects / northern extension	5
Leeds Station at Leeds New Lane - Ra - Proposed links between stations will deter customers from onward travel / from a station that is already customer unfriendly	2
Leeds Station at Leeds New Lane - Ra - Money could be better spent on upgrading / improving the existing rail service between Leeds and London	1
Leeds Station at Leeds New Lane - Ra - A single station at Leeds will improve connectivity for commuters	3
Leeds Station at Leeds New Lane - Ra - Leeds should be a through station to free up more regional and commuter routes on the existing network	1
Leeds Station at Leeds New Lane - Ra - Making Leeds New Lane a through station would relieve the congested section of the Trans Pennine Route between York and Leeds	1
Leeds Station at Leeds New Lane - Ra - Making Leeds New Lane a through station would increase number of services between Leeds and other HS2 destinations	1
Leeds Station at Leeds New Lane - Ra - Leeds New Lane should be a through station so all services / classic network compatible trains / can continue / to the North East / according to demand / as part of through journeys	5
Leeds Station at Leeds New Lane - Ra - Stations should be for the whole region so that everybody can share in benefits of high speed rail without interchange times	1
Leeds Station at Leeds New Lane - Ra - Electrify the Calder Valley Line to improve connectivity of HS2	1
Leeds Station at Leeds New Lane - Ra - Upgrade rolling stock on connecting West Yorkshire routes to improve connectivity	1
Leeds Station at Leeds New Lane - Ra - There should be a connection to the East Coast Main Line from Leeds New Lane station	1
Leeds Station at Leeds New Lane - Ra - Should consider a connection between conventional and high speed lines between Woodlesford and Hunslet to allow HS2 and trains from ECML to call at existing station	1
Leeds Station at Leeds New Lane - Ra - Options to directly service city centres in South Yorkshire and Leeds need to be considered	1
Leeds Station at Leeds New Lane - Ra - Should have links / connections to Bradford / Halifax / Harrogate / Ripon / Knaresborough / growing towns	2
Leeds Station at Leeds New Lane - Ra - A through station is needed in the North to extend / connect to Manchester	2
Leeds Station at Leeds New Lane - Ra - Leeds New Lane station should be a through station with northbound services on to the East Coast main Line	2
Leeds Station at Leeds New Lane - Ra - Proposed station at Leeds New Lane should only be used with existing infrastructure / to improve the existing rail network	2
Leeds Station at Leeds New Lane - Ra - The proposed station in Leeds should provide excellent links to other towns / cities in and around the Yorkshire area	2
Leeds Station at Leeds New Lane - Ra - Should ensure connectivity to other parts of the country	2
Leeds Station at Leeds New Lane - Ra - Use of existing station would shorten interchange times with existing rail network services	1
Leeds Station at Leeds New Lane - Ra - Building the new station at / near Leeds City Centre would allow for trains to enter the city from East and continue West towards the most served destinations / Bradford / Manchester / Skipton / Ilkley / Harrogate / Wakefield / would provide better passenger interchange facilities	4
Leeds Station at Leeds New Lane - Ra - Proposed station should be a through station connecting into a new Trans Pennine line from Liverpool / Stoke-on-Trent to Manchester Airport / Hull / Teesside / Newcastle	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Leeds Station at Leeds New Lane - Ra - Connectivity / interchange between Leeds New Lane and Leeds City Station should be improved / should be made more convenient / quicker	3
Leeds Station at Leeds New Lane - Ra - Proposed station at Leeds New Lane should be part of improvement to existing infrastructure / rail network and not part of HS2	1
Leeds Station at Leeds New Lane - Ra - Building proposed station underground would allow Leeds New Lane to become a through station / run northwards / provide faster services towards the north	2
Leeds Station at Leeds New Lane - Ra - Connection towards York should be realigned to a new underground station / to the North of Leeds	1
Leeds Station at Leeds New Lane - Public Transport (PT)	80
Leeds Station at Leeds New Lane - Public Transport - Reasons to Disagree	27
Leeds Station at Leeds New Lane - PT - Connection between the two Leeds Stations will be difficult	2
Leeds Station at Leeds New Lane - PT - New station is not in keeping with good transport practice	1
Leeds Station at Leeds New Lane - PT - Proposed automated walkways will not offer the quickest possible connection to/from the local rail network	1
Leeds Station at Leeds New Lane - PT - Proposed station will negatively impact / increase pressure on local public transport	1
Leeds Station at Leeds New Lane - PT - Proposed station will not offer a seamless throughout journey by Public transport	3
Leeds Station at Leeds New Lane - PT - People travelling from Bradford / Wakefield / Huddersfield / Halifax / Harrogate / West Yorkshire would have to travel to Leeds City Centre and then walk to Leeds New Lane	5
Leeds Station at Leeds New Lane - PT - The current local transport facilities are totally inadequate / un-invested to support passengers getting to and from the new station	2
Leeds Station at Leeds New Lane - PT - The proposed new station is poorly connected to the commercial heart of Leeds	1
Leeds Station at Leeds New Lane - PT - The proposed new station is poorly connected to the existing Leeds Station	2
Leeds Station at Leeds New Lane - PT - Travellers from elsewhere / in Yorkshire / would have a ten / twenty minute walk between stations in order to change trains	9
Leeds Station at Leeds New Lane - PT - The proposed station is not integrated with public transport infrastructure	2
Leeds Station at Leeds New Lane - PT - Distance / journey time between proposed and existing stations will lead to a lower usage of HS2 services	2
Leeds Station at Leeds New Lane - Public Transport - Reasons to Neither Agree nor Disagree	1
Leeds Station at Leeds New Lane - PT - City centre transport strategy being refined in light of HS2 announcements	1
Leeds Station at Leeds New Lane - Public Transport - Alternative Suggestions	58
Leeds Station at Leeds New Lane - PT - New city centre transport strategy being developed to enhance public transport commuting into city centre	1
Leeds Station at Leeds New Lane - PT - Should have a new central bus and coach station for Leeds underneath proposed station at Leeds New Lane if platforms on both existing and proposed station are at the same height	1
Leeds Station at Leeds New Lane - PT - Currently unconnected areas of Leeds need to be connected to HS2 by seamless interchange with Leeds Core Bus Network/ NGT/ Taxi	1
Leeds Station at Leeds New Lane - PT - Consideration must be given to connectivity between the two Leeds Stations for less able bodied passengers	2
Leeds Station at Leeds New Lane - PT - station must be fully integrated with public transport and road links for Leeds city region to feel the benefits of HS2	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Leeds Station at Leeds New Lane - PT - Proposed station would benefit from integrating with existing rail / bus transport system with main hub at Leeds City Station	1
Leeds Station at Leeds New Lane - PT - Should build / consider good / fast bus / transport / moving / covered walkways / escalators / travelator interchange / travelator alongside elevated walkway / connection from Leeds New Lane to existing Leeds city station	28
Leeds Station at Leeds New Lane - PT - Stations should have fast / frequent transport links to town centres / population centres	3
Leeds Station at Leeds New Lane - PT - Should consider easy / convenient interchange / connection from Leeds New Lane to existing Leeds city station	6
Leeds Station at Leeds New Lane - PT - The proposed station should have close / improved links with conventional / existing public transport / railways / canals / river / bus / trolleybus	11
Leeds Station at Leeds New Lane - PT - Should connect the proposed station to the existing one by underpasses to enable passengers to make connections quickly / comfortably	1
Leeds Station at Leeds New Lane - PT - Should put proposed station at a distance to enable connection to the existing station by walkway / tunnel which could double up as advertising space	2
Leeds Station at Leeds New Lane - PT - Should use existing station as it is better connected / existing station would allow same location connections	3
Leeds Station at Leeds New Lane - PT - Should consider a walkway from New Lane to the existing station above Neville Street / on plinths above the central reservation line	1
Leeds Station at Leeds New Lane - PT - Careful consideration should be given to methods of moving people to other city centre destinations / the existing main line station	1
Leeds Station at Leeds New Lane - PT - Segregated bicycle lanes will enhance environmentally friendly transport to and from the proposed station	1
Leeds Station at Leeds New Lane - PT - Leeds Civic Trust options would provide greater linkage / connectivity / integration with local transport network	1
Leeds Station at Leeds New Lane - PT - Money could be better spent improving local bus services	1
Leeds Station at Leeds New Lane - Highways (Hi)	18
Leeds Station at Leeds New Lane - Highways - Reasons to Agree	3
Leeds Station at Leeds New Lane - Hi - Station will overlay with existing road network	3
Leeds Station at Leeds New Lane - Highways - Reasons to Disagree	14
Leeds Station at Leeds New Lane - Hi - Concerns about travelling to central Leeds / Leeds New Lane station by car	3
Leeds Station at Leeds New Lane - Hi - Proposed site is in the middle of a traffic gyratory feeding two motorways	1
Leeds Station at Leeds New Lane - Hi - Roads to Leeds New Lane are congested	5
Leeds Station at Leeds New Lane - Hi - The current road infrastructure is unable to cope without removing more road access and increasing traffic to a new station	2
Leeds Station at Leeds New Lane - Hi - Proposed station does not have good access by road	1
Leeds Station at Leeds New Lane - Hi - Pedestrian connection between proposed station at Leeds New Lane and Leeds City Centre will be very disruptive to the road network	1
Leeds Station at Leeds New Lane - Hi - Increased journey time to station will negate possible benefits	2
Leeds Station at Leeds New Lane – Highways - Alternative Suggestions	3
Leeds Station at Leeds New Lane - Hi - City council will work with HS2 to ensure new station can be accessed easily and quickly from M621/ M1 corridors	1
Leeds Station at Leeds New Lane - Hi - Proposed station would benefit from integrating with existing road network with main hub at the intersection of the M1 and M62	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Leeds Station at Leeds New Lane - Hi - Wider highway networks in Leeds need to be developed to provide necessary quality of connectivity for HS2	1
Leeds Station at Leeds New Lane - Hi - Having the proposed station at Leeds Station North would make it easily accessible from the motorway network	1
Leeds Station at Leeds New Lane - Airport (Air)	1
Leeds Station at Leeds New Lane – Airport - Alternative Suggestions	1
Leeds Station at Leeds New Lane - Air - Link to the airport should be efficient	1
Leeds Station at Leeds New Lane - Public rights of way (PRW)	9
Leeds Station at Leeds New Lane - Public rights of way - Reasons to Agree	4
Leeds Station at Leeds New Lane - PRW - Proposed station / terminus will only work if there is an adequate pedestrian link to the city centre	1
Leeds Station at Leeds New Lane - PRW - Proposed location of station allows for easy access by foot and cycle to existing facilities / existing station	3
Proposal for a Leeds Station at Leeds New Lane - Public rights of way - Reasons to Disagree	3
Leeds Station at Leeds New Lane - PRW - The area around Bridgewater Place adjacent to the New Lane site has been deemed unsafe for pedestrians in windy conditions therefore the route linking the existing and proposed stations would not be safe	1
Leeds Station at Leeds New Lane - PRW - Concerns that the travelator link between the existing and new stations could be dropped to save money / and links need to be quick and convenient	1
Leeds Station at Leeds New Lane - PRW - Current connectivity arrangements between proposed station and existing station are insubstantial and lacking in vision	1
Leeds Station at Leeds New Lane - Public rights of way - Alternative Suggestions	3
Leeds Station at Leeds New Lane - PRW - It will be important that existing heavy rail and HS2 stations are sufficiently connected for walking passengers	1
Leeds Station at Leeds New Lane - PRW - Access from the city centre and between stations should be attractive, convenient, direct and seamless	1
Leeds Station at Leeds New Lane - PRW - Design and building of Leeds Station Southern Entrance before potential impact on walkway use of HS2 realised	1
Leeds Station at Leeds New Lane - PRW - Masterplan needs to reflect additional pedestrian flows as a result of new station	1
Leeds Station at Leeds New Lane - PRW - Pedestrian link should be covered, accessible, of highest quality and large enough	1
Leeds Station at Leeds New Lane - PRW - This station should be easily accessible by foot	1
Leeds Station at Leeds New Lane - Canal and Rivers (CR)	3
Leeds Station at Leeds New Lane - Canal and Rivers - Reasons to Disagree	1
Leeds Station at Leeds New Lane - CR - Pedestrian link to existing station would have major impact on users of waterway corridor/ its associated heritage/ townscape	1
Leeds Station at Leeds New Lane - Canal and Rivers - Alternative Suggestions	3
Leeds Station at Leeds New Lane - CR - Pedestrian link to existing station may require support structures in River Aire that could affect navigation	1
Leeds Station at Leeds New Lane - CR - Leeds New Lane should accommodate / not affect the Leeds and Liverpool Canal	3
Leeds Station at Leeds New Lane - Tram Systems (TS)	7
Leeds Station at Leeds New Lane - Tram Systems - Reasons to Disagree	1
Leeds Station at Leeds New Lane - TS - Proposed location allows seamless links with a future tram system around Leeds / Bradford	1
Leeds Station at Leeds New Lane - Tram Systems - Alternative Suggestions	6

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Leeds Station at Leeds New Lane - TS - Could have tram access to the city centre from an alternative parkway station at the M1	1
Leeds Station at Leeds New Lane - TS - Should consider good tram connection from Leeds New Lane to existing Leeds city station	4
Leeds Station at Leeds New Lane - TS - There Should be a tram system built across Leeds	1
Leeds Station at Leeds New Lane - Line of Route (LoR)	18
Leeds Station at Leeds New Lane - Line of Route - Reasons to Disagree	10
Leeds Station at Leeds New Lane - LoR - Proposed station should not be on a spur / loop	1
Leeds Station at Leeds New Lane - LoR - Proposed route is a bad idea / goes nowhere useful	4
Leeds Station at Leeds New Lane - LoR - Proposed route is not ambitious / terminus station at Leeds New Lane does not allow for future expansion of the network	5
Leeds Station at Leeds New Lane - Line of Route - Alternative Suggestions	9
Leeds Station at Leeds New Lane - LoR - The approach to Leeds New Lane should follow existing transport corridors / avoiding Woodlesford / proposed by Alec Shelbrooke MP	1
Leeds Station at Leeds New Lane - LoR - Connection to the ECML should be changed if the approach to the station is changed / Garforth route would not longer be valid on the grounds of cost	1
Leeds Station at Leeds New Station - LoR - Proposed route into Leeds New Lane should come in from the South- West	1
Leeds Station at Leeds New Lane - LoR - The proposed station should serve a different route with suitable local connections	1
Leeds Station at Leeds New Lane - LoR - Route entering Leeds should be diverted by flyover if Castleford line is used	1
Leeds Station at Leeds New Lane - LoR - Building proposed route in the Micklefield area near the A1 would require the route to align further north / west linking into an upgraded Leeds to York line	1
Leeds Station at Leeds New Lane - LoR - Should consider routing HS2 across the river to better integrate with the existing station	2
Leeds Station at Leeds New Lane - LoR - Proposed route should run through suburbs of Leeds / South of Aberford / Tadcaster and join the East Coast Main Line near Colton Junction	2
Leeds Station at Leeds New Lane - LoR - Proposed route should follow a more northerly direction and join the East Coast Main Line north of York	1
Leeds Station at Leeds New Lane - Stations (Sta)	311
Leeds Station at Leeds New Lane - Stations - Reasons to Agree	73
Leeds Station at Leeds New Lane - Sta - Proposed station at Leeds New Lane will allow future expansion of the existing Leeds Station	1
Leeds Station at Leeds New Lane - Sta - Agree with Leeds City Council that a station in Leeds New Lane is the best route into Leeds City centre	2
Leeds Station at Leeds New Lane - Sta - The proposed station is well considered / sensible / good idea / a perfect location	37
Leeds Station at Leeds New Lane - Sta - The proposed station is in the best / most realistic place / due to the built up nature of the area	9
Leeds Station at Leeds New Lane - Sta - The proposed station is handy / convenient for the city centre / located near the city centre	6
Leeds Station at Leeds New Lane - Sta - The proposed station is needed / required / necessary / fits requirements	7
Leeds Station at Leeds New Lane - Sta - Proposed station is a good idea only if HS2 is built	5
Leeds Station at Leeds New Lane - Sta - Proposed station is a good idea only if the route remains in its planned location	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Leeds Station at Leeds New Lane - Sta - The current station is at capacity / has high levels of use	4
Leeds Station at Leeds New Lane - Sta - The current station is no longer fit for purpose due to increase in passengers and train movements	1
Leeds Station at Leeds New Lane - Sta - A new station is needed because there is no room to extend the existing station	1
Leeds Station at Leeds New Lane - Sta - The location of the proposed station is close enough to the existing station that it would make little difference / or be detrimental to passengers opting for HS2 service	2
Leeds Station at Leeds New Lane - Sta - Good to have the proposed station adjacent / close / connected to the existing one	5
Leeds Station at Leeds New Lane - Sta - The new station is a good idea as a new building will accommodate the new trains	1
Leeds Station at Leeds New Lane - Sta - Would agree with new station if a tunnel / overpass connecting it to the existing station was built	2
Leeds Station at Leeds New Lane - Sta - Proposed station would be as good as an extension to Leeds Station itself	1
Leeds Station at Leeds New Lane - Stations - Reasons to Disagree	142
Leeds Station at Leeds New Lane - Sta - Leeds cannot easily accommodate proposed station at Leeds New Lane so an additional walk to City station would be required	2
Leeds Station at Leeds New Lane - Sta - Building a new station will increase the already busy / cramped feeling of the city	2
Leeds Station at Leeds New Lane - Sta - The 2 station solution for Leeds is inadequate / not fit for purpose	3
Leeds Station at Leeds New Lane - Sta - Building the station here will mean completely redesigning the infrastructure of Leeds	1
Leeds Station at Leeds New Lane - Sta - As designed now the proposed station at Leeds New Lane is a terminus from which it is only possible to go south on HS2	2
Leeds Station at Leeds New Lane - Sta - Running two mainline stations in Leeds will be too costly	2
Leeds Station at Leeds New Lane - Sta - The proposed station at Leeds New Lane is not required being so close to Hunslet area of Leeds	1
Leeds Station at Leeds New Lane - Sta - Potential missed opportunity to link line between Leeds and Selby	1
Leeds Station at Leeds New Lane - Sta - Southern location options for station have not been fully analysed	1
Leeds Station at Leeds New Lane - Sta - Station will not give sense of arrival appropriate for an important city	1
Leeds Station at Leeds New Lane - Sta - Distance between stations is still too far, even if fitted with moving walkway	1
Leeds Station at Leeds New Lane - Sta - HS1 delivered major development schemes at King's Cross/ Stratford/ Ebbsfleet	1
Leeds Station at Leeds New Lane - Sta - The required walk between stations suffers from strong winds / proposed pedestrian link is close to a high risk wind tunnel area at Bridgewater Place / endangers lives	7
Leeds Station at Leeds New Lane - Sta - The proposed station is not a good idea / bad idea	11
Leeds Station at Leeds New Lane - Sta - The proposed station is pointless / not needed / required / necessary	32
Leeds Station at Leeds New Lane - Sta - The proposed station is inconvenient / far from the city centre	8
Leeds Station at Leeds New Lane - Sta - Proposed station is too far / isolated from / not in city centre	11

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Leeds Station at Leeds New Lane - Sta - Disagree with the proposed location of Leeds city centre station	7
Leeds Station at Leeds New Lane - Sta - Disagree with the location of the proposed station	5
Leeds Station at Leeds New Lane - Sta - Proposed station does not serve the major part of Leeds	2
Leeds Station at Leeds New Lane - Sta - There is already a station / serving London	2
Leeds Station at Leeds New Lane - Sta - There is already a station serving Birmingham	1
Leeds Station at Leeds New Lane - Sta - The proposed station will be of little use / limited because of its poor location	3
Leeds Station at Leeds New Lane - Sta - Leeds has been built up around current Leeds Station	1
Leeds Station at Leeds New Lane - Sta - The proposed station would decrease use of existing station in Leeds	1
Leeds Station at Leeds New Lane - Sta - The distance of the proposed station is too far / a quarter of mile from the existing station / concerns about distance between stations	31
Leeds Station at Leeds New Lane - Sta - The proposed station is too far from Leeds City Station to allow a quick change from HS2 to local services / to Ilkley or Harrogate	4
Leeds Station at Leeds New Lane - Sta - Proposed location of station is not ideal for walking to Leeds Central station / Leeds City Centre	5
Leeds Station at Leeds New Lane - Sta - Concerns about the amount of car parking available at the new station / as so many people will need to drive there	3
Leeds Station at Leeds New Lane - Sta - There is already a station in Leeds / serving north and south / there are already enough stations	8
Leeds Station at Leeds New Lane - Sta - Proposed location of station at right angle with existing station is a bad idea / will prevent extension of HS2 services / to other northern towns / cities	4
Leeds Station at Leeds New Lane - Sta - A terminal station is not the answer and perpetuates the weakness of the Victorian railway system with dead end spokes radiating from London / more than one major station per city	4
Leeds Station at Leeds New Lane - Sta - Implications of distance between proposed station and existing Leeds City Station have not been fully considered	2
Leeds Station at Leeds New Lane - Sta - Have concerns over the siting of the station	1
Leeds Station at Leeds New Lane - Sta - Proposed station is too small	1
Leeds Station at Leeds New Lane - Sta - Proposed station will generate a high volume of pedestrian traffic towards the existing Leeds Station / surrounding area / businesses	1
Leeds Station at Leeds New Lane - Sta - Concerns that passengers travelling by car to / using car parking space at the station are not clear	1
Leeds Station at Leeds New Lane - Sta - Proposed location of station cannot provide good road access / car parking	1
Leeds Station at Leeds New Lane - Sta - Running two mainline stations in Leeds will be inconvenient	2
Leeds Station at Leeds New Lane - Sta - Concerns that the proposed station plans are grandiose therefore will not be completed	1
Leeds Station at Leeds New Lane - Sta - If HS2 does not go ahead there is no need for a new station at Leeds New Lane	1
Leeds Station at Leeds New Lane - Stations - Reasons to Neither Agree nor Disagree	6
Leeds Station at Leeds New Lane - Sta - Leeds Station is similar in design to one of the great German interchange stations	1
Leeds Station at Leeds New Lane - Sta - Current developments on Sovereign Street may rule out the need to bring proposed station at Leeds New Lane closer to existing station	1
Leeds Station at Leeds New Lane - Sta - Unsure how useful the proposed station will be	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Leeds Station at Leeds New Lane - Sta - Concerns about the feasibility of extending through Leeds from here should HS2 be extended / to the north	3
Leeds Station at Leeds New Lane – Stations - Alternative Suggestions	162
Leeds Station at Leeds New Lane - Sta - best alternative site for major new city centre station is Marsh Lane (aka Parish Church)	1
Leeds Station at Leeds New Lane - Sta - Should improve Leeds rail station to increase capacity	2
Leeds Station at Leeds New Lane - Sta - A new entrance at the existing Leeds Station would be needed to allow enough capacity for additional passenger numbers from new Leeds Station	1
Leeds Station at Leeds New Lane - Sta - Money could be better spent on tunnelling for an underground Leeds Station	1
Leeds Station at Leeds New Lane - Sta - Existing Main Leeds Station should be up upgraded to benefit travellers	1
Leeds Station at Leeds New Lane - Sta - Building a through station on the East of Leeds parallel to the M1 would enable passengers from the West Riding to travel to the North	1
Leeds Station at Leeds New Lane - Sta - Central Leeds should have a station / to realise the full benefits	4
Leeds Station at Leeds New Lane - Sta - Should consider having a tunnel under the canal to terminate HS2 trains under the existing Leeds City station / two level interchange	1
Leeds Station at Leeds New Lane - Sta - Leeds should not be a terminus station	5
Leeds Station at Leeds New Lane - Sta - Proposed station should be located in Leeds City as a through station	3
Leeds Station at Leeds New Lane - Sta - Leeds should have another city centre station to serve local commuters rather than serving a few travelling to London	1
Leeds Station at Leeds New Lane - Sta - Proposed station at Leeds New Lane would benefit by being closer to the Central Business District	1
Leeds Station at Leeds New Lane - Sta - A new underground station would have the least impact on the fabric of Leeds	1
Leeds Station at Leeds New Lane - Sta - Should consider HS2 direct to existing Leeds city station / use existing station / a separate station is not necessary	20
Leeds Station at Leeds New Lane - Sta - Should improve existing station at Leeds rather than build a new line	3
Leeds Station at Leeds New Lane - Sta - Should consider an additional station in East Leeds where HS2 intersects M1	3
Leeds Station at Leeds New Lane - Sta - Should consider an additional station in East Leeds where HS2 intersects Leeds-Hull line	1
Leeds Station at Leeds New Lane - Sta - Having the station at Leeds Station North would allow use of existing concourse thus avoiding expense of building / operating a new one / new ticketing facilities	1
Leeds Station at Leeds New Lane - Sta - Building proposed station at Leeds Station North would require almost no demolition as there is space for two extra tracks next to the existing line / there is plenty of empty land adjacent	1
Leeds Station at Leeds New Lane - Sta - New station has potential to provide major iconic addition to the city's transport infrastructure and urban realm	1
Leeds Station at Leeds New Lane - Sta - Upgrade to existing station necessary to match retail developments in Leeds	1
Leeds Station at Leeds New Lane - Sta - Platforms at existing Leeds Station are underutilised / have room to expand	4
Leeds Station at Leeds New Lane - Sta - Ensure departure / arrival information displayed at new / existing station	1
Leeds Station at Leeds New Lane - Sta - Would prefer / HS2 services should run through to Leeds City station	1

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Leeds Station at Leeds New Lane - Sta - All alternative station designs should be considered before compulsorily acquiring land	1
Leeds Station at Leeds New Lane - Sta - Cycle parking should be incorporated within new station	1
Leeds Station at Leeds New Lane - Sta - Existing station may need to be modernised to deal with additional HS2 throughput	1
Leeds Station at Leeds New Lane - Sta - Leeds would benefit from major new station to connect southern visitors to West Yorkshire attractions	1
Leeds Station at Leeds New Lane - Sta - May be scope to redesign station footprint to avoid Canada Life UK Property Fund's office building in Leeds City Office Park	1
Leeds Station at Leeds New Lane - Sta - Proposed station should be located at Marsh Lane	1
Leeds Station at Leeds New Lane - Sta - Should consider a station which uses tracks to old Leeds Central station	1
Leeds Station at Leeds New Lane - Sta - Station shell should be constructed by 2020	1
Leeds Station at Leeds New Lane - Sta - removal of several suggested buildings would allow for a new station close to the existing one	1
Leeds Station at Leeds New Lane - Sta - Outward facing frontages of station on River Aire embankment should be used for commercial square similar to at London King's Cross station	1
Leeds Station at Leeds New Lane - Sta - Station should be built at Sovereign Street instead / with a link to existing Leeds Station	1
Leeds Station at Leeds New Lane - Sta - Proposed station should be a parkway station on the M1 to provide access / convenience for car users	1
Leeds Station at Leeds New Lane - Sta - Should / could be a station south of the river Aire	1
Leeds Station at Leeds New Lane - Sta - Could have an additional station at the city centre with an alternative parkway station at the M1	2
Leeds Station at Leeds New Lane - Sta - Should consider an alternative site at Marsh Lane with a revised approach route from Woodlesford	2
Leeds Station at Leeds New Lane - Sta - Should consider restructuring / upgrading / extending / connecting existing Leeds Station	28
Leeds Station at Leeds New Lane - Sta - Should consider building station out of town / outskirts / near the motorway / with parking / as a parkway / and a shuttle service into City Centre	6
Leeds Station at Leeds New Lane - Sta - Existing station should serve as a hub for the region	4
Leeds Station at Leeds New Lane - Sta - Proposed station should be an existing transport hub in the city	2
Leeds Station at Leeds New Lane - Sta - Would be better / should have / investigate / consider / an underground station connecting to the existing station / to the city centre	7
Leeds Station at Leeds New Lane - Sta - Should use existing Leeds Station if HS2 is not built	1
Leeds Station at Leeds New Lane - Sta - Station needs to be more central	5
Leeds Station at Leeds New Lane - Sta - Proposed station should be elevated / above Leeds Central Station by having HS2 line run alongside ECML from junction 41 of the M1	2
Leeds Station at Leeds New Lane - Sta - Stations should have ample free parking	1
Leeds Station at Leeds New Lane - Sta - Proposed station should allow for HS2 trains to continue to Bradford / Halifax	2
Leeds Station at Leeds New Lane - Sta - Proposed station should be built alongside / under / closer / as close as possible / to existing station / to provide an easy interchange with other rail services / so that passenger facilities can be used in common	23

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Leeds Station at Leeds New Lane - Sta - Should consider extending the platforms and using 400 metre classic compatible services at the existing station	1
Leeds Station at Leeds New Lane - Sta - Provision should be made in the station design for a future cross Pennine HS line	2
Leeds Station at Leeds New Lane - Sta - Proposed station should include facilities such as secure departure platform / luggage check in / immigration / customs checks / for cross channel passengers	1
Leeds Station at Leeds New Lane - Sta - Would prefer the plans for a Sovereign Square station spanning the River Aire	1
Leeds Station at Leeds New Lane - Sta - Proposed station should be located as the Leeds North option and be built above the existing car park giving a two minute access to connecting trains and city square	1
Leeds Station at Leeds New Lane - Sta - Should incorporate the dark arches into a new station complex with retail outlets	1
Leeds Station at Leeds New Lane - Sta - Money would be better spent on / it would be more cost effective to adapt the existing station / infrastructure	3
Leeds Station at Leeds New Lane - Sta - Proposed station should have a more inspiring name	1
Leeds Station at Leeds New Lane - Sta - Connectivity to existing station is vital	4
Leeds Station at Leeds New Lane - Sta - Leeds Station should not go ahead until case for Phase 2 has been proven	1
Leeds Station at Leeds New Lane - Sta - Should have good interchange facilities	4
Leeds Station at Leeds New Lane - Sta - Should extend existing station rather than build a new one / not to integrate HS2 station with the existing one would be a mistake	3
Leeds Station at Leeds New Lane - Sta - Placing HS2 platforms to the immediate north of the existing station would provide better access to the city's commercial centre	1
Leeds Station at Leeds New Lane - Sta - Should factor security issues / checks into the benefit-cost analysis	1
Leeds Station at Leeds New Lane - Sta - Proposed station should be sited on the southern side of Leeds	1
Leeds Station at Leeds New Lane - Sta - Should reconsider the proposed site for the new station / should reconsider link between existing and proposed stations	4
Leeds Station at Leeds New Lane - Sta - Should consider building the new station on the outskirts of Leeds near junction 46 of the A1 / M1 link	3
Leeds Station at Leeds New Lane - Sta - To deliver a high quality new station for Leeds it should be planned in accordance with the practical alternative route already subject to serious analysis by Leeds Council / the MP for Wetherby and Rothwell / various other bodies	1
Leeds Station at Leeds New Lane - Sta - Should integrate proposed and existing stations to preserve / not extend existing journey times	3
Leeds Station at Leeds New Lane - Sta - Proposed station should interconnected by dedicated / quick access to existing station to avoid use of the dangerous road	1
Leeds Station at Leeds New Lane - Sta - Consideration should be made on how to combine services of existing rail / high speed at Leeds New Lane and Leeds Central stations	1
Leeds Station at Leeds New Lane - Sta - Proposed station should be built as close to existing Leeds City Station as possible by demolishing the Asda office buildings on the South Bank	1
Leeds Station at Leeds New Lane - Sta - Wakefield / Bradford / Kirklees City Councils should also be consulted on the location of this station	1
Leeds Station at Leeds New Lane - Sta - Proposed station should be located at Leeds Station North as it would provide the best interchange with the existing rail network / would integrate proposed station with public transport links	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Leeds Station at Leeds New Lane - Sta - Proposed station should be located at Leeds Station North as it would bring passengers into the heart of Leeds city centre	2
Leeds Station at Leeds New Lane - Sta - Building the HS2 Leeds Station at Leeds Station North would enable future long term expansion if built at the same height as required bridge over existing tracks west of the station	1
Leeds Station at Leeds New Lane - Sta - Existing car park between Leeds Station North and the river could continue to be used after construction / until is needed for expansion	1
Leeds Station at Leeds New Lane - Sta - Proposed station should be built in the area on the North side of the existing station / over existing station car park	3
Leeds Station at Leeds New Lane - Sta - The new rail deck should be built on top of the existing tracks at Leeds City Centre	1
Leeds Station at Leeds New Lane - Sta - Proposed HS2 platforms should be adjacent to the existing ones	2
Leeds Station at Leeds New Lane - Sta - The proposals for the proposed stations needs to be reviewed to maximise the benefits to intra / inter-regional services	2
Leeds Station at Leeds New Lane - Sta - Proposed station should be located between existing station and the river Aire along Princes Square	1
Leeds Station at Leeds New Lane - Sta - Proposed station should be extended across the river Aire / north of the Aire / Leeds canal / Liverpool canal / Aire And Calder Navigation	3
Leeds Station at Leeds New Lane - Sta - Should provide the footbridge deck across Leeds City Station with a travelator / to facilitate connections among platforms / platforms are already distant within Leeds City Station without going to Leeds New lane	3
Leeds Station at Leeds New Lane - Sta - Proposed station should be extended to the south and east by removing a car park and widening the rail corridor on the east side of the East Coast Main Line	1
Leeds Station at Leeds New Lane - Sta - Extending the concourse further could make space for security & customs should international services come to Leeds	1
Leeds Station at Leeds New Lane - Sta - Proposed station should be located as near to the River Aire as possible / not spanning the Aire	1
Leeds Station at Leeds New Lane - Sta - Large undercroft at Leeds New Lane should be used to create a wide covered space / it can be used for exhibition halls / may economically benefit landowners	1
Leeds Station at Leeds New Lane - Sta - Having proposed station elevated above existing station would take pressure off existing station from the Harrogate / Airedale / Wharfedale lines	1
Leeds Station at Leeds New Lane - Sta - Having proposed station elevated above existing station would bring proposed station closer to pedestrians / the major part of Leeds	1
Leeds Station at Leeds New Lane - Sta - Should take into account that proposed station at Leeds has a bigger catchment area / not just Leeds city	1
Leeds Station at Leeds New Lane - Sta - Leeds Civic Trust options would provide greater linkage / connectivity to city station	1
Leeds Station at Leeds New Lane - Sta - Should consider making connections for pedestrians as easy as possible if proposed station goes ahead	1
Leeds Station at Leeds New Lane - Sta - Proposed station should be located further South / parallel with current rail link on spare land / railway sidings / yards	1
Leeds Station at Leeds New Lane - Sta - Any new station needs to be located in the old 'Midland' section of the present station	1
Leeds Station at Leeds New Lane - Tunnels (Tun)	3
Leeds Station at Leeds New Lane - Tunnels - Reasons to Disagree	2
Leeds Station at Leeds New Lane - Tun - Should consider a bored tunnel to go under Leeds and link to Leeds City station / situated under Leeds City Square Crossrail station	2
Leeds Station at Leeds New Lane - Tunnels - Alternative Suggestions	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Leeds Station at Leeds New Lane - Tun - Using the existing station would allow funds to be used to build a cross Leeds rail tunnel with three new large underground stations at Westgate / City Square / Eastgate	1
Leeds Station at Leeds New Lane - Tun - Should consider tunnels if space is limited	1
Leeds Station at Leeds New Lane - Viaducts & Bridges (VB)	3
Leeds Station at Leeds New Lane - Viaducts & Bridges - Reasons to Disagree	1
Leeds New Lane - VB - Expensive viaducts over wetland areas are not necessary	1
Leeds Station at Leeds New Lane - Viaducts & Bridges - Alternative Suggestions	2
Leeds Station at Leeds New Lane - VB - The listed bridge should be demolished or covered over	1
Leeds Station at Leeds New Lane - VB - Should construct a bridge over the river adjacent to the road to avoid the Hilton being demolished	1
Leeds Station at Leeds New Lane - VB - Should construct a bridge over the river adjacent to the road to avoid the KPMG offices being demolished	1
Leeds Station at Leeds New Lane - VB - Existing London and North Western Railway viaduct should be re-opened to allow direct route to Manchester / Liverpool	1
Leeds Station at Leeds New Lane - Junctions (Jn)	3
Leeds Station at Leeds New Lane – Junctions - Alternative Suggestions	3
Leeds Station at Leeds New Lane - Jn - Plan for the proposed station should include a delta junction to facilitate onward travel to the rest of the region	1
Leeds Station at Leeds New Lane - Jn - Plan for the proposed station should include a triangular junction to facilitate fast services East and West	1
Leeds Station at Leeds New Lane - Jn - Should re-use former rail junctions where the line joins the existing rail network into the new station	1
Leeds Station at Leeds New Lane - Environment	20
Leeds Station at Leeds New Lane - Landscape & Visual (LV)	4
Leeds Station at Leeds New Lane - Landscape & Visual Reasons to Disagree	3
Leeds Station at Leeds New Lane - LV - Station will have significant visual impact on arrival because of railway lines / infrastructure	1
Leeds Station at Leeds New Lane - LV - Bridge link would have significant impact on the amenity of residents on either side of the river and the ambience of this historic part of Leeds	1
Leeds Station at Leeds New Lane - LV - The proposed station will change iconic buildings	1
Leeds Station at Leeds New Lane - Landscape & Visual Alternative Suggestions	1
Leeds Station at Leeds New Lane - LV - The new station will need iconic architecture of the highest quality in line with public realm	1
Leeds Station at Leeds New Lane - Biodiversity & Wildlife (BW)	1
Leeds Station at Leeds New Lane - Biodiversity & Wildlife - Alternative Suggestions	1
Leeds Station at Leeds Lane - BW - Should ensure impact of development of station on ancient / veteran / notable trees is avoided / kept to a minimum	1
Leeds Station at Leeds New Lane - Cultural Heritage (CH)	8
Leeds Station at Leeds New Lane - Cultural Heritage Reasons to Disagree	5
Leeds Station at Leeds New Lane - CH - Proposed route runs near Vanguard House	1
Leeds Station at Leeds New Lane - CH - Redevelopment / regeneration project around station should preserve / incorporate remains of historic landscape	1
Leeds Station at Leeds New Lane - CH - Proposed station will encroach on conservation areas	1
Leeds Station at Leeds New Lane - CH - The proposed station / walkaway to Leeds City Station should not have a detrimental effect on the beautiful Canal Wharf Conservation area	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Leeds Station at Leeds New Lane - Cultural Heritage Alternative Suggestions	4
Leeds Station at Leeds New Lane - CH - A well designed contemporary station and link should not damage the surroundings to the listed buildings and structures in the Granary Wharf Conservation Area / waterfront	2
Leeds Station at Leeds New Lane - CH - Demolition of listed building is acceptable if allow to build proposed station on the North side of the existing station	1
Leeds Station at Leeds New Lane - CH - Having the station at Leeds Station North would allow use of recently restored art deco concourse	1
Leeds Station at Leeds New Lane - Water Resources & Flood Risks (WF)	1
Leeds Station at Leeds New Lane - Water Resources & Flood Risks - Alternative Suggestions	1
Leeds Station at Leeds New Lane - WF - Leeds New Lane lies in Flood Zone 3 and 2 therefore the sensitive HS2 equipment and infrastructure should be located in the area least likely to flood	1
Leeds Station at Leeds New Lane - Environment (Env)	5
Leeds Station at Leeds New Lane - Environment - Reasons to Agree	1
Leeds Station at Leeds New Lane - Env - There are no noteworthy features in this area	1
Leeds Station at Leeds New Lane - Environment - Reasons to Disagree	2
Leeds Station at Leeds New lane - Env - Proposed expense of station will impact on local environment	1
Leeds Station at Leeds New Lane - Env - Proposed station will generate increased road usage which will damage the environment	1
Leeds Station at Leeds New Lane - Environment - Reasons to Neither Agree nor Disagree	1
Leeds Station at Leeds New Lane - Env - Environmental concerns / impacts for the proposed station will need to be considered / fully understood	1
Leeds Station at Leeds New Lane - Environment Alternative Suggestions	1
Leeds Station at Leeds New Lane - Env - To reduce environmental damage Leeds Station should be planned in accordance with the practical alternative route already subject to serious analysis by Leeds Council / the MP for Wetherby and Rothwell / various other bodies	1
Leeds Station at Leeds New Lane - Safety (Saf)	2
Leeds Station at Leeds New Lane - Safety - Alternative Suggestions	2
Leeds Station at Leeds New Lane - Saf - Plans for the proposed pedestrian link are unclear / safety of pedestrian should be ensured / concerns about pedestrians not using the proposed safe pedestrian link	1
Leeds Station at Leeds New Lane - Saf - The area near the waterfront is infamous for strong winds around tall building / strong winds around tall buildings should be taken into account	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

		Total
	Base size:	1983
Q.5b	Do you agree or disagree with the Government's proposals for a South Yorkshire station to be located at Sheffield Meadowhall as described in Chapter 8?	
	AGREE TO / DISAGREE WITH PROPOSAL FOR A SOUTH YORKSHIRE STATION AT SHEFFIELD MEADOWHALL	1983
	South Yorkshire Station at Sheffield Meadowhall - Agree	543
	South Yorkshire Station at Sheffield Meadowhall - Agree strongly	14
	South Yorkshire Station at Sheffield Meadowhall - Agree	455
	South Yorkshire Station at Sheffield Meadowhall - Agree with caveats	74
	South Yorkshire Station at Sheffield Meadowhall - Disagree	935
	South Yorkshire Station at Sheffield Meadowhall - Disagree strongly	43
	South Yorkshire Station at Sheffield Meadowhall - Disagree	892
	South Yorkshire Station at Sheffield Meadowhall Neither Agree nor Disagree	164
	South Yorkshire Station at Sheffield Meadowhall - Neither agree nor disagree	19
	South Yorkshire Station at Sheffield Meadowhall - Lack of knowledge / experience of the locations / not affected by this proposal / is out of my area / not relevant	49
	South Yorkshire Station at Sheffield Meadowhall - Not really / is not a bad idea / do not disagree with the proposed station	8
	South Yorkshire Station at Sheffield Meadowhall - No problem / no objection / no issue with the proposed Sheffield Meadowhall station	9
	South Yorkshire Station at Sheffield Meadowhall - No preferences / no opinion / no view on proposed station	76
	South Yorkshire Station at Sheffield Meadowhall - This is for local people of Sheffield to decide	3
	South Yorkshire Station at Sheffield Meadowhall - Possibly / unsure / do not know about the proposed station	3
	South Yorkshire Station at Sheffield Meadowhall - This question is irrelevant / it is irrelevant to consider the options / arrangements of the station	2
	South Yorkshire Station at Sheffield Meadowhall - Reasons to Agree / Disagree / Neither Agree nor Disagree & Alternative Suggestions	719
	South Yorkshire Station at Sheffield Meadowhall Financial / Economic (FE)	99
	South Yorkshire Station at Sheffield Meadowhall Financial / Economic - Reasons to Agree	24
	South Yorkshire Station at Sheffield Meadowhall - FE - The proposed station at Sheffield Meadowhall will assist the regeneration of Rotherham	1
	South Yorkshire Station at Sheffield Meadowhall - FE - Proposed station at Meadowhall will help boost the local economy in Rotherham	3
	South Yorkshire Station at Sheffield Meadowhall - FE - New station provides opportunity for Sheffield to make greater contribution to UK economy / in line with it's size	1
	South Yorkshire Station at Sheffield Meadowhall - FE - Proposed station will help further regeneration of the lower Don Valley	1
	South Yorkshire Station at Sheffield Meadowhall - FE - Agree for a station if there is a case for a positive economic impact on Sheffield	2
	South Yorkshire Station at Sheffield Meadowhall - FE - The key role of Meadowhall shopping centre in region's economy needs to be recognised	1
	South Yorkshire Station at Sheffield Meadowhall - FE - The proposed station at Sheffield Meadowhall will assist the regeneration of Barnsley	1
	South Yorkshire Station at Sheffield Meadowhall - FE - A station at Sheffield Meadowhall is a key part of the network / will help bridge the north south divide	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

South Yorkshire Station at Sheffield Meadowhall - FE - The station at Sheffield Meadowhall will open up new opportunities / markets in South Yorkshire	2
South Yorkshire Station at Sheffield Meadowhall - FE - Additional London to Leeds journey time of HS2 station in the city centre would be off-set by economic benefits	1
South Yorkshire Station at Sheffield Meadowhall - FE - Location of station will bring prosperity to the area	3
South Yorkshire Station at Sheffield Meadowhall - FE - Proposed station will encourage growth in the surrounding areas / not just Sheffield	5
South Yorkshire Station at Sheffield Meadowhall - FE - Cost for building proposed station is sensible	1
South Yorkshire Station at Sheffield Meadowhall - FE - Proposed station is a good idea if it is affordable / can be constructed to budget	1
South Yorkshire Station at Sheffield Meadowhall - FE - Location of proposed station minimises costs	2
South Yorkshire Station at Sheffield Meadowhall - FE - Proposed station is important for Sheffield / as an industrial city / Sheffield is a large city	2
South Yorkshire Station at Sheffield Meadowhall Financial / Economic - Reasons to Disagree	45
South Yorkshire Station at Sheffield Meadowhall - FE - Proposed station is poor value compared to city centre stations in Manchester / Leeds	2
South Yorkshire Station at Sheffield Meadowhall - FE - Proposed station will not bring any economic benefit to Sheffield	8
South Yorkshire Station at Sheffield Meadowhall - FE - The proposed station will not benefit / not improve Sheffield's city / City centre / during / future recessions	2
South Yorkshire Station at Sheffield Meadowhall - FE - Benefit Cost Ratio of Victoria station has been underestimated due to overestimation of costs/ underestimation of benefits	1
South Yorkshire Station at Sheffield Meadowhall - FE - Business passengers will be put off by longer commutes to Meadowhall / will travel to Sheffield Victoria / Chesterfield / Midland stations	1
South Yorkshire Station at Sheffield Meadowhall - FE - Cost of connecting Meadowhall station will be significant / up to £1.5 billion	1
South Yorkshire Station at Sheffield Meadowhall - FE - Stations out of town would not bring economic benefits	3
South Yorkshire Station at Sheffield Meadowhall - FE - Proposed station will not bring any economic benefit to Yorkshire / Sheffield City Centre	2
South Yorkshire Station at Sheffield Meadowhall - FE - Inadequate consideration has been given to the economic impacts for the proposed station	1
South Yorkshire Station at Sheffield Meadowhall - FE - Proposed location of this station will detract from the local economy	6
South Yorkshire Station at Sheffield Meadowhall - FE - The proposed station is not sustainable	3
South Yorkshire Station at Sheffield Meadowhall - FE - The business case for building a HS2 station in Sheffield Meadowhall is flawed	3
South Yorkshire Station at Sheffield Meadowhall - FE - The proposed station will be costly / expensive / will be costly to rebuild Meadowhall / accommodate proposed station	4
South Yorkshire Station at Sheffield Meadowhall - FE - The proposed expense of this station is prohibitive	3
South Yorkshire Station at Sheffield Meadowhall - FE - Benefits / needs do not outweigh the financial / detrimental impact	3
South Yorkshire Station at Sheffield Meadowhall - FE - The option for a station at Sheffield Meadowhall has been taken based on cost rather than practicality	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

South Yorkshire Station at Sheffield Meadowhall - FE - Building proposed station at Sheffield Meadowhall rather than at Sheffield city centre station may take investments away from the city centre of Sheffield	3
South Yorkshire Station at Sheffield Meadowhall - FE - Concerns on underground works / underground works will be expensive	1
South Yorkshire Station at Sheffield Meadowhall - FE - Proposed station provides no economic benefit to South Yorkshire	2
South Yorkshire Station at Sheffield Meadowhall - FE - Proposed station would deter rather than increase investment in the local area	1
South Yorkshire Station at Sheffield Meadowhall Financial / Economic - Reasons to Neither Agree nor Disagree	5
South Yorkshire Station at Sheffield Meadowhall - FE - Costs of a city centre station outweigh the benefits / costs of city centre station are easier to quantify than the benefits	5
South Yorkshire Station at Sheffield Meadowhall Financial / Economic - Alternative Suggestions	36
South Yorkshire Station at Sheffield Meadowhall - FE - Locating proposed station at Sheffield Victoria would bring much needed regeneration prospects to the area	1
South Yorkshire Station at Sheffield Meadowhall - FE - City centre station at Victoria would perform more favourably than Meadowhall from an economic perspective	1
South Yorkshire Station at Sheffield Meadowhall - FE - City centre station at Victoria would perform more favourably than Meadowhall from an economic perspective	3
South Yorkshire Station at Sheffield Meadowhall - FE - A Station in Sheffield City Centre will encourage more investment / investors to spend here to improve the city centre	4
South Yorkshire Station at Sheffield Meadowhall - FE - Should also consider having a Sheffield Central Station subject to a GVA justification / costs / benefit analysis	3
South Yorkshire Station at Sheffield Meadowhall - FE - Extra costs for building a station at Sheffield Victoria would be significantly reduced if line running through it was the main line / not a loop	2
South Yorkshire Station at Sheffield Meadowhall - FE - Should find a way to build station on existing viaduct staying within the budget	1
South Yorkshire Station at Sheffield Meadowhall - FE - A station at Sheffield City Centre / Sheffield Victoria would bring more economic benefits / outweighing costs	9
South Yorkshire Station at Sheffield Meadowhall - FE - The additional cost of a station in centre of Sheffield will outweigh additional benefits	1
South Yorkshire Station at Sheffield Meadowhall - FE - Volterra report commissioned by Sheffield City Council indicates that a Station at Sheffield City Centre would have more economic development / regeneration of affected regions that has not been covered in the appraisal framework / HS2 consultation	3
South Yorkshire Station at Sheffield Meadowhall - FE - City centre station can help enhance national business case for HS2	1
South Yorkshire Station at Sheffield Meadowhall - FE - Station at Victoria would attract inward investment from outside Sheffield City Region	1
South Yorkshire Station at Sheffield Meadowhall - FE - Should use some of the money to improve Meadowhall park-and-ride facilities	1
South Yorkshire Station at Sheffield Meadowhall - FE - Station at Victoria would create benefits in Barnsley/ North East Derbyshire/ Doncaster	1
South Yorkshire Station at Sheffield Meadowhall - FE - A station at Victoria would bring substantial economic benefits to the city region	1
South Yorkshire Station at Sheffield Meadowhall - FE - If Victoria station was chosen instead then development of express service between Meadowhall and city centre would not be required	1
South Yorkshire Station at Sheffield Meadowhall - FE - International evidence demonstrates that city centres best placed to capitalise on economic benefits of HSR	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

South Yorkshire Station at Sheffield Meadowhall - FE - International evidence demonstrates that interchange stations unlikely to lead to significant economic activities	1
South Yorkshire Station at Sheffield Meadowhall - FE - Linking a station at Victoria into the existing network would be cheaper than for Meadowhall	1
South Yorkshire Station at Sheffield Meadowhall - FE - Station at Victoria has greater growth potential / will bring more economic value /activity than proposed station at Meadowhall	1
South Yorkshire Station at Sheffield Meadowhall - FE - Station should be located where economic benefit is greatest	1
South Yorkshire Station at Sheffield Meadowhall - FE - Organisation should be setup to ensure benefits to area are maximised	1
South Yorkshire Station at Sheffield Meadowhall - FE - Stations in city centres would bring more economic benefits	6
South Yorkshire Station at Sheffield Meadowhall - FE - Transfer times to Sheffield / security checks should be included into the benefit cost analysis	1
South Yorkshire Station at Sheffield Meadowhall - FE - The location of the station should be the one that bring most economic benefits to the City Region as a whole / should be decided solely based on its economic impact	3
South Yorkshire Station at Sheffield Meadowhall - FE - Using disused rail beds / tunnels into / out of Sheffield would be cheaper / more cost-effective	1
South Yorkshire Station at Sheffield Meadowhall - FE - Should consider a modern version of the 1950s Beighton Junction to allow classic compatible trains to Sheffield via the existing Woodhouse Junction / Nunnery Junction Sheffield Midland route as it would be cheaper	1
South Yorkshire Station at Sheffield Meadowhall - FE - Should consider a modern version of the 1950s Beighton Junction to allow classic compatible trains to South Yorkshire destinations via a modernised Waleswood Curve as it would be cheaper	1
South Yorkshire Station at Sheffield Meadowhall - FE - Should consider a modern version of the 1950s Beighton Junction to allow classic compatible trains to South Yorkshire destinations via Meadowhall on the classic North Midland route turning north to the west of Darnall as it would be cheaper	1
South Yorkshire Station at Sheffield Meadowhall - FE - Cost of improving tram system should be lower than compensation for properties demolished in order to take the route closer to the city centre	1
South Yorkshire Station at Sheffield Meadowhall - FE - A massive investment in the Tinsley / Rotherham / Ecclesfield area from a body other than the Sheffield City Council is necessary	1
South Yorkshire Station at Sheffield Meadowhall - FE - Sheffield City Council should not be the only investor as all their offices are in the city centre and this will draw investments to the city centre of Sheffield leaving the rest of the area under-invested	1
South Yorkshire Station at Sheffield Meadowhall - FE - An additional body willing to invest into / change the current industrial nature of the Tinsley / Rotherham / Ecclesfield area is necessary	1
South Yorkshire Station at Sheffield Meadowhall - FE - Having a new station near to Sheffield Midland station would avoid the cost of upgrading existing infrastructure	1
South Yorkshire Station at Sheffield Meadowhall Employment Impact of HS2 (EmI)	28
South Yorkshire Station at Sheffield Meadowhall Employment Impact of HS2 - Reasons to Agree	1
South Yorkshire Station at Sheffield Meadowhall - EmI - Will bring jobs to the Meadowhall area	1
South Yorkshire Station at Sheffield Meadowhall Employment Impact of HS2 - Reasons to Disagree	19

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

South Yorkshire Station at Sheffield Meadowhall - Eml - Local papers estimate say that having station at City Centre would have created 10,000 more jobs compared to 4,000 jobs at Meadowhall	2
South Yorkshire Station at Sheffield Meadowhall - Eml - A city centre station would create more jobs than one at Meadowhall	2
South Yorkshire Station at Sheffield Meadowhall - Eml - A station at Sheffield Meadowhall will have a negative effect on jobs in Barnsley	2
South Yorkshire Station at Sheffield Meadowhall - Eml - A station at Sheffield Meadowhall will have a negative effect on future jobs in Sheffield City Centre	1
South Yorkshire Station at Sheffield Meadowhall - Eml - Station at Victoria in the city centre is more likely to attract / create high skilled jobs	1
South Yorkshire Station at Sheffield Meadowhall - Eml - A station at Sheffield Meadowhall will not encourage jobs / computer projections of the number of jobs in the area are not credible	5
South Yorkshire Station at Sheffield Meadowhall - Eml - A station at Sheffield Meadowhall will have a negative effect on jobs in Wakefield	2
South Yorkshire Station at Sheffield Meadowhall - Eml - Proposed location of this station will have an impact on local employers	2
South Yorkshire Station at Sheffield Meadowhall - Eml - Will not create enough jobs to be worth the actual cost	2
South Yorkshire Station at Sheffield Meadowhall - Eml - A reduction of people visiting Meadowhall due to increase in traffic will lead to job losses	2
South Yorkshire Station at Sheffield Meadowhall - Eml - Loss of 800 jobs in the engineering sector will not be replaced by construction of HS2	1
South Yorkshire Station at Sheffield Meadowhall - Eml - Questions the need to access unskilled / low-paid retail jobs	1
South Yorkshire Station at Sheffield Meadowhall Employment Impact of HS2 - Alternative Suggestions	9
South Yorkshire Station at Sheffield Meadowhall - Eml - A station in Sheffield city centre / Victoria will create jobs / employment opportunities / higher quality jobs in Sheffield	7
South Yorkshire Station at Sheffield Meadowhall - Eml - Need to take into account impact on employment as this does not appear to have been factored into assessment	1
South Yorkshire Station at Sheffield Meadowhall - Eml - Alternative route / station proposed by Sheffield City Council for a station at Sheffield city centre would create more jobs	1
South Yorkshire Station at Sheffield Meadowhall Business (Bu)	51
South Yorkshire Station at Sheffield Meadowhall Business - Reasons to Agree	7
South Yorkshire Station at Sheffield Meadowhall - Bu - Proximity to station will significantly enhance access to Waverley Advanced Manufacturing Park / from London	1
South Yorkshire Station at Sheffield Meadowhall - Bu - Meadowhall Shopping Complex has lost trade to the Trafford Centre / Sheffield city centre / Leeds city centre	1
South Yorkshire Station at Sheffield Meadowhall - Bu - Planned / tourist attraction / 'Visions of China' / Magna Science Adventure Centre / would potentially benefit from connections to HS2 at Meadowhall	2
South Yorkshire Station at Sheffield Meadowhall - Bu - Will complement the existing shopping / transport hub	2
South Yorkshire Station at Sheffield Meadowhall - Bu - Will be good for businesses in and around Meadowhall.	2
South Yorkshire Station at Sheffield Meadowhall Business - Reasons to Disagree	34
South Yorkshire Station at Sheffield Meadowhall - Bu - The proposed station is inconvenient for business users as no time will be saved	3
South Yorkshire Station at Sheffield Meadowhall - Bu - The proposed station at Sheffield Meadowhall will take business away from Wakefield / will encourage companies to move out of Wakefield	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

South Yorkshire Station at Sheffield Meadowhall - Bu - The proposed station will cause decline in the centre of Sheffield / will encourage companies to relocate / will further damage the already neglected economy / regeneration of Sheffield	11
South Yorkshire Station at Sheffield Meadowhall - Bu - Most of the business travel is generated from the south west side of Sheffield / proposed location of station would not serve business district	3
South Yorkshire Station at Sheffield Meadowhall - Bu - Proposed station will not serve Sheffield city centre which will weaken the vibrancy of the business district / university / put off potential business passengers	4
South Yorkshire Station at Sheffield Meadowhall - Bu - The proposed station at Sheffield Meadowhall will take business away from Barnsley / will encourage companies to move out of Barnsley	1
South Yorkshire Station at Sheffield Meadowhall - Bu - Having to change stations for non high speed trains will put off business passengers	1
South Yorkshire Station at Sheffield Meadowhall - Bu - Meadowhall station would have negative impact on future potential development of Advanced Manufacturing Park between junctions 33 and 34 of M1 corridor	1
South Yorkshire Station at Sheffield Meadowhall - Bu - Meadowhall station would have negative impact on manufacturing businesses in Lower Don Valley/ Sheffield City Region/ Enterprise Zone due to impact of route on number of sites	1
South Yorkshire Station at Sheffield Meadowhall - Bu - Proposed station with such convenient links / to London / will discourage shopping at Meadowhall	3
South Yorkshire Station at Sheffield Meadowhall - Bu - Proposed station could cause many years of blight and business losses	1
South Yorkshire Station at Sheffield Meadowhall - Bu - Proposed station encroaches Meadowhall retail complex and will adversely impact British Land's land interests	1
South Yorkshire Station at Sheffield Meadowhall - Bu - Proposed station at Sheffield Meadowhall will negatively impact / draw business away from the city centre	1
South Yorkshire Station at Sheffield Meadowhall - Bu - Locating the proposed station at a shopping centre is a bad / wrong idea	4
South Yorkshire Station at Sheffield Meadowhall - Bu - A station / increased traffic in the area / reduced parking space at Sheffield Meadowhall will not encourage shopping / will have a negative impact on Meadowhall shopping centre	2
South Yorkshire Station at Sheffield Meadowhall - Bu - There are already enough shopping centres in the country	1
South Yorkshire Station at Sheffield Meadowhall - Bu - Will have a negative impact on / will disrupt businesses / loss of business / no benefit for business	6
South Yorkshire Station at Sheffield Meadowhall - Bu - The proposed route will adversely affect the sale of our factory	1
South Yorkshire Station at Sheffield Meadowhall Business - Reasons to Neither Agree nor Disagree	2
South Yorkshire Station at Sheffield Meadowhall - Bu - Will encourage long distance commuting to London	2
South Yorkshire Station at Sheffield Meadowhall Business - Alternative Suggestions	11
South Yorkshire Station at Sheffield Meadowhall - Bu - Building station at Victoria instead would remove negative impact on key manufacturing sites/ Enterprise Zones/ major planned residential community at Waverley in the Lower Ron Valley	1
South Yorkshire Station at Sheffield Meadowhall - Bu - The area around Meadowhall does not have Financial Services/ Create and Digital Industries / sites needed to create new private sector jobs	1
South Yorkshire Station at Sheffield Meadowhall - Bu - Impact of proposals on Meadowhall shopping centre need to be fully addressed	1
South Yorkshire Station at Sheffield Meadowhall - Bu - Mitigation of impact of proposals on Meadowhall shopping centre need to be agreed	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

South Yorkshire Station at Sheffield Meadowhall - Bu - Proposed route should not run through Meadowhall / on the viaduct across the valley to avoid destruction of first class enterprise zone / two major steel works	1
South Yorkshire Station at Sheffield Meadowhall - Bu - HS2 should help boost manufacturing and not just the service sector for example retail	1
South Yorkshire Station at Sheffield Meadowhall - Bu - Moving alignment back towards Tinsley (M1) viaduct would reduce the impact on Meadowhall shopping centre	2
South Yorkshire Station at Sheffield Meadowhall - Bu - Building the new station needs to cause minimum disruption to businesses	2
South Yorkshire Station at Sheffield Meadowhall - Bu - HS2 and LEP should investigate plans for the future of Meadowhall Shopping Complex before proposed station is built	1
South Yorkshire Station at Sheffield Meadowhall - Bu - A central station would be preferable if feasible as this would boost business	2
South Yorkshire Station at Sheffield Meadowhall Property (Prop)	12
South Yorkshire Station at Sheffield Meadowhall Property - Reasons to Agree	3
South Yorkshire Station at Sheffield Meadowhall - Prop - Constructing / having a station located at Sheffield Meadowhall will have the least impact on peoples homes	1
South Yorkshire Station at Sheffield Meadowhall - Prop - Meadowhall location will mean fewer property acquisitions / demolitions than a city centre location.	1
South Yorkshire Station at Sheffield Meadowhall - Prop - Properties within close proximity to Sheffield Meadowhall station will / could rise in value	1
South Yorkshire Station at Sheffield Meadowhall Property - Reasons to Disagree	6
South Yorkshire Station at Sheffield Meadowhall - Prop - The proposed route would involve levelling one dwelling, blighting a farmstead and severing other land on the Wentworth Estate	1
South Yorkshire Station at Sheffield Meadowhall - Prop - Meadowhall area is already extensively built up	2
South Yorkshire Station at Sheffield Meadowhall - Prop - Will cause a negative / destroy / impact on homes / properties	4
South Yorkshire Station at Sheffield Meadowhall Property - Reasons to Neither Agree nor Disagree	1
South Yorkshire Station at Sheffield Meadowhall - Prop - Property demolition is inevitable given the urban nature of the locality	1
South Yorkshire Station at Sheffield Meadowhall Property - Alternative Suggestions	3
South Yorkshire Station at Sheffield Meadowhall - Prop - If proposal for a Sheffield station does not go through, then there will be no property blight in South Sheffield	1
South Yorkshire Station at Sheffield Meadowhall - Prop - Route for alternate proposed station in central Sheffield would pass through built up housing areas	1
South Yorkshire Station at Sheffield Meadowhall - Prop - George Turton Platts building of the Firth Rixson Forging estate should be retained	1
South Yorkshire Station at Sheffield Meadowhall Housing Impact of HS2 - (HoI)	4
South Yorkshire Station at Sheffield Meadowhall Housing Impact of HS2 - Reasons to Agree	1
South Yorkshire Station at Sheffield Meadowhall - HoI - Proposed station will cause the least damage / demolition to people's homes	1
South Yorkshire Station at Sheffield Meadowhall Housing Impact of HS2 - Reasons to Disagree	2
South Yorkshire Station at Sheffield Meadowhall - HoI - Route will run through housing regeneration site at Waverley New Community	1
South Yorkshire Station at Sheffield Meadowhall - HoI - Nobody / no Londoner will want to live in / near to / relocate to Meadowhall	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

South Yorkshire Station at Sheffield Meadowhall Housing Impact of HS2 - Reasons to Neither Agree nor Disagree	1
South Yorkshire Station at Sheffield Meadowhall - HoI - Proposed station will bring residential developments / people will move to the area	1
South Yorkshire Station at Sheffield Meadowhall Housing Impact of HS2 - Alternative Suggestions	1
South Yorkshire Station at Sheffield Meadowhall - HoI - Through route through Victoria would have considerably less impact on Waverley development site	1
South Yorkshire Station at Sheffield Meadowhall - Land use Resources (LR)	6
South Yorkshire Station at Sheffield Meadowhall - Land use Resources - Reasons to Disagree	1
South Yorkshire Station at Sheffield Meadowhall - LR - Concerns on underground works / underground works will be difficult	1
South Yorkshire Station at Sheffield Meadowhall - Land use Resources - Alternative Suggestions	5
South Yorkshire Station at Sheffield Meadowhall - LR - Rerouting the line to avoid impact on Firth Rixson will create a large waste land between the M1 viaduct and the HS2 viaduct	1
South Yorkshire Station at Sheffield Meadowhall - LR - Should consider a major terminal at Sheffield Meadowhall using brown field land in the area	2
South Yorkshire Station at Sheffield Meadowhall - LR - Should consider building on brown field land / open land on the Eastern side of the motorway	1
South Yorkshire Station at Sheffield Meadowhall - LR - There are uses for land that do not include building which can be developed to create jobs without the loss of amenity / wildlife	1
South Yorkshire Station at Sheffield Meadowhall Planning & Development (PD)	5
South Yorkshire Station at Sheffield Meadowhall Planning & Development - Reasons to Agree	1
South Yorkshire Station at Sheffield Meadowhall - PD - Proposed station is essential for the sustainability of the Meadowhall development	1
South Yorkshire Station at Sheffield Meadowhall Planning & Development - Reasons to Disagree	2
South Yorkshire Station at Sheffield Meadowhall - PD - Area for development around Meadowhall is restricted by established shopping centre/ retail developments / constraints of existing infrastructure/ M1 viaduct/ sewage works/ biomass power station/ nature of environment	1
South Yorkshire Station at Sheffield Meadowhall - PD - Proposed location offers less opportunity for new development / is constrained	1
South Yorkshire Station at Sheffield Meadowhall - PD - The Government has overestimated the potential for development around Meadowhall	1
South Yorkshire Station at Sheffield Meadowhall Planning & Development - Reasons to Neither Agree nor Disagree	1
South Yorkshire Station at Sheffield Meadowhall - PD - Has no issue with further urban development	1
South Yorkshire Station at Sheffield Meadowhall Planning & Development - Alternative Suggestion	2
South Yorkshire Station at Sheffield Meadowhall - PD - Greater potential for housing units around Victoria than Meadowhall	1
South Yorkshire Station at Sheffield Meadowhall - PD - More commercial floorspace around Victoria can be developed compared to around Meadowhall	1
South Yorkshire Station at Sheffield Meadowhall - PD - Station at Victoria is located around developable / Council-owned land	1
South Yorkshire Station at Sheffield Meadowhall - PD - Should identify land for commercial development	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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South Yorkshire Station at Sheffield Meadowhall Compensation (Comp)	7
South Yorkshire Station at Sheffield Meadowhall Compensation - Reasons to Disagree	2
South Yorkshire Station at Sheffield Meadowhall - Comp - If appropriate compensation and relocations costs are not provided for impact of HS2 will be implications for Sheffield economy	1
South Yorkshire Station at Sheffield Meadowhall - Comp - Scale of relocation of businesses has been underestimated/ will be very high	1
South Yorkshire Station at Sheffield Meadowhall - Comp - A fair compensation scheme has not been presented by Government / HS2 Ltd	1
South Yorkshire Station at Sheffield Meadowhall Compensation - Alternative Suggestions	5
South Yorkshire Station at Sheffield Meadowhall - Comp - Reducing impacts on Meadowhall will reduce compensation payable to British Land	1
South Yorkshire Station at Sheffield Meadowhall - Comp - Should be full compensation for people / businesses who are adversely affected by the Meadowhall station	1
South Yorkshire Station at Sheffield Meadowhall - Comp - Should be full compensation provided for people / businesses affected by proposed station at earliest opportunity	1
South Yorkshire Station at Sheffield Meadowhall - Comp - Moving alignment back towards Tinsley (M1) viaduct would reduce compensation pay outs to British Gas / Transco for cutting through storage areas	1
South Yorkshire Station at Sheffield Meadowhall - Comp - Rebuilding of Firth Rixson should be prioritised / included in Exceptional Hardship Scheme	1
South Yorkshire Station at Sheffield Meadowhall Community Integrity / Impacts (Com)	114
South Yorkshire Station at Sheffield Meadowhall Community Integrity / Impacts - Reasons to Agree	24
South Yorkshire Station at Sheffield Meadowhall - Com - The proposed station at Sheffield Meadowhall is closer to Rotherham	1
South Yorkshire Station at Sheffield Meadowhall - Com - Proposed station at Sheffield Meadowhall will serve / benefit Rotherham	6
South Yorkshire Station at Sheffield Meadowhall - Com - Proposed station at Sheffield Meadowhall will serve / benefit Doncaster	3
South Yorkshire Station at Sheffield Meadowhall - Com - The proposed station at Sheffield Meadowhall is closer to Doncaster	1
South Yorkshire Station at Sheffield Meadowhall - Com - Proposed station will benefit cities in North Humberside / East Yorkshire	1
South Yorkshire Station at Sheffield Meadowhall - Com - Proposed station at Sheffield Meadowhall will serve / benefit Sheffield	7
South Yorkshire Station at Sheffield Meadowhall - Com - A station / interchange in Sheffield City centre/ at Sheffield city station will be difficult to build	4
South Yorkshire Station at Sheffield Meadowhall - Com - Proposed station will boost the neglected eastern side of Sheffield	1
South Yorkshire Station at Sheffield Meadowhall - Com - Proposed station at Sheffield Meadowhall will serve / benefit Barnsley	4
South Yorkshire Station at Sheffield Meadowhall - Com - The proposed station at Sheffield Meadowhall is closer to Barnsley	1
South Yorkshire Station at Sheffield Meadowhall - Com - Sheffield Meadowhall station will have a positive effect on the community / local area / region	5
South Yorkshire Station at Sheffield Meadowhall - Com - Sheffield Meadowhall is better for the whole region than a city centre station	2
South Yorkshire Station at Sheffield Meadowhall - Com - Proposed station is close to the major population centres	2
South Yorkshire Station at Sheffield Meadowhall - Com - Proposed station will offer me the most benefit	1

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South Yorkshire Station at Sheffield Meadowhall - Com - Proposed location at Meadowhall would benefit most travellers as Sheffield does not sit at the centre of regional rail network unlike / Leeds / Manchester / Birmingham / Liverpool	1
South Yorkshire Station at Sheffield Meadowhall Community Integrity / Impacts - Reasons to Disagree	63
South Yorkshire Station in Sheffield Meadowhall - Com - Meadowhall station will cause major disruption to central Sheffield residents / business / property / community	1
South Yorkshire Station at Sheffield Meadowhall - Com - Sheffield Meadowhall station is inconvenient for passengers from Chesterfield	3
South Yorkshire Station at Sheffield Meadowhall - Com - The proposed station will not service people living in Derbyshire / HS2 will not benefit North Derbyshire	2
South Yorkshire Station at Sheffield Meadowhall - Com - There is already a station serving / well connected to Sheffield / Sheffield City centre	6
South Yorkshire Station at Sheffield Meadowhall - Com - Station at Meadowhall will not help HS2 benefit the city of Sheffield	5
South Yorkshire Station at Sheffield Meadowhall - Com - Sheffield has been built up around current / old Sheffield station	1
South Yorkshire Station at Sheffield Meadowhall - Com - Location of proposed station at Sheffield Meadowhall is unfair to Doncaster	1
South Yorkshire Station at Sheffield Meadowhall - Com - Access to HS2 station at Sheffield Meadowhall will involve a 20 mile / 40 minutes journey from Chesterfield	3
South Yorkshire Station at Sheffield Meadowhall - Com - Proposed Meadowhall station shows lack of consideration for rail users wishing to travel to Huddersfield	1
South Yorkshire Station at Sheffield Meadowhall - Com - Having no / very few links / stations in South Yorkshire will provide no benefits to the South Yorkshire area	1
South Yorkshire Station at Sheffield Meadowhall - Com - Proposed station at Sheffield Meadowhall will not benefit the Sheffield area as it will result in extra time / money to reach station	3
South Yorkshire Station at Sheffield Meadowhall - Com - Proposed Meadowhall station will drain activity away from Sheffield city centre	2
South Yorkshire Station at Sheffield Meadowhall - Com - Locating the HS2 station out of town at Sheffield Meadowhall will be of no use / unwanted / too far for people / business people / from Sheffield / existing stations / South Sheffield / South-West Sheffield / North East Derbyshire / will have the same disadvantage as air travel	13
South Yorkshire Station at Sheffield Meadowhall - Com - Proposed station at Sheffield Meadowhall will not benefit the people of Barnsley as it will result in extra time / money to reach station	1
South Yorkshire Station at Sheffield Meadowhall - Com - I / we live close to the proposed location / will affect me	1
South Yorkshire Station at Sheffield Meadowhall - Com - Proposed station would be of no use to me / us	2
South Yorkshire Station at Sheffield Meadowhall - Com - The proposed station will offer no benefits to North East Derbyshire / local area	3
South Yorkshire Station at Sheffield Meadowhall - Com - The proposed station will cause disruption	4
South Yorkshire Station at Sheffield Meadowhall - Com - Will cause a negative impact / destroy the surrounding area	4
South Yorkshire Station at Sheffield Meadowhall - Com - The proposed station would only benefit rich / highly paid people with jobs in London shopping on their way home / on their way to the North	2
South Yorkshire Station at Sheffield Meadowhall - Com - Proposed station will only benefit a small minority in the local area	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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South Yorkshire Station at Sheffield Meadowhall - Com - Proposed station will greatly affect our area without any / little benefit given	1
South Yorkshire Station at Sheffield Meadowhall - Com - Proposed station will affect / have a negative impact on people	1
South Yorkshire Station at Sheffield Meadowhall - Com - Rerouting the line to avoid impact on Firth Rixson will take it close to houses	1
South Yorkshire Station at Sheffield Meadowhall - Com - Local people have not been properly consulted about the siting of the proposed station	1
South Yorkshire Station at Sheffield Meadowhall - Com - Proposed station will not be of interest for shoppers	4
South Yorkshire Station at Sheffield Meadowhall - Com - High speed services will not be much more convenient than the existing services for people who are not travelling to York / Leeds	2
South Yorkshire Station at Sheffield Meadowhall - Com - Proposed station at Meadowhall will be of no benefit to commuters / those wishing to go to the city centre	2
South Yorkshire Station at Sheffield Meadowhall Community Integrity / Impacts - Reasons to Neither Agree nor Disagree	2
South Yorkshire Station at Sheffield Meadowhall - Com - People who could afford to travel via HS2 are not those who live near Meadowhall	1
South Yorkshire Station at Sheffield Meadowhall - Com - Derbyshire has limited population	1
South Yorkshire Station at Sheffield Meadowhall Community Integrity / Impacts - Alternative Suggestions	34
South Yorkshire Station at Sheffield Meadowhall - Com - A station in Sheffield city centre is not an option as this would be difficult / inconvenient for other South Yorkshire people	2
South Yorkshire Station at Sheffield Meadowhall - Com - Massive transport infrastructure improvements to accommodate HS2 station at Meadowhall should not be paid by already suffering local community	1
South Yorkshire Station at Sheffield Meadowhall - Com - Should have an additional station in Sheffield / Sheffield City Centre to serve major population centres	5
South Yorkshire Station at Sheffield Meadowhall - Com - A station located in Sheffield City Centre would be more beneficial to local communities	10
South Yorkshire Station at Sheffield Meadowhall - Com - A Station at Sheffield City Centre would not cause much detrimental effect on other towns in South Yorkshire	1
South Yorkshire Station at Sheffield Meadowhall - Com - Positioning the station in Sheffield city centre will allow regeneration of the city / bring many new development opportunities	7
South Yorkshire Station at Sheffield Meadowhall - Com - Proposed route should not run so close to my house	1
South Yorkshire Station at Sheffield Meadowhall - Com - Having proposed station closer to the city centre would benefit more people	1
South Yorkshire Station at Sheffield Meadowhall - Com - Building the new station needs to cause minimum disruption to residents	2
South Yorkshire Station at Sheffield Meadowhall - Com - People's needs should be prioritised over the government's needs	1
South Yorkshire Station at Sheffield Meadowhall - Com - The original straight route would leave more space for regeneration in an area that is already at a premium	1
South Yorkshire Station at Sheffield Meadowhall - Com - South Yorkshire Station should serve the whole South Yorkshire region	2
South Yorkshire Station at Sheffield Meadowhall - Com - Proposed station should be integrated with retail / conference / educational / professional services in the Meadowhall area / should not be separated from Meadowhall retail park	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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South Yorkshire Station at Sheffield Meadowhall Health, Equality & Wellbeing (HEW)	4
South Yorkshire Station at Sheffield Meadowhall Health, Equality & Wellbeing - Reasons to Disagree	4
South Yorkshire Station at Sheffield Meadowhall - HEW - Station threatens the viability of The Source which supports individuals coping with deprivation	1
South Yorkshire Station at Sheffield Meadowhall - HEW - Increased car journeys to the station will negatively affect the health of local people	1
South Yorkshire Station at Sheffield Meadowhall - HEW - Increased number of car parks will result in more health problems in the area	1
South Yorkshire Station at Sheffield Meadowhall - HEW - Proposed station will impact / damage health / quality of life of people living close to the M1 in Meadowhall	1
South Yorkshire Station at Sheffield Meadowhall Construction (CI)	5
South Yorkshire Station at Sheffield Meadowhall Construction - Reasons to Disagree	4
South Yorkshire Station at Sheffield Meadowhall - CI - Construction of HS2 station will cause major disruption at Sheffield Meadowhall	4
South Yorkshire Station at Sheffield Meadowhall Construction - Alternative Suggestions	2
South Yorkshire Station at Sheffield Meadowhall - CI - Construction of HS2 station / connections at Victoria would cause less disruption / cost less than at Sheffield Meadowhall	1
South Yorkshire Station at Sheffield Meadowhall - CI - Construction would be easier for Victoria site as Sheffield City Council owns property in vicinity	1
South Yorkshire Station at Sheffield Meadowhall - CI - The lower line speed in proximity to Meadowhall Station allows a greater level of design flexibility	1
South Yorkshire Station at Sheffield Meadowhall Operations	219
South Yorkshire Station at Sheffield Meadowhall - Speed / Frequency / Specifications of HS2 services (SFS)	121
South Yorkshire Station at Sheffield Meadowhall - Speed / Frequency / Specifications of HS2 Services - Reasons to Agree	8
South Yorkshire Station at Sheffield Meadowhall - SFS - Potential for large saving on journey times to urban areas, from station	1
South Yorkshire Station at Sheffield Meadowhall - SFS - Proposed location of station will maximise stopping services in Sheffield City Region	1
South Yorkshire Station at Sheffield Meadowhall - SFS - The proposed station at Sheffield Meadowhall should be built if it does not extend the journey time	1
South Yorkshire Station at Sheffield Meadowhall - SFS - I will be able to be in central London in 90 minutes from my house	1
South Yorkshire Station at Sheffield Meadowhall - SFS - The proposed station at Sheffield Meadowhall will not slow the route as much as a city centre station / location	2
South Yorkshire Station at Sheffield Meadowhall - SFS - Proposed station will improve services to London	2
South Yorkshire Station at Sheffield Meadowhall - SFS - Proposed station will improve services to Leeds	1
South Yorkshire Station at Sheffield Meadowhall - Speed / Frequency / Specifications of HS2 Services - Reasons to Disagree	105
South Yorkshire Station at Sheffield Meadowhall - SFS - Meadowhall station will impact on the speed of non-stopping trains	2
South Yorkshire Station at Sheffield Meadowhall - SFS - Improved rail journey time to London will be negated by additional drive to Meadowhall	1
South Yorkshire Station at Sheffield Meadowhall - SFS - Proposed station at Sheffield Meadowhall will not benefit / will be of little use to the people of Chesterfield as it will result in extra time / money to reach station	4
South Yorkshire Station at Sheffield Meadowhall - SFS - Need to travel to Meadowhall station will add additional cost to the journey	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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South Yorkshire Station at Sheffield Meadowhall - SFS - Proposed station will not be attractive to passengers / users of Sheffield / Chesterfield	1
South Yorkshire Station at Sheffield Meadowhall - SFS - Improved / reduced journey times to London would be marginal / little / worse compared to existing rail services	5
South Yorkshire Station at Sheffield Meadowhall - SFS - Improved rail journey time will be negated by interchange / parking / additional travel to Meadowhall Station / to London	32
South Yorkshire Station at Sheffield Meadowhall - SFS - Improved rail journey time will be negated by additional travel to Meadowhall Station from / to Sheffield city centre / West Sheffield / Northern / Western boundaries / surrounding areas	46
South Yorkshire Station at Sheffield Meadowhall - SFS - Additional journey time to Meadowhall will make HS2 journeys as long as journeys on an electrified Midlands Main Line	3
South Yorkshire Station at Sheffield Meadowhall - SFS - Proposed station does not guarantee faster inter-city travel than existing rail services	1
South Yorkshire Station at Sheffield Meadowhall - SFS - Proposed station 30 miles from Leeds reduces benefits of HS2	2
South Yorkshire Station at Sheffield Meadowhall - SFS - Having high speed stations so close to each other defeat the purpose of the high speed	1
South Yorkshire Station at Sheffield Meadowhall - SFS - The proposed station will add additional cost / time for people travelling / to and from Sheffield Meadowhall / to London	11
South Yorkshire Station at Sheffield Meadowhall - SFS - Improved journey time / prohibitive cost will not encourage use of HS2 by local businesses	1
South Yorkshire Station at Sheffield Meadowhall - SFS - Reduced journey time will be negated by the need to travel / go by car to proposed station / hub-and-spoke system from South Yorkshire / North East Derbyshire	2
South Yorkshire Station at Sheffield Meadowhall - SFS - Proposed station at Meadowhall would slow the train and negate high speed / make HS2 pointless	1
South Yorkshire Station at Sheffield Meadowhall - Speed / Frequency / Specifications of HS2 Services - Alternative Suggestions	10
South Yorkshire Station at Sheffield Meadowhall - SFS - Timetable modified so heavy rail services can be provided throughout region from HS2 station	1
South Yorkshire Station at Sheffield Meadowhall - SFS - Consideration for a station at Sheffield City Centre / benefits of city centre stations would justify the 6 minute journey time penalty of serving Sheffield Victoria	1
South Yorkshire Station at Sheffield Meadowhall - SFS - Extra journey time from Leeds to London is just 3 minutes if goes via city centre rather than Meadowhall	1
South Yorkshire Station at Sheffield Meadowhall - SFS - Passenger demand to other cities / London / East Midlands / Birmingham / Leeds / North East would be higher from Victoria station than Meadowhall	1
South Yorkshire Station at Sheffield Meadowhall - SFS - Sheffield City Region would be better connected / served by a city centre station	1
South Yorkshire Station at Sheffield Meadowhall - SFS - Station at Victoria would maximise convenience / propensity for use	1
South Yorkshire Station at Sheffield Meadowhall - SFS - Existing journey times from Sheffield to London have not been considered / looked at	1
South Yorkshire Station at Sheffield Meadowhall - SFS - The great benefits / growth of having a station in Sheffield city centre justify increased journey time to / from Leeds	1
South Yorkshire Station at Sheffield Meadowhall - SFS - Improving connections from Sheffield to Meadowhall would decrease journey time increased by extra travel	1
South Yorkshire Station at Sheffield Meadowhall - SFS - The key is to ensure good value fares into the city	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

South Yorkshire Station at Sheffield Meadowhall - SFS - Speed reduction due to the loop should not be emphasised as the service would slow down approaching the station anyway / North of the city will be tunnelled	1
South Yorkshire Station at Sheffield Meadowhall - SFS - Trains to / from Sheffield should be split / joined with services from Leeds / Newcastle at the East Midlands station to maximise capacity on HS2 Phase 1	1
South Yorkshire Station at Sheffield Meadowhall - SFS - Proposed station should be built closer to centres of population to improve interchange / travelling time	1
South Yorkshire Station at Sheffield Meadowhall Existing Rail Services (ERS)	20
South Yorkshire Station at Sheffield Meadowhall Existing Rail Services - Reasons to Disagree	13
South Yorkshire Station at Sheffield Meadowhall - ERS - Should have no adverse impacts upon direct rail services to Tyne and Wear region	3
South Yorkshire Station at Sheffield Meadowhall - ERS - To reach the location of the proposed station would require travel on the conventional railway network	2
South Yorkshire Station at Sheffield Meadowhall - ERS - Does not allow for growth of regional / commuter services on Midland Main Line	1
South Yorkshire Station at Sheffield Meadowhall - ERS - Considering the time taken to travel via Meadowhall / will be faster to get the Midland Mainline train to London	4
South Yorkshire Station at Sheffield Meadowhall - ERS - Considering the time taken to travel via Meadowhall / will be easier to get the Midland Mainline train to London	2
South Yorkshire Station at Sheffield Meadowhall - ERS - Concerns that existing services will be reduced to force people to travel to Sheffield Meadowhall by car	1
South Yorkshire Station at Sheffield Meadowhall - ERS - HS2 will make existing services worse / will reduce services / will remove Meadowhall station from Barnsley line	1
South Yorkshire Station at Sheffield Meadowhall Existing Rail Services - Alternative Suggestions	7
South Yorkshire Station at Sheffield Meadowhall - ERS - Must maintain direct services between North East and Sheffield city centre	1
South Yorkshire Station at Sheffield Meadowhall - ERS - It would be quicker / faster to use existing East Midlands Trains service	4
South Yorkshire Station at Sheffield Meadowhall - ERS - Existing services / carriages to Meadowhall should be upgraded as they are antiquated / operate at full capacity	1
South Yorkshire Station at Sheffield Meadowhall - ERS - Having an additional station near to Sheffield Midland station would allow urban and regional trains to serve proposed Meadowhall station	1
South Yorkshire Station at Sheffield Meadowhall - ERS - Existing rail services should not be reduced / should be retained	1
South Yorkshire Station at Sheffield Meadowhall Traffic & Transport (TT)	114
South Yorkshire Station at Sheffield Meadowhall Traffic & Transport - Reasons to Agree	10
South Yorkshire Station at Sheffield Meadowhall - TT - Meadowhall satisfies the parking needs that Sheffield City centre would not	1
South Yorkshire Station at Sheffield Meadowhall - TT - Proposed station at Meadowhall will increase / has better car parking capacity	1
South Yorkshire Station at Sheffield Meadowhall - TT - Accessing Victoria station would be hindered by traffic congestion / lack of car parking	1
South Yorkshire Station at Sheffield Meadowhall - TT - Proposed station at Meadowhall would allow room for parking	1
South Yorkshire Station at Sheffield Meadowhall - TT - A Sheffield City Centre station would cause more issues with the need for road construction	1
South Yorkshire Station at Sheffield Meadowhall - TT - The proposed station at Sheffield Meadowhall will avoid disruption to Sheffield city centre	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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South Yorkshire Station at Sheffield Meadowhall - TT - Proposed location of the station will help relieve congestion at the city centre station	1
South Yorkshire Station at Sheffield Meadowhall - TT - Location of station will help reduce congestion on the M1	1
South Yorkshire Station at Sheffield Meadowhall - TT - Transport from out of the city is poor for motorists	2
South Yorkshire Station at Sheffield Meadowhall - TT - Proposed location of the station will help relieve congestion in Meadowhall	1
South Yorkshire Station at Sheffield Meadowhall Traffic & Transport - Reasons to Disagree	92
South Yorkshire Station at Sheffield Meadowhall - TT - High costs of car parking in proposed station will limit the value of / discourage use of HS2	2
South Yorkshire Station at Sheffield Meadowhall - TT - Proposed station would take a long time to reach by road from Derbyshire / due to traffic	2
South Yorkshire Station at Sheffield Meadowhall - TT - Parking at Meadowhall is already limited / will become limited / an issue	6
South Yorkshire Station at Sheffield Meadowhall - TT - Parking at Sheffield Meadowhall is already a nightmare / will become worse	1
South Yorkshire Station at Sheffield Meadowhall - TT - Reports suggest that HS2 will cause a 30 minute tailback from Meadowhall station to Sheffield city centre offsetting reduced journey time	1
South Yorkshire Station at Sheffield Meadowhall - TT - Proposed station will not be ideal for travelling from Sheffield city centre	1
South Yorkshire Station at Sheffield Meadowhall - TT - Proposed station will contribute to more traffic congestion / poor accessibility to Sheffield / via both routes parallel to the viaduct	1
South Yorkshire Station at Sheffield Meadowhall - TT - Proposed station at Meadowhall will increase traffic in Sheffield	3
South Yorkshire Station at Sheffield Meadowhall - TT - Likelihood of increases traffic through Killamarsh / Renishaw	1
South Yorkshire Station at Sheffield Meadowhall - TT - Concern about lack of parking for Sheffield Meadowhall shopping centre / HS2 station	6
South Yorkshire Station at Sheffield Meadowhall - TT - Traffic / transport links around Meadowhall / Tinsley viaduct / the M1 is already congested / dangerous / chaotic / will get worse with HS2	47
South Yorkshire Station at Sheffield Meadowhall - TT - The M1 / roads in the area are busy enough / overcrowded with cars / due to attractions such as shopping centre / skating rink / Sheffield Arena / Institute of Sport without causing more havoc	28
South Yorkshire Station at Sheffield Meadowhall - TT - The traffic will be sucked to Meadowhall	2
South Yorkshire Station at Sheffield Meadowhall - TT - The proposed station / out of town station will cause traffic congestion / disruption / gridlock for miles / for the M1 / in the local area during construction / operation	22
South Yorkshire Station at Sheffield Meadowhall - TT - This area is well known for severe queues from the M1 to the shopping centre	1
South Yorkshire Station at Sheffield Meadowhall - TT - Proposed location is not suitable for freight due to congestion	1
South Yorkshire Station at Sheffield Meadowhall - TT - Construction / commuter traffic to the area will cause significant strain on local infrastructure in the area	1
South Yorkshire Station at Sheffield Meadowhall - TT - Building a station at the most congested part on the M1 for many miles shows a lack of reality shown	1
South Yorkshire Station at Sheffield Meadowhall - TT - Road improvements around Meadowhall will make congestion worse / no road improvement will make the situation better	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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South Yorkshire Station at Sheffield Meadowhall - TT - Provisions for additional parking spaces does not fit well with promise to improve other feeder lines	1
South Yorkshire Station at Sheffield Meadowhall - TT - Increased capacity in Meadowhall would merely divert congestion in local area	1
South Yorkshire Station at Sheffield Meadowhall Traffic & Transport - Reasons to Neither Agree nor Disagree	1
South Yorkshire Station at Sheffield Meadowhall - TT - If proposal for a Sheffield station does not go through, then there will be no traffic disruption / increased traffic risks in South Sheffield	1
South Yorkshire Station at Sheffield Meadowhall Traffic & Transport - Alternative Suggestions	25
South Yorkshire Station at Sheffield Meadowhall - TT - Proposed station should provide free parking	1
South Yorkshire Station at Sheffield Meadowhall - TT - Proposed station would need a park and ride facility nearby which will increase overall journey time	1
South Yorkshire Station at Sheffield Meadowhall - TT - Proposed station should include enough / adequate car parking space	3
South Yorkshire Station at Sheffield Meadowhall - TT - Proposed station should provide inexpensive / low-cost secure parking / for HS2 users	1
South Yorkshire Station at Sheffield Meadowhall - TT - Parking is poor in central Sheffield / City Centre Station	2
South Yorkshire Station at Sheffield Meadowhall - TT - Traffic modelling should take place to help address potential issues	1
South Yorkshire Station at Sheffield Meadowhall - TT - If land used for Meadowhall employee and customer coach parking is lost, alternative provision will be required	1
South Yorkshire Station at Sheffield Meadowhall - TT - Loss of parking could be mitigated by providing parking inside the Meadowhall Way ring road	1
South Yorkshire Station at Sheffield Meadowhall - TT - Must be no impact on ability of staff / customers to access shopping centre from Junction 34 of M1	1
South Yorkshire Station at Sheffield Meadowhall - TT - Improved Meadowhall park-and-ride facilities would allow more use of existing transport system	1
South Yorkshire Station at Sheffield Meadowhall - TT -Should consider intervention to minimise the impact of proposed station on local / strategic roads	1
South Yorkshire Station at Sheffield Meadowhall - TT - Proposals to use the hard shoulder of M1 to ease traffic is not considered safe by the Chief Constable of South Yorkshire Police	1
South Yorkshire Station at Sheffield Meadowhall - TT - There is already plenty of parking in Sheffield	1
South Yorkshire Station at Sheffield Meadowhall - TT - A station in Sheffield city centre would increase congestion	3
South Yorkshire Station at Sheffield Meadowhall - TT - Should consider a modern version of the 1950s Beighton Junction to allow classic compatible trains to Sheffield via the existing Woodhouse Junction / Nunnery Junction Sheffield Midland route to avoid increasing traffic in Meadowhall	1
South Yorkshire Station at Sheffield Meadowhall - TT - Should consider a modern version of the 1950s Beighton Junction to allow classic compatible trains to South Yorkshire destinations via a modernised Waleswood Curve to avoid increasing traffic in Meadowhall	1
South Yorkshire Station at Sheffield Meadowhall - TT - Should consider a modern version of the 1950s Beighton Junction to allow classic compatible trains to South Yorkshire destinations via Meadowhall on the classic North Midland route turning north to the west of Darnall to avoid increasing traffic in Meadowhall	1
South Yorkshire Station at Sheffield Meadowhall - TT - Multi storey car park for HS2 station should have access from Tinsley (M1) viaduct to relieve traffic on existing roundabouts	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

South Yorkshire Station at Sheffield Meadowhall - TT - IKEA are currently applying for planning consent for an area ideal for the HS2 car park	1
South Yorkshire Station at Sheffield Meadowhall - TT - Consideration must be given to additional car parking	4
South Yorkshire Station at Sheffield Meadowhall - TT - Traffic issues on the M1 / Tinsley Viaduct should be further examined	2
South Yorkshire Station at Sheffield Meadowhall - TT - Using disused rail beds / tunnels into / out of Sheffield would be more effective / would cause less disruption	1
South Yorkshire Station at Sheffield Meadowhall - TT - Should consider increase of road traffic around proposed station	3
South Yorkshire Station at Sheffield Meadowhall - TT - Moving station north / west of the M1 / motorway viaduct at Junction 34 on brownfield land would move traffic / congestion away from the shopping centre area	1
South Yorkshire Station at Sheffield Meadowhall - TT - Moving station north / west of the M1 / motorway viaduct at Junction 34 on brownfield land would provide better connectivity with the road network	2
South Yorkshire Station at Sheffield Meadowhall Engineering	582
South Yorkshire Station at Sheffield Meadowhall Interface with other Infrastructure	249
South Yorkshire Station at Sheffield Meadowhall - Rail (Ra)	116
South Yorkshire Station at Sheffield Meadowhall - Rail - Reasons to Agree	29
South Yorkshire Station at Sheffield Meadowhall - Ra - The proposed station will allow South Yorkshire travellers to enjoy routes to North or South Sheffield	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Proposed Meadowhall station will have good rail access from Rotherham	2
South Yorkshire Station at Sheffield Meadowhall - Ra - The proposed station at Sheffield Meadowhall has perfect ongoing connections for Rotherham	3
South Yorkshire Station at Sheffield Meadowhall - Ra - The proposed station at Sheffield Meadowhall is at the best site to serve Rotherham's existing trams / train systems	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Proposed Meadowhall station will have good rail access from Doncaster	2
South Yorkshire Station at Sheffield Meadowhall - Ra - Proposed station has the potential to provide residents in Staffordshire with better access into Leeds via the Birmingham Interchange Station	1
South Yorkshire Station at Sheffield Meadowhall - Ra - The proposed station at Sheffield Meadowhall allows for good connectivity to Sheffield	6
South Yorkshire Station at Sheffield Meadowhall - Ra - Will provide / open excellent links to the rest of Yorkshire / South Yorkshire	4
South Yorkshire Station at Sheffield Meadowhall - Ra - The proposed station will be well connected by rail / will benefit from Cross Country connections to the main towns / Sheffield city centre / cities in South Yorkshire / East Yorkshire / Lincolnshire	8
South Yorkshire Station at Sheffield Meadowhall - Ra - The proposed station will be a major interchange / well connected to assist rail transfer to other stations	3
South Yorkshire Station at Sheffield Meadowhall - Ra - Proposed station will provide the people of Staffordshire with better rail access to Sheffield by making use of Birmingham Interchange Station	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Proposed station will offer better access to local rail services than proposed station at Leeds New Lane / Toton	1
South Yorkshire Station at Sheffield Meadowhall - Rail - Reasons to Disagree	37
South Yorkshire Station at Sheffield Meadowhall - Ra - Proposed station will not increase capacity on the East Coast Main Line as this line does not serve Sheffield	3
South Yorkshire Station at Sheffield Meadowhall - Ra - Proposed station misses the city centre to city centre benefit of rail travel	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

South Yorkshire Station at Sheffield Meadowhall - Ra - The location of the proposed station will involve extra travel for many train users	7
South Yorkshire Station at Sheffield Meadowhall - Ra - The proposed station does not connect anywhere significant / does not open up new journey destinations that are not already served by existing services	2
South Yorkshire Station at Sheffield Meadowhall - Ra - The benefits of the proposed station in Sheffield Meadowhall will not be shared with existing rail users as train travel in Sheffield would be disjointed	1
South Yorkshire Station at Sheffield Meadowhall - Ra - This proposal does not fit with the government policy to link cities	2
South Yorkshire Station at Sheffield Meadowhall - Ra - Inadequate consideration has been given to the infrastructural impacts for the proposed station	1
South Yorkshire Station at Sheffield Meadowhall - Ra - People would go to Sheffield using existing rail which is direct / rather than changing at Meadowhall / changing trains is a waste of time	3
South Yorkshire Station at Sheffield Meadowhall - Ra - Sheffield already has adequate access by train	1
South Yorkshire Station at Sheffield Meadowhall - Ra - It would be cheaper to use existing East Midlands Trains service	2
South Yorkshire Station at Sheffield Meadowhall - Ra - Routes from Sheffield Meadowhall to Doncaster will be closed when station is completed resulting in additional time taken to travel to London	2
South Yorkshire Station at Sheffield Meadowhall - Ra - Two stations solution / another station will destroy network integrity / undermine existing network / does not provide a single interchange	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Proposed station has existing connections to Doncaster / the East Coast Main Line	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Having to take a train to connect to the city centre is not sensible	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Meadowhall and associated travel lines are already busy	1
South Yorkshire Station at Sheffield Meadowhall - Ra - It is not a good idea to have a station miles away from the existing infrastructure	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Having high speed stations so close to each other would make existing services already adequate for short distance journeys	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Current rail links are under-utilised at Meadowhall for it to warrant being used as a transport hub	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Although Meadowhall has good public transport the proposed station would put people off travelling to the City Centre to get to Meadowhall / Meadowhall to City Centre	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Proposed station is not fully-integrated with the railway system	3
South Yorkshire Station at Sheffield Meadowhall - Ra - Proposed station will require additional rail travel from the city centre for people from the surrounding areas to access	1
South Yorkshire Station at Sheffield Meadowhall - Rail - Reasons to Neither Agree nor Disagree	2
South Yorkshire Station at Sheffield Meadowhall - Ra - Questions whether there will be local trains from existing station to proposed station bypassing the congested parallel road	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Consultation document is unclear about the link between existing and proposed stations in Sheffield / the location of proposed station in relation to existing station	1
South Yorkshire Station at Sheffield Meadowhall - Rail - Alternative Suggestions	54

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

South Yorkshire Station at Sheffield Meadowhall - Ra - HS2 services should access Sheffield Midland station via a junction at Oregreave / direct line from East Midlands Parkway	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Proposed Meadowhall Station should have a rail link with Robin Hood Airport	2
South Yorkshire Station At Sheffield Meadowhall - Ra - HS2 should build additional connections by reopening the Woodhead Tunnels to create a link from Manchester to the East Midlands / another route bypassing London onto the Channel Tunnel	2
South Yorkshire Station at Sheffield Meadowhall - Ra - Re-open Heeley station / suburban stations either side of Sheffield Midland Station for a shuttle / tram / train service serving intermediate suburban stations between Dore and Totley and Sheffield Meadowhall	2
South Yorkshire Station at Sheffield Meadowhall - Ra - This has better connections to existing infrastructure than other proposed HS2 stations	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Four-tracking the mainline from Dore to Rotherham will free up capacity / to allow shuttle service	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Should expand services to Dore and Totley	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Proposed station at Sheffield Meadowhall should have enhanced / good / fast links from Huddersfield / to integrate with HS2	2
South Yorkshire Station at Sheffield Meadowhall - Ra - Proposed station will require additional services to access Sheffield city centre	1
South Yorkshire Station at Sheffield Meadowhall - Ra - A station at Sheffield Victoria would require direct rail services being available from Chesterfield	1
South Yorkshire Station at Sheffield Meadowhall - Ra - A station in the city centre has potential to connect to major Sheffield City Region regeneration sites within Upper Don Valley/ Stocksbridge	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Connectivity to northern cities is of utmost importance	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Keen to improve connectivity from Meadowhall to Manchester Airport	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Links from station to Chesterfield / North East Derbyshire should be put in place	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Options to directly service city centres in South Yorkshire and Leeds need to be considered	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Financial support needed to ensure that connectivity / benefits to existing network are maximised and in place before HS2 opens	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Interchange from Meadowhall to conventional line station should be as good as possible to aid connections for people travelling south / to Wakefield / Barnsley	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Need high quality 'classic services' between station and urban areas in Sheffield region	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Rail services should be developed between Meadowhall and the Sheffield City Region urban centres.	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Locating the proposed station at Victoria would provide complete rail connectivity across the region	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Locating the proposed station at Sheffield Victoria would allow to use the old great central line / between Sheffield and Beighton	3
South Yorkshire Station at Sheffield Meadowhall - Ra - Proposed station at Sheffield Meadowhall should have enhanced / good / fast links from Sheffield / to integrate with HS2	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

South Yorkshire Station at Sheffield Meadowhall - Ra - Sheffield City Centre has better transport links than Meadowhall to connect people from Barnsley / Chesterfield / Doncaster / Rotherham /	2
South Yorkshire Station at Sheffield Meadowhall - Ra - Proposed station should be part of a Sheffield-Manchester rail system	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Sheffield City Centre should have easier access to Meadowhall / access to HS2 facility / they should be connected via a reasonably high speed / high capacity rail shuttle service	3
South Yorkshire Station at Sheffield Meadowhall - Ra - Sheffield would be better served by a connection between HS2 and the electrified Midlands Main Line near Toton / Beighton rather than proposed station at Sheffield Meadowhall	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Proposed station at Sheffield Meadowhall should have enhanced links / should be well connected to all trains running through Sheffield / Meadowhall / Barnsley	3
South Yorkshire Station at Sheffield Meadowhall - Ra - Proposed station should be located in the city centre to provide better train interchange	2
South Yorkshire Station at Sheffield Meadowhall - Ra - There needs to be a reasonably high speed rail shuttle link to Chapeltown from Meadowhall	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Should have same station transfers to local trains	2
South Yorkshire Station at Sheffield Meadowhall - Ra - There needs to be transport links / a reasonably high speed rail shuttle service to the Dore station / Peak District from Meadowhall	2
South Yorkshire Station at Sheffield Meadowhall - Ra - Consideration should be given to an effective interchange with heavy and light rail services	2
South Yorkshire Station at Sheffield Meadowhall - Ra - Using Midland Main Line / East Coast Main Line would be just as quick as getting from Meadowhall to Sheffield City centre	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Proposed station at Sheffield Meadowhall should be part of improvement to existing infrastructure / rail network and not part of HS2	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Should have step-free access from HS2 platforms to classic platforms at Sheffield Meadowhall and to classic platforms at Sheffield station	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Existing East Midlands services should finish at Sheffield Meadowhall	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Should consider a major terminal at Sheffield Meadowhall with onward classic compatible services going east	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Proposed station should be provided with / needs better rail links	4
South Yorkshire Station at Sheffield Meadowhall - Ra - Proposed station should be as close as possible to existing train services / interchange with existing rail services should be seamless	3
South Yorkshire Station at Sheffield Meadowhall - Ra - Should consider having HS2 classic compatible services going to Sheffield	1
South Yorkshire Station at Sheffield Meadowhall - Ra - Potential HS2 classic compatible services serving Sheffield will allow Cross Country services to join HS2 to / from Birmingham / Leeds City Centre / Wakefield	2
South Yorkshire Station at Sheffield Meadowhall - Ra - Should build infrastructure to allow trains from Hull / Grimsby to access the new line	1
South Yorkshire Station at Sheffield Meadowhall Public Transport (PT)	130
South Yorkshire Station at Sheffield Meadowhall Public Transport - Reasons to Agree	37
South Yorkshire Station at Sheffield Meadowhall - PT - Proposed station at Sheffield Meadowhall would be more convenient than Sheffield Midlands station as there is not a main road to cross / a hill to climb to access the city centre	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

South Yorkshire Station at Sheffield Meadowhall - PT - The proposed station has good / perfect ongoing connections for Sheffield / Sheffield city centre / location is linked with other transport systems	6
South Yorkshire Station at Sheffield Meadowhall - PT - The proposed station at Sheffield Meadowhall has perfect ongoing connections for Doncaster	3
South Yorkshire Station at Sheffield Meadowhall - PT - The proposed station at Sheffield Meadowhall has perfect ongoing connections for Barnsley	2
South Yorkshire Station at Sheffield Meadowhall - PT - There are many services that go to Meadowhall	1
South Yorkshire Station at Sheffield Meadowhall - PT - This location is already well connected to the wider area	4
South Yorkshire Station at Sheffield Meadowhall - PT - Transport links around Meadowhall satisfy transport needs better / are closer together than Sheffield Station	2
South Yorkshire Station at Sheffield Meadowhall - PT - Proposed location of Sheffield Meadowhall will be easily accessible	5
South Yorkshire Station at Sheffield Meadowhall - PT - A station at this location would have the potential to link easily to transport infrastructure in the area	4
South Yorkshire Station at Sheffield Meadowhall - PT - The proposed station is linked with other modes of transport	5
South Yorkshire Station at Sheffield Meadowhall - PT - Meadowhall will become a major transport hub and benefit from additional transport services	3
South Yorkshire Station at Sheffield Meadowhall - PT - The proposed station would provide direct access to many of South Yorkshire tourist destinations	1
South Yorkshire Station at Sheffield Meadowhall - PT - The proposed station will be well connected by bus / to Sheffield City Centre	4
South Yorkshire Station at Sheffield Meadowhall - PT - Proposed station will offer better access to local bus services than proposed station at Leeds New Lane / Toton	1
South Yorkshire Station at Sheffield Meadowhall - PT - Proposed station on a viaduct seems to have mitigated to extent adverse impact in public access	1
South Yorkshire Station at Sheffield Meadowhall Public Transport - Reasons to Disagree	45
South Yorkshire Station at Sheffield Meadowhall - PT - Massive transport infrastructure improvements will be necessary to accommodate a HS2 station at Meadowhall	1
South Yorkshire Station at Sheffield Meadowhall - PT - Proposed station does not provide satisfactory access to the city centre / surrounding areas / shows lack of consideration for onward travel	2
South Yorkshire Station at Sheffield Meadowhall - PT - Proposed station will be too far / difficult to access / time-consuming to go to / by bus / on foot for commuters coming from Central / West / South Sheffield	6
South Yorkshire Station at Sheffield Meadowhall - PT - Proposed station does not provide efficient transport between Sheffield and towns such as Barnsley / Rotherham	1
South Yorkshire Station at Sheffield Meadowhall - PT - Sheffield already has good bus links to Barnsley / Rotherham / South Yorkshire / as there are to Meadowhall	1
South Yorkshire Station at Sheffield Meadowhall - PT - Proposed station at Sheffield Meadowhall does not provide satisfactory access to Barnsley	1
South Yorkshire Station at Sheffield Meadowhall - PT - Concerns that plans to move public transport interchange facilities further from Meadowhall and within 4-lane roundabout will deter shoppers	1
South Yorkshire Station at Sheffield Meadowhall - PT - Sheffield Meadowhall is not close to any other transport links	6
South Yorkshire Station at Sheffield Meadowhall - PT - The proposed station will not be easily accessible by public transport	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

South Yorkshire Station at Sheffield Meadowhall - PT - Time taken to travel to the station / from the city centre / on public transport / bus / taxi / car would negate savings in journey time	11
South Yorkshire Station at Sheffield Meadowhall - PT - Time taken to travel to the station on public transport would increase journey times to London	1
South Yorkshire Station at Sheffield Meadowhall - PT - Concerns that people will need to travel to / from Sheffield from / to Meadowhall	7
South Yorkshire Station at Sheffield Meadowhall - PT - Additional journey of 1 hour to get to Sheffield Meadowhall	2
South Yorkshire Station at Sheffield Meadowhall - PT- Meadowhall is already a busy interchange	2
South Yorkshire Station at Sheffield Meadowhall - PT - Location of proposed station will not be easily accessible by residents affected by the route in North East Derbyshire	3
South Yorkshire Station at Sheffield Meadowhall - PT - Trains / buses / trams do not operate from the same complex / proposed link with current transport links are poor	3
South Yorkshire Station at Sheffield Meadowhall - PT - Proposed station will impact connectivity / force passengers to use their cars in other areas of South Yorkshire	1
South Yorkshire Station at Sheffield Meadowhall - PT - Proposed station will impact on / increase journey times to access to facilities in local area	1
South Yorkshire Station at Sheffield Meadowhall Public Transport - Reasons to Neither Agree nor Disagree	2
South Yorkshire Station at Sheffield Meadowhall - PT - Proposed station located alongside the M1 is designed to encourage modal shift from cars to public transport	1
South Yorkshire Station at Sheffield Meadowhall - PT - Questions on what transport methods will be used to connect Sheffield to the surrounding cities	1
South Yorkshire Station at Sheffield Meadowhall Public Transport - Alternative Suggestions	62
South Yorkshire Station at Sheffield Meadowhall - PT - Should provide better transport links from other areas of the city	1
South Yorkshire Station at Sheffield Meadowhall - PT - Sheffield City Region connectivity package/ Local transport plans need to be integrated alongside development of station	1
South Yorkshire Station at Sheffield Meadowhall - PT - Proposed station should have short walking distances / between stations / transport links / Supertram stops	1
South Yorkshire Station at Sheffield Meadowhall - PT - Proposed station at Sheffield Meadowhall should be accessible from Rotherham	1
South Yorkshire Station at Sheffield Meadowhall - PT - Improvements on the existing public transport network is needed / needed even without HS2	1
South Yorkshire Station at Sheffield Meadowhall - PT - Connections to Meadowhall are a vital component in achieving modal shift	1
South Yorkshire Station at Sheffield Meadowhall - PT - Comprehensive access to the station should be provided	1
South Yorkshire Station at Sheffield Meadowhall - PT - Development of station should be integrated with local transport plan	1
South Yorkshire Station at Sheffield Meadowhall - PT - Diverted bus routes will provide links to Meadowhall	1
South Yorkshire Station at Sheffield Meadowhall - PT - Ensure high quality interchange between different modes of transport	1
South Yorkshire Station at Sheffield Meadowhall - PT - Improvements to existing infrastructure is required to ensure connectivity to station from across south Yorkshire	1
South Yorkshire Station at Sheffield Meadowhall - PT - Public transport to shopping centre must be of same level of service / convenience as now	1
South Yorkshire Station at Sheffield Meadowhall - PT - There should be adequate connections to Sheffield station	5

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

South Yorkshire Station at Sheffield Meadowhall - PT - There should be adequate / improved connections to and from Sheffield's public transport network / to Meadowhall station / all sides of the city / improved local rail / bus / Sheffield city centre should not be further isolated from the transport network	13
South Yorkshire Station at Sheffield Meadowhall - PT - Proposed station should be located in the city centre to provide better bus interchange / bus service to all other local destination	4
South Yorkshire Station at Sheffield Meadowhall - PT - Having a station at Sheffield City Centre would have better transport links locally / regionally / nationally	4
South Yorkshire Station at Sheffield Meadowhall - PT - Sheffield should have a station in the City Centre like Manchester / Leeds due to them having good transport links	1
South Yorkshire Station at Sheffield Meadowhall - PT - Should provide a semi-fast / 10 to 15 minutes stagecoach with few stops operating from Sheffield to Meadowhall	1
South Yorkshire Station at Sheffield Meadowhall - PT - Proposed station at Sheffield could provide access and sustainable transport to the Peak District National Park	1
South Yorkshire Station at Sheffield Meadowhall - PT - Most users of HS2 would want to get to / from a Sheffield City Centre station using their own car / taxi even if local public transport is improved	1
South Yorkshire Station at Sheffield Meadowhall - PT - Sheffield City Council should consider sustainable transport links from Sheffield city centre to Rotherham	1
South Yorkshire Station at Sheffield Meadowhall - PT - Needs to have good local transport links / to make it more accessible	8
South Yorkshire Station at Sheffield Meadowhall - PT - Should connect the proposed station to the existing one by underpasses to enable passengers to make connections quickly / comfortably	2
South Yorkshire Station at Sheffield Meadowhall - PT - Should build / consider good / fast bus / transport / moving / covered walkways / escalators / travelator interchange / connection / integrated links from proposed station to existing station / Sheffield	14
South Yorkshire Station at Sheffield Meadowhall - PT - Segregated bicycle lanes will enhance environmentally friendly transport to and from the proposed station	1
South Yorkshire Station at Sheffield Meadowhall - PT - Should have comprehensive road-rail transport / routes into Sheffield to avoid adverse effects on Sheffield	2
South Yorkshire Station at Sheffield Meadowhall - PT - Existing / projected residential developments in the area should be studied to plan an improved transport / pedestrian / cycle network around Meadowhall / to avoid Meadowhall becoming an intermodal spaghetti junction	2
South Yorkshire Station at Sheffield Meadowhall - PT - Provisions need to be in place for a well planned inter-modal connectivity packages to be developed to allow continuation of journeys into Sheffield / beyond	3
South Yorkshire Station at Sheffield Meadowhall - PT - Should consider planning to achieve new / better public access / links with other transport systems	2
South Yorkshire Station at Sheffield Meadowhall - PT - Walking distance from new stops should be as short as possible / interchange with buses should be seamless	1
South Yorkshire Station at Sheffield Meadowhall - PT - Proposed station should be accessible from North East Derbyshire / all outlying cities / towns	1
South Yorkshire Station at Sheffield Meadowhall Highways (Hi)	45
South Yorkshire Station at Sheffield Meadowhall Highways - Reasons to Agree	20
South Yorkshire Station at Sheffield Meadowhall - Hi - Agree with proposed station only if its location adjacent to the M1 allows it to function as a Parkway-style facility	1
South Yorkshire Station at Sheffield Meadowhall - Hi - Proximity with M1 will allow good connections with surrounding area	4
South Yorkshire Station at Sheffield Meadowhall - Hi - The proposed station is close / closer to the motorway / M1	4

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

South Yorkshire Station at Sheffield Meadowhall - Hi - The proposed station is well connected by road / to main towns / cities / small cities in South Yorkshire / Sheffield / East Yorkshire / Lincolnshire	7
South Yorkshire Station at Sheffield Meadowhall - Hi - The proposed station is at the best site for people to access the M1	1
South Yorkshire Station at Sheffield Meadowhall - Hi - The proposed station is more accessible for those living outside of Sheffield / as it is situated by the M1 / more convenient than main motorway access via A57	2
South Yorkshire Station at Sheffield Meadowhall - Hi - The proposed station at Sheffield Meadowhall is closer to the M18	1
South Yorkshire Station at Sheffield Meadowhall - Hi - Proposed station will benefit from good motorway access	2
South Yorkshire Station at Sheffield Meadowhall - Hi - Proposed station will be easily accessible by car which will develop it as a main hub for Yorkshire / Derbyshire	3
South Yorkshire Station at Sheffield Meadowhall Highways - Reasons to Disagree	9
South Yorkshire Station at Sheffield Meadowhall - Hi - A station at Sheffield Meadowhall will require additional car travel to get to / encourage greater road usage	4
South Yorkshire Station at Sheffield Meadowhall - Hi - Accessing the proposed station will be difficult for road users	2
South Yorkshire Station at Sheffield Meadowhall - Hi - The proposed route will interfere with the M1	1
South Yorkshire Station at Sheffield Meadowhall - Hi - M1 Motorway near proposed station is not upgradeable	1
South Yorkshire Station at Sheffield Meadowhall - Hi - The road network to / around Sheffield Meadowhall is unsuitable / in poor condition	1
South Yorkshire Station at Sheffield Meadowhall Highways - Reasons to Neither Agree nor Disagree	2
South Yorkshire Station at Sheffield Meadowhall - Hi - Proposals to upgrade / stretch / use hard shoulder of M1 are underway / under consideration	1
South Yorkshire Station at Sheffield Meadowhall - Hi - A630 Sheffield Parkway gives good road links to East Yorkshire / East of county	1
South Yorkshire Station at Sheffield Meadowhall Highways - Alternative Suggestions	17
South Yorkshire Station at Sheffield Meadowhall - Hi - Impact on local roads will need to be minimised	1
South Yorkshire Station at Sheffield Meadowhall - Hi - Extensive/ substantial improvements to road network with implications for budget required to make station workable	1
South Yorkshire Station at Sheffield Meadowhall - Hi - If proposed IKEA goes ahead future developments in Lower Don valley will not be possible until junction 34 of M1 is remodelled	1
South Yorkshire Station at Sheffield Meadowhall - Hi - Must consider accessibility by car	1
South Yorkshire Station at Sheffield Meadowhall - Hi - Planning / development should include overhaul of M1 junctions / viaduct to incorporate HS2 access	3
South Yorkshire Station at Sheffield Meadowhall - Hi - Should consider upgrading / improving local roads / M1 / having road links less congested than J34 / to give the station adequate access to areas / communities in South Yorkshire	6
South Yorkshire Station at Sheffield Meadowhall - Hi - Should consider a major terminal at Sheffield Meadowhall using brown field land in the area as this already has good motorway connections	1
South Yorkshire Station at Sheffield Meadowhall - Hi - Should consider addressing road congestion / upgrading roads around Meadowhall / M1 / access from M1 before carrying out project	4

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

South Yorkshire Station at Sheffield Meadowhall Public rights of way (PRW)	16
South Yorkshire Station at Sheffield Meadowhall Public rights of way - Reasons to Agree	1
South Yorkshire Station at Sheffield Meadowhall - PRW - It will make it possible for me to walk to Meadowhall station	1
South Yorkshire Station at Sheffield Meadowhall Public rights of way - Reasons to Disagree	11
South Yorkshire Station at Sheffield Meadowhall - PRW - Passengers would be unwilling to walk the current route to Leeds Station	5
South Yorkshire Station at Sheffield Meadowhall - PRW - The required walk between stations will be difficult for disabled passengers	2
South Yorkshire Station at Sheffield Meadowhall - PRW - Having to walk to connect to the city centre is not sensible	1
South Yorkshire Station at Sheffield Meadowhall - PRW - Concerns over the Trans Pennine trail	3
South Yorkshire Station at Sheffield Meadowhall Public rights of way - Alternative Suggestions	5
South Yorkshire Station at Sheffield Meadowhall - PRW - Proposed station should have a weatherproof / covered skywalker escalator / people mover / lift / travelator between train / tram interchanges / stations	1
South Yorkshire Station at Sheffield Meadowhall - PRW - Development of City station means the section of the Trail at Hartley Brook would have to be realigned	1
South Yorkshire Station at Sheffield Meadowhall - PRW - A city centre station would enable preservation of current alignment of Trans Pennine Trail (north of Rother Valley Country Park to Smithy Wood)	1
South Yorkshire Station at Sheffield Meadowhall - PRW - Should ensure direct access is protected to the green infrastructure such as the Trans Pennine Trail	1
South Yorkshire Station at Sheffield Meadowhall - PRW - Cycle paths / pathways / landscaping / cycle racks should be planned to improve access to the station at Sheffield Meadowhall	1
South Yorkshire Station at Sheffield Meadowhall - PRW - Proposed station should have a footbridge linking it to the existing Meadowhall interchange station and the Meadowhall shopping centre	1
South Yorkshire Station at Sheffield Meadowhall - Canal and Rivers (CR)	3
South Yorkshire Station at Sheffield Meadowhall - Canal and Rivers - Reasons to Disagree	1
South Yorkshire Station at Sheffield Meadowhall - CR - Proposed station will create 130m stretch of canal which will be covered which may increase anti-social behaviour in the area	1
South Yorkshire Station at Sheffield Meadowhall - Canal and Rivers - Alternative Suggestions	2
South Yorkshire Station at Sheffield Meadowhall - CR - Part of approaches to Meadowhall station are above canal / will require to see detailed design for this site	1
South Yorkshire Station at Sheffield Meadowhall - CR Where the route overlooks the Sheffield and Tinsley Canal and River Don, there should be a wide platform section to minimise noise and visual impacts	1
South Yorkshire Station at Sheffield Meadowhall - Tram Systems (TS)	49
South Yorkshire Station at Sheffield Meadowhall - Tram Systems - Reasons to Agree	17
South Yorkshire Station at Sheffield Meadowhall - TS - Proposed station will have good access to Sheffield city centre by tram	2
South Yorkshire Station at Sheffield Meadowhall - TS - Station at Meadowhall will be ideal for connections with Supertram / tram system	6
South Yorkshire Station at Sheffield Meadowhall - TS - The proposed station is well connected by Supertram / trams to Sheffield city centre / main towns / cities in South Yorkshire / East Yorkshire / Lincolnshire	7

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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South Yorkshire Station at Sheffield Meadowhall - TS - 15 minutes by tram is preferable to a 12 minute walk uphill	1
South Yorkshire Station at Sheffield Meadowhall - TS - Tram service connecting the proposed station is fantastic	1
South Yorkshire Station at Sheffield Meadowhall - TS - Proposed station will offer better access to local tram services than proposed station at Leeds New Lane / Toton	1
South Yorkshire Station at Sheffield Meadowhall - Tram Systems - Reasons to Disagree	8
South Yorkshire Station at Sheffield Meadowhall - TS - Tram service from Sheffield to Meadowhall takes too long / is a stopping service	3
South Yorkshire Station at Sheffield Meadowhall - TS - Having to take a tram to connect to the city centre is not sensible	1
South Yorkshire Station at Sheffield Meadowhall - TS - Current tram links are under-utilised at Meadowhall for it to warrant being used as a transport hub	1
South Yorkshire Station at Sheffield Meadowhall - TS - Taking a tram into the City Centre and then onto Meadowhall will add to the journey time	3
South Yorkshire Station at Sheffield Meadowhall - Tram Systems - Reasons to Neither Agree nor Disagree	3
South Yorkshire Station at Sheffield Meadowhall - TS - The tram connection is sufficient into the city centre	1
South Yorkshire Station at Sheffield Meadowhall - TS - The trams are busy during the day	1
South Yorkshire Station at Sheffield Meadowhall - TS - Unclear about frequency / route of trams	1
South Yorkshire Station at Sheffield Meadowhall - TS - Questions about how the plans to extend tram from Meadowhall to Rotherham will fit with proposal	1
South Yorkshire Station at Sheffield Meadowhall - Tram Systems - Alternative Suggestions	25
South Yorkshire Station at Sheffield Meadowhall - TS - If Victoria station was chosen instead then a tram extension from Meadowhall would not be required	1
South Yorkshire Station at Sheffield Meadowhall - TS - Redundant track beds along the existing MML corridor would offer a valuable alignment for an express tram link to Sheffield city centre	1
South Yorkshire Station at Sheffield Meadowhall - TS - Tram system / Supertram should be expanded from Sheffield Meadowhall to Rotherham which would make the journey quicker	5
South Yorkshire Station at Sheffield Meadowhall - TS - Including a tram service from Meadowhall to Rotherham would be advantageous	2
South Yorkshire Station at Sheffield Meadowhall - TS - Tram / tramtrain services to Meadowhall would need improving	4
South Yorkshire Station at Sheffield Meadowhall - TS - Should extend the Supertram system to provide better transport links from other areas of the city	3
South Yorkshire Station at Sheffield Meadowhall - TS - The proposed station should be integrated into the Supertram / Tram system	4
South Yorkshire Station at Sheffield Meadowhall - TS - Should consider a fast / free / comprehensive tram link / routes from Sheffield Meadowhall to Sheffield City centre / all parts of Sheffield City centre / to avoid adverse effects on Sheffield	7
South Yorkshire Station at Sheffield Meadowhall - TS - Tram route from Sheffield Meadowhall to Sheffield City centre should cut through Meadowhall car park to avoid a very tight curve / to ease the curves	1
South Yorkshire Station at Sheffield Meadowhall - TS - Should encourage people to use trams as onward connection between Meadowhall and the city centre / tram use should be advertised as convenient / quick	1
South Yorkshire Station at Sheffield Meadowhall - TS - Should improve tram system / use longer / double decker trams to increase capacity which is already busy / will increase in number	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

South Yorkshire Station at Sheffield Meadowhall - TS - Should use Great Central Route to travel into the city centre to use the tram system to travel to Sheffield / other towns	1
South Yorkshire Station at Sheffield Meadowhall - TS - Walking distance from the Supertram terminus / new stops should be as short as possible / interchange with Supertram should be seamless / should ensure quick interchange with city centre	2
South Yorkshire Station at Sheffield Meadowhall - Line of Route (LoR)	12
South Yorkshire Station at Sheffield Meadowhall - Line of Route - Reasons to Agree	3
South Yorkshire Station at Sheffield Meadowhall - LoR - Proposed route to station preferred to previous loop option to serve Victoria station	1
South Yorkshire Station at Sheffield Meadowhall - LoR - Having proposed station closer to the city centre would be problematic / would affect the line	1
South Yorkshire Station at Sheffield Meadowhall - LoR - Meadowhall is preferable as topography in Sheffield makes a through route in the city centre difficult / expensive	1
South Yorkshire Station at Sheffield Meadowhall - Line of Route - Reasons to Disagree	6
South Yorkshire Station at Sheffield Meadowhall - LoR - Blast zone for British Gas / Transco storage area may hinder plans for new HS2 station	1
South Yorkshire Station at Sheffield Meadowhall - LoR - Should route away from Sheffield City Airport to allow for airport revival	1
South Yorkshire Station at Sheffield Meadowhall - LoR - Concerns about line moving away from Tinsley (M1) Viaduct	1
South Yorkshire Station at Sheffield Meadowhall - LoR - Proposed station should not be located on a spur / loop	1
South Yorkshire Station at Sheffield Meadowhall - LoR - Proposed bend / curve / kink in the proposed route north of Sheffield will cause delays for straight-through trains at Meadowhall due to prior deceleration	2
South Yorkshire Station at Sheffield Meadowhall - LoR - Disagree with all planned routes in the Sheffield area leading to Leeds / routes are a bad idea	1
South Yorkshire Station at Sheffield Meadowhall - Line of Route - Reasons to Neither Agree nor Disagree	1
South Yorkshire Station at Sheffield Meadowhall - LoR - Concerns line was moved away from Tinsley (M1) Viaduct after lobbying from the Deputy Prime Minister	1
South Yorkshire Station at Sheffield Meadowhall - Line of Route - Alternative Suggestions	4
South Yorkshire Station at Sheffield Meadowhall - LoR - Moving alignment back towards the Tinsley (M1) viaduct would allow for new station to be north of existing line	1
South Yorkshire Station at Sheffield Meadowhall - LoR - Proposed station should not be compromised by rerouting the line around Firth Rixson / original straight line should be retained / is safer	1
South Yorkshire Station at Sheffield Meadowhall - LoR - Reinstate the Great Central Route to easily link to this station	2
South Yorkshire Station at Sheffield Meadowhall Stations (Sta)	446
South Yorkshire Station at Sheffield Meadowhall Stations - Reasons to Agree	119
South Yorkshire Station at Sheffield Meadowhall - Sta - Should Rotherham not be suitable for a HS2 station then Sheffield Meadowhall is a good idea	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Stopping in Sheffield will be beneficial / having a station at Sheffield will have many benefits	2
South Yorkshire Station at Sheffield Meadowhall - Sta - Fully support inclusion of a Sheffield City Region station as part of eastern leg	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Proposed station location is preferable to Sheffield Victoria	2
South Yorkshire Station in Sheffield Meadowhall - Sta - Meadowhall station will prevent more blight occurring in Sheffield	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

South Yorkshire Station at Sheffield Meadowhall - Sta - Support dependent on HS2 demonstrating ability of station to meet connectivity, economic, regeneration needs of area	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Enlarging current Sheffield city station would be difficult	2
South Yorkshire Station at Sheffield Meadowhall - Sta - A station in the city centre / Victoria station would be pointless / unnecessary / not needed	6
South Yorkshire Station at Sheffield Meadowhall - Sta - A station within Sheffield city centre would cause disruption / be impractical	4
South Yorkshire Station at Sheffield Meadowhall - Sta - A station within Sheffield city centre will be costly	3
South Yorkshire Station at Sheffield Meadowhall - Sta - Proposed station at Sheffield Meadowhall will serve Worksop	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Proposed location is sensible / good idea / well considered	64
South Yorkshire Station at Sheffield Meadowhall - Sta - The proposed station is located at the best site / to meet / create enough passenger demand from South Yorkshire / will benefit the wider region	4
South Yorkshire Station at Sheffield Meadowhall - Sta - A station at this location would be useful	3
South Yorkshire Station at Sheffield Meadowhall - Sta - Proposed location would help shoppers / swimming pool users	4
South Yorkshire Station at Sheffield Meadowhall - Sta - Proposed station does not make the same mistakes as the proposed Leeds station does	1
South Yorkshire Station in Sheffield Meadowhall - Sta - Sheffield Meadowhall is a shopping & leisure centre thus it warrants a station	1
South Yorkshire Station at Sheffield Meadowhall - Sta - The proposed station is a good idea if HS2 is accepted.	7
South Yorkshire Station at Sheffield Meadowhall - Sta - Proposed station is a good idea only if the route remains in its planned location	1
South Yorkshire Station at Sheffield Meadowhall - Sta - The proposed station at Sheffield Meadowhall is better than a station located in / near to Sheffield city centre / as it will be a boost for South Yorkshire	9
South Yorkshire Station at Sheffield Meadowhall - Sta - The argument to relocate the station to the city centre is flawed / spurious	4
South Yorkshire Station at Sheffield Meadowhall - Sta - A station within the city centre will not work so well	2
South Yorkshire Station at Sheffield Meadowhall - Sta - The current station in Sheffield Meadowhall is small / confusing / old	1
South Yorkshire Station at Sheffield Meadowhall - Sta - The proposed station at Sheffield Meadowhall will benefit Sheffield directly	2
South Yorkshire Station at Sheffield Meadowhall - Sta - Building the proposed station at Sheffield Midlands station would not be very convenient	2
South Yorkshire Station at Sheffield Meadowhall - Sta - Building the proposed station at Sheffield Victoria would not be very central	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Proposed station is a good alternative if route cannot be taken through Sheffield City centre	1
South Yorkshire Station at Sheffield Meadowhall - Sta - The Meadowhall Interchange is well placed for Sheffield / Rotherham	2
South Yorkshire Station at Sheffield Meadowhall - Sta - Proposed location is a good parkway station location	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Proposed station would be beneficial for the project / HS2 / Phase 2	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

South Yorkshire Station at Sheffield Meadowhall - Sta - Proposed station is close to Rotherham	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Sheffield Meadowhall is a busy station	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Proposed station's construction / operation will not impact heavily on the area	1
South Yorkshire Station in Sheffield Meadowhall - Sta - Agree with proposed station only if HS2 Phase 2 goes ahead	1
South Yorkshire Station in Sheffield Meadowhall - Sta - Agree with proposed station only if HS2 Phase 2 Eastern Leg goes ahead	1
South Yorkshire Station at Sheffield Meadowhall Stations - Reasons to Disagree	183
South Yorkshire Station at Sheffield Meadowhall - Sta - High speed stations should take passengers to the city centre / not to a shopping centre	3
South Yorkshire Station at Sheffield Meadowhall - Sta - A station in Sheffield Meadowhall will close / takeaway access to Wakefield / Agbrigg area of Wakefield	2
South Yorkshire Station at Sheffield Meadowhall - Sta - Station at Leeds should not be at expense of Sheffield	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Station in Sheffield is miles outside / out of town	4
South Yorkshire Station at Sheffield Meadowhall - Sta - Location of this station is too far / isolated / from Sheffield City Centre where most travellers are likely to want to go	36
South Yorkshire Station at Sheffield Meadowhall - Sta - The proposed station will not service people / commuters living south of Sheffield / Sheffield	2
South Yorkshire Station at Sheffield Meadowhall - Sta - There should not be a station in or around Sheffield	3
South Yorkshire Station at Sheffield Meadowhall - Sta - There is little enough space for the existing station	1
South Yorkshire Station at Sheffield Meadowhall - Sta - It is more convenient to drive to / use Chesterfield station rather than Sheffield Station / Sheffield Meadowhall via Sheffield City Centre	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Construction / tunnelling a station at Sheffield will be difficult to build because of its hills / being a barrier for through travel	1
South Yorkshire Station at Sheffield Meadowhall - Sta - A station at Sheffield Meadowhall is not needed / required / wanted / there is already a station	37
South Yorkshire Station at Sheffield Meadowhall - Sta - Location of proposed station is wrong / not a good idea	40
South Yorkshire Station at Sheffield Meadowhall - Sta - The proposed station is a complete waste of time	2
South Yorkshire Station at Sheffield Meadowhall - Sta - Location of the station is inconvenient / too far away to get to / is a small station outside of Sheffield	24
South Yorkshire Station at Sheffield Meadowhall - Sta - Sheffield Meadowhall station is not viable / is ineffective / would not be a key station	3
South Yorkshire Station at Sheffield Meadowhall - Sta - There is already a station serving London	2
South Yorkshire Station at Sheffield Meadowhall - Sta - There is already a station serving Birmingham	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Concern that the station is to be located at Meadowhall	3
South Yorkshire Station at Sheffield Meadowhall - Sta - Doubt anyone will use HS2 to go shopping / as part of their working day	4
South Yorkshire Station at Sheffield Meadowhall - Sta - The proposed station will be of little use because of its poor location / little use to Sheffield	10

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

South Yorkshire Station at Sheffield Meadowhall - Sta - The proposed station is not necessary if there is a station at Leeds.	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Station at Sheffield Meadowhall would have no / little benefit	5
South Yorkshire Station at Sheffield Meadowhall - Sta - Concerns on who will use the station	1
South Yorkshire Station at Sheffield Meadowhall - Sta - City centres should be served / an expensive line that does not stop at a main city centre station is a bad idea / city centre stations are more beneficial than parkway stations	7
South Yorkshire Station at Sheffield Meadowhall - Sta - There is not enough space at the location	1
South Yorkshire Station at Sheffield Meadowhall - Sta - The dated Meadowhall Shopping Complex will be life expired in the near future / by the time HS2 is built	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Proposed station at Sheffield Meadowhall is politically motivated	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Meadowhall does not seem suitable for a major station	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Height levels in Meadowhall station do not seem to work	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Proposal does not mention the massive redevelopment at the station to accommodate a greater number of trains	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Proposed Meadowhall station will be a parkway station for Leeds / London commuters	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Disagree with HS2's stated aims to have two dedicated fast lines for trains not stopping at proposed station	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Proposed station can only supplement and not replace Sheffield Midland station	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Proposed station is not in Sheffield city centre	4
South Yorkshire Station at Sheffield Meadowhall Stations - Reasons to Neither Agree nor Disagree	5
South Yorkshire Station at Sheffield Meadowhall - Sta - Sheffield city centre station has recently been improved / refurbished	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Recent trends of placing all new public investment in the centre of the city / closing remaining non-central facilities will lead to under-investment outside the city centre	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Proposal do not cater for a station at Sheffield	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Expansion of existing station at Sheffield has clear space limitation	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Building a station at Sheffield Meadowhall is not a priority	1
South Yorkshire Station at Sheffield Meadowhall Stations - Alternative Suggestions	213
South Yorkshire Station at Sheffield Meadowhall - Sta - South Yorkshire Station should be located in Sheffield City Centre to allow growth of rail freight on Midland Main Line	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Proposed station should be built alongside the M1 at J44/45 as a through station / would allow easy access North	1
South Yorkshire Station at Sheffield Meadowhall - Sta - A station situated alongside the M1 J44/45 would provide unlimited car parking	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Should reconsider the position of the proposed station in order to serve the Sheffield/ Rotherham area	1
South Yorkshire Station at Sheffield Meadowhall - Sta - There should be a through station for HS2 in Leeds	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

South Yorkshire Station at Sheffield Meadowhall - Sta - The station should not be in the city centre as proposed by Sheffield Council	3
South Yorkshire Station at Sheffield Meadowhall - Sta - Proposed station at Sheffield Meadowhall should be located nearer to Robin Hood Airport	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Station at Sheffield city would need additional infrastructure	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Should incorporate Midland Mainline platform within Victoria station	1
South Yorkshire Station at Sheffield Meadowhall - Sta - A station at Victoria could also act as terminus for Lincoln-Worksop-Sheffield line / reduce 'bottleneck' approach to Sheffield Midland Station	1
South Yorkshire Station at Sheffield Meadowhall - Sta - A station at Victoria could also be incorporated into Sheffield - Worksop line with connections to Advanced Manufacturing Park / Waverley / wider Sheffield Region / Lincoln	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Former Victoria station site sits astride the Five Weirs Walk and is well linked to wider network of walking and cycling routes from Sheffield City Centre	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Proposed HS2 station should be located at Sheffield Victoria / city centre	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Station shell should be constructed by 2020	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Consideration should be given to building a twin level station with a network of travelators and accelerators to ease transit	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Build twinlevel station to optimise interchange	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Proposed station should be located / built in the Sheffield Hallam area	5
South Yorkshire Station at Sheffield Meadowhall - Sta - The proposed station should be scrapped / not go ahead / should not be built	3
South Yorkshire Station at Sheffield Meadowhall - Sta - Should have an additional station near Sheffield	2
South Yorkshire Station at Sheffield Meadowhall - Sta - Should have an additional station / a co-terminus in Sheffield / Sheffield City Centre / Sheffield Hallam / if HS2 is to go ahead	36
South Yorkshire Station at Sheffield Meadowhall - Sta - Proposed station should be located in Sheffield City Centre / at the existing station	103
South Yorkshire Station at Sheffield Meadowhall - Sta - Should consider expanding number of lines at each end of existing Sheffield city centre station to cater for HS2	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Should have an additional station South from existing Sheffield station / near Park Hill	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Sheffield station should not be moved	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Should look into more detail on having a Sheffield Station before a decision is made	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Should locate station at Sheffield Midland without extortionate extra costs	1
South Yorkshire Station at Sheffield Meadowhall - Sta - A station near Sheffield / in Sheffield City Centre is necessary / as preferred by the city council	4
South Yorkshire Station at Sheffield Meadowhall - Sta - Should consider building a station at the Wicker / in the area of the old Victoria Station / re-open Sheffield Victoria	14
South Yorkshire Station at Sheffield Meadowhall - Sta - A station located at Victoria / in central Sheffield would be more beneficial / would be ideal	7
South Yorkshire Station at Sheffield Meadowhall - Sta - Proposed station should be located next to the current station in Sheffield / Sheffield Railway Station	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

South Yorkshire Station at Sheffield Meadowhall - Sta - Should enlarge and use existing Midland Station	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Station at Sheffield City Centre would make it easier for people to access / more people will use it	7
South Yorkshire Station at Sheffield Meadowhall - Sta - There should be one station serving both East Midlands and Sheffield	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Proposed station would be better located at the bottom of Spital Hill, Sheffield	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Hub / station should be at Sheffield / rather than at Meadowhall	6
South Yorkshire Station at Sheffield Meadowhall - Sta - Sheffield Main Line Station could handle high speed trains	1
South Yorkshire Station at Sheffield Meadowhall - Sta - A station at Sheffield City Centre would be more accessible by public transport in a sustainable / cheaper location	1
South Yorkshire Station at Sheffield Meadowhall - Sta - A slower journey time on new / existing lines is justified if the station is located in Sheffield city centre	2
South Yorkshire Station at Sheffield Meadowhall - Sta - Provisions should be made to include a station at Sheffield City Centre in the future	2
South Yorkshire Station at Sheffield Meadowhall - Sta - Relocating the proposed station from Sheffield Meadowhall to Sheffield's city centre will save time for passengers	4
South Yorkshire Station at Sheffield Meadowhall - Sta - Relocating the proposed station from Sheffield Meadowhall to Sheffield's city centre will save fuel for passengers	1
South Yorkshire Station at Sheffield Meadowhall - Sta - The proposed station at Sheffield Meadowhall should provide services to the existing station at Sheffield	1
South Yorkshire Station at Sheffield Meadowhall - Sta - City centre station at Victoria would provide higher standard of connectivity for onward journeys than Meadowhall / connections for onward travel would be at a closer walking distance than Meadowhall / Victoria is only a few minutes taxi / bus/ car ride from Sheffield Midland Station / an unmanned shuttle train could link the two stations	2
South Yorkshire Station at Sheffield Meadowhall - Sta - Should improve existing station at Sheffield rather than build a new line	2
South Yorkshire Station at Sheffield Meadowhall - Sta - Short distance between stations is not a good reason not to locate the South Yorkshire Station at Sheffield Victoria	1
South Yorkshire Station at Sheffield Meadowhall - Sta - City centre station at Victoria would provide higher standard of connectivity for onward journeys than Meadowhall	1
South Yorkshire Station at Sheffield Meadowhall - Sta - A station at Orgreave / out of town station may be a better alternative	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Support recommendation in Sheffield County Council and South Yorkshire Passenger Transport Executive for city centre station	1
South Yorkshire Station at Sheffield Meadowhall - Sta - If proposal for a Sheffield station does not go through, then there will be no impact on residential areas in Rotherham	1
South Yorkshire Station at Sheffield Meadowhall - Sta - If proposal for a Sheffield station does not go through, then there will be no traffic disruption / increased traffic risks in Rotherham	1
South Yorkshire Station at Sheffield Meadowhall - Sta - If proposal for a Sheffield station does not go through, then there will be no impact on public parks in Rotherham	1
South Yorkshire Station at Sheffield Meadowhall - Sta - If proposal for a Sheffield station does not go through, then there will be no noise nuisance / impact on Rotherham	1
South Yorkshire Station at Sheffield Meadowhall - Sta - If proposal for a Sheffield station does not go through, then there will be no property blight in Rotherham	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Stations should be built outside of towns to avoid disruption to local residents	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

South Yorkshire Station at Sheffield Meadowhall - Sta - Proposed station should include facilities such as secure departure platform / luggage check in / immigration / customs checks / for cross channel passengers	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Should look at relocating the Sheffield Meadowhall Station	2
South Yorkshire Station at Sheffield Meadowhall - Sta - A larger transport hub at Meadowhall would be useful / benefit	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Further investigation is needed on the economic / infrastructural / environmental impacts of the proposed station	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Proposed station at Sheffield Meadowhall should provide an easy interchange with rail services between Sheffield, Doncaster and York by being built alongside / under / over / a station on that line	2
South Yorkshire Station at Sheffield Meadowhall - Sta - The proposals for the proposed station needs to be reviewed to maximise the benefits to intra / inter-regional services	2
South Yorkshire Station at Sheffield Meadowhall - Sta - The proposed station should incorporate cycle parking facilities	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Proposed station should be located at the currently abandoned / vacant area between the Meadowhall Centre and the M1 Tinsley viaduct to improve the area north of Meadowhall / gateway to Sheffield when arriving by road / rail	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Proposed station should be located at the currently abandoned / vacant area between the Meadowhall Centre and the M1 Tinsley viaduct to avoid demolition of any existing buildings	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Proposed station should have upgraded rolling stock	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Proposed station should have inclusive ticketing	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Proposed station should be located at M1 Junction 33	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Must ensure that Meadowhall does not become an alternative city centre	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Proposed station at Sheffield Meadowhall needs to be reconsidered	2
South Yorkshire Station at Sheffield Meadowhall - Sta - The proposed station should connect to all existing platforms	4
South Yorkshire Station at Sheffield Meadowhall - Sta - Work for the proposed station could start earlier through travelling wave amplifier to speed up the delivery of Phase 2	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Should have proposed station near A630 Sheffield Parkway	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Should consider incorporating Meadowhall Interchange station into the proposed station / should avoid creating two separate transport stations	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Should consider extending the current upper level concourse at Meadowhall Interchange to create a new internal link directly into the HS2 station from the current main terminal	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Existing Meadowhall station should be expanded to cope with transfer traffic	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Alternative route / station proposed by Sheffield City Council for a station at Sheffield city centre is a preferable / better option	3
South Yorkshire Station at Sheffield Meadowhall - Sta - Should include adequate capacity on lifts / escalators for the anticipated volume of passengers requiring transfers / interchange	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Should consider the benefits of city centre stations / reconsider station location	9

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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South Yorkshire Station at Sheffield Meadowhall - Sta - Proposed station roof should be designed to take maximum advantage of solar panels to generate power for the station	1
South Yorkshire Station at Sheffield Meadowhall - Sta - Sheffield Meadowhall station should be integrated with local services / station links along the route including Barnsley / Cold Hiendley / Crofton / Agbrigg / Wakefield to make it more accessible to get to	2
South Yorkshire Station at Sheffield Meadowhall Tunnels (Tun)	2
South Yorkshire Station at Sheffield Meadowhall Tunnels - Alternative Suggestions	2
South Yorkshire Station at Sheffield Meadowhall - Tun - Should consider tunnelling under old Victoria Station to reconnect to the proposed route north of Sheffield	2
South Yorkshire Station at Sheffield Meadowhall Viaducts & Bridges (VB)	15
South Yorkshire Station at Sheffield Meadowhall Viaducts & Bridges - Reasons to Disagree	12
South Yorkshire Station at Sheffield Meadowhall - VB - Having the proposed station on a viaduct at Meadowhall is a bad a idea	1
South Yorkshire Station at Sheffield Meadowhall - VB - Construction of a large viaduct through the Don Valley is a poor engineering / environmental decision	1
South Yorkshire Station at Sheffield Meadowhall - VB - Tinsley Viaduct cannot be widened / is in need of restructuring / constantly requires strengthening	2
South Yorkshire Station at Sheffield Meadowhall - VB - Not a good idea to build a station at Sheffield Meadowhall as Tinsley Viaduct is running at a full capacity / will make traffic management difficult / M1 narrows to two lanes on Tinsley Viaduct / cannot cope with increased traffic	5
South Yorkshire Station at Sheffield Meadowhall - VB - Viaduct on the M1 may need to be replaced / may have to follow the line of the rail viaduct	1
South Yorkshire Station at Sheffield Meadowhall - VB - Concerns regarding proposals for a 4 lane stretch on a 2 line viaduct	1
South Yorkshire Station at Sheffield Meadowhall - VB - Concerns whether the land can support the high viaduct / viaduct located here is extremely vulnerable	2
South Yorkshire Station at Sheffield Meadowhall Viaducts & Bridges - Reasons to Neither Agree nor Disagree	1
South Yorkshire Station at Sheffield Meadowhall - VB - Unclear if HS2 station / viaduct will be constructed with a scorched earth policy underneath for security / bomb blast purposes as with Tinsley Viaduct	1
South Yorkshire Station at Sheffield Meadowhall Viaducts & Bridges - Alternative Suggestions	3
South Yorkshire Station at Sheffield Meadowhall - VB - Viaduct will have to be at the same height / level as Tinsley (M1) viaduct to clear roads / roundabouts	1
South Yorkshire Station at Sheffield Meadowhall - VB - Locating proposed station at Sheffield Victoria will avoid building 4km long viaduct over Lower Don Valley	1
South Yorkshire Station at Sheffield Meadowhall - VB - Should allow replacement of the M1 Tinsley viaduct as part of works to avoid future transport disruption	1
South Yorkshire Station at Sheffield Meadowhall - VB - Should start the M1 alignment early to allow HS2 to adopt the M1's existing alignment	1
South Yorkshire Station at Sheffield Meadowhall Tracks & Power (TP)	4
South Yorkshire Station at Sheffield Meadowhall Tracks & Power - Reasons to Agree	1
South Yorkshire Station at Sheffield Meadowhall - TP - Electrification of the routes to Doncaster / Barnsley / Wakefield will extend the catchment area	1
South Yorkshire Station at Sheffield Meadowhall Tracks & Power - Reasons to Disagree	2
South Yorkshire Station at Sheffield Meadowhall - TP - Concerns regarding the track alignment	1
South Yorkshire Station at Sheffield Meadowhall - TP - Existing infrastructure at Meadowhall is adequate if a four track layout is not added	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

South Yorkshire Station at Sheffield Meadowhall Tracks & Power - Alternative Suggestions	2
South Yorkshire Station at Sheffield Meadowhall - TP - Should have a four track layout to by-pass Meadowhall	1
South Yorkshire Station at Sheffield Meadowhall - TP - Lines connecting Sheffield Meadowhall and Sheffield station should be electrified before HS2 Phase 2 opens	1
South Yorkshire Station at Sheffield Meadowhall Environment	53
South Yorkshire Station at Sheffield Meadowhall Landscape & Visual (LV)	8
South Yorkshire Station at Sheffield Meadowhall Landscape & Visual - Reasons to Disagree	4
South Yorkshire Station at Sheffield Meadowhall - LV - An enclosed station above the Sheffield Meadowhall shopping centre will impair the view across the Don Valley	1
South Yorkshire Station at Sheffield Meadowhall - LV - An enclosed station above the Sheffield Meadowhall shopping centre will not be aesthetically pleasing	1
South Yorkshire Station at Sheffield Meadowhall - LV - The proposed height of the station is too intrusive	1
South Yorkshire Station at Sheffield Meadowhall - LV - Proposed station will negatively impact / destroy the countryside	2
South Yorkshire Station at Sheffield Meadowhall Landscape & Visual - Reasons to Neither Agree nor Disagree	2
South Yorkshire Station at Sheffield Meadowhall - LV - Tinsley (M1) viaduct can already be seen from Eccleshall	1
South Yorkshire Station at Sheffield Meadowhall - LV - Tinsley (M1) viaduct can already be seen from Rotherham	1
South Yorkshire Station at Sheffield Meadowhall - LV - The fact the area is currently visually damaged is no reason to add further intrusive works	1
South Yorkshire Station at Sheffield Meadowhall Landscape & Visual - Alternative Suggestions	5
South Yorkshire Station at Sheffield Meadowhall - LV - If proposal for a Sheffield station does not go through, then there will be no impact on public parks in South Sheffield	1
South Yorkshire Station at Sheffield Meadowhall - LV - A proposed station at Sheffield City Centre will be an eye-sore / ruin the appearance of / destroy the Royal Victoria hotel / Wicker Arch / viaduct	1
South Yorkshire Station at Sheffield Meadowhall - LV - Moving alignment back towards the Tinsley (M1) viaduct would improve the view across the Don Valley	1
South Yorkshire Station at Sheffield Meadowhall - LV - Location of station gives it scope for high quality contemporary architecture	1
South Yorkshire Station at Sheffield Meadowhall - LV - Proposed station should not negatively impact / damage / ruin / compromise the beauty of the local countryside	1
South Yorkshire Station at Sheffield Meadowhall Biodiversity & Wildlife (BW)	4
South Yorkshire Station at Sheffield Meadowhall Biodiversity & Wildlife - Reasons to Disagree	1
South Yorkshire Station at Sheffield Meadowhall - BW - Green Infrastructure would no longer be protected as a result of proposed station	1
South Yorkshire Station at Sheffield Meadowhall Biodiversity & Wildlife - Alternative Suggestions	3
South Yorkshire Station at Sheffield Meadowhall - BW - A station in the city centre is better from an ecological point of view	1
South Yorkshire Station at Sheffield Meadowhall - BW - Should ensure impact of development of station on ancient woods / ancient trees is avoided / kept to a minimum	1
South Yorkshire Station at Sheffield Meadowhall - BW - HS2 should take measures to protect the fish pass / gauging station / include a bioengineering element in the HS2 design	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

South Yorkshire Station at Sheffield Meadowhall Cultural Heritage (CH)	2
South Yorkshire Station at Sheffield Meadowhall Cultural Heritage - Alternative Suggestions	2
South Yorkshire Station at Sheffield Meadowhall - CH - A station at Sheffield city centre / Sheffield Victoria should not destroy the Wicker Arches / listed buildings	2
South Yorkshire Station at Sheffield Meadowhall - Noise & Vibrations (NV)	2
South Yorkshire Station at Sheffield Meadowhall - Noise & Vibrations - Reasons to Disagree	1
South Yorkshire Station at Sheffield Meadowhall - NV - Concerns about the impact of vibration on Meadowhall shopping centre and impact of remedial works	1
South Yorkshire Station at Sheffield Meadowhall - Noise & Vibrations - Reasons to Neither Agree nor Disagree	1
South Yorkshire Station at Sheffield Meadowhall - NV - People living in Meadowhall near the M1 already suffer noise pollution	1
South Yorkshire Station at Sheffield Meadowhall - Noise & Vibrations - Alternative Suggestions	1
South Yorkshire Station at Sheffield Meadowhall - NV - Mitigation of noise impacts on shopping centre will probably be required	1
South Yorkshire Station at Sheffield Meadowhall - Air Quality / Carbon Emissions (AQ)	22
South Yorkshire Station at Sheffield Meadowhall - Air Quality / Carbon Emissions - Reasons to Disagree	21
South Yorkshire Station at Sheffield Meadowhall - AQ - Area of proposed station already has poor air quality / high levels of air pollution / Lower Don Valley	18
South Yorkshire Station at Sheffield Meadowhall - AQ - People will use other forms of transportation to access the proposed station which will lead to an increase in carbon footprint	1
South Yorkshire Station at Sheffield Meadowhall - AQ - CO2 emissions will be high during / after construction	1
South Yorkshire Station at Sheffield Meadowhall -AQ - Plans for more car parks will lead to an increase in traffic fumes	2
South Yorkshire Station at Sheffield Meadowhall - AQ - Meadowhall station will encourage more road traffic which will lead to more air pollution where Sheffield is likely to face fines for that	1
South Yorkshire Station at Sheffield Meadowhall - AQ - Proposed station will have more carbon impact than improving services around the existing Sheffield station	1
South Yorkshire Station at Sheffield Meadowhall - Air Quality / Carbon Emissions - Alternative Suggestions	3
South Yorkshire Station at Sheffield Meadowhall - AQ - Funds will need to be made available to mitigate any adverse impact on air quality	1
South Yorkshire Station at Sheffield Meadowhall - AQ - A Sheffield City Centre station would cause issues with increase pollution	1
South Yorkshire Station at Sheffield Meadowhall - AQ - Funds should be made available to deal with pollution from increased traffic	1
South Yorkshire Station at Sheffield Meadowhall - Water Resources & Flood Risks (WF)	6
South Yorkshire Station at Sheffield Meadowhall - Water Resources & Flood Risks - Reasons to Disagree	5
South Sheffield Station at Sheffield Meadowhall - WF - Access to the station will be at risk due to surrounding areas being affected by flooding	1
South Yorkshire Station at Sheffield Meadowhall - WF - During engineering stage station site / associated development there is a chance of flood risk	1
South Yorkshire Station at Sheffield Meadowhall - WF - Transport facilities that offer access to proposed station will be at flood risk	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

South Yorkshire Station at Sheffield Meadowhall - WF - Flood risks around Meadowhall area will become worse because of climate change / increase of urbanisation	1
South Yorkshire Station at Sheffield Meadowhall - WF - Concerns regarding the high risks of flooding for the proposed station from the River Don	3
South Yorkshire Station at Sheffield Meadowhall - Water Resources & Flood Risks - Alternative Suggestions	2
South Yorkshire Station at Sheffield Meadowhall - WF - Need to mitigate / consider flood risk when designing access transport arrangement	1
South Yorkshire Station at Sheffield Meadowhall - WF - Need to mitigate against impacts of potential flooding on access routes	1
South Yorkshire Station at Sheffield Meadowhall Environment (Env)	11
Proposal for a South Yorkshire Station at Sheffield Meadowhall Environment - Reasons to Disagree	9
South Yorkshire Station at Sheffield Meadowhall - Env - Increased car journeys to the station will harm the local environment	3
South Yorkshire Station at Sheffield Meadowhall - Env - Benefits / needs do not outweigh environmental damage / detrimental impact	5
South Yorkshire Station at Sheffield Meadowhall - Env - Increased parking at the station will further harm the environment	1
South Yorkshire Station at Sheffield Meadowhall - Env - Inadequate consideration has been given to the environmental impacts for the proposed station	1
South Yorkshire Station at Sheffield Meadowhall Environment - Alternative Suggestions	2
South Yorkshire Station at Sheffield Meadowhall - Env - Adverse environmental impacts of new station should be avoided/ minimised/ mitigated	1
South Yorkshire Station at Sheffield Meadowhall - Env - Further environmental assessment is required to examine impacts on Meadowhall shopping centre	1
South Yorkshire Station at Sheffield Meadowhall Safety (Saf)	5
South Yorkshire Station at Sheffield Meadowhall Safety - Reasons to Disagree	2
South Yorkshire Station at Sheffield Meadowhall - Saf - Concerns about high winds at M1 Tinsley Viaduct / derailling trains at proposed station	2
South Yorkshire Station at Sheffield Meadowhall Safety - Reasons to Neither Agree nor Disagree	2
South Yorkshire Station at Sheffield Meadowhall - Saf - Strong winds occasionally prohibit high sided vehicles on Tinsley (M1) viaduct	2
South Yorkshire Station at Sheffield Meadowhall Safety - Alternative Suggestions	2
South Yorkshire Station at Sheffield Meadowhall - Saf - Strong winds will prohibit an open platform at new HS2 station	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

		Total
	Base size:	2003
Q.5c	Do you agree or disagree with the Government's proposals for an East Midlands station to be located at Toton as described in Chapter 8?	
	AGREE TO / DISAGREE WITH PROPOSAL FOR AN EAST MIDLANDS STATION TO BE LOCATED AT TOTON	2003
	East Midlands Station to be located at Toton - Agree	514
	East Midlands Station to be located at Toton - Agree strongly	22
	East Midlands Station to be located at Toton - Agree	386
	East Midlands Station to be located at Toton - Agree with caveats	106
	East Midlands Station to be located at Toton Disagree	985
	East Midlands Station to be located at Toton - Disagree strongly	60
	East Midlands Station to be located at Toton - Disagree	925
	East Midlands Station to be located at Toton - Neither Agree nor Disagree	183
	East Midlands Station to be located at Toton - Neither agree nor disagree	17
	East Midlands Station to be located at Toton - Lack of knowledge / experience of the locations / not affected by this proposal / is out of my area / not relevant to me	61
	East Midlands Station to be located at Toton - No problem / no objection / no issue with the proposed station at Toton	10
	East Midlands Station to be located at Toton - No preferences / no opinion / no view on proposed station	87
	East Midlands Station to be located at Toton - No preference / no opinion / no views on the proposed	1
	East Midlands Station to be located at Toton - This is for local people to decide	7
	East Midlands Station to be located at Toton - Possibly / unsure / do not know about the proposed station	3
	East Midlands Station to be located at Toton - Reasons to Agree / Disagree / Neither Agree nor Disagree & Alternative Suggestions	755
	East Midlands Station to be located at Toton Financial / Economic (FE)	92
	East Midlands Station to be located at Toton Financial / Economic - Reasons to Agree	27
	East Midlands Station to be located at Toton - FE - Proposed station would regenerate derelict area into an East Midlands hub	2
	East Midlands Station to be located at Toton - FE - If connectivity issues are sorted, proposed station would bring significant opportunities for long-term economic development for surrounding area	1
	East Midlands Station to be located at Toton - FE - Volterra Partners report 'Maximising the Economic Benefits of the East Midlands HS2 Station at Toton' demonstrated potential economic benefits to East Midlands	1
	East Midlands Station to be located at Toton - FE - Proposed station / development of the area will bring economic development to surrounding towns / Long Eaton / Stapleford / Beeston / Ilkeston	1
	East Midlands Station to be located at Toton - FE - Construction of hub station at Toton will bring economic benefits to Toton and surrounding area	1
	East Midlands Station to be located at Toton - FE - Proposed location of East Midlands Hub in Toton will bring economic benefits to Nottingham	3
	East Midlands Station to be located at Toton - FE - Construction of hub station at Toton will bring economic benefit to Broxtowe and the wider region	1
	East Midlands Station to be located at Toton - FE - Proposed station should be built if it is affordable and can be constructed to budget	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East Midlands Station to be located at Toton - FE - Proposed station will bring economic development to local area	19
East Midlands Station to be located at Toton - FE - Proposed station would bring in 500 million pounds of additional benefits compared to a station in Derby	1
East Midlands Station to be located at Toton Financial / Economic - Reasons to Disagree	63
East Midlands Station to be located at Toton - FE - HS2 could attract economic development undermining existing centres	2
East Midlands Station to be located at Toton - FE - Proposed station has no economic justifications / valid business case	2
East Midlands Station to be located at Toton - FE - Proposed station at Toton is to cut cost of the project	3
East Midlands Station to be located at Toton - FE - Economic benefits outweigh the risks	1
East Midlands Station to be located at Toton - FE - Potential challenges include poor planning / unrealistic expectations / poor design	1
East Midlands Station to be located at Toton - FE - New station could attract a retail park undermine existing centres such as Nottingham or Beeston	1
East Midlands Station to be located at Toton - FE - Proposed station / increased distance from Derby to station/ will impinge upon HS2 achieving good strategic fit with the Derby Economic Strategy	1
East Midlands Station to be located at Toton - FE - Station at Derby Midland would support growth / improve Derby as an investment proposition / impact positively on the Derby Economic Strategy	1
East Midlands Station to be located at Toton - FE - Benefits / needs do not outweigh the financial impact / detrimental impact	3
East Midlands Station to be located at Toton - FE - The proposed station is not financially / economically sustainable	7
East Midlands Station to be located at Toton - FE - Proposed location of this station will detract from local economy	3
East Midlands Station to be located at Toton - FE - Out of town stations such as Toton would bring no economic benefit	5
East Midlands Station to be located at Toton - FE - The proposed station at Toton will bring no economic benefits / to the East Midlands	4
East Midlands Station to be located at Toton - FE - Proposed station at Toton is expensive / too expensive / costly	6
East Midlands Station to be located at Toton - FE - Proposed station could become a white elephant	1
East Midlands Station to be located at Toton - FE - The proposed station is a waste of money / costs are not justified	11
East Midlands Station to be located at Toton - FE - Cost of onward travel from Toton to final destination has not been considered	2
East Midlands Station to be located at Toton - FE - The proposed station will add additional travel cost for people travelling to Toton station	2
East Midlands Station to be located at Toton - FE - Proposed station will only benefit local economy during construction	1
East Midlands Station to be located at Toton - FE - Millions has already been spent creating the East Midlands Parkway station which will be near HS2 line but not on the route	3
East Midlands Station to be located at Toton - FE - The cost of the line / infrastructure outweighs any benefits	2
East Midlands Station to be located at Toton - FE - Unproven that the proposed station will bring economic growth to the East Midlands	1
East Midlands Station to be located at Toton - FE - Proposed station will cost more / be more expensive because it will require connections / links to be provided	5

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East Midlands Station to be located at Toton Financial / Economic - Reasons to Neither Agree nor Disagree	2
East Midlands Station to be located at Toton - FE - Success will depend on competitive ability and released capacity in East Midlands	1
East Midlands Station to be located at Toton - FE - Question whether it is possible to begin planning to support economic strategies of nearby cities / local authorities when still uncertainty over HS2's future	1
East Midlands Station to be located at Toton Financial / Economic - Alternative suggestion	13
East Midlands Station to be located at Toton - FE - Locating station at Trent Junction would avoid costs of NET / tram / existing rail extensions	1
East Midlands Station to be located at Toton - FE - An alternative alignment to the proposed route requiring re-instatement of a chord line and installation of a double crossover would be less costly than current proposal	1
East Midlands Station to be located at Toton - FE - Important to build on Derby's rail engineering capacity and other economic assets to ensure economic rebalancing towards regional economy	1
East Midlands Station to be located at Toton - FE - Land around station provides an investment opportunity	1
East Midlands Station to be located at Toton - FE - Proposed station must deliver maximum economic / regeneration benefits for East Midlands region	1
East Midlands Station to be located at Toton - FE - Station could support development along tram route in Nottinghamshire / at Stanton Regeneration Site in Ilkeston / Strategic Rail Freight Interchange near East Midlands Airport	1
East Midlands Station to be located at Toton - FE - Will need to develop local skills to improve employment opportunities for surrounding area	1
East Midlands Station to be located at Toton - FE - Line of route with Derby option would be cheaper to build	1
East Midlands Station to be located at Toton - FE - Need to consider how new station will support D2N2's growth agenda / Strategic Economic Plan	1
East Midlands Station to be located at Toton - FE - Need to consider how new station will support the Economic Strategies and Local Plans of adjacent cities / authorities	1
East Midlands Station to be located at Toton - FE - Proposed location requires improved connectivity to help regenerate Derby / Nottingham	1
East Midlands Station to be located at Toton - FE - Should provide economic justifications / valid business case / cost benefit analysis	2
East Midlands Station to be located at Toton - FE - The station could be constructed in a privately funded multi-use building / shops / offices	1
East Midlands Station to be located at Toton - FE - If no stations were built this would save HS2 a lot of money on their already stretched budget	1
East Midlands Station to be located at Toton - FE - Money could be better spent in the East Midlands	1
East Midlands Station to be located at Toton - FE - Connecting to the East Midlands Parkway station after the A453 is widened would save considerable expense and disruption	1
East Midlands Station to be located at Toton Employment Impact of HS2 (EmI)	28
East Midlands Station to be located at Toton Employment Impact - Reasons to Agree	12
East Midlands Station to be located at Toton - EmI - Volterra Partners report 'Maximising the Economic Benefits of the East Midlands HS2 Station at Toton' demonstrated potential employment benefits to East Midlands	1
East Midlands Station to be located at Toton - EmI - Station provides opportunities for jobs	1
East Midlands Station to be located at Toton - EmI - Proposed location of East Midlands Hub in Toton will bring jobs to Nottingham	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East Midlands Station to be located at Toton - Eml - Will bring / create jobs / opportunities	10
East Midlands Station to be located at Toton Employment Impact - Reasons to Disagree	10
East Midlands Station to be located at Toton - Eml - Proposed station would support 40% less jobs than Derby option	1
East Midlands Station to be located at Toton - Eml - Proposed station will only create short term jobs / not long term jobs	1
East Midlands Station to be located at Toton - Eml - Proposed station will not create jobs / very few jobs	2
East Midlands Station to be located at Toton - Eml - Proposed location of this station will impact on local employers / jobs	5
East Midlands Station to be located at Toton - Eml - Will not create enough jobs to be worth the actual cost	1
East Midlands Station to be located at Toton - Eml - The proposed location of this station is too far from employment centres	2
East Midlands Station to be located at Toton Employment Impact - Alternative Suggestions	8
East Midlands Station to be located at Toton - Eml - Further evidence on jobs displaced by the station is required	1
East Midlands Station to be located at Toton - Eml - DfT's appraisal does not take account of value of new jobs / jobs created by a hub station at Derby Midland would be higher than those created at proposed station	1
East Midlands Station to be located at Toton - Eml - A station at Derby Midland would create a greater net gain of jobs than proposed station	1
East Midlands Station to be located at Toton - Eml - Provision should be made in the sidings area for employment and commercial uses	1
East Midlands Station to be located at Toton - Eml - Need to provide infrastructure/ skills/ training/ planning to maximise employment opportunities at station	1
East Midlands Station to be located at Toton - Eml - Proposed station at Toton should be part of a diverse strategic development plan which will bring jobs to South Broxtowe	3
East Midlands Station to be located at Toton - Eml - Locating proposed station at Nottingham will bring employment and growth	1
East Midlands Station to be located at Toton Business (Bu)	26
East Midlands Station to be located at Toton Business - Reasons to Agree	5
East Midlands Station to be located at Toton - Bu - Proposed station is located close to the bio-tech / financial centres of Nottingham	1
East Midlands Station to be located at Toton - Bu - Proposed station is located close to Nottingham University / Derby University / Nottingham Trent University / Loughborough University	1
East Midlands Station to be located at Toton - Bu - Proposed station would form an excellent business / commercial hub	1
East Midlands Station to be located at Toton - Bu - Proposed location of East Midlands Hub in Toton will benefit the industry in Nottingham	1
East Midlands Station to be located at Toton - Bu - Proposed location of East Midlands Hub in Toton will boost existing business in Nottingham	1
East Midlands Station to be located at Toton - Bu - Proposed station will help resurrect the goods facility previously existing there	1
East Midlands Station to be located at Toton - Bu - Area surrounding proposed station at Toton should be commercially developed into a rail hub	2
East Midlands Station to be located at Toton Business - Reasons to Disagree	15
East Midlands Station to be located at Toton - Bu - Proposed station at Toton would encourage business to relocate out of Nottingham	1
East Midlands Station to be located at Toton - Bu - Proposed station at Toton would encourage business to relocate out of Derby	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East Midlands Station to be located at Toton - Bu - Proposed station may divert business investment away from Derby	1
East Midlands Station to be located at Toton - Bu - Bombardier is best placed supplier to maximise economic benefits	1
East Midlands Station to be located at Toton - Bu - Toton has no businesses / retail / amenities	2
East Midlands Station to be located at Toton - Bu - There is no evidence that an out of town station will encourage business relocation / development in Derby / Nottingham / Leicester	2
East Midlands Station to be located at Toton - Bu - Having to change stations for non high speed trains will put off business passengers	1
East Midlands Station to be located at Toton - Bu - Concerns about impact of station construction on Asda's business operations	1
East Midlands Station to be located at Toton - Bu - Demand for office space will be limited until station is operational	1
East Midlands Station to be located at Toton - Bu - Area around the proposed station is too overcrowded to allow for commercial development	1
East Midlands Station to be located at Toton - Bu - Restricted road access during construction of station will make it unbearable for businesses	1
East Midlands Station to be located at Toton - Bu - High levels of noise during construction of station will make it unbearable for businesses	2
East Midlands Station to be located at Toton - Bu - Businesses on Meadow Lane industrial estate will be severely impacted by HS2	3
East Midlands Station to be located at Toton Business - Alternative Suggestions	8
East Midlands Station to be located at Toton - Bu - Regional business leaders would prefer classic compatible trains to run to Derby / Nottingham	1
East Midlands Station to be located at Toton - Bu - Should have legal provision for Erewash licensed taxis to pick up passengers from the proposed station	1
East Midlands Station to be located at Toton - Bu - Should consult / work with local business community / universities / higher education colleges throughout East Midlands	1
East Midlands Station to be located at Toton - Bu - Locating the station at East Midlands parkway instead of Toton will benefit East Mids Airport / Donnington race track	1
East Midlands Station to be located at Toton - Bu - Should plan for a commercial development near the proposed station	2
East Midlands Station to be located at Toton - Bu - Legal provision needed so Erewash Licensed taxis pick up passengers from station	1
East Midlands Station to be located at Toton - Bu - Need a new shopping centre instead of additional housing development	1
East Midlands Station to be located at Toton Property (Prop)	10
East Midlands Station to be located at Toton Property - Reasons to Agree	1
East Midlands Station to be located at Toton - Prop - Proposed station will have a very limited impact on properties	1
East Midlands Station to be located at Toton Property - Reasons to Disagree	7
East Midlands Station to be located at Toton - Prop - Proposed route passes / will pass close to my home / property	2
East Midlands Station to be located at Toton - Prop - Proposed route will have a negative impact on property in the area	4
East Midlands Station to be located at Toton - Prop - Construction of proposed new access road / bridge would destroy / demolish properties	1
East Midlands Station to be located at Toton Property - Alternative Suggestions	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East Midlands Station to be located at Toton - Prop - An alternative alignment to the proposed route requiring re-instatement of a chord line and installation of a double crossover would not involve the destruction of property	1
East Midlands Station to be located at Toton - Prop - Hub station at Derby Midland would result fewer properties being demolished	1
East Midlands Station to be located at Toton - Prop - Adjoining properties on New Scythe Street / Station Road would need to be demolished to widen roads for HGV's	2
East Midlands Station to be located at Toton - Housing Impact of HS2 (Hol)	12
East Midlands Station to be located at Toton - Housing Impact of HS2 - Reasons to Agree	3
East Midlands Station to be located at Toton - Hol - Proposed station at Toton will have a positive impact / benefit for housing in the area	3
East Midlands Station to be located at Toton - Housing Impact of HS2 - Reasons to Disagree	4
East Midlands Station to be located at Toton - Hol - Proposed station would only support 150 new housing units	1
East Midlands Station to be located at Toton - Hol - Proposed route to the proposed station will negatively impact residential areas	1
East Midlands Station to be located at Toton - Hol - Proposed station is detrimental to / will have a negative impact on housing plans / the two plans will clash	2
East Midlands Station to be located at Toton - Housing Impact of HS2 - Alternative Suggestions	6
East Midlands Station to be located at Toton - Hol - Should bring forward development of residential components of scheme to realise economic benefits at early stage	1
East Midlands Station to be located at Toton - Hol - Should plan for residential development near the proposed station	1
East Midlands Station to be located at Toton - Hol - Developments around the proposed station at Toton should not be housing based / short term housing projects	2
East Midlands Station to be located at Toton - Hol - An alternative location would be better for existing residential properties	1
East Midlands Station to be located at Toton - Hol - Housing development in the vicinity of East Midlands Hub NET system should be suspended to avoid connectivity issues	1
East Midlands Station to be located at Toton - Land use Resources (LR)	54
East Midlands Station to be located at Toton - Land use Resources - Reasons to Agree	12
East Midlands Station to be located at Toton - LR - Proposed location along the M1 will minimise impact on rural area	1
East Midlands Station to be located at Toton - LR - Proposed station would develop an underused brown field site	1
East Midlands Station to be located at Toton - LR - Use of derelict land allows for a good transport connection to the entire region	2
East Midlands Station to be located at Toton - LR - Using existing railway owned land is a sensible idea	3
East Midlands Station to be located at Toton - LR - The land is eminently suitable	2
East Midlands Station to be located at Toton - LR - Toton yard is a big expanse of land	3
East Midlands Station to be located at Toton - Land use Resources - Reasons to Disagree	24
East Midlands Station to be located at Toton - LR - Proposed station would occupy about 206ha of Grade 2 agricultural land	1
East Midlands Station to be located at Toton - LR - Proposed station lies on green belt / land used to separate Nottingham and Derby	1
East Midlands Station to be located at Toton - LR - Proposed station would negatively impact agricultural land	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East Midlands Station to be located at Toton - LR - Concerns regarding location of construction compounds to the east of the proposed station being built on privately owned land / will delay already agreed construction of housing development	1
East Midlands Station to be located at Toton - LR - Toton Sidings is wanted for housing development	2
East Midlands Station to be located at Toton - LR - HS2 does not address / acknowledge the current planning status of the site / most of the site is not on Green Belt land	1
East Midlands Station to be located at Toton - LR - Proposed station will destroy / ruin green belt land	8
East Midlands Station to be located at Toton - LR - Toton lies in a greenbelt position making it unsuitable for a station	5
East Midlands Station to be located at Toton - LR - Proposed station will impact on existing land use strategy in the area	2
East Midlands Station to be located at Toton - LR - Proposed station will destroy / ruin / intrude on open space	3
East Midlands Station to be located at Toton - LR - Proposed plans for the land east of the proposed station are not acceptable	1
East Midlands Station to be located at Toton - LR - Concerns over the use of the land between the tram terminus and HS2 hub	1
East Midlands Station to be located at Toton - LR - Proposed station at Toton is a means for regenerating derelict land for profit	1
East Midlands Station to be located at Toton - Land use Resources - Reasons to Neither Agree nor Disagree	2
East Midlands Station to be located at Toton - LR - No detailed plans / information has been presented to justify why such a large parcel of land is needed at the location for the station	1
East Midlands Station to be located at Toton - LR - Questions if proposed location chosen based on availability of large parcel of land	1
East Midlands Station to be located at Toton - Land use Resources - Alternative Suggestions	25
East Midlands Station to be located at Toton - LR - Land purposed for building station at Toton should be safeguarded for use	4
East Midlands Station to be located at Toton - LR - Need to consider what impact new station will have on land use planning over the next 20 years	1
East Midlands Station to be located at Toton - LR - Construction of proposed station should be subject to geographical features	1
East Midlands Station to be located at Toton - LR - Land use proposals for the area in Toton need to be clarified	1
East Midlands Station to be located at Toton - LR - Greenbelt should be retained at least until HS2 consultation report is published	1
East Midlands Station to be located at Toton - LR - Green belt land separating Nottingham and Derbyshire should be protected / taken into account	2
East Midlands Station to be located at Toton - LR - Land to the northeast could be used to accommodate supporting infrastructure	2
East Midlands Station to be located at Toton - LR - The green belt within Rushcliffe is currently under review presenting the opportunity to develop a HS2 station at East Midlands Parkway	1
East Midlands Station to be located at Toton - LR - The Ratcliffe on Soar power station, next to East Midlands Parkway, could become a brownfield site suitable for a high speed station	1
East Midlands Station to be located in Toton - LR - Green belt land should be preserved / protected for future generations	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East Midlands Station to be located at Toton - LR - Expanding on the East Midlands Parkway Station is a better solution than developing / destroying more land to build a new station	2
East Midlands Station to be located at Toton - LR - Planning for proposed station should be sympathetic to adjacent Greenbelt area	4
East Midlands Station to be located at Toton - LR - Should use site next to East Midlands Parkway station and East Midlands Airport for proposed station location	5
East Midlands Station to be located at Toton Planning & Development (PD)	20
East Midlands Station to be located at Toton Planning & Development - Reasons to Agree	2
East Midlands Station to be located at Toton - PD - Proposed station will encourage out of town development in the area	2
East Midlands Station to be located at Toton Planning & Development - Reasons to Disagree	8
East Midlands Station to be located at Toton - PD - Concerns regarding the proposed housing development at / near to the proposed station in Toton	7
East Midlands Station to be located at Toton - PD - Concerns regarding problems over development of the site	1
East Midlands Station to be located at Toton Planning & Development - Reasons to Neither Agree nor Disagree	1
East Midlands Station to be located at Toton - PD - Benefits of proposed station are already provided for in existing planned developments for Toton Fields / Stanton Ironworks	1
East Midlands Station to be located at Toton Planning & Development - Alternative Suggestions	10
East Midlands Station to be located at Toton - PD - Area around the proposed station should be designated as a high density / growth area	1
East Midlands Station to be located at Toton - PD - Should delegate development of the area around the proposed station to a specialist urban regeneration corporation	1
East Midlands Station to be located at Toton - PD - Should build a Science and Innovation Park / enterprise zone in the area around the proposed station	1
East Midlands Station to be located at Toton - PD - Development plans need to be integrated with local planning strategies	1
East Midlands Station to be located at Toton - PD - Mitigate impacts of required support infrastructure on surrounding area	1
East Midlands Station to be located at Toton - PD - The land near the station should be developed to maximise the benefit to the local area	1
East Midlands Station to be located at Toton - PD - Land for the proposed housing development should be secured / ring-fenced for the proposed HS2 infrastructure / future development adjacent to the hub site	2
East Midlands Station to be located at Toton - PD - The land to the east of / close to the proposed station should be used for business / commercial / job opportunities and not the Council's planned housing development	6
East Midlands Station to be located at Toton Compensation (Comp)	3
East Midlands Station to be located at Toton Compensation - Reasons to Disagree	2
East Midlands Station to be located at Toton - Comp - Receiving appropriate compensation would still not make people happy	1
East Midlands Station to be located at Toton - Comp - A fair compensation scheme has not been presented by Government / HS2 Ltd	1
East Midlands Station to be located at Toton Compensation - Alternative Suggestions	2
East Midlands Station to be located at Toton - Comp - Full compensation for people and businesses who are adversely effected by the Hub Station at the earliest opportunity	1
East Midlands Station to be located at Toton - Comp - Compensation for blight / property loss needs to be sorted before planning stations	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East Midlands Station to be located at Toton Community Integrity / Impacts (Com)	180
East Midlands Station to be located at Toton Community Integrity / Impacts - Reasons to Agree	22
East Midlands Station to be located at Toton - Com - Proposed route and station at Toton is likely to provide greatest aggregate benefit for Derby and Nottingham	1
East Midlands Station to be located at Toton - Com - The proposed station at Toton will serve Nottingham	9
East Midlands Station to be located at Toton - Com - The proposed station at Toton will serve Leicester	3
East Midlands Station to be located at Toton - Com - The proposed station at Toton will serve Derby	6
East Midlands Station to be located at Toton - Com - The proposed station at Toton will benefit the community / local area / region	6
East Midlands Station to be located at Toton - Com - Local workforce has links with Toton which was the largest freight depot in Europe	2
East Midlands Station to be located at Toton - Com - People living in the Toton area will benefit from the proposed site	2
East Midlands Station to be located at Toton - Com - HS2 / proposals would increase accessibility to retail / public amenities	1
East Midlands Station to be located at Toton - Com - Majority of local people are in favour of the proposed station	1
East Midlands Station to be located at Toton Community Integrity / Impacts - Reasons to Disagree	144
East Midlands Station to be located at Toton - Sta - The proposed station at Toton will not / greatly / benefit Derbyshire / North West Leicestershire	13
East Midlands Station to be located at Toton - Com - Passengers are more likely to use station at Tamworth than proposed station at Toton for travel north or south	1
East Midlands Station to be located at Toton - Com - Proposed station at Toton will offer no benefit for the population of Polesworth	1
East Midlands Station to be located at Toton - Com - The proposed station at Toton will not be used / frequently used by people from Nottingham	3
East Midlands Station to be located at Toton - Com - Proposed location of station would see Nottingham losing out	1
East Midlands Station to be located at Toton - Com - Proposed station at Toton is too far from Nottingham city centre	8
East Midlands Station to be located at Toton - Com - Proposed station at Toton is in the opposite direction to London from Measham	1
East Midlands Station to be located at Toton - Com - The proposed station at Toton will not be used / frequently used by people from Leicester	1
East Midlands Station to be located at Toton - Com - Proposed station at Toton is too far from Leicester city centre	1
East Midlands Station to be located at Toton - Com - Access to HS2 station at Toton will involve a 30 mile / 45 minutes journey from Chesterfield	4
East Midlands Station to be located at Toton - Com - The proposed station at Toton does not serve Chesterfield	3
East Midlands Station to be located at Toton - Com - Proposed location dissects East Midlands core cities / Derby / Nottingham	1
East Midlands Station to be located at Toton - Com - Demand for schools / health / retail / leisure facilities at Toton will have an impact on North West Leicestershire and Charnood	1
East Midlands Station to be located at Toton - Com - Proposed station at Toton would not benefit to Leicestershire any of the cities in the region	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East Midlands Station to be located at Toton - Com - Proposed station at Toton is Nottingham centric / will only benefit Nottingham	2
East Midlands Station to be located at Toton - Com - The proposed location of Toton station will not serve / benefit the city / people of Nottingham	23
East Midlands Station to be located at Toton - Com - The additional time / inconvenience of getting to / from the centre of Nottingham from Toton compared to the existing direct service will deter passengers	4
East Midlands Station to be located at Toton - Com - Proposed station at Toton will hasten the decline of Nottingham city centre	1
East Midlands Station to be located at Toton - Com - The proposed location of this station is not convenient for people living between Toton and Nottingham	1
East Midlands Station to be located at Toton - Com - Proposed station at Toton will not serve / benefit Loughborough	1
East Midlands Station to be located at Toton - Com - Using Toton as a hub station will not benefit / will have a negative impact on Leicester / Leicestershire	6
East Midlands Station to be located at Toton - Com - The proposed location of this station is not convenient for people living between Toton and Leicester	1
East Midlands Station to be located at Toton - Com - A station at Toton would not serve Derby well	6
East Midlands Station to be located at Toton - Com - The proposed station at Toton will not be used / frequently used by people from Derby	3
East Midlands Station to be located at Toton - Com - People travelling to London would prefer to travel directly from Derby rather than Toton	1
East Midlands Station to be located at Toton - Com - Proposed station at Toton is too far from Derby city centre	4
East Midlands Station to be located at Toton - Com - The proposed location of Toton will not serve / benefit the city of Derby / people from Derby	24
East Midlands Station to be located at Toton - Com - Proposed station at Toton will hasten the decline of Derby city centre	1
East Midlands Station to be located at Toton - Com - Proposed station at Toton will not serve / benefit Ashby-de-la-Zouch	1
East Midlands Station to be located at Toton - Com - Proposed station will not serve / benefit / be accessible to people / communities living South of the River Trent due to lack of road access and traffic	1
East Midlands Station to be located at Toton - Com - Proposed station would negatively impact established rail centres in the surrounding areas	1
East Midlands Station to be located at Toton - Com - Proposed urbanisation in Toton is unacceptable	2
East Midlands Station to be located at Toton - Com - The proposed station at Toton is close to our Parish	1
East Midlands Station to be located at Toton - Com - The proposed location of this station is not convenient for people living between Toton and Derby	2
East Midlands Station to be located at Toton - Com - The proposed location of this station is not convenient for people living between Nottingham and Derby	4
East Midlands Station to be located at Toton - Com - Proposed station will provide no benefits to the local community / East Midlands	10
East Midlands Station to be located at Toton - Com - Proposed station will only benefit local community	2
East Midlands Station to be located at Toton - Com - The area will be abandoned if local residents relocate	2
East Midlands Station to be located at Toton - Com - Proposed location of the station does not take into account disruption to the area	4

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East Midlands Station to be located at Toton - Com - Proposed station will cause disruption in Toton / disruption during construction	5
East Midlands Station to be located at Toton - Com - Proposed station at Toton will negatively impact / disrupt / decimate the community / area	10
East Midlands Station to be located at Toton - Com - Loss of green belt space would have a negative impact on the local residents	1
East Midlands Station to be located at Toton - Com - The proposed station at Toton is too far from / would not serve / benefit heavily populated areas / the 3 major cities / local cities	25
East Midlands Station to be located at Toton - Com - A station at Toton is too far from / would not serve Nottingham / Derby well	9
East Midlands Station to be located at Toton - Com - A station at Toton is too far from / would not serve Derby well	5
East Midlands Station to be located at Toton - Com - A station at Toton would not serve Leicester / Leicestershire	4
East Midlands Station to be located at Toton - Com - Toton has few public / retail amenities	1
East Midlands Station to be located at Toton - Com - Proposed location will not benefit people outside Toton	1
East Midlands Station to be located in Toton - Com - Benefits of proposed station do not outweigh the inconvenience / disruption	1
East Midlands Station to be located at Toton - Com - Proposed station will only benefit London / commuters travelling to London	1
East Midlands Station to be located at Toton - Com - Proposed station at Toton is a political compromise between Nottingham / Derby / Loughborough	8
East Midlands Station to be located at Toton - Com - Proposed station would leave commuters travelling to an area in the middle of nowhere with additional travel via bus / cars / trains / taxis to their destination	3
East Midlands Station to be located at Toton - Com - Proposal does not take into consideration the welfare of local electorate	1
East Midlands Station to be located at Toton - Com - Station at Toton will become an out of town shopping centre which will increase the demise of city centres	1
East Midlands Stations to be located at Toton - Com - Proposed station at Toton will not benefit people who live between Toton and Meadowhall / Meadowhall and Leeds	2
East Midlands Station to be located at Toton Community Integrity / Impacts - Reasons to Neither Agree nor Disagree	8
East Midlands Station to be located at Toton - Com - Questions the location of Toton / what benefit this site would bring / to the public	6
East Midlands Station to be located at Toton - Com - Questions if impact on area has been considered	1
East Midlands Station to be located at Toton - Com - I / we live near to the area for the proposed hub	1
East Midlands Station to be located at Toton Community Integrity / Impacts - Alternative suggestion	17
East Midlands Station to be located at Toton - Com - Should consult / work with local communities	1
East Midlands Station to be located at Toton - Com - Derby option would be more sensitive / less intrusive / help to limit adverse impacts on local communities	1
East Midlands Station to be located at Toton - Com - Station at EMP would be popular with residents / would negate Leicestershire council objections	1
East Midlands Station to be located at Toton - Com - Toton sidings / Toton Fields is a valuable asset for the community / should be protected	1
East Midlands Station to be located at Toton - Com - Locating the station nearer a big city would bring more benefits than in a small / unknown village	4

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East Midlands Station to be located at Toton - Com - It would be easier / preferable to relocate people in the acquisition zone during planning	1
East Midlands Station to be located at Toton - Com - Proposed route should be more Westerly to avoid residential areas	1
East Midlands Station to be located at Toton - Com - HS2 should consider all factors including effects on residents of Toton	3
East Midlands Station to be located at Toton - Com - HS2 should work closely with residents around Toton	1
East Midlands Station to be located at Toton - Com - Should protect the area / green land from developers	2
East Midlands Station to be located at Toton - Com - Local people would prefer current arrangement of stations at Loughborough / Leicester / Nottingham / Derby	1
East Midlands Station to be located at Toton - Com - Money could be better spent regenerating mining communities decimated in the 80's	1
East Midlands Station to be located at Toton - Com - New station must be able to build a sufficient client base before being considered	1
East Midlands Station to be located at Toton - Com - Proposed station at Toton should be part of a larger development of the local area	1
East Midlands Station to be located at Toton - Health, Equality & Wellbeing (HEW)	5
East Midlands Station to be located at Toton - Health, Equality & Wellbeing - Reasons to Disagree	5
East Midlands Station to be located at Toton - HEW - None of new jobs supported by proposed station would be in areas of relatively high deprivation	1
East Midlands Station to be located at Toton - HEW - Residents' existence during construction would be made intolerable	3
East Midlands Station to be located at Toton - HEW - Proposed route will spoil the peace and quiet in Toton	1
East Midlands Station to be located at Toton Construction (CI)	7
East Midlands Station to be located at Toton Construction - Reasons to Disagree	3
East Midlands Station to be located at Toton - CI - Construction of proposed station will cause additional disruption after recent construction of East Midlands Parkway station	1
East Midlands Station to be located at Toton - CI - Will require huge infrastructure which will cause disruption	2
East Midlands Station to be located at Toton Construction - Alternative suggestion	4
East Midlands Station to be located at Toton - CI - Acquire the land between the existing line and the proposed HS2 line to minimise impact on construction	1
East Midlands Station to be located at Toton - CI - Need to undertake sensitive planning to protect Toton's fragile infrastructure	1
East Midlands Station to be located at Toton - CI - Proposed station should be constructed within existing transportation infrastructure	1
East Midlands Station to be located at Toton - CI - Proposed station should be constructed as soon as possible	1
East Midlands Station to be located at Toton Operations	227
East Midlands Station to be located at Toton - Speed / Frequency / Specifications of HS2 services (SFS)	137
East Midlands Station to be located at Toton - Speed / Frequency / Specifications of HS2 services - Reasons to Agree	7
East Midlands Station to be located at Toton - SFS - New through services/ improved journey times to the East Midlands is welcomed	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East Midlands Station to be located at Toton - SFS - Proposed station will minimise journey time penalty from an East Midlands stop	1
East Midlands Station to be located at Toton - SFS - Proposed station will provide York with fastest HS2 journey times	1
East Midlands Station to be located at Toton - SFS - Proposed station will provide faster link from North Yorkshire to Nottingham area	1
East Midlands Station to be located at Toton - SFS - Station at Toton will attract more passengers than a station at Derby Midland	1
East Midlands Station to be located at Toton - SFS - Improved rail journey time will be negated by the time it takes travelling to remote / out of town stations	1
East Midlands Station to be located at Toton - Speed / Frequency / Specifications of HS2 services - Reasons to Disagree	126
East Midlands Station to be located at Toton - SFS - Improved rail journey time to London will be negated by additional drive to Toton	7
East Midlands Station to be located at Toton - SFS - Improved rail journey time will be negated by additional travel from Nottingham to Toton	19
East Midlands Station to be located at Toton - SFS - By the time you get to Toton from Nottingham and catch the train you could have driven to Leeds or London / more convenient to drive	3
East Midlands Station to be located at Toton - SFS - Local residents reject HS2 Ltd.'s claim that passengers can change trains / travel from Toton - Nottingham will take a lot longer than the 17 minutes claimed	2
East Midlands Station to be located at Toton - SFS - Journey times between Nottingham and Toton do not stand up to scrutiny	1
East Midlands Station to be located at Toton - SFS - Reduction in journey time will be negated by additional driving time from Measham to the proposed station at Toton / the closest station	1
East Midlands Station to be located at Toton - SFS - Improved rail journey time will be negated by additional travel time from Derby to Toton	17
East Midlands Station to be located at Toton - SFS - Toton will not deliver the level of passengers predicted / Midland Main Line is more convenient / cheaper / faster	2
East Midlands Station to be located at Toton - SFS - Improved rail journey time will be negated by additional transfer time / interchange at Toton	7
East Midlands Station to be located at Toton - SFS - Improved journey time will be negated by transfer times between the large car park and the proposed station	2
East Midlands Station to be located at Toton - SFS - Improved / reduced journey times would be marginal / little / worse compared to existing rail services	6
East Midlands Station to be located at Toton - SFS - Interchange / transfer at the proposed station will be inconvenient / a poor customer experience	1
East Midlands Station to be located at Toton - SFS - Locating station in Toton will increase journey times on MML through North Northamptonshire	1
East Midlands Station to be located at Toton - SFS - Proposed station must deliver maximum passenger benefit for East Midlands region	1
East Midlands Station to be located at Toton - SFS - Can only serve Nottingham / Derby via slow curves / reversals	1
East Midlands Station to be located at Toton - SFS - Improved rail journey time to London will be negated by additional travel to Toton	10
East Midlands Station to be located at Toton - SFS - Improved rail journey time will be negated by additional travel time / distance to Toton	49
East Midlands Station to be located at Toton - SFS - Improved rail journey time will be negated by additional travel costs to Toton	6
East Midlands Station to be located at Toton - SFS - Improved rail journey time will be negated by additional car / bus travel to Toton	9

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East Midlands Station to be located at Toton - SFS - Will encourage long distance commuting into London	2
East Midlands Station to be located at Toton - SFS - Transfer times from existing network to HS2 at Toton could be up to 15 minutes	1
East Midlands Station to be located at Toton - SFS - Proposed station will cause delays for HS2	1
East Midlands Station to be located at Toton - SFS - Proposed station does not guarantee faster inter-city travel than existing rail services	3
East Midlands Station to be located at Toton - SFS - Comparative journey time figures do not take into account / consider / allow for connections / transfer times at the East Midlands Hub station	6
East Midlands Station to be located at Toton - SFS - All commuters will have to fund this project by paying increased train fares	1
East Midlands Station to be located at Toton - SFS - Journey to London or Leeds will take longer for North West Leicestershire communities from proposed station than from existing network	1
East Midlands Station to be located at Toton - SFS - Proposed station at Toton will increase journey times to London for Nottingham / the biggest city in the region due to additional travel time to Toton	4
East Midlands Station to be located at Toton - SFS - Proposed station at Toton will increase journey times due to additional travel time to Toton	8
East Midlands Station to be located at Toton - Speed / Frequency / Specifications of HS2 services - Alternative Suggestions	6
East Midlands Station to be located at Toton - SFS - Strengthening / attaching an additional train to services could cause issues elsewhere on the network	1
East Midlands Station to be located at Toton - SFS - Strengthening / attaching an additional train to services could enhance connections between Derby and Toton	1
East Midlands Station to be located at Toton - SFS - Forecasted passenger numbers imply do not need significant additional diversions on existing lines from Derby Midland / within Derby	1
East Midlands Station to be located at Toton - SFS - draft timetables for the elements of the classic network which may serve Toton be prepared and made available as soon as practicable	1
East Midlands Station to be located at Toton - SFS - More detailed analysis / evidence / information is required on regularity of trains	1
East Midlands Station to be located at Toton - SFS - More detailed analysis / evidence / information is required on the speed of trains / through Trowell / 3 miles from Toton	1
East Midlands Station to be located at Toton - SFS - Electrified trains to existing city centre stations would be faster / similar	3
East Midlands Station to be located at Toton Existing Rail Services (ERS)	35
East Midlands Station to be located at Toton Existing Rail Services - Reasons to Agree	2
East Midlands Station to be located at Toton - ERS - Toton is currently being used by the current rail network	1
East Midlands Station to be located at Toton - ERS - London to Leicester via Nottingham services use Toton yard	1
East Midlands Station to be located at Toton Existing Rail Services - Reasons to Disagree	25
East Midlands Station to be located at Toton - ERS - Allows for no growth of regional / commuter / freight services on Midland Main Line	1
East Midlands Station to be located at Toton - ERS - Connecting Derby and Toton by rail would interfere with existing services / would be limited	1
East Midlands Station to be located at Toton - ERS - Station does not serve Nottingham therefore people will use existing services	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East Midlands Station to be located at Toton - ERS - Must not divert existing cross country rail services to serve the Hub Station / station at Toton	1
East Midlands Station to be located at Toton - ERS - Proposed changed to calling patterns on the Matlock-Derby-Nottingham / Midland Main Line to serve station at Toton may increase journey times	1
East Midlands Station to be located at Toton - ERS - East Midlands already has a good service to London from multiple stations / cities	11
East Midlands Station to be located at Toton - ERS Unacceptable to serve the Hub Station by diverting existing cross county rail services	1
East Midlands Station to be located at Toton - ERS - Stopping existing rail services at Toton would increase journey time	4
East Midlands Station to be located at Toton - ERS - Proposed station will impact on / reduce existing services	5
East Midlands Station to be located at Toton - ERS - New links will detract from the old network	2
East Midlands Station to be located at Toton Existing Rail Services - Reasons to Neither Agree nor Disagree	4
East Midlands Station to be located at Toton - ERS - Concerns / questions regarding connections to existing rail services	2
East Midlands Station to be located at Toton - ERS - Proposed station is a compromise due to problems / constraints of existing rail services at Derby and Nottingham	1
East Midlands Station to be located at Toton - ERS - Services via Derby do not use Toton yard due to standard of track speed	1
East Midlands Station to be located at Toton Existing Rail Services - Alternative Suggestions	7
East Midlands Station to be located at Toton - ERS - Full timetable recast could offset potential threats of HS2 on classic network	1
East Midlands Station to be located at Toton - ERS - Full timetable recast could offer further opportunities for Derby	1
East Midlands Station to be located at Toton - ERS - Existing rail services must not be diverted to serve Toton	1
East Midlands Station to be located at Toton - ERS - Routing existing rail services through Toton will cause worse capacity and punctuality, particularly at the Midland Mainline/Erewash Valley line/Sheet Shores Junction/Trent Junction/ Attenborough Junction	2
East Midlands Station to be located at Toton - ERS - Should have no adverse impacts upon direct rail services between North East/ Derby	3
East Midlands Station to be located at Toton - ERS - Toton will be two stations in one with an HS2 station next to the conventional rail station. There needs to be cross platform connectivity between HS2 and connecting trains.	1
East Midlands Station to be located at Toton - Traffic & Transport (TT)	104
East Midlands Station to be located at Toton - Traffic & Transport - Reasons to Agree	2
East Midlands Station to be located at Toton - TT - Proposed station is good for car users / commuters from towns between Nottingham / Derby / North of the M1	1
East Midlands Station to be located at Toton - TT - Proposed station at Toton with access to M1 would reduce traffic congestion	1
East Midlands Station to be located at Toton - Traffic & Transport - Reasons to Disagree	90
East Midlands Station to be located at Toton - TT - Concerns regarding the availability / provision of parking	4
East Midlands Station to be located at Toton - TT - Would take too long / add extra time to get by road from Nottingham to Toton / at least 30 minutes	2
East Midlands Station to be located at Toton - TT - Toton is the nearest station to Measham so any train travel time gain will be negated by road traffic	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East Midlands Station to be located at Toton - TT - Proposed station will increase traffic / congestion at the already congested Bardill's Island / roundabout on the A52	2
East Midlands Station to be located at Toton - TT - Passengers will drive to station / congested A52 / M1 area around Toton may not cope	1
East Midlands Station to be located at Toton - TT - Proposed station / proposed new town for Stanton would negatively impact traffic / congestion in Sandiacre	1
East Midlands Station to be located at Toton - TT - If car park is large is could lead to higher traffic flows to Toton for journeys to Beeston/Nottingham	1
East Midlands Station to be located at Toton - TT - May be difficulty accessing the site during construction	1
East Midlands Station to be located at Toton - TT - Terminus to west of station concourse could limit traffic growth	1
East Midlands Station to be located at Toton - TT - Proposed station would increase the necessity for car parking on local roads	1
East Midlands Station to be located at Toton - TT - Access road from the A52 leading to the proposed station often gets snarled up / congested with traffic	15
East Midlands Station to be located at Toton - TT - There is only one crossing for the River Erewash south of A52	1
East Midlands Station to be located at Toton - TT - The proposed station and construction of HS2 will increase congestion in Toton / Toton is already congested	29
East Midlands Station to be located at Toton - TT - Restricted road access during construction of station will make it unbearable for residents	1
East Midlands Station to be located at Toton - TT - Additional journey time on congested motorways / roads to get to the station	6
East Midlands Station to be located in Toton - TT - Proposed site at Toton is unrealistic for transfer to the airport due to congestion	2
East Midlands Station to be located at Toton - TT - Concerns regarding sound of increased traffic in residential Toton	1
East Midlands Station to be located at Toton - TT - Congestion around the proposed station is particularly bad at morning / evening rush hour periods / peak / critical times for business travellers	3
East Midlands Station to be located at Toton - TT - Proposed closure of two level crossings would worsen / exacerbate traffic problems / result in gridlock for Toton	1
East Midlands Station to be located at Toton - TT - Proposed closure of two level crossings would redirect / compel traffic / HGV's to access / exit Nottingham Road resulting in increased congestion / gridlock	2
East Midlands Station to be located at Toton - TT - Proposed closure of two level crossings would negatively affect commuters / essential delivery / emergency services	2
East Midlands Station to be located at Toton - TT - Station Road is a traffic calming residential road and unsuitable for the increase in type and volume of traffic from the proposed closure of two level crossings in Toton	1
East Midlands Station to be located at Toton - TT - HGV's would be unable to access New Tythe Street at its junction with Station Road / the road is of sub-standard width	1
East Midlands Station to be located at Toton - TT - Proposed new access road / bridge lacks clarification / is impractical / expensive / dismissed by an expert highways engineer	1
East Midlands Station to be located at Toton - TT - Construction of proposed new access road / bridge would negatively affect / disrupt traffic	2
East Midlands Station to be located at Toton - TT - The road network to / around Toton is unsuitable / cannot cope / with an increase in traffic	12
East Midlands Station to be located at Toton - TT - Proposed station will increase traffic / congestion in Long Eaton	2
East Midlands Station to be located at Toton - TT - Proposed station will increase traffic / congestion in Beeston	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East Midlands Station to be located at Toton - TT - Proposed station will increase traffic / congestion in Stapleford	1
East Midlands Station to be located at Toton - TT - Increased car journeys to Toton will be less sustainable	5
East Midlands Station to be located at Toton - TT - Proposed traffic island will not be adequate to ease congestion	1
East Midlands Station to be located at Toton - TT - Proposed station will increase traffic / congestion in Nottingham	2
East Midlands Station to be located at Toton - TT - Lack of east / west links / poor connectivity to proposed station will increase road traffic	5
East Midlands Station to be located at Toton - TT - Proposed station will increase traffic / congestion on the already congested M1 in Nottinghamshire / Derbyshire / Leicestershire	8
East Midlands Station to be located at Toton - TT - Proposed station will increase traffic / congestion on the already congested A52 in Nottinghamshire / Derbyshire / Leicestershire	16
East Midlands Station to be located at Toton - Traffic & Transport - Alternative suggestion	18
East Midlands Station to be located at Toton - TT - Proposed station should have adequate car parking provision / car parks / on the West side of the station	3
East Midlands Station to be located at Toton - TT - Further extension of Nottingham Express Transit to the west could help alleviate increased traffic on highways	1
East Midlands Station to be located at Toton - TT - Should create a grade separated junction at Bardill's Island / roundabout to alleviate / reduce traffic / congestion on the A52	1
East Midlands Station to be located at Toton - TT - 'Rat running' through residential areas to access the station must be avoided	1
East Midlands Station to be located at Toton - TT - HS2 station / new local stations need to be integrated into a planned re-think of the road network which will help facilitate the needs of the new transport hub	2
East Midlands Station to be located at Toton - TT - Traffic management for the whole area around the East Midlands hub needs to be considered	4
East Midlands Station to be located at Toton - TT - Proposed station should not negatively impact / affect traffic / congestion	3
East Midlands Station to be located at Toton - TT - Proposed station should not create a park and ride system on local roads	2
East Midlands Station to be located at Toton - TT - Should have discounted parking nearby with a rapid transit link by rail / tram / bus to the station to help reduce the number of cars in surrounding areas	1
East Midlands Station to be located at Toton - TT - Should have a station in the City Centre to reduce congestion going into the suburbs	1
East Midlands Station to be located at Toton Engineering	587
East Midlands Station to be located at Toton Interface with other Infrastructure -	343
East Midlands Station to be located at Toton - Rail (Ra)	180
East Midlands Station to be located at Toton – Rail - Reasons to Agree	22
East Midlands Station to be located at Toton - Ra - The East Midlands Hub allows for good connectivity	1
East Midlands Station to be located at Toton - Ra - Proposed location of East Midlands Hub in Toton will provide access to improved services towards South East / North from Nottingham	3
East Midlands Station to be located at Toton - Ra - Proposed station is well / conveniently connected to the existing rail network / similar to Meadowhall	12
East Midlands Station to be located at Toton - Ra - Proposed station fits in with current plans for a link between Toton and Derby city centre	1
East Midlands Station to be located at Toton - Ra - The proposed station is a good way to connect East Midlands towns / cities to the HS2	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East Midlands Station to be located at Toton - Ra - Proposed station is ideal for onward connections to Derby / Nottingham / Leicester / surrounding areas	5
East Midlands Station to be located at Toton - Ra - Proposed station at Toton will add a new layer of rail infrastructure to the area	1
East Midlands Station to be located at Toton - Rail - Reasons to Disagree	53
East Midlands Station to be located at Toton - Ra - Proposed station at Toton is not well connected to / from Nottingham	7
East Midlands Station to be located at Toton - Ra - Proposed station at Toton is not well connected to / from Leicester	4
East Midlands Station to be located at Toton - Ra - Proposed station is not well connected to the surrounding stations	1
East Midlands Station to be located at Toton - Ra - Connecting Nottingham and Toton by rail would interfere with / limit existing services	1
East Midlands Station to be located at Toton - Ra - There are no rail connections between Toton and Nottingham	2
East Midlands Station to be located at Toton - Ra - Proposed route / station at Toton will not improve long distance travel links / connections for Measham	1
East Midlands Station to be located at Toton - Ra - A dedicated service from Toton to Leicester would not be economic/attractive	1
East Midlands Station to be located at Toton - Ra - There are no rail connections between Toton and Leicester	3
East Midlands Station to be located at Toton - Ra - Proposed station at Toton would require additional journeys for people in Derby	4
East Midlands Station to be located at Toton - Ra - There are no rail connections between Toton and Derby	1
East Midlands Station to be located at Toton - Ra - Proposed station at Toton is not well connected to / from Derby	5
East Midlands Station to be located at Toton - Ra - There is no provision for a fast link to Nottingham City Centre	1
East Midlands Station to be located at Toton - Ra - Existing train lines to proposed stations could become very congested nearer to main cities such as Birmingham / Leeds / Newcastle / Glasgow / Edinburgh	1
East Midlands Station to be located at Toton - Ra - interchange opportunities with new shuttle services do not appear convenient / would involve 10 minutes not the 5 minutes quoted	1
East Midlands Station to be located at Toton - Ra - Regional trains would have to move in/out of Toton which can only be done at low speeds, increasing journey time	1
East Midlands Station to be located at Toton - Ra - Two station solution will destroy network integrity	1
East Midlands Station to be located at Toton - Ra - Two stations solution / one station at Nottingham and one at Toton will destroy network integrity / undermine existing network	1
East Midlands Station to be located at Toton - Ra - Toton station will require additional time / travel to access it	6
East Midlands Station to be located at Toton - Ra - Proposed station is poorly / not conveniently connected to the existing rail network / not easy for public to access	21
East Midlands Station to be located at Toton - Ra - Existing rail route already located near proposed Toton station	1
East Midlands Station to be located at Toton - Ra - The area is already well connected / served by a number of existing stations / links	3
East Midlands Station to be located at Toton – Rail - Reasons to Neither Agree nor Disagree	4
East Midlands Station to be located at Toton - Ra - There has been little communication from HS2 about the effect of their proposals on DB Schenker	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East Midlands Station to be located at Toton - Ra - Interchange system with existing rail services is unclear	3
East Midlands Station to be located at Toton - Ra - Provision of grade separated junctions on existing railway lines is unclear	1
East Midlands Station to be located at Toton – Rail - Alternative Suggestions	118
East Midlands Station to be located at Toton - Ra - The proposed station should be linked to East Midlands Airport	4
East Midlands Station to be located at Toton - Ra - The East Midlands currently has good connections to continental services via St Pancras	1
East Midlands Station to be located at Toton - Ra - HS2 hub station should be situated on a brown field site adjacent to Eastgate in Derby / on land occupied by the West Meadows industrial area	1
East Midlands Station to be located at Toton - Ra - An HS2 hub station at Derby should provide connections both north and south ends between high speed and classic lines to permit trains to transfer between them	3
East Midlands Station to be located at Toton - Ra - An HS2 hub station at Derby would require only minor changes to the existing rail network in comparison with Toton	2
East Midlands Station to be located at Toton - Ra - Proposed station at Toton should allow for classic compatible trains to directly travel to Nottingham / Derby / like the previous Trent Junction	6
East Midlands Station to be located at Toton - Ra - Need Investments in infrastructure at existing rail services to provide connectivity	1
East Midlands Station to be located at Toton - Ra - interconnectivity between regions should be prioritised over the route to London	1
East Midlands Station to be located at Toton - Ra - a direct connection from classic services to HS2 would provide future opportunities for HS2 services to serve other centres off the Core Route	1
East Midlands Station to be located at Toton - Ra - add a southward facing chord linking the MML and HS2, either to the south of the HubStation or to the north near Trowell, to improve journey times and connectivity	1
East Midlands Station to be located at Toton - Ra - Should locate classic and HS2 platforms next to each other at the proposed station to allow quick / convenient interchange / transfer between existing rail services and high speed rail services	2
East Midlands Station to be located at Toton - Ra - It would be possible to divert Matlock to Derby Nottingham trains via Toton however this would be slow, expensive and reduce capacity	2
East Midlands Station to be located at Toton - Ra - Area needs rail infrastructure improvement	3
East Midlands Station to be located at Toton - Ra - Should have good links to the existing rail network / East Midlands Mainline	3
East Midlands Station to be located at Toton - Ra - Proposed station at Toton would require additional journeys for people in Nottingham	4
East Midlands Station to be located at Toton - Ra - should be designed to make easy connections with the Sheffield-Rotherham tram-train	1
East Midlands Station to be located at Toton - Ra - HS2 should work alongside electrified MML / provide compatible services / inter connectivity	1
East Midlands Station to be located at Toton - Ra - Should be full / partial timetable recast in cooperation with partners across East Midlands partners	1
East Midlands Station to be located at Toton - Ra - Proposed station would require large investment to connect it to by rail to Derby / Nottingham	3
East Midlands Station to be located at Toton - Ra - Station at Trent Junction would link / allow easy interchange with ERS at Derby / Nottingham / Leicester / other local stations	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East Midlands Station to be located at Toton - Ra - Ongoing domestic train services / connections from the proposed station will require reversing tracks / turn backs further increasing journey times	1
East Midlands Station to be located at Toton - Ra - Toton would provide an ideal point for a future second north-south High Speed line from London connecting to the north eastern branch of HS2	2
East Midlands Station to be located at Toton - Ra - Proposed station / surrounding areas should be connected / served via a rapid transit system	1
East Midlands Airport to be located at Toton - Ra - Proposed station should have connections to Long Eaton / Ilkeston	2
East Midlands Station to be located at Toton - Ra - Should ensure provision is made to connect Nottingham / Derby lines to the HS2 line at Toton at a future date	1
East Midlands Station to be located at Toton - Ra - connection to classic network would allow Midland Main Line to be used should HS2 be unavailable	1
East Midlands Station to be located at Toton - Ra - Should develop high quality classic rail services between Toton and Derby, Leicester and Nottingham	1
East Midlands Station to be located at Toton - Ra - HS2 should fund any required changes to use / layout of DB Schenker's base	1
East Midlands Station to be located at Toton - Ra - A station at Derby would be integrated with existing railway / have good southbound connections to Chesterfield / northbound connections from Leicester	1
East Midlands Station to be located at Toton - Ra - Acute curvature of the routes into Toton from east and west would constraint timings of new shuttle rail services	1
East Midlands Station to be located at Toton - Ra - Classic Rail connecting services must be improved to create connectivity between Chesterfield and Toton	1
East Midlands Station to be located at Toton - Ra - Connections at Toton could cause capacity issues on existing networks / extended journey times	1
East Midlands Station to be located at Toton - Ra - Connectivity to HS2 is inferior at Toton compared to Derby, as many journeys to Toton require at least 1 change	1
East Midlands Station to be located at Toton - Ra - Connectivity to northern cities is of utmost importance	1
East Midlands Station to be located at Toton - Ra - Effective rail to / from Mansfield and Kirkby-in-Ashfield is required	1
East Midlands Station to be located at Toton - Ra - Hub stations should not be served by diverting existing cross country rail services	2
East Midlands Station to be located at Toton - Ra - Local connectivity more likely improved by direct services / upgrades to MML and better East-West connections	1
East Midlands Station to be located at Toton - Ra - Need good connectivity between Toton and Alfreton/ Langley Mill/ Ilkeston/ Erewash Valley Line	1
East Midlands Station to be located at Toton - Ra - Options to directly service city centres in South Yorkshire and Leeds need to be considered	1
East Midlands Station to be located at Toton - Ra - Proposed location for / construction / operation of / this station would have a significant impact on DB Schenker's activities	1
East Midlands Station to be located at Toton - Ra - Proposed site for the station should be able to accommodate both DB Schenker's ongoing requirements and HS2 and DB Schenker willing to seek agreement	1
East Midlands Station to be located at Toton - Ra - Provision of local services to Toton will involve diversion of existing services / lengthening of journey times	1
East Midlands Station to be located at Toton - Ra - Run classic compatible service from St Pancras to East Midlands Station and on to HS2 as detailed in Arup report	1
East Midlands Station to be located at Toton - Ra - Should have fast / frequent / links / connecting trains / shuttle service / from Toton to Derby / Nottingham / Leicester	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East Midlands Station to be located at Toton - Ra - Proposed station should be in Derby with fast links / connecting trains / shuttle service from Toton to Nottingham	1
East Midlands Station to be located at Toton - Ra - Commuters would prefer slower direct trains than to change trains at Toton	2
East Midlands Station to be located at Toton - Ra - Should consider a route which connects Water Orton / Wilnecote / Tamworth / Burton-Upon-Trent / Willington stations to Midlands hub at Toton	1
East Midlands Station to be located at Toton - Ra - A direct link from Toton to East Midlands Airport would benefit the area	2
East Midlands Station to be located at Toton - Ra - The proposed station at Toton should have enhanced rail links to Nottingham	5
East Midlands Station to be located at Toton - Ra - Connecting trains should / could be available from Toton to Nottingham	4
East Midlands Station to be located at Toton - Ra - The proposed station at Toton should have enhanced rail links to Leicester	3
East Midlands Station to be located at Toton - Ra - Proposed station at Toton should be connected to East Midlands Parkway	2
East Midlands Station to be located at Toton - Ra - Connecting trains should / could be available from Toton to Derby	9
East Midlands Station to be located at Toton - Ra - Fast links should be available from Toton to Derby	2
East Midlands Station to be located at Toton - Ra - The proposed station at Toton should have enhanced rail links to Derby	2
East Midlands Station to be located at Toton - Ra - The proposed station at Toton should be linked to Derby	1
East Midlands Station to be located at Toton - Ra - Classic rail services for Toton should be served by existing two lines on high level route and extra lines not be added to that route	1
East Midlands Station to be located at Toton - Ra - Should consider a connection at the East Midlands Station in Toton to allow classic compatible services to serve Chesterfield	2
East Midlands Station to be located at Toton - Ra - Should have fast links / connecting trains / shuttle service from Toton to Nottingham	12
East Midlands Station to be located at Toton - Ra - Connecting trains should be available from Toton to surrounding areas / midland main line	6
East Midlands Station to be located at Toton - Ra - Connecting rail services should call at Toton	1
East Midlands Station to be located at Toton - Ra - Should have good rail connections to East Midlands Airport	14
East Midlands Station to be located at Toton - Ra - Proposed hub / station should be an interchange station / allow for same station transfers to local trains / existing rail services / network	9
East Midlands Station to be located at Toton - Ra - Should consider having a link to Robin Hood Airport / to increase its capacity	3
East Midlands Station to be located at Toton - Ra - There needs to be transport links to the Peak District from Toton	1
East Midlands Station to be located at Toton - Ra - Should have a Shuttle service from Toton to East Midlands Airport	2
East Midlands Station to be located at Toton - Ra - Should have a shuttle service from Toton to Ilkeston etc and terminating at Alfreton Parkway	1
East Midlands Station to be located at Toton - Ra - Should consider a location that has good links to the existing rail network / East Midlands Mainline	4
East Midlands Station to be located at Toton - Ra - Should have fast links / connecting trains / shuttle service between Toton / Derby / Nottingham	11

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East Midlands Station to be located at Toton - Ra - Should improve / electrify the existing links from Toton to Nottingham / Derby with a grade separation to allow easy / fast connections to city centres	4
East Midlands Station to be located at Toton - Ra - A junction off the proposed line could serve Derby / Nottingham with direct HS2 services	2
East Midlands Station to be located at Toton - Ra - Proposed station layout should maintain / reproduce the existing freight infrastructure to preserve rail access to present / potential private sidings	2
East Midlands Station to be located at Toton - Ra - Should have proper investment in surrounding connecting rail routes to provide fast / frequent links to Nottingham / Derby / Leicester / surrounding areas	5
East Midlands Station to be located at Toton - Ra - Should have good connections between Toton and Langley Mill	1
East Midlands Station to be located at Toton - Ra - Should have good / direct connections between Toton and Alfreton / to benefit Alfreton	2
East Midlands Station to be located at Toton - Ra - Should have good connections between Toton and Ilkeston	1
East Midlands Station to be located at Toton - Ra - Light railway is needed / necessary between Toton / Derby and East Midlands Airport	1
East Midlands Station to be located at Toton - Public Transport (PT)	147
East Midlands Station to be located at Toton - Public Transport - Reasons to Agree	12
East Midlands Station to be located at Toton - PT - Proposed station at Toton has good public transport to Nottingham	3
East Midlands Station to be located at Toton - PT - Proposed station at Toton will benefit from tram access to / from Nottingham	2
East Midlands Station to be located at Toton - PT - Proposed station at Toton has good public transport to Derby	1
East Midlands Station to be located at Toton - PT - Proposed station at Toton is well served by public transport	4
East Midlands Station to be located at Toton - PT - Additional infrastructure / bus / tram / road connections to and from M1 / are required to improve access to proposed station	4
East Midlands Station to be located at Toton - Public Transport - Reasons to Disagree	56
East Midlands Station to be located at Toton - PT - East Midlands Parkway already has road / rail connections in place	1
East Midlands Station to be located at Toton - PT - Would be cheaper / quicker / easier to take existing methods of transport	5
East Midlands Station to be located at Toton - PT - Concerns using land to the north east for car park / public transport interchange has not been considered	1
East Midlands Station to be located at Toton - PT - Additional journey from / to Derby will increase journey time	5
East Midlands Station to be located at Toton - PT - The main connection from Derby to Toton would be by bus / low passenger capacity	2
East Midlands Station to be located at Toton - PT - Proposed station at Toton will only be accessible by car for residents of Ashby-de-la-Zouch	1
East Midlands Station to be located at Toton - PT - A station in Toton will be inaccessible by public transport from North West Leicestershire	1
East Midlands Station to be located at Toton - PT - No evidence proposed additional shuttle buses could be self-financing	1
East Midlands Station to be located at Toton - PT - Proposed diversion of express bus services would add additional journey times	1
East Midlands Station to be located at Toton - PT - Additional infrastructure to integrate proposed station into the existing transport network will be expensive	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East Midlands Station to be located at Toton - PT - Additional transport journey from / to Birmingham will increase journey time	1
East Midlands Station to be located at Toton - PT - Concerns about how other transport links will work	4
East Midlands Station to be located at Toton - PT - Additional infrastructure needed to access proposed station would disrupt / negatively affect / public	1
East Midlands Station to be located at Toton - PT - Additional infrastructure / connections to Derby / Nottingham would be required for time benefits to be realised	1
East Midlands Station to be located at Toton - PT - Proposed station is not well served by public transport to / from surrounding areas / Nottingham / Derby	13
East Midlands Station to be located at Toton - PT - Location is not a hub / connected to existing transport networks	7
East Midlands Station to be located at Toton - PT - Location of proposed station will not be easily accessible by residents affected by the route in North East Derbyshire	3
East Midlands Station to be located at Toton - PT - Proposed station is not supported by / poorly integrated with / transport links	9
East Midlands Station to be located at Toton - Public Transport - Reasons to Neither Agree nor Disagree	5
East Midlands Station to be located at Toton - PT - Uncertainty of development / funding public transport access to Toton could mean inferior public transport alternatives	1
East Midlands Station to be located at Toton - PT - Questions if impact on transport links has been considered	1
East Midlands Station to be located at Toton - PT - Questions if adequate transportation links to East Midland city centres are planned	2
East Midlands Station to be located at Toton - PT - Additional / upgraded transportation links to city centres will also benefit wider urban areas	1
East Midlands Station to be located at Toton - Public Transport - Alternative Suggestions	89
East Midlands Station to be located at Toton - PT - Long Eaton town centre will require bus / rail connections to Toton station	3
East Midlands Station to be located at Toton - PT - An HS2 hub station at Derby could link conveniently to bus station giving greater connectivity to the surrounding rural community	1
East Midlands Station to be located at Toton - PT - Proposed station should have good cycle storage facilities	2
East Midlands Station to be located at Toton - PT - Proposed station should have improved connections / transport links between stations	3
East Midlands Station to be located at Toton - PT - Station will need direct access from Long Eaton for pedestrians / cyclists / buses / cars	1
East Midlands Station to be located at Toton - PT - Further extension of Nottingham Express Transit to the west could provide opportunity to build park and ride site	1
East Midlands Station to be located at Toton - PT - High quality bus passenger facilities and access arrangements are required	1
East Midlands Station to be located at Toton - PT - A detailed Transport Assessment on surface access strategy is required	1
East Midlands Station to be located at Toton - PT - Should divert existing Derby / Nottingham express bus services to the proposed station	1
East Midlands Station to be located at Toton - PT - Proposed station should have bus access to Stapleford via Bessell Lane	1
East Midlands Station to be located at Toton - PT - Additional transport links will be needed to access the new station at Toton	3
East Midlands Station to be located at Toton - PT - Should provide good cycle / bus connectivity to local towns such as Long Eaton	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East Midlands Station to be located at Toton - PT - Any necessary improvements to the transport infrastructure needed for the Toton station should come out of HS2's budget, not Nottingham's budget.	2
East Midlands Station to be located at Toton - PT - Proposed station at Toton should have / provide / needs proper public transport connectivity with Nottingham	9
East Midlands Station to be located at Toton - PT - Proposed station at Toton should have / provide / needs proper public transport connectivity with Derby	7
East Midlands Station to be located at Toton - PT - Ashby-de-la-Zouch needs good connections from Toton	1
East Midlands Station to be located at Toton - PT - Links to nearby / East Midland cities / town centres should be provided / upgraded / improved	19
East Midlands Station to be located at Toton - PT - Proposed station should have improved connections between Nottingham and Derby	5
East Midlands Station to be located at Toton - PT - Should have good bus connections to East Midlands Airport	1
East Midlands Station to be located at Toton - PT - Surrounding transport networks would need upgrading	7
East Midlands Station to be located at Toton - PT - Should have proper connectivity / direct links with East Midlands Airport	12
East Midlands Station to be located at Toton - PT - Station needs to be properly integrated with local public transport	11
East Midlands Station to be located at Toton - PT - The proposed station should have a Park and Ride car park on site	1
East Midlands Station to be located at Toton - PT - Should expand local rapid transit links	1
East Midlands Station to be located at Toton - PT - The proposed station should be located at / by / under East Midlands Airport to maximise the use and link of several types of transport links	4
East Midlands Station to be located at Toton - PT - Should have nonstop shuttle services to connect Toton with Nottingham / Derby	1
East Midlands Station to be located at Toton - PT - The proposed station needs a transport link via Alfreton	1
East Midlands Station to be located at Toton - PT - Proposed station should have good / sustainable connections / access / links with buses	5
East Midlands Station to be located at Toton - PT - There is a need for good bus services rather than a new train line with only 5 stations	1
East Midlands Station to be located at Toton - PT - Should have an East Midlands Cities commuter network of wider feeder services	2
East Midlands Station to be located at Toton - PT - Should the concourse turn Eastwards as proposed then provide a pedestrian entrance / local bus terminal at Banks Road	1
East Midlands Station to be located at Toton Highways (Hi)	82
East Midlands Station to be located at Toton Highways - Reasons to Agree	28
East Midlands Station to be located at Toton - Hi - Proposed location is close to M1	2
East Midlands Station to be located at Toton - Hi - Proposed location is close to A52	1
East Midlands Station to be located at Toton - Hi - Location at Toton will be ideal for access via M1	6
East Midlands Station to be located at Toton - Hi - Location at Toton will be ideal for access via A52	3
East Midlands Station to be located at Toton - Hi - Excellent opportunity to create new road transport links to the proposed station	2
East Midlands Station to be located at Toton - Hi - Proposed station is well / conveniently connected to the motorway network / similar to Meadowhall	13

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East Midlands Station to be located at Toton - Hi - Area needs road improvements	3
East Midlands Station to be located at Toton - Hi - Location will minimize road travel for East Midlands / Lincolnshire	1
East Midlands Station to be located at Toton Highways - Reasons to Disagree	41
East Midlands Station to be located at Toton - Hi - Creating a grade separated junction at Bardill's Island / roundabout on the A52 would negatively impact / demolish a school building	2
East Midlands Station to be located at Toton - Hi - Proposed station at Toton would only be served by the A52 from the M1	2
East Midlands Station to be located at Toton - Hi - Transport shift along A52 corridor could impact junction 25 of M1	1
East Midlands Station to be located at Toton - Hi - At-grade roundabout may not be best junction form with A52 due to potential impact of turning vehicles / volume of vehicles	1
East Midlands Station to be located at Toton - Hi - Proposed station is not connected with the A50 link road	1
East Midlands Station to be located at Toton - Hi - Proposed Hub at Toton will cause more disruption to an already overloaded road system	1
East Midlands Station to be located at Toton - Hi - Proposed roundabout on the proposed access road to the proposed station would increase traffic / congestion on the A52	1
East Midlands Station to be located at Toton - Hi - Access to the proposed station should not be focused on the A52 / Nottingham side	1
East Midlands Station to be located at Toton - Hi - Concerns that access to the Toton hub via the A52 is now not a possibility	1
East Midlands Station to be located at Toton - Hi - Access to the station focuses mainly on road access from the M1 / A52	1
East Midlands Station to be located at Toton - Hi - A52 at Toton is on an embankment where it crosses the proposed route	1
East Midlands Station to be located at Toton - Hi - A station at Toton will require additional car travel to get to	13
East Midlands Station to be located at Toton - Hi - Thought has not been given to the level of road transport changes needed to serve the new station	3
East Midlands Station to be located at Toton - Hi - Road infrastructures / A52 to the station will not be sufficient / will require change	19
East Midlands Station to be located at Toton - Hi - Disagree with the closure of Main Street / Station road	1
East Midlands Station to be located at Toton Highways - Alternative Suggestions	29
East Midlands Station to be located at Toton - Hi - Should extend Midland Street to provide a southern access road to the proposed station at Toton	1
East Midlands Station to be located at Toton - Hi - Proposed station at Toton should have local road links to Long Eaton / should not block any relief road	5
East Midlands Station to be located at Toton - Hi - Consider station access from the south to offer alternative access / reduce traffic on overcrowded / dangerous A52	1
East Midlands Station to be located at Toton - Hi - HS2 coming will require changes to the road layout even if there are no changes to the station position	2
East Midlands Station to be located at Toton - Hi - HS2 must review junction of proposed station with A52 / confirm it can cater for anticipated traffic levels	1
East Midlands Station to be located at Toton - Hi - Should widen sections of the M1 to provide better road access to the proposed station	1
East Midlands Station to be located at Toton - Hi - Station at Trent Junction could be accessed via A6005 and extension of A52 spur previously planned for Toton	1
East Midlands Station to be located at Toton - Hi - Should build road access from the Chilwell end of the proposed station	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East Midlands Station to be located at Toton - Hi - Should build a highway / road access / crossing across the River Trent between Barton in Fabis and Thrumpton to allow access to the proposed station at Toton from South of the River Trent	1
East Midlands Station to be located at Toton - Hi - Should improve infrastructure to connect the station / particularly the A50	1
East Midlands Station to be located at Toton - Hi - would like to see provision for a southern access road to Long Eaton Green	1
East Midlands Station to be located at Toton - Hi - Access to Toton station should be via an adopted highway to ensure other development opportunities within the sidings can connect to the road network	1
East Midlands Station to be located at Toton - Hi - Build a new direct connection to the station from junction 25a of the M1 to relieve congestion on the A52 link and encourage development	1
East Midlands Station to be located at Toton - Hi - Credible scheme to access station from A52 needs to be developed	1
East Midlands Station to be located at Toton - Hi - Must be provision for local road access from Toton/Stapleford/Long Eaton	1
East Midlands Station to be located at Toton - Hi - Should be direct access to Hub station off the A52	1
East Midlands Station to be located at Toton - Hi - Should have good road connections / direct connections to M1 / A50 / A52	1
East Midlands Station to be located at Toton - Hi - There should not be any direct access from Banks Road to station site to minimise the congestion and parking impact there	1
East Midlands Station to be located at Toton - Hi - There should not be any direct access from Bessell Lane to station site to minimise the congestion there	1
East Midlands Station to be located at Toton - Hi - Proposed station should have good road links to the M1	2
East Midlands Station to be located at Toton - Hi - Proposed station should have road access from the M1 / A52 / not the Bardills roundabout	1
East Midlands Station to be located at Toton - Hi - Regional road networks need another road crossing over the River Trent	1
East Midlands Station to be located at Toton - Hi - A new link road would shorten the journey time for people living South of the Trent needing access	1
East Midlands Station to be located at Toton - Hi - Repositioning of high level track would allow the development of an integrated road network which will benefit the new railway hub / wider area	1
East Midlands Station to be located at Toton - Hi - A grade separated junction should be built at the exit to the new station	2
East Midlands Station to be located at Toton - Hi - A grade separated junction should be built at Bardill's Island / roundabout on the A52 to allow access to the B6003 / Nottingham Tram Park and Ride / Bardill's Garden Centre / the proposed station	2
East Midlands Station to be located at Toton - Hi - A grade separated junction should be built at Bramcote roundabout	1
East Midlands Station to be located at Toton - Hi - Should consider location that can take full advantage of improvements to the road network	1
East Midlands Station to be located at Toton - Hi - Should consider location that have good links to the M1	1
East Midlands Station to be located at Toton - Hi - An alternative location would be better for existing road infrastructure	1
East Midlands Station to be located at Toton - Hi - Current local road network is in need of upgrading	1
East Midlands Station to be located at Toton - Hi - There is a need for good road infrastructure rather than a new train line with only 5 stations	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East Midlands Station to be located at Toton - Hi Access to the proposed station should be via the A6005	2
East Midlands Station to be located at Toton - Hi - Road infrastructures / A52 / A453 / to the proposed station should be upgraded	5
East Midlands Station to be located at Toton - Hi - The M1 at Junction 25 should be upgraded to avoid traffic congestion at A52 link	1
East Midlands Station to be located at Toton - Hi - Should have new junction off the M1 / A52	2
East Midlands Station to be located at Toton - Airport (Air)	23
East Midlands Station to be located at Toton - Airport - Reasons to Agree	9
East Midlands Station to be located at Toton - Air - Proposed location is close to East Midlands Airport	2
East Midlands Station to be located at Toton - Air - Proposed station at Toton would allow connectivity with East Midlands Airport	4
East Midlands Station to be located at Toton - Air - Proposed station would allow connectivity with Leeds Airport	1
East Midlands Station to be located at Toton - Air - Proposed station is well / conveniently connected to East Midlands Airport	3
East Midlands Station to be located at Toton – Airport - Reasons to Disagree	7
East Midlands Station to be located at Toton - Air - Proposed route to proposed station at Toton will negatively impact the East Midlands Airport	1
East Midlands Station to be located at Toton - Air - Proposed station will not serve / benefit air travel passengers from East Midlands Airport	2
East Midlands Station to be located at Toton - Air - The proposed station at Toton does not take into account the East Midlands Airport	3
East Midlands Station to be located at Toton - Air - Airport has capacity to manage more passengers on direct flights from Europe / serve the industry in the area	1
East Midlands Station to be located at Toton – Airport - Alternative Suggestions	9
East Midlands Station to be located at Toton - Air - The proposed station should consider future air passenger travel to / from the airport	2
East Midlands Station to be located at Toton - Air - Proposed station must be well connected to EMA to allow modal shift	2
East Midlands Station to be located at Toton - Air - Proposed station at Toton should be connected to East Midlands Airport	2
East Midlands Station to be located at Toton - Air - Station at East Midland Parkway would provide good links to East Midlands Airport	3
East Midlands Station to be located at Toton - Public rights of way (PRW)	18
East Midlands Station to be located at Toton - Public rights of way - Reasons to Agree	1
East Midlands Station to be located at Toton - PRW - Should have footbridges from proposed station to Long Eaton town centre and River Erewash spanning the Erewash Canal and River	1
East Midlands Station to be located at Toton - Public rights of way - Reasons to Disagree	2
East Midlands Station to be located at Toton - PRW - Proposed location will be inconvenient / unsuitable for pedestrians / cyclists	1
East Midlands Station to be located at Toton - PRW - There is no covered walkway on the considerable distance between the tram stop and the station	1
East Midlands Station to be located at Toton - Public rights of way - Reasons to Neither Agree nor Disagree	1
East Midlands Station to be located at Toton - PRW - Unsure on how practical it would be to have the cycle / footway alongside the HS2	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East Midlands Station to be located at Toton - Public rights of way - Alternative Suggestions	15
East Midlands Station to be located at Toton - PRW - Proposed station should have segregated / upgraded cycle links / routes to the surrounding areas	3
East Midlands Station to be located at Toton - PRW - Must be provision for access for pedestrians/cyclists from Toton/Stapleford/Long Eaton	1
East Midlands Station to be located at Toton - PRW - Proposed station at Toton should be connected to Long Eaton town by public footpath / road	3
East Midlands Station to be located at Toton - PRW - Proposed station should provide pedestrian access from Long Eaton green	1
East Midlands Station to be located at Toton - PRW - Proposed station should have cycle access to Stapleford via Bessell Lane	1
East Midlands Station to be located at Toton - PRW - There needs to be paved access for pedestrians from Bennett Street / Dockholme Lock	1
East Midlands Station to be located at Toton - PRW - Local residents should be able to access the site directly	1
East Midlands Station to be located at Toton - PRW - There needs to be paved access for cyclist from Bennett Street / Dockholme Lock to ensure station is connected to the cycle network	1
East Midlands Station to be located at Toton - PRW - The paved access for pedestrians / cyclists from Bennett Street / Dockholme Lock needs to be accessible to all / environmentally friendly	1
East Midlands Station to be located at Toton - PRW - Would welcome a cycle / footway alongside the HS2 route linking Trent Valley Way to the Midshires Way	1
East Midlands Station to be located at Toton - PRW - Segregated bicycle lanes will enhance environmentally friendly transport to and from the proposed station	1
East Midlands Station to be located at Toton - PRW - Proposed station should have sustainable links for cyclists / pedestrians	3
East Midlands Station to be located at Toton - Tram System (TS)	70
East Midlands Station to be located at Toton - Tram Systems - Reasons to Agree	12
East Midlands Station to be located at Toton - TS - Nottingham's tram system is within 1 mile of Toton	1
East Midlands Station to be located at Toton - TS - Location at Toton will be ideal for tram link	2
East Midlands Station to be located at Toton - TS - Location of station would allow good light rail connections similar to Meadowhall	1
East Midlands Station to be located at Toton - TS - The proposed station is well connected / to Nottingham City Centre / through a committed tram extension	9
East Midlands Station to be located at Toton - Tram Systems - Reasons to Disagree	15
East Midlands Station to be located at Toton - TS - Derby City Council have rejected previous proposal of having tram systems to Toton	1
East Midlands Station to be located at Toton - TS - The main connection from Nottingham to Toton would be by tram / low passenger capacity	3
East Midlands Station to be located at Toton - TS - The development of the tram system is not needed / not wanted by Toton residents	1
East Midlands Station to be located at Toton - TS - Nottingham Express Transit / trams would not provide a rapid transit / transport link	6
East Midlands Station to be located at Toton - TS - extending the tram system to the station will cause disruption	1
East Midlands Station to be located at Toton - TS - The tram link to Toton will be too slow for people in Nottingham centre/ disproportionately expensive	2
East Midlands Station to be located at Toton - TS - Nottingham Express Transit is too slow for high speed connectivity	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East Midlands Station to be located at Toton - TS - Regular shuttle services from Toton station will not benefit city centres off HS2 route	1
East Midlands Station to be located at Toton - Tram Systems - Reasons to Neither Agree nor Disagree	3
East Midlands Station to be located at Toton - TS - Concerns / questions regarding the extension of the tram system / Nottingham Express Transit	3
East Midlands Station to be located at Toton - Tram Systems - Alternative Suggestions	44
East Midlands Station to be located at Toton - TS - There is a need for good tram infrastructure rather than a new train line with only 5 stations	1
East Midlands Station to be located at Toton - TS - Other tram connection options should be explored including tram-train technology which could use existing heavy rail corridors to serve station	1
East Midlands Station to be located at Toton - TS - Terminus of station should be designed to make further extension of tram network possible	2
East Midlands Station to be located at Toton - TS - The Nottingham Express Transit could be extended to serve a high speed station at East Midlands Parkway	1
East Midlands Station to be located at Toton - TS - Tram extension should pass over the top of the station to enable future connection to Long Eaton	1
East Midlands Station to be located at Toton - TS - Further extension of Nottingham Express Transit to the west of proposed station / M1 may be of benefit	1
East Midlands Station to be located at Toton - TS - Proposed tram entrance to the station located on the top of the hill overlooking the sidings is not acceptable	1
East Midlands Station to be located at Toton - TS - Current tram service should be extended from Toton Station to Derby City Centre / reducing the need for road vehicles accessing Toton from the A52	1
East Midlands Station to be located at Toton - TS - The Nottingham Express Transit should be extended to the new HS2 station / Nottingham to Toton	6
East Midlands Station to be located at Toton - TS - The proposed station at Toton could / should have enhanced tram links / link with Nottingham tram system	6
East Midlands Station to be located at Toton - TS - A parallel track from Toton will allow the NET tram to connect to the airport reducing congestion in the area	1
East Midlands Station to be located at Toton - TS - Should consider tram connections from the proposed station to Long Eaton	3
East Midlands Station to be located at Toton - TS - Should have good tram connections to East Midlands Airport	2
East Midlands Station to be located at Toton - TS - Should have expanded tram system / Nottingham tram network	4
East Midlands Station to be located at Toton - TS - Should extend tram service from Nottingham to Derby / Main Line Station at Derby / via a single intermediate station at Toton	5
East Midlands Station to be located at Toton - TS - Proposed station / hub should be connected to the tram	4
East Midlands Station to be located at Toton - TS - Should provide tram links from Nottingham / Derby to proposed station	3
East Midlands Station to be located at Toton - TS - Tram route should be expanded into Toton Sidings area	2
East Midlands Station to be located at Toton - TS - The new tram must be directly connected to the proposed station	11
East Midlands Station to be located at Toton - TS - Tramway access could be lowered from the upper level	1
East Midlands Station to be located at Toton - Line of Route (LoR)	29
East Midlands Station to be located at Toton - Line of Route - Reasons to Agree	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East Midlands Station to be located at Toton - LoR - Locating proposed station at Toton is convenient for planned HS2 route	1
East Midlands Station to be located at Toton - Line of Route - Reasons to Disagree	2
East Midlands Station to be located at Toton - LoR - Proposed route to the proposed station will negatively impact the proposed rail freight developments at Lockington-Hemington	1
East Midlands Station to be located at Toton - LoR - Route passes too far from North West Leicestershire communities to be practical	1
East Midlands Station to be located at Toton - Line of Route - Alternative Suggestions	27
East Midlands Station to be located at Toton - LoR - Proposed station should be built on a slight curve to avoid the short straight section of HS2 track to the north whilst not impacting on Sandiacre / Stapleford	1
East Midlands Station to be located at Toton - LoR - Proposed alternative route to Derby would be too close to Birmingham / duplicate passenger choice in the area	2
East Midlands Station to be located at Toton - LoR - Proposed alternative route to Derby would have less benefit to cities further east	2
East Midlands Station to be located at Toton - LoR - Line of route with Derby option would be more direct / shorter	1
East Midlands Station to be located at Toton - LoR - Proposed route into the proposed station will be required to over-pass / under-pass existing British rail lines / tracks at a gradient of / exceeding 1 percent to enable classic and HS2 train platforms to be adjacent	1
East Midlands Station to be located at Toton - LoR - Should consider enhanced connections to Mansfield and North Notts coalfield area	1
East Midlands Station to be located at Toton - LoR - Proposed alternative route to Derby would be a better solution	1
East Midlands Station to be located at Toton - LoR - A new rail line should be joining cities	1
East Midlands Station to be located at Toton - LoR - Decision to locate hub at Toton is for engineering reasons rather than surface connection solutions	1
East Midlands Station to be located at Toton - LoR - Line of route should not go under the airport	1
East Midlands Station to be located at Toton - LoR - The line could follow a route through Derby replacing Toton as East Midlands Station / connect to the rest of the existing network	4
East Midlands Station to be located at Toton - LoR - A link to Midland Main Line at Trent Junction would save time on London / Derby / Nottingham HS2 / classic services without having to go through Toton	1
East Midlands Station to be located at Toton - LoR - A direct connection from Toton to the continent without having to change at Old Oak Common	1
East Midlands Station to be located at Toton - LoR - The line of route should be further east	1
East Midlands Station to be located at Toton - LoR - The line of route should go through Derby / Nottingham / a city centre	7
East Midlands Station to be located at Toton - LoR - Reroute line through city centres or dispense with proposed route	1
East Midlands Station to be located at Toton - LoR - Route through East Midlands Airport then Derby would be more useful	2
East Midlands Station to be located at Toton Stations (Sta)	371
East Midlands Station to be located at Toton - Sta - Reasons to Agree	71
East Midlands Station to be located at Toton - Sta - The proposed station is good if the principle of HS2 is accepted	1
East Midlands Station to be located at Toton - Sta - Support dependent on HS2 demonstrating ability of station to meet connectivity, economic, regeneration needs of area	1
East Midlands Station to be located at Toton - Sta - It is well positioned to attract car users in Derbyshire / Derby / Nottingham / the region / the local area	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East Midlands Station to be located at Toton - Sta - Strongly support location of a HS2 station to serve the East Midlands	1
East Midlands Station to be located at Toton - Sta - Toton station is least worst option	1
East Midlands Station to be located at Toton - Sta - Majority of people / three political parties support / think location of East Midlands Hub at Toton will bring benefits to Broxtowe	1
East Midlands Station to be located at Toton - Sta - Proposed location is well considered / sensible / good idea	20
East Midlands Station to be located at Toton - Sta - Proposed location is well considered to serve Derby / Nottingham / Leicester / East Midlands / Sheffield / and stations between Sheffield and Toton	31
East Midlands Station to be located at Toton - Sta - The proposed location will serve the area / smaller cities in the area / very well	2
East Midlands Station to be located at Toton - Sta - Proposed location would be within walking distance for me	1
East Midlands Station to be located at Toton - Sta - Proposed station is a good idea only if the route remains in its planned location / HS2 goes ahead	2
East Midlands Station to be located at Toton - Sta - Proposed location is better / more beneficial than rival / alternative proposals for a station in Derby	7
East Midlands Station to be located at Toton - Sta - Proposed location is better / more beneficial than rival / alternative proposals for a station at East Midlands Airport	2
East Midlands Station to be located at Toton - Sta - Proposed location is better / more beneficial than rival / alternative proposals	2
East Midlands Station to be located at Toton - Sta - Proposed location makes sense because Toton had a major station before	2
East Midlands Station to be located at Toton - Sta - Better to have one station at Toton than multiple stations in all East Midland towns	1
East Midlands Station to be located at Toton - Sta - Proposed location is well considered to make Nottingham the transport hub of the East Midlands	1
East Midlands Station to be located at Toton - Sta - Proposed station is centrally located in East Midlands	3
East Midlands Station to be located at Toton - Sta - Using the former railway sidings is a good idea	3
East Midlands Station to be located at Toton - Sta - Agree with proposed station only if HS2 Phase 2 Eastern Leg goes ahead	1
East Midlands Station to be located at Toton - Sta - Agree with proposed station only if HS2 Phase 2 goes ahead	1
East Midlands Station to be located at Toton - Sta - Reasons to Disagree	226
East Midlands Station to be located at Toton - Sta - Proposed station at Toton will be difficult to access for residents of Long Eaton / with only 1 access point from the North	1
East Midlands Station to be located at Toton - Sta - Should not have a station at Toton	2
East Midlands Station to be located at Toton - Sta - Viability of proposed station at Toton unsupported	1
East Midlands Station to be located at Toton - Sta - Parkway stations are the least successful	2
East Midlands Station to be located at Toton - Sta - Passengers are more likely to use station at Lichfield than proposed station at Toton for travel north or south	1
East Midlands Station to be located at Toton - Sta - Toton will just be a feeder station to London / like Hucknall is to Nottingham	1
East Midlands Station to be located at Toton - Sta - People travelling to London would prefer to travel directly from Nottingham rather than Toton	2
East Midlands Station to be located at Toton - Sta - Locating the station between Nottingham and Derby will be inconvenient for both	4

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East Midlands Station to be located at Toton - Sta - Journey time penalty and costing for a station at Nottingham should have been published	1
East Midlands Station to be located at Toton - Sta - Concern about station layout reducing effective interchange / increasing passenger waiting times	1
East Midlands Station to be located at Toton - Sta - Concerns / questions regarding the demand from the local community / Stapleford / Bilborough for the proposed station / HS2 services	1
East Midlands Station to be located at Toton - Sta - Concerns / questions regarding ease of access to the proposed station	2
East Midlands Station to be located at Toton - Sta - Proposed station at Toton is pointless / not required / necessary	38
East Midlands Station to be located at Toton - Sta - Location of proposed station is meaningless / not a good idea / pointless / not sensible / based on flawed data	41
East Midlands Station to be located at Toton - Sta - Toton is too remote a location / middle of nowhere / out of town location	48
East Midlands Station to be located at Toton - Sta - Locating the station at a little known town in the East Midlands will be of no benefit	1
East Midlands Station to be located at Toton - Sta - The proposed location of this station is not convenient / too far away to get to	30
East Midlands Station to be located at Toton - Sta - The proposed station will be of little use / because of its poor location	12
East Midlands Station to be located at Toton - Sta - The proposed station at Toton does not connect to anywhere	3
East Midlands Station to be located at Toton - Sta - Station not accessible / requires extra travel / negates time-saving / adds commuting time	21
East Midlands Station to be located at Toton - Sta - People want to travel to Nottingham / Derby / rather than Toton / Toton is not a destination	5
East Midlands Station to be located at Toton - Sta - People will want to travel on the existing lines / rather than Toton / Toton is not a destination	1
East Midlands Station to be located at Toton - Sta - The proposed station should not be near to East Midlands Airport	1
East Midlands Station to be located at Toton - Sta - The proposed station at Toton will not bring / significant benefits	9
East Midlands Station to be located at Toton - Sta - There is already a station serving Birmingham	1
East Midlands Station to be located at Toton - Sta - There is already a station serving London	1
East Midlands Station to be located at Toton - Sta - The proposed station will not be used / frequently used	7
East Midlands Station to be located at Toton - Sta - There are already a number of stations close by which serve the area / provide services	4
East Midlands Station to be located at Toton - Sta - Toton Station is not an improved connection to East Midlands Airport	2
East Midlands Station to be located at Toton - Sta - Parkway stations are the least successful / should look at performance of East Midlands Parkway before building in Toton	6
East Midlands Station to be located at Toton - Sta - Proposed station is not in city centre / Derby / Nottingham	26
East Midlands Station to be located at Toton - Sta - Proposed station should not be a parkway station	2
East Midlands Station to be located at Toton - Sta - Disagree if proposed station at Toton will be only station in Nottinghamshire / area	1
East Midlands Station to be located at Toton - Sta - Location will not be familiar to travellers from abroad	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

East Midlands Station to be located at Toton - Sta - Claim that New Toton station cannot be built on the flood plain of the River Trent is false / as the East Midlands Parkway has been built on a flood plain	2
East Midlands Station to be located at Toton - Sta - Proposed station would divert commuters away from East Midlands Parkway station / EMP could close	2
East Midlands Station to be located at Toton - Sta - Proposed station is not sustainable	1
East Midlands Station to be located at Toton - Sta - Proposed station is only accessible by car	6
East Midlands Station to be located at Toton - Sta - Location / site for the proposed station is compact / small and surrounded by dense business / residential property making access difficult	1
East Midlands Station to be located at Toton - Sta - Location / site for the proposed station is compact / small and surrounded by dense business / residential property making future expansion impossible	1
East Midlands Station to be located at Toton - Sta - Proposed station location was only selected because it is near Derby and Nottingham	1
East Midlands Station to be located at Toton - Sta - Concerns regarding proposed station lacking detailed planning	1
East Midlands Station to be located at Toton - Sta - Proposed station is too far North to serve Derby	1
East Midlands Station to be located at Toton - Sta - Proposed station is too far North to serve Leicester	1
East Midlands Station to be located at Toton - Sta Reasons to Neither Agree nor Disagree	10
East Midlands Station to be located at Toton - Sta - With some reservations about the proposed station at Toton	4
East Midlands Station to be located at Toton - Sta - Choice of location for station was picked because the land is under public ownership	1
East Midlands Station to be located at Toton - Sta - The name 'East Midlands Hub' is too vague / not specific enough for travellers / international travellers	2
East Midlands Station to be located at Toton - Sta - There is no ideal location for an HS2 station in Nottingham / Derby	1
East Midlands Station to be located at Toton - Sta - HS2 station is needed in East Midlands to serve Derby and Nottingham	2
East Midlands Station to be located at Toton – Sta - Alternative suggestions	110
East Midlands Station to be located at Toton - Sta - Erewash Borough taxis would not be able to pick up from new station so HS2 should create an exemption to the legislation for this location or transfer the land to Erewash Borough Council control	1
East Midlands Station to be located at Toton - Sta - Limit access to Toton station to avoid parking and congestion problems in Long Eaton	1
East Midlands Station to be located at Toton - Sta - Proposed station access should be to the A52 and not onto local road to avoid additional traffic	2
East Midlands Station to be located at Toton - Sta - Proposed station must have good access to / from the A52 road	2
East Midlands Station to be located at Toton - Sta - Proposed station at Toton should be part of improvement to existing infrastructure / rail network and not part of HS2	1
East Midlands Station to be located at Toton - Sta - An East Midlands Station will encourage rail travel over short haul air	1
East Midlands Station to be located at Toton - Sta - Proposed station at Toton should only be built if needed	1
East Midlands Station to be located at Toton - Sta - Station needed in Nottinghamshire / area	1
East Midlands Station to be located at Toton - Sta - Proposed location at Toton is second best option to larger city of Nottingham	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East Midlands Station to be located at Toton - Sta - Support D2N2 LEP recommendation for station location	1
East Midlands Station to be located at Toton - Sta - Proposed station at Toton should not end up like the previous Trent Junction	1
East Midlands Station to be located at Toton - Sta - Should rename the proposed station to Long Eaton / Long Eaton and Toton	1
East Midlands Station to be located at Toton - Sta - Should provide direct access to / from Long Eaton	2
East Midlands Station to be located at Toton - Sta - Proposed station should be moved to Trent Junction	1
East Midlands Station to be located at Toton - Sta - Rename the station at Toton to reflect that it serves Nottingham and Derby	1
East Midlands Station to be located at Toton - Sta - A station at Derby would be better for Chesterfield because it is better connected than Toton	1
East Midlands Station to be located at Toton - Sta - Derby would be most convenient for travel but require a lot of demolition	1
East Midlands Station to be located at Toton - Sta - Improvements to local/sub-regional services likely to be more beneficial to local people	2
East Midlands Station to be located at Toton - Sta - Parkway station requires a complementary city-centre station to be useful	2
East Midlands Station to be located at Toton - Sta - Proposed station should be located at East Midlands Parkway	1
East Midlands Station to be located at Toton - Sta - Should review / not discount station location at East Midlands Parkway	1
East Midlands Station to be located at Toton - Sta - Locate station at Trent Junction / near site of previous Trent station	1
East Midlands Station to be located at Toton - Sta - Proposed station design should be in keeping with the character of the area / reflect the industrial heritage of the area	1
East Midlands Station to be located at Toton - Sta - Proposed station should be located closer to Long Eaton / on Long Eaton Green to benefit Long Eaton	1
East Midlands Station to be located at Toton - Sta - Should provide a Western entrance to the proposed station over the Toton Marshalling Yard to provide direct access to / from Long Eaton	1
East Midlands Station to be located at Toton - Sta - Proposed location for a station at Toton would be better suited for a traction servicing depot	1
East Midlands Station to be located at Toton - Sta - Proposed station should be located at East Midlands Parkway with classic compatible trains to serve Nottingham / Derby / Chesterfield / Sheffield directly	1
East Midlands Station to be located at Toton - Sta - Would require extensive modifications / construction of 8 platforms	1
East Midlands Station to be located at Toton - Sta - Should reconsider the location of East Midlands Station	1
East Midlands Station to be located at Toton - Sta - Toton Hub station should be redesigned to a High - Level station (details specified in response)	1
East Midlands Station to be located at Toton - Sta - The proposed station at Toton should be linked to Nottingham	2
East Midlands Station to be located at Toton - Sta - Toton should have a recognisable name reflecting its proximity to Nottingham and Derby	1
East Midlands Station to be located at Toton - Sta - Hub / station should be nearer / in a big city / at a city centre / would be more beneficial	20
East Midlands Station to be located at Toton - Sta - Station should be renamed Nottingham HS2 Station / Nottingham - Derby Station	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East Midlands Station to be located at Toton - Sta - There should be no station in the East Midlands region	3
East Midlands Station to be located at Toton - Sta - Other stations should have access to the Main Line network	2
East Midlands Station to be located at Toton - Sta - A station close to Junction 29a would serve the town of Chesterfield	1
East Midlands Station to be located at Toton - Sta - Proposed station should be connected to East Midlands Parkway	4
East Midlands Station to be located at Toton - Sta - Should have a station located at the intersection of the Nottingham-Derby line	1
East Midlands Station to be located at Toton - Sta - The proposals for the proposed stations need to be reviewed to maximise the benefits to intra / inter-regional services	1
East Midlands Station to be located at Toton - Sta - Proposed station should be located at East Midlands Airport	5
East Midlands Station to be located at Toton - Sta - Proposed station could / should be located at East Midlands Parkway / more efficient for Nottingham / Derby / other connections	15
East Midlands Station to be located at Toton - Sta - Proposed station needs improved access from the south	2
East Midlands Station to be located at Toton - Sta - Proposed station could / should be located at East Midlands Parkway to avoid residential areas	3
East Midlands Station to be located at Toton - Sta - Proposed station should be close to East Midlands Airport / East Midlands Parkway / M1	6
East Midlands Station to be located at Toton - Sta - Proposed station should be located at the existing station in Derby	4
East Midlands Station to be located at Toton - Sta - Station located near Derby would better serve Derby / Nottingham / East Midlands Airport	3
East Midlands Station to be located at Toton - Sta - Proposed station would be better situated at Trent (nsf(between Nottingham and Derby	1
East Midlands Station to be located at Toton - Sta - Proposed station should be accessible to Derby / Nottingham / Leicester / Coventry	3
East Midlands Station to be located at Toton - Sta - Proposed station should have a weatherproof / covered skywalker escalator / people mover / travelator between stations / car parks / bus station	1
East Midlands Station to be located at Toton - Sta - Proposed station should be in either Nottingham / Derby / Leicester	13
East Midlands Station to be located at Toton - Sta - Should consider including solar panels on the roof to generate power for the station	1
East Midlands Station to be located at Toton - Sta - Locate station on site of Ratcliffe-on-Soar power station as will be decommissioned soon / in the future	1
East Midlands Station to be located at Toton - Sta - Should provide a bad weather cover for the platforms inside the station	1
East Midlands Station to be located at Toton - Sta - Should upgrade the facilities inside the station / toilets / staircase / lifts	1
East Midlands Station to be located at Toton - Sta - Should improve / upgrade existing local / city stations rather than building new / out of town stations	1
East Midlands Station to be located at Toton - Depots (Dep)	6
East Midlands Station to be located at Toton - Depots Reasons to Agree	1
East Midlands Station to be located at Toton - Dep - Proposed station makes good use of the defunct railway yard at Toton	1
East Midlands Station to be located at Toton - Depots Reasons to Disagree	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East Midlands Station to be located at Toton - Dep - The existing freight line through Toton would not be suitable for passenger rail services	2
East Midlands Station to be located at Toton - Depots Reasons to Neither Agree nor Disagree	3
East Midlands Station to be located at Toton - Dep - Proposal is unclear regarding plans for three existing freight yards	3
East Midlands Station to be located at Toton Viaducts & Bridges (VB)	1
East Midlands Station to be located at Toton Viaducts & Bridges - Alternative Suggestions	1
East Midlands Station to be located at Toton - VB - The disused High Level Goods intersection bridge linking the Down side former hump controlled sidings would also require raising or removal	1
East Midlands Station to be located at Toton - VB - Proposed route would require the Nottingham Road overbridge to be heightened in order to accommodate taller continental gauge rolling stock and electrification catenary	1
East Midlands Station to be located at Toton - Tracks & Power (TP)	1
East Midlands Station to be located at Toton - Tracks & Power - Alternative Suggestions	1
East Midlands Station to be located at Toton - CI - A 60m restriction would need to be applied to the high and low level tracks to offset the majority of houses	1
East Midlands Station to be located at Toton - Environment	51
East Midlands Station to be located at Toton - Landscape & Visual (LV)	13
East Midlands Station to be located at Toton Landscape & Visual - Reasons to Agree	2
East Midlands Station to be located at Toton - LV - Proposed route to the proposed station will have a limited impact on the countryside / compared to alternative routes to Derby	2
East Midlands Station to be located at Toton Landscape & Visual - Reasons to Disagree	10
East Midlands Station to be located at Toton - LV - Construction of additional tram routes to the new station would negatively impact the countryside	1
East Midlands Station to be located at Toton - LV - Improved rail journey time is not significant enough to warrant the damage to the countryside	1
East Midlands Station to be located at Toton - LV - Project will disrupt / damage / harm / devastate / the countryside / landscape	6
East Midlands Station to be located at Toton - LV - Proposed viaduct across floodplain over Derwent / Trent valleys will cause significant visual impact	2
East Midlands Station to be located at Toton Landscape & Visual - Alternative Suggestions	1
East Midlands Station to be located at Toton - TT - Proposed station should be located elsewhere subject to impacts on the countryside / quality of mitigation measures	1
East Midlands Station to be located at Toton - Biodiversity & Wildlife (BW)	9
East Midlands Station to be located at Toton Biodiversity & Wildlife - Reasons to Agree	1
East Midlands Station to be located at Toton - BW - Impact on wildlife in the area can be kept to a minimum	1
East Midlands Station to be located at Toton Biodiversity & Wildlife - Reasons to Disagree	8
East Midlands Station to be located at Toton - BW - Further damage will be caused when new station is linked up to Nottingham via train / tram	1
East Midlands Station to be located at Toton - BW - Concerns about the impact on wildlife	4
East Midlands Station to be located at Toton - BW - A nature reserve has been established in part of the former railway yard at Toton / Toton sidings is a Local Wildlife Site / Site of Importance for Nature Conservation / mixture of habitats / flora	5
East Midlands Station to be located at Toton Biodiversity & Wildlife - Reasons to Neither Agree nor Disagree	1
East Midlands Station to be located at Toton - BW - Area east of existing line at Toton is rich in insects	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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East Midlands Station to be located at Toton Biodiversity & Wildlife - Alternative Suggestions	1
East Midlands Station to be located at Toton - BW - Should ensure impact of development of station on ancient woods / ancient trees is avoided / kept to a minimum	1
East Midlands Station to be located at Toton Cultural Heritage (CH)	3
East Midlands Station to be located at Toton Cultural Heritage - Reasons to Disagree	1
East Midlands Station to be located at Toton - CH - Proposed route from the proposed station would negatively impact Stoney Clouds in the conservation area at Sandiacre	1
East Midlands Station to be located at Toton - CH - Proposed route from the proposed station would negatively impact the St Giles' Church in the conservation area of Sandiacre	1
East Midlands Station to be located at Toton Cultural Heritage - Alternative Suggestions	2
East Midlands Station to be located at Toton - CH - Station at Derby would moderately impact setting of Grade II listed former engine shed / carriage shop / railway workshop	1
East Midlands Station to be located at Toton - CH - Station at Derby would intersect City of Derby Conservation Area	1
East Midlands Station to be located at Toton - CH - Route must avoid going through Amber Valley if proposed station does not get built	1
East Midlands Station to be located at Toton - CH - Route must avoid going through Derwent Valley if proposed station does not get built	1
East Midlands Station to be located at Toton - Noise & Vibration (NV)	7
East Midlands Station to be located at Toton - Noise & Vibration - Reasons to Disagree	6
East Midlands Station to be located at Toton - NV - Leftover green belt land should be restored with a noise reducing barrier of trees	1
East Midlands Station to be located at Toton - NV - Proposed station should have adequate noise mitigation measures	1
East Midlands Station to be located at Toton - NV - High levels of noise during construction of the station will make it unbearable for residents	2
East Midlands Station to be located at Toton - NV - Concerns regarding noise pollution in residential areas in Toton	2
East Midlands Station to be located at Toton - NV - Concerns regarding double boom / tunnel boom / sonic boom from trains entering / exiting the proposed tunnel occurring in a heavily built up area	1
East Midlands Station to be located at Toton - Noise & Vibration - Alternative suggestion	1
East Midlands Station to be located at Toton - NV - Natural screening between station and Toton housing estate would reduce sound pollution from prevailing winds	1
East Midlands Station to be located at Toton - Air Quality / Carbon Emissions (AQ)	11
East Midlands Station to be located at Toton - Air Quality / Emissions - Reasons to Disagree	11
East Midlands Station to be located at Toton - AQ - Additional travel to proposed station would negatively impact carbon emissions / green policy	6
East Midlands Station to be located at Toton - AQ - Will have an increase in pollution / carbon footprint for nearby residents	5
East Midlands Station to be located at Toton - AQ - Proposed closure of two level crossings would increase traffic / congestion and the carbon footprint for Toton	1
East Midlands Station to be located at Toton - Water Resources & Flood Risks (WF)	1
East Midlands Station to be located at Toton - Water Resources & Flood Risks - Reasons to Disagree	1
East Midlands Station to be located at Toton - WF - Footprint of proposed station would occupy about 5.7ha of Flood Zone 3	1
East Midlands Station to be located at Toton - Water Resources & Flood Risks - Alternative Suggestions	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

East Midlands Station to be located at Toton - WF - Footprint of Derby option would occupy about 14.4ha of Flood Zone 3	1
East Midlands Station to be located at Toton Environment (Env)	15
East Midlands Station to be located at Toton Environment - Reasons to Disagree	14
East Midlands Station to be located at Toton - Env - Using Toton as a hub station will not benefit / will have a negative environmental impact on Leicestershire	2
East Midlands Station to be located at Toton - Env - Building a station at Toton will anger environmentalists	1
East Midlands Station to be located at Toton - Env - Benefits / needs do not outweigh environmental damage / detrimental impact	5
East Midlands Station to be located at Toton - Env - Proposed viaduct across floodplain over Derwent / Trent valleys will have a significant environmental damage	2
East Midlands Station to be located at Toton - Env - Project will damage / devastate / negatively affect conservation area	2
East Midlands Station to be located at Toton - Env - Proposed station at Toton will cause environmental damage	2
East Midlands Station to be located at Toton Environment - Alternative suggestion	1
East Midlands Station to be located at Toton - Env - Environmental impacts of the Hub Station should be avoided / minimised / mitigated through excellent design	1
East Midlands Station to be located at Toton - Safety (Saf)	1
East Midlands Station to be located at Toton - Safety Alternative Suggestion	1
East Midlands Station to be located at Toton - Saf - Slower trains passing through the proposed station at Nottingham near M1 Junctions 26 will increase rail safety	1

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		Total
	Base size:	1733
Q.6	Do you think that there should be any additional stations on the eastern leg between the West Midlands and Leeds?	
	ADDITIONAL STATIONS ON THE EASTERN LEG BETWEEN WEST MIDLANDS AND LEEDS	1733
	Additional stations on the Eastern Leg between - West Midlands and Leeds Support	142
	Additional stations on the Eastern Leg between - West Midlands and Leeds Support strongly	2
	Additional stations on the Eastern Leg between - West Midlands and Leeds Support	116
	Additional stations on the Eastern Leg between - West Midlands and Leeds Support with caveats	24
	Additional stations on the Eastern Leg between - West Midlands and Leeds Oppose	1263
	Additional stations on the Eastern Leg between-West Midlands and Leeds Oppose strongly	16
	Additional stations on the Eastern Leg between - West Midlands and Leeds Oppose	1247
	Additional stations on the Eastern Leg between - West Midlands and Leeds Neither Support nor Oppose	147
	Additional stations on the Eastern Leg between - West Midlands and Leeds Neither support nor Oppose	10
	Additional stations on the Eastern Leg between - West Midlands and Leeds Lack of knowledge / experience of the route / locations / not affected by this part of the route / is out of my area / not relevant to me	39
	Additional stations on the Eastern leg between - West Midlands and Leeds No preferences / no opinion / no views on this question	76
	Additional stations on the Eastern leg between - West Midlands and Leeds This is best answered by local people / those adjacent to the proposed route	4
	Additional stations on the Eastern Leg between - West Midlands and Leeds Possibly / unsure / do not know about additional stations	15
	Additional stations on the Eastern leg between - West Midlands and Leeds Current suggestion seems adequate	2
	Additional stations on the Eastern Leg between - West Midlands and Leeds This question is irrelevant / it is irrelevant to consider the options	4
	Additional stations on the Eastern Leg - Reasons to Support / Oppose / Neither Support nor Oppose / Alternative Suggestions	341
	Additional stations on the Eastern Leg - Financial / Economic (FE)	23
	Additional Stations on the Eastern Leg - Financial / Economic - Reasons to Support	5
	Additional stations on the East - FE - Should have additional stations on the Eastern leg to ensure communities receive economic benefits from HS2	4
	Additional stations on the East - FE - The lack of additional stations will lead to economic decline in areas currently not served by their own station	1
	Additional Stations on the Eastern Leg - Financial / Economic - Reasons to Oppose	10
	Additional stations on the East - FE - Concerns as to who will pay for them	1
	Additional stations on the East - FE - Further stations will draw investment away from the West Midlands to the South East / London	1
	Additional stations on the East - FE - Adding stations will increase costs	7
	Additional stations on the East - FE - Additional stations will not justify the increased cost of travelling by HS2	1
	Additional Stations on the Eastern Leg - Financial / Economic - Reasons to Neither Support nor Oppose	4
	Additional stations on the East - FE - The proposal to add more stations is not sustainable	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Additional stations on the East - FE - Wakefield / Barnsley should have funds made available so they can compete against Sheffield / Leeds	1
Additional stations on the East - FE - Additional stations should be economically viable	1
Additional Stations on the Eastern Leg - Financial / Economic - Alternative Suggestions	4
Additional stations on the East - Money should not be spent on additional stations as we cannot get investment for our current railway system	1
Additional stations on the East - FE - Keep additional stations to a minimum and work with existing infrastructure to keep costs down	1
Additional stations on the East - FE - Should have an additional station in Derbyshire Coalfield to benefit the area economically	1
Additional stations on the East - FE - Should have additional stations if it can be funded within the existing financial projections / other sources	1
Additional stations on the Eastern Leg - Business (Bu)	2
Additional stations on the Eastern Leg - Business - Reasons to Support	1
Additional stations on the East - Bu - Business will move to Sheffield / Leeds to take advantage of new stations	1
Additional stations on the Eastern Leg - Business - Reasons to Oppose	1
Additional stations on the East - Bu - Businesses that are not near new stations will be affected in a negative way	1
Additional stations on the Eastern Leg - Business - Alternative Suggestions	1
Additional stations on the East - Bu - Should have additional stations as long as businesses are not affected	1
Additional stations on the Eastern Leg - Housing Impacts of HS2 (Hol)	2
Additional Stations on the Easter Leg - Housing Impacts of HS2 - Alternative Suggestions	2
Additional stations on the East - Hol - Should have additional stations as long as peoples home valuations / safety / traffic are not affected	2
Additional stations on the Eastern Leg - Land use Resources (LR)	2
Additional stations on the Eastern Leg - Land use Resources - Reasons to Oppose -	2
Additional stations on the East - LR - Additional stations will encourage the development of distribution centres on green field sites	2
Additional stations on the Eastern Leg - Community Integrity / Impacts (Com)	38
Additional Stations on the Eastern Leg - Community Integrity / Impacts Reasons to Support	31
Additional stations on the East - Com - Additional stations will benefit more local people who wish to join the train	3
Additional stations on the East - Com - Additional stations will be necessary to serve local people / towns	3
Additional stations on the East - Com - Additional stations will be necessary to preserve connection between cities and prevent isolation of cities / towns / communities	10
Additional stations on the East - Com - There should only be an additional station if it improves the local area	2
Additional stations on the East - Com - Additional stations would serve / improve accessibility / for a wider population / more people	13
Additional stations on the East - Com - Additional stations may appease affected communities on the route	1
Additional Stations on the Eastern Leg - Community Integrity / Impacts Reasons to Oppose	4
Additional stations on the East - Com - Additional stations would not benefit the area enough / communities / not meet the requirements of the locals	4
Additional Stations on the Eastern Leg - Community Integrity / Impacts Reasons to Neither Support nor Oppose	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Additional stations on the East - Com - Additional stations are a good idea if HS2 delivers stated benefits to commuters	1
Additional stations on the East - Com - Additional stations should go ahead if it doesn't interfere with people's lives too much	1
Additional Stations on the Eastern Leg - Community Integrity / Impacts Alternative Suggestions	1
Additional stations on the East - Com - Additional stations should only be at primary conurbations / serve East Midlands / South Yorkshire / West Yorkshire	1
Additional stations on the Eastern Leg - Operations	129
Additional stations on the Eastern Leg - Speed / Frequency / Specifications of HS2 Services (SFS)	114
Additional stations on the Eastern Leg - Speed / Frequency / Specifications of HS2 Services - Reasons to Support	6
Additional stations on the East - SFS - Would require more stations to ensure the service offers saving in time	3
Additional stations on the East - SFS - Would require more stations to increase capacity	2
Additional station on the East - SFS - Additional stations would encourage people to make shorter journeys when locating home / workplace	1
Additional stations on the Eastern Leg - Speed / Frequency / Specifications of HS2 Services - Reasons to Oppose	108
Additional stations on the East - SFS - Additional stations will negate high speed / increase journey times / fewer stops the better	100
Additional stations on the East - SFS - Reduction in speed due to additional stations would badly affect future extension north of Leeds	1
Additional stations on the East - SFS - Additional stations will turn HS2 into a slow commuter line	3
Additional stations on the East - SFS - Additional stations could potentially have a negative effect on service reliability	1
Additional stations on the East - SFS - additional stations would extend journey times, negating benefits of HS2	1
Additional stations on the East - SFS - Would impact on journey times	1
Additional stations on the East - SFS - Keep it simple with few stops	3
Additional stations on the East - SFS - HS2 users will be charged a high price for a slower service as a result of any additional stations	1
Additional stations on the Eastern Leg - Speed / Frequency / Specifications of HS2 Services - Alternative Suggestions	1
Additional stations on the East - SFS - Should provide some longer distance trains passing through without stopping at every station	1
Additional stations on the Eastern Leg - Existing Rail Services (ERS)	16
Additional stations on the Eastern Leg - Existing Rail Services - Reasons to Oppose	14
Additional stations on the East - ERS - Would impact quality of service on existing line	1
Additional stations on the East - ERS - Local existing services should be developed / improved	5
Additional stations on the East - ERS - Midland Main Line already offers adequate capacity through this region	2
Additional stations on the East - ERS - Midland Main Line already offers adequate service / journey times through this region	2
Additional stations on the East - ERS - Additional stations would duplicate the current rail network	3
Additional stations on the East - ERS - Additional stations are not are required if there are to be good connecting services from the proposed stations	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Additional stations on the Eastern Leg - Existing Rail Services - Alternative Suggestions	2
Additional stations on the East - ERS - Current number of stations is sufficient, subject to improved links to these areas from other public transport.	1
Additional stations on the East - ERS - There needs to be a trade-off between station frequencies and service patterns	1
Additional stations on the Eastern Leg - Traffic & Transport (TT)	4
Additional stations on the Eastern Leg - Traffic & Transport - Reasons to Support	1
Additional stations on the East - TT - Additional stations will decrease road travel to reach the proposed stations	1
Additional stations on the Eastern Leg - Traffic & Transport - Reasons to Oppose	3
Additional stations on the East - TT - The lack of additional stations would increase road travel to reach the proposed stations	3
Additional stations on the Eastern Leg - Traffic & Transport - Alternative Suggestions	2
Additional stations on the East - TT - An additional station near M62 / M1 intersection would be easily accessible by car / from West Yorkshire	1
Additional stations on the East - TT - Additional stations should have easy vehicle access between Wakefield and Doncaster	1
Additional stations on the Eastern Leg - Engineering	195
Additional stations on the Eastern Leg - Interface with other Infrastructure	19
Additional stations on the Eastern Leg - Rail (Ra)	18
Additional stations on the Eastern Leg - Rail - Reasons to Support	1
Additional stations on the East - Ra - The lack of additional stations would increase rail travel to reach the proposed stations	1
Additional stations on the Eastern Leg - Rail - Reasons to Oppose	3
Additional stations on the East - Ra - Intermediate stations can be served well enough with current / improved infrastructure	2
Additional stations on the East - Ra - Additional station would reduce effectiveness of the link between major cities	1
Additional stations on the Eastern Leg - Rail - Alternative Suggestions	14
Additional stations on the East - Ra - Must maintain good links on standard rail from existing stations to new ones	5
Additional stations on the East - Ra - The existing rail network can serve as a 'hub and spoke' facility	1
Additional stations on the East - Ra - Additional stations should be part of improvement to existing infrastructure / rail network and not part of HS2	1
Additional stations on the East - Ra - Improved connectivity with East Midlands/ Sheffield crucial to providing optimum connectivity and accessibility to high speed services	1
Additional stations on the East - Ra - Proposed number of stations is sufficient if fast interconnectivity between stations serving Sheffield/ Nottingham/ Derby city regions and city centres is provided	1
Additional stations on the East - Ra - Intermediate stations can be dealt with by upgrading the existing Victorian system	3
Additional stations on the East - Ra - Links into the main stations should be improved	4
Additional stations on the Eastern Leg - Canals & Rivers (CR)	1
Additional stations on the Eastern Leg - Canals & Rivers - Alternative Suggestions	1
Additional stations on the Eastern Leg - CR - Any additional stations will need to avoid adverse impacts on inland waterways	1
Additional stations on the Eastern Leg - Line of Route (LoR)	3

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Additional stations on the Eastern Leg - Line of Route - Alternative Suggestions	3
Additional Stations on the East - LoR - Should have an additional station at every town / village the route passes	2
Additional stations on the East - LoR - There should only be an additional station if there is a significant realignment to bring the line nearer to Nottingham	1
Additional stations on the Eastern Leg - Stations (Sta)	174
Additional stations on the Eastern Leg - Stations - Reasons to Support	9
Additional stations on the East - Sta - If the link goes ahead major cities should have stations	1
Additional stations on the East - Sta - There are not enough stations / for people to use	7
Additional stations on the East - Sta - There are only two stations in Yorkshire / largest county in the country	1
Additional stations on the Eastern Leg - Stations - Reasons to Oppose	84
Additional stations on the East - Sta - Should not have additional stations as there is no large conurbation / useful junctions along the proposed route other than Sheffield	2
Additional stations on the East - Sta - If HS2 goes ahead then would agree only if there will be a station at Aylesbury	2
Additional stations on the East - Sta - Three stations is the maximum unless skips service patterns are used	1
Additional stations on the East - Sta - Three stations should be the maximum	1
Additional stations on the East - Sta - Three stations is sufficient / additional stations are not required / needed	74
Additional stations on the East - Sta - Fewer stations means that travel on HS2 will be impossible for some people	1
Additional stations on the East - Sta - Intercity trains were originally built to go from one main station to another at high speed but are now stopping at almost every minor station from Penzance to Inverness	1
Additional stations on the East - Sta - Oppose additional stations on the main line of the route	2
Additional stations on the East - Sta - Multiple stations / amount of stations reduces line capacity	1
Additional stations on the Eastern Leg - Stations - Reasons to Neither Support nor Oppose	10
Additional stations on the East - Sta - If HS2 does not go ahead there is no need for additional stations	1
Additional stations on the East - Sta - If HS2 goes ahead additional stations will be preferable / necessary	9
Additional stations on the Eastern Leg - Stations - Alternative Suggestions	71
Additional stations on the East - Sta - Should have an additional station by J29 of the M1 to serve North Derbyshire, Bassetlaw and North Nottinghamshire	2
Additional stations on the East - Sta - A station between Wakefield and Barnsley would also serve Kirklees	1
Additional stations on the East - Sta - Should have as many stations as possible / needed along the route	8
Additional stations on the East - Sta - Should have a reasonable number of stops / stations	1
Additional stations on the East - Sta - Additional stations would better serve South and West Yorkshire	2
Additional stations on the East - Sta - Additional stations will allow more cities to benefit from HS2	2
Additional stations on the East - Sta - More stations would make it more usable / accessible / for more people	4

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Additional stations on the East - Sta - Multiple stations reduce passenger numbers/ viability for each station	1
Additional stations on the East - Sta - Should have a station to serve both Nottingham and Derby / at Toton / East Midlands Parkway	1
Additional stations on the East - Sta - Should have a station between Sheffield and Birmingham	1
Additional stations on the East - Sta - Should have a station between Sheffield and Leeds	1
Additional stations on the East - Sta - Should have a station at Hull	1
Additional stations on the East - Sta - Should have a station at Middlesbrough	1
Additional stations on the East - Sta - Should have additional stations if envisaged operational limitations allow	1
Additional stations on the East - Sta - Should have additional stations with varied stopping / through services / to serve more people	2
Additional stations on the East - Sta - There should be a station to the south of Leeds to act as Park and Ride station for Leeds and Wakefield if sufficient parking is not made available	2
Additional stations on the East - Sta - Additional stations on the Eastern leg is not required provided adequate car parking spaces are provided at the proposed Leeds New Lane Station	1
Additional stations on the East - Sta - A station close to Junction 29 / 29a would serve the town of north east Derbyshire / allow service from Nottingham to Leeds	1
Additional stations on the East - Sta - Should have additional stations at New Selston / Jacksdale on the Alfreton-Langley Mill Line to provide access to the Nottingham / Toton HS2 station	1
Additional stations on the East - Sta - Additional stations should be considered depending on service demand	1
Additional stations on the East - Sta - Additional stations should be located at large towns / cities along the route	6
Additional stations on the East - Sta - Additional stations should be located in those areas that currently have little access	2
Additional stations on the East - Sta - More people would use a city centre station as a hub instead of Toton	1
Additional stations on the East - Sta - Should have an additional station in North West / Leicestershire	4
Additional stations on the East - Sta - Should have an additional station between Wakefield and Barnsley	3
Additional stations on the East - Sta - Additional stations should provide good parking facilities	1
Additional stations on the East - Sta - Should have an additional station in North West Leicestershire to give access to those who wish to use the train within the area	3
Additional stations on the East - Sta - Should have an additional station in North West / Leicestershire near Ashby-de-la-Zouch	1
Additional stations on the East - Sta - Should have an additional station in Derbyshire	5
Additional Stations on the East - Sta - Additional station between Toton and Birmingham	1
Additional Stations on the East - Sta - Additional station between Toton and Meadowhall	2
Additional stations on the East - Sta - If the proposed route goes ahead then there should be additional stations on the eastern leg	6
Additional stations on the East - Sta - There should be an additional station in Hull	1
Additional stations on the East - Sta - Should only have additional stations by developing existing stations	2
Additional stations on the East - Sta - There should have an additional station in Burton-On-Trent	2

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Additional stations on the East - Sta - Should have an additional station serving North Barnsley and Wakefield for example Goose Hill Junction	1
Additional stations on the East - Sta - Should have a station located in the National Forest to aid tourism	1
Additional stations on the East - Sta - Should have an additional station in North West / Leicestershire to give easy access to the public	1
Additional stations on the East - Sta - Should have an additional station between Ashby-de-la-Zouch and Measham	1
Additional stations on the East - Sta - Should provide stations every 50 / 60 miles to facilitate access to the public	1
Additional stations on the Eastern Leg - Environment	7
Additional stations on the Eastern Leg - Landscape & Visual (LV)	2
Additional stations on the Eastern Leg - Landscape & Visual - Reasons to Oppose	2
Additional Stations on the East - LV - Additional stations will cause damage / devastation to the countryside	2
Additional stations on the Eastern Leg - Biodiversity & Wildlife (BW)	3
Additional stations on the Eastern Leg - Biodiversity & Wildlife - Reasons to Oppose	2
Additional stations on the East - BW - Additional stations will cause damage / devastation to the wildlife	2
Additional stations on the Eastern Leg - Biodiversity & Wildlife - Alternative Suggestions	1
Additional stations on East - BW - Any additional stations must avoid impact on ancient woods / ancient trees	1
Additional stations on the Eastern Leg - Environment (Env)	3
Additional stations on the Eastern Leg - Environment - Reasons to Oppose	3
Additional stations on East - Env - Additional stations would be environmentally detrimental	3

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		Total
	Base size:	2414
Q.7	Please let us know your comments on the Appraisal of Sustainability (as reported in the Sustainability Statement) of the Government's proposed Phase Two route, including the alternatives to the proposed route as described in Chapter 9.	
	APPRAISAL OF SUSTAINABILITY OF THE PROPOSED PHASE TWO ROUTE	2414
	AoS - Agree	78
	AoS - Agree strongly / it is fully sustainable	10
	AoS - Agree / it is sustainable	59
	AoS - Agree with caveats	9
	AoS - Disagree	249
	AoS - Disagree strongly / it is highly unsustainable	31
	AoS - Disagree / it is not sustainable	218
	AoS - Neither Agree nor Disagree	166
	AoS - Lack of knowledge / experience / not sufficiently informed of the Statement / not relevant to me	26
	AoS - No preferences / no opinion / no views on the Appraisal of Sustainability	125
	AoS - No problems / no objections / no issues with the Appraisal of Sustainability	5
	AoS - Possible / unsure / do not know about the Appraisal of Sustainability	2
	AoS - I am happy / content / OK / fine with the Appraisal of Sustainability	8
	AoS - Reasons to Agree / Disagree / Neither Agree nor Disagree & Alternative Suggestions	1981
	AoS - Employment Impacts of HS2 (Eml)	274
	AoS - Employment Impacts of HS2 - Reasons to Agree	29
	AoS - Eml - HS2 represents important opportunity in Greater Birmingham to bring about step change in jobs	1
	AoS - Eml - Welcome KPMG analysis for Centro that HS2 combined with package of local transport connectivity enhancements could bring 50,000 additional jobs, an average Gross Value Added increase of £680 per worker and a £4bn increase in economic output per year	1
	AoS - Eml - HS2 will secure employment in the North West	1
	AoS - Eml - HS2 will create few jobs	1
	AoS - Eml - HS2 will help develop skills of young people	2
	AoS - Eml - HS2 will help create more jobs during the planning / construction phase	3
	AoS - Eml - It will help create jobs outside of London	2
	AoS - Eml - Will / should create more / maintain jobs / employment / 70000 / 400000 jobs	14
	AoS - Eml - Will create more / maintain jobs / employment in the North	6
	AoS - Eml - A new station would bring / create jobs	1
	AoS - Eml - Security businesses will receive from this project will improve job security	1
	AoS - Employment Impacts of HS2 - Reasons to Disagree	207
	AoS - Eml - Concerns over skills shortage in the UK / labourers will not be from the UK / be Eastern European	3
	AoS - Eml - Employment will only be created on a temporary basis / during construction	2
	AoS - Eml - If Chinese are funding project they may dictate how workforce is put together	1
	AoS - Eml - Net loss of jobs due to proposal impacting on health and wellbeing in the Warwickshire	1
	AoS - Eml - Operation and maintenance of the line will bring jobs	1
	AoS - Eml - Will move jobs to / more people will have to commute to large cities	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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AoS - Eml - Existing jobs / organisations will gravitate to areas with HS2 stations	2
AoS - Eml - Losing our farm to HS2 will make 4 people unemployed	1
AoS - Eml - Proposed route will displace jobs from The Midlands / North to London	1
AoS - Eml - HS2 Will not bring any economic / employment opportunities to towns on the East Coast Main Line	2
AoS - Eml - Disruption caused by HS2 will have an impact on people's working hours	1
AoS - Eml - Job growth will be not be sustainable / unsustainable	1
AoS - Eml - Job creation will only happen because jobs have been displaced from other areas	2
AoS - Eml - Proposal will instead take jobs away from the tourism industry	1
AoS - Eml - Will not provide employment / enough employment / long term / employment in the North	24
AoS - Eml - Reduction in journey time will not create more employment / job opportunities	4
AoS - Eml - Proposed route would not / is not needed to increase employment / trade / jobs promised will not be created	22
AoS - Eml - Will not create enough jobs to be worth the actual cost	7
AoS - Eml - HS2 will cause job displacement / losses / job creation will be due to / cancelled out by displacement from other areas	27
AoS - Eml - HS2 will only create jobs for people doing the consultation	1
AoS - Eml - Extra jobs will only be going to the people building the new trains / tracks / in the rail industry	4
AoS - Eml - Jobs created by HS2 will only be temporary / short term	9
AoS - Eml - HS2 will not be sustainable if it creates short term construction jobs	1
AoS - Eml - HS2 will only create jobs during the construction phase	7
AoS - Eml - Any employment created will disappear after the line is operational	5
AoS - Eml - Major employers will not move from the South / South East to the North	2
AoS - Eml - Will move jobs to / more people will commute to the South / London	36
AoS - Eml - HS2 will move jobs out of the North to the South East	3
AoS - Eml - Will force people to work in an already overcrowded London	1
AoS - Eml - Will drain the Midlands / North West of talent / opportunity	1
AoS - Eml - HS2 will not encourage people working in London to move to the Midlands because of time / cost restraints	1
AoS - Eml - HS2 will not attract employable talent to the North	2
AoS - Eml - HS2 will attract some people from Birmingham to work in London	1
AoS - Eml - Unclear if there will be the jobs predicted in London for people to commute to	1
AoS - Eml - HS2 will mean more immigrants come for employment	2
AoS - Eml - Amount of local employment predicted is misleading as construction work is usually carried out by mobile workers from other areas	3
AoS - Eml - Work on HS2 would / could be given to foreign workers / companies / contractors	16
AoS - Eml - HS2 contracts will go to specialist companies based / headquartered out of the area	2
AoS - Eml - Engineers / skilled workers will come from France / Spain / China / Japan as that is where high speed rail skilled professionals are based	3
AoS - Eml - Project is politically motivated to spend public / private investment to create jobs	1
AoS - Eml - Project is politically motivated to spend public / private money to create jobs in a recession / weak economic period	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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AoS - Eml - Impact of the rise in unemployment once HS2 is built could damage the economy	2
AoS - Eml - Working population growth will not continue at the same rate as cultural / economic / technological change	1
AoS - Eml - Concerns jobs will be lost if stations / routes are closed	1
AoS - Eml - Suggested employment figures are misleading as jobs will only be available for a fraction of the project timescale	2
AoS - Eml - Figures / stats / estimates about job creation / jobs in specific locations cannot be proved / are impossible to predict / forecast / have been exaggerated	14
AoS - Eml - Figures / stats / estimates about job creation in specific locations are made up	4
AoS - Eml - Unsure about how job creation figures reached / where jobs are coming from / details are sketchy	5
AoS - Eml - Benefits do not outweigh negative impact on livelihoods	3
AoS - Eml - Proposed route / construction of the proposed route will lead to a loss of people's livelihood / connectivity with existing lines is not worth loss of livelihoods	21
AoS - Eml - People do not want to travel huge distances to find / go to work	1
AoS - Eml - KPMG survey indicates that proposed route may lead to job losses	1
AoS - Eml - Government are unable to sustain employment levels so will not be able to sustain HS2	1
AoS - Eml - Money is being wasted creating unsustainable job opportunities	1
AoS - Eml - Jobs created during construction will only be for people with certain skills related to the rail industry	2
AoS - Eml - Short term employment during construction will not compensate for permanent loss of jobs across the country	2
AoS - Eml - Concerns over jobs being given to Londoners to construct stations	1
AoS - Eml - Many Northerners will not benefit from HS2 / will need access to work in local surrounding areas / not London	4
AoS - Employment Impacts of HS2 - Reasons to Neither Agree nor Disagree	7
AoS - Eml - Government have not specified if construction jobs will be given to British workers	3
AoS - Eml - The Appraisal of sustainability does not mention the jobs that will be lost as a result of HS2	1
AoS - Eml - HS2 will only be sustainable if it brings long term jobs to towns / cities along the route	3
AoS - Employment Impacts of HS2 - Alternative Suggestions	63
AoS - Eml - Should realise growth potential by harnessing skills development/ innovation/ capacity in UK	1
AoS - Eml - Welcome consideration of Lancashire as location for other HS2 investments / HS2 FE college or training hub	1
AoS - Eml - Provisions for training HS2 maintenance staff should be located in the North West	1
AoS - Eml - East Midlands companies should be given every opportunity to bid for contracts to design and build the line and rolling stock	1
AoS - Eml - Ensure that local people have the skills to access the full range of design, engineering and construction jobs that will be created during the delivery of the project	1
AoS - Eml - Links to Staffordshire's workforce needs to result in their training and development	2
AoS - Eml - Support the proposal to provide a college for new engineers	1
AoS - Eml - Contractors should prioritise recruitment / training placement in local areas like previous schemes / Millennium Stadium / Miles Platting Housing	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

AoS - Eml - HS2 will only increase the amount of unemployment if HS2 plan does not succeed	2
AoS - Eml - Investing in the existing line will create jobs	2
AoS - Eml - Improving intra-regional transport would create more jobs which would improve the local economy	2
AoS - Eml - Money could be better spent on UK companies providing employment	1
AoS - Eml - Investment is required in South / West Yorkshire to help create employment	2
AoS - Eml - Provide a HS2 Training Academy in Birmingham	1
AoS - Eml - HS2 should be constructed / run by skilled workers e.g. qualified engineers / archaeologists	2
AoS - Eml - HS2 focuses on north-south axis when east-west access upgrades would increase employment options for people to move across / through the Pennine region more effectively	1
AoS - Eml - Using British workers to construct / run HS2 will boost the British economy	2
AoS - Eml - Using British workers to construct / run HS2 will reduce unemployment levels	1
AoS - Eml - Improving / upgrading existing rail lines will maintain / enhance employment levels	4
AoS - Eml - Improving / upgrading rolling stock will maintain / enhance employment levels	3
AoS - Eml - Re-opening existing rail lines will enhance employment levels	1
AoS - Eml - Offering a tourist centred rail head will create jobs / wealth	2
AoS - Eml - Investing in local areas will create employment locally	3
AoS - Eml - Investing money in local transport would create more rapid / sustainable job growth	3
AoS - Eml - Money could be better spent on creating jobs in other ways / improving computer skills / business innovation and skills / more work experience / jobs for young people	9
AoS - Eml - Money would be better spent on the economy to create more jobs	3
AoS - Eml - British workers should be used to construct / maintain HS2 line / trains	4
AoS - Eml - Decentralisation of work should be taken into account on transport issues	1
AoS - Eml - Would be better to create permanent employment by encouraging businesses to move to areas of high unemployment	1
AoS - Eml - Government should be promoting regional job growth / provision / in the North / Midlands	3
AoS - Eml - Should create jobs all over the country rather than divert them to London	4
AoS - Eml - High levels of unemployment in the North East should be taken into account for building / accessibility in the future	1
AoS - Eml - Money could be better spent on the manufacturing industry to reduce unemployment	2
AoS - Eml - Project should utilise / develop technical / industrial skills which have fallen behind the Far East / other countries	2
AoS - Eml - It would be more sustainable to improve local employment opportunities	1
AoS - Eml - New engineering colleges should be created at Northern universities such as Manchester / Leeds / Newcastle / York / Nottingham / Nottingham Trent to ensure sufficient graduates are trained	1
AoS - Eml - Should consider giving scholarships / bursaries for undergraduate engineers	1
AoS - Eml - Should create jobs along the route to guarantee success of the project	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

AoS - Housing Impacts of HS2 (Hol)	289
AoS - Housing Impacts of HS2 - Reasons to Disagree	234
AoS - Hol - HS2 is having / will have a negative impact on the local housing market	2
AoS - Hol - The Appraisal of Sustainability does not give priority to people's homes	1
AoS - Hol - Uncertainty about visual impacts of HS2 is causing blight	1
AoS - Hol - Compulsory Purchase Orders will force people to lose their livelihoods	4
AoS - Hol - Families / the elderly / vulnerable people will have difficulties relocating	1
AoS - Hol - Real cost to local housing stocks / values have not been considered	1
AoS - Hol - Housing stock growth will not be sustainable / will be unsustainable	1
AoS - Hol - Proposal will force people to stay in their homes into their old age forcing them to make alterations	1
AoS - Hol - HS2 will devalue properties within my village / town / area	6
AoS - Hol - Proposal will devalue properties / lower equity / lower house prices along the route	34
AoS - Hol - Devaluation of homes will affect retirement plans	5
AoS - Hol - Benefits do not outweigh damage to / negative impact / demolition of people's homes	8
AoS - Hol - Reduce disruption / dirt / ruin / negative impact on people's homes / residential areas	27
AoS - Hol - Will lead to the destruction / demolition / loss of people's homes	37
AoS - Hol - Benefits of HS2 do not justify the negative impacts / damage / blight to people's homes	6
AoS - Hol - Shorter journey times to London do not justify / outweigh the upheaval to homes	35
AoS - Hol - Construction costs should not outweigh the upheaval to people's homes	31
AoS - Hol - HS2 track will cause people to lose their homes at a time when there is a shortage of housing	1
AoS - Hol - People will be forced to move / displaced because of the destruction / blight / impact HS2 will cause to their homes	8
AoS - Hol - Compulsory Purchase Orders will force people to move / leave their home	4
AoS - Hol - People displaced by HS2 will be forced to move in to badly constructed / designed government housing schemes	1
AoS - Hol - Route will pass close / next to residential properties / home	11
AoS - Hol - Proposed route/s will blight / have negative impact on residential area / properties / homes / blight future developments	3
AoS - Hol - Will allow London commuters to buy local houses / houses in the North so that they can live further away from London	5
AoS - Hol - The new route will not create the amount of new homes stated	2
AoS - Hol - Unclear where the predicted '000's of people benefiting from HS2 will live	1
AoS - Hol - The estimated number of homes to be demolished is too low to be believable / details are sketchy	3
AoS - Hol - The overall economic assessment did not consider the reduction of property values near the proposed route	3
AoS - Hol - Statistics / evidence supporting house building are flawed / unconvincing	2
AoS - Hol - Accurate assessment of the amount of properties suffering blight has not been published	4
AoS - Hol - The Appraisal of Sustainability does not consider / give enough weight to the impact on people's homes	6
AoS - Hol - Proposed route will increase house prices in the North	8

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

AoS - HoI - Will allow London commuters to buy cheaper houses in the North limiting local housing stock / pushing up house prices	4
AoS - HoI - Proposed route will only increase house prices around London connections / commuter belt	2
AoS - HoI - Concern an influx of Southern HS2 commuters to the North will need more housing to be built	1
AoS - HoI - Concerns over the effects proposed route will have on housing	5
AoS - HoI - People's homes will not benefit from proposed route	2
AoS - HoI - HS2 is a mass housing project that will financially benefit the housing developers	2
AoS - HoI - HS2 is already causing property blight within 5km of proposed route	1
AoS - HoI - HS2 should not be used to create houses / it is not a housing project / no attempt made by Government to discourage extra housing	1
AoS - HoI - Planned viaduct will destroy / damage people's homes	2
AoS - HoI - Unsure who worked out how much house prices will be affected by HS2	1
AoS - HoI - Straight lines / tracks will have a negative impact on people's homes	1
AoS - HoI - The Appraisal of Sustainability do not consider the impact of HS2 on people trying to sell their homes	2
AoS - Housing Impacts of HS2 - Reasons to Neither Agree nor Disagree	4
AoS - HoI - We were not aware of HS2 when we purchased our home	2
AoS - HoI - Demolition of houses should be avoided	2
AoS - Housing Impacts of HS2 - Alternative Suggestions	85
AoS - HoI - Replacement housing for people displaced should be of equivalent of higher quality	1
AoS - HoI - Improving / upgrading existing rail lines will maintain property values	1
AoS - HoI - Upgrading / improving existing rail infrastructure would prevent more damage to homes	3
AoS - HoI - Improving / upgrading rolling stock will maintain property values	1
AoS - HoI - Should estimate the number of properties affected	3
AoS - HoI - Should estimate the costs on properties affected	1
AoS - HoI - Should / need to protect housing	1
AoS - HoI - Should support local housing provision in North / Midlands	1
AoS - HoI - Houses that are 150m from the line boundaries should be subject to Compulsory Purchase Orders	4
AoS - HoI - Houses that suffer from high noise levels as a result of HS2 should be subject to Compulsory Purchase Orders / with additional extras offered by HS2	5
AoS - HoI - People's homes should be given higher priority / should take priority over other factors / battlefields	63
AoS - HoI - The chosen line should be the one that prioritises people's homes / connectivity with existing lines is not worth loss of homes	10
AoS - Land Use Resources (LR)	223
AoS - Land Use Resources - Reasons to Disagree	192
AoS - LR - There will be an increase / considerable increase in ground / soil pollution	1
AoS - LR - Appraisal of Sustainability does not take account of Local Geological Sites	1
AoS - LR - the AoS underestimates the (negative) impact on agricultural businesses	1
AoS - LR - Green belt land shouldn't be built on	2
AoS - LR - impact on farmers and landowners are not mentioned specifically in consultation	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

AoS - LR - No reference to the crossing of National Trust land or Open Access land is made in sections of the report or the accompanying Appendix	1
AoS - LR - HS2 will allow further development of green belt land	1
AoS - LR - Building the proposed route on greenbelt land undermines the sustainability of the project	2
AoS - LR - Local farmers have not been consulted / engaged with by HS2	2
AoS - LR - Proposed route will have a negative impact / damage / destroy recreational / leisure areas / land / parks	3
AoS - LR - The Appraisal of Sustainability does not address the impact on farms / farm production	2
AoS - LR - Appraisal of Sustainability does not take account of impacts on countryside access / recreation issues	1
AoS - LR - Splitting farmland will have a major impact on farm operations/ dairy holdings	1
AoS - LR - The Appraisal of Sustainability does not address the issues raised around the green belt	4
AoS - LR - Proposed route will have a negative impact on the productivity of farm land because farm machinery will not be able to access fields	1
AoS - LR - Route will cut up green belt land / protected land	14
AoS - LR - Proposed route will cause damage to the green belt	14
AoS - LR - Section 4.4.3 will mean that the green belt will disappear due to development	1
AoS - LR - More housing being built for HS2 commuters will put green belt at risk	1
AoS - LR - Proposed route will result in green belt land being built on	3
AoS - LR - Proposal will result in more building on green belt / farm land near the route	3
AoS - LR - Impact on green belt land is regrettable / unfortunate	1
AoS - LR - Proposed ripping up / destruction / use of land is criminal	2
AoS - LR - Spoil dumping / building more / new lines will destroy / take / have a negative impact on land / gives Government permission to take any amount of land for any development they choose	10
AoS - LR - Proposed route will take up allocated land	1
AoS - LR - Proposed route will pass through my / land that I own	3
AoS - LR - Proposals will cause disruption to the land of England	1
AoS - LR - Proposed route will use / encroach / disrupt valuable land / farm land	22
AoS - LR - Proposed route will wreck / destroy / divide / split up agricultural land / farm land / farms	58
AoS - LR - Route will mean that farmland will not be productive	4
AoS - LR - Faster journey times does not justify the negative impact on agricultural land	3
AoS - LR - Benefits do not justify the loss of green belt land	4
AoS - LR - Reduction in journey time does not justify the amount of green belt land used	2
AoS - LR - The damage that will be caused to land / farmland outweighs the benefits	4
AoS - LR - Land is not being used in a sustainable way / concerns about future values / use of land / farmland	4
AoS - LR - Concerns over loss of food producing agricultural land / food security	17
AoS - LR - Environmental impact to the green belt has not been considered in the final cost of the project	1
AoS - LR - Not enough cheap brown field land has been considered	1
AoS - LR - Not enough cheap green belt farm land has been considered	1
AoS - LR - Protected status of green belt has not been considered	4
AoS - LR - Proposals will create issues around the effect on land resources	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

AoS - LR - Proposed route will pass through former mining areas that should be avoided	2
AoS - LR - Proposed route will pass over former mining ground / which is prone to subsidence / could cause instability	2
AoS - LR - My / our land was bought for the specific purpose of preserving / safeguarding a view / from development	2
AoS - LR - Disagree with new greenfield stations	1
AoS - LR - Concerns about sustaining population growth	2
AoS - LR - Proposed route will cause years of disruption / destruction to land / countryside before any benefits are seen	5
AoS - LR - The amount of land resources estimated for the proposed route is inaccurate	17
AoS - LR - Green belt land is already under pressure from housing projects across the country	1
AoS - LR - Concerned about the loss of productive agricultural grassland	2
AoS - LR - Concerned about the loss of land that has been deemed suitable for employment purposes	1
AoS - LR - Terrain in the UK is not suitable for high speed rail	1
AoS - LR - More farm land will be used by the proposed route than first indicated	3
AoS - LR - The Appraisal of Sustainability does not provide any detail about the amount of land need during the construction period	2
AoS - Land use Resources - Reasons to Neither Agree nor Disagree	9
AoS - LR - Land take would be less / far less than equivalent motorway / new roads	1
AoS - LR - Not possible for land owners to calculate the cost of construction on farms	1
AoS - LR - The Appraisal of Sustainability does not mention the loss of land / farm land / loss of farm land in Cheshire	6
AoS - LR - Farm has been affected by previous high speed rail construction / HS1	1
AoS - Land Use Resources - Alternative Suggestions	41
AoS - LR - Should provide provisions for easy planning applications	1
AoS - LR - Damage to undisturbed land could be prevented by moving the proposed route alongside existing lines	3
AoS - LR - Land adjacent to route should be safeguarded	1
AoS - LR - The section of the Appraisal of Sustainability on Land and Material Resources should state how much farm land lost compared to industrial land / brownfield sites	4
AoS - LR - Should ensure that important areas / land in the North is preserved / maintained	2
AoS - LR - A master plan is needed to ensure that development around stations is managed to avoid putting valuable local natural environment at risk	1
AoS - LR - Environmental Statement should include proposals to mitigate/ minimise negative impacts on recreations areas in countryside	1
AoS - LR - Individual landowners should be contacted to assess what mitigation and accommodation works are necessary	1
AoS - LR - Minimum amount of productive land should be taken	1
AoS - LR - Mitigation should be taken to limit loss of soil quality and structure which take years to repair	1
AoS - LR - Need to consider / review / risks / alternative options / mitigate impact on former mine workings	1
AoS - LR - Land would be better used to produce food locally to reduce supply chains	1
AoS - LR - Land would be better used for growing crops	2
AoS - LR - Should keep impact on the green belt to a minimum	2
AoS - LR - Land is a finite resource that should be preserved / cherished	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

AoS - LR - Should build bridges over the line for cattle to access agricultural / grasslands on the other side of the line	1
AoS - LR - Should preserve top soil during the construction phase to minimise the loss of grass growth	1
AoS - LR - The Appraisal of Sustainability should state how much land will be lost as a result of the proposal	12
AoS - LR - The Appraisal of Sustainability does not address the issues of old mining works and subsidence / needs to assess the effect on old mining works	5
AoS - Planning & Development (PD)	30
AoS - Planning & Development - Reasons to Agree	2
AoS - PD - Should encourage regeneration of areas removed from London	1
AoS - PD - Provides opportunities for sustainable housing and further development in Derbyshire	1
AoS - Planning & Development - Reasons to Disagree	15
AoS - PD - Proposal will have a negative impact / delay regional development projects	1
AoS - PD - Insufficient impact assessment for all communities/ focus on station sites	1
AoS - PD - Concerned that HS2 will take money / attention away from other projects / national projects / projects approved by local residents	2
AoS - PD - Concerned that other projects / national projects will be neglected to make HS2 look successful	1
AoS - PD - Have not considered major road development near / half a kilometre from the route	1
AoS - PD - Insufficient consideration of local infrastructure	3
AoS - PD - No regional development evidence	3
AoS - PD - Land for proposed route has been refused planning permission for use by property developers	1
AoS - PD - Proposed route will have a negative effect on areas of development	3
AoS - Planning & Development - Reasons to Neither Agree nor Disagree	2
AoS - PD - Future local / regional developments provide income / employment at local levels	2
AoS - Planning & Development - Alternative suggestions	12
AoS - PD - HS2 should make planning applications early	2
AoS - PD - Bu - Should provide a scheme to allow more agricultural businesses / farms to be built	1
AoS - PD - HS2 should try to integrate with local / regional developments	1
AoS - PD - Higher consideration should be given to the impact of other planned activities	1
AoS - PD - Should make allowances for proposed developments along the route	2
AoS - PD - Should assess the impact of the project on current / future local developments / plans / projects	4
AoS - PD - Should assess the impact of the project on communities / regions along the route	1
AoS - PD - Should not impact on / damage recent developments	1
AoS - PD - Enabling HS2 to serve city centres would avoid ribbon development / out of town retail parks / development	1
AoS - Community Integrity / Impacts (Com)	1113
AoS - Community Integrity / Impacts - Reasons to Agree	33
AoS - Com - Impacts on the community has been addressed as much as possible	2
AoS - Com - HS2 will work closely with local councils to ensure that sufficient funding is provided to enable the regeneration of areas along the route	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

AoS - Com - Additional costs are justified if they reduce the negative impacts	1
AoS - Com - Proposal will increase wider benefits to the local community	1
AoS - Com - Will create personal advantages	1
AoS - Com - Proposal would please / benefit future generations	3
AoS - Com - Proposal would please / benefit the majority / the whole country	9
AoS - Com - Proposal will have / increase social benefits	1
AoS - Com - Proposed route will benefit the communities that need it without impacting on inner city areas	2
AoS - Com - Good national infrastructure will benefit everyone / including those in Southeast	1
AoS - Com - HS2 will be very good for London	1
AoS - Com - HS2 will have a good / positive impact on London	1
AoS - Com - London is already overcrowded / cannot sustain population growth	4
AoS - Com - Majority of the public want / support HS2	1
AoS - Com - HS2 will have a smaller impact on local communities than other transport methods / motorways	1
AoS - Com - Is crucial to the North	1
AoS - Com - HS2 have given enough consideration of the negative impacts to minimise the effects on communities	3
AoS - Com - All major population centres adjacent to the route are served by HS2	1
AoS - Com - HS2 will provide opportunities for deprived areas	2
AoS - Community Integrity / Impacts - Reasons to Disagree	952
AoS - Com - HS2 will have a negative impact on / destroy / disruption to rural / local communities / people	47
AoS - Com - HS2 will have a negative impact on the area around Euston Station	4
AoS - Com - Yorkshire does not need / will not benefit from HS2	2
AoS - Com - HS2 will not reverse London-centric focus but accelerate the issue	9
AoS - Com - Phase 2 will impact adversely the lives of agricultural and residential tenants of Trust properties	1
AoS - Com - Concern that the line will split communities	1
AoS - Com - Considering HS2 as two distinct phases is unhelpful to the local community / will extend the time they will be directly affected by works	1
AoS - Com - Disagree with any part of proposal that causes local damage that is not mitigated to the full	1
AoS - Com - HS2's direct route through rural areas brings conflict with rural communities	1
AoS - Com - HS2's potential for providing benefit to individuals should be recognised	1
AoS - Com - Cost cutting will mean that plans to mitigate the impacts on local communities will be scrapped	1
AoS - Com - HS2 will not benefit the South East	2
AoS - Com - The Appraisal of Sustainability does not give priority to people / communities	4
AoS - Com - There will be 20 years of uncertainty / blight for people all for a time saving of 30 minutes	2
AoS - Com - Concerns regions will become 'dormitory towns' to London	2
AoS - Com - Questions what measures / provisions will be provided to ensure there will be freedom of movement in / out of villages during construction	1
AoS - Com - Quality of life for many people will be affected by tunnelling	1
AoS - Com - Project will benefit some at a cost to others / benefits are imbalanced	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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AoS - Com - Communities will not be sustained as HS2 discourages people from moving into the area	1
AoS - Com - The Appraisal of Sustainability does not consider the impact on communities which will not have a station such as Warrington	1
AoS - Com - Disagree to having local area covered in concrete in 20 years time	1
AoS - Com - Reducing journey time does not justify damaging / destroying towns / communities	2
AoS - Com - Options that have less of an impact on people is preferred	1
AoS - Com - The proposed route will have a negative impact on / destroy cities / inner cities	1
AoS - Com - AoS does not consider realignment of M42 and noise / nuisance this will cause	1
AoS - Com - Disruption to communities is a particular concern / extra support needed for vulnerable people (elderly or people with disabilities)	1
AoS - Com - Proposed eastern spur may impact local residential areas	1
AoS - Com - Recreational value of assets such as Trans-Pennine Trail to local communities is very high	1
AoS - Com - Alternative routes will have a negative impact the communities they go through	3
AoS - Com - The Appraisal of Sustainability does not give small communities a fair deal	1
AoS - Com - HS2 will lead to the decline of thriving cities / towns / local communities as people move to fill homes / jobs near HS2 stations / in London	4
AoS - Com - The Appraisal of Sustainability does not include details on how disruption will be minimised	2
AoS - Com - Proposed route will have a negative impact on the character of villages / towns	2
AoS - Com - Impact / cost of HS2 to people not receiving compensation will be even higher	2
AoS - Com - Avoiding protected sights does not justify the negative impacts to local people / communities	1
AoS - Com - Will not benefit future generations / future generations deserve better	20
AoS - Com - Will not benefit / will bring little benefit to / will devastate / the general public / country	37
AoS - Com - Will not be available to / benefit the general public / working man / class / will only benefit a few	13
AoS - Com - Proposed route will not benefit people who live in areas connected to the West Coast Main Line	2
AoS - Com - No personal benefit	15
AoS - Com - Proposed HS2 plans / route will bring no benefit / benefits have been exaggerated	23
AoS - Com - The benefits for rural areas will not benefit everyone	1
AoS - Com - HS2 will not benefit the cities / towns / villages / communities / rural communities it runs through	41
AoS - Com - Will not benefit anyone living along the route / local residents / local communities / areas	29
AoS - Com - HS2 will be of limited benefit to the majority of people	8
AoS - Com - Proposal will not benefit / will disadvantage Milton Keynes	1
AoS - Com - Will not benefit the North / will only benefit the South / South East / London	35
AoS - Com - HS2 will not improve / stop the neglect of the North / Northern cities	3
AoS - Com - Project will only provide few / no benefits to towns / cities outside London / South East	7
AoS - Com - Project will only provide few / no benefits to people / communities outside London / South East	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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AoS - Com - Proposed route will not benefit the South West / people in the South West / Devon / Cornwall / Bristol or South Wales	9
AoS - Com - HS2 offers no benefit to the North unless you live in Leeds	2
AoS - Com - There is no benefit to the Midlands / East Midlands	3
AoS - Com - Proposed routes are not in the best interest of local residents	1
AoS - Com - Will not benefit my village / town / area	9
AoS - Com - Will not improve lives of ordinary people in the UK	4
AoS - Com - People affected by the negative impacts / noise / visual pollution caused by the route will not benefit	7
AoS - Com - Project will only benefit cities	6
AoS - Com - Project is / benefits are too London-centric / focused on the South / South East	46
AoS - Com - HS2 only seems to benefit people in cities like London	3
AoS - Com - Proposed route will only benefit people who live / work near a HS2 station / nobody can get on / off in places that they require	23
AoS - Com - Travelling at high speeds from one place to another only benefits the communities at each end / does not benefit the communities in between	9
AoS - Com - Only travellers between Leeds and London will see any benefit from the proposed route	1
AoS - Com - The benefit of HS2 is limited to a handful of cities / cities / major conurbations that have a station / most major cities will not benefit	11
AoS - Com - Will only benefit a small minority / 15% of the population / will not benefit the majority of the population	85
AoS - Com - Will only be used by / benefit the wealthy / privileged	54
AoS - Com - Communities will be forced to put up with HS2 without the ability to use it as stations are too far away	5
AoS - Com - HS2 is unpopular with the public / public are cynical about HS2	23
AoS - Com - Project may not be popular amongst electorate / within the area	2
AoS - Com - Concerns HS2 project will be pushed through regardless of impact on residents along route	6
AoS - Com - People affected have not been consulted / did not consent to HS2	14
AoS - Com - Demands / wishes of local people have not been listened to / have been ignored	22
AoS - Com - The proposal has been forced onto people in rural areas to allow a route to and from London	1
AoS - Com - Will force residents to move house to accommodate the line	3
AoS - Com - Will further divide the regions / cut up the country	9
AoS - Com - Have raised my family in local area / would not have done if aware of HS2	1
AoS - Com - Construction costs have taken a priority / should not take priority over possible negative impacts on people and communities	51
AoS - Com - HS2 will damage communities that live along current train lines	4
AoS - Com - Object to the negative impacts / disruption / upheaval HS2 may cause to communities	22
AoS - Com - Route will / is already impacting / disrupting / destroying the communities / families in towns / villages / rural villages it goes through / on both sides of the route	127
AoS - Com - Construction of HS2 will cause disruption / alienate rural communities / will not receive any benefit	16
AoS - Com - Local communities will suffer / be disrupted for the benefit of others	6
AoS - Com - Will have a negative impact on society / general public / English population	10
AoS - Com - Route will impact / disrupt the communities in the countryside	9

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

AoS - Com - HS2 will lead to the division of communities / will divide communities	5
AoS - Com - Proposal will ruin Northern towns / make them worse	14
AoS - Com - Negative impact on communities will be permanent / irreversible / irreparable	11
AoS - Com - Will have a negative affect on a majority of families / communities / people	4
AoS - Com - Proposed route will intrude on people's / community's lives	6
AoS - Com - People who do not live in the main station area will suffer from all the disruptions	3
AoS - Com - HS2 would disadvantage towns that already have good rail connections to / from London (e.g. Stafford)	1
AoS - Com - Project will negatively impact local amenities / valuable community areas	8
AoS - Com - Project will cause disruption to the country as a whole	5
AoS - Com - Proposed route will cut through many villages / homes	6
AoS - Com - The negative impact on / destruction / reduction in natural habitats will have a negative impact on local residents / community	8
AoS - Com - Those who live close to the line will be disrupted for many years / 20 years / by construction of the line	9
AoS - Com - Proposals will create issues with local people / communities	5
AoS - Com - Proposed route will impact on the tranquillity of rural areas / areas it passes through	6
AoS - Com - Proposed route will destroy / set back urban regeneration	3
AoS - Com - Rural communities / villages / areas will be damaged / irreparably damaged by proposed route	21
AoS - Com - HS2 will have a negative impact on / ruin towns	1
AoS - Com - Damage / devastation / destruction caused by HS2 is morally wrong	2
AoS - Com - Proposed route / HS2 will be disruptive / highly disruptive	15
AoS - Com - Proposed route will blight large areas along the route	7
AoS - Com - Will negatively affect / damage / disadvantage areas that are a distance / further / far / excluded from the line / route	3
AoS - Com - Other villages / towns / areas will suffer	1
AoS - Com - Improving North-South rail lines / services will exacerbate regional division	1
AoS - Com - Benefits are outweighed by disruption / destruction / negative impacts	47
AoS - Com - Social impacts outweigh benefits / economic benefits of the project	5
AoS - Com - Benefits do not outweigh negative impact on humanity	4
AoS - Com - Benefits do not outweigh costs to communities / families / households	18
AoS - Com - The amount of people impacted by HS2 will outnumber the number of people who will benefit / use it	3
AoS - Com - Reduction in journey times does not justify / outweigh the upheaval / disruption to people / communities / towns / villages	57
AoS - Com - I live close to the proposed route	8
AoS - Com - Proposed route will run very close to schools / leisure facilities	1
AoS - Com - Spanish high speed model demonstrates that they isolate the communities they run through	1
AoS - Com - Concerned that HS2 will take funds away from people in need / homeless people	1
AoS - Com - Will mean Northern Cities become suburbs of London / full of London commuters	3
AoS - Com - The negative impacts / true costs of HS2 on communities / families / outlying areas along the line has not been considered / given enough weight	22

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

AoS - Com - The negative / irreversible impact on rural communities has not been considered	2
AoS - Com - The negative impact the proposal will have on people / communities has been underestimated / not been considered	6
AoS - Com - The assessment of community impacts does not address key issues important to residents / homeowners	3
AoS - Com - HS2 disregards the negative impacts on home owner's / public	5
AoS - Com - The Appraisal of Sustainability does not consider impact on peoples' lives / communities / local area	15
AoS - Com - The Appraisal of Sustainability does not take the impact on communities into account / care about the impact on local communities	6
AoS - Com - The Appraisal of Sustainability does not consider the loss of amenity value	5
AoS - Com - The Appraisal of Sustainability is masking the destruction of local communities	2
AoS - Com - The Appraisal of Sustainability plays down the affect the proposed route will have on people / communities	9
AoS - Com - The assessment of impacts on communities caused by noise / pollution / decreased property values / environmental impacts is based on biased assumptions / forecasts	6
AoS - Com - The estimated number of community properties that will be demolished is too low to be true	1
AoS - Com - HS2 have focused on producing reports not researching the impact on local communities	2
AoS - Com - Disruption caused by construction will cost communities money	1
AoS - Com - Local communities will have to live near major engineering project for 3 / 4 years	1
AoS - Com - Concerns whether people will want to travel from London to this location / to the East Midlands	1
AoS - Com - Not everyone wants / needs to travel to London	3
AoS - Com - Benefits to the North are very questionable	3
AoS - Com - HS2 will turn parts of England into another part of Greater London	1
AoS - Com - HS2 will not alleviate overpopulation issues in London	1
AoS - Com - HS2 does not even serve the rest of / most of the UK	3
AoS - Com - I / we live between the two routes	1
AoS - Com - Uncertainties that the project has given people living along the line is appalling / abhorrent / atrocious	2
AoS - Com - Will become a commuter belt for increased growth in London	5
AoS - Com - Vested interests have the power to decide on matters that will affect the majority	2
AoS - Com - Concerns UK will merge in to one city / suburb erasing character / individuality of villages / towns	1
AoS - Com - It is hard to / reports are unable to put a price on social impacts	1
AoS - Com - No valid / proven social case / evidence	1
AoS - Com - Government are only thinking of people who live in towns not the whole country	1
AoS - Com - Concerns regarding huge lorries / HGV's / plant vehicles involved in the construction of the route damaging / disrupting rural / tranquil villages	2
AoS - Com - Government is not considering the effect the proposed route is having / will have on the general public / people	9
AoS - Com - Government is intent on pushing HS2 through despite opposition from the public	5

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

AoS - Com - Concerns HS2 will be pushed through regardless of residents' / public's / anti-HS2 responses / arguments will be ignored / HS2 is a fait accompli	41
AoS - Com - The North does not need / want Phase 2	3
AoS - Com - Most people in the North will not use HS2	1
AoS - Com - Phase 2 will not be sustainable in the North of England	2
AoS - Com - HS2 will not benefit the North of England	6
AoS - Com - HS2 will only benefit the Midlands	2
AoS - Com - HS2 will not be used by many people in the East Midlands	2
AoS - Com - Line will only link a few cities	1
AoS - Com - Construction of the proposed route will have a negative impact on the East Midlands	1
AoS - Com - People have less money / are reducing spending and will chose the cheapest way to travel	1
AoS - Com - Majority of the public do not want HS2 / only a small minority of people want HS2 to happen	24
AoS - Com - The proposals are unjust / unfair for rural / semi-rural communities	4
AoS - Com - Government are unable to maintain child welfare / there are children in poverty so will not be able to sustain HS2	2
AoS - Com - Ignoring existing infrastructure / centres of human enterprises will risk the destruction of established communities	1
AoS - Com - HS2 will not be accessible for some / many towns / cities	5
AoS - Com - Would be pointless / unnecessary to desecrate West London	1
AoS - Com - People who do not live in Warwickshire do not understand the affect HS2 will have on the county	1
AoS - Com - Lower construction costs does not justify impacts / disruption to people / communities	2
AoS - Com - HS2 will waste resident's time by forcing them to move house	2
AoS - Com - Project will have a negative / detrimental / damaging / saddening effect on quality of life in local communities	5
AoS - Com - HS2 ignores how society is changing	1
AoS - Com - HS2 will destroy Ruislip Golf Course and Hillingdon Sailing Base	1
AoS - Com - Not enough people will use HS2 to justify the disruption / suffering	1
AoS - Com - Proposed route cutting through a country park will affect tourism / country park is a local attraction / is a tribute to local mining history	1
AoS - Com - Proposed route has put investment in communities on hold	1
AoS - Com - HS2 will cause Midland cities to become a commuter belt for London	1
AoS - Com - Proposals do not take into account / consider local issues	1
AoS - Com - The Appraisal of Sustainability goes against the initial route findings if it gives the most weight to people / communities	2
AoS - Com - Concerns HS2 project will be pushed through regardless of impact on people's homes along the route	1
AoS - Com - Concerned about the potential impacts / blight that the proposed route will cause to people / families	5
AoS - Com - Concerned about the potential impacts / blights that could affect the conservation of the local area	2
AoS - Com - The proposed route will force more people to move down to London / South East	3
AoS - Com - The proposed route will have a negative impact on a wide area either side of the route / areas outside the Construction Corridor	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

AoS - Community Integrity / Impacts - Reasons Neither Agree nor Disagree	17
AoS - Com - Will the local communities / land owners receive the benefit of minerals / natural resources produced alongside HS2	1
AoS - Com - People / people from the North should be listened to	2
AoS - Com - Need advice from HS2 as to whether those at retirement age should move house	1
AoS - Com - Have been affected by construction of previous high speed routes / HS1 in Kent	2
AoS - Com - The increasing community, landscape and heritage value of canals is underestimated which may mean that the proposal underestimates the case for mitigation and avoidance along canal routes	1
AoS - Com - AoS Para 2.1.2 admits that measures of mitigation have yet to be decided	1
AoS - Com - If decisions about compensation / mitigation are based on patent errors will be worrying for local residents	1
AoS - Com - Yorkshire is a popular place to visit	1
AoS - Com - There are valuable community areas that are not SSSIs	1
AoS - Com - Canals have the potential to improve a community's / people's quality of life	4
AoS - Com - Conflicting reports on benefits / benefits to cities outside of London	1
AoS - Com - Local farm is educational for children	1
AoS - Com - Unconcerned about the East Midlands	1
AoS - Com - I will be retired by the time HS2 is complete	1
AoS - Community Integrity / Impacts - Alternative suggestions	235
AoS - Com - HS2 must deliver real benefits to the North East in terms of capacity / service enhancements	1
AoS - Com - Alternative suggestion will have less of a detrimental impact	3
AoS - Com - Alternative suggestions will have less impact on communities	1
AoS - Com - Local amenities should be maintained / not be destroyed / harmed	1
AoS - Com - Must ensure that there are sufficient crossing points to prevent communities being severed / cut off	1
AoS - Com - A rail link to the Channel Tunnel would benefit North West more than HS2	1
AoS - Com - Should consider applying the decision that were applied to Firth Rixton to other areas	1
AoS - Com - Reopening the already in place Great Central Main Line will not cause extra / avoid disturbance to communities	6
AoS - Com - HS2 should benefit all cities in a fair / just way and not just those favoured by government / Whitehall	3
AoS - Com - There should be least impact on local communities	5
AoS - Com - People will accept changes more willingly if they are treated fairly	3
AoS - Com - Additional noise affecting the local community should be taken into account	3
AoS - Com - Odours affecting the local community should be taken into account	1
AoS - Com - Proposed route should tunnel under local communities / towns / villages	2
AoS - Com - People in East Anglia / South / South West / Wales / Scotland would only benefit if HS2 is scrapped and the funding is spent on slower local services	2
AoS - Com - Reopening closed stations will make it easier / cheaper for people to commute by bus / rail	1
AoS - Com - Ensuring that Phase 2 serves locations of high demand density and locations where there is high capacity public transport should be a planning aim this will magnify the social benefits	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

AoS - Com - HS2 should be mindful of impact of route on community resources/ replace facilities to equivalent standard	1
AoS - Com - If HS2 is well integrated with the existing infrastructure it will reduce air travel, increase passenger travel / freight / sustainable travel choices which will socially / equitably and environmental benefit the UK	1
AoS - Com - Should assess the impact of the project on communities not directly served by HS2	1
AoS - Com - Need to be mindful of communication/ cultural needs people may have when relocating communities	1
AoS - Com - Needs to be communication with tenants who will not be compensated throughout	1
AoS - Com - Respondents' alternative suggestion (map attached) will have less effect on those who live on the route	1
AoS - Com - Agree with Jeremy Lefroy's proposal to give local communities grant funding to communicate with residents/liase with HS2	2
AoS - Com - Comprehensive and inclusive community impact assessment needed before decisions made on route/stations	2
AoS - Com - HS2 should be shaped by a commercially-robust operational model for serving the communities which benefit from the project.	1
AoS - Com - Need to maintain access to properties during construction of HS2/ minimise disruption to communities	1
AoS - Com - impact on those adjacent to construction sites needs to be mitigated	1
AoS - Com - Hs2 should include legacy projects to compensate communities affected.	1
AoS - Com - Local people / people directly affected should have their views put first / local's views should be made a priority	6
AoS - Com - If HS2 goes ahead local opinions / views should be considered	2
AoS - Com - Using the Great Central Line would serve two of the major cities in the East Midlands	3
AoS - Com - Investing in the Internet will be more beneficial to communities	4
AoS - Com - Investing in new services would cause less disruption to communities	1
AoS - Com - Should develop new infrastructure which would benefit far more members of all communities	3
AoS - Com - Investing in new trains / rolling stock would cause less disruption to communities	2
AoS - Com - Money could be better spent to benefit communities / many people / rather than a few	15
AoS - Com - Money could be better spent helping the people of the north	1
AoS - Com - Public libraries should be kept open to give access to the general public	1
AoS - Com - HS2 benefits would be spread to less well off if fares covered running costs / maintenance / line extension	1
AoS - Com - Impacts on communities should be minimised	14
AoS - Com - The chosen line of route should be the one which affects the community least / avoids existing communities / regardless of journey times	62
AoS - Com - Should try to protect / avoid any impacts / disruption to communities	4
AoS - Com - People / areas / rural / semi-rural areas should be treated in a sympathetic / professional / caring manner / safeguarding zone should be narrowed	6
AoS - Com - Local communities should be involved during every stage / not just the planning stage of the project	4
AoS - Com - Local communities should be given weekly / frequent updates during the construction phase	3

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

AoS - Com - Planning adjustments should be made at a local level to accommodate community concerns	2
AoS - Com - Should assess the impact of the project on local towns / villages	1
AoS - Com - Should assess the impact of the project on local people / communities	2
AoS - Com - Should ensure that HS2 does not divide communities	2
AoS - Com - Should have more schools / more schools are needed	3
AoS - Com - Should have more hospitals / more hospitals are needed	3
AoS - Com - Upgrading / improving / existing / rail infrastructure / route would benefit everyone / not just a privileged few	8
AoS - Com - Upgrading / improving existing rail infrastructure would prevent more damage to local people / residents / communities	3
AoS - Com - Communities / social needs / people should take priority over the line / other factors / heritage sites / battlefields	81
AoS - Com - Should assess noise impact from communities / local people's point of view	3
AoS - Com - Should consider how investing in the existing infrastructure would benefit communities	3
AoS - Com - Issues / impacts affecting communities should be dealt with in an efficient / compassionate manner	1
AoS - Com - The Appraisal of Sustainability should state the damage that will be caused by the proposed route	2
AoS - Com - Local knowledge should be taken into account / consideration throughout the project	3
AoS - Com - HS2 should benefit communities	3
AoS - Com - Local authorities should be forced to set out their integration plans to allow people to make a decision	1
AoS - Com - The benefits of the project need to be greater than any detriments to the affected people / communities	1
AoS - Com - Should be investing in infrastructure / ideas which can be used by / serve everyone	3
AoS - Health, Equality & Wellbeing (HEW)	232
AoS - Health, Equality & Wellbeing - Reasons to Disagree	217
AoS - HEW - The project will outrun my / some people's life expectancy / life / will not be alive	7
AoS - HEW - Concerns regarding compensation for health issues as a result of HS2	2
AoS - HEW - HS2 does not take into consideration the impacts it will cause to people's lives / will need to undertake a health impact assessment	1
AoS - HEW - Uncertainties about HS2 / final route / plan are negatively affecting peoples health / mental health	1
AoS - HEW - Lack of / no detailed analysis of the impact on residents' health / wellbeing	2
AoS - HEW - There is no information in the statement about the negative health impacts in Staffordshire	2
AoS - HEW - There will be mental health impacts on those displaced / will lead to higher health and social care costs	2
AoS - HEW - Health Analysis not correctly assessing level of deprivation/ measured incorrectly	1
AoS - HEW - it is important to take account of deadweight, leakage, displacement, substitution and economic multipliers , so that potential positive health inequalities can be identified and maximised, and any adverse impact minimised and mitigated	1
AoS - HEW - Uncertainties about whether HS2 will destroy people's homes is having a negative effect on / impeding people's lives	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

AoS - HEW - HS2 will not improve / significantly improve people's lives	1
AoS - HEW - Benefits do not outweigh negative impact on people's lives	10
AoS - HEW - Time saved is not sufficient to justify disruption / ruin people's lives	39
AoS - HEW - Benefits of HS2 / Phase 2 do not justify the negative impacts / disruption / hardship / to people living along the route	8
AoS - HEW - The destruction / blight of people's homes will ruin / destroy their lives	8
AoS - HEW - The destruction of people's homes will cause distress / misery	7
AoS - HEW - Compulsory Purchase Orders will blight / cause misery / ruin people's lives	7
AoS - HEW - People's lives / the public will be significantly disrupted during construction of HS2 / concerns about the effect on people's health	10
AoS - HEW - People's lives / the public will be significantly disrupted once HS2 is running	2
AoS - HEW - HS2 will / has caused emotional / physical distress / stress / misery / negative / damaging impacts to local residents / to me / my family	32
AoS - HEW - Proposal will have an impact on people's health	3
AoS - HEW - HS2 will negatively affect people's health and wellbeing	10
AoS - HEW - Uncertainties about the details of the project are unsettling / causing stress / to property owners	7
AoS - HEW - Uncertainties about HS2 / final route / plan are negatively affecting / impeding people's ability to plan their lives / futures	4
AoS - HEW - Proposed route will / is already impacting on quality of life / blight / irreversibly damage people's lives / the lives of people who live close to the line / route	51
AoS - HEW - Proposal does not add to society's quality of life	1
AoS - HEW - Proposed route will diminish quality of life for a large number of people	3
AoS - HEW - Collectively the destruction of small rural areas along the line will cause a negative impact to the quality of life to a significant amount of people / communities throughout the country	3
AoS - HEW - HS2 will negatively affect / lower living standards	5
AoS - HEW - Proposed route will have a negative impact on my leisure life	5
AoS - HEW - People's lives will not be sustainable due to proposed route	2
AoS - HEW - The Appraisal of Sustainability does not consider the distress suffered by people forced to move	3
AoS - HEW - The Appraisal of Sustainability does not consider the distress caused to people whose homes are damaged	1
AoS - HEW - The Appraisal of Sustainability does not consider the distress caused to people whose homes are devalued	2
AoS - HEW - The Appraisal of Sustainability does not consider the deterioration of living environment	2
AoS - HEW - Concerns about how general health issues relating to HS2 will be resolved	1
AoS - HEW - Dirt caused by HS2 will blight / ruin people's lives	1
AoS - HEW - Congestion caused by HS2 will blight / ruin people's lives	3
AoS - HEW - Noise pollution from HS2 will ruin people's lives / quality of life	7
AoS - HEW - Concerns about HS2 causing problems with health and wellbeing of future generations	4
AoS - Health, Equality & Wellbeing - Reasons to Neither Agree nor Disagree	1
AoS - HEW - Sustainability Statement should admit that preferred route will devastate quality of life for many people	1
AoS - Health, Equality & Wellbeing - Alternative suggestions	24
AoS - HEW - Phase 2 will require a full risk assessment as the health and well being of many people will be negatively impacted	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

AoS - HEW - Should have investigated alternative proposals to reduce the anxiety that HS2 has caused	1
AoS - HEW - Tunnelling will help to mitigate the negative impacts on people's health	3
AoS - HEW - any risk to public health must be clearly identified and risk assessed	1
AoS - HEW - it is important to take account of various economic and social factors so that potential positive health inequalities can be identified and maximised, and any adverse impact minimised and mitigated	1
AoS - HEW - The Code of Construction Practice should incorporate the Workplace Wellbeing Charter	1
AoS - HEW - PHE would welcome the opportunity to be consulted on the scope of the HIA	1
AoS - HEW - Disruption to people's lives could be lessened if less concern was given for the environment	1
AoS - HEW - Should give a higher priority / concern to those who lives are being negatively impacted by HS2	2
AoS - HEW - Should try to sustain / protect people's quality of life	4
AoS - HEW - Following existing North / South lines with new spurs for local stations will protect people's lives	1
AoS - HEW - Investing in existing lines would negate the disruption to people's lives	2
AoS - HEW - Plans / route needs to be finalised / decided upon soon / quicker	1
AoS - HEW - Existing rail lines could be upgraded to high speed specifications without the disruption to people's lives	4
AoS - HEW - People's feelings / welfare should have been given a higher priority	5
AoS - Environment	1241
AoS - Landscape & Visual (LV)	549
AoS - Landscape & Visual - Reasons to Agree	4
AoS - LV - Do not envisage either leg will have direct detrimental impact on landscape or special qualities of the National Park	1
AoS - LV - Welcomes proposed route avoidance of nationally designated landscapes / AONBs / Cannock Chase / Peak District National Park	1
AoS - LV - Railways are / will be a lot less intrusive than motorways / main roads	2
AoS - Landscape & Visual - Reasons to Disagree	480
AoS - LV - Viaducts will be an eyesore	4
AoS - LV - The Appraisal of Sustainability's claim that HS2 does not pass through protected landscapes is 'spin'	1
AoS - LV - Phase 2 will have significant impacts on countryside/ valuable farmland/ prized landscapes	1
AoS - LV - Areas of rural countryside should be maintained / not be destroyed	2
AoS - LV - Road will have to pass over the track on a 10 metre high bridge which will have a negative visual impact	1
AoS - LV - Cost cutting will mean that plans to mitigate the impacts of HS2 on the local countryside will be scrapped	1
AoS - LV - The Landscape and Visual Impact Assessment will be expected to refer to local Character Area profiles	1
AoS - LV - AoS para 9.3.5 downplays scale and extent of visual impacts upon Woodthorpe / will affect all using roads and pathway network	1
AoS - LV - Impacts are excessive, route affects open / tranquil landscapes, compounded by number of embankments and cuttings	1
AoS - LV - Mitigation factors / planting / local contouring are hopeless / not convincing	1
AoS - LV - Woodthorpe not mentioned at AoS para 10.8.1 / reveals degree of subjectivity / lack of public consultation upon which route selection process is founded	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

AoS - LV - Worrying mis-description of open countryside as 'wooded valley'	1
AoS - LV - AoS para 6.9.11 fails to recognise value of Deo Lea Valley	1
AoS - LV - AoS para 6.9.11 underestimates vulnerability of landscape at Woodthorpe by overestimating capacity of landscape to accept major change	1
AoS - LV - Only certain specific areas / AONB will receive any mitigation against environmental impacts	1
AoS - LV - The Appraisal of Sustainability offers no details for mitigating the visual impact / caused by viaducts / bridges	5
AoS - LV - The Appraisal of Sustainability makes no mention of the value of the countryside to tourism	1
AoS - LV - A lot of work / many years of work has gone to protecting rural areas	1
AoS - LV - Appraisal of Sustainability does not address the embankment at Renishaw which does not look into landscape mitigation	1
AoS - LV - Country's beauty is enjoyed by both residents / visitors	1
AoS - LV - Viaducts / embankments on flat ground as shown in HSM03 sheet 1 will impact on visuals / views	1
AoS - LV - Concerns about area / landscape being ruined	3
AoS - LV - Proposed route will cause damage / negative changes to land / the landscape / will not blend into the landscape	43
AoS - LV - Concerns on the effects / loss / permanent loss of natural beauty / beauty spots	17
AoS - LV - Project will damage / spoil / disrupt / ruin / destroy the countryside / cause unnecessary / long-term damage to the countryside / in the north	203
AoS - LV - All transport corridors / roads / railways destroy / damage / scar the countryside	2
AoS - LV - Will damage Areas of Outstanding Natural Beauty (AONB)	12
AoS - LV - Proposal will ruin / damage / negatively impact nice / lovely / picturesque villages / towns	7
AoS - LV - Proposed route will have a negative visual / aesthetic impact	25
AoS - LV - Line of route will be built on the countryside	9
AoS - LV - The negative impacts on the landscape will be permanent / irreversible	11
AoS - LV - Proposed route will cause large scale damage to the landscape	8
AoS - LV - Project will damage / irreparably damage / ruin / destroy rural areas / rural England / walking / dog walking areas	14
AoS - LV - Project will have a negative impact on the surrounding areas / areas it goes through	2
AoS - LV - Cut and cover tunnels will have a negative effect on local landscape / terrain	2
AoS - LV - Proposed route will cause irrevocable damage to the countryside	14
AoS - LV - It would be a great damage to the environment	13
AoS - LV - HS2 will destroy / create damage / devastation / harm to the country / many areas of the country	12
AoS - LV - Does not matter if HS2 is built overground / underground it will still destroy the rural North of England	1
AoS - LV - Proposed route will pass through gardens / allotments	1
AoS - LV - Proposed route will go through protected rural areas	2
AoS - LV - Benefits / economic benefits do not outweigh costs to the countryside / landscape	18
AoS - LV - Time saved is not sufficient to justify negative impact on countryside	5
AoS - LV - Reduction in journey time does not justify damaging / destroying the landscape / countryside	15

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

AoS - LV - Project has no justification to destroy the countryside / has no proven environmental case to justify destruction to the countryside	10
AoS - LV - Will not be used by enough people to justify ruining the countryside	2
AoS - LV - Concerns HS2 project will be pushed through regardless of impact on landscape	3
AoS - LV - Insufficient consideration for Area of Outstanding Natural Beauty (AONB)	1
AoS - LV - The negative impact the proposal will have on the landscape has been underestimated	4
AoS - LV - The Appraisal of Sustainability / the proposals have not considered the impact of the line / cuttings / viaducts / road realignments on the landscape	9
AoS - LV - Mitigation measures will need to be increased because local topography has not been considered	2
AoS - LV - More housing being built for HS2 commuters will put countryside at risk	1
AoS - LV - Concerns about not having spare countryside in the country	2
AoS - LV - Including plans to damage the countryside with the Appraisal of Sustainability is an oxymoron	2
AoS - LV - Damage caused by HS2 will be financially expensive	1
AoS - LV - The Appraisal of Sustainability is masking the destruction of the countryside	2
AoS - LV - The Appraisal of Sustainability plays down / ignores the affect the proposed route will have on the landscape	8
AoS - LV - The proposed route will look out of place on the landscape	3
AoS - LV - Proposals will create issues around the effect on landscape	3
AoS - LV - Building viaducts over open countryside is unacceptable / at odds with claims in the Appraisal of Sustainability	50
AoS - LV - Viaducts will have a negative impact on the landscape	13
AoS - LV - Chosen routes that cut through countryside have been chosen to cut costs	2
AoS - LV - Have not conducted topographical / geological surveys along the route	8
AoS - LV - Concerns regarding loss of countryside / for a country / island this size / small	8
AoS - LV - Government are unable to sustain / manage the countryside so will not be able to sustain HS2	1
AoS - LV - Changes / damage caused to the landscape by HS2 will put tourists off visiting the area	11
AoS - LV - Noise mitigation measure will have a negative effect on the landscape	3
AoS - LV - Proposed route will destroy fields where children can play safely	2
AoS - LV - More countryside will be used by the proposed route than first indicated	5
AoS - LV - Straight lines / tracks will have a negative impact on the landscape	1
AoS - Landscape & Visual - Reasons to Neither Agree nor Disagree	15
AoS - LV - Visual screening would not be needed if HS2 did not go ahead	1
AoS - LV - The Great Central / Main Line / Line has blended into the landscape	1
AoS - LV - HS2 does not define terms 'significant', 'sensitivity, importance and value' fully in appendix E1	1
AoS - LV - Landscape / townscape / visual assessment is based on principles set out in Guidelines for Landscape and Visual Impact Assessment	1
AoS - LV - It is right to consider Natural England National Character Area Profiles	2
AoS - LV - Need information such as relevant artists impressions in order to make reasoned conclusions about impacts	1
AoS - LV - British enjoy the use of the countryside for recreation / relaxation / keeping healthy / the up keep of their general wellbeing	4

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

AoS - LV - Building new lines across the country side can only be allowed if the projects benefits outweigh any alternatives	1
AoS - LV - New viaducts may not have a negative impact on the landscape / could add to the landscape	3
AoS - Landscape & Visual - Alternative Suggestions	85
AoS - LV - New edition of Guidelines for landscape and visual impact assessment should be applied to appraisal.	1
AoS - LV - Need scheme of mitigation drawn up re high standard of materials, landscaping and management of existing woodlands	1
AoS - LV - Planning/design of HS2 should include full assessment of landscape impact of line, using landscape master plan	1
AoS - LV - Should reduce the damage / destruction / harm to the countryside	2
AoS - LV - HS2 should have attractive fencing and embankments constructed to attract wildlife/flora	1
AoS - LV - Should work with local landowners to pre-mitigate where possible through landscaping and planting before the line is constructed	1
AoS - LV - The landscape and visual impacts as reported in the AoS should be re-assessed	1
AoS - LV - The line should be integrated into the landscape through the use of cuttings and tunnels	1
AoS - LV - The proposed route should travel closer to the M1 / The Appraisal of Sustainability has not explained why the proposed route has to deviate so far from the M1	1
AoS - LV - The section of the Appraisal of Sustainability on Land and Material Resources should state how much countryside will be lost compared to industrial land / brownfield sites	2
AoS - LV - A freight only line would cause less damage to the countryside as it could go around bends	1
AoS - LV - Proposed route should tunnel under Areas of Outstanding Natural Beauty (AONB)	1
AoS - LV - Should ensure that the cost of protecting the landscape is not too high / is minimal / low	2
AoS - LV - Should ensure that passengers are provided with a good view / of the landscape	2
AoS - LV - Promoting / encouraging air travel would avoid the negative impacts of HS2 on the countryside	3
AoS - LV - Investing in new services with better trains / rolling stock would have less effect on the landscape	1
AoS - LV - Improving / investing in the existing rail network would negate the disruption to the countryside	5
AoS - LV - Upgrading / improving existing rail infrastructure would prevent more damage to the land / landscape	5
AoS - LV - Countryside should be protected / not destroyed / ruined / should use tunnelling / landscaping to limit impact	12
AoS - LV - Should stop the loss of countryside / for a country / island this size / small	4
AoS - LV - Should keep impact on countryside to a minimum	5
AoS - LV - Should address / avoid the impacts on the wider landscape	6
AoS - LV - Should not ruin countryside to help towns grow	2
AoS - LV - Should ensure that the proposed route avoids Areas of Outstanding Natural Beauty (AONB)	3
AoS - LV - The Great Central / Main Line / Line will have less of an impact on the landscape	2
AoS - LV - Reopening the Great Central Mainline would negate the need to destroy the countryside	5
AoS - LV - Effect on the countryside should be taken into account	5

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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AoS - LV - Transport links should be close together and not crossing the countryside	1
AoS - LV - Future generations should inherit a better countryside / landscape	10
AoS - LV - Modern structures for HS2 should blend into the landscape	2
AoS - LV - HS2 should use quality materials to fit in with the local environment like the Ribbleshead Viaduct / St. Pancras Station	1
AoS - LV - The effects on the landscape should be given a higher priority	2
AoS - LV - The chosen line of route should be the one which avoids the countryside	1
AoS - LV - Areas outside Areas of Outstanding Natural Beauty should be protected / conserved	3
AoS - Biodiversity & Wildlife (BW)	359
AoS - Biodiversity & Wildlife - Reasons to Agree	9
AoS - BW - HS2 line and cuttings will provide 'wildlife corridors' which can add to biodiversity and create niche environments for bluebells, cowslips and other rare plants / allow space for animals to travel along	1
AoS - BW - Mention of Living Landscape Strategies is welcomed	1
AoS - BW - Not enough information on designated Local Wildlife Sites	1
AoS - BW - Pleased that AoS aims to ensure no net loss of biodiversity	1
AoS - BW - Positive attitude towards Biodiversity focus in AoS	1
AoS - BW - Proposed route will avoid / not go through well known / major natural areas	2
AoS - BW - It will have minimal impact on the environment	2
AoS - Biodiversity & Wildlife - Reasons to Disagree	304
AoS - BW - The Appraisal of Sustainability does not address impact on community forests	1
AoS - BW - The Appraisal of Sustainability makes statements about ancient woodland / potential impacts / mitigation proposals without supporting evidence / information	1
AoS - BW - The Appraisal of Sustainability underplays the value of ancient woodland	1
AoS - BW - Proposals / plans for complimentary mitigation / planting / habitat creation at points where Phase 2 meets Phase 1 has not been considered	1
AoS - BW - Fences that line HS2 will be a significant barrier to wildlife	1
AoS - BW - Frequency of trains will be higher on existing lines risking more direct strikes	1
AoS - BW - Speed of trains will be higher on existing lines risking more direct strikes	1
AoS - BW - Where the line runs beside existing infrastructure the barrier effect for some species could increase	1
AoS - BW - Will impact wildlife at a landscape scale	1
AoS - BW - AoS does not identify nature conservation as a route-wide issue and so risks overlooking significant cumulative impacts	1
AoS - BW - AoS has overlooked wood-pasture and parkland sites	1
AoS - BW - Appraisal of Sustainability has not taken account / identified all ecological assets / Pooley Fields / Tame Valley / Anker Valley	1
AoS - BW - Appraisal of Sustainability has not taken account of Local Wildlife Sites within the ecological baseline.	2
AoS - BW - Appraisal of Sustainability has only partially assessed Wildlife Trust reserves	1
AoS - BW - Assessment makes no reference to sites designated for county importance by the Natural Environment White Paper	2
AoS - BW - General mitigation has not been considered within the sustainability statement (e.g. planting of hedgerows/ trees)	1
AoS - BW - HS2 is incorrect to say that 'no county Wildlife Trust reserves would be directly affected'	1
AoS - BW - Issue of deer being struck by trains has not been addressed by AoS	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

AoS - BW - The Appraisal of Sustainability uses incomplete ecological data / does not recognise / consider / significance of Local Wildlife Sites / Landscape Strategies / Species population	1
AoS - BW - The Sustainability Statement / Appraisal of Sustainability has not identified all the local conservation areas / in Ashfield that will be affected by HS2.	1
AoS - BW - There may be small ancient woods (less than 2 hectares) which are not yet on the inventories and these would need to be identified	1
AoS - BW - Time lag between habitat removal and replacement has not been taken into account	1
AoS - BW - Total impact of route greater than simple calculation of loss due to potential fragmentation impacts on the habitat community, public access and landscape	1
AoS - BW - Tree planting may not always be safe and efficient for running the railway and tree planting for landscaping purposes is unlikely to compensate for the loss of ecosystem functionality caused by the scheme	1
AoS - BW - Veteran trees are not covered by AoS though their value are clearly stated in National Planning Policy Framework para 118	1
AoS - BW - Proposed route will have a negative impact on birds of prey / Barn Owls	6
AoS - BW - It is not possible to mitigate the damage to ancient woodland / woodland over 400 years old	2
AoS - BW - Should reduce the damage / destruction / harm to the wildlife / wildlife habitats	2
AoS - BW - No adequate justification has been given to justify the damage done to 350 habitats / 67 woodlands / 24 SSIs	1
AoS - BW - Proposed route impacts on vital conservation measures / treaties / commitments and would cause severe bio-depletion and habitat severance along its entire route	1
AoS - BW - Concerns regarding the financial implications of damage done to biodiversity / area of scientific interest / historic landscapes during construction	2
AoS - BW - Concerns regarding extra costs incurred by providing wildlife underpasses to aid recovery of wildlife in the aftermath of building work	1
AoS - BW - Newly planted trees cannot replace ancient woodland	6
AoS - BW - Local ecology / wildlife would be permanently damaged if the proposed route changed / damaged habitats	2
AoS - BW - Impact on SSSI areas / wildlife sites has not been considered in the final cost of the project	4
AoS - BW - The negative impact the proposal will have on nature has been underestimated	3
AoS - BW - Proposed route will have a negative effect / destroy / reduce / cause irreversible damage to nature / biodiversity / ecology / ecological / wildlife habitats	70
AoS - BW - Project will damage / carve up / fragment valuable / unspoilt habitats	9
AoS - BW - The negative impact on / destruction / reduction in natural habitats will have a negative impact on wildlife	12
AoS - BW - The ecological / wildlife damage caused by HS2 will be permanent / irreversible	8
AoS - BW - Wildlife will be damaged by tunnelling	1
AoS - BW - Proposed route will destroy habitat of endangered species	8
AoS - BW - Proposed route will lead to the damage / destruction of conservation areas / areas of environmental significance	9
AoS - BW - HS2 will affect / damage the protection green spaces / conservation areas receive against development	3
AoS - BW - Will damage / affect Sites of Special Scientific Interest (SSSIs)	25
AoS - BW - Will impact / damage / intrude on wildlife / protected wildlife / wildlife parks / wildlife sites	67
AoS - BW - Will affect / destroy / cause irreversible damage to the nature reserves	6

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

AoS - BW - Proposed route will affect local nature areas / parks	2
AoS - BW - Damage to conservation areas will be permanent / irreversible	1
AoS - BW - Wildlife will be damaged by / when new tracks are laid down	2
AoS - BW - Proposed route will go through ancient woodlands / natural habitats	12
AoS - BW - Will cause damage / irreversible damage to woodlands / the various ancient woodlands / national forests	62
AoS - BW - Proposed route will act like a barrier severing / fragmenting / damaging / destroying wildlife sites / habitats	4
AoS - BW - Woods / Green England will be decimated	4
AoS - BW - Will cause irreversible damage to the newly planted national forests	2
AoS - BW - Concerns about the effect the route will have on wildlife	8
AoS - BW - Concerns about the effect the route will have on woodlands / ancient woodland	17
AoS - BW - Concerns regarding nesting sites being lost forever	1
AoS - BW - Impact on woodland / ancient woodland is regrettable / unfortunate	2
AoS - BW - Proposed route goes through 14 / more than 60 woodlands	3
AoS - BW - Concerns about the effect the route will have on natural habitats / nature reserves	5
AoS - BW - City people will not appreciate the loss of animals / insects / plants and trees	3
AoS - BW - Proposed route through woodland is in direct contradiction with Government manifesto promise to increase woodland areas	3
AoS - BW - Trans locating ancient woods to other sites disturbs the ecosystem	1
AoS - BW - Trans locating ancient woods to other sites undoes hundreds of years of natural growth	1
AoS - BW - HS2 will further add to human beings' tampering with the delicate balance of nature	2
AoS - BW - Time saved is not sufficient to justify negative impact on the wildlife / habitats	4
AoS - BW - Faster journey times do not outweigh destruction to conservation areas	3
AoS - BW - Benefits do not outweigh the damage caused to woodlands / ancient woodland	5
AoS - BW - Benefits do not outweigh costs / negative impacts to wild life / habitats	8
AoS - BW - Impact on ancient woodlands has not been considered in the final cost of the project	1
AoS - BW - Proposals will create issues around the effect on wildlife / ecology	3
AoS - BW - Increase in noise pollution will cause wildlife to move to new habitats	1
AoS - BW - Proposed route will pass through SSP's	1
AoS - BW - The loss of ancient woodland will have a harmful / negative effect / will not be sustainable	6
AoS - BW - Concerned about the effects on the wildlife living by the waterways	2
AoS - BW - HS2 will destroy local fauna / flora along the routes	6
AoS - BW - Concern that ecology will not be given priority if costs rise / go up	1
AoS - BW - European Union / EU Directives on biodiversity are being ignored	2
AoS - BW - The Appraisal of Sustainability plays down / underestimates the affect the proposed route will have on ecology / wildlife / habitats	19
AoS - BW - The Appraisal of Sustainability has not considered the effect the proposed line will have on wildlife / ecology	12
AoS - BW - The Appraisal of Sustainability has underestimated the impact on SSSIs	1
AoS - BW - HS2 have consistently underestimated the amount of ancient woodland being affected	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

AoS - BW - Will cause geophysical damage	1
AoS - BW - HS2's definition of an ancient woodland does not include historic woods / copses / individual trees planted in the 17th / 18th / 19th Century	1
AoS - BW - Insufficient information about local biodiversity / wildlife has been gathered / to justify the proposed route	5
AoS - BW - Proposal is taking priority over British wildlife / wildlife is second best	3
AoS - BW - Cannot mitigate against the loss of ancient woodland / new planting will not be ancient woodland	14
AoS - BW - Proposed route's impact on ancient woodlands will leave a legacy of mass destruction for future generations	3
AoS - BW - Proposed route will impact on the world's first nature reserve / a site of global importance	3
AoS - BW - Proposed mitigation / translocation of woodland habitats will not be viable	2
AoS - BW - Proposed mitigation measures would not lead to the protection / retention of local biodiversity / wildlife	1
AoS - BW - Straight lines / tracks will have a negative impact on wildlife	1
AoS - BW - Ancient woodland is an irreplaceable national asset	7
AoS - Biodiversity & Wildlife - Reasons to Neither Agree nor Disagree	14
AoS - BW - The route crosses Yorkshire Wildlife Trust Living Landscapes (see map appended to response)	1
AoS - BW - HS2's direct route through rural areas means incidence of SSSIs and woodlands is higher	1
AoS - BW - 190 hectares/281 woodlands on Phase 2 route, 18 ha ancient woodland, 27 ha accessible woodland, 10.1 on the Public Forest Estate	1
AoS - BW - HS2 has worked closely with Natural England / Environment Agency in selection of routes and designs	1
AoS - BW - Section 9.3.3 of Consultation Document agrees with Forestry Commission's assessment of the potential impact on ancient woodlands	1
AoS - BW - Millions of pounds has been spent replanting local forests	1
AoS - BW - It is inevitable for major infrastructure projects to have a negative impact on wildlife	1
AoS - BW - Damage to ecology / wildlife will be inevitable	5
AoS - BW - Our countryside is home to all kinds of animals / insects / plants and trees	2
AoS - BW - Much effort over hundreds of years has successfully retained ancient woodlands	1
AoS - Biodiversity & Wildlife - Alternative Suggestion	92
AoS - BW - Rotherham's sites of substantive nature conservation should also be considered	1
AoS - BW - Evidence from roads / linear infrastructure should be used to show the effects on wildlife	1
AoS - BW - Landscape-scale impacts need to be more clearly acknowledged and explicitly addressed in the biodiversity strategy	1
AoS - BW - Environmental Statement / Environmental Impact Assessment should contain information on the impact on fisheries	1
AoS - BW - Phase 2 should ensure that ecosystems / biodiversity services / offsetting is incorporated in the planning phase	1
AoS - BW - The project should prevent the spread of non-native invasive species into new habitats.	1
AoS - BW - Environmental Statement should consider how to mitigate / impacts on all ancient woodland / veteran trees	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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AoS - BW - Should provide mitigation / compensatory habitat / planting for impacts on ancient woodland	1
AoS - BW - Ecological affects will need to be minimised/ monitored alongside route	1
AoS - BW - Mitigation should be developed to lessen the affect on habitats in conjunction with English Heritage/National Trust/Councils/ Environment Agency	1
AoS - BW - Should ensure HS2 scheme secures a net gain for nature in line with the Government's own policies and objectives	2
AoS - BW - 'Net gain for nature' should be the objective of mitigation strategies	1
AoS - BW - Biodiversity off-setting / Ecosystems assessments/ Protected species assessments should be included in the Environmental Statement where relevant	1
AoS - BW - create green corridor in immediate side areas to new track to provide additional environmental mitigation	1
AoS - BW - Data on Local Wildlife Sites should be gathered to review the conclusions of the Appraisal of Sustainability	1
AoS - BW - Ecological impact on country parks needs to be assessed	1
AoS - BW - Environmental Statement should consider how to mitigate / impacts on all ancient woodland / veteran trees	1
AoS - BW - Forestry Commission would like to take part in development and implementation of proposals for mitigation where forests and woodlands are affected	1
AoS - BW - Further survey work will be required as the project proceeds to discover / list ancient woodland / trees impacted	1
AoS - BW - Government should work with landowners to 'pre-mitigate' effects by implementing planting schemes early so they have enough time to mature	1
AoS - BW - Green bridges could reduce the risk of deer breaking through fenced-off areas as they try to move through the landscape	1
AoS - BW - HS2 should carry out a tree survey to assist mitigation planting options	2
AoS - BW - Important to get the design, location and management of tree planting and new woodland right to maximise the potential ecosystems services the project derives from woodland	1
AoS - BW - In addition to tree planting for landscaping purposes, further woodland should be created to compensate for the lost woodland area and character	1
AoS - BW - Local wildlife sites should be included in AoS	1
AoS - BW - Mitigation / compensation for loss / degradation of nature conservations / woodlands / habitats should be provided	1
AoS - BW - Multiple benefits from new woodlands can be maximised through careful design, location and consultation	1
AoS - BW - Must be an aim of HS2 Sustainability Policy to ensure the new project results in no net loss of woodland	1
AoS - BW - National Character Area information is now available and should be used in determining route and mitigation	1
AoS - BW - National Forest Company would like to work together with HS2 Ltd to explore solutions to barriers to connecting National Forests	1
AoS - BW - New woodland planted could improve biodiversity / enhance habitats / mitigate carbon emissions / provide accessible woodland and green space / improve wider landscape / aid water management	1
AoS - BW - No clear mitigation / compensation strategy for damage / impact to ancient woodland	1
AoS - BW - No consideration given to preservation of veteran trees / veteran trees need to be recorded as part of survey data collection	2
AoS - BW - Opportunities should be taken to improve local biodiversity over and above just replacing what has been lost	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

AoS - BW - Opportunities should be taken to improve local biodiversity rather than just replacing what has been lost	1
AoS - BW - Replacement of ancient woodland must be as ambitious as possible to counter loss of irreplaceable habitat	1
AoS - BW - Requirements of National Planning Policy Framework on ancient woodland should be fully addressed	1
AoS - BW - Should establish countryside management fund to deliver long-term conservation / biodiversity	1
AoS - BW - Should ensure impacts on notable sites / habitats / features are thoroughly assessed in ecological sites that are not identified in AoS / Tame Valley / Anker Valley	1
AoS - BW - Tree retention should be adopted as a design principle where practicable and a restriction on working space be adopted to avoid loss of trees for Phase 2	1
AoS - BW - When consideration mitigation, an ecosystems approach should be fully incorporated into the scheme	1
AoS - BW - Woodland planting should make reference to the Woodlands for Water project which identifies priority areas for woodland creation to reduce downstream flood risk	1
AoS - BW - Ancient woodland should be given a monetary value and factored into cost of HS2	1
AoS - BW - The section of the Appraisal of Sustainability on Land and Material Resources should state how much nature reserves will be lost compared to industrial land / brownfield sites	1
AoS - BW - Should keep impact on wildlife to a minimum / need to protect migration routes / provide continuity for sites damaged	3
AoS - BW - Damage to wildlife / habitats could be prevented by moving the proposed route alongside existing lines	2
AoS - BW - Additional noise affecting wildlife should be taken into account	2
AoS - BW - Damage affecting the wildlife has not been taken into account	8
AoS - BW - Odours affecting the wildlife should be taken into account	1
AoS - BW - Should keep impact on ancient woodland to a minimum	3
AoS - BW - Should keep impact on Sites of Special Scientific Interest (SSSI's) to a minimum / the sites should be maintained	2
AoS - BW - We should be protecting the British wildlife / fauna / flora that still exists with pride	5
AoS - BW - Should / need to protect / avoid impact to wildlife / wildlife around the waterways	6
AoS - BW - Should / need to avoid impact to / protect ecology	5
AoS - BW - Nature reserves should be protected / not destroyed / ruined / impacted	3
AoS - BW - Conservation areas should not be affected by the proposed route	1
AoS - BW - Route could be changed to protect conservation areas	2
AoS - BW - HS2 need to / should protect endangered plants / wildlife / species	9
AoS - BW - Reopening of the Great Central / Main Line / Line will not have an impact on protected habitats	1
AoS - BW - Reopening of the Great Central / Main Line / Line will not have an impact on the national forests	1
AoS - BW - Should use the land next to the HS2 track for wildlife sanctuaries	1
AoS - BW - Proposed route should not go through / avoid / affect Sites of Special Scientific Interest / nature reserves / habitats / wildlife sites	9
AoS - BW - Proposed route should not go through / avoid / affect / protect ancient woodlands / woodlands	12
AoS - BW - Should / need to carry out a survey / assessment on local biodiversity / wildlife / the impact / degradation of wildlife / ecosystems / habitats	16

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

AoS - BW - Upgrading / improving existing rail infrastructure would prevent more damage to wildlife / ecology / nature	4
AoS - BW - Could tunnel / use sensible landscaping under conservation areas to avoid damage	3
AoS - BW - Should ensure that the impact on Sites of Special Scientific Interest is handled well	1
AoS - BW - Must be seen handling the impacts on Sites of Special Scientific Interest well by the public	1
AoS - BW - Need to consider the impact the proposed line would have on wildlife habitats	4
AoS - BW - Should consider the issues surrounding conservation	3
AoS - BW - Longer / deeper tunnels would help mitigate damage / short term / long term damage / degradation of ecosystems / wildlife habitats	6
AoS - BW - Tree planting of native species could be used as a mitigation measure for the negative impacts of HS2	2
AoS - BW - Should conduct a study into local water channels to gauge the risk of development to wildlife / habitat reduction / degradation	1
AoS - BW - Any tree planting that is proposed for HS2 should take place before the line opens so the trees are mature when the line opens	1
AoS - BW - The chosen line should be the one that prioritises sensitive sites	1
AoS - Cultural Heritage (CH)	126
AoS - Cultural Heritage - Reasons to Agree	4
AoS - CH - Agree with potential heritage impacts outlined in the Sustainability Appraisal	1
AoS - CH - Agree that indirect impacts to the historic environment will be minor	1
AoS - CH - Direct impacts have been limited to Grade II listed buildings / direct impacts on Grade I and Grade II have been avoided	1
AoS - CH - Proposed route will avoid / not go through well known / major heritage sites	3
AoS - Cultural Heritage - Reasons to Disagree	86
AoS - CH - HS2 will make compromised sites more compromised	1
AoS - CH - Disagree with the statement 'The alignment northwards was carefully selected to avoid impacts on the historic parkland and setting of Dunham Massey.'	1
AoS - CH - Incomplete appraisal of impact on undiscovered/ unconfirmed sites	1
AoS - CH - Phase 2 will impact adversely on the conservation of special places	1
AoS - CH - Phase 2 will impact adversely the experience of visitors to Trust properties	1
AoS - CH - Full impact on heritage should be considered	1
AoS - CH - Concerns with regard to the Landscape Townscape and Visual (LTV) Assessment / Built Heritage Technical Report / Historic Landscape Character (HLC)	1
AoS - CH - Mitigation plans does not go far enough / should go further to cover all possible impacts	3
AoS - CH - 92 WWI / WWII burial grounds may be directly or indirectly affected by Phase Two	1
AoS - CH - Buffer zones are too tightly drawn to protect heritage assets	1
AoS - CH - Concern that Sustainability Statement does not mention Scheduled Ancient Monuments	2
AoS - CH - Desecration of graveyards will negatively impact on communities	1
AoS - CH - Impact on heritage assets in Renishaw will be greater than assessments in the As	1
AoS - CH - Indirect impacts on historical settings go beyond visual impacts / have been underestimated	1
AoS - CH - Many churches are at risk along the route (see appendix to 7400000167)	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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AoS - CH - Milepost at SE421344 should be resited in the same location	1
AoS - CH - Proposed route runs parallel to sections of Grim's Ditch / may cause issues related to settings / archaeology / removal of unscheduled sections	1
AoS - CH - Sustainability statement does not adequately assess potential impacts on undesignated archaeological sites	1
AoS - CH - The consideration that impacts to setting are unimportant where heritage assets are below ground / degraded is wrong	1
AoS - CH - The impact of noise on heritage sites has not been considered / noise may impact on the sustainability of heritage sites	1
AoS - CH - The loss of Grade II listed buildings is a major / not a moderate impact	1
AoS - CH - Proposed route will ruin / destroy archaeological sites	2
AoS - CH - Heritage projects provide income / employment at local levels	1
AoS - CH - Concerns proposed route will pass close to / through / heritage sites spoiling them	10
AoS - CH - Route passes several national trust properties	1
AoS - CH - Proposed route will destroy / demolish Grade II listed bridge	2
AoS - CH - Proposed route will impact / destroy / demolish / Grade II / Grade I / listed buildings / old buildings	22
AoS - CH - Local Heritage / areas of historical interest will be affected / damaged / destroyed	18
AoS - CH - Damage / destruction to listed buildings will be permanent / irreversible	3
AoS - CH - The demolition of listed building does not make the proposal cost effective	1
AoS - CH - Benefits of HS2 / faster journey times do not outweigh / justify destruction to listed buildings / cultural heritage	5
AoS - CH - Demolished listed buildings cannot be replaced	2
AoS - CH - HS2 does not recognise the value of the country's heritage / to tourism	12
AoS - CH - The Appraisal of Sustainability does not consider impact on heritage sites / listed buildings	6
AoS - CH - The Appraisal of Sustainability plays down the affect the proposed route will have on heritage sites	7
AoS - CH - Proposals will create issues around the effect on cultural heritage	3
AoS - CH - Proposed line of route should be changed to protect historical / cultural resourced	3
AoS - Cultural Heritage - Reasons to Neither Agree nor Disagree	10
AoS - CH - Listings published by HS2 Ltd contain errors: Nostell Stables, Mansion and Church are shown as Grade II listings, when they are in fact Grade I	1
AoS - CH - Potential for buried archaeological remains is unknown	1
AoS - CH - Where the significance and appreciation of an asset have been compromised in the past it may be possible to enhance the setting by reversing those changes	1
AoS - CH - Photo mock-ups do not show the full visual impact on heritage sites due to favourable aspects / trees shown with leaves on	1
AoS - CH - Clarification is sought on the future of Ovenback Cottage	1
AoS - CH - The Grade II listed milepost at SJ76874413 may be affected by the A525 realignment / more info needed	1
AoS - CH - There are heritage assets located in the buffer zones that have not been included in the AoS	1
AoS - CH - Who will pay for upkeep of churches abandoned by communities forced to relocate by HS2?	1
AoS - CH - The country is rich in history which attracts visitors from all over the world	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

AoS - CH - There is much talk of preserving this country's built heritage	1
AoS - CH - Canals are a vital part of our heritage / a historical asset	3
AoS - CH - The demolition of important buildings in the 1950's / 1960's was an example of councils and others failing to protect our heritage	1
AoS - Cultural Heritage - Alternative Suggestions	43
AoS - CH - Impact on heritage sites should be mitigated	1
AoS - CH - National Trust should have an input on the EIA specifically on archaeological matters	1
AoS - CH - Work to discover archaeological remains should form a part of the EIA	1
AoS - CH - Registered Parks and Gardens should include specific references to National Trust properties	1
AoS - CH - Mitigation should be developed to lessen the affect on listed buildings in conjunction with English Heritage/National Trust/ Councils/Environment Agency	1
AoS - CH - Upgrading / improving existing lines will have less of an impact on cultural heritage	1
AoS - CH - Consideration should be given to non-designated heritage sites	1
AoS - CH - Consideration should be given to non-designated heritage sites in the EIA	1
AoS - CH - Further information / assessment needed on maintenance loop near to' Woodhouse Farmhouse and Bentley Hall Farmhouse to understand potential impacts	1
AoS - CH - Historic designed landscapes contribute enormously to our environment and require greater consideration than demonstrated in HS2 proposal	1
AoS - CH - Historic landscape character should be considered under the Cultural Heritage report and the Landscape, Townscape and Visual report.	2
AoS - CH - HS2 need to consider construction/ noise/ vibration/ traffic/ visual impacts on war graves/ memorials	1
AoS - CH - HS2 offers a unique opportunity for landscape / heritage restoration	1
AoS - CH - More holistic and integrated approach to design required to limit impacts on designated and undesignated historic designed landscapes	1
AoS - CH - Need to consider / review / risks / alternative options / mitigate impact on cultural heritage sites	1
AoS - CH - Noise mitigation measures may increase visual impacts on heritage / conservation areas	1
AoS - CH - The archaeological fieldwork required for HS2 offers a unique opportunity to further our understanding of the past	1
AoS - CH - Where heritage assets are lost it is essential that the sites are recorded / public understanding of what has been lost is increased	1
AoS - CH - Where it is unavoidable that war graves/ memorials will be affected HS2 must identify appropriate alternative sites/ pay for removals	1
AoS - CH - Wherever possible line of route should be altered to avoid war graves/ memorials	1
AoS - CH - Should integrate HS2 with current heritage projects	1
AoS - CH - Money could be better spent improving local heritage / libraries / museums / theatres / arts	1
AoS - CH - Reopening of the Great Central / Main Line / Line will not have an impact on National Trust land	1
AoS - CH - Route could be changed to protect listed buildings	3
AoS - CH - Should start archaeological evaluation as soon as possible to minimise effect on construction time	1
AoS - CH - Extensive archaeological work will need to be carried out on landscape features	3
AoS - CH - Money could be better spent restoring old buildings for public use	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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AoS - CH - Restoring old buildings for public use instead of building HS2 would create long term jobs	1
AoS - CH - Culture / heritage / history should be protected / not be destroyed	12
AoS - CH - Listed buildings should not be affected by the proposed route	2
AoS - CH - Should not impact on / avoid damage to / destroy areas of historic significance interest	3
AoS - CH - Could build tunnel under listed buildings to avoid negative impacts / damage	4
AoS - CH - The use of tunnels / deep bore tunnels would help to mitigate negative impacts on cultural heritage	2
AoS - CH - The use of cuttings would help to mitigate negative impacts on cultural heritage	3
AoS - CH - Any measures to avoid / protect areas of historical interest should also include villages	3
AoS - CH - The use of other mitigating methods would help to mitigate negative impacts on cultural heritage	2
AoS - CH - Should ensure that the impact on archaeological sites is handled well	1
AoS - CH - Must be seen handling the impacts on archaeological sites well by the public	1
AoS - CH - Should try to dismantle and re-site listed buildings	2
AoS - CH - The effects on cultural heritage should be given a higher priority	1
AoS - Noise & Vibration (NV)	242
AoS - Noise & Vibration - Reasons to Agree	2
AoS - NV - Most of the noise will come from the pantograph but mitigation is designed to reduce wheel noise	1
AoS - NV - Rail only produces noise pollution when a train passes	1
AoS - NV - Noise pollution caused by HS2 has been exaggerated by antiHS2 groups / lobby	1
AoS - Noise & Vibration - Reasons to Disagree	216
AoS - NV - Concerns that there will not be sufficient funding for noise mitigation	1
AoS - NV - Disagree with how noticeable impact noise levels have been calculated	1
AoS - NV - Hours of operation will increase period over which noise nuisance will occur	1
AoS - NV - Operational hours reduction has not address areas of low background noise areas	1
AoS - NV - Taking additional sources into account will not lower the number of noise impacts as there is a difference in consistency	1
AoS - NV - Maintenance and engineering noise will disturb residents near the route outside of operating hours	1
AoS - NV - Incomplete noise assessment	1
AoS - NV - Concerns about what noise mitigation measures there will be / need to ensure HS2 develops the highest level of mitigation to reduce noise	4
AoS - NV - Noise nuisance levels / periods during construction need to be reassessed	1
AoS - NV - Noise levels will be outside of World Health Organisation guidelines for noise	2
AoS - NV - Compensation for noise pollution is unfair / noise level at which compensation is applicable is too high	1
AoS - NV - Noise assessment methodology is flawed / inappropriate for rural communities	4
AoS - NV - Para 9.3.6 under-states scale and extent of noise impacts which will affect all residents of Woodthorpe	1
AoS - NV - Sustainability Statement does not cover electrical noise	4
AoS - NV - The Appraisal of Sustainability does not provide enough information on structural effects of vibration	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

AoS - NV - Construction times should be set so that noise does not disrupt surrounding areas / at antisocial hours	1
AoS - NV - It will be hard / impossible to mitigate against noise impacts	1
AoS - NV - Viaducts will lead to an unacceptable level of noise	3
AoS - NV - The Appraisal of Sustainability offers no details for mitigating the noise caused by viaducts	2
AoS - NV - Noise reduction will be impossible given pressures to keep costs low	1
AoS - NV - Vibrations from HS2 will have a negative impact on the environment / landscape	1
AoS - NV - The Appraisal of Sustainability does not address the issues raised around noise / in enough detail	7
AoS - NV - The estimated number of properties that will be significantly affected by noise is incorrect / too low	1
AoS - NV - Concerns about noise impact when the public are passing by foot / waterways under bridges carrying HS2 trains / will be closer than the estimated 95dB at 25 metres	1
AoS - NV - Concerns there is no provision for noise abatement engineering at waterway and other crossings	1
AoS - NV - HS2 documentation addresses noise as a nuisance rather than a health hazard / possible danger to hearing	1
AoS - NV - Waterways and other pedestrian crossings need effective noise control by raising the track bed to give 25 metres 'track to head height distance	1
AoS - NV - Concerns regarding impact of vibration on homes built on stilts	1
AoS - NV - Noise of HS2 for people living nearby will be intolerable	13
AoS - NV - Noise from the line will affect / impact upon / will be an issue for people / communities / rural communities / farmers / farm animals along the route	32
AoS - NV - Area along route already suffers with noise from the M6	2
AoS - NV - Concerns regarding negative impact of noise / vibration during construction of HS2	22
AoS - NV - Concerns regarding negative impact of noise / vibration once HS2 is open	15
AoS - NV - Concerns regarding the amount of noise pollution that will be produced	23
AoS - NV - Tunnelling under people's homes will cause noise pollution / vibrations	1
AoS - NV - Area along route already suffers with noise from motorways / roads	3
AoS - NV - There is already too much noise pollution / vibrations	2
AoS - NV - There will be an increase / considerable increase in noise pollution / vibrations	40
AoS - NV - Wrong that government will not automatically provide measure to mitigate noise in areas of noticeable noise increases	3
AoS - NV - Concerns regarding measures to mitigate noise pollution / noise pollution has not been mitigated	11
AoS - NV - Proposed route will have a negative impact on my house / property through noise pollution	14
AoS - NV - The proposed noise mitigation measures are inadequate	7
AoS - NV - Proposals lack considerations of double boom / tunnel boom / sonic booms from trains entering / exiting a tunnel	5
AoS - NV - Previous experience / history of living with excessive noise / in a noisy area	1
AoS - NV - Noise assessment does not consider impact of noise suffered by trains / freight at night	3
AoS - NV - The Appraisal of Sustainability / assessments have underestimated potential noise impact / based on assumption	19
AoS - NV - Not enough consideration has been given to noise caused by construction / construction traffic	4

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

AoS - NV - Properties that will be adversely affected by noise pollution have not been included on the prepared maps	1
AoS - NV - 8900 homes will suffer from a noticeable noise change of 3 decibels or more	4
AoS - NV - The Appraisal of Sustainability places too much emphasis on reducing noise	1
AoS - NV - Increase in noise pollution has not sufficiently been taken into account	4
AoS - NV - Noise pollution from HS2 will have a negative impact on the environment	8
AoS - NV - Noise pollution from HS2 will have a negative impact on the peace / enjoyment of the area	4
AoS - NV - Noise pollution from HS2 will put tourists off visiting the area	7
AoS - NV - Viaducts will have a negative / unacceptable noise impact	6
AoS - NV - Increase in noise will detract tourists from visiting the area	2
AoS - NV - Tall viaducts will make noise mitigation difficult to deliver	2
AoS - NV - Information on noise impacts has been vague / unclear	5
AoS - Noise & Vibration - Reasons to Neither Agree nor Disagree	5
AoS - NV - Road / tyre noise is a major issue that has a 24 hour impact	1
AoS- NV - Background night time noise levels appear to be 10dB subtracted from the recorded daytime measurement	1
AoS- NV - Background noise levels should include night time levels	1
AoS- NV - Not clear how the ongoing approach to noise control will be assessed	1
AoS - NV - Noise / vibration mitigating screens would not be needed if HS2 did not go ahead	1
AoS - NV - Questions whether noise impact of HS1 were overestimated / underestimated	1
AoS - NV - Questions whether noise estimates for Phase 1 needed to be reassessed	2
AoS - Noise & Vibration - Alternative Suggestions	38
AoS - NV - Actual measured background levels will need to be provided before the impact of HS2 noise at each location can be properly assessed	1
AoS - NV - Other background noise should not be used as tool to limit mitigation of HS2 noise	1
AoS - NV - Use of barriers will need to be carefully assessed	1
AoS- NV - Too comment fully access is required to the Sound Contour Maps	1
AoS - NV - Existing background noise (rail/ road/ flight path) should not be given as reason by HS2 to limit noise mitigation	2
AoS - NV - HS2 Ltd should look carefully at options which reduce noise levels	1
AoS - NV - High speed trains are low-noise / constantly improving their noise levels	1
AoS - NV - Upgrading / modifying existing network would cause less noise pollution	1
AoS - NV - Noise barriers should be at least 5m tall to protect against aerodynamic noise / noise created by pantographs	1
AoS - NV - Waterways and other pedestrian crossings need effective noise control by involving broader width bridges to carry sound deflector panels	1
AoS - NV - Appropriate landscaping / contour bending would help mitigate noise caused by HS2	1
AoS - NV - Detailed baseline surveys should be carried out / 45dB Laeq, 18hr should not be used in the appraisal process	2
AoS - NV - Impacts from noise need to be assessed from the perspective of linear routes/green corridors	1
AoS - NV - Need information such as base-line noise surveys in order to make reasoned conclusions about impacts	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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AoS - NV - Noise mitigation needs to be undertaken for all dwellings not just clustered properties	2
AoS - NV - Outstanding issues with the noise appraisal methodology for Phase 1 should be resolved before appraisal work starts for Phase 2	2
AoS - NV - Should keep noise impacts to a minimum / avoid any additional noise impacts	1
AoS - NV - Require more information on measures taken to reduce noise impact on residents in Ashbrook Farm / Heath Farm	1
AoS - NV - Section 5.6 of AoS should take into account impact of vibration on gas storage facilities to ensure no health and safety risk	1
AoS - NV - Should use embankments / train height bounds / fences to minimise noise impact	4
AoS - NV - Should use tunnels to minimise noise impact	2
AoS - NV - Should plant trees / hedges along the line to absorb noise pollution	2
AoS - NV - Reducing the design speed would lower the possible noise impacts	3
AoS - NV - Speed of HS2 should be limited / to 200 mph / to reduce noise pollution	2
AoS - NV - Proposed route should be routed away from motorways to spread noise pollution	1
AoS - NV - Should ensure that as many noise reduction measures are used as possible	9
AoS - NV - HS2 should avoid expensive construction / lengthy tunnels for noise mitigation	1
AoS - Air Quality / Carbon Emissions (AQ)	178
AoS - Air Quality / Carbon Emissions - Reasons to Agree	17
AoS - AQ - Travelling by modern trains is more environmentally friendly than air travel	1
AoS - AQ - Proposal will move people away from private car use lowering carbon emissions	1
AoS - AQ - Agree that project will be carbon neutral over lifetime of project	1
AoS - AQ - Air quality can be improved by HS2 as shift from car to rail is enhanced	1
AoS - AQ - Agree with methodology proposed to assess net change in carbon emissions	1
AoS - AQ - The carbon issue is well brought into play / considered to avoid harm / nocivity	1
AoS - AQ - HS2 will reduce the carbon emissions of road transport	1
AoS - AQ - CO2 emissions per passenger per km will be lower than existing diesel trains	1
AoS - AQ - CO2 emissions per passenger per km will be lower than cars	1
AoS - AQ - CO2 emissions will be reduced / use of high speed trains will reduce CO2 emissions	6
AoS - AQ - CO2 emissions will be reduced by carrying more passengers on rail	1
AoS - AQ - CO2 emissions per passenger per km will be lower than planes	1
AoS - AQ - HS2 will lower car usage which will lower the use of petrol / diesel	1
AoS - AQ - Reducing CO2 emission is a good thing / desirable	2
AoS - Air Quality / Carbon Emissions - Reasons to Disagree	137
AoS - AQ - Will increase CO2 emissions	2
AoS - AQ - HS2 will not achieve modal switch way from road / air travel / will not reduce air pollution	1
AoS - AQ - Concern about the impact of dust and pollutants on the National Trust properties/collections	1
AoS - AQ - There is a lack of evidence to suggest that HS2 will reduce carbon emissions / be more environmentally friendly than cars / planes / existing rail networks	1
AoS - AQ - Efforts should be made to reduce / minimise emissions from construction / construction traffic and rigorous / effective monitoring measures need to be put in place by the CoCP	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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AoS - AQ - Concerned at lack of reference in consultation document to HS2's predicted carbon neutral performance	1
AoS - AQ - HS2 will not deliver significant emissions reductions because of failure to discourage modal shift due to lack of connectivity	1
AoS - AQ - Disappointing that the Carbon Assessment assumes no significant released capacity on the ECML and MML and only 1 additional freight path per hour on the WCML north of Stafford which freight forecasts show this will be wholly inadequate in meeting demand	1
AoS - AQ - Driving to out of town stations will increase carbon emissions	2
AoS - AQ - Alternative low carbon transport has not been considered	1
AoS - AQ - The EU ETS argument is flawed because it will not reduce the carbon output	1
AoS - AQ - The EU ETS will make carbon more expensive which will make travel more expensive	1
AoS - AQ - Disagree with the Carbon efficiency of HS2 / should be Carbon negative	2
AoS - AQ - Analysis of the carbon cost from the construction phase makes HS2 not carbon neutral	1
AoS - AQ - Low emission cars already produce less CO2 than rail travel / HS2	1
AoS - AQ - The Appraisal of Sustainability does not provide adequate information about CO2 emissions	1
AoS - AQ - The carbon footprint of disposing of / relocating tonnes of excavated materials has not been adequately accounted for	3
AoS - AQ - Reduction in CO2 emission will depend on moving people from domestic air travel to rail travel	2
AoS - AQ - HS2 offers conflicting information about whether the scheme will be good / bad / neutral for carbon emissions	2
AoS - AQ - Pollution / increased emissions / cars using extra fuel due to disruption caused by HS2	3
AoS - AQ - Should be discouraging domestic / international air travel / transport for environmental reasons	3
AoS - AQ - HS2 will pollute the countryside with unhealthy fumes	2
AoS - AQ - Carbon saving projections are overestimated / optimistic / unproven	8
AoS - AQ - Proposals will not result in lower carbon emissions	22
AoS - AQ - Proposals will not result in a reduction a carbon producing transport	3
AoS - AQ - The impact of carbon emissions are unknown / unclear	3
AoS - AQ - Air quality will not improve as a result of HS2	1
AoS - AQ - Travelling the extra miles to HS2 stations will have a negative impact on the environment	2
AoS - AQ - Concerns regarding negative impact of pollution / emissions during construction of HS2	14
AoS - AQ - Concerns regarding negative impact of pollution / emissions once HS2 is open	6
AoS - AQ - Area along route already suffers with pollution from the M1	2
AoS - AQ - Proposal will not be a green development because it will use a lot of fuel	2
AoS - AQ - Will cause an increase in greenhouse gases during construction	6
AoS - AQ - There is already too much air pollution	1
AoS - AQ - Proposal will create pollution / CO2 emissions	11
AoS - AQ - Proposal will lead to an increase in carbon output / carbon footprint / greenhouse gases / carbon emissions	27
AoS - AQ - Trains requiring more power for high speed / along route means more harmful emissions generated for energy required	6

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

AoS - AQ - Concerns about how problems with air quality / emissions / pollutants will be resolved	1
AoS - AQ - The Appraisal of Sustainability does not cover the extra carbon generated by the provision of electricity to HS2 compared to conventional rail	14
AoS - AQ - Low carbon assessment is incorrect / questionable / should be removed	16
AoS - AQ - Pollution from HS2 could become a major health worry	2
AoS - AQ - Slower trains use less / more efficient of energy per passenger / KM the high speed trains	2
AoS - AQ - Construction of the proposed route will have a large carbon footprint / footprint will be too large	8
AoS - AQ - CO2 emissions per passenger km will be higher than efficient cars / hybrid cars	1
AoS - AQ - HS2 will further damage properties inside / outside from dirt / dust	1
AoS - AQ - HS2's use of farm land will lead to an increase in carbon emissions as food will need to be imported	5
AoS - Air Quality / Carbon Emissions Reasons to Neither Agree nor Disagree	10
AoS - AQ - Earlier documents admitted that any contribution HS2 might make to cutting carbon emissions depends upon factors that are outside their control	1
AoS - AQ - Much of the reduction in air travel and CO2 emissions will depend upon the realisation of HS2 Phase 3	1
AoS - AQ - Building of Phase 2 would cause release of around 84,509 t CO2 as a result of loss of habitat and soil disturbance, majority of emissions are associated with the loss of woodland habitat	1
AoS - AQ - If HS2 runs on electricity that is not produced using cleaner fuel sources we should expect carbon emissions to be higher than predicted	1
AoS - AQ - Carbon impact of future generations' travel options is important / vital to the HS2 project	2
AoS - AQ - The fewer people that travel the less amount of pollution will be produced	2
AoS - AQ - To make the most of reducing emissions HS2 will have to be used by the most amounts of people as possible	1
AoS - AQ - Electric trains will not pollute the areas they go through	1
AoS - Air Quality / Carbon Emissions - Alternative Suggestions	28
AoS - AQ - The Maglev could be used for freight which would reduce emissions	1
AoS - AQ - Reducing line speeds from 360/400 km/h to 300/320 km/h would reduce energy co	1
AoS - AQ - Reopening Beeching stations will encourage more people to use the train network / everyone will be walking distance from a station / will reduce car pollution	3
AoS - AQ - Reopening Beeching will increase freight transport to cities / reduction of heavy vehicle pollution	1
AoS - AQ - Codeshares between HS2 and airlines could improve carbon reduction objectives	1
AoS - AQ - HS2 should serve Heathrow Airport to achieve carbon reduction	1
AoS - AQ - Analysis needs to consider that the ETS and carbon market is not currently operating effectively	1
AoS - AQ - Cost and impact on carbon emissions of periodic replacement of track/rolling stock need to be taken into account	4
AoS - AQ - Ensuring that Phase 2 serves locations of high demand density and locations where there is high capacity public transport should be a planning aim this to magnify the carbon emissions benefits	1
AoS - AQ - Investment in urban trees should be considered in order to improve air quality	1
AoS - AQ - Stations must be constructed in city centres as it is estimated they are 7% more carbon efficient than parkway stations in direct terms	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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AoS - AQ -Important to gauge potential carbon impacts on Trafford / what mitigation is required	1
AoS - AQ - measures should be put in place to 'lock in'/maintain improved air quality/carbon emissions reduction	1
AoS - AQ - Environmental Impact Assessment should look at contributions to existing high background levels of air pollutants where there is potential for new air quality management areas to be declared	1
AoS - AQ - HS2 should work with Leeds City Council to mitigate environmental impacts due to council's local knowledge	1
AoS - AQ - Should re-open closed train lines to decrease pollution	1
AoS - AQ - Confining freight to rail will clean up air quality	1
AoS - AQ - Re-opening / encouraging use of existing train lines would reduce fuel consumption	2
AoS - AQ - Should use nuclear / no / low carbon electrical sources to generate electricity for HS2	1
AoS - AQ - Spending / investing in ITC / high speed internet links would reduce emissions	2
AoS - AQ - Money would be better spent on clean / zero emission transport / such as the Manchester Metro	2
AoS - AQ - Encouraging more people to work from home / online meetings would help reduce the country's carbon footprint / greener / sustainable future	3
AoS - AQ - All stations along the proposed route should be powered by solar panels to reduce green house gases	1
AoS - Water Resources & Flood Risks (WF)	87
AoS - Water Resources & Flood Risks - Reasons to Agree	1
AoS - WF - HS2 assessment of water related environment issues has been at a high level	1
AoS - Water Resources & Flood Risks - Reasons to Disagree	53
AoS - WF - There will be a risk to the water supply at Colne Valley	1
AoS - WF - Concerned about the impact / implementation of viaducts in flood risk zones / watercourses	1
AoS - WF - Large scale issues have only been looked at superficially	1
AoS - WF - The Appraisal of Sustainability does not address the issues raised around flood plains / adequately address	4
AoS - WF - Will damage water courses / aquifers	3
AoS - WF - Concerned about the pollution of water ways / rivers / canals	6
AoS - WF - Concerned about the risks / increased risks / chances of flooding / properties flooding	24
AoS - WF - Flood risks have not been considered in the final cost of the project	1
AoS - WF - Proposals will create issues around the effect on water resources	1
AoS - WF - Concerns regarding lakes being lost forever	1
AoS - WF - Proposed route will pass through areas that are prone to flooding and should be avoided	2
AoS - WF - Proposed route / station will be built on areas prone to flooding / flood plains	9
AoS - WF - Cut and cover tunnels / tunnels / cuttings will affect the water table / natural water supply / water course	2
AoS - WF - Concerns that drinking water will be affected during construction	2
AoS - WF - Government are unable to sustain / manage flood plans because rivers are not dredged properly so will not be able to sustain HS2	1
AoS - WF - Insufficient information about watercourses has been gathered to justify the proposed route	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

AoS - WF - The Appraisal of Sustainability has not spent sufficient time researching hydrology	4
AoS - Water Resources & Flood Risks - Reasons to Neither Agree nor Disagree	3
AoS - WF - More information/advice needed on protection of boreholes	1
AoS - WF - Local issues have yet to be identified fully	1
AoS - WF - The project has not considered the impact on boreholes	1
AoS - Water Resources & Flood Risks - Alternative Suggestions	40
AoS - WF - All bridges / viaducts (incl. temporary structures) should be subject to Flood Defence Consent	2
AoS - WF - Flood risks need to be mitigated on site and in upland catchment areas, by taking out straightened water courses, retention peat bogs, planting trees.	1
AoS - WF - Need to assess impact on watercourses	1
AoS - WF - Sustainable drainage systems should be incorporated and funded/maintained by the operator	2
AoS - WF - Linking the project to flood risk management schemes could provide additional benefit to local communities	1
AoS - WF - Need to assess impact on smaller watercourses / track bed run-off	1
AoS - WF - River diversions should be only considered when all other options have been rejected	1
AoS - WF - The route should achieve Water Framework Directive targets / have a WFD assessment	1
AoS - WF - To ensure surface water flooding is managed above sustainable drainage to be utilise/ balancing ponds location fully considered	1
AoS - WF - Water assessment should be considered a very initial review	1
AoS - WF - Culverts should follow good practice / minimise impacts on the water environment	1
AoS - WF - Need to guard against drainage of flooding issues due to change in road level	1
AoS - WF - Should protect / avoid water courses which provide life to local wildlife	3
AoS - WF - Need to consider / review / risks / alternative options / mitigate impact on flood plains	1
AoS - WF - Money could be better spent on improving water infrastructure	1
AoS - WF - Money could be better spent on improving flood defences / flood prevention / including those needed for London	12
AoS - WF - Money could be better spent on a National Water Grid / mechanism to transport water around the country to alleviate regional shortages	1
AoS - WF - Flood risks need to be considered / addressed / Flood Risk Assessment (FRA) undertaken	10
AoS - WF - Should / need to protect against pollution of the waterways	2
AoS - WF - Should conduct a detailed study into patterns of water movement	4
AoS - WF - Need to assess the disruption to the water table / local water channels	3
AoS - WF - Need to assess the affect a lack of mains drainage will have	2
AoS - WF - Should consider the effect of drainage on areas with poor drainage / need an efficient sustainable drainage system	3
AoS - WF - Water resources should be investigated to utilise / reduce water at stations	1
AoS - Environment (Env)	432
AoS - Environment - Reasons to Agree	20
AoS - Env - High speed trains are energy efficient / constantly improving their energy efficiency	1
AoS - Env - New lines should protect the local environment	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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AoS - Env - Support plans to subject further refinements to sustainability appraisal	1
AoS - Env - Some damage to the environment is inevitable as HS2 is unable to turn / alter route to avoid harm to natural habitats / communities	1
AoS - Env - Compared to other transport methods / roads / rail will have a smaller impact on the environment	5
AoS - Env - Rail travel is environmentally friendly / should be used more frequently	1
AoS - Env - The benefits of HS2 outweigh the negative impact on the environment	3
AoS - Env - Confining freight to the existing rail network will reduce environmental impact	1
AoS - Env - HS2 will have large environmental benefits	3
AoS - Env - Project has been carried out to ensure minimal damage to the environment	1
AoS - Env - HS2 will be environmentally friendly for people travelling to the airport	1
AoS - Env - The use of electric trains will mean that environmental impacts are minimal	1
AoS - Env - Environmental impacts will be low / minimal if project is planned cleverly	1
AoS - Env - Route is the best option that would have the least environmental impact / only option from an environmental perspective	2
AoS - Env - Existing rail network is not environmentally sound	1
AoS - Environment - Reasons to Disagree	335
AoS - Env - Sustainability should not be the easiest / cheapest option which would damage the local environment	1
AoS - Env - Questions whether HS2 satisfy environmental concerns	3
AoS - Env - The Appraisal of Sustainability shows that the Eastern and Western leg do not have the same environmental impact	1
AoS - Env - HS2 is less environmentally friendly than conventional rail	1
AoS - Env - Assessment provided provides little information on the possible impacts to natural environment	1
AoS - Env - Concerned that impact on environment and communities lost in excitement of developing infrastructure	1
AoS - Env - Has been no detailed environmental impact for Phase two or Yorkshire section	1
AoS - Env - Proposals in breach of legal requirement to develop solutions with minimised environmental impact	1
AoS - Env - The Appraisal of Sustainability does not consider / contain information on the environmental impact of development of new HS2 stations	1
AoS - Env - There is a priority imbalance / economic reasons are given a higher priority over environmental reasons	1
AoS - Env - Work on environmental impact has not been made available to residents	1
AoS - Env - Building a new line will be a cheaper / easier option but will come at the expense of the environment	1
AoS - Env - Impact on the environment will be irreplaceable / irreversible / take generations to undo	28
AoS - Env - Proposals will have a negative / damaging / disastrous effect on the environment	153
AoS - Env - Damage to the environment in Yorkshire has not been appreciated	1
AoS - Env - Environmental benefits of HS2 will be negated by need to travel to the station	1
AoS - Env - Travel / transport around the country hugely impacts on environment	2
AoS - Env - Proposal will be intrusive to the environment	4
AoS - Env - The negative impact on the environment should outweigh the political demand for the project	1
AoS - Env - Benefits / economic benefits / cost reductions do not outweigh negative impacts / disruption to the environment	42

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

AoS - Env - Construction will disrupt / damage the local environment	13
AoS - Env - Environmental damage cannot be justified	6
AoS - Env - The proposal does not take the impact on the environment into account	9
AoS - Env - HS2 will not address the environmental costs	3
AoS - Env - The Appraisal of Sustainability does not consider / ignores / makes little effort to detail the impact on the environment	12
AoS - Env - The Appraisal of Sustainability ignores the impact on the environment	1
AoS - Env - Increasing train speeds / faster trains would be a step backwards in environmental terms / could damage the environment	3
AoS - Env - Capacity will be freed up at the expense of the environment	2
AoS - Env - Will not be sustainable because of the negative affect it will have on the environment	2
AoS - Env - Lack of an Environmental Impact Assessment / geographical assessment means that damage to the environment has not been taken into account	11
AoS - Env - Findings of an Environmental Impact Statement will only minimise not avoid environmental damage	2
AoS - Env - Concerns regarding the impact of HS2 on environment / local environment / loss of fields and trees that sustain human existence	8
AoS - Env - Proposal / proposed route will not be environmentally sustainable	8
AoS - Env - HS2 will not bring the predicted environmental benefits	4
AoS - Env - Negative impact on the environment will be massive / immense / huge / on a large scale	11
AoS - Env - Negative impacts on the environment are unnecessary	1
AoS - Env - Alternative proposals do not take the impact on the environment into account	1
AoS - Env - Government / HS2 has ignored / disregarded environmental protection issues	6
AoS - Env - Concern that the environment will not be given priority if costs rise / go up	1
AoS - Env - Lack of stations along the route will affect the environment because extra capacity will not be utilised	3
AoS - Env - No valid / proven environmental case / evidence	10
AoS - Env - Benefits do not justify the destruction of the environment	18
AoS - Env - No valid environmental evidence for this project	6
AoS - Env - Time saved is not sufficient to justify damage to the environment	7
AoS - Env - Density of British population means the effect on local environments will be greater than other projects abroad	2
AoS - Env - The true cost / impacts to the environment have not been fully added up	2
AoS - Env - The Green Party are opposed to HS2	1
AoS - Env - Speed is never green / slower speeds will be better for the environment	8
AoS - Env - The Appraisal of Sustainability has not spent sufficient time researching the environment	3
AoS - Env - The Appraisal of Sustainability has not spent sufficient time researching local geology	1
AoS - Environment - Reasons to Neither Agree nor Disagree	2
AoS - Env - We await a detailed Environmental Impact Assessment / will review an EIA	1
AoS - Env - Phase 2 will have lesser impact on nationally designated assets/ Sites of Special Scientific Interest/ Areas of Outstanding Natural Beauty than Phase 1	1
AoS - Environment - Alternative Suggestions	108
AoS - Env - Should do more to mitigate environmental impacts for phase 2	1
AoS - Env - Slower line speeds will limit environmental impact	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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AoS - Env - Money could be better spent on more environmentally friendly transport	3
AoS - Env - Should give more attention to the environmental benefits of well-linked inter-city and urban transit increasing shifts away from car and diesel use rather than concentrating on local environmental impacts	2
AoS - Env - Effectiveness of environmental impact controls in the Code of Construction Practice should be measured/reviewed during construction	2
AoS - Env - Mitigation could be provided through a voluntarily agreed commercial bio-diversity offset on privately owned land	1
AoS - Env - Environmental Statement (ES) needs to consult relevant geological data / work in partnership with local projects to improve environment /biodiversity	1
AoS - Env - Re-opening / upgrading the Great Central Line will have less environmental impact than HS2	3
AoS - Env - a slower speed would allow greater sensitivity to what is on the ground and overall environmental impact	1
AoS - Env - Should re-open closed train lines to have less environmental impact	3
AoS - Env - The chosen line of route should be the one that affects the environment least	4
AoS - Env - Mitigating disruption to people's lives should take priority over mitigating impacts to the environment	1
AoS - Env - Should keep impact on the environment to a minimum / should be strictly managed / should refine environmental mitigation measures	10
AoS - Env - Should keep impact to natural resources to a minimum / should be strictly managed	4
AoS - Env - Should use recycled fuel to run HS2	1
AoS - Env - Recycled fuel should be made by aerobic digestion plants	1
AoS - Env - Should consider the wider impact caused by destroying the environment will have	3
AoS - Env - Spending / investing in ITC / high speed internet links would benefit the environment	5
AoS - Env - Issues around sustainability should be handled by experts to ensure limited impact on the environment	1
AoS - Env - Alternative suggestions will be less destructive to the environment	7
AoS - Env - Proposed route will have a negative impact unless it is built underground	3
AoS - Env - Re-opening / upgrading the Great Central Line will have less environmental impact than HS2 even with a Birmingham branch	2
AoS - Env - Re-opening / upgrading the Great Central Line will have less environmental impact than HS2 / even with a Manchester branch	3
AoS - Env - Route should go to Leeds only / not Manchester to cause less damage to the environment	1
AoS - Env - Should build better power facilities for green transport	1
AoS - Env - The use of tunnels would help to mitigate negative impacts on the environment	6
AoS - Env - The use of cuttings would help to mitigate negative impacts on the environment	4
AoS - Env - The use of other mitigating methods would help to mitigate negative impacts on the environment	1
AoS - Env - Future generations should inherit a better environment	5
AoS - Env - Making the proposed stations through stations would result in less carbon / less pollution	1
AoS - Env - Upgrading / improving existing infrastructure would prevent more damage to the environment / would have less environmental impact	19
AoS - Env - Should conduct a survey to assess the impact on the environment / natural world	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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AoS - Env - Public should be given assurances that if the environmental impact is too high the route will be changed	1
AoS - Env - Following existing North / South lines with new spurs for local stations will protect the environment	1
AoS - Env - Upgrading / improving existing services in the North / Midlands / from London to the East would prevent damage to / improve the environment	3
AoS - Env - The Environmental Impact Assessment needs to be thorough / based on investigations / tests / empirical evidence	5
AoS - Env - The environment should be protected / not destroyed	5
AoS - Env - Contingency plans should be carried out addressing environmental issues rather than showing cost reductions	1
AoS - Safety (Saf)	23
AoS - Safety - Reasons to Disagree	19
AoS - Saf - The Appraisal of Sustainability does not take sufficient account of disaster management / access for emergency vehicles	1
AoS - Saf - Inclusion of classic compatible trains will increase likelihood of accidents	1
AoS - Saf - Frequency of trains / one every ten minutes will mean many trains will be affected by crashes	1
AoS - Saf - Proposed route will be unsafe / safety must not be compromised	2
AoS - Saf - Driving further to an HS2 station increases risk from road travel / accidents	1
AoS - Saf - Have not considered how to protect the line / communities near the line from terrorist attack / security threats	3
AoS - Saf - Concerned that line will be a target for vandals / terrorists leaving items on the line which the train will not be able to stop for	4
AoS - Saf - High speed rail is unsafe as shown by Spanish rail crash	3
AoS - Saf - High speeds are dangerous	2
AoS - Saf - Increasing train speeds will lead to greater danger	1
AoS - Saf - Concerns about how the new line will stop wildlife / trees / debris from straying onto the track and being hit by a train	1
AoS - Saf - Not enough consideration has been given to safety issues around construction traffic	1
AoS - Saf - Increasing speed above the average 100mph could have a negative impact on safety	2
AoS - Safety - Alternative Suggestions	5
AoS - Saf - AoS should take into account impact of ignition sources on gas storage facilities to ensure no health and safety risk	1
AoS - Saf - Assertion from HS2 that safety should be perceived as a balancing of different transport modes is not credible	1
AoS - Saf - Should improve / enhance safety on existing rail services / network to allow more trains to run at faster speed	2
AoS - Saf - Should improve / enhance safety on existing rail services / network	1
AoS - Material Resource Use (MR)	77
AoS - Material Resource Use - Reasons to Disagree	60
AoS - MR - No information on who will provide construction material for HS2	1
AoS - MR - The extra quarrying needed to supply construction materials will cause environmental damage	1
AoS - MR - Concrete is not suitable aesthetically for the North West	1
AoS - MR - Proposed route crosses no mineral safeguarding areas	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

AoS - MR - High speeds large energy / material use means it will not be sustainable	3
AoS - MR - Faster train speeds will means more energy will be needed	7
AoS - MR - High speed trains would consume a high amount of energy / fuel	23
AoS - MR - A large amount energy will be needed to build the infrastructure	2
AoS - MR - A large amount of resources will be needed to build the infrastructure	3
AoS - MR - High speed trains' high energy consumption means it is not sustainable over the medium term	4
AoS - MR - HS2 will use up vital / unsustainable resources / cement / metal	4
AoS - MR - Will need a large amount of concrete	4
AoS - MR - Proposals will create issues around the effect on material resources	4
AoS - MR - HS2 have not declared what materials they will need / use for constructing HS2	1
AoS - MR - Information on construction material depots / storage and its impacts on communities has not been published	5
AoS - MR - Material resources estimated for the proposed route are inaccurate	5
AoS - Material Resource Use - Reasons to Neither Agree nor Disagree	6
AoS - MR - No information has been released on how electricity for HS2 will be sourced	2
AoS - MR - Amount of energy needed to run HS2 is not supported by current / planned energy infrastructure	4
AoS- Material Resources Use - Alternative Suggestions	19
AoS - MR - Investment should be in reducing energy consumption	2
AoS - MR - Specification of sustainable timber may make a significant contribution to reducing the embedded carbon of the project	1
AoS - MR- Fencing materials used should be sustainable and low maintenance	1
AoS -MR - Minerals should be used sparingly, with mineral owner compensated accordingly	1
AoS - MR - Construction materials should be sustainably transported	1
AoS - MR - Phase 2 should have a Code for Construction Practice / approach statements for materials re-use / environmental topics	1
AoS - MR - Construction materials should come from UK sources	2
AoS - MR - All materials used for construction should be locally sourced	3
AoS - MR - Money produced from minerals / natural resources produced alongside HS2 should be given to local communities	1
AoS - MR - Speed of HS2 should be limited to 175/200 mph to save energy	3
AoS - MR - Should maximise the use of recycled materials / secondary aggregates such as ash	2
AoS - MR - Need to ensure that there is enough power generation capacity before HS2 goes ahead / in case energy production falls	4
AoS - Excavated Material and Waste Production (EW)	23
AoS - Excavated Material and Waste Production Reasons to Agree	1
AoS - Ew - Support re-use of excavated waste for embankments/ landscaping	1
AoS - Excavated Material and Waste Production Reasons to Disagree	16
AoS - Ew - Concerns regarding negative impact from excavations during construction of HS2	6
AoS - Ew - Information on landfill sites / their impact on communities has not been published	4
AoS - Ew - Concerns over how excess soil / excavated material will be disposed of / transported during the construction phase	5
AoS - Ew - Removing spoil will put pressure on the sustainability of the existing road network	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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AoS - Excavated Material and Waste Production - Alternative Suggestions	7
AoS - Ew - Good quality soil should be used it to improve the quality of poorer quality agricultural land.	1
AoS - Ew - Spoil should be used to restore quarries in Staffordshire	1
AoS - Ew - The impact on the countryside of opening up new mines/ quarries to supply materials should be covered	4
AoS - Ew - The project should follow the risk management framework provided in the Contaminated Land Report 11 / Pollution prevention Guidance Notes	1
AoS - Ability of HS2 to resist / adapt to climate change (CC)	57
AoS - Ability of HS2 to resist / adapt to climate change - Reasons to Agree	3
AoS - CC - Increased capacity for freight services on existing lines will allow freight services to be electrically hauled / low carbon long distance	1
AoS - CC - Support / agree with HS2 Sustainability policy with respect to climate change	1
AoS - CC - HS2 will be an effective way preventing climate change if it is able to transfer traffic from the roads to the rail	2
AoS - Ability of HS2 to resist / adapt to climate change - Reasons to Disagree	44
AoS - CC - HS2 will have a negative impact on climate change	9
AoS - CC - HS2 doesn't appear to fully understand issues surrounding climate change	1
AoS - CC - Destruction of dairy farmland will increase food imports / restrict nation's ability to reduce carbon emissions	1
AoS - CC - Proposal will not lead to a reduction in fossil fuel use	4
AoS - CC - Proposals will create issues around climate change	4
AoS - CC - Environmental assessment does not include an overall carbon reduction strategy	2
AoS - CC - Threat of climate change is not given sufficient consideration	2
AoS - CC - Encouraging people to travel longer distances will increase their carbon footprint	2
AoS - CC - Encouraging people to travel to a station will increase their carbon footprint	2
AoS - CC - It will take at least 100 years for new trees to absorb the carbon lost through chopping down old trees	1
AoS - CC - HS2 should not be built if it cannot guarantee that carbon emissions will be cut	1
AoS - CC - Questions how the carbon footprint of construction will be measured	2
AoS - CC - HS2 could take 70 years to be carbon neutral	2
AoS - CC - HS2 will not be / is not carbon friendly / neutral	11
AoS - CC - Concerns about where the power for HS2 is coming from	6
AoS - CC - Carbon efficiency of high speed rail / HS2 contradicts the negative impacts caused by HS2	1
AoS - CC - Carbon efficiency of the proposed route is unclear	4
AoS - CC - The notion of manmade / anthropogenic climate change is a bad idea / based on poor science	1
AoS - Ability of HS2 to resist / adapt to climate change - Reasons to Neither Agree nor Disagree	3
AoS - CC - HS2 will only be carbon neutral if it takes passengers off planes / cars	2
AoS - CC - HS2 will only be carbon neutral if the electricity it uses is generated from low carbon sources	2
AoS - CC - Questions whether high speed trains are more eco-friendly than conventional trains	1
AoS - Ability of HS2 to resist / adapt to climate change - Alternative Suggestion	13

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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AoS - CC - Climate change is not supported by evidence so should not be included in the Appraisal of Sustainability	1
AoS - CC - Need to consider that consideration of flood risks based on historical climate data may no longer be appropriate, and should take account of the impact of climate change	1
AoS - CC - New lines should tackle climate change and minimise energy needs	1
AoS - CC - Scheme should be able to respond flexibly to changing trends on climate resilience	4
AoS - CC - Producing goods locally for local use would cut down the amount of fuel that is used	1
AoS - CC - Producing goods locally for local use would cut down CO2 levels	1
AoS - CC - Should take the carbon footprint of building HS2 into account	2
AoS - CC - Should take the carbon footprint created by more people travelling greater distances into account	1
AoS - CC - Should re-examine the carbon issues / against green credentials before HS2 is given the go-ahead	2
AoS - CC - Upgrading / improving existing lines would have a much lower carbon footprint	1
AoS - Sustainability (Sus)	187
AoS - Sustainability - Reasons to Agree	13
AoS - Sus - Positives outweigh the negatives	2
AoS - Sus - Rail travel is a way to create a more sustainable society	1
AoS - Sus - HS2 will be a more sustainable option than altering / improving existing rail / road / air / travel infrastructure	1
AoS - Sus - Connecting the North to Europe via HS1 will make it more sustainable	3
AoS - Sus - Rail is the most sustainable form of transport / more sustainable than cars / airplanes	3
AoS - Sus - Proposal will help form a long term sustainable transport system / infrastructure	4
AoS - Sus - HS2 will encourage people to use unsustainable transport such as cars / airplanes less	1
AoS - Sustainability - Reasons to Disagree	127
AoS - Sus - Government are unable to sustain anything to a high standard so will not be able to sustain HS2	1
AoS - Sus - Page 87 of volume 1 of the Appraisal of Sustainability shows the proximity of the line to Toton but not to Blackburn	1
AoS - Sus - Benefits outlined in the Appraisal of Sustainability will be wiped out by rising costs / running over time	1
AoS - Sus - AoS Executive summary para xxxi understates scale of noise / visual impacts to Woodthorpe residents	1
AoS - Sus - The AoS does not fully cover the affects of HS2 on food, farming and Land Owners	1
AoS - Sus - Building a new line instead of improving an existing one cannot be considered as sustainable	1
AoS - Sus - It would be more sustainable to have a terminus in Leeds that connects to improved East / West services	1
AoS - Sus - Project will not be sustainable if compensation is given to all those truly affected by HS2	1
AoS - Sus - Without a cost - benefit analysis sustainability can only be a guess	1
AoS - Sus - Expensive ticket prices will undermine sustainability	1
AoS - Sus - Appraisal of Sustainability has not considered the negative impacts that will occur to Golborne	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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AoS - Sus - Does not contain the cost benefit analysis comparing cost of delivery against the benefits of time saved	1
AoS - Sus - Do not accept that HS2 is sustainable development at national level	1
AoS - Sus - Earlier official assessments cast doubt on sustainable credentials of HS2 which current consultation documents do not dispel	1
AoS - Sus - Principle of sustainable development is supported	1
AoS - Sus - Sustainability Statement does not explain why viable and cheaper option of up-grading classic line has been abandoned	1
AoS - Sus - Sustainability Statement does not provide transparency / evidence of objectivity	1
AoS - Sus - Powering public transport / trains / buses / coaches with sustainable energy would make the transport system more sustainable	2
AoS - Sus - No options / proposals will be sustainable if government continues to focus on growth	2
AoS - Sus - Social / environmental issues are fundamental to sustainability	2
AoS - Sus - Train travel is unsustainable due to high / increasing fares	2
AoS - Sus - Sustainability will be good / higher in ten years	1
AoS - Sus - Initially sustainability will be low / medium	1
AoS - Sus - Spending money on building new infrastructure will not create sustainability	3
AoS - Sus - No evidence that proposed route will bring any sustainable benefits / long term sustainable benefits	2
AoS - Sus - The Green party's opposition to HS2 shows that HS2 is not sustainable	1
AoS - Sus - Sustainability proposals will not work / will fail	1
AoS - Sus - Sustainability is covering up the pushing through of HS2	1
AoS - Sus - HS2 will not be sustainable by the time it is completed / in twenty year's time	2
AoS - Sus - Evidence does not support sustainability case	3
AoS - Sus - The sustainability case for HS2 is unconvincing / inappropriate / incorrect / weak	25
AoS - Sus - HS2 is based on unsustainable principles / HS2 is not sustainable	12
AoS - Sus - Arguments about sustainability do not justify the HS2 project	2
AoS - Sus - HS2 will reduce / not improve sustainability / sustainability in the East Midlands	3
AoS - Sus - Economics / changes to the budget may affect the ability to deliver promises about sustainability	1
AoS - Sus - Vested interests may affect the ability to deliver promises about sustainability	1
AoS - Sus - Changes in government policy may affect the ability to deliver promises about sustainability	1
AoS - Sus - Concerned that proposal will be unsustainable in current economic climate	4
AoS - Sus - Concerns prohibitive fares to cover excessive spend will stifle sustainability	2
AoS - Sus - Existing French high speed lines / TGV is not sustainable	3
AoS - Sus - Sustainability is not a reason to build HS2 in the North West	1
AoS - Sus - Proposal will not be sustainable because current services only run at 55% capacity at peak times	2
AoS - Sus - HS2 is not needed for the rail network to be sustainable	1
AoS - Sus - Sustainability is not an issue because HS2 should not be implemented	1
AoS - Sus - HS2 will only be sustainable after existing transport / more convenient forms of existing transport are closed / shut down / destroyed	2
AoS - Sus - HS2 will only be sustainable after existing industry / commerce are closed / shut down / destroyed	1
AoS - Sus - HS2 will only be sustainable after existing communities are destroyed	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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AoS - Sus - Impossible to tell if project will be sustainable when final costs have not been decided	1
AoS - Sus - Government have reduced the meaning of sustainability to a catch-phrase	2
AoS - Sus - Will not be sustainable because few people will use it / no demand	13
AoS - Sus - HS2 / proposals / proposed routes will not be sustainable	8
AoS - Sus - Hs2 will only be sustainable if the train goes to main cities and does not stop at new stations such as Wigan / Leigh	1
AoS - Sus - Increases in costs will make sustainability totally meaningless	1
AoS - Sus - The Appraisal of Sustainability does not consider sustainability fully	2
AoS - Sus - High Speed services and conventional services operating side by side is unsustainable	1
AoS - Sus - Proposed route will take away the sustainability of the regions and give it to larger cities	1
AoS - Sus - Sustainability will be difficult to maintain because HS2 will be outdated	1
AoS - Sus - Does not know what will be sustainable	1
AoS - Sus - The true costs of sustainability have not yet been confirmed / fully added up / fully realised	1
AoS - Sus - Activities outlined in the Appraisal of Sustainability are not needed / required / will not increase / support sustainability	2
AoS - Sus - Comments about passenger demand should be at the forefront of sustainability	3
AoS - Sus - Comments on cost should be at the forefront of sustainability	1
AoS - Sus - Comments about the ease of construction should be at the forefront of sustainability	1
AoS - Sus - Comments about journey times / speed should be at the forefront of sustainability	1
AoS - Sus - Concerns regarding the sustainability of powering HS2 in an energy poor UK	2
AoS - Sus - HS2 will be more destructive than sustainable	1
AoS - Sus - HS2 is not sustainable if people have to travel to find HS2 stations to use the services	1
AoS - Sus - Government does not understand the concept of sustainability	2
AoS - Sus - Sustainability is a concept that has been made up / plucked out of the air	2
AoS - Sus - Government are using sustainability to justify impacts of HS2 / construction work	1
AoS - Sustainability - Reasons to Neither Agree nor Disagree	34
AoS - Sus - sustainability will increased if HS2 captures traffic from domestic air routes	1
AoS - Sus - Sustainability will depend on moving people from domestic air travel to rail travel	2
AoS - Sus - There will not be enough time for Environmental Impact Assessment to be a thorough process	1
AoS - Sus - "Sustainable" is a flexible / difficult concept / do not understand concept	3
AoS - Sus - Damage caused by the proposed route means it is unsustainable	1
AoS - Sus - Sustainability will increase over time	1
AoS - Sus - Respondent's / alternative proposal would be more sustainable	2
AoS - Sus - The Environmental Impact Assessment (EIA) will determine if route is sustainable	2
AoS - Sus - Sustainability is not interesting / does not interest me	1
AoS - Sus - Concerned about the effect of cost cutting on sustainability	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

AoS - Sus - HS2 will only be sustainable if it is affordable for people to use	3
AoS - Sus - HS2 would be sustainable if the West Coast Main Line did not exist	1
AoS - Sus - HS2 should not have to justify sustainability to win over opponents	1
AoS - Sus - No project will be fully sustainable	1
AoS - Sus - The key to sustainability will be how many cars HS2 will take off the road	1
AoS - Sus - The key to sustainability will be how many cars the extra capacity on existing routes will take off the road	1
AoS - Sus - Electric trains are the most sustainable method of travel	2
AoS - Sus - The Appraisal of Sustainability can only be judged by studies / consultations on limiting impacts once the line is approved	1
AoS - Sus - Sustainability requires a compromise between environmental / social equality / economic demands	1
AoS - Sus - Total cost of compensation is an indicator of sustainability	2
AoS - Sus - Sustainability will depend on detailed practical application / appropriate compromise	1
AoS - Sus - Cannot comment on sustainability without knowing what materials will be used	2
AoS - Sus - Cannot comment on sustainability without knowing how problems will be designed out whilst safety / terrain are still considered	1
AoS - Sus - Sustainability is a huge / large subject matter	3
AoS - Sustainability - Alternative Suggestions	24
AoS - Sus - Alternative suggestion will not be sustainable	5
AoS - Sus - The Appraisal of Sustainability should include independent expert analysis on sustainability	1
AoS - Sus - A solution will have to be found for the environmental damage of freight movement or the sustainable benefits of HS2 will be meaningless	1
AoS - Sus - Much more detailed analysis of sustainability issues will be required as the route is developed	1
AoS - Sus - Package of guaranteed benefits for householders overlooking / impacted by proposed route would transform AoS into a true guarantor of the social dimension of sustainable development	1
AoS - Sus - Sustainability should be reviewed by an independent organisation	1
AoS - Sus - A more sustainable society should be created	1
AoS - Sus - Solar panels should be installed to generate as much sustainable energy as possible	2
AoS - Sus - HS2 will be sustainable if the UK's electricity is / continues to be de-carbonised	1
AoS - Sus - Investing in alternative power sources / wave turbines will be more sustainable than HS2	1
AoS - Sus - Building the line from the North towards the South would be more sustainable	1
AoS - Sus - Should invest in sustainable cars	1
AoS - Sus - Sustainability is only possible by reducing the use of fossil fuels	1
AoS - Sus - The debate around environmental sustainability needs to be widened	1
AoS - Sus - The debate around economic sustainability needs to be widened	1
AoS - Sus - A field survey needs to be carried out to prove sustainability	1
AoS - Sus - Introducing double decker trains on the existing network would be more sustainable	2
AoS - Sus - Should decide on a definition of sustainability before any analysis take place	1
AoS - Sus - HS2 will be more sustainable if more priority was given to those affected	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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AoS - Other Reasons	203
AoS - Other Reasons to Agree	8
AoS - Should continue / not change the existing plan / proposal	1
AoS - The seven themes of the Sustainability Policy are welcomed	1
AoS - Proposal is better than alternative proposals / alternative suggestions are inferior	4
AoS - Approves the approach towards sustainability outlined in the consultation document	2
AoS: Other Reasons to Disagree	106
AoS - Appraisal of Sustainability does not consider cumulative impacts of road building schemes under planning consideration / A56 infrastructure plan / Manchester Airport City plan	2
AoS - Appraisal of Sustainability claim that the existing rail network will carry more freight once HS2 is running is unconvincing	2
AoS - The effects of Phase 2 on Whittington / Lichfield / Fradley / Kings Bromley / Handsacre cannot be taken in isolation from the impact of Phase 1	3
AoS - AoS does not consider multiple problems / impacts in areas where Phases 1 and 2 meet	1
AoS - Confuses mitigation with compensation	1
AoS - The word 'may' appears too many times in AoS para 9.7.1 to reassure people that there will be meaningful compensation / choice / mitigation for Woodthorpe residents	1
AoS - AoS does not give information on mitigation which means consultees are not able to influence changes in route / understand options	1
AoS - Existing information, e.g. National Biodiversity Network and information on Local Wildlife Sites hasn't been used	1
AoS - Relegating local information to be dealt with in later EIA stages prevents their proper consideration at the route development stage	1
AoS - Unacceptable that AoS does not provide details of comparison of shortlisted options under the appraisal criteria	1
AoS - Alternative routes in the Appraisal of Sustainability are not clear / lack detail	2
AoS - Issues with the seven themes of sustainability on page 13	1
AoS - Section 10.4 does not refer to towpaths are widely used	1
AoS - The weighting given to different factors is not equal	1
AoS - The statement on Resilience is totally meaningless	2
AoS - The Appraisal of Sustainability acknowledges that environmental impacts the dissecting of rivers / roads / paths have not been addressed	1
AoS - The technical issues raised in the Appraisal of Sustainability are based on large scale models	1
AoS - Sceptical / distrust the Appraisal of Sustainability	3
AoS - The Appraisal of Sustainability should give the costed information of the different mitigation options	1
AoS - Proposal is a compromise between environmental / social / economic factors	1
AoS - Suppression of government documents means it is impossible to tell if the Appraisal of Sustainability is honest	2
AoS - Do not support the proposal so do not have a view on alternative options / routes	1
AoS - Proposals / plans within the Appraisal of Sustainability document will not happen in real life	4
AoS - The sustainability of the scheme will be a drain on the taxpayer / nation	2
AoS - The country is already crowded / overcrowded	2
AoS - Computer models that predict future sustainability are inconsistent	1
AoS - The Appraisal of Sustainability does not support the need for the high speed line	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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AoS - Having an environmental consultation for a high speed railway is pointless / does not make any sense	1
AoS - Unintended consequences could have a bigger impact	1
AoS - Supportive of the alternative to the proposed route outlined in the Appraisal of Sustainability	2
AoS - True impacts caused by mitigation measures are not yet known	3
AoS - Do not support the alternative routes outlined in Chapter 9	2
AoS - Environmental impact assessment is not a suitable tool to determine the destruction caused by project	1
AoS - Do not know what weight has been given to each factor listed in the Appraisal of Sustainability	53
AoS - An Environmental Impact Assessment will not be taken undertaken until the line is finalised	3
AoS - The disruption caused by HS2 will put tourists off visiting the area	2
AoS - Questions whether the consultation with local authorities / key organisations / heritage organisations took place before the release of the preferred route on 28th January 2013	1
AoS - The Appraisal of Sustainability is not needed / required / necessary	1
AoS - Other reasons to Neither Agree nor Disagree	41
AoS - Mentions of supporting Warwickshire County Council's comments on the Appraisal of Sustainability	13
AoS - Mentions of supporting Staffordshire County Council's comments on the Appraisal of Sustainability	4
AoS - Cannot comment on the Appraisal of Sustainability until alternative options in section 2.1.1 are made available	1
AoS - Cannot comment on the Appraisal of Sustainability until more details / details about mitigation schemes are released	1
AoS - Appraisal of Sustainability does not consider woodlands / Sites of Biological Importance / Sunbank ancient woodland / ancient woodlands at Arden House / Middle House	2
AoS - Reference to the Sustainability Statement	6
AoS - Disagree with HS2 so have no view on Appraisal of Sustainability	1
AoS - Did not read the Appraisal of Sustainability document	5
AoS - Did not read / did not sufficiently read Chapter 9 / AoS summary	4
AoS - Too early to make a comment on HS2s sustainability	2
AoS - No arguments will change my mind on HS2	1
AoS - Did not know which Chapter 9 question was referring to	1
AoS - Other Alternative Suggestions	59
AoS - An impact analysis and mitigating design statement for each town / city along the route is needed	2
AoS - Comments from local authorities along the route should be carefully considered/ considered early on	1
AoS - Government still need to carry out a comprehensive Strategic Environmental Assessment / before project goes ahead	19
AoS - Increasing use and cost of energy should be taken into account on transport issues	3
AoS - Including alternative suggestions in the Appraisal of Sustainability would allow the public to form a more rounded view of the project	1
AoS - Will need to make some changes to the proposals to further mitigate negative effects	1
AoS - High level optioning needs to be developed as scheme progresses	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

AoS - Avoiding negative impacts should be at the top of any mitigation hierarchy	1
AoS - The Appraisal of Sustainability should consider the affect the proposal will have on roads	2
AoS - Sustainability can only be fully analysed if ecological damage / noise impacts are recognised	2
AoS - Should conduct research to identify the minimum level of impact that will be caused	1
AoS - Unique opportunity exists to update local environmental, archaeological, geological, heritage and biodiversity records while design/ survey work is carried out	1
AoS - Should have investigated alternative proposals to reduce the cost that HS2 has caused	1
AoS - Should amend / address inadequacies in AoS methodology / before EIA	1
AoS - Should take account of Community Forests	1
AoS - A finding of a less than significant / significant adverse effect does not mean that mitigation is unnecessary	1
AoS - More information / analysis / engagement with local councils / local communities /amenity groups is needed	1
AoS - Should produce a summary methodology, by topic, on terminology	1
AoS - Should reflect local and regional landscape character, species, habitats and cultural heritage	1
AoS - Hypothesis presented in Chapter 9 should be tested on a short section of track	1
AoS - Should ensure that passengers see the countryside they are passing through	1
AoS - Should conduct a survey into movement patterns	1
AoS - The Appraisal of Sustainability should include an environmental survey / Environmental Impact Assessment (EIA) / full impact assessment / Strategic Environment Assessment	11
AoS - Future Environmental Impact Assessments (EIA) should consider the effect of HS2 on people and communities	4
AoS - Future Environmental Impact Assessments (EIA) should consider the effect of HS2 on noise pollution	2
AoS - Future Environmental Impact Assessments (EIA) should consider the effect of HS2 on existing train services	1
AoS - Should amend the Appraisal of Sustainability so it provides accurate / truthful information	2
APPRAISAL OF SUSTAINABILITY - ALTERNATIVE CONFIGURATIONS	6
AoS - Alternative Configurations - Inverse 'A'	1
AoS - Inverse 'A' - It would be a good alternative in the long-term / could be achieved in the future	1
AoS - Alternative Configurations - Reverse 'S'	3
AoS - Reverse 'S' - Sustainability Statement does not explain why less environmentally harmful alternatives such as reverse 'S' configuration have been abandoned	1
AoS - Reverse 'S' - The reverse 'S' route looks good	1
AoS - Reverse 'S' - Reverse 'S' configuration is preferred alternative / Prefer reverse S configuration to reverse E configuration	1
AoS - Alternative Configurations - Reverse 'E'	2
AoS - Reverse 'E' - Reverse 'E' configuration would offer best value to the taxpayers	1
AoS - Reverse 'E' - Reverse 'E' configuration would reduce duplications on East Coast Main Line and West Coast Main Line	1
AoS - Reverse 'E' - Reverse 'E' configuration would add connectivity between Manchester and Leeds	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

AoS - Reverse 'E' - Reverse 'E' configuration is preferable to 'S' configuration because it's more direct	1
AoS - Reverse 'E' - Reverse 'E' configuration is preferable to 'S' configuration because there are more cities along one line	1
AoS - Reverse 'E' - Reverse 'E' configuration is the best / preferable option	1
APPRAISAL OF SUSTAINABILITY - COMMENTS ON SUSTAINABILITY STATEMENT	415
AoS - Positive Comments on Statement	75
AoS - Efforts in the Sustainability Statement to minimise the potentially adverse affects of the route are noted	1
AoS - Glad that AoS notes the opportunity to support enhancement or mitigation programmes as run by the Community Forests	1
AoS - The Appraisal of Sustainability should be left in the Crewe Railway Heritage Centre because it is a piece of history	2
AoS - Some/all of the themes in the AoS are welcomed	1
AoS - The Appraisal of Sustainability provides sensitive ways to minimise / mitigate negative impacts	3
AoS - The Appraisal of Sustainability provides a comprehensive / robust assessment of impacts / issues	19
AoS - The Appraisal of Sustainability strengthens the benefits of HS2	1
AoS - The Appraisal of Sustainability is clear / simple / well-written	2
AoS - The Appraisal of Sustainability is accurate / as accurate as it can be at this moment	1
AoS - A lot of work has gone into the Appraisal of Sustainability report	2
AoS - The Appraisal of Sustainability's references to carbon neutrality / avoidance of water pollution are what is expected today	1
AoS - Appraisal of Sustainability seems like a good idea / suitable / desirable	6
AoS - The Appraisal of Sustainability analysed the affect to most localities along the route	2
AoS - The Appraisal of Sustainability is a realistic starting point	3
AoS - The Appraisal of Sustainability has given careful consideration to the routing of HS2	3
AoS - The Appraisal of Sustainability has given careful consideration to mitigating the negative impacts of HS2	1
AoS - The Appraisal of Sustainability provides a comprehensive assessment of the route's cost	1
AoS - The Appraisal of Sustainability provides a comprehensive assessment of the route's benefits	1
AoS - The Appraisal of Sustainability provides a comprehensive assessment of the risks involved with the project	1
AoS - The Appraisal of Sustainability provides a comprehensive assessment of environmental impacts	2
AoS - Happy with the Appraisal of Sustainability's conclusions on the Eastern Route	1
AoS - The Appraisal of Sustainability seems sensible / well considered / thorough / credible / well thought out	29
AoS - Approve of the methodologies used in the Appraisal of Sustainability	3
AoS - The Appraisal of Sustainability is the first step to an Environmental Impact Assessment / environmental statement	3
AoS - Content with the Appraisal of Sustainability's proposals for the Eastern Leg	1
AoS - Content with the Appraisal of Sustainability's proposals for the Western Leg	1
AoS - Content with the Appraisal of Sustainability's proposals for Phase 1	1
AoS - The Appraisal of Sustainability pays attention to localities along the route	1

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AoS - The Appraisal of Sustainability provides transparency over the negative impacts on properties	1
AoS - The Appraisal of Sustainability provides transparency over the negative impacts caused by noise pollution	1
AoS - The Appraisal of Sustainability considers the impacts on cultural heritage / industrial history	1
AoS - The Appraisal of Sustainability handles environmental issues sensitively / pragmatically	2
AoS - The Appraisal of Sustainability provides very detailed information	1
AoS - Negative Comments on Statement	347
AoS - Section on Land Material resources is factually incorrect and should be removed because it wrongly implies that more brownfield land than countryside/farmland would be used	1
AoS - The government are using the Appraisal of Sustainability to promote HS2	1
AoS - The Appraisal of Sustainability is Conservative Party propoganda trying to force HS2 through	3
AoS - Methodology used in AoS unclear	1
AoS - An Appraisal of National Transport Requirements has not been carried out	1
AoS - HS2 will be under less environmental scrutiny than smaller projects / less opportunity for public examination	1
AoS - Absence of base-line noise level data and 3-dimensional drawings of impact on landscape are serious omissions / undermine credibility of preferred route selection process	1
AoS - Greater definition is required in respect of 'temporary adverse' effects	1
AoS - Unclear whether to judge the AoS against European Legislation/ National Legislation/SEA regulations/ EIA regulations	1
AoS - The Appraisal of Sustainability does not adequately review a number of topics for HSL17	1
AoS - The Appraisal of Sustainability does not mention that people affected are not given any help	1
AoS - The Appraisal of sustainability does not mention how much ticket prices will be	1
AoS - The Appraisal of Sustainability does not mention compensation for properties affect by HS2	3
AoS - The Appraisal of Sustainability is contestable on a macro / micro level	1
AoS - The Appraisal of Sustainability ignores the most sustainable solution is to abandon HS2	1
AoS - The Appraisal of Sustainability does not meet the standards for a Strategic Environmental Assessment	7
AoS - The Appraisal of Sustainability is superficial / vague / poorly thought out / cannot justify conclusions / is based on guesswork / not evidence-based	31
AoS - The Appraisal of Sustainability will not be used / it is just politically-correct	5
AoS - The Appraisal of Sustainability does not take into account local / regional development plans	1
AoS - The Appraisal of Sustainability document is leading / manipulative / misrepresented / exaggerated	31
AoS - The Appraisal of Sustainability lacks detailed / helpful information / analysis / analysis of negative impacts / misses many issues	38
AoS - The Appraisal of Sustainability is unnecessary / not required / not needed	5
AoS - The Appraisal of Sustainability is not adequate / inadequate for the size / impacts caused by this project	43
AoS - The Appraisal of Sustainability is hard to understand / complex / is written in technical language / is poorly written	7

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

AoS - The Appraisal of Sustainability should have compared the environmental sustainability of trains compared to road vehicles	2
AoS - The Appraisal of Sustainability is a joke / pathetic / sham / folly	9
AoS - The point of sustainability has been ignored / missed	3
AoS - The Appraisal of Sustainability is not based on the needs of the many / is not based on the needs of the majority	2
AoS - The Appraisal of Sustainability lacks detailed analysis of negative impacts on current sustainable travel links such as the national cycle network	2
AoS - The Appraisal of Sustainability lacks detailed analysis of negative impacts on local travel networks / routes / patterns	1
AoS - The Appraisal of Sustainability lacks detailed analysis of interchange with existing travel networks / cycle routes etc	2
AoS - The Appraisal of Sustainability has been expensive / costly to produce	2
AoS - Too many 'could' and 'maybe' / assumptions / uncertainties in the AoS document	15
AoS - The Appraisal of Sustainability provides contradictory information	4
AoS - The figures in the appraisal of sustainability are flawed / inaccurate / hard to verify	13
AoS - The Appraisal of Sustainability should include fares	1
AoS - The negative impact on people's quality of life has not been considered in the Appraisal of Sustainability	3
AoS - The impact of local traffic patterns on air pollution has not been considered in the Appraisal of Sustainability	1
AoS - Existence of the Appraisal of Sustainability was not clear	1
AoS - Unsure what the Appraisal of Sustainability covered / analysed	1
AoS - The Appraisal of Sustainability does not respond / accept any criticism of HS2	1
AoS - The Appraisal of Sustainability is slow to respond to any modifications to the original plan	1
AoS - The Appraisal of Sustainability does not mention the destruction of / negative impact on the Trans Pennine Trail	4
AoS - The Appraisal of Sustainability uses out of date / incorrect maps / information / data	11
AoS - The Appraisal of Sustainability should be reviewed using current maps / information / data	1
AoS - The Appraisal of Sustainability / sustainability is trying to justify the project	6
AoS - The Appraisal of Sustainability / Chapter 9 does not consider / outline alternative options / more sustainable / cheaper alternatives	16
AoS - The Appraisal of Sustainability cannot predict what the environment will be like in the future	3
AoS - The Appraisal of Sustainability has not included the cost of sustaining current rail infrastructure	1
AoS - Concerned that the price of alternatives to HS2 have not been included in the Appraisal of Sustainability	1
AoS - Enquires why the proposal for alternative goods lines have not been included in the Appraisal of Sustainability	1
AoS - Unclear how cost has been factored into the Appraisal of Sustainability when the number of properties impacted is unknown	1
AoS - The Appraisal of Sustainability portrays alternative suggestions in a negative way	1
AoS - The Appraisal of Sustainability avoids the fact that the project will cost a lot of money without any benefits	2
AoS - The Appraisal of Sustainability does not include an environmental survey / Environmental Impact Assessment (EIA) / full impact / field assessment / Strategic Environment Assessment	38

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

AoS - The Appraisal of Sustainability has not been properly researched / is not based on research	3
AoS - The Appraisal of Sustainability needs to address the issues along the whole route	6
AoS - The Appraisal of Sustainability does not consider the impact on the economy / on local economies	4
AoS - The problems the Appraisal of Sustainability was meant to solve are still unresolved	2
AoS - The Appraisal of Sustainability only covers areas surrounding stations not the whole route	11
AoS - The Appraisal of Sustainability could / should be improved / further investigated	3
AoS - The Appraisal of Sustainability does not outline what is considered sustainable / unsustainable	1
AoS - Narrow scope of the Appraisal of Sustainability means it does not justify the route	1
AoS - The Appraisal of Sustainability is unconvincing / does not have a convincing case	2
AoS - The Appraisal of Sustainability does not contain a cost / benefit analysis	1
AoS - The Appraisal of Sustainability does not include costs in order to support the business case	1
AoS - The Appraisal of Sustainability does not correctly analyse alternative routes because the design criteria is incorrect	1
AoS - The Appraisal of Sustainability does not include a comparison between the power requirements of HS2 and conventional rail	8
AoS - Hard to comment on the Appraisal of Sustainability because evidence cannot be verified	1
AoS - The Appraisal of Sustainability is biased towards HS2 / Government	15
AoS - The Appraisal of Sustainability is flawed / incorrect / misdirected / inaccurate / false	52
AoS - The Appraisal of Sustainability does not consider the disruption that will be caused to businesses	2
AoS - The Appraisal of Sustainability shows no consideration to the local environment	3
AoS - The Appraisal of Sustainability makes no reference to the maintenance loop at Pipe Ridware	3
AoS - The defence made in the Appraisal of Sustainability on the viability of HS2 being dependent on a reduction in air travel is contradicted by an increase in air travel as supported by discussions for a new London airport	2
AoS - The Appraisal of Sustainability should indicate that there is a major issue routing HS2 through villages	1
AoS - The Appraisal of Sustainability does not consider that most people affected by the route will not be compensated	3
AoS - Concerns about the Appraisal of Sustainability / methodology behind the Appraisal of Sustainability	5
AoS - Concerned that the Appraisal of Sustainability will miss local issues / support HS2 due to lack of local knowledge	6
AoS - The Appraisal of Sustainability is based on the assumption that the project will go ahead / is a done deal	6
AoS - The Appraisal of Sustainability is a theoretically / desk based assessment	8
AoS - The Appraisal of Sustainability is dismissive / does not consider the negative impacts caused by HS2 / building new transport corridors	8
AoS - The Appraisal of Sustainability should include the total cost of compensation	2
AoS - The Appraisal of Sustainability does not mention the revenue that will be lost as a result of HS2	1
AoS - The Appraisal of Sustainability has ignored the views of locals / taxpayers / the general public	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

AoS - The Appraisal of Sustainability has not spent sufficient time researching local utility services	2
AoS - The Appraisal of Sustainability does not consider the loss / disruption to roads / paths	4
AoS - The Appraisal of Sustainability does not consider the cost relocating people / businesses	1
HS2 -The Appraisal of Sustainability is masking the destruction of businesses	1
AoS - The Appraisal of Sustainability does not include information / statistics about the number of farms put out of business in Cheshire	1
AoS - The Appraisal of Sustainability's proposal for the Eastern Leg does not address the issues	2
AoS - The Appraisal of Sustainability cannot determine the impact of Phase until a detailed design of the scheme / assessment of ground conditions / environmental survey has been completed	4
AoS - The Appraisal of Sustainability / Sustainability Statement does not define the word sustainable	1
AoS - The Appraisal of Sustainability does not look at / mention negative impacts in enough detail	2
AoS - The Appraisal of Sustainability should state how many 100s of acres of land will be lost / proposed route will take much more farmland / countryside than stated	27
AoS - The Appraisal of Sustainability does not consider local sustainability issues	2
AoS - The Appraisal of Sustainability does not include any reference to multi-modal transport including cycling	1
AoS - The Appraisal of Sustainability does not consider the economic sustainability of a project supported by taxpayers	1
AoS - The Appraisal of Sustainability does not provide any detail about the size / location of construction camps / depots / storage / land fill sites	7

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

		Total 2041
Base size:		
Q.8	Please let us know your comments on how the capacity that would be freed up on the existing rail network by the introduction of the proposed Phase Two route could be used as described in Chapter 10?	
	FREED CAPACITY	2041
	Freed Capacity - Agree	54
	Freed Capacity - Agree strongly	8
	Freed Capacity - Agree	36
	Freed Capacity - Agree with caveats	10
	Freed Capacity - Disagree	61
	Freed Capacity - Disagree strongly	8
	Freed Capacity - Disagree	53
	Freed Capacity - Neither Agree nor Disagree	89
	Freed Capacity - Cap - Lack of knowledge / experience / not sufficiently informed / question is irrelevant	21
	Freed Capacity - Cap - Difficult to make comment / foresee / make judgement considering the timescales involved	11
	Freed Capacity - Cap - Difficult to make comment / foresee / make judgement in isolation without knowledge of transport policy / plan	3
	Freed Capacity - Cap - Difficult to make comment / foresee / make judgement without knowing fare structure / ticket price / how much the service would cost	7
	Freed Capacity - Cap - No comments to make about capacity / capacity is not my / the main concern / no opinion / view on capacity issues	46
	Freed Capacity - Cap - Possibly / unsure / undecided	2
	Freed Capacity - Reasons to Agree / Disagree / Neither Agree nor Disagree & Alternative Suggestions	1942
	Freed Capacity – Positive Comments	563
	Freed Capacity – Negative Comments	1197
	Freed Capacity – Suggestions and alternatives	1062
	Freed Capacity - Comments on methods for determining released capacity	220
	Freed Capacity - Capacity (Cap)	1020
	Freed Capacity - Capacity - Reasons to Agree	223
	Freed Capacity - Cap - Freeing capacity sounds interesting / good in principal	6
	Freed capacity - Cap - Additional capacity is essential because capacity is becoming more scarce on WCML, Midland and ECML lines	2
	Freed capacity - Cap - Additional capacity is essential because of freight and passenger growth forecasts	2
	Freed capacity - Cap - Additional capacity will contribute to Britain's economic development / international competitiveness	1
	Freed capacity - Cap - Additional capacity will contribute to the UK's social welfare	1
	Freed Capacity - Cap - Freed capacity facilitating improved interurban services, stopping services on local routes and more freight, would benefit the Peak District socially, environmentally and economically	1
	Freed Capacity - Cap - Freed capacity has economic benefit of removing freight from roads and road infrastructure costs	1
	Freed Capacity - Cap - HS2 is an opportunity to reorientate Midland Main Line services to an even 'clock-face' service'	1
	Freed capacity - Cap - The released capacity will boost local connectivity in Warrington	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Freed Capacity - Cap - A HS2 hub / station at Manchester Piccadilly will free capacity for passenger services	1
Freed Capacity - Cap - Key benefit of HS2 is additional rail network capacity	1
Freed capacity - Cap - HS2 key to provide capacity essential for the future growth of the rail freight sector	1
Freed Capacity - Cap - Increased opportunities to support rail freight development, which will help reduce congestion and provide road based connectivity improvements.	1
Freed Capacity - Cap - Capacity will / could be freed up / will increase capacity / reduce overcrowding	60
Freed Capacity - Cap - Leaving the existing rail services / network as it is will not free up / maximise capacity	3
Freed Capacity - Cap - Freed capacity will be sustainable	3
Freed Capacity - Cap - Freed capacity will be sustainable due to increased demand	3
Freed Capacity - Cap - Freed capacity will be sustainable due to population increase	1
Freed Capacity - Cap - Freed capacity will be welcomed / is welcomed	15
Freed Capacity - Cap - Freeing capacity is essential / necessary / needed / important	41
Freed Capacity - Cap - Freeing capacity is essential to justify building HS2	4
Freed Capacity - Cap - Freeing capacity is essential for growth / to remain competitive in Europe / the EU	7
Freed Capacity - Cap - Freeing capacity is essential for offsetting the need for additional capital investment in infrastructure	1
Freed Capacity - Cap - Freeing capacity is good / a good idea / looks good	27
Freed Capacity - Cap - Freeing capacity will bring significant benefits / advantages / in addition to speed	16
Freed Capacity - Cap - Freeing capacity will encourage more people to travel by rail / reduce traffic / congestion / dependence on road / air travel / fossil fuels	22
Freed Capacity - Cap - HS2 will free capacity on existing rail services / increase capacity / address demands for more capacity	34
Freed Capacity - Cap - Support for improvements as outlined in Chapter 10	4
Freed Capacity - Cap - Demand for rail travel is increasing / will continue to increase in the future / due to population growth	19
Freed Capacity - Cap - Freeing capacity will create jobs / protect jobs	2
Freed Capacity - Capacity - Reasons to Disagree	700
Freed Capacity - Cap - A high speed rail service for very small number of people is unlikely to have impact on capacity without slashing existing intercity services	2
Freed Capacity - Cap - Concern about future capacity / capacity assumptions for HS2	1
Freed Capacity - Cap - Freed capacity will not be used for a long time / in the foreseeable future	1
Freed Capacity - Cap - HS2's focus is on freeing capacity not reducing	1
Freed Capacity - Cap - Construction of the Y branch is an excessive / over the top / unnecessary way of freeing capacity	2
Freed Capacity - Cap - Open access is currently suppressed for capacity reasons	1
Freed Capacity - Cap - Freeing capacity via HS2 will increase capacity on the network as a whole and reduce ticket prices	1
Freed Capacity - Cap - Alternatives / new classic line / improving existing lines may not cater for future growth in rail traffic	1
Freed Capacity - Cap - Classic compatible services will have less seating capacity than the trains they replace	1
Freed Capacity - Cap - Existing upgrades to WCML will improve capacity anyway	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Freed Capacity - Cap - Freed capacity will not benefit North West Leicestershire	1
Freed Capacity - Cap - HS2 releases no capacity north of Crewe / for Liverpool	1
Freed Capacity - Cap - None of the alternatives considered by DfT will deliver the capacity upgrade necessary for growth	1
Freed Capacity - Cap - There will be a bottleneck between London and Birmingham as line cannot accommodate more trains after 2032/33	1
Freed Capacity - Cap -The Golborne connection does not free up capacity on the WCML between Crewe and Golborne	1
Freed Capacity - Cap - HS2 will not release capacity north of Birmingham until 2033	1
Freed Capacity - Cap - Routes other than the WCML are already full but in many cases no longer term plans to provide extra capacity	1
Freed Capacity - Cap - The rapid growth in demand for WCML is over	1
Freed Capacity - Cap - There are no capacity assessments for Leeds / north of Northampton	2
Freed Capacity - Cap - The Great Central Line would free up capacity on existing rail network / more than HS2 could	3
Freed Capacity - Cap - Freeing capacity will not reduce train fares / cost of rail travel	2
Freed Capacity - Cap - Based on the October 2013 Strategic Case HS2 will only free up 1 passenger path per hour from Euston by 2033	1
Freed Capacity - Cap - Capacity is sufficient / no demand / no need for increased capacity / need to increase capacity as much as proposed	121
Freed Capacity - Cap - Capacity needs rail companies to use the line	1
Freed Capacity - Cap - Capacity will be freed up at the expense of homes being demolished	1
Freed Capacity - Cap - Capacity will be freed up at the expense of property depreciation	1
Freed Capacity - Cap - Capacity will be freed up at the expense of the destruction of businesses	1
Freed Capacity - Cap - Capacity will not be freed up at other London stations / only Euston	1
Freed Capacity - Cap - Capacity will not be freed up because everyone will need to travel to HS2 stations / hubs	10
Freed Capacity - Cap - Capacity will not be freed up because it / HS2 will not get used / most people will drive / fly / stay on the existing rail network	67
Freed Capacity - Cap - Capacity will not be freed up because it will be cancelled out by population growth / greater demand	12
Freed Capacity - Cap - Capacity will not be freed up because it will be unaffordable / too expensive to use	124
Freed Capacity - Cap - Capacity will not be freed up because it will not get used if priced differently to the existing rail network	5
Freed Capacity - Cap - Capacity will not be freed up because it will only be used by businesses / businessmen / those claiming business expenses	29
Freed Capacity - Cap - Capacity will not be freed up because it will only be used by the wealthy / privileged	32
Freed Capacity - Cap - Capacity will not be freed up because it will only provide an exclusive service to London	2
Freed Capacity - Cap - Capacity will not be freed up because there is no demand to travel from Manchester to Birmingham	2
Freed Capacity - Cap - Capacity will not be freed up because there is no / minimal demand to travel from Manchester to London	2
Freed Capacity - Cap - Capacity will not be freed up because the rail system will collapse / lead to a 'capacity crunch'	4
Freed Capacity - Cap - Capacity will not be freed up for ordinary working people	6

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Freed Capacity - Cap - Capacity will not be freed up in my / this area / where it is needed	8
Freed Capacity - Cap - Capacity will not be freed up on commuter routes in London	3
Freed Capacity - Cap - Capacity will not be freed up on commuter routes in Birmingham	4
Freed Capacity - Cap - Capacity will not be freed up on commuter routes in Leeds	4
Freed Capacity - Cap - Capacity will not be freed up on commuter routes in Manchester	4
Freed Capacity - Cap - Capacity will not be freed up on commuter routes in Glasgow	1
Freed Capacity - Cap - Capacity will not be freed up on local services / routes	4
Freed Capacity - Cap - Capacity will not be freed up on the roads	3
Freed Capacity - Cap - Capacity will not be freed up / no improvement / no difference to capacity	187
Freed Capacity - Cap - Capacity will not be freed up significantly / no great improvement / difference to capacity	81
Freed Capacity - Cap - Capacity will not be freed up sustainably	2
Freed Capacity - Cap - Capacity will not be freed up unless the line of route is altered	1
Freed Capacity - Cap - Capacity will not be freed up unless station locations are altered / increased	2
Freed Capacity - Cap - Capacity will not be required because of advances in ICT / allowing people to work from home / negating the need to travel / for rail travel	72
Freed Capacity - Cap - Capacity will not be required because passengers will migrate from rail services	1
Freed Capacity - Cap - Capacity will only be freed for commuter trains / services / London commuters	7
Freed Capacity - Cap - Capacity will only be freed up if passengers migrate / move from one route to another	4
Freed Capacity - Cap - Capacity will only be freed up in the short term / not a long term solution	4
Freed Capacity - Cap - Chapter 10 confirms "does not provide any increased benefits for commuters on regional services"	3
Freed Capacity - Cap - Concerns that capacity on HS2 will be insufficient for future demand	6
Freed Capacity - Cap - Concerns that freed capacity is not economically sustainable / will need subsidy	5
Freed Capacity - Cap - Concerns regarding demand / falling / rising future demand	15
Freed Capacity - Cap - Freed capacity does not justify the cost / building of HS2	32
Freed Capacity - Cap - Freed capacity has little / no benefit / long term benefit	17
Freed Capacity - Cap - Freed capacity will mainly benefit the South East	3
Freed Capacity - Cap - Freed capacity will not benefit Warrington / services will be reduced	7
Freed Capacity - Cap - Freeing capacity means loss of jobs / income / profit for rail service operators	7
Freed Capacity - Cap - Freeing capacity is the main aim therefore high speed trains are not required	5
Freed Capacity - Cap - Freed capacity will only extend the commuter belt / benefit London commuters / no benefit elsewhere	11
Freed Capacity - Cap - Increased use / business generation will be additional to the current capacity	1
Freed Capacity - Cap - Industrial / business groups in Leeds claim extra capacity is not needed	1
Freed Capacity - Cap - Industrial / business groups in Manchester claim extra capacity is not needed	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Freed Capacity - Cap - Industrial / business groups in Sheffield claim extra capacity is not needed	1
Freed Capacity - Cap - Independent research / analysis / surveys show that capacity is not an issue	14
Freed Capacity - Cap - The number of passengers is not going to change / services will continue to run as they are	5
Freed Capacity - Cap - This is an impractical solution to the capacity issue	2
Freed Capacity - Cap - Trains are run at / need to run at capacity / should not be empty / overcrowded / TOCs will ensure this	6
Freed Capacity - Cap - Capacity issues need to be addressed in off peak times / fully utilise off peak services	4
Freed Capacity - Capacity - Reasons to Neither Agree nor Disagree	112
Freed Capacity - Cap - Capacity has not been defined. Is it "people on trains" or "trains on tracks"?	1
Freed Capacity - Cap - People will take time to adjust to new changes / regarding capacity	1
Freed Capacity - Cap - No other options to reduce capacity in the Midlands have been put forward	3
Freed Capacity - Cap - No other options to reduce capacity have been put forward / considered / studied	18
Freed Capacity - Cap - No information on fares has been published to justify claim that capacity will be freed, so no comment can be made	1
Freed Capacity - Cap - Freed Capacity could be needed on lines to Leeds / Manchester in 20 years time (Neither)	1
Freed Capacity - Cap - Capacity being freed depends on demand / people using the service / passenger migration from existing rail network	13
Freed Capacity - Cap - Capacity being freed depends on ticket price / must be affordable / comparable to existing ticket price	45
Freed Capacity - Cap - Capacity will not be freed up unless the cost of travelling on HS2 is competitive	2
Freed Capacity - Cap - Freed capacity must be used to its best potential for passenger services	1
Freed Capacity - Cap - Questions / doubts about how / if capacity will be freed / if extra capacity is needed	30
Freed Capacity - Cap - Question implies there is a lack of ideas / ideas are needed for how capacity could be used	16
Freed Capacity - Cap - Railway industry / stakeholders will debate / review / study capacity at intervals and refine / progress the optimum solutions	4
Freed Capacity - Cap - Will have an impact on passenger capacity	1
Freed Capacity - Capacity - Alternative suggestions	152
Freed Capacity - Cap - Use released capacity to provide high speed javelin service from Leeds to Sheffield via Meadowhall	1
Freed Capacity - Cap - In order to benefit from freed capacity, ECML requires immediate investment to bring it up to standard	1
Freed Capacity - Cap - A radical approach to the allocation of the released capacity should be used	1
Freed Capacity - Cap - Funding / finance / investment in the existing rail network must continue / be made available when capacity is freed / HS2 is built	3
Freed Capacity - Cap - Capacity released on the ECML should not be used to provide services to destinations which may already be served by trains coming off the HS2 network	1
Freed Capacity - Cap - Rail Package 2 would cost less	1
Freed Capacity - Cap - Rail Package 2 would cause less environmental damage	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Freed Capacity - Cap - HS2 must provide journey time savings, have same level of fares, and allow easy interchanges	1
Freed Capacity - Cap - Support a 50 /50 freight/ passenger split to reduce car and HGV journeys.	1
Freed Capacity - Cap - Freed capacity must be shared with freight sector as well as passenger services to reduce carbon emissions	1
Freed Capacity - Cap - Freed capacity should be allocated in a transparent manner which seeks to achieve the highest economic value	1
Freed Capacity - Cap - Capacity could be freed on the Crewe to Runcorn line by using the Warrington and Altrincham line	1
Freed Capacity - Cap - Capacity could be improved on the Midland Main Line by purchasing more rolling stock	1
Freed Capacity - Cap - Capacity must be invested in the North East to compensate for the negative economic impact in the North East relative to the places on the HS2 route.	1
Freed Capacity - Cap - Capacity should be used in the wider interests of the greatest number of passenger and freight customers	1
Freed capacity - Cap - freed capacity must be used to create better passenger and freight services across Lancashire and the North West	1
Freed capacity - Cap - Further impact analysis required to ensure route delivers capacity needed	1
Freed Capacity - Cap - HS2 must release capacity for freight and passengers to realise the benefits of HS2 for both the people and the economy	1
Freed Capacity - Cap - Opening route to Crewe prior to 2033 will mean additional capacity on WCML	1
Freed Capacity - Cap - Phase 2 should release capacity on Rugby Nuneaton - Tamworth - Lichfield - Stafford – Stoke	1
Freed Capacity - Cap - Phase 2 should release capacity on West Midlands to Derby/Nottingham and Yorkshire	1
Freed Capacity - Cap - Phase 2 should relieve capacity on West Midlands to Stafford and North West via both Wolverhampton and Cannock	1
Freed Capacity - Cap - Policies are necessary to ensure full use of spare capacity freed up on the West Coast Main Line for enhanced commuter or inter-regional passenger services, and provision of additional capacity for freight.	1
Freed capacity - Cap - Proposals on freed capacity should be flexible / driven by economic / commercial cases	1
Freed Capacity - Cap - Released capacity should be capacity used to facilitate an half hourly local service between Birmingham and Burton via Lichfield	1
Freed Capacity - Cap - Released capacity should be capacity used to facilitate an half hourly local service between Birmingham and Nuneaton / Leicester	1
Freed Capacity - Cap - Released capacity should be used to facilitate an half hourly local service between Birmingham and Burton via Tamworth	1
Freed Capacity - Cap - Released capacity should be used to improve connectivity from Staffordshire to Manchester Airport	1
Freed Capacity - Cap - Released capacity should be used to maintain at least two trains per hour between Birmingham and Stoke on Trent	1
Freed Capacity - Cap - Released capacity should be used to maintain half hourly fast services between Birmingham and Derby	1
Freed Capacity - Cap - Released capacity should be used to maintain two Intercity trains an hour between Wolverhampton - Birmingham Coventry and London	1
Freed Capacity - Cap - released capacity should be used to provide a half hourly all stations service between Stoke/Stafford/Lichfield/ Tamworth/Nuneaton and Rugby	1
Freed Capacity - Cap - released capacity should be used to provide direct services from Walsall to London	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Freed Capacity - Cap - Released capacity should be used to provide half hourly fast services between Birmingham and Leicester and beyond	1
Freed Capacity - Cap - Released capacity should be used to provide hourly intercity services from Lichfield/Tamworth/Nuneaton to London	1
Freed Capacity - Cap - Released capacity south of York could be used to expand open access operations	1
Freed Capacity - Cap - Should upgrade Golborne Junction so spare capacity on HS2 can be utilised between Manchester and Golborne	1
Freed Capacity - Cap - Station at Toton will require additional / diverted trains / will reduce capacity	1
Freed Capacity - Cap - Service improvements to be incorporated into the requirements for the various franchises which are subsequently re-let following completion of HS2	1
Freed capacity - Cap - 51m proposals would achieve a major increase in capacity	1
Freed Capacity - Cap - Capacity issues north of York need to be considered	1
Freed capacity - Cap - Capacity release north of Wigan is as important as capacity release south of Wigan for Scotland and the North	1
Freed Capacity - Cap - Capacity released should be used to improve other services	1
Freed Capacity - Cap - Capacity should be used to bring better rail links to the North East	1
Freed Capacity - Cap - Increasing rail capacity is preferable to increasing road or air capacity	1
Freed Capacity - Cap - Recent work by West Yorkshire and South Yorkshire PTEs suggests additional benefits of £300-800m could be generated through revised approach to planning of conventional line capacity	1
Freed Capacity - Cap - Released capacity along the ECML capacity south of Colton Junction will be beneficial in ensuring the freight traffic between the North East and South has adequate capacity	1
Freed Capacity - Cap - The Government should look into alternative rail schemes in order to free up capacity	2
Freed Capacity - Cap - Should re open / use the Great central line for freight movements to free capacity on other lines	4
Freed Capacity - Cap - Access to Manchester Airport from Staffordshire and beyond could be improved utilising capacity and classic compatible services	1
Freed Capacity - Cap - Capacity should be freed as soon / cheaply as possible	2
Freed Capacity - Cap - Capacity can be increased / doubled by adopting the Rail Package 2 proposals	2
Freed Capacity - Cap - Capacity can be increased in less costly / more cost effective ways / without the need to build HS2	45
Freed Capacity - Cap - Capacity can be increased in more realistic / credible ways	17
Freed Capacity - Cap - Capacity can be increased in more sustainable ways	2
Freed Capacity - Cap - Capacity can be increased on the existing rail network in other ways / without the need to build HS2	44
Freed Capacity - Cap - Should consider a freight / passenger link to East Midlands Parkway	1
Freed Capacity - Cap - Demand for freight and passenger transport will change over time so capacity plans should be constantly refined during construction and procurement phase	1
Freed Capacity - Cap - Access should be improved to encourage more people on to the railways	5
Freed Capacity - Cap - Capacity should remain as it is and commercial viability should be re-evaluated after 3 to 5 years	1
Freed Capacity - Cap - Demand management measures should be considered before trying to increase capacity	3

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Freed Capacity - Cap - Freed capacity from improving / upgrading / reopening existing lines needs to be compared to HS2	4
Freed Capacity - Cap - People should be given incentives / encouraged to use the railways	1
Freed Capacity - Cap - Royal Academy of Engineering should be consulted to see how the capacity issue can be solved	1
Freed Capacity - Cap - Capacity should be prioritised over speed	4
Freed Capacity - Improvements to Quality of Existing Services (QIES)	1056
Freed Capacity - Quality Improvements to Existing Services - Reasons to Agree	221
Freed Capacity - QIES - Capacity will be freed on routes between Leeds and Doncaster / Sheffield	2
Freed Capacity - QIES - Benefits from freed capacity will be received on the MML	1
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed for lines from Lancashire to London / Birmingham / Manchester	1
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed for local / regional / commuter services in Cumbria/Lake District to Manchester/Wigan	1
Freed Capacity - QIES - Capacity will be feed up on the East Coast Mainline	1
Freed Capacity - QIES - Capacity will be freed on lines / routes serving Wilmslow / Macclesfield	1
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed for routes / services into / around London / London Bridge / Waterloo / Liverpool Street / Victoria / Fenchurch Street / the South	11
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed on London Midland Services	1
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed for local / regional services in Matlock	1
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed at Crewe prior to work starting on HS2	1
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed for Scotland	1
Freed Capacity - QIES - Freeing Capacity is essential / necessary / needed on the Great Western Main Line to / from Paddington	1
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed on the Doncaster / Wakefield / Leeds line	1
Freed Capacity - QIES - Capacity will be freed up on services / local services between Nottingham and Leeds	1
Freed Capacity - QIES - Freeing capacity will improve cross country / regional / local services from Sheffield	1
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed on long distance services	1
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed on Northern Rail services	1
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed on Arriva Trains Wales services	1
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed on Cross Country services	2
Freed Capacity - QIES - Capacity will be freed up on intercity rail services	1
Freed Capacity - QIES - Capacity will be freed up on routes through Wilmslow	2
Freed Capacity - QIES - Capacity will be freed up on routes through Macclesfield	2
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed between London and Huddersfield	1
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed between London and Bradford	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Freed Capacity - QIES - Freeing capacity is essential / necessary / needed between London and Halifax	1
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed between London and Lincoln	1
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed between London and Hull	1
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed north of Wigan	1
Freed Capacity - QIES - Freeing capacity will be of benefit to Tamworth / Tamworth Station / People of Tamworth	1
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed on services to / from Peterborough	2
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed on services to / from Leicester	1
Freed Capacity - QIES - Capacity will be freed up in Yorkshire	1
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed between Birmingham and the North East	2
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed between Birmingham and the South West	1
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed between Leeds and Manchester	3
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed between Sheffield and Manchester	1
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed for local / regional services in the North East / North West	2
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed on services to / from Birmingham	5
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed on services to / from Manchester	3
Freed Capacity - QIES - Freeing capacity would mean an improvement in the reliability of Cross Country services	1
Freed Capacity - QIES - Freed capacity on the West Coast Main Line would be of benefit to Birmingham	1
Freed Capacity - QIES - Capacity will be freed up in the London area / on routes too / from London	3
Freed Capacity - QIES - Capacity will be freed up between Birmingham and Leeds with a new direct route	1
Freed Capacity - QIES - Capacity will be freed up between Birmingham and Manchester with a new direct route	2
Freed Capacity - QIES - Capacity will be freed up on the Eastern leg but biodiversity must be maintained	1
Freed Capacity - QIES - Capacity will be freed up on the Eastern leg but disruption must be kept to a minimum	1
Freed Capacity - QIES - Capacity will be freed up on the West Coast Main Line / East Coast Main Line / Midland Main Line	8
Freed Capacity - QIES - Capacity will be freed up on routes between London / Birmingham / Manchester / Leeds	8
Freed Capacity - QIES - East Midlands Hub / Toton would benefit / will feed from Derbyshire	1
Freed Capacity - QIES - East Midlands Hub / Toton would benefit / will feed from Nottinghamshire	1
Freed Capacity - QIES - East Midlands Hub / Toton would benefit / will feed from the East Midlands	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Freed Capacity - QIES - Existing rail network is poor / not good	3
Freed Capacity - QIES - Existing rail network is at its physical limit / upgrading it will not provide additional capacity	2
Freed Capacity - QIES - Existing rail services from Manchester to London are often delayed	1
Freed Capacity - QIES - Existing rail services from Manchester to London are overcrowded	1
Freed Capacity - QIES - Existing rail services from Manchester to London are subject to maintenance work / longer journeys at weekends	1
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed at peak times	10
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed at peak times on 2nd class services	3
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed between Birmingham and Manchester	1
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed between London and Birmingham	4
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed between London and Crewe	1
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed between London and Manchester	3
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed between London and Derby	1
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed between London and the Midlands / East Midlands	6
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed between London and the North	3
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed for Birmingham / Manchester Airport services	2
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed for Birmingham NEC services to Stafford	1
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed for local / regional / short / stopping / commuter services	36
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed for local / regional services in Leeds	5
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed for local / regional services in Sheffield	4
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed for local / regional services in Wakefield	2
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed for local / regional services in York	2
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed on services to / from Leeds / at Leeds Station	6
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed on services from York	3
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed on the East Coast Main Line	11
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed on the West Coast Main Line	14
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed on the West Coast Main Line approaching Manchester from the south	2
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed on the West Coast Main Line south of Crewe / for fast London services	4
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed on the West Coast Main Line north of Crewe / for Liverpool / Warrington / Scotland	8

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Freed Capacity - QIES - Freeing capacity is essential / necessary / needed on the York / Harrogate / Leeds line	5
Freed Capacity - QIES - Freeing capacity is essential / necessary / needed to relieve pinch points / bottlenecks	2
Freed Capacity - QIES - Freeing capacity will ease overcrowding on already busy / overcrowded routes	7
Freed Capacity - QIES - Freeing capacity should/ will make rail travel cheaper / more affordable / prices will not rise	9
Freed Capacity - QIES - Freeing capacity will make seats available / journeys more comfortable / relaxed	10
Freed Capacity - QIES - Freeing capacity would mean an improvement in the quality of existing services	4
Freed Capacity - QIES - Freeing capacity would mean an improvement in the punctuality of existing services	3
Freed Capacity - QIES - Freeing capacity would mean an improvement in the reliability of existing services	8
Freed Capacity - QIES - HS2 is a sustainable way to resolve capacity issues on the southern section of the Midland Main line	3
Freed Capacity - QIES - HS2 is a sustainable way to resolve capacity issues on the southern section of the East Coast Main line	2
Freed Capacity - QIES - HS2 will allow the existing rail network to be upgraded leading to improved local services	2
Freed Capacity - QIES - HS2 will free up capacity on the existing rail network	4
Freed Capacity - QIES - HS2 offers more benefits that we would get from updating the existing services / network	2
Freed Capacity - QIES - The TransPennine lines are overused	3
Freed Capacity - QIES - The West Coast Main Line is overused	1
Freed Capacity - QIES - Having additional / extra carriages / longer trains will bring the cost of rail travel down / make it cheaper than HS2	4
Freed Capacity - Quality Improvements to Existing Services - Reasons to Disagree	440
Freed Capacity - QIES - West Coast Main Line already has / will have adequate capacity	6
Freed Capacity - QIES - Existing rail services between London and Leeds are already fast enough / only take 2 hours	2
Freed Capacity - QIES - "Hub and Spoke" approach will lead to an overall reduction in the quality of fast intercity services to Birmingham	1
Freed Capacity - QIES - "Hub and Spoke" approach will lead to an overall reduction in the quality of fast intercity services to London	1
Freed Capacity - QIES - "Hub and Spoke" approach will lead to an overall reduction in the quality of services	2
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available on London Midland services	1
Freed Capacity - QIES - Capacity will only be freed up South of Crewe on the West Coast Main Line	1
Freed Capacity - QIES - Journey times between York and London will not be reduced by much	1
Freed Capacity - QIES - Journey times between London and Liverpool will not be reduced by much	1
Freed Capacity - QIES - Capacity will not be freed up by running longer trains / with longer platforms	4
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available on services from Derby / Derbyshire / Nottingham to London	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Freed Capacity - QIES - Capacity is sufficient / underused / seats are available on services from Leeds to York / York to Leeds	1
Freed Capacity - QIES - Capacity problems could get worse on existing services / routes serving London / Euston	2
Freed Capacity - QIES - Capacity will not be freed up / could get worse to / from Manchester / routes further north of Manchester	4
Freed Capacity - QIES - Capacity will not be freed up / could get worse to / from Leeds / routes further north of Leeds	3
Freed Capacity - QIES - Capacity will not be freed up to / from Birmingham	2
Freed Capacity - QIES - Existing intercity rail services will suffer from neglect / disrepair / a reduction of funding	5
Freed Capacity - QIES - Existing rail services will not be able to compete with HS2 on intercity routes / intercity services will be reduced / withdrawn	3
Freed Capacity - QIES - Journey times on the existing rail network will not improve / will get slower / worse	6
Freed Capacity - QIES - Journey times to London will not improve / not improve significantly / could get slower	9
Freed Capacity - QIES - A reduction in ticket prices / costs will lead to a reduction in the quality of service provided	1
Freed Capacity - QIES - ECML will not be able to cope with increased traffic levels caused by HS2	1
Freed Capacity - QIES - Concerns having local stopping services and fast trains on the same route in Leeds / Sheffield area will cause capacity issues and lead to delays (Disagree)	2
Freed Capacity - QIES - Capacity will not be freed up from Wakefield services due to their lack of access to HS2	1
Freed capacity - QIES - Capacity is sufficient / underused / seats are available on West Coast Main Line between Crewe and Warrington Bank Quay / north of Crewe	3
Freed Capacity - QIES - Capacity will not be released on WCML through Lancashire	1
Freed Capacity - QIES - Concern / seek assurances that there will be no reduction in existing West Coast Main Line Services with at least one train per hour between Carlisle and London/Glasgow	1
Freed Capacity - QIES - Concerns that / capacity will reduce / problems could get worse on ECML north of York	1
Freed Capacity - QIES - Examination of HS2 forecasts that South Cumbria and Eden existing rail services could suffer.	1
Freed capacity - QIES - Limited benefits of released capacity for MML as HS2 service pattern is too dissimilar to MML services / HS2 does not go to city centres	1
Freed Capacity - QIES - No specific information given on how existing rail capacity will be released for better local services	1
Freed Capacity - QIES - Some passengers travelling to London from Derby/ Nottingham/ Leicester/ Sheffield areas will continue to find MML journeys to London quicker than HS2	1
Freed Capacity - QIES - Capacity will not be freed up on fast services between London and Derby via Leicester	1
Freed Capacity - QIES - Journey times will not be reduced / significantly reduced between London and Nottingham from either alternative / Toton or Derby	1
Freed Capacity - QIES - HS2 will lead to underutilisation on existing railway	1
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available everywhere except between Birmingham and Manchester	1
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available between Birmingham and Manchester	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Freed Capacity - QIES- Capacity is sufficient / underused / seats are available north of Stafford	1
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available on services between London and Doncaster	1
Freed Capacity - QIES - Existing rail services for Coventry will not improve / should not get worse (dis)	2
Freed Capacity - QIES - Existing rail services will not improve for Wolverhampton (dis)	1
Freed Capacity - QIES - Existing rail services will not improve for Leicester (dis)	1
Freed Capacity - QIES - Existing rail services will not improve for Stoke on Trent (dis)	1
Freed Capacity - QIES - Existing rail services will not improve for Doncaster (dis)	1
Freed Capacity - QIES - Existing rail services will not improve for Wakefield (dis)	2
Freed Capacity - QIES - Capacity will not be significantly improved for Sheffield / South Yorkshire (dis)	1
Freed Capacity - QIES - Existing rail services between Lichfield and Derby will not improve	1
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available everywhere except on TransPennine services to / from Warrington	1
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available on services to / from Scotland	1
Freed Capacity - QIES - Capacity is sufficient / seats are available everywhere except in and around major cities	1
Freed Capacity - QIES - Capacity will not be freed up between London and Manchester	2
Freed Capacity - QIES - Capacity will not be freed up between Leeds and Manchester	1
Freed Capacity - QIES - Capacity will not be freed up on Metrolink commuter services	1
Freed Capacity - QIES - Existing rail services in Chesterfield will not be improved	1
Freed Capacity - QIES - Capacity will not be freed up in Stoke on Trent	1
Freed Capacity - QIES - Capacity will not be freed up in the Sheffield area	2
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available on the Hallam line / route between Leeds / Sheffield via Woodlesford	1
Freed Capacity - QIES - Capacity did not improve on services in Kent / HS1 services	4
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available due to high rail fares	3
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available due to station closures / lack of routes / inconvenient scheduling	2
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available everywhere except around the coast	1
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available everywhere except during term time	1
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available everywhere except in London / the South East	13
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available everywhere except in the North	1
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available everywhere except on parts of the West Coast Main Line	6
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available everywhere except on rush hour / peak time / commuter services	18
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available everywhere except on rush hour / peak time services in second / 2nd class	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Freed Capacity - QIES - Capacity is sufficient / underused / seats are available everywhere except on rush hour because of the high cost	1
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available on existing rail services	70
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available on HS1	6
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available on rush hour services	6
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available on services from Birmingham to London	2
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available on services from Sheffield / Yorkshire to London	3
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available on 1st class services	2
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available on services from Leeds to London	4
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available on services south of Manchester / Manchester to London	7
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available on services to / from Manchester / Manchester Piccadilly	3
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available on services from Tamworth to London	3
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available on services from Wilmslow to London	1
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available on services from the North West / North East to London	2
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available on services in Staffordshire	1
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available on services in the Midlands	1
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available on services north of Birmingham	10
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available on services north of Milton Keynes	2
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available on services north of Northampton	1
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available on services north of Rugby	2
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available on services to / from London / Euston	14
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available on the East Coast Main Line	10
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available on the Midland Main Line	2
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available on the West Coast Main Line	54
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available on the West Coast Main Line between Crewe and Stafford	1
Freed Capacity - QIES - Capacity is sufficient / underused / seats are available on the West Coast Main Line north of Birmingham	1
Freed Capacity - QIES - Capacity will be freed up through the upgrades / improvements implemented on the existing rail network by 2033 / the time HS2 is built	5

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Freed Capacity - QIES - Capacity will not be freed up at Liverpool / Lime Street Station as trains will not be longer / platforms will not be lengthened	1
Freed Capacity - QIES - Capacity will not be freed up because bottlenecks into London / Euston will remain	3
Freed Capacity - QIES - Capacity will not be freed up because it will not reduce journey times / save much time	13
Freed Capacity - QIES - Capacity will not be freed up on the West Coast Main Line / between Crewe / Golborne	4
Freed Capacity - QIES - Capacity will not be freed up between London and Nottingham / Sheffield by the new station at Meadowhall	1
Freed Capacity - QIES - Capacity will not be freed up between London and Nottingham / Sheffield by the new station at Toton	1
Freed Capacity - QIES - Capacity will not be freed up by the proposed link at Golborne / between Manchester / Golborne	6
Freed Capacity - QIES - Capacity will not be freed / could get worse due to lack of resources for improving / upgrading the existing rail network because of HS2	8
Freed Capacity - QIES - Capacity will not be freed up for people traveling from Leeds to London as they will be travelling on different routes	1
Freed Capacity - QIES - Capacity will not be freed up for people traveling from Leeds to Manchester as they will be travelling on different routes	1
Freed Capacity - QIES - Capacity will not be freed up for the cities between the Midlands and the North	1
Freed Capacity - QIES - Capacity will not be freed up during peak periods in the North West	1
Freed Capacity - QIES - Capacity will not be freed up if slower trains run from Stafford to London on the West Coast Main Line	3
Freed Capacity - QIES - Capacity will not be freed up if slower trains run from Stoke on Trent to London on the West Coast Main Line	3
Freed Capacity - QIES - Capacity will not be freed up in the Midlands / East / West Midlands area	4
Freed Capacity - QIES - Capacity will not be freed up in the Midlands / East Midlands area if a station is built at Toton	5
Freed Capacity - QIES - Capacity will not be freed up in the North West area	2
Freed Capacity - QIES - Capacity will not be freed up in the Stafford area	1
Freed Capacity - QIES - HS2 will not serve north of Manchester / capacity will not be freed up / journey times will get worse	4
Freed Capacity - QIES - Capacity will not be freed up on local / commuter services	11
Freed Capacity - QIES - Capacity will not be freed up on other routes / routes not served by HS2	2
Freed Capacity - QIES - Capacity will not be freed up on routes to Scotland north of Manchester / Leeds	3
Freed Capacity - QIES - Capacity will not be freed up on routes north of Leeds	1
Freed Capacity - QIES - Capacity will not be freed up on the East Coast Main Line	1
Freed Capacity - QIES - Capacity will not be freed up on the East Coast Main Line to London via Wakefield Westgate	2
Freed Capacity - QIES - Capacity will not be freed up on the Derby routes to London	1
Freed Capacity - QIES - Capacity will not be freed up on the Nottingham routes to London	1
Freed Capacity - QIES - Capacity will not be freed up for Liverpool / regional / commuter services routed via Crewe / Runcorn / from Warrington will not improve	2
Freed Capacity - QIES - Capacity will not be freed up on the Midland Main Line / Midland Main Line will compete with HS2 for passengers	4

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Freed Capacity - QIES - Capacity will not be freed up on the Manchester / Leeds to York route/s	3
Freed Capacity - QIES - Capacity will not be freed up on the TransPennine routes serving Wakefield / Warrington / Huddersfield	2
Freed Capacity - QIES - Capacity will not be freed up on the West Coast Main Line on services / routes not served by HS2	6
Freed Capacity - QIES - Capacity will not be freed up outside of peak periods	1
Freed Capacity - QIES - Capacity will not be freed up outside of Nottingham	1
Freed Capacity - QIES - Capacity will not be freed up significantly for people travelling between Lymm and Warrington	1
Freed Capacity - QIES - Capacity will not be freed up significantly for people traveling between Leeds and Birmingham	1
Freed Capacity - QIES - Capacity will only be freed up between London and Manchester	2
Freed Capacity - QIES - Capacity will only be freed up during peak periods	2
Freed Capacity - QIES - Capacity will only be freed up in London / on Southern routes / in Southern area / only benefit those commuting to London	6
Freed Capacity - QIES - Capacity will only be freed up in North to South / South to North directions	9
Freed Capacity - QIES - Concerns that existing rail services will become more expensive to use / prices will rise	8
Freed Capacity - QIES - Existing rail services from Nottingham to London will be just as quick	4
Freed Capacity - QIES - Existing rail services from Wakefield to London will be worse / will not improve	3
Freed Capacity - QIES - Existing rail services in Kent have not / did not improve	3
Freed Capacity - QIES - Existing rail services / network could be improved at a lower cost	6
Freed Capacity - QIES - Existing rail services / network is overcrowded / lack of seats	9
Freed Capacity - QIES - Existing rail services / network serving the East Midlands is perfectly adequate	1
Freed Capacity - QIES - Existing rail services / network will get worse / suffer from neglect / disrepair / a reduction of funding	29
Freed Capacity - QIES - Existing rail services / network will not be replaced / enhanced by HS2	2
Freed Capacity - QIES - Freed capacity will be cancelled out by lack of investment in existing rail services	4
Freed Capacity - QIES - Freed capacity will not improve the quality of services for the cities between the Midlands and the North	1
Freed Capacity - QIES - Journey times between London and Leeds are adequate / only 2 hours currently	2
Freed Capacity - QIES - Journey times between London from Chesterfield will not be reduced	2
Freed Capacity - QIES - Journey times between London and Long Eaton will not be reduced by much / existing services will be just as quick	1
Freed Capacity - QIES - Journey times between London and Warrington will not be reduced	2
Freed Capacity - QIES - Journey times are adequate / will not be reduced by much / could be improved without building HS2 / at lower cost	17
Freed Capacity - QIES - Local services will not be improved / local areas will be badly served / receive an inadequate service	7
Freed Capacity - QIES - Northern Hub project will deliver more capacity / greater local benefits than HS2	6

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Freed Capacity - QIES - The only capacity issue West Coast Main Line has is the one caused by the reduction of off peak fares	1
Freed Capacity - QIES - Capacity will not be freed up / lack of capacity on Staffordshire services	2
Freed Capacity - QIES - There will be a lack of capacity on North Wales services	1
Freed Capacity - QIES - Trains would take much longer than at present as they would be stopping at a lot more stations	4
Freed Capacity - QIES - Concerns that freed capacity will lead to slower services from Stafford	8
Freed Capacity - QIES - Concerns that freed capacity will lead to slower services from Rugeley	8
Freed Capacity - QIES - Concerns that freed capacity will lead to slower services from Trent Valley	5
Freed Capacity - QIES - Concerns that freed capacity will lead to slower services from Lichfield / fast services must be retained	9
Freed Capacity - QIES - The impact on capacity will be to suck resources away from existing networks resulting in a degradation in the standard of those services	1
Freed Capacity - Quality Improvements to Existing Services - Reasons to Neither Agree nor Disagree	71
Freed Capacity - QIES - Concerns whether HS2 will free up capacity on the existing network	5
Freed Capacity - QIES - The opening of Jacksdale / Selston / New Selston Stations will improve local services between Nottingham and Alfreton	1
Freed Capacity - QIES - Capacity problems could get worse as services are removed	7
Freed Capacity - QIES - Capacity problems could get worse due to lack of resources for improving / upgrading the existing rail network in the North Warwickshire area	1
Freed Capacity - QIES - Capacity problems could get worse if people do not use the new line / HS2	2
Freed Capacity - QIES - Capacity problems could get worse on approaches / route to York	2
Freed Capacity - QIES - Capacity problems could get worse on existing services / routes serving HS2 stations / hubs in Nottingham / Leicester / Derby	6
Freed Capacity - QIES - Capacity problems could get worse on the Northern Extension as HS2 uses the existing rail network / tracks	2
Freed Capacity - QIES - Capacity will be freed up with the new / better / cascaded trains on the Midland Main Line	1
Freed Capacity - QIES - Existing rail services / network is adequate / already good enough / runs well	27
Freed Capacity - QIES - Freed capacity on existing rail network would depend on the price of the fare	3
Freed Capacity - QIES - Local trains are old / hazardous / unsafe	1
Freed Capacity - QIES - There will be a lack of capacity on non-Manchester services	1
Freed Capacity - QIES - There will be a lack of capacity on Cheshire services	1
Freed Capacity - QIES - Concerns about investment / continued investment in rolling stock / modern rolling stock	2
Freed Capacity - QIES - Freeing capacity on the existing rail services is the aim but the trains are slow	3
Freed Capacity - QIES - Freeing capacity on the existing rail services is the aim but the trains are poor quality	1
Freed Capacity - QIES - West Coast Main Line is capable of the increased capacity proposed by HS2	3
Freed Capacity - QIES - Why is / are the existing route/s being upgraded?	3

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Freed Capacity - QIES - Overcrowded lines means that no increase in existing services is possible	1
Freed Capacity - Quality Improvements to Existing Services - Alternative Suggestions	646
Freed Capacity - QIES - Capacity on the existing rail network will need to be maintained	8
Freed Capacity - QIES - Costs to upgrade the existing rail network will need to be protected for the long term	1
Freed Capacity - QIES - East Coast Main Line services should be retained / continue to run	6
Freed Capacity - QIES - Restore through services north of Newcastle that were removed in May 2011	1
Freed Capacity - QIES - Agree with plans to electrify the line to / from Rugeley/Walsall	1
Freed Capacity - QIES - re-orientate MML services around Leicester, resulting in an even 'clock-face' service, benefiting other stations along the line	1
Freed Capacity - QIES - Removing long distance passengers from Cross Country trains between Birmingham and North East will free capacity to serve short / medium-distance travel	1
Freed capacity - QIES - Should not be a detrimental impact on frequency / journey times / connectivity to rail services serving North Yorkshire	1
Freed Capacity - QIES - Journey times could be improved between Manchester and London	1
Freed Capacity - QIES - Network Rail started an upgrade project on the West Coast Main Line between Crewe and Stafford which will allow for an increase in speed from 125mph to 140mph	1
Freed Capacity - QIES - Guarantees need to be in place to ensure services to Stafford / Staffordshire / North Staffordshire are retained / improved	1
Freed Capacity - QIES - Introducing a regional Javelin style service between Manchester and Lancashire would significantly improve journey times	1
Freed Capacity - QIES - Solve the battle between Virgin & London Midland	1
Freed Capacity - QIES - Freed capacity could be used for more local / short distance / commuter services between Manchester and Stockport	1
Freed Capacity - QIES - Journey times must not increase between London and Warrington	1
Freed Capacity - QIES - Journey times must not increase between London and Stoke	1
Freed Capacity - QIES - Journey times must not increase between London and Crewe	1
Freed Capacity - QIES - Journey times must not increase between London and Stafford	1
Freed Capacity - QIES - Journey times must not increase between London and Tamworth	1
Freed Capacity - QIES - Journey times must not increase between London and Nuneaton	1
Freed Capacity - QIES - Journey times must not increase between London and Coventry	1
Freed Capacity - QIES - Journey times must not increase between London and Lichfield	1
Freed Capacity - QIES - Journey times could be improved between Manchester and Cheshire	1
Freed Capacity - QIES - Existing rail services must not suffer reduction to speed / frequency as a result of HS2	3
Freed Capacity - QIES - Existing rail services to / from Chesterfield need to be retained	1
Freed Capacity - QIES - Freed capacity is only useful if there are improvements on existing rail network	1
Freed Capacity - QIES - Journey times to London from stations on the West Coast Main Line not served by HS2 should not increase	2
Freed Capacity - QIES - Capacity could be increased with longer trains with limited access to shorter platforms to negate need for longer platforms	1
Freed Capacity - QIES - Capacity could be increased by introducing lines / routes without existing rail infrastructure	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Freed Capacity - QIES - Capacity could be increased by re-opening closed lines / routes / services / old Cross Country lines	9
Freed Capacity - QIES - Capacity could be increased by re-opening closed down lines and upgrading the infrastructure already in place	2
Freed Capacity - QIES - Capacity could be increased by re-opening heritage lines connected to existing rail network where services are not currently possible	1
Freed Capacity - QIES - Capacity could be increased by re-opening heritage lines connected to existing rail network with up to date technical specifications	1
Freed Capacity - QIES - Capacity could be increased by running faster / 115mph / 125mph trains on the East Coast Main Line	1
Freed Capacity - QIES - Capacity could be increased by running faster / 115mph / 125mph trains on the Midland Main Line	2
Freed Capacity - QIES - Capacity could be increased by running faster / 115mph / 125mph trains on the West Coast Main Line	2
Freed Capacity - QIES - Capacity should be increased on services from London to Glasgow as a priority	1
Freed Capacity - QIES - Freed capacity could be used for improved services on the West Coast Main Line for Rugby	2
Freed Capacity - QIES - Freed capacity could be used for improved services on the West Coast Main Line for Milton Keynes	1
Freed Capacity - QIES - Freed capacity could be used for improved services on the West Coast Main Line for Northampton	1
Freed Capacity - QIES - Freed capacity could be used for improved services on the West Coast Main Line for Nuneaton	1
Freed Capacity - QIES - Freed capacity could be used to make fares cheaper / reduce rail fares outside of peak times / to encourage travel at other times of day / night	5
Freed Capacity - QIES - Investment in the existing rail network would benefit businesses / communities	3
Freed Capacity - QIES - Journey times / services could be improved between Manchester and Liverpool	2
Freed Capacity - QIES - Journey times could be improved between Manchester and Leeds	1
Freed Capacity - QIES - Journey times could be improved with the introduction of Cross Country services	3
Freed Capacity - QIES - Journey times could be improved by reducing waiting times for services	1
Freed Capacity - QIES - Journey times should be improved between London to Glasgow as a priority	1
Freed Capacity - QIES - Seats should be reserved for passengers with disabilities / the elderly	1
Freed Capacity - QIES - Money could be better spent on improving the West Coast Main Line to accommodate increased capacity alongside double decker rolling stock	2
Freed Capacity - QIES - Services should be expanded from Doncaster	1
Freed Capacity - QIES - Services should be expanded from Darlington	1
Freed Capacity - QIES - Services should be expanded from Durham	1
Freed Capacity - QIES - Services should be expanded from Newark	1
Freed Capacity - QIES - Journey times could be improved by allowing Network Rail to manage capacity at a fraction of the cost of building HS2	1
Freed Capacity - QIES - Introduction of new services on the ECML could be enabled	1
Freed Capacity - QIES - Expand open access operations on ECML between North East and London	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Freed Capacity - QIES - General principle should be that no station on network should see a worse level of service than exists today	1
Freed Capacity - QIES - HS2 needs to be transformational in West Yorkshire/ Leeds City region by extending to local and regional rail networks	1
Freed Capacity - QIES - Need investment in ECML to ensure freight can use entirety of line	1
Freed Capacity - QIES - Rail North project to create rail strategy for North should play crucial part in utilising freed capacity	1
Freed Capacity - QIES - WCML has reached its operational limits and needs relief	1
Freed Capacity - QIES - Capacity will need to be enhanced between Golborne and Glasgow/ Edinburgh in parallel with HS2 construction	1
Freed Capacity - QIES - Increasing heavy rail services on existing line will free capacity/ improve connections	1
Freed Capacity - QIES - Capacity could be increased by developing / re-opening sections of the Burton to Lichfield line	1
Freed Capacity - QIES - Freed capacity could be used to improve East to West services on small stretches of the East Coast Main Line / West Coast Main Line / Midland Main Line	1
Freed Capacity - QIES - Alteration of East Midlands train timetable would create additional capacity on mineral line to Toton	1
Freed Capacity - QIES - Capacity could / should be improved by upgrading ECML between York and Newcastle / to 140mph	1
Freed Capacity - QIES - capacity released by HS2 should be used to improve services across the East Midlands	1
Freed Capacity - QIES - Capacity should maintain/enhance services from Watford on the WCML	1
Freed Capacity - QIES - Direct services to Crewe and Stafford should be increased	1
Freed Capacity - QIES - Freed capacity should be used to improve services at stations across Sheffield City Region	1
Freed Capacity - QIES - Freed capacity could be used for enhancements to the Cross Country network	1
Freed Capacity - QIES - Freed capacity could be used for enhancements to the Trent Valley services	1
Freed Capacity - QIES - Freed capacity could be used for faster / express services / better connectivity beyond Crewe to North Wales	1
Freed Capacity - QIES - Freed capacity could be used for faster / express services / better connectivity to Blackpool	1
Freed Capacity - QIES - Freed capacity could be used for faster / express services / better connectivity to Scotland	1
Freed Capacity - QIES - Freed capacity could be used for improved services to / from Stafford / Trent Valley to Milton Keynes	1
Freed Capacity - QIES - Freed capacity could be used to improve regional services in East Midlands / through Nottingham / Newark / Lincoln / Grantham / Leicester / Sheffield / Leeds	1
Freed Capacity - QIES - Freed capacity could be used to improve services on the Birmingham to Wolverhampton corridor	1
Freed Capacity - QIES - Freed capacity could be used to introduce regular direct services between Grimsby/Barnetby and London via Doncaster or Newark	1
Freed Capacity - QIES - Freed capacity could be used to maintain and improve level of services in Staffordshire	1
Freed Capacity - QIES - Freed capacity could be used with a new service between Manchester Airport and Birmingham New Street	1
Freed capacity - QIES - Freed capacity could/ should be used to expand semi-fast services to a wider range of destinations	1
Freed Capacity - QIES - Freed capacity must be used to enhance services for Newark	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Freed Capacity - QIES - Freed capacity should be used to improve connectivity for Nottingham/Beeston/Attenborough	1
Freed capacity - QIES - Freed capacity should be used to improve on train provision for luggage / pushchairs / bicycles	1
Freed Capacity - QIES - Freed capacity will not be freed up on WCML capacity between Crewe and Liverpool	1
Freed Capacity - QIES - Freed up capacity should not lead to downgrading of Midland Main Line	1
Freed capacity - QIES - Released capacity could improve local services in Chesterfield area	1
Freed capacity - QIES - Released capacity should be used to create direct access from Chesterfield to Toton	1
Freed capacity - QIES - Released capacity should be used to improve Chesterfield's connectivity to Sheffield Meadowhall	1
Freed Capacity - QIES - Station at Sheffield Meadowhall will enhance capacity from Sheffield City Region to London/ Leeds/ Nottingham/ Derby/ Birmingham	1
Freed capacity - QIES - Updating WCML through Warrington Central would increase capacity to the North West	1
Freed capacity - QIES - Urgent need for more capacity between Carlisle and Preston	1
Freed Capacity - QIES - Will free up capacity on East Coast Main Line	1
Freed Capacity - QIES - HS2 trains through Northallerton will challenge the existing pattern of stops in ECML and TransPennine services	1
Freed Capacity - QIES - Freed capacity will only be achievable at Northallerton if station and railway infrastructure improvements are made	1
Freed Capacity - QIES - Change the route of the East Coast Main Line to go from North East to Cambridge / East Anglia	1
Freed Capacity - QIES - Existing rail services between London and Derby need to be retained	2
Freed Capacity - QIES - WCML could be expanded to offer more local services / serve / benefit more areas once capacity is released	3
Freed Capacity - QIES - Freed capacity could be used to improve / create better local rail services	1
Freed Capacity - QIES - Freed capacity could be used for faster / express services between London and Nottingham	1
Freed Capacity - QIES - Making Manchester and Leeds stations through stations would free capacity for regional and commuter services on the classic network	1
Freed Capacity - QIES - Freed capacity could be used for semi-fast and stopping services on existing WCML to benefit centres no longer served by services which have switched to HS2	1
Freed Capacity - QIES - Freed capacity could be used for new Javelin-type regional high speed express services eg Windemere/Barrow/Blackpool/ North Wales to Manchester Airport	2
Freed Capacity - QIES - Existing rail services on the London Midland line between Crewe and London need to be retained / improved	1
Freed Capacity - QIES - Freed capacity could be used to improve services between Lichfield and Redditch via Birmingham New Street	1
Freed Capacity - QIES - Freed capacity could be used to run regional services to London / Euston	1
Freed Capacity - QIES - Capacity could be increased by extending services to / from Leeds via Outwood / Knottingley / Castleford	1
Freed Capacity - QIES - Freed capacity could be used to extend services between Wakefield Kirkgate and Wakefield Westgate	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Freed Capacity - QIES - Freed capacity could be used to run faster / express services to from Stoke on Trent calling at additional stations	2
Freed Capacity - QIES - Freed capacity could be used to run faster services to reduce journey times between London and Manchester via Stoke	1
Freed Capacity - QIES - Freed capacity could be used to run faster services to reduce journey times between Birmingham and Manchester via Stoke / Stafford	1
Freed Capacity - QIES - Freed capacity could be used to run faster services to reduce journey times between Liverpool and London via Stafford	1
Freed Capacity -QIES - Upgrading inter-city and south eastern commuter routes to the Berne loading gauge would increase necessary capacity by allowing double decker carriages to be used	1
Freed Capacity - QIES - Capacity would be increased by slower trains with more stops rather than a high speed network	1
Freed Capacity - QIES - Capacity could be increased on The West Coast Main Line / WCML if the Midland Mainline was upgraded / modernised	1
Freed Capacity - QIES - Capacity will only be freed on the East Coast Main Line between Manchester and Newcastle if Doncaster is included	2
Freed Capacity - QIES - Capacity could be increased by re-opening services to Glasgow from Leeds via the Settle / Carlisle line	1
Freed Capacity - QIES - Capacity could be increased by improving passing places	3
Freed Capacity - QIES - Existing rail services need to be improved for East / West Midlands and further afield	4
Freed Capacity - QIES - Money could be better spent creating spur lines to re-direct slower trains	1
Freed Capacity - QIES - Freed capacity could be used to run additional services on the East Coast Main Line to Hull	1
Freed Capacity - QIES - Capacity could be increased by installing longer platforms / extended platforms at Preston	2
Freed Capacity - QIES - Reduce the price of 1st class tickets would free up capacity	1
Freed Capacity - QIES - Introducing a high speed service between Newcastle and Edinburgh will free up capacity on services between Glasgow / Preston / Crewe and London	1
Freed Capacity -QIES - Manchester to Scotland route should be changed to go from Manchester to Manchester Airport / Preston and on to Scotland	1
Freed Capacity - QIES - Capacity could be increased by re-opening Leeds Wortley Curve	1
Freed Capacity - QIES - Existing rail services between London and Wolverhampton need to be retained	1
Freed Capacity - QIES - Existing rail services on the Trent Valley line to Manchester need to be retained	1
Freed Capacity - QIES - Existing rail services on the Trent Valley line to London need to be retained	2
Freed Capacity - QIES - Existing Cross Country rail services need to be retained	3
Freed Capacity - QIES - Existing rail services between London and Sandwell need to be retained	1
Freed Capacity - QIES - Guarantees need to be in place to ensure services to Northampton are retained / improved	1
Freed Capacity - QIES - Guarantees need to be in place to ensure services to Milton Keynes are retained / improved	1
Freed Capacity - QIES - Guarantees need to be in place to ensure services to Coventry are retained / improved	2
Freed Capacity - QIES - Guarantees need to be in place to ensure services to Leicester are retained / improved	3

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Freed Capacity - QIES - Guarantees need to be in place to ensure services to Loughborough are retained / improved	1
Freed Capacity - QIES - Guarantees need to be in place to ensure services to Chesterfield are retained / improved	1
Freed Capacity - QIES - Freed capacity could be used to run regional services on the East Coast Main Line	1
Freed Capacity - QIES - Freed capacity could be used to run regional services on the Midland Main Line	1
Freed Capacity - QIES - Freed capacity could be used to run regional services to London / Kings Cross	2
Freed Capacity - QIES - Capacity will be increased on existing networks as HS2 East / West will give potential for freight services to become an inter model	2
Freed Capacity - QIES - Capacity could be increased by adding additional / parallel lines / tracks between Hare Park junction and South Kirkby junction	1
Freed Capacity - QIES - Capacity could be increased by improving technology to allow closer running of trains	1
Freed Capacity - QIES - Capacity could be increased by reinstating the route from Manchester to Kings Cross St Pancras via the Midland Mainline by opening up the route between Chinley and Matlock	1
Freed Capacity - QIES - Freed capacity could be used to run faster services between Birmingham and Nottingham	1
Freed Capacity - QIES - Capacity could be increased by re-opening tracks on the Midland Main Line in the Sheffield / Leeds area	1
Freed Capacity - QIES - Capacity will not be freed up between Newton Le Willows and Manchester Oxford Road	1
Freed Capacity - QIES - Freed capacity could be used to run fast services between Tamworth and Birmingham	1
Freed Capacity - QIES - Capacity could be increased by running faster / more frequent direct services between Tamworth and Manchester / North West	2
Freed Capacity - QIES - Freed Capacity should be used for improved / increased local services for York	1
Freed Capacity - QIES - Freed capacity could be used to improve weekend / evening services	1
Freed Capacity - QIES - Freed capacity could be used to improve local / regional services for Burton-on-Trent	1
Freed Capacity - QIES - Freed capacity could be used to improve local / regional services for Willington	1
Freed Capacity - QIES - Journey times could be improved by upgrading / improving the Midlands Main Line	1
Freed Capacity - QIES - Freed capacity should be used for improved local services in the Birmingham area	2
Freed Capacity - QIES - Freed capacity should be used for improved / increased local services in the Leeds area	3
Freed Capacity - QIES - Freed capacity should be used for improved local services in the Manchester area	3
Freed Capacity - QIES - HS2 should replace / enhance existing long distance services	2
Freed Capacity - QIES - Freed capacity could be used to allow open access operators to compete	2
Freed capacity - QIES - Capacity could be increased on the West Coast Main Line by running services between Manchester and London via Stockport / Macclesfield / Stoke on Trent	1
Freed Capacity - QIES - Freed capacity could be used to run new services from Leeds to Leicester via Sheffield Meadowhall / East Midlands hub at Toton	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Freed Capacity - QIES - Freed capacity could be used to maximise economic benefits	2
Freed Capacity - QIES - Freed capacity could be used to improve route / routes	1
Freed Capacity - QIES - Capacity needs to be freed up on middle distance services	2
Freed Capacity - QIES - Capacity needs to be freed up on services between Oxford / Milton Keynes and London	3
Freed Capacity - QIES - Capacity needs to be increased on existing rail services	5
Freed Capacity - QIES - Freed capacity could be used to maintain / enhance services on ECML from Stevenage- Connection to ECML should not cause reduction in quality / services from Stevenage	1
Freed Capacity - QIES - Government should publish an indicative timetable for additional commuter services	1
Freed Capacity - QIES - Freed capacity and classic compatible services should stop at intermediate station in Cumbria / Penrith and Oxenholme to spread the economic benefits of HS2	1
Freed Capacity - QIES - Freed capacity and classic compatible services should stop at intermediate station in Cumbria / Penrith and Oxenholme to suit the local needs of Cumbria	1
Freed Capacity - QIES - Capacity could be increased by adding additional / parallel lines / tracks alongside existing rail network / on the East / West Coast Main Line routes	16
Freed Capacity - QIES - Capacity could be increased by adding extra / additional stations	8
Freed Capacity - QIES - Capacity could be increased by adding extra / additional carriages / longer trains / like Virgin have	110
Freed Capacity - QIES - Capacity could be increased by adding extra / additional stations on East / West routes	1
Freed capacity - QIES - Capacity could be increased by allowing engines / trains on both existing and HS2 lines	1
Freed Capacity - QIES - Capacity could be increased by building / investing in / more / better (Hitachi) trains / rolling stock	28
Freed Capacity - QIES - Capacity could be increased by dealing with the fare structure	3
Freed Capacity - QIES - Capacity could be increased by doubling / quadrupling existing routes	2
Freed Capacity - QIES - Capacity could be increased by eliminating pinch points / de-bottlenecking	18
Freed Capacity - QIES - Capacity could be increased by expanding the existing rail services /network	2
Freed Capacity - QIES - Capacity could be increased by improving the reliability of existing services	2
Freed Capacity - QIES - Capacity could be increased by installing longer platforms / extending platforms	30
Freed Capacity - QIES - Capacity could be increased by introducing double decker trains / carriages / Pendolinos	24
Freed Capacity - QIES - Capacity could be increased by re-locating businesses from the South East	1
Freed Capacity - QIES - Capacity could be increased by maintaining / re-opening sections of the Great Central Main Line	15
Freed Capacity - QIES - Capacity could be increased by developing / re-opening sections of the Midland Main Line / Ivanhoe Line	4
Freed Capacity - QIES - Capacity could be increased by replacing poor quality London Midland stopping services	1
Freed Capacity - QIES - Capacity could be increased by retaining the East Coast Main Line	1
Freed Capacity - QIES - Capacity could be increased by retaining the West Coast Main Line	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Freed Capacity - QIES - Capacity could be increased by running direct non stop services	1
Freed Capacity - QIES - Capacity could be increased by running existing rail services / network more efficiently / better management	22
Freed Capacity - QIES - Capacity could be increased by running fewer / replacing 1st Class with ordinary carriages	45
Freed Capacity - QIES - Capacity could be increased by running faster / competitive services from Nuneaton to London	1
Freed Capacity - QIES - Capacity could be increased by running faster / competitive services from Tamworth to London	3
Freed Capacity - QIES - Capacity could be increased by running Northbound trains alongside the existing freight line at Beighton Junction through Rotherham	1
Freed Capacity - QIES - Capacity could be increased by running slower trains	2
Freed Capacity - QIES - Capacity could be increased by upgrading local services / routes	3
Freed Capacity - QIES - Capacity could be increased by upgrading railways to High Speed standard as soon as possible	1
Freed Capacity - QIES - Capacity could be increased by upgrading / improving stations	3
Freed Capacity - QIES - Capacity could be increased by upgrading the Chiltern Line for West Midlands express services	1
Freed Capacity - QIES - Capacity could be increased / journey times could be improved by upgrading / investment in the existing rail services / network	101
Freed Capacity - QIES - Capacity could be increased by re-opening closed lines / Great Central Main Line / links quite easily	4
Freed Capacity - QIES - Capacity could be increased faster by upgrading the existing rail services /network	6
Freed Capacity - QIES - Capacity could be increased if rail companies were managed by the state	1
Freed Capacity - QIES - Capacity could be increased by re-opening the Great Central Main Line in the South / South East	4
Freed Capacity - QIES - Capacity could be increased by re-opening closed lines / links more economically	2
Freed Capacity - QIES - Capacity could be increased / increased more economically by upgrading the East Coast Main Line	4
Freed Capacity - QIES - Capacity could be increased / increased more economically by upgrading the West Coast Main Line	25
Freed Capacity - QIES - Capacity could be increased by upgrading the West Coast Main Line between Crewe / Stafford / Warrington / Liverpool / Scotland	9
Freed Capacity - QIES - Capacity could be increased on the East Coast Main Line with careful planning	2
Freed Capacity - QIES - Capacity could be increased with improved innovation	1
Freed Capacity - QIES - Capacity should be increased on existing rail services	6
Freed Capacity - QIES - Carriages should be of the right standard	2
Freed Capacity - QIES - Capacity should be freed / is needed in the South / Southern areas	3
Freed Capacity - QIES - Existing rail services / network / needs to be expanded / improved / upgraded / invested in	41
Freed Capacity - QIES - Existing rail services / network needs to be upgraded before HS2 is built so capacity is freed when HS2 is finished	3
Freed Capacity - QIES - Existing rail services needs to be retained for convenience / those who cannot use HS2 / afford to use HS2	9
Freed Capacity - QIES - Freed capacity could be used for faster / express services between Liverpool and Birmingham	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Freed Capacity - QIES - Freed capacity could be used for faster / express services between Plumley and Manchester	1
Freed Capacity - QIES - Freed capacity could be used for faster / express services beyond Crewe to North Wales	2
Freed Capacity - QIES - Freed capacity could be used for faster / express services to benefit the Crewe area	1
Freed Capacity - QIES - Freed capacity could be used for faster / express local services	3
Freed Capacity - QIES - Freed capacity could be used for faster / express services on busy routes	1
Freed Capacity - QIES - Freed capacity could be used for improved services between Birchwood and Leeds	1
Freed Capacity - QIES - Freed capacity could be used for improved services between Birchwood and Manchester	1
Freed Capacity - QIES - Freed capacity could be used for improved services between Nottingham and Leeds	1
Freed Capacity - QIES - Freed capacity could be used for improved services between Warrington and Leeds	1
Freed Capacity - QIES - Freed capacity could be used for improved services between Warrington and Manchester	1
Freed Capacity - QIES - Freed capacity could be used to improve services from the South Coast to the Midlands	1
Freed Capacity - QIES - Freed capacity could be used for improved services southbound from Manchester Airport	3
Freed Capacity - QIES - Freed capacity could be used for improved services to Manchester from East Lancashire / Accrington	1
Freed Capacity - QIES - Freed capacity could be used for improved services to Manchester from East Lancashire / Blackburn	1
Freed Capacity - QIES - Freed capacity could be used for improved services to Manchester from East Lancashire / Burnley	1
Freed Capacity - QIES - Freed capacity could be used for improved services to / from Derby / Nottingham to London	3
Freed Capacity - QIES - Freed capacity could be used for improved services to / from Derby / Nottingham to other parts of the UK	3
Freed Capacity - QIES - Freed capacity could be used for improved services to London / Birmingham on the West Coast Main Line	1
Freed Capacity - QIES - Freed capacity could be used for improved services on the East Coast Main Line	4
Freed Capacity - QIES - Freed capacity could be used for improved services on the Midland Main Line	1
Freed Capacity - QIES - Freed capacity could be used for improved services between the South East and North West	1
Freed Capacity - QIES - Freed capacity could be used for improved services between the South West and North East	1
Freed Capacity - QIES - Freed capacity could be used for improved services on the West Coast Main Line	3
Freed Capacity - QIES - Freed capacity could be used for improved local / short distance / commuter services	19
Freed Capacity - QIES - Freed capacity could be used for local / short distance services from Birmingham New Street	2
Freed Capacity - QIES - Freed capacity could be used for long distance travel / services	3
Freed Capacity - QIES - Freed capacity could be used for services at Derby Station on a reopened Great Central Main Line	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Freed Capacity - QIES - Freed capacity could be used for slower passenger services	3
Freed Capacity - QIES - Freed capacity could be used to provide / run / create new feeder routes to improve connectivity with HS2	4
Freed Capacity - QIES - Freed capacity could be used to improve local / regional services	31
Freed Capacity - QIES - Freed capacity could be used to improve local / regional services in Cheshire	2
Freed Capacity - QIES - Freed capacity could be used to improve local / regional services for Leeds	4
Freed Capacity - QIES - Freed capacity could be used to improve local / regional services out of Leeds to Bradford	1
Freed Capacity - QIES - Freed capacity could be used to improve local / regional services out of Leeds to Doncaster	1
Freed Capacity - QIES - Freed capacity could be used to improve local / regional services out of Leeds to Harrogate	1
Freed Capacity - QIES - Freed capacity could be used to improve local / regional services out of Leeds to Ilkley	1
Freed Capacity - QIES - Freed capacity could be used to improve local / regional services out of Leeds to Castleford	1
Freed Capacity - QIES - Freed capacity could be used to improve local / regional services out of Leeds to Wakefield	1
Freed Capacity - QIES - Freed capacity could be used to improve local / regional services out of Leeds to Woodlesford	1
Freed Capacity - QIES - Freed capacity could be used to improve local / regional services for Sheffield	2
Freed Capacity - QIES - Freed capacity could be used to improve longer / Cross Country services	5
Freed Capacity - QIES - Freed capacity could be used to improve routes / services for areas not connected to HS2 / so more people will benefit	6
Freed Capacity - QIES - Freed capacity could be used to make fares cheaper / reduce rail fares / reform ticket prices / pricing structure	29
Freed Capacity - QIES - Freed capacity could be used to make fares cheaper / reduce rail fares from Leeds to London	1
Freed Capacity - QIES - Freed capacity could be used to run cross northern services from Newcastle / Leeds / Sheffield / Manchester / Liverpool	2
Freed Capacity - QIES - Capacity could be increased by re-opening / re-storing old routes / stations / freight routes	8
Freed Capacity - QIES - Freed capacity could be used to run different services giving greater choice / flexibility	3
Freed Capacity - QIES - Freed capacity could be used to run faster services to reduce journey times	5
Freed Capacity - QIES - Freed capacity could be used to run "Health Trains" for smaller towns and villages normally bypassed	1
Freed Capacity - QIES - Freed capacity could be used to run long distance services on the West Coast Main Line	2
Freed Capacity - QIES - Freed capacity could be used to run services from Lincoln to Cambridge stopping at Newark and Grantham	1
Freed Capacity - QIES - Freed capacity could be used to run tourist / steam trains to / from the National Railway Museum to tourist destinations	1
Freed Capacity - QIES - Freed capacity could be used to run through services from Newcastle to the Midland Main Line	1
Freed Capacity - QIES - Freed capacity on the East Midlands line will result in a reduction in quality of existing services	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Freed Capacity - QIES - Freed capacity should not be used for additional local services on the West Coast Main Line	1
Freed Capacity - QIES - Investment in the existing rail network would allow passengers to be moved more efficiently than on the road	2
Freed Capacity - QIES - Investment in the existing rail network would be more cost effective / cheaper	13
Freed Capacity - QIES - Investment in the existing rail network would cause less disruption	4
Freed Capacity - QIES - Money could be better spent increasing capacity on existing rail services / network	31
Freed Capacity - QIES - Money could be better spent increasing capacity on existing inter-city rail services / network	3
Freed Capacity - QIES - Money could be better spent improving / making local services more flexible on existing rail services / network	9
Freed Capacity - QIES - Reduction in journey times need to be estimated and publicised	1
Freed Capacity - QIES - Short distance stopping / commuter / local services should be stopping at more / all stations on route	3
Freed Capacity - QIES - West Coast Main Line could be upgraded to provide more local benefits	6
Freed Capacity - QIES - West Coast Main Line could be upgraded to provide more regional benefits	9
Freed Capacity - QIES - West Coast Main Line could be upgraded to provide more national benefits	7
Freed Capacity - Connectivity / Integration between transport modes and other services (Con)	420
Freed Capacity - Connectivity - Reasons to Agree	46
Freed Capacity - Con - Meeting future connectivity demands is essential / necessary / important for businesses	1
Freed Capacity - Con - Connectivity is essential / necessary / needed for local / regional / commuter services	3
Freed Capacity - Con - HS2 will be good for future strategic connectivity demands	1
Freed Capacity - Con - Released capacity and the introduction of classic compatible services will improve access from Manchester Airport to Staffordshire	2
Freed Capacity - Con - Good for/better/improved links/connectivity for expanding work catchment areas	1
Freed Capacity - Con - Good for better / improved links / connectivity for more shorter distance / local / regional / commuter / stopping services	14
Freed Capacity - Con - Linking larger / major cities / towns by rail for better connectivity is needed / essential / should be a priority	18
Freed Capacity - Con - HS2 addresses the need for improved travel / connectivity between cities	11
Freed Capacity - Connectivity - Reasons to Disagree	133
Freed Capacity - Con - 'Hub and Spoke' model will reduce connectivity in the North East.	1
Freed Capacity - Con - Connectivity will not be improved / will be reduced / hindered by the proposal at Manchester / Leeds / Sheffield	1
Freed capacity - Con - High speed trains will only exacerbate capacity and reliability problems for Preston-Carstairs stretch without significant intervention prior to opening of HS2	1
Freed capacity - Con - Unconvinced that sufficient capacity can be provided by WCML current configuration between Wigan/Preston/ Lancaster/Carnforth for 'classic compatible' to run punctually / consistently when HS2 is complete	1
Freed Capacity - Con - HS2 will not serve the North East for services to the South / South West / South Coast	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Freed Capacity - Con - HS2 will not serve Scotland for services to the South / South West / South Coast	1
Freed Capacity - Con - HS2 will not serve Leicester for East Midlands services	1
Freed Capacity - Con - HS2 will not serve Loughborough for East Midlands services	1
Freed Capacity - Con - HS2 will not serve Loughborough for inter-city services	1
Freed Capacity - Con - HS2 will not serve Leicester for inter-city services	1
Freed Capacity - Con - Connectivity / integration will be negatively impacted on the Leeds / York section of suburban track by HS2	2
Freed Capacity - Con - Connectivity / integration will be negatively impacted by the Northern Extension / junction with the East Coast Main Line	2
Freed Capacity - Con - Connectivity between Leeds and Doncaster will be improved	1
Freed Capacity - Con - Proposal will not improve connectivity between the South West and North East / South East and North West	3
Freed Capacity - Con - Concerns about what will happen to passengers on Newcastle to Edinburgh route	1
Freed Capacity - Con - Capacity will not be freed up because it will have too few stations / serve only a few locations / only good for fast / long distance travel	42
Freed Capacity - Con - Capacity will not be freed up because people will have to travel longer / further to access HS2 stations / access will be hard / inconvenient / expensive	48
Freed Capacity - Con - Capacity will not be freed up because it will have too few routes / serve only a small proportion of passengers	6
Freed Capacity - Con - Capacity will not be freed up because it will not be convenient to use	7
Freed Capacity - Con - Capacity will not be freed up in Liverpool / at Lime Street Station due to no HS2 link	3
Freed Capacity - Con - Capacity will not be freed up in Liverpool and will restrict its connectivity to other cities / expansion	2
Freed Capacity - Con - Connectivity will not be improved / will be reduced / hindered by the proposal	7
Freed Capacity - Con - Connectivity will not be improved / will be reduced in Stafford	2
Freed Capacity - Con - Freed capacity will be cancelled out by reducing services / access to London main line stations	2
Freed Capacity - Con - HS2 lacks connectivity because there are few links to the existing rail network	9
Freed Capacity - Con - HS2 lacks connectivity because there are no local links / links for Polesworth	1
Freed Capacity - Con - HS2 would mean a longer journey to London from Chesterfield	3
Freed Capacity - Con - Improving connectivity is the main aim therefore high speed trains are not required	4
Freed Capacity - Con - Integrated transport across the whole UK is a pipe dream / will never happen	3
Freed Capacity - Con - There is no demand / need for additional rail links in this area	3
Freed Capacity - Con - There is no demand / need for extra connectivity	2
Freed Capacity - Con - We will have two lines serving the same routes and stations	2
Freed Capacity - Con - Meeting future connectivity demands for business / freight / personal travel can be delivered in an easier way	3
Freed Capacity - Connectivity - Reasons to Neither Agree nor Disagree	13
Freed Capacity - Con - Rail travel without many changes / luggage transfers would be more convenient / welcomed by an aging / elderly population	2
Freed Capacity - Con - Journeys are less likely to be taken if a change is involved	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Freed Capacity - Con - Unclear how HS2 connections will support industrial growth	1
Freed Capacity - Con - Capacity being freed depends on the timetable / convenience of the service	7
Freed Capacity - Con - Concerns about connectivity	2
Freed Capacity - Connectivity - Alternative suggestions	284
Freed Capacity - Con - Journey times could be improved between cities in the North to help business / commuting	2
Freed Capacity - Con - Phase 3 on the Eastern leg could improve connectivity between Glasgow / Edinburgh / Dundee / Aberdeen with Newcastle / York / Leeds / Sheffield / Toton / Derby / Nottingham / Birmingham via Classic Compatible services	1
Freed Capacity - Con - Freed capacity could be used to increase connectivity / to HS2 / from Birmingham satellite towns / Water Orton / Wilnecote / Tamworth / Burton-upon-Trent / Willington Stations	1
Freed Capacity - Con - Freed capacity would be used by those who cannot access HS2 stations	3
Freed Capacity - Con - Connectivity needs to be improved between Bradford / Wakefield / Doncaster / Lincoln / Hull / the North and London / to aid economic regeneration	6
Freed Capacity - Con - Do not reduce the number of stops	1
Freed Capacity - Con - Capacity could be freed on the West Coast Main Line by removing bottlenecks at Crewe	1
Freed capacity - Con - Improve connectivity for Northampton in line with its adopted Rail Strategy (January 2013)	1
Freed Capacity - Con - Staffordshire stations (incl. Lichfield/ Tamworth) could utilise freed capacity to improve services to Manchester and London	1
Freed Capacity - Con- HS2 will need to work with rail industry (including Long Term Planning Process) to ensure West Midlands benefits from better connectivity	1
Freed Capacity - Con - Capacity should be used to improve connectivity from Walsall/ Cannock to Stafford / Stoke by extending local services	1
Freed Capacity - Con - Capacity should be used to improve connectivity from Walsall / Cannock to North West by routing some semi-fast services from Birmingham via this route	1
Freed Capacity - Con - Connections from Sheffield could stimulate housing growth	1
Freed capacity - Con - Developing Carlisle, Oxenholme and Lancaster / Northern cities as transport hubs would enhance connectivity between HS2 and existing rail services in the North West / local area	1
Freed Capacity - Con - Freed capacity could be used to improve accessibility to East Midlands Airport / from East Midlands region / Derby	1
Freed Capacity - Con - Freed capacity could be used to improve rail links to regional airports	1
Freed capacity - Con - Freed capacity could be used to open new services from Harrogate / Scarborough to London	1
Freed Capacity - Con - Freed capacity could be used to run services from Birmingham International and Manchester airport via Stafford	1
Freed Capacity - Con - Freed capacity could improve rail connectivity for Tamworth / Burton-on-Trent	1
Freed Capacity - Con - Freed capacity on ECML should be used to provide through services between Lincoln and Kings Cross	1
Freed Capacity - Con - Freed capacity on WCML provide through services from Northampton to Euston and North West	1
Freed Capacity - Con - Freed capacity should be used to enhance regional rail connectivity for East Midlands region	1
Freed Capacity - Con - Good for better / improved links / connectivity for more shorter distance / stopping services / in Cumbria / Lake District	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Freed Capacity - Con - HS2 classic compatibility services must stop at Oxenholme, the key station for Kendal / the Lake District	1
Freed Capacity - Con - Increased capacity should be used to link Manchester to universities including in London, the North and Oxford and Cambridge	1
Freed Capacity - Con - Integration with Northern Hub development will result in maximum capacity being freed	1
Freed Capacity - Con - Introduce more stopping services on the Leeds to Doncaster line	1
Freed Capacity - Con - New through services at Birmingham New Street could be introduced reducing number of transfers at New Street	1
Freed Capacity - Con - Potential to connect more offline towns such as Hull / Grimsby /Lincoln / Harrogate	1
Freed Capacity - Con - Proposals put forward by Network rail in their Route Utilisation Strategy should be fully implemented	1
Freed Capacity - Con - Provide through service from Leicester and Derby to Manchester	1
Freed Capacity - Con - Provide through service from Scotland and the North East to the South West via Leicester	1
Freed capacity - Con - Restore direct link between Northampton and Trent Valley stations	1
Freed Capacity - Con - Should improve connections to airports	1
Freed Capacity - Con - Should not combine the Piccadilly - Stoke London and Manchester Airport - Piccadilly - Glasgow - Edinburgh services	1
Freed Capacity - Con - West Midlands could benefit from much better connectivity	1
Freed Capacity - Con - Capacity could not be freed if using "Classic Compatible" trains / could result in loss of seats / to London	2
Freed Capacity - Con - Bradford / Halifax / Huddersfield should all benefit from planning and improvement of network to allow opportunity for fast and effective connection into HS2 services	1
Freed Capacity - Con - Clear opportunities for interchange at Sheffield HS2 station to transform connectivity for towns and cities along the route	1
Freed Capacity - Con - Freed capacity in West Yorkshire will be contingent on maximising network improvements on local networks to provide seamless cross platform interchange	1
Freed capacity - Con - Should consider how best to use freed capacity between Birmingham and Sheffield for additional local / regional services for Derby	1
Freed Capacity - Con - Freed capacity could be used to potentially run services between West Yorkshire and East Anglia	1
Freed capacity - Con - Freed capacity from MML must enable further improvements to connectivity	1
Freed Capacity - Con - Freed Capacity should be used to run frequent services from the East Midlands Hub to East Midlands towns / cities like Derby / Grantham / Mansfield / Nottingham	1
Freed Capacity - Con - Freed Capacity should be used to run fast services from the East Midlands Hub to East Midlands towns / cities like Derby / Grantham / Mansfield / Nottingham	3
Freed Capacity - Con - Connectivity could be improved on to the West Coast Main Line at Crewe	1
Freed capacity - Con - Freed capacity could be used to run services between Leicester and Burton	1
Freed Capacity - Con - Freed Capacity could be used to run through services north of Manchester from Stoke	1
Freed Capacity - Con - Freed capacity could be used to run services from Manchester / Leeds to connect to Heathrow Airport via Bickenhill	1
Freed Capacity - Con - Freed capacity could be used to run new direct journeys for the Eastern Counties	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Freed Capacity - Con - Freed capacity could be used to run new direct journeys from the East Midlands to the South via Oxford / Reading	1
Freed Capacity - Con - Freed capacity could be used to run new direct journeys from the East Midlands to the South West	1
Freed Capacity - Con - Freed capacity could be used to run new direct journeys from the East Midlands to South Wales via Swindon	1
Freed capacity - Con - Capacity could be freed by quadrupling the WCML north of Wigan North Western station and Balshaw Lane Junction	1
Freed capacity - Con - Constructing an underground station at Wigan North Western with tunnels to take high speed railway under the town / tunnel entrances at Bamfurlong and north of Standish Junction	1
Freed capacity - Con - Re-open the 'Wigan bypass' railway for freight only and diversionary traffic to avoid Wigan proper	1
Freed capacity - Con - Construct a flying junction at Euxton Junction to allow Preston to Chorley/Bolton/Manchester services to avoid conflicting with high speed trains heading between Wigan and Preston	1
Freed capacity - Con - Quadruple WCML between Preston/Lancaster/ Carnforth were possible - removing potential capacity constraints with high speed compatible trains by providing two Up and Down Slow lines for local and semi-fast services	1
Freed capacity - Con - Reconfigure platforms at Preston to allow high speed trains	1
Freed capacity - Con - Re-open disused platform at Lancaster to increase capacity at the station	1
Freed Capacity - Con - Freed Capacity could be used to run direct services from Warrington to North Cheshire / North Wales without travelling via Crewe	1
Freed Capacity - Con - Connectivity needs to be improved between Leeds / Sheffield / Newcastle and East Anglia	4
Freed Capacity - Con - Freed Capacity could be used to create new services between London Kings Cross to Cleethorpes	1
Freed Capacity - Con - Freed Capacity could be used to create new services between London Kings Cross to Teesside	1
Freed Capacity - Con - Freed Capacity could be used to create new services between London Kings Cross to Lincoln	1
Freed Capacity - Con - Freed Capacity could be used to create new services between London Kings Cross to Grimsby	1
Freed Capacity - Con - Freed Capacity could be used to create new services between London Kings Cross to Hull	1
Freed Capacity - Con - Freed Capacity could be used to create new services on the East Coast Main Line	1
Freed Capacity - Con - Freed capacity could be used to run regional Cross Country services to serve London Liverpool Street	1
Freed Capacity - Con - Freed capacity could be used to run regional Cross Country services to serve Cambridge	2
Freed Capacity - Con - Freed capacity could be used to run regional Cross Country services to serve Stansted	1
Freed Capacity - Con - Freed capacity could be used to run regional Cross Country services to serve Peterborough	1
Freed Capacity - Con - Freed capacity could be used to run regional Cross Country services to serve Swansea	1
Freed Capacity - Con - Freed capacity could be used to run regional Cross Country services to serve Cardiff	1
Freed Capacity - Con - Freed capacity could be used to run regional Cross Country services to serve Southampton	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Freed Capacity - Con - Freed capacity could be used to run regional Cross Country services to serve Bournemouth	1
Freed Capacity - Con - Freed capacity could be used to run regional Cross Country services to serve Oxford	2
Freed Capacity - Con - Freed capacity could be used to run services from Manchester / Manchester Airport to Derby / Nottingham / East Midlands	2
Freed Capacity - Con - Freed capacity could be used to run direct services to Bradford / Wakefield / Doncaster on the re-opened Leeds Wortley Curve	1
Freed Capacity - Con - Freed capacity could be used to run services from / to the North to connect with Oxford / Cambridge / Stansted Airport / other major cities without the need to go via London	3
Freed Capacity - Con - Should consider a classic compatible service from Manchester via Manchester Airport / Wigan / Preston / Blackpool / Lake District to Scotland on HS2 line would improve connectivity	2
Freed Capacity - Con - Freed Capacity could be used to run services to / from Huddersfield / Halifax / Bradford via Wakefield	2
Freed Capacity - Con - Freed capacity could be used to run regional Cross Country services to serve Bristol	1
Freed Capacity - Con - Freed capacity could be used to run regional Cross Country services to serve Hull	1
Freed Capacity - Con - Freed capacity could be used to run new direct services between Lichfield and the East Midlands	1
Freed Capacity - Con - Freed capacity could be used to improve connectivity between Tamworth and Burton on Trent	1
Freed Capacity - Con - Freed capacity could be used to improve connectivity between Staffordshire and the East Midlands	1
Freed Capacity - Con - Freed capacity could be used to improve connectivity for Stoke On Trent	2
Freed Capacity - Con - Linking HS2 and the Derby / Birmingham line will allow services to run from Manchester to Birmingham	1
Freed Capacity - Con - Linking HS2 and the Derby / Birmingham line will allow services to run from Manchester to South Wales	1
Freed Capacity - Con - Linking HS2 and the Derby / Birmingham line will allow services to run from Manchester to Bristol	1
Freed Capacity - Con - Connectivity could be improved by linking HS2 and the Derby / Birmingham line	1
Freed Capacity - Con - Freed capacity could be used to re-open Open Access services by Wrexham and Shropshire	1
Freed Capacity - Con - Freed capacity could be used to re-open West Coast Main Line services from Rugby to Glasgow	1
Freed Capacity - Con - Freed capacity could be used to re-open West Coast Main Line services from Rugby to Manchester	1
Freed Capacity - Con - Freed capacity could be used to re-open direct Cross Country services from Manchester to the South West beyond Bristol	1
Freed Capacity - Con - Freed capacity could be used to re-open direct West Coast Main Line services from Northampton to Macclesfield	1
Freed Capacity - Con - Freed capacity could be used to re-open direct West Coast Main Line services from Milton Keynes to Macclesfield	1
Freed Capacity - Con - Freed capacity could be used to re-open direct Cross Country services from Scotland to the South West beyond Bristol	1
Freed Capacity - Con - Freed capacity could be used to re-open direct Cross Country services from the North West to the South West beyond Bristol	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Freed Capacity - Con - Capacity could be freed on the West Coast Main Line at a fraction of the cost of building HS2	1
Freed Capacity - Con - Connectivity from East to West on Cross Country services should be improved	2
Freed Capacity - Con - Freed capacity could be used to link / improve connectivity between Knottingley / Wakefield / other services from Wakefield Westgate	1
Freed Capacity - Con - Freed capacity could be used to link Bradford / Leeds / Wakefield with the East Midlands / Leicester / Northampton and places currently hard to access	1
Freed Capacity - Con - Freed capacity could be used to directly link Yorkshire / East Anglia via Peterborough	1
Freed Capacity - Con - Freed Capacity could be used to link towns not served by HS2 such as Nuneaton / Stoke / Chester / Hartford / Congleton / Macclesfield / Middlesbrough / Stockton / Huddersfield / Halifax / South Shields / Sunderland / Hartlepool / Barrow In Furness / Whitehaven with a direct service to London / Birmingham / HS2 Hubs	2
Freed Capacity - Con - Capacity could be freed by retaining fast intercity 125/225 services between Edinburgh and London with stations on the East Coast Main Line	1
Freed Capacity - Con - Connectivity could be improved on to the East Coast Main Line at Sunderland	1
Freed Capacity - Con - Connectivity could be improved on to the East Coast Main Line at Middlesbrough	1
Freed Capacity - Con - Connectivity could be improved on to the East Coast Main Line at Bradford	1
Freed Capacity - Con - Connectivity could be improved on to the East Coast Main Line at Huddersfield	1
Freed Capacity - Con - Connectivity could be improved on to the East Coast Main Line at Lincoln	1
Freed Capacity - Con - Connectivity could be improved on to the East Coast Main Line at Grimsby	1
Freed Capacity - Con - Connectivity could be improved on to the East Coast Main Line at Harrogate	1
Freed Capacity - Con - Freed capacity could be used to improve connectivity / services from Sheffield to other parts of Yorkshire	1
Freed Capacity - Con - Freed capacity could be used to improve connectivity / services from Sheffield into Lancashire	1
Freed Capacity - Con - Freed capacity could be used to improve connectivity / services from Sheffield to the North West	1
Freed Capacity - Con - Freed capacity could be used to improve connectivity / services from Sheffield to the Lake District	1
Freed Capacity - Con - Freed capacity could be used to improve connectivity / services from Sheffield to Wales / north Wales	1
Freed Capacity - Con - Freed capacity could be used to improve connectivity / services from Sheffield to Scotland	1
Freed Capacity - Con - Freed capacity could be used to improve connectivity / services from Sheffield to Tyneside	1
Freed Capacity - Con - Freed capacity could be used to improve connectivity / services from Sheffield through Birmingham to the South West	1
Freed Capacity - Con - Freed capacity could be used to improve connectivity / services from Sheffield through Birmingham to Lincolnshire	1
Freed Capacity - Con - Freed capacity could be used to improve connectivity / services from Sheffield through Birmingham to Cambridgeshire	1
Freed Capacity - Con - Freed capacity could be used to improve connectivity / services from Sheffield through Birmingham to East Anglia	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Freed Capacity - Con - Freed capacity could be used to improve connectivity / rail links to Birmingham	2
Freed Capacity - Con - Freed capacity could be used to improve connectivity / rail links to Leeds	1
Freed Capacity - Con - Freed capacity could be used to improve connectivity / rail links to London	4
Freed Capacity - Con - Freed capacity could be used to improve connectivity / rail links to Manchester	4
Freed Capacity - Con - Freed capacity could be used to run new direct journeys to / from Sheffield	1
Freed Capacity - Con - Freed capacity could be used to run services from Leeds to places hard to access like the South West	1
Freed Capacity - Con - Freed capacity could be used to run services from Leeds to places hard to access like East Anglia	2
Freed Capacity - Con - Freed capacity could be used to run services to / from Loughborough	1
Freed Capacity - Con - Freed capacity on London services could be used to provide links to key destinations to widen catchment areas	1
Freed Capacity - Con - Should consider replacing link to Edwalton would provide an alternative route through Nottingham / Melton / Oakham to London	1
Freed Capacity - Con - Station pairs which have a poorer service between them need to be minimised after HS2 is launched	1
Freed Capacity - Con - HS2 / existing rail network should be fully integrated with Birmingham / Heathrow / East Midlands / Manchester / Stansted / Luton / Gatwick airports	6
Freed Capacity - Con - Rail timetables / rail-rail / rail-bus connectivity should be revised / should allow more / discretionary 'dwell time'	1
Freed Capacity - Con - Quality of connectivity / services should be monitored by roving inspectors who report to the Rail Regulator	1
Freed Capacity - Con - Franchises should be configured geographically, requiring operators to maintain lucrative & less lucrative routes	1
Freed Capacity - Con - Connectivity / linking Cross Country services should be considered	15
Freed Capacity - Con - Should use / recycle as much of the old / disused lines as much as possible	1
Freed Capacity - Con - Capacity could be freed by opening / re-opening more local stations	3
Freed Capacity - Con - Capacity could be freed on the West Coast Main Line by running fast intercity "Classic Compatible" HS2 services between Edinburgh and London via Newcastle	2
Freed Capacity - Con - Capacity could be freed on the existing lines by running "Classic Compatible" HS2 services	1
Freed Capacity - Con - Capacity could be freed on the West Coast Main Line by running "Classic Compatible" HS2 services to serve Warrington	1
Freed Capacity - Con - Capacity could be freed on the West Coast Main Line by running "Classic Compatible" HS2 services to serve Wigan	1
Freed Capacity - Con - Capacity could be freed on the West Coast Main Line by running "Classic Compatible" HS2 services to serve Preston	1
Freed Capacity - Con - Capacity could be freed on the West Coast Main Line by retaining fast intercity 125/225 services between Edinburgh and London via Newcastle	1
Freed Capacity - Con - Capacity could be increased by adding additional stations	3
Freed Capacity - Con - Commuter services should be connected with high speed stations	1
Freed Capacity - Con - Connectivity from East to West / Leeds / Sheffield to Manchester / Liverpool / across the Pennines would provide many benefits / should be the priority for passengers and freight	35

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Freed Capacity - Con - Connectivity from East to West should be the priority / for better connectivity with existing transport infrastructure	7
Freed Capacity - Con - Connectivity / linking ports on the East Coast / Hull should be considered	4
Freed Capacity - Con - Connectivity / linking ports on the East Coast / Harwich should be considered	4
Freed Capacity - Con - Connectivity from East to West via a route from Warrington Bank should be considered for the future	1
Freed Capacity - Con - Connectivity on existing lines / routes should be the priority / is more important	7
Freed Capacity - Con - Connectivity for Northern cities / the links in the North need upgrading / improving	6
Freed Capacity - Con - Existing rail services should continue / be improved to link / connect / integrate with HS2 stations / hubs	14
Freed Capacity - Con - Extending the Manchester Metro to Knutsford would improve connectivity	1
Freed Capacity - Con - Freed capacity could be used for local / short distance commuting / travel in Leeds	1
Freed Capacity - Con - Freed capacity could be used for local / short distance commuting / travel in Sheffield	1
Freed Capacity - Con - Freed capacity could be used to build new / more stations / reducing the need for connecting with other transport	7
Freed Capacity - Con - Freed Capacity could be used to create new routes	4
Freed Capacity - Con - Freed Capacity could be used to create new routes from Derby to Langley Mill / Kirkby	1
Freed Capacity - Con - Freed capacity could be used to improve connectivity / running intercity / city to city services	8
Freed Capacity - Con - Freed capacity could be used to connect people in regional cities to Europe	3
Freed Capacity - Con - Freed capacity could be used to connect stations / smaller / rural stations / towns in the area / country	7
Freed Capacity - Con - Freed capacity could be used to connect stations / towns not served by West Coast Main Line	2
Freed Capacity - Con - Freed capacity could be used to open a service to Barlaston	1
Freed Capacity - Con - Freed capacity could be used to open a service to Norton Bridge	3
Freed Capacity - Con - Freed capacity could be used to reopen Polesworth station	2
Freed Capacity - Con - Freed capacity could be used to run more local / stopping services on the West Coast Main Line	5
Freed Capacity - Con - Freed capacity could be used to run more local / stopping services on the East Coast Main Line	5
Freed Capacity - Con - Freed capacity could be used to run new direct journeys from Bradford	2
Freed Capacity - Con - Freed capacity could be used to run new direct journeys from Lichfield to Derby / Nottingham / Sheffield	1
Freed Capacity - Con - Freed capacity could be used to run new direct journeys from Leeds	2
Freed Capacity - Con - Freed capacity could be used to run new direct journeys from Sutton Coldfield to Derby / Nottingham / Sheffield	1
Freed Capacity - Con - Freed capacity could be used to run new direct journeys that currently involve a number of changes	2
Freed Capacity - Con - Freed capacity could be used to run new direct journeys to Bristol	1
Freed Capacity - Con - Freed capacity could be used to run new direct journeys to Cardiff	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Freed Capacity - Con - Freed capacity could be used to run new direct journeys to Edinburgh	2
Freed Capacity - Con - Freed capacity could be used to run new direct journeys / express services to Glasgow	4
Freed Capacity - Con - Freed capacity could be used to run new direct journeys to Southampton	1
Freed Capacity - Con - Freed capacity could be used to run services from Acton Bridge further north of Liverpool	1
Freed Capacity - Con - Freed capacity could be used to run services from Hartford further north of Liverpool	1
Freed Capacity - Con - Freed capacity could be used to run services from Leeds to Cambridge on the East Coast Main Line	3
Freed Capacity - Con - Freed capacity could be used to run services from Leeds to places hard to access like Nottingham	3
Freed Capacity - Con - Freed capacity could be used to run services from Leeds to places hard to access like Leicester	2
Freed Capacity - Con - Freed capacity could be used to run services from Liverpool to other parts of the UK	1
Freed Capacity - Con - Freed capacity could be used to run services from Winsford further north of Liverpool	1
Freed Capacity - Con - Freed capacity could be used to run services north to / from Rugby / to Glasgow / Manchester	1
Freed Capacity - Con - Freed capacity could be used to run services with more stops between Manchester and London	1
Freed Capacity - Con - Freed capacity could be used to run services to Coventry	2
Freed Capacity - Con - Freed capacity could be used to run services to Derby	2
Freed Capacity - Con - Freed capacity could be used to run services to / from Leicester	5
Freed Capacity - Con - Freed capacity could be used to run services to / from Lincoln	1
Freed Capacity - Con - Freed capacity could be used to run services to Nottingham	3
Freed Capacity - Con - Freed capacity could be used to run regional Cross Country services in South Humberside	1
Freed Capacity - Con - Freed capacity could be used to run services with more stops between Leeds and London	1
Freed Capacity - Con - Freed capacity on the West Coast Main Line could be used to run services to Preston	1
Freed Capacity - Con - Freed capacity on the West Coast Main Line could be used to run services to Warrington	1
Freed Capacity - Con - Freed capacity on the West Coast Main Line could be used to run services to Wigan	3
Freed Capacity - Con - HS2 services to Birmingham should continue to Wolverhampton and beyond	3
Freed Capacity - Con - HS2 should be fully integrated with the existing rail network for improved connectivity across the whole UK	35
Freed Capacity - Con - HS2 should be fully integrated with the existing rail network for maximum benefit from the investment	7
Freed Capacity - Con - HS2 should be fully integrated with the existing rail network / integration should take priority over freed capacity	2
Freed Capacity - Con - HS2 should be fully integrated with the existing rail network or some areas will have an inferior service	5
Freed Capacity - Con - HS2 should be fully integrated with the existing transport network for improved connectivity / interchange	12

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Freed Capacity - Con - HS2 would require more stations to increase capacity / connectivity for the wider population	7
Freed Capacity - Con - Improving / opening local branch lines could improve connectivity	1
Freed Capacity - Con - It would be better to link places not already connected like Leeds to Stansted	1
Freed Capacity - Con - Linking Manchester and Leeds should be considered because it is a busy route	1
Freed capacity - Con - Money could be better spent improving connectivity / integration with the existing transport infrastructure	11
Freed Capacity - Con - More stopping services are required at more stations	3
Freed Capacity - Con - Should be connected to / serving North Staffordshire	1
Freed Capacity - Con - Should be connected to HS1 / so people can avoid London / easily connect with mainland Europe	4
Freed Capacity - Con - Should improve / update existing routes to ensure all parts off the country are better connected	5
Freed Capacity - Con - Should look into ways to improve capacity issues on east to west routes	6
Freed Capacity - Con - Research should be undertaken looking into ways of establishing possible connections	2
Freed Capacity - Con - Should consider reopening the Woodhead line for passengers / freight would have a benefit on the local environment	3
Freed Capacity - Con - Introducing high speed lines would reduce journey times between London / Crewe / Scotland	1
Freed Capacity - Frequency of Existing Services (FES)	318
Freed Capacity - Frequency of Existing Services - Reasons to Disagree	170
Freed Capacity - FES - Existing rail services between London and Leeds will be reduced / closed / downgraded / fewer services will run	1
Freed Capacity - FES - Existing rail services between London and Manchester will be reduced / closed / downgraded / fewer services will run	1
Freed Capacity - FES - Existing rail services between London and Birmingham will be reduced / closed / downgraded / fewer services will run	1
Freed Capacity - FES - Existing rail services to / from Macclesfield will be reduced / closed / downgraded / fewer services will run	1
Freed Capacity - FES - Services in Staffordshire should not be reduced as a result of HS2	1
Freed Capacity - FES - Existing service to / from Stafford will be reduced / closed / downgraded / fewer services will run	1
Freed Capacity - FES - Concerns that freed capacity will lead to a reduction in services from Derby	1
Freed Capacity - FES - Concerns that freed capacity will lead to a reduction in services from Nottingham	1
Freed Capacity - FES - Concerns that high speed services from Chesterfield to London will be reduced / closed	2
Freed Capacity - FES - Concerns that high speed Sheffield to London services will be reduced / closed	1
Freed Capacity - FES - Existing rail services must not suffer reduction of speed / frequency as a result of HS2	2
Freed Capacity - FES - Existing services to / from Stoke will be reduced / closed / downgraded / fewer services will run	2
Freed Capacity - FES - Concerns that freed capacity will lead to a reduction in services from Cheltenham to Glasgow / Edinburgh	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Freed Capacity - FES - Existing high speed rail services will be reduced / closed / downgraded / fewer express services will run	3
Freed Capacity - FES - Existing rail services between York and London will be reduced / closed / downgraded / fewer services will run	1
Freed Capacity - FES - Concerns that freeing capacity will lead to a reduction in service on existing lines	2
Freed Capacity - FES - Concerns that service between Tamworth and Euston will be reduced	3
Freed Capacity - FES - Capacity can only be freed by reducing existing services	7
Freed Capacity - FES - Capacity problems could get worse by running more services if they do not get used	1
Freed Capacity - FES - Capacity problems could get worse / timetable will be disrupted when HS2 joins the existing rail network	2
Freed Capacity - FES - Capacity problems could get worse by running fewer / less frequent services	1
Freed capacity - FES - Capacity will not be freed up / could get worse because Ulleskelf is losing services / station	3
Freed Capacity - FES - Capacity will not be freed up / could get worse / will have reduced services	7
Freed Capacity - FES - Capacity will not be freed up / could get worse because services / freight services from Leeds / Sheffield will be concentrated onto 2 of the 4 tracks to / from York	8
Freed Capacity - FES - Capacity will not be freed up if fewer trains run from Stafford to London on the West Coast Main Line	4
Freed Capacity - FES - Capacity will not be freed up if fewer trains run from Stoke on Trent to London on the West Coast Main Line	3
Freed Capacity - FES - Capacity will not be freed up if intercity services serving towns / cities not served by HS2 are reduced	5
Freed Capacity - FES - Capacity will not be freed up if local services are reduced	5
Freed Capacity - FES - Concerns that freed capacity will lead to a reduction in services from Lichfield	6
Freed Capacity - FES - Concerns that freed capacity will lead to a reduction in services from Rugeley	4
Freed Capacity - FES - Concerns that freed capacity will lead to a reduction in services from Stafford / Staffordshire	8
Freed Capacity - FES - Concerns that freed capacity will lead to a reduction in services from Trent Valley	1
Freed Capacity - FES - Concerns that proposed level of frequency / a train every 3 minutes / 18 trains an hour is unrealistic / excessive	16
Freed Capacity - FES - Concerns that proposed level of frequency would slow down services	2
Freed Capacity - FES - Concerns that existing local rail services / network would not be used / as much	3
Freed Capacity - FES - Concerns that existing rail services will be reduced when HS2 is built / to force people on to HS2	3
Freed Capacity - FES - Concerns that TOCs will not maintain / increase services on lines served by HS2	1
Freed Capacity - FES - Due to limited HS2 stations anticipated passenger numbers will only be reached by reducing existing services	2
Freed Capacity - FES - Evidence from HS1 shows that local passenger service timetables have suffered	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Freed Capacity - FES - Existing high speed rail services from Doncaster to London will be reduced	3
Freed Capacity - FES - Existing rail services / network / stations will reduce / be closed / downgraded / fewer services will run	54
Freed Capacity - FES - Existing rail services / network would be reduced leading to loss of jobs / income / revenue	3
Freed Capacity - FES - Existing rail services / network would be reduced leading to small towns / communities being isolated	6
Freed Capacity - FES - Existing rail services / network would be reduced leading to job losses	3
Freed Capacity - FES - Existing rail services / network / routes will deteriorate / get abandoned	5
Freed Capacity - FES - Existing rail services throughout Cheshire would be reduced	6
Freed Capacity - FES - Existing rail services to / from Beeston / Leicester will be reduced / closed / downgraded / fewer services will run	1
Freed Capacity - FES - Existing rail services to / from Leeds / York will be reduced / closed / downgraded / fewer services will run	5
Freed Capacity - FES - Existing rail services to / from Derby will be reduced / closed / downgraded / fewer services will run	1
Freed Capacity - FES - Existing rail services to / from Nottingham will be reduced / closed / downgraded / fewer services will run	1
Freed Capacity - FES - Existing rail services to / from Leicester will be reduced / closed / downgraded / fewer services will run	2
Freed Capacity - FES - Existing rail services to / from Liverpool will be reduced / closed / downgraded / fewer services will run	1
Freed Capacity - FES - Existing rail services to / from Sheffield will be reduced / closed / downgraded / fewer services will run	3
Freed Capacity - FES - Existing rail services to / from Stafford will be reduced / closed / downgraded / fewer services will run	3
Freed Capacity - FES - Existing rail services to / from Crofton will be reduced / closed / downgraded / fewer services will run	1
Freed Capacity - FES - Existing rail services to / from Wakefield will be reduced / closed / downgraded / fewer services will run	4
Freed Capacity - FES - Freed capacity on the East Midlands line will result in a reduction of existing services	1
Freed Capacity - FES - Freed capacity will not improve frequency of services for the cities between the Midlands and the North	1
Freed Capacity - FES - West Coast Main Line / East Coast Main Line services will reduce / be closed / downgraded / fewer services will run	7
Freed Capacity - Frequency of Existing Services - Reasons to Neither Agree nor Disagree	19
Freed Capacity - FES - Network Rail started an upgrade project on the West Coast Main Line between Crewe and Stafford which will increase the frequency of services between London and the North West	1
Freed Capacity - FES - Network Rail started an upgrade project on the West Coast Main Line between Crewe and Stafford which will increase the frequency of services between Manchester and Birmingham	2
Freed Capacity - FES - Additional services will not be required if capacity is freed up	1
Freed Capacity - FES - Additional services will not reduce journey time by much	3
Freed Capacity - FES - Increasing the frequency of trains to Liverpool will reduce the service frequency to Warrington	3
Freed Capacity - FES - Reducing existing rail services would mean more changes leading to greater inconvenience passengers / the elderly / disabled	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Freed Capacity - FES - Reducing existing rail services would mean more changes leading to lost time for working en-route	1
Freed Capacity - FES - “Hub and Spoke” approach could lead to a reduction / loss of services from Lancaster to London	1
Freed Capacity - FES - “Hub and Spoke” approach could lead to a reduction / loss of services from Macclesfield to London	2
Freed Capacity - FES - “Hub and Spoke” approach could lead to a reduction / loss of services from Penrith to London	1
Freed Capacity - FES - “Hub and Spoke” approach could lead to a reduction / loss of services from Stockport to London	2
Freed Capacity - FES - “Hub and Spoke” approach could lead to a reduction / loss of services from Stoke-on-Trent to London	3
Freed Capacity - FES - “Hub and Spoke” approach could lead to a reduction / loss of services from Chesterfield to London	2
Freed Capacity - FES - “Hub and Spoke” approach could lead to a reduction / loss of services from Oxenholme to London	1
Freed Capacity - FES - “Hub and Spoke” approach could lead to a reduction / loss of services from Derby to London	1
Freed Capacity - FES - “Hub and Spoke” approach could lead to a reduction / loss of services from Beeston to London	1
Freed Capacity - FES - “Hub and Spoke” approach could lead to a reduction / loss of services from Nottingham to London	1
Freed Capacity - FES - “Hub and Spoke” approach could lead to a reduction / loss of services from Berwick on Tweed to London	1
Freed Capacity - FES - “Hub and Spoke” approach could lead to a reduction / loss of services from Durham to London	1
Freed Capacity - FES - “Hub and Spoke” approach could lead to a reduction / loss of services from Northallerton to London	1
Freed Capacity - FES - “Hub and Spoke” approach could lead to a reduction / loss of services from Wilmslow to London	2
Freed Capacity - FES - Capacity will be increased by having more trains	5
Freed Capacity - FES - Concerns about peak time service availability	1
Freed Capacity - Frequency of Existing Services - Alternative Suggestions	150
Freed Capacity - FES - Current services on the MML should not be reduced in frequency	1
Freed Capacity - FES - increase frequency of Trent Valley service if fast services are placed on High Speed route	1
Freed Capacity - FES - Services in Staffordshire should not be reduced as a result of HS2	2
Freed capacity - FES - Final timetables arising from the released capacity HS2 provides whilst protecting the existing service will influence my decision	1
Freed Capacity - FES - Existing rail services to London should not be reduced in frequency / slowed down	1
Freed Capacity - FES - Freed capacity could be improved by including an HS2 station in Sheffield Victoria and cutting back existing services	1
Freed Capacity - FES - Deliver new services / improved services between London and centres which currently have limited or no direct services such as Cleethorpes, Lincoln, Hull, Scarborough, Skegness	1
Freed Capacity - FES - Freed capacity could be / should be used for more direct services between Hull and London on ECML	1
Freed Capacity - FES - Freed capacity should not downgrade / could be used to retain direct services from Leicester / to Leeds / Derby / Nottingham / London	1
Freed capacity - FES - Freed capacity will allow timetable overhaul / address interchange issues	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Freed Capacity - FES - Future service levels should not be inferior to current levels	1
Freed Capacity - FES - Midland Main Line services should be retained / continue to run	4
Freed Capacity - FES - Freed capacity could be used to increase frequency of semi fast services between Birmingham and Manchester	1
Freed Capacity - FES - Capacity could be increased by running fewer express services on classic routes / lines	1
Freed Capacity - FES - Extra capacity could be offset by HS2 taking existing service slots at shared mainline stations / tracks	1
Freed Capacity - FES - Freed capacity could be used to increase the frequency of evening services between Stoke and Birmingham / Manchester	2
Freed Capacity - FES - Freed capacity could be used to increase frequency of intercity services to East Anglia	1
Freed Capacity - FES - Freed capacity could be used to increase frequency of intercity services to West Yorkshire	1
Freed Capacity - FES - Freed capacity could be used to increase the frequency of TransPennine services to Leeds / Manchester	2
Freed Capacity - FES - Freed capacity could be used to increase the frequency of services on the Sheffield / Wakefield / Leeds line	2
Freed Capacity - FES - Freed capacity could be used to increase the frequency of services on the Doncaster / Wakefield / Leeds line	1
Freed Capacity - FES - Freed capacity could be used to increase the frequency of services to London from Huddersfield	2
Freed Capacity - FES - Freed capacity could be used to increase the frequency of services to London from Bradford	1
Freed Capacity - FES - Freed capacity could be used to increase the frequency of services to London from Halifax	1
Freed Capacity - FES - Freed capacity could be used to increase the frequency of services to London from Lincoln	1
Freed Capacity - FES - Freed Capacity could be used to increase the frequency of services to London from Hull	2
Freed Capacity - FES - Freed capacity could be used to increase the frequency of Grand Central services between Bradford and Kings Cross	1
Freed Capacity - FES - Freed capacity could be used to increase the frequency of Grand Central services between Sunderland and Kings Cross	1
Freed Capacity - FES - Freed capacity could be used to increase the frequency of services on the Midland Main Line	1
Freed Capacity - FES - Freed capacity could be used to increase the frequency of services between Manchester Airport and Manchester city centre	1
Freed Capacity - FES - Freed capacity could be used to increase the frequency of services between Manchester Airport and the North	1
Freed Capacity - FES - Freed capacity could be used to increase the frequency of services between London and the North East	1
Freed Capacity - FES - Freed capacity could be used to increase the frequency of weekend / evening services	1
Freed Capacity - FES - Freed capacity could be used to increase direct services from Crewe	1
Freed Capacity - FES - Freed capacity could be used to increase direct services from Stafford	1
Freed Capacity - FES - Freed capacity could be used to increase frequency of services between Birmingham and Nottingham	1
Freed Capacity - FES - Freed capacity could be used to increase frequency of services between Birmingham and Leeds	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Freed Capacity - FES - Freed capacity could be used to increase frequency of services between Birmingham and Matlock	1
Freed Capacity - FES - Freed capacity could be used to increase the frequency of Cross Country services	1
Freed Capacity - FES - Existing high speed rail services between London and Wakefield could be reduced at peak times as capacity will be freed south of Leeds	1
Freed Capacity - FES - Existing high speed rail services between London and Wakefield could be reduced at peak times to allow for new services	1
Freed Capacity - FES - Existing high speed rail services between London and Wakefield should not be reduced in frequency / slowed down	1
Freed Capacity - FES - Towns not served by HS2 such as Milton Keynes / Northampton / Wakefield / Hull / Lincoln / York / Nottingham / Derby / Leicester / Bradford / Wolverhampton / Stoke / Chester / Liverpool / Warrington / Wigan / Preston / Lancaster / Carlisle should not have a reduction in service	1
Freed Capacity - FES - Freed capacity could be used to run more frequent services between Birmingham and Manchester via Stoke / Stafford	1
Freed Capacity - FES - Freed capacity could be used to run more frequent services between London and Manchester via Stoke	2
Freed Capacity - FES - Freed capacity could be used to run more frequent services between Liverpool and London via Stafford	1
Freed Capacity - FES - Freed capacity could be used to increase frequency of services to Penkridge	1
Freed Capacity - FES - Should improve bottlenecks to enable a more frequent service on the West Coast Main Line	1
Freed Capacity - FES - Conventional speed rail lines would be able to handle 20 trains per hour	1
Freed Capacity - FES - Freed capacity could be used to increase frequency of off peak services	2
Freed Capacity - FES - Freed capacity could be used to retain frequency of services between Stoke and London	3
Freed Capacity - FES - Freed capacity could be used to retain frequency of services between Stoke and Manchester	1
Freed Capacity - FES - Capacity should not be freed at the expense of services between Leeds and London	2
Freed Capacity - FES - Capacity should not be freed at the expense of services between Manchester and London	2
Freed Capacity - FES - Capacity could be improved by increasing the frequency of existing rail services / running more trains / local services	35
Freed Capacity - FES - Capacity could be improved by increasing the frequency of existing rail services / more trains with cheaper fares	4
Freed Capacity - FES - Capacity could be improved by modifying train schedules	2
Freed Capacity - FES - Capacity could be improved by removing peak time to increase the frequency of existing rail services	1
Freed Capacity - FES - Capacity could be improved by running slower trains to increasing the frequency of existing rail services	2
Freed Capacity - FES - Capacity could be improved more economically by increasing the frequency of existing rail services / running more trains	4
Freed Capacity - FES - Capacity could be improved in Staffordshire by slightly increasing frequency	2
Freed Capacity - FES - Freed capacity could be used to improve local train timetables	4
Freed Capacity - FES - Freed capacity could be used to increase frequency of commuter / peak time services	7

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Freed Capacity - FES - Freed capacity could be used to increase frequency of services / fast / peak time services from Leicester to London / St Pancras	3
Freed Capacity - FES - Freed capacity could be used to increase frequency of intercity services	2
Freed Capacity - FES - Freed capacity could be used to increase frequency of intercity services from Macclesfield	1
Freed Capacity - FES - Freed capacity could be used to increase frequency of intercity services from Stoke / the Potteries	1
Freed Capacity - FES - Freed capacity could be used to increase frequency of local / regional services / services to HS2 hubs	14
Freed Capacity - FES - Freed capacity could be used to increase frequency of passenger services	3
Freed Capacity - FES - Freed capacity could be used to increase frequency of fast / semi fast services	5
Freed Capacity - FES - Freed capacity could be used to increase frequency of services	10
Freed Capacity - FES - Freed capacity could be used to increase frequency of services between Leeds and London	1
Freed Capacity - FES - Freed capacity could be used to increase frequency of services between Manchester and London	2
Freed Capacity - FES - Freed capacity could be used to increase frequency of services from Crewe to Manchester	1
Freed Capacity - FES - Freed capacity could be used to increase frequency of services from Lincoln to London	1
Freed Capacity - FES - Freed capacity could be used to increase frequency of services from Liverpool to Birmingham	1
Freed Capacity - FES - Freed capacity could be used to increase frequency of services from Liverpool to London	1
Freed Capacity - FES - Freed capacity could be used to increase frequency of services from Mansfield to London	1
Freed Capacity - FES - Freed capacity could be used to increase frequency of services from the South Coast to the Midlands / Nottingham	1
Freed Capacity - FES - Freed capacity could be used to increase frequency of services from the South Coast	1
Freed Capacity - FES - Freed capacity could be used to increase frequency of services from the South West	2
Freed Capacity - FES - Freed capacity could be used to increase frequency of services to areas on existing rail network not served by HS2	5
Freed Capacity - FES - Freed capacity could be used to increase frequency of services to / from Stafford / Staffordshire	3
Freed Capacity - FES - Freed capacity could be used to increase frequency of services to / from Stoke	1
Freed Capacity - FES - Freed capacity could be used to increase frequency of services to Birchwood	1
Freed Capacity - FES - Freed capacity could be used to increase frequency of services to Leeds / Manchester / Sheffield / Birmingham	2
Freed Capacity - FES - Freed capacity could be used to increase frequency of services to / from London	3
Freed Capacity - FES - Freed capacity could be used to increase frequency of services to stations on East Coast Main Line	2
Freed Capacity - FES - Freed capacity could be used to increase frequency of services to stations on West Coast Main Line	3

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Freed Capacity - FES - Freed capacity could be used to increase frequency of services to Stockport	1
Freed Capacity - FES - Freed capacity could be used to increase frequency of services to York	1
Freed Capacity - FES - Freed capacity could be used to increase frequency of stopping services	6
Freed Capacity - FES - Freed capacity could be used to increase frequency of stopping services between Euston and West Midlands	2
Freed Capacity - FES - Freed capacity could be used to increase frequency of stopping services between St Pancras and East Midlands	1
Freed Capacity - FES - Should improve bottlenecks to enable a more frequent service	3
Freed Capacity - FES - Existing network should be closed / if HS2 fares are cheap / competitive	2
Freed Capacity - Technology (Tech)	85
Freed Capacity - Technology - Reasons to Disagree	3
Freed Capacity - Tech - Capacity will not be required due to the electrification of the East Coast Main Line	1
Freed Capacity - Tech - Capacity will not be freed up on single track sections of the West Coast Main Line	2
Freed Capacity - Technology - Reasons to Neither Agree nor Disagree	7
Freed Capacity - Tech - Midland Main Line will be increasing speed due to electrification in 2019 – 20	5
Freed Capacity - Tech - HS1 / HS2 tracks are not compatible with existing trains / existing rolling stock	2
Freed Capacity - Technology - Alternative Suggestions	75
Freed Capacity - Tech - Capacity will not be freed up without investment into signalling	1
Freed Capacity - Tech - Capacity will not be freed up without investment into track improvements	2
Freed Capacity - Tech - Capacity could be improved by the electrification of the Hull / Selby line	2
Freed Capacity - Tech - Capacity could be freed by adjusting tunnel bores / track / infrastructure / height adjustments to allow Double Decker trains to run on the existing rail network	6
Freed Capacity - Tech - Capacity could be improved by electrification of Nuneaton to Felixstowe line on WCML	1
Freed Capacity - Tech - Electrification of existing rail network will impact on local services	1
Freed Capacity - Tech - Capacity could be increased by constructing Platform Loops / also aiding in clearance problems	1
Freed Capacity - Tech - Electrification of the East Coast Main Line would improve journey times	2
Freed Capacity - Tech - Electrification of the Midland Main Line would increase capacity / reduce journey times	10
Freed Capacity - Tech - Freed capacity could be used to reopen heritage lines connected to existing rail network where services are not currently possible due to the tracks / technical reasons	1
Freed Capacity - Tech - Existing rail network needs track improvements to maximise use for passenger services	3
Freed Capacity - Tech - Existing rail network needs signalling improvements to maximise use for passenger services	4
Freed Capacity - Tech - Freed capacity could be used to introduce new technology / build the Linear Propulsion train to supersede HS2	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Freed Capacity - Tech - Capacity could be improved by introducing incab signalling	2
Freed Capacity - Tech - Capacity could be improved by the electrification of existing lines / routes serving Birmingham / Derby / Manchester / Sheffield	3
Freed Capacity - Tech - Capacity could be improved by the electrification of the St Pancras route	1
Freed Capacity - Tech - Capacity could be improved by the electrification of the West Coast Main Line	2
Freed Capacity - Tech - Capacity could be improved by the introduction of ERTMS Level 3 / European Rail Traffic Management System	3
Freed Capacity - Tech - Capacity could be improved faster / more economically with the introduction of advanced technology / modern signalling	8
Freed Capacity - Tech - Capacity could be improved more economically by electrification of the Midland Main Line / London to Sheffield links	3
Freed Capacity - Tech - Capacity could be improved more economically with advanced signalling	3
Freed Capacity - Tech - Capacity / journey times could be improved with better / improved / advanced signalling	10
Freed Capacity - Tech - Capacity will be improved with the new / better / Intercity Express Programme (IEP) trains on the East Coast Main Line	2
Freed Capacity - Tech - Electrification of existing lines would free capacity / improve journey times	7
Freed Capacity - Tech - Electrification of the East Midland Line would improve journey times	2
Freed Capacity - Tech - Electrification of the Midland Main Line would only require minor engineering work	1
Freed Capacity - Tech - Electrification of the Midland Main Line will help with additional rail freight	2
Freed Capacity - Tech - Electrification of the Midland Main Line will help free capacity	3
Freed Capacity - Tech - Electrification of the Midland Main Line will help get people off the roads	1
Freed Capacity - Tech - Electrification of the Midland Main Line / existing rail services / network will help get freight off the roads	2
Freed Capacity - Tech - New improved train engines should be designed to haul larger freight loads	1
Freed Capacity - Tech - New improved train engines should be designed to improve speed	2
Freed Capacity - Adding connections and using HS2 in further ways (FUL)	20
Freed Capacity - Further Use of HS2 Line - Alternative Suggestions	20
Freed Capacity - FUL - Should open up HS2 routes for classic compatible services between Manchester / Macclesfield / Stoke and Lichfield	3
Freed Capacity - FUL - Network of classic compatible services could operate from stations such as Stafford and Stoke on Trent	1
Freed Capacity - FUL - Should open up HS2 routes for cross country services between Birmingham / Leeds / Sheffield and beyond	4
Freed Capacity - FUL - HS2 stations should connect to other routes offering services to otherwise unserved areas	5
Freed Capacity - FUL - Roll on Roll off trains for vehicles allowing more international rail travel	1
Freed Capacity - FUL - Should open up HS2 routes for cross country services between Birmingham / Bristol / West Country	3
Freed Capacity - FUL - Should open up HS2 routes for cross country services between Birmingham / Manchester	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Freed Capacity - FUL - Should open up HS2 routes for cross country services between Birmingham / York	1
Freed Capacity - FUL - Should open up HS2 routes for classic compatible services to Stoke / other major towns	6
Freed Capacity - Environmental issues for conventional rail (Env)	29
Freed Capacity - Environmental Issues - Reasons to Agree	20
Freed capacity - Env - Additional rail freight services will get lorries off the roads and help clean up air quality	1
Freed capacity - Env - Additional rail freight services will get lorries off the roads and help reduce carbon emissions	8
Freed capacity - Env - Additional rail freight services will get lorries off the roads and help reduce pollution	3
Freed capacity - Env - Additional rail freight services will get lorries off the roads and provide many environmental benefits	4
Freed Capacity - Env - Freeing capacity will help with concerns about climate change	2
Freed Capacity - Env - Freeing capacity will help with environmental concerns / pollution	6
Freed Capacity - Environmental Issues - Reasons to Disagree	2
Freed Capacity - Env - Local services will be reduced to meet low carbon targets / requirement	1
Freed Capacity - Env - Connectivity / improved transport links / additional freight services will be the expense of the environment	1
Freed Capacity - Environmental Issues - Reasons to Neither Agree nor Disagree	3
Freed Capacity - Env - Concerns that freeing up capacity will have a negative environmental impact	3
Freed Capacity - Environmental Issues - Alternative Suggestions	4
Freed Capacity - Env - Should use additional capacity in a way that would most reduce carbon emissions / environmental impacts	1
Freed Capacity - Env - Capacity could be increased in more environmentally sensitive / sustainable ways	3
Freed Capacity - Network Rail document and Methods for Determining Released Capacity (MDRC)	220
Freed Capacity - Methods for Determining Released Capacity - Reasons to Agree	27
Freed Capacity - MDRC - "Incremental change to the existing network" should be used / is the most logical	6
Freed Capacity - MDRC - "Integrated for increased connectivity" approach should be used / is most logical	12
Freed Capacity - MDRC - "Integrated for increased connectivity" approach would provide best value for money	2
Freed Capacity - MDRC - Welcomes / agrees with Network Rail studies / general approach	1
Freed Capacity - MDRC - 'Do Minimum' approach would be best for Lymm and Warrington	1
Freed Capacity - MDRC - Figures detailing freed capacity prove the point / are convincing	1
Freed Capacity - MDRC - "Integrated for increased connectivity" approach will encourage more rail travel	2
Freed Capacity - MDRC - "Integrated for increased connectivity" approach would provide benefits for many	3
Freed Capacity - Methods for Determining Released Capacity - Reasons to Disagree	175
Freed Capacity - MDRC - Mentions of Network Rail "Better Connections" publication / document / report	7
Freed Capacity - MDRC - "Incremental change to the existing network" is a bad idea / will cause delays / be disruptive	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Freed Capacity - MDRC - Approach should be guided by Hub and Spoke approach outlined by Network Rail	1
Freed Capacity - MDRC - Network Rail's Better Connection Options doesn't adequately assess HS2's contribution to the network and so couldn't have been taken account of	1
Freed capacity - MDRC - Released Capacity Report makes little reference to freight / does not provide conclusions on how freight will be able to benefit from Phase 2	2
Freed Capacity - MDRC - Additional services will probably need subsidising and so will not be provided leaving cities and towns in HS2 corridor worse off	1
Freed Capacity - MDRC - Approaches assume that fares on HS2 will be same as classic network which is unlikely	1
Freed Capacity - MDRC - Network Rail work is completely theoretical / does not consider costs	1
Freed Capacity - MDRC - Figures / stats / estimates about freed capacity are exaggerated / misleading / false	56
Freed Capacity - MDRC - Figures / stats / estimates about freed capacity are impossible to predict / forecast	29
Freed Capacity - MDRC - Figures / stats / estimates about freed capacity are unrealistic / flawed / the argument is weak	29
Freed Capacity - MDRC - Figures / stats / estimates about freed capacity are unsubstantiated / unproven / lack evidence	45
Freed Capacity - MDRC - "Integrated for increased connectivity" approach will not entirely meet expectations	2
Freed capacity - MDRC - Network Rail / HS2 failed to release requested figures outlining capacity / current rail use	9
Freed capacity - MDRC - Network Rail document fails to give sufficient detail about journey times	2
Freed Capacity - MDRC - Overestimation of capacity on the Western Leg could lead to loss of investment in the future	1
Freed Capacity - MDRC - Proposed passenger capacity from Manchester is too high	2
Freed Capacity - Methods for Determining Released Capacity - Reasons to Neither Agree nor Disagree	1
Freed Capacity - MDRC - Network Rail need to develop proposals to maximise freed capacity for the benefit of Warrington	1
Freed Capacity - Methods for Determining Released Capacity Alternative Suggestions	24
Freed Capacity - MDRC - Additional benefits of freed capacity / HS2 need to be better publicised to reduce opposition	9
Freed capacity - MDRC - Network Rail / TOCs / HS2 and local transport authorities need to work together to publicise the benefits of freed capacity	3
Freed Capacity - MRDC - HS2 should provide more information of how capacity will be improved in their budget	1
Freed Capacity - MDRC - Needs further analysis	1
Freed capacity - MDRC - There should be a full economic assessment of the various options to ensure that released capacity is allocated effectively	1
Freed Capacity - MRDC - More information is needed regarding passenger numbers travelling to London	1
Freed Capacity - MDRC - "Integrated for increased connectivity" approach needs a long term plan to allow for upgrading of local routes	2
Freed Capacity - MDRC - "Integrated for increased connectivity" approach needs to allow for the re-introduction of local stopping services	3
Freed Capacity - MDRC - Research should be undertaken into how capacity may be improved without HS2	2

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Freed capacity - MDRC - Network Rail / TOCs / HS2 and local transport authorities need to work together to maximise the benefits of freed capacity	2
Freed Capacity - MDRC - Network Rail need to give more clarity on the projection	2
Freed Capacity - Examples / Comparisons to other Countries (CtoC)	19
Freed Capacity - Comparisons to other Countries - Reasons to Agree	3
Freed Capacity - CtoC - Comparisons to how capacity was freed in China	1
Freed Capacity - CtoC - Comparisons to how capacity was freed in France	1
Freed Capacity - CtoC - Comparisons to how capacity was / was not freed in Japan	2
Freed Capacity - CtoC - France runs passenger and freight services on the high speed rail network	1
Freed Capacity - Comparisons to other Countries - Reasons to Disagree	2
Freed Capacity - CtoC - Compares unfavourably with construction times in other countries	1
Freed Capacity - CtoC - Unclear why HS2 is needed to compete in Europe / globally	1
Freed Capacity - Comparisons to other Countries - Alternative suggestions	14
Freed Capacity - CtoC - Rail system should fit the geography of the UK and not attempt to emulate those in other countries	1
Freed Capacity - CtoC - Freed capacity could be used to run services on and off High Speed lines as in Belgium	1
Freed Capacity - CtoC - Freed capacity could be used to run services on and off High Speed lines as in Germany	1
Freed Capacity - CtoC - Should introduce Double Decker trains like in Europe / the US	6
Freed Capacity - CtoC - Should introduce Double Decker trains like in Holland	1
Freed Capacity - CtoC - Should introduce Double Decker trains like in Switzerland	3
Freed Capacity - CtoC - Should introduce Double Decker trains like in Germany	1
Freed Capacity - CtoC - Use examples from Europe on how capacity can be freed	1
Freed Capacity - Additional freight services (Addf)	394
Freed Capacity - Additional freight services - Reasons to Agree	151
Freed Capacity - Addf - HS2 will meet the demand for increased freight services by releasing capacity on the classic network	1
Freed Capacity - Addf - A HS2 hub / station at Manchester Piccadilly will free capacity for freight services	1
Freed Capacity - Addf - Additional rail freight is a great benefit / good idea / very important	48
Freed Capacity - Addf - Additional rail freight should be encouraged when capacity is freed	20
Freed Capacity - Addf - Additional rail freight to ports in all regions will be a benefit	3
Freed Capacity - Addf - Additional rail freight will be / is essential for manufacturing / industry / growth	7
Freed Capacity - Addf - Additional rail freight will get HGVs / lorries / cars / heavy traffic off the roads / motorways / free up traffic congestion / between major end points such as ports and manufacturing areas	80
Freed Capacity - Addf - Additional rail freight will lead to better fuel efficiency	2
Freed Capacity - Addf - Additional rail freight will lead to less congestion on the roads without additional investment	3
Freed Capacity - Addf - Additional rail freight will mean faster commuter / passenger services	2
Freed Capacity - Addf - Additional rail freight will mean more commuter / passenger services where new / upgraded lines handle all modes	3
Freed Capacity - Addf - Additional rail freight will mean more frequent local / stopping / commuter / passenger services where new / upgraded lines handle all modes	5

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Freed Capacity - Addf - Additional rail freight will mean more punctual commuter / passenger services	2
Freed Capacity - Addf - Additional rail freight will mean more reliable commuter / passenger services	3
Freed Capacity - Addf - Additional rail freight will mean more space / capacity is freed on existing rail network	4
Freed Capacity - Addf - Additional rail freight will prevent capacity shortfalls arising	1
Freed Capacity - Addf - Additional rail freight will reduce need to build / wear and tear / cost of road maintenance	4
Freed Capacity - Addf - Rail freight services will be complemented / enhanced by HS2	1
Freed Capacity - Additional freight services - Reasons to Disagree	102
Freed capacity - Addf - Additional 10 trains per day from entire HS2 project is not sufficient and does not align with commitment to deliver benefits for freight through HS2	2
Freed Capacity - Addf - HS2 and freight operating on the same tracks north of Church Fenton presents difficulties	1
Freed capacity - Addf - Plans do not include assumptions / make commitment for using released capacity for rail freight	2
Freed Capacity - Addf - Likely to be little / no capacity to run day time freight between Preston and Glasgow	1
Freed Capacity - Addf - No realistic possibility of freight trains transferring to 'fast' passenger lines	1
Freed Capacity - Addf - Concerns that moving freight by rail will require more transport to / from rail depots by road / will increase freight movements by road	1
Freed Capacity - Addf - Capacity on the Midland Main Line will not be freed to allow for additional freight services	1
Freed Capacity - Addf - Proposed route will only benefit freight services	1
Freed Capacity - Addf - Construction of HS2 on land set aside for development of railway sidings will mean a lost opportunity for additional rail freight	1
Freed Capacity - Addf - Freight services would be reduced by the proposed junction / decrease in 4 tracks to 2 tracks at Church Fenton	28
Freed Capacity - Addf - Freight services will negatively impact the West Coast Main Line	3
Freed Capacity - Addf - HS2 admit that capacity will be reached in 15 years / another solution will be required	1
Freed Capacity - Addf - Additional rail freight will impact negatively on passenger services on existing rail services	3
Freed Capacity - Addf - Additional rail freight will not help to free capacity / freight should not be prioritised over passengers	6
Freed Capacity - Addf - Freight capacity is currently sufficient / underused	6
Freed Capacity - Addf - Freight capacity will be increased at vast expense	3
Freed Capacity - Addf - Freight capacity will not be increased because it will be too expensive	9
Freed Capacity - Addf - Freight capacity will only be increased very slightly	3
Freed Capacity - Addf - Freight services will be restricted as no capacity will be freed up on the West Coast Main Line	4
Freed Capacity - Addf - Freight services from Liverpool will be restricted due to / proposed route / lack HS2 link	3
Freed Capacity - Addf - Freight services would negatively impact the local services / network	4
Freed Capacity - Addf - Freight should not use / will not use / is not planned to use the new line	12

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Freed Capacity - Addf - Freight transportation by rail should be confined to the existing rail network / should not use high speed trains / routes	3
Freed Capacity - Addf - Freight transportation by rail will lack support from / not be used by businesses / road hauliers	18
Freed Capacity - Addf - Freight transportation by rail will only succeed for sites in close proximity to the rail network	2
Freed Capacity - Addf - Freight transportation by rail will result in greater land loss / costs due to the need for putting freight infrastructure in place / building depots	1
Freed Capacity - Addf - Freight transportation by road is preferable because of slow rail journey times / long handling times	9
Freed Capacity - Addf - Freight transportation by road is preferable because of the limited rail network coverage	4
Freed Capacity - Addf - HS2 is not a realistic way of increasing freight capacity	3
Freed Capacity - Addf - Freight services will not be able to use HS2 line / no potential for freight on HS2	3
Freed Capacity – Additional freight services - Reasons to Neither Agree nor Disagree	31
Freed Capacity - Addf - Freight transportation by rail is only a small proportion of the total freight tonnage / lots of freight will stay on the road	7
Freed Capacity - Addf - WCML / ECML has issues / transports less freight than ECML / WCML	2
Freed Capacity - Addf - Continuing services exactly as they currently are would make it hard to run additional freight services	1
Freed Capacity - Addf - Existing freight services on the East Coast are mostly / primarily between Manchester and Hull via M62	1
Freed Capacity - Addf - Rail freight makes an important economic contribution to the UK	2
Freed Capacity - Addf - Rail freight offers a cheap alternative to road freight / allow cost savings for businesses	1
Freed Capacity - Addf - Questions how freed capacity will encourage more freight traffic off the roads and on to the railways	2
Freed Capacity - Addf - Plans to introduce LHGVs to UK roads will have a detrimental effect on UK rail freight	1
Freed Capacity - Addf - Capacity will be freed for additional freight services as freight lines will no longer be used to transport coal to power stations	2
Freed Capacity - Addf - Network Rail started on an upgrade project on the West Coast Main between Crewe and Stafford the addition of a new freight loop	1
Freed Capacity - Addf - Network Rail started an upgrade project on the West Coast Main Line between Crewe and Stafford which will increase the frequency of rail freight services via Stafford	1
Freed Capacity - Addf - Freight / lorries removed from the roads will soon be replaced with more cars	1
Freed Capacity - Addf - Freight services will need to use HS2 to make it financially viable	4
Freed cap - Addf - Maximum benefits from HS2 will depend on expanding rail freight	1
Freed Capacity - Addf - Amount of freight being transported is increasing	3
Freed Capacity - Addf - Concerns that freight movement to rail is significant and in line with investment / cost of project	2
Freed Capacity - Addf - Will have an impact on freight capacity	1
Freed Capacity - Addf - Remains to be seen if there will be any additional rail freight / if this work in practice	1
Freed Capacity - Additional freight services - Alternative Suggestions	223
Freed Capacity - Addf - A new branch line on Great Central line for freight only could be taken to Birmingham and Manchester	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Freed capacity - Addf - In light of demand forecasts HS2 need to reassess their evaluation of the released capacity to ensure rail freight growth is accommodated / benefits to the UK economy are realised	1
Freed Capacity - Addf - HS2 needs to be beneficial to freight interests	1
Freed Capacity - Addf - Additional rail freight could be used to bring in necessary goods to Blackpool	1
Freed Capacity - Addf - Capacity creates opportunity for increased freight paths in / out of the Humber Ports	1
Freed Capacity - Addf - Firm plans with committed paths for railfreight are needed as current plans allowing for no more than 10 extra trains a day are insufficient	1
Freed Capacity - Addf - Freed capacity should not be used to transport freight	1
Freed Capacity - Addf - Freight services would require / be helped by track improvements on the existing rail network	6
Freed Capacity - Addf - Freight services would require signalling improvements on the existing rail network	1
Freed Capacity - Addf - Freight services would require more depots along the route / direct access from industrial areas / not centralised stock yards	9
Freed Capacity - Addf - Freed capacity must be used / to its best potential / for freight services	3
Freed Capacity - Addf - Freeing up capacity should include planning to move freight as well as people	2
Freed Capacity - Addf - Facilities for the transportation of bulk freight should be kept separate from HS2 hubs / stations	1
Freed Capacity - Addf - Tunnels should be re bored / tunnel height increased to encourage more freight / international freight to European tunnel height levels	1
Freed Capacity - Addf - Capacity released by HS2 could release capacity on the existing network on the West Coast North of Handsacre Junction and on Midland and ECML	2
Freed Capacity - Addf - Capacity released by HS2 should be used for meeting rail freight growth forecasts in Long Term Planning Process Freight Market Study	2
Freed capacity - Addf - Capacity should be used to accommodate future freight flows	1
Freed Capacity - Addf - Could be used for intermodal traffic and biomass trains	1
Freed Capacity - Addf - Freed capacity should be used to get freight off the M1	1
Freed Capacity - Addf - Freed capacity along ECML south of Colton Junction will ensure enough freight capacity between North East and the South	1
Freed Capacity - Addf - Freight development must be supported by additional / suitable passing loops / dynamic passing loops	1
Freed Capacity - Addf - Freight opportunities at Trafford Park must be fully utilised	1
Freed Capacity - Addf - Freight paths should be improved / have fewer stops	1
Freed Capacity - Addf - HS2 need to demonstrate how freight and passenger operations can share same tracks	2
Freed Capacity - Addf - Longer freight loops should be used where passenger and freight traffic cannot be segregated on busy passenger routes	1
Freed capacity - Addf - Plans for released freight capacity needs to be considered holistically as Phase 2 critical to securing freight needs to the North West, Midlands, North East and Scotland	2
Freed Capacity - Addf - Recess loops should be appropriately configured, signalled and controlled to allow freight operations	1
Freed Capacity - Addf - Removal of freight connectivity would minimise the disruption in east Cheshire	1
Freed Capacity - Addf - Should be a catalogue of freight paths in HS2 timetabling	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Freed Capacity - Addf -Prefer / should use / GB Freight Route Plan / would cost less than HS2 / provide direct rail freight to Europe / remove freight traffic from M1 / mainline routes / increase capacity for passenger services	1
Freed capacity - Addf -Should ensure an appropriate proportion of released capacity is reserved for freight use	1
Freed Capacity - Addf - 51m alternative would provide additional freight capacity	1
Freed Capacity - Addf - Better more efficient management of freight traffic would ensure capacity could be better utilised	1
Freed Capacity - Addf - HS2 hub stations need to be geographically aligned to maximise potential for additional freight services	1
Freed Capacity - Addf - Improve deep water ports / docks to allow for additional freight transportation	1
Freed Capacity - Addf - Improve / lengthen runways to allow for additional freight transportation	1
Freed Capacity - Addf - Freight Services should be run on HS2 across the Pennines	1
Freed Capacity - Addf - The DfT needs to publish a "National Rail Freight Masterplan"	1
Freed Capacity - Addf - Additional rail freight could be increased by applying heavier taxes / duty on road haulage	2
Freed Capacity - Addf - Freed capacity on long distance intercity routes could be used to run longer freight trains	1
Freed Capacity - Addf - Freed capacity could be used to run additional freight services linking to Trafford Park	1
Freed Capacity - Addf - Consideration should be given to the GB Freight Route Plan which would utilise existing underused / abandoned routes	1
Freed Capacity - Addf - Consideration should be given to the GB Freight Route Plan which would only require 14 miles of new track construction	1
Freed Capacity - Addf - Consideration should be given to the GB Freight Route Plan which would remove freight services from the existing rail network	1
Freed Capacity - Addf - Consideration should be given to the GB Freight Route Plan which would remove freight traffic from the M1	1
Freed Capacity - Addf - Consideration should be given to the GB Freight Route Plan which would provide a direct rail link to Europe	1
Freed Capacity - Addf - Consideration should be given to the GB Freight Route Plan which could be implemented at a fraction of the cost of HS2	1
Freed Capacity - Addf - Freed capacity could be used to run additional freight services on the West Coast Main Line from Felixstowe	2
Freed Capacity - Addf - Freed capacity could be used to run additional freight services on the West Coast Main Line from Southampton	2
Freed Capacity - Addf - Freight services should be electrified / run on an electric system	3
Freed Capacity - Addf - Capacity could be freed if freight was taken off the railway	1
Freed Capacity - Addf - Additional rail freight is not possible unless bottlenecks are removed	3
Freed Capacity - Addf - Sea transport would be more efficient / cheaper / Issues with sea transport could be resolved by EU compliant ANPR toll system and market forces	1
Freed Capacity - Addf - Access should be improved to encourage more freight on to the railways	1
Freed Capacity - Addf - Additional rail freight could be run on the reopened Great Central Main Line / extended to Glasgow / for less cost	8
Freed Capacity - Addf - Additional rail freight would be an opportunity to add more stations	3
Freed Capacity - Addf - Additional rail freight could benefit from Private Finance Initiatives (PFI)	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Freed Capacity - Addf - Capacity could be freed / at lower cost with the introduction of a freight only line / route	6
Freed Capacity - Addf - Freed capacity could be used to run additional freight services on existing rail network	91
Freed Capacity - Addf - Freed capacity could be used to run additional freight services from South to North on existing rail network	1
Freed Capacity - Addf - Freed capacity could be used to run additional freight services from Liverpool docks	2
Freed Capacity - Addf - Freed capacity could be used to run additional freight services at off peak / less busy times	4
Freed Capacity - Addf - Freed capacity could be used to run additional freight services that is out of gauge with existing rail network	1
Freed Capacity - Addf - Freed capacity could be used to run additional freight services on the East Coast Main Line	5
Freed Capacity - Addf - Freed capacity could be used to run additional freight services on the West Coast Main Line	15
Freed Capacity - Addf - Freed capacity could be used to run additional freight services on the Midland Mainline	5
Freed Capacity - Addf - Freed capacity could be used to run long distance / international freight services	3
Freed Capacity - Addf - Freed capacity could be used to run postal freight / to transport post	1
Freed Capacity - Addf - Freight services should link to / from channel tunnel and run further North	3
Freed Capacity - Addf - Freight services should be improved / more efficient	5
Freed Capacity - Addf - Freight services should be made cheaper / subsidised / incentivised / grants awarded to encourage take up	13
Freed Capacity - Addf - Freight services should be increased	3
Freed Capacity - Addf - Freight services should have a European Distribution Hub / Centre at Crewe with proximity to M6 / A50 to serve Deeside	1
Freed Capacity - Addf - Freight services should have a European Distribution Hub / Centre at Crewe with proximity to M6 / A50 to serve North Wales	1
Freed Capacity - Addf - Freight services should have a European Distribution Hub / Centre at Crewe with proximity to M6 / A50 to serve Stoke / the Potteries	1
Freed Capacity - Addf - Freight services should have distribution depots along routes / improved connectivity with existing transport infrastructure / series of links to ports	7
Freed Capacity - Addf - Freight should be confined to using rail / not allowed on the road / in the air	5
Freed Capacity - Addf - Freight should be switched to / confined to using the existing rail network	5
Freed Capacity - Addf - Freight should be transported at night / off peak times to increase passenger capacity during the day	9
Freed Capacity - Addf - Freight should be transported at night on the West Coast Main Line / utilising the 4 tracks during the night / to increase passenger capacity during the day	2
Freed Capacity - Addf - Freight should be transported by a national company to compete with road haulage	1
Freed Capacity - Addf - Freight should be transported by canal / improve / widen canals to allow for greater freight transportation	6
Freed Capacity - Addf - Investment in the existing rail network / rolling stock would allow goods / freight to be moved more efficiently than on the road	7
Freed Capacity - Addf - Investment should be made available for a slow speed railway lines for freight / reduce HGV using roads would free capacity on existing routes	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Freed Capacity - Other Transport (OT)	30
Freed Capacity - Other Transport - Reasons to Agree	6
Freed Capacity - OT - Freed capacity would take cars off the roads	5
Freed Capacity - OT - Increasing capacity on the York / Harrogate / Leeds line would ease traffic congestion	1
Freed Capacity - Other Transport - Reasons to Disagree	12
Freed Capacity - OT - Lack of frequent rail services contributes to congestion on the roads	5
Freed Capacity - OT - Capacity is not an issue as people prefer to travel by / car / bus / bicycle / other methods of transport	2
Freed Capacity - OT - Advances in car design / electric cars mean that extra capacity for rail passengers is not needed	2
Freed Capacity - OT - HS2 will negatively impact local roads / commuting by road / existing road links	3
Freed Capacity - Other Transport - Alternative Suggestions	14
Freed Capacity - OT - A thorough review of road / rail / national transport is required	2
Freed Capacity - OT - Increasing local services would free up congestion on the roads in London / Birmingham / Manchester / Leeds / major cities	2
Freed Capacity - OT - Regional airports should have capacity increased to handle additional demand for travel to London	2
Freed Capacity - OT - Increasing Cross Country services would free up congestion on the roads in London / Birmingham / Manchester / Leeds / major cities	1
Freed Capacity - OT - Money could be better spent upgrading motorways to increase road capacity	2
Freed Capacity - OT - Flexible, personal and environmentally friendly transport will negate the need for current mass transport	2
Freed Capacity - OT - Flexible, personal and environmentally friendly transport will encourage local regional economic development	1
Freed Capacity - OT - Capacity could be freed by the canal network	2
Freed Capacity - OT - Capacity could be freed up by dredging existing inland waterways	1
Freed Capacity - OT - Capacity could be freed by linking rail with tram networks	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

		Total
	Base size:	1227
Q.9	Please let us know your comments on the introduction of other utilities along the proposed Phase Two route as described in Chapter 11?	
	INTRODUCTION OF OTHER UTILITIES ALONG THE PROPOSED ROUTE	1227
	Utilities - Agree	120
	Utilities - Agree strongly	11
	Utilities – Agree	72
	Utilities - Agree with caveats	37
	Utilities - Disagree	120
	Utilities - Disagree strongly	21
	Utilities – Disagree	99
	Utilities - Neither Agree nor Disagree	167
	Utilities - Introduction to other utilities have not been considered / studied by the Chamber	1
	Utilities - Not qualified / in the position make constructive comments	2
	Utilities - The Forum has no view / opinion on the proposals for utilities	1
	Utilities - No problem / no objection / no issue with proposals	3
	Utilities - No preference / no opinion / no views on the proposed route	1
	Utilities - I have not considered this / do not have strong enough feelings / views towards this / have not thought this through	22
	Utilities - Unable to comment / lack of knowledge / experience of the route / locations / not relevant to me	127
	Utilities - The question is irrelevant / it is irrelevant to consider the options	10
	Utilities - Reasons to Agree / Disagree / Neither Agree nor Disagree / Alternative Suggestions	969
	Utilities – Positive Comments	408
	Utilities – Negative Comments	840
	Utilities – Suggestions and Alternatives	447
	Utilities - Utilities (Ut)	602
	Utilities - Utilities - Reasons to Agree	168
	Utilities - Ut - Introducing utilities at the same time as HS2 will improve connectivity and reduce costs	1
	Utilities - Ut - Cost effective approach to providing key national infrastructure	1
	Utilities - Ut - Proposal will improve energy sustainability	1
	Utilities - Ut - Proposals will be necessary / needed if HS2 goes ahead	1
	Utilities - Ut - Scope for utilities better than with previous railways / transport corridors due to greater clearance needed for HS2 construction	1
	Utilities - Ut - Providing utilities can be done efficiently / safely	4
	Utilities - Ut - Proposal for utilities is imaginative / unique	1
	Utilities - Ut - HS2 will bring improvements / advancements of a whole range of industry / improvements of utilities	1
	Utilities - Ut - It is needed / is necessary	8
	Utilities - Ut - Proposal will bring short term / long term benefits	6
	Utilities - Ut - Proposal for utilities is good / a good idea / sensible idea	110
	Utilities - Ut - Introducing utilities at the same time as HS2 is a good / sensible idea / a welcomed opportunity	10

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Utilities - Ut - Proposal for utilities should be encourage / looked into / developed further	2
Utilities - Ut - Introduction of other utilities will limit disruption	5
Utilities - Ut - This would be a good time to introduce full utilities on the proposed Phase 2 route	2
Utilities - Ut - Proposals will enable the opportunity for the use of cross country utilities	2
Utilities - Ut - Proposal for utilities is a good idea provided it will be easily accessible / accessible for maintenance	9
Utilities - Ut - Proposal for utilities will bring positive benefits / bonuses	2
Utilities - Ut - Providing it does not have any negative impacts on the waterway / canal system	1
Utilities - Ut - Idea of utilities being routed along railway lines has been done before such as telephone / telegraph services	2
Utilities - Ut - Providing you provide a root for other services	1
Utilities - Ut - Providing proposal for utilities is properly coordinated / planned / structured	3
Utilities - Ut - Should HS2 go ahead then should utilize as much of the line as possible	1
Utilities - Ut - Proposals will give the opportunity to allow existing networks to be replaced / upgraded	2
Utilities - Ut - Proposal for utilities to be built alongside HS2 has no drawbacks / disadvantages	1
Utilities - Ut - Proposal will provide better facilities / infrastructure / utilities	3
Utilities - Utilities - Reasons to Disagree	356
Utilities - Ut - There will be enough difficulty dealing with utilities when encountered at the innumerable railway / road crossings	1
Utilities - Ut - Concerns that multi-agencies will bicker causing delays / problems	1
Utilities - Ut - Concerns that only legal professionals will benefit from the proposal	1
Utilities - Ut - Doubts HS2 planners ability to accurately forecast the future so far out	1
Utilities - Ut - Comparison to other utilities wasting space on existing network	1
Utilities - Ut - HS2 should be fair, proposed utilities have not been introduced in phase 1 / should not be introduced in phase 2 / will increase North / South divide	12
Utilities - Ut - Opposed to additional utilities as this would produce additional impacts	1
Utilities - Ut - Proposal for utilities is just an attraction / sideshow for HS2	1
Utilities - Ut - Previous experience shows that damaged roads during maintenance for utilities won't be repaired	1
Utilities - Ut - Proposals will have an impact on turbine wind farms/ possible severance of electricity and communication cables/access tracks	2
Utilities - Ut - Utilities will emerge / be located around stations only	1
Utilities - Ut - Would be impossible to introduce utilities in the viaduct section of the East / North of Woodlesford through Water Haigh Wildlife Park	1
Utilities - Ut - Proposed utility sites should not be constructed in the area of Millington	1
Utilities - Ut - Proposed utility sites should not be constructed in the area of Agden / Hoo Green / Bucklow Hill / High Legh	2
Utilities - Ut - Advantages / benefits of proposed utilities can be achieved by other means	1
Utilities - Ut - Fracking will be unsustainable / expensive	1
Utilities - Ut - Proposals will have / could have a negative impact on existing utility network	3
Utilities - Ut - Little use in practice because utilities will not be available for 20 years	1
Utilities - Ut - Concerns of possible track problems will cause damage / harm to utilities	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Utilities - Ut - Investment in utilities to accompany HS2 will just starve areas which need upgraded services	1
Utilities - Ut - Benefits of HS2 does not justify the construction / introduction of utilities	2
Utilities - Ut - HS2 has no relations / no connections with utilities	1
Utilities - Ut - Benefits from utilities will not be fully realised as HS2 was not designed to implement utilities	1
Utilities - Ut - Proposal is skewed to improve access of utilities to / from London	1
Utilities - Ut - Concerns about the heightened risk arising from escape of gas / oil / other ducted substances if incorporated within works	2
Utilities - Ut - Opposition to the incorporation of any bulk-flow / long distance service that result in a greater impact on the community	3
Utilities - Ut - Proposals for utilities are too complicated / difficult to understand	1
Utilities - Ut - Utilities does not take into consideration the impacts to bridges / tunnels	1
Utilities - Ut - Previous attempts to carry out utilities have failed / cynical about how utilities will work	1
Utilities - Ut - The proposed route does not appear to take the diversion of utilities into account or seek to control the cost	1
Utilities - Ut - Concerns that utilities along the route will be wiped out / destroyed if a train got derailed	1
Utilities - Ut - Proposed utilities will cause more disruption / problems / issues	1
Utilities - Ut - Concerns that HS2 route will have a negative impact / interfere with fracking operations	1
Utilities - Ut - Concerns of health and safety issues / problems	6
Utilities - Ut - Introduction of utilities is just part of the Conservatives lies / propaganda to force HS2 onto the public	1
Utilities - Ut - Proposals for the introduction of utilities / Chapter 11 / is vague / broad / undefined	2
Utilities - Ut - There is already high impact from pipelines on approach to Manchester Airport	1
Utilities - Ut - Proposal will just provide more utilities that will be badly managed like existing utilities	2
Utilities - Ut - Questions if utilities can be achieved / will it be viable	5
Utilities - Ut - Laying fibre cables along the route does not justify the environmental damage done by HS2	1
Utilities - Ut - Proposed utilities will not be able to function / work together	1
Utilities - Ut - Utility proposal / chapter 11 are unclear / misleading / flawed / specious / superficial	27
Utilities - Ut - Proposal will have issues regarding accessing utilities / burst pipes	4
Utilities - Ut - Improving utilities will be a waste of time	3
Utilities - Ut - Proposals for utilities is bad / badly thought through / a bad idea	17
Utilities - Ut - Proposals will complicate / increase risks / disruptions of HS2	30
Utilities - Ut - Proposal will not go ahead / not practical / it is unrealistic / wishful thinking / pie in the sky	17
Utilities - Ut - Improvement of utilities is pointless / not required / wanted / unnecessary	87
Utilities - Ut - Proposal will not help / benefit people of Leicester	3
Utilities - Ut - Will create a dangerous working environment when repairing other utilities	2
Utilities - Ut - Proposals will not benefit those who are blighted by the construction of HS2	2
Utilities - Ut - Proposal will only benefit areas served by HS2 and would be detrimental to regional centres such as Liverpool	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Utilities - Ut - Proposal will only benefit areas served by HS2 and would be detrimental to regional centres such as Warrington	1
Utilities - Ut - Proposal will only benefit areas served by HS2 and would be detrimental to regional centres such as Chester	1
Utilities - Ut - Proposal will only benefit areas served by HS2 and would be detrimental to regional centres such as Wirral	1
Utilities - Ut - Proposal will only benefit areas served by HS2 and would be detrimental to regional centres such as Wrexham	1
Utilities - Ut - Proposal provides no benefits / little benefit / will not achieve the stated aims	25
Utilities - Ut - Proposals for utilities is unsustainable	1
Utilities - Ut - Utilities will be outdated by the time HS2 will be completed	5
Utilities - Ut - No reliable evidence / facts to support the proposals for utilities	7
Utilities - Ut - Proposals only exist to aid / justify HS2 business case / utilities should not be used as a reason to justify HS2	28
Utilities - Ut - Potential problems outweigh any possible advantages	9
Utilities - Ut - Proposal will cause the entire line to be a potential target for terrorist attacks	3
Utilities - Ut - Proposal of utilities would have been built before on existing tracks / motorways if it was a good idea	3
Utilities - Ut - Proposals are based on wrong / inaccurate / erroneous information	2
Utilities - Ut - Proposals should be ditched / scrapped / not go ahead / should not be built	4
Utilities - Ut - Proposals would not make a difference / change or add value to what already exists	3
Utilities - Ut - Introduction of utilities will detract / impoverish utilities from the existing routes	2
Utilities - Ut - Proposed utilities will be a waste of resources / efforts	1
Utilities - Ut - Will cause more disruption / problems when access is required for maintenance	9
Utilities - Ut - There are enough / sufficient utilities along the existing route	3
Utilities - Ut - The proposals for utilities will only generate limited opportunities / suitable for communications only	3
Utilities - Ut - Proposals for utilities are too weak / not strong enough	4
Utilities - Ut - Proposal would lead to theft of materials near tracks	1
Utilities - Ut - If no route / no HS2, then no need for other utilities / utilities can be provided without building HS2	25
Utilities - Ut - Not required / applicable if proposal is not implemented	4
Utilities - Ut - Introduction of utilities does not provide a justifiable argument to construct phase 2	1
Utilities - Ut - Proposals are currently based on assumptions / theory / too speculative	6
Utilities - Ut - Proposed utilities will not bring any benefits to the North	1
Utilities - Ut - Concerns whether utilities will be available / viable with a train running at 200mph	2
Utilities - Ut - Proposal for utilities to be located alongside the line will not happen	2
Utilities - Ut - Proposed utilities will negatively impact the stretches between stations	1
Utilities - Ut - Proposal for utilities will just be another reason to abandon / ditch the route	1
Utilities - Ut - Inappropriate to use wrongly routed HS2 to as a reason to introduce utilities	1
Utilities - Ut - Would disagree if maintenance yards are included in this proposal	1
Utilities - Utilities - Reasons to Neither Agree nor Disagree	23
Utilities - Ut - Ground stability and potential methane release may cause problems for including additional utilities in Yorkshire/ Derby	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Utilities - Ut - Proposed utilities can be revoked / removed at any time / not set it stone / guaranteed to go ahead	1
Utilities - Ut - There is already an existing brine pipeline in this area	1
Utilities - Ut - There is already an existing airline in this area	1
Utilities - Ut - There is already an existing high pressure gas pipe in this area	1
Utilities - Ut - Investment in utilities is not guaranteed / proposals may be removed / revoked	1
Utilities - Ut - Question is vague / ambiguous	1
Utilities - Ut - Concerns about the effects to utilities due to the vibrations from trains	4
Utilities - Ut - Questions about proposals to maintaining the utility lines	4
Utilities - Ut - Mentions of Sheffield Supertram as a catalyst to replace older / outmoded public utilities	1
Utilities - Ut - This already happens with the construction of motorways	1
Utilities - Ut - Questions the necessity / reasoning for the proposal of utilities	3
Utilities - Ut - Accessible utility routing in the UK is long over due	1
Utilities - Ut - Utilities share a pathway which is created by a mode of transport	1
Utilities - Ut - General utility schemes are often mooted / talked about	1
Utilities - Ut - Not interested in the introduction of any utilities	2
Utilities - Ut - Most of Britain's underground utilities are outdated / needs updating	1
Utilities - Utilities - Alternative Suggestions	130
Utilities - Ut - Should ensure that locally used footpaths / bridle paths near Salt Street are retained	1
Utilities - Ut - Should make sure utilities are separated from infrastructure due to / negative history with utilities and existing infrastructure	1
Utilities - Ut - Other utilities may be devised for the proposed East Midlands station at Toton	1
Utilities - Ut - Request to being involved in further consultation regarding this scheme	1
Utilities - Ut - Proposals for utilities should not be handled by the government / should be handled by a committee of experts	1
Utilities - Ut - This should only go ahead if it is really needed	3
Utilities - Ut - No utilities can be provided for the area of Toton / Broxtowe Borough	1
Utilities - Ut - Introduction of utilities should not impact on businesses	1
Utilities - Ut - Require details of benefits of utilities to Bradford district before can support the proposals	1
Utilities - Ut - The Government should liaise with various utility providers to ascertain whether any potential exists for integrating utility services with HS2	3
Utilities - Ut - Need to understand what utilities are proposed in the area where the Stublach Gas Storage is sited	1
Utilities - Ut - Proposals for utilities needs to be reconsidered / desperate re-think	1
Utilities - Ut - Construction of proposed utilities must not disrupt / harm existing utility networks	1
Utilities - Ut - Should publicise utilities plans wider so people will see the positive benefits	1
Utilities - Ut - Require more information / details about proposals of utilities	16
Utilities - Ut - Any maintenance of utilities should not disrupt / interfere with local proposals	1
Utilities - Ut - Essential / important that the correct amount of utilities are provided	1
Utilities - Ut - Should use opportunity to construct utilities along the route / make use of the land / alignment	12
Utilities - Ut - Should consider placing conventional speed rail lines instead of utilities alongside HS2	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Utilities - Ut - Utilities will only be plausible / feasible if they are dealt with by professionals	1
Utilities - Ut - Any adverse impacts should be avoided / mitigated	1
Utilities - Ut - Consult with agencies such as the Environment Agency / National grid in a joined up manner	1
Utilities - Ut - Establish utilities corridor along tracks to allow for maintenance of utilities	1
Utilities - Ut - Introduction of other utilities along the proposed Phase Two line of route should be resisted to avoid negative impact of construction work and on adjoining communities	1
Utilities - Ut - Introduction of utilities should be considered under separate independent consultation from that of HS2	1
Utilities - Ut - Landowners affected by introduction of utilities should be compensated	1
Utilities - Ut - Should provide for non-disruptive access for routine / emergency maintenance / repair work	1
Utilities - Ut - Should test proposals to ensure cost reduction during construction phase does not impact on transport network	1
Utilities - Ut - Utilities / emergency access should not interfere with railway operations	1
Utilities - Ut - Utilities can introduce rights for further development which could end up having a greater negative impact than the initial development of HS2 itself	1
Utilities - Ut - Introducing other utilities must not be at the expense of compromising optimal HS infrastructure or introducing risks to the railway	1
Utilities - Ut - There would be consequential planning, environment and community considerations if utility provision was considered that would require council planning authorities to regard	1
Utilities - Ut - Should follow the design principle of HS1 / follow route of existing infrastructure / to build utilities / if utilities are necessary /	3
Utilities - Ut - Utilities which require constant repair work / monitoring should be kept far away from the track	1
Utilities - Ut - Requirements / specifications needs to be discussed to make provisions for spare ducting along the route for utilities	1
Utilities - Ut - Proposals should include the creation of new industrial zones	1
Utilities - Ut - Proposals should include the creation of new population centres	1
Utilities - Ut - Should only allow utilities that require low maintenance to be built along the route	1
Utilities - Ut - Proposals need to be flexible to help mitigate any problems that will arise during the construction phase	1
Utilities - Ut - Proposals should extend to properly integrate waste management	2
Utilities - Ut - Utilities will be a benefit / efficient use of resources providing they are managed properly	1
Utilities - Ut - It is essential / important for the health of the UK economy that any opportunities are pro-actively explored / exploited	1
Utilities - Ut - Should avoid installing unnecessary utilities so rolling-stock / HS2 line can be serviced / maintained	1
Utilities - Ut - All future infrastructures should be thought of in unison with other project to reduce negative impacts / cost	1
Utilities - Ut - Projects benefiting utilities should be carried out together with HS2 bearing in mind the construction time of HS2 project	1
Utilities - Ut - Should consider other developments according to local requirements / after HS2 is cancelled	1
Utilities - Ut - Should utilize our existing utilities pathways alongside our present traffic ways	3
Utilities - Ut - Utilities should be kept / developed separately	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Utilities - Ut - Would more sensible / logical if existing transport corridors are utilised more effectively in the western section	1
Utilities - Ut - Local authorities should deal with this question to see if it is necessary / acceptable	1
Utilities - Ut - Should provide some provisions to ensure maintenance of these utilities can be done safely	1
Utilities - Ut - Using existing networks will provide easier access / better service connectivity	2
Utilities - Ut - Expect the government to provide further details regarding utilities along phase 2 / consult other alternative options	4
Utilities - Ut - Since HS2 should follow motorway routes, utility development could be built alongside the motorways anyway, so they don't affect the case for or against HS2	1
Utilities - Ut - Access across farm land, to utility companies, should only be provided if farmers are fully compensated	1
Utilities - Ut - Line should be used to connect existing utilities rather than building along the new line	10
Utilities - Ut - Will be better to upgrade / improve existing utilities	7
Utilities - Ut - Should have provisions against any accidents / maintenance of infrastructures	1
Utilities - Ut - Should adopt some of the European methods of aligning utilities network	1
Utilities - Ut - Should consider introducing some utilities / power lines underground / will reduce maintenance	3
Utilities - Ut - East Midland town areas require utilities more than the proposed inner city sites	1
Utilities - Ut - Utility services should be kept separate from HS2	6
Utilities - Ut - Should install utilities at the same time as HS2 to minimise the disruptions	1
Utilities - Ut - Proposals should be incorporated after HS2 is constructed	1
Utilities - Ut - Better to develop / improve existing facilities in an innovative way	1
Utilities - Ut - Should provide some mitigations to prevent cable theft	1
Utilities - Ut - Utilities are needed in more rural areas / areas without utilities	5
Utilities - Ut - Should start constructing utilities in the North / South of the route to deliver early benefits	1
Utilities - Ut - Proposed utilities could be applied along a higher technology line	1
Utilities - Ut - Support maintenance depots if they serve a regionwide rail regeneration	1
Utilities - Ut - Questions if overhead line equipment can be use the railway cable ducts to carry non-railway cables	1
Utilities - Ut - Proposed utilities should be sited closer to the stations	1
Utilities - Ut - Proposed utilities should be sited closer to brownfield sites	1
Utilities - Ut - Should run a corridor alongside the route to enable the route to act as a distribution corridor	1
Utilities - Ut - Every benefit that can be gained from using the HS2 route should be considered / taken	1
Utilities - Ut - Proposed utilities can be accommodated / implemented with updating of existing lines / facilities	3
Utilities - Ut - Whilst digging at Crewe should also conduct / carry out some fracking	1
Utilities - Ut - Resolve problems in the early stages so they will not affect the potential access of utilities in the future	1
Utilities - Ut - Any civil engineering works should include other utilities	1
Utilities - Ut - Utilities should be designed / optimised in their own right if they are needed / required	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Utilities - Ut - Introduction of a tunnel for services would be good / good idea for cable utilities	1
Utilities - Ut - A tunnel for services would provide easier access to services during maintenance / repairs without damaging other assets	1
Utilities - Ut - Given that HS2 will be wholly funded by taxpayers then other joined up connections will be required / needed	1
Utilities - Ut - Should place utilities / infrastructure underneath the track to protect them from metal thieves	1
Utilities - Ut - Should place utilities / infrastructure underneath the track to protect them from I.T hackers	1
Utilities - Ut - Should provide the most up-to-date utilities if HS2 goes ahead	1
Utilities - Communications (Comms)	102
Utilities - Communications - Reasons to Agree	40
Utilities - Comms - Installing better / faster broadband connection will be beneficial / good idea	3
Utilities - Comms - Installation of communication cables would be acceptable / reasonable	2
Utilities - Comms - Mobile connectivity on the East Coast Mainline / West Coast Mainline is very patchy	1
Utilities - Comms - High speed data would be a key impact in areas that is not viable like Cheshire	1
Utilities - Comms - Improvements to local networks are needed / essential	1
Utilities - Comms - Proposal for communication utilities is good / a good idea / sensible idea	19
Utilities - Comms - High speed broadband is necessary / needed / wanted / required	4
Utilities - Comms - High speed fibre will be essential to support the growth in the digital economy	1
Utilities - Comms - Connecting areas with high speed internet is a good use of the infrastructure	2
Utilities - Comms - Proposed data network will improve connectivity for businesses along the route	1
Utilities - Comms - Proposed data network will improve connectivity for residents along the route	1
Utilities - Comms - UK currently has a shortage of high speed fibrotic broadband	1
Utilities - Comms - High speed broadband will alter the economic geography of the country quicker / cheaper / no negative impacts like HS2	2
Utilities - Comms - People are becoming more reliant on resilient / high capacity internet connections	1
Utilities - Comms - Proposing communication utilities will be planning for the future	1
Utilities - Comms - Rural communities such as Rixton / Hollins Green suffer from poor connectivity / cable connections	2
Utilities - Communications - Reasons to Disagree	16
Utilities - Comms - High speed broadband could easily be accommodated alongside the existing rail network	2
Utilities - Comms - High speed broadband can be provided without HS2 / railway line	2
Utilities - Comms - Adding a communication fibre network will increase parking areas close to track / risk of vehicle incursion onto track	1
Utilities - Comms - Proposed communications are needed now / not in 20 years' time	2
Utilities - Comms - High speed broadband / fibre optic services will be safer on existing railways rather than HS2	1
Utilities - Comms - UK is lagging behind other countries in terms of broadband speed / accessibility	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Utilities - Comms - High speed broadband is needed / required now / not in 20 years	1
Utilities - Comms - Investment in broadband is needed in the next 10 years	1
Utilities - Comms - Telecommunication cables are no longer significant in this technology era	1
Utilities - Comms - Telephone wires will be installed as a matter of course if HS2 goes ahead / is built	1
Utilities - Comms - Wireless repeaters will be installed as a matter of course if HS2 goes ahead / is built	1
Utilities - Comms - Maintenance of High Speed Broadband will increase the risks of terrorist attacks	1
Utilities - Comms - Communication lines will increase the carbon footprint of HS2	1
Utilities - Comms - Communication lines will increase upheaval / disturbance during construction	1
Utilities - Comms - Communication lines will increase inconvenience during maintenance	1
Utilities - Comms - Improving telecommunications will cost less and bring better benefits in the short / long term compared to HS2	2
Utilities - Communications - Reasons to Neither Agree nor Disagree	8
Utilities - Comms - Questions if public phone boxes will be reinstated / restored	1
Utilities - Comms - Better connectivity is desperately / urgently needed in the East / West	1
Utilities - Comms - Super high-speed data / broadband link would encourage teleconferencing / lessen need for travel	2
Utilities - Comms - Mentions of plans for separating railway telecommunications being cancelled	1
Utilities - Comms - Curious on how the current UK communications infrastructure / existing utilities will be affected due to these proposals	3
Utilities - Communications - Alternative suggestions	56
Utilities - Comms - High speed broadband should connect to existing rail networks / instead of HS2	1
Utilities - Comms - Would like to see how HS2 can help Cheshire with their lack of high speed data	1
Utilities - Comms - Should use opportunity to consider technological / internet connectivity along the route	1
Utilities - Comms - Should construct communication utilities to increase growth in the country	1
Utilities - Comms - Should invest in improving connectivity instead of building a new line	1
Utilities - Comms - Should have buried fibre optic cables providing they do not widen the width of the track	1
Utilities - Comms - Should have buried communication cables providing they do not widen the width of the track	1
Utilities - Comms - Should not introduce / built any mobile telephone masts	1
Utilities - Comms - Communications cable would be better integrated with the existing rail network	1
Utilities - Comms - Communication lines could be improved by additional route options covering large areas of the country	1
Utilities - Comms - Would be a positive opportunity to install broadband cables East / West tunnelling from Sheffield Meadowhall to Manchester HS2 stations	1
Utilities - Comms - Should provide 4g / wireless network connectivity whilst travelling on the train	2
Utilities - Comms - Should ensure the additional communication utilities will allow people to make uninterrupted phone calls whilst travelling	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Utilities - Comms - Should ensure the additional communication utilities will allow people to access the internet whilst travelling	1
Utilities - Comms - Network structures / high speed broadband does not need to travel in straight lines	1
Utilities - Comms - Should build in ducts / cables for high speed broadband	1
Utilities - Comms - HS2 are promising fibre to homes as compensation for demolishing streets and amenities during construction	1
Utilities - Comms - A fibre network (for Broadband improvements) that is similar to the M1 should be made available	2
Utilities - Comms - Networking conference suites should be available by the hour / day	1
Utilities - Comms - High speed broadband should be made available along the HS2 route	7
Utilities - Comms - Should install fibre optic links / telecommunications along the route	7
Utilities - Comms - Should install fibre optic links / telecommunications as a "green" alternative	1
Utilities - Comms - Should install fibre optic links / telecommunications in every home and business	1
Utilities - Comms - Fibre optic cabling should be included	1
Utilities - Comms - Should improve / upgrade existing electronic communications in the UK	3
Utilities - Comms - Should provide high speed broadband in rural areas all over the country	3
Utilities - Comms - The need for an ultra high speed broadband is long overdue / should be installed as soon as possible	2
Utilities - Comms - Investing in high speed broadband would negate / save the need for many journeys / HS2	3
Utilities - Comms - Questions if overhead line equipment can be used to transmit telegraph communications without disruption / interference from power cables	1
Utilities - Comms - High Speed fibre broadband should be rented to internet providers	1
Utilities - Comms - Install high speed broadband all over the country to allow more remote working	4
Utilities - Comms - Installing high speed broadband across the country will negate the need to travel into London / encourage businesses to locate outside the M25	2
Utilities - Comms - There is poor broadband / should increase the quality of broadband available in Staffordshire	1
Utilities - Comms - Ensure all rural homes / communities benefit from improved electronic communications / broadband / as at present they are overlooked	4
Utilities - Comms - Should consider extra communication links from North to South	1
Utilities - Comms - Should provide protected arms to cities channels between the tracks for fibre optic cables	1
Utilities - Comms - Should provide the latest cables / internet improvements for all populations living along the route	1
Utilities - Comms - Should introduce high speed broadband if the phase 2 eastern leg must be built	1
Utilities - Comms - Should introduce a national / countrywide information superhighway	1
Utilities - Comms - Should provide provisions for telecommunications to integrate with flood management schemes / as described in Chapter 11	1
Utilities - Gas (Gas)	44
Utilities - Gas - Reasons to Agree	3
Utilities - Gas - Proposal for gas utilities is good/ good idea / sensible idea	2
Utilities - Gas - Installation of gas pipes would be acceptable / reasonable	1
Utilities - Gas - Reasons to Disagree	12

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Utilities - Gas - Gas pipelines will increase inconvenience during maintenance	1
Utilities - Gas - Proposed route crosses Transco High Pressure Gas pipeline close to Risley Landfill site	2
Utilities - Gas - HS2 crosses a mains gas pipeline near Doddington that has not been marked on the map	1
Utilities - Gas - Disruption prior to construction - Proposal to bring forward installation of a major gas main, crossing the HS2 route on land grazed by my milking herd	1
Utilities - Gas - Gas utilities does not need to follow this route as their grid system	1
Utilities - Gas - Proposal to install a gas line underneath / next to the line is a potential disaster	1
Utilities - Gas - Questions the amount of times roads have been dug up due to the failure of Gas lines/ pipes	1
Utilities - Gas - A gas grid network would widen the footprint of the line	3
Utilities - Gas - Having gas pipes too close to the line could be dangerous / lethal / devastating	1
Utilities - Gas - Reasons to Neither Agree nor Disagree	2
Utilities - Gas - Questions whether proposals include a plan which requires digging every month to install gas mains	1
Utilities - Gas - An existing national gas grid runs across the A50 close to where the HS2 is expected to run	1
Utilities - Gas - Alternative Suggestions	27
Utilities - Gas - Gas transport could be improved by additional route options covering large areas of the country	1
Utilities - Gas - Should avoid installing gas utilities as it carries a high risk / outweighs benefits	3
Utilities - Gas - Should avoid gas utilities as they could lower the availability of the HS2 track	1
Utilities - Gas - Should have buried gas transmission pipes providing they do not widen the width of the track	1
Utilities - Gas - Should not introduce / build gas transmission pipes	1
Utilities - Gas - Significant investment is needed within next few years rather than having to wait 20 years	1
Utilities - Gas - More beneficial if services could be brought into areas where they don't exist / mains gas	12
Utilities - Gas - Provisions for gas transfer should be included in areas where fracking is undertaken	1
Utilities - Gas - Gas mains should be sited far away from the tracks to prevent disruptions of services	1
Utilities - Gas - Proposal for utilities should include National / gas cables	2
Utilities - Gas - Should provide gas to the village of Hopton	1
Utilities - Gas - There is no mains gas / should provide mains gas in Staffordshire	2
Utilities - Gas - There is no mains gas / should provide mains gas in rural communities	2
Utilities - Water (Wa)	78
Utilities - Water - Reasons to Agree	11
Utilities - Wa - Combining water utilities alongside the HS2 line will bring benefits to a greater number of people / increase cost effectiveness	1
Utilities - Wa - Proposal gives an unique opportunity for a integrated approach to utility services if Nuclear / Fracking places water utilities in North / consumption in South	1
Utilities - Wa - Proposal for water utilities is good / good idea / sensible idea	8
Utilities - Wa - Should construct water utilities to increase growth in the country	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Utilities - Water - Reasons to Disagree	21
Utilities - Wa - Water grid would only be practical if an unfeasible / unviable high pressure water pipe was built	1
Utilities - Wa - HS2 will bring little enhancement to a national Water supply network	2
Utilities - Wa - Need for a water supply network is national and would not be enhanced by HS2	1
Utilities - Wa - Concerns HS2 does not know about the 47km water pipeline connecting reservoirs at Bury and Prescott	2
Utilities - Wa - Infrastructure ducting crossing underneath the line would allow for future pipes to be laid with less disruption when needed	1
Utilities - Wa - Water utilities does not need to follow this route as their grid system	1
Utilities - Wa - Water pipes will be installed as a matter of course if HS2 goes ahead / is built	1
Utilities - Wa - Large atmospheric pressure sewers will occupy too much space	1
Utilities - Wa - Proposal for running water pipelines next to railway will have risks of electrocution	1
Utilities - Wa - Proposed route will have a detrimental effect on water reserves	1
Utilities - Wa - HS2 network could be a potential drain on water resources	1
Utilities - Wa - Questions the amount of times roads have been dug up due to the failure of water lines/ pipes	1
Utilities - Wa - A water grid network would widen the footprint of the line	4
Utilities - Wa - Water pipelines will increase the carbon footprint of HS2	1
Utilities - Wa - Water pipelines will increase upheaval / disturbance during construction	1
Utilities - Wa - Water pipelines will increase inconvenience during maintenance	2
Utilities - Wa - Having water pipes too close to the line could be dangerous / lethal / devastating	2
Utilities - Water - Reasons to Neither Agree nor Disagree	3
Utilities - Wa - Require information on how proposals for water pipes will paid for	1
Utilities - Wa - Water utilities in Crofton are outdated / antiquated due to limited residential development	2
Utilities - Water - Alternative suggestions	47
Utilities - Wa - Route could be utilised to deliver mains water to drought areas	2
Utilities - Wa - Should not disrupt the water station in High Legh which links their community to the Manchester water supply	1
Utilities - Wa - Should have buried water transmission pipes providing they do not widen the width of the track	1
Utilities - Wa - Should not introduce / built water transmission pipes	1
Utilities - Wa - Should consider a national water grid along HS2 to it may connect catchments / reservoirs in the future if required	1
Utilities - Wa - More beneficial if sewers were brought into the area where they do not exist	1
Utilities - Wa - Inclusion of a twin water pipe along the line will cost less compared to the whole cost of HS2	1
Utilities - Wa - Provisions should be made for additional water transfer points along the pipeline for possible future modifications	1
Utilities - Wa - Should increase the amount of water supplies available in the South East England to accommodate the predicted population increase / usage	1
Utilities - Wa - Should build easily accessible water ducts / flood water catchment pipes along the route	1
Utilities - Wa - Drainage and storage of water could benefit the railway and canal	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Utilities - Wa - Water transport could be improved by additional route options covering large areas of the country	1
Utilities - Wa - Should avoid installing water utilities as it carries a high risk / outweigh benefits	3
Utilities - Wa - Should avoid water utilities as they could lower the availability of the HS2 track	1
Utilities - Wa - Improving water supplies will cost less and bring better benefits in the short / long term compared to HS2	1
Utilities - Wa - Should have a national water grid connecting the North / North West / North East to the South / South East / London	8
Utilities - Wa - Consider an opportunity for a cross country water supply main to distribute water across the UK water utilities	1
Utilities - Wa - Should consider constructing a water grid to supply water to drought areas	6
Utilities - Wa - A water interchange main would generate long term benefits	1
Utilities - Wa - A national water grid should be included	1
Utilities - Wa - Water mains should be sited far away from the tracks to prevent disruptions of services	1
Utilities - Wa - Should use rivers / canals to transport water	1
Utilities - Wa - Should construct a watercourse alongside HS2 to deliver water from the North to south / southeast England during water shortages	1
Utilities - Wa - Should consider moving water from the Peak District South	1
Utilities - Wa - Would be a good / sensible idea to include a water grid	3
Utilities - Wa - A North / South water main from Derby to the South East would be a cheaper alternative from large reservoirs	1
Utilities - Wa - Additional water can be channelled down the River Derwent which Yorkshire water can forgo on agreements with Severn Trent	1
Utilities - Wa - There is no mains sewage / should provide a mains sewage in Staffordshire	1
Utilities - Wa - There is no main sewage / should provide a mains sewage in rural communities	2
Utilities - Wa - Whilst digging at Crewe should build / construct a new sewerage system	1
Utilities - Wa - Should have a water pipe adjacent to the line connecting reservoirs in the North East / South East to prevent future droughts	2
Utilities - Wa - Introducing a tunnel for water utilities will only be viable if there was a need / gradients allows it	1
Utilities - Wa - Should provide provisions for water supplies integrating with flood management schemes / as described in Chapter 11	1
Utilities - Electricity (Ele)	58
Utilities - Electricity - Reasons to Agree	15
Utilities - Ele - Installation of electricity cables would be acceptable / reasonable	1
Utilities - Ele - Proposal for electric utilities is good / good idea / sensible idea	11
Utilities - Ele - Proposed facilities will be useful for passengers with plug and charge cars	1
Utilities - Ele - Providing the old / existing lines are electrified	1
Utilities - Ele - Should construct electrical utilities to increase growth in the country	1
Utilities - Electricity - Reasons to Disagree	15
Utilities - Ele - Water pumps / other services will fail if electricity cables are cut / damaged	1
Utilities - Ele - Cut electrical cables will cause large areas to be deprived of electricity	1
Utilities - Ele - HS2 should have unexposed power transmission to minimise disruption of supply in adverse weather conditions.	1
Utilities - Ele - Undergrounding high voltage lines is prohibitively expensive / costly	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Utilities - Ele - Electric cables will be installed as a matter of course if HS2 goes ahead / is built	1
Utilities - Ele - There is already a lack of electricity to serve houses / homes	1
Utilities - Ele - There is already a lack of electricity to service businesses / hospitals	1
Utilities - Ele - HS2 Network could be a potential drain on electricity resources	1
Utilities - Ele - Would not be cost-effective to run electricity cables along the HS2	1
Utilities - Ele - Proposed electric utilities will increase the carbon footprint of HS2	1
Utilities - Ele - Proposed electric utilities will increase upheaval / disturbance during construction	1
Utilities - Ele - Proposed electric utilities will increase inconvenience during maintenance	2
Utilities - Ele - Having electrical cables too close to the line could be dangerous / lethal / devastating	1
Utilities - Ele - Introduction of utilities will increase the amount of power plants	1
Utilities - Ele - Improving power supplies will cost less and bring better benefits in the short / long term compared to HS2	1
Utilities - Ele - High demand for electricity will bring power cuts to many areas in the future	4
Utilities - Electricity - Reasons to Neither Agree nor Disagree	9
Utilities - Ele - Questions if utilities will be buried underground or above the track to cause more unwanted visual impacts	1
Utilities - Ele - Questions where the additional electricity will come from to supply the high speed trains	1
Utilities - Ele - Questions the amount of times roads have been dug up due to the failure of Electricity lines/ pipes	1
Utilities - Ele - Location of electricity booster stations is postulated / assumption / guess	2
Utilities - Ele - Questions on whether separate access to power supplies to the line will be involved	2
Utilities - Ele- Electricity utilities in Crofton are outdated / antiquated due to limited residential development	2
Utilities - Ele - An existing national electricity grid runs across the A50 close to where HS2 is expected to run	1
Utilities - Ele - Additional power lines will be of no extra annoyance compared to the impacts of HS2	1
Utilities - Electricity - Alternative suggestions	22
Utilities - Ele - Should have buried power cables providing they do not widen the width of the track	1
Utilities - Ele - Run high voltage power lines underground to remove need for pylons	1
Utilities - Ele - Should consider future power supply for development around East Midlands hub at Toton	1
Utilities - Ele - Should avoid installing electric utilities as it carries a high risk / outweigh benefits	1
Utilities - Ele - Should have a new network of overhead power lines / pylons compared to a 2m wide underground service trench as part of HS2	4
Utilities - Ele - Proposal for utilities should include National / electric power cables	2
Utilities - Ele - A national electricity grid infrastructure to enable new renewable projects near the route	2
Utilities - Ele - Should consider alternative power distributions to replace current pylons	2
Utilities - Ele - Proposals for utilities should include electric power feeds for the overhead lines	1
Utilities - Ele - Should consider installing heavy duty power transmission lines	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Utilities - Ele - Should consider a high voltage dc power network to improve the European power market	1
Utilities - Ele - Overhead power lines on the section near Beighton should be built underground along the corridor	1
Utilities - Ele - Should incorporate electrical connections with utility infrastructures to avoid the need for overhead power lines	1
Utilities - Ele - Should consider removing some existing overhead power lines	1
Utilities - Ele - Should provide protected arms to cities channels between the tracks for high voltage direct current transmissions	1
Utilities - Ele - Should introduce a national electricity grid if the phase 2 eastern leg must be built	1
Utilities - Ele - Should provide provisions for electricity supplies integrating with flood management schemes / as described in Chapter 11	2
Utilities - Ele - Should replace existing power station in the area of Ratcliff	1
Utilities - Ele - Should replace existing pylon lines East of Staveley towards Sheffield	1
Utilities - Utility Companies (UC)	27
Utilities - Utility Companies - Reasons to Disagree	11
Utilities - UC - Introduction of utilities is just an opportunity to carve up more areas long the line for the benefit of utility companies	1
Utilities - UC - Proposal will cause more disruptions as companies and HS2 have not consulted each other in the planning process	1
Utilities - UC - Utility companies will not have available resources to invest in the project	1
Utilities - UC - Utility companies and HS2 would not be able to coordinate together to provide any benefits	2
Utilities - UC - Only utility companies will benefit from these proposals	1
Utilities - Utility companies will fail to co-ordinate this complex project / failed to co-ordinate simple engineering works / A57 being dug up	3
Utilities - UC - Utility companies will not have a vested interest in using HS2 / utilities	1
Utilities - UC - Utility companies should not be used in the argument to support / justify HS2	1
Utilities - UC - Co-ordinating this proposal will be difficult / a challenge as proved by previous utility organisations	1
Utilities - UC - Currently multiple utility companies / departments are interfering / disrupting this proposal	1
Utilities - Utility Companies - Reasons to Neither Agree nor Disagree	4
Utilities - UC - Electricity companies are talking / mentioning power cuts that will occur in 2015	3
Utilities - UC - BT is the sole internet provider for rural communities such as Rixton / Hollins Green	1
Utilities - Utility Companies - Alternative suggestions	14
Utilities - UC - Expect the government / Department for Transport to consult with utility companies to understand their long term goals / aspirations to reduce further impact to landscape	4
Utilities - UC - Government should liaise with utility providers to ascertain potential for integrating utilities services	3
Utilities - UC - Need to consult fully on proposals if utilities are introduced	3
Utilities - UC - Plans / ideas for the project should be considered according to companies needs / input	1
Utilities - UC - HS2 should charge utility companies for the use of facilities / utilities along the route	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Utilities - UC - Utility companies should disclose to the media what opportunities utilities will bring diverting the topic away from the ' few minutes saved' and ' destroying properties' argument	1
Utilities - UC - Proposals should only go ahead if utility companies invest / contribute to it	2
Utilities - UC - Collaboration with utility companies should be viewed as a potential opportunity if HS2 goes ahead	1
Utilities - UC - Utility companies can pick up some of the cost to allow utilities to be future proofed	1
Utilities - UC - Water companies in the South East should pay for a North / South water main from Derby to the Southeast	1
Utilities - UC - Should rent / charge utility companies to use the route so taxpayers can recoup some cost for building HS2	1
Utilities - Renewable Energy Sources (RES)	16
Utilities - Renewable Energy Sources (RES) - Reasons to Agree	3
Utilities - Res - Introducing / implementing wind farms / green electricity would be good / good idea / sensible idea	3
Utilities - Renewable Energy Sources (RES) - Reasons to Disagree	1
Utilities - Res - Introducing / building solar panels is bad / bad idea / disagree	1
Utilities - Res - Introducing / building wind turbines is bad / bad idea / disagree	1
Utilities - Renewable Energy Sources (RES) - Reasons to Neither Agree nor Disagree	1
Utilities - Res - Would like to see what energy utilities will arise from this investment (Reasons to Agree Nor Disagree)	1
Utilities - Renewable Energy Sources (RES) - Alternative Suggestions	11
Utilities - Res - Proposal gives a unique opportunity for a integrated approach to utility services if Nuclear / Fracking places energy sources in North / consumption in South	1
Utilities - Res - All stations for HS2 should be designed to generate power from solar roof panels	1
Utilities - Res - Should use the land for renewable wind energy / wind farms	1
Utilities - Res - Should use the land for renewable solar energy	1
Utilities - Res - Should incorporate energy infrastructure nsf	1
Utilities - Res - Money could be better spent on alternative power sources / wave turbines	3
Utilities - Res - Proposed route should allow for more renewable utilities to be used	3
Utilities - Res - Leeds New Lane station roof should be designed to generate / maximise advantage from solar panels	1
Utilities - Res - Should provide protected arms to cities channels between the tracts for wind farms	1
Utilities - Robustness / Suitability of Proposed Infrastructure (PI)	25
Utilities - Robustness / Suitability of Proposed Infrastructure Reasons to Agree	1
Utilities - PI - Providing utilities are carried out in a safe / sensible manner	1
Utilities - Robustness / Suitability of Proposed Infrastructure Reasons to Disagree	11
Utilities - PI - By the time HS2 is completed we may not have the same resources we do today	1
Utilities - PI - Previous experience prove that the co-operation from Utilities is not possible / viable	4
Utilities - PI - There is no / little point in enhancing / developing interdependencies in UK infrastructure	1
Utilities - PI - Proposals will be hard / impossible to co-ordinate at present	1
Utilities - PI - Utilities have used other routes in the past	1

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Utilities - PI - People travelling will not use the proposed utilities / will become disused / neglected	1
Utilities - PI - Proposed utilities are not needed / pointless on a line with so few stops	2
Utilities - PI - Concerns of where provisions for utilities will be made	1
Utilities - Robustness / Suitability of Proposed Infrastructure Reasons to Neither Agree nor Disagree	5
Utilities - PI - Unclear of the impacts proposed utilities will have on local development proposals	1
Utilities - PI - Proposed utilities must be sustainable	2
Utilities - PI - Utilities will be difficult / hard to shift / change one they are installed	1
Utilities - PI - Should take extra care when incorporating other utilities as they could cause issues / problems during maintenance	1
Utilities - Robustness / Suitability of Proposed Infrastructure Alternative Suggestions	9
Utilities - PI - Investing in existing infrastructure will give opportunities to improve utilities	1
Utilities - PI - Should construct / develop utilities proposals now / not in 20 year's time	1
Utilities - PI - Proposed utilities should be robust / resilient against adverse weather conditions	1
Utilities - PI - Proposals should not go ahead until a full assessment is made on the ecology / geology / hydrology and utility services along the route	3
Utilities - PI - The safety / efficiency of this proposal should be evaluated / assessed	3
Utilities - Impact of Utilities on HS2 (ImU)	62
Utilities - Impact of Utilities on HS2 - Reasons to Agree	31
Utilities - ImU - Providing the security of the land is sufficient to deter trespassers / vandals / thieves	2
Utilities - ImU - Providing utilities do not cause additional disruption to HS2 services	1
Utilities - ImU - Providing utilities do not increase the overall cost	1
Utilities - ImU - Providing the additional utilities do not compromise future expansion / maintenance	2
Utilities - ImU - Providing the maintenance of utilities doesn't affect the functionality of the HS2 Line	19
Utilities - ImU - Providing the addition of other utilities does not slow the project down	9
Utilities - Impact of Utilities on HS2 - Reasons to Disagree	26
Utilities - ImU - Proposed infrastructure connections all share a single point of failure / maintenance disruptions to HS2 (Reasons to Disagree)	1
Utilities - ImU - Concerns utilities will delay / slow down the project due to the need of separate justifications / planning consents / agreement with landowners(Disagree)	1
Utilities - ImU - Proposed communication utilities will negate the need for HS2 / need for long distance travelling	3
Utilities - ImU - Proposal for utilities will cause HS2 to be more overworked / unviable	1
Utilities - ImU - Proposal for utilities is essential for the justification of HS2	1
Utilities - ImU - Proposal for utilities will create more use of the existing transport system / negating the need for HS2	1
Utilities - ImU - Only for communications and providing the maintenance of utilities doesn't affect the functionality of the HS2 Line	1
Utilities - ImU - Proposal for utilities will risk train safety / security	2
Utilities - ImU - Proposals for utilities will only delay the construction of HS2	6
Utilities - ImU - Any problems arising from utilities will cause disruptions to the rail services	3
Utilities - ImU - Proposals for utilities will reduce the safety / security of the line	4

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Utilities - ImU - Possible problems with gas utilities will halt / close down the HS2 for maintenance	1
Utilities - ImU - Would be unacceptable if the HS2 trains were affected / closed off for information highway maintenance	1
Utilities - ImU - Benefits arisen from the introduction of utilities does not help justify the construction of HS2	1
Utilities - Impact of Utilities on HS2 - Reasons to Neither Agree nor Disagree	2
Utilities - ImU - Questions whether proposals for utilities will affect the costing of HS2	1
Utilities - ImU - Questions whether proposals for utilities will affect the timescale of HS2	2
Utilities - Impact of Utilities on HS2 - Alternative Suggestions	9
Utilities - ImU - Additional costs associated with providing other utilities along the corridor should not negatively affect the viability of the main rail scheme	1
Utilities - ImU - HS2 rail must always take precedence over utilities	1
Utilities - ImU - Fibre optic cables may be built close to the railway providing they will not affect the functionality of the line during maintenance	1
Utilities - ImU - Water pipes may be built close to the railway providing they will not affect the functionality of the line during maintenance	1
Utilities - ImU - Introducing water utilities along the route will make it easier for people to accept HS2	1
Utilities - IMU - Utilities that could raise safety issues (e.g. gas and oil pipelines) would not be appropriate	1
Utilities - ImU - Utilities should be encourage to share the route provided they do not interrupt rail services	1
Utilities - ImU - Utilities should only be allowed if there will be minimum impact on HS2 during maintenance	3
Utilities - ImU - HS2 should provide alternative routes should the route be closed off due to utility maintenance	1
Utilities - Future Needs (FuN)	13
Utilities - Future Needs - Reasons to Agree	6
Utilities - FuN - Proposal for utilities shows good foresight / understands future needs	1
Utilities - FuN - Proposal for utilities will allow HS2 to become more future proof	1
Utilities - FuN - Utilities should be introduced to provide for the future requirements predicted by HS2	1
Utilities - FuN - Allowances made for future proofing utilities is good / a good idea / sensible idea	3
Utilities - Future Needs - Alternative Suggestion	7
Utilities - FuN - Accommodation for future utilities should be provided	1
Utilities - FuN - Provisions should be made for all the future utilities / infrastructure	1
Utilities - FuN - Should provide sufficient ducting along both sides of the alignment to ensure it is future proofed	2
Utilities - FuN - Future proofing for power utilities should be integrated with the proposed route	2
Utilities - FuN - Future proofing for gas pipelines should be integrated with the proposed route	1
Utilities - FuN - Provisions for future water supply transmission grid should be built in	1
Utilities - FuN - Future proof communication cable / ducts should be built in	1
Utilities - Benefits for utilities from released capacity (BRC)	5
Utilities - Benefits for utilities from released capacity - Reasons to Agree	2
Utilities - BRC - Introduction of utilities will give opportunities to add capacity	1

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Utilities - BRC - Providing there will be some capacity enhancements to the old / existing lines	1
Utilities - Benefits for utilities from released capacity - Reasons to Disagree	1
Utilities - BRC - Extra capacity will not materialise on other lines	1
Utilities - Benefits for utilities from released capacity Alternative Suggestions	2
Utilities - BRC - Adding other utilities capacity during construction would be beneficial / sensible as it minimises impacts	2
Utilities - Flood management schemes (FMS)	24
Utilities - Flood Management Schemes - Reasons to Agree	2
Utilities - FMS - Proposals for flood prevention is a good / sensible idea	2
Utilities - Flood Management Schemes - Reasons to Disagree	13
Utilities - FMS - Concerns of how building a viaduct across a flood plain will help with the integration with flood management scheme	1
Utilities - FMS - No provisions have been made for any flood management schemes	2
Utilities - FMS - Introduction of utilities will increase the risk of flooding along Aire Valley	1
Utilities - FMS - Burst mains may flood the line	4
Utilities - FMS - Adding water distribution network could result in flooding track	1
Utilities - FMS - Large atmospheric pressure sewers may flood / devastate the line	1
Utilities - FMS - Proposed route will have a detrimental effect on flood plains / zones	2
Utilities - FMS - Water companies may have concerns with the proposed flood plain building near Leeds at Woodlesford	1
Utilities - FMS - Environment agencies may have concerns with the proposed flood plain building near Leeds at Woodlesford	1
Utilities - Flood management schemes - Alternative suggestions	11
Utilities - FMS - Improving flood management schemes will cost less and bring better benefits in the short / long term compared to HS2	1
Utilities - FMS - Flood management schemes are needed / a necessity / requirement	2
Utilities - FMS - Flood management schemes should be included in the planning / costs of HS2	2
Utilities - FMS - Should mass plant trees to prevent flooding	1
Utilities - FMS - Should create floodplains to prevent flooding	1
Utilities - FMS - Should design / construct embankments where possible to prevent flooding	1
Utilities - FMS - Enhanced drainage should be built to prevent flood risks from increasing bad weather	2
Utilities - FMS - Enhanced drainage should be built to prevent flooding for existing / future risks	2
Utilities - FMS - Should look into / consider flooding defences	2
Utilities - FMS - Proposed utilities should be robust / resilient to flooding risks	1
Utilities - FMS - Proper banks are needed / should be reinstated in the area of Trent in Ridware	1
Utilities - Financial / Economic (FE)	103
Utilities - Financial / Economic - Reasons to Agree	26
Utilities - FE - The incorporation of a utilities corridor could stimulate economic growth along the route	1
Utilities - FE - The availability of utilities along the route will assist in reducing the up-front costs associated with infrastructure provision and stimulate development through accessibility to key utilities / digital technology	1
Utilities - FE - Should install utilities at the same time as HS2 to share / minimise costs	2

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Utilities - FE - Should introduce utilities along the route to justify HS2 building costs	1
Utilities - FE - Improving utilities will cut costs / is value for money / makes financial sense	10
Utilities - FE - Providing the additional utilities do not impact costs of new railways	2
Utilities - FE - The utilities required will benefit the economy	2
Utilities - FE - Providing any development brings positive benefits / results for the economy	2
Utilities - FE - Providing utilities can be achieved without substantial additional cost	2
Utilities - FE - Providing it does not reduce the income of the Canal and Rivers Trust generated from a telecoms system in its towpath	1
Utilities - FE - Generating wider benefits from infrastructure construction costs is good / good idea / sensible idea	1
Utilities - FE - Combining the costs of HS2 and utilities is good / a good idea / sensible idea	2
Utilities - Financial / Economic - Reasons to Disagree	59
Utilities - FE - Concerns about the amount of available finances to pay for the addition of other utilities	1
Utilities - FE - Proposals for utilities should not be used to subsidise the HS2 budget	1
Utilities - FE - It is unlikely that the introduction of utilities will assist / aid the cost of building HS2	1
Utilities - FE - Utilities should not expect these subsidised corridors to subsidise their cost of capital	1
Utilities - FE - Massive water main and major gas pipeline do not appear to have been considered. Considerable costs are likely	1
Utilities - FE - Offers potential benefits of non-railway infrastructure resilience	1
Utilities - FE - Concerns income to the Canal & Rivers would be damaged by creating an overcapacity in the telecoms networks	1
Utilities - FE - Economies are not significant	1
Utilities - FE - Improving utilities will be a waste of money	11
Utilities - FE - Concerned that money spent on HS2 may compromise other utilities	1
Utilities - FE - Benefits does not justify the expenses / cost incurred	4
Utilities - FE - Concerns proposals will add to the financial burden of tax payers	2
Utilities - FE - Tax payers will not benefit from these proposals	2
Utilities - FE - Tax payers will be paying to subsidise privatised utilities	1
Utilities - FE - Construction of more roads will be too costly / expensive to maintain	5
Utilities - FE - Improving utilities will be expensive / costly / cost extra to complete	18
Utilities - FE - Funding for proposed utility improvements is unclear	1
Utilities - FE - Concerns of available finances to pay for proposed utilities	1
Utilities - FE - Utilities does not provide sufficient evidence to offer any realistic savings to the tax payer	1
Utilities - FE - Compatibility with the complicated existing network would be costly / expensive	1
Utilities - FE - HS2 should not be constructed based on financial benefits of proposed utilities	1
Utilities - FE - There is already insufficient / lack of money to maintain our existing utilities	2
Utilities - Financial / Economic - Reasons to Neither Agree nor Disagree	3
Utilities - FE - Questions whether cost of utilities is included in the current estimated cost of HS2	3
Utilities - Financial / Economic - Alternative suggestions	22
Utilities- FE - Costs of local proposed improvements should be kept separate from HS2	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Utilities - FE - HS2 project cost should only be concerned with the utilities concerned / routed next to the line	1
Utilities - FE - Utilities should be given access to the corridor on a commercial basis / to recover a portion of the cost of capital	1
Utilities - FE - Utilities can be introduced without HS2 / at a lower cost	1
Utilities - FE - Utilities can be introduced without HS2 / without the need for compulsory purchase	1
Utilities - FE - Improving utilities should be value for money	1
Utilities - FE - Cost of proposals should be separate from HS2 / be paid by those promoting the utilities proposals	2
Utilities - FE - Should consider renting out lines to produce some income	1
Utilities - FE - Money be better spent upgrading / regenerating existing infrastructure	5
Utilities - FE - Should provide a fund for Staffordshire to help with the lack of utilities	2
Utilities - FE - Should HS2 go ahead then should provide a community fund to accommodate the lack of utilities in rural communities	7
Utilities - FE - Overall cost savings of this proposal should be evaluated / assessed	1
Utilities - Employment Impacts of Utilities (Eml)	21
Utilities - Employment Impacts of Utilities - Reasons to Agree	12
Utilities - Eml - Introduction of utilities will increase job opportunities	7
Utilities - Eml - Dispersal centres for local movement of goods could possibly increase employment	1
Utilities - Eml - The utilities needed will provide permanent jobs	1
Utilities - Eml - Utilities required will help create jobs outside London	3
Utilities - Employment Impacts of Utilities - Reasons to Disagree	4
Utilities - Eml - An estimate of increase in employment opportunities is meaningless / pointless	1
Utilities - Eml - Jobs will be lost again after construction is finished	1
Utilities - Eml - No reliable evidence / facts to support HS2 claims for job growth	2
Utilities - Employment Impacts of Utilities - Reasons to Neither Agree Nor Disagree	1
Utilities - Eml - Requires convincing / evidence on the projected employment growth	1
Utilities - Employment Impacts of Utilities - Alternative Suggestions	4
Utilities - Eml - Allowing more farming units will increase the demand for fuel utilities machinery creating more jobs	1
Utilities - Eml - The viability of potential areas of employment should not be adversely affected by additional utility costs	1
Utilities - Eml - Having workshops at Staveley would increase employment / work in the area	1
Utilities - Eml - Having workshops in Staveley would increase employment in British supply firms	2
Utilities - Business (Bu)	5
Utilities - Business - Reasons to Agree	1
Utilities - Will have no direct effect on our operation / business	1
Utilities - Business - Reasons to Disagree	4
Utilities - Bu - Proposals of utilities will harm / decimate agricultural businesses along the route	2
Utilities - Bu - Utilities can be introduced without HS2 / with no blight to businesses	1
Utilities - Bu - Proposals will further blight / disrupt my business	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Utilities - Property (Prop)	15
Utilities - Property - Reason to Agree	1
Utilities - Prop - Providing it does not cause hardship to home owners	1
Utilities - Property - Reasons to Disagree	14
Utilities - Prop - Concerns about impacts on properties	4
Utilities - Prop - Concerns that plans will lead to further compulsory purchase of homes	1
Utilities - Prop - Proposals will decimate the value of people's properties	1
Utilities - Prop - People would rather keep their homes then have increased utilities	1
Utilities - Prop - Proposed utilities will destroy /uproot / tear up people's properties / homes / houses along the route	3
Utilities - Prop - House prices will rise due to people being encouraged to commute from the North to London	3
Utilities - Prop - Introduction of utilities will increase the negative impacts to properties caused by HS2	1
Utilities - Land Use Resources (LR)	74
Utilities - Land Use Resources - Reasons to Agree	7
Utilities - LR - Good / logical idea to include utilities along phase 2 to reduce future utility equipment impact to our landscape	4
Utilities - LR - Providing the proposals for utilities does not increase the footprint of the project	2
Utilities - LR - Utilities would be built on areas that won't be blighted / scarred	1
Utilities - Land Use Resources - Reasons to Disagree	53
Utilities - LR - Proposals will lead to a loss of green belt land	1
Utilities - LR - Proposals will destroy / damage rural farmlands	8
Utilities - LR - Damage done to greenbelt land does not justify the installation / introduction of utilities	1
Utilities - LR - Staffordshire's landscape is marked by a range of utility equipment above / below ground	4
Utilities - LR - Within our parish we already have a main oil pipeline crossing farmland	2
Utilities - LR - Concerns of land use issues / problems	2
Utilities - LR - Proposal is based on a false argument ' we are ripping up your landscape , why not lay a few cables at the same time'	1
Utilities - LR - Proposal does not take into consideration the impacts to animal crossings	1
Utilities - LR - Proposal for utilities will be detrimental / encourage more development / destroy more land	2
Utilities - LR - Extending HS2's remit will further reduce rural economise income	1
Utilities - LR - Proposals of utilities will cause more areas/ land along the route to be dug up	15
Utilities - LR - Staff - Proposed utilities will consume more agricultural / farm land around Staffordshire	6
Utilities - LR - Proposed utilities will damage / impair / spoil our land	2
Utilities - LR - Additional power stations / sub stations will further blight green spaces	1
Utilities - LR - Additional power cables will cause further blight green spaces	3
Utilities - LR - Introduction of utilities will increase the amount of agricultural land take	5
Utilities - LR - Proposed utilities will increase the amount of agricultural land take in Staffordshire	5
Utilities - LR - Introduction of utilities will have a detrimental effect on the farming community	4

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Utilities - Land Use Resources - Reasons to Neither Agree Nor Disagree	2
Utilities - LR - Constructing high speed broadband alongside the existing rail network does not require a lot of space to install	1
Utilities - LR - Land close to the line will only of use to factories and warehouses	1
Utilities - Land Use Resources - Alternative Suggestions	21
Utilities - LR - Should lessen the demand / pressure on green belt land	1
Utilities - LR - Greenbelt should be maintained to separate Tamworth Staffordshire / from villages in North Warwickshire	3
Utilities - LR - Access to more farmland is proving difficult should be maintained to produce more food in the UK	1
Utilities - LR - Should reduce land take / not take a larger area of land to accommodate utilities	8
Utilities - LR - Should use the dead spaces between the line and motorways	8
Utilities - Compensation (Comp)	6
Utilities - Compensation - Reasons to Disagree	2
Utilities - Comp - Cannot provide compensation to people who lose their farmland	1
Utilities - Comp - Insufficient / poor compensation is given to those who are affected by utilities	1
Utilities - Compensation - Reasons to Neither Agree nor Disagree	2
Utilities - Comp - Should note that HS2 is compensating landowners at the agricultural rate per acre when tenants only get disturbance	2
Utilities - Compensation - Alternative Suggestions	2
Utilities - Comp - Compensation payments for land being compulsorily purchased by HS2 should also reflect fees paid for easement to HS2 by National Grid / utility companies	1
Utilities - Comp - Should provide utilities at a reduced cost / free to populations along the route as compensation	1
Utilities - Community Integrity / Impacts (Com)	85
Utilities - Community Integrity / Impacts - Reasons to Agree	4
Utilities - Com - Providing any development brings positive benefits / results for the people	1
Utilities - Com - Our area shows that utilities should follow along the proposed route	1
Utilities - Com - Proposed utilities will allow families to stay together / negate the need to relocate	1
Utilities - Com - Providing you prioritise the needs of local communities / passengers over what utility companies want	1
Utilities - Community Integrity / Impacts - Reasons to Disagree	70
Utilities - Com - There is no utilities of positive note in the area of Rother Valley	1
Utilities - Com - Maintenance of utilities during the night will cause unwanted noise pollution to local residents	1
Utilities - Com - Proposals will have a negative impact on the cities / regions who do not need to travel into London	1
Utilities - Com - Concerns that additional utilities will cause chaos / not bring any enhancements in the village of Church Fenton	1
Utilities - Com - Already enough utilities close to route in Cheshire	2
Utilities - Com - Noise pollution caused by the addition of utilities will not appeal to those who live beside the line	1
Utilities - Com - Introduction of utilities will increase the air pollution to the area of Nuthall	1
Utilities - Com - Introduction of utilities will increase the damage to the green belt land near Nuthall	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Utilities - Com - Proposal does not take into account the needs of the existing communities which are along the route	1
Utilities - Com - Proposed utilities improvements will not benefit local residents / communities	5
Utilities - Com - Additional utilities will have a negative impact on communities / villages	9
Utilities - Com - Proposal will devastate / destroy local villages with 5 metre pylons	1
Utilities - Com - Would disagree if power stations were considered as additional utilities as these would impact on communities	10
Utilities - Com - Would disagree if waterworks were considered as additional utilities as these would impact on communities	10
Utilities - Com - Would disagree if sewage works were considered as additional utilities as these would impact on communities	10
Utilities - Com - Proposals will cause too much disruption / distress	12
Utilities - Com - Concerns over impact to peoples land in close proximity to the line	1
Utilities - Com - Proposals of utilities will not benefit / be of use to me / my family	3
Utilities - Com - Nothing beneficial has been proposed in my local area	1
Utilities - Com - Any maintenance of utilities should not disrupt / interfere with existing local amenities	1
Utilities - Com - Utilities can be introduced without HS2 / with no blight on local communities	1
Utilities - Com - Utilities will only benefit a minority / not benefit the majority	5
Utilities - Com - Communities of Agden / Hoo Green / Bucklow Hill / High Legh are currently suffering from an existing national electricity grid	2
Utilities - Com - Communities of Agden / Hoo Green / Bucklow Hill / High Legh are currently suffering from an existing national gas distribution	2
Utilities - Com - Community of Millington is currently suffering from an existing national electricity grid	1
Utilities - Com - Community of Millington is currently suffering from an existing national gas distribution	1
Utilities - Com - Proposed siding terminal near Marston will only add to the negative impacts in the Tamworth area caused by HS2	1
Utilities - Com - Impacts of proposed utilities on me / my family will be bad / unacceptable / intolerable	1
Utilities - Com - Would be unacceptable for local communities to be ignorant of the apparent benefits in chapter 12	1
Utilities - Com - Local communities are already happy / satisfied / content with existing utilities	1
Utilities - Com - Utilities will only be beneficial / useful to commuters	1
Utilities - Com - Proposed utilities will increase the dangers / problems of flooding in this region	1
Utilities - Com - Proposed utilities will be altered to benefit HS2 only / not the local community	1
Utilities - Com - Possible benefits to communities along the line will be reduced due to cost cutting measurements	1
Utilities - Com - Within a mile of the proposed route we already have the M6 / M56	4
Utilities - Com - Within a mile of the proposed route we already have a national electric grid	3
Utilities - Com - Within a mile of the proposed route we already have a national gas distribution	3
Utilities - Com - North Cheshire already has sufficient utilities / facilities	1
Utilities - Com - Concerns of negative impacts that will occur to Hough during construction for utilities	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Utilities - Community Integrity / Impacts - Reasons to Neither Agree nor Disagree	7
Utilities - Com - Questions how proposal will benefit those who are blighted by HS2	1
Utilities - Com - Questions how proposals will benefit local communities	1
Utilities - Com - Many communities along the route have lived without mains gas for many years	1
Utilities - Com - Many communities along the route have lived without mains sewerage for many years	2
Utilities - Com - Many communities along the route have lived without decent telephony for many years	1
Utilities - Com - Questions if proposals have taken consideration of the negative impacts / inconveniences caused to residents	3
Utilities - Community Integrity / Impacts - Alternative suggestions	6
Utilities - Com - Should avoid any development along the proposed route near Birchmoor	1
Utilities - Com - Introduction of utilities will increase the noise pollution to the area of Nuthall	1
Utilities - Com - Should consider installing electronics underground providing it doesn't affect those living in the area	2
Utilities - Com - Utilities would be better connected to large urban markets than the proposed cities	1
Utilities - Com - Utilities need to be used to benefit the regional communities	1
Utilities - Health , Equality & Wellbeing (HEW)	4
Utilities - Health , Equality & Wellbeing - Reasons to Agree	1
Utilities - HEW - Including utilities along the route is sensible / minimises any disruption to our lives	1
Utilities - Health , Equality & Wellbeing - Reasons to Disagree	3
Utilities - HEW - Proposed utilities will harm / ruin people's lives who live along the route	2
Utilities - HEW - Introduction of utilities will cause deaths / suicide attempts	1
Utilities - Traffic / Transport (TT)	19
Utilities - Traffic / Transport - Reasons to Disagree	18
Utilities - TT - There is already high impact from the A556 / bypass on approach to Manchester Airport	3
Utilities - TT - There is already high impact from airline traffic on approach to Manchester Airport	1
Utilities - TT - Additional utilities will increase traffic disruptions	3
Utilities - TT - Proposals will increase the need for roads / service roads	6
Utilities - TT - Proposals will increase the need for more parking areas	3
Utilities - TT - Additional parking areas will increase traffic / congestion	2
Utilities - TT - Additional roads will increase traffic / congestion	1
Utilities - TT - There is little / insufficient / a lack of money to main our current roads	1
Utilities - TT - Additional roads would be more expensive / costly	2
Utilities - TT - Increase of roads will add to the current maintenance problems	1
Utilities - Traffic / Transport - Reasons to Neither Agree nor Disagree	3
Utilities - TT - Creating a system of transport in the UK is long over due	1
Utilities - TT - Existing roads are not properly maintained / in bad condition	2
Utilities - Width of Route (WoR)	21
Utilities - Width of Route - Reasons to Disagree	15
Utilities - WoR - Widening of the footprint of the line to accommodate services / utilities would be unacceptable	13

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Utilities - WoR - Providing safe access to utilities for maintenance will widen the HS2 corridor	1
Utilities - WoR - Proposed utilities will widen the width of the route	2
Utilities - Width of Route - Alternative Suggestions	6
Utilities - WoR - Should avoid / prevent widening the route for national supply pipes	1
Utilities - WoR - Should consider alternative options if utilities will increase the footprint / land take of the railway	5
Utilities - Environment (Env)	45
Utilities - Environment - Reasons to Agree	3
Utilities - Env - Offers potential benefits of energy sustainability	1
Utilities - Env - Providing you prioritise the needs of the environment over what utility companies want	1
Utilities - Env - Proposals will save / negate environmental disruption from other alternative routes	1
Utilities - Environment - Reasons to Disagree	30
Utilities - Env - Addition of utilities will increase the negative impacts to the environment	2
Utilities - Env - Maintenance for additional infrastructures will further blight / damage the environment	3
Utilities - Env - Proposals will destroy / damage rural areas	2
Utilities - Env - Proposals will have increase the negative impacts on the environment	16
Utilities - Env - Benefits does not justify the damage / harm done to the environment	2
Utilities - Env - Compatibility with the complicated existing network would impact / damage / harm the environment	2
Utilities - Env - Proposed utilities will increase the damage / destruction to the environment in the North	1
Utilities - Env - People do not wish for their environment to be covered in concrete	4
Utilities - Environment - Reasons to Neither Agree Nor Disagree	4
Utilities - Env - No reference of Green Infrastructure	1
Utilities - Env - Requires convincing / evidence on the projected environmental improvements	2
Utilities - Env - Should monitor the construction of utilities to ensure that they are carried out in an unobtrusive / environmentally friendly way	1
Utilities - Environment - Alternative suggestions	9
Utilities - Env - Should construct utilities alongside the route to prevent / minimise other land being destroyed	5
Utilities - Env - HS2 should integrate with other environmental strategies / improvement schemes along the route	1
Utilities - Env - Should consider creating a wildlife / environmentally enhanced corridor on the side of the route	3
Utilities - Landscape & Visual (LV)	44
Utilities - Landscape & Visual - Reasons to Agree	6
Utilities - LV - Reduces impact of future utility equipment on Landscape	1
Utilities - LV - Providing the utilities will not be an additional visible eyesore	3
Utilities - LV - Providing the introduction of utilities does not increase the impacts to the countryside from the line	1
Utilities - LV - Providing it does not cause hardship to landmarks	1
Utilities - Landscape & Visual - Reasons to Disagree	34
Utilities - LV - Proposal should not concrete over the English Countryside	5

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Utilities - LV - Any unnecessary additional utilities will just cause more desecration of our countryside	1
Utilities - LV - Any additional logistics / industrial units around the stations will further decimate / obliterate the countryside	1
Utilities - LV - Would disagree if power stations were considered as additional utilities as these would impact on countryside	10
Utilities - LV - Would disagree if waterworks were considered as additional utilities as these would impact on countryside	10
Utilities - LV - Would disagree if sewage works were considered as additional utilities as these would impact on countryside	11
Utilities - LV - Proposed utilities will cause more negative visual impacts	3
Utilities - LV - Additional utilities will have a negative impact on the countryside	15
Utilities - LV - Introduction of utilities will increase the negative impacts to the landscape caused by HS2	1
Utilities - Landscape & Visual - Alternative Suggestion	4
Utilities - LV - Should consider tunnelling to reduce the harm / disruptions to landscape	2
Utilities - LV - Should avoid any further unnecessary industrialisation of our countryside	1
Utilities - LV - Should provide utilities independently without doing damage / harm to the countryside	1
Utilities - Biodiversity & Wildlife(BW)	14
Utilities - Biodiversity & Wildlife - Reasons to Agree	1
Utilities - BW - Providing any development does not have any negative impacts on the wildlife	1
Utilities - Biodiversity & Wildlife - Reasons to Disagree	12
Utilities - BW - Proposed utilities will cause a severance of ecological connectivity / functionality	2
Utilities - BW - Proposal will threaten / devastate / destroy local wildlife / habitats	9
Utilities - BW - Utilities can be introduced without HS2 / with no blight to wildlife	1
Utilities - BW - Habitats will be further severed if the whole route is covered in industrial / commercial concerns	1
Utilities - BW - Should not destroy local habitats / nature reserves because of the cost benefits gained from utilities	1
Utilities - Biodiversity & Wildlife - Reasons to Neither Agree nor Disagree	2
Utilities - BW - Cannot comment on ecological impacts until the location of all construction compounds are identified / confirmed	2
Utilities - Biodiversity & Wildlife - Alternative Suggestions	1
Utilities - BW - Should ensure introduction of utilities does not adversely impact on ancient woods / trees	1
Utilities - Noise & Vibrations (NV)	6
Utilities - Noise & Vibrations - Reasons to Disagree	6
Utilities - NV - Concerns utilities will expose workers to a considerable amount of noise causing hearing damage	1
Utilities - NV - Additional utilities will increase noise pollutions during maintenance	1
Utilities - NV - Additional parking areas will increase noise pollutions	1
Utilities - NV - Additional roads will increase noise pollutions	1
Utilities - NV - Concerns of what noise impacts will occur to local developments adjacent to the M1	1
Utilities - NV - Proposed utilities will increase the amount of noise / light pollution	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Utilities - Air Quality / Carbon Emissions (AQ)	4
Utilities - Air Quality / Carbon Emissions - Reasons to Disagree	4
Utilities - AQ - Any additional logistics / industrial units around the stations will increase the amount of pollution	1
Utilities - AQ - Utilities will cause pollution	1
Utilities - AQ - Concerns of what air pollution impacts will occur on local developments adjacent to the M1	2
Utilities - Sustainable Travel Benefits (STB)	33
Utilities - Sustainable Travel Benefits - Reasons to Agree	2
Utilities - STB - Proposed cycle route is good / good idea / sensible	2
Utilities - Sustainable Travel Benefits - Reasons to Disagree	6
Utilities - STB - Concerns of impacts to the Trans Pennine Trail(Disagree)	1
Utilities - STB - Concerns that public rights of way will be closed off during future maintenance	2
Utilities - STB - Strategic cycle routes can't be seen as substitute for local routes, connectivity and environments lost due to the route	1
Utilities - STB - Existing public footpaths are being blighted / already blighted by the line	2
Utilities - Sustainable Travel Benefits - Reasons to Neither Agree nor Disagree	8
Utilities - STB - Cycle parking is not provided at smaller stations because of terrorism issues / Piccadilly Station	1
Utilities - STB - Concerns about the situations of the footpaths along the proposed route	6
Utilities - STB - Question what safeguarding measure are going to be taken to provide safe crossings for walkers	1
Utilities - STB - Questions whether blighted public footpaths will be reinstated / restored	2
Utilities - Sustainable travel Benefits - Alternative Suggestions	22
Utilities - STB - Should include sus trans to ensure cycle links are provided to the local area	1
Utilities - STB - The existing rail network should have cycle paths to all stations / have a cycle hire hub at each station	1
Utilities - STB - Should find an alternative route for the Tran Pennine Trail if the existing route is affected by HS2	1
Utilities - STB - Should provide cycle parking at all terminuses	2
Utilities - STB - Should consider designating some sections of National Cycle Network routes as bridleways	1
Utilities - STB - HS2 should investigate example of Cambridge busways to see benefits of strategic cycle routes	1
Utilities - STB - Consideration should be given to construction of a suitable cycle path along the HS2 route / with sound / wind / weather protection	12
Utilities - STB - Should construct a cycle path on top of the HS2 route so local journeys can be completed	1
Utilities - STB - A cycle path along HS2 route will enable greater connectivity	1
Utilities - STB - A cycle path along HS2 route will promote / enhance all forms of Green transport	1
Utilities - STB - Should construct a cycle path integrating with the National Cycle Network	3
Utilities - STB - Should construct a long distance footpath alongside the HS2 route	4
Utilities - STB - A National cycle path would also benefit / be used by walkers and horse riders	1
Utilities - STB - Should construct a new cycle / footpath as old paths are too complex / unsafe	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Utilities - STB - Should construct a cycle / footpath where the HS2 route crosses valleys / water	1
Utilities - STB - Maintenance roadways alongside the route should also be designed to function as traffic free cycle routes	1
Utilities – other reasons	23
Utilities - Other reasons to Disagree	23
Utilities - HS2 has failed to use this opportunity to fully utilize the additional transport corridors	1
Utilities - Politicians are talking / mentioning power cuts that will occur in 2015	2
Utilities - Concerns that too many imponderables / parties are involved	1
Utilities - All substations should be built with recycling in mind	1
Utilities - Questions whether HS2 has considered proposal for utilities in Phase 1	4
Utilities - This question only exist as an attempt to become a quick headline / gain publicity / PR stunt	11
Utilities - Cannot answer since HS2 has not answered the question themselves	1
Utilities - HS2 has failed / refused to consider providing mains gas to affected areas in phase 1	3
Utilities - Increase of minor infrastructures / utilities will add to current maintenance problems	2
Utilities - Oppose to the idea of boosting MP's ego enhancing project to obtain new / better utilities	1
Utilities - Reasons to Neither Agree nor Disagree	26
Utilities - This will happen in / around the hub cities	1
Utilities - Unable to comment unless the Council has considered this topic	2
Utilities - This question is best addressed by those adjacent to the proposed utilities	1
Utilities - Mentions / references to Woodhead Tunnels	1
Utilities - Unable to comment to Chapter 11 / insufficient / vague / data / I do not understand	16
Utilities - Unsure what utilities are included in the proposal	5
Utilities - Mentions of the Les Egout sewage system in Paris	1
Utilities - Alternative Suggestions	5
Utilities - Specific method of construction should minimise impacts on United Utilities' infrastructure/customers	1
Utilities - Should negate any inconveniences that many travellers are experiencing on a daily basis	1
Utilities - Whilst digging at Crewe should also provide a cheaper burial ground	1
Utilities - Some body / organisation should be proactively pursuing / overseeing this proposal	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

	Base:	3915
Comments on Phase Two overall		
AGREE TO / DISAGREE WITH HIGH SPEED 2 PROJECT		2994
HS2 - Agree		176
HS2 - Agree strongly		40
HS2 - Agree		64
HS2 - Agree with caveats		72
HS2 - Disagree		1054
HS2 - Disagree strongly		320
HS2 - Disagree		734
HS2 - Neither Agree nor Disagree		26
HS2 - Neither agree nor disagree		5
HS2 - The question is irrelevant / it is irrelevant to consider the options / arrangements of any part of the infrastructure		15
HS2 - No preference / no opinion / no views / commercial views towards HS2		3
HS2 - No problem / no objection / no issues with a new rail link		3
High Speed 2 - Reasons to Agree / Disagree / Neither Agree nor Disagree & Alternative Suggestions		2842
HS2 - Financial / Economic (FE)		1793
HS2 - Financial / Economic - Reasons to Agree		104
HS2 - FE - Welcome HS2 Growth Taskforce challenging government, cities and private sector to step up to transformational opportunity HS2 represents		1
HS2 - FE - High speed rail will better connect the North to trading centres internationally		1
HS2 - FE - HS2 has the capacity to be delivered on time and on budget		1
HS2 - FE - HS2 has the potential to enable economic development in at need locations in the North of England and beyond		1
HS2 - FE - HS2 improvement to connectivity will improve the Lancashire Economy		1
HS2 - FE - HS2 presents significant opportunities for regeneration beyond construction of line and stations		1
HS2 - FE - HS2 will attract investment to HS cities at the expense of sub regions		1
HS2 - FE - HS2 will improve competitiveness		1
HS2 - FE - HS2 will radically enhance economic connectivity between 8 major cities / references to KPMG report		1
HS2 - FE - HS2 will serve as a catalyst for growth across Greater Birmingham area		1
HS2 - FE - HS2's economic potential should be more widely recognised		1
HS2 - FE - New routes and increased capacity to northern cities and London vital for East Midlands development		1
HS2 - FE - Once in a generation opportunity to rebalance economy away from South East		1
HS2 - FE - Potential for productivity gains could be larger in the Midlands and the North than London and the South		1
HS2 - FE - Rail network plays a significant role in the economy and connectivity is correlated with productivity growth		1
HS2 - FE - Welcome KPMG analysis for HS2 that HS2 would boost West Midlands economy £1.5bn - £3.1bn pa		1
HS2 - FE - Improving rail links / networks in the North will create an additional centre of economic growth benefiting the economy		1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - FE - Not going ahead with plans would incur greater costs later / would be false economy	1
HS2 - FE - Will bring economic benefits to areas it directly serves	1
HS2 - FE - ARUP and Volterra analysis show 'Y-shaped' network, London Birmingham where it would split and head to Yorkshire, could provide £1.5bn-£3bn benefits and transport benefits of £29bn	1
HS2 - FE - HS2 will bring with it a whole new investment potential / opportunities along its route	2
HS2 - FE - HS2 will be a good / great investment	8
HS2 - FE - Economic benefits justify demolition of buildings	2
HS2 - FE - Economic benefits justify impact on agricultural land	1
HS2 - FE - Will enable longer term / sustainable economic prosperity	10
HS2 - FE - A good national infrastructure will distribute investment more evenly across the country	5
HS2 - FE - Fast / direct connections from / to London and beyond will generate economic growth	4
HS2 - FE - Will help to spread London-centric wealth / investment / adjust the economy to benefit the other major cities / majority of the UK	12
HS2 - FE - Without HS2 there will be lower than possible growth outside London	1
HS2 - FE - Country needs to upgrade its rail infrastructure if it wants economic growth	4
HS2 - FE - HS2 will aid the future development of the UK economy / manufacturing industry in the Midlands / North	9
HS2 - FE - HS2 would / should improve the economy / local economies	20
HS2 - FE - HS2 will be a cost saving exercise	2
HS2 - FE - HS2 will be good for the economy of The North / North West	10
HS2 - FE - Building new infrastructure will support / local growth / benefit GDP	7
HS2 - FE - Once in a generation opportunity to rebalance economy away from South East	2
HS2 - FE - HS2 will improve competitiveness	4
HS2 - FE - Welcome HS2 Growth Taskforce challenging government, cities and private sector to step up to transformational opportunity HS2 represents	3
HS2 - FE - Welcome KPMG analysis for Centro that HS2 combined with package of local transport connectivity enhancements could bring 50,000 additional jobs, an average Gross Value Added increase of £680 per worker and a £4bn increase in economic output per year	2
HS2 - FE - HS2 will be cost effective in the long term	4
HS2 - FE - HS2 will be beneficial / a good investment / provide prosperity similar to HS1 / Channel Tunnel / Crossrail / Olympics	3
HS2 - FE - HS2 will adjust the economy to benefit Glasgow / Edinburgh	1
HS2 - FE - Government should be aware that while cheaper options for HS2 are politically attractive they should be resisted if project is to be successful	1
HS2 - FE - Failure to invest in HS2 / HS2 type infrastructure will be regretted in years to come	2
HS2 - FE - The UK economy will benefit from a major infrastructure project	4
HS2 - Financial / Economic - Reasons to Disagree	1585
HS2 - FE - Cost-benefit ratio is questionable	1
HS2 - FE - HS2 disregards the effects on the economic livelihood of the public / home owner's	4
HS2 - FE - HS2 project will badly disrupt the borough of Camden	2
HS2 - FE - More important to provide better education for children / especially from poorer backgrounds / as they are the future of the country not HS2	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - FE - Power station needed to provide energy to HS2 has not been included in the budget	1
HS2 - FE - Many northern cities have developed significantly over the years / will not see any benefit in travelling to London anymore	1
HS2 - FE - Concerns regarding HS2 Project Managers' salaries / high salaries will increase the cost of HS2	1
HS2 - FE - Convinced by the governments economic case for HS2	1
HS2 - FE - Forcing growing demand into one key economic artery by not extending HS2 to Glasgow/Edinburgh	1
HS2 - FE - An alternative better case for investment can be made, therefore, opposed to HS2 proposals	1
HS2 - FE - Cabinet Office report says not enough work done on true costs and affordability	1
HS2 - FE - Cannot agree to HS2 as the UK does not have a National Transport Plan/Strategy	1
HS2 - FE - Existing connections to Tees Valley and Tyne and Wear City Regions provide access to 2.2 million people and 0.9 million jobs	1
HS2 - FE – Government's own spending watchdog expressed concern as to rising costs	1
HS2 - FE - HS2 will lead to efficiency improvements in the air travel market	1
HS2 - FE - HS2 will not lead to strip development along its route as it does not provide connectivity to these areas	2
HS2 - FE- Encourages a car based economy	1
HS2 - FE - Benefits / lack of benefits to non HS2 users have not been factored into costings	1
HS2 - FE - Route was decided on without considering cheaper alternative routes	1
HS2 - FE - HS2 is not the solution to economic problems /generating a few jobs for an unwanted project is misguided economic thinking	2
HS2 - FE - The cities HS2 will have stations in are already economically successful / do not need economic boost	1
HS2 - FE - HS2 will not be successful / viable unless projected cost comes down	1
HS2 - FE - HS2 project will bring economic benefits to the engineering industry / contractors than for the rest of the country	1
HS2 - FE - Cost of HS2 will rise if proper compensation is given / making it unsustainable	6
HS2 - FE - Questions how HS2 has been compared to other investments / projects	1
HS2 - FE - Costs rising due to unfounded environmental concerns leading to excessive cuttings / tunnelling	1
HS2 - FE - Economic development is hindered in Merseyside / Lancashire / further north if congestion / capacity is not freed up north of Crewe	1
HS2 - FE - HS2 will not be viable without investment in the existing transport / local transport infrastructure	2
HS2 - FE - KPMG cost / benefit analysis was fraudulent / telling HS2 / Government what they want to hear	1
HS2 - FE - Transport could be improved in the UK without the need for HS2	2
HS2 - FE - Use foreign funding / Chinese investment	2
HS2 - FE - Taxpayers will be repaying foreign investors for time immemorial / HS2 will never repay this investment in profit	1
HS2 - FE - HS2 will only distribute wealth from the North to the South	3
HS2 - FE - Encouraging remote working practices will give greater benefits for less cost	2
HS2 - FE - Benefit to cost ratio on HS2 is less than 1 / not viable	3
HS2 - FE - More should be done to publicise the true cost of HS2 / not overall public spending	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - FE - Any financial case for HS2 can be achieved by other means	1
HS2 - FE - Any financial case for HS2 reduces as it travels further North	2
HS2 - FE - Northern cities hoping to cash in on the multi million pound bonanza promised by HS2 supporters need more adventurous thinking	1
HS2 - FE - Will not benefit / rebalance the nation / economy	62
HS2 - FE - Will not benefit / KPMG report shows that local economies / will only benefit areas with HS2 stations / Manchester / Birmingham / London / Leeds	37
HS2 - FE - HS2 will not bring the predicted benefits	38
HS2 - FE - Will not be of financial benefit to rail users	2
HS2 - FE - Will not be of financial benefit to normal people	10
HS2 - FE - Will not bring financial benefit / proposed economic growth / along the route or / to its destinations / the North / North West	48
HS2 - FE - HS2 is likely to be sold	1
HS2 - FE - HS2 / proposal is not / no evidence that it is sustainable / viable / justifiable	84
HS2 - FE - HS2 project is a waste of money / use of funds / taxpayers / public money / unnecessary cost / is not value for money / poor investment / white elephant	607
HS2 - FE - Concerns there is no contingency for failure / overspend / crisis	4
HS2 - FE - Concerns that HS2 project will be pushed through regardless of cost	9
HS2 - FE - HS2 is expensive / too expensive / costly / is already over budget	349
HS2 - FE - Cost of HS2 will be uncontrollable / unsustainable / increase / will continue to rise	216
HS2 - FE - The cost of the project is not in proportion to any gain / return / outweighs / justified by the benefits	126
HS2 - FE - The country cannot afford HS2 / poor economy / struggling to fund public services already / time of austerity / cuts / large public debt	191
HS2 - FE - No valid business case / economic evidence for this project / has no proven economic evidence / evidence has been exaggerated	250
HS2 - FE - National economy is London-centric / 'black hole' where all resources / wealth are sucked away / from Northern cities	16
HS2 - FE - Concern regarding the economic sustainability of HS2 / will go bankrupt	5
HS2 - FE - Questions how much it will cost to upkeep HS2	3
HS2 - FE - Questions who will be paying for this project / for HS2 stations	2
HS2 - FE - Questions the final bill of HS2	3
HS2 - FE - HS2 will cost every taxpayer / working household £1000 / £2500 / £3000 / £4800	6
HS2 - FE - Unclear / unconvinced as to how HS2 will lead to economic regeneration	5
HS2 - FE - Project should be justified economically on a local / national basis	3
HS2 - FE - Passengers / customers are not only interested in saving time they are also interested in saving money	3
HS2 - FE - Project should be value for money / costs should not be allowed to escalate	3
HS2 - FE - Business case lacks integrity / has evolved / been revised numerous times / occasions / had several revisions	11
HS2 - FE - HS2 and existing services cannot survive commercially when operating side by side	2
HS2 - FE - HS2 cannot guarantee to create wealth to the whole country	2
HS2 - FE - Project / proposal will only benefit large scale businesses	1
HS2 - FE - Economic benefits of HS2 are not guaranteed to reach the levels stated	10
HS2 - FE - HS2 will probably eat in to what's left of our pension funds	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - FE - Taxpayer will have to subsidise HS2 / by £8 million a day	7
HS2 - FE - Running costs of HS2 will be £1 million a day	1
HS2 - FE - The interest on the money needed for HS2 is £6 million a day	2
HS2 - FE - Economic return estimates on HS2 are being calculated by the same people who wasted £40 million on the WCML tender debacle	1
HS2 - FE - £160 million / mile for HS2 is obscene / too expensive	5
HS2 - FE - HS2 will fall into disuse due to lack of investment / resources	1
HS2 - FE - Taxpayers would not benefit regardless of any potential savings	4
HS2 - FE - Amount of money paid for HS2 will not justify the destruction in its pathway	4
HS2 - FE - HS2 will not cover its cost because people will not use it	1
HS2 - FE - Cost of HS2 does not include providing alternate access to areas cut off by engineering work	1
HS2 - FE - Cost of HS2 does not include rerouting other lines	1
HS2 - FE - HS2 will only provide economic benefits	2
HS2 - FE - Unsure about the possible economic benefits for the region	9
HS2 - FE - Not enough people will use HS2 to justify the cost of the project	6
HS2 - FE - HS2 is not needed / not necessary / will not bring economic growth	30
HS2 - FE - Project budget is poorly thought out / not sensible / reasonable	13
HS2 - FE - Cost of HS2 is likely to outstrip any revenue raised	3
HS2 - FE - Economic benefits to areas outside of London have been overestimated	11
HS2 - FE - There are too many vested interests in HS2 for any real benefits to materialise	3
HS2 - FE - Contractors should not forget that it is taxpayers they are overcharging / taxpayer is the victim of overcharging	1
HS2 - FE - Contractors building HS2 will overcharge taxpayers	4
HS2 - FE - Cost of HS2 is too high to be sustainable	6
HS2 - FE - Final cost of the project has not considered mining subsidence	1
HS2 - FE - Concerned that there will not be the demand to make HS2 a viable investment	7
HS2 - FE - Concerns that sustainability proposals will not be adhered to due to cost / lack of funding	2
HS2 - FE - Proposal will be economically detrimental to other areas of the UK / will not benefit the UK as a whole	6
HS2 - FE - Britain is not big enough to financially justify HS2	7
HS2 - FE - Sustainability will be too expensive / cost of sustainability is too high	4
HS2 - FE - Money will be taken from all regions to pay for HS2	2
HS2 - FE - Will cause economic hardship for people in the North / decline of the North	3
HS2 - FE - Canvassing by economic groups / Institute for Directors shows economic case is not convincing	5
HS2 - FE - Project will lead to capital / money being spent abroad not in Britain	1
HS2 - FE - HS2 will not benefit the North / people of the North	16
HS2 - FE - It is a financial burden for the taxpayer	22
HS2 - FE - Money generated from HS2 will not cover costs of construction	1
HS2 - FE - There will be no economic benefits for the North / Midlands / East Midlands	9
HS2 - FE - There will be no economic benefits for Staffordshire	5
HS2 - FE - There will be no economic benefits for Leicestershire	4
HS2 - FE - Additional stations will add to the cost / build fewer stations to reduce costs	5
HS2 - FE - Only the upper / upper middle classes will be able to afford to travel on HS2 /	34

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

unaffordable for the general public	
HS2 - FE - Having out of town stations would not save money	2
HS2 - FE - Those who do not have a railway in the area will be paying for the project in their taxes anyway	1
HS2 - FE - Proposals by 51M group would be cheaper / use money more widely than HS2	12
HS2 - FE - Project uses taxpayers money / taxpayers will suffer financially in order to benefit a select few / small set of users	44
HS2 - FE - Cost of alternative suggestions for high speed rail will be uncontrollable / unsustainable / will continue to rise	4
HS2 - FE - Not in favour of spending any taxpayer money at all on developing the HS2	6
HS2 - FE - More consideration has been given to saving money than planning project	2
HS2 - FE - Investing in an outdated technology is a waste of money	5
HS2 - FE - Any benefits / return on investment from HS2 would take many years / 120 years / a great deal of time to appear	8
HS2 - FE - Private enterprise will not invest into the project	3
HS2 - FE - Business case assumes that opportunities / transport numbers are linked	2
HS2 - FE - Economic recovery will not be reliant on moving people around the country quickly	2
HS2 - FE - Concerns that construction costs will take priority over possible negative impacts on the environment	3
HS2 - FE - Private enterprise / businesses / shareholder franchises / developers will be the only beneficiaries of HS2	14
HS2 - FE - There will be no money left for more worthy transport projects if HS2 goes ahead	7
HS2 - FE - Stop the plans / proposals now before too much money is spent	7
HS2 - FE - Expense of the project is inappropriate / morally wrong / when cost of living is so high / personal income doesn't meet cost of living / people relying on food banks / cannot support the poor and vulnerable	7
HS2 - FE - Expense of the project is inappropriate when pension funds are low	1
HS2 - FE - Expense of the project is inappropriate when services / essential services / NHS / education / social services / benefits / police is being cut	28
HS2 - FE - Saving of journey time does not save money	3
HS2 - FE - Financial data for HS2 is inconsistent / unconvincing	15
HS2 - FE - The costs of the ongoing running / maintenance would outweigh the benefits	3
HS2 - FE - Cost of HS2 have been underestimated	22
HS2 - FE - Reduction in journey time will not lead to economic regeneration	6
HS2 - FE - Reduction in journey time does not justify expense / costs / of the project / to the taxpayer	68
HS2 - FE - Concerns on where the money / investment is coming from / concern about Chinese / foreign investment	28
HS2 - FE - Concerns HS2 does not meet cost / benefit criteria / cost / benefit analysis has not been quantified / verified / cost / is not credible	18
HS2 - FE - Concerns about return on investment to the taxpayer / proposed return of £1 extra for every £1 invested is not enough / studies show a realistic analysis where HS2 will deliver 50 pence for every 1 pound of public subsidy	31
HS2 - FE - HS2 will only distribute wealth from the South to the North leaving areas such as Essex needing more public subsidy	1
HS2 - FE - HS2 will have a negative financial impact / will have a disastrous financial effect	18
HS2 - FE - HS2 will make a loss / will not make a profit	5
HS2 - FE - No evidence that HS2 / railways will be profitable / make a profit	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - FE - HS2 will increase / not bridge the North-South divide / will create East-West divide	43
HS2 - FE - HS2 has already wasted / spent a huge amount of money	7
HS2 - FE - HS2 project is a false economy	2
HS2 - FE - HS2 will not be cost effective / does not justify spending of £50bn / does not account for inflation	36
HS2 - FE - Will not help reduce balance of payments deficit / national debt	6
HS2 - FE - Will increase / add to debt / add to national debt / is a financial burden	32
HS2 - FE - Will raise taxes to raise more money	1
HS2 - FE - Will not create regeneration opportunities	6
HS2 - FE - Will centralise economic growth to London / South East / one area of the UK / the hub	37
HS2 - FE - No economic growth to regional cities / those without stations / will suffer reduced economy	11
HS2 - FE - No evidence HS2 will aid regional economies / no benefit to local economies	9
HS2 - FE - Proper handling of the project will lead to economic growth	1
HS2 - FE - Return on investment has been incorrectly calculated because the investment needed has been under-estimated	1
HS2 - FE - Large HS2 spend carries considerable economic risk	2
HS2 - FE - Concerns about costs for / consequences of reckless borrowing / interest / Chinese interest rates	8
HS2 - FE - Stations should be located within city commercial centres / stations on the outskirts bring no economic benefit	14
HS2 - FE - Proposed route will drain wealth from the regions into big cities	4
HS2 - FE - Concerns that cost of HS2 will rise over the long construction period leading to money being cut somewhere else	2
HS2 - FE - The true / final cost / impact of HS2's costs / land costs / compensation costs are not yet known / finalised / based on supposition / keep on being changed / modified	9
HS2 - FE - Victorian Railways / the motorways / previous leaps forward in transportation failed to bridge the North / South divide	1
HS2 - FE - Government have already instructed HS2 Ltd to cut costs / will not sanction improvements to the route that cost	7
HS2 - FE - Disagree with HS2 Ltd spending £10,000 on PR every month	1
HS2 - FE - Disagree with Government / HS2 Ltd spending £170 million on outside agencies in 10 months	1
HS2 - FE - Government budgets never come in at cost / less / always over budget	14
HS2 - FE - HS2 is unfair / being built to satisfy a few unscrupulous people whose only concern is profit	2
HS2 - FE - The business case has been rejected by many well respected organisation and committees	6
HS2 - FE - Project contradicts the Government's agenda for local growth / regeneration	4
HS2 - FE - Complex engineering / inexperience on HS2 infrastructure / rushed through / means Government's / HS2's projections are unreliable / deliberately low	2
HS2 - FE - Government should not forget / does not take into account that it is taxpayers money being spent	6

HS2 - FE - Proposals / HS2 will have a negative impact on my / our / peoples pensions / savings / investments	4
HS2 - FE - Compensation for ineligible applicants to compensation are / will not be included in the business case / be ignored	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - FE - Many / other associated costs are / will not be included in the business case / be ignored	3
HS2 - FE - Questions whether other high speed projects abroad have led to national economic growth	2
HS2 - FE - Growth created by HS2 will only be taken / shunted / drained from areas that do not have HS2 stations	1
HS2 - FE - The Institute of Economic Affairs (IEA) has called for HS2 to be scrapped / not to be built	3
HS2 - FE - Figures / stats / estimates about economics / finance / budgets twenty / 20 years from now cannot be proved / are impossible to accurately predict / forecast / quantify	8
HS2 - FE - Investing in railways will not improve Britain's competitiveness	2
HS2 - FE - HS2 will impoverish the nation / make the nation poor	2
HS2 - FE - HS2 does not support a low carbon economy	34
HS2 - FE - Project will only benefit London and the South East	20
HS2 - FE - HS2 will move investment out of the North to the South East	2
HS2 - FE - Investors will make a lot of money from HS2	2
HS2 - FE - Big / major cities already have high investment levels	2
HS2 - FE - Claim that HS2 would return £2 for every £1 invested has been proven incorrect	2
HS2 - FE - The rural economy is being viewed as dispensable / not needed	1
HS2 - FE - Reckless / irresponsible to risk funds when the country is struggling with flood damage	2
HS2 - FE - Costs will escalate due to lengthy delays / legal process	2
HS2 - FE - Concerns money is being spent on the project to benefit only fat cats / wealthy / rich people	15
HS2 - FE - HS2 will not be an investment in British industry	3
HS2 - FE - Current cost of HS2 is £50billion	8
HS2 - FE - Cost of building HS2 will be a significant burden on the future generations	6
HS2 - FE - Expanding existing transport infrastructure is not needed to meet the needs of an expanding economy	3
HS2 - FE - How can spending escalating billions on a train line with no gain for the majority of Northerners be justified?	1
HS2 - FE - HS2 will undermine taxpayers' ability to spend their money on more valuable activities / investments	1
HS2 - Financial / Economic - Reasons to Neither Agree nor Disagree	34
HS2 - FE - Lack of detail comparing cost of HS2 / reduced journey times to the cost of loss of PROW / habitats / recreational facilities	1
HS2 - FE - City centres are key to driving growth and rebalancing the UK economy	1
HS2 - FE - Current transport appraisals do not capture wider economic benefits of transport developments Victoria station option could bring	1
HS2 - FE - Hope HS2 would not draw investment, business and jobs away from area	1
HS2 - FE - Hope overall effects for the Peak District economy would be positive	1
HS2 - FE - The cost of Crossrail 2 has not been included	1
HS2 - FE - Anti-HS2 campaigners will add the cost of Crossrail 2 onto cost of HS2	1
HS2 - FE - Taxpayers are paying for HS2 so should be aware of all the facts	3
HS2 - FE - Mentions of the benefits of the Olympics compared with HS2	5
HS2 - FE - Mentions of costs / estimates of the Olympics / Millennium Stadium compared with HS2	12
HS2 - FE - Mentions of costs / estimates of Millennium Dome compared to HS2	5

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - FE - Appreciation of the need for progress / growth / expense / economic development	2
HS2 - FE - Existing network does not provide value for money	1
HS2 - FE - Unsure / questions whether HS2 project is value for money	4
HS2 - Financial / Economic - Alternative Suggestions	520
HS2 - FE - IRUP and Volterra analysis show linking Sheffield, Leeds, Derby, Nottingham and Leicester by HS2 network would connect 6.7 million people and 3 million jobs	1
HS2 - FE - Without commitment to maximising economic benefits of HS2, risk of negative rebalancing from cities like Birmingham to London or other locations	1
HS2 - FE - Money could be better spent on helping the 16 - 30 year old generation	1
HS2 - FE - Money could be better spent to improve / upgrade the current bus service	2
HS2 - FE - An engine For Growth/ HS2 would better stimulate growth by connecting areas desperate for investment and infrastructure/ not cities connected already	1
HS2 - FE - Using the Great Central Line would save significant money / excess could be used to upgrade existing transport methods	3
HS2 - FE - Taxes should be reduced	1
HS2 - FE - Should be a clear / credible business case for HS2	1
HS2 - FE - Consideration to be given to ways to grow the economy whilst eliminating the need to travel / any great distance	1
HS2 - FE - Would be more cost-effective to future proof the scheme by designing it with expansion in mind	2
HS2 - FE - Effort should be focused on Curzon Street Station and Birmingham Interchange in delivering regeneration and job creation	1
HS2 - FE - HS2 Growth Taskforce needs to be translated into sustained efforts and coordinated with HS2's delivery of railway and stations	1
HS2 - FE - HS2 should prioritise / aim to drive growth in city centres	1
HS2 - FE - HS2 should serve Heathrow Airport to maximise economic benefits	1
HS2 - FE - HSUK Group proposals and other alternatives should be fully modelled and taken into account	1
HS2 - FE - Keen to locate new HS2 training college in Greater Birmingham area	1
HS2 - FE - Money could be better spent on sustainable local transport connected to the mainline	1
HS2 - FE - Need for Birmingham City Council to work to maximise economic benefits and to work with other partners, HS2 Ltd and central government	1
HS2 - FE - Need further research into wider economic impacts of HS2	1
HS2 - FE - Should lower speed / maximum speed to lower construction costs	1
HS2 - FE - Should maximise growth potential through selection of best route/ stations	1
HS2 - FE - Slower line speeds will save money	3
HS2 - FE - Money could be better spent on environmental concerns / issues	1
HS2 - FE - Investing in high speed broadband would reduce the impacts to the environment / climate changes	2
HS2 - FE - Money could be better spent on introducing new transport modes / self-driving / auto-drive cars	1
HS2 - FE - All motorways along the route should become toll roads to encourage people to use the new system	1
HS2 - FE - Taxation is needed / appropriate / worthwhile to pay for transport projects	1
HS2 - FE - Manchester and other Northern cities should have more investment	4
HS2 - FE - Should try to / place more emphasis on moving focus away from London / London-centric focus	12

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - FE - Money from Thames Estuary airport should be used instead for HS2	1
HS2 - FE - Costs should be strictly managed / should ensure that costs do not rise / spiral out of control	15
HS2 - FE - Costs of / alternative infrastructure investment options should be aired / debated	6
HS2 - FE - HS2 should be privately funded / increase in cost should be privately funded	6
HS2 - FE - Government should pay for the whole of HS2	1
HS2 - FE - Should be financed by people / organisations / companies that will use HS2	3
HS2 - FE - HS2 needs a tourist rail head destination for investors to invest in	2
HS2 - FE - Should re-open closed train lines to increase trade	1
HS2 - FE - Should re-open closed train lines to expand economy	2
HS2 - FE - Should stop the project now and concentrate on cutting benefits	1
HS2 - FE - Offering a tourist centred rail head will cover cost of HS2	2
HS2 - FE - Should accept that we missed out on high speed rail and invest in technological advancements / internet / conference calling	5
HS2 - FE - Investment in video conferencing should be considered / would save the need for travel	12
HS2 - FE - Investment in video conferencing should be considered / would negate the need to build on green belt land	1
HS2 - FE - Investment in Information Technology would diversify the economy from being 'London Centric' to a network of virtual contacts / connections	2
HS2 - FE - Investment in Information Technology / fibre optic / high speed broadband would be more far reaching / would benefit the whole country rather than a small number of train passengers / building or improving railways	16
HS2 - FE - Investment in technology and education would make us a smarter nation	3
HS2 - FE - Investing in high speed broadband would lead to economic growth	5
HS2 - FE - Investment in existing services / facilities would be a better way to improve things for a larger number of citizens / rather than a minority	15
HS2 - FE - Investment for upgrading infrastructure / rolling stock should be done through British firms	8
HS2 - FE - Money could be better spent / on other services / projects / more urgent projects / elsewhere / money should be saved	168
HS2 - FE - Money could be better spent on / HS2 should not be the only infrastructure investment option	16
HS2 - FE - Money could be better spent on training an online workforce to sell services to the world	1
HS2 - FE - Money could be better spent on improving energy / electricity supply	11
HS2 - FE - Money could be put into general infrastructure to benefit the whole country	18
HS2 - FE - Money could be better spent on improving power infrastructure	1
HS2 - FE - Money could be better spent investing in manufacturing / industry / business development in the North / North East / North West	6
HS2 - FE - Money could be better spent on medication that cure diseases	1
HS2 - FE - Money could be better spent on the Probation Service	1
HS2 - FE - Money could be better spent on the Prison Service	3
HS2 - FE - Money could be better spent on the Fire Service	1
HS2 - FE - Money could be better spent on helping the homeless / poor	2
HS2 - FE - Money could be better spent on an airports / airport in the Thames Estuary	1
HS2 - FE - Money could be better spent on helping vulnerable / elderly people	9

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

HS2 - FE - Money could be better spent on building nuclear power stations / for private lease	4
HS2 - FE - Money could be better spent investing in personalised medicine	1
HS2 - FE - Money could be better spent investing in superlife batteries	1
HS2 - FE - Money could be better spent investing in fracking	2
HS2 - FE - Money could be better spent on putting power cables underground / undergrounding	1
HS2 - FE - Money could be better spent getting people / young people back to work	4
HS2 - FE - Money could be better spent keeping prices down	2
HS2 - FE - Money could be better spent paying off national debt / deficit	11
HS2 - FE - Money could be better spent building the Severn Barrage	1
HS2 - FE - Money could be better spent on social housing	2
HS2 - FE - Money could be better spent building more houses / on brownfield land	5
HS2 - FE - Money could be better spent on improving social care	2
HS2 - FE - Money could be better spent on the Army / Armed Forces / Services / Military	5
HS2 - FE - Money could be better spent on rebuilding the steel industry	1
HS2 - FE - Money would be better spent on technologies to reduce the need for people to travel	2
HS2 - FE - Money would be better spent on technologies giving a better return on investment while protecting the countryside	2
HS2 - FE - Money could be better spent by giving grants to small / local businesses	1
HS2 - FE - Money could be better spent on improving amenities	1
HS2 - FE - Money could be better spent on safer / greener power generators / instead of nuclear power	2
HS2 - FE - Money could be better spent on essential / services to the population / people generally	5
HS2 - FE - Money could be better spent on improving welfare conditions	3
HS2 - FE - Money could be better spent improving communications between Midland and Northern cities	1
HS2 - FE - Money could be better spent on direct investment in regional economies	4
HS2 - FE - Money could be better spent making sure foreigners pay for using the NHS	2
HS2 - FE - Money could be better spent on NHS / hospitals / A&E / healthcare which is in need of money	84
HS2 - FE - Money could be better spent on NHS / social care to redistribute tax equity fairly	2
HS2 - FE - Money could be better spent on providing fibre optic / high speed broadband / public access / wireless networks / internet / for the whole country	38
HS2 - FE - Money could be better spent on schools / education / apprenticeships	41
HS2 - FE - Money could be better spent on building affordable housing / housing for the elderly	10
HS2 - FE - Money could be better spent on projects offering better value for money / more cost effective	12
HS2 - FE - Money could be better spent on policing / police services	8
HS2 - FE - Money could be better spent on Local Councils to deliver services / front line services	4
HS2 - FE - Money could be better spent in many smaller infrastructure projects that would benefit the majority of the population in the North / not just a minority	2
HS2 - FE - Money would be better spent on the economy to create more growth	6

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - Bu - Money could be better spent investing in the regions / reducing economic concentration on London / South East	6
HS2 - FE - Money could be better spent improving flood defences	11
HS2 - FE - Money could be better spent on improving / advancing technology / ICT / reducing the need to travel	12
HS2 - FE - Money could be better spent building a second Channel Tunnel	1
HS2 - Bu - Money could be better spent on the manufacturing industry in the North West	1
HS2 - FE - Would be cheaper to dredge existing inland waterways	2
HS2 - FE - There needs to be a complete economic impact assessment published for each town / village affected by HS2 including mitigation strategies / worst case scenarios so taxpayers can make an informed decision	2
HS2 - FE - There are alternative ways of providing this service at a lower financial burden on taxpayer than HS2	3
HS2 - FE - Provision for public rights of way should be financed with national funds	2
HS2 - FE - London should not benefit from this investment	2
HS2 - FE - Funding should be excessive to complete the project in one go	1
HS2 - FE - HS2 route through Scotland should be paid by them if they vote for independence	3
HS2 - FE - Reopening the Great Central Main Line rather than building HS2 would be cheaper / save money	8
HS2 - FE - A more economic frequent service would be possible with through trains offering more journey opportunities / to more communities	2
HS2 - FE - Not proceeding / going ahead with HS2 is the best cost saving method	1
HS2 - FE - High Speed Rail should be integrated with regional transport infrastructure to bring regional economic benefit	7
HS2 - FE - Government should allow tax breaks for those who don't use HS2	1
HS2 - FE - Investment in Information Technology should be considered / would be a longer term solution	4
HS2 - FE - Route should not run through city centres as this is the most expensive part of the project	2
HS2 - FE - HS2 should only be built if revenues from users will fund the full cost of capital / provide a reasonable return on investment / ROI	1
HS2 - FE - Need for Birmingham City Council to work to maximise economic benefits and to work with other partners, HS2 Ltd and central government	1
HS2 - FE - Effort should be focused on Curzon Street Station and Birmingham Interchange in delivering regeneration and job creation	1
HS2 - FE - Should revise the economic / business case with consideration of the Spanish High Speed Rail Project	1
HS2 - FE - Would be cheaper / more cost-effective to build a line running up the centre of the country branching off to various / Northern conurbations	1
HS2 - FE - A high speed connection to York should be included in the plans for Phase 2 / not including a high speed connection to York in Phase 2 will damage Phase 3 business case	1
HS2 - FE - Should fund the network through property investment / the increased property values resulting from HS2	1
HS2 - FE - Should fund the network through a windfall tax	1
HS2 - FE - A solid business case / cost-benefit analysis showing the need / outweighing benefits of HS2 should be made before planning the route / routing should not be based on cost alone	4
HS2 - FE - The true up-to-date total cost estimates of HS2 should be published and include the costs of laying the line / all services / buildings	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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HS2 - FE - The true up-to-date total cost estimates of HS2 should be published and include the cost of rolling stock	3
HS2 - FE - The true up-to-date total cost estimates of HS2 should be published and include the cost of generous / fair compensation to everyone who is adversely affected	1
HS2 - FE - The true up-to-date total cost estimates of HS2 should be published and include the probable cost of inflation considering the number of years to completion	2
HS2 - FE - The true up-to-date total cost estimates of HS2 should be published and include the cost of providing enough electrical power on a 24/7 basis	1
HS2 - FE - The true up-to-date total cost estimates of HS2 should be published and include the quantity and cost of extra power stations required to meet the energy demands of HS2	1
HS2 - FE - The true up-to-date total cost estimates of HS2 should be published and include whether the country can afford an outlay of over 50 billion pounds	4
HS2 - FE - Scrapping HS2 will save billions of pounds	2
HS2 - FE - More thought should be given as to how to spend available funds / wisely	3
HS2 - FE - Should have spending reviews each time the proposed route reaches key points	1
HS2 - Business (Bu)	322
HS2 - Business - Reasons to Agree	13
HS2 - Bu - Will allow West Midlands to promote itself as a great place to do business	1
HS2 - Bu - British business needs effective transport links and the country must ensure it can compete globally, and not be left behind	1
HS2 - Bu - Will create better business opportunities	5
HS2 - Bu - HS2 is essential for business / industrial growth	3
HS2 - Bu - HS2 will help industry to work in a more effective / smoother way	1
HS2 - Bu - Reduction in journey times will be a benefit to businesses	2
HS2 - Business - Reasons to Disagree	269
HS2 - Bu - Will impact on small businesses / small businesses may / will struggle to relocate	3
HS2 - Bu - Infrastructure projects of this magnitude inevitably cause disruption to local businesses: it's reasonable to expect HS2's construction and operations to create (at worst) minimal background vibration and auditory & visual noise	1
HS2 - Bu - Reduced journey times do not justify the negative impacts to business (Disagree)	1
HS2 - Bu - Businesses should not be subjected to unnecessary disruption	1
HS2 - Bu - Concerns HS2 will create more empty industrial businesses / estates	1
HS2 - Bu - Transport links before / after train journeys waste time for businesses	2
HS2 - Bu - Will force businesses to move to accommodate HS2	3
HS2 - Bu - Will not increase business opportunities	10
HS2 - Bu - Will only benefit a small minority of businesses	3
HS2 - Bu - Concerns it will / will only benefit businessmen / business commuters by allowing quicker travel to / from London	15
HS2 - Bu - Will only be used by / will only be affordable to / benefit business commuters / businessmen	24
HS2 - Bu - Will only provide short term growth / benefit to businesses	1
HS2 - Bu - Will be completed when business meetings use video conferencing / are conducted remotely	17
HS2 - Bu - Only building contractors stand to benefit from HS2	4
HS2 - Bu - HS2 line will have a negative impact on / will not help / local businesses	26
HS2 - Bu - HS2 will / may encourage more businesses to move to London / South East	19

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - Bu - Proposed route will demolish / destroy established / recently built centres of industry / business / negative impact will be permanent / irreversible / irreparable	4
HS2 - Bu - Proposed route will only benefit long distance business commuters from Manchester to London	3
HS2 - Bu - Proposed route will have a negative effect on tourism	9
HS2 - Bu - Proposed route will have a negative impact on our business	6
HS2 - Bu - Mentions of rail contracts given to German manufacturers rather than UK manufacturers	1
HS2 - Bu - Business commuters get more work done on existing services than in their offices due to fewer distractions	3
HS2 - Bu - HS2 will have a negative impact on / lead to the loss of / disrupt / destroy businesses along the route / located near existing stations	27
HS2 - Bu - HS2 will cause businesses to lose value / money / customers / clients / economic disadvantages	6
HS2 - Bu - Introducing HS2 will damage mainline franchises / will drain investment from the conventional network	5
HS2 - Bu - HS2 will be of little benefit to businesses / businesses in the North	7
HS2 - Bu - Concerns that an opportunity to increase tourism has been missed	2
HS2 - Bu - Will only be used by London commuters to commute from the North where housing is cheaper	3
HS2 - Bu - HS2 will not attract business to the North / away from London	15
HS2 - Bu - HS2 will not address the industrial costs	1
HS2 - Bu - HS2 will not make money because businesses do not want / will not use it	1
HS2 - Bu - Concerns of the impacts / effects on existing businesses	5
HS2 - Bu - Constructing further shopping outlets will take business away from other areas	1
HS2 - Bu - HS2 will have no benefits to business leaders	2
HS2 - Bu - Damaged suffered by current businesses outweighs the benefits of HS2	3
HS2 - Bu - Claims that commuters cannot work on the train is false / need to assess value of working on train	7
HS2 - Bu - Will only benefit / biased toward London / London commuters	26
HS2 - Bu - Reduced journey times will be unnecessary for doing business / business success / little benefit to business	12
HS2 - Bu - Concerns regarding huge lorries / HGV's / plant vehicles involved in the construction of the route damaging / disrupting / destroying business parks	1
HS2 - Bu - Government is intent on pushing HS2 through despite opposition from business	2
HS2 - Bu - Businesses / companies are reducing spending and will choose the cheapest way to travel	2
HS2 - Bu - 70% of members of the Institute of Directors say that HS2 will no impact on the productivity of their businesses	3
HS2 - Bu - Travelling for business is no longer vital / necessary	10
HS2 - Bu - Ignoring existing infrastructure / centres of human enterprises will risk the destruction of established businesses	1
HS2 - Bu - Should consider commercial factors that could reduce demand for long distance journeys on high speed rail	1
HS2 - Bu - Proposed HS2 project will ruin Ruislip High Street businesses	1
HS2 - Bu - Will only be used by business travellers / commuters / those with expense accounts	10

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

HS2 - Bu - The number of people who travel for business is reducing / will be underutilised by business	3
HS2 - Business - Reasons to Neither Agree nor Disagree	13
HS2 - Bu - Lack of information regarding HS2's impact on businesses	1
HS2 - Bu - Business trends are showing an increase in information being transferred between employers / employees / customers / suppliers electronically	4
HS2 - Bu - The success of HS2 in each station location will depend on the amount of business created	1
HS2 - Bu - UK business is moving from its reliance on London based financial services to more regional areas / sectors of growth	1
HS2 - Bu - Communications / technology are the best sources of long term economic growth for the UK	3
HS2 - Bu - Canals have the potential to attract tourists	3
HS2 - Bu - The future of HS2 will be tourism / from Europe	2
HS2 - Business - Alternative Suggestions	46
HS2 - Bu - The ability to work on trains should be provided given the opportunity for productive work while traveling, through Wi-Fi provisions	1
HS2 - Bu - Should be a commitment to use HS2 to grow national / international rail tourism	1
HS2 - Bu - Avoid key industrial land to manage potential negative effects	1
HS2 - Bu - Contracts for HS2 should be accessible to SME businesses as well large ones	1
HS2 - Bu - Local businesses/ workers should be used to construct/ operate HS2	1
HS2 - Bu - Money could be better spent investing in small businesses / to help boost the economy	1
HS2 - Bu - Businesses need high speed broadband not a high speed train	1
HS2 - Bu - Birmingham / Leeds / Manchester require improved rail access to remain competitive	1
HS2 - Bu - Should be encouraging localised trading	1
HS2 - Bu - Government should provide incentives to businesses / commuters to encourage more people to work from home negate the need for travel	1
HS2 - Bu - Interested to see what opportunities HS2 will bring for Farming in the UK	1
HS2 - Bu - Proposed route should not destroy business parks	1
HS2 - Bu - Connecting North West to the Channel Tunnel would bring more business to the North West rather than London	1
HS2 - Bu - Work on HS2 should be given to British businesses	1
HS2 - Bu - More thought needs to be given to how people will work in the future	1
HS2 - Bu - No industrial parks should be built	1
HS2 - Bu - European businesses should be encouraged to use existing network to move goods	1
HS2 - Bu - Would be better to introduce regional development and investment grants / encourage local businesses	5
HS2 - Bu - Should introduce business advisors to help new businesses	1
HS2 - Bu - Money could be better spent encouraging businesses to locate / relocate to the North / outside of London / M25	4
HS2 - Bu - Money could be better spent helping / promote businesses in the North	2
HS2 - Bu - Investment in local businesses could be made without HS2	3
HS2 - Bu - Should re-open closed train lines to increase tourism	3
HS2 - Bu - Improving rail connections among Northern cities / not just from Northern cities to Birmingham / London would help developing their economies	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - Bu - Money could be better spent on other ways to support our businesses / entrepreneurs	1
HS2 - Bu - Existing rail lines could be upgraded to high speed specifications without the disruption to people's business	5
HS2 - Bu - Money could be better spent investing / encouraging flexible working arrangements to reduce commuting distances / use of shared 'work hubs'	2
HS2 - Bu - It would make better business sense / UK businesses would prefer / support an improvement / upgrade of existing infrastructure from a central co-ordinating body to serve the UK	3
HS2 - Property (Prop)	235
HS2 - Property - Reasons to Agree	3
HS2 - Prop - Land value uplift/ increased value of places due to improved amenities will offset local capital costs	1
HS2 - Prop - Railways are more important than opponents arguments regarding property becoming worthless / lives being ruined	1
HS2 - Prop - Property prices on the HS2 route are likely to improve once it is built	1
HS2 - Property - Reasons to Disagree	213
HS2 - Prop - Efforts should be made to minimise impact on properties	1
HS2 - Prop - Farmers lives put on hold as impossible to sell farms on HS2 route	1
HS2 - Prop - I / we have invested a lot of money into our home	3
HS2 - Prop - People should not be subjected to unnecessary financial loss / decrease in property value	4
HS2 - Prop - Houses can be built in the proximity of the proposed stations without HS2	1
HS2 - Prop - HS2 does not consider the lifetime investments that residents have made in their homes	2
HS2 - Prop - Concerns that local property prices will lead to young people being unable to afford houses / first homes	3
HS2 - Prop - Concerns regarding impact / effects on my property / properties / land value	46
HS2 - Prop - Concerns that property does not show up on proposed route map	1
HS2 - Prop - Proposal may encourage people to migrate from London and drive up property prices	5
HS2 - Prop - Proposals will encourage people to purchase property further North / move further from their place of work	2
HS2 - Prop - Wish we had not moved to this area / area affected by HS2	1
HS2 - Prop - Proposed route has negative impacts / will blight / has blighted / affect / impact on the value of my / people's properties	70
HS2 - Prop - Proposed route will have a negative impact / demolish / destroy homes / properties / rural properties / buildings / 520 buildings	36
HS2 - Prop - Proposed route will create / is creating difficulties for people wishing to buy / sell homes / property	26
HS2 - Prop - Properties destroyed will be permanent / irreplaceable	5
HS2 - Prop - The negative / environmental impact on people's property has not been considered	11
HS2 - Prop - Proposed route will force some people to move from their homes	3
HS2 - Prop - It is unclear which properties will be affect by HS2	8
HS2 - Prop - Some mortgage lenders are already declining applications in areas proposed for HS2	3
HS2 - Prop - Proposed route passes / will pass close to my / people's property / homes	33
HS2 - Prop - Property owners will not benefit from HS2	4

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

HS2 - Prop - Concerns regarding pensioners / taxpayers loss of / blighted property value on single / most important asset	5
HS2 - Prop - Concerns regarding huge lorries / HGVS / plant vehicles involved in the construction of the route blighting properties / homes	1
HS2 - Prop - HS2 project will cause destruction of property in Camden Borough	1
HS2 - Prop - Benefits of HS2 does not justify the negative impacts / damage to people's properties	4
HS2 - Property - Reasons to Neither Agree nor Disagree	2
HS2 - Prop - Recognises the work undertaken by HS2 in minimising the amount of demolition along the route.	1
HS2 - Prop - Demolition of businesses / industrial areas should be avoided	1
HS2 - Property - Alternative Suggestions	18
HS2 - Prop - HS2 should avoid devaluing peoples assets	1
HS2 - Prop - Should reduce the damage / destruction / harm to properties	1
HS2 - Prop - HS2 should purchase the land around the proposed route	1
HS2 - Prop - Proposals should be looking at the best way to satisfy / please / provide the maximum benefit to the customer	1
HS2 - Prop - Reopening the Great Central Main Line would require less demolition of homes / businesses than a new route	7
HS2 - Prop - Existing rail lines could be upgraded to high speed specifications without the disruption to people's property	5
HS2 - Prop - Should avoid demolishing / destroying buildings	2
HS2 - Land Use Resources (LR)	59
HS2 - Land Use Resources - Reasons to Agree	2
HS2 - LR - HS2 would be built on areas that won't be blighted / scarred by the railway	2
HS2 - Land Use Resources - Reasons to Disagree	48
HS2 - LR - The route destroys too much agricultural land	2
HS2 - LR - Farmers will be unable to access their farmland / during construction / after proposed route is built	3
HS2 - LR - Concerns about subsidence of old brine pumping operations / underground gas storage caverns	9
HS2 - LR - Proposed route should use the contours of the land more effectively if HS2 goes ahead	2
HS2 - LR - Land lost by HS2 would make our farm unviable / put us out of business	1
HS2 - LR - Land taken for HS2 will be difficult to replace / not a surplus of land in the area	1
HS2 - LR - Proposed route should not destroy farms	1
HS2 - LR - Proposed route cuts through farms / our farm	4
HS2 - LR - Route of HS2 cuts through valuable / irreplaceable agricultural land	19
HS2 - LR - Farmers will be put out of business as a result of government agricultural land procurement for HS2	3
HS2 - LR - The UK is losing more green belt land each year / The entire project is likely to have a negative impact on green belt and wild life habitat	5
HS2 - LR - HS2 will be wasting space	1
HS2 - LR - Tearing up more farmland will mean more imported food	2
HS2 - LR - HS2 are unsure about how much land will be required	1
HS2 - Land Use Resources - Reasons to Neither agree nor disagree	4
HS2 - LR - No reference is made in the consultation document about the impact of opening up new working to supply materials to the project	3

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

HS2 - LR - Local farm is a benefit to the community	1
HS2 - Land use Resources - Alternative suggestions	11
HS2 - LR - Amount of coal sterilised in the building of HS2 needs to be taken into account	1
HS2 - LR - Former coal mining areas contain risks to stability and safety that need to be taken into account during construction and operation	1
HS2 - LR - Land proposed for HS2 would be better used for farming / food production	6
East - LR - Money could be better spent cleaning previously used land and save green belt	1
HS2 - LR - We should be supporting British farmers / buying British / fresh food	1
HS2 - LR - Should protect / not harm / destroy our land	4
HS2 - Planning & Development (PD)	3
HS2 - Planning & Development - Alternative Suggestions	3
HS2 - PD - Central government and HS2 should assist Local Planning Authorities to implement protection of town centres, as per the National Planning Policy Framework	2
HS2 - PD - Guidance should be issued to make it clear that land affected by HS2 should be treated under 'Town and Country Planning Act 1990, Section 137'	1
HS2 - Cumulative Impacts (CIm)	5
HS2 - Cumulative Impacts - Reasons to Disagree	3
HS2 - CIm - HS2 Ltd and the Highways Agency should work to deliver the mitigation for cumulative impacts of transport infrastructure corridors	1
HS2 - CIm - Impacts of Hs2 and M1 must be acknowledged/addressed	1
HS2 - CIm - I / we have already been negatively affected by the recent widening of the M1	2
HS2 - Cumulative Impacts - Reasons to Neither Agree nor Disagree	2
HS2 - CIm - Unsure of the impact of HS2 on local area	2
HS2 - Compensation (Comp)	216
HS2 - Compensation - Reasons to Agree	2
HS2 - Comp - Those affected will be adequately compensated	2
HS2 - Compensation - Reasons to Disagree	142
HS2 - Com - The cost / benefit is not worth / will not compensate for the disruption / displacement of people who will have to move for HS2	1
HS2 - Comp - HS2 does not provide a sufficient compensation scheme / need a formal compensation scheme to become operational at the earliest opportunity	2
HS2 - Comp - Compensation on property / land should be paid at the pre/unblighted market value	1
HS2 - Comp - Compensation needs to contain a pre-emption clause in the event the scheme does not proceed / route is altered / land is surplus to requirements	1
HS2 - Comp - Land purchased under compensation should belong to the taxpayer and possibly traded in future for profit / offset costs of HS2	1
HS2 - Comp - Currently confusion over who eligible for compensation / extent of compensation / when available	2
HS2 - Comp - Disagree with any part of proposal wherever people are not compensated sufficiently to enable them to move outside impact zone without suffering social, economic or environmental loss	1
HS2 - Comp - EHS is welcomed	2
HS2 - Comp - No promise of mitigation or compensation has been given	1
HS2 - Comp - Compensation proposals are mainly limited to residential properties, rather than businesses	1
HS2 - Comp - Compensation paid to land / property owners will be expensive / costly	3

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

HS2 - Comp - Business case will not be valid once compensation costs has been included	2
HS2 - Comp - Concerns that communities / people affected by construction of / HS2 will not be properly compensated	6
HS2 - Comp - No firm guarantees / no credible plans / only promises of compensation / to compensate home owners	2
HS2 - Comp - Compensation will not make up the loss on the environment	4
HS2 - Comp - Exceptional Hardship Scheme (EHS) is not adequate for 20 / 30 years of construction / disruption	8
HS2 - Comp - Promises of compensation will turn out to be empty / those affected will not receive compensation	19
HS2 - Comp - Compensation Scheme / EHS is legal but doesn't meet acceptable moral standards	3
HS2 - Comp - Compensation payable / paid is not sufficient / sufficient for property lost	17
HS2 - Comp - Compensation does not cover the loss of countryside / heritage	4
HS2 - Comp - Compensation / monetary compensation is not enough for those affected	15
HS2 - Comp - Recent construction work / extensions to residential properties will decrease the amount of compensation received / exclude people from the compensation scheme	3
HS2 - Comp - Exceptional Hardship Scheme (EHS) is too restrictive / criteria too narrow / does not cover commercial victims	21
HS2 - Comp - HS2 have not published the amount of compensation people whose homes are blighted will receive	16
HS2 - Comp - Many homes outside marked compensation area are being blighted by uncertainty around HS2	8
HS2 - Comp - The value of property and land should be considered as a whole unit / evaluating compensation over whole areas could be unfair	5
HS2 - Comp - Compensation / Exceptional Hardship Scheme / EHS / is unacceptable / not good enough	23
HS2 - Comp - HS2 have not indicated the total cost of compensation	3
HS2 - Comp - Concerns that some areas negatively affected are unfairly excluded / do not qualify for compensation	16
HS2 - Compensation - Reasons to Neither Agree nor Disagree	55
HS2 - Comp - Communities affected should be compensated / get something in return	8
HS2 - Comp - People affected / disrupted by HS2 / intrusion / construction / maintenance should be compensated accordingly	26
HS2 - Comp - More information required in regards to what compensation will be offered / who compensation will be offered to / eligibility	23
HS2 - Comp - Compensation costs would seem to be insignificant in the overall costs of the project	1
HS2 - Compensation - Alternative Suggestions	64
HS2 - Comp - Should extend the compensation scheme from 60m / to 9km around the track	2
HS2 - Comp - Area covered by compensation must be extended to cover wider corridor on either side of Phase Two	2
HS2 - Comp - Businesses and / or community groups / faith groups should be compensated / offered support to mitigate disruption	1
HS2 - Comp - CGT rules relating to compulsory purchase compensation payments should be amended to provide that such payments are exempt from CGT	1
HS2 - Comp - Compensation requires greater clarity	1
HS2 - Comp - Compensation should be available during construction to ensure as many people stay in their homes / communities / businesses as possible	1
HS2 - Comp - Need access to compensation for local residents during construction	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

HS2 - Comp - Need easy access / no quibble compensation for those who are seriously affected	1
HS2 - Comp - Only satisfactory scheme worthy of consideration for HS2 is the CLA Property Bond scheme	1
HS2 - Comp - Compulsory Purchase Zone needs to be extended / 120 - 150 meters from the boundary of the line / include areas suffering high noise levels	5
HS2 - Comp - Compensation should be made on a case-by-case basis / consider individual circumstances	5
HS2 - Comp - Compulsory Purchase should be extended to farms affected to the extent the land becomes unusable	4
HS2 - Comp - Businesses should be fairly compensated / helped to relocate / all costs should be covered	5
HS2 - Comp - Government should publish a sliding scale of compensation rates for people who are directly / indirectly affected by HS2 / applications details / relieve the uncertainty	2
HS2 - Comp - Should provide compensation to all people within a mile of the route	1
HS2 - Comp - Need to re-evaluate compensation scheme for mobile home residents	1
HS2 - Comp - Need to re-evaluate money set aside for compensation to ensure that sufficient compensation is available for those affected by HS2	8
HS2 - Comp - Rail alignment should be planned more around budget / compensation pay-out rather than prime engineering areas / need	1
HS2 - Comp - Should pay out compensation to people whose lives have already been ruined by property blight	7
HS2 - Comp - Property bonds / compensation should be fully paid out to people / taxpayers whose properties / homes will be blighted	31
HS2 - Comp - HS2 developers should be made to protect people's financial loss	1
HS2 - Comp - People should have the freedom to move properties where their property has been blighted	5
HS2 - Comp - Should provide compensation for those who living along the route due to negative visual impacts	3
HS2 - Comp - Government support will be needed to allow the project to be commercially viable with sufficient compensation	1
HS2 - Health, Equality & Wellbeing (HEW)	73
HS2 - Health, Equality & Wellbeing - Reasons to Disagree	69
HS2 - HEW - The destruction of footpaths along proposed route will impact on outdoor exercise / physical / mental health	1
HS2 - HEW - Uncertainty around compensation is causing stress / anxiety / ill-health	3
HS2 - HEW - Loss of countryside / green space will affect people's health / wellbeing / for future generations	4
HS2 - HEW - Noise levels will cause severe nuisance / sleep deprivation / adverse ill effects	5
HS2 - HEW - Concerns about the effect of 20 years of construction / disruption on local households / residents	12
HS2 - HEW - Will disrupt / ruin people's lives / make their lives intolerable	33
HS2 - HEW - Ageing population is more likely to use the NHS / social care than HS2	1
HS2 - HEW - Disruption caused for HS2 cannot be accepted	7
HS2 - HEW - Concerns about the detrimental effect on communities which are close to the proposed route	10
HS2 - Health, Equality & Wellbeing - Reasons to Neither Agree nor Disagree	2
HS2 - HEW - HS2 may be used / useful if it provides adequate disabled access / caters for disabled people's preferred journey times / distances	2
HS2 - Health, Equality & Wellbeing - Alternative Suggestions	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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HS2 - HEW - Government should carry out a full Health Impact Assessment for communities alongside the route	2
HS2 - Construction (CI)	104
HS2 - Construction - Reasons to Disagree	69
HS2 - CI - The negative impacts caused by the construction / operation of HS2 is unacceptable	7
HS2 - CI - HS2 should maximise rail freight use during construction / should plan use of rail freight in partnership with rail providers / principle contractors	2
HS2 - CI - Construction impacts will not be fixed due to sterile landscaped replanting	1
HS2 - CI - Concerns about crime due to construction workers	1
HS2 - CI - Will take too long to build / opening the line in 2026 is too long	11
HS2 - CI - Benefits of the new line do not outweigh / justify damage caused by construction	5
HS2 - CI - Construction of the new line will have a negative / damaging impact / on the environment	19
HS2 - CI - Construction will take longer than predicted / government projects always take longer than predicted	8
HS2 - CI - Concerns about huge construction compounds in small rural areas	1
HS2 - CI - Concerns over disruption / inconvenience from construction / excavation	7
HS2 - CI - HS2 will not be built / delivered on time	5
HS2 - CI - Concerns regarding huge lorries / HGV's / plant vehicles involved in the construction of the route placing pressure on infrastructure	2
HS2 - CI - Country is too small to justify such an intrusive construction project	6
HS2 - Construction - Alternative Suggestions	37
HS2 - CI - The Code of Construction Practice (CoCP) should have suitable control measures in place so as to monitor and review the effectiveness of those measures	1
HS2 - CI - Construction should be managed effectively to minimise impacts	1
HS2 - CI - Utilities along the line of route will have to be relocated	1
HS2 - CI - Advanced notice of construction should be given, to mitigate against affects	1
HS2 - CI - Project should be delivered on time	3
HS2 - CI - HS2 should have been built earlier to alleviate the current transport problems	1
HS2 - CI - Policy changes should be excessive to complete the project in one go	1
HS2 - CI - Construction of HS2 should allow for future expansion	1
HS2 - CI - Construction of HS2 should be accelerated / built quicker	11
HS2 - CI - Construction of HS2 should be accelerated to save money	1
HS2 - CI - Construction of HS2 should be accelerated to save on pointless legal challenges	1
HS2 - CI - Construction of HS2 should be undertaken by the unemployed so it can be completed by 2019	1
HS2 - CI - Construction of HS2 should start as soon as possible	9
HS2 - CI - Construction of HS2 should start in North and South and meet in the Midlands	5
HS2 - CI - Construction of HS2 should start in the North	6
HS2 - Operations (OP)	1282
HS2 - Speed / Frequency / Specification of HS2 Services (SFS)	786
HS2 - Speed / Frequency / Specification of HS2 Services - Reasons to Agree	29
HS2 - SFS - A more inclusive/higher capacity high speed rail service is required	1
HS2 - SFS - Strongly supportive of link between HS1 and HS2, but existing proposal for phase 1 not adequate to meet potential demand	1
HS2 - SFS - Carlisle could be a productive location for trains to Split	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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HS2 - SFS - HS2 will make journey times to Scotland shorter	1
HS2 - SFS - HS2 has the potential to provide improve sustainable transport links in the North of England	1
HS2 - SFS - HS2 is only option which can provide freight, local and national capacity to meet growth requirements	1
HS2 - SFS - HS2 will make journey times shorter	12
HS2 - SFS - HS2 will make journey times shorter because it will have fewer stations	2
HS2 - SFS - HS2 will make journey times shorter because it will only run high speed trains	1
HS2 - SFS - HS2 will deliver the increase in speed that is needed	7
HS2 - SFS - Additional stations will enable more people to use the service	3
HS2 - Speed / Frequency / Specification of HS2 Services - Reasons to Disagree	727
HS2 - SFS - Reduction in intercity journey times as a result of HS2 will be less than 5%	1
HS2 - SFS - HS2 will not address current capacity problems / will take 20 years / how will the country manage over the next 20 years	14
HS2 - SFS - Faster train speeds will lead larger / worse impacts / disruption	2
HS2 - SFS - High speed trains cannot accommodate steep curves / curves in the route will slow down trains / increase journey times	7
HS2 - SFS - Capacity will be reached on London to Birmingham route / in London terminus stations / London public public transport that connects to HS2 / by 2032/3	1
HS2 - SFS - HS2 has picked the most profitable journeys to serve	1
HS2 - SFS - HS2 is an airport delivery service rather than an intercity railway	1
HS2 - SFS - HS2 principles of segregation / extreme speed / routing through Old Oak Common have not been verified	1
HS2 - SFS - HS2 will remove enough passengers from existing services to damage their viability but will not attract enough to make HS2 viable	1
HS2 - SFS - Journey times do not take into account stopping or changing trains	1
HS2 - SFS - Less seating capacity on new trains than trains they replace	1
HS2 - SFS - No justification for trains travelling over 200mph	2
HS2 - SFS - No need for ultra high speed if capacity is the reason for HS2	1
HS2 - SFS - Over-emphasis on high speed, resulting in engineer-led solution not service-led solution	1
HS2 - SFS - Passenger figures for HS2 have been overestimated	1
HS2 - SFS - Operational efficiency become worse at speeds over 300kph	1
HS2 - SFS - HS2 service patterns show that HS2 is not being developed on the basis of real need and demand / is capacity for capacity sake	1
HS2 - SFS - No need for speeds much in excess of 150mph given line doesn't run to North East or Scotland	1
HS2 - SFS - The line is too bendy/twisty/sinuous for high speeds	2
HS2 - SFS - Intermediate stations with alternate stopping services / on loop lines would benefit people in local areas	4
HS2 - SFS - Proposed classic compatible trains and existing trains can be adjusted to meet demand if links are made between networks	3
HS2 - SFS - HS2 will be used / most people will use HS2 / there is a high demand for HS2	1
HS2 - SFS - Journey times to / from HS2 stations on existing services will still be the same	1
HS2 - SFS - Reducing the speed HS2 will reduce the amount of work related movement in the future	1
HS2 - SFS - Ticket prices will be unaffordable meaning HS2 will be underused / HS2's usage will depend on ticket prices	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - SFS - HS2 should provide high speed services over long distance journeys to Birmingham / London / other areas	2
HS2 - SFS - Number of people travelling on trains has fallen / declined	1
HS2 - SFS - Improving the existing rail network will lead to faster services / faster journey times	2
HS2 - SFS - People of South Yorkshire do not need to travel on a North / South Axis	1
HS2 - SFS - The government's proposals on maximum speed are not defensible / maximum speed must remain within the scope of physical and economic reason	2
HS2 - SFS - High speed trains may be restricted to lower than optimum speeds by regulation / speed restrictions	1
HS2 - SFS - Will reduce interchange waiting times	1
HS2 - SFS - Having more stopping stations / multiple stopping station would negate high speed / make HS2 pointless	39
HS2 - SFS - HS2 will not be used / most people will not use HS2 / use HS2 everyday	54
HS2 - SFS - HS2 ticket prices will rise just like HS1	7
HS2 - SFS - Concerns about tickets price of / costs / affordability to use HS2	53
HS2 - SFS - HS2 fares will be unaffordable / more expensive than on existing lines	95
HS2 - SFS - HS2 ticket prices will be too expensive / costly	60
HS2 - SFS - HS2 ticket prices will be subsidised by taxpayers / government or they'll be unaffordable	7
HS2 - SFS - Concerns / queries about time that the train will take to gain maximum speed	3
HS2 - SFS - Faster trains do not address the issue of affordability of rail fares	2
HS2 - SFS - Faster trains do not address the issue of reliability of rail services	2
HS2 - SFS - Multiple stations / amount of stations / stops negates high speed / increases journey times	12
HS2 - SFS - High speed trains may be restricted to lower than optimum speeds by regulation / speed restrictions	1
HS2 - SFS - The only benefit is a few minutes / half hour / journey time saved / to London / is not worthwhile / there are more important public transport issues to consider	35
HS2 - SFS - The project is not ambitious enough / trains are too slow	1
HS2 - SFS - Trains speed would only increase marginally	14
HS2 - SFS - Improved journey times will only be available to those who live near a station	8
HS2 - SFS - Improved journey time on HS2 will be negated by the additional / longer journey to the station / final destination on existing infrastructure	73
HS2 - SFS - Reduction in journey time will be negated by the time needed to travel to congested cities to get HS2	4
HS2 - SFS - There are many more important problems with public transport than the time it takes to get from London to Manchester	2
HS2 - SFS - When it is completed HS2 will be slower than shuttle planes	1
HS2 - SFS - It is unclear what demand there will be for HS2 / intercity travel in 2026	7
HS2 - SFS - Reduction in journey time does not warrant construction of HS2	32
HS2 - SFS - Reduction in journey time is not necessary as current trains have tables / Wi-Fi / other means of communication can be used on the trains	7
HS2 - SFS - Reduction in journey time does not justify the disruption / destruction / hassle caused by HS2	18
HS2 - SFS - Reduction in journey time is not important as people work on the train anyway	44
HS2 - SFS - Reduction in journey time / time to London / major cities / will not bring any benefit	12
HS2 - SFS - Reduction in journey time will not encourage more people to travel to London	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - SFS - Reduction in journey time into London is not necessary / needed	13
HS2 - SFS - Wealthy people / business travellers will not use HS2	3
HS2 - SFS - Wealthy people / business travellers will prefer to fly rather than use HS2	2
HS2 - SFS - A slower journey through the countryside is more pleasant	2
HS2 - SFS - Increasing speed / reducing journey times is not necessary / should not be a justification for HS2	41
HS2 - SFS - Travel times are not as important as reliability	3
HS2 - SFS - Travel times are not as important as value for money	2
HS2 - SFS - People will not pay extra to travel marginally quicker	4
HS2 - SFS - Proposed route will only encourage commuting / long distance commuting / travel to London	9
HS2 - SFS - Proposed route via Birmingham will increase journey times / reduce time saving	3
HS2 - SFS - Speed of trains is disproportionate to the time need to travel to stations / HS2 will not meet requirements for line speed	3
HS2 - SFS - Demand for HS2 will not be high due to speed of existing services / HS2's usage will depend on journey times	6
HS2 - SFS - Demand for HS2 will not be high due to frequency of existing services	1
HS2 - SFS - Unsure as to how / why reduction in journey time to London would be beneficial	9
HS2 - SFS - Service will only be used by people from areas where there is an HS2 station	2
HS2 - SFS - HS2 will not generate a sufficient number of passengers	13
HS2 - SFS - HS2 ticket fares will increase with inflation having no improvement on quality / duration of journey	1
HS2 - SFS - Time saved on journeys down to London on HS2 is negligible in comparison to existing rail systems	20
HS2 - SFS - An increase of 80mph HS2 will offer in 20 years is not acceptable / good enough	1
HS2 - SFS - People wishing to commute / get to work earlier / easier should set off earlier / live closer to work	3
HS2 - SFS - Concerns about availability of trains / 18 trains per hour allowed from Phase 1 may not be enough	2
HS2 - SFS - Concerns about frequency of trains / 18 trains per hour will be too many	11
HS2 - SFS - Existing services / Virgin train services will reach HS2 speeds in 2 years	2
HS2 - SFS - Will not be used / wanted due the high / expensive ticket prices / high / expensive ticket prices means HS2 will not be used	35
HS2 - SFS - Conference calling / virtual meetings / video link will become an inexpensive / convenient / quick / more popular way of communicating by the time HS2 is completed / will negate the need for HS2 / faster trains / travel	106
HS2 - SFS - Should construct a fibre optic internet system to negate the need to travel / to London / intercity	3
HS2 - SFS - Will only be used by government employees who will not have to pay for a ticket	1
HS2 - SFS - Assessment of 250-280 kilometres per hour design speed has not been sufficiently addressed	2
HS2 - SFS - HS2 will be financed by expensive ticket prices	3
HS2 - SFS - The benefits / minimal time reduction will not outweigh the increased / premium fares / ticket prices / cost to travel this way / the cost of the system	12
HS2 - SFS - HS2 is unsustainable because it will only reduce journey times by 30 minutes	4

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - SFS - People will not use HS2 but continue to use the slower but cheaper existing rail services	6
HS2 - SFS - No guarantees that HS2 will be fully utilised / used to its full capacity	1
HS2 - SFS - Do not need to travel to places faster / in a shorter amount of time	8
HS2 - SFS - The odds against HS2 being reliable are more than 35/1 against	1
HS2 - SFS - HS2 will not meet the proposed journey times	2
HS2 - SFS - Comfort is more important than speed / journey time	2
HS2 - SFS - Price is more important than speed / journey time	2
HS2 - SFS - HS2 will not lead to faster / reduced travel times	11
HS2 - SFS - Concerned about the speed / stopping distance of HS2 trains	5
HS2 - SFS - Will not be able to carry freight so will be reliant on rail fares to make project financially viable	1
HS2 - SFS - Country is not big enough to allow trains to travel at 250mph / train will only be able to travel at 250mph for a few miles	4
HS2 - SFS - Passengers should be consulted with proposed HS2 rail fares to help form public opinion	1
HS2 - SFS - Every journey will be longer and more expensive	2
HS2 - SFS - Speeds of 200mph will be hard to achieve on elevated sections of the track in high winds	1
HS2 - SFS - Proposed speed only achieved as few stops along route / populated areas bypassed	3
HS2 - SFS - Flying from Edinburgh is cheaper than traveling by rail	1
HS2 - SFS - Proposed route is purely focused on getting people in and out of London as quickly as possible	4
HS2 - Speed / Frequency / Specification of HS2 Services - Reasons to Neither Agree nor Disagree	34
HS2 - SFS - Time can be saved on travel by leaving for your destination earlier	1
HS2 - SFS - Journey times on modern train routes with few stops to Europe can compete with air travel journey times	1
HS2 - SFS - Changes in the way people work means it is impossible to tell how rail lines will be used	1
HS2 - SFS - No attempt has been made to change work patterns so that long distance travelling is not needed	1
HS2 - SFS - Most people use the train for pleasure not business	2
HS2 - SFS - Queries assumption that HS2 should be ultra high speed because there is only a benefit if distances are long and few stops	1
HS2 - SFS - countries with High Speed travel no longer see speed as necessary	1
HS2 - SFS - Need confirmation that bikes will be allowed on the trains	1
HS2 - SFS - Question the need to get to London quicker	2
HS2 - SFS - Unclear as to how ticket prices will be set	7
HS2 - SFS - Unclear who will want to go to those few places HS2 stops	3
HS2 - SFS - Unsure who is going to fill 9 / 10 / 18 trains an hour on HS2	7
HS2 - SFS - The success of HS2 Phase 2 is reliant on the success of HS2 Phase 1	1
HS2 - SFS - HS2 will only benefit people outside of London if it provides a high quality service	1
HS2 - SFS - Questions whether HS2 will deliver a reliable service in the right places	1
HS2 - SFS - Trains will be running through the countryside at 200mph	3
HS2 - SFS - There will be 6 trains running along the route per hour	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - Speed / Frequency / Specification of HS2 Services - Alternative Suggestions	44
HS2 - SFS - HS2 should ensure sufficient freight /passenger capacity is provided / avoid bottlenecks	1
HS2 - SFS - If splitting is required it should only be done where there is additional passenger benefit with access to services	1
HS2 - SFS - operation of one separate 400m hourly train to Glasgow and Edinburgh (omitting Carstairs) could reduce journey time)	1
HS2 - SFS - Real time savings for leisure travellers will only be made / noticed if HS2 was prioritised to Glasgow / Edinburgh	1
HS2 - SFS - Further modelling of train speed along line needs to take place	1
HS2 - SFS - Lower speeds would save on construction costs	1
HS2 - SFS - Revised timetabling will be necessary to ensure that services are not duplicated and capacity is maximised	1
HS2 - SFS - Sensitivity analysis should have be undertaken to determine optimum speed for HS2	1
HS2 - SFS - Should link Manchester-Leeds-Sheffield city regions	1
HS2 - SFS - Transport Planning should seek to reduce travel overall rather than just journey lengths	1
HS2 - SFS - Future service proposals for HS2 must demonstrate how freight and high speed passenger trains can both run north of Church Fenton	1
HS2 - SFS - If Birmingham / Manchester / Leeds HS2 trains were to serve continental Europe, services on route to London would be reduced	1
HS2 - SFS - if services ran at the same speed as elsewhere in Europe, the route would be more flexible, with more stations, and so it would benefit more regions	1
HS2 - SFS - Overall journey time is key in business travel / should take into account time getting to station as well as rail travel time	1
HS2 - SFS - Ticketing should be straightforward / estimated ticket prices should be made clear	1
HS2 - SFS - Ticketing should not be at a premium	1
HS2- SFS - Focus should be on capacity and connectivity rather than speed	2
HS2 - SFS - Should set rail fares at government inflation rate of 2%	3
HS2 - SFS - Should reduce some aspects of the project to cover costs of rail fare	1
HS2 - SFS - Guarantees need to be in place for centres not covered on HS2 that frequency and journey times will be maintained	2
HS2 - SFS - Ticket prices need to be affordable to attract passengers / be a viable transport alternative	12
HS2 - SFS - HS2 would only succeed if fares are used to cover running costs / maintenance / future expansion	1
HS2 - SFS - HS2 tickets would be more affordable if they only covered running costs / maintenance / future expansion	1
HS2 - SFS - Limited number of stops / junctions on the Great Central Main Line would maintain high speed principle / avoid frequently slowing down / accelerating	4
HS2 - SFS - Trains should be faster / travel at 350mph	2
HS2 - SFS - Proposed route should be straighter to be faster	4
HS2 - SFS - Should ensure that off peak travel is not charged as peak travel price	1
HS2 - SFS - HS2 timetable should ensure trains going from London to Leeds in the morning / not just from Leeds to London	1
HS2 - SFS - Should make sure HS2 is planning to move people as well as freight	2
HS2 - SFS - Investment opportunities should not take priority over rail fares	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

HS2 - Existing Rail Services (ERS)	570
HS2 - Existing Rail Services - Reasons to Agree	10
HS2 - ERS - Upgrading of existing lines will be a waste of money / not cost effective	5
HS2 - ERS - Upgrading of existing lines will not be future proof / sustainable in the long run	3
HS2 - ERS - Upgrades / improvements to the existing line / service cannot / will not take place without new lines	3
HS2 - ERS - Little can be done to improve journey times on existing services	1
HS2 - Existing Rail Services - Reasons to Disagree	322
HS2 - ERS - Cost of HS2 will squeeze investment in the rest of the rail network	1
HS2 - ERS - HS2 will cause huge disruption to WCML services for 8 years with 389 closures	1
HS2 - ERS - HS2 will lead to a reduction of services on the Midland Main Line to London	1
HS2 - ERS - Should be more early morning fast trains south from Midland stations	1
HS2 - ERS - Concerns HS2 will result in a reduced London service for East Midlands cities / Derby / Nottingham / Leicester	1
HS2 - ERS - HS2 could close / reduce current passenger flow	1
HS2 - ERS - HS2 does not offer any proposals for improvements to quality of existing services	1
HS2 - ERS - Issue of commuter capacity should be addressed instead of having a whole new system	1
HS2 - ERS - Concern about implications of impact of Phase 2 HS2 services on Phase 1 capacity at Euston	1
HS2 - ERS - Concern about increased capacity needed at Euston station / WCML to / from Euston / on London underground / local public transport networks linked to Euston station	1
HS2 - ERS - Concern introduction of classic compatible trains onto WCML will further increase capacity issues at expense of local / regional services	1
HS2 - ERS - Concern that local stations will be blocked by freight	1
HS2 - ERS - Electrification of East Lancashire and Clitheroe lines within Control Period 6 (2019-2024) is necessary to avoid East Lancashire experiencing further isolation	1
HS2 - ERS - Insufficient evidence of integration with existing rail network	1
HS2 - ERS - Proposals do not consider provision of high speed / improvements to east-west TransPennine connectivity	1
HS2 - ERS - some areas of the country already have existing High Speed Lines (such as the ECML) which currently provide a high quality service	1
HS2 - ERS - Existing services from London to Manchester are adequate / sufficient	1
HS2 - ERS - Open access is currently suppressed for political reasons	1
HS2 - ERS - Existing rail links / West Coast Main Line / East Coast Main Line / are currently underused	10
HS2 - ERS - Existing services run at 53% efficiency	2
HS2 - ERS - Existing service is a joke / poor / inefficient	8
HS2 - ERS - Existing services / journey times are adequate / fast enough	40
HS2 - ERS - Existing services are more accessible to more people than will use HS2	2
HS2 - ERS - Existing services will not be improved by building HS2	4
HS2 - ERS - Existing high speed rail services have not met their projected targets	2
HS2 - ERS - Existing services from East Coast to London are adequate	3
HS2 - ERS - Existing rail services will suffer / be neglected / uninvested / cut as a result of HS2	41
HS2 - ERS - Existing services / train times from Leeds to London are already adequate	4

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - ERS - Existing rail services to London and the North must be continued	1
HS2 - ERS - Existing rail fares / peak rail fares are too high / expensive / rising	89
HS2 - ERS - Existing rail fares have increased with inflation having very little improvement in quality / duration of journey	1
HS2 - ERS - Existing services already provide travellers with WiFi / internet	3
HS2 - ERS - Existing rail services between London and Birmingham / Sheffield are fine / good / efficient	2
HS2 - ERS - Existing rail services to the Midlands / North are adequate	4
HS2 - ERS - Existing rail services are dangerous / violate health and safety through lack of capacity	2
HS2 - ERS - Existing rail fares for second class are expensive / more than peoples budget / more expensive than driving by car and parking	2
HS2 - ERS - Current train speeds are quick enough / UK already has a high speed train service / comparable to Europe	13
HS2 - ERS - Current / existing rail service / network is unreliable / no benefit	9
HS2 - ERS - Current service to Europe is adequate	1
HS2 - ERS - Current rail services are neglected / underinvested	6
HS2 - ERS - Current journey time / service to / from London is adequate	15
HS2 - ERS - Current journey time between London and major cities is short enough / compared to other European countries	6
HS2 - ERS - There is already a current rail system in place	10
HS2 - ERS - Concerns / queries about the impact of HS2 on the running of existing rail services / trains / Virgin service	23
HS2 - ERS - There are train lines between London and Birmingham already in operation	3
HS2 - ERS - Ticket prices will be / are cheaper on existing rail services	5
HS2 - ERS - Great Central Main Line already serves Birmingham through Rugby / Sheffield / Leeds	1
HS2 - ERS - People will still use slower trains if HS2 is not built	2
HS2 - ERS - HS2 will not lower ticket prices on the rail network as a whole	3
HS2 - ERS - West Coast Main Line will suffer / be neglected / uninvested as a result of HS2	1
HS2 - ERS - The existing route is unsustainable / has not been sustained due to Network Rail	2
HS2 - ERS - It is unclear what the role of the current West Coast Main Line will be post build	4
HS2 - ERS - Contract for Euston to Piccadilly line should not be taken away from Virgin trains	1
HS2 - ERS - Rail transport is a public service and should not be placed in the hands of private investors	1
HS2 - ERS - Most of the rail travel will be North to South not South to North	3
HS2 - ERS - HS2 will raise ticket prices on existing rail services to influence use of HS2	2
HS2 - ERS - People will continue to use existing services because of prohibitive HS2 ticket prices	6
HS2 - ERS - HS2 will lead to closures / reductions of local / existing services / to London	4
HS2 - ERS - Current services from London to Leeds in the early morning are not adequate / people don't travel from London to Leeds in the early morning because service is not adequate	1
HS2 - ERS - Still have / operate rail services we should be proud of / take pride in	1
HS2 - ERS - HS2 is not the right way to reduce congestion on the rail system	3
HS2 - ERS - HS2 should be doing more to improve the existing network	6

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - ERS - Current services are economical / value for money	2
HS2 - ERS - HS2 will make existing rail services more expensive / because passengers will be shared between HS2 and existing rail service	4
HS2 - ERS - HS2 will mean existing services are less efficient / worse	5
HS2 - ERS - Virgin trains are already expensive / not affordable for family use	2
HS2 - ERS - Travelling to London using a tram system to Nottingham then interchange to the current rail system will be just a quick / fast as using HS2	1
HS2 - ERS - Rises in rail fares have not improved the service on existing trains	1
HS2 - ERS - High Speed trains will put pressure on existing trains to meet speed targets / match HS2 journey times	2
HS2 - ERS - People would rather pay more to travel on the existing rail network than see HS2 built	1
HS2 - Existing Rail Services - Reasons to Neither Agree nor Disagree	25
HS2 - ERS - Existing services are experiencing rising demand	4
HS2 - ERS - Arriva UK Trains has plans to introduce new high speed express train services on the ECML	1
HS2 - ERS - ECML and WCML are considered high speed according to the EC	1
HS2 - ERS - The existing lines in proximity to the Peak District National Park have seen a growth in patronage recently	1
HS2 - ERS - Existing services from Bradford to London take a long time / 100 minutes to Doncaster	1
HS2 - ERS - Current service Woodlesford / Leeds / London does not usually have seats available	1
HS2 - ERS - Current service Woodlesford / Leeds / London does not provide WI-FI	1
HS2 - ERS - Current service Woodlesford / Leeds / London trains are dirty / full of litter / toilets are dirty	1
HS2 - ERS - UK rail fares are the most expensive in Europe / the world	7
HS2 - ERS - UK rail network has been under-invested for the last 40 years	1
HS2 - ERS - Mentions of difference in ticket price between current fast and slow services	3
HS2 - ERS - Current rail system is understaffed	1
HS2 - ERS - Improving / upgrading existing rail services will be costly / take many years / cause disruption	4
HS2 - ERS - Current trains have people standing which is wrong when they have paid for a seat	1
HS2 - Existing Rail Services - Alternative Suggestions	312
HS2 - ERS - Scope to reduce journey times through electrification	1
HS2 - ERS - Construction of HS2 should not hamper investment in existing rail services	1
HS2 - ERS - Existing rail that is upgraded, due to HS2, should be of the highest standard	1
HS2 - ERS - Classic compatible rolling stock could be used more widely on existing network	1
HS2 - ERS - Existing rolling stock needs to be improved / in need of improvement	4
HS2 - ERS - Existing rail links are capable of carrying the expected extra traffic	2
HS2 - ERS - Current train services in East Midlands should not be impacted by HS2	1
HS2 - ERS - Trains need better facilities / free high speed internet access / improved mobile telephone services	1
HS2 - ERS - Consideration with rail industry / DfT is needed to accommodate closure / reduction of current passenger flow by HS2	1
HS2 - ERS - Should be clear on impact of HS2 on existing London services to East Midland cities	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - ERS - Development of existing lines, alongside HS2, will increase the geographical area that benefits	1
HS2 - ERS - HS2 can increase the capability of the north-south axis of the railway network	1
HS2 - ERS - HS2 must not detract investment from existing rail service in Cumbria	1
HS2 - ERS - HS2 should not affect electrification of the Midland Main Line	1
HS2 - ERS - HS2 should not affect planned enhancements at Derby, Leicester & Market Harborough	1
HS2 - ERS - HS2 should not detriment existing rail network, including maintaining infrastructure, services and funding future enhancements	1
HS2 - ERS - Local commuter routes may cause bottlenecks in the system	1
HS2 - ERS - Money would be better spent restoring link between Stokeon-Trent and Manchester Airport	1
HS2 - ERS - National Action plan needed, ensuring HS2 integrated into public transport network, resulting in more sustainable travel patterns	2
HS2 - ERS - Need continued and complimentary investment in local transport, and integration with existing rail lines and services	1
HS2 - ERS - New lines should shift existing trips rather than generate new ones	1
HS2 - ERS - Onward infrastructure / networks connected to Phase 2 need to have increased capacity / be augmented	1
HS2 - ERS - Should be 'existing network' investment fund to maximise benefits from rail network ahead of HS2	1
HS2 - ERS - Should not move long-distance services to the East Midlands /South Yorkshire / Leeds /s southern portion of journeys to Newcastle / Edinburgh off the ECML/WCML	1
HS2 - ERS - Would be better to divide up funding to address multiple bottlenecks / increase capacity on the existing rail network	1
HS2 - ERS - Upgrading existing sections of the line would give access to more stations rather than HS2	1
HS2 - ERS - Should consider how investing in the existing infrastructure would benefit commuters	2
HS2 - ERS - Upgrading / improving existing rail infrastructure / route would reduce rail fare / may make train travel cheaper	3
HS2 - ERS - Improving the existing rolling stock / network would lead to faster journey times	1
HS2 - ERS - Virgin Penolinos trains provide excellent services and should not be scrapped	1
HS2 - ERS - Guarantees need to be in place for centres not covered on HS2 that existing rail services will be maintained	4
HS2 - ERS - All routes should have high speed capacity	1
HS2 - ERS - Avoid overcrowding by improving commuter train service	2
HS2 - ERS - More efficient travel routes would encourage use of public transport	1
HS2 - ERS - Re-nationalise the rail network	8
HS2 - ERS - Existing Cross Country services from Doncaster to Birmingham / South West / Wales should be faster	2
HS2 - ERS - Resolve issues with the current rail service	3
HS2 - ERS - Reinvest in trains	2
HS2 - ERS - Reinvest in signal equipment	4
HS2 - ERS - Improve / upgrade / invest in / re-open tracks on the Midland Main Line / rather than build a new line	9
HS2 - ERS - Improve / upgrade services for local commuters	5
HS2 - ERS - Discard RPI formula	1
HS2 - ERS - Should have double-decker trains on existing network instead of HS2	4

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

HS2 - ERS - Concerns about rail fares / fares need to be reduced / should not increase	12
HS2 - ERS - Should expand existing cable routes	1
HS2 - ERS - Rail fares should be concentrated on firstly	2
HS2 - ERS - Money could be better spent buying longer trains	3
HS2 - ERS - Money could be better spent improving reliability / punctuality of existing rail services	3
HS2 - ERS - Money could be better spent on / invested in improving / upgrading / maintaining existing rail services	113
HS2 - ERS - Money could be saved by investing in new / other services	3
HS2 - ERS - Money could be better spent increasing frequency of current services / running more trains	8
HS2 - ERS - Cheaper fares would encourage use of slower trains through the countryside	1
HS2 - ERS - Should invest in faster trains on existing network	3
HS2 - ERS - Should invest in faster trains on the East Coast Mainline to compete with HS2	1
HS2 - ERS - HS2 will lead to viability problems on other routes	2
HS2 - ERS - Improving existing rail infrastructure would provide better public transport infrastructure	4
HS2 - ERS - Increasing staff levels on existing services would improve PR for current transport system	1
HS2 - ERS - Money could be better spent on improving comfort on existing rail services / network	2
HS2 - ERS - Should provide extra carriages / longer trains / during rush hour on existing services	6
HS2 - ERS - Should improve comfort / quieter / cleaner trains on existing rail services / free from antisocial behaviours on train	3
HS2 - ERS - Rail travel needs to be more comfortable / less stressful through more seating / not standing for long periods of time	1
HS2 - ERS - More carriages at peak times would be more sustainable / should be priority	4
HS2 - ERS - It is unclear what effects HS2 will have on the demand for existing services	1
HS2 - ERS - Employ more staff / create standby crews to improve time keeping / efficiency on existing services	2
HS2 - ERS - Should improve reliability / punctuality / frequency of existing rail services	8
HS2 - ERS - HS2 should complement / supplement existing rail services	6
HS2 - ERS - Will be better to upgrade / improve existing rail services	55
HS2 - ERS - There is no benefit for the Cross Country lines / Cross Country services may suffer as a result of HS2	2
HS2 - ERS - Money could be better spent on reducing the fares / ticket prices on existing services	9
HS2 - ERS - Should use existing network to transport freight	4
HS2 - ERS - Preventing the rise in rail fare prices / lower rail fares will encourage more people to use the train rather than cars	4
HS2 - ERS - Money could be better spent on improving East-West services	5
HS2 - ERS - Should increase the number of services on existing rail services to benefit more than just a few	3
HS2 - ERS - Improving existing lines would improve everyday commutes / commuter services	2
HS2 - ERS - Existing services should run fewer first class / more standard class carriages	11
HS2 - ERS - Improving the current / existing rail services / removing intermediate stations / will make them faster / reduce journey times / at lower cost	7

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

HS2 - ERS - In the future rail services should be used to carry freight / pug-in vehicles like the in the 1960s / on Channel Tunnel trains	1
HS2 - ERS - Improving and investing in the existing rail network will make rail travel more affordable	1
HS2 - ERS - Improving / investing in existing services / infrastructure / connectivity will get a quicker result / no 20 year construction time	4
HS2 - ERS - Would be better to improve WiFi connectivity on existing rail services	3
HS2 - ERS - Should consider running more trains at peak time / more peak time services	2
HS2 - Traffic & Transport (TT)	109
HS2 - Traffic & Transport - Reasons to Agree	1
HS2 - TT - Cars and motorways will be unaffordable in 20 year's time unless a new cheaper fuel is invented	1
HS2 - Traffic & Transport - Reasons to Disagree	91
HS2 - TT - Government will levy charges on road for foreign vehicles to encourage rail usage	1
HS2 - TT - Motorway routes allow most adjacent communities to benefit HS2 does quite the opposite	1
HS2 - TT - There is already a current road network in place	1
HS2 - TT - Would increase road traffic / station proposals will encourage car travel	19
HS2 - TT - Proposed route will make congestion / traffic worse in the communities / towns / villages it goes through	8
HS2 - TT - Proposed route will make congestion / traffic worse in my area / village	6
HS2 - TT - HS2 will cause congestion around the proposed stations / hubs	5
HS2 - TT - Proposed route using out of town stations encourages additional car use / congestion	7
HS2 - TT - Parking costs at HS2 stations will be expensive	5
HS2 - TT - Concerns regarding huge lorries / HGV's / plant vehicles involved in the construction of the route damaging / disrupting small rural roads	6
HS2 - TT - Construction of HS2 will make congestion / traffic worse in my area / village	5
HS2 - TT - My village / area cannot cope with more traffic / congestion	2
HS2 - TT - The HS2 project may impact on roads / will cause disruption / upheaval through road closures	11
HS2 - TT - HS2 passengers will have to travel further to fewer stations incurring fuel cost / vehicle wear / parking fees	3
HS2 - TT - HS2 / proposals / proposed route will cause disruption to traffic / concerns about the impact on existing traffic / road / motorway transport movements / during construction	15
HS2 - TT - Journey to stations would be lengthy / long / time consuming	3
HS2 - TT - HS2 will not reduce traffic / congestion	7
HS2 - Traffic & Transport - Reasons to Neither Agree nor Disagree	1
HS2 - TT - HS2 will influence car users to drive to HS2 stations rather than nearest station	1
HS2 - Traffic & Transport - Alternative Suggestions	21
HS2 - TT - Efforts should be made to minimise impact on roads / traffic / congestion	1
HS2 - TT - Construction traffic should not exacerbate congestion and safety problems on the SRN/County Road Network/A42/M42/M1/A50/A453	1
HS2 - TT - Coordinate major works to minimise disruption/ use alternative options to road closures	1
HS2 - TT - Overtaking should be banned for HGV's on Dual Carriageway / motorway inclines	1
HS2 - TT - Improving the current road network would be more beneficial to the country	4

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - TT - Faster Cross Country services from Doncaster to Birmingham / South West / Wales would discourage road travel to those destinations	1
HS2 - TT - Should include freight in a big way to transport food / goods	4
HS2 - TT - Should consider lowering the Motorway Speed limit for cars to 60 mph	1
HS2 - TT - Should consider fines / penalties for people hogging the middle lane on motorways / to help free up roads	1
HS2 - TT - Should consider fines / penalties for people who fare dodge	1
HS2 - TT - Should consider taxing foreign road users / to help free up roads	1
HS2 - TT - HS2 will only be viable if transport to stations are properly supported	4
HS2 - TT - Money could be better spent on providing better car parking / car parks	1
HS2 - TT - Making the proposed stations through station would result in less cars being used	1
HS2 - TT - Should build / invest in Park and Ride systems	3
HS2 - HS2 Rolling Stock (RS)	86
HS2 - HS2 Rolling Stock - Reasons to Agree	1
HS2 - RS - Major benefits of HS2 include a continental sized rolling stock	1
HS2 - HS2 Rolling Stock - Reasons to Disagree	14
HS2 - RS - Proposed rolling stock depots are badly thought out / badly sited	2
HS2 - RS - Concerns over plans to build bulk of rolling stock to continental TSI GC gauge	1
HS2 - RS - Dual Standard / Classic compatible rolling stock is complex	1
HS2 - RS - Dual standard / Classic compatible rolling stock is expensive	1
HS2 - RS - It will cause problems to have two train sizes - Captive and Classic	1
HS2 - RS - Once the Classic train is in operation its speed will be reduced to the speed of the train in front of it	1
HS2 - RS - Concerns that foreign contractors are building and supplying rolling stock	5
HS2 - RS - Proposed trains will be 400m long / 4 times longer than a jumbo jet	4
HS2 - HS2 Rolling Stock - Reasons to Neither Agree nor Disagree	5
HS2 - RS - New 'IEP' trains on ECML will reduce journey times	1
HS2 - RS - Unclear whether HS2 rolling stock will be able to travel on existing lines	1
HS2 - RS - HS2 trains will use twice as much electricity than existing intercity trains / three times	3
HS2 - HS2 Rolling Stock - Alternative Suggestions	70
HS2 - RS - There should be two-portion 'classic compatible' trains to allow for a split at the hub station	3
HS2 - RS - A classic compatible that could tilt and had hydro-kinetic braking could be developed and used as main stock / could provide services on any electrified line	1
HS2 - RS - Consider the APT2 system in place of classic compatible / APT2 is capable of 250mph on suitable lines / allows faster running on virtually all electrified lines	2
HS2 - RS - 3+2 or 3+3 seating would reduce train & station lengths (by >30%) / weight / carbon emissions	2
HS2 - RS - Speeds similar to / faster than HS2 are achievable by operating Pendolino services at their designed speed with in-cab signalling	1
HS2 - RS - Cost of rolling stock would be lower if HS2 trains were lower speed	1
HS2 - RS - Easier to justify new track for HS2 if double decker trains were to be used	1
HS2 - RS - Majority of rolling stock should be built to UK1 gauge to provide flexibility	1
HS2 - RS - Should further consider impact on journey times of using classic compatible trains when not on HS2 network	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - RS - Should run shorter / 8 or 12 car trains in where city centre platforms cannot be extended to accommodate proposed longer trains	1
HS2 - RS - Allowing double-decker trains will help with importing rolling stock / maintenance plant technology from other countries	1
HS2 - RS - Should have the platform numbers for connecting trains displayed inside carriages / rolling stock	1
HS2 - RS - Noise reduction should be a priority in new rolling stock	1
HS2 - RS - A more squat design could save money by requiring a lower height gauge for bridges / tunnels	1
HS2 - RS - Carriage floors should be level with platforms to speed up transfer times	1
HS2 - RS - Replacing Classic rolling stock with tilting trains / Pendolino would improve speed / reduce journey times	7
HS2 - RS - Should use Classic Gauge trains on HS2 lines	1
HS2 - RS - Investing in new / modern rolling stock will create less disruption	3
HS2 - RS - Improved rolling stock would be able to increase speed	3
HS2 - RS - Reducing the design speed of HS2 would make Classic Compatible train sets more cost effective	1
HS2 - RS - Trains need to have areas dedicated to carrying a large amount of bicycles	5
HS2 - RS - Speed of HS2 should be limited to 200 mph to save on the cost of rolling stock	1
HS2 - RS - Current rolling stock between cities should be upgraded	2
HS2 - RS - Should invest in new rolling stock	4
HS2 - RS - Money could be better spent on new / modern rolling stock / would deliver results faster	7
HS2 - RS - Should ensure that existing rolling stock is well maintained	1
HS2 - RS - Should improve / enhance / invest in rolling stock / modernise / lengthen existing trains / carriages	17
HS2 - RS - Money could be better spent / cheaper to increase / improve rolling stock on existing lines	11
HS2 - RS - Cost of HS2 does not include rolling stock / need to determine unit cost of conventional compatible trains	3
HS2 - RS - Unless Pendolinos are used little time will be saved to justify the fare	2
HS2 - RS - Britain needs many types of trains / "Captive" and "Classic Compatible" trains will be a great addition	3
HS2 - RS - HS2 rolling stock needs to be fully compatible with existing rolling stock	2
HS2 - HS2 Maintenance (Ma)	10
HS2 - Maintenance - Reasons to Disagree	7
HS2 - Ma - No clear design considerations for routine maintenance / repairs / diversionary routes	1
HS2 - Ma - HS2 would be high-maintenance / incur high maintenance costs	2
HS2 - Ma - Concerns about the future costs / who will maintain / look after the track / trains	3
HS2 - Ma - Concerned that any maintenance work needed on HS2 will not be carried out	1
HS2 - Maintenance - Alternative Suggestion	4
HS2 - Ma - HS2 needs flexibility to ensure continued connectivity during maintenance periods /in event of an accident	1
HS2 - Ma - Should be more flexible with the 5 hour maintenance window to increase freight capacity	1
HS2 - Ma - Should reconsider / refine plans for Line Maintenance / engineering	1
HS2 - Ma - Repairs / maintenance to the HS2 line will have to take place between midnight and 6am	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - HS2 Resilience (Res)	9
HS2 - HS2 Resilience - Reasons to Agree	1
HS2 - Res - High Speed UK / HSUK plans have more resilience because of the 4-track specification / more opportunities for diversionary routes	1
HS2 - HS2 Resilience - Reasons to Disagree	4
HS2 - Res - Concerns about HS2's ability to work in adverse weather conditions	4
HS2 - HS2 Resilience - Reasons to Neither Agree nor Disagree	3
HS2 - Res - The Government needs to evolve a scheme for responding flexibly to any extended climatic extremes in the future	3
HS2 - HS2 Resilience - Alternative Suggestions	1
HS2 - Res - Having one predominant route leaves rail access vulnerable to national disasters, terrorist attacks and even the disruption of suicides. Improving 2 north-south lines would give east and west a better service.	1
HS2 - HS2 Technology (Tech)	160
HS2 - HS2 Technology - Reasons to Agree	5
HS2 - Tech - Investing in modern rail technology would allow Britain lead rail technology / gain true economic benefits of HS2	1
HS2 - Tech - HS2 is the only technology available that will create a sustainable transport system	2
HS2 - Tech - HS2 is a modern solution / replaces outdated Victorian network	1
HS2 - Tech - HS2 line / route would be impressive from a technical perspective	1
HS2 - HS2 Technology - Reasons to Disagree	139
HS2 - Tech - Maglev is cheaper / more reliable / quicker / require less maintenance / compatible with infrastructure	3
HS2 - Tech - Businesses are using new technologies to negate the need to travel	3
HS2 - Tech - HS2 is an investment in an outdated technology	34
HS2 - Tech - HS2 is not future proof / project does not look far enough into the future	7
HS2 - Tech - Delays / slowness of the project will mean HS2 will be outdated	4
HS2 - Tech - Advancement in technology / businesses use of technology will mean HS2 will be outdated when it is completed / train travel will not be used / needed	77
HS2 - Tech - Should not invest in the railways because it is outdated technology	4
HS2 - Tech - Advancements in technology / ICT / internet will mean that HS2 is unsustainable / ICT will be more sustainable / last longer	16
HS2 - Tech - Technology for motorway trains are available now / will be available when HS2 is finished	2
HS2 - Tech - Vehicles will be / driverless / controlled by guidance systems / by time HS2 is complete / negate the need for HS2	6
HS2 - Tech - Motorway trains are only 10 years away	1
HS2 - Tech - HS2 will be outdated unless it can be built in the next five years	4
HS2 - Tech - Concerns technology will be German / French / Japanese	1
HS2 - Tech - Telepresence / video conferencing is the 21st century solution	2
HS2 - HS2 Technology - Alternative Suggestions	34
HS2 - Tech - Should set up a group to consider how advanced technology can be used to create a sustainable / sellable rail system	1
HS2 - Tech - Should use proven technology	1
HS2 - Tech - Electrification of Crewe to Holyhead line to connect it to HS2 services	1
HS2 - Tech - All delivery vans will become electric so local rail hub would be needed to deliver goods to town centres	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - Tech - Should consider nano coating rolling stock wheels for noise reduction in wet / icy weather	1
HS2 - Tech - HS2 should be upgradeable / future proof / via quality engineering / electronics	6
HS2 - Tech - Should consider looking to new technological developments / not focused on travel / graphene as an alternative to HS2	5
HS2 - Tech - Should invest in / embrace new communication technologies / 4g / cloud	7
HS2 - Tech - HS2 needs thinking through constructively to make full use of available technical breakthroughs	1
HS2 - Tech - Should consider technological advances which could reduce demand for long distance journeys on high speed rail / demand to travel to London / larger cities	6
HS2 - Tech - Should invest in developing modern technology / Maglev	9
HS2 - Tech - Journeys are unnecessary should be moving information not people	2
HS2 - Engineering	1458
HS2 - Interface with Other Infrastructure	1133
HS2 - Rail Network / Infrastructure (Ra)	837
HS2 - Rail Network / Infrastructure- Reasons to Agree	46
HS2 - Ra - Pleased that HS2 and National Rail are looking towards closer integration between HS2 and the rail network	1
HS2 - Ra - Understand importance of connectivity for passengers and businesses and the benefits of integrating transport modes at strategic interchanges	1
HS2 - Ra - Direct access to Heathrow from North/Midlands will help rebalance the economy north-south	1
HS2 - Ra - Enhanced classic alignment timetable model will create integration opportunities / reduce travel times / increase passengers' confidence	1
HS2 - Ra - HS2 will provide an enviable level of connectivity with the north and south of the country/ international links	1
HS2 - Ra - HS2 will result in a transformational change to inter-city travel in the UK / improve the network beyond the cities it affects	1
HS2 - Ra - Investments on the passenger / freight railway is a good idea	1
HS2 - Ra - Appreciation for the need for a modern / efficient transport system / infrastructure	3
HS2 - Ra - HS2 will add essential additional rail capacity	1
HS2 - Ra - Benefits of High Speed rail are clear when considering the Eurostar and new Madrid-Barcelona line	1
HS2 - Ra - Key benefit of HS2 is additional connectivity	1
HS2 - Ra - HS2 will complement European high speed services	2
HS2 - Ra - HS2 provides a focal point / foundation for the development of the existing rail network	1
HS2 - Ra - Multiple stations / amount of existing stations highlights lack of understanding of high speed technology	2
HS2 - Ra - Investing in railways is important / needed	7
HS2 - Ra - HS2 offers passengers a choice / an alternative service	5
HS2 - Ra - Existing rail infrastructure is out of date / not fit for purpose	1
HS2 - Ra - There is a necessity for new rail infrastructure	16
HS2 - Ra - Phase 2 will complement / enhance future planning of other projects	1
HS2 - Rail Network / Infrastructure- Reasons to Disagree	182
HS2 - Ra - Existing rail network connects to more towns / cities than HS2	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - Ra - UK cities are already better connected than anywhere in Europe	1
HS2 - Ra - Rail should not be improved	1
HS2 - Ra - Justifications / arguments for the proposals have shifted from speed to capacity	16
HS2 - Ra - HS2 will create a 2 tier / 2 class rail system / turn existing rail network into a 2nd class system	11
HS2 - Ra - Should connect ECML to Robin Hood Airport with a direct link to the south / London	1
HS2 - Ra - Any modal shift from air to rail could be assisted by faster train journey times	1
HS2 - Ra - Connectivity between major cities is not as critical as the KPMG study states but critical between cities in a region which HS2 negates	1
HS2 - Ra - No other options to eliminate pinch points have been put forward / considered / studied	1
HS2 - Ra - Any service diminution along WCML due to HS2 would be disastrous to Blackpool	1
HS2 - Ra - HS2 will create a two-tier system where primary cities have frequent/fast services and second tier cities have fewer/slower services	1
HS2 - Ra - HS2 will have an impact on the operation of the current railway / passenger / freight facilities	1
HS2 - Ra - London railway stations / London underground system are overly crowded during peak hours / rush hours	1
HS2 - Ra - Questions how London will be able to cope with the additional passenger traffic that HS2 encourages / assists	1
HS2 - Ra - Negative mentions of Network Rail's performance / history	2
HS2 - Ra - Negative mentions of Network Rail's punctuality	1
HS2 - Ra - Negative mentions of Network Rail's honesty / integrity	1
HS2 - Ra - Concerns that HS2 will be built at the expense of local transport links	2
HS2 - Ra - Concerns existing lines will be neglected / fall into disrepair without proper funding	1
HS2 - Ra - Should consider re-opening the Great Central Railway to provide an improved train services between Manchester and the East Midlands	1
HS2 - Ra - Investment in existing rail network / improving the existing rail network would have less disruption than HS2	1
HS2 - Ra - Should look in to the possibilities of high speed rail on existing tracks	1
HS2 - Ra - Better links can be achieved by linking dual carriageways to the national network	1
HS2 - Ra - Better links could be achieved by providing frequent quality rolling stock trains	1
HS2 - Ra - Should improve / upgrade / invest in the local infrastructure in the Midlands / North	3
HS2 - Ra - Jobs could be created by insisting each train has 2 drivers for passenger safety	1
HS2 - Ra - Running 'slower' HS2 trains on existing track will allow connectivity to more cities / towns	1
HS2 - Ra - A more flexible / incremental approach to improving the rail network would minimize any disruption	1
HS2 - Ra - Concerns about the incompatibility of HS2 gauge enhancements with existing rail lines	1
HS2 - Ra - Local transport infrastructure does not exist to serve out of town stations	1
HS2 - Ra - HS2 should prioritise taking long distance services to large conurbations off the classic network	1
HS2 - Ra - There is a need to have new / improve the infrastructure in UK but HS2 is not an improvement	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

HS2 - Ra - Questions about toilets / facilities being easily accessible for disabled passengers	1
HS2 - Ra - Should build a rail link from the North West to the Channel Tunnel	1
HS2 - Ra - There are already existing routes between stations in the regions / areas that would be connected by HS2	2
HS2 - Ra - Will not be used by freight rail as HS2 does not connect with existing services	2
HS2 - Ra - Re-opening old / closed lines / routes on existing rail network will negate the need for HS2	6
HS2 - Ra - Improvements / upgrades to the existing network should be built where they are needed	3
HS2 - Ra - Railways are no longer required / needed / people no longer use trains	2
HS2 - Ra - HS2 will not solve / improve / is wrong for the current national rail / transport services / infrastructure problems	14
HS2 - Ra - The country has a functioning infrastructure / railway network already in place	11
HS2 - Ra - More railway lines to London are not needed	2
HS2 - Ra - Concerns about Beeching style cuts / mass closures to existing rail services	4
HS2 - Ra - HS2 will deplete the resources of the current rail network	3
HS2 - Ra - Rail network needs to be improved now not in 20 years	4
HS2 - Ra - Building a new line instead of improving existing lines is not sustainable	7
HS2 - Ra - The damage caused to existing rail infrastructure will outweigh any benefits of HS2	2
HS2 - Ra - In a country this size we need to stop expanding infrastructure and concentrate on improving the networks we have	3
HS2 - Ra - Concerns that if the project goes ahead there won't be money left to upgrade existing network	3
HS2 - Ra - Existing rail infrastructure needs to be improved / in need of improvement / has many problems	7
HS2 - Ra - The rail network needs to be improved	2
HS2 - Ra - Arguments that existing Victorian rail infrastructure cannot be upgraded to support HS2 is unjustified	3
HS2 - Ra - HS2 is abandoning historical methods of transport throughout England	1
HS2 - Ra - UK transport infrastructure is behind other countries	3
HS2 - Ra - Is not the best way to develop / improve UK railway travel	6
HS2 - Ra - HS2 is just one route and does not offer enough connectivity across the whole UK	9
HS2 - Ra - HS2 should not be built at the expense of existing rail services	3
HS2 - Ra - HS2 should not be built if it cannot be linked with existing transport network	3
HS2 - Ra - We will not need trains 400 metres long / 4 times the length of a jumbo jet	4
HS2 - Ra - Existing rail infrastructure / network is adequate / substantial	7
HS2 - Ra - Transport in London is already chaotic	1
HS2 - Ra - Have not taken any expert advice when trying to improve the rail network	2
HS2 - Ra - The proposal contains £7.7bn of cuts to the existing rail network / services	1
HS2 - Ra - HS2 will not improve the sustainability of the rail network	1
HS2 - Ra - Failure to build HS2 will not result in the claimed fourteen / 14 years of weekend closures to existing lines	5
HS2 - Ra - Existing rail network is based on the basic principles of sustainability	2
HS2 - Ra - Existing services are already being upgraded / improved / electrified	7

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - Ra - Improving the existing rail network would reduce the number of people traveling by other transport / cars / airplanes	4
HS2 - Ra - Upgrading existing rail should increase passenger usage more than building new HS2	2
HS2 - Ra - People / I do not use / want to use the rail network	4
HS2 - Ra - Current rail system has been neglected / ruined by successive governments / administrations	4
HS2 - Ra - Many existing lines were closed by Beeching because they were under used / under utilised	3
HS2 - Rail Network / Infrastructure- Reasons to Neither Agree nor Disagree	31
HS2 - Ra - There will be better movement of people / goods if there was a high speed freight	2
HS2 - Ra - Single track 1km link between HS1 and HS2 could become a significant pinch point	1
HS2 - Ra - Rail network was not designed to carry passenger / designed to only carry freight	1
HS2 - Ra - Clarification is sought as to the implications for future open access operations with the advent of HS2 service to and from the North East	1
HS2 - Ra - Work only required at 3 locations in 51m proposals / no work required at Euston	1
HS2 - Ra - Existing railway system is unreliable / the most unreliable in Europe	4
HS2 - Ra - Dedicated secondary light rail systems should be available	1
HS2 - Ra - The first step in considering the future of rail travel should be to address the efficiency of the existing rail network	1
HS2 - Ra - New routes are needed	1
HS2 - Ra - The Great Central Main Line was originally engineered for high speed trains	1
HS2 - Ra - The Great Central Line should be used / would meet most of the HS2 requirements if it had been protected / if it had not been closed	7
HS2 - Ra - Mentions of current train being old / 1970s body type on a 4 wheel chassis	1
HS2 - Ra - The possibilities for electrified trains are numerous	1
HS2 - Ra - Do not disagree with new stations if they are to improve existing infrastructure	1
HS2 - Ra - Current rail system / network is evolving constantly / will be very different in 2033 / not comparable to today	2
HS2 - Ra - Much of the Great Central Main Line remains and is useable / south of Aylesbury still in use	2
HS2 - Ra - Reopening the Great Central Main Line has been discussed in the Daily Mail	1
HS2 - Ra - Unclear as to whether reopening the Great Central Main Line has seriously been considered as an option	2
HS2 - Ra - Track bed of the former Woodhead Line still exists / remains	2
HS2 - Rail Network / Infrastructure - Alternative Suggestions	697
HS2 - Ra - HS2 should be integrated with Network Rail control schemes / processes	1
HS2 - Ra - it is essential to plan thoroughly for the introduction of HS2 with full involvement of the industry	1
HS2 - Ra - Network Rail should be allowed better access to railways to improve cost efficiency / lower costs	1
HS2 - Ra - Network Rail should be allowed better access to railways to run diversionary routes during maintenance / engineering works	1
HS2 - Ra - Network Rail should be allowed better access to railways to allow more measurement trains onto the network	1
HS2 - Ra - Network Rail should be allowed better access to railways to improve maintenance practices	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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HS2 - Ra - Current demand will increase and must be catered for in indicative service patterns	1
HS2 - Ra - Long distance rail has the greatest potential for modal shift from air to rail	1
HS2 - Ra - No benefits to Carlisle and wider North Cumbria and SouthWest Scotland region unless network extends to Scotland	1
HS2 - Ra - North East and Edinburgh could have equivalent journey times to HS2 and additional capacity within the next 5 years	1
HS2 - Ra - The interchange needs to connect directly with other rail infrastructure - Western Rail Access, Crossrail and the proposed Southern Rail Access.	1
HS2 - Ra - Additional rail connectivity improvements are needed over and above those proposed by HS2 Ltd	1
HS2 - Ra - HS2 must be connected to cities with classic compatible services	1
HS2 - Ra - HS2 should be cognisant of the impact of overnight possessions / blockades would have on Freightliner operations	1
HS2 - Ra - HS2 should take into account Network Rail report on Rail services and their future	1
HS2 - Ra - It would be better / more sustainable to improve rail links / improve local services	6
HS2 - Ra - Reopen infrastructure that was closed in the 'Beeching Cuts' and include stations at frequent intervals to maximise connectivity of the existing infrastructure	1
HS2 - Ra - Current system is not Victorian & is capable of being modernised again	1
HS2 - Ra - Current system can be modernised through better signalling/ longer trains/improving track bed constraints	1
HS2 - Ra - Reinstating the Great Central Railway would be a more cost effective way of linking the North and South	1
HS2 - Ra - Connections opened for phase one construction purposes should also be fit for passenger use	1
HS2 - Ra - Council keen to engage with UK govt, Scottish govt, northern and Scottish cities on better connections	1
HS2 - Ra - Essential that a double track connection is included in Phase 1 with direct links from Birmingham	1
HS2 - Ra - GB Freight Route Plan would cost less than HS2 and remove freight from roads and mainline routes	1
HS2 - Ra - HS2 should be linked to cross-country rail services from the South West	1
HS2 - Ra - Local trains should be extended to proposed Hub stations	1
HS2 - Ra - Need to ensure that fast links between Birmingham, Glasgow and Edinburgh are part of a national high speed rail network	1
HS2 - Ra - Need to fully integrate Birmingham - Leeds - Sheffield corridor with High Speed Rail	1
HS2 - Ra - Need to improve interconnectivity within East Midlands for HS2 to have meaningful economic impact	1
HS2 - Ra - Regional agency needed with remit/expertise to coordinate integrated transport system	2
HS2 - Ra - Sub-regional express connections using HS2 line welcomed but additional rail infrastructure would be needed, and should not be at expense of local journeys	2
HS2 - Ra - Through services should operate from Leeds / York to Europe	1
HS2 - Ra - Ways to best delivery connectivity to HS1 for international passengers using HS2 need to be considered	1
HS2 - Ra - Whole rail industry needs to be involved in developing HS2 proposals	1
HS2 - Ra - Improving East - West rail connections would be more sustainable	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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HS2 - Ra - An improved East-West network connected to St Pancras / HS1 would connect the North West to London quicker than via Birmingham	2
HS2 - Ra - Dual rails above / alongside existing motorways to London / Birmingham / Manchester / Glasgow would mean only 4 stops and greater connectivity	1
HS2 - Ra - Project should take an holistic approach to rail / understand all requirements / including freight	2
HS2 - Ra - Focus should be on reinstating lines to serve local people / move freight	2
HS2 - Ra - If HS2 is to go North of Birmingham it should run alongside the A51	1
HS2 - Ra - Should consider impact / effect of HS2 on existing infrastructure	1
HS2 - Ra - Money spent on pinch points on current network would bring about a quicker result	2
HS2 - Ra - Money spent on expanding electrification on current network would bring about a quicker result	3
HS2 - Ra - New lines should integrate with planning and regeneration	1
HS2 - Ra - West Midland wants the national transport investment programmes and priorities to be reflective of the Local Connectivity Package	1
HS2 - Ra - Should re open the Skipton to Colne railway line	2
HS2 - Ra - Should lease HS2 to private users if there is no demand for it / will be a better approach to a natural monopoly	1
HS2 - Ra - Should carry out a full assessment of what is best for the transport infrastructure of the UK / before going ahead with HS2	5
HS2 - Ra - Proposals brought forward by 51M and others would benefit the whole country / are more realistic	5
HS2 - Ra - Proposals by 51M group would benefit more people than HS2 proposals	2
HS2 - Ra - Proposals by 51M group are more sensible than HS2 proposals	3
HS2 - Ra - A link to York with onward connections to Scotland would be beneficial	2
HS2 - Ra - Money could be better spent on improving / investing in the viability of / improving / upgrading existing rail infrastructure / network / lines	243
HS2 - Ra - An independent report should be written into the viability of upgrading existing services / lines	2
HS2 - Ra - HS2 should connect / integrate / be planned in conjunction with the existing network / at key locations	32
HS2 - Ra - Will be better to upgrade / improve / reassess / electrify existing / rail infrastructure	121
HS2 - Ra - Additional connectivity with other lines would probably mean additional stations would not be needed on HS2	1
HS2 - Ra - Will be better to expand existing / rail infrastructure / route	8
HS2 - Ra - We need West to East connections improved as much as links to London	3
HS2 - Ra - Investing in existing lines would give similar / better benefits to HS2	3
HS2 - Ra - Investment in existing rail network would be preferable to / more sensible than HS2	15
HS2 - Ra - Investment in existing rail network would bring more benefit than HS2	3
HS2 - Ra - Investment in existing rail network / improving the existing rail network would be more cost effective than HS2	9
HS2 - Ra - It would be better / more cost effective to build slower trains	4
HS2 - Ra - It will be cheaper / cost less to improve / upgrade / expand / invest in current rail infrastructure / industry / routes / signal equipment	36
HS2 - Ra - Should use the Great Central Rail route from London to Leeds / Manchester	7
HS2 - Ra - Should extend some services beyond Leeds / to Bradford	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - Ra - Should have Rail freight during the night	2
HS2 - Ra - Should build a fast link between York, Leeds & Manchester	1
HS2 - Ra - Should allow Richard Branson / Virgin Trains to improve existing rail lines / infrastructure	1
HS2 - Ra - Should make eliminating track pinch on the existing network points a priority	2
HS2 - Ra - Should use existing line more efficiently rather than building new lines	3
HS2 - Ra - Should upgrade to more / longer carriages / trains	10
HS2 - Ra - Should upgrade to more regular trains on existing infrastructure	1
HS2 - Ra - Should reopen the Don Valley Railway to improve commuting times	1
HS2 - Ra - Should improve regional links	11
HS2 - Ra - Reopen / update old / closed lines / lines closed by Beeching / Great Central Main Line / routes on existing rail network	31
HS2 - Ra - Reopen closed train lines to create more jobs	2
HS2 - Ra - Reopen closed train lines to minimise damage to villages / towns	2
HS2 - Ra - Reopen closed train lines to minimise impact on wildlife / ecology	2
HS2 - Ra - Reopen closed train lines / to create a more efficient travel route	3
HS2 - Ra - Reopen closed train lines to provide long term employment opportunities throughout the country	1
HS2 - Ra - Reopen closed train lines to improve commuting times	2
HS2 - Ra - Reopen closed train lines to encourage more public transport / less private transport	3
HS2 - Ra - Reopening Great Central Main Line would be cheaper	8
HS2 - Ra - Reopening the Great Central Main Line would sit well with the public for not being a result of corporate lobbying / political manoeuvring	1
HS2 - Ra - Reopening the Great Central Main Line would sit well with the public for using pre-existing infrastructure	1
HS2 - Ra - Reopening the Great Central Main Line would also serve the East Coast Main Line equally well	1
HS2 - Ra - Reopening the Great Central Main Line will provide equal benefits / opportunities	1
HS2 - Ra - Reopening existing rail lines will provide more efficient travel routes	1
HS2 - Ra - Money could be better spent on making the railway more accessible to more people	2
HS2 - Ra - Money could be better spent reopening the Great Central Main Line	7
HS2 - Ra - Money could be better spent on the function / use of East West routes	8
HS2 - Ra - Money could be better spent on upgrading / improving East Coast Main Line	9
HS2 - Ra - Money could be better spent on upgrading / improving West Coast Main Line	15
HS2 - Ra - Money could be better spent replacing / re-opening lines closed / by Beeching	13
HS2 - Ra - Money could be better spent reversing the Beeching cuts / local services	2
HS2 - Ra - Money could be better spent reopening old / closed lines / stations	11
HS2 - Ra - Money could be better spent reopening old closed lines to encourage local journeys / reduce traffic congestion	2
HS2 - Ra - Money could be better spent on increasing existing freight services	6
HS2 - Ra - Money could be better spent replacing the third rail system in Southern / Central England with overhead wires	1
HS2 - Ra - Money could be better spent providing England / UK with a rail service that connects the whole country	6

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

HS2 - Ra - Money could be better spent getting rid of the bottlenecks on the East Coast Main Line	1
HS2 - Ra - Money could be better spent getting rid of the bottlenecks on the West Coast Main Line	2
HS2 - Ra - Money could be better spent getting rid of the bottlenecks on the existing network	3
HS2 - Ra - Money could be better spent improving the existing network to make it internationally competitive	1
HS2 - Ra - Money could be better spent moving people from the road onto the current rail network	1
HS2 - Ra - Money could be better spent on building new lines which are connected to the existing network	2
HS2 - Ra - Money could be better spent on Cross Country Line	1
HS2 - Ra - Money should be invested in local / commuter transport / rail infrastructure / bringing benefit to the majority as opposed to the few	14
HS2 - Ra - Money could be better spent on a more integrated transport system	2
HS2 - Ra - Money could be better spent getting rid of the bottlenecks on the Midland Main Line	1
HS2 - Ra - Rebuilding / upgrading / improving existing rail infrastructure will improve connectivity / capacity	8
HS2 - Ra - Existing networks need to be maintained / remained / to keep them running properly	6
HS2 - Ra - Existing rail network should remain	3
HS2 - Ra - Existing rail infrastructure / network from North East / North West to South East should be improved	2
HS2 - Ra - Existing rail network should be upgraded regardless of disruption caused	1
HS2 - Ra - High Speed rail should be provided as an integrated part of improved existing routes	7
HS2 - Ra - Improve current infrastructure / rail network rather than / before build a new one	15
HS2 - Ra - Improvements to existing rail services should happen quicker than at present	2
HS2 - Ra - Should high speed be slow due to additional stations then it would be better to upgrade / update / improve existing rail network	3
HS2 - Ra - Improving existing routes will benefit more people sooner	3
HS2 - Ra - Improving existing rail infrastructure would be more popular / have popular support	3
HS2 - Ra - Improving regional rail infrastructure / routes would mean people could come / go into town without the use of cars	3
HS2 - Ra - Improving rail connections to ports would encourage European companies to move freight by rail	2
HS2 - Ra - Improving current infrastructure / rail network will benefit all rail users	6
HS2 - Ra - Improving / upgrading existing lines will be less disruptive	7
HS2 - Ra - Improving existing rail infrastructure still allows HS2 to be built in the future	1
HS2 - Ra - Improving existing rail network would give the Government an opportunity to be creative / build an exciting infrastructure	1
HS2 - Ra - Upgrading / improving main lines would grant greater access to rail travel for more people	4
HS2 - Ra - Upgrading / improving existing rail network should take priority	2
HS2 - Ra - Rebuilding / upgrading / improving existing rail infrastructure will improve efficiency	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

HS2 - Ra - Computerising trains / signals will enable current services to match HS2 journey times	1
HS2 - Ra - Reopening the Great Central Main Line would sit well with the public as good value for money	1
HS2 - Ra - Cost of tickets on all train services / peak / off peak need to come down / is too expensive	5
HS2 - Ra - Build new stations on existing rail network	2
HS2 - Ra - Upgrading existing lines / service will be more sustainable than HS2	9
HS2 - Ra - New tracks should only be built after existing tracks have been upgraded	1
HS2 - Ra - The Great Central Main Line should be re-opened as a conventional speed route / not a high speed route	1
HS2 - Ra - Reopening the Great Central Main Line rather than building HS2 would be cheaper even with a Birmingham branch	1
HS2 - Ra - Reopening the Great Central Main Line rather than building HS2 would be cheaper even with a Manchester branch	1
HS2 - Ra - HS2 / existing rail services should be / must be made more accessible to more people / local communities	5
HS2 - Ra - HS2 should only be built after money is made available to upgrade the existing network	1
HS2 - Ra - More thought needs to be given to how existing lines can meet needs	2
HS2 - Ra - Updating existing services would be a more sustainable approach	4
HS2 - Ra - HS2 should only be built after money is made available to eliminate track pinch points on the existing network	3
HS2 - Ra - HS2 should only be built after money is made available to straighten existing tracks	1
HS2 - Ra - Existing rail network could be improved / upgraded in order to meet sustainability targets	1
HS2 - Ra - Using the Grand Central Railway would be more sustainable / use for freight to free up ECML and ECML for passengers	5
HS2 - Ra - Problems with the rail network could be resolved in a more cost effective way	3
HS2 - Ra - There are much more cost-effective ways of improving infrastructure	2
HS2 - Ra - An integrated road-rail solution on the existing network would be more sustainable	1
HS2 - Ra - Improving signalling equipment on existing lines will be more sustainable	1
HS2 - Ra - Investing in the current rail industry will provide guaranteed benefits	1
HS2 - Ra - Existing network should be integrated into HS2 to distribute passengers along the route	3
HS2 - Ra - Should upgrade / improve existing rail network at night / weekends / when the traffic is light	2
HS2 - Ra - Money could be put into general infrastructure to maintain / build up rural lines	1
HS2 - Ra - Money could be better spent on upgrading / improving rolling stock / trains / longer trains / more / existing carriages	32
HS2 - Ra - Improvements to rail infrastructure are needed / overdue	5
HS2 - Ra - Should consider a less disruptive way of upgrading / improving infrastructures	2
HS2 - Ra - It would be more sustainable to maintain / improve rail links / rail links in rural areas	2
HS2 - Ra - It would be more sustainable to improve the rail links between large towns / cities / stations	2
HS2 - Ra - Profits should be put back / invested back into the service	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - Ra - Having HS2 serve existing / out of town stations / will ensure optimal connectivity with city centres / satellite towns	2
HS2 - Ra - Money could be better spent on upgrading / improving links between cities / towns in the North / the Midlands	8
HS2 - Ra - Would be better to upgrade / improve links between cities / towns in the North	4
HS2 - Ra - Railways are badly run / cost huge amounts of taxpayers' money to run	1
HS2 - Ra - Too many organisations are involved in running the railways	1
HS2 - Ra - Should fast track Northern Hub proposals rather than invest in HS2	4
HS2 - Ra - To reduce the interdependence of HS2 on Crossrail 2 fall-backs should be considered	1
HS2 - Ra - Until Crossrail 2 is built HS2 services to Newcastle / Glasgow / Edinburgh should run from international platforms at St. Pancras	2
HS2 - Ra - HS2 fall-backs should be included in the negotiations about international services between HS2 and Eurostar	2
HS2 - Ra - Local lines should have been maintained instead of being closed / neglected	1
HS2 - Ra - Investing in existing rail infrastructure will mean more people will use the train	1
HS2 - Ra - Should connect easily with HS1 / to allow for direct journeys between UK and European destinations	10
HS2 - Ra - Should upgrade / improve the rail system / network incrementally / bit by bit / not as one big project	3
HS2 - Ra - Money could be better spent on improving / investing in the viability of / improving / upgrading existing rail infrastructure / network / route in smaller projects / incremental ways in places that will definitely benefit the local populace	7
HS2 - Ra - Should have a cost-benefit analysis between HS2 and other local rail initiatives	1
HS2 - Ra - Should run independently of the Leeds - York line at least as far as the junction with the East Coast Main Line	1
HS2 - Ra - Should connect easily with HS1 / to allow for direct journeys between UK and European destinations without stopping / changing in London	3
HS2 - Ra - Should investigate the option of reopening the Great Central Main Line before any further work is carried out on HS2	2
HS2 - Ra - Future investment should be undertaken on the basis of possible future revenue	1
HS2 - Ra - Should invest in existing lines by borrowing from the private sector on a commercial basis	2
HS2 - Public Transport (PT)	220
HS2 - Public Transport - Reasons to Agree	10
HS2 - PT - HS2 is an important part of our national transport network strategy	1
HS2 - PT - HS2 will help develop effective 21st Century infrastructure	1
HS2 - PT - HS2 will increase the reliability/resilience of the transport network	1
HS2 - PT - New lines should improve local transport	1
HS2 - PT - More local transport is needed	3
HS2 - PT - Public transport is more sustainable than private transport	2
HS2 - PT - Agree with the need to improve public transport	2
HS2 - Public Transport - Reasons to Disagree	55
HS2 - PT - Additional local transport schemes should be reviewed / considered / assessed	1
HS2 - PT - HS2 is not the solution to Britain's transportation issues / needs	16
HS2 - PT - Operation of PT shouldn't be affected by HS2	1
HS2 - PT - Should invest in underground systems for Britain's ten largest cities	1
HS2 - PT - Money would be better spent on implementing an Integrated Transport Policy	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - PT - Travelling by other modes of transport is more convenient than travelling by rail	2
HS2 - PT - Improving the transport network around London would be more sustainable than HS2	1
HS2 - PT - No detailed analysis of interurban travel outside London and Impact of HS2	1
HS2 - PT - Infrastructure in the country is broken / under pressure	3
HS2 - PT - Taxpayers should have more / better investment in transport infrastructure	1
HS2 - PT - London receives a disproportionate amount of public investment / taxpayers money on transport infrastructure	2
HS2 - PT - More people will have to commute to London causing more congestion	1
HS2 - PT - No evidence HS2 will enhance public transport in the North	1
HS2 - PT - Proposal lacks integrated public transport system for end to end journeys including to / from hubs	9
HS2 - PT - HS2 is pointless when adequate local transport cannot be provided	4
HS2 - PT - The damage caused to existing travel will outweigh any benefit caused by HS2	1
HS2 - PT - HS2 will not encourage commuting from a greater distance	2
HS2 - PT - HS2 will exacerbate transport problems / congestion due to lack of stations	2
HS2 - PT - Big / major cities already have good public transport / need for connectivity is not as critical in major cities	3
HS2 - PT - Travelling between cities is not the problem that needs to be addressed / travel within the city is the issue	1
HS2 - PT - Bus / taxi routes to proposed stations will not provide effective access	1
HS2 - PT - Journey times to stations are only lengthy due to poor transport links	1
HS2 - PT - Do not need to expand transport infrastructure to meet needs of population growth	1
HS2 - Public Transport - Reasons to Neither Agree nor Disagree	11
HS2 - PT - Improving current bus / coach services would reduce the number of people traveling by car	1
HS2 - PT - Delays are caused by poor transport links to main line stations	2
HS2 - PT - The main travel infrastructure problems are in London	1
HS2 - PT - Transport services have been cutback since they were privatised	1
HS2 - PT - Experienced travellers know that timetables cannot be trusted / anything can happen	1
HS2 - PT - Advances in technology means we should be encouraging people to travel less	4
HS2 - PT - Questions whether HS2 will have adequate public transport connections in the right places	1
HS2 - Public Transport - Alternative Suggestions	166
HS2 - PT - HS2 should be fully integrated with the existing public transport infrastructure for improved public support	2
HS2 - PT - Guarantee of funding from a national pot or from HS2 itself for the local transport connections considered necessary to deliver all of the regional benefits of HS2	1
HS2 - PT - HS2 route should be aligned with the conclusions from the draft National Policy Statement for transport	1
HS2 - PT - Money could be better spend linking all public transports together reducing journey times	1
HS2 - PT - Subsidising public transport will make it easier / cheaper for people to commute by bus / train rather than by car	1
HS2 - PT - Need to assess the country's transport infrastructure with a national not London focus	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - PT - Wider aspects of the internet should be taken into account on transport issues / high speed broadband / internet should be improved / should be a priority over improving trains speed	9
HS2 - PT - Should improve existing network in Lancashire to increase connectivity ahead of HS2 to make it more sustainable	1
HS2 - PT - Money could be better spent on upgrading / improving travel infrastructure in London	1
HS2 - PT - Money could be better spent on upgrading / improving existing infrastructure in towns / cities	14
HS2 - PT - Money could be better spent upgrading / improving current bus / coach services	5
HS2 - PT - Improving current travel infrastructure will benefit more people than HS2	2
HS2 - PT - Should construct a guided bus way or tram link parallel to the HS2 route	1
HS2 - PT - Should improve / upgrade existing infrastructure	28
HS2 - PT - Should improve / upgrade / repair the London tube system	1
HS2 - PT - Should invest in cheaper transport	3
HS2 - PT - Should invest in more localised / regional transport	10
HS2 - PT - Upgrading / improving existing infrastructure would benefit / bring more economic benefit more people / sooner	8
HS2 - PT - Value for money could be improved by investing in the existing transport infrastructure	5
HS2 - PT - We need to invest in infrastructure / should subsidise public transport	3
HS2 - PT - Would be better to improve the public transport / bus connections to existing stations	5
HS2 - PT - HS2 should not jeopardize investment in other transport / transport infrastructure	2
HS2 - PT - Should provide good bus services to the stations	5
HS2 - PT - Line of existing / previous transport routes should be protected	2
HS2 - PT - Public transport services should be re-nationalised to ensure a proper public service is provided	1
HS2 - PT - Money could be better spent on local transport projects	11
HS2 - PT - Money could be better spent on subsidising / improving existing local / public transport infrastructure / services	41
HS2 - PT - HS2 infrastructure should accommodate / complement existing travel infrastructure	3
HS2 - PT - Money could be better spent on other transport projects	5
HS2 - PT - Should link local infrastructure into the rail network / enhance links to regional centres	5
HS2 - PT - Making the proposed stations through stations would result in fewer planes	1
HS2 - PT - Should have a connected transport network	2
HS2 - PT - Premium transport links should not be built at the expense of other relevant infrastructure	1
HS2 - PT - Current transport system needs help / upgrading	3
HS2 - PT - Should try to create a network of linked / complementary active transport facilities	2
HS2 - PT - Should consider ways to improve infrastructure that will not cause so much upheaval	2
HS2 - PT - Would be more sustainable to improve / upgrade local / regional transport infrastructure / and help reduce the usage of cars	5
HS2 - PT - Should consider developing the ports to take freight off motorways / railways	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - PT - Should extend public transport network to city outskirts / housing developments / business parks	1
HS2 - PT - Should invest in promoting 'green' transport options / cycling / electric cars / buses / trams	2
HS2 - PT - Would better to invest in plane travel as the government will incur less cost	1
HS2 - PT - There is limited bus services / should provide a better bus service in rural communities	2
HS2 - Highways (Hi)	155
HS2 - Highways - Reasons to Agree	6
HS2 - Hi - Increased rail travel will reduce congestion on the roads	2
HS2 - Hi - HS2 will reduce the amount of people who use the road	3
HS2 - Hi - HS2 will reduce the amount of freight that use the road	1
HS2 - Hi - It is unacceptable for it to be cheaper and faster to use a car between provincial towns	1
HS2 - Highways - Reasons to Disagree	41
HS2 - Hi - HS2 would devastate road systems	1
HS2 - Hi - Concerns that high rail fares for HS2 will force people to drive leading to increased congestion / traffic on the roads	1
HS2 - Hi - Closing A525 will be detrimental to my business	1
HS2 - Hi - Motorways are very congested	3
HS2 - Hi - I live close to the M1 where route will be built	4
HS2 - Hi - HS2 is not the right way to reduce / will not reduce congestion on the road	3
HS2 - Hi - Concerns about difficult access to stations due to roads in bad condition	1
HS2 - Hi - Concerns that roads will be worse in 20 years time / expansion of roads will not slow down / stop	2
HS2 - Hi - Traveling by car is cheaper than rail	4
HS2 - Hi - Traveling by car is more flexible than rail	2
HS2 - Hi - Traveling by car is more convenient than rail	6
HS2 - Hi - People will not stop using their car to travel on a train	6
HS2 - Hi - HS2 will do little to take heavy goods off the road	2
HS2 - Hi - Roads will be closed during construction	2
HS2 - Hi - HS2 will do nothing to upgrade local road infrastructure to deal with increased traffic	3
HS2 - Hi - Motorways that are outdated / not fit for purpose are upgraded not replaced by a new motorway system	4
HS2 - Hi - Government are unable to sustain the current road network so will not be able to sustain HS2	1
HS2 - Hi - Increasing road capacity is unhelpful / perpetuates existing problems	1
HS2 - Highways - Reasons to Neither Agree nor Disagree	2
HS2 - Hi - Motorways / road infrastructure are used daily by a high percentage of commuters	1
HS2 - Hi - The amount of traffic that HS2 will transfer from roads to rail will depend on cost	1
HS2 - Highways - Alternative Suggestions	114
HS2 - Hi - Could construct a road on top of the HS2 route so local journeys can be completed	1
HS2 - Hi - Investment in motorways / roads / road transport infrastructure is required	6
HS2 - Hi - HS2 brings opportunity to service stretch of M1 that runs through Leicestershire/ Derbyshire/ Nottinghamshire/ East Midlands Airport/ Sheffield City Region	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - Hi - Temporary realignments could be made permanent to minimise disruption	1
HS2 - Hi - Development should not negatively affect road network	1
HS2 - Hi - Improve the road network	2
HS2 - Hi - Re-opening stations closed by Beeching will help relieve congestion on the roads	1
HS2 - Hi - Should improve / upgrade / develop existing roads infrastructure	19
HS2 - Hi - It will be cheaper / cost less to improve current road infrastructure	2
HS2 - Hi - Money would be better spent on improving traffic management	4
HS2 - Hi - Money could be better spent on a new highway / super highway with increased maximum speeds	1
HS2 - Hi - Congestion on motorways will be reduced by fining companies who refuse to move freight via the existing rail network	1
HS2 - Hi - Money could be better spent on upgrading / improving / repairing current road / motorway infrastructures	56
HS2 - Hi - Money should be spent on road transport network	3
HS2 - Hi - Should build a super highway	1
HS2 - Hi - Should encourage people to use their cars less / encourage people off the road and onto rail	4
HS2 - Hi - Should consider turning the M1 in to a 'super highway'	1
HS2 - Hi - Should not consider the construction of more motorways as an alternative	2
HS2 - Hi - Construct a motorway from Exeter / Plymouth linking to Southampton to connect South East with the rest of the country	2
HS2 - Hi - Upgrading the whole rail network would take more people out of cars nationally not just the area around the proposed line	1
HS2 - Hi - Existing road networks need to be properly maintained	2
HS2 - Hi - Investment to improve the existing road network would be more cost effective	4
HS2 - Hi - Investment in the existing road network would bring more benefit than HS2	4
HS2 - Hi - Money could be better spent on providing infrastructure for electric cars	5
HS2 - Hi - Should investigate using driverless hybrid cars on ordinary roads	1
HS2 - Airports (Air)	73
HS2 - Airports - Reasons to Agree	8
HS2 - Air - HS2 will reduce the amount of people who use air travel / airplanes	3
HS2 - Air - HS2 could address current problems with connectivity to airports	3
HS2 - Air - HS2 / high speed rail provides a viable alternative to intercity flights	2
HS2 - Airports - Reasons to Disagree	26
HS2 - Air - Oppose implementation of the Heathrow Spur	1
HS2 - Air - Improved air travel will negate need for HS2	1
HS2 - Air - Air travel is cheaper than rail travel	3
HS2 - Air - Air travel is better than rail travel / regional airports bring more benefit / open up the North	3
HS2 - Air - HS2s claim to reduce the amount of air travel is flawed / will not happen	10
HS2 - Air - Proposed route through Heathrow is a bad idea	1
HS2 - Air - Air travel is faster than rail travel	4
HS2 - Air - Airline industry use bigger planes to carry more passengers at any one time rather than speed	1
HS2 - Air - People who want to travel to London quicker can fly	3
HS2 - Air - Wealthy / business travellers would rather fly than take HS2	1
HS2 - Airports - Reasons to Neither Agree nor Disagree	13

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - Air - BAA estimates show High Speed Rail will replace 9,000-10,000 domestic flights per year	1
HS2 - Air - BAA estimates show High Speed Rail will replace 9,000-10,000 domestic flights per year, but this would be higher if HS2 connected to Scotland	1
HS2 - Air - Further delay in getting clarity on Heathrow spur could impact Heathrow's / transport providers' ability to plan / deliver future infrastructure developments	1
HS2 - Air - In the case of high speed rail going to Scotland the number of daily internal flights from Scotland's lowlands airports to Birmingham would be expected to reduce	1
HS2 - Air - In the case of high speed rail going to Scotland the number of daily internal flights from Scotland's lowlands airports to Bradford would be expected to reduce	1
HS2 - Air - In the case of high speed rail going to Scotland the number of daily internal flights from Scotland's lowlands airports to Leeds would be expected to reduce	1
HS2 - Air - In the case of high speed rail going to Scotland the number of daily internal flights from Scotland's lowlands airports to Manchester would be expected to reduce	1
HS2 - Air - In the case of high speed rail going to Scotland the number of daily internal flights from Scotland's lowlands airports to the south east would be expected to reduce	1
HS2 - Air - In the case of HSR going to Scotland flights from Aberdeen/Inverness should be expected to continue	1
HS2 - Air - Boris Island is pointless / unnecessary / not needed	2
HS2 - Air - Concerns about the impact HS2 will have on airports / international air travel	5
HS2 - Air - High Speed flights were not wanted / needed with restricted airport capacity	1
HS2 - Air - HS2's primary competition will be air travel / airplanes	1
HS2 - Air - Majority of the population prefer to expand air travel routes over rail travel routes	1
HS2 - Airports - Alternative Suggestions	39
HS2 - Air - Should connect HS2 globally by creating good connections to Heathrow / South East Airport Hub	3
HS2 - Air - Development of HS2 link to Heathrow should begin now / in conjunction with current review of airport capacity / little value to wait for the Airport Commissions' Interim Report	1
HS2 - Air - HS2 route should include a Heathrow HS2 station / offer a seamless transfer for passengers and baggage from rail to air	1
HS2 - Air - HS2 should run at or near Heathrow Airport to maximise frequency	1
HS2 - Air - HS2 should serve Heathrow Airport to maximise connectivity benefits	1
HS2 - Air - If HS2 is a scheme to reduce domestic aviation it shouldn't end in Northern England	1
HS2 - Air - Linking Scotland to Heathrow would be important in reducing domestic aviation	1
HS2 - Air - Should not exclude consideration of benefits of linking HS2 to Heathrow because the work on the spur has been postponed.	1
HS2 - Air - Aviation industry should not be paying for investment in rail infrastructure	1
HS2 - Air - Safeguarding adequate slots at the main London Hub(s) for Aberdeen/Inverness flights will ensure good connectivity for those areas to compete with those conurbations being served by HSR	1
HS2 - Air - Rail links should be sited on the airport, providing equivalent connectivity to a flight connection otherwise passengers will continue to choose the more convenient flight-flight connections and modal shift cannot occur.	1
HS2 - Air - HS2 should serve Heathrow Airport to achieve modal shift	1
HS2 - Air - Linking HS2 to all major airports would negate need for expansion / new runways in S East / London / Heathrow	2
HS2 - Air - Regeneration schemes based on housing / commercial development should be fully integrated with HS2	1
HS2 - Air - Codeshares between HS2 and airlines could improve modal shift	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

HS2 - Air - Should link London to Heathrow via Crossrail	2
HS2 - Air - Should encourage long haul flights from regional airports	1
HS2 - Air - Major cities in the north should be linked to London / Heathrow to free up airspace	4
HS2 - Air - Major cities in the north should be linked with frequent services to London airports e.g. Gatwick / Heathrow to avoid travel through London	2
HS2 - Air - A Thames Estuary airport could be reached by existing services	1
HS2 - Air - Should use airspace between 0 and 10,000 feet	1
HS2 - Air - Money could be better spent on investing in / promoting / encouraging air travel / instead of rail	4
HS2 - Air - Should sell tickets from Glasgow to Paris / Brussels to cut down on cheap flights	1
HS2 - Air - Should encourage people to use airplanes / air travel less	3
HS2 - Air - A Thames Estuary airport would free up land in the South / ease the housing bubble	1
HS2 - Air - Should plan / link HS2 in conjunction with air travel / airports	4
HS2 - Air - Airport connections should be designed with the aim of reducing the number of internal flights / encourage rail travel	1
HS2 - Ra - Should expand rail travel routes instead of air travel routes	1
HS2 - Air - HS2 line should be / could be / needs to be / directly connected to Heathrow Airport / to avoid the need to build more runways / serve the North / Midlands	8
HS2 - Air - Should have a North East hub airport near Doncaster with a high speed rail connection to London	1
HS2 - Public Rights of Way (PRW)	41
HS2 - Public Rights of Way - Reasons to Disagree	10
HS2 - PRW - No reference to the crossing of National Trust land or Open Access land is made	1
HS2 - PRW - HS2 will destroy / damage / impact negatively on some public rights of way	8
HS2 - PRW - Cycle routes to proposed stations will not provide effective access	1
HS2 - Public Rights of Way - Reasons to Neither Agree nor Disagree	8
HS2 - PRW - Concerns about HS2 route cutting through / negatively impact on public rights of way / roads	7
HS2 - PRW - Public rights of way are a valuable asset	1
HS2 - Public Rights of Way - Alternative Suggestions	29
HS2 - PRW - Tunnels replacing Bridleways need to be fit for purpose / 4 metres wide / high / adequately lit / avoid right angle bends / non slip surface	2
HS2 - PRW - Providing a comprehensive local cycling infrastructure would be a more sustainable option	1
HS2 - PRW - Proposal will require modifications to existing public rights of way	1
HS2 - PRW - HS2 must not impede / should improve / integrate existing public rights of way / cycle routes	3
HS2 - PRW - Use in-line bridges / underpasses to maintain alignment of PRWs / cycle paths / in order to maintain historic routes	1
HS2 - PRW - Tunnels replacing PROW need to be fit for purpose / 3 metres wide / high / adequately lit / avoid right angle bends	1
HS2 - PRW - Bridges replacing PROW / Bridleways need to be fit for purpose / meet structural requirements of local council	1
HS2 - PRW - Landowners need to be adequately compensated if diversions to PROW / Bridleways run onto their land	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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HS2 - PRW - Diversions to PROW / Bridleways should not run parallel / adjacent to HS2 to avoid negative impact to woodland / nature reserves / green field / safety impact on user	1
HS2 - PRW - Diversions to PROW / Bridleways should be out of necessity / not ease	1
HS2 - PRW - Diversions to PROW / Bridleways during construction need appropriate surfaces / conform to appropriate clearance / specifications	1
HS2 - PRW - Tunnels replacing PROW need to be fit for purpose / include adequate drainage on areas prone to flooding	1
HS2 - PRW - Diversions during construction should allow PROW access to landowners / existing bridges / tunnels	1
HS2 - PRW - Ramps to access Bridges / Tunnels replacing PROW / Bridleways need to be fit for purpose / not be steeper than 1:20	1
HS2 - PRW - Bridges replacing Bridleways need to be fit for purpose / wider / higher / level / screened to avoid spooking horses / non slip surface	1
HS2 - PRW - create a comprehensive and attractive cycle route network	1
HS2 - PRW - Ensure public footpaths / bridleways / cycle routes are not diverted so far from their present alignment as to make them unattractive to existing users	1
HS2 - HEW - cycle routes should be maintained during construction and operation.	1
HS2 - PRW - Should consider impacts of proposed route on public rights of way / access to countryside / national / regional designated routes	1
HS2 - PRW - Should explore opportunities provided by HS2 to enhance green infrastructure/ pedestrian/ cycle routes	1
HS2 - PRW - Wider scope for PRW to be considered/ adopted to reduce impact such as longer viaducts for PROW to pass under track	1
HS2 - PRW - A cycle path along HS2 route would benefit local communities	3
HS2 - PRW - Should invest in coastal path / 2005 manifesto commitment	1
HS2 - PRW - Should construct a new cycle / footpath as old paths are too complex / unsafe	1
HS2 - PRW - Money could be better spent creating more / better / safer cycle lanes / routes	6
HS2 - PRW - Public rights of way should be provided for in the entire scheme	2
HS2 - PRW - Footpaths / bridleways / Trans Pennine Trail affected need to be replaced to a similar / better standard than before	5
HS2 - PRW - Should construct a cycle path alongside the HS2 route	3
HS2 - PRW - Should construct a long distance footpath alongside the HS2 route	1
HS2 - PRW - A cycle way / footpath between Manchester to London along the HS2 route would be a benefit / sustainable	1
HS2 - PRW - Planning for foot / cycle paths along HS2 route could also allow for maintenance access	1
HS2 - Canals & Rivers (CR)	48
HS2 - Canals & Rivers - Reasons to Disagree	22
HS2 - CR - Will cause damage / irreversible damage to canals and rivers along the route	6
HS2 - CR - Concerns over the effects proposed route will have on proposed / existing canals / waterways / rivers	16
HS2 - Canals & Rivers - Reasons to Neither Agree nor Disagree	11
HS2 - CR - Non main rivers will be afforded the same consideration in terms of flooding and ecology as main rivers	2
HS2 - CR - Agree with reopening / keeping canals open for leisure activities	2
HS2 - CR - Railways have historically had a negative impact on the canal network	1
HS2 - CR - Canals are an important / excellent part of a Country Heritage / National asset	5
HS2 - CR - Canals lost to rail lines cannot be reinstated	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

HS2 - Canals & Rivers - Alternative Suggestions	34
HS2 - CR - Should follow Germany example and use canals and rivers for moving freight	1
HS2 - CR - Design structures to counter graffiti/ vandalism/ bird infestation	1
HS2 - CR - Mitigate impacts on wildlife/ fish/ vegetation of HS2 along waterways	1
HS2 - CR - Mitigation required to ensure that impacts on assets of Canal and River Trust are minimised	1
HS2 - CR - Mitigation required to minimise impact on businesses that use waterways/ fishing	1
HS2 - CR - Mitigation required to minimise impact on moorings	1
HS2 - CR - Noise impacts on canals need to be appreciated/ mitigated	1
HS2 - CR - Parks / nature reserves around / integrated with waterways should be protected from HS2 / development	1
HS2 - CR - No rivers should be diverted	1
HS2 - CR - Canals are a useful recreational and environmental resource	6
HS2 - CR - Canals / rivers / waterways should be protected / not be compromised	14
HS2 - CR - Impacts to existing canals / waterways have not being considered / should be considered	10
HS2 - CR - Impacts to canal restoration projects should be considered	10
HS2 - CR - Canals / waterways should have impact of noise minimised / be considered as residential areas where noise is concerned	5
HS2 - Tram Systems (TS)	10
HS2 - Tram Systems - Reasons to Disagree	1
HS2 - TS - Negative mentions of tram system	1
HS2 - Tram Systems - Alternative Suggestions	9
HS2 - TS - Money could be better spent on creating intercity tram networks	2
HS2 - TS - Should build 'super trams' in all major cities	1
HS2 - TS - Should improve / upgrade existing light rails / tram systems / Metrolink type services	5
HS2 - TS - Light rail / tram extensions from stations into surrounding catchments are required to maximise the efficiency of HS2	1
HS2 - Line of Route (LoR)	314
HS2 - Line of Route - Reasons to Agree	30
HS2 - LoR - Support proposals for HS1-HS2 link providing the interchange is high quality / cross-platform	1
HS2 - LoR - Strongly support 'Y' shape network	1
HS2 - LoR - Support proposals for a Phase 3 to link with Glasgow and Edinburgh	1
HS2 - LoR - A direct link /uninterrupted through running between HS1-HS2 should be achieved as soon as possible	1
HS2 - LoR - Accept that the proposed HS2 route is preliminary and subject to change	1
HS2 - LoR - Benefit of shorter journey times to Edinburgh/Glasgow with high speed travel would be enormous	1
HS2 - LoR - Essential to widen reach of route so benefits can be felt by all	1
HS2 - LoR - Current proposed route will not maximise the connectivity of existing infrastructure	10
HS2- LoR - Hs2 proposed route that follows motorway corridors is a good idea.	1
HS2 - LoR - HS2 / proposed route is a good idea	5

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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HS2 - LoR - HS2 success will make it necessary for an Eastern route to be built	1
HS2 - LoR - Disagree with alternative routes / deviations	6
HS2 - Line of Route - Reasons to Disagree	94
HS2- LoR - Opportunity being missed to provide through train services between HS2 Phase 2 and West of England via connection at Water Orton	1
HS2 - LoR - There is no appropriate route for HS2	1
HS2 - LoR - HS2 doesn't connect to HS1	3
HS2 - LoR - Cannot be claimed that HS2 will not have significant impacts just because it is next to the M1	1
HS2 - LoR - If the Davies commission recommends a Heathrow option, this will imply rework of the alignment and cost estimates for a spur as further tunnelling would likely be required	1
HS2 - LoR - The investment case for a Spur or Loop is weak - such links have not been successful elsewhere	1
HS2 - LoR - HS2 provides no benefit for the areas it passes through	1
HS2 - LoR - Proposed route should not include London	1
HS2 - LoR - Proposals will not improve connectivity / North - South connectivity	2
HS2 - LoR - design of route means HS2 and WCML are working in competition rather than cooperation	1
HS2 - LoR - HS2 should not undermine the success of Midland Mainline in the East Midlands	1
HS2 - LoR - Makes no sense to have high speed network in UK without going to Edinburgh or Glasgow	1
HS2 - LoR - No proper comparative case has been examined	1
HS2 - LoR - No proper consideration of alternative network configurations such as 'spine and spur'	1
HS2 - LoR - Not enough detail on alternative routes to assess suitability / more detail needed before decision is made	1
HS2 - LoR - The overlap between Phase 1 and Phase 2 and issues it creates is important / not being fully addressed	1
HS2 - LoR - Proposed route will be 'maximising the opportunity for saving' if it follows the existing line going East / West to Liverpool / Manchester clinging to the Ship Canal	1
HS2 - LoR - Proposed route fails to follow existing transport routes / should follow existing transport corridors	5
HS2 - LoR - Disagree with locations / line of route proposed by HS2	33
HS2 - LoR - Route will be very damaging / will have a negative impact	7
HS2 - LoR - Proposed route to London via Birmingham is a bad idea	2
HS2 - LoR - Great Central Main Line runs through Rugby close to Birmingham	3
HS2 - LoR - There should be no route at all	2
HS2 - LoR - Providing alternative routes does not show that HS2 is needed	1
HS2 - LoR - Concerns regarding the proposed route	7
HS2 - LoR - HS2 / proposed route does not address difficulties of traveling between East and West	4
HS2 - LoR - Mention of Ministers wanting to realign route away from their constituencies because their seats would be put at risk	1
HS2 - LoR - Scrap the line / service to Heathrow as this can be accessed through CrossRail from Old Oak Common	1
HS2 - LoR - Suggests that proposed route runs through most populated areas of country to bypass MPs homes	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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HS2 - LoR - Objects to proposed HS2 route from London to Glasgow and Edinburgh, Western Leg, Golborne Connection, new Lowton St Marys	3
HS2 - LoR - Concerns regarding the 'straight line for speed' form of the proposed route without deviations	8
HS2 - LoR - Connecting European capitals by HS2 would cause Channel Tunnel to rapidly exceed capacity	1
HS2 - Line of Route - Reasons to Neither Agree nor Disagree	3
HS2 - LoR - If motorway alignments had not been rejected, cities such as Oxford / Milton Keynes / Coventry could have been connected to HS2	1
HS2 - LoR - Previous involvement with HS1 demonstrated that route modifications are possible / Waterloo terminus is no longer required due to route amendments on HS1	2
HS2 - Line of Route - Alternative Suggestions	222
HS2 - LoR - Alternative route: HC17 HSR (East) using E7 variant C1 for York (respondent 1/935)	1
HS2 - LoR - Route and alignment decisions should now not be solely predated on future access to London	1
HS2 - LoR - Route and alignment decisions should now recognise the potential for a larger / developed network at a later stage	1
HS2 - LoR - Route and alignment decisions should now recognise the potential for the provision of non-London high speed flows	1
HS2 - LoR - The best solution to link HS2 to Heathrow would be to route the Phase 1 London to Birmingham line via the airport directly	1
HS2 - LoR - The government should urgently reassess the High Speed Rail plan for Heathrow, a spur is inefficient, will not meet customer needs, is environmentally unfriendly and costly compared to an on-airport station	1
HS2 - LoR - Should construct route alongside existing rail network where possible	1
HS2 - LoR - Strategy for continuing route to Scotland should be published as soon as possible	1
HS2 - LoR - It's unlikely that HS2 will go to Scotland on the West coast due to a difficult journey through the Lake District	3
HS2 - LoR - The route should use the alignment into London along the East Coast route into Kings Cross / the high speed route should go via Hitchin then Bedford then through to Northampton	1
HS2 - LoR - It is impracticable to upgrade a conventional railway route that is in constant use to the specification that will meet public expectations and needs in the future	1
HS2 - LoR - An alternative route via Hitchin / Bedford to Northampton would be more environmentally sound	1
HS2 - LoR - East of England is better suited to rail / flatter than current route / can take four track rather than two / freight benefits	1
HS2 - LoR - Alternative suggestion to extend the phase 1 line to a full station at Stoke on Trent and upgrade WCML through to Manchester (see 7300000032)	1
HS2 - LoR - Extra capacity could be created by other means	1
HS2 - LoR - Handsacre link should be retained to improve connectivity	1
HS2 - LoR - High Speed UK's 'spine and spur' configuration would be more cost effective / allow faster journeys / could be delivered more quickly	1
HS2 - LoR - HS2 project / HS1-HS2 Link / should be dropped / proposals affecting Camden should be mitigated / changed	1
HS2 - LoR - Question need for route to accommodate 400 km/h speeds / will not need faster than 320km/h	2
HS2 - LoR - Route should be redesigned for a lower speed	1
HS2 - LoR - Should be clear liaison between teams working on Phase 1 and Phase 2	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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HS2 - LoR - Should consider / alternative High Speed UK / HSUK proposals would improve outcomes	1
HS2 - LoR - Should create an additional route from the South to East Lancashire with trains at Preston splitting with a service heading north to Lancaster and a new link serving Blackburn and East Lancashire	1
HS2 - LoR - The business case for extending the route to Scotland should be examined.	1
HS2 - LoR - Route should go through the country away from towns and villages	2
HS2 - LoR - HS2 should be routed in a way which will allow more people to access / benefit from the line	2
HS2 - LoR - Proposed route should go up the M6 like the channel tunnel / M20	1
HS2 - LoR - Change of emphasis from speed to capacity means line of route should be altered to relieve negative impacts on local businesses / properties / amenities / natural habitats / woodlands	1
HS2 - LoR - HS2 will have to go to Glasgow from Edinburgh as lines are unsuitable heading North / North East	1
HS2 - LoR - Should be a separate link between HS1 and HS2 for rail freight	1
HS2 - LoR - Reflecting potential changes in overall level and specific location of demand for rail services, there should be flexibility to refine the project during its procurement and construction phases	1
HS2 - LoR - A longer route that affects less people would be more beneficial than the current route	1
HS2 - LoR - Concerned that all alternative ideas have not been considered / addressed / looked into / reports have not been published on alternative suggestions	21
HS2 - LoR - For HS2 to reach its full potential it should continue through to Scotland	1
HS2 - LoR - Should consider scrapping phase 1 and just constructing phase 2	1
HS2 - LoR - Alternative suggestions will not solve issues / viability issues around HS2	2
HS2 - LoR - Concerned that HS2 will not stop at Lancaster on future route to Glasgow	1
HS2 - LoR - Alternative route to begin at a point north of London with connections to the 3 London termini / via Milton Keynes / to Glasgow / with line on WCML to Rugby - an H shaped system	1
HS2 - LoR - Alternative H shaped route has the possibilities of linking the tops and bottoms of the H with further links	1
HS2 - LoR - A connection should be constructed between HS2 and the Kings Cross - Doncaster - Wakefield - Leeds line where the two intersect to permit high speed to these cities and Bradford	1
HS2 - LoR - Should work with local communities to plan alternative routes	2
HS2 - LoR - Routes should be chosen to minimise impact on people even if this adds additional time to a journey	1
HS2 - LoR - Should there be demand for a new London to / Birmingham / Manchester line then route it along the M40 / M6 for a large section of the route	2
HS2 - LoR - Proposed single central connection in Manchester will provide minimal benefit to other areas of the North West	1
HS2 - LoR - The whole route north of London should be rethought	2
HS2 - LoR - HS2 line should be adjacent to the East Coast Main Line (ECML) / to minimise damage to the countryside / to improve capacity / to save money	1
HS2 - LoR - Should consider alternative routes / put forward alternative routes	25
HS2 - LoR - HS2 should be bored under the motorway	2
HS2 - LoR - Line of route is not effective / should be redesigned / reconsidered	21
HS2 - LoR - Proposed route North from London needs to be re thought	3
HS2 - LoR - HS2 Phase 1 should follow the West Coast Main Line	2
HS2 - LoR - Line of Route should not cut through the countryside	6

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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HS2 - LoR - Would be better to design a route to St. Pancras International via Manchester, Sheffield and Leicester	1
HS2 - LoR - Proposal should provide a seamless connection from the North of England to mainland Europe	7
HS2 - LoR - There should be a direct link to Scotland from London along the East Coast Main Line	3
HS2 - LoR - Should build route from London to Scottish highlands to attract tourists from Europe	2
HS2 - LoR - Should consider connections from Nottingham and Derby to the North	3
HS2 - LoR - Should consider using the line of the old Great Central / Midland / Main Line / Line	19
HS2 - LoR - A reopened Great Central Main Line would already link London with the Northern Industrial Cities without the need for a Phase 2	2
HS2 - LoR - A reopened Great Central Main Line would provide alternative destinations to the existing line	1
HS2 - LoR - Reopening of the Great Central / Main Line / Line would be a more sustainable option	1
HS2 - LoR - High Speed Link should be connected to London directly / by-passing Birmingham	1
HS2 - LoR - HS2 should end at Birmingham / should not be built North of Birmingham	2
HS2 - LoR - All HS2 Phases should be based on an overall line of route strategy / integrated / not specific to areas of the country	3
HS2 - LoR - Phase 3 to Glasgow should start at Crewe	3
HS2 - LoR - Should consider a new HS route towards Bristol / Plymouth / Cardiff	3
HS2 - LoR - An alternative route would be cheaper and more viable	3
HS2 - LoR - Proposed route should be integrated into the existing network	6
HS2 - LoR - Should be building interconnecting / fast routes between Northern cities to improve the economies of the region / to reduce the influence of London	4
HS2 - LoR - Should make provision for future Trans Pennine high speed line between Leeds and Liverpool	1
HS2 - LoR - HS2 should not follow the WCML	1
HS2 - LoR - Alternative M1 route should be considered	8
HS2 - LoR - There should be only one line running up the centre of the country branching off to various conurbations	3
HS2 - LoR - Would be quicker to build a line running up the centre of the country branching off to various / Northern conurbations	2
HS2 - LoR - If HS2 goes ahead it should be underground	6
HS2 - LoR - A more logical route would be to go through north of London through Cambridgeshire & Lincolnshire to give benefit to more deprived areas	1
HS2 - LoR - Proposed route should extend to the North East / Further North	5
HS2 - LoR - Change in emphasis from speed to capacity means a new slower line could be designed that would cause less damage	4
HS2 - LoR - Change in emphasis from speed to capacity / connectivity means route with more stations / services / flexibility to benefit more regions	16
HS2 - LoR - Should follow existing motorways / for most of the surface route	2
HS2 - LoR - HS2 should extend to more destinations in the future	2
HS2 - LoR - Should consider a Leicester-Edinburgh service	1
HS2 - LoR - Route should be changed to reflect the change in emphasis from speed to capacity	6

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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HS2 - LoR - HS2 line should run through Glasgow /Manchester / Liverpool /Birmingham / Newcastle / Sheffield / Heathrow / Gatwick and Channel Tunnel to continental Europe / main routes for Europe	5
HS2 - Width of Route (WoR)	13
HS2 - Width of Route - Reasons to Disagree	3
HS2 - WoR - Larger European gauge would be used in HS2 purely to comply with EC regulation	2
HS2 - WoR - HS2 track requires a running width wider than Wembley Stadium	1
HS2 - Width of Route - Reasons to Neither Agree nor Disagree	3
HS2 - WoR - Concerned that the size of the route will mean more will have to be added to by 2080	1
HS2 - WoR - We need UIC gauge / without UIC gauge trains cannot run from York direct to Europe	2
HS2 - Width of Route - Alternative Suggestion	9
HS2 - WoR - Widening the track to enable a triple carriageway will increase cost savings	1
HS2 - WoR - Should consider adopting the channel tunnel loading gauge / having a continental loading gauge / for the HS2 line / an improved east-west network / to permit through running	3
HS2 - WoR - Should reinstate the old Great Central Main Line as this was built to a continental track gauge	5
HS2 - Stations (Sta)	284
HS2 - Stations - Reasons to Agree	5
HS2 - Sta - Will create better connections between the North & South	5
HS2 - Stations - Reasons to Disagree	187
HS2 - Sta - The concept of 'Out of Town' stations is flawed / question 'out of town' stations	5
HS2 - Sta - Fewer stations will bring fewer benefits as fewer people will be able to use the service	2
HS2 - Sta - Only benefits areas near the stations / zero benefits for any other part of the line	4
HS2- Sta - Proposed stations are badly sited / where they will benefit few / blight many(Disagree)	3
HS2 - Sta - The proposed Old Oak Common interchange in Phase 1 is not an adequate alternative to a direct service to Heathrow - it will add journey time and inconvenience to the passenger.	1
HS2 - Sta - Parkway stations are a bad idea / require additional car travel	1
HS2 - Sta - A parkway station is unnecessary / not required / not needed / not wanted	1
HS2 - Sta - HS2 stations should provide necessary facilities for passengers	1
HS2 - Sta - Proposed platform length of 415m is too long / questions the need for long platforms	1
HS2 - Sta - Should have adequate safe guarding at stations if provision is made for a future east - west / cross-Pennines route	2
HS2 - Sta - Capacity for classic trains will be reduced at Euston / 30% reduction in classic train platforms	1
HS2 - Sta - City centre stations are more carbon efficient than parkway stations	1
HS2 - Sta - Concern a full evaluation of wider costs and benefits of a HS2 station at Heathrow has not been made	1
HS2 - Sta - Concerns over potential effect of HS2 on / remodelling of Euston station	1
HS2 - Sta - Could be large volume of traffic if stations located inappropriately and without suitable integration with other transport modes	1
HS2 - Sta - Design of stations is an important component in the ultimate level of benefits from HS2	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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HS2 - Sta - Do not want more people potentially driving through the National Park to access the stations (Sheffield, Manchester and Toton), leading to indirect adverse impacts	1
HS2 - Sta - HS2 station sites will be a focal point for urban regeneration	1
HS2 - Sta - HS2 Stations must not be placed in out of town locations so as to discourage railheading	1
HS2 - Sta - HS2 stations should be future proofed to allow for further expansion of a HSR network	1
HS2 - Sta - Parkway/ out of town stations should not be built	1
HS2 - Sta - Welcome flexibility in the standards applying to stations, in particular that it no longer required that platforms be absolutely straight along their full length	1
HS2 - Sta - Would not support proposals that would cut off a chance of a direct service between London and Blackpool	1
HS2 - Sta - City centre stations are a 19th century solution to a 21st century problem	2
HS2 - Sta - There are already enough stations	6
HS2 - Sta - Separate stations that require travel between existing stations and new stations are not a good idea / bad idea / make no logical sense	3
HS2 - Sta - Time saved using HS2 would be lost trying to get to a station	19
HS2 - Sta - Trains will not run quicker due to maintenance work on the track	2
HS2 - Sta - Terminus stations do not meet the requirements for a high speed network needed in the North	2
HS2 - Sta - It will be difficult to find a station where HS2 stops	1
HS2 - Sta - Proposed routes have no station near me / my village / town / area	4
HS2 - Sta - Travelling to new stations will be less convenient / increase travel time	6
HS2 - Sta - HS2 does not incorporate / link with existing stations	3
HS2 - Sta - Building new terminal stations in the 21st century is debatable / will not improve connectivity	3
HS2 - Sta - Stations located away from city centres make no sense	11
HS2 - Sta - Does not address time taken getting to the station from home / station to destination	6
HS2 - Sta - Time saved using HS2 may be lost taking a taxi / travelling to out-of-city station	2
HS2 - Sta - Oppose / 'no' to all stations	36
HS2 - Sta - We cannot access HS2 as most stations are outside the main urban areas	1
HS2 - Sta - Majority of the population do not have access to HS2 stations / trains / as there are too few	19
HS2 - Sta - Too few stations / poor interchange / goes to limited places / station locations / does not support provincial cities	19
HS2 - Sta - Station proposals will pull investment away from city centres / create division by concentrating development at stations	4
HS2 - Sta - There are too few stations on HS2 for it to work / provide any major benefits	14
HS2 - Sta - Vast amount of investment being invested into a very few stations	1
HS2 - Sta - HS2 proposals are flawed because the lack of intermediate stations	9
HS2 - Sta - Additional stations reduces the need for HS2 / route proposals	2
HS2 - Sta - Additional stations were not in HS2's design	1
HS2 - Stations - Reasons to Neither Agree nor Disagree	11
HS2 - Sta - Car parks at existing rail stations are full	2
HS2 - Sta - Concerns / queries about Euston station plans to accommodate HS2 trains	3
HS2 - Sta - There is a lack of local stations on the existing network	5

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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HS2 - Sta - Providing a suitable station in the right place is probably the most difficult decision / biggest weakness of the whole HS2 process	1
HS2 - Sta - Canterbury station is currently underused / needs investment	1
HS2 - Stations - Alternative Suggestions	97
HS2 - Sta - HS2 stations must be easily accessible by heavy rail service tied into classic rail network	1
HS2 - Sta - HS2 stations must be easily accessible by road / have secure car parking facilities	1
HS2 - Sta - Where station sites are proposed outside city centre locations, careful attention needs to be given to ensuring that they are connected effectively into local and regional transport provision	1
HS2 - Sta - All major cities should have an accessible / integrated transport hub system to benefit commuters / long distance travellers	1
HS2 - Sta - Should improve connections to existing stations instead of building new ones	2
HS2 - Sta - Chilterns station is required due to implications / uses for HS2 / can be built at HS2 stage / false economy to build at later stage	1
HS2 - Sta - Chilterns station required so that north / Midlands areas can take advantage of HS2 / not need to travel to London / Birmingham	1
HS2 - Sta - Chilterns station would serve cities / towns due for development / growth in next decades	1
HS2 - Sta - Chilterns station would serve large rural populations around / within larger towns / cities	1
HS2 - Sta - Chilterns station could serve passengers using HS2-HS1 trains to the continent	1
HS2 - Sta - Chilterns station could be located at Stoke Mandeville where a maintenance loop is already planned	1
HS2 - Sta - Make 'passive provision' / land purchase / reservation of land next to Stoke Mandeville loop for Chilterns station / to allow works when HS2 running	1
HS2 - Sta - Chilterns station needed to allow home counties north of London access to business opportunities in the north / as per Sir David Higgins' speech	1
HS2 - Sta - Chilterns station needed to allow home counties access to the north / Newcastle / Scotland if HS2 extends further	1
HS2 - Sta - Hub stations should be out of town where people can drive or cycle / that are connected by a shuttle service	1
HS2 - Sta - Should not compromise the idea of a dedicated high speed line by building too many additional stations	9
HS2 - Sta - Adding more stations on the route may mitigate the impact of blight on house prices in areas that have all the negative impact of HS2 and none of the gain	1
HS2 - Sta - HS2 should start at Paddington / overcrowded stations	1
HS2 - Sta - Would be better to provide extra car parking spaces at existing stations	6
HS2 - Sta - Should have a station in the Scottish Highlands / Balmoral	2
HS2 - Sta - Money could be better spent on improving existing stations / other smaller stations	11
HS2 - Sta - A reopened Great Central Main Line would not have to rely on an already over capacity Birmingham interchange	1
HS2 - Sta - Money could be better spent on building new stations on the existing lines	2
HS2 - Sta - Would be better to upgrade / improve existing stations	9
HS2 - Sta - Euston Station should be replaced by a new station	1
HS2 - Sta - Ticket offices / waiting areas for HS2 services to Glasgow / Newcastle / Edinburgh should use space at the 5 to 10 at St Pancras	1
HS2 - Sta - All stations need to provide secure parking	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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HS2 - Sta - Now that reduced journey times on HS2 have been seen to be unreliable / unfeasible more stations should be considered	3
HS2 - Sta - Terminal should be at Old Oak Common not Euston	1
HS2 - Sta - Route should connect with HS1 instead of stopping at Euston / stopping at Euston will require extra travel to St. Pancras	10
HS2 - Sta - Money could be better spent reopening closed stations / in the 1960's / by Beeching	6
HS2 - Sta - Money could be better spent on / would be better enlarging current platforms	5
HS2 - Sta - Using existing stations would rule out the need for additional / unnecessary journeys from existing stations to HS2 stations	1
HS2 - Sta - HS2 services should run into existing stations / the new out of town stations to be effective	3
HS2 - Sta - A major interchange station built at Old Oak Common alongside the recently electrified Great Western Main Line would serve Bath / Bristol / West Country residents for connections to all cities	1
HS2 - Sta - A major interchange station built at Old Oak Common alongside the recently electrified Great Western Main Line would serve Bath / Bristol / West Country residents with an alternative to the overcrowded Cross Country lines through Bristol which converge into an overcrowded Birmingham New Street with its destinations to the North / Scotland	3
HS2 - Sta - There should be additional stations in Surrey / Buckinghamshire / Hertfordshire / Berkshire / Donnington	4
HS2 - Sta - Should locate HS2 stations in the centre of the cities / join them properly to a new fast train network	6
HS2 - Sta - Additional stations should only be built if additional stations are built in Phase 1	2
HS2 - Sta - HS2 should have stations every 20-25 miles for HS2 to be justified	1
HS2 - Sta - Extend stations	1
HS2 - Sta - The benefit of a high speed rail network is only achievable if it connects major cities directly	7
HS2 - Sta - Should consider 2 additional stations between London and Birmingham	2
HS2 - Tunnels (Tun)	25
HS2 - Tunnels - Reasons to Disagree	11
HS2 - Tun - Freight services should use HS2 tunnels as would be cheaper than re boring existing tunnels	1
HS2 - Tun - Use of tunnels would minimise disruption	2
HS2 - Tun - Use of tunnels would enable route to be in a straight line	1
HS2 - Tun - Concerns about tunnels / disruption from tunnels	4
HS2 - Tun - Disappointment at extent of proposed tunnels along route	1
HS2 - Tun - Disagree with any tunnels / tunnelling used for the entire route of HS2	1
HS2 - Tun - Proposed route passes through and under our village	2
HS2 - Tunnels - Alternative suggestions	14
HS2 - Tun - Less money should be spent on tunnels in Buckinghamshire	1
HS2 - Tun - Late addition of tunnels to Phase 1 demonstrates possibility of adding them to mitigate impacts	1
HS2 - Tun - Tunnels and cuttings should have permanent watertight linings to prevent underground water ingress / flooding	1
HS2 - Tun - Tunnelling should be extended past Harefield to alleviate pressure on local residents	1
HS2 - Tun - Shifting the tunnel to the side will allow an interchange station be built at Old Oak Common	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

HS2 - Tun - Should consider using more tunnels to reduce visual impact / same sensitivity as applied in Phase 1	6
HS2 - Tun - Should tunnel further north to improve the route	1
HS2 - Tun - Should consider replacing old / Victorian era tunnels	1
HS2 - Tun - HS2 line should be tunnelled under the Chilterns to save area (nsf(from extensive devastation	1
HS2 - Depots (Dep)	3
HS2 - Depots - Reasons to Disagree	1
HS2 - Dep - Disagree with putting a maintenance depot in small villages	1
HS2 - Depots - Reasons to Neither Agree nor Disagree	1
HS2 - Dep - Unclear on HS2 depot strategy / expansion plans	1
HS2 - Depots - Alternative suggestions	1
HS2 - Dep - Washwood Heath Depot should be the principal advanced engineering maintenance centre for the HS2 network	1
HS2 - Viaducts and Bridges (VB)	15
HS2 - Viaducts and Bridges - Reasons to Disagree	6
HS2 - VB - Env - Design plans not sufficient on design / choice of building materials for viaducts, which need to be sympathetic to landscape	2
HS2 - VB - Concerns about HS2 being built on viaducts across the country / making it highly visible for a large proportion of the route	2
HS2 - VB - Proposed viaducts pass too close to people's homes	1
HS2 - VB - Clearance of bridges should be unrestricted	1
HS2 - Viaducts and Bridges - Alternative suggestions	10
HS2 - VB - HS2 should design bridges/ viaducts that showcase best of architecture and engineering	1
HS2 - VB - Viaducts should not be constructed over flat countryside	2
HS2 - VB - All bridges over urban / semi urban roads should be separate single track bridges / allowing daylight / cleaning rainwater / making them look less monolithic	1
HS2 - VB - HS2 should mitigate impact of bridges/ viaducts on local waterways	1
HS2 - VB - Tall viaducts are being placed on flat plains when alternative routes that do not need viaducts could be used	2
HS2 - VB - Should consider replacing old / Victorian era bridges	2
HS2 - VB - Should not build any viaducts	2
HS2 - Tracks and Power (TP)	44
HS2 - Tracks and Power - Reasons to Agree	2
HS2 - TP - Without new power stations HS2 will have nothing to run on	2
HS2 - Tracks and Power - Reasons to Disagree	9
HS2 - TP - As Phase 2 only has 2 tracks HS2 will be unable to provide an inclusive intercity service	1
HS2 - TP - Concerned about the electricity needed to run HS2 / National Grid	7
HS2 - TP - A 400 kilometres per hour train will use 3 times the power of the 200 kilometres per hour train does	1
HS2 - Tracks and Power - Reasons to Neither Agree nor Disagree	2
HS2 - TP - Lines will not be straight so high speed will be limited	2
HS2 - Tracks and Power - Alternative Suggestion	31
HS2 - TP - Should consider using diesel rather than overhead electricity	1
HS2 - TP - Improving existing tracks will allow current services to match HS2 journey times	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

HS2 - TP - Should consider electrification of existing network	8
HS2 - TP - Money could be better spent upgrading / improving existing track	5
HS2 - TP - Should upgrade / improve existing track	8
HS2 - TP - Should modernise the Victorian earthworks which supports the tracks	3
HS2 - TP - HS2 should be powered by entirely renewable sources	1
HS2 - TP - Should electrify Cross Country rail lines	1
HS2 - TP - Re-routing overhead electricity pylon lines underground could be used as a mitigation measure for the negative impacts of HS2	3
HS2 - Junctions (Jn)	3
HS2 - Junctions - Reasons to Neither Agree nor Disagree	1
HS2 - Jn - There are few possibilities for a junction along the route so it will not affect the design of Phase 3	1
HS2 - Junctions - Alternative Suggestions	2
HS2 - Jn - Allow / plan for north-facing junctions for future interface with lines serving further north / Newcastle / Scotland	2
HS2 - Embankments (Emb)	10
HS2 - Embankments - Reasons to Disagree	9
HS2 - Emb - Land-take of embankments/cuttings would impact on range of ecological assets and sever local communities and their immediate countryside	1
HS2 - Emb - Concerns regarding impact of trains running on embankments	6
HS2 - Emb - Embankments will be an eyesore	4
HS2 - Embankments - Alternative Suggestions	1
HS2 - Emb - Should use old unused railway embankments/incorporate with the existing embankment with additional lines for high speed trains to run alongside	1
HS2 - Environment	213
HS2 - Landscape and visual (LV)	53
HS2 - Landscape and visual - Reasons to Disagree	52
HS2 - LV - HS2's direct route through rural areas increases landscape impacts	1
HS2 - LV - HS2 is another plan to destroy the countryside / create an island of concrete	1
HS2 - LV - Proposed route will impact on / destroy countryside / near my home	28
HS2 - LV - Motorways have already destroyed much of the countryside	2
HS2 - LV - Proposed route will have negative impacts / eyesore	14
HS2 - LV - Detrimental effect on our precious ancient trees, woodlands, countryside and greenbelt	13
HS2 - Landscape and visual - Alternative suggestions	1
HS2 - LV - Would be better to invest in plane travel as it will avoid destruction of landscape	1
HS2 - Noise & Vibration (NV)	2
HS2 - Noise & Vibration - Reasons to Disagree	2
HS2 - NV - HS2 project will increase noise pollution in Camden Borough	1
HS2 - NV - Moved to the area for peace and quiet / HS2 will disrupt tranquillity of the area	1
HS2 - Environment (Env)	125
HS2 - Environment - Reasons to Agree	7
HS2 - Env - Additional stations will compensate for the consumption / despoiling of local environment	1
HS2 - Env - HS2 would be better for the environment compared to an increased number of cars on the road	6

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - Environment - Reasons to Disagree	107
HS2 - Env - There is no environmental case for this project	1
HS2 - Env - HS2 threatens 350 unique habitats / 67 ancient woods / 30 river corridors / 24 SSSIs / a national nature reserve / 10 county wildlife trust reserves	1
HS2 - Env - 2m high fencing will be visually intrusive and will be a barrier to larger mammals unless extensive underpasses or bridges are provided	1
HS2 - Env - Environmental surveys / impact studies have not been carried out	2
HS2 - Env - Travel to HS2 stations will have a negative impact on environment	5
HS2 - Env - Proposed route will damage the local environment during construction and operation	35
HS2 - Env - Video conferencing advances will be more environmental friendly than travelling by train	3
HS2 - Env - Britain is not big enough to environmentally justify HS2	3
HS2 - Env - Concerns that HS2 project will be pushed through regardless of environmental impact	8
HS2 - Env - HS2 will have an impact on environment and peoples' lives	18
HS2 - Env - Concerns about impact of HS2 on the environment / HS2 will ignore the environmental costs	40
HS2 - Env - More than 130 wildlife sites will be decimated to create Phase 1 alone	1
HS2 - Environment - Reasons to Neither Agree nor Disagree	1
HS2 - Env - Travel by High Speed Rail produces one-quarter the emissions of equivalent trip by air	1
HS2 - Environment - Alternative Suggestions	15
HS2 - Env - Benefit of HS2 vs environmental impact needs to / should be investigated further	6
HS2 - Env - The scheme should make a commitment to environmental enhancement / use Sustainable Drainage Systems / SuDS	1
HS2 - Env - Consider potential for environmental enhancements along HS2 corridor	1
HS2 - Env - Design should apply the seven themes of the HS2 Sustainability Policy	1
HS2 - Env - If HS2 is a scheme to reduce carbon emissions it shouldn't end in Northern England	1
HS2 - Env - Mitigation of biodiversity impacts will cause agricultural land to be taken out of use	1
HS2 - Env - Support the idea of identifying and promoting opportunities for direct mitigation	1
HS2 - Env - Support the idea of identifying and promoting opportunities for environmental enhancement	1
HS2 - Env - Encouraging more people to use public transports would protect / benefit the environment	3
HS2 - Safety (Saf)	42
HS2 - Safety - Reasons to Disagree	30
HS2 - Saf - Side winds produced by two high speed trains while crossing in a cutting will be dangerous for pedestrians	1
HS2 - Saf - Including classic compatible trains matching HS2 speeds will increase probability of fatal accidents on classic tracks	1
HS2 - Saf - Not credible that safety perceived as a balancing of different transport modes	1
HS2 - Saf - Mention of German high speed rail crash	1
HS2 - Saf - Reduction in journey time does not justify the danger / public safety risk of high speed rail	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - Saf - No clear design considerations for procedures in emergency / accident situations / access by emergency rail vehicles	1
HS2 - Saf - Increased speed / adopting ultra high speed would be reckless / increase danger	7
HS2 - Saf - Concerns about crashes / accidents / derailments on high speed rail services	14
HS2 - Saf - Would prefer to have a slower journey time than die due to unsafe high speed rail	1
HS2 - Saf - Concerns about the dangers of the slipstream created by high speed rail on pedestrians / railway crossings	2
HS2 - Saf - Concerns regarding terrorist attacks / security threats	7
HS2 - Saf - Concerns regarding the lack of a Hot Train Warning / train protection system	1
HS2 - Saf - Concerns regarding trust / inability to operate a High Speed Rail system	2
HS2 - Saf - Concerns regarding access to trains on embankments / in cuttings for emergency services	1
HS2 - Safety - Reasons to Neither Agree nor Disagree	19
HS2 - Saf - Greater likelihood of derailment on elevated sections of track	4
HS2 - Saf - Mentions of the High Speed Rail crash in Paris / France	3
HS2 - Saf - Mentions of UK / Southall / Potters Bar / Great Heck / Clapham Junction / Hatfield / rail crashes / accidents	2
HS2 - Saf - Mentions of the High Speed Rail crash / accident in Spain / Santiago de Compostela	13
HS2 - Saf - Mentions of disasters happening in other countries	3
HS2 - Safety - Alternative suggestions	10
HS2 - Saf - HS2 should provide more information on how the safety of HS2 will be regulated	1
HS2 - Saf - Important to integrate safety features such as security fencing into the route	4
HS2 - Saf - need to ensure that existing rail network is able to operate safely and efficiently to carry mix of HS2, freight, regional and intercity trains	1
HS2 - Saf - Safety solutions must be sensitive to visual impacts	4
HS2 Safety - Passenger safety / safety on board HS2 must be the priority of HS2 / must build in safety features	4
HS2 - Other Reasons	1365
HS2 - Other Reasons to Agree	73
HS2 - HS2 is a once in a generation opportunity and it is essential it is delivered correctly	1
HS2 - Welcomes the progress being made with HS2	1
HS2 - Major benefits of HS2 include the expansion of UIC loading gauge rail network / double decker train	1
HS2 - HS2 will lead to improvements on existing rail services	1
HS2 - The project is well thought out / excellent idea / sensible	11
HS2 - HS2 is necessary / required / needed / should be built / essential	24
HS2 - Opponents of HS2 are being selfish	3
HS2 - Project would be as important for Britain as the / Canals in 1700 / original railway in 1850's	3
HS2 - Project will be the solution to Britain's transport links over the next 100 years and beyond	1
HS2 - There is a necessity for better infrastructure between the North and South	2
HS2 - People need to travel between major cities	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - HS2 is the best option / will be a success in the long run / in the future / will provide long term benefit	7
HS2 - Other / alternative suggestions do not provide long term solutions to infrastructure issues	2
HS2 - HS2 is vital / appropriate for the future development of the UK culture	3
HS2 - Should have been built years ago / long overdue / the sooner the better / without further delay	6
HS2 - HS2 project is politically expedient	1
HS2 - We need to maintain a global leading role in transportation efficiencies	2
HS2 - Proposed connection to East Coast Main Line is a good idea as Kingsbury is close to King's Cross station	2
HS2 - Will not be in my back yard	1
HS2 - I / we would not use HS2 but still support it	1
HS2 - HS2 project should go ahead if it is proved viable	2
HS2 - Government has done enough to ensure HS2 will be effectively managed	1
HS2 - Benefits outweigh the disruption / damage / draw backs caused by HS2	1
HS2 - Many people still need / want / like to travel	1
HS2 - Tourists / travellers / passengers want to travel at lower speed to enjoy the views	1
HS2 - Other Reasons to Disagree	1184
HS2 - HS2 will be a monopoly / will not create competition / competitiveness between rail operators	2
HS2 - Concerns that mitigation measures from HS2 do not go far enough	4
HS2 - HS2 is being rushed through without proper consideration for communities and natural and cultural heritage	1
HS2 - HS2 will not be able to provide all the services they have listed	1
HS2 - Delivery of HS2 must be properly scrutinised	1
HS2 - Country is not physically capable of withstanding / bearing HS2	1
HS2 - It is set up to fail at the strategic scale, the more closely examined the local details, the more weaknesses seen	1
HS2 - Length of project makes lack of accountability unacceptable	1
HS2 - Concerns over timetable for construction of HS2	1
HS2 - Will be more expensive per person to use HS2 compared to air travel	2
HS2 - Competitive position of less well connected areas could deteriorate	2
HS2 - Eddington Travel Study has been ignored	1
HS2 - the purpose of HS2 continues to change in emphasis	1
HS2 - HS2 project lacks ingenuity / creativeness / imagination	2
HS2 - Scale of damage and land confiscation for so little benefit / everyday transport benefit	1
HS2 - Negative mention of CENTRO	1
HS2 - Speed of HS2 is unjustifiable in the demographic context of Great Britain	1
HS2 - Concerns that HS2 will create a brain drain / migration of talent from North to the South	2
HS2 - Benefits do not outweigh the disruption / damage / draw backs caused by HS2	10
HS2 - Self-monitoring aspects of HS2 are undecided / not finalised / trains will high capacity passenger numbers will not be disrupted any less than existing system	1
HS2 - Future highly flexible personal environmentally friendly transport will negate the need for mass transport and will encourage local regional economic development	6
HS2 - HS2 can be stopped / prevented / is not a done deal	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - Trains cannot travel at high speed over fragile land / would have to slow down / thus negating high speed concept	1
HS2 - Planners have not thought far enough ahead of the potential problems	1
HS2 - HS2 has turned into a balancing act between speed and capacity	1
HS2 - Assumption has been made that only travelling to London is productive	1
HS2 - clear evidence that 75% of country are opposed to HS2	1
HS2 - Concerns that HS2 is being rushed through / Independent advisors have concerns HS2 is being rushed through	1
HS2 - HS2 is not high quality	1
HS2 - HS2 will fail all five of CPRE South Yorkshire's tests	1
HS2 - Historically we have been undersold on rail travel / no Manchester link to Eurostar / HS1	1
HS2 - HS2 will not reduce the need for travel	1
HS2 - HS2 will reduce the size of this country even further	1
HS2 - People in the UK are not responding in the way the reports expects / assumes	1
HS2 - No evidence that countries with High speed railway have benefited in anyway	1
HS2 - HS2 forecast / predictions are fake / not truthful / underestimated	2
HS2 - HS2 is being too cautious to propose a high speed line "if there is demand"	1
HS2 - HS2 should expand the scope to get involved with local proposals / redevelop deprived areas	1
HS2 - HS2 is not needed in a country of this size / no great distances to cover / cities are not far from each other	101
HS2 - HS2 is pointless / unnecessary / not required / not needed / not wanted	379
HS2 - The whole project / proposals / proposals for sustainability are flawed / abhorrent / a con / has constructional / operational flaws	112
HS2 - The project should be shelved / ditched / abandoned / scrapped / not go ahead / should not be built	397
HS2 - The project is politically motivated / vanity project / folly	140
HS2 - HS2 project is a waste of time	36
HS2 - HS2 is a waste of resources / hard work / efforts / energy	18
HS2 - The project will be outdated by the time construction is underway / by the time it is complete	22
HS2 - Is not in the country's interest	17
HS2 - There is little / no benefit / long term benefits / no justification / will not achieve the stated aims	108
HS2 - Should stop the project now and concentrate on immigration	2
HS2 - I will vote in the general election against HS2 / not vote for a party that supports HS2	15
HS2 - Whole project is a joke / wishful thinking	22
HS2 - The project is a bad / crazy / foolhardy / not a good idea	45
HS2 - Project is poorly thought out / planned / managed / a mistake / is impractical / is not viable / a back of fag packet scheme	101
HS2 - Project desperately needs a re-think	24
HS2 - Evidence for HS2 is unreliable	8
HS2 - HS2 is not sensible / not acceptable in an already over populated country	3
HS2 - HS2 will not happen / the project will not go ahead / ever finish	14
HS2 - Short term / political thinking should be avoided when planning transport infrastructures far in the future	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - Project is too city-centric	4
HS2 - HS2 project is over bureaucratic	1
HS2 - More realistic long term transport policy required / a modified / better programme could create a framework for the next 100 years / the long-term future	4
HS2 - Advances in mobile / wireless technology / conference calling / virtual meeting / working from home have transformed the methods / environments in which people work	35
HS2 - Project is 10 - 50 years too late	5
HS2 - Railways belong to the age of the industrial revolution / Victorian Era / will become redundant in the future / due to use of broadband internet	10
HS2 - The need to get to London / different parts of the country quicker / shorter journey time will not be important / significant in the future / by the time HS2 is completed	7
HS2 - More power stations are needed	4
HS2 - HS2 project is unethical	4
HS2 - The Hybrid Bill is expensive / undemocratic and does not provide a sustainable solution	2
HS2 - Questions the capability of delivering a new rail system adequately	2
HS2 - Unclear why it is so important to get to the North now and not in the past	2
HS2 - Not in my back yard (NIMBY) / nobody wants HS2 to go through their 'back yard'	9
HS2 - Conduct of existing rail companies is disgraceful / sickening / show no regard for their customers	4
HS2 - Project is difficult to support regardless of national benefit	1
HS2 - Project should not be built at the expense of other projects	5
HS2 - Benefits of HS2 can be achieved by other projects	3
HS2 - Benefits of project are unclear / not obvious	19
HS2 - Project will not go ahead if the line of route were to affect those who proposed it	1
HS2 - Negative examples from Eurostar	3
HS2 - I have concerns about the whole HS2 scheme	10
HS2 - Project will be a disaster / will cause too many problems	14
HS2 - Concerns that project will cause more problems than it solves	6
HS2 - HS2 will be a bigger farce than the NHS IT project	1
HS2 - The project is a 19th century solution to a 21st century problem	10
HS2 - HS2 is based on flawed / incorrect figures / data / evidence / analysis	27
HS2 - Previous projects funded by tax payers have been sold at a loss to private enterprise / companies	2
HS2 - Privatisation of railways meant / government selling stake in HS2 means taxpayer ended up paying more / did not receive any profit	2
HS2 - Previous projects sold have shown the rich get wealthier whereas the poor are unable to afford to use the services they have contributed to	1
HS2 - Advantages of HS2 are spurious / hypothetical	4
HS2 - Project will leave a black / negative legacy for future generations	10
HS2 - Alternative suggestions will only move issues to other location / area	2
HS2 - Project will be a problem that will be with us for years to come	2
HS2 - Alternative proposals are badly thought out / planned / lack imagination	2
HS2 - HS2 is a huge gamble / risk	5
HS2 - Arguments against HS2 are well known / documented	1
HS2 - HS2 is unpopular with National Nature Organisations	1
HS2 - HS2 is biased towards big / large cities / conurbations	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - HS2 is doomed to failure / will fail / will not work	3
HS2 - Concerns that there are ulterior motives to HS2	2
HS2 - Benefits / justifications of HS2 keep on changing / being modified	2
HS2 - Predicted negative impacts of HS2 keep on changing / being modified	1
HS2 - HS2 has mainly been an office based project	7
HS2 - HS2 is being pushed / forced through to benefit the politician's agenda / against public opinion	13
HS2 - Government / HS2 Ltd's claimed benefits of the scheme are flawed / misleading / false	17
HS2 - Government has not produced any definitive evidence of need for HS2	5
HS2 - London is not the final / ultimate destination for all businesses / tourists	1
HS2 - Proposed route will cause devastation to London	1
HS2 - Planning for HS2 has been going on / taken a long time	1
HS2 - HS2 is only going ahead because it is wanted in London	1
HS2 - HS2 is only being built to compete with Europe / internationally	4
HS2 - HS2 will be destructive / more destructive / than beneficial / developmental	8
HS2 - Cannot justify construction of HS2 based on the high level of electricity consumption	4
HS2 - HS2 proposals are not based on a national review of future UK transport infrastructure needs	2
HS2 - Other Reasons to Neither Agree nor Disagree	218
HS2 - Comparison with / mention of Crossrail	1
HS2 - Any large town will want access to HS2	1
HS2 - Questions the necessity of HS2	11
HS2 - Questions whether HS2 will become privatised in the future	1
HS2 - Questions the safety of HS2 should it become privatised in the future	2
HS2 - There are other alternatives to HS2	11
HS2 - Mentions of HS2 Phase 1 / Phase One	65
HS2 - The South West routinely experiences brain drain to the South East	1
HS2 - Comparisons between HS2 & HS1 / mentions of HS1	56
HS2 - Will have to wait until it is built / running to see if it will works as expected	1
HS2 - Would not support / disagree with an alternative / additional proposals	7
HS2 - If HS2 does not go ahead there is no need for alternatives / project will only go ahead if people want it	1
HS2 - Unsure about the viability of HS2	7
HS2 - Unsure what people will do with the extra 30 minutes saved by HS2	1
HS2 - Comparison to Channel Tunnel	13
HS2 - Concerns about the affect Scotland's possible independence will have on HS2's development	7
HS2 - Would prefer to leave this to the experts	2
HS2 - Advantages / disadvantages of HS2 are subjective	1
HS2 - We need to maintain a global leading role in communication efficiencies	1
HS2 - Unsure whether HS2 should be built / proceed / is needed	5
HS2 - HS2 is a foregone conclusion / will happen / go ahead anyway / regardless	8
HS2 - Comparison with the digital age changing the ways we communicate today with the changes that ensued from the industrial revolution in the 19th century	6

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

HS2 - Government / HS2 / proponents of HS2 are no longer claiming reduction in journey time as the main factor for proposed route	3
HS2 - Unclear who the target audience / market for HS2 is	6
HS2 - Mentions of Pro-HS2 campaigners	1
HS2 - Country is precious / valuable	1
HS2 - HS2 planners / developers are unaffected by the route / unaware of the devastation of the planned route	4
HS2 - People travelling for pleasure want to enjoy the views	1
HS2 - Concerns we are importing enough foreign food as it is	2
HS2 - HS3 should provide alternative rail lines and branches off HS2	3
HS2 - Thought HS2 was instead of the airports	2
HS2 - Other Reasons - Alternative Suggestions	31
HS2 - A national design panel should be established at the earliest stage	1
HS2 - People should be given a demonstration / test / trial run of HS2 so people can get a feel of the impact of it	1
HS2 - Alternative plans would not result in negative impacts / will bring positive benefits unlike HS2	1
HS2 - suggest HS2 appoint a Dedicated Liaison Officer to keep communities/interest groups informed on progress of scheme and alterations to Rights of Way and road network	1
HS2 - Should build something which can be delivered more quickly	1
HS2 - Should build something which can be delivered more economically	1
HS2 - More should be done to market the benefits of HS2 to the public	1
HS2 - Should justify why project is better than funding / not cutting NHS / Police	3
HS2 - Should build something more futuristic than rail	1
HS2 - Further mitigation should be provided when needed / details of mitigation proposals are needed	5
HS2 - Should carry out a full assessment / an appropriate assessment of the impact of HS2	3
HS2 - An independent review should be carried out to assess the scheme benefits / costs / impacts	6
HS2 - Other issues such as health should take priority over building HS2	2
HS2 - HS2 is not working with a blank canvas so should not ignore / consider existing infrastructure / human enterprises	1
HS2 - HS2 should not go ahead until it has provided answers to the queries raised about it	4
HS2 - Giving priority to those affected by HS2 will make it more popular with those affected	1
PHASE 2	907
Agree to / Disagree with PHASE 2	186
Phase 2 Route - Agree	43
Phase 2 - Agree strongly	12
Phase 2 – Agree	21
Phase 2 - Agree with caveats	11
Phase 2 Route - Disagree	141
Phase 2 – Disagree	112
Phase 2 - Disagree strongly	32
Phase 2 Route - Neither agree nor disagree	6
Phase 2 - Neither agree nor disagree	3
Phase 2 - Lack of knowledge / experience of the route / locations / not affected by this part of the route / is out of my area	3

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Phase 2 - Reasons to Agree / Disagree / Neither Agree nor Disagree & Alternative Suggestions	813
Phase 2 - Financial / Economic (FE)	234
Phase 2 - Financial / Economic - Reasons to Agree	23
Phase 2 - FE - Creating sustainable growth will help the country to progress	2
Phase 2 - FE - A direct link to the continent from Northern cities would provide an economic boost to the area	2
Phase 2 - FE - Will help achieve sustainable growth in the areas it goes through	1
Phase 2 - FE - Will lead to economic regeneration of the North	1
Phase 2 - FE - Using British workers to construct / run HS2 will help the British economy	1
Phase 2 - FE - Regional rail network is essential for a well developed / balanced country	3
Phase 2 - FE - Project has good business case	2
Phase 2 - FE - The proposed scheme will bring wider economic benefits to the North West/ UK	1
Phase 2 - FE - Connecting major cities / airports will have a positive impact / enhance the economy	9
Phase 2 - FE - Providing a national high speed network is an engine for growth	3
Phase 2 - FE - 75 year life span for HS2 will be good value for the North of England	1
Phase 2 - FE - Alternative proposals will not be value for money / financially viable	2
Phase 2 - Financial / Economic - Reasons to Disagree	184
Phase 2 - FE - Services for bypassed towns and cities may not benefit economically if HS2 is built as revenue is likely to be diverted to HS2	1
Phase 2 - FE - £50bn budget does not make any allowance for inflation which compounded at a low rate of 2% over 20 years would add roughly a half / £25bn to the costs	2
Phase 2 - FE - A third of the £50bn budget / half the base cost is included as a contingency to allow politicians in the future to declare that they have completed the project on time and budget	1
Phase 2 - FE - The contingency included in the £50bn budget will be spent on 'unexpected' additional costs and when inflation is factored in will take the cost of the project to £75bn / if not more	1
Phase 2 - FE - Reducing line speeds from 360/400 km/h to 300/320 km/h would produce significant environmental benefits	1
Phase 2 - FE - The alternative route through South Derbyshire and Derby would generate fewer economic benefits	1
Phase 2 - FE - Respondent's alternative route (map attached) is much cheaper	11
Phase 2 - FE - Station modifications will be costly / expensive / should consider alternative solutions	1
Phase 2 - FE - Alternative routes do not offer any evidence that local growth will be achieved	1
Phase 2 - FE - Local economies will decline if existing rail services are cut as a result of HS2	1
Phase 2 - FE - Use of the many existing former colliery routes would reduce many of the costs on this project	1
Phase 2 - FE - Expanding HS2 to Scotland could contribute to the economic regeneration of Glasgow	1
Phase 2 - FE - North West economy is already booming without aid of HS2	1
Phase 2 - FE - Economic evidence is misleading	2
Phase 2 - FE - Will not bring economic growth in the North West	6
Phase 2 - FE - There are insufficient funds to make proposed route viable	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Phase 2 - FE - Towns benefiting from the proposed route do not need HS2 to grow	1
Phase 2 - FE - Overspending of Phase 1 will force Phase 2's budget to be reappraised / recalculated	1
Phase 2 - FE - Building route from South to North shows that expenditure is London centric	1
Phase 2 - FE - The true impact on local economies has not been considered	1
Phase 2 - FE - Will not bring economic growth to the midlands	1
Phase 2 - FE - Project will be a waste of money if the main benefit is a marginal reduction in journey times	3
Phase 2 - FE - The benefits of the proposal / proposed route do not justify the costs / cost benefit needs to be improved	20
Phase 2 - FE - Will not redistribute wealth from London / the South	7
Phase 2 - FE - The disruption the new route will cause doesn't warrant all of this expense	4
Phase 2 - FE - Priority has been given to more economically stable areas such as Manchester / Leeds / Sheffield	1
Phase 2 - FE - Project will not benefit industry in South / West Yorkshire	2
Phase 2 - FE - Will not improve / bring economic growth to the North	5
Phase 2 - FE - Will benefit Manchester / Leeds / some parts of the North West more than others	3
Phase 2 - FE - No valid business case / economic evidence for this project	22
Phase 2 - FE - Economic unsustainability outweighs political wishes for the project	1
Phase 2 - FE - Economic projections for passenger / freight numbers are questionable	7
Phase 2 - FE - Project is a waste of taxpayers' / public money / is not value for money / white elephant	39
Phase 2 - FE - The cost of the scheme will be a drain on the taxpayer / nation	4
Phase 2 - FE - It is expensive / too expensive / costly	18
Phase 2 - FE - People / communities have lost money due to proposed scheme	2
Phase 2 - FE - Concerns on where the investment is coming from / foreign investment	5
Phase 2 - FE - Project has already cost a lot of money	2
Phase 2 - FE - Concerns about costs for borrowing / interest rates	1
Phase 2 - FE - Concerns that project will not bring revenue / lead to bankruptcy	5
Phase 2 - FE - Have not factored disruption to businesses / families in their projected cost	2
Phase 2 - FE - Will improve / centralise economic growth in London rather than in the Midlands / the North	2
Phase 2 - FE - Overspending of Phase 1 will force Phase 2 to be cancelled	1
Phase 2 - FE - Phase 2 will take at least 50 years to recover our investment	1
Phase 2 - FE - Increasing train speeds above the average 100mph could have a negative impact on the economy	1
Phase 2 - FE - Destroying cultural heritage will reduce local tourism which will have a negative impact the local economy / trade	1
Phase 2 - FE - Destroying the countryside will reduce local tourism which will have a negative impact the local economy / trade	4
Phase 2 - FE - Visitors / tourists will not want to visit areas affected by HS2	3
Phase 2 - FE - Proposed route will have a negative impact on local / rural economies	9
Phase 2 - Financial / Economic - Reasons to Neither Agree nor Disagree	2
Phase 2 - FE - Southeast has been heavily invested in	1
Phase 2 - FE - Delays / disruption from protestors / opponents of HS2 could cause costs to rise	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Phase 2 - Financial / Economic - Alternative Suggestions	36
Phase 2 - FE - Ensuring that Phase 2 serves locations of high demand density and locations where there is high capacity public transport should be a planning aim this will magnify the economic benefits	1
Phase 2 - FE - Must ensure route provides largest economic benefit / reduce blight on existing economic developments	1
Phase 2 - FE - Providing a national high speed network is an engine for growth	1
Phase 2 - FE - The route is only useful if we get value for our money / are not yet again short-changed	1
Phase 2 - FE - Upgrading / improving the travel infrastructure between East and West would boost economy of North / Midlands	5
Phase 2 - FE - Any modifications to the preferred route that reduce costs are acceptable / should be chosen	2
Phase 2 - FE - Should include cost / benefit of suggested upgrades alongside those published for the HS2 proposal	1
Phase 2 - FE - Alternative proposals will be cheaper	12
Phase 2 - FE - Improving / upgrading rail line between East and West (Liverpool - Manchester - Leeds - York) would be of higher economic benefit / than improving / upgrading rail lines between North and South	1
Phase 2 - FE - Cheaper alternative suggestions could be more sustainable	5
Phase 2 - FE - Should conduct a full economic impact assessment	2
Phase 2 - FE - Upgrading / improving existing rail services in the North / Midlands would be cheaper	5
Phase 2 - FE - Building the line in the North / the North and South simultaneously will make the project cheaper	1
Phase 2 - FE - Improving connections between major Northern cities will make travel cheaper / efficient	3
Phase 2 - FE - Local economies should take priority over heritage sites / battlefields	2
Phase 2 - Business (Bu)	63
Phase 2 - Business - Reasons to Agree	6
Phase 2 - Bu - Proposal will help create security for businesses	1
Phase 2 - Bu - Proposal will allow the connected locations to access the open market	1
Phase 2 - Bu - The HS2 route will have an economic benefit for businesses	4
Phase 2 - Business - Reasons to Disagree	46
Phase 2 - Bu - HS2 will reduce farmland produce / increase reliance on imports / the country will be less sustainable	1
Phase 2 - Bu - Concern about the impact on tourism if construction impacts on access to National Trust properties	1
Phase 2 - Bu - Should prioritise local businesses over other factors	1
Phase 2 - Bu - The Appraisal of Sustainability is dismissive of the destruction to businesses	1
Phase 2 - Bu - Concerns regarding negative impacts / disruption to post boxes / access to post boxes / postal service	1
Phase 2 - Bu - Use of the Woodhead route would allow HS running in a Y route between Manchester Leeds and Sheffield improving the business case for the project	1
Phase 2 - Bu - Proposed line will have a negative impact on rural businesses	7
Phase 2 - Bu - Will only benefit / provide profit for construction companies / Balfour Beatty	2
Phase 2 - Bu - Businesses will not benefit from the proposed route	3

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Phase 2 - Bu - Proposal will put farmers out of business / have a negative impact on farming businesses	7
Phase 2 - Bu - Relocating businesses will be expensive	1
Phase 2 - Bu - The destruction of businesses does not make the proposal cost effective	1
Phase 2 - Bu - The estimated amount of commercial / industrial properties to be demolished are too small to be true	1
Phase 2 - Bu - Retail / shops outside London will be negatively impacted as shoppers travel to London	1
Phase 2 - Bu - HS2 will destroy businesses in the North	2
Phase 2 - Bu - HS2 will move businesses to London / South East / away from North / Midlands	5
Phase 2 - Bu - Big businesses will get rich from the project	2
Phase 2 - Bu - Disruption caused by construction will cost businesses money	1
Phase 2 - Bu - Proposed route will run through / destroy business / rural business	5
Phase 2 - Bu - Proposed route will harm local businesses	5
Phase 2 - Bu - The commercial impacts of the project would be higher than investing in existing rail links	1
Phase 2 - Bu - Unsure which business will relocate away to the regions	1
Phase 2 - Bu - Unsure who will benefit from businesses that relocate to the regions	1
Phase 2 - Bu - Proposal will only benefit businesses / industry / commerce	2
Phase 2 - Business - Reasons to Neither Agree nor Disagree	4
Phase 2 - Bu - The creation of new businesses in the North will not recoup investment	1
Phase 2 - Bu - Will not help / expand businesses in East Midlands	1
Phase 2 - Bu - Canals / Waterways are essential for British tourism / holiday companies	2
Phase 2 - Business - Alternative Suggestions	8
Phase 2 - Bu - Consult with businesses to see how proposals can positively impact them	1
Phase 2 - Bu - Money would be better spent investing in start-up businesses	2
Phase 2 - Bu - Proposed route should not compromise the tourism industry	4
Phase 2 - Bu - 2033 opening means business model is not sustainable	1
Phase 2 - Property (Prop)	54
Phase 2 - Property - Reasons to Agree	1
Phase 2 - Prop - Proposed route will prevent blight caused to my property by construction of a gas storage plant	1
Phase 2 - Property - Reasons to Disagree	44
Phase 2 - Prop - Guarantee of fullest possible mitigation for affected households	1
Phase 2 - Prop - Shares in the project / free-ride tickets / tax relief for affected households	1
Phase 2 - Prop - Government guarantee to purchase affected homes / pay removal expenses of affected households who want to move	1
Phase 2 - Prop - Demolition of homes in Yorkshire has not been fully considered by the government	1
Phase 2 - Prop - Demolition of farms in Yorkshire has not been fully considered by the government	1
Phase 2 - Prop - Proposed route will have a negative impact on local homes / my home	4
Phase 2 - Prop - Proposed route has blighted / will blight property along the route	18
Phase 2 - Prop - Proposed route will cause disturbance / disruption to the local property owners	3

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Phase 2 - Prop - HS2 / construction could cause subsidence / a threat to the foundations of buildings	3
Phase 2 - Prop - Proposed route has already had a negative effect on house prices	4
Phase 2 - Prop - Proposed route passes / will pass close to my home / property / within 60 metres	6
Phase 2 - Prop - Concerns regarding the impact of HS2 on the value of my property	6
Phase 2 - Prop - Years of construction will have a negative impact on property value	5
Phase 2 - Prop - Proposed route is too close to houses	3
Phase 2 - Prop - No clear indications have been provided about how many properties will be impacted / blighted	1
Phase 2 - Prop - Proposed Phase 2 route will run within a 1 mile of our house	1
Phase 2 - Property - Reasons to Neither Agree nor Disagree	2
Phase 2 - Prop - Will have a negative impact on a majority of properties	1
Phase 2 - Prop - Southeast investment in real estate has pushed up property / rental prices	1
Phase 2 - Property - Alternative Suggestions	5
Phase 2 - Prop - Should try to avoid demolishing buildings by changing the route / adding tunnels	1
Phase 2 - Prop - All properties within 500m of the line should be judged on a case by case basis	4
Phase 2 - Cumulative Impacts (CI_m)	2
Phase 2 - Cumulative Impacts - Reasons to Agree	2
Phase 2 - CI _m - More people will directly benefit from Phase 2 with the development of the Northern Hub works / project	2
Phase 2 - Planning & Development (PD)	1
Phase 2 - Planning & Development - Alternative Suggestions	1
Phase 2 - PD - All permanent designs should follow standards set out in the Design Manual for Roads and Bridges	1
Phase 2 - Construction (CI)	69
Phase 2 - Construction - Reasons to Disagree	20
Phase 2 - CI - It takes too long to build / 20 years is too long	11
Phase 2 - CI - Concerned about the impact construction / construction sites / storage sites will have on the area	3
Phase 2 - CI - More information is needed on works packages (incl. concrete casting areas) before residents / stakeholders can give a full response	2
Phase 2 - CI - Unclear as to why constructions changed from North / South to South / North	2
Phase 2 - CI - Resources for rail construction are in short supply, plans need to be in place to grow this capacity	1
Phase 2 - CI - Benefits to regional businesses & employment can be boosted by subdividing works into smaller civil engineering packages among local consultants / contractors	1
Phase 2 - Construction - Reasons to Neither Agree nor Disagree	3
Phase 2 - CI - Building line from South to North is London centric	1
Phase 2 - CI - Low maintenance designs has not been chosen / will not be constructed because of low perceived rates of return	1
Phase 2 - CI - Construction will take at least 4 / 5 years to complete	1
Phase 2 - CI - Questions whether compensation will be given to residents who live 120m from the line but who are adversely impacted by an increase in noise pollution	1
Phase 2 - Construction - Alternative Suggestions	50

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Phase 2 - CI - Construction equipment and personnel should be transported on HS2 corridor not on local roads	1
Phase 2 - CI - Construction traffic encouraged to use route of railway, not minor roads or construction of temporary roads	2
Phase 2 - CI - Want opportunity to be consulted on Code of Construction Practice document	1
Phase 2 - CI - Combine plant, compound and worker accommodation at a location within the Leeds side of M62 to reduce costs and blight	1
Phase 2 - CI - If Phase 2 cannot be constructed simultaneously, Western leg should be constructed first	1
Phase 2 - CI - CLA would welcome involvement in Phase 2 code of construction practice	1
Phase 2 - CI - Early delivery of some parts of Phase 2 may reduce risks involved with a single hybrid bill	1
Phase 2 - CI - Eastern and Western leg / stations at Leeds and Manchester should be constructed / open at the same time	3
Phase 2 - CI - Eastern and Western legs should be built at same time so economic benefits are maximised and no cities are disadvantaged	1
Phase 2 - CI - Eastern leg should be delivered at the same time as the Western leg	1
Phase 2 - CI - greater continuity between Phase 1 and Phase 2 will reduce costs	1
Phase 2 - CI - HS2 should press for earliest possible delivery of Phase 2 to deal with concerns over freight capacity on WCML between the opening of Phase 1 and Phase 2t	2
Phase 2 - CI - HS2 should seek to minimise adverse local impacts during construction and implementation	1
Phase 2 - CI - Phase 2 should be built more quickly	1
Phase 2 - CI - impact of blight on Phase 2 will be worse than Phase 1 as timescales are much longer	1
Phase 2 - CI - Phase 1 construction should accommodate Phase 2	1
Phase 2 - CI - The project should start from the north working its way down south	9
Phase 2 - CI - Construction of Phase 2 should start well before completion of Phase 1 if possible	2
Phase 2 - CI - greater continuity between Phase 1 and Phase 2 will create a positive impact on the UK's engineering skills profile, and provide the basis for industry investment in efficient production techniques that will benefit the country as a whole	1
Phase2 - CI - HS2 should ensure plans make allowance for facilities needed during the construction phase to support rail	2
Phase 2 - CI - Construction should start earlier to realise economic benefits	1
Phase 2 - CI - Construction should be accelerated /brought forward	1
Phase 2 - CI - The sooner the project gets started the better	5
Phase 2 - CI - Building the line from the North towards the South would bring needed economic benefits to the North faster	7
Phase 2 - CI - Construction needs to be to a high standard / on par with / better than Crossrail	1
Phase 2 - CI - Phase 2 should be built at the same time as Phase 1	10
Phase 2 - CI - Constructing the line in the North and South simultaneously will half the amount of time to complete / be completed quicker	2
Phase 2 - CI - Building the line from North to South would allow utility services such as broadband to be exploited	1
Phase 2 - CI - Building the line from North to South would allow capacity to be relieved on local services earlier	1
Phase 2 - CI - Building the line from North to South would allow infrastructure such as steel from the North to be transported by rail	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Phase 2 - CI - Building the line from North to South would provide jobs in the North	1
Phase 2 - CI - Building the line from North to South will allow the line to be completed quicker	4
Phase 2 - CI - Construction should begin in the North East where the benefits are needed most	3
Phase 2 - CI - The gap between Phase 1 construction and phase 2 construction should be shortened	2
Phase 2 - Compensation (Comp)	67
Phase 2 - Compensation - Reasons to Disagree	27
Phase 2 - Comp - Lack of certainty on compensation criteria is unacceptable	8
Phase 2 - Comp - Only fair method of compensation would be 'property bond' to guarantee fair value to home owners	1
Phase 2 - Comp - Lack of information regarding Phase 2 compensation	3
Phase 2 - Comp - Homes outside the proposed compensation area will still be financially affected / compensation is not made widely available	4
Phase 2 - Comp - Concerns about local community affected by the disruption receiving compensation	6
Phase 2 - Comp - Compensation terms should be sensible / fair	9
Phase 2 - Comp - Questions if people whose houses are devalued but are not included in the EHS will be compensated	2
Phase 2 - Comp - Properties / businesses / farms will be blighted not even qualifying for the compensation	2
Phase 2 - Comp - Insufficient compensation is handed over to towns to develop their own jobs locally	1
Phase 2 - Compensation - Reasons to Neither Agree nor Disagree	10
Phase 2 - Comp - Mention of Phase 1 discretionary property compensation scheme	3
Phase 2 - Comp - My property / our house may be / is in compensation zone	4
Phase 2 - Comp - My / our land will have to be purchased under a compulsory purchase order	3
Phase 2 - Compensation - Alternative Suggestions	42
Phase 2 - Comp - Support for people needs to include helping people relocate/ go beyond pure value of property	1
phase 2 - Comp - Area covered by compensation scheme must cover wide corridor either side of proposed route	2
Phase 2 - Comp - Compensation schemes should be undertaken quickly to mitigate affects on rural business	1
Phase 2 - Comp - Establish benchmarks so rural land and business owners know what mitigation they can expect	1
Phase 2 - Comp - Full assistance should be given to rural businesses that need to relocate	2
Phase 2 - Comp - HS2 should bear the costs / compensate TPT and Partners for necessary works on Trans Pennine Train as a result of HS2	1
Phase 2 - Comp - Safeguarding directions should have a time limit	1
Phase 2 - Comp - Any distinction between rural and urban schemes would be questionable / should be flexible to include urban fringes	1
Phase 2 - Comp - The compensation catchment area must be extended to cover a wider corridor either side of the line / reference to France's 2.5km rule	1
Phase 2 - Comp - Communities / residents affected by the proposal should be told how much compensation they will receive	5
Phase 2 - Comp - Acquisition of temporary sites / rights / stoppages should be included in compensation provision	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Phase 2 - Comp - Full and fair compensation should be given to people / every person affected / financially affected	14
Phase 2 - Comp - Should ensure / try harder to ensure that people who are affected most by the proposed route are properly compensated	8
Phase 2 - Comp - More evidence is needed to assess the amount of compensation people affected by the route should receive	2
Phase 2 - Comp - Compensation should not be judged by distance from the line but be based on evidence / individual situation	4
Phase 2 - Comp - Should ensure that local authorities in Warwickshire receive extra payments / compensation to deal with the negative impacts / disruption HS2 will cause	2
Phase 2 - Operations (Op)	143
Phase 2 - Speed / Frequency / Specification of HS2 Services (SFS)	99
Phase 2 - Speed / Frequency / Specification of HS2 Services - Reasons to Agree	8
Phase 2 - SFS - Resultant time savings are welcomed	1
Phase 2 - SFS - Journeys north from Leeds / Manchester into Scotland will not be possible with current HS2 proposal / vice versa the other way round	3
Phase 2 - SFS - Core principle of main, new dedicated high speed lines should not be compromised	3
Phase 2 - Speed / Frequency / Specification of HS2 Services - Reasons to Disagree	65
Phase 2 - SFS - Journey time savings to Preston and Scotland are miniscule	1
Phase 2 - SFS - Concerns that money is being spend just to reduce journey times by 30minutes	1
Phase 2 - SFS - HS2's 'Y' design means that Phase 2 sections will be working below their capacity	1
Phase 2 - SFS -Phase One interventions should help prepare for Phase Two service pattern	1
Phase 2 - SFS - Proposed route would increase journey time to London due to poor location of stations	2
Phase 2 - SFS - Improved journey times will only be available to those who live near the station	4
Phase 2 - SFS - People do not need / want to travel to London quicker / on a faster train	4
Phase 2 - SFS - It's unclear what demand there will be for HS2 / intercity travel in 2023 / 2033	4
Phase 2 - SFS - Additional cost of future rail travel will be unaffordable for some people	4
Phase 2 - SFS - Rising energy prices will reduce the number of people using HS2 because fares will have to rise to cover the cost	1
Phase 2 - SFS - Improved journey time on HS2 will be negated by the additional journey to the station / final destination on existing infrastructure	12
Phase 2 - SFS - Will not be used on a daily basis by average people / commuters	5
Phase 2 - SFS - Reduced journey times will only benefit people going to London	1
Phase 2 - SFS - Ticket prices will be unaffordable meaning HS2 will be underused / HS2's usage will depend on cost	6
Phase 2 - SFS - Estimated passenger demand is unreasonable / unreasonable to suggest there will be enough demand to fill 18 trains an hour	10
Phase 2 - SFS - People would rather travel on a slower service for cheaper	1
Phase 2 - SFS - HS2 is intended to get people to London quicker rather than serve the regions	1
Phase 2 - SFS - Passenger usage for Phase 2 is exaggerated	1
Phase 2 - SFS - Phase 2 route will not reduce journey times by much	2
Phase 2 - SFS - Advances in technology / ICT means that reduced journey times are not need	7

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Phase 2 - SFS - Extra journey time needed to travel to out of town stations will mean proposal is not viable	1
Phase 2 - Speed / Frequency / Specification of HS2 Services Alternative Suggestions	27
Phase 2 - SFS - Need integrated ticketing service across whole transport network	1
Phase 2 - SFS - Maximise seating / space on trains / contest EU / TSI ruling on seating / space allowance	1
Phase 2 - SFS - Reducing the speed to 185mph would be more sustainable	1
Phase 2 - SFS - HS2 services should use extra space to include provision / enhanced provision for bicycles / up to 8 bicycles	2
Phase 2 - SFS - Line should be slowed down / no need for high speed trains if speed is no longer the main factor	7
Phase 2 - SFS - Should have custom / immigration inspectors on HS2 trains to allow through services to Europe	1
Phase 2 - SFS - Proposed speed on the new line should be lowered / slowed down / slower speeds would be more efficient / cheaper	9
Phase 2 - SFS - Timetabling of future high speed services should reduce interchange waiting times	1
Phase 2 - SFS - Communities / residents will only benefit from reduced journey times if HS2 is affordable for the majority of the population	1
Phase 2 - SFS - HS2 ticket prices will have to be cheap enough to make traveling to work viable / cost effective	1
Phase 2 - SFS - Should lower proposed line speeds to reduce the need for straight tracks	4
Phase 2 - Existing Rail Services (ERS)	34
Phase 2 - Existing Rail Services - Reasons to Agree	8
Phase 2 - ERS - HS2 will improve the reliability of the rail network	1
Phase 2 - ERS - West Coast Main Line cannot carry any more passengers / it is saturated	3
Phase 2 - ERS - East Coast Main Line cannot carry any more passengers / it is saturated	1
Phase 2 - ERS - Services on the TransPennine route are clearly outdated and neglected	1
Phase 2 - ERS - It is better than doing nothing / let the rail network choke	1
Phase 2 - Ra - Phase 2 will complement / enhance existing commuter transport	2
Phase 2 - Existing Rail Services - Reasons to Disagree	13
Phase 2 - ERS - Phase 2 will not improve the reliability of existing services	1
Phase 2 - ERS - Diverting Cross-country/ Transpennine/ Metro services between Northallerton/ Newcastle/ Stockton/ Sunderland may deliver some passenger benefits to those areas	1
Phase 2 - ERS - Rail network between the big cities in the North are outdated and neglected	2
Phase 2 - ERS - Existing services in the North are antiquated / not electrified	1
Phase 2 - ERS - The impact on existing short commute / travel routes has not been considered	2
Phase 2 - ERS - Existing rail services are adequate	3
Phase 2 - ERS - Existing rail services in the North are underfunded	1
Phase 2 - ERS - Existing North-South services are adequate	1
Phase 2 - ERS - Existing services will be degraded to meet anticipated passenger numbers	2
Phase 2 - Existing Rail Services - Reasons to Neither Agree nor Disagree	1
Phase 2 - ERS - Javelin service	1
Phase 2 - Existing Rail Services - Alternative Suggestions	15
Phase 2 - ERS - Money would be better spent upgrading the existing network	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Phase 2 - ERS - Needs to be more long term thinking about the future of the rail network	1
Phase 2 - ERS - Re-evaluate impacts of diverting Cross-country/ Transpennine/ Metro services on capacity/ connectivity in Sunderland/ Durham/ Darlington	1
Phase 2 - ERS - Retain existing service on MML	2
Phase 2 - ERS - Improving control / management of trains would increase frequency	1
Phase 2 - ERS - Existing rail network's problem could be addressed in a more cost-effective way	3
Phase 2 - ERS - Money could be better spent upgrading / improving existing rail services / in the Midlands / North rather than building HS2	6
Phase 2 - Traffic / Transport (TT)	9
Phase 2 - Traffic / Transport - Reasons to Agree	1
Phase 2 - TT - Roads have become increasingly overcrowded	1
Phase 2 - TT - Reliability of roads have become worse	1
Phase 2 - Traffic / Transport - Reasons to Disagree	1
Phase 2 - TT - A small incident on the road will result in miles of traffic	1
Phase 2 - Traffic / Transport - Reasons to Neither Agree nor Disagree	2
Phase 2 - TT - Construction will add to current traffic problems	2
Phase 2 - Traffic / Transport - Alternative Suggestions	6
Phase 2 - TT - Should invest / improve existing travel infrastructure	5
Phase 2 - TT - Upgrading / improving existing rail services in the North / Midlands would reduce road traffic	1
Phase 2 - HS2 Rolling Stock (RS)	7
Phase 2 - HS2 Rolling Stock - Reasons to Disagree	3
Phase 2 - RS - Classic compatibles will not have more than 500 seats	1
Phase 2 - RS - Have not included the cost of rolling stock in cost estimations	2
Phase 2 - HS2 Rolling Stock - Alternative Suggestions	4
Phase 2 - RS - Money could be better spent on increasing train length / longer trains	3
Phase 2 - RS - Faster trains should be used on the existing rail network	1
Phase 2 - HS2 Technology (Tech)	1
Phase 2 - HS2 Technology - Reasons to Disagree	1
HS2 - Tech - Business case undervalues technology's projected value	1
Phase 2 - Engineering	318
Phase 2 - Interface with Other Infrastructure	115
Phase 2 - Rail Network / Infrastructure (Ra)	65
Phase 2 - Rail Network / Infrastructure - Reasons to Agree	12
Phase 2 - Ra - Provides a good start for future expansion / expanding the line to the North / Scotland / Edinburgh	2
Phase 2 - Ra - Proposal is the only way to upgrade the railway system / bring it into the 21st Century	3
Phase 2 - Ra - Proposal offers the chance to plan the rail system nationally instead of in a piecemeal fashion	1
Phase 2 - Ra - Phase 2 will complement / enhance existing rail infrastructure	2
Phase 2 - Ra - Route supports travel to and from West Midlands via connections with existing rail network	1
Phase 2 - Ra - Proposals need to be fully integrated with current and future network development	2
Phase 2 - Ra - Existing connections in the North are worse than the South	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Phase 2 - Ra - HS2 will connect into the existing rail system / infrastructure	1
Phase 2 - Rail Network / Infrastructure - Reasons to Disagree	8
Phase 2 - Ra - HS2 does not provide an integrated rail system in the North and Midlands	2
Phase 2 - Ra - HS2 will damage local rail services	1
Phase 2 - Ra - Only four connections to classic network will limit options to increase services over the classic network in the future	1
Phase 2 - Ra - Plans for town/city centre stations is flawed	1
Phase 2 - Ra - No evidence that the passenger services speculated upon have been based on economic analysis / speculation that decision based purely on political pressure than economic value for money	1
Phase 2 - Ra - HS2 will not improve the slow links in the North / between Northern cities	2
Phase 2 - Rail Network / Infrastructure - Reasons to Neither Agree nor Disagree	2
Phase 2 - Ra - No acknowledgement in consultation document of severe cuts proposed for intercity services on classic lines	1
Phase 2 - Ra - Cuts to classic lines because of traffic moving to high speed line will leave smaller centres such as Coventry / Stockport unable to support current high frequency service	1
Phase 2 - Ra - HS2 Ltd's claim that existing rail services on Cross Country main line average 43mph are not supported by facts	1
Phase 2 - Rail Network / Infrastructure - Alternative Suggestions	47
Phase 2 - Ra - Longer term needs of rail freight sector need to be taken into account	1
Phase 2 - Ra - Cheshire Lines route (Manchester to Liverpool / Manchester to Chester) should be included in electrification investment in 2019-24	1
Phase 2 - Ra - Good connections to rail as at Manchester Piccadilly should be adopted in Birmingham / Birmingham International / Leeds / Sheffield / Derby / Nottingham	1
Phase 2 - Ra - Full integration is required between existing and high speed systems	1
Phase 2 - Ra - Hope Valley Line could be augmented by HS2, providing an East-West 'triangle' connection between Sheffield and Manchester	1
Phase 2 - Ra - HS2 needs to work carefully with rail freight operations affected by construction/operation and preserve rail linked facilities where possible as well as rail connectivity	2
Phase 2 - Ra - Looking at investment in new lines and existing network is likely to lead to ways to reduce project costs	1
Phase 2 - Ra - Should be provision for / more than four connections to classic network	1
Phase 2 - Ra - Should ensure demand associated with Phase 2 ensures dispersal of HS2 passengers at London Stations	1
Phase 2 - Ra - Additional links with the existing network could facilitate capacity for direct services between West Yorkshire and West Midlands	1
Phase 2 - Ra - Whilst there is speculation in the consultation over which passenger / commuter links will benefit from Phase 2 there is no discussion over which freight flows will benefit from additional paths created by modifying passenger services on conventional lines	1
Phase 2 - Ra - Money could be better spent on improving East - West rail links	7
Phase 2 - Ra - A new national strategic transport plan should be developed / put into consultation	1
Phase 2 - Ra - Design and construction of HS2 should not be permitted to impact adversely on freight services and facilities where HS2 intersects existing railways	2
Phase 2 - Ra - Upgrading the Hope Valley line would cause less disruption than HS2	1
Phase 2 - Ra - Money could be better spent upgrading Hope Valley Line	1
Phase 2 - Ra - Money could be better spent on existing infrastructure in the North	5

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Phase 2 - Ra - Linking Western and Eastern leg with efficient conventional trains will bring benefits	1
Phase 2 - Ra - Proposal should ensure that it maximises rail synergy	4
Phase 2 - Ra - The North needs similar transport infrastructure to London / the South East	1
Phase 2 - Ra - Should link to existing rail to connect West country / Bristol to Manchester / Leeds / York	2
Phase 2 - Ra - Should include plans to improve existing East-West rail links	1
Phase 2 - Ra - Need to improve existing rail network especially east west links	3
Phase 2 - Ra - Should improve existing rail infrastructure before building proposed route to ensure it is accessible	1
Phase 2 - Ra - Failure to improve existing rail infrastructure will mean the proposed route will not provide any benefits	2
Phase 2 - Ra - Upgrading West Coast Main Line would be more sustainable	1
Phase 2 - Ra - More connections from HS2 to areas in Wales would be beneficial	1
Phase 2 - Ra - Crossrail 2 will need to be completed before Phase 2 is opened to disperse passenger codes at Euston	3
Phase 2 - Ra - Should improve existing rail infrastructure along the M42 corridor to reduce travel times to proposed HS2 stations	1
Phase 2 - Ra - Investing in existing rail services would provide the public sector with sustainable short / medium / long term investments / services	1
Phase 2 - Ra - Should upgrade / improve route / line / links between Sheffield to Manchester	1
Phase 2 - Ra - Should upgrade / improve route / line / links between East Midlands to Birmingham	1
Phase 2 - Ra - South Yorkshire economy will grow if better connections are provided between major Northern cities	1
Phase 2 - Ra - Connection to the WCML should be 2km south of Coppull instead of at Bamfurlong / would cut journey time	1
Phase 2 - Public Transport (PT)	21
Phase 2 - Public Transport - Reasons to Agree	6
Phase 2 - PT - The national transport network needs to be upgraded	1
Phase 2 - PT - It is better than building more motorways	1
Phase 2 - PT - The North / Midlands do not have access to European / world markets due to poor transportation links	1
Phase 2 - PT - Proposed link is necessary / essential for passenger transport	1
Phase 2 - PT - Transport networks to the North need upgrading	1
Phase 2 - PT - HS2 will promote the use of public transport in large regions of the North	1
Phase 2 - Public Transport - Reasons to Disagree	5
Phase 2 - PT - The proposed route does not offer any public transport links to the proposed maintenance depot	2
Phase 2 - PT - The proposed stations / route / maintenance depot offer limited conjoined connectivity with existing transport infrastructure	4
Phase 2 - PT - The impact of a lack of investment in other travel infrastructure has not been considered	1
Phase 2 - Public Transport - Alternative Suggestion	10
Phase 2 - PT - Cannot look at improvements to connectivity and transport in individual travel modes in isolation and need to be considered together	1
Phase 2 - PT - Intermodal connectivity to high speed rail should be provided to Staffordshire	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Phase 2 - PT - Money would be better spent on travel infrastructure linking East and West	2
Phase 2 - PT - There needs to be a fast / frequent transport links to town / populous / urban centres	3
Phase 2 - PT - Northern towns / cities will benefit more from improved transport links between Eastern and Western ports in the North	1
Phase 2 - PT - Should improve existing bus routes before building proposed route to ensure it is accessible	1
Phase 2 - PT - Failure to improve existing bus routes will mean the proposed route will not provide any benefits	1
Phase 2 - Highways (Hi)	18
Phase 2 - Highways - Reasons to Agree	2
Phase 2 - Hi - HS2 will connect into the existing road system / infrastructure	2
Phase 2 - Highways - Reasons to Disagree	9
Phase 2 - Hi - Allowances for maintaining routes / infrastructure has been underestimated	1
Phase 2 - Hi - Passengers will have to drive to out of town stations	2
Phase 2 - Hi - Significant numbers of roads will be damaged / disrupted / diverted / closed	5
Phase 2 - Hi - Unaffordability of HS2 will lead to an increase in road traffic / cars	1
Phase 2 - Highways - Alternative Suggestions	7
Phase 2 - Hi - HS2 is part of a future transport network, and therefore trunk road planning processes need to be integrated and linked more closely	1
Phase 2 - Hi - Policies to manage the capacity and use of the strategic road network, including through pricing mechanisms, could increase the modal shift benefits of HS2 and would help ensure that they are sustained.	1
Phase 2 - Hi - Road closures should be limited to 6 months	1
Phase 2 - Hi - Where possible, keep route open, use marshals, shuttle buses, traffic signals and Bailey Bridges	1
Phase 2 - Hi - Designs should allow for required capacity enhancements identified by the Highways Agency in the future	
Phase 2 - Hi - HS2 Phase Two crossings over strategic road network should avoid the need for supports in the central reserve	1
Phase 2 - Hi - Should improve existing road infrastructure along the M42 corridor to reduce travel times to proposed HS2 stations	1
Phase 2 - Hi - Should use money to improve the motorway network	1
Phase 2 - Hi - Improving motorways will cause less disruption to people's lives	1
Phase 2 - Hi - Upgrading the A1 would be a cheaper / more sustainable alternative to HS2	2
Phase 2 - Airports (Air)	2
Phase 2 - Airports - Reasons to Agree	1
Phase 2 - Air - Proposal will move people off short-haul flights to Europe	1
Phase 2 - Airports - Reasons to Disagree	1
Phase 2 - Air - Should have a direct link / spur to Heathrow Airport	1
Phase 2 - Public Rights of Way (PRW)	14
Phase 2 - Public Rights of Way - Reasons to Neither Agree nor Disagree	1
Phase 2 - PRW - No indication that Trans Pennine Trail included in HS2's requirements to mitigate impacts	1
Phase 2 - Public Rights of Way - Alternative Suggestions	14
Phase 2 - PRW - All public rights of way should be included in surveys	2
Phase 2 - PRW - Any diversions of Trans Pennine Trail / other rights of way affected by HS2 should be upgraded along the Trail in logical sections	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Phase 2 - PRW - Bridges on any diverted Trans Pennine Trail / other rights of way routes should have level decks and high solid parapets	1
Phase 2 - PRW - HS2 should discuss impacts on public rights of way with local access forums	2
Phase 2 - PRW - HS2 should seek every opportunity to provide a route to bridleway status	1
Phase 2 - PRW - Underpasses on any diversions of Trans Pennine Trail / other rights of way must have sufficient height and width / lighting / surfacing	1
Phase 2 - PRW- Route planning should seek to minimise its impact on Rights of Way that line will cross	1
Phase 2 - PRW - Should maintain / replace bridleways / public footpath / Trans Pennine Trail affected where HS2 crosses legal line of PRW	2
Phase 2 - PRW - Should carefully consider interface with Trans Pennine Trail / bridleways / public footpath	3
Phase 2 - PRW - Sections of the Trans Pennine Trail affected need to be replaced to a similar / better standard than before	4
Phase 2 - PRW - Proposed route should avoid / make provisions for bridleways	2
Phase 2 - PRW - Proposed route should avoid / make provisions for public footpaths	5
Phase 2 - Canals and Rivers (CR)	3
Phase 2 - Canals and Rivers - Reasons to Disagree	1
Phase 2 - CR - Careless planning will have a negative impact on canals	1
Phase 2 - Canals and Rivers - Reasons to Neither Agree nor Disagree	1
Phase 2 - CR - Canals and Waterways are essential for British wildlife	1
Phase 2 - Canals and Rivers - Alternative Suggestions	2
Phase 2 - CR - The route of existing / proposed canals should not be changed / should be sustained	1
Phase 2 - CR - Canals / waterways should not be effected by HS2 route / lines / buildings	1
Phase 2 - CR - Proposal should contain provision for canals / waterways to be restored where possible	1
Phase 2 - CR - Proposal should provide provision for canals / waterways to continue operating on existing routes	1
Phase 2 - Tram Systems (TS)	2
Phase 2 - Tram Systems - Reasons to Disagree	1
Phase 2 - TS - Failure to improve existing tram infrastructure will mean the proposed route will not provide any benefits	1
Phase 2 - Tram Systems - Alternative Suggestions	2
Phase 2 - TS - Good connections to trams as at Manchester Piccadilly should be adopted in Birmingham / Birmingham International / Leeds / Sheffield / Derby / Nottingham	1
Phase 2 - TS - Should improve existing tram infrastructure before building proposed route to ensure it is accessible	1
Phase 2 - Line of Route - (LoR)	137
Phase 2 - Line of Route - Reasons to Agree	17
Phase 2 - LoR - The links to Manchester/ Liverpool/ Preston/ Wigan will provide West Lancashire with access to high speed network	1
Phase 2 - LoR - Proposed link is necessary / essential in the long term	1
Phase 2 - LoR - Phase 2 route is reasonable / seems ok	5
Phase 2 - LoR - Proposed route is the best / better than alternative routes suggested	4
Phase 2 - LoR - Proposed route will have the least impact compared to alternative routes	1
Phase 2 - LoR - Proposed route is more sustainable than alternative routes suggested	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Phase 2 - LoR - Proposed route provides the right balance between sustainability and journey times	2
Phase 2 - LoR - HS2 has minimised its impact on sensitive areas by avoiding them where possible	1
Phase 2 - LoR - HS2 has minimised its impact on sensitive areas by following existing transport corridors	1
Phase 2 - LoR - Route is largely a dedicated high speed line maximising capacity and journey time benefits for travel to and from West Midlands	1
Phase 2 - Line of Route - Reasons to Disagree	26
Phase 2 - LoR - I would not choose this route	2
Phase 2 - LoR - Bit late in the day to ask this question as I understand the route is decided	1
Phase 2 - LoR - If process of route selection has been based on faulty landscape assessment then justification for building HS2 is undermined	1
Phase 2 - LoR - No transparency about why option selection process can justify a longer route when options of this nature were rejected for Phase 1	1
Phase 2 - LoR - Proposed route is too London-focused	2
Phase 2 - LoR - Route will have a negative impact on the areas along the route	3
Phase 2 - LoR - Line of route is not right for the areas it serves	2
Phase 2 - LoR - The route bypasses all major business / residential areas	1
Phase 2 - LoR - Proposed route is wrong / poorly thought out	3
Phase 2 - LoR - Proposed line of route does not connect cities	3
Phase 2 - LoR - Proposed route will lead to too much re-routing of current infrastructure for it to go ahead	1
Phase 2 - LoR - Proposed route will lead to too much being rebuilt for it to go ahead	1
Phase 2 - LoR - Proposed route will lead to too much demolition for it to go ahead	1
Phase 2 - LoR - The proposed route is unfair / arbitrary	1
Phase 2 - LoR - Proposal will serve areas that already have a good rail infrastructure	1
Phase 2 - LoR - Route should not be chosen by cost considerations	3
Phase 2 - LoR - Proposed route has been chosen using inadequate data which will lead to higher costs / environmental damage	3
Phase 2 - Line of Route - Reasons to Neither Agree nor Disagree	7
Phase 2 - LoR - The tight curve on the Hope Valley line near Dore may inhibit use for fast passenger services and a extending the tunnel would be futile as this saves minimal time	1
Phase 2 - LoR - Assurance that adequate environmental research has been carried out into the proposed route	1
Phase 2 - LoR - Route is largely a dedicated high speed line maximising capacity and journey time benefits for travel to and from West Midlands	1
Phase 2 - LoR - Proposed route only links the 3 major cities / in the East Midlands / to London	2
Phase 2 - LoR - Final route will change as it will be a compromise between various pressure groups	1
Phase 2 - LoR - Unable to comment on Midlands routes	1
Phase 2 - Line of Route - Alternative Suggestions	96
Phase 2 - LoR - Support alternative route options / phase 2 route options	1
Phase 2 - LoR - Route should not run within 100m of villages	1
Phase 2 - LoR - Respondents' alternative route (map attached) is significantly shorter	10
Phase 2 - LoR - Amended route is much improved for people not on / served by the line	1
Phase 2 - LoR - The Great Central Line with a new spur from Penistone to Leeds has considerable advantage over HS2 / serves Manchester / Leeds / Sheffield / Nottingham without the need for two legs - ref Plan B - (online resp 7149)	2

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Phase 2 - LoR - Should consider the electrification of the line between Sheffield and the junctions at Dore (Hope Valley line) and establish links at Dore as double track so that London-Manchester trains could use this route with a reduction of the load on WCML	1
Phase 2 - LoR - Use of the Woodhead route would allow HS running in a Y route between Manchester Leeds and Sheffield to improve connectivity across UK from Liverpool to Hull.	1
Phase 2 - LoR - HS2 should follow parts of the Manchester - Sheffield Lincoln line to prevent job losses to areas the current line goes through	1
Phase 2 - LoR - Proposed route does not follow existing transport corridors / should use existing corridors	5
Phase 2 - LoR - Should be new diversions / corridors from existing lines	1
Phase 2 - LoR - Proposed route should be as straight as possible to reduce costs	1
Phase 2 - LoR - Proposed route should not be "Y" shaped / should be "V" shaped and miss out Birmingham	1
Phase 2 - LoR - Phase 2 should connect with Overground network to disperse passengers across London	1
Phase 2 - LoR - Route should go to Leeds only / not Manchester to save billions	1
Phase 2 - LoR - Should keep to the original route	1
Phase 2 - LoR - Alternative route / routes should be found / considered	8
Phase 2 - LoR - Most alternative routes have merits	2
Phase 2 - LoR - Most alternatives focus on what already exists so undermining the point of HS2	1
Phase 2 - LoR - Line of Route should follow existing travel routes / not make new routes / if HS2 goes ahead	8
Phase 2 - LoR - The line should be moved away from people's homes / communities if speed is no longer the main factor	3
Phase 2 - LoR - Route should go through city centres	6
Phase 2 - LoR - Should re- route line through areas that want / are in favour of HS2	1
Phase 2 - LoR - Re-routing the line through areas that want HS2 will make it more popular	1
Phase 2 - LoR - Should show on a map the effects of an additional track alongside the East Coast Main Line / West Coast Main Line	1
Phase 2 - LoR - Should consider a spur from Great Central Main Line at Rugby	2
Phase 2 - LoR - Line should connect Manchester with Leeds / Sheffield	4
Phase 2 - LoR - Leeds should be connected to London directly / bypassing Birmingham	4
Phase 2 - LoR - Line should connect Manchester Airport with Leeds / Sheffield	2
Phase 2 - LoR - A new route running at a reduced speed would provide a more accessible / sympathetic solution	2
Phase 2 - LoR - A new route running at a reduced speed would provide more network capacity	1
Phase 2 - LoR - Project should not include / involve the Midlands	1
Phase 2 - LoR - Change in policy from speed to capacity means the whole route should be reviewed	5
Phase 2 - LoR - Should only have one route going North instead of two	1
Phase 2 - LoR - Proposed route should be built underground	1
Phase 2 - LoR - Route would be more sustainable if it directly served city centres	2
Phase 2 - LoR - Proposed route will need local refinements in the future	1
Phase 2 - LoR - Proposed route should run only on the outskirts of cities and trains should transfer on standard lines for the last couple miles / as it would be cheaper / would only affect journey time by 2 / 3 minutes	3
Phase 2 - LoR - Should make active provisions for Phase 3 to prevent any detrimental effects on Phase 2	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Phase 2 - LoR - Active provisions for Phase 3 should be made now / similarly to provision made in Fradley / Marston during Phase 1	1
Phase 2 - LoR - An Environmental Impact Assessment should be carried out before any potential route is announced	11
Phase 2 - LoR - Alternative route should be considered which uses brown field sites rather than good productive land and wildlife habitats	2
Phase 2 - Width of Route (WoR)	2
Phase 2 - Width of Route - Reasons to Agree	1
Phase 2 - WoR - It is better than widening existing railway lines through towns	1
Phase 2 - Width of Route - Reasons to Neither Agree nor Disagree	1
Phase 2 - WoR - The width of the route varies depending on vegetation / environmental impacts are larger than first thought	1
Phase 2 - Stations (Sta)	65
Phase 2 - Stations - Reasons to Agree	1
Phase 2 - Sta - Supports selection of stations	1
Phase 2 - Stations - Reasons to Disagree	23
Phase 2 - Sta - It will be expensive to access at the proposed HS2 stations	1
Phase 2 - Sta - Oppose provision of out-of-town parkway stations as an alternative to serving city centre stations	1
Phase 2 - Sta - More stations will not lead to faster trains	5
Phase 2 - Sta - Stations are not right for the areas they serve / too remote	3
Phase 2 - Sta - The proposed HS2 stations (excl Birmingham and Leeds) offer no benefit to the proposed customers	1
Phase 2 - Sta - Location of station will be hard to access / people will have to travel further / take longer to reach	7
Phase 2 - Sta - Need to travel to stations will cause congestion on local travel infrastructure	1
Phase 2 - Sta - There are already enough stations / no need for more stations along phase 2 route	6
Phase 2 - Sta - It will be expensive to park at the stations	3
Phase 2 - Stations - Reasons to Neither Agree nor Disagree	4
Phase 2 - Sta - There are too few stations	4
Phase 2 - Stations - Alternative Suggestions	37
Phase 2 - Sta - City centre stations lack integration with the surrounding area, further efforts need to be made to deliver accessibility and sustainable local development	1
Phase 2 - Sta - HS2 should investigate economic benefits of an interim station as they could be significant	1
Phase 2 - Sta - Accelerate station refurbishment programme to a sensible standard (not 'gold plating')	1
Phase 2 - Sta - Proposed stations should be built underground in city / town centres	1
Phase 2 - Sta - HS2 stations will need park and ride services	1
Phase 2 - Sta - Would be better to have a station easily accessible from the motorway rather than having to commute to the city centres	1
Phase 2 - Sta - Should avoid building termini / should build through stations	1
Phase 2 - Sta - All stations need free / accessible parking	3
Phase 2 - Sta - Stations need ample / better / bigger car parks	7
Phase 2 - Sta - Stations need cheap car parking	4
Phase 2 - Sta - Should ensure that access to the station is cheap / easy	1
Phase 2 - Sta - Should have longer platforms at existing stations	9

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Phase 2 - Sta - HS2 will only be sustainable if stations are in the city centre	3
Phase 2 - Sta - Money could be better spent upgrading the stations we already have	3
Phase 2 - Sta - Existing stations are not accessible to disabled / should be made accessible to disabled people	1
Phase 2 - Sta - Should consider more stations on phase 2 to ensure more people benefit / serves more people	3
Phase 2 - Sta - It is necessary to ensure that natural light is incorporated in HS2 stations	1
Phase 2 - Sta - Should ensure that stations on the proposed lines are insulated	1
Phase 2 - Sta - Should consider more hub stations / interchanges along the proposed line	3
Phase 2 - Tunnels (Tun)	20
Phase 2 - Tunnels - Reasons to Agree	1
Phase 2 - Tun - Tunnels will mitigate the worst impacts of the proposed route	1
Phase 2 - Tunnels - Reasons to Disagree	2
Phase 2 - Tun - Consider the whole route through tunnels instead of embankments	1
Phase 2 - Tun - Provision should be made for a tunnelled link at Old Oak Common	1
Phase 2 - Tunnels - Reasons to Neither Agree nor Disagree	3
Phase 2 - Tun - Concerns regarding impact of tunnelling constructed under homes	3
Phase 2 - Tunnels - Alternative Suggestions	14
Phase 2 - Tun - Too much tunnelling could lead to an increase in cost	7
Phase 2 - Tun - Tunnels replacing cuttings in agricultural / woodland areas would reduce public concern and outcry about HS2 Phase 2	2
Phase 2 - Tun - Should consider using long bored tunnels to preserve Britain for future generations	3
Phase 2 - Tun - Should consider tunnelling to minimise demolitions in built up areas	3
Phase 2 - Depots (Dep)	1
Phase 2 - Depots - Reasons to Disagree	1
Phase 2 - Dep - Concerns maintenance depots will only provide limited local economic benefit	1
Phase 2 - Viaducts and Bridges (VB)	5
Phase 2 - Viaducts and Bridges - Reasons to Disagree	1
Phase 2 - VB - any new bridges will need to give clearance of 5.0m above water level , HS2 may wish to increase this for safety purposes	1
Phase 2 - VB - Where crossings are over river section additional clearance will be required	1
Phase 2 - Viaducts and Bridges - Alternative Suggestions	4
Phase 2 - VB - Line should tunnel under existing infrastructure instead of using a viaduct	4
Phase 2 - Cuttings (Cut)	2
Phase 2 - Cuttings - Reasons to Disagree	1
Phase 2 - Cut - HS2 will run in a cutting next to my home / property	1
Phase 2 - Cuttings - Alternative Suggestions	2
Phase 2 - Cut - All noise mitigation features / cuttings should be the same height as the trains / rolling stock	1
Phase 2 - Cut - Cuttings running through agricultural / woodland areas should be covered and the land above them reclaimed	1
Phase 2 - Tracks and Power (TP)	6
Phase 2 - Tracks and Power - Reasons to Disagree	1
Phase 2 - TP - Straight lines are not necessary now that capacity has taken priority over speed	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Phase 2 - Tracks and Power - Alternative Suggestions	5
Phase 2 - TP - Track should be designed to be capable of transporting freight should this be required in the future	2
Phase 2 - TP - En-route train reversals should be avoided	1
Phase 2 - TP - Track layout should be kept as simple as possible	1
Phase 2 - TP - Tracks removed between 1960 and 1970 should be re-used to avoid major bridge works	1
Phase 2 - TP - Money could be better spent on additional tracks alongside the existing ones	1
Phase 2 - TP - Should add extra tracks at pinch points	1
Phase 2 - Other reasons	147
Phase 2 - Other Reasons to Agree	6
Phase 2 - Alternative suggestions would bring chaos without any benefits	1
Phase 2 - It will be the least bad option / making the best of a difficult problem	1
Phase 2 - Would support any alternative suggestions if they are needed	1
Phase 2 - HS2 Phase 2 is necessary / required / needed / should be built / essential	3
Phase 2 - Other Reasons to Disagree	131
Phase 2 - There are no justification to having Phase 2	2
Phase 2 - Phase 2 is unnecessary / not required / not needed	67
Phase 2 - Unhappy / not happy with the Phase 2 proposal	3
Phase 2 - The project should be ditched / scrapped / not go ahead / should not be built	35
Phase 2 - Proposed route has been carefully assessed	1
Phase 2 - Project is flawed / abhorrent	5
Phase 2 - Proposal is poorly thought out / planned / managed / a mistake	7
Phase 2 - Phase 2 will bring no benefits / create no improvements / benefits brought by Phase 2 are questionable	15
Phase 2 - Proposal is short sighted / does not consider long-term needs	3
Phase 2 - Project was not thoroughly planned out / planned out too hastily	1
Phase 2 - Should be scrapped / ditched before critical steps are taken to build phase 1	1
Phase 2 - Have not considered / thought of any of the practical outcomes	1
Phase 2 - Running HS2 alongside existing services could mean HS2 will suffer / be-neglected / un-invested	1
Phase 2 - Will affect / disturb / disrupt Warwickshire for many years	2
Phase 2 - Faster links between London and the North have already been attempted but failed due to lack of consistent support	1
Phase 2 - Proposal lacks direction / real conviction	1
Phase 2 - Other Reasons to Neither Agree nor Disagree	14
Phase 2 - Have not considered relevant issues such as amount of work achieved during current journeys	2
Phase 2 - Project is still in its early stages	1
Phase 2 - Alternative suggestions / proposals should be considered in more detail	9
Phase 2 - Route should only be built if there is demand for a transport system in the future	1
Phase 2 - Lack of alternative should not be sighted as reason to build HS2	1
Phase 2 - Other Reasons - Alternative Suggestions	1
Phase 2 - An evaluation of alternatives should be carried out independently not by those with vested interests	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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COMMENTS ON CONSULTATION	777
Consult - More information required on how HS2 trains will utilise / run on some existing lines	1
Consult - Difficult to draw conclusions / form opinion as information is high-level / complicated	2
Consult - Questions on whether questions / from respondents will be directly answered	1
Consult - Consultation / results are being administered by consultants whose agenda is to tell Ministers what they want to hear	1
Consult - Consultation inaccurately describes Western leg as passing between Hopton and Stafford / assumes Mount Edge is another village separate from Hopton	2
Consult - Consultation period has been too short	3
Consult - Petitions from local people raising issues should be taken into account / from people against the proposals	1
Consult - Questions when report will be published	1
Consult - Mentions of not receiving information / notification of project	11
Consult - Requires information about how to appeal against the plans	3
Consult - Should start planning / consultation again with honest figures / costs	2
Consult - Should start planning / consultation again citing realistic journey times	1
Consult - Should start planning / consultation again with honest / realistic environmental damage estimates	1
Consult - Employing consultants now is a bit late when money has already been squandered	1
Consult - Consultation is silly / foolish / fatuous	4
Consult - Money spent on consultation could be better spent on more deserving causes	3
Consult - Consultation has been published too early because relevant design work / analysis has not been started	3
Consult - Consultation restricts subjects that can be commented on	5
Consult - Level of consultation has been minimal / not enough consulting has been done	12
Consult - Consultation is not valid unless the expenditure can be justified in terms of benefits to the environment / society / economy	1
Consult - Not a public consultation because public do not know how to get involved	2
Consultation Event	229
Consultation - CE - The HS2 / Government representative answered concerns about the plans viability with the words, 'We will just throw more money at it.'	1
Consult - CE - Consultation event did not provide adequate information about how disruption would be mitigated in the Ridware villages	1
Consult - CE - Consultation events did not provide sufficient information / make clear the link between Phase 1 and Phase 2 / did not allow local communities an open / robust means of making their views known	1
Consult - CE - Dissatisfied with consultation process	1
Consult - CE - Event in Leeds Should have included sound demonstration for noise effects on Woodlesford	1
Consult - CE - More engagement/ consultation with farmers and land owners should be carried out	1
Consult - CE - Only one public engagement event in Wakefield District means HS2 not given residents enough time to work through concerns and questions	1
Consult - CE - Unclear from HS2 events whether HS2 trains will be stopping at Crewe	1
Consult - CE - Should have held events beyond immediate route	1
Consult - CE - Sound demonstrations were superb evidence of lack of noise invasion	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
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Consult - CE - Visual representations did not show the proximity of embankments / pylons to Hollins Green village / church / pubs	1
Consult - CE - Manchester events not advertised / publicised	2
Consult - CE - HS2 staff at consultation event have admitted they have not fully considered all possible locations for maintenance depots	1
Consult - CE - Recordings / estimates of noise from trains were misleading / not comparative to the levels heard from elevated tracks in the Rixton-with-Glazebrook area	2
Consult - CE - Mentions of parking charges / fines incurred attending consultation event	1
Consult - CE - Mentions of attending consultation event	172
Consult - CE - Mentions of meetings that have not happened / cannot comment due to not going to a meeting	2
Consult - CE - Mention of consultation event / not attended	7
Consult - CE - Mentions of Local MP attending consultation / presentation	1
Consult - CE - HS2 staff were knowledgeable / helpful / accommodating at event / organised / convincing case as to why project should go ahead	9
Consult - CE - HS2 staff were unprofessional / filibustering / left no time for questions / misleading	19
Consult - CE - Consultation events did not provide sufficient information / answer direct questions / was a farce / PR exercise	25
Consult - CE - HS2 staff at consultation event should be helpful / willing to help on issues	4
Consult - CE - HS2 staff lacked local knowledge / were unhelpful / lacked empathy / sympathy for those affected	36
Consult - CE - No consultation event is planned for Liverpool	1
Consult - CE - Not having an HS2 event in Liverpool leaves the consultation looking cosmetic	1
Consult - CE - Recordings / estimates of noise from trains were misleading / only compared to high volume traffic	6
Consult - CE - Recordings / estimates of noise from trains were misleading for people who don't live by a main / busy road already	5
Consult - CE - Recordings / estimates of noise from trains were misleading / did not represent what the constant noise would be like	12
Consult - CE - Bird song on recordings of noise from trains was insulting / bad taste as no birds would be left in the area after construction	1
Consult - CE - HS2 addressed none of the concerns of local people at event	4
Consult - CE - Consultation event was poorly advertised / in Handsacre / Bilborough / Ashby-de-la-Zouch	5
Consult - CE - Consultation event in Bilborough did not provide information about the impact of HS2 on Nottingham	2
Consult - CE - Consultation event did not provide adequate information about noise mitigation / noise impact in the Ridware villages	8
Consult - CE - Consultation event could not provide detailed information on environmental impact	3
Consult - CE - Consultation event at the Alex did not mention the location of Crewe station	1
Consult - CE - Questions were not answered at Polesworth consultation event / does not benefit Birchmoor community	3
Consult - CE - Contents of consultation events have been selective / only addressed positive issues / left negative issues largely ignored / biased facts / far	5
Consult - CE - No alternative routes were discussed at consultation event	3
Consult - CE - Consultation event did not address the negative impacts Culcheth village would face during construction of HS2	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Consult - CE - Consultation event did not provide any details about the size / location of construction camps / sifting process for construction camps / workforce accommodation / spoil removal / deposits	2
Consult - CE - Consultation events did not provide any details about the amount of land needed during the construction process	1
Consult - CE - Staff at consultation events said that noise / vibrations were a question of attitude	1
Consult - CE - Answers from staff at consultation events were based on assumptions / uncertainties	4
Consult - CE - Consultation event did not provide information on what utilities will be included in the proposals	2
Consult - CE - HS2 personnel did not put across a convincing case about benefits to Ryhill / Wakefield area	3
Comments on consultation document	525
Consult - CD - Disagree with the premise of the utilities question	1
Consult - CD - Maps do not show major gas pipeline running through High Legh / Agden	1
Consult - CD - Document gives an indication of the number of impacts but not the scale of the impacts	1
Consult - CD - Claims there will be no residual impact on wildlife is unjustified/misleading/premature	1
Consult - CD - Concerned by the lack of information on how equivalence will be ensured and compensation will be provided for the many impacts on both species and habitats	1
Consult - CD - Further information on how sensitivity, importance and value of the baseline is judged should be available	1
Consult - CD - Should have GIS mapping of the baseline	1
Consult - CD - The main HS2 Consultation Document contains minimal reference to Noise and Vibration	1
Consult - CD - The narrow limits on 50m and 2km need to be wider	1
Consult - CD - The document focuses on residential property but there is little for business occupiers in it	2
Consult - CD - Assumptions about demand for future rail travel in consultation documents are severely flawed	1
Consult - CD - Need more information on health impacts of HS2	1
Consult - CD - Conflates service capacity with service patterns	1
Consult - CD - Emphasis has mainly been on cost of HS2 / does not consider other factors	1
Consult - CD - HS2 maps do not show the M1 with fourth lane extended north of Junction 28	1
Consult - CD - Phase 2 consultation does not acknowledge Government's previous support for direct link to Heathrow / only makes a brief reference to spur	1
Consult - CD - should re-name the route to make clear to the public that it runs beyond Manchester, to the North West, and beyond Leeds, to York	1
Consult - CD - The consultation document makes no / insufficient reference to existing rail services / the need to increase capacity / the Link / through-services linking HS2-HS1-Europe / non-high-speed services	1
Consult - CD - Train times quoted are inconsistent / best times are not quoted	1
Consult - CD - Consultation document does not address overcoming the issue of heavy / gridlocked traffic on the M1	1
Consult - CD - The suggestion is that extending gas services via the route is not being considered so that this would appear to be something tacked on in an attempt to win doubters over	1
Consult - CD - Consultation questionnaire is elitist / designed to put most people off	4

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Consult - CD - Consultation questions are of a closed nature	8
Consult - CD - Consultation document does not detail visual impact mitigation in enough detail / more information required	1
Consult - CD - Section 8.38 does not exist in document	1
Consult - CD - Questions of the evidence / support for the statements outlined in chapter 11	1
Consult - CD - Consultation document provides weak answers regarding other routes / alternative routes	2
Consult - CD - Information and conclusions in Annex B are invalid	4
Consult - CD - Using HS2 for freight at night is a major specification change which makes a mockery of the consultation	6
Consult - CD - Lack of information on the likely disruption during construction makes the consultation incomplete	6
Consult - CD - Terms such as 'connectivity', 'freeing up capacity', 'the value of time saved' are vague and poorly defined concepts dependant on external social and economic factors the HS2 planning team are unable to predict	1
Consult - CD - Require more information on how housing developments may be impacted	1
Consult - CD - Mention of section 7.8.2	1
Consult - CD - Mention of section 7.8.6	1
Consult - CD - No information / details were given for the embankments that will be built	1
Consult - CD - Mention of section 8.3.6	1
Consult - CD - Consultation document states the number of passengers from Warrington will double as a result of HS2	1
Consult - CD - Chapter 11 has no information / vague /	1
Consult - CD - Require more information / further public consultation / requires further studies to be carried out	16
Consult - CD - Require more information on costs / benefits for an additional station near Manchester Airport	1
Consult - CD - Section 8.4.3 / 8.4.4 of consultation document does not mention Nuthall / Strelley	3
Consult - CD - Mention of Hough to Winterbottom section of document / section 7.3.3	1
Consult - CD - Should provide more information on how compensation is decided	3
Consult - CD - Consultation document lacks sufficient / clear information regarding HS2's impact on Manchester Piccadilly Depot	1
Consult - CD - Criticism of chapter 7 / 10 / information is inaccurate / inconsistent	5
Consult - CD - Lack of detailed analysis / information	64
Consult - CD - Cannot find relevant chapter / chapter 7 / 8 / 9 / 10 / 11 in the document	27
Consult - CD - Incorrect chapter reference	2
Consult - CD - Concerns about lack of information on how to claim compensation prior to Part 1 Compensation qualification	1
Consult - CD - More detailed analysis / evidence / information is required	34
Consult - CD - Availability of information / do not have enough / information is too hard to find	31
Consult - CD - Information on benefits to north / south divide is unclear / exaggerated / economic benefits to the North East are unproven	8
Consult - CD - Information / figures / data in consultation document is misleading / manipulative / misrepresented / exaggerated / outdated	40
Consult - CD - Require more information on how residential properties above the proposed tunnel will be handled	2
Consult - CD - Require more information / further consultations with detailed information on impact on paths / bridleways	3

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Consult - CD - Require more information / re-assurance on the financial impact to myself / my business	3
Consult - CD - Require more information on noise / vibration impacts / to individual areas / addresses / noise mitigation measures	13
Consult - CD - Require more information on environmental mitigation measures	6
Consult - CD - Require more information on speed / frequency / time of trains / at my address	4
Consult - CD - Require more information on impact on house prices / values for similar projects / HS1	1
Consult - CD - Require more information on ventilation shafts / exhaust from ventilation shafts	2
Consult - CD - Request for hard copy of HS2 consultation documents	2
Consult - CD - Require more information / detailed plan on location of tunnels	1
Consult - CD - Require more information on any potential reengineering of the M1 / A52	3
Consult - CD - Require more information on compensation schemes for blighted properties not covered by Exceptional Hardship Scheme	3
Consult - CD - Mentions of HS2 / HS2 consultation documents / summary report / documents	38
Consult - CD - Mentions of previous HS2 documents	3
Consult - CD - Criticism of the consultation document	44
Consult - CD - Consultation document / route plan / diagram reference	8
Consult - CD - Consultation document is superficial / vague / lacks clarity	19
Consult - CD - Consultation document is too long / difficult to understand	14
Consult - CD - Consultation document seeks approval / implies that HS2 will go ahead regardless of opinion	14
Consult - CD - Consultation document does not have space for comments opposing HS2	3
Consult - CD - Too many 'could' and 'maybe' / guesswork / assumptions / uncertainties / vague 'possibilities' in the consultation document	18
Consult - CD - Should list / make available their sources / evidence behind the consultation document	2
Consult - CD - Consultation does not ask if people affected will use HS2	1
Consult - CD - Consultation document should have been broken down into smaller areas	1
Consult - CD - Consultation does not consider impact on people's lives / public welfare	3
Consult - CD - Claimed benefits of the scheme are flawed / misleading	16
Consult - CD - Justifications for figures are unconvincing / don't add up	12
Consult - CD - Evidence for the demand of HS2 is unclear / unconvincing	18
Consult - CD - Proposal lacks evidence to support conclusions / the supposed benefits for the UK	8
Consult - CD - The project has not been properly costed / planners had no idea how to get correct costs	6
Consult - CD - Have not / should include any alternative routes / suggestions	15
Consult - CD - Correspondence from HS2 contradicting the Consultation document has created confusion amongst local residents	1
Consult - CD - Consultation document lacks / missing the corrections sheets	1
Consult - CD - Statistics / evidence supporting job creation is lacking / flawed / unconvincing / exaggerated	9
Consult - CD - Section 7.2.2 of consultation document does not mention track running through an elevation through the village of Marston	1
Consult - CD - Section 1.3.2 of consultation document attempts to predict where people will live / that shows where the problem needs tackling	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Consult - CD - Consultation document makes no reference to existing land use strategy / planning	1
Consult - CD - Consultation document does not contain enough information about the provision of classic / HS2 rolling stock	3
Consult - CD - Consultation document does not adequately explain why / how the route will / should pass Measham	1
Consult - CD - Consultation document does not explain why the M42 will be realigned at Measham	1
Consult - CD - There is no mention in the consultation document of the section of the route that joins the HS2 line to East Coast Main Line at Church Fenton	1
Consult - CD - There is no specific space to object to Phase 2 / HS2 in the consultation	4
Consult - CD - There is not enough evidence to prove HS2 project is the best option / can be delivered	1
Consult - CD - Consultation document contains little information about the Liverpool service / more information about Derby / Sheffield service	1
Consult - CD - Have not provided enough information regarding the impact on existing services in Nottingham	2
Consult - CD - Mentions of page 79 of the Consultation Document	1
Consult - CD - Corrections to High Speed Rail: Investing in Britain's Future - Consultation Response Form - question 2 / 5	3
Consult - CD - Corrections to High Speed Rail: Investing in Britain's Future - Consultation Summary - page 24 / 30	3
Consult - CD - Consultation document is unclear about the link between existing and proposed stations in Leeds	5
Consult - CD - Could not access the Appraisal of Sustainability / sustainability summary / Chapter 9 online	3
Consult - CD - Have not read / read in detail the document / chapter 7 / 10 / 11	9
Consult - CD - Evidence regarding impact on residential areas is lacking	1
Consult - CD - The consultation will not address the real issues around HS2	2
Consult - CD - Official HS2 documents admit HS2 will little impact on long distance road traffic	5
Consult - CD - Public should be provided with all the information in a clear / concise manner	3
Consult - CD - Information in consultation document lacks transparency / is vague / incorrect / flawed	8
Consult - CD - Consultation document's estimation of passenger numbers in Sheffield contradicts earlier mention of South Yorkshire's market size	1
Consult - CD - No evidence of Consultation document's stated journey time penalty of 6 minutes from Leeds to London	1
Consult - CD - Consultation document has not taken into account journey time improvements from Leeds / York / Newcastle to Sheffield / has not considered existing number of passenger journeys to / from Leeds	1
Consult - CD - Consultation document does not specify whether it will transform areas in a good or bad way	1
Consult - CD - A proper study about the impact on the use of means of transport / people switching from train to car / people using car / buses / bicycle to transfer between stations / has not been carried out	1
Consult - CD - Consultation document does not provide any references to the Appraisal of Sustainability / sustainability	1
Consult - CD - Proposal is based on outdated data / model	5
Consult - CD - Inconsistent / contradictory information on page 35 / 50 / 51 regarding proposed route through Crewe and whether Crewe will be served by HS2	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Consult - CD - No details of extending phase 2 to Scotland has been included in the proposals	1
Consult - CD - Consultation document does not contain any detailed information about the impacts of noise / vibrations	1
Consult - CD - Philip Hammond's stated consultation on HS2 must precede all questions asked in Consultation document	1
Consult - CD - Mention of section 1.2.9	1
Consult - CD - Maps do not show noise impact on Ryhill	1
Questionnaire	73
Consult - Qu - Questionnaire does not tie in with consultation document / makes some questions easy to answer	1
Consult - Qu - Consultation response form does not include details / response box for the spur from Leeds to York	1
Consult - Qu - Should be an option to keep a copy of your answers	1
Consult - Qu - Consultation questionnaire does not include a specific space to object to HS2 / Phase 2	2
Consult - Qu - Cannot copy / transfer text from one response to another	1
Consult - Qu - Criticism of the questionnaire	40
Consult - Qu - Questions are loaded / leading / biased / positive 'spin' on questions	27
Consult - Qu - The boxes are too big for agree / disagree one word answers	1
Consult - Qu - Questionnaire / survey implies / assumes that HS2 / route / proposals will go ahead regardless / foregone conclusion	6
Consult - Qu - Does not understand the question / question 7	1
Consult - Qu - Question 7 is asking for a comment on a different document to the one being discussed	2
Sifting Process	8
Consult - SP - Sifting process is not transparent / does not allow consultees to understand how the preferred route has been chosen	1
Consult - SP - Sifting process should have included the input of consultees such as local authorities / householders / businesses	1
Consult - SP - Sifting process will not be plausible when tested	1
Consult - SP - Disappointed Liverpool was not included in sifting process	1
Consult - SP - Method of determining preferred options / sifting process is inconsistent / poor / flawed	3
Consult - SP - Sifting process is misleading / manipulative / misrepresented / exaggerated	1
Consult - SP - Sifting process has taken insufficient account of some of Britain's key assets / Britain's historic built environment	1
Consult - SP - Support the reasoning used to choose the line of route	1
Consult - SP - Claim that the selection of the approach to Leeds via Woodlesford is determined by the location of the station is unconvincing	1
Surveys	38
Consult - Surv - Phase 2 maps do not show local wildlife sites/ geological sites	1
Consult - Surv - Surveys should have been carried out / people should have walked the route	3
Consult - Surv - Proposed route has not been properly surveyed / surface only	5
Consult - Surv - Maps / OS maps are out of date / inaccurate / doesn't show amendments to local communities	5
Consult - Surv - Maps / OS maps are out of date / inaccurate / doesn't show amendments to local environments	13

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Consult - Surv - Maps / OS maps are out of date / inaccurate / does not show recently completed structures / roads	16
Comments on consultation process	104
Consult - CP - Present consultation doesn't address whether HS2 will or should go ahead, a decision that will be made elsewhere	3
Consult - CP - Concerns over levels of engagement with regional stakeholders	1
Consult - CP - Disappointed by the lack of engagement	1
Consult - CP - Disappointed by the lack of engagement with those with detailed knowledge of what habitats might be lost	1
Consult - CP - Intermediate stations and additional stations for the Y route were not considered during the Phase 1 consultation	1
Consult - CP - Reasons for rejecting route options for Phase 1 are not valid for Phase 2 because the design philosophy is different	1
Consult - CP - The philosophy for the design of the Y route is substantially different to Phase 1 because speed is not the driving factor / the alignment follows major corridors / alignment has significant deviations in it	1
Consult - CP - There has never been a fair consultation on the principle of the Y route	1
Consult - CP - There has never been a fair consultation on the principle of the Y route	1
Consult - CP - There should have been a detailed comparison between the shortlisted options instead of asking for comments on one option	1
Consult - CP - Those who now know they will be affected by Phase 2 have not had a fair opportunity to challenge the principle of the project	1
Consult - CP - If any further changes are made to the proposed HS2 route it would be helpful if Outokumpu could be notified of such changes so Outokumpu can consider such impacts and make representations on the changes	1
Consult - CP - Request clarification as to the proposed effects of HS2 on the Leeds Midland Road	1
Consult - CP - HS2 have not considered / looked into where required airport capacity is going / without looking at any other options	1
Consult - CP - Should have conducted adequate research before going ahead which this consultation	1
Consult - CP - Consultation is / was not long enough / not sufficient time	5
Consult - CP - Mentions / comparisons with HS1 consultation	5
Consult - CP - Phase 2 should not have been a separate consultation to phase 1 / should have been done together	1
Consult - CP - Consultation ended too early / 31st January not acceptable / reasonable	1
Consult - CP - People/elderly people have found it difficult to respond to the consultation	2
Consult - CP - Too much emphasis on finding out further information from online documents	2
Consult - CP - Consultation has been done on a very narrow corridor (1000m either side of route) / more people should have been asked to respond	2
Consult - CP - Consultation for the area between Phase 1 and Phase 2 has not been open / robust	1
Consult - CP - Consultation with regional stakeholders has been very poor / limited / non-existent	1
Consult - CP - Difficult for local people to respond fully / they do not have access to specialist knowledge e.g. engineering / costing / geological information	1
Consult - CP - difficult to gather information such as plans of alternative routes previously considered by HS2	1
Consult - CP - Engagement by HS2 Limited with Barnsley Metropolitan Borough Council would be welcomed to minimise impact of construction vehicle movements on the existing	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

	highway network	
Consult - CP - Have had to respond to consultation without questions being answered by HS2		1
Consult - CP - lack of detailed advice does not encourage confidence in project or consultation process		1
Consult - CP - No consultation within community in Woodthorpe has taken place about alternatives		1
Consult - CP - No prior sight of proposals given		1
Consult - CP - request Government to withdraw this consultation stage and start full public participation in accordance with 1973 policy		1
Consult - CP - Secrecy about alternative routes is losing public confidence		1
Consult - CP - Still unclear whether detailed issues e.g. tunneling / adjustments to route will be considered at this stage or whether only major adjustments being looked at		1
Consult - CP - Should extend consultation to increase public awareness / understanding of proposed Warburton to Bamfurlong section		2
Consult - CP - Giving people who live miles from the route the same opportunity to respond as those that live close to the line is unfair / not 'localism'		2
Consult - CP - Consultation doesn't cover my areas of concern		2
Consult - CP - Meaningful consultation has not taken place, therefore local residents have not been able to have a say on something that will impact upon their lives for decades to come		3
Consult - CP - Consultation is a waste of money		5
Consult - CP - Consultation process is flawed / inconsistent / restrictive / unfair / has little value / confusing		34
Consult - CP - Consultation process / and lack of clarity / information is causing me (unnecessary) stress / anxiety		5
Consult - CP - No facility within the consultation to raise concerns regarding levels of compensation		1
Consult - CP - The consultation is only consulting on minor issues such as station location / line of route		1
Consult - CP - Concerns about the lack of contact regarding HS2 planning to cut through my business / property		4
Consult - CP - Lack of communication from HS2 / Government with people living along the route makes it difficult to support the project		4
Consult - CP - Communication / consultation with the public has been poor / dire / minimal / confusing		14
Consult - CP - It is unacceptable to have the consultation process open at the same time as the hybrid bill going through Parliament		5
Consult - CP - People living on alternative routes should have been notified about the consultation not left in the dark		1
Consult - CP - Consultation prior to the announcement of the route is abysmal / unforgivable for communities affected / many other voters		5
Consult - CP - Consultation shows HS2 is a done deal / foregone conclusion		11
Comments on Website access / information		33
Consult - Web - Cannot find required information / chapter numbers / response form on the website		19
Consult - Web - Interactive map on website doesn't work		2
Consult - Web - Website is badly / poorly designed / not user friendly / hard to navigate		5
Consult - Web - Mentions of HS2 documents on website		3
Consult - Web - Website has no direct link / should provide a link for easy reference instead of chapter numbers		5

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Consult - Web - Online feedback option does not work	4
Consult - Web - HS2 public enquiries telephone line doesn't work	1
DATA PROTECTION TEXT	106
Request to be informed of request for disclosure under Freedom of Information act/other legislation (DATA PROTECTION)	1
Request to be informed of request for disclosure under Freedom of Information act/other legislation (DATA PROTECTION)	1
Request for Confidentiality / do not want responses to be used / sold for other purposes	73
Please keep my details confidential but my responses can be used / shared / anonymity not required	4
Concerns regarding identity / data protection / personal safety / security reasons / professionally sensitive position	43
MISCELLANEOUS	1210
Misc - Respondent indicates as having map attached but no map sent through	2
Misc - Response indicates having sent / may have sent / previous correspondence / participation / alternative format / email	13
Misc - Response indicates description of plans / proposals / introduction regarding the property affected by the proposed route / planning permission by Local Authority	5
Misc - Respondent indicates as having sent an attachment but no attachment received	2
Misc - The United Kingdom Integrated Transport System Report	1
Misc - Stakeholder response from Greater Manchester Chamber of Commerce	1
Misc - The interests of the nation must come above those of the individuals	1
Misc - Response contains technical / mathematical data / formula	1
Misc - Mention of civil / human rights / Reference to / quote from European Convention on Human Rights / Civil Rights Bill	3
Misc - Response indicates that proposals / alternatives remain exclusively copyright of the respondent / no publishing	2
Misc - Gov - UK Government is a signatory to the European Landscape Convention / HS2 project is against its principles	1
Misc- Hybrid bill shows that a captive high speed connections to Liverpool was an original goal the BCR for a Liverpool HS spur should therefore be released	1
Misc - Env - It must be made public knowledge how much unspoilt countryside is proposed for destruction	1
Misc - Mention of Newsnights FOI request	1
Misc - request for contact / feedback on integration with the ECML services	1
Misc - Support principles set out by East Midlands Councils in their response	1
Misc - Support response made by Environment Agency	1
Misc - Support response made by Forestry Commission	1
Misc - Request HS2 contact another / different stakeholder for further consultation / feedback / co-operation	1
Misc - Chesterfield Canal Partnerships Next Navigation report appended, along with videos	1
Mentions of detailed analysis / alternative route suggestions / High Speed UK by Colin Eliff / Chris Eaglen / Pennant Dillons (Chartered Surveyors)	35
Misc - Mentions of Professor John Whitelegg's BBC Radio 4 interview (16.05.2013)	1
Information regarding frequency of services is vague / confusing / misleading	2
Misc - Out of Scope - non-HS2 / transport comments	86
Misc - These are my comments (nsf(2
Misc - I disagree for the following reasons (nsf(2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Misc - Personal request / for contact / feedback / has further information / details if required	107
Misc - Response from Hopton PC	1
Misc - Mentions of Concorde	20
Misc - Mentions of compulsory purchase order	15
Misc - Mention of transport method predicted by Elon Musk	1
Misc - Negative mentions of Edinburgh Supertram	1
Misc - Negative mentions of South Yorkshire Supertram extension	1
Misc - We support the views / submissions of our sister / county wildlife trusts	4
Misc - Negative mentions / sentiments	44
Misc - Mentions of route maps published on the GOV.UK website	4
Mentions of Government / MP's / HS2 Ltd	566
Misc - Gov - Government should join up approaches to the rail, roads and air reviews	1
Misc - Gov - An early decision by the government on whether or not to implement Phase 2 would be welcome	1
Misc - Gov - HS2 and DfT strongly criticised in Cabinet Office report for management and governance of project	1
Misc - Gov - recommend the creation of a National Transport Strategy	1
Misc - Gov - Agrees with proposals in HS2 Command Paper	1
Misc - Gov - Welcomes Network Rail's "Better Connections" study and request co operation	1
Misc - Gov - Government should define purpose of HS2	1
Misc - Gov - Government is anti-environmental	1
Misc - Gov - HS2 is just part of a plan to increase the wealth / power of the Conservatives / rich supporters	1
Misc - Gov - Government / HS2 hasn't visited the area to gauge impact of HS2	2
Misc - Gov - Mentions MP for Luton North Kelvin Hopkin's plan to reopen Great Central Railway	1
Misc - Gov - Degree of rigour / honesty by the government for the proposal is questionable making it hard to comment	1
Misc - Gov - Government should give the concerns of residents along the route the same speedy, sympathetic consideration shown to those in the Golden Triangle of Cheshire	1
Misc - Gov - Government need to review why so many people travel to London on a daily basis before HS2 goes ahead	2
Misc - Gov - Government should look at why the population is growing before HS2 goes ahead	2
Misc - Gov - Negative mentions of MP Clive Betts	1
Misc - Gov - Government's focus has been on political goals and lacks technological vision	2
Misc - Gov - Mentions of Lord Mandelson	4
Misc - Gov - Mentions of Helen Jones MP	6
Misc - Gov - Mentions of local government / local councillors	3
Misc - Gov - Government need to consider the safety issues involved in excessively high speed rail projects	1
Misc - Gov - Government is narrow minded / has tunnel vision	1
Misc - Gov - I will vote off my local MP during the next election	1
Misc - Gov - Government has contradicted themselves in terms of planning without permission	1
Misc - Gov - Government / HS2 need to make sure no city / conurbation is favoured over another in the planning of HS2	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Misc - Gov - Government should introduce massive water projects to deal with the flooding issues	1
Misc - Gov - Government has stripped / taken away / stepped on our democratic rights	1
Misc - Gov - Concerns of government ability to control / service HS2 if they cannot ensure local roads are not continually being dug up	1
Misc - Gov - Government have not publicised any integrated transport policy	1
Misc - Gov - Government should be discouraging commuting rather than the opposite	1
Misc - Gov - Should reroute through the eastern part of George Osborne's constituency / Tatton instead of the western part	3
Misc - Gov - Mentions of Simon Kirby, HS2 Head of Construction / his salary of £750k	1
Misc - Gov - Government and HS2 have not taken account of Defra's Natural Environment White Paper	3
Misc - Gov - Politicians speak in support of/ claim HS2 will help their constituencies but hard to see benefits with limited number of stations	1
Misc - Gov - Route should pass through constituency of any Government Minister / within 121 metres of their home	3
Misc - Gov - Mentions of Sir David Higgins, Chairman of HS2 Ltd / his salary of £600k	4
Misc - Gov - Government / HS2 should have to account for their actions / decisions on HS2 in a court of law	1
Misc - Gov - Negative mentions of MPs / Government	161
Misc - Gov - Negative mentions of Government / Local government / strategic planning	36
Misc - Gov - Negative mentions of local council	2
Misc - Gov - Negative mentions of the European Union / Parliament / Commission	3
Misc - Gov - Positive mentions of MPs / Government	9
Misc - Gov - Negative mentions of HS2 Ltd	26
Misc - Gov - HS2 Ltd is unorganised / cannot work together	3
Misc - Gov - Mentions of communications made with the local MP / MPs / Ministers	16
Misc - Gov - Politicians / those involved will personally benefit / line their pockets	6
Misc - Gov - Mentions of MP Anna Soubry	2
Misc - Gov - Only the government support / want HS2	9
Misc - Gov - Government should be more decisive / stop consulting	1
Misc - Gov - Government should be guided by the "Hub and Spoke" approach	1
Misc - Gov - Government / George Osborne has said proposed route 'is not set in stone' / could change / not definite	4
Misc - Gov - Mention of George Osborne travelling First Class without a ticket	1
Misc - Gov - Government should listen / is unaware of the public's view regarding HS2	47
Misc - Gov - Government should be listening to suggestions of Michael Heseltine / Terry Leahy	1
Misc - Gov - Government should ask people who have previous experience of this project	1
Misc - Gov - Any project of this size should be a part of a political prospectus / manifesto before election	4
Misc - Gov - Government should look at the project details very closely	4
Misc - Gov - National referendum / public vote / poll is required / should be carried out	9
Misc - Gov - HS2 will / could / cost the government the next general election	7
Misc - Gov - Government is not listening to / considering the effect the proposed route is having on / voters / should build local political support to ensure HS2 is successful	12
Misc - Gov - Ploughing HS2 through the country could be seen as a way of forcibly changing constituency boundaries in favour of / against a sitting MP / Government	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Misc - Gov - Concerns about who will be held responsible if service becomes too expensive to run	3
Misc - Gov - Every Government whatever persuasion has had a scheme which wastes billions of pounds	1
Misc - Gov - Government should be spending money helping struggling farmers instead of HS2 / safeguarding current investment and jobs	2
Misc - Gov - Government has thrown money into a war for reasons still unknown	1
Misc - Gov - Government / rail operators are going to make billions from taxpayers money / proposal is a money making scheme	2
Misc - Gov - Mentions of Treasury Select Committee / Commons Public Accounts Committee recommendations	9
Misc - Gov - Moving Government departments North will save money	1
Misc - Gov - MPs should stop following party whips and consider their constituents	3
Misc - Gov - Government needs to find ways to move people away from 9-5 culture and spread commuting throughout the day to maximise capacity	1
Misc - Gov - Rt. Hon. Simon Burns' claims in response to local MP's concerns are untrue / unbelievable	2
Misc - Gov - Government have not consulted affected house holders	3
Misc - Gov - Government are trying to sell the idea / put a 'spin' on the benefits of the scheme	9
Misc - Gov - Concerns about lack of communication between HS2 with other organisations about development plans	4
Misc - Gov - Government needs to support infrastructure development that is necessary / needed	3
Misc - Gov - Government do not see the full effect of what is being proposed / can't see the big picture	4
Misc - Gov - Questioning the authority of the Government to override protected status of ancient / protected woodlands	2
Misc - Gov - Proposal defeats the purpose of the Big Society / will not encourage people to join the Big Society	2
Misc - Gov - HS2 Ltd will not comment on the future of West Coast Main Line intermediate services being affected by HS2	2
Misc - Gov - Mention of local government killing off the local high street	2
Misc - Gov - Government / HS2 Ltd only responding to the demands of businesses	3
Misc - Gov - Government should move more departments to the North	1
Misc - Gov - Government / HS2 mentions of cross party support / done deal	12
Misc - Gov - Government / HS2 suggesting it would be a waste of time to stage any organised opposition / with other affected areas	1
Misc - Gov - Government should start to promote positives of HS2	1
Misc - Gov - Government / MPs do not take under investment outside of South East seriously	1
Misc - Gov - Government's / HS2's policy / attitude to project / consultation is undemocratic / authoritarian	28
Misc - Gov - Government is gambling with the chance that HS2 will be successful	2
Misc - Gov - Government / HS2 Ltd will not care / walk away if scheme goes wrong / does not work	3
Misc - Gov - Government in the 1980s / previous governments made mistakes / squandered chances	2
Misc - Gov - A visit to the sites should have been carried on / would have been more effective than just consulting Ordnance Survey maps	4

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Misc - Gov - Mentions of John Prescott regarding canals	1
Misc - Gov - Showed a lack of transparency / how bad proposal is by suppressing the Project Assessment Review / cost-benefit analysis / how public money is to be spent	5
Misc - Gov - Government is cutting health services to build trains	1
Misc - Gov - Government are restricting the availability of negative data / data that does not support HS2 / are avoiding reasoned debate	2
Misc - Gov - Government have not put forward a convincing / viable case for HS2	28
Misc - Gov - Mention of Government / MP's involvement with lobbyists / corporate pressure against anti-HS2 campaigners	1
Misc - Gov - Government would like to find a way to abandon HS2 but need to save political face	2
Misc - Gov - Government should come clean / be honest about HS2	5
Misc - Gov - Mentions of Government / David Cameron breaking manifesto promise to protect greenbelt	2
Misc - Gov - MP's / Politicians supporting HS2 are not directly impacted by the proposed route	11
Misc - Gov - It would be interesting to know how many politicians live on or near the proposed route of HS2	1
Misc - Gov - Mention of Margaret Thatcher / legacy / funeral	1
Misc - Gov - Government is withholding information which shows HS2 is unsustainable	5
Misc - Gov - Government is intent on pushing HS2 through despite political opposition	2
Misc - Gov - Distrust of any Government studies / findings that would support the Government's determination to push HS2 through	6
Misc - Gov - Comparisons to MOD contract for Aircraft Carriers	3
Misc - Gov - Current Government will not be in power when HS2 is complete / will not be held accountable	3
Misc - Gov - Government are suppressing the Cabinet Office's Major Projects Authority report on HS2	4
Misc - Gov - Government should ignore opponents of HS2 / NIMBYs / environmentalist	7
Misc - Gov - Governments support of HS2 project is a degradation of duty	1
Misc - Gov - Governments approach to HS2 is similar to an African / Asian country's attitude to society rather than our own	1
Misc - Gov - Government only care about providing HS2 / do not care about anything else	2
Misc - Gov - Government / HS2 Ltd only care about money / only money is important / only care about making a profit	6
Misc - Gov - Government have no idea about the engineering needed for a project this size	3
Misc - Gov - Mention of Cheshire West and Cheshire council not joining the '51m Alliance'	1
Misc - Gov - HS2 Ltd employees / spokespeople are not directly impacted by the proposed route	2
Misc - Gov - Government is backward looking / planning for the past	4
Misc - Gov - HS2 Ltd / Government does not have the support of Major Projects Authority / Audit Commission / Institute of Directors / Public Accounts Committee / many senior politicians / transport experts / environmentalists / Confederation of British Industry / National Audit Office / Cross Party Treasury Select Committee / Institute of Economic Affairs / Treasury Green Book of Infrastructure and Investments / Government Watchdog Committee / Sustainable Development Commission / Adam Smith Institute	26
Misc - Gov - Government needs to be looking at more radical processes for doing business / put UK back in a pioneering position	3
Misc - Gov - Without independent inspections / reviews of HS2 route it will be too easy for HS2 Ltd / Government to push ahead with flawed / ill thought out plans	1

**HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME
JULY 2014**

Misc - Gov - Proposal is a political tool to increase the power / wealth of the Conservative Party / Conservative Party supporters	2
Misc - Gov - Government have neglected existing railways for years to create a pathetic excuse to tap more public money into the hands of greedy fat cats	1
Misc - Gov - Government is encouraging the country to produce more UK grown food	3
Misc - Gov - Should reform the planning process for national projects	3
Misc - Gov - Should be consultations / parliamentary debate for alternative to HS2 / HS2 routes	3
Misc - Gov - HS2 limited are wasting money on management / consultants in an attempt to sway public opinion / accept the proposal	2
Misc - Gov - Government do not care as they will not be in office / have already retired / on good pensions when HS2 is running	3
Misc - Gov - Supportive of the Government's decision to conduct a feasibility study into complementary active travel routes	1
Misc - Gov - Government are suppressing relevant / vital documents concerning HS2	5
Misc - Gov - Suppression of vital / relevant documents to HS2 by the government is undemocratic	4
Misc - Gov - Government's treatment of the public as gullible / unworthy of dealing with the facts will encourage people to oppose the government	1
Misc - Gov - Wages being paid to key members of staff at HS2 Ltd is too high / obscene	1
Misc - Gov - Department of Transport has reduced speed limits on motorways to improve capacity / move traffic quicker rather than building more motorways to move traffic faster / increase ship capacity instead of building slim super fast ships	1
Misc - Gov - The Government has claimed that extra capacity will be obtained on the West Coast Main Line by transferring intercity services onto HS2 so that extra services for commuters and freight trains can be put in their place	4
Misc - Gov - Negative mentions of correspondence / contact with HS2 Ltd / government	3
Misc - Gov - HS2 / government deny / do not admit / accept the proposals will go ahead / be built / irrespective of the outcome / contingency of the 'hybrid bill'	3
Misc - Gov - Low - Local / central government want to wreak havoc on Lowton	1
Misc - Gov - Politicians / government / HS2 do not realise how widely blighted people / properties are	4
Misc - Gov - Concerns regarding the legality / legal basis of HS2 / government action	9
Misc - Gov - Government should remember who they work for / that voters put them in their position	3
Misc - Gov - This Government promised to be the greenest ever / pledged to respect environment	3
Misc - Gov - Concerns / criticisms over government environmental policy lacking consistency / with onshore wind farm subsidies reduced / withdrawn to 'protect our natural environment'	4
Misc - Gov - Alec Shelbrooke MP should consider all his constituents when trying to gain votes	2
Misc - Gov - Alec Shelbrooke MP should be more consistent rather than changing his views / such as the environment / Fairburn Ings	1
Misc - Gov - Government has shifted the focus / emphasis of HS2 / proposals from speed to capacity / economic benefits	18
Misc - Gov - Proposed route has been chosen for political reasons / is politically motivated	5
Misc - Gov - MPs who vote for HS2 are being bullied by (David(Cameron	1
Misc - Gov - Most MPs do not want HS2	1
Misc - Gov - Government is ignoring / needs to listen to the view of voters / who live along the proposed route	9

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Misc - Gov - Mentions of a political party / Conservative / Labour / Liberal Democrats / Coalition / UKIP	10
Misc - Gov - Project does not make sense because many politicians object to the building of HS2	1
Misc - Gov - It is disingenuous / unreasonable of the Government to ask this question	3
Misc - Gov - Government should remember the grey vote	1
Misc - Gov - Government are trying to sell the idea to businesses / businesses will do anything to be awarded Government Contracts	1
Misc - Gov - No confidence in the validity / permanence of statements HS2 make	7
Misc - Gov - There should be a full Parliamentary Review / Public Inquiry of the HS2 project	2
Misc - Gov - Government should research / invest in / prioritise ways to reduce the need to travel	3
Misc - Gov - Concerns regarding the government mortgaging the future to save face	1
Misc - Gov - Mentions / criticism of Patrick McLoughlin / Secretary of State for Transport	10
Misc - Gov - Government are refusing to listen to opposing views	7
Misc - Gov - Mentions of government not caring about North of Watford Gap	1
Misc - Gov - Refers to Vince Cable quote	1
Misc - Gov - Mention of HS2 Paving Bill	1
Misc - Gov - Mentions of George Osborne	11
Misc - Gov - Little thought seems to have been given to mitigation by Government / HS2 Ltd	2
Misc - Gov - Private investors will only be interested if stakes are underwritten by Government funds / tax revenue	3
Misc - Gov - Mention of Peter Mandleson criticising HS2	1
Misc - Gov - HS2 have not provided answers to the questions / concerns of residents affected by HS2	6
Misc - Gov - Questions if the government has discussed with industry experts on how to better exploit the existing network rail system	2
Misc - Gov - Mention of Philip Hammond / Philip Hammond's value for money test	2
Misc - Gov - Land stolen by the government to build new stations	2
Misc - Gov - Local government plans are overwritten because of HS2	1
Misc - Gov - Local governments lose the right to apply for existing planning laws / suggest alternative proposals for land use	1
Printouts / Factsheets	125
Mention of drawing No C321-MMD-RT-DPP-130-551704 / 551604	3
Mention of error in the HS2 factsheet for Tibshelf / Killamarsh proposal through Chesterfield Canal	2
Mention of drawing No C320-AEC-RT-DPP-210-060301	4
Mention of drawing Number C320 - AEC - RT - DPP = 210- 060305 rev p07	1
Mention of drawing C321-MMD-RT-DPP-170-551202	1
Mention of planning application to Broxtowe Borough Council reference 2012/00585/OUT	1
Mention of map HS2-MSG-WMD-ZZ-DR-RT-40014	2
Mention of map HS2-MSG-MAO-22-DR-RT-52805	1
Mentions of drawing HSL13 / HSL14 / HSL15 / HSL16	5
Mention of drawing No C320-AEC-RT-DPP-210-060302	1
Mention of drawing No C320-AEC-RT-DPP-210-06030 / 3	1
Mentions of Norton Bridge flyover	1
Mention of York RFS leaflet from HS2	1

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Mentions of drawing LMH-HS2-CN-MAP-100-000046	1
Mentions of HS2 carbon factsheet	2
Mention of map - reference xxx - 000049	1
Mentions of HSL13 - Chainage 40+100 / Chainage 40+400 to 40+500 / Chainage 41+600 to 42+600 / Chainage 43+500 to 44+200 / Chainage 0+000 to 1+400	1
Mention of drawing No C321-MMD-RT-DPP-120-551301 / 551401 / 551402	2
Mention / description of drawing HS2-APR-LR0-DR-RT-55137 (sheet 7 of 7)	1
Mention of drawing HS2 - ARP - LR0 - Dr - RT - 55061	1
Mention of drawing HS2-ARP-LRO-DR-RT-55135 / HS2-ARP-LR0-DR-RT-55121 / HS2-ARP-LR0-DR-RT-55122 /HS2-MSG-MR0-ZZ-DR-RT-60301 / HS2-MSG-MRO-ZZDR-RT-51201 / HS2-ARP-000-DR-RT-55001	4
Strongly disagree with Map HSM22 / HSM28B	4
Mention of Drawing Title Route HSL22 and HSL 31 Plan and Profile No. HS2-ARP-LR0-DR-RT-55221 - Issue 3.0	1
Mentions of having received a pamphlet / leaflet about HS2	38
Mentions of factsheets on Noise	1
Mentions of factsheet CS305 / Leeds New Lane Station	2
Mentions of technical report published in January	1
Printout / link / visualisations / mention of HS2 map	4
Mentions of factsheets for UK regions - improved connections / reduce journey times / bringing towns & cities closer together	1
Mentions of / printouts of factsheets on Exceptional Hardship Scheme	1
Comments / criticisms of Network Rail 'Better Connections' (07/13) document	2
Mentions of pamphlet on ' High Speed Rail - Investing in Britain's future'	6
Mention of 'Tonge to Trowell' factsheet (07.13)	1
Mention of 'Trowell to Tibshelf' factsheet	2
Mention of drawing No C321-MMD-RT-DPP-110-550604	1
Mention of drawing HS2-APR-LRO-DR-RT-55136 / 55172 / 55174 / 55132	5
Mention of drawing HSL13 sheet 2of 7 / 6 of 7	2
Mention of drawing HSM10 sheet 3 of 6	1
Mention of plan LMH-HS2-CN-MAP-200-000025	2
Mention of planning permission from Leeds City Council, reference 08/ 0118/FU	2
Negative mentions of the information event schedule	1
Link to http://www.downsizinggovernment.org/transportation/high-speedrail	1
Mentions of drawing HSM03 / HSM10 / HSM12 / HSM22 / HMS28 Sheet 5 / HSM30	11
Mentions of March 2012 report / comparisons of options with March 2012 report / Engineering Options Report for West Midlands to Manchester	7
Mention of errors in leaflet 'Warburton to Bamfurlong'	1
'Trowell to Tibshelf' factsheet does not show / does not consider effects on Grade 1 listed buildings in Strelley Village / does not show any gantries on its 'visualisation of the line as the tunnel emerges south of Strelley'	2
Comparison of UK's infrastructure to Other countries	223
Misc - UK - Other countries/ France offer regional express services access to high speed lines to maximise benefits	1
Misc - UK - Comparison with Spain is misleading because journey times before high speed were slower than the UK	1
Misc - UK - Comparisons between UK & South Korea	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Misc - UK - Comparisons between UK & Italy / Pendolino	2
Misc - UK - TGV was a great benefit to France because their trains had never been modernised	1
Misc - UK - Mentions of other countries failing to use over-estimated passengers numbers to justify high speed rail	1
Misc - UK - Mentions of high speed rail from Rotterdam to Amsterdam being boycotted	1
Misc - UK - Comparisons between UK & USA	1
Misc - UK - Mention of European / South East Asian high speed trains using main line stations / for easy connection to other lines / services	2
Misc - UK - Britain's rail system is privately run as opposed to public systems abroad	1
Misc - UK - We don't have to have high speed rail just because other European countries have it	1
Misc - UK - Comparisons between UK & Hong Kong / Airport station	1
Misc - UK - Comparisons between UK & Germany	21
Misc - UK - Comparisons between UK & Spain	21
Misc - UK - Comparisons between UK & Japan	18
Misc - UK - Comparisons between UK & China	7
Misc - UK - Comparisons between UK & France / TGV / LGV Nord	69
Misc - UK - Comparisons between UK & Holland	7
Misc - UK - Comparisons between UK & Portugal	2
Misc - UK - Comparisons between UK & Belgium	2
Misc - UK - Comparisons between UK and European / other countries (nsf)	67
Misc - UK - Mentions of past mistakes by other European high speed networks	11
Misc - UK - Other European countries built high speed rail over long periods of time reducing impact on the environment	1
Misc - UK - There would be revolution if such a proposal to cut through the countryside was put forward in France	1
Misc - UK - High speed rail in France / Europe has had a negative effect on French / European employment figures	4
Misc - UK - The Japanese would not consider building their high speed railway in the current economic climate / theirs was built in a financial boom	1
Misc - UK - Mentions of 1976 Seveso disaster in Italy	1
Misc - UK - Britain is too small a country / densely populated compared to other countries with internal / domestic high speed rail networks / links	46
Misc - UK - Other small countries do not have internal / domestic high speed rail networks / links but are part of international high speed rail networks	1
Misc - UK - Negative example from Germany / ICE train	1
Misc - UK - Britain provided the first railway in the world so we should have the best one	1
Misc - UK - Mention of not being able to afford to build a power station without borrowing from the Chinese / French	2
Misc - UK - High speed routes in other countries have been running / operational for many years / a long time	2
Misc - UK - Comparisons with the French TGV are spurious on account of the size difference of our countries	1
Misc - UK - High speed rail in Europe is sited far apart from developed / residential land	2
Misc - UK - Spain used the same economic arguments for Spanish high speed rail	2
Misc - UK - Spanish high speed rail is under-used / debt from construction is a crippling overhead to the Spanish economy	2

HS2 PHASE TWO ROUTE CONSULTATION – MARKED-UP CODEFRAME JULY 2014

Misc - UK - Other European countries are / re-evaluating the costs / cutting the cost of sustaining / abandoning high speed rail	12
Misc - UK - Should approach the French LGV style route / loops between the new line and main towns along the way which can be done without delaying the main project	1
Misc - UK - Mentions of other European networks being more reliable / cheaper	3
Misc - UK - French TGV / Japanese Shinkansen style speeds will not be needed on the short Sheffield to Leeds section	1
Misc - UK - Construction of HS2 will / may not conform to EU laws on pollution	1
Misc - UK - Passenger numbers in other countries have not met the numbers used to justify construction	4
OTHER RESPONSES (NET)	202
Photograph / pictures attached	17
Maps / deeds / chart attached	185