
High Speed Rail: Investing in Britain's Future Consultation Summary Report

November 2011

A report to HS2 Ltd and the Department for Transport
Prepared by Dialogue by Design



Department for
Transport

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Glossary of terms

- **Appraisal of Sustainability (AoS)** – An HS2 Ltd report which describes how the proposed new high speed railway between London and the West Midlands would support objectives for sustainable development.
- **Area of Outstanding Natural Beauty (AONB)** – Statutory designation intended to conserve and enhance the ecology, natural heritage and landscape value of an area of countryside.
- **Benefit Cost Ratio (BCR)** – The net benefit of a scheme divided by the net cost to Government.
- **Birmingham Interchange Station** – Interchange station on the proposed route which would allow access to Birmingham International railway station, the NEC and Birmingham Airport.
- **Classic compatible trains** – A European high speed standard train adopted for the UK classic network.
- **Crossrail** – A new east-west railway linking Maidenhead and Heathrow Airport in the West via tunnels under Central London to Shenfield and Abbey Wood in the East.
- **Crossrail Interchange** – Proposed interchange station in Old Oak Common, Outer London providing access to Crossrail and other rail services including the Great Western Main Line.
- **Department for Transport (DfT)** – Government department responsible for transport policy in the UK (where not devolved).
- **East Coast Main Line (ECML)** – Intercity rail route in the UK providing passenger services between London and Edinburgh via Peterborough, Doncaster, Wakefield, Leeds, York, Darlington and Newcastle.
- **Environmental Impact Assessment (EIA)** – Assessment of the potential environmental impacts of a proposed development or project.
- **Evergreen 3** – A programme of upgrades to the Chiltern Mainline to be carried out in three phases, the first of which is now complete.
- **Exceptional Hardship Scheme (EHS)** – Compensation scheme introduced by the Government in order to assist those living on or close to the proposed route who wish to sell their properties before a final decision is made on the project.
- **Green tunnel** – Where earth is built-up around and over a section of the rail line to reduce its environmental impacts.
- **High Speed One (HS1)** – The Channel Tunnel Rail Link from St Pancras International station to the Channel Tunnel.
- **High Speed Two Limited (HS2 Ltd)** – The company set up by the Government to develop proposals for a new high speed railway line between London and the West Midlands and to consider the case for new high speed rail services linking London, northern England and Scotland.
- **Hybrid bill** – Public bill initiated by the Government as part of the parliamentary procedure required for authorising major projects where a large number of private interests may be affected.
- **Infrastructure Maintenance Depot** – Base for maintenance of infrastructure associated with the proposed high speed rail line, including track, signalling equipment, cuttings and embankments.

- **Phase 1** – The Government’s proposal is to deliver the network in two phases, with the first phase being a high speed line from London to the West Midlands, including a link to the West Coast Main Line (WCML) and to HS1.
- **Phase 2** – The second phase would comprise the lines from the West Midlands to Manchester and Leeds, including stations in South Yorkshire and the East Midlands and a direct link to Heathrow Airport, along with connections to the West Coast and East Coast Main Lines.
- **Rail Package 2** – One of the alternative approaches to enhancing rail capacity considered in the *HS2 Strategic Alternatives Study* prepared by Atkins.
- **Rolling Stock Depot** – Depot used to service and maintain trains operating on the proposed route.
- **Scenario B** – One of the options assessed as a strategic alternative to the Y Network, consisting of a combination of Rail Package 2 and enhancements to the Midland Main Line and East Coast Main Line.
- **Site of Special Scientific Interest (SSSI)** – Conservation designation denoting an area of particular ecological or geological importance.
- **Strategic Environmental Assessment (SEA)** – Approach to incorporating and addressing environmental considerations within long-term strategic policies or plans.
- **The consultation** – The consultation undertaken by the Government and HS2 Ltd on the strategy for high speed rail and the proposed route for an initial high speed line from London to the West Midlands.
- **The Consultation Document** (*High Speed Rail: Investing in Britain’s Future*, Consultation, February 2011) – A document published by the Government setting out its proposed high speed rail strategy and the proposed route for an initial high speed line from London to the West Midlands.
- **The Y-shaped network, High Speed 2 (HS2) or the national high speed rail network (the network)** – The proposed national high speed rail network linking London to Birmingham, Manchester and Leeds, and including stops in the East Midlands and South Yorkshire, as well as direct links to the HS1 line and into Heathrow Airport.
- **Transport for London (TfL)** – TfL was created in 2000 and is the integrated body responsible for London’s transport system.
- **West Coast Main Line (WCML)** – Intercity railway route in the UK connecting London, Birmingham, Manchester, Liverpool and Glasgow.

Executive Summary

This report provides a summary of the responses to the Government's consultation on *High Speed Rail: Investing in Britain's Future*.

The consultation process

The Government believes investing in a national high speed rail network is the best value for money solution for enhancing rail capacity and performance in the United Kingdom. It launched a **consultation** on the proposed high speed rail strategy and its proposed route for an initial high speed line from London to the West Midlands. The consultation ran for five months, closing on 29 July 2011.

Members of the public and organisations were made aware of the Government's proposals and the consultation in several ways. Consultation road show events were held in locations near to the proposed route and regional seminars took place in larger centres of population in England and Scotland. The Government's proposals are presented in detail in the Consultation Document. The document outlines seven consultation **questions** which ask respondents to express their views on various elements of the proposed high speed rail network. A consultation website was active during the consultation period, enabling respondents to submit their responses to each question. Alternatively, respondents could submit a response via email or freepost.

The Government received **54,909 responses** to this consultation. About 40% of the responses were submitted through the consultation website; the remaining 60% included paper response forms, individual letters and emails, detailed reports and organised responses. Close to 15,000 responses were identified as part of organised submissions. A response is considered part of an organised submission if its content is identical or nearly identical to numerous other responses, e.g. consisting of a pre-printed response postcard to which respondents add their details.

Members of the public submitted the great majority of responses. Organisations which responded included statutory agencies, local authorities, businesses and various representative groups. Responses came from regions across the UK, with concentrations in postcode areas in proximity to the proposed route from London to the West Midlands.

The consultation was owned and managed by HS2 Ltd and the Department for Transport (DfT). Dialogue by Design Ltd (DbyD) was commissioned to receive, collate and analyse responses to the consultation.

DbyD developed a robust data handling process to log and store every response to the consultation in their analysis database. Once responses were saved to the database, analysts read and coded each one. The **analysis** was carried out on the basis of a coding framework consisting of almost 2,000 codes in 22 overarching themes. Analysts attributed codes to parts of responses, allowing all issues addressed in each response to be identified. DbyD ensured that their analysts read and coded every word in each response to the consultation, and made ongoing efforts to monitor the quality and consistency of the analysis. Where submissions included supplementary evidence, such as maps or figures, these were also analysed. The database enables an overview of how frequently issues are mentioned in responses and makes it easy to analyse comments relating to a specific theme.

This **report** summarises the responses to the consultation. Throughout the report, quantitative information is provided to indicate which issues were most frequently addressed in respondents' comments. However, it is important to keep in mind that the consultation process was not a quantitative exercise based on a representative sample of the population, but an opportunity for those who wished to express their views to do so.

The structure of the report reflects the Consultation Document, with a chapter dedicated to the responses to each of the seven consultation questions.

Responses to the consultation

Respondents who argue **in favour of the proposed national high speed rail network** often make comments in support of the strategic case, stating that the capacity of the UK's inter-city rail network needs to be enhanced and emphasising the benefits of high speed rail in this regard. Many of them believe that the scheme will create jobs and support economic growth nationally as well as regionally. As part of their support for the proposed scheme, respondents often commend the design of the Y network and the proposed connections with Heathrow Airport and HS1 services to continental Europe. Other frequently cited arguments in favour of a national high speed rail network include the improved connectivity within Britain and a reduction in the impact of transport on the environment.

Respondents who argue **against the proposed high speed rail network** most often suggest that the economic case for new high speed rail connections is insufficient and that investments in the existing rail network would offer better value for money. They frequently refer to the proposed scheme as too expensive. Another common suggestion is that the proposed network will negatively impact communities along the line, while the benefits will be restricted to areas around transport hubs. Concerns are also expressed about the environmental impacts of a national high speed rail network, both in terms of its overall sustainability and its impact on the areas it would cross. Respondents criticising the scheme often question whether environmental aspects have been adequately valued and argue that an Environmental Impact Assessment should have been part of the consultation process.

Comments about the consultation process, mostly expressing criticism, are offered in responses to all seven of the consultation questions. Overall 12,782 respondents comment on the consultation, raising a number of different and sometimes opposing views. Some, particularly those opposing a national high speed rail network, question the merit of consulting on the strategic case while simultaneously consulting on specific details of a proposed route from London to the West Midlands. In their view, questions limited to the delivery of a high speed rail network are inappropriate and the focus of the consultation should have been on strategic issues. With regard to the proposed route, the Appraisal of Sustainability and the blight proposals, respondents argue that the high speed rail sections north of the West Midlands should have been included.

Other comments about the consultation process include those which suggest that the consultation is biased in favour of a national high speed rail network. Such concerns are expressed in relation to the consultation documentation, the consultation questions and the consultation events, with respondents suggesting that each presents the proposed scheme too favourably. Some respondents suggest that a decision has already been made and that their views will have little influence on the Government's high speed rail strategy. Others emphasise the need to consult further on the proposals, particularly on the proposed route and the blight proposals.

Question 1

This question is about the strategy and wider context (Chapter 1 of the main Consultation Document):
Do you agree that there is a strong case for enhancing the capacity and performance of Britain's inter-city rail network to support economic growth over the coming decades?

In total, 21,630 respondents agree that there is a case for improving Britain's inter-city rail network while 2,857 agree with caveats and 23,462 disagree. Many of those who disagree with the question proposition actually disagree more with the proposal for high speed rail than with the idea that the inter-city rail network should be improved – for example they may prefer improvements to existing railway lines. Many of those agreeing that it should be improved note specifically that this does not imply that they agree that it should be achieved through new high speed rail lines.

Overall, 13,840 respondents agree that **capacity and performance** on the existing rail network need to be addressed, while a similar number (11,770) believe that creating new capacity will release pressure on existing lines. While a significant proportion of comments from the public focus on increasing the capacity of existing lines (using options such as increasing train and platform lengths or reducing the number of first class carriages), a number of responses from organisations – including Network Rail – state that increasing capacity on existing lines will not be sufficient to meet future demand. These respondents assert that a significant increase in overall capacity will be necessary to enable a modal shift away from road and air travel, and also that growth of rail freight depends on freeing up capacity on the existing networks and/or using the high speed line itself for freight.

Central to the discussion of capacity is the topic of **future demand** for rail travel. While some organisations refer to the demand forecasts as the rationale for expanding capacity, a substantial number of members of the public question whether the forecasts have taken adequate account of technological trends, such as advances in telephone and video conferencing, which could impact future business travel patterns.

The issue of **equity** is frequently raised in relation to the distribution of costs and benefits. A number of submissions from organisations and local authorities in the North of England and Scotland believe that greater rail connectivity is essential to encourage economic growth and re-balance the North-South divide. Not all responses agree with this assertion. In relation to the issue of high speed rail specifically, some respondents think that it is necessary to invest in the existing network as well as new lines, and that care needs to be taken to invest fairly and equitably across the entire network to ensure that benefits are not limited to the immediate locations of new rail links.

A total of 13,371 respondents think improving the capacity and performance of Britain's inter-city rail network will **support economic growth**, and 4,530 believe this will not be the case. Many businesses respond that they think good quality rail connectivity between major cities is important to enable economic growth, and others express concern that capacity issues will harm the economy if left unaddressed. A large number of respondents also believe that it is important to improve connectivity with mainland Europe. Among those who disagree, the robustness of the strategic and economic cases, and particularly the demand forecasts, is questioned.

In addition to the consultation responses that outline their support for improving the existing rail network, a number of respondents disagree with investment in rail itself and suggest that the focus should be on **reducing the need to travel**. These respondents assert that people should be encouraged to live and work more locally and that investment in alternatives such as video conferencing could be part of the solution.

Question 2

This question is about the case for high speed rail (Chapter 2 of the main Consultation Document): Do you agree that a national high speed rail network from London to Birmingham, Leeds and Manchester (the Y network) would provide the best value for money solution (best balance of costs and benefits) for enhancing rail capacity and performance?

Across responses to the consultation, 15,257 respondents agree that the proposed high speed rail network would provide the best value for money solution, while 1,108 agree with caveats and 31,789 respondents disagree.

Respondents who do not agree with the question proposition often make further comments about the **cost of the scheme**. A concern voiced in 11,662 responses is that the proposed high speed rail network would be too expensive; most of these responses specify that the cost would be too high either in comparison to alternatives such as improving the existing network, or in the context of the current economic situation.

Among respondents who do believe the proposed network would provide the best value for money solution, 12,768 respondents concentrate on the benefits of **faster journeys**. They suggest that the reduced journey times will have a favourable effect on economic growth. Other respondents, mostly those disagreeing with the question proposition, question the overall value of shorter journey times, saying that current journey times are acceptable or that time on train journeys can be productive.

A total of 7,487 responses state that the proposed network will **create jobs** across the UK, sustain the competitiveness of the economy, and positively affect regeneration and regional development. A smaller number of respondents express doubt about the forecasted economic benefits of the scheme, with some stating that only a few places will benefit. In all, 4,163 respondents who disagree that a national high speed rail network would be the best value for money solution also express concern about the figures and assumptions presented by the Government, with many questioning the reliability of these figures.

Respondents who are sceptical about the case for the proposed high speed rail network often address the issue of **demand**. There are 2,280 respondents who think that the demand projections on which the economic case for the scheme is based are overly optimistic, and some refer to completed infrastructure projects where the actual demand is lower than expected.

Many comments concern **equity issues**, in particular regional equity. Although numerous responses concentrate on the benefits to Britain as a whole, a recurring issue is the distribution of potential positive impacts. A total of 2,599 respondents fear that these benefits would be restricted to a few locations and that, for example, communities having to cope with disruption from the construction and operation of the high speed rail network would not see any benefits. Another equity aspect touched upon in responses relates to **rail fares**, with general concern that a proportion of the population would be unable to afford tickets for high speed trains, or that the proposed network would exclusively benefit people with a high income.

Of the respondents who specifically comment on the **Y network**, the majority support the design: 12,377 responses express support. Some of the respondents who endorse the Y-shaped network in principle make proposals for additions or modifications to it, most of which involve extensions further north, particularly to Glasgow and/or Edinburgh. A number of responses suggest the addition of intermediate stations between London and Birmingham. A further set of comments addresses the issue of integration between the line and the existing rail network, with respondents' priorities ranging from the existing rail network to the airports near to the Y network.

Question 3

This question is about how to deliver the Government's proposed network (Chapter 3 of the main Consultation Document): Do you agree with the Government's proposals for the phased roll-out of a national high speed rail network, and for links to Heathrow Airport and the High Speed 1 line to the Channel Tunnel?

A total of 50,521 responses address the Government's proposals for a phased roll-out of a national high speed network (including links to Heathrow Airport and High Speed 1). About half of these responses do not specify whether they agree with this set of proposals, with most making specific comments on the various elements of the proposal instead. Of respondents who do indicate a general preference, 2,215 agree with these proposals, 564 agree with caveats and 26,197 disagree.

Overall, 1,662 agree with the proposal for a **phased roll-out** and 533 agree with caveats; in contrast, 2,629 disagree. Many others urge the Government to build the network as soon as possible without specifically addressing the issue of phasing. Respondents favouring a phased completion cite a series of potential benefits, for example that phasing could reduce the risk of spiralling costs and spread the total expenditure across a longer timescale. Some note that the lessons learned during the first phase could be applied to the second phase. One concern raised by respondents is that a phased roll-out could leave the second phase of the Y network at risk of being cancelled (maybe as a result of a change in political leadership). Furthermore, some respondents comment that costs could escalate with a roll-out staggered over a longer time period.

Regardless of whether they agree or disagree with a phased roll-out, some respondents note that the overall timescale for delivery seems very long and contrast the Government's proposal with the speed at which they perceive other countries build their high speed rail networks. A specific concern with the proposed timetable is the risk that the project's completion would come too late to address current and anticipated capacity problems on the existing rail network.

A total of 13,961 respondents agree with the proposal for a link to **Heathrow Airport** and 323 agree with caveats, in contrast to 3,146 who disagree. Respondents often cite improved connectivity as a reason to support the proposed link, with some specifying that a link would reduce journey times from the North to the airport. Another frequently cited reason is that a link to Heathrow Airport could reduce environmental harm and some respondents believe the link would support a modal shift from aviation to rail, thereby reducing domestic aviation usage.

Those who disagree with the proposed link provide a much wider range of viewpoints. The most cited reason is that the proposed link to Heathrow is not needed, either because the current connections to Heathrow (including Crossrail) are sufficient or they can be improved to meet demand. Many respondents do not think demand will justify a new high speed rail link to the airport and the associated expenditure. Another point made frequently is that travellers can use regional airports more easily than Heathrow, regardless of whether there is an improved journey time. Some respondents express concern that the proposed link runs counter to the decision made by the Government not to expand the airport.

As an alternative to the proposed spur to Heathrow Airport, some respondents suggest altering the main route to constitute a through route with all services running via the airport.

A total of 15,123 respondents agree with the proposal for a direct link to **High Speed 1** and the Channel Tunnel, while 347 agree with caveats and 1,274 disagree. The most frequently cited reason for supporting the proposed link is improved access to the continent, particularly from the North. In contrast, a number of respondents question whether adequate demand would exist for frequent direct services to High Speed 1. Some believe maintaining or improving the existing connections is a better option.

With regard to the link between the proposed high speed rail network and the existing high speed rail connection between London and the Channel Tunnel, some respondents express concern or confusion about how the two networks would connect in London. Some suggest all services should be from the same station (namely St Pancras International) and others question whether the North London Line has sufficient capacity to accommodate high speed trains.

Question 4

This question is about the specification for the line between London and the West Midlands (Chapter 4 of the main Consultation Document): Do you agree with the principles and specification used by HS2 Ltd to underpin its proposals for new high speed rail lines and the route selection process HS2 Ltd undertook?

There are 2,584 respondents who agree with the principles and specification as well as the route selection process, while 552 agree subject to caveats and 28,455 disagree. Many respondents make comments without referring to the principles and specification underpinning the proposals. When respondents mention the principles or specification, often it is to express opposition to them.

Speed is one of the key aspects discussed in Chapter 4 in the Consultation Document and, as such, attracts a great number of comments. The majority of respondents are opposed to the objective of high speed, for a range of reasons including concerns about the environmental impact, safety and practicality of operation. Some respondents object because they believe that reliability is a greater priority, and think high speeds may compromise this. Among the smaller number of respondents who endorse the objective of high speed, some argue for a more ambitious target than 225mph.

Respondents also make numerous comments about another key aspect, **capacity**. Most of these comments express opposition to the proposed combination of train length and frequency, often suggesting that demand will not be sufficient to require such a high level of provision.

A considerable number of respondents mention **environmental impacts**, which are presented as a key aspect in the Consultation Document. The majority of these respondents claim that the route selection process has failed to comply with the objective of minimising impacts. They argue that the principle of achieving high speed has dominated, leading to a requirement for a route which avoids curves, thereby excluding more environmentally friendly options, such as a route closely following existing transport corridors.

The **route selection process** is commented on by a smaller, but still significant, proportion of respondents. Of these, a small number endorse the process, but many more express disagreement. Criticisms include the view that the criteria for selecting a route are too limiting and that insufficient options were considered during the process. Others suggest that trade-offs between priorities are unsound, in particular that the need to minimise environmental impacts has not been given enough weight compared to controlling costs or achieving high speeds. Some respondents believe that the appraisal process for the route was flawed and suggest that the preferred route was treated favourably or that certain significant impacts were omitted from the analysis. There are also comments asserting that the route selection process was not sufficiently open and transparent, or that more consultation should have been carried out.

Question 5

This question is about the route for the line between London and the West Midlands: Do you agree that the Government's proposed route including the approach proposed for mitigating its impacts is the best option for a new high speed rail line between London and the West Midlands?

In total, 52,427 respondents comment on the proposed route and the approach to mitigating its impacts. Of these, 2,178 agree, 604 agree with caveats and 28,163 disagree.

Among those who **disagree**, many contend that the proposed route is not the best option, noting that it would instead be better to follow existing transport corridors. Respondents also frequently cite concerns about the impact that the proposed route would have on the environment, particularly in relation to valued landscapes such as the Chilterns Area of Outstanding Natural Beauty (AONB), biodiversity and wildlife, ancient woodlands, Sites of Special Scientific Interest (SSSI), and 'green belt' stretches of countryside. Negative social and economic impacts are also raised, particularly in terms of noise and vibration, the impact on property values and the broader impacts on communities. The issue of equity, and in particular the lack of perceived benefits for people in close proximity to the line, emerges as a recurring theme with many respondents pointing out that they will suffer disruption from construction and operation, but will not benefit from the improved service themselves because no intermediate stations are planned near their community.

Among those who **agree**, these are the most often cited reasons: that the proposed route is better than the alternatives, that it could deliver major economic benefits, and that many of the environmental impacts of the proposed route could be mitigated effectively. Some also comment that the scheme is in the national interest and therefore supersedes the concerns of local residents and communities who will be affected.

Numerous respondents, including a large number of organisations, focus on the **proposed interchanges in London and the West Midlands**. Euston Station is frequently mentioned, with some questioning whether it is the best option (citing concerns about the extra influx of 'commuter traffic', disruption both during and after construction of the high speed line and the possible demolition of social housing in the area). Others suggest St Pancras International as a preferred London station (with a direct link to High Speed 1). Responses to the proposal for an interchange at Old Oak Common are divided, with some focusing on the regeneration and economic benefits for the area whereas others contend that it is not well connected with other transport modes and adds unnecessarily to journey times to and from Heathrow Airport. Regarding the interchanges in the West Midlands, a common theme for respondents is whether or not the proposed Curzon Street Station is close enough to Birmingham city centre to realise fully the benefits of high speed rail.

Some respondents comment about the **supporting infrastructure** proposed in the Consultation Document. The use of tunnels, perceived as a key means of mitigating negative impacts, is supported by many. Many also believe that more tunnelling should be used, while others identify particular locations where they think tunnelling should be used, for instance in populated areas such as Ruislip in north-west London, or through environmentally sensitive areas such as the Chilterns AONB.

In total there are over 15,000 comments on **mitigation**, with 5,957 respondents critical of the measures set out in the Consultation Document, in contrast to 309 who are supportive and 110 express support with caveats. The most common issue raised is a perception that the measures are not detailed enough or that further information is required to form a judgement. A number of respondents say that their opposition to the mitigation measures stems from a concern about noise levels, followed by their concern that visual mitigation measures will not be effective.

Many respondents comment on **specific sections** of the proposed route and locations nearby. A summary of these comments is provided in Section 5.3 of the report.

Question 6

This question is about the Appraisal of Sustainability: Do you wish to comment on the Appraisal of Sustainability of the Government's proposed route between London and the West Midlands that has been published to inform this consultation?

A total of 36,918 consultation responses comment on the Appraisal of Sustainability (AoS), including 614 which express satisfaction or endorsement and 158 who express support with some caveats; 536 which offer comments or suggestions, and 14,170 which express concerns that the AoS is insufficient.

Commenting on the **quality of the AoS**, those who find it insufficient and/or lacking detail often assert that an Environmental Impact Assessment (EIA) is required at this stage. While some organisations also assert that the AoS is insufficient, others welcome the extent of analysis it provides at this stage.

Regarding the four principles of sustainable development, most respondents focus on the principle of **reducing greenhouse gas emissions and combating climate change**. In all, 4,824 respondents do not think that a national high speed rail network will lead to reductions in emissions, citing concerns about the energy demand of a high speed line, the embedded carbon in the line's construction, and whether the anticipated modal shift from air travel will be achieved in practice. In contrast, some respondents do expect a reduction in emissions, including some who believe that the emission reduction estimates are overly conservative because targets in existing legislation will encourage more low-carbon energy generation to power the network than the AoS assumes.

The principle of **natural and cultural resource protection and environmental enhancement** is mentioned in a range of comments. Among those respondents that make general comments, 1,213 do not think that a national high speed rail network would be consistent with the principle, while 3,170 believe it would have an overall negative impact on the environment. A number of specific concerns relate to the negative impact on biodiversity, the detrimental impact on the countryside and landscape, the loss of ancient woodlands, the potential impact on waterways and aquifers, and the impact on cultural heritage (e.g. listed buildings and archaeological sites). More specifically, a number of the responses raise concerns about the potential impact of the proposed high speed rail network on SSSIs and on the Chilterns AONB.

Network Rail, among other organisations that responded, acknowledges that a high speed rail network will have negative impacts, but expresses satisfaction that these will be substantially mitigated by the proposed measures (such as the use of deep cuttings, routing along existing corridors and tunnelling). The Environment Agency, among others, supports the approach to mitigation that the AoS proposes with respect to habitats, although it notes that concerted efforts are required to reduce and manage risks where the route will cross high flood risk zones. Natural England raises a concern that the AoS underestimates potential impacts on SSSIs and believes that further research is necessary.

The principle of **creating sustainable communities** is most commonly used to comment upon the impact of noise. A total of 3,046 respondents believe that the noise assessment is inadequate and/or more information about it needs to be provided (including many who assert that using averages – instead of peak or pass-by noise levels – is inaccurate). Some respondents feel that more extensive mitigation, principally by increasing the use of tunnelling along the proposed route, would greatly reduce local noise impacts.

Very few responses relate to the principle of **achieving sustainable consumption and production**. Waste management during construction is included within this principle, and a number of comments relate to the spoil that construction would generate and the impacts of transporting this spoil away from the route. A number of respondents also comment on the potential impact of a high speed rail network on agricultural land along the route.

Question 7

This question is about blight and compensation (Annex A of the main Consultation Document): Do you agree with the options set out to assist those whose properties lose a significant amount of value as a result of any new high speed line?

A total of 36,036 consultation responses include comments addressing issues related to Question 7. While the question asks specifically about the options set out in the Consultation Document, only a relatively small proportion of the responses (4,592) directly address them.

In answer to the overall question, 2,667 respondents agree, 530 agree with caveats and 16,027 disagree; organisations represent a smaller proportion of respondents to this question than to the other six questions. With respect to the three options discussed in the Consultation Document, some respondents dismiss all three, mainly on the grounds of lack of detail. A small number claim that the options, as set out, present an acceptable range from which to draw a final scheme.

Of the three options, the **bond-based purchase** scheme attracts greatest comment, though with some uncertainty as to whether a given respondent is discussing the version set out in the Consultation Document or a more detailed and hence potentially different description of it proposed by the HS2 Action Alliance. The scheme is widely supported, with some respondents asserting that it is the only one of the options to guarantee that affected homeowners will be able to sell their property in a timely manner and without restrictions based on their personal circumstances. Those raising caveats tend to ask that the scheme be open to all and that it should start immediately so as to assist people before construction begins.

Far fewer respondents discuss the **compensation bond** and, among those who do, views are more mixed. Some respondents suggest that this could be successful if its operation was brought forward, while others assert that it is unlikely to be successful because buyers would not be sufficiently reassured to pay un-blighted prices for property.

Very few remarks relate to the **hardship-based property purchase scheme**, and those that do are mainly negative. Respondents tend to claim that a scheme that compensates on a means-tested basis would be unjust.

General comments made on the topic of compensation include criticism of the existing exceptional hardship scheme and the assertion that the development of any scheme should be carried out through discussion with those affected rather than national consultation. But the most commonly voiced opinion (amongst both supporters and opponents of the proposals) is that insufficient detail has been provided to enable assessment of the options. For some residents near to the proposed route, it is claimed, this lack of detail itself causes distress. Other than this, some respondents express scepticism that the scheme would be implemented as described, particularly given its likely cost.

Other respondents discuss their preferences for a compensation scheme, frequently commenting that it should be equitable and transparent, and should recompense all those affected by decreased property values, regardless of the scale of their loss. A large number of respondents discuss impacts beyond property value, with some arguing that current proposals do not adequately account for impacts such as potential disruption during the construction period. Other respondents mention particular groups whose interests they feel should be addressed in a compensation scheme, including non-property owning tenants, those seeking to release equity from their homes for retirement, and communities whose school buildings are affected. Others argue that it simply is not possible to compensate for the perceived impacts on the natural environment, in particular on the amenity value of landscapes such as the Chilterns.

Part A: The consultation process

Chapter 1 About the consultation

1.1 Background

1.1.1 The Government believes that a high speed rail network would be a transformational investment in Britain's future. As explained in its Consultation Document, High Speed Rail: Investing in Britain's Future, high speed rail has the potential to achieve the following:

1.1.2 A substantial increase in rail capacity to meet rising demand for long-distance rail travel;

- Ease overcrowding on existing railways
- Transform the country's economic geography
- Enable businesses to operate more productively
- Support employment, growth and regeneration
- Provide a credible alternative to domestic aviation
- Create a platform for delivering long-term and sustainable economic growth and prosperity

1.1.3 In January 2009, as part of a package of decisions on the long term future of Britain's transport infrastructure, the Government established High Speed Two Limited (HS2 Ltd) to look at the feasibility of, and business case for, a new high speed rail line between London and the West Midlands; and to consider the case for high speed rail services linking London, northern England and Scotland.

1.1.4 HS2 Ltd were asked to focus their attention on a corridor between London and the West Midlands, principally because evidence showed that, of all the UK main lines, the WCML: would be first to experience a major shortfall in capacity. Network Rail states that according to their estimates "by 2024 the WCML will effectively be full, particularly at the southern end of the route".

HS2 Ltd's remit and scope

1.1.5 HS2 Ltd's initial remit in respect of the London to the West Midlands section was to consider and to provide advice to the Government on the costs and benefits of:

- a. A proposed route with any appropriate options;
- b. Options for a Heathrow International interchange station on the Great Western Main Line with an interchange also with Crossrail;
- c. Options for access to central London and the other cities served;
- d. Options for linking with HS1 and the existing rail network, including the potential for services to continental Europe;
- e. Options for providing an intermediate parkway station between London and the West Midlands;
- f. Financing and construction proposals.

1.1.6 This remit was later expanded when HS2 Ltd were asked to provide advice on the potential development of a high speed line beyond the West Midlands and to consider in particular the potential for HS2 to extend to the conurbations of Greater Manchester, West Yorkshire, the North-East and Scotland.

1.1.7 Table 1.1 provides a chronology of steps up to the consultation.

Table 1.1 Chronology

Chronology	Documents
December 2009	HS2 Ltd delivered a report that recommended a preferred scheme which would cut journey times between London and Birmingham city centres to 49 minutes and reduce journey times to the North-West and Scotland by around 30 minutes. Options were also presented for serving Heathrow Airport and links to HS1.
March 2010	The Government published its response to HS2 Ltd's report and asked them to refine aspects of the recommended route in preparation for a formal public consultation.
June 2010	Following the General Election, HS2 Ltd was asked to undertake: <ul style="list-style-type: none"> ▪ Additional work on the route recommended in the March 2010 report (“to develop route options for a direct high speed link to Heathrow, to include options for a loop and a spur from your recommended alignment, and for a through route via Heathrow”) and ▪ A high level assessment of the comparative business cases for a network extending from the West Midlands to Manchester and then across the Pennines to Leeds, and for a network incorporating separate legs from the West Midlands to each of Manchester and Leeds.
September and October 2010	HS2 Ltd published its high level assessment of the two options for a national high speed rail network. The Government concluded that a ‘Y-shaped’ network with legs to each of Manchester and Leeds would deliver substantially higher benefits than the alternative – the ‘reverse S’ for taking high speed rail north of Birmingham, and asked HS2 Ltd to recommence work on developing route proposals for the Y-shaped network and report by the end of 2011. HS2 Ltd produced its report on options for reducing the environmental impact of their recommended London to the West Midlands route north of the Chilterns, and the Secretary of State commissioned additional work for improving the proposed alignment.
December 2010	The Government published its proposed route for London to the West Midlands. It also set out its strategy for a wider high speed rail network from London to the West Midlands, Manchester and Leeds as well as direct connections to Heathrow and HS1.
February 2011	The Transport Secretary launched the high speed rail consultation which ran until 29 July 2011.

1.2 The consultation: overview

1.2.1 On 28 February 2011 the Secretary of State for Transport launched a consultation on the Government's proposed high speed rail strategy and the proposed route for an initial high speed line from London to the West Midlands, with connections to the existing high speed rail line from London to the Channel Tunnel and the WCML, along with an interchange connection to Heathrow Airport and a station at Old Oak Common with a connection to Crossrail. The consultation ran for five months, closing on 29 July 2011.

- 1.2.2 The consultation was intended to provide an informed basis for Government decisions on the following:
- Whether to take forward proposals for a national high speed rail network;
 - Whether to take forward a route from London to the West Midlands (as the first part of such a network into the Hybrid bill planning process); and if so,
 - Whether the proposed route is the best option.
- 1.2.3 The consultation was a national, public consultation, inviting views from across the UK. The consultation asked for views on both the strategy and the proposed route for the section between London and the West Midlands. It was carried out in accordance with the Government's Code of Practice on Consultation.
- 1.2.4 Respondents were offered a range of ways to engage with the consultation and respond. A dedicated consultation website was developed providing access to the consultation documents, supporting information and an online response facility. Hard copies of the consultation documents were made available to order by telephone, email and online, and were provided at road shows. These documents were also sent out early in the consultation period to local authorities and libraries along the proposed line of route. Consultation documents were also available on a DVD-ROM. All documents were provided free of charge.
- 1.2.5 A series of information road shows were held along the line of the route, staffed by representatives of HS2 Ltd and DfT, providing an opportunity for people to discuss the proposals and ask questions. The road shows also enabled issues about the proposals to be raised. Factsheets were produced to be distributed at these road shows, summarising information about particular elements of the proposals. Factsheets were also made available online. The road show schedule is included in Appendix 1.
- 1.2.6 To raise awareness of the consultation and the proposals away from the proposed line of route, information stands were manned at rail stations on the WCML and at stations on, or linking to, the proposed Y network. A list of these exhibitions and information stands is available in Appendix 1.
- 1.2.7 A total of 54,909 submissions in response to the consultation were received. Table 2.1 in Chapter 2 provides a breakdown.

1.3 Consultation documents

Supporting documents and information

- 1.3.1 A suite of documents was published to support the consultation and provide details of the strategy and proposals. All documents were made available free of charge and could be ordered via the website, a dedicated telephone line or email address. These included:

Consultation Document

- 1.3.2 The Consultation Document, entitled *High Speed Rail: Investing in Britain's Future*, first explains the Government's high speed rail strategy and the wider context in which High Speed 2 is being considered. It makes the case for why, in the Government's view, more rail capacity is needed and goes on to look at the Government's strategy for delivering a national high speed rail network, including links to Heathrow Airport and to the Channel Tunnel. The second part of the Consultation Document focuses on how the Government's proposed route from London to the West Midlands has been identified. It addresses the core principles underpinning the work and sets out the proposed route in detail. Annex B of the Consultation Document describes the main alternatives considered.

Consultation Summary

- 1.3.3 A summary of the full Consultation Document, highlighting the key aspects of the strategy and context and the proposed route. The document includes the consultation response form in the centre pages.

Economic Case for HS2: The Y Network and London West Midlands

- 1.3.4 This document presents an economic assessment of a Y-shaped network from London to the West Midlands, Manchester and Leeds, alongside a more detailed assessment of an initial high speed line from London to the West Midlands.

HS2 London to the West Midlands Appraisal of Sustainability

- 1.3.5 The Appraisal of Sustainability describes how the proposed new high speed railway between London and the West Midlands would support objectives for sustainable development. Sustainability embraces considerations of economic development, job opportunities and effects on communities, as well as environmental considerations such as landscape, natural environment and climate change.

HS2 Route Engineering Report

- 1.3.6 This document describes the Government's proposed route for a high speed rail line between London and the West Midlands. It describes, in non-technical language wherever possible, the layout and main features of the route.

Strategic Alternatives to the Proposed Y Network

- 1.3.7 This document forms the final study report for the examination of strategic alternatives to the proposed HS2 Y-shaped network. The report outlines the interventions developed, examines the capital and operating costs of the interventions, and then details the economic appraisal of the alternatives.

High Speed Rail: Investing in Britain's Future – Equality Impact Screening

- 1.3.8 This document assesses where there may be differential impacts for equalities groups within the Government's overall proposed strategy on high speed rail.

Maps

- 1.3.9 A set of maps provides details of the proposed route for consultation. These maps depict the profile of the proposed line in relation to the ground. In addition more detailed plans have been made available for Birmingham and London, the planned stations, and the infrastructure and rolling stock depots.
- 1.3.10 On the website, respondents could enter their postcode and be shown a map that indicated where they lived in relation to the proposed route, a link to the most relevant route maps as well as information on the closest road show event to their residence.

Factsheets

- 1.3.11 Fifty-two factsheets, produced for the road shows, provided accessible summaries of the technical, environmental and scheme development information available in the other documents. Area-specific factsheets present information relevant to particular locations. The factsheets were made available online and to order.

DVD-ROM

- 1.3.12 A DVD-ROM containing the consultation documents and maps of the proposed route could also be ordered online and by telephone and was provided at road shows.

1.4 Public engagement

Publicity

- 1.4.1 DfT held a launch event for journalists at the start of the consultation and sent a press release to national media. HS2 Ltd followed this with regionalised press releases for local media before each road show detailing the time and location of the event, the information available, and how to respond to the consultation. In addition, advertisements were placed in local newspapers before each event. Towards the end of the consultation period a press notice was released to raise public awareness of the consultation end date and how to respond.
- 1.4.2 Local authorities were given the road show schedule and posters to put up in public spaces to publicise the consultation to local people. County councils and libraries were given hard copies of consultation documents. Parish councils had the main consultation document, summary and the DVD-ROM initially, with other documents being sent on request. Environment, transport, property, business and Government organisations were sent consultation documents via email.
- 1.4.3 This activity resulted in extensive pre- and post-event coverage, with over 100 broadcast stories on the road shows, and hundreds of print and broadcast stories on a national high speed rail network and the consultation in general.
- 1.4.4 DfT and HS2 Ltd also used social media extensively – Twitter, the HS2 Ltd blog and Facebook – to alert the public to the road shows before and during the events; to direct people to the consultation website; as sources of information on the proposed scheme; and to countdown to the deadline for responding.

Road shows

- 1.4.5 HS2 Ltd delivered a programme of road shows at locations along the proposed line of route. There were 41 days of road show events between March 24 and June 18. Thirty-one different locations were visited. Two types of road show were held: static exhibitions, which took place in halls and community venues, and mobile exhibitions, which made use of a trailer to reach smaller locations. The purpose of the road shows was to provide information, explain concepts, answer questions, dispense hard copy response forms and encourage people to respond formally to the consultation. The road shows were visited by approximately 28,000 people.
- 1.4.6 HS2 Ltd based the initial selection of event locations on areas where they were already aware of concerns and interest in the proposals, along and around the proposed line of route. The events were held at locations easily accessible for as wide an area as possible. HS2 Ltd discussed the locations and proposals for consultation events in meetings with councils along the route to decide on a final programme of events.
- 1.4.7 Resources available at the events included information panels with text, maps and diagrams outlining the main points of the proposal, hard copy maps, interactive screens and kiosks that enabled users to navigate around the route maps, sound booths that simulated a high speed train passing at various locations, computers where attendees could fill out their response online and a post box to collect hard copy responses. Members of the public could collect documents on the proposals and speak to representatives of HS2 Ltd, DfT and their specialist consultants.
- 1.4.8 A website was developed to make information on HS2 Ltd's proposals and on the consultation itself more accessible. It contained an 'In Your Area' section, which provided information in relation to an individual's postcode, including links to relevant maps, road shows and factsheets, allowing people to see information relevant to their location more easily. The 'Road Shows' section enabled those planning to attend an event to identify the most appropriate event and plan their journey. It also stored electronic versions of location-specific displays that were used at each road show event. The website encouraged people to share the link via email and social media, providing a quick and flexible way to raise awareness of the consultation and share information. The consultation website also allowed people to submit an online consultation response and provided detailed information on the other ways in which a response could be made.

Enquiry line and email address

- 1.4.9 An enquiry line and email address were available to answer people's questions about the proposal and the consultation.

Direct mail to households along the route

- 1.4.10 Shortly after the consultation was launched, letters were sent out to all addresses in postcodes which fell within or intersected a corridor 1km either side of the proposed line of route, or 250m either side of where the proposed route is in a tunnel, reflecting the considerable reduction in impacts in those areas. Letters were sent to 172,174 addresses, identified from the Royal Mail Postcode Address File, which is recognised as one of the most up-to-date and complete address databases in the UK. These letters alerted residents to the consultation and its closing date, specified where further information could be obtained, and included the road show programme. A record of those returned was kept to monitor the level of delivery; about 2% were returned.

Information stands

- 1.4.11 To help raise awareness of the consultation, an information stand visited railway stations on the WCML and other stations on or connected to the proposed Y-shaped network.¹ HS2 Ltd and DfT staffed the stand, handed out consultation documentation and answered rail users' queries. In addition, posters encouraging members of the public to have their say were displayed in rail stations.

Stakeholder engagement

- 1.4.12 HS2 Ltd held meetings with elected councillors for local authorities along the London to West Midlands route, generally in advance of the public road shows being held in the areas concerned.
- 1.4.13 Engagement also took place with action groups and other organisations, including district and parish councils, along the London to the West Midlands route through technical and area-based seminars. A drop-in briefing session for Members of Parliament took place at the start of the consultation, and there were various meetings with individual MPs, action groups and local organisations throughout the consultation period. Drop-in sessions were also organised to address specific concerns of residents' groups in Camden.
- 1.4.14 DfT held nine regional seminars for business and civic leaders. These were of various sizes and were held in cities across the UK, with the purpose of raising awareness of the consultation amongst business and civic communities, and encouraging regional media interest.
- 1.4.15 The objective of stakeholder engagement was to raise awareness of the consultation and to stimulate constructive debate over the proposals for high speed rail.

¹ The stations where an information stand was set up are listed in Appendix 1 Consultation Events.

Chapter 2 Participation

2.1 Introduction

2.1.1 This section provides an overview of participation in the consultation. It covers response types as well as information about respondents.

2.2 Response types

2.2.1 Responses were received in a number of different formats. The table below describes these in more detail.

Table 2.1 Count of different response types²

Response type	Count
Online response form³ Responses submitted via the response form on the consultation website	22,818
Paper-based response form Completed response forms submitted by post, email or collected at road show events	12,853
Letter or email Responses submitted by post or email not using the response form structure	4,285
Report Detailed, extensive reports submitted by post or email	43
Organised submissions (with and without variation)⁴ Responses of which many identical or near identical copies were submitted	14,910
Total	54,909

2.3 Responses by question

2.3.1 Respondents could answer one or more questions. Table 2.2 on the following page shows a count of the number of responses to each question. It also includes a figure for responses that were not specifically made to any of the consultation questions.

² In addition to the response types described in the table, DbyD also received other documentation that was classed as a null response because it was a general enquiry (which were sent to HS2 Ltd to be processed), a request for the document and response form or the response form or the email body was blank; 229 records were tagged in this way.

³ Of the 22,818 online responses, 21,383 were received via the consultation website and 1,435 were received via a South Northamptonshire Action Group website set up specifically to respond to the consultation questions.

⁴ The 14,910 organised responses include emails, letters, postcards and response forms with pre-printed text.

Table 2.2 Count of responses to each question

Question	Count
Question 1: The strategy and wider context	38,442
Question 2: The case for high speed rail	37,886
Question 3: Delivery of the Government's proposed network	37,422
Question 4: Specification for the line between London and the West Midlands	37,081
Question 5: The Government's proposed route for HS2	36,994
Question 6: Appraisal of Sustainability	35,606
Question 7: Blight and compensation	35,790
Responses that did not directly respond to the question structure or added additional information.	18,195

2.4 Response sectors

2.4.1 For the purposes of reporting, respondents were classified by sector. A breakdown of these is given in Table 2.3 below. The sectors were identified and applied to respondents in an iterative process between DbyD, HS2 Ltd and DfT. A list of organisations within these sectors is included in Appendix 2.⁵

Table 2.3 Breakdown of respondents by sector

Sector	Count
Member of the public	53,637
Academic Includes universities and other academic institutions	17
Action group Includes rail and action groups specifically campaigning on the high speed rail network proposals	72
Business – local or regional	348
Business – national or international	81
Elected representatives Includes MPs, MEPs, and local councillors	56
Environment, heritage, amenity or community group Includes environmental groups, schools, church groups, residents' associations, recreation groups, rail user groups and other community interest organisations	271
Local government Includes county councils, district councils, parish and town councils and local partnerships	236
Other representative group Includes chambers of commerce, trade unions, political parties and professional bodies	103
Statutory agency	4
Transport, infrastructure or utility organisation Includes transport bodies, transport providers, infrastructure providers and utility companies	84
Total	54,909

⁵ This list in Appendix 2 does not include members of the public, local or regional businesses or any organisations who have requested confidentiality.

2.4.2 In a few instances we have mentioned these sectors in the report, signalling trends in arguments that differ between respondents from specific sectors.

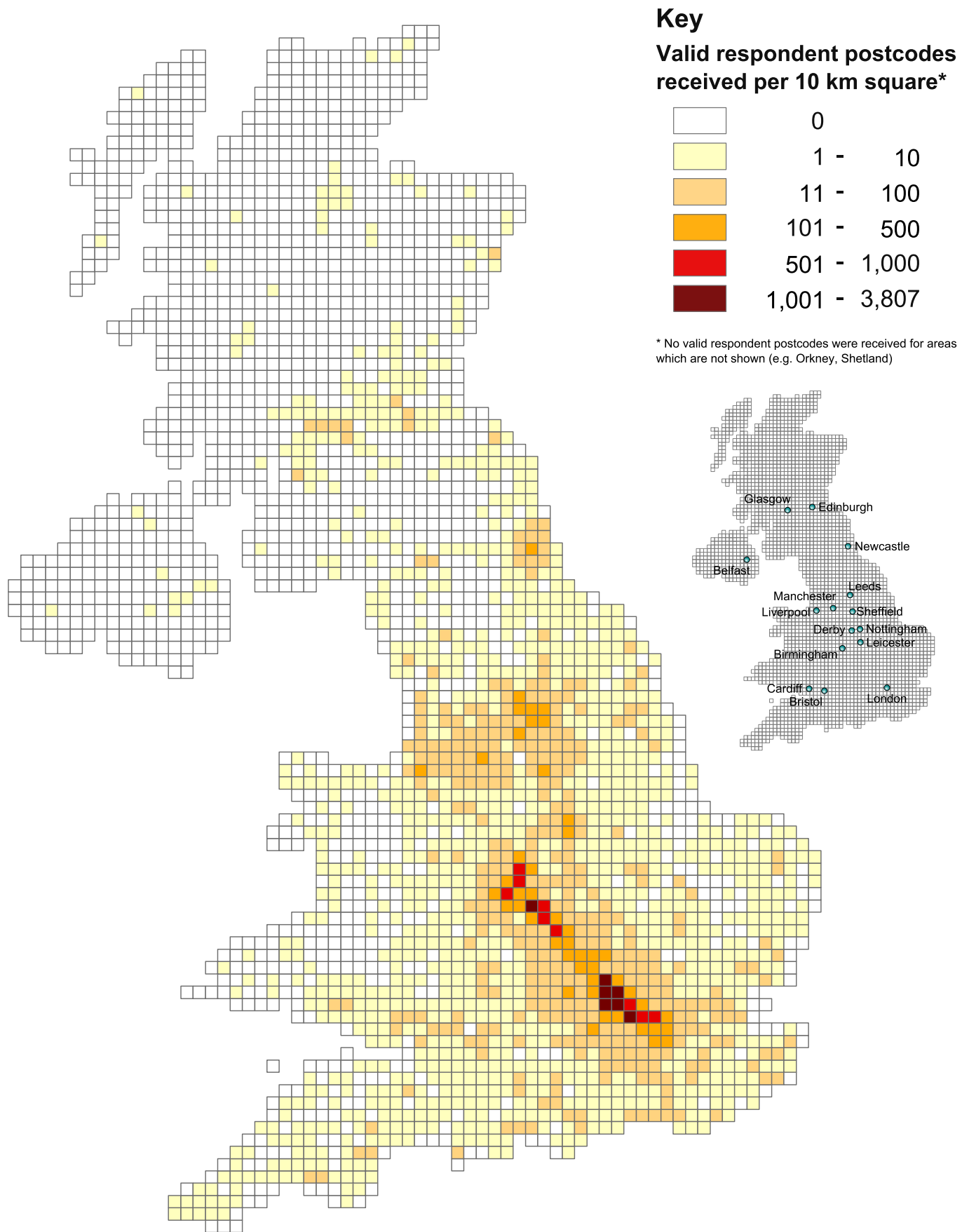
2.5 Geographical breakdown of respondents

2.5.1 People were asked to provide their postcode when responding to the consultation, however this was not mandatory, and approximately one fifth of those who responded did not include their postcode. Based on the postcodes of the remaining respondents, an indicative impression was obtained of the geographical distribution of respondents.

2.5.2 Responses were submitted from across the UK, but numbers vary strongly between regions. Many more responses were received from England than from Scotland, Wales and Northern Ireland. Most responses were submitted by respondents in postcode areas in proximity to the proposed route from London to the West Midlands, including Birmingham and London. There are also concentrations of respondents in postcode areas in the North West and Yorkshire and the Humber.

2.5.3 Figure 2.1 on the next page shows where responses were received from, based on postcodes provided by respondents. The map was produced using the postcodes that were given by respondents to the consultation. Not everyone who responded to the consultation provided this information; of 54,909 responses, 48,269 included valid postcodes. Responses without valid postcodes are not included in this map. Seven international responses were received and are not shown on this map.

Figure 2.1 Geographical breakdown of respondents



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Chapter 3 Methodology

3.1 Introduction

- 3.1.1 The consultation was owned and managed by HS2 Ltd and DfT. DbyD was commissioned to receive, collate and analyse responses to the consultation.
- 3.1.2 DbyD (www.dialoguebydesign.net) is a specialist company which works with many organisations in the public and private sectors to handle responses to large or complex consultations. All submissions were scanned and securely held before being entered into a specially-designed database so that each response could be read and analysed (by assigning codes to comments).
- 3.1.3 This summary report does not make recommendations or interpret responses in any way. The purpose was to organise, analyse and report on what people said and provide results in a format that makes it easy to understand the issues raised so that it can be used by the Government to inform their decision making.
- 3.1.4 There were four distinct stages to the processing and analysis of the consultation responses:
1. Data receipt and digitisation of all submissions (Section 3.2);
 2. The development of an analytical framework (Section 3.3);
 3. The implementation of analysis framework (Section 3.4); and
 4. Reporting (Chapter 4).

3.2 Data receipt and digitisation

- 3.2.1 Submissions were received in a number of formats: online response forms (via the website), paper response forms, letters or postcards, and emails. There were also variations to these formats such as filled out response forms with letters or reports attached. A proportion of the responses received were identified as 'organised submissions' on the basis of very similar format and/or wording, or indeed identical wording to numerous other responses. Table 2.1 in Section 2.2 provides an overview of the number of responses received by response type.
- 3.2.2 At the outset of the data processing each response was assigned a unique reference number, scanned (if it had not been received electronically) and then saved with the reference number as the file name. An indication of the response type was recorded for each submission. Submissions other than those submitted through the project website were processed by data entry staff in order to prepare for import into the DbyD analysis database.

Responses via the website

- 3.2.3 Online submissions were securely downloaded from the consultation website on a regular basis throughout the consultation period.

- 3.2.4 Whilst the consultation was open, users were able to update or amend their submissions. If respondents updated their submission this was imported into the analysis database with a clear reference that it was a 'modified' submission. This meant that if the original submission had already been analysed an analyst would review it and revise the coding as required.

Paper response forms and letters received via the freepost address

- 3.2.5 A freepost address operated for the duration of the consultation for respondents to submit in hard copy. Upon receipt, letters, postcards and paper-based response forms were logged and given a unique reference number. These were then scanned in order to be imported into the data analysis systems.
- 3.2.6 At the data entry stage all printed submissions were transcribed using Optical Character Recognition (OCR) software. Handwritten responses were manually typed into the database by data entry staff.
- 3.2.7 The quality of the transcription process was controlled by a team of transcription supervisors who reviewed a percentage of the transcriptions and indicated their quality using a comprehensive scoring system. The transcription quality score is a ranked scale differentiating between minor errors e.g. insignificant typographical errors and major errors such as omitted information or errors that might cause a change in meaning. Twenty-nine people were involved in the transcription process, of whom 20 were provided by a temporary staff agency. Within their first two days all staff were assessed using a quality score against their work. As a result of these assessments, four staff (all provided by an agency) were deemed of insufficient standard to continue.
- 3.2.8 The quality control process involved a random review of each team member's work. At least 5% of the submissions they transcribed were reviewed within their first two days of working on the project, and the same percentage throughout the process. In cases where a significant error was detected, the quality control team reviewed 10% of the relevant team member's work; where a second significant error was detected the proportion to be reviewed would be raised to 20%, then 100% if further errors were identified. This was the case for the work of four data entry staff; their work has been completely reviewed.

Organised submissions

- 3.2.9 It is common in high profile public consultations for interest groups to ask their members and supporters to submit responses conveying the same specific views. As a result the consultation may receive high numbers of identical or near identical responses. As specified in Table 2.1 in the previous chapter, almost 15,000 responses were identified as part of an organised submission. At the data handling stage eight types of organised submissions were distinguished, with numbers varying between 20 and 12,607. Appendix 3 provides an overview of the organised submissions identified.

- 3.2.10 Each submission was logged individually (assigned a unique reference number), scanned and categorised as an organised submission. A response tagged as an organised submission could take various shapes. The following were all categorised as organised submissions:
- Response forms containing standardised responses to each question, with respondents adding their own name and address details
 - Response forms and letters with attachments containing standardised responses either to a particular question or without reference to a particular question
 - Postcards, displaying paragraphs of narrative without reference to a particular question and the respondent's personal details written underneath
 - Emails and letters containing standardised responses to one or more of the questions, with respondent's personal details written at the end
 - Emails and letters containing paragraphs of narrative without reference to a particular question and the respondent's personal details written at the end
- 3.2.11 These were then entered into the database, ensuring that any additional notes written on the response were captured before being imported into our analysis database.

Responses submitted to HS2 Ltd or DfT

- 3.2.12 Responses sent to HS2 Ltd or DfT via email or post were securely transferred to DbyD. They were logged on receipt, confirmed as a response (rather than mail not intended for the consultation) and processed in the same way as responses received via the freepost address.

Anonymous submissions

- 3.2.13 In common with many statutory consultations, anonymous submissions were not taken into consideration and have not been included in the analysis that informs this report. This helps ensure the consultation findings are not skewed by views from multiple submissions from a single individual or organisation. Respondents using the online response form on the consultation website were required to provide a name and email address in order to respond. The paper-based response form indicated to respondents that they needed to provide a name to ensure the response would be included. Submissions by post were checked for the respondent's name and this was recorded accordingly. In cases where there was only a signature that could not be read, this was recorded with an editor's note and the response was included. Submissions by email were checked for the respondent's name and this was recorded accordingly. In cases where no name was provided, details from the email address were used whenever possible.
- 3.2.14 Any response that was received that did not contain a name was logged, scanned and assigned the category 'No name provided'. There were 382 responses that did not contain a name; these were in a number of different formats including emails, letters, response forms, response forms with attachments, and postcards. There was also one large organised submission of 13,178 postcards of which only 20 contained names. Anonymous responses were reviewed by HS2 Ltd and DfT officials so that any significant new evidence could be included in their advice to ministers.

Late submissions

- 3.2.15 The consultation period ended on 29 July 2011 and, with certain exceptions, all responses received after that date were treated as late responses. These were not included in the analysis of responses by DbyD but were read by HS2 Ltd and DfT officials. Up until 31 October 2011, 975 late responses were received, of which 667 were identified as organised submissions. Any new evidence was noted and where appropriate included in the advice provided to the Secretary of State.
- 3.2.16 To make allowance for potential delays with email systems all emailed responses received before 4.00am on 30 July 2011 were accepted. To allow for problems with postal services all responses with a postmark on or before 29 July, or other verifiable proof of postage before the deadline, were included in the analysis. Responses without a verifiable postmark but received before 3 August were also accepted as legitimate responses. The cut-off point for accepting late-delivered responses was 12 September, to allow time for the preparation of this report. Responses received after that date were treated as late responses.

Verification of submissions

- 3.2.17 On completion of digitisation, a number of checks were undertaken to minimise the number of 'duplicate' submissions sent by the same person in more than one format. For example:
- Where someone with the same name, organisation, email and/or postcode submitted more than one submission, they were checked to establish if the most recent response indicated that the respondent's earlier response should be replaced. If this was the case only the most recent response was included.
 - Where respondents indicated that the most recent response was in addition to the respondent's earlier response, both submissions were left as they were.
 - Where responses were exactly the same, one of them was tagged as a duplicate and not processed further.
 - Where two responses differed in one or more ways, and made no reference to a previous response, both submissions were left as they were, counted and included in the analysis.
- 3.2.18 For submissions containing images, maps and other non-text-content a reference to a PDF version of the original submission was made available to analysts, so that this information could be viewed when necessary.
- 3.2.19 It is also important to note that although the verification process above will have identified and removed exact duplicate submissions sent by the same person in different formats, and will have removed earlier submissions (where requests were made to consider only an updated submission) or noted that the submission was a copy of one previously sent, the process has not sought out small variations to submissions or registration details. It is therefore likely that a small number of responses have been considered more than once.

3.3 Development of an analytical framework

- 3.3.1 In order to analyse the responses, and the variety of views expressed, an analytical framework was created. The purpose of the framework was to enable analysts to organise responses by key themes and issues so that key messages as well as specific points of detail could be captured and reported.

- 3.3.2 The process of developing the framework for this consultation involved a team of senior analysts reviewing an early set of responses, about 500 for each consultation question, and formulating an initial framework of codes. A three-tier approach was taken to coding, starting with high level themes, splitting into sub-themes and then specific codes. Table 3.1 provides a full list of the top level themes used and Table 3.2 provides an extract from the coding framework showing the use of themes, sub-themes and codes. The full coding framework is available in Appendix 5.
- 3.3.3 Each code is intended to represent a specific issue or argument raised in responses. The data analysis system allows the analysts to populate a basic coding framework at the start (top-down) whilst providing scope for further development of the framework using suggestions from the analysts engaging with the response data (bottom-up). We use natural language codes (rather than numeric sets) since this allows analysts to suggest refinements and additional issues, and aids quality control and external verification. At the outset of the development of the analytical framework we worked with independent assurers – Professor Jos Arts from the Faculty of Spatial Sciences at the University of Groningen (The Netherlands) and Professor Thomas Fischer from the School of Environmental Sciences at Liverpool University – to review our draft coding framework and provide external comment. Their feedback was used as part of the finalisation of the coding framework. Since other mechanisms were in place to monitor the analysis process, no further feedback was sought during this stage.

Table 3.1 List of themes from coding framework

Theme	Theme
Level of Agreement (LA)	Proposed link – Heathrow (H)
Strategic/economic case (SC)	Proposed link – HS1 (HS1)
Social and economic (SE)	Y network and extensions (NE)
Safety, security and resilience (SS)	Y network phasing (NP)
Environment (ENV)	Engineering and construction (EN)
Noise and Vibration (N)	Strategic alternatives – rail (ERI)
Sustainability appraisal and climate change (S)	Strategic alternatives – non rail (SA)
Principles and specification (PS)	References (R)
Mitigation (M)	Consultation (C)
Blight proposals (BP)	Other comments (OC)
Proposed route and locations (PRL)	Location (L)

Table 3.2 Extract from the coding framework

Theme	Sub-theme	Code
Strategic and economic case	Journey times	Question journey times/speeds
		Current times acceptable (oppose HS2)
		Need to consider full journey/savings not relevant (oppose HS2)
		Reduced times positive (support HS2)
		Savings not substantial enough (oppose HS2)
	Rail fares	Comments on subsidising
		Needs to be affordable
		Will be too expensive for HS2
		HS2 will only benefit wealthy passengers

3.4 Implementation of the analysis framework

- 3.4.1 The consultation generated many thousands of submissions and required a systematic approach by the team of analysts. The coding framework was developed centrally by senior analysts. Other members of the analysis team were then familiarised with the detail of the coding framework, so they could start applying codes to individual responses to each of the consultation questions. Modifications to the framework, such as adding codes or splitting themes, could only be implemented by senior analysts, although analysts were encouraged to provide suggestions. This approach ensured that a large team of analysts operating across very large data sets were able to maintain a coherent and consistent approach to the application of the coding framework.
- 3.4.2 The application of a code to part of a response was done by highlighting the relevant text and recording the selection. A single submission could receive multiple codes. DbyD undertook the analysis on the basis that each word in every response was read and coded. This was verified on a regular basis by senior analysts.
- 3.4.3 Where similar issues were raised or organised submissions were coded, care was taken to ensure that these were coded consistently. The analysis database aids this process by automatically applying the same coding to responses that are entirely identical (on a question-by-question basis).
- 3.4.4 The quality of the coding was internally assured by the senior analysts. The team of senior analysts reviewed a percentage of the other analysts' work using a similar approach to that described above for the transcription stage. Anomalies in the approach to coding that were picked up through the quality assurance process resulted in review of that analyst's work and the codes applied.

3.4.5 DfT and HS2 Ltd undertook a separate and independent quality assurance exercise. The focus of this was to enable them to assure themselves that the coding was accurate and reflective of the responses made to the consultation. DfT and HS2 Ltd did this by coding a representative sample of approximately 400 consultation responses, including shorter organised responses and larger organisational responses in report format. The coding was then compared to that applied by Dialogue by Design analysts and feedback was offered on any recommended changes or enhancements that could be made to the coding framework and its application.

Chapter 4 Reading the report

4.1 Introduction

- 4.1.1 This report provides a summary of the responses to the Government's consultation on a national high speed rail network, carried out between February and July 2011. The report was issued to HS2 Ltd and DfT on 4 November 2011. 54,909 individuals and organisations responded to this consultation. The summary report gives a flavour of the issues raised by respondents and indicates where specific views are held by large numbers of respondents or by specific types of organisation.

4.2 Numbers in the report

- 4.2.1 In reading this report care must be exercised in attributing significance to the numbers of reported respondents making a particular point, as well as to the numbers of comments attributed to themes and codes at the analysis stage. Readers should remember that this was an open and qualitative consultation process rather than an exercise to establish dominant views across a representative cross-section of the public. This means that while the number of respondents expressing certain views is important and has been reported on, efforts have been made also to report on points made by fewer respondents and to summarise the feedback from large and complex responses even if this did not resonate with what most respondents said.
- 4.2.2 A further point to note with regard to numbers presented in this report is that where the total response to a consultation question is broken down to distinguish between respondents offering a supportive view and respondents expressing disagreement, these numbers do not necessarily match the total number of responses submitted. This is due to two factors:
- The fact that a substantial number of responses were made partly or entirely without reference to specific consultation questions. For the summary report the points made in these responses are integrated into the chapters where the themes they address are covered most extensively.
 - The fact that some responses could not be seen to be agreeing or disagreeing unequivocally with the propositions outlined in the consultation questions: not all responses to a question have been allocated to a code indicating agreement with the question proposition.⁶

⁶ In a few instances respondents made statements within the same response that appeared to both agree and disagree with a question proposition of a specific aspect of it, for example the route selection process.

- 4.2.3 In this report specific views or issues are often presented without a precise indication of how many comments were made containing this view or issue. This is in line with the nature of a consultation summary report, which needs to provide a balance between qualitative and quantitative findings. Detailed quantitative information is available in the appendices.

Nature of responses

- 4.2.4 As mentioned in Section 3.2.9, it is common for high profile public consultations to inspire interest groups to organise for numerous individuals to submit a response conveying specific views. Organised responses can have an effect on the quantitative aspect of the analysis of responses and increase the likelihood that the views included are covered in the summary report on the basis of their frequency. Often one or two organised responses are dominant in terms of the number of respondents participating.
- 4.2.5 In the responses to this consultation there is one organised response that can be seen to have a notable influence on the number of times some codes have been allocated to comments. This organised response includes several variations of a postcard listing a number of reasons to support the proposed national high speed rail network, of which in all 12,607 copies were received. As a result of their sheer number, these postcards boost the count of specific codes used for the analysis of some of the consultation questions, especially Questions 1, 2 and 3. While we note the specific nature of organised submissions and their impact on the quantitative data supporting the analysis, this is not to say that they are of lesser importance. It is also important to note that a great many responses to the consultation that have not been identified as organised submissions do contain a high degree of similarity in terms of the arguments made and the language used. All submissions have been treated equally.
- 4.2.6 Throughout the report we tend to refer to the views of respondents. Sometimes responses contain references to reports and research papers as evidence to support their views. The materials most often cited are the Eddington Transport Study, an Institute of Economic Affairs discussion paper, a report by Lord Mawhinney, the McNulty report, an Oxera report and studies by Atkins and Arup.
- 4.2.7 Many respondents refer to local or national organisations in their responses, such as wildlife trusts. Some specifically mention the opinions or submissions of organisations, or organisation alliances, for example 51M and the Right Lines Charter. Respondents also refer to Government publications such as the High Speed Rail Command Paper. The section on the 'References' theme in Appendix 5 lists how many responses to each question contain references to specific documents and organisations.

4.3 Structure of the report

- 4.3.1 The structure of this summary report mirrors the consultation questionnaire. Issues and suggestions from respondents' responses are presented in Part B of the report, which consists of seven chapters, each dedicated to one of the questions in the Consultation Document.

- 4.3.2 As indicated above, a proportion of the responses to the consultation do not include references to the consultation questions. Such responses could be, for instance, postcards that were part of an organised response, letters from members of the public or detailed reports. These responses have been analysed in the same manner as responses that did refer to the consultation questions, albeit in a separate part of the analysis database. Once themes and codes had been applied to such responses, the content was considered in conjunction with responses specific to consultation questions. This means that comments relevant to specific themes have been reported on within the chapter dedicated to the question addressing this theme. For example, comments on the theme of the proposed route are part of the summary of responses to Question 5.
- 4.3.3 Where the chapters on Questions 1 to 7 contain quantitative information, this includes points sourced from responses not referring to consultation questions. The inclusion of submissions not referencing the consultation question is clearly indicated at the start of each chapter. Appendix 4 provides a list of all the codes used for these responses and in which chapter their points have been considered.
- 4.3.4 Quotations from responses have been included in the question-specific chapters in order to illustrate views discussed in the narrative of the report. Where these quotations are from a response from an organisation, the name of the organisation is included. Quotations from local and regional businesses and from members of the public do not include the name of the respondent; instead the sector (i.e. 'member of the public' or 'business – local or regional') is mentioned.

Consultation questions

- 4.3.5 As the consultation questions are instrumental to the analysis and the structure of the report, a list of the consultation questions is provided here.

Question 1 - Do you agree that there is a strong case for enhancing the capacity and performance of Britain's inter-city rail network to support economic growth over the coming decades?

Question 2 - Do you agree that a national high speed rail network from London to Birmingham, Leeds and Manchester (the Y network) would provide the best value for money solution (best balance of costs and benefits) for enhancing rail capacity and performance?

Question 3 - Do you agree with the Government's proposals for the phased roll-out of a national high speed rail network, and for links to Heathrow Airport and the High Speed 1 line to the Channel Tunnel?

Question 4 - Do you agree with the principles and specification used by HS2 Ltd to underpin its proposals for new high speed rail lines and the route selection process HS2 Ltd undertook?

Question 5 - Do you agree that the Government's proposed route, including the approach proposed for mitigating its impacts, is the best option for a new high speed rail line between London and the West Midlands?

Question 6 - Do you wish to comment on the Appraisal of Sustainability of the Government's proposed route between London and the West Midlands that has been published to inform this consultation?

Question 7 - Do you agree with the options set out to assist those whose properties lose a significant amount of value as a result of any new high speed line?

4.4 Structure of chapters in Part B

- 4.4.1 The chapters covering respondents' views with regard to themes addressed in the consultation questions, Questions 1 to 7, each have a similar structure. Nevertheless it is worth noting that the specific nature of some of the questions causes the corresponding chapters to be slightly different. Question 3, for example, asks respondents whether they agree with three specific elements; it therefore has separate sections for each of these elements.
- 4.4.2 Typically the chapters begin with a section providing an overview of responses. This section includes headline figures about the extent to which respondents agree with the question proposition. A table is given in each chapter to obtain an overall impression of the numbers of responses, and the degree to which respondents agree to the proposition in the question. With regard to these numbers the reservations outlined above apply to all chapters.
- 4.4.3 In the remainder of the chapters on Questions 1 to 7, further detail is provided on the views expressed by respondents. Most chapters contain one or more diagrams giving a visual representation of key issues raised in responses. Furthermore, quotations from responses are included throughout the chapters to illustrate respondents' views. The quotations are meant to be read with that in mind: they have no significance other than to illustrate the issues discussed in the narrative.

4.5 Appendices

- 4.5.1 Appendices include an overview of consultation events (Appendix 1), a list of organisations that responded to the consultation (Appendix 2), an overview of organised submissions (Appendix 3), a list of how responses not referring to the consultation questions were analysed and reported (Appendix 4), and a matrix listing all codes in the analysis framework and the number of times they were used in the analysis of responses to each of the consultation questions (Appendix 5).

Part B: Responses to the consultation

Question 1 The strategy and wider context

1.1 Introduction

1.1.1 This chapter provides a summary of those responses to the consultation which address the issues related to Question 1 in the Consultation Document, which is about the strategic case and wider context for improving the inter-city rail network.

Question 1

This question is about the strategy and wider context (Chapter 1 of the main Consultation Document): Do you agree that there is a strong case for enhancing the capacity and performance of Britain's inter-city rail network to support economic growth over the coming decades?

1.2 Overview of responses

- 1.2.1 A total of 53,670 responses to the consultation include comments addressing the issues in relation to Question 1. Of these, 38,442 were received as responses to Question 1 and a further 15,228 consist of comments made in responses in which no specific reference to the consultation question is made.
- 1.2.2 Overall 21,630 respondents agree that there is a strong case for enhancing Britain's inter-city rail network, 2,857 respondents agree with a caveat and 23,462 respondents disagree. The remaining respondents do not specify to what extent they agree. In many instances respondents express their view on the question proposition while also indicating their opinion on the proposed national high speed rail network. Table 1.1 below specifies, in addition to the overall figures of agreement, how many of the respondents provide opinions both on the case for enhancing the inter-city rail network and the proposed high speed rail network.

Table 1.1 Overview of respondents' views on the proposition in Question 1

Views on Question 1	Count
Agree with the question proposition – of whom:	21,630
▪ Agree with question proposition and support high speed rail network*	1,524
▪ Agree with question proposition but oppose high speed rail network*	3,536
Agree with the question proposition with caveats	2,857
Disagree with the question proposition – of whom:	23,462
▪ Disagree with question proposition and oppose high speed rail network*	12,375
▪ Disagree with question proposition but support high speed rail network*	4

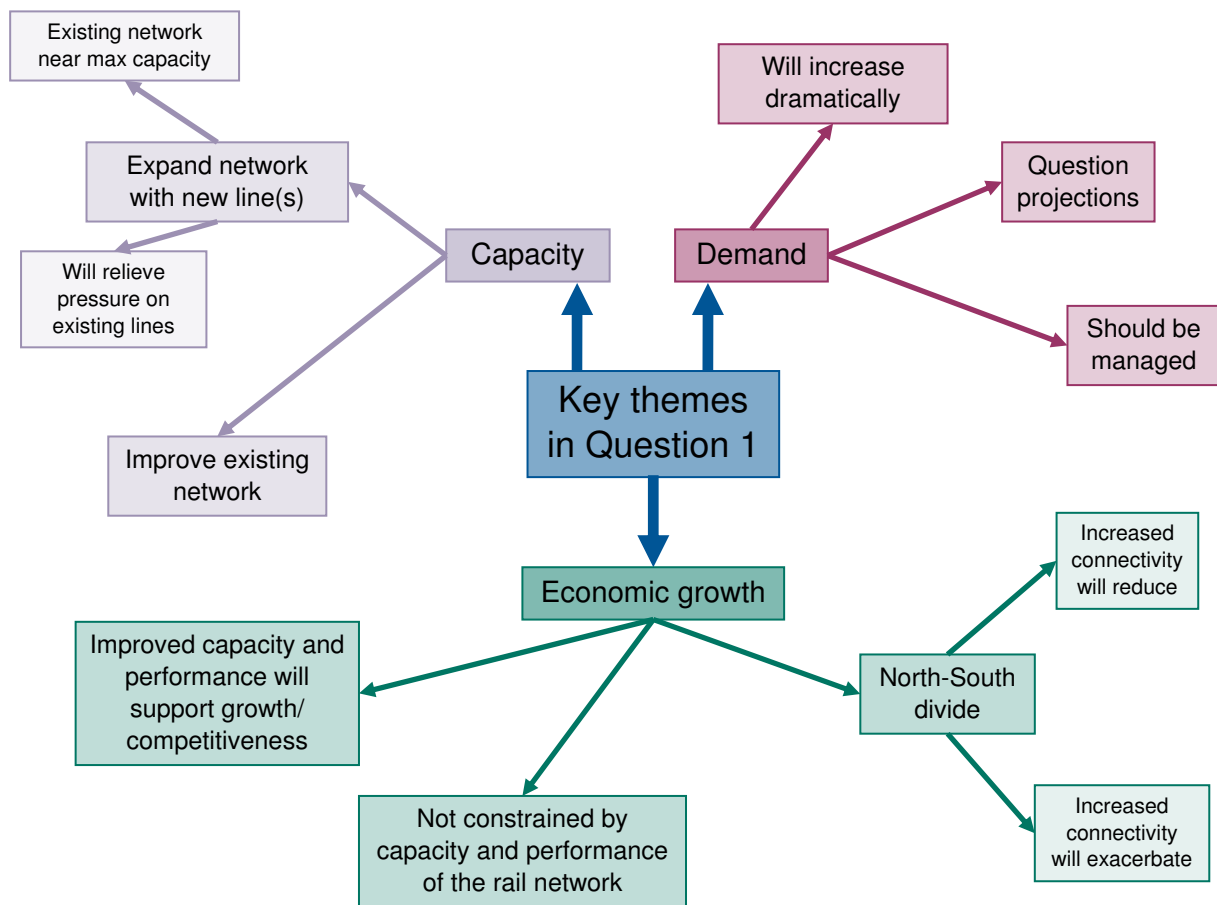
* Applies to responses to Question 1 only – could not be applied to responses not following the questionnaire structure

- 1.2.3 The analysis of the responses addressing issues in relation to Question 1 is subject to the following caveats:
- In addition to addressing the question about the strategy and wider context, and sometimes instead of addressing the question, many respondents also state their opinion about whether a high speed rail network is the best option for achieving the strategic objectives, creating a significant overlap in content with responses to Question 2. In order to minimise repetition, the detail presented in this chapter focuses – where possible – on the strategic proposition and wider context. Responses addressing the proposition in Question 2 (a national high speed rail network) are dealt with in the next chapter.
 - Some of the responses to Question 1 appear contradictory. For example, some respondents answer ‘no’ (i.e. disagreeing with the question proposition) but then proceed to assert that the existing network should be improved instead of introducing a high speed line. In short, the ‘no’ suggests they disagree with the question, while the explanation suggests they agree. To avoid undue interpretation and for the sake of consistency, ‘no’ answers are coded ‘disagree with the question proposition’. Meanwhile, the headline figures outlined in Table 1.1 on respondents’ views on the proposition in Question 1 also indicate whether the respondent specifically expresses support or opposition to the proposed high speed rail network.
- 1.2.4 Respondents who agree with the strategic case believe enhancing the capacity and performance of the inter-city rail network will support economic growth, release capacity and pressure on existing lines, and improve connectivity between UK regions and the European mainland.
- 1.2.5 Respondents who disagree with the strategic case do not believe improving the inter-city rail network will support economic growth; they do not believe a major new infrastructure project such as high speed rail is a cost-effective option, and they think the demand forecasts are inaccurate, particularly given the increasing impact of technology on business travel.
- 1.2.6 Of those who comment on the question, 9,772 respondents believe that the existing network should be improved instead of building a new line.
- 1.2.7 There are 1,106 respondents who either comment on, or criticise, the wording of Question 1, describing the question as “loaded” or “biased”. Some believe that this could have influenced respondents to give a positive response to the high speed rail proposals.

1.3 Discussion

- 1.3.1 This section expands on responses to Question 1. Each section focuses on a key recurrent theme in the responses, as follows:
- Case for enhancing capacity (Section 1.3.3)
 - Case for enhancing performance (Section 1.3.13)
 - Encouraging economic growth (Section 1.3.19)
 - Non-rail alternatives (Section 1.3.26)
- 1.3.2 The key issues raised in Question 1 are outlined graphically in Figure 1.1 on the following page.

Figure 1.1 Key issues relating to the strategy and wider context



Case for enhancing capacity

- 1.3.3 There are 13,840 respondents who think capacity on the existing rail network is an issue that needs to be addressed, and 11,770 who believe creating new capacity will release pressure on existing lines, while 678 respondents do not agree that capacity issues are as significant as assumed.
- 1.3.4 A key topic arising in responses surrounds the question of whether creating additional capacity can be best achieved by building new lines or whether it would be possible with improvements to the existing network. Several organisations responding to the consultation do not believe it is possible to create sufficient additional capacity on existing lines to meet future demand and/or they do not think upgrading existing lines is a cost-effective option because of the disruption caused during upgrades.
- 1.3.5 Some of these responses refer to Network Rail’s WCML Route Utilisation Strategy (RUS) – the rail industry’s strategic planning for the line from London to the North West and Scotland – which endorses the proposed high speed rail line on the basis that the existing network, particularly in the South, is nearly at capacity and any plans to increase its capacity further would be disproportionately expensive.

- 1.3.6 Network Rail indicate in their response to the consultation that they do not think it will be possible to meet future demand by increasing capacity on existing routes such as the WCML.
- “However, once the work that Network Rail is undertaking at Stafford (which will have capacity benefits further south on the West Coast Main Line) has been completed, there will be no possibility of increasing capacity on the line further to enable significantly more trains to run, and no possibility of lengthening the crowded services significantly.” (Network Rail)
- 1.3.7 In addition, some organisations mention freight and indicate that they think it is necessary to free up capacity on the existing networks by developing new infrastructure in order to allow for further growth in this industry. Others think that a high speed rail line could itself be used for freight in the longer term.
- 1.3.8 In contrast, there are 9,772 respondents who believe the existing network should be improved, though not all of these make this assertion specifically in reference to the issue of capacity. Some also assert that increasing capacity on existing lines would offer a quicker and more cost effective solution than building new lines.
- 1.3.9 A number of organisations, including 51M⁷ and various others referring to 51M in their response, agree that capacity needs to be addressed but think the requirements are overstated. They assert that overcrowding on key lines such as the WCML is limited to a few key services a day and believe there are still options available to further increase capacity on the existing network, for example through incremental improvements such as longer trains and fewer first class carriages.
- “The main problem of capacity is in Standard Class carriages not First class. Improvements to WCML services would do more to help all the West Midlands than HS2. The number of Pendolino carriages could be increased in number from 11 to 12, one of the current first class carriages changed to standard class, thereby producing 9 standard class passenger carriages per train in contrast to 5 today.” (North Warwickshire Labour Party)

Demand

- 1.3.10 Central to the discussion of capacity is the topic of future demand for rail travel. Various organisations including businesses as well as local authorities in northern England and the London area believe growth in demand for travel needs to be met in order to enable economic growth and achieve a shift in travel patterns from road and air to rail. These groups think the demand forecasts make clear the case for expanding the capacity of the rail network.
- “Forecasts of demand produced by Network Rail for the Route Utilisation Strategies (RUS) show continuing large increases in passenger volumes. Demand management may ameliorate the peak requirements somewhat. It is however ultimately desirable, both from an economic and environmental perspective, to be able to accommodate such demand on the rail network.” (London Midland)

⁷ 51M is a group of 18 local authorities aligned in their response to the consultation.

1.3.11 Conversely, other organisations and members of the public believe the demand forecasts are inflated or unsubstantiated and many advocate the ‘predict, manage and provide’ approach outlined in the McNulty report⁸ (referenced by various respondents), which would include measures to reduce demand for travel while accommodating remaining growth through capacity improvements to the existing network.

1.3.12 Additionally, 3,081 respondents think future growth in rail travel will be significantly affected by the availability of modern communication technologies such as video conferencing, which will make face-to-face meetings less necessary. Some question whether this trend has been adequately accounted for in demand projections and 1,950 others question the accuracy of the demand predictions more generally.

“By the time the proposed High Speed rail is fully functional, newer and more appropriate methods of business communication will be in place. The assumed need to travel between cities for business will lessen as the cost of doing so increases.” (Member of the public)

Case for enhancing performance

1.3.13 The issue of enhancing the performance of the inter-city rail network can be separated into the topics of:

- Connectivity between cities and regional centres
- Reliability of services
- Journey times

1.3.14 Relatively few respondents in this consultation comment on improving reliability and journey times in isolation from the issue of high speed rail. To avoid unnecessary duplication comments about enhancing performance that refer to the proposed national high speed rail network are covered in detail in the next chapter.

Connectivity between cities and regional centres

1.3.15 There are 12,601 respondents who think it is important to provide a better rail service between the country’s main cities. A similar number, 12,380, believe that it is important to improve rail connectivity with the continent.

1.3.16 A number of submissions from organisations and local authorities in the North of England and Scotland indicate they think improving the connectivity of rail services with key cities in the North is essential to enable ongoing economic growth in the region. Many of these respondents believe that investment needs to be prioritised in a way that supports the development of the cities as key drivers of economic growth at a regional and sub-regional level. Some think this will help to reduce the North-South divide and encourage greater investment in the region.

“With the need to close the ‘North South divide’ and encourage private sector investment in the North East region to increase employment opportunities, major investment in transport infrastructure in the form of high speed rail is essential.” (Northumberland County Council)

⁸ *Realising the Potential of GB Rail* is an independent report of the Rail Value for Money Study chaired by Sir Roy McNulty, published in May 2011.

1.3.17 Various organisations in the business sector, including the Confederation of British Industry (CBI) and the British Chamber of Commerce, share the view that transport connectivity is a key enabler of economic growth and activity, and believe that not meeting rising demand for inter-city travel will constrain growth. This is also expressed by Local Government Yorkshire & Humber.

“Fast, high quality, efficient inter-city transport links are essential to supporting economic growth and business activities. Without continuing investment into the rail network people’s ability to do business will be reduced; as many north-south lines, including the East Coast, West Coast and Midland Main Lines are already operating at close to capacity and are projected to be at capacity in the future.” (Local Government Yorkshire & Humber)

1.3.18 In contrast, there are 1,909 respondents who think that improvements should be made to commuter and intra-city lines rather than inter-city services, and 3,255 who think the existing network is fine. In particular, many comment that the existing services between London and Birmingham are fast, frequent and reliable, a view echoed by a number of local authorities including the 51M group which believes existing journey times are already competitive with comparable inter-city travel in European countries with national high speed rail networks.

“Birmingham and Manchester, for example, each now have a twenty minute frequency to London with journey times of 84 and 128 minutes respectively. These are lower than the great majority of journey times between the capital and principal cities in other major European countries, including such countries as France, Spain and Germany which have invested in high speed rail infrastructure” (51M)

Encouraging economic growth

1.3.19 There are 13,371 respondents who think improving the capacity and performance of Britain’s inter-city rail network will support economic growth, and 4,530 who disagree.

1.3.20 Many comments from business sector respondents indicate that they think good quality rail connectivity between the major cities is important for enabling economic growth in these locations, and some organisations voice concerns that capacity issues will limit growth if left unaddressed.

“A connected economy is a successful economy and Britain’s railways are a vital part of our transport infrastructure. Businesses rely on our railways for getting employees to work, for business travel and for the movement of freight.” (Scottish Chamber of Commerce)

1.3.21 Some respondents believe that factors such as increasing road congestion and rising fuel prices will further heighten the importance of rail capacity and performance in enabling economic growth, and others believe that such investment is central to the productivity and efficiency of the nation’s economy.

“Transport investment will generate time savings and wider benefits that improve business performance and productivity; will enhance labour market efficiency; and will improve the competitiveness of the economy. Investment in certain types of transport infrastructure will also support direct investment in a particular area.” (Greater London Authority, Mayor of London)

1.3.22 Some respondents want to see investment in the existing network as well as in new lines. A few, for example, refer to a statement by the Secretary of State, “that it is vital the new project is not undertaken at the expense of the upkeep and development of the existing railway network”, and some organisations think that there needs to be some care given to equity in the investment across the network.

“We note that HS2 would provide much needed additional capacity to free up capacity on the West Coast Mainline and other routes to the Midlands and the north. However, we would like to see resources carefully balanced so that investment needs of other parts of the UK rail network are not overlooked leaving part of the country behind.” (West Sussex County Council)

1.3.23 Across comments about the capacity of Britain’s rail network, respondents sometimes mention the role of rail in freight transport. They make a variety of points generally relating to a perceived need to ensure that freight transport as well as passenger transport is considered in the context of railway network enhancement.

1.3.24 Respondents who do not think that enhancing inter-city rail capacity and performance will support economic growth dispute that the business case is robust and do not believe the economic growth forecasts will be realised.

1.3.25 Some organisations assert that the link between rail connectivity and performance in encouraging economic growth is ‘weak and unproven’, noting in particular that there are already reliable inter-city services in place and that the relative compactness of the UK and the closeness of its cities already affords comparatively quick inter-city services. Others do not think a strong case has been presented for how economic growth is being, or will be, constrained by the capacity and performance of the inter-city rail network, and contest assertions that a high speed rail infrastructure would stimulate economic growth.

“The NAAONB is currently unclear how economic growth is currently being, or in the future, will be constrained by either restricted capacity or performance of the inter-city rail network which has, over the past decade, seen a steady improvement in performance and reliability. There is little international evidence to show that high speed rail stimulates significant regional economic activity.” (National Association for Areas of Outstanding Natural Beauty)

Non-rail alternatives

1.3.26 Section 1.2 notes that 9,772 respondents outline their preference for improving the existing rail network in their response to this question; these suggestions are dealt with in more detail in the next chapter. At the same time, a number of respondents disagree that investing in rail is the best way to encourage economic growth. Among these, 1,200 assert that the focus should be on managing demand and/or reducing the need to travel, and some of these respondents think that people should be encouraged to live and work more locally. This links back to the topic of demand for rail where a number of respondents assert that demand for rail travel will be lower than forecast due to the impact of IT developments on the way businesses operate. There are also 1,690 respondents who think greater emphasis should be placed on improving IT and encouraging the role of IT in reducing the need to travel, and 2,649 who believe more generally that there are other spending areas such as health and education that should be a higher priority.

Question 2 The case for high speed rail

2.1 Introduction

2.1.1 This chapter addresses Question 2 in the Consultation Document, concerning the case for high speed rail and whether the proposed network represents the best value for money solution for improving rail capacity and performance.

Question 2

This question is about the case for high speed rail (Chapter 2 of the main Consultation Document). Do you agree that a national high speed rail network from London to Birmingham, Leeds and Manchester (the Y network) would provide the best value for money solution (best balance of costs and benefits) for enhancing rail capacity and performance?

2.2 Overview of responses

2.2.1 A total of 53,179 consultation responses include comments related to the case for high speed rail. Of these, 37,886 are direct responses to Question 2 and a further 15,293 are relevant responses in which no specific reference to the consultation question is made.

2.2.2 There are 15,257 respondents who agree that a national high speed rail network would provide the best value for money solution and another 1,108 who agree with caveats; 31,789 disagree. The remaining respondents do not specify whether they agree with the question proposition.

Table 2.1 Overview of respondents’ views on the proposition in Question 2

Views on Question 2	Count
Agree with the question proposition	15,257
Agree with the question proposition with caveats	1,108
Disagree with the question proposition	31,789

2.2.3 Respondents who agree that the proposed network represents the best value for money solution for enhancing rail capacity and performance believe the proposed high speed rail network will improve journey times and reliability, encourage investment throughout the United Kingdom, create more jobs, and believe the case for a Y-shaped high speed rail network is sound.

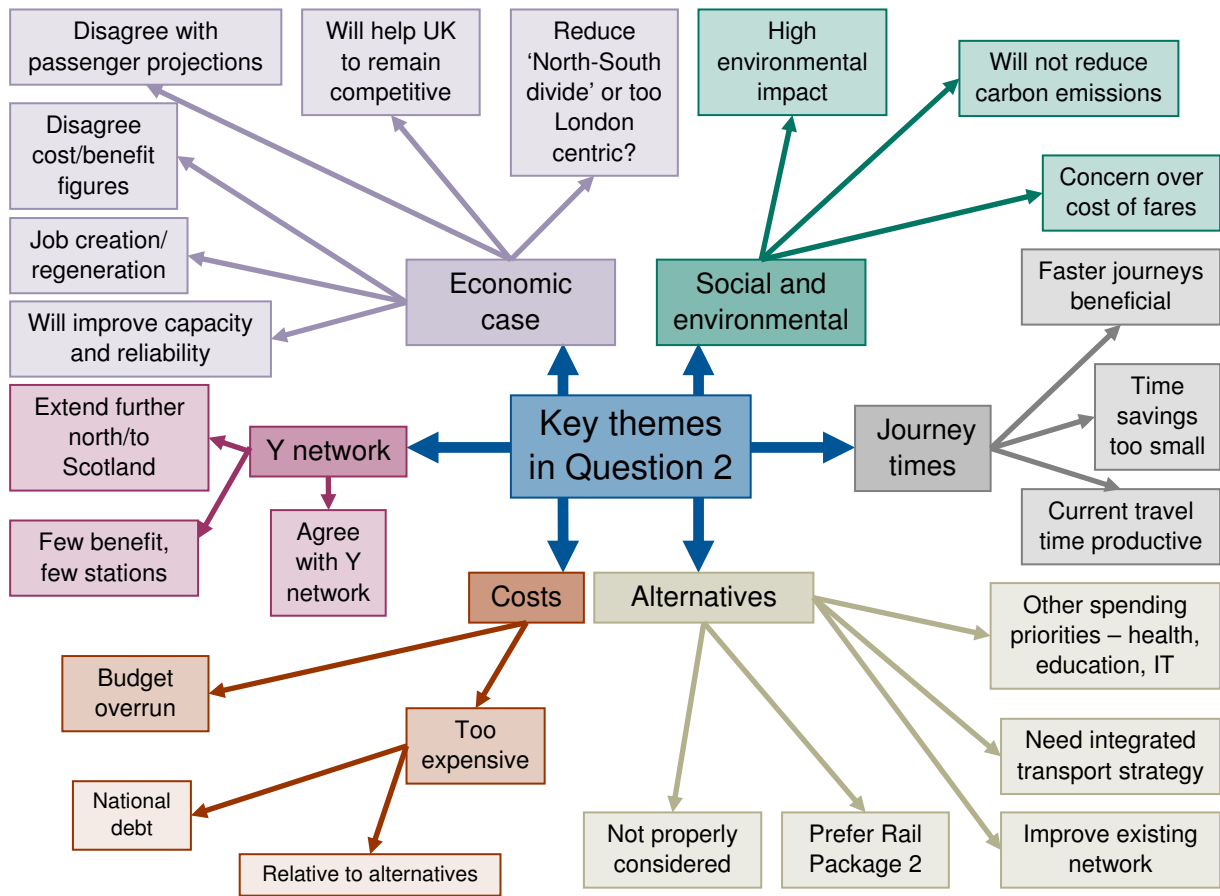
2.2.4 Respondents who disagree with the question proposition are most commonly concerned with the cost of the scheme – either thinking that the proposed high speed rail scheme is too expensive or that it does not represent good value for money relative to possible alternatives. Many question the business case for the scheme, and a number favour upgrading the existing network instead. Concerns about the environmental and social impacts are also raised.

- 2.2.5 In total, 1,465 respondents state that they require more information to be able to respond to this consultation question. Of those, 729 respondents comment that more information and assessment is needed on Phase 2 of the proposed Y network. There are concerns that although the consultation is asking about the strategy for a high speed rail network, route details have only been made available for the first section from London to the West Midlands. Other respondents comment that not enough evidence has been provided and that there is only one route option presented for London to the West Midlands.
- 2.2.6 There are 654 respondents who refer to the consultation documentation with concerns about the amount of detail or evidence given, or the assumptions presented in the Consultation Document. There are 934 respondents who comment on the question itself, often to express disagreement with its wording.

2.3 Discussion

- 2.3.1 The following section provides further information about the responses to Question 2 according to the specific sub-elements of the question, as follows:
- Strategic case for high speed rail (Section 2.3.3)
 - The economic case for high speed rail (Section 2.3.29)
 - The Y network (Section 2.3.46)
 - Alternatives to high speed rail (Section 2.3.56)
- 2.3.2 The key issues raised in Question 2 are outlined graphically in Figure 2.1 on the following page.

Figure 2.1 Key issues relating to the strategic case for a national high speed rail network



Strategic case for high speed rail

2.3.3 In this section, a number of issues are discussed with regard to the strategic case for a national high speed rail network. These have been brought into the analysis under the following headings:

- Journey time savings
- Capacity and reliability
- Economic impacts
- Integration with wider transport strategy
- Environmental impacts and sustainability

Journey time savings

2.3.4 There are 12,768 respondents who are positive about the journey time savings offered by a national high speed rail network. Many of these respondents express general support for “faster more reliable journeys” that would “link the country’s biggest cities”.

2.3.5 A number of organisations think that the journey time savings will generate economic growth, particularly in northern regions, and some think that the time savings are essential to making rail more attractive than flying if a modal shift away from short haul and domestic flights is to be achieved.

2.3.6 In contrast, 2,437 respondents think that time spent on the train is productive and therefore question the value of journey time savings.

“The benefits for HS2 are at best contrived ... In particular the evaluation of "business time" benefit is fundamentally flawed due to its assumption that time on the train is non working time.”
(Staffordshire County Council)

2.3.7 There are 2,516 respondents who do not think the journey time savings are enough to justify the costs and potential impacts of the scheme and 1,311 respondents who generally do not think higher speeds for rail travel are necessary, while 1,047 think that the total journey time, including travel to and from the station at either end, is more important than the travel time between London and the West Midlands.

Capacity and reliability

2.3.8 As responses to Question 1 have shown, there is widespread support for improving the capacity and performance of the rail network, among both those who support and those who oppose high speed rail. As regards high speed rail, few respondents disagree that a national high speed rail network would provide additional capacity to the rail network. The points that are raised with respect to capacity and high speed rail address whether there will be sufficient demand for the considerable additional capacity a high speed rail network would create, and whether the capacity provided will be in the right place to address demand.

2.3.9 While some local authorities and other organisations agree that additional capacity is needed, they believe that the requirements in the strategic case are overstated and think the needs could be met with incremental improvements to the existing network. Furthermore, they do not agree with providing significant additional capacity on only one part of the rail network. In contrast, other organisations refer to current capacity issues, citing the West Coast Main Line (WCML) route, which they assert cannot be redressed adequately with network improvements and which would directly benefit from the proposed high speed rail network.

2.3.10 Others comment that the different services – freight, long distance and local services – operating on individual lines perform sub-optimally at times due to the competing user needs. These organisations support the increase in capacity and reliability a new high speed line would provide.

“The three main lines to the north from London experience increasing competition for train paths between long distance, local and freight services, exacerbated by the differing operating speeds of these services when they are using the same tracks. Increasing demand on local services, especially at peak times, generally takes second place to paths for fast long-distance services.”
(Transport Futures)

2.3.11 Some responses urge that good use is made of the capacity gains on the existing rail network that would occur when trains start running on the proposed high speed rail network. Suggestions are made to include freight services in these considerations.

“However, for freight to benefit, there must be a clear proposal to retain part of the capacity released by the diversion of services to HS2 for freight services.” (Rail Freight Group)

- 2.3.12 There are 12,555 respondents who believe a high speed rail network would afford more reliable journeys and many of these responses also assert that the proposed high speed network would reduce overcrowding on commuter lines, a point echoed by certain organisations responding to the consultation.
- “Extra rail capacity and reduced journey times would therefore have a massive impact for those travelling to Birmingham, easing congestion and improving economic links between the two cities.” (Greater Manchester Chamber of Commerce)
- 2.3.13 In contrast, 564 respondents either think that the existing network is sufficiently reliable, do not believe the proposed high speed rail network would be more reliable, or are of the opinion that the addition of a new line cannot be assumed to increase reliability of the network as a whole.
- 2.3.14 There are 1,132 respondents who are concerned about the impacts a national high speed rail network could have on the reliability and performance of the existing network, through construction and operation of the network. In addition, 430 respondents express concern about potential impacts on the future reliability of the existing network, as a result of diversion of investment from other services.
- 2.3.15 The principle of making better use of the existing network is endorsed by considerable numbers of respondents who are generally in favour of the proposed high speed rail network as well. There are 224 respondents who favour an improvement to existing lines in addition to a national high speed rail network. Reasons include the need to upgrade both the WCML and ECML and to ensure that investment in a new network would not allow current services to become neglected. Other suggestions include electrification of existing tracks, or reopening of closed lines.
- “Atkins also believes the 'Y' network must accompany an enhanced existing network to ensure regional and freight requirements are met and that the existing network is capable of providing effective through connections from the high speed network.” (Atkins)

Economic impacts

- 2.3.16 The potential future economic gains of improving the rail network generally have been covered in the chapter on Question 1. This section specifically looks at respondents' comments about the forecast economic benefits of the proposed high speed rail network.
- 2.3.17 Part of the economic case for high speed rail presented in the Consultation Document is that Britain needs a high speed rail network to remain competitive internationally. There are 7,488 respondents who believe that high speed rail will help Britain remain economically competitive. Several responses from organisations support this belief, and some organisations think Britain is lagging behind in infrastructure investment generally.
- “At present the World Economic Forum's Global Competitiveness Report places the overall quality of UK infrastructure a disappointing 33rd out of 139 competitor countries, meaning that the UK is at present failing to keep place with its competitors and is in desperate need of greater levels of infrastructure investment.” (Construction Products Association)

- 2.3.18 A total of 7,487 respondents are positive about the forecast job creation associated with the proposed high speed rail network. A few respondents think that job creation will exceed the forecast levels and some organisations believe the economic benefits are underestimated. Meanwhile, 516 respondents do not think the proposed high speed rail network will create additional jobs, and some think a high speed rail line will cause decline to businesses along the route by drawing business away towards the hubs at the stations.
- 2.3.19 There are 7,544 respondents who believe that a national high speed rail network will positively affect regeneration, a belief echoed by various organisations.
- “A high-speed rail network will deliver transformational economic benefits to the country, in particular to the Midlands, the North and Scotland, and other regions, as the national network is completed.” (Greengauge 21)
- 2.3.20 A total of 2,400 respondents do not think the majority of British people will benefit from the proposed network, sometimes specifying that the proposed network is not accessible enough as it would have too few stops. These respondents believe the benefits will be concentrated around the stations of the network and 244 think that few living along the lines – those they consider most affected by the proposal – will benefit. In particular, some fear that towns and cities not on the network could lose businesses or go into economic decline.
- “This is a city centre to city centre network, with no stops in between. This makes absolutely no sense at all. This will only, and can only, benefit people who have easy access to the four city centres that this network will eventually serve. This is a tiny proportion of the population!” (Member of the public)
- 2.3.21 Additional concerns include the impact on people and communities (addressed in more detail in the chapters discussing responses to Question 5 and Question 6) and the impact of the proposed scheme on property values (addressed in more detail in the chapter on responses to Question 7).
- 2.3.22 Alongside these general concerns, some respondents argue that the proposed high speed rail network would make the UK economy more dependent on London and concentrate the benefits in the capital. Others believe the proposed network would turn the Midlands and the North into a commuter belt ‘forcing’ commuters to make otherwise unnecessary journeys into London.
- 2.3.23 The theme of the ‘North-South divide’ appears frequently in responses, with 965 respondents believing that a national high speed rail network would exacerbate or at least not improve the situation.
- “The argument that HS2 will improve the North/South divide is a complete falsehood in my opinion. High speed rail will not improve manufacturing or any of the other traditional industries of the North, rather it will benefit the Services industry which is strongest in London, leading to a worsening of the North/South divide.” (Member of the public)

- 2.3.24 There are 135 respondents who feel that the proposed high speed rail network would help to reduce the North-South divide.

“Experience in other countries has shown that HSR stimulates economic growth beyond the Capital City, such as for Lille in France, and will therefore help to ‘re-balance’ national economies and potentially reduce the current UK North-South divide.” (Smith School of Enterprise and the Environment)

- 2.3.25 Conversely, 377 respondents believe regeneration and regional development benefits will not arise.

Integration with wider transport strategy

- 2.3.26 A number of respondents comment about high speed rail in answering Question 1, which is about the case for improving the rail network more generally rather than high speed rail specifically. Among these responses are 1,621 comments suggesting that an integrated national transport strategy is needed before the construction of a high speed rail line is undertaken. Many respondents, including a range of organisations, suggest that proposals for a high speed rail network should be set within the context of such a strategy which would draw together the needs, opportunities and issues for the whole transport network, while setting out various options for meeting various strategic objectives. These respondents assert that this document should set the context for the role of a national high speed rail network.

“The HS2 proposal has no national economic or land use planning context or even an overall national transport strategy within which its role can be set and related to other policies and proposals.” (RAC Foundation)

- 2.3.27 In responses to Question 2, some respondents do not believe the proposed scheme can maximise the potential gains without a national transport strategy to ensure coordination and integration across the network. Some organisations as well as some members of the public state that such a strategy would help ensure the best scheme is selected for national transport needs, while delivering against other strategic objectives including environmental protection and climate change. The Right Lines Charter in particular, which is endorsed by a number of environmental groups and action groups, emphasises the importance of such a long-term transport strategy containing clear objectives. Furthermore, it calls for early public involvement in major infrastructure proposals such as the proposed high speed rail network and ‘future-proofing’ by comprehensive testing against different scenarios.

“A new strategic and transparent approach is needed for High Speed Rail in an increasingly uncertain future. Assumptions about future transport policy and trends need to be exposed to scrutiny, taking account of possible technological changes as well as changes to the cost of different forms of travel.” (The Right Lines Charter)

Environmental impacts and sustainability

- 2.3.28 While environmental impacts and sustainability are addressed in detail in the chapters covering responses to Question 5 and Question 6, a number of respondents raise concerns about the potential environmental impacts of a high speed rail network in their responses to Question 1 and 2. In Question 2, respondents are most commonly concerned about the negative impacts that a new rail line could have on the countryside and surrounding biodiversity (1,346 comments), and in some cases they raise doubt that a high speed rail line can contribute to combating climate change (390 comments).

“Whilst Warwickshire Wildlife Trust does not wish to speculate on the validity of the economic case and demand assumptions, it is clearly evident that the environmental costs have not been adequately factored into the relative cost ratio of the proposed high speed rail network.”
(Warwickshire Wildlife Trust)

The economic case

- 2.3.29 In this section, a number of issues are discussed with regard to the economic case for a national high speed rail network. These have been brought into the analysis under the following headings:

- Soundness of the economic case
- Demand forecasts
- Cost and value for money
- Rail fares

Soundness of the economic case

- 2.3.30 There are 4,359 respondents who disagree with the economic case for high speed rail, stating that they do not think there is a case for the scheme or that the benefits do not justify the costs. There are 4,163 comments expressing concern about the soundness of the figures and assumptions presented, in particular the financial costs, economic benefits, and passenger projections. Some specifically disagree that a high speed rail network will generate the estimated economic benefits of £44 billion.

“Unfortunately the case for HS2 has been badly made. I believe the estimates of usage and financial benefit used to back up the economic case are flawed. They look far too optimistic and exaggeration casts real doubt on the whole scheme. When so much is being cut back the case for spending £34bn has to be water tight...” (Member of the public)

- 2.3.31 Also, 407 respondents argue that further research is needed to provide confidence in the analysis.

“...We would like the business case for HS2 to be re-appraised using more realistic and justifiable assumptions on passenger growth.” (Hampshire County Council)

- 2.3.32 Some, 692, of those disputing the cost-benefit analysis refer to non-financial elements and suggest that items – such as environmental costs – should have been expressed in terms of financial cost. A very small number of respondents believe that the actual economic case may be stronger than what is presented in the consultation documentation, stating that the figures are too conservative.

Demand forecasts

2.3.33 The topic of demand has been addressed in the preceding chapter, and many of the points raised by respondents to this question are similar. The main point of difference is that of demand for high speed rail specifically, and along the proposed route in particular, as opposed to demand for rail travel more generally as discussed in the previous chapter. There are 2,280 respondents who think the forecasts contained in the economic case are overly optimistic, and some respondents cite the shortfall in demand for high speed rail journeys between London and the Channel Tunnel relative to forecasts as evidence that the forecasting methodology is flawed.

“...it should be noted that the passenger growth forecasts appear to be particularly high and to depend, in part, on assumptions that conditions on the strategic roads will deteriorate. There are clearly risks involved from such assumptions...” (Transport Planning Society)

2.3.34 The modelling tools used to forecast demand are commented on in a small number of technical responses, some of which express doubt about their adequacy.

“We have concluded that the transport modelling tools that were used were not able to provide the scientific evidence to support the current proposals, business case nor the benefits-to-cost ratio (BCR).” (Transport Modelling Practitioners Network, TraMPNet)

2.3.35 Further technical criticisms relate to the treatment of uncertainty: 393 respondents raise concerns about the likely changes to travel patterns over time and their effect on numbers using the proposed high speed rail network.

Costs and value for money

2.3.36 A total of 15,468 respondents comment on the cost of high speed rail. Of these, 472 consider the estimated costs to be acceptable given the benefits that the project is predicted to bring, while many others who support the proposed high speed rail network focus on the benefits of the project, rather than the costs. In contrast, cost is the most commonly cited concern among those who oppose a national high speed rail network, with 11,662 responses including comments that the scheme would be too expensive. A total of 3,363 respondents think the cost of the scheme is too expensive compared to possible alternatives, while 2,274 think that it would be an inappropriate use of public funds in the current financial climate, some saying they believe the national debt should be reduced before committing to such a project.

2.3.37 In all, 1,634 respondents believe the budget will overrun due to delays, or think delays will affect the delivery of the proposed scheme. Others refer to examples of other national public projects – both transport and non-transport – where costs have overrun or which they generally regard as disappointing.

“... I have yet to see many government projects of this scale that come in under or on the budget proposals set out in documents such as this. Most seem to exceed initial proposals significantly. The Olympic project is probably one of the most recent.” (Member of the public)

2.3.38 Few of those who support the proposed high speed rail network address the issue of value for money in their response. Those that do, 468, believe the proposed network is a cost-effective option or that it will represent value for money in the longer term.

“There is no doubt that the overall strategic vision of improving long-distance transport services can be achieved in a most cost-effective way by the development of a new high speed network. The more extensive (eventually) that network, the proportionally greater those benefits.” (Member of the public)

2.3.39 Among responses from organisations, there are comments endorsing the benefit-to-cost ratio (BCR) as representing value for money as well as comments expressing concern about the high upfront costs and the uncertainty that the benefits claimed will materialise. Some organisations who support a national high speed rail network explain that they cannot provide a verdict on the question of whether it offers the best value for money solution, stating that they would need more detailed information both on the scheme and the context to come to a conclusion.

2.3.40 Among those who disagree with the scheme, 8,063 respondents do not think it represents good value for money. A further theme among responses is that alternatives have not been adequately considered in the process leading up to a proposal for a national high speed rail network, thereby implying doubt that the scheme is likely to be optimal.

“One of the most significant flaws with the HS2 proposal is that they have failed to use the most appropriate alternative solutions to robustly test the HS2 proposals against. ... Therefore a wholly distorted picture as to the need for and the benefits of HS2 has been forthcoming.” (Warwick District Council)

2.3.41 Leaving aside the question of whether the scheme offers best value for money, some respondents raise doubts about the BCR in absolute terms.

“Using the Department’s own cost-benefit criteria, the benefit: cost ratio for the proposal is below the value we would expect to give confidence that a project of this size is the right way forward.” (Northamptonshire County Council)

Rail fares

2.3.42 There are a number of comments about rail fares, including 1,116 from respondents who believe fares for the proposed high speed rail network would be too expensive.

“Ticket prices will be so much higher than a normal rail journey that no one will be prepared to pay the cost.” (Member of the public).

2.3.43 Some respondents raise the issue of equity in respect of rail fares, with 1,227 expressing the view that high speed rail would be used mostly by wealthy passengers or business travellers. In some cases respondents raise this issue to emphasise their conviction that only a small minority would benefit from the proposed scheme.

“The fares are likely to be expensive and so the train will only be used by people travelling on business expenses.” (Boddington Parish Council)

- 2.3.44 There are 517 comments that rail travel in the UK is currently quite expensive, and a small number of respondents say they are keen to see current ticket prices lowered, feeling that if this were done, it would encourage more people to use the rail network.
- 2.3.45 Few respondents who support the proposed high speed rail scheme mention rail fares; those who do tend to focus on the need to keep them affordable.

The Y network

- 2.3.46 The majority of respondents commenting on the Y network are in favour of the proposed scheme. A total of 12,377 respondents express support for the Y network. Respondents who are opposed to a national high speed rail network generally do not comment on the Y network as such. Some of these are responses from organisations mentioning the economic and capacity benefits of the network as a whole.

“We agree that the “Y” network (the full “Y” network linking the North of England and Scotland) would provide the best balance of costs and benefits for enhancing rail capacity and performance. We stress that the full “Y” network and onward HSR on both the West and East coasts will be necessary to realise full economic benefits and value for money.” (Mid Yorkshire Chamber of Commerce)

- 2.3.47 There are many associated comments to the effect that the entire Y network should be built in a single phase, a point dealt with in more detail in the chapter on responses to Question 3. Furthermore, 305 respondents suggest the proposal in its current Y configuration is not extensive or ambitious enough.
- 2.3.48 Respondents who believe a national high speed rail network should extend beyond the proposed Y network tend to specify which destinations the network should include. Scotland is most frequently suggested, and many make specific mention of Glasgow and/or Edinburgh. Many respondents believe the inclusion of Scotland is necessary for the full benefits of a high speed rail network to be realised.

“In terms of future additions to the network beyond the Y, our findings indicated that the extension of any line to Scotland would significantly improve the benefit-to-cost ratio. London-Scotland is a substantial market currently dominated by aviation; a high speed rail line would reduce carbon emissions and journey times and offer substantial improvements to connectivity.” (Network Rail)

- 2.3.49 Similar comments are made about cities in the North of England, such as Sheffield and Newcastle, with 381 respondents stating more generally that the network should embrace more locations in the North and North East. Somewhat fewer respondents mention cities such as Bristol and Cardiff, or call for the network to extend more generally to Wales or the south-west.
- 2.3.50 Rather than arguing for further extensions to the proposed network, some respondents simply assert that the Y network should not be the final ambition and that it must have the potential to develop in the future.

“...we should be looking further in the future as to how the Y network is developed and extended, perhaps in 30 to 40 years time.” (Member of the public)

- 2.3.51 The number of stopping points on the proposed high speed network is addressed in 330 comments with respondents arguing that the high speed trains would need to stop at more locations than currently envisaged.
- 2.3.52 There are also various suggestions concerning ancillary projects or initiatives thought likely to maximise the wider benefit of the Y network.

“The Government must give commitments to other projects such as the Northern Hub and the full electrification of the Great Western Main Line and Midland Main Line, in order for the UK to fully utilise the extra capacity freed by the construction of high speed rail. This is essential to allow for increased capacity of freight and will be critical if northern regions are to develop an advanced logistics sector that supports industries such as advanced manufacturing, reliant on exportation.” (British Chambers of Commerce, BCC)

Alternatives to the Y network

- 2.3.53 A small proportion, 170, of responses concerning the Y network suggest alternative configurations, including a T-shaped network, which would see a high speed rail connection across the North of England in conjunction with a single north-south connection; a P-shaped network (the proposed network with a connection linking Liverpool and Manchester with Leeds); an X-shaped network (with a connection between Birmingham and Bristol); a reverse-S route (swinging east after Manchester to cross the Pennines to the North-East, Edinburgh and Glasgow); a more direct route linking London to the North of the UK bypassing Birmingham; and a network consisting of a central spine with spurs.
- 2.3.54 Some respondents suggest an adapted Y network.
- “I would also like to see an additional link, linking Oxford and Cambridge via Milton Keynes and Bedford all of which have been identified as major growth points. There is a need for a radial rail network as well as a Y spiked network originating from London.” (Member of the public)
- 2.3.55 Responses to Question 2 also contain specific suggestions about the alignment of the route, such as following existing rail corridors, using the Great Central track bed or aligning to existing motorway corridors. These themes are dealt with in greater depth in the chapter on responses to Question 5.

Alternatives to high speed rail

- 2.3.56 Among opponents of a national high speed rail network, 7,519 advocate improving and/or more effectively using the existing rail network, very often expressing the belief that this would offer better value for money than the high speed rail proposals.
- 2.3.57 There are 1,004 responses which focus on intra-city and commuter lines, suggesting improvements to current routes or the re-opening of branch lines. A further 713 comments indicate that respondents prefer new conventional speed lines to high speed rail. Specific suggestions for improving the existing rail network include comments about increasing or improving rolling stock, and 815 suggest providing longer platforms and trains.

“I believe this is the wrong question to be asking: inter-city rail is already well supported. But towns and smaller communities are being left behind. We need a more distributed network covering a wider number of stations, not another city-to-city system that will effectively duplicate the existing service.” (Member of the public)

- 2.3.58 It is asserted in 2,117 comments that the alternatives have not been adequately considered. Of specific measures proposed by respondents instead of a national high speed rail network, Rail Package 2⁹ is the most widely cited by some margin, with 2,725 comments. In addition to Rail Package 2 the submission from the 51M group of local authorities includes an updated version which was referred to by a further 19 respondents. Respondents mentioning either of these options generally argue that they provide similar improvements to capacity at a lower cost and within a shorter timescale than the proposed high speed rail network. Many respondents who refer to the Rail Package options suggest that they have not been adequately or fairly assessed by the Government or HS2 Ltd, leading them to be discounted from the options despite their perceived superiority.
- 2.3.59 In contrast, Network Rail and various other organisations refer to Scenario B¹⁰ but they indicate that while it has a comparable benefit-cost ratio to the proposed line, it would not deliver enough additional capacity to meet forecast demand, and would not provide similar journey time savings and have the same “transformative economic impact”. In addition these respondents indicate that this approach would be very disruptive which would further lessen its economic benefits.

“HS2 clearly meets the strategic specification required from government, unlike any other scheme - Rail Package B (a revised version of what was Rail Package 2), for example, has a comparable benefit-to-cost ratio but would not deliver enough additional capacity, would not improve journey times to anything like the same degree and would have nowhere near the same transformative economic impact.” (Network Rail)

⁹ Rail Package 2 is a set of enhancements to the West Coast Main Line, considered as a rail-based alternative to High Speed 2 (*High Speed 2 Strategic Alternatives Study - Rail Interventions Report*, March 2010 and *London to West Midlands Rail Alternatives – Update of Economic Appraisal*, February 2011). It was combined with enhancements to the Midland Main Line and East Coast Main Line as ‘Scenario B’, assessed as a strategic alternative to the ‘Y’ Network (*High Speed Rail Strategic Alternatives Study: Strategic Alternatives to the Proposed ‘Y’ Network*, February 2011).

¹⁰ Scenario B was one of the options assessed as a strategic alternative to the ‘Y’ Network (*High Speed Rail Strategic Alternatives Study: Strategic Alternatives to the Proposed ‘Y’ Network*, February 2011). It consisted of a combination of Rail Package 2 and enhancements to the Midland Main Line and East Coast Main Line.

Question 3 How to deliver the Government's proposed network

3.1 Introduction

- 3.1.1 This chapter provides a summary of the responses to the consultation that address issues related to Question 3 in the Consultation Document, which is about the delivery of the Government's proposed network.

Question 3

This question is about how to deliver the Government's proposed network (Chapter 3 of the main Consultation Document): Do you agree with the Government's proposals for the phased roll-out of a national high speed rail network, and for links to Heathrow Airport and the High Speed 1 line to the Channel Tunnel?

3.2 Overview of responses

- 3.2.1 A total of 50,521 consultation responses include comments addressing issues related to Question 3. Of these, 37,422 were received as responses to Question 3 and a further 13,099 consist of comments made in responses in which no specific reference to the consultation questions is made.
- 3.2.2 Overall, 2,770 respondents express agreement with the question proposition; 26,197 express disagreement.
- 3.2.3 There are three distinct proposals on which respondents could comment:
- **The phased roll-out of a national high speed rail network**
A total of 21,150 respondents comment on this element specifically of whom 2,182 agree with the proposal for a phased roll-out (of which 533 agree subject to a caveat) and 2,629 disagree. The remaining respondents do not specify whether they agree with this element and instead express a view on the overall question.
 - **A high speed link between the high speed rail network and Heathrow Airport**
A total of 21,313 respondents comment on this element specifically of whom 14,277 agree with the proposal for a link between the high speed rail network and Heathrow Airport (of which 323 agree subject to a caveat) and 3,146 disagree. The remaining respondents do not specify whether they agree.
 - **A link between the high speed rail network and the High Speed 1 line**
A total of 21,061 respondents comment on this element specifically of whom 15,467 agree with the proposal for a direct link to High Speed 1 (of which 347 agree subject to a caveat) and 1,274 disagree. The remaining respondents do not specify whether they agree.
- 3.2.4 Table 3.1 on the following page provides an overview of respondents' views on each of the elements of Question 3.

Table 3.1 Overview of respondents' views on the proposition in Question 3

Views on Question 3	Count
Overall	
Agree with question proposition	2,215
Agree with question proposition with caveat	564
Disagree with question proposition	26,197
Phased roll-out	
Agree with phased roll-out	1,662
Agree with phased roll-out with caveats	533
Disagree with phased roll-out	2,629
Heathrow spur	
Agree with Heathrow link/spur	13,961
Agree with Heathrow link/spur with caveats	323
Disagree with Heathrow link/spur	3,146
High Speed 1 link	
Agree with High Speed 1 link	15,123
Agree with High Speed 1 link with caveats	347
Disagree with High Speed 1 link	1,274

3.2.5 Respondents frequently cite arguments outside of the immediate scope of the question, including concerns that the proposals would be too expensive or that they would be a poor use of public funds and comments that it would be better to upgrade the existing rail infrastructure. These responses are acknowledged here but addressed in detail in the chapters on Question 1 and Question 2.

3.2.6 In relation to Question 3 there are 1,120 responses, mostly from members of the public, which criticise the consultation process or the consultation question. One view that is expressed frequently is that it is inappropriate to ask a question about delivering a high speed rail network when the consultation should be focusing on the principle of high speed rail.

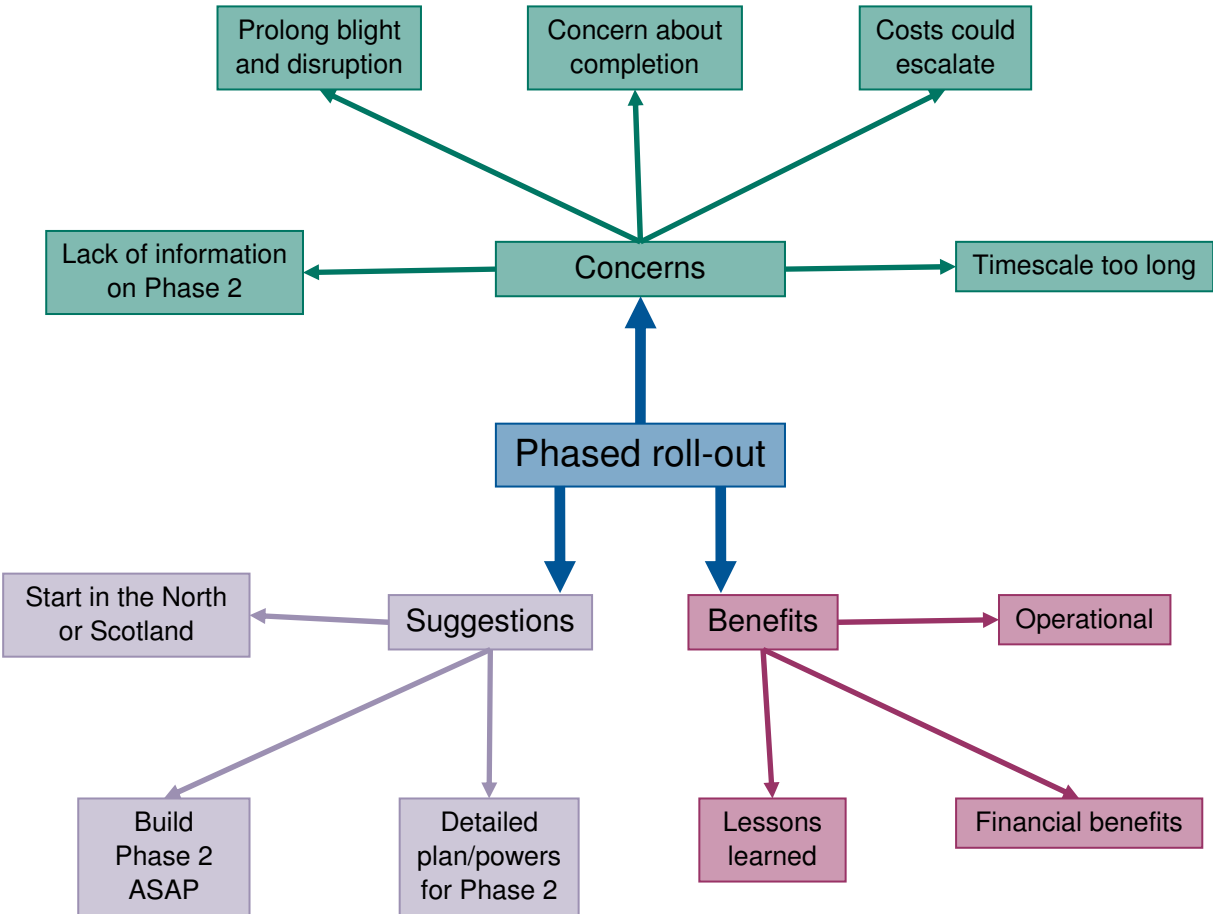
3.3 Discussion

- 3.3.1 This section consists of three sub-sections which each provide further information about respondents' views on the elements of the question, which are, as outlined above:
- The proposal for the Phased roll-out of a national high speed rail network (Section 3.3.2)
 - A link between the high speed rail network and International connections – proposed link with Heathrow Airport (Section 3.3.20)
 - A link between the high speed rail network and International connections – proposed link to the High Speed 1 line and the Channel Tunnel (Section 3.3.43)

Phased roll-out of a national high speed rail network

3.3.2 This sub-section deals with respondents' comments on a phased roll-out and distinguishes between the perceived benefits of a phased roll-out, respondents' key concerns, and their suggestions. The principal issues are represented graphically in Figure 3.1.

Figure 3.1 Key issues relating to the phased roll-out of a national high speed rail network



Perceived benefits

- 3.3.3 Respondents who express support for a phased roll-out assert a series of potential benefits. There are 311 responses in which it is suggested that phasing could help to ensure the cost effective delivery of the proposed network, preventing major expenditure on the project in a short space of time.
- 3.3.4 There are 135 comments emphasising that the lessons learned during the first phase could be applied to the second phase, which would render the project more manageable and reduce risks. A few organisations comment that a phased approach (alongside a commitment to the full Y-shaped network) would enable industries and businesses involved in the delivery of the project to plan their involvement more effectively, giving them time and confidence to build workforce capacity and the infrastructure required in the construction and maintenance of a national high speed rail network.
- 3.3.5 Another benefit cited by some is that passengers could take advantage of a high speed service from London to Birmingham before the full Y-shaped network is finished, generating short term economic benefits even before the full network is operational. Several organisations cite commercial reasons for making the first phase operational early on.
- “The London Borough of Harrow supports the phased roll out of HS2. Phasing implementation appears to offer significant planning, cost and economic benefits.” (London Borough of Harrow)
- 3.3.6 In addition to responses which express support for a phased roll-out of a high speed rail network, there are also comments expressing support for the principle of a phased roll-out but within the context of enhancing the existing network rather than with regard to a national high speed rail network.
- “A phased development of an enhanced rail network with links to HS1 would be sensible, but I do not accept that the improvements should be achieved through the specific and very constrained proposal to develop HS2.” (Member of the public)

Concerns

- 3.3.7 Of the 2,629 respondents who disagree with the proposed phased roll-out, the majority are opposed to a national high speed rail network, although a small minority of the responses expressing support for the scheme also express concerns about a phased approach.
- 3.3.8 There are 1,103 comments expressing concern that the proposed phased roll-out could leave the second phase of the Y-shaped network at risk of being cancelled. Respondents cite a number of scenarios that they assert could lead to cancellation, including a loss of political backing, a change in political leadership, and a lack of adequate public funding. Some respondents are concerned that a failure to complete the second phase would mean that the full benefits of the network would not be realised.
- “Phased approaches totally make sense, however they also create break points and it's this that is most concerning. Whilst there currently seems to be political consensus on High Speed 2, it would be concerning if a future government scrapped it for purely political reasons, especially as I passionately believe the true benefits of High Speed 2 will only be realised once the route gets to the North of England and beyond.” (Member of the public)

3.3.9 Comments made by 657 respondents include the idea that a phased roll-out could result in an escalation of the project's costs. Some respondents give examples of other large capital projects where costs have increased substantially over the lifetime of the project, while others cite variable cost factors such as the price of the materials needed to build the line.

3.3.10 Somewhat irrespective of whether they agree or disagree with a phased roll-out, a sentiment expressed by some of the respondents is that the overall timescale for delivery seems very long. A few contrast what is proposed by the Government with the rate at which other countries in Europe and Asia are perceived to build their own national high speed rail networks. A specific concern with the proposed timetable according to respondents is the risk that the project's completion would come too late to address current and anticipated capacity problems on the existing rail network.

"VTG believes that the timetable for delivery of the new HS network should be reviewed with the intention of achieving earlier implementation of the additional legs to Manchester and Leeds in order to bring about the benefits of increased capacity as soon as possible. This will give the rail network the best chance of meeting the predicted future demands due to growth of freight traffic."
(VTG Rail UK Ltd)

3.3.11 Among 261 responses, mainly from members of the public who oppose a national high speed rail network, there is anxiety that the phased roll-out would extend the time that residents along the route would experience blight and disruption. A few suggest that if the high speed rail network is to be built, it should be constructed as soon as possible so that the uncertainty and negative impacts for those concerned are minimised.

"Phasing will extend the period of blight, increase costs, and prolong the agony for those affected."
(Member of the public)

3.3.12 A number of respondents, 592, do not think adequate information has been provided on Phase 2 of the project during the consultation. They think that information about the entire Y-shaped network should have been available so that people living in the North could have a better understanding of how the route could potentially impact their areas, rather than focusing solely on the first phase from London to the West Midlands. Furthermore, respondents assert that the principle of high speed rail, or a national network, is being consulted on without adequate assessment, information, or consultation on the second phase north of Birmingham. This has resulted in some respondents, particularly members of the public, speculating why this approach has been proposed.

"... I think a phased roll-out represents a policy of 'divide and rule', with the intention of forcing the first phase through in the teeth of local opposition and then presenting it as a fait accompli beyond Birmingham ... Why is there not at least a clear outline of the routes beyond Birmingham?"
(Member of the public)

Suggestions

3.3.13 In addition to the perceived benefits and concerns expressed above, a variety of suggestions are offered in respondents' comments about the delivery of a national high speed rail network.

Planning and powers for Phase 2

- 3.3.14 There are 367 respondents who make suggestions relating to the detailed planning and powers needed to construct the full Y-shaped network. Some acknowledge that a phased roll-out may be necessary, but recommend that a formal commitment is in place for the Y-shaped network at an early stage. One organisation, for example, calls for a binding cross-party political agreement to be in place early on.
- 3.3.15 Amongst the few organisations which comment on the Hybrid bill, views vary between those which agree that the first Bill should encompass the London to West Midlands section and those which would prefer a single Bill for the entire Y network.
- “We believe that there should be a much firmer commitment to the whole of the network – either through provision in the Hybrid Bill, starting the second Hybrid Bill in parallel, or through the National Policy Statement on transport networks.” (Passenger Transport Executive Group)
- 3.3.16 It is urged by some respondents that more detailed planning be undertaken for the full Y-shaped network and beyond as soon as possible.
- “Community Planning Aberdeen agree that the network will have to be built in achievable phases and agrees that the first bill through Parliament should encompass the London-Birmingham section. However, detailed planning of the network to central Scotland should be undertaken over the next year or so...” (Community Planning Aberdeen)

Realising the benefits of high speed rail in the North and Scotland

- 3.3.17 Similar to comments about the extent of the network, which are discussed in the chapter on Question 2, responses to Question 3 include comments about the importance of the network reaching the North and Scotland. As indicated above, opinions are divided between respondents arguing for the full network to be built in one phase, and those who understand the reasons for a phased approach but are keen for the northern section to be completed as quickly as possible.
- 3.3.18 Another recommendation some respondents make is for Scotland to be included in the Government’s proposed plan for the phased roll-out.
- “Clearly, it is unrealistic to argue that a full network could be constructed as a single project. I agree that the first phase of HS2 should be completed as soon as possible as a necessary component of the development of a wider network. I do not agree however, that planning for the network requires to be completed in discrete stages, and again urge that the High Speed Two Company’s remit is extended to consider in detail the planning of high speed routes to Scotland, within an agreed time scale.” (Scottish Government)

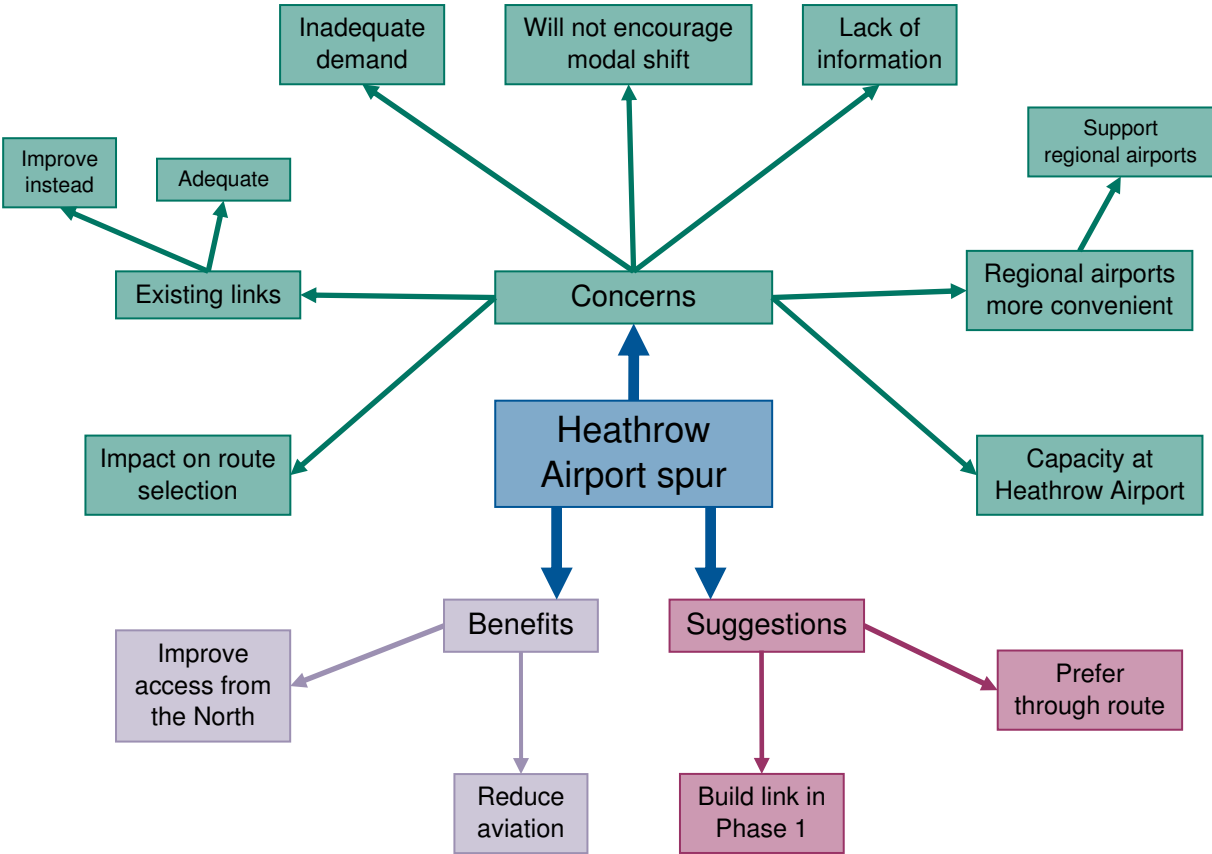
3.3.19 There are 361 respondents who propose that the phased roll-out starts in the North or Scotland, and a few organisations urge the Government to consider building more than one section of the route simultaneously. Two main reasons are given in their comments: that starting construction in the North – instead of or as well as in the South – would overcome any concerns about completion; and that it would also ensure that benefits are felt more quickly in northern regions, where the need for growth is greater.

“... By starting in the North and building southward, the scheme guarantees completion. It is our concern that the current programme leaves construction in the North West until much later. It is the northern regions that require the infrastructure much more to support their economy and encourage the growth that is lacking. This is simply not the case in the south.” (South Ribble Borough Council)

International connections – proposed link with Heathrow Airport

3.3.20 This sub-section deals with respondents’ comments on a link to Heathrow Airport and distinguishes between the perceived benefits of such a link, respondents’ key concerns, and their suggestions. The principal issues are represented graphically in Figure 3.2.

Figure 3.2 Key issues relating to the link between the proposed high speed rail network and Heathrow Airport



Perceived benefits

- 3.3.21 A total of 13,961 respondents specifically comment that they agree with the proposed link with Heathrow Airport. The majority of respondents stating support for the proposed link to Heathrow offer the general view that it would improve connectivity and help reduce the environmental impacts of travel. These viewpoints are echoed in more specific comments by others: 73 respondents estimate that it would improve access to the airport from the North, making the journey easier and quicker, and 68 comments are made stating that the link would help to reduce domestic aviation usage thereby supporting modal shift from aviation to rail.

“The link to Heathrow is essential in reducing domestic flight use, as well as enabling the population of the West Midlands and the North to access the airport.” (Member of the public)

- 3.3.22 The majority of the respondents who agree with the link to Heathrow Airport express support without clearly mentioning HS2 Ltd’s preferred option of a spur. Some explain why they prefer the proposed spur to the other options outlined in the Consultation Document.

“If the [business] case is proven, we agree that provision should be by way of a spur as this will provide sufficient linkages for passengers wanting to access the Airport without disadvantaging passengers whose ultimate destination is London or Europe. Neither a direct line nor a loop is attractive given the additional costs and journey time penalty.” (The Northwest Rail Campaign)

Concerns

- 3.3.23 A total of 3,146 respondents disagree with the proposed link with Heathrow Airport. This includes respondents who are generally opposed to a national high speed rail network as well as those who support the scheme but have concerns about the proposed spur to Heathrow Airport, believe it should be on the main route instead, or do not regard the link as a priority. An overview of reasons for respondents’ concerns is given below.

Existing connections with Heathrow Airport

- 3.3.24 There are 984 respondents who think that Heathrow Airport is adequately connected within existing transport systems. Comments include that it is already serviced by underground and direct express rail services from London, and by the existing rail network from the Midlands. A few add that it will also be connected by Crossrail. Others comment that the airport is well-serviced by motorways, facilitating easy coach and car access.

- 3.3.25 A number of respondents, 612, think that connections with Heathrow Airport should be improved, but do not believe a high speed rail link is what is needed. A range of suggestions are made including improving links with the existing rail network and improving underground rail services. Some agree with the Consultation Document that rail links to Heathrow Airport and High Speed 1 could be improved, but do not believe this should be done in the form of further high speed rail.

“I do agree that the EXISTING rail infrastructure could be better linked to Heathrow and HS1 without the need for any investment in further high-speed rail within the UK.” (Member of the public)

Capacity at Heathrow Airport

- 3.3.26 In all, 1,083 respondents express concerns relating to Heathrow Airport itself and the impact a link with the national high speed rail network could have. Views include a concern that the airport is already at capacity, and that the proposed link to Heathrow runs counter to the decision made by the Government not to expand the airport with a third runway. The Greater London Authority comment that Heathrow's capacity is constrained and call on the Government to develop a long term aviation strategy.
- 3.3.27 Of the 1,083 respondents who refer to capacity at Heathrow Airport, some are concerned about the potential impact a link could have on communities living nearby. Some comment that the construction of the link could cause disruption in the local area; others that the potential expansion of Heathrow Airport to accommodate a link with the network could result in greater noise and pollution from Heathrow Airport itself.
- "I agree with links to High Speed 1 line but NOT to Heathrow Airport - this would possibly increase the pressure on Heathrow and further the misery of residents whose homes are on the flight path. Increased use of Heathrow will inevitably lead to pressure for additional terminals/runways etc!"
(Member of the public)

Role of regional airports

- 3.3.28 A total of 591 respondents do not think a link with Heathrow Airport is needed because travellers can make use of regional airports, such as Manchester and Birmingham, which they consider more convenient. Similarly, respondents question why people would travel into London to catch a train through the Channel Tunnel, with the alternative of direct flights to the continent available.
- "The UK is well served with regional airports. As a regular flyer (weekly) from Birmingham into Europe a faster train line to Heathrow would not change my travel plans..." (Member of the public)
- 3.3.29 It is suggested by 538 respondents that greater emphasis should be placed on developing and supporting regional airports such as Manchester and Birmingham as international hubs, rather than focusing on Heathrow Airport.
- "Hang on isn't Heathrow at full capacity anyway? Shouldn't we be looking to develop regional airport hubs for international travel rather than funnelling everyone into one place. This is terrible strategic planning. You want to enhance economic development in the Midlands and the North but you are continuing to say Heathrow will be a hub." (Member of the public)

Modal shift

- 3.3.30 An issue raised by 445 respondents who are opposed to a link with Heathrow Airport is that it would not result in a modal shift from air to rail. Some comment that they believe short-haul aviation would not be reduced as there are currently no flights between Heathrow and Birmingham, and very few to Manchester. Others are of the opinion that a link to Heathrow Airport would actually encourage more people to fly, with some also commenting that this would result in an increase in CO₂ emissions. Some respondents comment that the capacity that is freed up by a reduction in short-haul flights would be taken up by long-haul flights.

“The link to Heathrow is ill-thought out: a mode shift from aviation should reduce the desire to access Heathrow, and putting Birmingham International Airport closer to parts of London in terms of time means that it would become a Londoners’ airport for overseas travel.” (London Forum of Civic and Amenity Societies)

Lack of information on the proposed Heathrow Airport spur

- 3.3.31 Another concern emerging in some of the comments on the Heathrow link is that insufficient information on the link plans has been provided during the consultation. In all, 470 respondents believe that the availability of information on the route and the potential impacts is inadequate for people to assess the proposal.

“Insufficient information was provided at the Public consultation about the link to Heathrow Airport. This makes the costs and the environmental impact hard to evaluate.” (Member of the public)

- 3.3.32 A number of other issues are raised relating to the link with Heathrow Airport. For example, some respondents think that the proposed route from London to the West Midlands has been influenced by the link with Heathrow Airport, which has pushed it further west than they consider desirable.

Demand for a link with Heathrow Airport

- 3.3.33 There are 1,219 respondents who query whether there would be adequate demand for passengers wanting to use the link to Heathrow Airport. Some question whether there would be enough demand to justify frequent direct services. Others do not see the value of linking airports to rail, or think that flying from a local airport would be preferable to travelling by rail to Heathrow. A few organisations, including a rail organisation, recommend that more work be carried out to establish whether there would be sufficient demand from Manchester and Leeds to justify building the proposed link.

Cost

- 3.3.34 A total of 350 respondents expressing concerns relating to the cost of building a new high speed rail network specifically mention the link to Heathrow Airport, and comment that they do not think it would be value for money. Many more express concern about the cost of the proposals generally or the associated use of public funds; these issues are part of the discussion covered in the chapter on Question 2.

Suggestions

- 3.3.35 Respondents' suggestions relating to the Heathrow link include options for connecting Heathrow Airport to the proposed high speed rail network, the phasing of the Heathrow spur, connections between Heathrow and existing rail lines, and links from a national high speed rail network to other UK airports.

Options for connecting Heathrow Airport to the proposed high speed rail network

- 3.3.36 Some respondents express preferences for connecting the proposed high speed rail network to Heathrow Airport in an alternative way to the spur suggested in the Consultation Document. The alternative option cited most often is for a through route, which would involve the route from London to the West Midlands going via Heathrow Airport (677 comments). Respondents assert that the proposed spur would require passengers to change trains, making the route to Heathrow Airport less direct. They think this would make using the high speed rail network to reach Heathrow Airport a less attractive travel option and make a reduction in domestic aviation less likely.

"I do not agree with linking Heathrow as a spur. It should be part of the main route to encourage use of the service in place of an internal flight. If a spur, and passengers have to change trains the benefits will not be realised." (Member of the public)

- 3.3.37 A small number of respondents comment on the use of Old Oak Common as an interchange for Heathrow passengers, and views diverge. A few, 128, think this would be an effective intermediate solution for Phase 1 and perhaps a permanent measure for Phase 2, and sometimes query whether the spur would be needed.

"The use of Old Oak Common to provide connections into and out of Heathrow Express and thus all five airport terminals is a pragmatic solution to serving this market, given that no single site for an HS2 station can serve all terminals satisfactorily. The proposed HS2 Heathrow spur from the north could be activated later should the arrangements at Old Oak Common prove insufficient or inadequate." (Chartered Institute of Logistics and Transport)

- 3.3.38 Others do not think such an interchange at Old Oak Common would be adequate in Phase 1 and instead prefer a through service that stops at Heathrow Airport.

"HS2 Ltd's proposals also condemn Heathrow to what the Secretary of State himself acknowledges as an unattractive and uncompetitive remote interchange at Old Oak Common in west London for many years after the first phase of HS2 opens. In that time, we believe that there is a real risk that Heathrow's airlines will look elsewhere for growth and investment, with very severe consequences for the UK's competitiveness and connectivity." (Committee of the Conservative Transport Group)

Phasing of Heathrow spur

- 3.3.39 Some respondents comment on the proposal in the Consultation Document to build the Heathrow Airport spur in Phase 2 rather than Phase 1. A few respondents who support the proposed link make it explicit in their comments that they support it being linked in Phase 2. However, 343 respondents think it would be better if the link to Heathrow Airport is built during Phase 1. Reasons for this include that Heathrow Airport is of strategic importance and should therefore be linked early on, that existing rail services at Heathrow Airport only run to and from London, and that modal shift should be facilitated as soon as possible.

“We think that the role of HS2 in enabling modal shift from existing aviation journeys should be made clearer. In order to play a stronger role in promoting aviation modal shift, the Heathrow spur (planned for Phase 2) should be developed at the earliest stage possible.” (West Sussex County Council)

Connecting the Heathrow spur to existing lines

- 3.3.40 A few organisations suggest that the Heathrow spur could be connected to the existing rail network south of the airport. One local authority is of the opinion that linking with the South West Mainline would reduce journey times from cities on the south coast to the West Midlands and would release capacity on existing lines for a projected increase in container freight from Southampton. Another organisation wants there to be more discussion about enhancing access to Heathrow from South Wales and the west of England for example by linking to the Great Western Mainline (GWML).

Connecting to other airports

- 3.3.41 A total of 228 respondents believe a national high speed rail network should connect to other airports, such as Birmingham and Manchester, in addition to Heathrow. A few think the focus should be on building effective connections to these airports rather than placing the emphasis on a link to Heathrow Airport.

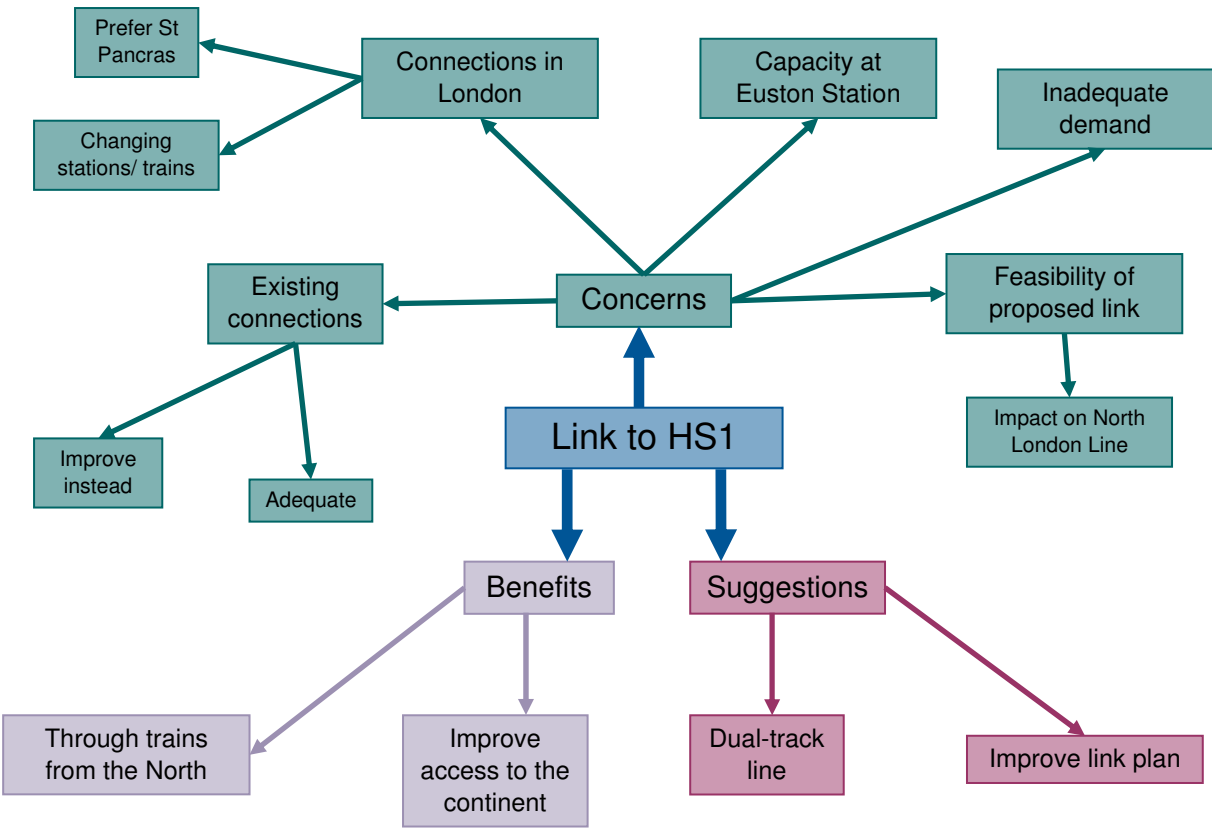
“In terms of the link to Heathrow, we would propose that the Government should, instead, focus more on the link with Birmingham Airport.... Ideally a station would be built at Birmingham Airport, as opposed to Birmingham Parkway, to ensure the easy flow of passengers between the station and the airport.” (Business Voice West Midlands)

- 3.3.42 A few respondents, 108, do not think the link with Heathrow Airport would be needed if the Thames Estuary Airport, or another London airport, is built.

International connections – proposed link to the High Speed 1 line and the Channel Tunnel

- 3.3.43 This sub-section deals with respondents’ comments on a link to the High Speed 1 line to the Channel Tunnel and distinguishes between the perceived benefits of such a link, and respondents’ concerns and suggestions. The principal issues are represented graphically in Figure 3.3.

Figure 3.3 Key issues relating to the proposed link between High Speed 2 and High Speed 1



Perceived benefits

3.3.44 A total of 15,467 respondents express their support for the proposed link with the High Speed 1 line to the Channel Tunnel. The reason most frequently cited is that it would improve connectivity and access to the continent. In particular, respondents support through services from the North to the European mainland.

“Whilst living in Manchester, the Channel Tunnel seemed inaccessible and inexplicable. Having now used it as a resident of London, I see how convenient it is. Bringing this physically and psychologically closer to the north would be a huge boon for the north.” (Member of the public)

3.3.45 A few respondents, particularly business organisations, think a linked-up high speed rail network would be beneficial to cities and businesses in the North, as it would improve international connectivity and access to continental markets. Respondents also support the link with the existing high speed rail network for environmental reasons.

“BRUG do however, wholly champion the need to link HS2 with HS1, as we consider this to be an overwhelming priority requirement of any form of expanded UK high-speed rail network and equal to any corresponding high-speed access into Central London and indeed, nationwide. Our enhanced access to the European mainland is of paramount importance, in both economic and environmental terms.” (Bromsgrove Rail User Group)

Concerns and suggestions

3.3.46 A number of issues are raised by respondents who comment on the plans outlined in the Consultation Document for linking a national high speed rail network to the High Speed 1 line.

Existing connections with High Speed 1

- 3.3.47 Comments are made by 906 respondents stating that existing connections with High Speed 1 are adequate or that the existing connections should be improved but not via high speed rail.

Demand for services that link to High Speed 1

- 3.3.48 Some 893 respondents question whether there would be adequate demand for frequent direct services to High Speed 1. Some do not think the proposed links would be cost effective for this reason.

“The Heathrow and HS1 direct services make no economic sense. There is not enough demand to justify frequent direct services. HS2 Ltd demonstrated this in their analysis for the 2010 White Paper. Although HS2 Ltd now forecast greater potential traffic, it is still inadequate to support a sufficiently frequent service for it to be viable.” (Member of the public)

Connections in central London

- 3.3.49 A large number of respondents comment on whether, and where, passengers would need to change trains in London. Some are unsure whether passengers using the proposed national high speed rail network would be required to change trains in London to continue journeys to the Channel Tunnel. Others express their support for through trains to the rest of Europe which would enable passengers to travel from or to destinations in the North without having to change trains.

- 3.3.50 Views are also expressed on whether passengers would need to travel between stations in London. There is concern among a few respondents that passengers would be required to transit from Euston to St Pancras International. A total of 559 respondents think there should only be one station in London serving the national high speed rail network, with a number expressing their preference for that station to be St Pancras International.

“I agree there should be links to High Speed 1 and think that these should be both physical, to allow through running, but also with cross-platform interchange at St Pancras, rather than passengers having to transfer from Euston.” (Member of the public)

- 3.3.51 There are 349 respondents who express concerns about Euston Station, for example that there might not be sufficient capacity to disperse the large volume of passengers that are expected. These concerns, and those around the other potential stations on the proposed high speed rail network, are discussed in detail in the chapter about Question 5.

- 3.3.52 A few organisations think that stations on the existing high speed rail line between London and the Channel Tunnel, such as Stratford, should also be used for domestic and international services on the proposed high speed rail network.

“The role that Stratford International station could play in ensuring that services using the connection between HS1 and HS2 represent value for money requires proper assessment.” (Greengauge 21)

Connecting the proposed national high speed rail network to High Speed 1

- 3.3.53 Respondents comment on the option presented in the Consultation Document for connecting between the proposed and existing high speed rail lines. A number of issues are raised by respondents and suggestions are made as to how the proposed link could be improved.

3.3.54 There are concerns about the feasibility of the proposal for linking to High Speed 1 with 558 respondents saying it could have a negative impact on existing passenger and freight services using the North London Line. Where respondents voice concerns about the link plan, they often refer to Transport for London. The Greater London Authority expresses concerns about the proposal in their submission.

“In relation to a link between HS2 and HS1, the current proposal is strongly opposed by the Mayor because of its impact on existing and future rail services. Further work is required to identify options for connecting both high speed lines that are "fit for purpose" and do not impact negatively on the operation of rail services that are essential for London and have been subject recently to major investment.” (Greater London Authority, Mayor of London)

3.3.55 In 376 comments, respondents state that the proposal for connecting the existing and proposed high speed rail networks is inadequate or that it has not been fully investigated. Some consider the proposed link to be an ‘after-thought’, a view which is also expressed with regard to the link to Heathrow Airport. There are 407 respondents who suggest the speed and frequency of the service connecting both networks should be better. Some comment on the proposal for a single-track link, which they do not think would have adequate capacity for through trains to the continent; 124 respondents believe the link plan would be more robust if a dual-track line was included.

“The proposed link to HS1 is woefully inadequate. It is doubtful that a single track connection between HS1 and HS2, part using existing heavily trafficked classic lines is satisfactory; as traffic builds up there will be insufficient capacity. It is surely cheaper to build dual track capacity at the time than adding it at some future date.” (West Midlands Rail Promotions Group)

3.3.56 There are 707 respondents who query whether it would be technically feasible to operate 18 trains per hour on the Y network and comment that this figure does not take into account trains to Heathrow and the Channel Tunnel.

Border control

3.3.57 A small number of respondents, 91, think that border control matters need to be considered to ensure that services to the continent can be used easily.

Other suggestions

3.3.58 A few organisations make other suggestions for the link between the proposed high speed rail network and High Speed 1. These include modifying the plans to improve connectivity with other destinations and exploring the potential for the link to accommodate freight traffic.

“We support the linking of HS1 and HS2. From a freight perspective this could present the opportunity to operate fast through freight services from the Channel Tunnel direct to the North West, potentially using wagons built to the European loading Gauge. As for HS1, presumably the HS2 route will be built to permit this.” (Private Wagon Federation)

Question 4 The specification for the line

4.1 Introduction

- 4.1.1 This chapter provides a summary of the responses to the consultation which address issues related to Question 4 in the Consultation Document, which is about the specification for the line between London and the West Midlands.

Question 4

This question is about the specification for the line between London and the West Midlands (Chapter 4): Do you agree with the principles and specification used by HS2 Ltd to underpin its proposals for new high speed rail lines and the route selection process HS2 Ltd undertook?

4.2 Overview of responses

- 4.2.1 A total of 37,498 consultation responses include comments addressing issues related to Question 4. Of these, 37,081 were received as responses to Question 4 and a further 417 consist of comments made in responses in which no specific reference to the consultation questions is made.
- 4.2.2 The question includes three distinct elements:
- Principles
 - Specification
 - Route selection process
- 4.2.3 The majority of responses express agreement or disagreement with the question proposition without being specific as to whether they agree with one or more of the elements. There are 3,134 respondents who generally agree and 28,455 who generally disagree. The remaining respondents do not specify whether they agree with the overall question proposition.
- 4.2.4 A relatively small proportion of the responses express their support or disagreement for one or more of the three specific elements of the question – 4,931 mention the principles and/or specification (892 express agreement; 4,044 express disagreement) and 3,846 mention the route selection process specifically (178 express agreement; 3,671 express disagreement).

Table 4.1 Overview of respondents' views on the proposition in Question 4

Views on Question 4	Count
Overall proposition	
Agree with overall proposition	2,584
Agree with overall proposition with caveats	552
Disagree with overall proposition	28,455
Principles and specification	
Agree with principles and specification	600
Agree with principles and specification with caveats	300
Disagree with principles and specification	4,044
Route selection process	
Agree with route selection process	144
Agree with route selection process with caveats	36
Disagree with route selection process	3,671

4.2.5 A significant number of responses focus instead on the “key aspects” as described in the Consultation Document – speed, capacity, minimising impacts on the environment, and controlling costs. More detailed analysis of these responses is provided in Section 4.3.

4.2.6 In addition to those responses that relate specifically to the question, a proportion relate to other issues. For example, 1,082 of the responses include a call for further and/or wider consultation, typically asserting that the Government should have consulted on a national policy for transport or that not enough options were considered. Also 6,062 responses address the strategic argument for high-speed rail (the focus of Question 1 and Question 2).

4.3 Discussion

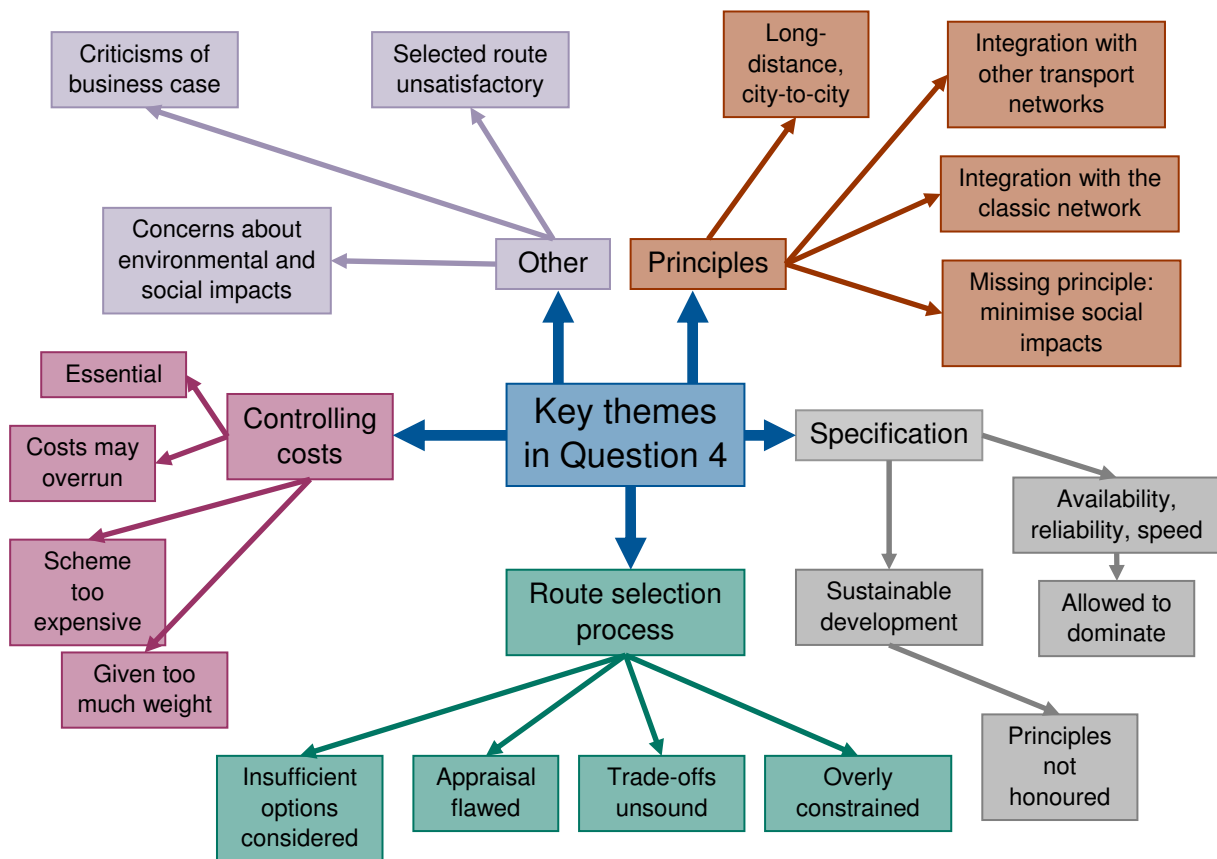
4.3.1 This section explores the responses in more detail, presented under the following headings:

- Principles (Section 4.3.4)
- Specification (Section 4.3.18)
- Route selection process (Section 4.3.36)

4.3.2 As noted in Section 4.2, many respondents base their detailed answers on the key aspects as described in the Consultation Document (i.e. speed, capacity, minimising impacts on the environment, controlling costs). Each of the first three of these aspects is consistent with an element of the specification and so is reported on under this section. The fourth aspect, controlling costs, is not explicitly included in either the principles or specification and so it is reported on separately in Section 4.3.36.

4.3.3 These principal issues are displayed graphically in Figure 4.1 on the following page.

Figure 4.1 Key issues relating to the specification for the line



Principles

- 4.3.4 This section begins by looking at general responses to the principles as a set, before looking at responses to each of the six individual principles in turn. In general there were only a few responses which referred to each principle; the most frequently mentioned was “long distance, city-to-city journeys” with 487 responses, while the least frequently mentioned principle – “high speed trains only” – is only referred to 16 times.

General responses to the principles as a set

- 4.3.5 Some responses specifically mention their support for the principles as a set, generally commenting that they provide a sensible basis for the high speed rail proposals.

“I agree, whilst no route is perfect and the specification process is open to many interpretations and opinions, the criteria do not appear fundamentally flawed.” (Business - Local or regional)

- 4.3.6 Other respondents state their disagreement with the principles, most commonly asserting that the set of principles is incomplete. Many of the respondents commenting on the principles, 196, suggest that there should be an additional principle based on minimising negative social impacts, while others claim that there is tension between some of the principles.

“Points 4 [integration with the classic network] and 5 [greater segregation from the classic network over time] seems conflicting; one referring to integration and the other to segregation.” (West Acton Residents Association)

Principle 1: Exploiting maximum benefit from high speed capacity

- 4.3.7 The Consultation Document explains this principle in two ways: first, growth in demand and network expansion are expected to mean that “the capacity of an initial London – West Midlands line would be fully used over time”; second, high construction costs make it “important to ensure that the best use could be made of available paths”. This principle attracts very few, 31, responses and they generally relate more to its role in developing the preferred scheme than to the validity of the principle itself. Some, for example, question the feasibility of delivering 18 trains per hour.

“.... It is clear that no detailed timetabling exercise has been carried out to demonstrate that capacity for the claimed service pattern is available, even on a theoretical basis. It is incomprehensible that the Government is proposing to invest £30 billion in HS2 without having carried out a comprehensive timetabling exercise to validate its capacity assumption.” (51M)

- 4.3.8 Others question the capacity of the wider network to cater for the impacts of such a high number of passengers arriving and departing from the termini.

“The logistics of handling 330 passengers a minute at the terminals and these passengers using the transport feeder infrastructures including roads, car parking and underground do not appear to have been fully considered and proposals determined and costed.” (Southam Town Council)

Principle 2: Long distance, city-to-city journeys

- 4.3.9 The focus of this principle is connecting “large markets” directly (i.e. with as little diversion as possible) on the basis that this will maximise benefits and revenues (Consultation Document, p73). This principle is mentioned the most often (487 responses), with 134 respondents voicing support, mainly on the theme of ensuring that termini are located in city centres. Other respondents endorse the concept of “large markets” specifically, arguing that stations should be located only where passengers would be sufficient to fill a train.

“To this end, it is suggested that HSR stations are provided only in cities where passenger demand for travel to a single destination served by HSR is sufficient to entirely fill high speed trains. If it becomes necessary for trains to collect passengers from several stations to achieve the loading required for viable operation, the benefits of high speed travel will be seriously eroded by repeated station stops.” (Glasgow City Council)

- 4.3.10 A somewhat higher number of respondents, 353, disagree with the principle, typically arguing that only a certain proportion of total travel demand is city-centre to city-centre. Some respondents call for the line to serve locations of significant growth in economic activity and the relatively small distances between the country’s major cities as an argument against the principle of “long distance”.

“A short stopping model of rail operation has been applied in Germany with some success, and it could be argued that in the UK context a line which links the maximum number of conurbations will have a greater spread of economic benefit, helping improve the competitiveness of the UK as a whole as well as helping re-adjust the North-South divide.” (Smith School of Enterprise and the Environment)

Principle 3: High speed trains only

- 4.3.11 This principle – that the high-speed line should accommodate no slower trains – is justified in the Consultation Document on the grounds that this would “ensure that overall capacity of the line would be maximised” (p73). This principle is addressed by very few (16 comments), although one respondent argues in depth that the restriction may not be necessary at all times across the entire network.

Principle 4: Integration with the classic network

- 4.3.12 This principle is intended to “enable high speed lines to serve more destinations, spreading the benefits of high speed rail more widely”, (Consultation Document, p73) by allowing some high speed trains to run on to destinations on the “classic” (conventional speed) network. A total of 454 responses address this principle, of which a high proportion are from organisations. Respondents mainly express support for it or seek further information about the way in which integration would work. Some respondents mention the need to maintain two sets of trains (see discussion of interoperability in Section 4.3.20) or make suggestions concerning the application of this principle, such as increasing the loading gauge on classic lines on which high speed trains could run.

“Classic rail connections, such as those to Liverpool and potentially north to Scotland, may see benefits in loading gauge enhancements to accommodate larger vehicles, but clearly the cost needs to be justified in those cases.” (Member of the public)

- 4.3.13 Other respondents raise concerns about the possible impacts of integrated running on reliability, pointing out, for example, that six of the 18 trains per hour are projected to run to and from destinations on the existing network and suggesting that delays starting on the existing network are very likely to spill over onto the high speed line.

Principle 5: Greater segregation from the classic network over time

- 4.3.14 According to the Consultation Document, segregated networks would deliver the highest levels of capacity and reliability for passengers by moving the long-distance, city-to-city journeys onto a separate network. This principle is mentioned by very few (35 comments). Some suggest that there are disadvantages as high speed trains running on the existing classic network would be likely to follow the same stopping patterns, rather than the less frequent stops suggested for high speed only lines. Others cast doubt on the principle for financial or operational reasons.

“Segregated operation, especially with 'Eurogauge' trains too large to fit onto the classic network, also leads to significant issues, in that no suitable diversionary routes exist to allow services to be maintained, while essential repairs and maintenance are in progress, or mishaps occur.”
(Railfuture)

- 4.3.15 There are also a number of respondents who endorse the principle, agreeing with the Consultation Document that it will improve the effectiveness of the high speed rail network.

“In particular, I support the initial integration with the classic network and the greater segregation over time, as this stands to reduce more journey times between Scotland and London as of the completion of the first phase.” (Sheila Gilmore MP)

Principle 6: Integration with other transport networks

- 4.3.16 According to the Consultation Document, p73, “to fully realise the benefits of high speed rail it would be important that passengers could get easily from the station to their final destination.” A total of 211 respondents address this principle. Many of these are of the view that it is central to the success of the proposal.

“The Council agrees with the principles and would like to highlight how important onwards linkages from HS2 stations are to its viability. Without these links the business case for HS2 will simply not stack up as people will not be able to get there or more importantly access their destinations when they get to the West Midlands. This also highlights the environmental sustainability of the project; people need to be able to access the service by sustainable means or else they will drive and the carbon footprint of Transport will not fall.” (Walsall Metropolitan Borough Council)

- 4.3.17 Some respondents suggest the use of ‘parkway’ interchange points as a means of mitigating city centre congestion. Others question whether the other networks have sufficient capacity to handle the additional demand that would be generated by the high speed line, and some criticise the consultation documentation for lacking detail on what they perceive to be a vital aspect of the project.

“We understand that other authorities (primarily highway and integrated transport authorities) would be responsible for these elements of people’s journeys, however, we would have expected references to discussions that have already taken place with these organisations so that rail is integrated with other modes of transport to enable the whole journey to be as sustainable as possible.” (Peak District National Park Authority)

Specification

- 4.3.18 This section looks at responses to each of the five specification elements in turn.

Element 1: A safe and secure network

- 4.3.19 The specification states that the high speed rail network would “provide a safe and secure network for passengers, those who operate and maintain it and others that may come into contact with it” (Consultation Document, p74). Very few, 59, responses mention this element of the specification. While some simply endorse it as essential, others question whether the scheme, as proposed, would fulfil this objective citing both their concerns about the risk of high speed accidents or terrorist attacks, and the capacity of the relevant local authorities to deal with such events.

“In addition, this prestige project would be a magnet for terrorists, requiring intrusive security precautions.” (Berkswell Parish Council)

Element 2: Interoperability

- 4.3.20 This element of the specification states that the high speed rail network would, “Ensure compliance with the EU Directive and Specifications for Interoperability to benefit from standard, proven, competitively sourced high speed rail equipment, systems and trains.” (Consultation Document, p74.) In effect this principle suggests that the proposed high speed rail network should be built to the same specification as existing European rail networks, enabling European built trains to run in the UK and vice versa, as well as allowing the use of existing train designs on the new network.

- 4.3.21 There were 145 responses, particularly from organisations, which address this principle. Many of these respondents simply endorse it on the grounds of efficiency and reliability. Some welcome the fact that this would enable the use of double-decker trains in the UK and others state that compliance is a legal requirement in any case.
- 4.3.22 Some respondents discuss the issue of gauge, raising concerns about how to balance the need for trains to be equipped to run on the continent and on the classic UK network, with their different size requirements.
- “Few people realise that two sets of trains will be required to operate the new system - HS2 trains and "classic compatible" trains that can run on the HS2 tracks and also on the conventional system (the latter are actually more expensive than the HS2 trains). Again, this is an example of unnecessary expense.” (Campaign to Protect Rural England (CPRE), Vale of Aylesbury district)

Element 3: Availability, reliability and speed

- 4.3.23 According to the Consultation Document, the high speed rail network would “provide internationally recognised levels of availability, reliability and speed, with capacity maximised to allow as many as possible to benefit”. Forty-five responses refer specifically to the text quoted above. The particular issues of speed and capacity are mentioned much more frequently (8,241 and 2,021 comments respectively), which makes this the most frequently cited element of the specification by some margin.
- 4.3.24 A total of 217 respondents express support for the goal of maintaining a high speed, with some urging greater ambition.
- “The Beijing Shanghai High Speed Railway - which is due to open by the end of this consultation has a maximum speed of 380km/h or 236mph. So 225mph doesn't look particularly fast for the time this line opens.” (Member of the public)
- 4.3.25 In all, 6,657 respondents raise general concerns. These include the view that a high operating speed requires an inflexible, straight route which limits the potential to follow existing transport corridors and that it would result in a greater level of environmental damage (in terms of the impact on the landscape, noise, carbon emissions, etc.), as well as a belief that the target speed of 225mph is unattainable given the curves in the preferred route. A number of respondents argue that performance should be given greater emphasis than speed.
- “Our members are more concerned about reliability and cost rather than speed hence a new line across virgin countryside seems a big mistake.” (The AA)
- 4.3.26 Some respondents propose a lower maximum speed, based on improved environmental outcomes or a belief that travel times will still be acceptable. Many of these cite the 186kph limit of HS1 as an appropriate level.
- “Unite has concerns over the plans to run trains at the proposed speeds however, especially in light of other nations deciding to slow their services in order to reduce energy consumption and hence the cost and environmental impact ... Operating trains at 225km/h would halve the wear rate and energy requirements of a service when compared to a 350km/h service.” (Unite the Union)

“Some constituents have written to me to challenge the principle that trains must travel as fast as 225mph to achieve the status 'high speed'. They have argued that a top speed of less than this figure would still constitute 'high speed rail', and would allow more flexibility with the route, as it would not need to be so straight. They argue that this would afford more scope for lessening the impact on the Chilterns AONB, and that the speed lost would not be missed because inter-city distances within the United Kingdom are relatively short when compared with rail networks in continental Europe, Asia or North America.” (David Lidington MP)

4.3.27 With regard to capacity, 116 responses explicitly support the goal of high capacity, in contrast to 1,529 others who raise doubts about the need for the level of capacity that the proposed train length and service frequency would bring.

“To make HSR work, it is necessary to have a high capacity line, which means dedicating it to high speed and running large numbers of trains through it.” (Member of the public)

“I think that it is a complete waste of money to have 14 trains per hour each way, and over 1000 seats with 400m long trains, because, not only is it going to cost at least £20 Billion, but if you do that, I can guarantee you that the trains won't fill up and that at least 1/2 of the money would be wasted.” (Junior Bucks Stop HS2 Organization)

4.3.28 Other comments include proposals such as double-decker trains either as an alternative to running long trains at a high frequency, or as a means of adding further capacity in the future.

4.3.29 In addition, 1,053 respondents express doubt about the feasibility of the system in general, many of them on the basis that the combination of line speed and train frequency specified is unproven.

“Untried / untested is a very high risk strategy. Pioneers usually get shot.” (Member of the public)

Element 4: Some high speed trains on the classic network

4.3.30 The specification includes a statement that the high speed rail network would ensure that some high speed trains can run on the classic network, enabling through journeys to be made by services from the high speed network to destinations beyond it. Very few, 83, respondents make comments on this element of the specification. There are a few responses raising concerns about the technicalities of running trains on two systems.

“Don't use hybrid trains to run off of HS2 onto ordinary tracks. They are too expensive, technically complex and therefore unreliable.” (Member of the public)

4.3.31 A further concern raised relates to the impacts of tilting at speed: it is asserted that the high speed trains would not tilt (unlike the Pendolino trains), limiting them to slower operating speeds north of the West Midlands and consequently eating into the journey time savings made on the high-speed section.

Element 5: Sustainable development

- 4.3.32 The specification states that the high speed rail network would “apply the principles of sustainable development, where possible avoiding or minimising, and then mitigating, impacts on people and the environment.” Of the 57 responses to this element of the specification, none disputes the case for adopting the principles of sustainable development. Most contend that the principles have not been followed in arriving at the preferred scheme, or that they have lost out to economic considerations; many respondents refer to the climate change impact of the scheme, which they perceive as uncertain.
- 4.3.33 A significantly larger number of respondents, 8,615, comment on the environmental impact without mentioning sustainability explicitly, reflecting the inclusion of “minimising impacts on the environment” as a key aspect. A small minority of these, 180, state their support for the principle of minimising environmental impact in scheme design, with a few respondents praising the decisions of the scheme designers from this perspective. The majority of respondents, 7,842, criticise the route selection process, asserting that the principle of minimising environmental impact has not been respected in determining the preferred route. Many claim that the process has failed to adhere to the principle of following transport corridors where possible, and some respondents argue that other design principles should be sacrificed in order to maximise use of existing corridors.

“This obsession with speed has resulted in a route which ignores good planning rules (e.g. by following blight corridors such as the M1) and goes straight through an Area of Outstanding Natural Beauty. The A413 is not a major traffic corridor and the government are being disingenuous in suggesting it is.” (Halton Parish Council)

Controlling costs

- 4.3.34 While this aspect does not appear explicitly amongst either the principles or the specification its presence in associated text – “In specifying the route, HS2 Ltd sought to achieve a balance between costs and design aims” – appears to have led many respondents to address the topic of cost control in their answers to this question. Respondents discuss a number of cost issues, many of which are common to other questions, and they range from the overall costs of the scheme, to the costs of designing and consulting on the route.
- 4.3.35 Of respondents addressing this issue, 48 explicitly endorse the principle of controlling cost as part of the design process. A few of these address its application, including the suggestion that the Government should include benefits arising far into the future when determining the scheme’s value for money. A greater number of respondents, 1,325, have reservations about the application of cost control, many arguing that cost control has been given too much weight in the scheme design process, at the expense of environmental protection.

Route selection process

- 4.3.36 This section explores responses to the route selection process: while 7,278 respondents offer their views on the process, 3,215 focus their responses on the route itself. As noted in Section 4.2, 178 respondents express agreement with the route selection process compared to 3,671 who express disagreement.

4.3.37 Among those who express agreement, some acknowledge the challenges presented by the task of selecting a route in a densely populated country, arguing that some unspoilt land would have to be sacrificed. Others give a more general endorsement of the process.

“The route selection process has looked at an appropriate range of alternatives, and has been robust at the strategic level.” (East Midlands Councils)

4.3.38 Among those who express disagreement, there are five main aspects which respondents feel have not been satisfactory. First, there are a number of respondents who feel that the selection process was too limited in its terms of reference, with potentially superior solutions ruled out by the assumptions on which it was based. One respondent argues that the set of requirements adopted during the planning process prevented the selection of an optimal network.

“Railfuture believes that the core remit for HS2 was flawed, and was apparently set out in early HS2 discussion documents with the following essential targets: (1) Formulate proposals for HSL from London to West Midlands; (2) Consider onward development of national network beyond the West Midlands; (3) Formulate proposals for London terminal; (4) Consider options for intermediate parkway station between London and West Midlands; (5) Provide proposals for 'an interchange station between HS2, the Great Western Mainline and Crossrail, with convenient access to Heathrow Airport; (6) Provide proposals for links to HS1 and the existing rail network. While most of the above items might be in themselves uncontroversial, they do not comprise the balanced specification of requirements from which an optimised national network might emerge.” (Railfuture)

4.3.39 A specific instance of this concern is raised by a number of respondents who believe that a prior decision for the route to travel via Old Oak Common made the M1 Corridor (Route 5) a weak route option, as a result of which, in their opinion, it was not studied in detail. Other respondents mention the Heathrow Airport and HS1 links, suggesting that routes which they consider preferable were ruled out because links to these locations were strongly favoured.

4.3.40 Second, there are a number of respondents who feel that the route selection process did not consider enough options, with some suggesting particular alternatives which they feel should have been given greater weight.

“Alternative route options that avoided the Chilterns AONB (Area of Outstanding Natural Beauty) were not studied in depth, as required by planning guidance/law.” (Cublington Parish Council)

4.3.41 Some respondents feel that the process of route selection should have included consultation on the alternative routes considered by HS2 Ltd earlier in the development of the proposals. Others argue that the environmental impacts of the proposed route should have been presented alongside alternatives to allow comparison.

4.3.42 The third theme involves suggestions that the trade-off between priorities (as articulated by the principles and specification) is unsound. Many respondents feel that the emphasis on high speeds (over 225mph) has restricted possible routes, and taken precedence over other concerns such as environmental and social issues. In particular respondents frequently mention the requirement for a high speed route to proceed in a relatively straight line, which they perceive as a significant factor in the choice of a route through the Chilterns. Other criticisms under this theme mention the relationship between speed, time savings and energy use.

“Very minor time savings have also been used to justify higher speed. Reducing time-tabled top speed from 330km/hr to 290km/hr (by 12%) increases the London to Birmingham journey time by just 2 minutes (by 4%), but energy consumption and noise increase with the square of speed.”
(Business - local or regional)

4.3.43 For others, the priority of controlling cost is thought to have been given too much weight in comparison to minimising impacts on the environment.

4.3.44 The fourth theme relates to the appraisal process: there are a number of respondents who cite perceived inconsistencies or omissions. Some respondents claim that the preferred route has been treated favourably. This has happened, they assert, through the imposition of costly additional mitigation works on alternatives, or through design decisions that would artificially enhance the effective speed of the preferred route in comparison with alternatives.

“Any suggestion of time-penalties for more northerly routes should also be completely re-assessed, because the preferred route has been given an unfair advantage by having inappropriate mitigation whilst other routes appear to have been slowed down by tunnels.” (Stop HS2 Hillingdon)

4.3.45 Other respondents suggest that some impacts have not been included in the assessments, for example by omitting some construction works from the cost estimates.

“[The preferred scheme’s] projected costs ignore ancillary works required of other transport providers and passengers to reach its few stops.” (Fasttrack)

4.3.46 Finally, some respondents make criticisms of the selection process as a whole. Remarks made include the assertion that key planning principles (such as Planning Policy Statement 7) were not followed in formulating recommendations. Another criticism relates to a perceived lack of balance in the terms of reference: while the route is required to connect with High Speed One, Crossrail and the Great Western Line, respondents assert, no provision has been made for it to connect with railways serving other parts of the country.

4.3.47 There are also a number of comments about the transparency of the route selection process. Some respondents feel that sufficient information has been provided to support the conclusions reached.

“The rationale of Option 3 having a relatively low cost and level of environmental impact, and why other options have been discounted is well explained.” (Hampshire County Council)

4.3.48 Others complain that insufficient evidence is provided in the consultation materials to enable the reader to reach an informed position. Some respondents give specific examples where they felt unable to gain a full understanding of how the selection took place.

“But even then, there is not enough transparency about why the final shortlisted routes (including alternative Route 1.5) should only be ones that involve links to Heathrow Airport anyway.” (Ruislip Against HS2)

4.3.49 Others address specific areas of the preferred route: for example the choice of Euston Station as the central London station is seen by some respondents to be supported by insufficient evidence; similar remarks are made concerning the location of the principal station in the West Midlands. A number of respondents question particular details underlying the decision-making process, as in this example about passengers transferring into the current Birmingham city centre station.

“The County Council would like to see evidence that the interchange between New Street and the new station proposed for Curzon Street has been considered as part of the route selection process.” (Gloucestershire County Council)

Question 5 The Government's proposed route for HS2

5.1 Introduction

- 5.1.1 This chapter addresses Question 5 in the Consultation Document, which is about the proposed route for the initial London to the West Midlands high speed line, and how the impacts could be mitigated.

Question 5

This question is about the route for the line between London and the West Midlands: Do you agree that the Government's proposed route including the approach proposed for mitigating its impacts is the best option for a new high speed rail line between London and the West Midlands?

- 5.1.2 There are two elements to this question:
- The proposed route between London and the West Midlands
 - The proposed Mitigation measures

5.2 Overview of responses

- 5.2.1 A total of 52,427 consultation responses include comments addressing issues related to Question 5. Of these 36,994 were received as responses to Question 5 and a further 15,433 consist of comments made in responses in which no specific reference to the consultation questions is made.
- 5.2.2 In total 28,163 respondents express general disagreement with the question proposition; 2,178 respondents express general agreement and 604 agree with some form of caveat. The remaining comments do not mention the extent to which they agree or disagree with the question proposition.

Table 5.1 Overview of respondents' views on the proposition in Question 5

Views on Question 5	Count
General agreement with question proposition	
Agree with the question proposition	2,178
Agree with the question proposition with caveats	604
Disagree with the question proposition	28,163
Proposed route	
Agree with the proposed route	665
Agree with the proposed route with caveats	360
Disagree with the proposed route	8,225
Mitigation measures	
Agree with the proposed mitigation measures	309
Agree with the proposed mitigation measures with caveats	110
Disagree with the proposed mitigation measures	5,957

- 5.2.3 Of the respondents stating that they do not agree with the question proposition, 5,836 only comment 'no' without stating further reasons. Other respondents who disagree with the question proposition have included reasons to support their statement. Some of the issues touched upon by large numbers of respondents are that the proposed route is not the best option and that there are better and more cost effective alternatives. The latter includes suggestions for improving the existing rail network and for the route to follow existing transport corridors. Concerns are voiced about the impact that the proposed route would have on the environment, local people, communities, and specific stations and locations along the proposed route; there are also concerns about measures to mitigate the impact of the proposed route.
- 5.2.4 Of the respondents agreeing with the question proposition 1,146 choose not to elaborate on their answer and merely comment 'yes'. Other respondents do state reasons why they agree with the question proposition. Some of the most cited arguments are that the proposed route would be better than the alternatives, could deliver major economic benefits, and that many of the environmental impacts of the proposed route could be mitigated effectively.
- 5.2.5 A total of 604 of those who agree with the question proposition do so with caveats. The most cited caveats are managing the impact on the environment and reservations about the proposed stations in London and the West Midlands.
- 5.2.6 In addition 3,343 respondents discuss the route selection process. This topic was the focus of Question 4 and therefore their responses are discussed in more detail there.
- 5.2.7 In all, 3,181 respondents to Question 5 raise concerns about the consultation. Some question whether the opinions of local people will be taken into account and if the proposed route and mitigation measures will change as a result of the consultation process. As with many of the other consultation questions, respondents also express reservations about the question itself, commenting for example that the question is irrelevant as they are opposed to high speed rail in principle.

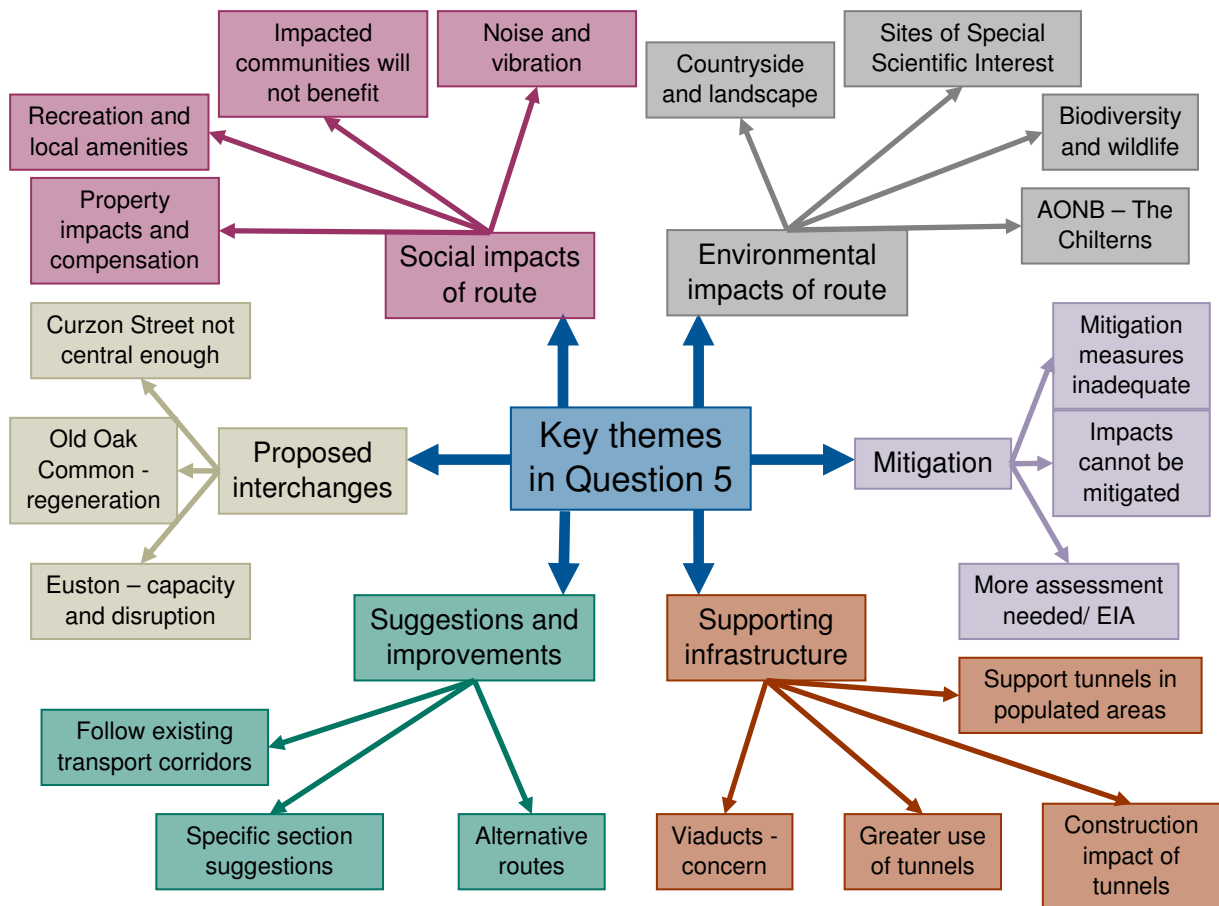
5.3 Discussion

5.3.1 This section provides further information about respondents' comments on the proposed route and mitigation proposals, presented under the following headings:

- The proposed route between London and the West Midlands (Section 5.3.3)
- Alternative routes and amendments to the proposed route (Section 5.3.6)
- Proposed interchanges (Section 5.3.10)
- Supporting infrastructure (Section 5.3.22)
- Impact of the proposed route from London to the West Midlands (Section 5.3.31)
- Mitigation (Section 5.3.56)
- Specific stretches of the route (Section 5.3.67)

5.3.2 The key issues of this question are displayed graphically in Figure 5.1.

Figure 5.1 Key issues relating to the proposed route and mitigation



The proposed route between London and the West Midlands

5.3.3 A total of 8,225 respondents mention their opposition to the proposed route from London to the West Midlands citing a range of issues and often focusing on concerns about the environment and the potential impact on people and communities (as discussed in more depth in the section about the Impact of the proposed route from London to the West Midlands).

5.3.4 A total of 1,022 respondents state their agreement with the Government's proposed route. These respondents tend to support the route as being a sound, sensible choice although many do acknowledge that there may be impacts which would need to be managed.

"Any realistic route between London and the West Midlands must run through either the Chilterns or the Cotswolds, or possibly both. The use of tunnels and cuttings is proposed for the most sensitive areas and the 225km route of the new railway has been sensitively designed." (Chartered Institute of Logistics and Transport)

5.3.5 Many respondents comment on specific sections of the route or locations along the route. Overall 968 respondents express concerns about a specific section and 570 make comments or suggestions as to how the route could be improved in a specific location. Sixty-three respondents express support for a specific section of the route.

"The thirteen elected members of Wendover Parish Council (WPC) are unanimous in bitterly opposing the route proposals, which are visually destructive, acoustically unacceptable and enormously damaging to the town's important role as a tourist centre, providing an established gateway to access the Chilterns AONB." (Wendover Parish Council)

Alternative routes and amendments to the proposed route

5.3.6 A number of suggestions are made by respondents in relation to alternative routes and amendments to the proposed route.

5.3.7 With regard to the route, 3,395 respondents say that in their opinion it would be better to follow existing transport corridors than create a new route on land that is currently undeveloped. Some 1,458 think the route should follow motorways and 675 think it should follow existing rail corridors or the disused Great Central Railway corridor. Some respondents who are opposed to a national high speed rail network would like existing transport corridors to be used if a decision is made to go ahead with the project. Many see using existing corridors as a way to reduce the impact on the environment and local residents.

"No it should be run in either the M40 corridor, near the west coast mainline or along the M1 corridor to reduce the impact on the rural environment. The government did this when they mitigated the route for HS1 by running it along the M2 corridor." (Member of the public)

5.3.8 A further 769 respondents prefer alternative routes to those considered by HS2 Ltd during the development of the proposals. Suggestions include, for example, alternative locations which the national high speed rail network could stop at, or have a connection to, and many of these alternatives are discussed in more detail in the chapter on responses to Question 2. As in the quotation below, for a number of these respondents their alternative suggestions are put forward as last resorts, while maintaining a more general objection to the high speed rail network.

"If it turns out that the railway is built (which it should not be) it would be far better to go to Milton Keynes, the fastest growing city in the UK, then head to Birmingham. This would avoid the Chilterns Area of Outstanding Natural Beauty and follow existing infrastructure more closely." (Member of the public)

- 5.3.9 A small number of respondents refer to proposed alternative route options previously considered by HS2 Ltd. These include 67 respondents who mention specific alternative routes proposed by HS2 Ltd before the selection of a preferred route. A further 159 respondents comment on the amendments made by HS2 Ltd to the Government's preferred route. Of those, 62 express concerns about the changes that have been proposed and 41 express support.

Proposed interchanges

- 5.3.10 This section discusses comments that focus on the proposed interchanges in London and Birmingham, including many responses from organisations.

Euston Station

- 5.3.11 A total of 820 respondents mention Euston Station, of whom 116 support Euston as the best option for a London station, and see wide benefits in the rebuilding of the station, in particular the potential regeneration benefits.

"We fully support the proposal that Euston Station should be the London terminus of the new High Speed 2 route. The whole Euston Station area is badly in need of regeneration with the addition of new facilities and amenities for residents, businesses, visitors and the wider London and UK Communities." (Transport Salaried Staff's Association, TSSA)

- 5.3.12 A total of 617 respondents disagree that Euston Station is the best option. There are concerns that the station would not be able to deal with the extra influx of commuters. Some organisational responses also discuss the need for careful planning to accommodate the increased footfall through Euston.

"It is important to ensure that trains, buses or taxis (i.e. the road network) can cope with the increased level of passengers arriving at Euston to work in London, to transfer, or to travel north. This is to be added to the natural growth predicted for London itself and its workforce." (Royal Town Planning Institute (RTPI))

- 5.3.13 Other respondents are concerned that existing services would be disrupted both during and after construction of the high speed line, a point stressed by Network Rail in their submission. A small number of respondents are concerned that the line will place undue pressure on London Underground at this location, including the Greater London Authority, who assert the need for a new underground line to be completed before the high speed network becomes operational via Euston, noting that:

"Without this, or something of equivalent capacity, Euston will not be able to cope with the pressure put upon it and the benefits of High speed 2 will be lost, as passengers would be faced with long queues to make onward journeys to their final destinations." (Greater London Authority, Mayor of London)

- 5.3.14 Some respondents say that it is an inappropriate choice of location and are concerned about years of disruption. Concern is expressed about the possible demolition of social housing in the area as well as damage to surrounding 'urban green' areas such as The Regents Park and Primrose Hill. Some comment that they have not been made aware of plans to re-house local families who they understand would be made homeless by proposals. Other respondents, including the London Borough of Camden, are concerned about the impact on local business and trade, with a few respondents questioning whether levels of disruption at Euston Station have been factored into the overall business case for the line.
- 5.3.15 Others argue that Euston is not the most 'central' of the London stations and therefore question its pivotal role in the proposal. Most commonly, respondents suggest St Pancras International as a better choice than Euston Station. They argue that it would provide a quicker and easier connection to Eurostar and other services on the high speed rail line between London and the Channel Tunnel. There are 55 respondents who suggest that Paddington is a better connected London terminus, and a small number discuss Waterloo as a viable option given that it was previously used for high speed trains.

Old Oak Common Interchange Station

- 5.3.16 In the Consultation Document the Government outlines the case for providing an interchange between the national high speed rail network and Crossrail. It outlines the proposal for a station at Old Oak Common.
- 5.3.17 There are 412 comments on Old Oak Common, of which roughly equal numbers support and oppose its proposed use, and some make general comments without expressing agreement. Respondents often comment on the benefits that an international interchange at Old Oak Common would bring, ranging from being a catalyst for economic regeneration of the area, to relieving pressure on Euston Station. Organisations make suggestions as to how the interchange could be planned to ensure that the potential benefits of it are fully realised. For example, one local authority makes suggestions as to how a direct link to the current WCML could be achieved.

"There is an opportunity to ensure that this major new international interchange station is a catalyst for major economic regeneration of the area and, in particular, the exact location and layout should maximise the opportunity for development... However, a potentially much greater benefit could be achieved by providing a direct link to the current West Coast Mainline which is approximately 800 metres to the north." (London Borough of Brent)

"Old Oak Common is inspired as it provides an interchange with Great Western Main Line, Heathrow Express and Crossrail. The local rail links mean that it will significantly reduce the load on Euston. In due course, it might make sense for the Heathrow Express to terminate at Old Oak Common rather than continuing to Paddington." (Member of the public)

- 5.3.18 There are 182 comments by respondents who oppose the interchange at Old Oak Common, often because they do not think it is well connected with other transport modes, and adds unnecessarily to journey times to and from Heathrow Airport. While some respondents support the link to Heathrow, there are a number of respondents who question the need for the Old Oak Common interchange, given that Crossrail will provide a direct link from the airport to central London.

“We fail to see why people travelling from Heathrow would prefer to catch a train to Old Oak Common and then change there for Crossrail instead of catching a Crossrail train directly from the airport.” (London Chamber of Commerce and Industry)

West Midlands stations

- 5.3.19 The Government’s proposed Phase 1 route includes two stations in the West Midlands. These are a new interchange station near Birmingham Airport and a station in central Birmingham at Curzon Street.

Curzon Street

- 5.3.20 There are 529 comments on the proposed Birmingham city centre station, with 64 supporting the proposals, 232 expressing concerns and 106 making other comments. The most frequently mentioned issue relating to the proposed station at Curzon Street is whether it would be too far away from the centre of Birmingham, with 211 respondents making this point. Some comment that any saving in journey time would be lost in transferring to the city centre. Others comment that this aspect needs careful planning, including Birmingham City Council, which gives detailed suggestions about how the design of the station can maximise the benefits for the local area.

“The new station in Birmingham is somewhat to the east of the city centre; consideration is required as to how people are going to access the city centre from this station, and how connectivity is to be provided with the existing network serving Birmingham, particularly Moor Street and New Street stations.” (Member of the public)

“The proposed City Centre HS2 terminus station would provide excellent direct access into the heart of the City Centre. We request that HS2 Ltd work with the City Council and other relevant stakeholders on the following: The need for an exceptional quality of architecture and public realm design to create a world-class arrival experience.” (Birmingham City Council)

Birmingham Airport Interchange

- 5.3.21 Of the 145 respondents who refer to the proposed interchange at Birmingham Airport, 44 support its development, 74 express concerns and 45 make other comments. Support focuses on the benefits it would bring to the region, while concerns are mostly about the distance from the station to the airport, and integration with other transport links. Some respondents suggest a need for the proposed route to be re-examined in this area to improve the alignment with Birmingham International rail station and Birmingham Airport.

“We also support the broad route of the line via Birmingham Airport, which is critical for maximising opportunities to develop regional airports. HS2 would make Birmingham Airport highly accessible for London travellers, mitigating the need for extra runway development in London, supporting regional economies.” (Greater Manchester Chamber of Commerce)

Supporting infrastructure

- 5.3.22 Some respondents comment about the supporting infrastructure proposed by HS2 Ltd in the Consultation Document. The aspect mentioned most often is the use of tunnels.

Tunnels

- 5.3.23 The use of tunnels is supported by 1,917 respondents. Where tunnels have been proposed, respondents tend to see this as a positive move which will reduce the impact on the local area. Many respondents comment that more tunnelling should be used generally, while others recommend particular locations where it should be used. Suggestions tend to focus on the use of tunnelling in populated areas, for example near Ruislip in west London, or through environmentally sensitive areas such as the Chilterns AONB.

“Mitigation offered to rural areas affected is not adequate and more tunnelling should be considered along corridors of special interest and wildlife habitats.” (Business - local or regional)

- 5.3.24 In all, 771 respondents express concerns about the use of tunnels, with 207 commenting that tunnels would be costly. Others comment on the impact they could have on the local area, for example questioning whether they would have a negative impact on property and concerned about the potential disruption that would be generated during construction. There are particular concerns expressed by local authorities in London about the disruption caused by deep bore tunnelling, including safety concerns about ground-borne noise and vibration.

“Planned tunnelling would pass underneath numerous properties in Camden, including Chalcot Estate and the listed Alexandra and Ainsworth Estate. While HS2 claims that tunnelling would not adversely affect any buildings along the route, Camden is concerned about the potential impact on the structural integrity of the estates close to the line.” (London Borough of Camden)

- 5.3.25 The use of green tunnels along the route is endorsed by 273 respondents, with some suggesting specific areas or stretches of the route where they believe these should be located. A statutory body commends the use of ‘green bridges’ and tunnels to minimise impacts on wildlife.

“One approach to reduce the risk of deer breaking through fenced-off areas as they try to move through the landscape between wooded areas would be to introduce additional “green bridges”. In areas where, potentially, additional tunnels would reduce the destruction of woodland, this would be another reason for such investment and should feature in any cost benefit analysis involving their construction.” (Forestry Commission)

- 5.3.26 There are 78 respondents who are less supportive of the use of green tunnels, expressing concern for example, about their visual impact on the landscape and the cost of building them.

“For example, green tunnels still require large trenches to be dug and re-instated, leading to significant earth-moving activities.” (Member of the public)

Tunnel vent shafts

- 5.3.27 Tunnel vent shafts are used on long tunnels to relieve air pressure and allow emergency access – the proposed route includes a total of seven vent shafts, three in London and four in the Chilterns. It is primarily local authorities that specifically comment on vent shafts; for example, one local authority mentions the vent shaft that is proposed at Adelaide Road in the London Borough of Camden as it is located on the site of a nature reserve. Another expresses concern that the vent at the Queens Park site (London Borough of Brent) could create noise and disturbance which could have an adverse impact on housing development plans.

Viaducts

- 5.3.28 In total, 535 respondents comment on the use of viaducts in their response to Question 5, almost all of which express concerns. Of those, 73 mention the proposed viaduct in the Colne Valley. Comments focus on concerns relating to the visual impact and noise levels.

“... I understand that the proposals for the line involve viaducts going over parts of the motorway bridges in some of the village. I don't see how this is a sensible route or how the noise can be reduced or how it can be hidden from view. It will completely ruin what is left of our beautiful village.” (Member of the public)

- 5.3.29 There are also a small number of respondents who express concerns about flight safety, given the proximity of the Colne Valley viaduct to Denham Aerodrome and its flight school. A further 153 people refer to Hillingdon and its outdoor activity centre: respondents are supportive of the centre as a valuable amenity response and commonly call for the route to be changed to reduce the impact of the viaduct.
- 5.3.30 Among organisational responses there are concerns regarding the construction of viaducts, for example the Highways Agency is keen to avoid disruption when viaducts are built across the M6 and M42.

Impact of the proposed route from London to the West Midlands

- 5.3.31 Many respondents express views on the impacts that the proposed high speed rail infrastructure may have on the environment and communities along the route. There are views expressed about the impact that the line may have while it is under construction in addition to when it is complete and in use.

Environmental impact

- 5.3.32 A total of 6,308 respondents assert that the proposed route would have a negative impact on the environment. Some comment that they think it is the most environmentally damaging route option, out of the options considered. Many provide more detail on why they believe that the route would be detrimental to the environment, for example 5,650 respondents cite the impact on the surrounding countryside and landscape. Respondents who discuss the impact of the high speed rail line on the countryside and landscape generally express concern that it will result in visual damage and spoil the natural character of the landscape.

“The Government's route would result in lasting damage to the environment. The character of the British countryside would be lost forever, buried under acres of concrete...” (Member of the public)

- 5.3.33 Many respondents highlight the designated areas that in their opinion would be affected should the proposed route for the high speed rail line be adopted. Concerns are voiced by 5,259 respondents about the impact on the Chilterns AONB.
- 5.3.34 Other environmental designations that respondents argue could be compromised by a new rail line notably include ancient woodland (1,194 comments), Sites of Special Scientific Interest (1,261 comments), the 'green belt' (699 comments) and local wildlife sites (411 comments). In addition to the many comments from members of the public, there are a number of organisations which offer very detailed discussions of the impacts along the route, for example the Royal Society for the Protection of Birds (RSPB).
- “SSSIs enjoy a level of statutory protection above that of LWS, but SSSIs are only a representative sample of the best wildlife habitats in any given area. Many LWS support exactly the same species and habitats for which SSSIs have been designated and are often just as intrinsically valuable for wildlife.” (RSPB)
- 5.3.35 Another 3,148 respondents express concerns about the potential impact the route will have on biodiversity and wildlife more generally, including wildlife habitats and protected trees and vulnerable species.
- “...Bechstein's bats, one of Britain's rarest mammals, have recently been found in North Bucks, either side of the proposed route. These bats, and their roosting and maternity sites, are protected under EU and UK wildlife laws.” (Member of the public)
- 5.3.36 There are 892 respondents who say that in their opinion the route could have a negative impact on agricultural land and the farming industry.
- “The Government's proposed route, particularly near the Tamworth and Lichfield areas, will destroy very fertile farmlands, and will be an ecological disaster...” (Member of the public)
- 5.3.37 In total, 3,291 respondents do not think there has been an adequate assessment of the potential environmental impacts of the proposed route from London to the West Midlands. Of those, 1,630 think that a full EIA or Strategic Environmental Assessment (SEA) should be carried out; and some go on to say that this should have been completed prior to the consultation.
- “We believe that the failure to carry out an SEA has led to key environmental impacts of the route being ignored...” (London Wildlife Trust)

Social and economic impact

- 5.3.38 There are 21,479 respondents who discuss the impact of the line on local people and communities. Many make general comments about the impact they think the route would have on people living near to the route. A total of 542 respondents raise particular concerns about the negative impact the proposed project could have on people's quality of life.
- 5.3.39 Some respondents comment that local residents are likely to object to the route, but they do not think this should stop a national high speed rail network, which they see as being in the national interest, from going ahead. Other respondents who disagree with the question proposition comment that it is not unreasonable for people living nearby to object to the proposed route.

- 5.3.40 A total of 1,604 respondents mention the impact of the proposed route on property, including 455 who are concerned about general property blight in the area around the route. Some 543 express the view that property values along the route will decrease, and comment that this is unfair on local residents, while 530 respondents express concerns about the demolition of property and others raise the issue of compensation. Blight and compensation is discussed in the chapter on Question 7.
- 5.3.41 A total of 966 respondents focus their comments on the effect the route would have on towns and villages, with concerns that the impact would be detrimental to their character or even destroy entire villages. A number of respondents, 543, say that the proposed route would have a negative impact on the cultural heritage of the area. Some mention the negative impact on locations with special designations, such as conservation areas (166 comments) and listed buildings (488 comments).
- 5.3.42 Some respondents, 1,016, argue that the communities most impacted by the proposed route would not derive any benefit from a national high speed rail network. This relates to views expressed stating that few places or people along the route would benefit from the network.
- 5.3.43 There are 515 respondents who are concerned about the possible effect of the network on local schools, often commenting on the proximity of a specific school to the route.
- 5.3.44 A total of 878 respondents are concerned about a loss of recreational spaces and community amenities. Some respondents mention locations which they use for recreational activities, often citing the Chilterns as an important green space near to London.

“I strongly disagree with the proposed route as it will cut through an area of outstanding natural beauty for very little benefit... There are very few areas of countryside close to London yet this route plans to bulldoze through the middle of it.” (Member of the public)

- 5.3.45 Footpaths and rights of way are mentioned by 553 respondents, who express concern that they would become inaccessible or be closed. Others mention specific leisure facilities that they believe would be negatively affected, including waterways and an outdoor activity centre.
- 5.3.46 In a few comments, 100, there is a sense that the proposed route, or the mitigation measures for the route, have not been decided on fairly.

“Interesting that tunnelling has been chosen around the Chalfonts and Amersham; why is this I wonder when tunnelling is limited to short sections elsewhere? Is this because a lot of wealthy people live there?” (Member of the public)

Noise and vibration

- 5.3.47 There are 1,978 respondents who believe that along the proposed route the noise generated by trains passing at high speed would be a concern to those near by. Of those respondents, many refer to noise pollution at unacceptable levels. Some refer to noise caused by construction works as being a likely problem for residents living near to the route.
- “... living near the route I will personally have to put up with the noise, of the link being built and then the trains. The effects that this will have will cause no end of trouble for me.” (Member of the public)

5.3.48 Respondents tend to express concerns about noise in two broad categories; concerns about the effects on people in their homes and local areas, and concerns about noise affecting the enjoyment of rural areas. Comments about effects on homes often occur beside references to specific locations along the route, and some respondents may also comment on proposed mitigation measures; these are discussed in more detail in the following section. Generally respondents are frequently concerned that noise levels may affect their quality of life. Comments about noise in the countryside often refer to the Chilterns, and stress the importance of the tranquillity of such areas to their amenity value.

5.3.49 A total of 256 respondents are concerned about vibration, for example expressing concern that it could affect their property. There are a number of respondents who express safety concerns, for example Northamptonshire County Council discusses a school building near the route which could be destabilised by vibrations.

5.3.50 Also, 501 respondents comment that in their opinion the assessment of the noise impact has been inadequate, 128 comment – generally critically – on the sound simulation given at the consultation roadshows and 231 challenge the noise predictions featured in the Consultation Document.

“It is stated in the consultation summary 3.1.12 that only 10 dwellings along the route will be affected by high noise levels and only 150 more will qualify for noise insulation payments but I am at a loss as to where these figures have been plucked from as within Balsall Common and Burton Green there are far more than 10 dwellings who will be directly affected by going from no noise at all to a railway running along their doorstep...” (Member of the public)

5.3.51 A number of respondents make detailed comments on the noise assessment, questioning the appropriateness of the methodology and reference data used; for example Cherwell District Council discusses the lack of available data from rolling stock travelling above 300kph. There are some concerns that the sound simulations presented the mitigated noise levels, and since these measures have not been confirmed, levels may be higher in practice. There are also a number of references to noise contour maps, which some respondents say should have been included in the documentation.

Construction impact

5.3.52 In considering this question, 641 respondents express concern about general disruption and 692 are anxious that construction of the high speed rail line along the proposed route would bring disruption to roads by increasing traffic levels and reducing access to local areas.

“... The roads around Ruislip and along the proposed route are already congested and overcrowded and are not designed to take the heavy vehicles which will be required to construct this line...” (Member of the public)

5.3.53 Local government organisations comment on the potential impact construction could have on locally strategic routes. For example, they comment on the potential impact on the strategic road network in the Birmingham area, and note that the works would require careful planning to avoid significant disruption to road users. There are concerns about routes which are relied upon by commuters, particularly in relatively rural areas with limited access, such as the A418 near Aylesbury.

“The HS2 proposal would require the A418, a major route between Aylesbury and Oxford to be closed, whilst the road is somehow raised over the proposed rail route. There are no details provided in the consultation document about how this will be managed and what the temporary solution to this is.” (Aylesbury Vale District Council)

5.3.54 A number of other issues are raised relating to the impact that construction could have on the local environment and local people. Many of these comments are raised in relation to the towns and villages along the route, and are discussed in more depth in the section about specific stretches of the route (Section 5.3.67). Specific concerns include the impact of dust and dirt (239 comments), noise (260 comments), health and safety concerns (92 comments), and spoil (375 comments). Some local authorities comment at length in their responses on the potential impact of construction.

“Construction of the road alterations and bridges will take place over a number of years as such it can be expected that a considerable amount of disruption will occur to our road network over a very lengthy period. How this is to be phased appears not to have been considered.” (Warwickshire County Council)

5.3.55 Some respondents suggest that because the construction process is likely to be lengthy (particularly at the interchanges) the effects need to be carefully considered. For example the London Borough of Camden discusses the effect on businesses, which may lose trade during the construction phase, and struggle to regain it afterwards.

Mitigation

5.3.56 The Consultation Document lays out the Government’s approach for mitigating the impacts of the high speed rail between London and the West Midlands during and after construction. There are over 15,000 comments on mitigation, covering environmental, social, visual and noise measures.

5.3.57 A total of 5,957 of the people who mentioned the proposed mitigation measures laid out in the Consultation Document criticise them. There are 417 respondents who agree with the total proposed measures, with 110 expressing a caveat.

“... The Government has taken care to ensure that Nature has been protected as far as possible, this is to be commended giving the complexity of the plan ahead...” (Member of the public)

5.3.58 A common issue raised is the perception that the mitigation measures outlined in the Consultation Document are not detailed enough, with 2,008 respondents suggesting a need for further information about how the Government proposes to mitigate the impacts of the proposed high speed rail network. Others say that in their opinion, the assessment conducted by HS2 Ltd is inadequate. Some refer to the Consultation Document and say that it states that mitigation options cannot be identified since they will rely on design details, such as noise barriers, which have not been developed.

“It is clear that more work needs to be done in order to demonstrate what can be done to mitigate the effects.” (Member of the public)

5.3.59 A number of respondents say that their opposition to the mitigation measures stems from a concern about noise levels. Some say that in their opinion it will not be possible to minimise the noise levels along the route. Others say that they are unhappy that they have not been given more information about noise targets.

“The route passes too close to many homes and currently there appears to be little said about noise targets let alone any noise mapping with and without mitigation measures where projected noise levels are likely to exceed a reasonable target. This is something that should have been included in the consultation, how are people expected to form an opinion if this information is not available.” (Member of the public)

5.3.60 A total of 899 respondents say that they do not believe that any level of mitigation would be adequate as they do not believe that the benefits will outweigh the costs of the project. In their opinion the route will damage the surrounding countryside and wider environment forever, with any mitigation measures seen to be merely cosmetic.

5.3.61 The approach to social mitigation outlined in the proposals is commented on by 365 respondents, with many believing it does not sufficiently address the concerns of those affected along the proposed line of the route. Respondents argue that the Consultation Document does not consider the full impact on nearby communities, such as the perceived threat to traditional village lifestyles. Some respondents question how the route can be identified as the best option if studies into the full human impact have not been completed.

5.3.62 A total of 266 respondents argue that the visual mitigation measures outlined in the Consultation Document are inadequate. They are concerned that the route will spoil the landscape and that mitigating measures would not do enough to offset the damage they see the route bringing to the countryside.

5.3.63 The potential cost of mitigation is discussed by 465 respondents. There are concerns as to whether any budget will be substantial enough to ensure that mitigation measures are sufficient. Some respondents make a link between the cost of mitigation and the overall cost of the project. They say that mitigation will be so expensive that it will make an expensive project even more costly. A further 242 respondents are concerned that the proposed mitigation measures would not all be fully implemented.

“Given the huge cost of this project and the parlous state of the national finances, I suspect that the temptation to cut corners on cost will be huge, and that in those circumstances, measures such as underground tunnels and tree planting will be the first casualties of any cost-cutting.” (Member of the public)

5.3.64 A total of 98 respondents say that while they acknowledge the impacts that the proposed route could have – and can understand people’s concerns – they support the overall project nonetheless. Some of these respondents argue that the project will cause disruption in the short-term, but that this will be outweighed by the long-term benefits. Some respondents quote examples of other developments to transport infrastructure, such as the M40 to Birmingham. They say that these developments were also the subject of objection that was, in a very short time, forgotten, and call on the Government to forge ahead as planned.

“Yes, there is bound to be concerns (as there was with High Speed 1), but once it is built, it blends in with the surroundings unlike a motorway.” (Member of the public)

5.3.65 A few who agree with the proposed route think that with careful design the finished high speed line could add to the aesthetic appeal of areas.

5.3.66 Many respondents make suggestions as to how the impact of the proposed route could be mitigated. The ideas mentioned most often have been covered predominately in the section about mitigation (Section 5.3.56) and include greater use of tunnels, green tunnels, re-aligning the route in specific locations, ensuring high quality design, and considering the height of the route in specific sections.

Specific stretches of the route

5.3.67 This section provides an overview of respondents’ views on specific stretches of the route where these are discussed in their responses. For the purposes of the report these locations have been broadly categorised according to administrative areas. The focus in this section is on those locations mentioned most frequently¹¹; comments on all locations have been analysed in the same way even where they are not discussed in this summary and appear in Appendix 5.

¹¹ The locations listed and discussed in this section are those that are mentioned in comments from more than 50 respondents.

London Area

London

Locations commented on most frequently in this section of the route are:

- West London
- Camden
- Euston

5.3.68 There are 213 references to Euston or Camden, with the most commonly discussed issue being the impact on the Maria Fidelis Convent School which is close to the site of the station redevelopment. Respondents are concerned about the disruption to the children's education during construction and the long-term effects should parents decide to move their children to other schools.

"As our school site is adjacent to the proposed footprint of the new Euston Station development I expect there to be significant disruption to the day to day operation of our school during both construction and operational phases of the new station. Given the wide parental choice of schools in Camden, I expect that parents will choose not to send their children to our school which may result in closure." (Member of the public)

5.3.69 Another area of concern is the loss of social housing involved in the extension of the station footprint. Other respondents discuss the disruption that will be caused to businesses and residents firstly by the construction process, and secondly by the increased passenger numbers passing through the station once the high speed line is operational. Detailed comments have been supplied by the London Borough of Camden, which expresses reservations about the impacts on the local area and makes many suggestions regarding appropriate levels of mitigation.

5.3.70 There are also a number of comments referring to Primrose Hill and other areas of West London which may be affected by the proposed route as it passes out of London. Respondents often mention the impact of tunnelling on the stability and value of properties overhead.

From Old Oak Common to Chalfont

Locations commented on most frequently in this section of the route are:

- Ruislip and West Ruislip
- Ickenham
- Northolt
- Hillingdon and Hillingdon Outdoor activity Centre (HOAC)
- Colne Valley
- Harefield

- 5.3.71 There are 299 respondents who mention Ruislip or West Ruislip, generally saying that they are concerned that high speed rail would be disruptive and damaging to the local area. The most common concern is the impact of noise, with respondents fearing that the proximity of the line to residential areas will mean disruptive levels of noise for many residents. Other responses discuss the impacts of the construction, in particular increased traffic congestion. Some respondents talk about the construction having a negative economic and environmental impact for no local benefit. Some respondents also express concern that the line would have a negative impact on local property prices; for others, there is a focus on safety, with concern about the safety of local school children.
- 5.3.72 In terms of mitigation, many respondents who mention Ruislip suggest that greater use of tunnelling could help to limit the effects on local people.
- “The best option for Ruislip and Ickenham is a tunnel. Anything else would cause major damage to these two communities primarily affecting homes and gardens. There seems to be no consideration given for the noise that will be created in these areas.” (Member of the public)
- 5.3.73 Ickenham is referred to in 168 responses, although the majority are cited in conjunction with Ruislip. Of these responses, the proposed mitigation strategy is the primary concern. Whether cited as part of an organised response or individually, most respondents criticise the decision to discount a tunnel through the area, which they consider would offer major mitigation. Greater use of tunnelling through the area is the most common suggestion from respondents. Many respondents who mention Ickenham also raise concerns over the validity of the information regarding potential noise pollution, with some suggestion that the consultation was misleading on this issue. As with other residential areas close to the proposed route, concerns are raised about the potentially detrimental effect upon the area from traffic congestion during construction and property blight; the lack of local benefit is also mentioned.
- 5.3.74 There are 60 responses that refer to Northolt, with the majority raising concerns over the impact of the line if it is not routed through a tunnel. As with many locations, respondents question why tunnelling has not been proposed in their area, when they perceive it to be the most appropriate measure to mitigate the impacts of noise, visual impact and traffic disruption. Some respondents in Northolt also mention the proposal to build a bridge over the A312 near Northolt Station and have concerns about the potential for disruption to other transport services, including Crossrail and the London Underground.

- 5.3.75 Hillingdon and more specifically the Hillingdon Outdoor Activity Centre (HOAC) is referred to by 153 respondents, generally citing their concern over its potential closure. Respondents suggest that the proposed route selection and viaduct across the lake will lead to the loss of this valued local recreation resource. These respondents discuss the social impact this closure could have, in particular upon younger users for whom the centre is an educational resource. Several respondents, including a local authority and the activity centre itself, highlight perceived problems in the consultation process regarding the activity centre, citing a lack of engagement and assessment of actual local impacts.
- 5.3.76 Of the 160 responses which refer to the Colne Valley, the large majority are expressions of concern over the proposed route and the viaduct. Comments suggest this will impact on wildlife in various designated areas such as the Colne Valley Regional Park SSSI, and more generally upon the wetlands and lakes of the valley.
- “The Colne Valley is a beautiful area, where Middlesex, Hertfordshire and Buckinghamshire meet. There are numerous lakes, woodlands, rivers, country parks and canals, not only used by people living locally, but enjoyed by others in North and West London, and one of their nearest pieces of countryside.” (Member of the public)
- 5.3.77 Several of the respondents who mention Colne Valley question whether the impact of the viaduct on the countryside and landscape can be adequately mitigated against, particularly in terms of visual and noise pollution.
- 5.3.78 Another village in this area which is mentioned is Harefield. Respondents (63) are concerned that the proximity of the proposed route to this relatively rural area would have a negative impact on the quality and way of life, both as a result of the construction and operation of the line. Many respondents who mention noise in relation to this location are concerned about the difficulty of mitigating the noise from the viaduct. These respondents often repeat concerns about the visual impact on the Colne Valley, and the broader impact on wildlife. There are particular concerns about the impacts of construction on the local roads with Hillingdon Local Authority commenting on the importance of the road network in an area with limited public transport.

Buckinghamshire

- 5.3.79 Respondents specifically mentioning the county of Buckinghamshire are generally concerned about the visual and noise impacts of the route on rural areas and particular sites including SSSIs and ancient woodlands. The second major theme of comments referring to Buckinghamshire is that there will be little or no benefit to residents of the county given that there is no station there, which leads respondents to perceive a lack of local benefits.

Past Chalfont to Great Missenden and Wendover

Locations commented on most frequently in this section of the route are:

- The Chilterns AONB
- Amersham and Old Amersham
- Misbourne Valley
- River Misbourne
- Great Missenden
- A413
- Wendover
- South Heath
- Denham

- 5.3.80 Denham is mentioned by 66 respondents, who have similar concerns to those in the village of Harefield on the other side of the Colne river. Noise from the viaduct and disruption during construction are major concerns for respondents in this area. Others raise particular concerns about the potential impact of the viaduct on the safe operation of the Denham aerodrome.
- 5.3.81 The Chilterns (and in particular the Chiltern Hills AONB) are referred to in 2,666 responses, the majority of which express opposition to what they perceive to be the possible negative environmental impacts on this protected area. As with many of the locations near to the proposed route, respondents are concerned about the long-term visual and noise impacts on the area, as well as the potential impacts of the construction process on rural communities. Within this area other less common concerns include the effects on listed buildings, the issue of spoil disposal and the impact of tunnelling on aquifers.
- 5.3.82 Respondents suggesting alternatives to existing proposals tend to favour more tunnelling along the corridor route through the AONB, although some respondents suggest that the high speed rail line should be re-routed around the Chilterns entirely.
- 5.3.83 Amersham and Old Amersham are mentioned by 592 respondents, for whom tunnelling is the most frequently discussed issue. Respondents are divided over how best to mitigate the route; most argue for more tunnelling in the area, some suggest green tunnels and others feel that the current tunnelling plan is adequate. Other respondents question the impact of a six mile tunnel ending near Amersham, particularly on listed buildings and properties in Old Amersham. There are calls from some respondents for the proposed tunnel exit to be moved away from Old Amersham.
- 5.3.84 Suggestions on the amendments to the route include proposing it be moved further away from Amersham or that it follow the nearby transport corridors. Other concerns about the impacts on Amersham itself are that quality of life will be affected by the increased noise and disruption of construction and operation in this largely rural area. Particular issues raised are the impact of HGVs transporting spoil through the village, and the potential for reduced property prices. A number of respondents are concerned about the visual and noise impact of the proposed route on the parkland surrounding Grade II listed Shardeloes.

5.3.85 Two main issues are mentioned in the 85 comments that refer to the Misbourne Valley. The majority of the respondents express concern that the proposed route would have a negative impact on an area classified as an AONB, damaging the character of the area and threatening wildlife. The second major concern relates to the potentially negative impact of construction work on the hydrology of the Misbourne Valley, including the impact on the water table and chalk aquifers which help supply drinking water to London.

“In the Misbourne valley, no proposals have been made for the preservation of the river or the chalk aquifers beneath it. This is a major source of water for this area and North West London and destruction of this water system will impact greatly on this area.” (Member of the public)

5.3.86 A further 153 respondents refer to the River Misbourne, generally expressing concerns about the effects of tunnelling on the unique nature of this chalk stream and calling for more assessment of the potential impacts. Other issues mentioned in relation to the Misbourne Valley include the impacts on tourism and recreation in the area. Suggestions for mitigation focus on increased use of tunnelling, as well as suggestions for alternative routes avoiding the Misbourne area.

5.3.87 Great Missenden is specifically mentioned by 215 respondents, with similar concerns raised as for other semi-rural areas such as Amersham. Respondents are concerned about the character of the town, and the visual and noise impact of the line and associated infrastructure such as the nearby viaduct and green tunnelling. Some specific concerns are raised about the historic Potters Row. A number of respondents refer to the nearby village of South Heath, with some expressing concerns about the impacts of the lengthy construction period for the tunnelling in this area and others discussing the noise impacts particularly as the trains enter and leave the tunnel. Other respondents mention the impacts of the proposed line on footpaths, questioning how these will be rerouted to ensure amenity value is not lost.

5.3.88 There are 211 comments specifically about the A413, which is described by HS2 Ltd as a main transport corridor. The main concern is that this is an important local commuter route, often providing the only access route for local residents and there is concern that the disruption caused by the construction of the high speed line would create traffic congestion, particularly when heavy vehicles are involved in removing spoil. Safety, specifically in relation to local school children, is also mentioned by a few respondents. There are a number of comments which suggest that the representation of the A413 as a transport corridor is inaccurate, because in many areas it is actually quite small.

“The case presents the A413 as if this road were a major artery in the road network. This gives a very misleading impression. The A413 is in fact relatively rural in character and does not, in relative terms, carry a high proportion of heavy good vehicles, buses or coaches.” (Member of the public)

5.3.89 Specific reference is made to Wendover by 842 respondents, with most saying that the route is too close to the town and will cause unnecessarily high levels of noise and visual impact. A number of respondents discuss mitigation measures, generally suggesting that the current proposals will not sufficiently reduce the noise impacts. There is a suggestion for a green tunnel at Wendover to be extended in order to protect the town from noise, or for the route to be moved further west. Some respondents refer to the proposed viaduct, suggesting that it will magnify the effects of operational noise, and suggesting that the track should be lowered instead. Disruption – caused by diversions and construction traffic – is also a concern for some respondents, as are the potential for loss of property value and damage to local amenities.

Past Wendover to Stoke Mandeville and north-west of Aylesbury
Locations commented on most frequently in this section of the route are:
<ul style="list-style-type: none"> ▪ Aylesbury Vale
<ul style="list-style-type: none"> ▪ Stoke Mandeville
<ul style="list-style-type: none"> ▪ Aylesbury

5.3.90 There are 67 respondents who refer to the wider Aylesbury Vale area, commonly focusing on the environmental impact of the high speed rail line in this area. In particular, respondents discuss the significant impact of the track being raised across this relatively flat landscape and question whether visual and noise impact can be adequately mitigated in this context without increased tunnelling or cuttings. Others mention that the area is a valuable land resource, representing a combination of open countryside and farmland which forms a green buffer between settlements. As with the previous route section there are general concerns about the environment, most notably in relation to the surrounding countryside, which is valued for its beauty and amenity. Respondents are worried that the noise and visual impacts will severely affect this rural area.

5.3.91 A further 76 respondents mention Stoke Mandeville, mostly concerned with the impact of noise pollution on the community, and a perceived lack of mitigation against it. Other respondents discuss traffic disruption, referring to the diversion of Risborough Road and the need to maintain access to the school during construction. Buckinghamshire County Council mentions Stoke Mandeville Hospital, but suggests that they are unable to comment fully as they lack sufficiently detailed information on the impacts.

5.3.92 Of the 187 responses mentioning Aylesbury, the primary concern expressed is about routing and tunnelling. As with Wendover, respondents argue that the route and the proposed viaduct pass too close to Aylesbury, in particular a housing development to the south of the town, and to the National Trust property Hartwell House (23 responses). Other respondents say that the proposed route does not follow the existing Great Central Line closely enough, and therefore would cause unnecessary damage. Mitigation suggestions for Aylesbury, apart from modifications to the route to avoid the town, are that more tunnelling could be used.

“From Aylesbury it would broadly follow the disused Great Central Line corridor to Calvert, and pass to the east of Brackley. The inclusion of the word “Broadly” is key here. It does not follow it. If it actually followed it and simply widened the existing line there would be less outcry. Instead it isn’t even running parallel to the line, it is at some considerable distance wiping out agricultural land and blighting communities.” (Member of the public)

5.3.93 Mitigation suggestions for the Aylesbury area, apart from modifications to the route to avoid the town, are that more tunnelling could be used and some respondents suggest a station for Aylesbury, to ensure that local residents benefit from access to the high speed network.

Past Aylesbury to Tingewick and Turweston
Locations commented on most frequently in this section of the route are:
<ul style="list-style-type: none"> ▪ Quainton
<ul style="list-style-type: none"> ▪ Calvert
<ul style="list-style-type: none"> ▪ Chetwode

5.3.94 Respondents referred to Quainton on 53 occasions, with most expressing concerns that the proximity of the line to the village and the ensuing noise would be detrimental both to individuals' quality of life and to the local environment. As with many other communities along the route there are calls from some respondents for more extensive mitigation measures in the form of tunnelling and cuttings. Concerns specific to the area include the impact of the physical track infrastructure on local flood defences and the nearby population of Bechstein's bats. The local authorities raised concerns over the perceived lack of detail on road realignments and mitigation during the construction process.

5.3.95 Another village mentioned by 59 respondents is Calvert, with similar concerns about the proximity of the route to the residential area, and questions over why the alignment could not avoid the village. Issues particular to Calvert include a proposed infrastructure maintenance depot, which respondents generally oppose as disruptive to the village. Other concerns relate to the impact on the Calvert Jubilee Nature Reserve, and the local bat population. As in other responses discussing the central corridor, a number of respondents suggest that the Great Central Line should be reinstated.

“The level of detail of the route and its impact on our village is very poor and has done little to comfort the people of this village that this route will directly effect. There was also very little detail available for the impacts which will result from the building and operating of the maintenance depot at Calvert.” (Member of the public)

5.3.96 Eighty-seven respondents discuss the village of Chetwode, with many feeling that the noise impacts will be disproportionately severe, and that noise mitigation measures in the area are inadequate. Many suggest that a green tunnel is necessary. There are particular concerns about historic buildings in this conservation area, with many respondents referring to the Grade I listed church.

“Our own particular hamlet of Chetwode is proud of its Grade I listed church with medieval stained glass windows. It is a very quiet rural village with no road noise, yet the published noise maps have a large RED dot covering Chetwode, admitting that we will suffer high noise levels with HS2 and the track will cut the village in half.” (Member of the public)

Milton Keynes

5.3.97 Some 165 respondents suggest Milton Keynes as an appropriate place for an intermediate stop on the way to Birmingham, and propose that the route is amended accordingly.

Oxfordshire and Northamptonshire

5.3.98 As with other counties there were a number of respondents who mentioned Oxfordshire and Northamptonshire, expressing concern about the impact on the countryside, and expressing the view that these areas will not benefit from the high speed line unless there is a stop nearby.

Past Tingewick to Greatworth

Locations commented on most frequently in this section of the route are:

- Brackley
- Greatworth

5.3.99 Brackley is mentioned by 116 respondents, many of whom have concerns about noise, and are concerned that the proposed sound barriers would not adequately mitigate against a detrimental increase in noise pollution in the area. As in many areas along the route, respondents call for the line to be covered or at least placed in a deep cutting. Some respondents suggest that the impacts would be more acceptable if Brackley derives some benefit from the high speed line, with a number of calls for the old Brackley rail station to be reopened. The local council raises specific concerns that the line could have a negative impact on the sustainable urban expansion proposed to the north of Brackley.

5.3.100 A smaller number of respondents mention the town of Greatworth, with familiar concerns about the proximity of the line. In particular South Northamptonshire Council discusses the impacts on amenities including a local business park which will be impacted both during construction and operation of the proposed high speed line.

Past Greatworth to Lower Boddington

Locations commented on most frequently in this section of the route are:

- Chipping Warden
- Edgcote Battlefield
- Lower Boddington
- Southam

5.3.101 There are 69 references to the village of Chipping Warden, with many suggesting the continuation of the green tunnel in this area to avoid visual and noise impacts on the village. An additional 90 respondents mention the nearby Edgcote Battlefield; they believe it is unacceptable that the high speed rail line should cross this important historical site.

5.3.102 A further 53 respondents mention the village of Lower Boddington, for whom the most significant concern is the noise pollution. Some respondents question the effectiveness of lowering the line as a noise mitigation measure, suggesting that this is inadequate given the proximity of the line to the village. There are 71 references to the market town of Southam, with concerns ranging from the noise and visual impacts of the proximity of the line, to questions about how land-take may affect future provision of housing in the area.

Warwickshire South

5.3.103 The views of 238 respondents discussing the county of Warwickshire are overwhelmingly that the high speed line will have no benefit to this county, and impacts will be negative.

Past Lower Boddington to Stoneleigh via Bascote Heath

Locations commented on most frequently in this section of the route are:

- Cubbington
- Leamington Spa

5.3.104 Other locations in this area include Cubbington, which is mentioned by 54 respondents, many of whom are concerned about the proximity of the line to the local primary school. A response from the school emphasises their concerns about the impact of both the construction and operation of the high speed line on the school. Other respondents referring to Cubbington mention the ancient woodland to the south of the village, which is seen as a valuable wildlife resource and is discussed by Cubbington Parish Council in some detail.

“Our much loved designated ancient woodland, South Cubbington Wood, will be largely destroyed by the excavation of a huge cutting for HS2. This is a valuable wildlife habitat and recreational resource. It is home to a number of rare plants, including small-leaved lime and wild service trees. Once destroyed it will be lost forever.” (Cubbington Parish Council)

5.3.105 There are 63 respondents who refer to Leamington Spa, most commonly suggesting that without a station in this area, local people would not benefit from reduced journey times.

Past Stoneleigh to Kenilworth, Burton Green and Chlemsley Wood

Locations commented on most frequently in this section of the route are:

- Kenilworth
- Coventry to Kenilworth
- Burton Green

5.3.106 There are concerns raised by 106 respondents about the impacts on Kenilworth, close to the proposed route. Respondents raise the issue that residents of this area will not benefit from the new high speed rail line if there is no station closer than Birmingham, and some suggest a station between Kenilworth and Coventry. This concern about equity is also raised by many of the 238 respondents who specifically mention the county of Warwickshire.

5.3.107 Many respondents who mention Kenilworth are concerned about the route alignment in this area, described in the Consultation Document as “... heading to a narrow gap between Kenilworth and Coventry...”. There are 83 respondents, including the Member of Parliament for Kenilworth and Southam, who express concern that the gap between Kenilworth and Coventry is an important area of green belt which marks the distinction between the two settlements, and that this function would be compromised by the introduction of the high speed rail line.

“The line will also cut a swathe in the green belt between Coventry and Kenilworth which at the moment provides a buffer between the city and a rural town.” (Member of the public)

- 5.3.108 Other respondents note that the area between Coventry and Kenilworth is valuable countryside, and contains a number of small villages, all of which may be negatively affected by the proximity of the line, which many see as lacking mitigation measures in this section. Of particular concern to a few respondents is the Kenilworth Greenway, a leisure path which would be disrupted by the proposed route. Detailed suggestions are made by the steering group of the local Connect 2 Kenilworth project, who are working on sustainable transport in the area. Suggested mitigation measures include tunnelling in this area, deeper cuttings, or changing the alignment of the route so it passes Kenilworth to the south.
- 5.3.109 There are 69 comments about Burton Green, a village which will be bisected by the route. Respondents have a number of concerns, including the perceived reduction in property value in the village. Some mention the village hall, which is close to the exit of a tunnel, and call for this facility to be replaced if it becomes untenable during construction or operation. The most common suggestion in comments about Burton Green is that the proposed tunnel be extended to mitigate against noise and visual impacts for as wide an area as possible.

Solihull : Past Burton Green to Chlemsey Wood
Locations commented on most frequently in this section of the route are:
<ul style="list-style-type: none"> ▪ Coventry

- 5.3.110 The vast majority of the 233 respondents who mention Coventry call for a station to be built there in order to serve the community in the area, stating that they will not benefit from reduced travel times via a station in Birmingham.

Warwickshire North
Locations commented on most frequently in this section of the route are:
<ul style="list-style-type: none"> ▪ Coleshill
<ul style="list-style-type: none"> ▪ Water Orton
<ul style="list-style-type: none"> ▪ Kingsbury Water
<ul style="list-style-type: none"> ▪ Middleton

- 5.3.111 Respondents who mention Water Orton (314) and Coleshill (81) within their responses commonly argue that these areas are already an intersection between the M42, M6 and M6 toll and oppose plans for a new rail line with bridges and viaducts. Concern is expressed about what some respondents regard as a lack of mitigation planning, with some suggesting that the proposed route is contrary to the aim of routing the line away from populated areas. There are a number of comments which question the fairness of this section of the route, saying that it has less mitigation planning in comparison to other areas. In particular, respondents express the view that the height of the viaduct over the M42 is too difficult to mitigate. Other respondents query the route selection, and suggest alternative approaches such as following existing transport corridors in the area or tunnelling.

“As I live in Water Orton we have already suffered in this village from the M42, M6 & M6 Toll with little consideration and can’t believe this rail line would be any different. I understand that the proposals for the line involve viaducts going over parts of the motorway bridges in some of the village. I don’t see how this is a sensible route or how the noise can be reduced or how it can be hidden from view.” (Member of the public)

- 5.3.112 As with many locations along the route, residents have general concerns about the impact on their quality of life in relation to noise and visual impact. In Water Orton these concerns focus on the primary school and other public spaces, such as the Rugby Club.
- 5.3.113 There are 84 comments mentioning the Kingsbury Water Park. Respondents, including Coleshill Town Council, are concerned that the proximity of the new line will have a damaging effect on the wildlife in the park and spoil its amenity value.
- 5.3.114 The village of Middleton is mentioned by 67 respondents, many of whom express similar concerns about the cumulative impacts of the proposed high speed rail line. Particular concerns are raised in relation to the nearby North Wood Ancient Woodland and to the Belfry golfing resort. As in many areas along the proposed route, a local action group has proposed an alternative alignment which they see as having fewer negative impacts on the local area. In this instance detailed suggestions are given around moving the line further east and lowering it into cuttings.

Birmingham Area

Castle Vale to Birmingham Centre
 Locations commented on most frequently in this section of the route are:

- Birmingham

- 5.3.115 There are 75 comments mentioning Birmingham although the majority of these are discussing the appropriateness of Birmingham as a destination for the route, rather than a location affected by the route. There are concerns raised about particular amenities in the Birmingham area such as the Firs & Bromford Sports and Community Centre, discussed by Birmingham City Council.

Staffordshire

- 5.3.116 Many of the respondents mentioning the county of Staffordshire are concerned that there will be significant negative impacts with little or no benefits to local residents. Some respondents would like to see a station in Staffordshire on the new line, as travelling to the West Midlands Interchange is seen by some as actually increasing journey times to London.

Drayton Bassett to Hints

Locations commented on most frequently in this section of the route are:

- Tamworth
- Lichfield

5.3.117 The 175 respondents who mention Lichfield are concerned about the routing of this section. Some respondents feel that the routing should be more direct, while others argue that the line should be routed to the south or west of Lichfield. Similar concerns are expressed by the 59 respondents who mention Tamworth and would prefer the route to be further from the village. Some of the respondents who mention Lichfield and Tamworth think that mitigation measures in the area seem inadequate and that the use of track on embankments will generate more noise pollution, which some think could be mitigated by tunnelling. A few respondents would prefer a route to the west of Lichfield which would allow for greater mitigation because the track would not have to be elevated.

5.3.118 Concern is expressed regarding the impact of the chosen route on the surrounding countryside of Lichfield and Tamworth, in particular farmland, wildlife sites and ancient woodland. Respondents are concerned that the cumulative impact of a new transport link on top of other links (such as the M6) will cause serious degradation to the quality of life of local residents. Some argue that locals have already suffered from the works associated with the WCML, with no discernible improvement to train services, and express a preference for the upgrading of current services rather than a new line. Other respondents mention particular amenities in the area, such as the Whittington Heath Golf Course (24), where they believe the heathland may be affected by the new line.

“Where the train’s proposed route runs between Lichfield and Tamworth, it passes through a valley straight over a home and thriving business that has been a family home for over 100 years, then passes right beside a family run racing stables, guaranteed to frighten the horses, before cutting in half a top class golf course, and this is only a representative mile.” (Member of the public)

Question 6 Appraisal of Sustainability

6.1 Introduction

6.1.1 This chapter provides a summary of the responses to the consultation which address issues related to Question 6 in the Consultation Document regarding the Appraisal of Sustainability (AoS) that assesses the extent to which the high speed rail network between London and the West Midlands supports objectives for sustainable development.

Question 6
This question is about the Appraisal of Sustainability: Do you wish to comment on the Appraisal of Sustainability of the Government’s proposed route between London and the West Midlands that has been published to inform this consultation?

6.1.2 The question in the Consultation Document about the AoS is different to the other questions in that it asks whether respondents wish to comment, rather than whether or not they agree with a particular question proposition.

6.2 Overview of responses

- 6.2.1 A total of 36,918 consultation responses include comments addressing issues related to Question 6. Of these, 35,606 were received as responses to Question 6 and a further 1,312 consist of comments made in responses in which no specific reference to the consultation questions is made.
- 6.2.2 The majority of responses to Question 6 do not include specific reference to the AoS; comments about the AoS are made by 15,320 respondents.¹² Of these respondents, 14,170 comment that it is in some way insufficient. A total of 614 respondents are satisfied with it and 158 endorse it with some sort of caveat.

Table 6.1 Overview of respondents’ views on the proposition in Question 6

Views on Question 6	Count
AoS is inadequate/flawed/requires more information	14,170
AoS is adequate/sufficient	614
AoS is adequate with caveat	158

¹² Many responses are limited to ‘yes’, ‘no’ or ‘no comment’. It appears that respondents often commented on this question assuming that they were asked to indicate whether they agreed with the AoS, rather than whether they wanted to comment on it. This could explain the widespread occurrence of comments stating ‘yes’ but no further detail or ‘no’ followed by further comments.

6.2.3 Respondents commonly comment on one or more of the principles and often offer their own assessments as to the sustainability of the proposed high speed rail scheme. The principles are listed in Table 6.2 below.

Table 6.2 Sustainability principles outlined in the AoS

Sustainability principle
Reducing greenhouse gas emissions and combating climate change
Natural and environmental impacts
Effects on local communities (including comments on the topic of noise)
Sustainable consumption and production

6.2.4 Sub-themes recurring in respondents’ comments include the energy requirements of high speed rail transport; the likelihood of achieving a sustained reduction in flying with the introduction of high speed rail; and possible alternative approaches to a national high speed rail network. There are also frequent references to the possible impacts of the proposed infrastructure, such as visual impacts, noise, and impact on wildlife and biodiversity.

6.2.5 In comments about the consultation documentation, 125 respondents argue that not enough information has been provided on communities that are likely to be impacted by the Government’s proposals. With regard to Question 6, some respondents express concern that the question is difficult to understand, or that it is an ‘inappropriate’ question.

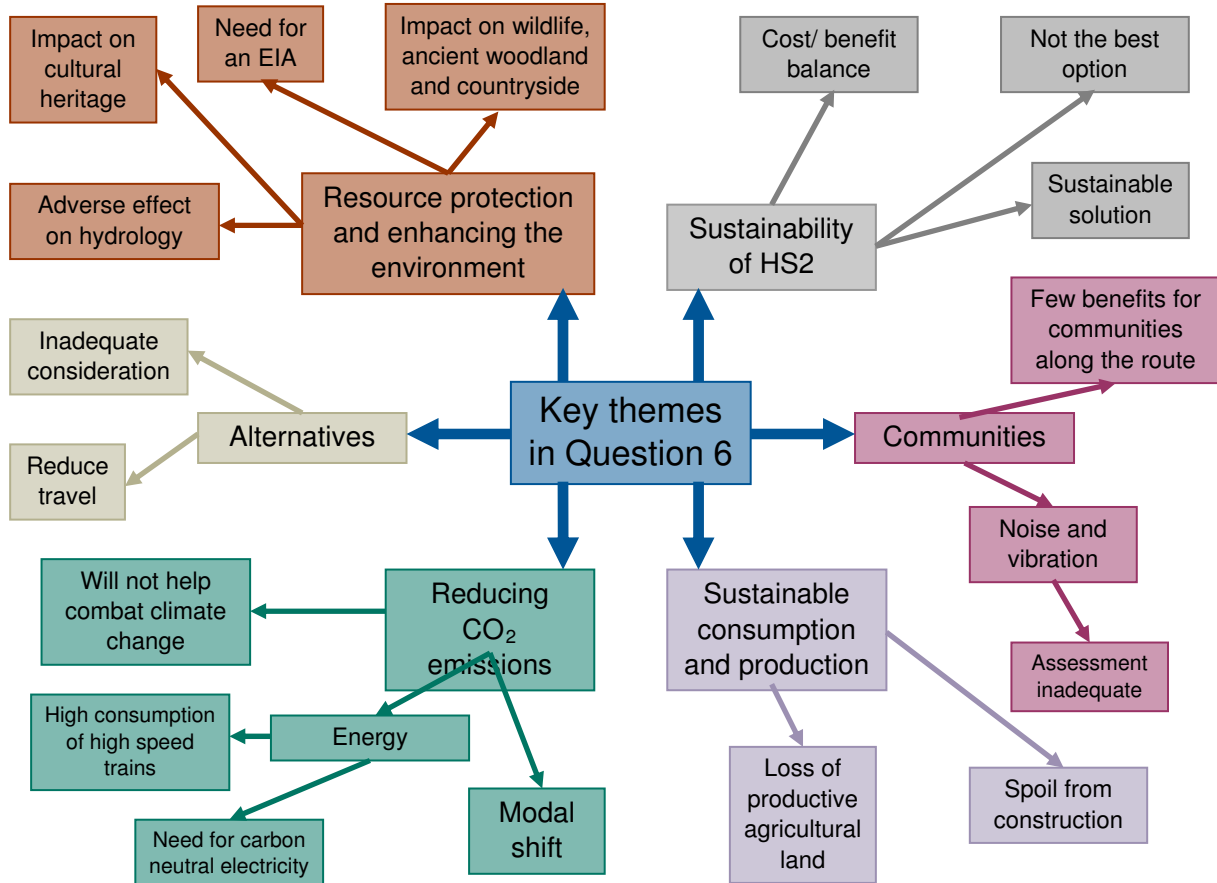
6.3 Discussion

6.3.1 The following section provides further information about responses to Question 6. It explores the following key issues:

- General comments about the AoS (Section 6.3.3)
- Sustainability of the proposed high speed rail network as a transport option (Section 6.3.9)
- Reducing greenhouse gas emissions and combating climate change (Section 6.3.11)
- Natural and cultural resource protection and enhancement (Section 6.3.22)
- Sustainable communities (including noise) (Section 6.3.47)
- Sustainable consumption and production (Section 6.3.55)
- Alternatives to a national high speed rail network (Section 6.3.60)

6.3.2 The chart on the following page provides a diagrammatic representation of key issues raised by those who responded to this question (Figure 6.1).

Figure 6.1 Key issues relating to the Appraisal of Sustainability



General comments about the AoS

6.3.3 Table 6.1 shows that most respondents who comment on the AoS believe it is insufficient at this stage. Of the 14,170 respondents who say they find the AoS inadequate, many take the view that it is incomplete or lacks sufficient detail and would like more information. Comments include views that the AoS does not adequately address local impacts. Some respondents express concern about the non-committal language of the AoS, which leads them to question the likelihood of environmental benefits being realised. A number of respondents are worried that no fieldwork appears to have been undertaken to inform the appraisal.

“The AoS document is of very limited value; the information and data, that its conclusions are derived from, is incomplete. It is clear to see that even a minor change to one of the data sets would lead to a completely different set of conclusions being drawn. With the level of omissions assumptions and limitations listed in the report and its annexes we can say with some confidence that the conclusions it does draw are of little value and are quite possibly incorrect.” (VoxOpp, Villages of Oxfordshire Opposing HS2)

6.3.4 Many respondents who state that they consider the AoS inadequate include references to an EIA, SEA and/or noise assessment. A total of 3,865 respondents believe that an EIA or SEA is needed at this stage of the proposal and 3,046 make similar remarks about a noise assessment. Some organisations, including various organisations representing environmental interests, emphasise that in their view the AoS is not sufficient for this stage of the consultation.

"At the core of the AoS is an unsatisfactory attempt to provide measures to reduce the negative impacts. Although HS2 Ltd acknowledges that the scheme will have many negative impacts, there is no formal commitment to mitigate these." (51M)

6.3.5 Other organisations acknowledge that the undertaking of an EIA would be required at the next stage of the development process and welcome the extent of analysis carried out for the AoS. Natural England, for example, highlights that the assessments carried out go beyond what is legally required.

6.3.6 Commenting on the AoS generally, there are some public and private sector organisations, which judge the appraisal to be comprehensive.

"The AoS report assesses how the proposed new high speed railway between London and the West Midlands would support objectives for sustainable development - considering social, economic and environmental impacts equally. The TCPA welcomes the assessment provided in the non-technical summary and recognises the difficulties for decision-makers in striking the right balance between national benefits and very local impacts on individual sites and individuals." (Town and Country Planning Association)

6.3.7 Other organisations support the AoS but state that they think it is important that the appraisal process clearly sets out all the benefits and costs of a high speed rail network.

"It is important to present a fair picture of the appraisal process including all potential benefits and costs associated with HSR. It is necessary to acknowledge that the business case considered the environmental impact and followed the DfT WebTAG and DMBR guidelines." (Sheffield City Region Local Enterprise Partnership)

6.3.8 The comments from members of the public who think the AoS is adequate are often short endorsements that "it looks fine" and "seems comprehensive". Where respondents do elaborate, they tend to emphasise that the overall benefits of the project outweigh the costs and that a national high speed rail network is a more sustainable option than further growth in road or air travel.

"Sustainability is hugely important in such a major infrastructure project. I'm happy that the Appraisal of Sustainability is comprehensive and takes the subject of sustainability and the environment seriously. A lot of the anti-HS2 protesters argue about the potential damage to the environment, but I don't drive, and rail travel is far more friendly to the environment. Add to this the economic sustainability of HS2 and I think investing in the HS2 network now will stand the country in good stead when oil is either too expensive or runs out completely." (Member of the public)

Sustainability of the proposed high speed rail network as a transport option

6.3.9 A number of respondents offer their assessment as to whether or not they think the proposed high speed rail network is sustainable. There are 2,485 who do not think the project is sustainable or believe that the social and environmental costs outweigh the potential economic benefits; a further 1,297 do not think it is the most sustainable option, offering in many cases suggestions of approaches or schemes they think would be more sustainable. These are expanded upon in the section about the alternatives to a national high speed rail network (Section 6.3.60).

“The Government has long since pledged that sustainable growth is at the heart of all new development projects. However, the AoS provides a negative assessment of environmental and social factors related to HS2. The only positives relate to economic objectives, which as we have set out in our response to Questions 1 and 2, are not plausible.” (London Borough of Hillingdon)

6.3.10 A total of 285 respondents do believe that a high speed rail network is sustainable or that the benefits outweigh the costs. Respondents who take this view generally believe that road usage and aviation have more adverse environmental impacts than high speed rail.

“High speed rail is at its core a sustainable solution. It may have to be delivered in a way that seems unsustainable, but once up and running people will long forget the upheaval and welcome the advantages it brings.” (Member of the public)

Reducing greenhouse gas emissions and combating climate change

6.3.11 Out of the four principles of sustainable development, the highest number of comments is made with regard to reducing greenhouse gas emissions and combating climate change. Comments often address whether a national high speed rail network will reduce greenhouse gas emissions; the energy supply for the network; the robustness of the calculations and assumptions; the contribution to greenhouse gas emissions from other aspects of the project such as construction; and the relationship between modal shift and greenhouse gas emissions, particularly with respect to aviation.

6.3.12 According to 4,824 respondents, a national high speed rail network will not contribute to reducing greenhouse gas emissions and combating climate change. Comments about the energy consumption of high speed rail are made by 2,527 respondents, often raising concerns about the amount of power needed. A further 726 respondents mention the fuel source for the high speed rail network, with many concerned that it will not be low carbon. Others comment that in order for high speed rail to contribute to combating climate change it is essential that low carbon electricity generation is prioritised by the Government.

“It will also be important for the Government and the energy industry to work towards de-carbonising electricity generation for the High Speed Rail Network.” (Marketing Birmingham)

6.3.13 There are 200 comments in which respondents say they expect a high speed rail network will reduce greenhouse gas emissions. As outlined above, these comments are often made in conjunction with a belief that the high speed rail network will manifest itself as a more energy efficient alternative to air and road travel. According to respondents, carbon emission reductions could be achieved as domestic aviation decreases in favour of train journeys. It is also asserted in some comments that decarbonising the energy supply for high speed rail can help reduce greenhouse gas emissions.

6.3.14 A small number of organisations think that the emission reduction estimates in the AoS are overly conservative, anticipating that existing climate change targets will encourage greater low-carbon energy generation than the AoS assumes.

“The analysis of carbon impacts of HS2 in the Appraisal of Sustainability does not reflect the future decarbonisation of the nation’s electricity supply that needs to take place to meet carbon reduction targets. High speed rail’s carbon performance will therefore improve substantially in future.”
(Greengauge 21)

Energy and greenhouse gases

6.3.15 As mentioned above, some respondents are concerned that the large amounts of energy needed to run high speed trains will prevent the scheme from contributing to the efforts to tackle climate change. Others express a belief that the passenger demand predictions are overly-optimistic, resulting in higher emissions per passenger mile than forecast.

6.3.16 Those who think a high speed rail network will contribute to combating climate change most commonly refer to electric rail and rail travel generally as being environmentally friendly and agree with the AoS that a high speed rail network would produce fewer greenhouse gas emissions than (equivalent distance) road or air travel.

“Electrification has potential benefits in terms of efficiency of traction and distribution, as well as reducing direct consumption of oil. By investing in electric, high speed rail in conjunction with a lower carbon electricity generation base, benefits are possible in terms of energy efficiency and air quality, as well as contributing to meeting the UK’s ambitions on climate change.” (Association for Consultancy and Engineering)

Modal shift

6.3.17 The AoS indicates that one way in which high speed rail would reduce greenhouse gas emissions is by shifting a portion of domestic and short-haul flights onto rail. This assumption is endorsed in the comments of 134 respondents, while 1,895 think that the proposed high speed rail network will not reduce air travel. Among other concerns, respondents think that any shift from air to high speed rail would create new slots for long haul flights, thus increasing rather than decreasing the net contribution of greenhouse gases from aviation. Comments are also made on the potential of a high speed rail network to generate a modal shift from road usage. There are 169 respondents believing this could be achieved and 453 who are sceptical.

6.3.18 A total of 1,211 respondents make further comments about the relationship between a national high speed rail network and changes in people's travel patterns and preferences. These include remarks from respondents who believe the modal shift needs to be achieved for the high speed rail scheme to be sustainable. Alongside this there are suggestions about how a sufficiently important modal shift can be established, including a ban on domestic flights once the high speed rail network is operating. According to some organisations, the high speed rail link to Heathrow Airport is a vital instrument to attain the envisaged modal shift.

"We'd point out that a high speed rail line linked to Heathrow airport will reduce domestic connecting flights which use Heathrow as a main hub for international journeys and would emphasise that travel by HSR produces one-quarter of the emissions of an equivalent trip by air, taking into account the average loadings typically achieved on each mode." (The Associated Society of Locomotive Engineers and Firemen)

6.3.19 The London Chamber of Commerce and Industry also believes that a national high speed rail network will encourage modal shift but argues that the shift could be more meaningful if an extension to Scotland could be achieved. Unite the Union, on the other hand, states that the proposed scheme is unlikely to reduce demand for short haul flights sufficiently and will not alleviate the need to add capacity to Heathrow and other airports in the South-East.

Construction and forecasting

6.3.20 A total of 1,076 respondents make comments emphasising the greenhouse gas emissions associated with the construction of a high speed rail line. These comments generally highlight the impacts of the use of machinery and the manufacturing of materials. Some respondents make specific reference to the use of concrete which they associate with a high level of greenhouse gas emissions. There are also many references to the greenhouse gas forecasting methodology in the AoS, including questions about whether construction emissions are properly factored in to the emissions equations for the project.

"Has any consideration been given to amount of greenhouse gases that would be generated by the construction of HS2? The manufacture of cement to produce concrete is a major source of carbon dioxide." (Member of the public)

General comments about climate change

6.3.21 Several respondents make comments about greenhouse gases and climate change more generally. Various opinions are offered questioning the importance of combating climate change or the potential gains from reductions in carbon emissions. Respondents with these views tend to believe that greenhouse gas emission reductions are not sufficient to argue in favour of a national high speed rail network. Some respondents state that the adverse impacts on the landscape, communities or the environment in general are more important than potential emission reductions.

Natural and cultural resource protection and enhancement

6.3.22 A range of comments is made on the principle of natural and cultural resource protection and environmental enhancement. They include general environmental and amenity concerns as well as specific ecological, cultural and historical heritage site comments. Most comments address these themes in fairly general terms, while some responses from organisations contain a high level of detail. Natural England, for example, offers its support to manage the impacts throughout the process.

“As the Government’s statutory advisor on the natural environment, we would expect to contribute to the preparation of the EIA, particularly the requirements for mitigation. At that stage we will be able to offer advice on the impacts of the High Speed Rail proposal on the natural environment at a local and strategic level in relation to landscape, biodiversity, access and recreation.” (Natural England)

6.3.23 There are general comments from 1,212 respondents who do not think a national high speed rail network would be able to “protect natural and cultural resources and enhance the environment”. More generally, 3,170 respondents are of the opinion that the proposed high speed rail scheme would have an overall negative impact on the environment. Some respondents’ views include the belief that infrastructure projects by definition cannot enhance the environment, stating that mitigation measures may help to minimise the adverse environmental impacts, but cannot prevent them. In other comments, respondents state that they think the AoS lacks clarity on how the proposed high speed rail network would contribute to protecting natural and cultural resources and enhancing the environment.

“How does the route ‘Protect natural and cultural resources and enhance the environment’. It will destroy natural wildlife habitats, ruin areas of outstanding natural beauty.” (Member of the public)

6.3.24 A small number of respondents believe that the proposed London to the West Midlands high speed rail link would be positive for the environment. Often this view is expressed alongside the assertion that high speed rail is less of a burden on the environment than alternative means of travel, particularly in terms of the emission of greenhouse gases. There are also some comments referring to the potential for new habitats around the edge of the railway tracks.

“It should also provide vital links to Heathrow and the high-speed line to the continent, to improve connectivity and help reduce the environmental impacts of travel.” (Member of the public)

6.3.25 Network Rail, among others, acknowledges that a high speed rail network will have negative sustainability impacts, but clarifies that it is satisfied that these will be substantially mitigated by the measures proposed, such as the use of deep cuttings, routing along existing corridors and tunnelling.

Environmental Impact Assessment

6.3.26 As discussed in the section about general comments about the AoS (Section 6.3.3) above, there are many comments in response to Question 6 touching upon the EIA requirements for the proposed infrastructure. Many respondents are of the opinion that an EIA or SEA should form part of the consultation process rather than the ongoing design process that would follow a Government decision to proceed.

- 6.3.27 In the view of some organisations, including Natural England, the preparation and undertaking of an EIA, including the requirements for mitigation, is a requirement of a later stage of the decision-making process.
- 6.3.28 Respondents' views differ as to whether the AoS contains sufficient detail about the likely impacts of the scheme and the measures to avoid or mitigate these impacts. For instance, the Forestry Commission recognises that considerable efforts have been taken to minimise the potentially adverse impacts of the proposed infrastructure. Other respondents, including the Chilterns Conservation Board, suggest the AoS should be focused on impacts rather than identifying and mitigating them.

Biodiversity and wildlife

- 6.3.29 There are 2,864 comments about the potential impact of the proposed high speed rail network on biodiversity and wildlife. In addition to concerns about the lack of a full EIA, some organisations do not think it is appropriate to consult on an AoS which does not contain details of the route and associated potential impacts beyond the London to the West Midlands phase, including options for the routes to Manchester and Leeds and beyond.

“There is a severe lack of proper environmental studies and no information on the route past Birmingham and so the sustainability of the ‘Y’ network cannot be fully commented upon. This puts at risk the entire HS2 plan.” (Aylesbury Constituency Liberal Democrats)

- 6.3.30 There are 406 respondents, including some environmental organisations, who raise concerns about the potential impact of the proposed high speed rail network on various Sites of Special Scientific Interest (SSSIs) along the route between London and the West Midlands. Solihull Metropolitan Borough Council, for instance, estimates that the hydrology of the River Blythe site and two other SSSIs might be impacted due to the proximity of construction works or sites.

- 6.3.31 The Environment Agency, among others, expresses support for the approach to mitigation that the AoS proposes with respect to habitats.

“We support the mitigation option to set up a fund for the long term management and enhancement of key sites. We would like to work with you to discuss the potential for habitat creation or enhancement of existing habitat.” (Environment Agency)

- 6.3.32 There is acknowledgment from some respondents, including environmental, amenity and heritage groups, that the AoS includes plans to create additional green corridors and an opportunity for habitat creation. For some organisations this is paired with a concern that the proposed route will cause a net loss of habitat in certain areas and sever existing wildlife corridors.

“...we grant that the HS2 embankments might offer some species a ‘green corridor’ for movement and colonisations but this must be set against the certainty that many existing ‘green corridors’ will be cut, including many habitats designated as LWS or even SSSI.” (RSPB)

6.3.33 Comments from a number of respondents include concerns about the potential impacts on protected species and vulnerable habitat sites. The Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust, along with other organisations, worries that the AoS does not take sufficient account of specific impacts on wildlife, including noise and potential flooding of wildlife sites. Responses mentioning wildlife often include requests and recommendations that significant further assessment and consideration of the potential impacts be undertaken before the scheme progresses.

Landscape and countryside

6.3.34 There are 2,022 comments from respondents who think the proposed high speed rail network will be detrimental to the countryside and natural landscape. These comments usually include a general belief that the countryside should be valued and protected and/or a concern that the proposed infrastructure would cause irreparable damage. Comments frequently distinguish between damage done by the construction of the infrastructure and the operation of the high speed rail services. Specific comments about the environmental impacts of the construction works are made by 710 respondents.

"The impact on the local environment and communities during the period of construction (at least 13 years and most likely to be considerably longer) would be devastating. The noise, construction traffic and pollution would have a destructive effect on human, farming and wildlife communities for almost a generation." (Member of the public)

6.3.35 Where respondents make more specific comments, often they cite the impact of the proposed high speed rail link between London and the West Midlands on the Chilterns AONB. Such concerns are voiced in 1,269 comments and encompass a range of issues including visual impact, noise and vibration, environmental and ecological impacts, impacts on communities, amenities and leisure, and impacts on culture and heritage.

"One of the Society's deep concerns about this very lightweight Appraisal of Sustainability (AoS) is that the value of the Chilterns as a cultural landscape has been effectively ignored. To fully appreciate the long-term sustainability impacts of the current proposal, the AoS cannot be restricted to the confines of a route. It must address the wider damage in terms of regional integrity and to 'sense of place'. This includes the continuum of exceptional high quality traditional Chilterns' countryside views along and across its chalk stream valleys." (The Chiltern Society)

6.3.36 Many respondents think it is not acceptable for a high speed rail link to have an impact on protected areas such as AONBs, SSSIs, and sites such as ancient woodland. Some specifically state that they do not understand how building a high speed rail line through an AONB can be consistent with the AoS principle of "enhancing and protecting the natural environment". A number of organisations, including Natural England, raise concerns that the AoS does not assess potential impacts on the AONB fully enough and think that a much more comprehensive impact assessment will be needed.

Ancient woodlands

6.3.37 There are 725 comments from respondents about the potential impacts of the route on woodlands; these largely relate specifically to ancient woodlands. In most instances, respondents express concern about the potential loss of ancient woodlands *per se*; sometimes their comments concentrate on the impacts on wildlife depending on the woodlands.

“There are 14 ancient woodland sites that are vulnerable to the direct and indirect impacts of the preferred HS2 route in Warwickshire. These sites have developed over hundreds of years and so their biodiversity value cannot be recreated by replacement planting.” (Warwickshire Wildlife Trust)

6.3.38 A few organisations make specific comments on the amount of ancient woodland that would be affected by the construction of a national high speed rail network. In a response from the Chilterns Conservation Board it is suggested that a total of 46 hectares of ancient woodland will be lost or fragmented, 11 of which are in the Chilterns AONB. The Forestry Commission estimates the overall direct impact on ancient woodland to be 29 hectares, adding that work is ongoing to identify small ancient woods that may need to be included.

6.3.39 As with other impacts, some organisations emphasise that a proper impact assessment for ancient woodlands will need further work if the project is to progress to the next development stage. Natural England, for instance, recommends that this should be part of an EIA.

Water resources

6.3.40 There are 1,020 comments about the potential impact of the proposed scheme on waterways and aquifers. Specific comments address the potential impact of tunnelling through aquifers; the risk of affecting water supplies; and possible effects on waterway-dependent wildlife habitats and SSSIs. A small number of comments from organisations request that detailed investigations of these impacts be undertaken if the proposal is taken forward, in some cases referring specifically to the impact of tunnelling work on chalk aquifers.

6.3.41 A further 551 respondents comment on the construction of the scheme across floodplains and the potential to increase the flood risk. The Environment Agency voices concern about a part of the route that would cross a high-risk flood zone (Flood Zone 3). They emphasise that sufficient mitigation measures should be taken to prevent floods and avoid the proposed infrastructure aggravating potential negative impacts of floods in these zones.

“Developments in Flood Zone 3, if not properly mitigated, can put property at risk and can increase the risk of downstream flooding. We therefore advise that, in line with the requirements of PPS25, later detailed design stages consider the design, construction, and maintenance of the raised sections of track through floodplain areas including those in viaducts.” (Environment Agency)

Cultural heritage

6.3.42 There are 871 general comments from respondents about the potential impact of the proposed scheme on cultural heritage, with specific comments about listed buildings, archaeological sites and conservation areas. Some respondents welcome the inclusion of objectives in the AoS which seek to maintain and enhance existing landscape and townscape character and preserve and protect archaeological assets, historic buildings and historic landscapes.

“In coming to our conclusions, we have noted that some avoidance measures have already been taken where impacts on historic environment were identified early in the options development (e.g. to reduce the direct impact on the lake adjoining Edgecote House, Northamptonshire).” (English Heritage).

6.3.43 Some respondents raise concerns about the possible loss of or impact on specific sites, and in some cases identify sites that are not mentioned in the AoS which the respondents believe will be negatively affected. For example, some organisations believe that the impact of the proposed high speed rail network will not be limited to the 350m buffer zone identified in the AoS and think there is a need to consider also the line’s impact on Cultural Heritage Assets (CHAs) which are located further away from the proposed route.

6.3.44 A further issue that some respondents mention is the extent to which the impact of the route has been defined or is consistent with national planning standards and Planning Policy Statements (PPS). There are detailed remarks from organisations, including Buckinghamshire County Council, suggesting that PPS 5, to which the AoS refers, has a broad definition of heritage assets which includes more than designated buildings and sites.

6.3.45 A number of respondents make comments to the effect that they would like to see further detailed assessment of the impacts; others are keen to ensure that sufficient mitigation is undertaken to ensure the project can proceed with appropriately managed impacts.

“I am particularly interested in mitigating the cultural impacts of the development on heritage sites and on the desirability of towns and villages along the route as places to live, work and visit. The point of Sustainability is not to defer to NIMBY arguments, but to ensure that the project enhances rather than compromises the entire region's desirability for people, and thereby its economic and environmental sustainability.” (Business, Local).

6.3.46 A specific concern about cultural heritage is expressed by the Vale of Aylesbury District Council stating that information is not available about the allowance for detailed archaeological investigations that may need to be carried out if significant archaeological remains are found during route cutting.

Sustainable communities (including noise)

6.3.47 Most comments within the topic of sustainable communities (including noise) are about noise, with a smaller number addressing the principle of sustainable communities. Many of the comments concentrate on the impact on communities generally.

Noise impacts and assessments

- 6.3.48 There are 3,046 respondents who express the opinion that either the noise assessment is inadequate, or more information about it needs to be provided. A total of 2,945 respondents are generally concerned about the noise a high speed rail line will generate. Numerous comments emphasise the noise impact on communities along the route as well as concerns about noise impacting wildlife. In addition to this, 514 respondents mention concerns about vibration in particular. The sound simulation that was available at the consultation events is commented on by 333 respondents, often expressing doubt as to whether it provides a realistic indication of the actual operational noise.

“I went into a sound booth at the Wendover HS2 roadshow. I do not think that the quiet train I heard passing, with the accompanying birdsong, will sound like that from our retirement bungalow.”
(Member of the public)

- 6.3.49 Specific comments are made about the noise assessment methodology, and 799 respondents argue that using averages instead of peak or pass-by noise levels is inappropriate. Some respondents emphasise that trains would be running at a very high frequency once the high speed rail network is operational and that this would exacerbate the noise impact on communities along the route. In other comments respondents voice concern about cumulative noise impacts, stating that some stretches of the route are already subject to noise from existing transport corridors.

“I am concerned to see that the appraisal on noise has been made on average exposure. This is inadequate where noise is heard against a tranquil background - peak noise measures are more appropriate.” (Member of the public)

- 6.3.50 Others feel that extensive mitigation, principally by increased tunnelling along the proposed route, would greatly reduce local noise impacts.

“A tunnel would mitigate air borne noise where a surface route is currently proposed. Potential noise generated at ventilation shafts on a long tunnel can be effectively mitigated.” (Conserve the Chilterns and Countryside)

Impact on communities

- 6.3.51 There are 1,841 responses expressing general concerns about the impact of a high speed rail network on people and communities along the route, of which 136 focus specifically on the impact on rural areas and communities. Also, 198 comments highlight the impact of the proposed scheme on specific towns and villages. Some comments concentrate on the effect of the construction works on local businesses and communities.

“The AoS is further undermined by the lack of any consideration of local impacts. It focuses solely on national and regional assets which means that local people, local areas of nature conservation, local economic centres are all ignored.” (London Borough of Hillingdon)

- 6.3.52 Among responses from organisations there are comments focusing on positive impacts as well as comments focusing on negative impacts. An example of the former is expressed by Sheffield City Council which believes the AoS needs to be more thorough in identifying wider positive impacts such as economic benefits; an example of the latter is expressed by the London Borough of Camden, stating the AoS should properly identify localised impacts with regards to air quality, noise and safety.
- 6.3.53 On the topic of economic benefits and job creation, comments from members of the public indicate that most of them do not think the proposed scheme will create the levels of employment and economic benefits forecast. One opinion that is frequently expressed is that there will be little benefit to those along the line, and some believe that new job creation and economic benefits, if realised at all, will be concentrated around the stations. A total of 418 comments are made which suggest the overall impact of the proposed high speed rail network on regional jobs will be negative, stating that local jobs will be lost or that new jobs will not materialise.
- “HS2 will not serve the needs of anyone except for those close to its stations.” (Member of the public)
- 6.3.54 Responses from organisations include positive comments about the economic benefits and they forecast job creation. Some organisations, including Greengauge 21, believe the economic benefits forecast is overly conservative and that a national high speed rail network will bring greater benefits than predicted in terms of employment. Comments from organisations also include a few specific references to the depot proposed at Washwood Heath. Respondents state that they believe the scheme could bring economic regeneration to this deprived area.
- “We particularly welcome the recognition of economic impacts through agglomeration leading to more jobs and the improved travel opportunities available from increased capacity on the existing network as well as the job opportunities associated with construction and operation of the depot at Washwood Heath.” (Centro)

Sustainable consumption and production

- 6.3.55 Few of the responses from members of the public include comments about the fourth principle of “Achieving sustainable consumption and production” other than to express confusion about what the principle means, or what it is meant to achieve.
- “I do not believe the Government has articulated, successfully, what it means by ‘achieving sustainable consumption and production’; is there an inference that without HS2 consumption and production are unsustainable?” (Member of the public)

Waste

- 6.3.56 Waste management during construction of the line is included within this principle. A small number of respondents, 288, comment on the spoil that route construction would generate and question whether there is capacity in landfill, and what impact the transportation of this might have.

“... no provision has been made for the disposal of the 12 million cubic metres of spoil that will come from the Amersham tunnel and associated cuttings. This will have to be transported by road over considerable distances as there are no suitable disposal sites locally. This has been completely ignored in the Appraisal of Sustainability demonstrating its inadequacy.” (Member of the public)

- 6.3.57 Some organisations such as the Environment Agency recommend that the management of construction waste is considered as early as possible.

Agricultural land

- 6.3.58 A total of 1,175 respondents comment on the potential impacts of a high speed rail network on agricultural land along the route. This includes comments on land-take, expressed by respondents who are concerned about the possible loss of productive land and the impact this could have on food security. Respondents also express concern about the possible impacts on farming communities in terms of severance and economic impacts.

“The sustainability appraisal only considers the impact in terms of distance that the railway will pass through grade 1 and 2 agricultural land and fails to consider other farmland or the implications for food production. For example, access to irrigation (as demonstrated this season) has a significant impact on the productivity and value of farmland; the appraisal fails to consider such subtle but important details.” (National Farmers Union)

- 6.3.59 With a view to mitigating and managing the impacts on agricultural land, a suggestion made by some organisations is for a future EIA to include a detailed Agricultural Land Classification and soil resources field survey.

Alternatives to a national high speed rail network

- 6.3.60 As in responses to other questions, a number of respondents outline their opinions about the possible alternatives to a high speed rail network in their comments about the AoS. There are 1,297 respondents who believe that the proposed high speed rail network is not the most sustainable option, while 934 respondents express the opinion that alternatives have not been given adequate consideration.

“There has been a failure to consider alternatives properly and the AoS is particularly weak in this regard.” (Oxfordshire Branch of Campaign to Protect Rural England CPRE)

6.3.61 Some respondents go on to indicate which other approaches or schemes they think would be more sustainable than the proposed national high speed rail network. The most frequent suggestion is to invest in the existing rail infrastructure; respondents think this would be a more sustainable means of creating additional capacity than building new infrastructure. Others recommend investing in IT capabilities and focusing on reducing the need to travel by encouraging more people to live and work locally. There are 597 comments mentioning electric vehicles and green technology, in some cases suggesting that some or all of the money proposed for a high speed rail network should be used to develop and roll out these technologies.

“By the time any part of the route would be ready for use [at astronomical cost] electric cars lorries and vans will be in use for most journeys with little pollution, especially if the money for HS2 were to be put to developing solar, wind and wave power.” (Member of the public)

6.3.62 There are comments from organisations as well as members of the public suggesting the AoS should set out how the sustainability of the proposal compares to alternatives such as not investing in high speed rail or upgrading the wider transport network, or establishing specific improvements.

Question 7 Blight and compensation

7.1 Introduction

- 7.1.1 This chapter addresses Question 7 in the Consultation Document, which is about the Government's proposals to assist those who lose value in their property because of the proposed high speed rail line.

Question 7

This question is about blight and compensation (Annex A of the main Consultation Document): Do you agree with the options set out to assist those whose properties lose a significant amount of value as a result of any new high speed line?

7.2 Overview of responses

- 7.2.1 A total of 36,036 consultation responses include comments addressing issues related to Question 7. Of these 35,790 were received as responses to Question 7 and a further 246 consist of comments made in responses in which no specific reference to the consultation questions is made. Compared with other questions few organisations responded in detail, therefore this chapter deals predominantly with the views of members of the public.¹³
- 7.2.2 While the question asks specifically about the three options set out in the Consultation Document, only a relatively small proportion of the responses, 4,592, mention any of the three schemes directly. Of those expressing a preference for a particular option, the property bond is the most popular by a considerable margin.
- 7.2.3 Of those referring to the options, 363 state that they find them acceptable. A further 2,707 respondents answer 'yes' without referring specifically to the options, and 530 agree generally with some caveats. Those respondents who agree with the proposed options tend to say that they are a fair and sometimes generous approach to compensation, with some commenting that the new high speed rail line is in the national interest, and blight is a regrettable necessity of progress. In addition there are 2,568 respondents who agree with compensation in principle but are divided as to whether the options proposed are appropriate. Most commonly these respondents suggest that any compensation scheme is an appropriate solution only as a last resort once all mitigation options have been exhausted.

¹³ Substantive responses on particular properties have been analysed even when they are not detailed here.

- 7.2.4 Of the 16,027 respondents who state that they do not agree with the question proposition, 3,275 say 'no' without stating further reasons. Among those who explain their opposition, some feel that the proposals lack sufficient detail to be acceptable at this stage, while others feel that some – and sometimes all – of the impacts of the high speed rail network cannot be compensated for, financially or otherwise. Many express concerns over who would be eligible for any compensation scheme and reject the idea of limiting eligibility to those significantly affected. A further 3,413 respondents state specifically that the proposed options are not acceptable, with 1,545 expressing concern about the implementation of the proposals (often fearing that proposals would not be honoured in future); and 3,738 respondents state that the proposals lack sufficient detail.
- 7.2.5 A number of respondents, 3,489, either do not make significant comments or remain undecided, although many of these respondents express the view that any compensation scheme should be agreed through direct engagement with affected citizens rather than through a national consultation. Some respondents are quite critical of the consultation process, suggesting that potentially affected householders have not been given sufficient information.
- 7.2.6 In addition, a significant proportion of respondents state that they disagree with the premise behind the question proposition because they are opposed to the new high speed rail network in general. As in all questions some respondents offer a general opinion on the high speed rail line. In this case 2,634 respondents express general opposition, and 60 express general support.

Table 7.1 Overview of respondents' views on the proposition in Question 7

Views on the proposition in Question 7	Count
Agree with the question proposition	2,667
Agree with the question proposition with caveats	530
Disagree with the question proposition	16,027
Proposed options	
Options are acceptable	363
Options are not acceptable	3,413
Principle of compensation	
Agree with the principle of compensation	2,568
Disagree with the principle of compensation	31

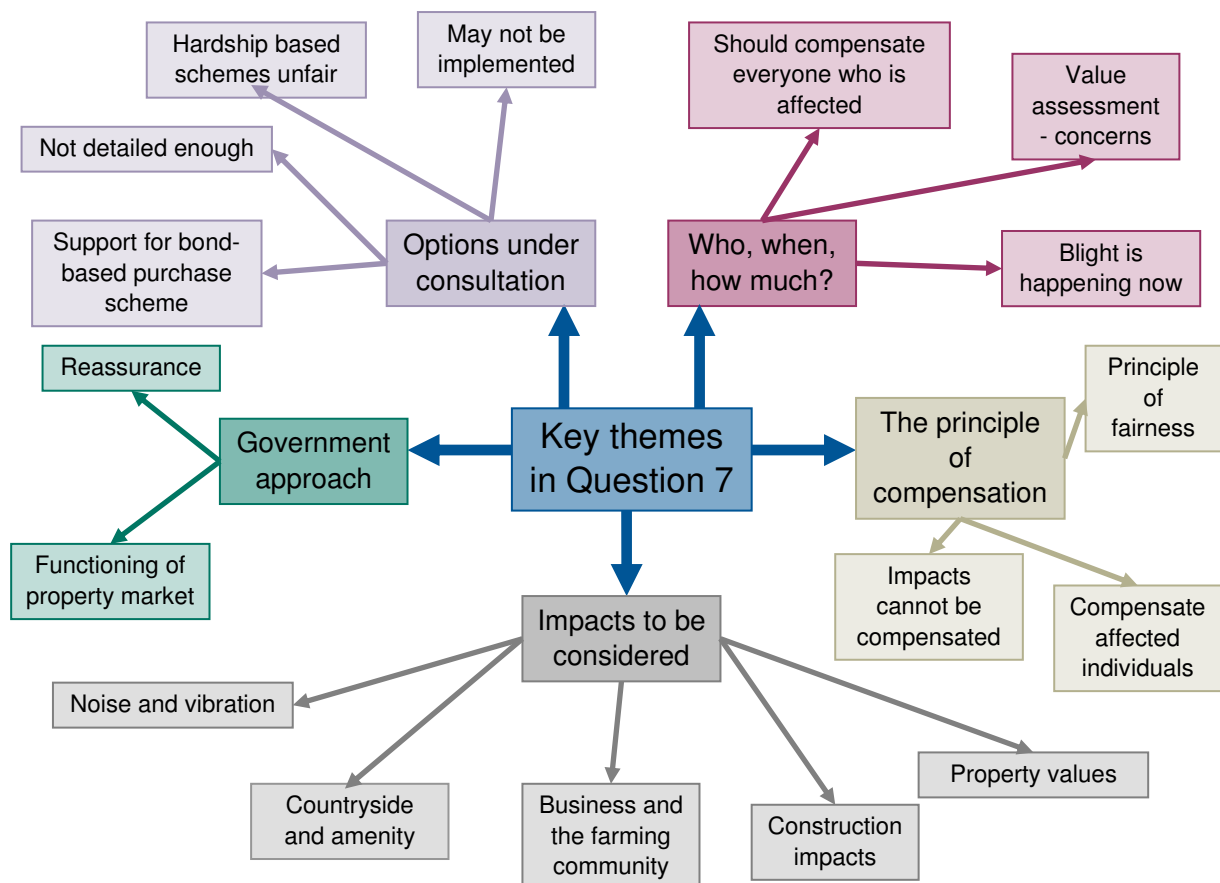
7.3 Discussion

7.3.1 The following section provides further information about respondents' comments relating to Question 7, focusing on the following key issues:

- Options for discretionary support arrangements (Section 7.3.3)
- General concerns about the proposed compensation schemes (Section 7.3.17)
- The principle of compensation (Section 7.3.26)
- Issues underlying the Government approach to discretionary arrangements (Section 7.3.35)
- Impacts to be compensated for (Section 7.3.43)
- Criteria for a compensation scheme (Section 7.3.55)
- Suggestions and ideas (Section 7.3.68)

7.3.2 These key issues are displayed graphically in the chart below.

Figure 7.1 Key issues relating to the blight proposals



Options for discretionary support arrangements

- 7.3.3 As noted in Section 7.2, while there are three options for discretionary support arrangements outlined in Annex A of the Consultation Document, only a relatively small proportion make comments specifically on these options, while many more discuss compensation arrangements and blight more broadly. Respondents give their opinions on the principles which should underlie a compensation scheme, impacts it should address and the specifics of its structure. These issues are discussed in subsequent sections within this chapter, while this section explores the responses that refer directly to one or more of the three options proposed.
- 7.3.4 A total of 4,592 respondents comment on the three options outlined in the document and 10,530 respondents discuss them as a set. Of these 3,413 find the options unacceptable, with the majority dismissing all of the options rather than expressing a preference for one of the three. A small number of respondents, 363, say they consider the options, as outlined, to present an acceptable range of choices from which a final scheme can be drawn. Despite the lack of consensus on the options proposed, a number of respondents do state explicit support for the introduction of discretionary measures, over and above the statutory blight provisions.
- 7.3.5 The most common reason to reject the proposals is a perceived lack of detail and substance.
- “No I do not agree. There is a complete lack of meaningful information on compensation (not only due to construction impact but also due to degradation of environment post construction) and I have already been directly affected by the property blight our community is already suffering.”
(Member of the public)
- 7.3.6 This is often related to the belief that properties have already been blighted by the announcement of the proposed route, with respondents suggesting that the lack of an agreed scheme for compensation (beyond the Exceptional Hardship Scheme and the existing statutory provisions) means that blight is not being addressed. Other respondents focus on the impacts that they consider relevant, particularly around construction, and the timing of the scheme (discussed below). A further 1,093 respondents suggest that the options outlined do not offer a fair proposal to compensate homeowners, most often because they are perceived to exclude particular groups, impacts or levels of blight.
- 7.3.7 Of the respondents who refer specifically to the three options outlined in the Consultation Document, most focus on the bond-based purchase scheme.

Bond-based purchase scheme

- 7.3.8 While respondents frequently mention the bond-based purchase scheme they often refer to it as the 'property-bond scheme', a phrase used by the HS2 Action Alliance to describe a modified version of the scheme which they support. It is not always clear if a particular response is referring to the scheme as outlined in the Consultation Document, or the HS2 Action Alliance's modified scheme¹⁴. Bearing this in mind, of the 4,474 respondents who mention a bond-based property scheme, only 72 disagree with it and the remainder support it (either outright or with caveats). It is the preferred option for many respondents, amongst both members of the public and organisations including the Council of Mortgage Lenders.

"In terms of the current consultation, neither the hardship-based property purchase scheme nor the compensation bond would give lenders the assurance they require. Lenders favour the bond-based property purchase scheme as it would allow for valuations for affected properties on an unblighted basis." (Council of Mortgage Lenders)

- 7.3.9 It is commonly perceived by respondents as a fair mechanism for addressing a decline in property values, with some respondents asserting that it is the only one of the options which guarantees that affected homeowners would be able to sell their property in a timely manner and without restrictions based on their personal circumstances.
- 7.3.10 Common caveats include a view that the bond-based purchase scheme should be open to all those who are affected by the high speed rail network, regardless of how severe the effects are, and that it should be introduced immediately in order to address the pre-construction impacts of uncertainty. Some of those who support the bond-based purchase scheme comment that, while it is their preferred option of the three, they still lack sufficient information to give a considered opinion.

"The Council considers that the second option, the bond based scheme, is the best of the three options because it has the most potential to meet the relevant criteria. However the level of information provided makes it impossible for BCC to give a concluded view on this or to make any detailed submissions as to the form of such a scheme." (Buckinghamshire County Council)

¹⁴ The two schemes are broadly similar, both involving a government promise to purchase homes which lose value because of the development. However the Action Alliance scheme contains a number of details (such as particular criteria that might apply) which are not discussed in the Consultation Document. The Action Alliance proposal specifies that it would be applicable in any case of loss of value, regardless of the scale, and suggests that this contrasts with the Government proposals which in the view of the Action Alliance are based on significant loss of value.

Compensation bond approach

- 7.3.11 Of the respondents who express an opinion on the compensation bond approach, 81 support it as an appropriate option. In contrast 475 respondents disagree with this option, often expressing the opinion that because the compensation bond scheme makes no allowance for compensation to be paid until the line has been running for a year, they would be obliged to endure the impacts of construction before any compensation under this scheme would be available. Respondents such as the London Borough of Camden support the compensation bond only if compensation is brought forward, to the date of permission under the Act of Parliament, for example. Other respondents believe that the compensation bond approach will be unsuccessful because buyers will not be sufficiently reassured to pay pre-bligh values for property.

“I do not believe the compensation bond scheme would allow the market to function normally. The uncertainties would be too great for a seller to obtain an unaffected market price.” (Member of the public)

Hardship-based property purchase scheme

- 7.3.12 There are 472 respondents who express an opinion on the proposed hardship-based property purchase scheme. Their responses include 453 comments that are critical of the scheme and 21 that are supportive. Respondents who disagree with this option commonly assert that a hardship scheme would leave many people suffering significant losses with no recourse to compensation due to their personal circumstances, which they consider unfair.

“It would be fundamentally inequitable if any compensation schemes have criteria based on the applicant rather than the property: hardship based schemes, where two neighbours who are equally affected could receive significantly different levels of support/compensation, should be disregarded.” (Member of the public)

All three options

- 7.3.13 A number of respondents mention all three options in their responses because they feel that each addresses a particular need and that an ideal solution would be for a suite of options to be available on a case-by-case basis. These respondents highlight the advantages of each scheme, noting that the compensation bond is best for those who wish to stay in their homes, while the hardship-based property scheme is most appropriate for those wishing to move immediately and the bond-based property scheme is best for those who might wish to move in the future.

Exceptional Hardship Scheme

- 7.3.14 A further 852 respondents comment on the Exceptional Hardship Scheme (which is the scheme already in operation to help those whose properties are affected by blight and have an urgent need to sell). The majority of these respondents discuss the timing of the compensation available, and express concerns that the current scheme fails to address the property blight they state people are already experiencing. There are concerns about the stringency of the application criteria and about the fairness of the criteria which limit the availability of compensation to those property owners who, amongst other things, have not received an offer on their property within 15% of its unaffected open market property value.
- “Compensation for people affected NOW doesn't exist. If you haven't got children or have to move for a job the ordinary person is trapped in the property they have at present.” (Member of the public)
- 7.3.15 A relatively small number of respondents mention the statutory provisions discussed in the document. Some object to the principle of compulsory purchase and others emphasise the importance of generous compensation for those subject to a compulsory purchase order, with the impact of losing a home perceived to be particularly distressing. There are also 118 comments on the safeguarding of land; most of these responses refer to protecting land around the high speed rail route from development after it is built, rather than to safeguarding in the planning sense, which is a process for limiting conflicting development in the period up until construction begins. These respondents are particularly concerned about the prospect of ancillary developments following the high speed line in previously undeveloped areas, such as green belts, and often mention a perceived contradiction in the planning process as the proposed high speed route travels through areas in which development is typically limited.
- 7.3.16 A related concern is expressed by some respondents who are critical of moves either to safeguard land or to purchase properties under any kind of compensation scheme prior to the high speed rail network being definitively agreed. Some view any earlier purchase of property as an indication that a decision has already been made on the development and thus challenge the consultation process.

General concerns about the proposed compensation schemes

Lack of information

- 7.3.17 The most frequent comment on the proposals outlined in Annex A of the Consultation Document is that they lack sufficient detail and clarity (3,738 respondents). These respondents often express their disappointment that the proposals to address the interests of property owners appear to be at such an early stage of development relative to the route proposals.
- “It is good to see that the government is considering a discretionary support arrangement for affected property owners. However, it is worrying that there are no details despite such advanced route proposals.” (Member of the public)

- 7.3.18 Others are disappointed with the perceived lack of definitions in the proposals, commenting that it is difficult to assess proposals without knowing, for example, what would be defined as 'significant' loss of value or what 'full and fair' compensation would entail.
- "No. It is impossible to come to any conclusion on this without seeing the precise parameters and definitions relating to blight." (Member of the public)
- 7.3.19 This disappointment with the quality and depth of the proposals is often expressed alongside concerns about the cost of the high speed rail network and a lack of confidence in the strategic case.
- 7.3.20 Apart from concerns about the lack of detail in the proposals, some respondents also believe that the absence of agreement on a compensation scheme is adding significantly to the distress experienced by homeowners who do not know whether or not they will be eligible. There are a number of comments which refer to the quality and quantity of information on blight proposals included in the Consultation Document, with confusion also acknowledged by statutory consultees.
- "The Council is aware that many local residents are highly confused about what they are being consulted on in respect of compensation." (51M)
- 7.3.21 Some respondents suggest that the lack of concrete proposals is an attempt by the authorities to avoid paying adequate compensation.
- "... the document is wholly unclear and leads to more fear that the government and HS2 Ltd are being vague with the intention of not paying anything." (Member of the public)
- 7.3.22 For some respondents a primary concern is the perceived lack of communication with homeowners along the proposed route, with a number of respondents asserting that they have not been contacted directly despite their homes being affected by the proposed route of the high speed rail network. This is echoed in a number of organisational responses, including the response from the 51M group of local authorities. Others talk in more general terms about the need for the Government to take the initiative in contacting property owners and ensuring they are treated fairly.
- "Statutory provisions on blight seem to put the onus for action on the property owner. I would like to see owners being fully and clearly informed of their rights, so that, in particular, less educated owners and those with English as a second language are not disadvantaged in this process." (Member of the public)

Lack of confidence

7.3.23 Another common theme of comments, mentioned 1,545 times, is a lack of confidence that any compensation scheme will be implemented as proposed. Some respondents are concerned about the practicalities of the scheme (such as the application process potentially being too complex), and others are concerned that the cost of fully compensating all those affected will be so large that it will prove impossible to give adequate compensation to all those eligible. The cost of compensation is a concern for many respondents, with 815 responses mentioning it, and a further 287 questioning whether it has been adequately accounted for in the strategic case.

“The interim measures seem acceptable, but obviously implementation will decide how successful they really are, if the scheme is very bureaucratic or quibbles over valuation unreasonably, then it will have failed.” (Member of the public)

7.3.24 Other respondents discuss the possibility that the Government might go back on a scheme that is agreed. Some make general comments about trust in governments, while others talk in more detail about the need for compensation to be a statutory rather than discretionary matter, as they believe this would remove the possibility of future administrations cancelling the scheme.

“Also the suggested use of discretionary powers in terms of compensation are not good enough. A discretionary promise made today, might be reneged on by current or future governments. The whole of the compensation scheme options needs to be defined now, needs to be non-discretionary and needs to be part of the legislation which no doubt will need to be passed to enable the project to go forward. Trusting in government discretion is not good enough, as the current political coalition situation [...] proves only too well. I cannot accept any discretionary based scheme.” (Member of the public)

7.3.25 A number of respondents, 132, suggest that the introduction of a compensation scheme for householders is a deliberate ploy on the part of the Government to win over support from people who would otherwise oppose the high speed rail network altogether.

“The compensation proposals are merely a thinly disguised attempt to offer a public sop to those who will suffer as a result of HS2 whilst allowing the Government to buy up properties on the cheap.” (Member of the public)

The principle of compensation

7.3.26 Apart from discussing the options outlined in the Consultation Document, many respondents comment on the principle of compensating individuals who suffer negative impacts as a result of the proposed high speed rail line.

7.3.27 Respondents frequently support the principle of compensation, agreeing that it is important to ensure that people, and homeowners in particular, are not disadvantaged by the building of the high speed rail network. As noted in Section 7.2, 2,568 respondents state their support for the principle of compensating affected individuals; 31 respondents oppose it. Many more respondents do not state their support for or against the principle of compensation, but do discuss their preferences for a compensation scheme should the proposed high speed rail line go ahead.

7.3.28 Those who support compensation often cite the principle of fairness, with 2,975 respondents stressing the need for a scheme to be equitable, transparent and deal even-handedly with all applicants. A smaller number of respondents state that homeowners on all phases of the high speed network should have equal access to compensation. This includes local authorities such as Lichfield, who are concerned that they will suffer property devaluation caused both by the implementation of Phase 1, and with the uncertainty around Phase 2.

“Notwithstanding the above, a serious weakness in the consultation and one that effectively undermines the ability to respond more fully to this and other questions regarding the proposals is that the exercise is not complete. Whilst Lichfield District is clearly impacted upon by the details of High Speed 2 the consultation is silent on details relating to a possible Y configuration as a longer term extension of the same.” (Lichfield District Council)

7.3.29 A relatively small number of respondents, 93, oppose the idea of paying compensation, since they believe that the impacts will be minimal and also refer to the argument that the creation of the high speed rail line represents a greater good which takes precedence over the individual impacts of blight on individuals.

7.3.30 A larger group of respondents do not agree that compensation schemes are appropriate because they feel that the impacts cannot be compensated for, with 2,707 stating that no amount of compensation could be adequate. Some suggest that no compensation could make up for the negative impacts on people living near the proposed route, and other respondents discuss particular impacts which they feel compensation cannot address, such as the impact of a high speed rail line on the countryside and landscape. Similar impacts which respondents feel cannot be adequately compensated for include the effects on particular areas of environmental significance including the Chilterns AONB mentioned by 2,464 respondents, of whom many feel that any disruption is unacceptable.

“For me this has nothing however to do with financial compensation. No money would sway my opinion and deeply felt belief that it is wrong to tear up an AONB.” (Member of the public)

7.3.31 Respondents also note that many homeowners in areas such as the Chilterns have invested in properties which they value specifically for intangible qualities, such as tranquillity, which may be affected by the high speed rail network. These aspects of ‘value’ are seen as particularly difficult to compensate for.

“Money cannot buy back lost value of a peaceful family home in tranquil countryside. The loss is a lot more than merely financial. We live in the countryside because we love peace and quiet.” (Member of the public)

7.3.32 Other reasons for rejecting the idea of compensation as an adequate response to impacts in designated areas include concerns that the high speed rail line would open up areas such as the Chilterns to further development.

“Moreover, this would be the thin end of the wedge. If HS2 cuts a swathe thru the Chilterns and other sensitive areas, this will set a precedent that will inevitably lead to further development incursions into valuable rural landscapes.” (Member of the public)

- 7.3.33 There are a number of respondents, 645, who use moral arguments to express their opposition to the perceived negative impacts that the high speed rail line would impose on people. For these respondents the question of compensation should not arise because the impacts are not acceptable, with a number of them referring to a contravention of their human rights. These respondents are often also concerned that the communities affected most severely, for example by construction, are the least likely to benefit from a high speed rail network with limited stops along the route.

“Compulsory purchase and 'compensation' are unacceptable at all times. Degrading some lives in order to upgrade others is unacceptable.” (Member of the public)

- 7.3.34 A further 897 respondents make reference to the ‘polluter pays’ principle – suggesting that compensation is necessary to ensure it is not the affected communities who pay the price for potential negative impacts of the proposed high speed rail line. Amongst these comments views are divided as to whether the Government should pay compensation, or whether private interests should be responsible, thus avoiding the burden falling indirectly on the taxpayer.

Issues underlying the Government approach to discretionary arrangements

- 7.3.35 Annex A of the Consultation Document outlines some of the issues which have been considered by Government in preparing the options set out to address blight. Respondents discuss these extensively and express a range of different views on each issue.

Enabling people to stay in their homes and communities

- 7.3.36 A number of respondents, 968, agree with this sentiment and express concern that they will not be able to stay in their homes. A larger number of respondents, 2,008 are concerned that they will not be able to move house as a result of property blight related to the high speed rail proposals. This issue is frequently discussed in relation to the timing of any compensation scheme – respondents are concerned that if compensation is not available until the high speed rail network has been operational for a year, they will not be able to sell their home before then without incurring significant financial losses.

“There also needs to be a much better EHS plan as otherwise most owners will have to wait until 2027 before any compensation was available. Without the ability to get compensation before 2027 owners are essentially ‘prisoners’ in their homes as they cannot ‘move’ on with their lives in the way they plan.” (Member of the public)

Enabling the normal functioning of the property market

- 7.3.37 There are 1,201 respondents who mention the principle of the functioning of the property market with regard to properties affected by the planned high speed rail line. Some state the need for a compensation scheme to support the functioning of the property market as suggested in the Consultation Document. Others are concerned that in the context of the recession, the property market may be particularly vulnerable to property devaluation and stagnation. Some respondents suggest measures such as waiving stamp duty in order to help people move house and keep the market functioning.

Avoiding Government owning large numbers of properties

- 7.3.38 Some 675 comments are made on the issue of Government ownership of large numbers of properties. They often express the opinion that this should be regarded as an unfortunate but necessary consequence of the high speed rail network. Some respondents argue that the Government is in a better position than individual householders to withstand the loss of value, and several suggest that sensible management of properties and eventual resale could reduce the negative impact on public funds in the long term.
- 7.3.39 There are a small number of responses from local authorities expressing similar sentiments. They do not want to see the principle of Government avoiding property ownership become an overriding concern in determining an appropriate compensation scheme.

Assisting those whose properties lose significant value

- 7.3.40 While the vast majority of respondents seem to generally support the principle of assisting property owners, many object to financial support being limited to those losing 'significant' value. There are 1,717 responses which address this principle, with the majority opposing the use of the term 'significant' and stating that it is unfair to expect some individuals to bear losses caused by the high speed network while others are compensated. Similar concerns are expressed more generally by 4,539 respondents who discuss the need for all those affected by blight to be compensated.

"Why should only people who might lose a 'significant amount of value' of their property be compensated? Is it the case that all others affected are expected to endure loss of value for the greater good of the nation." (Member of the public)

- 7.3.41 As well as the equity issue many state a concern that when it comes to property values, particularly in the context of the current economic climate, all losses have significant consequences for individuals.

Reassuring now that fair compensation will be paid

- 7.3.42 There are 890 respondents who refer specifically to this principle, generally supporting its aims. Many other respondents are more critical of the Government's commitment to this aim, citing the current reduction in property prices on the proposed route and often calling for a full scheme to be announced immediately in order to end uncertainty.

Impacts to be compensated for

- 7.3.43 Respondents discuss a range of impacts that they feel are relevant to the issues of blight and compensation. Often respondents express the opinion that a particular impact, for example noise, should be taken into consideration when deciding the allocation criteria for a discretionary compensation scheme. In other cases they assert that some impacts, such as on quality of life, cannot adequately be addressed by compensation at all. There are a number of responses which challenge estimates of the magnitude of impacts, with 551 respondents believing that the impacts have been underestimated. There are also 93 comments stating that the impacts have been over-estimated, and that compensation is less of a concern than implied by others.

Impacts on property values

- 7.3.44 The most commonly cited impact with regard to blight is property value (4,845 comments), which is almost universally perceived either to have declined already or to be in danger of declining in areas near the proposed high speed rail route. Comments about perceptions of negative impacts on property value are often associated with negative views on the high speed rail network as a whole. Many respondents accompany their statements about the need to address property devaluation with support for a bond-based scheme which would include all affected property owners.
- 7.3.45 While most respondents who refer to property are concerned by a potential decrease in value, a range of other issues relating to property are discussed. As mentioned earlier, many respondents are worried that the effects of blight may prevent them from moving house, either because they cannot sell their property at all, or because they feel that the financial losses would be so great as to prevent them from affording an equivalent property. A number of respondents have particular concerns about blight affecting their ability to obtain a mortgage (524 comments) or to release equity in their homes (226 comments). Many of those concerned about equity fear that property blight may affect their retirement plans or their ability to fund their retirement. These concerns are often expressed in parallel with comments on the timetable for compensation, with a number of respondents suggesting that any scheme which does not pay compensation until the high speed network is operational would unfairly disadvantage homeowners in the meantime, especially elderly people.

Impacts of the construction process

- 7.3.46 A total of 1,694 respondents mention the impacts of the construction process in relation to Question 7. They are usually concerned that the construction of the new high speed rail line will have serious, long-term impacts on people living nearby. Some respondents are concerned about the immediate physical impacts, such as dust or noise, and many make more general points about the disruption and disturbance caused by the scale of construction works. Others are concerned about indirect impacts such as the effect of traffic congestion on journey times to work and school.

“My property, in the short term while the HS2 is developed, will be affected (my direct route to my station will no longer exist). I do not live close to the proposed route, so am not able to get any compensation for the loss suffered, but the development is likely to cost me significant time each day for the many years of development, finding alternative routes to the station or using a different station which would take more time to reach or cost me more in season ticket and parking costs.”
(Member of the public)

- 7.3.47 There are frequently-expressed concerns that the proposed discretionary support arrangements do not adequately address the impacts of construction because they are perceived to delay restitution until after the line becomes operational, rather than compensating homeowners during the construction period.

Impacts of noise and vibration

- 7.3.48 As in responses to other questions, many respondents are concerned about how much noise and vibration a high speed rail line could create in their local area, with 2,084 respondents referring to the effects of noise and/or vibration in their response to Question 7. Some respondents raise the question of measurement, fearing that residents will be adversely affected by noise at levels below that for which there will be compensation. Similarly some respondents note that the impacts of noise levels will differ depending on the existing conditions e.g. homes in urban vs. rural locations, and worry that areas with existing train noise would suffer an increase.

“Any increase in background noise even by a couple Dbs will cause considerable inconvenience to residents that already have to tolerate busy train lines, tolerating train noise now doesn’t mean that it’s ok to force additional train noise on these residents.” (Member of the public)

- 7.3.49 Other respondents note that some areas on the proposed route are currently very quiet, making any increase significant; in particular a number of respondents refer to the AONB in relation to noise.

“You are only providing this compensation to the people it affects significantly. Buckinghamshire is a county which is tranquil and quiet. People move here for peace. To cut right through the middle will kill this peace, prevent people moving here and in turn not allow people to move out. This affects all house prices, not just those within a close range.” (Member of the public)

Impacts on particular groups

- 7.3.50 A number of responses have concerns about the implications for particular groups who could be negatively affected by the construction or operation of a high speed network. A total of 826 respondents refer to the impacts on businesses or individual livelihoods and often suggest that these require separate consideration to homeowners, as their value is not solely accounted for by the value of the property they occupy. These issues were addressed in detail by some organisations and local authorities:

“Centro is of the view that the Government’s approach is robust however Centro would welcome an expansion of the Blight and Compensation arrangements to cover those businesses impacted upon by High Speed Rail, especially in East Birmingham, who lease rather than own industrial premises.” (Centro)

- 7.3.51 There are also particular concerns about the farming community, ranging from the practical problems caused by the division of farmland along the line to concerns about compensation adequately reflecting the value of a farm over and above the commercial value of the land.

“It is extremely important that the compensation scheme takes into account not only the loss of the value of the land immediately affected, but all the wider damage not immediately adjacent to the route that will impact on rural businesses.” (The Chiltern Society)

7.3.52 Finally there are a number of comments about the impacts on public buildings; for example there are a number of schools (particularly Maria Fidelis Convent School in London and St Mary's in Amersham) which are mentioned by respondents. There are concerns that if school buildings are compulsorily purchased or affected significantly during construction, this will have consequences for the education of these children, as well as the viability of the school as a whole. Some local authorities have commented on public buildings within their areas, for example Camden have requested that new facilities be built to replace those affected by the line.

Intangible impacts

7.3.53 Aside from the material issues of property values and noise, many respondents are concerned about the impacts of the new high speed rail line on their quality of life and enjoyment of recreational activities, and on the intrinsic value of the landscape. As discussed earlier, respondents often state that these impacts cannot be adequately addressed by a compensation scheme, and are perceived to be sufficient to halt the introduction of a high speed rail network altogether. A number of respondents argue that the damage to the Chilterns caused by a high speed railway line will affect all those enjoying the area for recreation, including visitors and even future generations, precluding the possibility of any compensation being adequate to pay for such losses.

7.3.54 A related concern is with the emotional impacts of property blight, with many respondents citing the anxiety and distress caused by the uncertainty surrounding the proposed scheme itself and the issue of compensation.

“No monetary compensation would be great enough to cover, the emotional hardship of those who are currently in limbo not knowing if they are going to lose their homes and businesses.” (Member of the public)

Criteria for a compensation scheme

7.3.55 This section of the report discusses responses to Question 7 which do not necessarily relate to the schemes outlined in the Consultation Document but express opinions about the desirable characteristics of a compensation scheme. Respondents often have strong views about the level of compensation, when it should be paid, and who should be compensated.

How much should be paid?

- 7.3.56 A total of 1,869 respondents to Question 7 are concerned about the mechanisms that would be used to assess value, both of properties and of losses, in any eventual compensation scheme. Respondents comment on the practicalities of measurement, feeling it would be difficult to obtain a fair assessment of the decrease in value, particularly where blight has already begun to affect values. There are a number of suggestions about appropriate benchmarks for prices, generally based on prices before the initial announcement of the high speed rail programme, notwithstanding any background trends in regional property markets generally. Some respondents suggest the need for impartial experts to carry out valuations, for example the Royal Institution of Chartered Surveyors. There are also a number of respondents who are concerned that properties might be overvalued by homeowners taking advantage of the scheme.

"I would be concerned about profiteering from the scheme. i.e houses that were poor value for money already being compensated at too high a value. This would lead to property speculation at the expense of the taxpayer. Stringent valuation must be in place." (Member of the public)

When should it be paid?

- 7.3.57 Many respondents make comments on the timing of a programme of compensation, with a number of issues raised. The most frequently expressed view is that property blight is already happening along the route, with house prices falling and the property market slowing. A total of 4,126 respondents state that blight has occurred following the announcement of the route, and that it is widespread due to the degree of uncertainty over the precise route at this stage. A number of organisations also refer to this issue, and several mention a recent report on property prices along the route.

"The results of the CBRE report were clear. The announcement in March 2010 had a negative impact upon property prices along the route of the line, particularly in relation to Zone A properties characterised as those closest to the route." (London Borough of Hillingdon)

- 7.3.58 The majority of the respondents who say that blight is already happening also disagree with the question proposition, suggesting that the existence of blight is clear evidence that the government approach to compensation thus far is not helping those losing significant value. While a few of these respondents do refer to the current Exceptional Hardship Scheme, they do not tend to see it as adequately addressing the current problem.

- 7.3.59 For many respondents the fact that proposals for compensation arrangements are still at the consultation stage is a key issue. As illustrated in the quotation below, people are concerned that they will have to accept any loss in value or suspend any plans to sell properties until after a scheme becomes operational.

"Estate agents in Coventry already report that they are unable to sell houses in the area around the route - complex and vague government proposals do nothing to help people who may want to or need to move now or over the next few years." (Member of the public)

- 7.3.60 In response to this worry 1,940 responses ask that the compensation scheme be announced as soon as possible in order to mitigate further uncertainty-related blight, and address that which is already happening. Most suggest that the bond-based purchase scheme is the preferred option to be implemented.
- 7.3.61 Alongside the concerns over the timetable for announcing a compensation scheme, and the perceived failure to address current property blight, 1,887 respondents comment on the proposed timetable to pay compensation. Many feel that a scheme in which no compensation is available until the line becomes operational is inadequate to address fairly the impacts on property owners (and other citizens affected) in the meantime. As with the previous issue, there are concerns that homeowners will be trapped by an inability to sell their property without incurring significant losses. While some acknowledge the benefit of assessing the impacts before compensation is paid, the predominant sentiment expressed is that homeowners must not be reliant upon the timetable of the high speed rail project.
- 7.3.62 A smaller number of respondents, 544, are concerned that the proposed compensation schemes may not run over a long enough period, either because of the ongoing impacts of the high speed rail network, or because of the lengthy construction period. Some organisational responses also address this issue, questioning whether the compensation schemes suggested are appropriate to a project with such a long timescale.

“Furthermore, the government needs to address the fact that the extended timescales for construction of high speed rail mean that within that period many people would choose to relocate, due to their personal aspirations to live in a better property or area, for reasons which may not be adequately covered by schemes designed for proposals with a much shorter gestation.”
(Northamptonshire County Council)

Who should be compensated?

- 7.3.63 The predominant theme of comments regarding who should be eligible for any compensation scheme is that the only relevant selection criterion should be whether individuals are negatively affected. In all, 2,775 respondents state that all those affected by the proposed high speed rail network should be compensated fully for those effects, regardless of how significant they are. Within these comments about half of respondents refer to the impacts on property value, suggesting that all property owners who lose value should be compensated. This overlaps with comments mentioned earlier which question the limitation of compensation to ‘significant’ loss of value. Others refer to disruption caused by construction and noise impacts, again stating that all those affected should be compensated.

“Any loss or disturbance whether by construction and enhanced road traffic, or through running noisy possibly empty trains or ANY loss of value of property, business or domestic, should be fully paid.” (Member of the public)

- 7.3.64 Additionally many respondents mention environmental impacts, including impacts on the Chilterns AONB. There are 1,625 respondents who suggest that impacts such as reduced opportunities for recreation or quality of experience of the countryside should be compensated for, but it is not clear to what extent these comments are requests for financial compensation, calls for these issues to be addressed more fully in the process as a whole, or more general objections to the scheme proceeding at all.

7.3.65 A small number, 144 respondents, note in their responses that the proposed schemes focus predominantly on private property owners, with no apparent provision for tenants, landlords and those in other living situations. There are comments regarding the impacts on the quality of life of those renting property near the proposed route, as well as the effect of decreased property value on non-resident owners. Eighty-nine respondents specifically mention that the proposed route will result in the demolition of social housing, around Euston Station in London, and are concerned that there may be no support to social landlords and/or local authorities to ensure tenants are adequately re-housed. This issue is raised in particular by the London Borough of Camden, which is keen to ensure that appropriate housing is created in advance of demolitions to minimise disruption to residents.

Where should compensation be paid?

7.3.66 In total 1,518 respondents comment on the issue of geographical proximity with respect to selection criterion for a compensation scheme. The majority of comments, 1,311, suggest that such a criterion should encompass a wide area of land surrounding the proposed route. Some respondents suggest appropriate distances, generally between one and five miles from the eventual line, while others make more qualitative suggestions, for example all those within earshot or view of the line.

7.3.67 Other respondents express the opinion that the applicability of compensation should not be based on geographical proximity but rather on an assessment of all impacts, whether on property value or quality of life.

Suggestions and ideas

7.3.68 Some 1,380 respondents offer suggestions about what forms possible compensation schemes could take. These suggestions are varied: the most common theme is that property values in some areas may increase as a result of the high speed rail network, and respondents would like to see such benefits redistributed in some way. Other respondents refer to sound insulation as a key measure that should be provided for households affected by noise, suggesting triple-glazing as a mitigating measure. A number of comments also refer to examples of compensation schemes, such as the French TGV network, which is usually referred to by respondents as a good example of a compensation scheme. Other examples include HS1, which is often cited as an example of unsuccessful mitigation, and Crossrail, on which views are more mixed.

Appendices

Appendix 1 Consultation events

1. Table A1.1 and Table A1.2 list the dates and locations of the consultation roadshow events and information stands respectively.

Table A1.1 Consultation Roadshow Events Schedule

Date (2011)	Event type	Location	Venue
24-25 March	Mobile Exhibition	Euston	Euston Square Gardens
26 March	Mobile Exhibition	Queens Park	Salisbury Road Car Park
28 March	Mobile Exhibition	Swiss Cottage	Swiss Cottage Farmers' Market
30-31 March	Exhibition	Ruislip and Ickenham	Winston Churchill Hall
1 April	Mobile Exhibition	Old Oak Common	Westfield London Shopping Centre
2 April	Exhibition	Euston	Camden Centre
4 April	Mobile Exhibition	Camden	Castlehaven Youth Centre
7 April	Exhibition	Perivale and Ealing	Greenford Assembly Hall
9 May	Mobile Exhibition	Chalfont St Giles	Blizzards Yard Car Park
10-11 May	Exhibition	Aylesbury	Stoke Mandeville Stadium
12 May	Mobile Exhibition	Great Missenden	Buryfield Recreation Ground
13-14 May	Exhibition	Wendover	Wendover Memorial Hall
17 May	Mobile Exhibition	Greatworth	Greatworth Sports and Social Club
18-19 May	Exhibition	Amersham	Amersham and Chiltern Rugby FC
21 May	Mobile Exhibition	Waddesdon	Waddesdon CofE School Car Park
23 May	Mobile Exhibition	Washwood Heath	Hodge Hill Constituency Office
24 May	Mobile Exhibition	Chipping Warden	Village Hall Car Park
25 May	Mobile Exhibition	Upper Boddington	Boddington Village Hall Car Park
26 May	Mobile Exhibition	Calvert Green	Calvert Green Community Centre
27-28 May	Exhibition	Brackley	Brackley Leisure Centre
2 June	Mobile Exhibition	Ladbroke	Bell Inn Car Park
3-4 June	Exhibition	Southam	Graham Adams Centre
6 June	Mobile Exhibition	Cubbington	Cubbington Sports and Social Club
7 June	Mobile Exhibition	Balsall Common	Jubilee Centre Car Park
8-9 June	Exhibition	Lichfield	Lichfield Guildhall
10 June	Mobile Exhibition	Burton Green	Village Hall Car Park
11 June	Exhibition	Water Orton	The Link
13-14 June	Exhibition	Kenilworth	Abbey Fields

15 June	Mobile Exhibition	Hampton in Arden	Sports Centre Car Park
16 June	Mobile Exhibition	Birmingham International Station	Birmingham International Rail Station
17-18 June	Exhibition	Birmingham	Water Hall (Birmingham Museum and Art Gallery)

Table A1.2 Information Stands Schedule

Date (2011)	Location	Venue
24-25 March	London	Euston Station
8 April	Milton Keynes	Milton Keynes Central Station
12 April	Northampton	Northampton Station
16 June	Birmingham	Birmingham International Rail Station
17-18 June	Birmingham	New Street Station
21 June	Rugby	Rugby Station
22 June	Coventry	Coventry Station
28 June	Nottingham	Nottingham Station
29 June	Manchester	Piccadilly Station
30 June	Liverpool	Lime Street Station
1 July	Leeds	Leeds Station
5 July	Sheffield	Sheffield Station
6 July	Newcastle	Newcastle Station
7 July	Glasgow	Central Station
8 July	Edinburgh	Waverley Station

Appendix 2 List of participating organisations

1. Table A2.2 starting on the next page lists the names of all the organisations which submitted responses to the high speed rail consultation. They are listed by sector, and alphabetically within each sector. Organisations that were classified as local or regional businesses have been excluded as this sector includes small businesses and responses could be reducible to individuals.¹⁵ Also, organisations have not been listed if they indicated that their response should be treated as confidential. It cannot be fully assured that all organisations have been accurately categorised as they did not classify themselves. The sectors are listed below in Table A2.1, and the organisations on the following page.

Table A2.1 Respondent sectors

Sectors
Member of the public*
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 or regional*
Business – national or international
Elected representatives – 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

* names not included in the following table

¹⁵ It was assessed on a respondent-by-respondent basis whether a business responding to the consultation was classified as 'national or international' or 'local or regional'.

Table A2.2 Responding organisations by sector

Academic
Glasgow Caledonian University
Lancaster University Engineering Department
Liverpool John Moores University
Manchester Metropolitan University
Newcastle University
Nottingham Business School
Nottingham Trent University
Royal College of General Practitioners
Sheffield Hallam University
Smith School of Enterprise and the Environment
The University of Nottingham
University College Birmingham
University College London
University of East London
University of Manchester
University of the West of England – Travel Time Use Research Team
Action group
51M
Action Against Chiltern HS2 Routes
AGAHST Federation (Action Groups Against High Speed Two)
Amersham Action Group
Boddington HS2 Action Group
Burton Green HS2 Action Group
Chalfonts NO to HS2
Chiltern Ridges Action Group (CRAG)
Clydesdale Rail Action Group
Coleshill HS2 Action Group
Colne Valley Partnership to the HS2 consultation
Cubbington Action Group against HS2
Derbyshire and Peak District Campaign for Better Transport
Drayton Bassett Action Group
Eastern Network Partnership
Great Missenden Stop HS2 Group
Great Western Partnership
Greengauge 21
HandsUpforHighSpeed2
Hints and Area Action Group Against HS2
Hopwas and Hints action groups
HS2 Action Alliance
HS2 Alliance & Chiltern Society
HS2 Amersham Action Group
HS2 Stop Kings Bromley
Junior Bucks Stop HS2 Organisation
Ladbroke HS2 Action Group
Middleton HS2 Action Group (MHAG)
Middleton Lane Action Group
NECTAR – North East Combined Transport Activists Roundtable
Offchurch HS2 Action Group
Polesworth and District Action Group Against High Speed Rail
Preston Bissett Action Group

Priors Hardwick HS2 Action Group
Quinton and Waddesdon Action Group
Right Lines Charter
Ruislip Against HS2
Say NO TO HS2
SNAG (South Northamptonshire Action Group)
South Heath Action Group
Southam Area Action Group
StAG – Stoneleigh Action Group
Stoke Mandeville Action Group on HS2
Stoneleigh Park Residents Association and Stareton Action Group
Stop HS2
Stop HS2 Hillingdon
Stop HS2 Kenilworth Action Group
Stop HS2 Water Orton, Coleshill and other areas
Stop the Tunnel
Tamworth Action Group
The Heart of England High Speed Railway Action Group
The Northwest Rail Campaign
The Potter Row Action Group
Twyford Stop HS2
Villages of Oxfordshire Opposing HS2
Water Orton Stop HS2 Action Group
Wendover HS2
West Coast Rail 250
West London Line Group
Whittington and Lichfield District StopHS2 Action Group
Yes to HS2
Business – national or international
AA
Abbeyfield
Abrita Management Solutions LLP
Access Intelligent Services Limited
Accor
AECOM
Al Fereej Ltd
Amber Hotels Ltd
Arla Foods
Atkins
Bairstow Eves Countryside Estate Agents
Bradford & Bingley
Bruntwood Limited
BWB Consulting
Cadbury World
Capita Hartshead
Capita Symonds
Centre for Industrial Growth
Corrocoat Ltd
Crowne Plaza Hotel
Crytek UK
Cundall
Denton Corker Marshall LLP
Experian
Fasttrack
Gateley LLP
Gleeds
Global Infusion Group

Global Innovation Partners
Grant Thornton UK LLP
GreenSpeed
GVA
Halton International
Hamptons International
HSP Consulting LLP
Human Recognition Systems Ltd
IBM
Intelliga
Irwin Mitchell LLP
Kellogg's
Lambert Smith Hampton (LSH)
Land Securities
Lasalle Investment Management
Mace Limited
May Gurney
McBride plc
Miller Developments
Nachi Europe UK Branch
Nestle UK Ltd
Novozymes Biopharma
Pace plc
Parasol
Paul Smith Limited
Pinsent Masons LLP
PMI
Principal Hayley Group
Provident Financial plc
RAC Foundation
Ramada Jarvis Hotels
Selfridges
Siemens plc and Siemens AG
SK Telecom Europe Ltd
Smiths Consulting
St Mowden Properties plc
Strategic Land Europe – SLE
Tarmac Limited (Tarmac)
The Blackstone Group International Partners LLP
The Co-operative
The Forton Group
The NEC Group
UK Regeneration (UKR)
Vinci Construction UK Ltd
Volker Wessels UK
Volterra Partners LLP
Waste Recycling Group
White Clarke Group
Wm Morrison Supermarkets plc
WSP
Elected representative
All Party Parliamentary Rail in the North Group
Cllrs Chris Bain, Adam Farrell and Harry Taylor – Coleshill Town Council
Tony Baldry – Member of Parliament for Banbury
Cllr Seb Berry – Great Missenden Ward, Chiltern District Council
Cllr Chris Bond – Enfield Council

Dan Byles – Member of Parliament for North Warwickshire
Cllr John Cartwright – Aylesbury Vale District Council
Derek Clark – Member of European Parliament for East Midlands
Cllr Brian Coleman – London Assembly Member for Barnet and Camden
Rosie Cooper – Member of Parliament for West Lancashire
Crewe Charter Trustees (Mayor of Crew Town)
Frank Dobson – Member of Parliament for Holborn and St Pancras
Cllr Julie Dore – Sheffield City Council
James Elles – Member of the European Parliament for the South East Region (with special responsibility for Berkshire, Buckinghamshire and Oxfordshire)
Michael Fabricant – Member of Parliament for Lichfield
David Gauke – Member of Parliament for South West Hertfordshire
Cheryl Gillan – Member of Parliament for Chesham and Amersham
Sheila Gilmore – Member of Parliament for Edinburgh East
Zac Goldsmith – Member of Parliament for Richmond Park
Dominic Grieve – Member of Parliament for Beaconsfield
Cllr Helen Holland – Bristol City Council
Cllrs Alan Holt and Hugh Barker – Shepway District Council
Nick Hurd – Member of Parliament for Ruislip, Northwood & Pinner
Cllr Denise Hyland – London Borough of Greenwich
Boris Johnson – Greater London Authority (Mayor of London)
Marcus Jones – Member of Parliament for Nuneaton
Susan Elan Jones – Member of Parliament for Clwyd South
Cllr Matthew Launchbury – Southcourt, Aylesbury Town Council
Bernard Lea – Deputy Mayor, Salford City Council
Cllr P.M.Lea – Meriden Ward, Solihull Metropolitan Borough Council
Andrea Leadsom – Member of Parliament for South Northamptonshire
Cllr Richard Leese – Leader of Manchester City Council
Jeremy Lefroy – Member of Parliament for Stafford Constituency
David Lidington – Member of Parliament for Aylesbury
Stephen McCabe – Member of Parliament for Birmingham, Selly Oak
John McDonnell – Member of Parliament for Hayes & Harlington
Cllr Patricia Midgley – Sheffield City Council
Graeme Morrice – Member of Parliament for Livingston
David Mowat – Member of Parliament for Warrington South
Eric Ollerenshaw – Member of Parliament for Lancaster and Fleetwood
Cllr Stephen Ord – Irwell Riverside Ward, Salford

Andrew Percy – Member of Parliament for Brigg and Goole
Christopher Pincher – Member of Parliament for Tamworth
John Randall – Member of Parliament for Uxbridge and South Ruislip
Simon Reeve – Member of Parliament for Dewsbury
Rachel Reeves – Member of Parliament for Leeds West
Chris Richards – Wendover Ward Councillor – Aylesbury Vale District Council
Cllr Peter Smallbone – Birmingham City Council
Anna Soubry – Member of Parliament for Broxtowe
Cllr Simon Spencer – Derbyshire County Council
Iain Stewart – Member of Parliament for Milton Keynes South
Cllr Roger Stone – Local Government Yorkshire and Humber
Keith Taylor – Green Party Member of the European Parliament for South East England
Cllr Mike Tonkin – Eden District Council
Chris White – Member of Parliament for Warwick and Leamington
Environment, heritage amenity or community group
1st Great Missenden Scout Group
A Coventry Way Association
Abbey Line Community Rail Partnership
Aberdeen City and Shire Economic Future (ACSEF)
Abingdon Naturalists Society
Action with Communities in Rural England (ACRE)
Albert Street North Resident's Association
All Saints Parochial Church Council
Amateur Entomologists' Society
Amersham Museum
Amersham Old Town Community Revitalisation Group
Amersham Road Cycling Club
Amersham Society
Aylesbury Society
Aylesbury Vale Transport Users Group
Balsall Common Village Residents' Association
Banbury Ornithological Society
Bat Conservation Trust
Bengali Workers' Association
Bicester Hunt with Whaddon Chase
Bromsgrove Rail User Group
Buckingham Archaeological Society
Buckinghamshire C.C. Pensioners
Buckinghamshire Gardens Trust
Buckinghamshire Rural Affairs Group
Burton Green Church of England Primary School
Burton Green Residents' Association
Burton Green Village Hall Trustees
Business and Education South Yorkshire
Cadbury Sixth Form College
Campaign to Protect Rural England
Campaign to Protect Rural England – Buckinghamshire Branch, Campaign to Protect Rural England
Campaign to Protect Rural England – East Midlands
Campaign to Protect Rural England – Hertfordshire

Campaign to Protect Rural England – Northamptonshire
Campaign to Protect Rural England – Oxfordshire
Campaign to Protect Rural England – Penn Country District of Buckinghamshire
Campaign to Protect Rural England – Staffordshire
Campaign to Protect Rural England – Vale of Aylesbury district
Campaign to Protect Rural England – Warwickshire
Campaign to Protect Rural England – West Midlands
Cannock Chase AONB Partnership
Cathedral and Church Buildings Division of the Church of England
Chalfont St Giles Residents' Association
Chalfont St Peter Parochial Church Council
Chalfont St Peter Village Appraisal Group
Charlton Rail Users' Group
Chesham and District Natural History Society
Chetwode Parochial Church Council
Chiltern Countryside Group
Chiltern Society
Church of England, West Buckingham Benefice
City Life Projects
Civic Voice
Coleshire District Civic Society
Combined Handicapped and Disabled Society
Community Impact Bucks
Community Planning Aberdeen
Connect2Kenilworth steering group
Conserve the Chilterns and Countryside
Constituents of The Risboroughs Division
Cotswold Vale Farmers Hunt
Crackley Residents' Association
CTC – Walsall
CTC the UK National Cyclists Organisation
Cubbington C of E Primary School
Cumbernauld Community Forum
Cyclesolihull
Delancey Street Residents Association
Denham Aerodrome Consultative Committee
Denham Waterski Club
Derby Housing Area Joint Advisory Board
Dodford Common Sense Group
Dogs Trust
Dunsmore Society
EPRE
Ernest Cook Trust
Freda Senior Club
Friends of Hopwas Wood
Friends of the Barton Line
Friends of the Colne Valley Park
Friends of the Earth – Aylesbury Vale
Friends of the Earth – Birmingham
Friends of the Earth – Camden
Friends of the Earth – Leamington & Warwick
Friends of the Earth – Solihull
Friends of the Earth – West Midlands
Friends of the Earth (FOE)
Friern Village Residents' Association

Gloucester Avenue Association
Gosford Park Residents' Association, Coventry
Governing Body of St Mary's C of E Primary School
Great Missenden and Parish Revitalisation Group
Great Missenden Church of England Combined School
Great Missenden Community Group
Great Missenden Village Association
Greatworth Gardening Group
Greatworth St Peter's Parochial Church Council
HACAN
Hampton in Arden Society
Harefield Tenants and Residents Association
Hazlemere Residents Association
Health, Education & Wellbeing Group (HEW)
Hillingdon Alliance of Residents Associations
Historic Houses Association
Hodgetts Lane W.I.
Huddersfield Penistone Sheffield Rail Users Association
Hull & East Riding Rail Users Association (affiliated to Railfuture)
Hyde Health Group
Hyde Heath Infant School (Governing Body)
Hyde Heath Residents
Iver & District Countryside Association
Kensal Green Cemetery, West London Crematorium
Kensal Triangle Residents Association
Kings Church Amersham
Ladbroke Millennium Green Trust
Latin Club at Great Missenden School
Ledbury Hunt Ltd
Lee Common School
Lichfield & Hatherton Canals Restoration Trust
Lichfield Civic Society
Lichfield Cruising Club
Lichfield Rail Promotion Group
Little Kingshill Village Society
Little Kingshill Womens Institute
London Forum of Civic and Amenity Societies
London Wildlife Trust
Ludlow Rail Users Association
Manchester Pub and Club Network
Maria Fidelis Convent School
Marlow – Maidenhead Passengers' Association
Marylebone Travellers Association
Merseyside Civic Society (MCS)
Middleton 60+ luncheon club
Middleton Fete Committee
Middleton Horticultural Society
Middleton United Foundation Trust
Mosi
Motorcycle Riders' Association
Nadfas
National Association for Areas of Outstanding Natural Beauty – NAAONB
Neighbourhood Watch-Wyatts Covery
Neurosupport
New Meadows Tenants and Residents' Association (NEMTRA)

New Wortley Tenants' Association
North Arden Local History Society
North Bucks Bat Group
North Cheshire Rail Users' Group
North Staffordshire Rail Promotion Group
Northolt High School
Northwest Landlords' Association
Northwood Residents' Association
Nottingham Civic Society
Nottinghamshire Campaign for Better Transport
Oak Farm Residents' Association
Old Saltleians RFC
Olgar Trust
Open Spaces Society
Our Lady and St Teresa's School (pupils)
Oxford Green Belt Network
Parish of Aston and Nechells (Church of England)
Parochial Church Council, St John the Baptist Church, The Lee
Parochial Church Council, St Mary's Church, Twyford
Penn & Tylers Green Residents Society
People's History Museum
Plantlife
Plonkers Wine Club
Polesworth Toddler Group
Primrose Hill Conservation Area Advisory Committee
Priors Marston & Hardwick W.I.
Quinton Railway Society
Railway Heritage Trust
Regent's Park Conservation Area Advisory Committee
Residents Implementation Group Craig Croft
Residents of Shardeloes House Limited
Richard III Society
Ridware History Society
Risborough Area Residents' Association
RSPB and Woodland Trust
Rugby Football Union (RFU)
Ruislip Gardens Primary School
Ruislip High School Governing Body
Ruislip Residents' Association
Sacred Heart Catholic Primary School
Selby and District Rail Users Group
Shrewsbury – Chester Rail Users' Association
Songbird Survival
Southam United Football Club
St James C of E Primary School Southam
St Mary's Church PCC, Wendover
St Mary's Church, Turweston
St Mary's School Amersham
Stoke Mandeville Combined School
Stoneleigh Park Residents' Association
Stourbridge Line User Group
The Adsetts Partnership Ltd
The Best of Bolton
The British Horse Society (BHS)
The Chesham Society
The Chiltern Society
The Chilterns Conservation Board

The Community Environmental Trust
The Dunsmore Society
The Fitzwilliam (Milton) Hunt
The Forget Me Not Group
The Freshfield Foundation
The Friends of Kensal Green Cemetery
The Greater Aylesbury Local Area Forum (GALAF)
The Hampton-in-Arden Society
The Kenilworth Society
The Leicestershire High Speed Rail-Ale Drinkers Society
The National Trust and Historic House Hotels
The North Uxbridge Residents' Association (NURA)
The Park Village and Environs Residents' Association
The Ramblers Association
The Ramblers Association – Oxfordshire Area
The Ramblers Association – Rugby Group
The Regent's Canal Conservation Area Advisory Committee
The Royal Society for the Protection of Birds
The Selbourne Society
The Society for the Protection of Ancient Buildings
The Society of the Sacred Heart in Great Missenden
The South Dorset Hunt
The Wendover Community Trust
The Wildlife Trust for Bedfordshire, Cambridgeshire, Northamptonshire and Peterborough
The Wildlife Trust for Berkshire, Buckinghamshire and Oxfordshire
The Wildlife Trust for Birmingham and the Black Country Ltd
The Wildlife Trust for Herts and Middlesex
The Wildlife Trust for Warwickshire
The Wildlife Trusts
Townland Charity 214983 (16 acres of farmland held in trust for village)
Twyford Allotment Association
Twyford Cricket Club
Twyford Gardening Society
Twyford Village Stores Association Ltd
Warwickshire Agricultural Society
Warwickshire Gardens Trust
Warwickshire Hunt
Water Orton Primary School
Wells House Road Residents' Association
Wendover Cricket Club
West Street Tickham Hunt
West Acton Residents Association
West Midlands Rail Promotions Group
Wildlife Trust – Staffordshire
Local government
Aberdeen City Council
Aberdeenshire Council
Amber Valley Borough Council
Ashendon Parish Council
Aston-le-Walls Parish Council
Austrey Parish Council
Aylesbury Town Council
Balsall Parish Council, Balsall Common

Barnsley Metropolitan Borough Council
Berkswell Parish Council
Bickenhill Parish Council
Black Country Consortium Ltd
Boddington Parish Council
Bradenham Parish Council
Brent Council
Brereton and Ravenhill Parish Council
Brill Parish Council
Broxtowe Borough Council
Bubbenhall Parish Council
Buckinghamshire County Council
Buckinghamshire Local Access Forum
Calderdale Council
Cannock Chase District Council
Castle Bromwich Parish Council
Chalfont St Peter Parish Council
Chalfont St Giles Parish Council
Chartridge Parish Council
Cherwell District Council
Chesham Bois Parish Council
Chesham Town Council
Chesterfield Borough Council
Chetwode Parish
Chiltern District Council
Chipping Warden and Edgcote Parish Council
Cholesbury-Cum-St Leonards Parish Council
Chorley Council
City of Bradford Metropolitan District Council
City of Edinburgh Council
City of London
City of Stoke on Trent
City of York Council
Coldharbour Parish Council
Community and Regional Planning Services
Cornwall Council
Coventry City Council
Croughton Parish Council
Cublington Parish Council
Curdworth Parish Council
Dacorum Borough Council
Daventry District Council
Deanshanger Parish Council
Denham Parish Council
Derby City Council
Derbyshire County Council
Devon County Council
Dinton with Ford & Upton Parish Council
Downley Parish Council
Drayton Bassett Parish Council
Ealing Council
East Ayrshire Council
East Midlands Councils
Eathorpe, Hunningham, Offchurch and Wappenbury Joint Parish Council
Elford Parish Council
Essex County Council
Exeter City Council

Eye & Dusnden Parish Council
Farnham Royal Parish Council
Fordbridge Town Council
Fradley and Streethay Parish Council
Gawcott with Lenborough Parish Council
Gerrards Cross Parish Council
Glasgow City Council
Glasgow Edinburgh Collaboration Initiative (Partnership of both Councils and Scottish Enterprise)
Gloucestershire County Council
Godington Parish Meeting
Great and Little Hampden Parish Council
Great and Little Kimble cum Marsh Parish Council
Great Missenden Parish Council
Greater Birmingham & Solihull Local Enterprise Partnership
Greater Manchester Combined Authority
Greater Manchester Local Enterprise Partnership
Greatworth Parish Council
Halton Borough Council
Halton Parish Council
Hampshire County Council
Hampton in Arden Parish Council
Harbury Parish Council
Harlaston Parish Council
Hazlemere Parish Council
Hertfordshire County Council
Highlands and Islands Enterprise (HIE)
Hillesden Parish Council
Horsham District Council
Hughenden Parish Council
Iver Parish Council
Joint Local Access Forum for Warwickshire, Coventry and Solihull
Kenilworth Town Council
Kent County Council
Kings Sutton Parish Council
Kingsbury Parish Council
Kirklees Council
Ladbroke Parish Council
Lancashire County Council
Lea Marston Parish Council
Leamington Hastings Parish Council
Leeds City Council
Leeds City Region
Leicester City Council
Lichfield City Council
Lichfield City Forum
Lichfield District Council
Lincolnshire County Council
Little Chalfont Parish Council
Liverpool City Council
Local Government Yorkshire & Humber
London Borough Council – Hackney
London Borough of Camden
London Borough of Hammersmith and Fulham
London Borough of Harrow
London Borough of Hillingdon

London Borough of Hounslow
London Borough of Newham
London Borough of Redbridge
London Borough of Southwark
London Borough of Tower Hamlets
London Borough of Wandsworth
London Councils Transport and Environment Committee (TEC)
Long Itchington Parish Council
Manchester City Council
Middleton Parish Council
Milton Keynes Council
Milton Keynes Transport Partnership
Moreton Pinkney Parish Council
Napton Parish Council
Nash Parish Council
Newcastle-under-Lyme Borough Council
Newton Purcell with Shelwell Parish Meeting
NHS Barnsley
Norfolk County Council
North Lanarkshire Council
North London Strategic Alliance
North Tyneside Council
North Wales Regional Transport Consortium
North Warwickshire Borough Council
North Yorkshire County Council
Northamptonshire County Council
Northern Way Transport Compact
Northumberland County Council
Nottingham City Council
Oldham Council
Oving Parish Council
Park Royal Partnership
Parish Council
Peak District National Park Authority
Plymouth City Council
Polesworth Parish Council
Powys County Council
Priors Hardwick Parish Meeting
Quinton Parish Council
Rochdale Metropolitan Borough Council
Rotherham Metropolitan Borough Council
Royal Borough of Kensington and Chelsea
Rugeley Town Council
Salford City Council
Sandwell Metropolitan Borough Council
Scottish Government
Scottish Transport Partnerships
Seer Green Parish Council
SEStran
Solihull Metropolitan Borough Council
South Bucks District Council
South Derbyshire District Council
South East of Scotland Transport Partnership – SEStran
South East Wales Transport Alliance (Sewta)
South London Partnership
South Northamptonshire Council
South Ribble Borough Council in Lancashire

South West of Scotland Transport Partnership
Southam Town Council
Staffordshire County Council
Steeple Claydon Parish Council
Stewkley Parish Council
Stockport Council
Stoke Mandeville Parish Council
Stone Bishopstone and Hartwell Parish Council
Stratford on Avon District Council
Strathclyde Partnership for Transport (SPT)
Swinfen and Packington Parish Council
Tameside Metropolitan Borough Council
Tayside and Central Scotland Transport Partnership
Telford & Wrekin and Shropshire Councils
Thames Gateway London Partnership
The Association of North East Councils
The Chalfonts Local Area Forum
The Lee Parish Council
The London Assembly Transport Committee
The Mersey Partnership
The Risboroughs Division, Buckinghamshire County
The Stoke-on-Trent and Staffordshire Local Enterprise Partnership
The Wycombe Partnership
Thornborough Parish Council
Three Rivers District Council
Tower Hamlets Council
Trafford MBC
Transport for Greater Manchester Committee
Tring Town Council
Turville Parish Council
Turweston Parish Council
Twyford Parish Council
Tyne and Wear Integrated Transport Authority and Nexus, the Tyne and Wear Passenger Transport Executive
Ufton Parish Council
Waddesdon Parish Council
Walsall Council
Warrington Borough Council
Warwick District Council
Warwickshire County Council
Water Orton Parish Council
Wendover Parish Council
West Euston Partnership
West London Waste Authority
West Sussex County Council
West Yorkshire Integrated Transport Authority
Westminster City Council
Weston Turville Parish Council
Wigan Council
Wigginton and Hopwas Parish Council
Winslow Town Council
Wolverhampton City Council
Worcestershire County Council
Wycombe District Association of Local Councils
Wycombe District Council
Other representative group

Green Party, North Lancashire
Aircraft Owners & Pilots Association
Amersham + Chesham Conservative Association
Association for Consultancy and Engineering
Association of British Drivers (ABD)
Association of Directors of Environment, Economy, Planning and Transport (ADEPT)
Association of Transport Co-ordinating Officers
Aylesbury Constituency Liberal Democrats
Birmingham Chamber of Commerce
Bradford Chamber of Commerce
Brighton Pavilion Labour Party
British Chambers of Commerce (BCC)
Business Association of Drummond Street
Business Voice WM
Business West
Camden Liberal Democrats
Camden Town Speaks
Campaign for Better Transport
Cannock Chase Constituency Liberal Democrats
Cannock Chase Constituency Liberal Democrats
CBI
Central Association of Agricultural Valuers (CAAV)
Central Warwickshire National Farmers Union
Chambers of Commerce Northwest (CCNW)
Chartered Institute of Logistics and Transport
Chartered Institute of Transport in the South West
Chesham and Amersham Conservative Association
Chiltern Liberal Democrats
Civil Engineering Contractors Association (CECA)
CML (Council of Mortgage Lenders)
Committee of the Conservative Transport Group
Coventry & Warwickshire Chamber of Commerce
Derbyshire and Nottinghamshire Chamber of Commerce (DNCC)
Edinburgh Business Forum (EBF)
Federation of Small Businesses
Glasgow Chamber of Commerce
Greater Manchester Chamber of Commerce
Green Party of England and Wales
Green Party, Ealing
Green Party, Hillingdon
Green Party, Liverpool
Hampshire Chamber of Commerce
Harrogate Chamber of Trade & Commerce
Herefordshire and Worcestershire Chamber of Commerce
Institute of Economic Affairs
Institution of Engineering and Technology (IET) and the Royal Academy of Engineering
Kenilworth and Southam Liberal Democrats
Kirklees Conservative Group
Leeds, York and North Yorkshire Chamber of Commerce
Liverpool Chamber of Commerce
London Assembly Liberal Democrat Group
London Chamber of Commerce and Industry
London First
Marketing Birmingham

Marketing Manchester
Mersey Dee Alliance
Mid Yorkshire Chamber of Commerce
Midlands Branch – Institute of Economic Development (as Chairman)
National Farmers Union (NFU)
National Farmers Union, Lichfield/Rugeley & Tamworth Group
North and Western Lancashire Chamber of Commerce
North East Chamber of Commerce
North Northolt Neighbourhood Watch Association (NNNWA)
North Warwickshire Labour Party
Northamptonshire County Labour Group
Planning Officers Society (POS)
Royal Town Planning Institute
Ruislip Chamber of Commerce
Scottish Chambers of Commerce
Scottish Council for Development and Industry
Scottish Enterprise
Scottish Socialist Environment & Resources Association (SSERA)
Sheffield Chamber of Commerce
Sheffield City Region Local Enterprise Partnership
Sheffield TUC
Society for Transport Integration (Warsaw, Poland)
Society of Chief Officers of Transportation in Scotland – SCOTS
Solihull Chamber of Commerce
Solihull Ratepayers Association
Solihull Treewarden Group
South East Forum for Sustainability
South Ruislip and Manor Branch Labour Party
South West Wales Economic Forum
South Yorkshire Chambers
Sport England
Sustaine
Thames Valley Chamber of Commerce
The Associated Society of Locomotive Engineers and Firemen
The Bow Group
The Chartered Institute of Logistics and Transport
The Institution of Civil Engineers
The Liberal Democrat Group on Manchester City Council
The Tax Payers' Alliance
The West Midlands Region of the Royal Town Planning Institute (RTPI West Midlands)
Town and Country Planning Association
Trades Union Congress
Transition Bro Gwaun
Unite the Union
Warwickshire Liberal Democrats
Wendover Chamber of Trade and Commerce
West London Business (WLB)
West Midlands Developers Alliance
West Midlands Region Liberal Democrats
Statutory agency
English Heritage, South East Region

Forestry Commission
Natural England
The Environment Agency
Transport, infrastructure or utility organisation
Airport Operators Association
Alstom
Association of Train Operating Companies (ATOC)
BAA
Bombardier Transportation UK Ltd
Bridgeway Consulting Ltd
British Airways Pensions
British Airways plc
British Waterways
Centro
Chester-le-Track Ltd
Chiltern Railway Company Limited
Confederation of Passenger Transport NW
Crossrail Limited
DB Regio UK Ltd
Defence Infrastructure Organisation (on behalf of) the Ministry of Defence
Direct Link North Railway and Property Company Limited
DN Schenker Rail
Energy Engineering Projects Ltd
Freightliner Group Limited
General Aviation Awareness Council
Greater Nottingham Transport Partnership
Guide of Travel Management Companies (GTMC)
Heathrow Airport Limited
Heathrow Hub Ltd
Highlands and Islands Transport Partnership (HITRANS)
Highways Agency
Imtech G&H Limited
Independent Transport Commission
Inland Waterways Association
Kier group
Light Rail Transit Association
London Midland (London & Birmingham Railway Limited)
Manchester Airport Consultative Committee
National Council on Inland Transport
National Union of Rail Maritime and Transport Workers
Nestrans
Network Rail
Newcastle International Airport Ltd
North West Transport Roundtable
Ontrack Rail Users Association
Passenger Focus
Passenger Focus (Scotland)
Passenger Transport Executive Group
Private Wagon Federation
Rail Freight Group
RAIL magazine
Rail Planning Consulting
Railfuture
Railfuture West Midlands Branch – Submission not authorised by Railfuture
Railway Engineers Forum (REF)

Railway Industry Association
Regional Transport Partnership (Nestrans, Tactran, Hitrans and ZetTrans)
Sabai Rail Consulting
Scotland's Regional Transport Partnerships
Scottish Association for Public Transport
Scottish Passenger Agents Association (SPAA)
Severn Trent Water
Society for Transport Integration
South Staffordshire Water plc
South West Wales Integrated Transport Consortium – SWWITCH
South Yorkshire Passenger Transport Executive
The Association of Transport Co-ordinating Officers (ATCO)
The Coal Authority
The Inland Waterways Association

The Manchester Airports Group (MAG)
The Rail Estate Consultancy
Transport Futures
Transport Modelling Practitioners Network (TraMPNet)
Transport Planning Society
Transport Resources International Ltd
Transport Salaried Staff's Association (TSSA)
Transport Sense Ltd.
Transport-Watch UK
TravelWatch – East Midlands
TravelWatch NorthWest
UCVR Sustainable transport group
UK Coal Mining Ltd
UK Ultraspeed
Vectec Ltd
Veolia Water Central
VTG Rail UK Ltd

Appendix 3 Organised submissions

1. Table A3.1 below lists the various types of organised submissions that were identified during the data entry and analysis stages.
2. A response is considered part of an organised submission if its content is identical or nearly identical to numerous other responses, e.g. consisting of a pre-printed response postcard to which respondents add their details.
3. Responses that are part of organised submissions do not always have a title or subject line that helps identify them; often the identification was done on the basis of the content of the response. For this reason, there is no easy way of naming the organised submissions, which is why in the table below they have been described in the left column. The right column indicates how many responses of each type were received.

Table A3.1 Overview of organised submissions

Response type	Count
National 'Yes to HS2' campaign (email/letter and postcards) that has the same base text with a variety of additional statements in favour of HS2	12,607
Variety of responses (email/letter and response forms) that answer specific questions using standard text to oppose HS2	1,488
Email/letter that answers specific questions using standard text to express support and some concerns over HS2	616
Email/letter to Philip Hammond using standard text to oppose HS2	84
Edgcote Battlefield postcard using standard text to oppose HS2	56
White elephant postcard using standard text to oppose HS2	38
Hillingdon postcard giving people the option to express support or oppose HS2	20

4. In addition to the response types in Table A3.1, there are 427 respondents who submitted non-standard letters, emails or response forms along with a standard attachment relating specifically to the property bond scheme.

Appendix 4 Integration of ‘other format’ responses

1. As described in Chapter 4 of the report, a significant proportion of the responses to the consultation did not contain references to the consultation questions. In the analysis process such responses were treated separately. However, for reporting purposes the analysed comments were integrated with responses to the seven consultation questions, with each code used in the analysis being allocated to the consultation question it was most relevant to. For example, if respondents commented on the blight proposals without making specific reference to Question 7, those responses were analysed and reported on alongside those which did answer Question 7, because of their similar content.
2. Table A4.1, below, shows where each code used in the analysis of these responses has been assigned. Each code is listed in the left hand column, and in the right hand column you can see to which question these comments have been assigned.

Table A4.1 Integration of ‘other format’ responses

Code	Question assigned
Level of agreement	
Agree with Q1	Question 1
Agree with Q2	Question 2
Agree with Q4	Question 4
Agree with Q7	Question 7
Agree with Q5	Question 5
Agree with Q3	Question 3
Agree with Q1 with caveats	Question 1
Agree with Q2 with caveat	Question 2
Disagree with Q2	Question 2
Disagree with Q3	Question 3
Disagree with Q7	Question 7
Disagree with Q1	Question 1
Disagree with Q5	Question 5
Disagree with Q4	Question 4
Strategic case and economics	
Bus/need case - lack of vision/not ambitious enough	Question 1
Bus/need case - need for further research	Question 1
Bus/need case - question need for economic growth	Question 1
Bus/need case - question/disagree	Question 1
Bus/need case - support	Question 1
Bus/need case - train travel is outdated	Question 1
Bus/need case - uncertainty/long term projections	Question 1
Bus/need case - white elephant/vanity project	Question 1
Bus/need case - will not support economic growth	Question 1
Bus/need case - will support economic growth	Question 1
Capacity - freight capacity will improve (on existing lines)	Question 1
Capacity - freight capacity will not improve (oppose HS2)	Question 1
Capacity - freight other comments	Question 1
Capacity - freight should utilise HS2	Question 1

Code	Question assigned
Capacity - HS2 train capacity concerns	Question 1
Capacity - needs to be addressed	Question 1
Capacity - other comments/suggestions	Question 1
Capacity - query/disagree with capacity requirements	Question 1
Capacity - will not release capacity/relieve pressure on existing lines	Question 1
Capacity - will release capacity/relieve pressure on existing lines	Question 1
Capacity - will relieve pressure on East Coast main line	Question 1
Capacity - will relieve pressure on other infrastructure	Question 1
Capacity - will relieve pressure on West Coast main line	Question 1
Competitiveness - Britain is behind other European countries	Question 1
Competitiveness - other countries having HS rail does not mean UK has to	Question 1
Competitiveness - will increase competitiveness/productivity	Question 2
Competitiveness - will not increase competitiveness/productivity	Question 1
Connectivity - connecting regional centres not required (oppose HS2)	Question 1
Connectivity - connecting regional centres positive (support HS2)	Question 1
Connectivity - need for link with Europe/International accessibility	Question 1
Cost - account for compensation	Question 1
Cost - benefits will be greater than projected	Question 1
Cost - budget will overrun/delays/major project problems	Question 1
Cost - effective/value for money	Question 1
Cost - effective/value for money in long-term	Question 1
Cost - maintenance	Question 1
Cost - project funding suggestions	Question 1
Cost - question/disagree cost/benefit figures/analysis	Question 1
Cost - relative to alternatives	Question 1
Cost - return on investment	Question 1
Cost - subsidies concerns (general/rail fares)	Question 1
Cost - too expensive in context of cuts/spending review	Question 1
Cost - too expensive/not cost effective/not value for money	Question 1
Cost - value the environment/non financial aspects	Question 1
Demand - for rail is increasing generally	Question 1
Demand - IT makes business travel less necessary (oppose HS2)	Question 1
Demand - other comments/suggestions	Question 1
Demand - question demand for intercity rail travel	Question 1
Demand - question/disagree passenger projections/demand	Question 1
Demand - will increase/be higher than projected	Question 1
Frequency - increased frequency positive	Question 1
Frequency - query/not needed	Question 1
Job creation - HS2 will create jobs/access to jobs	Question 2
Job creation - question/disagree figures/HS2 will not create jobs	Question 2
Journey times - current times acceptable (oppose HS2)	Question 2
Journey times - need to consider full journey/savings not relevant (oppose HS2)	Question 2
Journey times - productive use of current train travel time (oppose HS2)	Question 2
Journey times - question need for speed (oppose HS2)	Question 2
Journey times - question/reject journey times/speeds	Question 2
Journey times - reduced times positive (support HS2)	Question 2
Journey times - savings not substantial enough (oppose HS2)	Question 2
Rail fares - currently too expensive (oppose HS2)	Question 2
Rail fares - HS2 will only benefit wealthy passengers (oppose HS2)	Question 2
Rail fares - need to be affordable (support HS2)	Question 2
Rail fares - other comments/suggestions	Question 2
Rail fares - will be too expensive for HS2	Question 2
Reliability - more reliable service positive (support HS2)	Question 2
Reliability - of existing services	Question 1
Reliability - question reliability of HS2	Question 2
Social and economic	

Code	Question assigned
Concern - cumulative development/other infrastructure (i.e. impact of motorways plus HS2)	Question 5
Concern - disruption (general)	Question 5
Concern - future generations	Question 5
Concern - impact on cultural heritage	Question 5
Concern - impact on development land/planning designations (planning blight)	Question 5
Concern - impact on local people/communities	Question 5
Concern - impact on rural areas/communities	Question 5
Concern - impact on towns/villages	Question 5
Concern - impact on urban areas	Question 5
Concern - impacted communities will not benefit	Question 5
Concern - proximity to children/schools	Question 5
Concern - proximity to people/communities	Question 5
Concern - proximity to respondents' home/property	Question 5
Concern - recreation/local amenities	Question 5
Equality - improving access to travel	Question 2
Equality - majority will benefit/national interest	Question 5
Equality - majority will not benefit	Question 5
Equality - other	Question 5
Health - general	Question 5
Health - stress/emotional impact	Question 5
Local business - negative impact	Question 5
Local business - positive impact	Question 5
North-south divide - will exacerbate/too London-centric	Question 5
North-south divide - will promote more equitable development	Question 5
Operation - capacity at city centres/stations/surrounding areas	Question 5
Operation - disrupting roads/splitting communities	Question 5
Operation - speed/frequency/timing of services	Question 5
Property - compensation	Question 5
Property - demolition of properties	Question 5
Property - foundations	Question 5
Property - general blight	Question 5
Property - other concerns/impacts	Question 5
Property - values will decrease/property blight	Question 5
Quality of life - will decrease	Question 5
Quality of life - will increase	Question 5
Regional - link with London positive (for regional cities)	Question 2
Regional - regional job creation positive	Question 2
Regional - regional job creation question/disagree	Question 1
Regional - regional jobs negative impact	Question 1
Regional - supports access to European markets for regional cities	Question 2
Regional - supports devel - Euston	Question 1
Regional - supports devel - North of England	Question 2
Regional - supports devel - Scotland	Question 2
Regional - supports devel - West Midlands/Birmingham	Question 2
Regional - supports regeneration/development (general)	Question 2
Regional - will not support development where train does not stop	Question 2
Regional - will not support regeneration/development (general)	Question 2
Regional - will relieve pressure on the south east	Question 1
Regional equity - few places benefit	Question 2
Tourism - negative impact	Question 5
Tourism - will attract visitors/stimulate tourism	Question 5
Safety, security and resilience	
Emergencies - access/impacts	Question 4
General/other	Question 4
Health and safety - general comments	Question 4
Resilience - severe weather conditions	Question 4

Code	Question assigned
Safety - concern about animals	Question 4
Safety - concern about aviation	Question 4
Safety - concern about local people	Question 4
Safety - concern about speed of trains	Question 4
Safety - rail is safer	Question 4
Safety - relating to design/construction e.g. tracks, tunnels	Question 4
Security - terrorism concerns	Question 4
Security - vandalism concerns	Question 4
Environment	
Assessment - EIA requirements/suggestions	Question 5
Assessment - inadequate	Question 5
Assessment - need for EIA or SEA	Question 5
Concern about future development	Question 5
Concern about pollution generally	Question 5
Designated area - Ancient Woodlands	Question 5
Designated area - Archaeological sites	Question 5
Designated area - Area of Outstanding Natural Beauty (AONB)	Question 5
Designated area - Conservation Areas (SAC)	Question 5
Designated area - Environmentally Sensitive Area (ESA)	Question 5
Designated area - Green belt	Question 5
Designated area - Heritage Site	Question 5
Designated area - Listed buildings	Question 5
Designated area - Local wildlife site	Question 5
Designated area - National Park	Question 6
Designated area - Nature Reserves	Question 5
Designated area - Other	Question 5
Designated area - Scheduled Ancient Monuments (SAM)	Question 5
Designated area - Sites of Special Scientific Interest (SSSI)	Question 5
Designated area - Special Protection Areas (SPA)	Question 6
Environmental case - question/oppose	Question 5
Environmental case - support	Question 5
Generally negative to environment	Question 5
Generally positive to environment	Question 5
Geography - concern UK is a small country/no space	Question 5
Geography - UK geography suited to HSR	Question 5
Natural - impact agricultural land/farming	Question 5
Natural - impact air quality	Question 5
Natural - impact biodiversity/wildlife	Question 5
Natural - impact countryside/landscape	Question 5
Natural - impact flooding/flood risk	Question 5
Natural - impact on aquifer/water supply	Question 5
Natural - impact on footpaths/rights of way	Question 5
Natural - impact rivers/canals/lakes	Question 5
Natural - impact soil	Question 5
Visual - concern about light pollution	Question 5
Visual - negative impact	Question 5
Visual - positive impact	Question 5
Noise and vibration	
Assessment - inadequate/further assessment/more information	Question 6
Assessment - noise/decibel levels/measurement (figures)	Question 6
Assessment - should be based on pass by/maximum noise not an average	Question 5
Assessment - suggestion	Question 6
Impact - aerodynamics	Question 6
Impact - frequency/timing of services	Question 6
Impact - general concern noise	Question 6
Impact - noise impact on health	Question 6
Impact - noise impact on wildlife	Question 6

Code	Question assigned
Impact - overhead cables	Question 6
Impact - speed	Question 6
Impact - vibration (general)	Question 6
Impact - vibration/noise - tunnels	Question 6
Noise is less than/comparable to e.g. motorways, flight paths	Question 6
Noise is not a concern/is manageable	Question 6
Predictions - HS2 sound simulation (events)	Question 6
Predictions - question noise predictions	Question 6
Sustainability appraisal and climate change	
Appraisal - comment/suggestion	Question 6
Appraisal - methodology	Question 6
Appraisal - question/inadequate/flawed/more info	Question 6
Appraisal - support with caveats	Question 6
Appraisal - support/adequate	Question 6
CO2 - consider total journey	Question 6
CO2 - construction emissions (concern)	Question 6
CO2 - HS2 will NOT/may not reduce emissions/will increase emissions	Question 6
CO2 - HS2 will reduce emissions	Question 6
CO2 - include other CO2 mitigation measures	Question 6
CO2 - other comments	Question 6
CO2 - question climate change happening/not man-made	Question 6
CO2 - question measurement/figures	Question 6
CO2 - total project impact (footprint)	Question 6
Energy - general (rising costs etc)	Question 6
Energy - HS2 energy consumption	Question 6
Energy - HS2 fuel source/type	Question 6
Energy - HS2 will reduce fossil fuel dependence	Question 6
Energy - suggestion	Question 6
Modal shift - aviation will not reduce	Question 6
Modal shift - aviation will reduce	Question 6
Modal shift - HS2 increases travel	Question 6
Modal shift - LHR link will reduce aviation	Question 6
Modal shift - LHR link won't reduce aviation usage	Question 6
Modal shift - other comment	Question 6
Modal shift - road usage will not reduce	Question 6
Modal shift - road usage will reduce	Question 6
Modal shift - suggestion	Question 6
Modal shift - will encourage modal shift	Question 6
Modal shift - will not/may not happen	Question 6
Sustainability - general/other	Question 6
Sustainability - HS2 inappropriate for agenda/targets	Question 6
Sustainability - HS2 must achieve agenda/targets	Question 6
Sustainability - is sust'ble/benefits outweigh costs	Question 6
Sustainability - most sust'ble option/route	Question 6
Sustainability - not most sustainable option	Question 6
Sustainability - not sust'ble/costs outweigh benefits	Question 6
Sustainability - of rail travel (support)	Question 6
Sustainability - question concept/importance	Question 6
Sustainability - rail/high speed rail (question/oppose)	Question 6
Sustainability - support generally	Question 6
Sustainability - won't achieve sust consum & prod'n	Question 6
Sustainability - won't create sustainable communities	Question 6
Sustainability - won't enhance natural & cultural environment	Question 6
Principles and specification	
(1) Speed - comments/suggestions	Question 4
(1) Speed - concerns/object	Question 4
(1) Speed - performance not speed	Question 4

Code	Question assigned
(1) Speed - support	Question 4
(1) Capacity - comments/suggestions	Question 4
(2) Capacity - comments/suggestions	Question 4
(2) Capacity - concerns/object	Question 4
(2) Capacity - support	Question 4
(3) Environment - comments/suggestions	Question 4
(3) Environment - question/not meeting principle/concerns about impacts	Question 4
(4) Controlling cost - comments/suggestions	Question 4
(4) Controlling cost - support	Question 4
Agree with principles/specification	Question 4
Agree with principles/specification (oppose HS2)	Question 4
Disagree with principles/specification	Question 4
General - concerns about feasibility of service	Question 4
General - missing principle - other	Question 4
General - not meeting/won't meet own principle(s)	Question 4
General - suggestions/comments	Question 4
General - too few options considered/remit too limited	Question 4
General - trade off/too much focus on	Question 4
No comment on principles/spec	Question 4
P - Exploiting max benefit from high speed capacity	Question 1
P - High speed trains only	Question 4
P - Integration with classic network	Question 4
P - Integration with other transport networks	Question 4
P - Long distance, city to city - query/object	Question 4
P - Long distance, city to city - support	Question 4
Spec - EU Directive Interoperability/broad gauge	Question 4
Spec - HS2 trains on existing lines	Question 4
Mitigation	
Acknowledge impacts/concerns (support HS2)	Question 5
Construction mitigation - inadequate	Question 5
Construction mitigation - suggestion	Question 5
Environmental mitigation - inadequate	Question 5
Environmental mitigation - suggestion	Question 5
Environmental mitigation - support	Question 5
Mit measures - (Q5) inadequate/disagree	Question 5
Mit measures - (Q5) support/agree	Question 5
Mit measures - (Q5) support/agree with caveats	Question 5
Mit measures - assessment of HS2 inadequate	Question 5
Mit measures - concern about cost	Question 5
Mit measures - concern passenger experience/concern will be reduced	Question 5
Mit measures - equity views	Question 5
Mit measures - impacts are comparable to other transport corridors	Question 5
Mit measures - implementation/concern will not happen	Question 5
Mit measures - no amount adequate	Question 5
Mit measures - not detailed enough/more information	Question 5
Mit measures - suggestions/comments	Question 5
Noise mitigation - inadequate	Question 5
Noise mitigation - not detailed enough/more information	Question 5
Noise mitigation - suggestion	Question 5
Noise mitigation - support	Question 5
Noise mitigation - visual impact of mit measures (concern)	Question 5
Social mitigation - suggestion	Question 5
Visual mitigation - inadequate	Question 5
Visual mitigation - suggestion	Question 5
Visual mitigation - support	Question 5
Blight Proposals	
How much - full property value	Question 7

Code	Question assigned
How much - not enough	Question 7
How much - property value plus extras	Question 7
How much - valuation mechanism/level	Question 7
Impact - community	Question 7
Impact - construction	Question 7
Impact - countryside/amenity/visual impact	Question 7
Impact - disruption/annoyance	Question 7
Impact - dust/pollution	Question 7
Impact - emotional effects	Question 7
Impact - generalised blight	Question 7
Impact - impacts overstated/estimated	Question 7
Impact - impacts understated/estimated	Question 7
Impact - livelihood/business	Question 7
Impact - lives/quality of life	Question 7
Impact - loss of home/garden	Question 7
Impact - mortgages	Question 7
Impact - noise/vibration	Question 7
Impact - not just property value	Question 7
Impact - other	Question 7
Impact - property values	Question 7
Impact - retirement/equity in home	Question 7
Impact - traffic/ travel disruption	Question 7
Impact - uncertainty/anxiety	Question 7
Principle - ability to move house	Question 7
Principle - any blight unacceptable	Question 7
Principle - assisting... significant value	Question 7
Principle - case by case basis	Question 7
Principle - fairness \ transparency	Question 7
Principle - functioning of property market	Question 7
Principle - Gov owning large numbers of properties	Question 7
Principle - no amount would be adequate	Question 7
Principle - of compensation - agree	Question 7
Principle - of compensation - disagree	Question 7
Principle - polluter/govt pays	Question 7
Principle - reassuring now fair compensation will be paid	Question 7
Principle - stay in homes and communities	Question 7
Scheme - acceptable	Question 7
Scheme - comments/ideas/suggestions	Question 7
Scheme - cost of compensation	Question 7
Scheme - examples of compensation schemes	Question 7
Scheme - implementation concerns	Question 7
Scheme - legal issues	Question 7
Scheme - motives/perceptions of compensation	Question 7
Scheme - not acceptable	Question 7
Scheme - not detailed/clear enough	Question 7
Scheme - not fair	Question 7
Scheme - too restrictive/inflexible	Question 7
What - Bond Based Scheme - question/oppose	Question 7
What - Bond Based Scheme - support	Question 7
What - Bond Based Scheme - support with caveats	Question 7
What - Comp. Bond Scheme - question/oppose	Question 7
What - Comp. Bond Scheme - support	Question 7
What - Current EHS Scheme - question/oppose	Question 7
What - Current EHS Scheme - support	Question 7
What - Hardship-based property purchase scheme - question/oppose	Question 7
What - Hardship-based property purchase scheme - support	Question 7
What - not just statutory	Question 7

Code	Question assigned
What - safeguarding land	Question 7
What - statutory blight/compulsory purchase	Question 7
What - statutory compensation	Question 7
When - announce scheme now/soon	Question 7
When - blight happening now/pre construction	Question 7
When - compensation too slow	Question 7
When - schemes too short/blight ongoing	Question 7
Where - does not extend far enough (from route)/suggest proximity	Question 7
Where - property above tunnel	Question 7
Where - proximity to line	Question 7
Who - all property owners	Question 7
Who - everyone/not just worst affected should be fully compensated	Question 7
Who - non home owners/ tenants/shared ownership	Question 7
Who - other	Question 7
Who - people affected by existing/other modes	Question 7
Proposed route and locations	
Birmingham Airport interchange - concerns	Question 5
Birmingham Airport interchange - suggest/comment	Question 5
Birmingham Airport interchange - support	Question 5
Birmingham CC Station - concerns	Question 5
Birmingham CC Station - suggest/comment	Question 5
Birmingham CC Station - support	Question 5
Birmingham CC station - too remote/not central enough	Question 5
Birmingham interchanges - suggest/comment	Question 5
Infrastructure maintenance depot	Question 5
Interchanges - difficulties of access	Question 3
Interchanges/spurs - comments/suggestions	Question 5
Interchanges/spurs - query/object	Question 5
London station - Euston - concerns	Question 5
London station - Euston - suggest/comment	Question 5
London station - Euston - support	Question 5
London station - other suggestions/comments	Question 5
London station - suggest Paddington	Question 5
London station - suggest St Pancras	Question 5
Old Oak Common interchange - concerns	Question 5
Old Oak Common interchange - suggest/comment	Question 5
Old Oak Common interchange - support	Question 5
Proposed route - agree (Q5)	Question 5
Proposed route - agree with caveat (Q5)	Question 5
Proposed route - disagree (Q5)	Question 5
Proposed route - disagree/query	Question 5
Proposed route - no comment (Q5)	Question 5
Rolling stock depot - comments	Question 5
Route - amendments to route - comments/suggestions	Question 5
Route - amendments to route - question/object	Question 5
Route - amendments to route - support	Question 5
Route - away from populated areas	Question 5
Route - equity views	Question 5
Route - follow existing rail corridors	Question 5
Route - follow existing transport corridors	Question 5
Route - follow existing/does not	Question 5
Route - follow Great Central Railway (GCR) route	Question 5
Route - follow motorways	Question 5
Route - most direct/straight - oppose	Question 5
Route - most direct/straight - support	Question 5
Route - prefer alternative HS2 route proposals (1.5, 2.5, 4)	Question 5
Route - prefer alternative route/network configuration	Question 5

Code	Question assigned
Route - will become bottleneck	Question 5
Selection process - agree/support	Question 5
Selection process - comments/suggestions	Question 5
Selection process - disagree/question	Question 5
Selection process - too few route options/need more information/assessment	Question 5
Selection process - too much focus on speed/cost	Question 5
Specific section - comment/suggestion	Question 5
Specific section - question/object	Question 5
Specific section - support	Question 5
Proposed link - Heathrow	
Agree with LHR link/spur	Question 3
Agree with LHR link/spur with caveats	Question 3
Disagree with LHR link/spur	Question 3
Disagree with LHR link/spur (support HS2)	Question 3
Disagree with LHR spur/prefer through route (support HS2)	Question 3
LHR capacity/location/third runway concerns	Question 3
LHR spur - need more info/assessment inadequate	Question 3
LHR spur - suggest/comment	Question 3
Link between LHR and HS1 - support	Question 3
Oppose - airports in the North/regions/LHR link not needed	Question 3
Oppose - existing LHR connections adequate	Question 3
Oppose - if Thames Estuary Airport is developed LHR link not required	Question 3
Oppose - improve (existing) LHR connections	Question 3
Oppose - LHR spur too expensive/concern about cost/question/oppose economic case	Question 3
Oppose - other reasons for opposing LHR link/spur	Question 3
Oppose - question/oppose passenger projections/inadequate demand	Question 3
Prefer LHR interchange at Old Oak Common	Question 3
Prefer LHR link in Phase 1/soon	Question 3
Prefer LHR link in Phase 2/support for phasing	Question 3
Prefer LHR through route/direct not spur	Question 3
Prefer LHR with alternative alignment	Question 3
Support - improves access to LHR/improves access from North	Question 3
Support - other reasons for supporting LHR link/spur	Question 3
Support - release capacity for flights at LHR	Question 3
Proposed link – HS1	
Agree with HS1 link	Question 3
Agree with HS1 link (oppose HS2)	Question 3
Agree with HS1 link with caveats	Question 3
Cite HS1 as disappointment	Question 3
Cite HS1 as success	Question 3
Disagree with HS1 link	Question 3
Disagree with HS1 link (support HS2)	Question 3
General comments HS1/Channel Tunnel	Question 3
Link - border control issues/customs facilities	Question 3
Link - double track preferable to single track	Question 3
Link - improve HS1/HS2 link plans	Question 3
Link - need more info/assessment inadequate	Question 3
Link - pedestrian links (Euston to St Pancras)	Question 3
Link - prefer St Pancras/direct connection	Question 3
Link - suggestions/comments	Question 3
Oppose - feasibility of proposed link	Question 3
Oppose - HS1 link too expensive/cost concern/question economic case	Question 3
Oppose - impact of proposed link on existing services	Question 3
Oppose - improve (existing) HS1 connections	Question 3
Oppose - journey time to Europe too long	Question 3
Oppose - other reasons for opposing HS1 link	Question 3
Oppose - question passenger projections/inadequate demand	Question 3

Code	Question assigned
Support - other reasons for supporting HS1 link	Question 3
Support - through trains from North to Europe	Question 3
Support - through trains to Europe	Question 3
Unsure/undecided HS1 link	Question 3
Y network and extensions	
Extent - links/plans - question/inadequate	Question 2
Extent - network needs to extend further - does not go far enough	Question 2
Extent - propose alternative network configuration	Question 2
Extent - support links/connections	Question 2
Extent - support stage 1/London to Birmingham	Question 2
Extent - support Y network/stage 2	Question 2
Integrate with Birmingham airport	Question 2
Integrate with existing rail services	Question 2
Integrate with Manchester airport	Question 2
Integrate with other airports	Question 2
Integrate with transport hubs/networks	Question 2
Link with Crossrail support	Question 2
Link with/stop at [location named]	Question 2
Link with/stop at Aylesbury	Question 2
Link with/stop at Birmingham	Question 2
Link with/stop at Brackley	Question 2
Link with/stop at Bradford	Question 2
Link with/stop at Bristol	Question 2
Link with/stop at Cardiff	Question 2
Link with/stop at Coventry	Question 2
Link with/stop at Edinburgh	Question 2
Link with/stop at Glasgow	Question 2
Link with/stop at Leeds	Question 2
Link with/stop at Leicester	Question 2
Link with/stop at Liverpool	Question 2
Link with/stop at Manchester	Question 2
Link with/stop at Milton Keynes	Question 2
Link with/stop at Newcastle	Question 2
Link with/stop at Northampton	Question 2
Link with/stop at Nottingham	Question 2
Link with/stop at Oxford	Question 2
Link with/stop at Preston	Question 2
Link with/stop at Rugby	Question 2
Link with/stop at Sheffield	Question 2
Need for parkway station(s) on route	Question 2
Need for speed along HS2 route (i.e. don't stop too often)	Question 2
Need more stops along HS2 route/too few stops	Question 2
Need to connect cities in the North	Question 2
Need to connect with city centres/doesn't currently	Question 2
Need to connect with other city centres	Question 2
Need to connect with other locations	Question 2
Need to consider East-West travel	Question 2
Need to reach East Midlands	Question 2
Need to reach Midlands	Question 2
Need to reach North	Question 2
Need to reach North East	Question 2
Need to reach North West	Question 2
Need to reach Scotland	Question 2
Need to reach Wales	Question 2
Phase 2 - specific comments/suggestions	Question 2
Y network phasing	
Agree with phased roll out	Question 3

Code	Question assigned
Agree with phased roll out with caveats	Question 3
Disagree with phased roll out	Question 3
Disagree with phased roll out (support HS2)	Question 3
Management - ownership/management/planning of scheme	Question 3
Phasing - build full network immediately	Question 3
Phasing - concern about completion	Question 3
Phasing - concern about cost/funding	Question 3
Phasing - concern about disruption	Question 3
Phasing - concern about existing capacity issues	Question 3
Phasing - concern about timescale	Question 3
Phasing - concern about transparency	Question 3
Phasing - concerns/comments Hybrid bill	Question 3
Phasing - need plan/powers for Phase 2 now	Question 3
Phasing - suggestions	Question 3
Phasing - support as learn from Phase 1	Question 3
Phasing - support as less disruption	Question 3
Phasing - support as operational benefits	Question 3
Phasing - support but as quickly as possible	Question 3
Phasing - support for financial reasons	Question 3
Start phased roll out in North	Question 3
Start phased roll out in Scotland	Question 3
Timing - build network quicker	Question 3
Timing - concern work has already started	Question 3
Timing - overall timescale very long	Question 3
Timing - should have been started years ago	Question 3
Timing - will take longer to complete	Question 3
Engineering and construction	
Associated infrastructure (power, telecoms)	Question 5
Bridges - concern about impacts	Question 5
Bridges - support use	Question 5
Bunds - concerns	Question 5
Bunds - support use	Question 5
Const impacts - disruption to roads/traffic/accessibility	Question 5
Const impacts - dust and dirt	Question 5
Const impacts - environmental damage	Question 5
Const impacts - general/other	Question 5
Const impacts - health and safety/risks	Question 5
Const impacts - local business/communities	Question 5
Const impacts - noise	Question 5
Const impacts - spoil/movement of earth/waste	Question 5
Const impacts - to existing rail services	Question 5
Construction - code of practice/standards	Question 5
Construction - engineering/geology - concern	Question 5
Construction - facilities/accommodation for/impact of builders	Question 5
Construction - timetable/duration	Question 5
Construction - work hours	Question 5
Construction - worksites	Question 5
Contracts - tender process/other comments	Question 4
Contracts - use of foreign labour/contractors/suppliers	Question 5
Contracts - use of local/UK labour/contractors/suppliers	Question 5
Contracts - who benefits/transparency	Question 5
Cuttings - comments/suggestions	Question 5
Cuttings - concern about impact	Question 5
Cuttings - support use	Question 5
Design - comments/suggestions (general)	Question 5
Design - support good/appropriate design	Question 5
Design - utility corridor alongside HS2 (water, electricity..)	Question 5

Code	Question assigned
General - disruption	Question 5
Green tunnels/cut cover - concern about impact	Question 5
Green tunnels/cut cover - support use	Question 5
Green tunnels/cut cover - use in specific area/stretch of route	Question 5
Height of line - concern	Question 5
HS2 - future proofing (capacity, speed, technology)	Question 4
HS2 - width of rail roadway/track requirements	Question 4
HS2 train - length/size of the train	Question 4
HS2 train - on board design/facilities	Question 4
HS2 train - possible need for higher speeds	Question 4
HS2 train - technology will be out of date	Question 4
HS2 train - type of train/alternative technology	Question 4
Maintenance/resilience - comments/concerns (other than cost)	Question 4
Technical content	Question 4
Tunnels - concern about impacts	Question 5
Tunnels - concerns about cost	Question 5
Tunnels - impact on natural environment	Question 5
Tunnels - impact on properties	Question 5
Tunnels - oppose use in specific area/stretch	Question 5
Tunnels - support greater use/not used enough	Question 5
Tunnels - support use	Question 5
Tunnels - use in AONB/environmental sensitive areas	Question 5
Tunnels - use in built up areas	Question 5
Tunnels - use in specific area/stretch of route	Question 5
Vent shafts - concerns	Question 5
Viaduct - concerns about Colne Valley	Question 5
Viaducts - concerns	Question 5
Viaducts - support	Question 5
Strategic alternatives - Rail	
Existing network is effective	Question 1
Existing network is not effective (oppose HS2)	Question 1
Existing network is not effective (support HS2)	Question 1
Existing network should not be upgraded/minimise disruption (support HS2)	Question 1
Impact of HS2 on existing rail services	Question 1
Impact of HS2 on funding other rail/transport projects (concern)	Question 1
Improve existing - in phases	Question 1
Improve existing - less first class carriages	Question 1
Improve existing - longer platforms/trains	Question 1
Improve existing - signalling	Question 1
Improve existing - specific improvements - suggestions	Question 1
Improve existing - ticket pricing/fares	Question 1
Improve existing - upgrades in progress/past improvements	Question 1
Improve existing lines - electrification	Question 1
Improve existing lines as well (support HS2)	Question 1
Improve/invest in local/commuter/intra-city rail lines	Question 1
Improve/utilise existing network instead (oppose HS2)	Question 1
Other comments on existing rail services	Question 1
Prefer alternative train technology/design (alternative rail system to HS2)	Question 1
Prefer new conventional speed rail lines	Question 1
Prefer Rail Package 2 (oppose HS2)	Question 1
Prefer Rail Package 2 plus (oppose HS2)	Question 1
Reopen old lines instead	Question 1
Strategic alternatives – Non-rail	
Air - air travel is preferable	Question 1
Air - concerns/comments about aviation	Question 1
Air - impact of HS2 on air travel (concern)	Question 1
Air - improve aviation	Question 1

Code	Question assigned
Air - regional airports - LHR link will damage	Question 1
Air - regional airports - support	Question 1
Air - suggestions	Question 1
Alternative - HS2 is preferable to alternatives	Question 1
Alternative - invest in North/regions (oppose HS2)	Question 1
Alternative - other spending priorities	Question 1
Alternative - strategy/approach	Question 1
Alternative - support living/working locally	Question 1
Alternative - support reduction in travel	Question 1
Alternative - utilise/develop IT instead (oppose HS2)	Question 1
Alternatives - not properly considered/more information needed/better options (rail/nonrail)	Question 1
Bus - improve the bus network	Question 1
Buses - Impact of HS2 on existing bus services (concern)	Question 2
General - general transport comments	Question 1
General - impact of HS2 on transport network	Question 1
General - improve local transport services	Question 1
General - improve the transport network generally	Question 1
General - need for integrated transport strategy	Question 1
General - transport infrastructure problems	Question 1
Roads - concerns about roads	Question 1
Roads - driving is preferable	Question 1
Roads - electric vehicles/green technology	Question 1
Roads - impact of HS2 on roads	Question 1
Roads - improve the road network	Question 1
Roads - suggestions	Question 1
Other comments	
General criticism of DfT	Question 2
General criticism of Government	Question 2
General criticism of HS2 Limited	Question 2
General opposition to HS2	Question 2
General support for DfT	Question 2
General support for Government	Question 2
General support for HS2	Question 2
General support for HS2 Limited	Question 2
Lack of transparency	Question 2
Other issues	Question 2
UK economy	Question 2
Locations	
All location codes were analysed under Question 5, the full list of locations can be found in Appendix 5.	

Appendix 5 Codes by theme and by question

1. The analysis of consultation responses was carried out using a coding framework consisting of 22 themes containing a total of over 2,000 codes, of which around half refer to specific locations mentioned by respondents. The themes and codes are listed below in Table A5.1 and Table A5.2 respectively.
2. On the next page, the analysis themes are listed, using the order in which the coding framework was structured. The remainder of this appendix consists of a table in which all the codes used are listed. The order of themes mirrors Table A5.1; within the themes the codes are listed alphabetically. Table A5.2 also provides an overview of the number of responses to which each code was applied for each consultation question. Generally speaking themes and codes have been applied across consultation questions, although a few themes and a number of codes were created specifically for one consultation question.
3. It is important to note that there is a slight difference between how the codes were used to inform the reporting and how they have been listed below. This applies to responses that did not make reference to the consultation questions. As discussed in Appendix 4, in the main body of this report these codes and the comments they represent were reported on and counted alongside similar comments which did make reference to the questions. However in the table below these comments have been separated out in the right hand column labelled 'Other format' to show clearly where respondents did and did not reference the consultation questions.

Table A5.1 Coding framework themes

Themes
1. Level of agreement
2. Strategic case and economics
3. Social and economic
4. Safety, security and resilience
5. Environment
6. Noise and vibration
7. Sustainability appraisal and climate change
8. Principles and specification
9. Mitigation
10. Blight proposals
11. Proposed route and locations
12. Proposed link – Heathrow
13. Proposed link – HS1
14. Y network and extensions
15. Y network phasing
16. Engineering and construction
17. Strategic alternatives – Rail
18. Strategic alternatives – Non-rail
19. References
20. Consultation
21. Other comments
22. Locations

Table A5.2 Count of comments per code per question

Level of agreement

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Agree with Q1	~	~	~	~	~	~	~	12,527
Agree with Q1 with caveats	~	~	~	~	~	~	~	14
Agree with Q2	~	~	~	~	~	~	~	12,522
Agree with Q2 with caveat	~	~	~	~	~	~	~	49
Agree with Q3	~	~	~	~	~	~	~	4
Agree with Q4	~	~	~	~	~	~	~	7
Agree with Q5	~	~	~	~	~	~	~	9
Agree with Q7	~	~	~	~	~	~	~	4
Agree with question proposition	4,072	2,759	2,212	2,571	2,170	~	2,664	~
Agree with question proposition (oppose HS2)	~	~	~	7	~	~	40	~
Agree with question proposition and HS2	1,524	~	~	~	~	~	~	~
Agree with question proposition with caveats	2,843	1,063	564	552	604	~	530	~
Agree with question proposition, but not HS2	3,536	~	~	~	~	~	~	~
Disagree with Q1	~	~	~	~	~	~	~	34
Disagree with Q2	~	~	~	~	~	~	~	909
Disagree with Q3	~	~	~	~	~	~	~	34
Disagree with Q4	~	~	~	~	~	~	~	33
Disagree with Q5	~	~	~	~	~	~	~	129
Disagree with Q7	~	~	~	~	~	~	~	31
Disagree with question proposition	11,077	31,218	26,180	28,436	28,064	~	16,012	~
Disagree with question proposition and HS2	12,375	~	~	~	~	~	~	~
Disagree with question proposition, but support HS2	4	~	~	~	~	~	~	~
No comment on question	162	136	170	299	239	7,337	1,772	~
No comment on question - no personal impacts	6	1	12	17	39	14	1,063	17
No comment on question - not enough information	52	161	44	74	125	122	283	~
Unsure/undecided	215	355	90	106	193	13	379	~

Strategic case and economics

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Bus/need case - lack of vision/not ambitious enough	29	47	37	39	15	15	~	11
Bus/need case - need for further research	217	407	370	145	117	41	25	107
Bus/need case - question need for economic growth	119	34	11	9	58	23	6	9
Bus/need case - question/disagree	4,419	4,359	3,983	4,530	4,002	1,204	794	1,941
Bus/need case - support	489	313	40	56	78	34	29	266
Bus/need case - train travel is outdated	166	91	18	40	18	17	3	33
Bus/need case - uncertainty/long term projections	89	425	64	35	26	56	5	78

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Bus/need case - white elephant/vanity project	1,157	705	430	594	299	284	284	517
Bus/need case - will not support economic growth	~	306	105	249	219	62	24	148
Bus/need case - will not support economic growth (enhanced capacity/performance and/or HS2)	4,392	~	~	~	~	~	~	~
Bus/need case - will support economic growth	~	136	30	27	21	25	12	12,676
Bus/need case - will support economic growth (enhanced capacity/performance and/or HS2)	726	~	~	~	~	~	~	~
Capacity - freight capacity will improve (on existing lines)	126	75	12	6	~	21	~	45
Capacity - freight capacity will not improve (oppose HS2)	120	65	23	13	7	15	~	10
Capacity - freight other comments	386	734	31	206	27	654	~	91
Capacity - freight should utilise HS2	131	182	35	37	12	111	~	21
Capacity - HS2 train capacity concerns	40	81	397	9	5	~	~	12
Capacity - needs to be addressed	1,240	1,051	96	90	44	20	9	12,614
Capacity - other comments/suggestions	362	562	36	54	30	82	~	83
Capacity - query/disagree with capacity requirements	596	442	54	205	61	26	3	83
Capacity - will not release capacity/relieve pressure on existing lines	232	150	809	20	21	9	4	42
Capacity - will release capacity/relieve pressure on existing lines	279	244	36	15	15	23	~	11,371
Capacity - will relieve pressure on East Coast main line	27	38	2	~	~	~	~	5
Capacity - will relieve pressure on other infrastructure	47	32	2	4	~	2	~	31
Capacity - will relieve pressure on West Coast main line	113	83	16	~	5	7	~	42
Competitiveness - Britain is behind other European countries	393	78	42	14	4	10	6	127
Competitiveness - other countries having HS rail does not mean UK has to	579	154	61	173	43	44	17	162
Competitiveness - will increase competitiveness/productivity	162	39	14	14	~	9	2	7,453
Competitiveness - will not increase competitiveness/productivity	112	65	3	432	38	10	3	40
Connectivity - connecting regional centres not required (oppose HS2)	20	57	6	5	2	1	1	161
Connectivity - connecting regional centres positive (support HS2)	155	156	23	17	15	7	~	12,454
Connectivity - need for link with Europe/international accessibility	102	54	47	10	10	3	1	12,280

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Cost - account for compensation	9	30	7	36	49	3	287	38
Cost - benefits will be greater than projected	10	8	~	~	~	~	~	14
Cost - budget will overrun/delays/major project problems	350	1634	223	361	146	177	90	316
Cost - effective/value for money	57	364	23	14	203	10	4	64
Cost - effective/value for money in long-term	26	108	5	10	6	7	2	8
Cost - maintenance	31	61	9	59	17	40	~	21
Cost - must be on time/on budget	25	24	6	6	7	1	~	~
Cost - project funding suggestions	74	103	63	18	19	20	23	44
Cost - question/disagree cost/benefit figures/analysis	1,108	4,163	362	1,245	955	481	170	458
Cost - relative to alternatives	1,355	3,363	222	471	366	156	41	365
Cost - return on investment	231	710	65	64	46	70	10	99
Cost - subsidies concerns (general/rail fares)	239	1,308	43	109	33	100	17	182
Cost - too expensive in context of cuts/spending review	1,977	2,274	687	293	345	332	274	1,536
Cost - too expensive/not cost effective/not value for money	3,257	8,063	2,532	2,119	2,509	844	911	1,255
Cost - value the environment/non financial aspects	365	692	108	308	639	181	108	151
Demand - for rail is increasing generally	258	29	6	3	1	3	~	54
Demand - HS2 will improve business travel (support HS2)	41	10	5	2	~	~	~	~
Demand - IT makes business travel less necessary (oppose HS2)	2,708	1,384	203	339	100	502	18	393
Demand - other comments/suggestions	78	151	37	55	~	26	1	48
Demand - question demand for inter-city rail travel	623	547	101	93	73	44	9	46
Demand - question/disagree passenger projections/demand	1,389	2,280	728	1,432	212	764	27	586
Demand - will increase/be higher than projected	51	14	12	~	~	~	~	9
Frequency - increased frequency positive	17	4	3	9	4	1	~	6
Frequency - not sufficient/need more than 14 trains per hour	1	12	~	10	2	~	~	~
Frequency - query/not needed	~	87	67	202	16	13	6	45
Job creation - HS2 will create jobs/access to jobs	95	38	21	5	10	25	3	7,449
Job creation - question/disagree figures/HS2 will not create jobs	279	302	39	40	34	358	8	214
Journey times - current times acceptable (oppose HS2)	1,054	314	78	128	60	18	8	175
Journey times - need to consider full journey/savings not relevant (oppose HS2)	488	796	217	562	271	91	14	255
Journey times - productive use of current train travel time (oppose HS2)	529	2,108	52	709	257	81	9	349

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Journey times - question need for speed (oppose HS2)	1,171	1,090	420	1,900	661	187	48	229
Journey times - question/reject journey times/speeds	173	345	82	347	115	27	5	100
Journey times - reduced times positive (support HS2)	225	175	36	29	25	22	1	12,595
Journey times - savings not substantial enough (oppose HS2)	1,442	1,903	372	2,410	557	297	110	618
Rail fares - currently too expensive (oppose HS2)	522	437	105	64	34	106	8	81
Rail fares - HS2 will only benefit wealthy passengers (oppose HS2)	413	1,030	100	417	79	111	39	200
Rail fares - need to be affordable (support HS2)	137	121	41	43	1	44	2	24
Rail fares - other comments/suggestions	129	188	22	59	1	25	3	50
Rail fares - will be too expensive for HS2	503	915	189	293	78	237	19	203
Reliability - more reliable service positive (support HS2)	53	40	5	7	2	1	~	12,515
Reliability - of existing services	304	375	30	28	13	4	2	30
Reliability - question reliability of HS2	58	186	39	160	19	10	2	9

Social and economic

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Concern - cumulative development/other infrastructure (i.e. impact of motorways plus HS2)	25	20	6	81	98	38	40	54
Concern - disruption (general)	163	172	108	407	291	87	9	141
Concern - future generations	127	74	35	161	271	136	100	287
Concern - impact on cultural heritage	54	42	20	135	348	595	74	197
Concern - impact on development land/planning designations (planning blight)	3	7	1	6	20	9	14	19
Concern - impact on local people/communities	479	501	201	2,064	2,392	1,520	1,321	637
Concern - impact on rural areas/communities	80	65	23	156	230	136	39	89
Concern - impact on towns/villages	90	60	83	327	773	198	80	202
Concern - impact on urban areas	23	34	8	53	99	66	5	14
Concern - impacted communities will not benefit	213	244	153	405	695	237	725	321
Concern - proximity to children/schools	15	6	8	151	443	67	47	80
Concern - proximity to people/communities	22	23	21	144	295	83	65	64
Concern - proximity to respondents home/property	28	16	21	133	214	47	134	132
Concern - recreation/local amenities	33	44	25	224	559	197	49	329

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Equality - improving access to travel	40	29	4	7	3	4	4	1
Equality - majority will benefit/national interest	131	60	18	45	40	23	100	12,500
Equality - majority will not benefit	1,779	2,400	629	1,054	519	361	282	549
Equality - other	14	4	2	2	3	5	144	23
Health - general	9	28	7	19	31	66	21	38
Health - impact of pollution	2	1	~	3	40	16	5	~
Health - stress/emotional impact	17	19	10	33	98	40	120	77
Local business - negative impact	110	192	46	196	313	165	61	341
Local business - positive impact	45	29	23	6	10	4	2	65
North-South divide - will exacerbate/too London-centric	2,529	965	380	176	148	171	32	542
North-South divide - will promote more equitable development	253	135	26	13	13	11	6	166
Operation - capacity at city centres/stations/surrounding areas	44	37	43	303	46	27	3	38
Operation - disrupting roads/splitting communities	5	10	6	268	95	56	24	43
Operation - speed/frequency/timing of services	42	31	3	108	99	63	52	39
Property - compensation	35	43	8	32	121	34	36	75
Property - demolition of properties	72	79	31	163	267	170	74	269
Property - foundations	4	~	~	19	30	4	32	18
Property - general blight	25	58	116	198	204	202	801	252
Property - other concerns/impacts	53	24	17	~	127	79	27	116
Property - values will decrease/property blight	64	71	70	169	279	135	159	267
Property - values will increase	23	18	4	1	3	5	40	~
Quality of life - will decrease	144	86	61	278	297	175	134	248
Quality of life - will increase	38	11	1	3	1	4	4	4
Regional - link with London positive (for regional cities)	41	29	5	5	~	~	~	41
Regional - regional job creation positive	45	10	4	3	13	10	~	1,222
Regional - regional job creation question/disagree	165	136	11	6	10	36	~	61
Regional - regional jobs negative impact	34	~	13	10	7	418	~	22
Regional - supports access to European markets for regional cities	42	16	37	5	1	1	~	25
Regional - supports devel - Euston	2	~	~	~	~	6	~	3
Regional - supports devel - North of England	78	58	23	5	4	6	~	87
Regional - supports devel - Old Oak Common	2	2	4	~	4	4	~	~
Regional - supports devel - Scotland	12	9	3	~	~	~	~	6
Regional - supports devel - West Midlands/Birmingham	74	29	13	1	17	7	~	1,207

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Regional - supports regeneration/development (general)	126	102	13	14	24	20	8	7,448
Regional - will not support development where train does not stop	350	271	35	74	82	49	17	61
Regional - will not support regeneration/development (general)	330	305	76	42	62	52	14	73
Regional - will relieve pressure on the south-east	21	~	2	~	~	1	~	1
Regional equity - few places benefit	937	970	629	375	287	92	25	122
Tourism - negative impact	43	54	16	100	197	146	53	157
Tourism - will attract visitors/stimulate tourism	23	16	21	2	4	7	1	25

Safety, security and resilience

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Assessment - question/inadequate/more assessment or information needed	~	~	2	27	~	~	~	~
Emergencies - access/impacts	2	3	3	21	18	9	1	12
General/other	~	3	10	207	~	22	~	13
Health and safety - general comments	25	28	12	68	19	11	5	37
Resilience - severe weather conditions	10	16	4	29	10	9	1	6
Safety - concern about animals	~	2	~	8	7	2	2	17
Safety - concern about aviation	~	~	2	~	12	~	~	7
Safety - concern about frequency of trains	~	~	~	83	~	8	~	~
Safety - concern about local people	3	8	2	10	27	5	5	26
Safety - concern about speed of trains	82	60	30	684	49	33	5	62
Safety - rail is safer	13	2	~	1	~	~	~	~
Safety - relating to design/construction e.g. tracks, tunnels	7	6	8	39	31	9	1	17
Security - terrorism concerns	11	20	12	46	16	15	1	20
Security - vandalism concerns	1	7	1	27	13	10	2	9

Environment

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Assessment - EIA requirements/suggestions	7	16	25	41	53	107	10	41
Assessment - inadequate	59	744	207	642	1,730	1,383	5	117
Assessment - Need for EIA or SEA	84	309	814	449	1,460	3,865	23	190
Concern about future development	~	2	4	45	104	16	28	32

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Concern about pollution (of HS2 or in general)	~	~	~	240	~	~	~	~
Concern about pollution generally	64	59	14	~	208	208	20	63
Designated area - Ancient Woodlands	73	59	26	491	912	725	29	295
Designated area - Archaeological sites	1	2	~	20	27	40	2	104
Designated area - Area of Outstanding Natural Beauty (AONB)	313	238	183	3,441	3,552	1,269	295	729
Designated area - Conservation Areas (SAC)	5	4	6	42	131	64	4	36
Designated area - Environmentally Sensitive Area (ESA)	5	2	~	89	11	2	~	3
Designated area - Green belt	105	67	51	849	533	379	94	170
Designated area - Heritage Site	~	~	~	41	22	23	9	102
Designated area - Listed buildings	6	5	12	304	376	261	54	116
Designated area - Local wildlife site	7	2	32	118	347	562	3	67
Designated area - National Park	~	1	~	44	52	26	~	35
Designated area - Nature Reserves	16	23	15	105	94	117	7	39
Designated area - Other	2	2	~	21	41	154	8	24
Designated area - Scheduled Ancient Monuments (SAM)	1	1	6	276	101	16	2	21
Designated area - Sites of Special Scientific Interest (SSSI)	38	42	24	492	1,117	406	17	151
Designated area - Special Protection Areas (SPA)	~	1	1	8	~	14	~	3
Environmental case - question/oppose	425	173	261	217	714	314	24	548
Environmental case - support	62	10	~	26	32	21	~	29
Generally negative to environment	1,319	1,346	511	2,971	5,561	3,170	385	797
Generally positive to environment	235	48	6	12	23	29	5	12,425
Geography - concern UK is a small country/no space	1,252	476	587	2,460	452	130	74	359
Geography - UK geography suited to HSR	14	11	3	~	~	2	~	3
Natural - impact agricultural land/farming	79	47	13	491	599	1,175	127	301
Natural - impact air quality	6	7	6	11	17	30	2	18
Natural - impact biodiversity/wildlife	339	423	145	1,047	2,578	2,864	227	589
Natural - impact countryside/landscape	1,194	923	523	2,744	4,518	2,022	290	1196
Natural - impact flooding/flood risk	1	5	1	14	33	551	~	35
Natural - impact on aquifer/water supply	11	20	8	123	241	897	10	161
Natural - impact on footpaths/rights of way	10	5	4	308	390	434	12	171
Natural - impact rivers/canals/lakes	5	5	2	90	203	204	9	83
Natural - impact soil	1	4	~	4	22	15	~	20

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Visual - concern about light pollution	2	~	~	24	45	44	4	28
Visual - negative impact	36	58	21	246	627	466	55	163
Visual - positive impact	~	~	~	7	6	5	3	3

Noise and vibration

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Assessment - inadequate/further assessment/more information	16	127	24	90	501	2,951	39	111
Assessment - noise/decibel levels/measurement (figures)	~	~	~	16	42	632	21	49
Assessment - should be based on pass by/maximum noise not an average	~	~	~	12	53	799	4	11
Assessment - suggestion	~	~	~	~	~	64	~	16
Impact - aerodynamics	~	~	~	5	~	103	~	7
Impact - frequency/timing of services	4	5	~	84	129	149	51	56
Impact - general concern noise	108	124	110	1,900	1,978	2,413	276	552
Impact - noise impact on health	1	2	4	48	63	133	16	36
Impact - noise impact on wildlife	~	~	~	29	12	420	1	27
Impact - overhead cables	~	~	~	~	7	222	~	2
Impact - speed	~	~	1	2	29	86	4	15
Impact - vibration (general)	7	9	32	280	210	431	27	85
Impact - vibration/noise - tunnels	~	~	2	20	53	16	1	79
Impact enforcement	~	~	~	~	~	114	~	~
Noise is less than/comparable to e.g. motorways, flight paths	4	~	~	16	28	26	15	8
Noise is not a concern/is manageable	5	~	~	21	18	21	6	7
Predictions - HS2 sound simulation (events)	~	1	~	56	128	290	15	44
Predictions - question noise predictions	~	~	~	70	231	624	57	67

Sustainability appraisal and climate change

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Appraisal - comment/suggestion	~	4	~	7	16	493	~	45
Appraisal - implementation	1	~	~	~	~	76	~	~
Appraisal - methodology	3	5	3	19	8	335	10	13
Appraisal - question/inadequate/flawed/more info	16	37	15	54	68	14,044	7	165
Appraisal - support with caveats	~	~	~	~	~	156	~	2
Appraisal - support/adequate	~	~	~	4	3	610	~	4
CO2 - consider total journey	14	12	~	24	~	199	~	7
CO2 - construction emissions (concern)	28	19	10	212	26	1,022	~	56
CO2 - HS2 will NOT/may not reduce emissions/will increase emissions	963	390	390	899	280	4,400	13	462
CO2 - HS2 will reduce emissions	140	41	60	7	13	144	~	58

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
CO2 - include other CO2 mitigation measures	579	7	~	3	~	52	~	3
CO2 - other comments	4	~	~	1	~	5	~	2
CO2 - question climate change happening/not man-made	2	4	2	2	11	107	~	2
CO2 - question measurement/figures	~	~	~	64	~	1,260	~	62
CO2 - total project impact (footprint)	59	18	~	100	83	200	~	20
Energy - general (rising costs etc)	129	33	12	80	4	161	~	36
Energy - HS2 energy consumption	152	163	29	1,348	136	2,263	10	277
Energy - HS2 fuel source/type	53	19	13	40	11	639	2	88
Energy - HS2 will reduce fossil fuel dependence	43	2	6	~	1	33	1	1
Energy - suggestion	25	2	~	101	~	230	~	12
Modal shift - aviation will not reduce	149	195	826	42	84	1,695	2	220
Modal shift - aviation will reduce	246	139	109	13	8	94	2	40
Modal shift - HS2 increases travel	35	37	19	35	9	214	1	56
Modal shift - LHR link will reduce aviation	~	~	68	~	14	3	~	2
Modal shift - LHR link wont reduce aviation usage	5	2	445	~	10	32	~	8
Modal shift - other comment	28	16	12	14	2	81	~	54
Modal shift - road usage will not reduce	148	177	45	63	227	384	2	71
Modal shift - road usage will reduce	227	106	27	9	11	125	1	44
Modal shift - suggestion	12	5	10	13	~	719	~	24
Modal shift - will encourage modal shift	195	109	37	15	22	72	~	50
Modal shift - will not/may not happen	742	246	95	81	171	432	3	119
Sustainability - general/other	43	33	7	18	18	526	2	40
Sustainability - HS2 inappropriate for agenda/targets	779	25	12	165	38	774	7	100
Sustainability - HS2 must achieve agenda/targets	73	11	9	1	~	81	~	25
Sustainability - is sustainable/benefits outweigh costs	12	10	~	7	5	211	2	74
Sustainability - language/meaning unclear	~	~	~	~	~	150	~	~
Sustainability - most sustainable option/route	31	8	617	3	9	101	2	11
Sustainability - not most sustainable option	165	47	23	80	31	1,248	~	49
Sustainability - not sustainable/costs outweigh benefits	52	47	23	167	96	2,373	21	123
Sustainability - of rail travel (support)	230	524	20	7	7	225	~	43
Sustainability - question four principles	1	~	~	2	~	219	~	~
Sustainability - question concept/importance	23	~	~	~	7	192	~	3

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Sustainability - rail/high speed rail (question/oppose)	20	614	~	24	19	1,197	~	2
Sustainability - support four principles	~	~	~	4	~	84	~	~
Sustainability - support generally	41	10	3	5	7	253	~	15
Sustainability - won't achieve sust consum & prod'n	~	~	~	~	~	316	~	9
Sustainability - won't create sustainable communities	~	~	~	23	~	711	~	5
Sustainability - won't enhance natural & cultural environment	~	~	~	2	~	1,212	~	1

Principles and specification

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
(1) Capacity - comments/suggestions	5	~	~	~	18	~	~	6
(1) Speed - comments/suggestions	7	~	5	1,676	21	~	3	19
(1) Speed - concerns/object	25	64	14	6,610	112	18	2	56
(1) Speed - increases noise	1	~	~	859	11	~	2	~
(1) Speed - performance not speed	50	31	4	426	5	~	3	16
(1) Speed - support	~	9	2	210	5	2	2	7
(2) Capacity - comments/suggestions	~	3	~	436	~	~	~	3
(2) Capacity - concerns/object	8	12	9	1,512	~	~	~	17
(2) Capacity - support	~	~	~	116	~	~	~	~
(3) Environment - comments/suggestions	7	~	3	929	~	~	~	6
(3) Environment - question/not meeting principle/concerns about impacts	1	~	5	7,822	3	7	~	23
(3) Environment - support	~	~	~	180	1	~	~	~
(4) Controlling cost - comments/suggestions	~	~	~	286	~	~	~	8
(4) Controlling cost - concerns/object	~	~	2	1,325	~	~	~	~
(4) Controlling cost - support	~	~	~	47	~	~	~	1
Agree route proposed	~	~	~	169	~	~	~	~
Agree route proposed with caveat	~	~	~	29	~	~	~	~
Agree route selection process	~	~	~	144	~	~	~	~
Agree route selection process with caveat	~	~	~	36	~	~	~	~
Agree with principles/specification	~	~	~	497	~	~	~	10
Agree with principles/specification (oppose HS2)	~	~	~	71	2	~	~	23
Agree with principles/specification with caveats	~	~	~	300	~	~	~	~
Disagree - application of PS to RSP	~	~	~	281	~	~	~	~
Disagree route proposed	~	~	~	3,017	~	~	~	~
Disagree route selection process	~	~	~	3,671	~	~	~	~
Disagree with principles/specification	6	~	4	4,027	95	~	~	22

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
General - concerns about feasibility of service	47	225	707	1,005	27	1	~	50
General - missing principle - other	~	~	~	78	~	~	~	2
General - missing principle - social impacts	~	~	~	196	~	1	1	~
General - not enough information	~	63	~	325	~	~	1	~
General - not meeting/wont meet own principle(s)	~	1	~	313	8	4	~	1
General - suggestions/comments	~	~	~	434	~	3	1	9
General - too few options considered/remit too limited	~	30	~	1,073	~	~	~	2
General - trade off/too much focus on	~	2	~	1,498	14	1	~	8
No comment on principles/spec	~	~	~	38	~	~	~	1
No comment on route selection process	~	~	~	32	~	~	~	~
Principles - exploiting max benefit from high speed capacity	5	~	~	31	~	~	~	2
Principles - high speed trains only	~	~	~	15	~	~	~	1
Principles - integration with classic network	11	24	4	440	7	~	~	15
Principles - integration with other transport networks	9	12	5	200	12	2	~	11
Principles - long distance, city to city - query/object	57	22	4	334	4	2	4	19
Principles - long distance, city to city - support	12	~	4	69	2	~	~	66
Principles - segregation from classic network over time	3	~	~	35	~	~	~	~
Selection process - comments/suggestions	~	~	~	1,062	~	~	~	~
Selection process - too few route options/need more information/assessment of routes	~	~	~	1,649	~	~	~	~
Selection process - too much focus on speed/cost	~	~	~	3,375	~	~	~	~
Specification - EU Directive Interoperability/broad gauge	9	7	8	134	4	1	~	12
Specification - HS2 trains on existing lines	~	8	6	79	~	~	~	5
Specification - international levels of availability/reliability/speed	~	~	~	45	~	~	~	~
Specification - principles of sustainability	~	~	~	57	~	3	~	~
Specification - safe and secure network	~	~	~	59	~	~	~	~

Mitigation

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Acknowledge impacts/concerns (support HS2)	10	3	1	29	84	30	78	14
Construction mitigation - inadequate	~	~	2	~	200	~	3	12
Construction mitigation - suggestion	1	~	~	7	19	~	2	28

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Environmental mitigation - inadequate	9	16	1	99	1,461	549	28	52
Environmental mitigation - not detailed enough/more information	~	~	~	~	154	~	~	~
Environmental mitigation - suggestion	8	5	3	32	762	51	7	52
Environmental mitigation - support	3	6	~	11	89	30	4	5
Mit measures - (Q5) inadequate/disagree	~	~	~	~	5,898	~	~	73
Mit measures - (Q5) support/agree	~	~	~	~	305	~	~	4
Mit measures - (Q5) support/agree with caveats	~	~	~	~	107	~	~	3
Mit measures - are excessive/too much focus on mitigation	~	~	~	3	27	~	2	~
Mit measures - assessment of HS2 inadequate	3	5	6	12	1,903	18	28	37
Mit measures - concern about cost	4	41	1	31	444	50	5	21
Mit measures - concern passenger experience/concern will be reduced	1	4	1	31	44	9	~	4
Mit measures - equity views	~	~	~	4	66	~	~	1
Mit measures - impacts are comparable to other transport corridors	~	~	~	~	37	~	7	2
Mit measures - implementation/concern will not happen	~	~	1	14	225	24	9	17
Mit measures - inadequate	4	6	3	78	~	166	33	~
Mit measures - mitigation not needed/oppose HS2	~	~	~	~	239	~	~	~
Mit measures - no amount adequate	1	~	1	44	880	71	10	20
Mit measures - no comment	~	~	~	~	55	~	~	~
Mit measures - not detailed enough/more information	~	~	22	27	1,978	77	15	32
Mit measures - suggestions/comments	8	7	10	38	745	50	49	117
Mit measures - support	4	~	~	29	~	33	7	~
Mit measures - visual impact of mit measures (concern)	1	~	~	6	47	~	~	~
Noise mitigation - inadequate	1	4	1	70	979	530	41	65
Noise mitigation - not detailed enough/more information	~	~	~	2	275	~	~	12
Noise mitigation - suggestion	~	2	~	32	262	54	15	38
Noise mitigation - support	~	~	~	10	47	19	3	7
Noise mitigation - visual impact of mit measures (concern)	~	~	~	9	112	276	~	21
Social mitigation - inadequate	~	~	~	11	297	~	~	~
Social mitigation - suggestion	3	~	~	4	43	~	14	16
Social mitigation - support	~	~	~	2	17	~	~	~
Visual mitigation - inadequate	~	~	~	9	252	28	2	15
Visual mitigation - suggestion	~	2	~	9	130	21	~	14
Visual mitigation - support	~	~	~	4	35	6	1	2

Blight proposals

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
How much - full property value	~	1	1	1	3	1	2,421	38
How much - not enough	~	3	1	5	7	12	1,025	22
How much - property value plus extras	~	~	~	2	2	~	1,125	6
How much - should be on a par with other projects	~	~	~	~	~	~	32	~
How much - should not be too generous	~	1	~	1	~	~	154	~
How much - valuation mechanism/level	~	1	~	1	~	~	1,831	44
Impact - community	~	~	~	4	~	1	520	14
Impact - construction	~	~	~	~	21	3	1,677	19
Impact - countryside/amenity/visual impact	1	~	1	4	21	2	1,613	13
Impact - disruption/annoyance	~	~	~	~	2	~	1,073	5
Impact - dust/pollution	~	~	~	~	9	~	626	3
Impact - emotional effects	~	~	1	~	4	~	510	4
Impact - generalised blight	~	~	6	1	6	2	208	15
Impact - impacts overstated/estimated	~	~	~	1	6	~	92	1
Impact - impacts understated/estimated	~	~	1	1	20	1	545	6
Impact - livelihood/business	~	1	~	1	12	3	795	35
Impact - lives/quality of life	~	~	~	2	34	~	1,338	27
Impact - loss of home/garden	~	~	~	2	20	4	981	17
Impact - mortgages	~	~	~	~	~	~	495	33
Impact - noise/vibration	~	~	1	6	33	3	2,065	23
Impact - not just property value	~	~	2	1	~	~	369	5
Impact - other	~	1	2	4	4	1	40	4
Impact - property values	~	~	~	12	15	~	4,781	71
Impact - retirement/equity in home	~	~	~	1	~	2	214	13
Impact - traffic/ travel disruption	~	~	1	~	1	~	271	2
Impact - uncertainty/anxiety	~	~	~	~	~	4	294	19
Principle - ability to move house	~	~	2	5	7	3	1,967	57
Principle - any blight unacceptable	~	~	~	4	2	2	640	6
Principle - assisting those whose properties lose significant value	~	~	~	~	~	~	1,691	29
Principle - case by case basis	~	~	~	~	~	~	93	4
Principle - fairness / transparency	1	~	2	2	17	4	2,941	39
Principle - functioning of property market	~	~	~	~	1	~	1,168	43
Principle - Gov owning large numbers of properties	~	~	~	~	~	~	649	33
Principle - mitigate first	~	~	~	1	~	~	712	~
Principle - no amount would be adequate	1	~	3	4	20	5	2,688	20
Principle - of compensation - agree	5	3	4	11	20	6	2,510	64
Principle - of compensation - disagree	~	~	~	~	~	~	29	2
Principle - polluter/govt pays	~	1	~	1	1	1	866	35

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Principle - reassuring now fair compensation will be paid	~	~	1	~	3	~	859	36
Principle - stay in homes and communities	~	~	~	3	~	~	935	39
Scheme - acceptable	~	~	~	1	~	~	362	1
Scheme - comments/ideas/suggestions	1	1	~	1	7	1	1,324	63
Scheme - cost of compensation	~	11	1	2	12	7	802	13
Scheme - examples of compensation schemes	1	1	~	~	1	~	517	8
Scheme - implementation concerns	1	~	4	12	8	~	1,531	15
Scheme - legal issues	~	~	~	~	3	7	249	1
Scheme - motives/perceptions of compensation	~	~	~	3	2	~	128	4
Scheme - not acceptable	~	3	~	7	29	~	3,355	69
Scheme - not detailed/clear enough	~	2	3	4	451	11	3,694	47
Scheme - not fair	~	3	~	2	~	3	1,076	20
Scheme - too restrictive/inflexible	~	~	~	14	~	~	980	24
What - Bond Based Scheme - Question/oppose	~	~	~	~	~	~	68	4
What - Bond Based Scheme - support	~	~	2	~	~	2	2,781	51
What - Bond Based Scheme - support with caveats	~	~	~	~	~	~	1,935	13
What - Compensation Bond Scheme - Question/oppose	~	~	~	~	~	~	470	6
What - Compensation Bond Scheme - support	~	~	~	~	~	~	80	1
What - Current EHS Scheme - question/oppose	2	2	~	1	4	1	723	35
What - Current EHS Scheme - support	~	~	~	~	~	~	194	1
What - Hardship-based property purchase scheme - question/oppose	~	~	1	~	~	~	437	16
What - Hardship-based property purchase scheme - support	~	~	~	~	~	~	18	3
What - not just statutory	~	~	2	~	~	~	850	5
What - safeguarding land	~	~	~	~	1	~	113	5
What - statutory blight	~	~	~	~	~	~	17	~
What - statutory blight/compulsory purchase	~	2	3	4	5	2	212	34
What - statutory compensation	~	~	~	~	~	~	44	8
What - statutory provisions - acceptable	~	~	~	~	~	~	8	~
When - announce scheme now/soon	~	~	~	~	3	~	1,781	16
When - blight happening now/pre construction	1	~	5	18	20	4	4,065	65
When - compensation too slow	~	~	1	1	5	~	1,705	34
When - concern will delay HS2 project	~	~	~	~	2	~	46	~
When - proposals too slow	~	~	~	~	~	~	181	~

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
When - schemes too short/blight ongoing	~	~	~	~	~	1	542	2
Where - does not extend far enough (from route)/suggest proximity	~	~	2	3	4	~	1,310	1
Where - property above tunnel	~	~	~	~	12	~	80	5
Where - proximity to line	~	~	~	~	~	~	230	4
Who - all property owners	~	~	1	~	~	~	2,103	7
Who - everyone/not just worst affected should be fully compensated	~	~	~	~	10	5	2,748	31
Who - non-home owners/tenants/shared ownership	~	~	~	~	~	~	140	5
Who - only worst/directly affected	~	~	~	~	1	~	65	~
Who - other	~	~	1	2	~	1	2	8
Who - people affected by existing/other modes	~	~	~	~	~	~	27	5
Who - phase 2/differences	~	~	1	~	~	~	190	~

Proposed route and locations

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Birmingham Airport interchange - concerns	12	20	35	22	56	21	~	18
Birmingham Airport interchange - suggest/comment	8	11	32	19	33	7	~	12
Birmingham Airport interchange - support	6	10	21	5	37	~	~	7
Birmingham CC Station - concerns	33	72	53	64	171	14	1	63
Birmingham CC Station - suggest/comment	7	15	14	29	84	7	2	22
Birmingham CC Station - support	7	10	4	12	59	7	1	5
Birmingham CC Station - too remote/not central enough	37	68	~	126	146	18	~	66
Birmingham interchanges - concerns	11	~	~	46	~	3	~	~
Birmingham interchanges - suggest/comment	6	36	14	32	241	10	1	29
Infrastructure maintenance depot	~	1	1	12	24	18	2	9
Interchanges - difficulties of access	~	58	55	3	~	~	~	8
Interchanges/spurs - comments/suggestions	12	34	40	121	121	9	~	42
Interchanges/spurs - query/object	25	31	36	~	115	16	~	25
Interchanges/spurs - support	~	2	4	~	13	~	~	~
London station - Euston - concerns	54	99	349	90	505	22	79	120
London station - Euston - suggest/comment	8	17	26	~	133	7	1	45
London station - Euston - support	~	5	4	16	107	2	~	9
London station - other suggestions/comments	14	25	66	28	140	6	4	47
London station - suggest Paddington	6	6	8	7	47	2	1	8

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
London station - suggest St Pancras	15	28	92	17	139	2	~	23
Old Oak Common interchange - concerns	11	30	79	125	100	7	~	83
Old Oak Common interchange - suggest/comment	8	17	34	25	120	7	1	38
Old Oak Common interchange - support	4	16	56	13	118	6	~	18
Proposed route - agree with caveat	~	150	~	~	353	11	~	7
Proposed route - agree/support	15	87	8	~	648	21	1	19
Proposed route - disagree (Q5)	~	~	~	~	7,797	~	~	232
Proposed route - disagree/query	192	308	330	~	~	299	87	252
Proposed route - no comment (Q5)	~	~	~	~	172	~	~	14
Rolling stock depot - comments	~	15	6	~	20	3	~	6
Route - amendments to route - comments/suggestions	~	~	3	~	28	5	3	37
Route - amendments to route - question/object	~	~	1	27	46	3	6	16
Route - amendments to route - support	~	~	~	~	28	13	~	13
Route - away from populated areas	8	3	1	24	94	6	15	10
Route - equity views	19	11	1	45	29	1	4	5
Route - follow existing - oppose/concerns	3	~	5	46	~	1	~	~
Route - follow existing rail corridors	79	99	117	380	521	44	27	45
Route - follow existing transport corridors	58	94	210	1,661	1,428	72	38	114
Route - follow existing/does not	4	~	1	939	44	2	~	16
Route - follow Great Central Railway (GCR) route	9	13	~	31	107	3	~	10
Route - follow motorways	50	98	139	553	1,378	36	25	81
Route - most direct/straight - oppose	24	33	42	1,805	345	8	~	70
Route - most direct/straight - support	7	40	7	71	92	3	2	3
Route - prefer alternative HS2 route proposals (1.5, 2.5, 4)	~	25	~	23	47	8	1	20
Route - prefer alternative route/network configuration	39	134	51	174	650	35	38	122
Route - will become bottleneck	9	34	35	12	19	~	~	7
Selection process - agree/support	3	1	~	~	86	7	2	2
Selection process - comments/suggestions	44	1	45	~	919	15	22	48
Selection process - disagree/question	74	42	38	~	704	35	8	48
Selection process - too few route options/need more information/assessment	43	178	62	~	825	139	5	124
Selection process - too much focus on speed/cost	11	33	35	~	1,066	30	5	53
Specific section - comment/suggestion	52	59	53	105	424	28	9	148

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Specific section - question/object	32	194	149	368	742	46	23	231
Specific section - support	4	15	2	4	56	2	~	7

Proposed link – Heathrow

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Agree with LHR link/spur	26	65	1,107	26	151	12	1	12,574
Agree with LHR link/spur (oppose HS2)	3	10	290	1	64	~	1	~
Agree with LHR link/spur with caveats	3	10	315	2	17	2	~	9
Disagree with LHR link/spur	24	237	2,708	238	96	19	5	74
Disagree with LHR link/spur (support HS2)	4	12	118	3	9	3	~	3
Disagree with LHR spur/prefer through route (support HS2)	16	25	245	21	42	~	~	31
LHR capacity/location/third runway concerns	28	46	1,048	12	12	5	5	35
LHR spur - causing delays/longer journey times	1	5	113	~	6	3	~	~
LHR spur - combine ticket aviation/HS2	~	~	15	~	~	~	~	~
LHR spur - need more info/assessment inadequate	7	22	460	16	16	~	2	11
LHR spur - suggest/comment	5	26	124	68	85	7	~	45
Link between LHR and HS1 - question/oppose	1	11	46	~	~	~	~	~
Link between LHR and HS1 - support	~	~	33	~	~	~	~	1
Oppose - airports in the North/regions/LHR link not needed	~	17	582	1	1	~	~	9
Oppose - existing LHR connections adequate	~	8	979	4	9	1	~	5
Oppose - if Thames Estuary Airport is developed LHR link not required	1	4	106	2	3	2	~	3
Oppose - improve (existing) LHR connections	6	5	609	2	5	~	~	4
Oppose - LHR spur too expensive/concern about cost/question/oppose economic case	3	~	342	2	3	~	~	8
Oppose - other reasons for opposing LHR link/spur	1	32	130	16	~	3	~	27
Oppose - question/oppose passenger projections/inadequate demand	2	3	1,204	5	1	~	~	15
Prefer HS2 to link with alternate airport instead (support HS2)	~	~	18	~	1	~	~	~
Prefer LHR interchange at Old Oak Common	~	4	124	~	8	~	~	5
Prefer LHR link in Phase 1/soon	4	9	339	2	18	3	~	6
Prefer LHR link in Phase 2/support for phasing	~	~	48	~	~	~	~	2

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Prefer LHR through route/direct not spur	12	12	417	23	95	2	~	2
Prefer LHR with alternative alignment	2	3	71	1	20	~	~	8
Prefer LHR with loop provision	~	1	13	3	3	~	~	~
Support - improves access to LHR/improves access from North	1	~	64	~	~	~	~	9
Support - other reasons for supporting LHR link/spur	~	5	99	~	~	~	~	7
Support - release capacity for flights at LHR	~	~	13	~	~	~	~	5
Unsure/undecided LHR link/spur	~	6	100	~	1	~	~	~

Proposed link – HS1

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Agree with HS1 link	48	68	2,346	22	59	5	1	12,432
Agree with HS1 link (oppose HS2)	~	~	341	5	9	~	1	12
Agree with HS1 link with caveats	4	12	336	1	5	1	1	11
Cite HS1 as disappointment	439	1,182	652	135	103	134	68	297
Cite HS1 as success	50	33	24	47	104	27	14	23
Disagree with HS1 link	7	12	1,227	9	11	~	1	29
Disagree with HS1 link (support HS2)	~	4	21	~	~	~	~	1
General comments HS1/Channel Tunnel	47	53	229	250	53	5	10	52
Link - border control issues/customs facilities	1	1	85	~	~	1	~	6
Link - comments/suggestions	13	~	~	22	29	1	~	~
Link - double track preferable to single track	2	2	123	2	5	~	~	1
Link - improve HS1/HS2 link plans	13	21	388	11	47	6	~	20
Link - need more info/assessment inadequate	~	5	365	7	3	~	1	13
Link - pedestrian links (Euston to St Pancras)	~	~	48	~	5	~	~	4
Link - prefer link in Phase 1/soon	~	7	267	3	5	~	~	~
Link - prefer St Pancras/direct connection	~	19	474	5	59	2	~	7
Link - suggestions/comments	~	11	158	~	12	~	~	8
Oppose - existing HS1 connections adequate	~	~	443	3	~	~	~	~
Oppose - feasibility of proposed link	~	~	598	1	~	~	~	6
Oppose - HS1 link too expensive/cost concern/question economic case	~	~	201	~	~	~	~	6
Oppose - impact of proposed link on existing services	~	~	557	1	~	~	~	2
Oppose - improve (existing) HS1 connections	1	~	473	3	2	~	~	2

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Oppose - journey time to Europe too long	1	~	42	~	~	~	~	2
Oppose - other reasons for opposing HS1 link	~	20	76	4	~	2	~	9
Oppose - question passenger projections/inadequate demand	5	~	887	1	~	~	~	6
Support - other reasons for supporting HS1 link	~	3	66	~	~	~	~	4
Support - through trains from North to Europe	14	14	207	1	~	4	~	14
Support - through trains to Europe	33	57	987	25	39	16	~	43
Unsure/undecided HS1 link	~	~	37	~	~	1	~	2

Y network and extensions

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Extent - links/plans - question/inadequate	~	106	422	~	~	~	~	19
Extent - network needs to extend further - does not go far enough	48	287	102	25	26	10	~	19
Extent - propose alternative network configuration	16	149	36	30	19	1	2	21
Extent - support links/connections	~	45	55	~	~	~	~	9
Extent - support stage 1/London to Birmingham	7	105	50	2	6	~	~	8
Extent - support Y network/stage 2	31	287	160	13	20	10	~	12,107
Integrate with airports NOT a priority/no need for rail to airport links	~	3	311	~	~	~	~	~
Integrate with Birmingham Airport	6	12	64	5	8	2	~	11
Integrate with existing rail services	39	91	99	150	112	11	1	60
Integrate with freight hubs	5	~	7	1	~	1	~	~
Integrate with Manchester Airport	4	15	44	3	~	2	~	5
Integrate with other airports	15	41	154	9	33	2	1	8
Integrate with ports	6	12	3	~	~	~	~	~
Integrate with transport hubs/networks	45	69	391	30	112	8	~	56
Link with Crossrail support	12	21	91	9	70	1	~	11
Link with/stop at [location named]	5	53	7	42	34	5	~	35
Link with/stop at Aylesbury	6	5	5	13	32	4	1	5
Link with/stop at Bicester	~	~	~	4	9	1	~	~
Link with/stop at Birmingham	11	39	~	~	16	~	~	12
Link with/stop at Brackley	1	3	1	1	15	2	1	5
Link with/stop at Bradford	~	8	1	~	~	~	1	1
Link with/stop at Bristol	7	63	13	1	5	~	~	2
Link with/stop at Cardiff	2	41	6	1	~	~	~	1
Link with/stop at Coventry	5	38	11	27	41	9	1	8
Link with/stop at Edinburgh	20	197	60	6	12	2	~	27
Link with/stop at Glasgow	22	197	66	5	7	7	~	29
Link with/stop at Leeds	21	133	41	10	15	3	1	61
Link with/stop at Leicester	1	17	5	7	10	~	~	4
Link with/stop at Liverpool	13	62	8	~	2	~	~	18

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Link with/stop at Luton	~	1	~	3	5	~	~	~
Link with/stop at Manchester	25	125	60	7	22	9	1	43
Link with/stop at Milton Keynes	33	16	20	139	165	8	1	18
Link with/stop at Newcastle	10	120	25	2	7	2	~	12
Link with/stop at Northampton	~	7	~	10	2	~	~	2
Link with/stop at Nottingham	6	27	3	10	5	~	~	29
Link with/stop at Oxford	6	8	3	7	18	4	~	2
Link with/stop at Peterborough	1	8	~	3	~	~	~	~
Link with/stop at Plymouth	3	11	1	~	1	~	~	~
Link with/stop at Preston	~	7	1	~	~	~	~	6
Link with/stop at Reading	~	6	6	1	7	~	~	~
Link with/stop at Rugby	~	5	3	4	5	1	~	4
Link with/stop at Sheffield	35	64	19	10	2	1	~	21
Link with/stop at Southampton	2	9	6	81	4	~	~	~
Need for parkway station(s) on route	8	22	5	33	27	1	5	16
Need for parkway stations - concerns/oppose	5	~	~	216	~	~	~	2
Need for speed along HS2 route (i.e. don't stop too often)	7	19	~	24	27	1	~	2
Need less stops on HS2 route	4	12	18	14	19	~	~	~
Need more stops along HS2 route/too few stops	213	239	104	662	257	74	38	93
Need to connect cities in the North	30	50	44	6	17	~	~	1
Need to connect with city centres/doesn't currently	20	10	14	33	~	1	~	22
Need to connect with city centres/doesn't currently	~	~	~	2	~	~	~	~
Need to connect with other city centres	44	87	633	19	27	~	~	8
Need to connect with other locations	55	69	16	31	~	~	~	2
Need to consider East-West travel	65	97	19	12	24	4	~	8
Need to reach East	~	23	8	3	3	3	~	~
Need to reach East Midlands	17	30	~	6	4	1	~	11
Need to reach Midlands	6	22	9	1	~	~	~	8
Need to reach North	21	88	82	9	16	7	~	204
Need to reach North-East	18	77	23	13	6	4	~	15
Need to reach North-West	10	26	4	5	3	2	~	11
Need to reach Scotland	82	335	158	30	29	17	4	60
Need to reach South-East	~	11	5	3	2	~	~	~
Need to reach South-West	7	74	19	38	12	3	~	~
Need to reach Wales	16	103	25	15	15	5	~	5
Need to reach West Midlands	~	15	7	5	~	~	~	~
Phase 2 - specific comments/suggestions	11	67	16	69	17	13	2	40

Y network phasing

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Agree with phased roll-out	8	12	1,272	1	3	~	~	10

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Agree with phased roll-out (oppose HS2)	~	~	381	~	~	~	~	~
Agree with phased roll-out with caveats	1	14	529	1	1	~	~	4
Disagree with phased roll-out	~	16	2,537	9	3	3	4	18
Disagree with phased roll-out (support HS2)	~	7	71	1	~	~	1	4
Management - ownership/management/planning of scheme	11	18	26	8	12	13	12	10
Phased roll-out - no comment	~	~	78	~	~	~	~	~
Phasing - build full network immediately	10	36	297	5	7	1	1	19
Phasing - concern (other concerns)	~	~	252	~	~	2	~	~
Phasing - concern about completion	18	42	1,073	12	19	3	4	31
Phasing - concern about cost/funding	11	30	656	4	5	1	~	1
Phasing - concern about disruption	5	19	259	2	24	2	~	2
Phasing - concern about existing capacity issues	~	3	505	3	~	~	~	5
Phasing - concern about timescale	57	62	984	5	13	5	2	14
Phasing - concern about transparency	~	1	271	~	~	5	~	1
Phasing - concerns/comments Hybrid bill	~	1	50	1	~	3	~	24
Phasing - need plan/powers for Phase 2 now	2	26	343	7	7	4	~	24
Phasing - suggestions	4	32	281	8	8	~	~	33
Phasing - support (other reasons)	~	~	70	~	~	~	~	~
Phasing - support as learn from Phase 1	~	1	135	4	2	~	1	~
Phasing - support as less disruption	~	4	21	~	1	~	~	1
Phasing - support as operational benefits	~	5	117	~	2	~	~	~
Phasing - support as project will be cancelled (oppose HS2)	~	~	11	~	~	~	~	~
Phasing - support but as quickly as possible	15	15	152	1	4	2	~	12,461
Phasing - support for financial reasons	1	5	308	~	1	~	~	3
Start phased roll-out in North	16	32	299	16	10	4	1	13
Start phased roll-out in Scotland	4	31	57	4	~	2	~	5
Timing - build network quicker	57	57	188	21	13	17	11	84
Timing - concern work has already started	~	~	4	3	~	1	~	4
Timing - overall timescale very long	333	554	688	52	49	43	28	113
Timing - should have been started years ago	63	13	28	6	3	9	~	18
Timing - will take longer to complete	6	11	16	~	~	~	~	2

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Unsure/undecided phased roll-out	~	~	69	~	~	~	~	~

Engineering and construction

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Associated infrastructure (power, telecoms)	~	20	1	47	51	54	9	59
Bridges - concern about impacts	~	~	~	19	41	3	1	27
Bridges - support use	~	~	~	6	13	7	~	4
Bunds - concerns	~	1	~	5	29	8	~	7
Bunds - support use	~	~	~	~	14	2	~	6
Const impacts - disruption to roads/traffic/accessibility	28	112	164	121	423	290	40	275
Const impacts - dust and dirt	4	10	42	111	192	133	10	47
Const impacts - environmental damage	28	25	78	167	164	710	9	88
Const impacts - general/other	29	87	63	177	422	641	84	218
Const impacts - health and safety/risks	3	2	3	8	75	7	2	17
Const impacts - local business/communities	19	61	40	47	77	242	9	61
Const impacts - noise	6	10	55	51	167	277	22	94
Const impacts - spoil/movement of earth/waste	3	28	9	114	257	288	7	122
Const impacts - to existing rail services	~	60	18	20	40	13	2	25
Construction - code of practice/standards	~	2	1	6	43	19	2	10
Construction - engineering/geology - concern	~	8	~	34	53	17	~	38
Construction - facilities/accommodation for/impact of builders	1	2	~	9	29	22	13	19
Construction - timetable/duration	15	55	20	40	89	76	142	51
Construction - work hours	~	~	13	1	9	54	3	4
Construction - worksites	~	3	6	4	22	85	1	21
Contracts - tender process/other comments	10	5	2	10	6	12	~	5
Contracts - use of foreign labour/contractors/suppliers	121	72	43	64	21	75	11	102
Contracts - use of local/UK labour/contractors/suppliers	27	19	11	33	9	17	1	21
Contracts - who benefits/transparency	52	44	13	51	25	14	6	44
Cuttings - comments/suggestions	~	~	~	30	33	10	~	13
Cuttings - concern about impact	3	3	~	88	104	72	4	57
Cuttings - support use	2	~	2	54	98	23	3	14
Design - comments/suggestions (general)	5	34	12	117	212	39	8	75
Design - support good/appropriate design	4	4	~	39	98	9	3	6
Design - utility corridor alongside HS2 (e.g. water, electricity)	~	~	~	~	~	~	~	11
General - disruption	64	62	29	103	198	89	23	22

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Green tunnels/cut cover - concern about impact	~	~	~	5	50	18	~	12
Green tunnels/cut cover - cost concerns	~	~	~	2	16	~	~	~
Green tunnels/cut cover - support use	~	~	~	17	150	111	2	8
Green tunnels/cut cover - use in specific area/stretch of route	~	1	~	14	109	33	1	37
Height of line - concern	1	~	~	63	200	31	7	55
HS2 - future proofing (capacity, speed, technology)	17	44	26	210	11	17	1	10
HS2 - width of rail roadway/track requirements	10	22	20	105	43	112	7	54
HS2 train - length/size of the train	~	~	12	101	8	5	3	10
HS2 train - on board design/facilities	8	4	4	19	4	~	~	~
HS2 train - possible need for higher speeds	5	12	3	51	5	2	~	3
HS2 train - technology will be out of date	38	56	95	44	29	47	5	22
HS2 train - type of train/alternative technology	9	50	24	204	107	21	2	43
Landscaping - concern	~	~	~	8	34	12	~	~
Maintenance/resilience - comments/concerns (other than cost)	~	4	~	86	~	1	1	7
Technical content	~	~	~	1	~	~	~	16
Tunnels - concern about impacts	5	21	12	128	316	134	27	151
Tunnels - concerns about cost	5	34	33	89	179	18	3	28
Tunnels - equity views	~	~	3	15	34	1	~	~
Tunnels - impact on natural environment	~	~	~	27	13	37	~	25
Tunnels - impact on properties	~	~	2	13	24	7	7	69
Tunnels - oppose use in specific area/stretch	~	4	3	12	68	~	4	13
Tunnels - support greater use/not used enough	7	9	15	187	565	59	46	29
Tunnels - support use	2	6	6	74	183	42	11	18
Tunnels - use in AONB/environmentally sensitive areas	6	~	~	58	382	41	~	34
Tunnels - use in built up areas	3	4	4	14	83	2	~	5
Tunnels - use in specific area/stretch of route	4	13	25	96	838	72	23	64
Vent shafts - concerns	~	1	2	13	20	12	5	9
Viaduct - concerns about Colne Valley	~	~	~	9	58	~	~	16
Viaducts - concerns	2	11	5	136	359	173	16	89
Viaducts - support	~	~	~	13	24	2	~	8

Strategic alternatives – Rail

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Existing network is effective	2,963	928	1,476	471	499	105	21	303

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Existing network is not effective (oppose HS2)	412	224	87	49	41	46	9	57
Existing network is not effective (support HS2)	207	60	4	7	2	9	1	51
Existing network should not be upgraded/minimise disruption (support HS2)	90	192	3	11	17	2	2	24
Impact of HS2 on existing rail services	775	1132	1,249	295	269	163	44	294
Impact of HS2 on funding other rail/transport projects (concern)	411	430	239	44	16	29	1	125
Improve existing - in phases	74	461	206	7	17	5	2	27
Improve existing - less first class carriages	250	185	9	16	13	5	2	84
Improve existing - longer platforms/trains	1,057	815	98	94	71	31	6	175
Improve existing - signalling	252	350	1	16	16	6	~	75
Improve existing - specific improvements - suggestions	883	673	225	111	120	30	3	200
Improve existing - ticket pricing/fares	252	56	11	21	5	15	3	11
Improve existing - upgrades in progress/past improvements	854	162	42	46	53	5	1	82
Improve existing lines - electrification	238	194	35	19	13	44	~	109
Improve existing lines as well (support HS2)	207	224	72	31	39	20	6	132
Improve/invest in local/commuter/intra-city rail lines	1,757	1,004	275	125	93	75	12	162
Improve/utilise existing network instead (oppose HS2)	8,784	7,519	2,785	2,732	2,693	1,402	1,412	1,070
Other comments on existing rail services	466	382	89	120	64	49	10	91
Prefer alternative train technology/design (alternative rail system to HS2)	27	154	31	67	86	47	7	7
Prefer new conventional speed rail lines	35	713	34	39	64	26	4	20
Prefer Rail Package 2 (oppose HS2)	1,115	2,725	1,135	483	647	252	117	302
Prefer Rail Package 2 plus (oppose HS2)	1	19	~	~	~	~	~	10
Reopen old lines instead	433	175	24	46	63	27	13	64

Strategic alternatives – Non-rail

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Air - air travel is preferable	122	137	364	43	21	39	3	27
Air - concerns/comments about aviation	91	52	114	15	7	130	~	32
Air - impact of HS2 on air travel (concern)	49	36	18	11	~	6	~	21
Air - improve aviation	38	38	41	8	8	8	3	17

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Air - regional airports - LHR link will damage	7	1	99	~	~	1	~	1
Air - regional airports - support	32	30	538	5	2	6	~	9
Air - suggestions	15	2	105	1	6	~	1	17
Alternative - HS2 is preferable to alternatives	45	45	2	14	19	~	~	14
Alternative - invest in North/regions (oppose HS2)	287	184	55	12	12	50	10	57
Alternative - other spending priorities	1,923	799	327	157	157	181	167	741
Alternative - strategy/approach	1,050	1,155	178	65	165	139	33	145
Alternative - support living/working locally	293	114	29	25	16	100	6	17
Alternative - support reduction in travel	1,142	268	70	51	31	269	9	62
Alternative - utilise/develop IT instead (oppose HS2)	1,553	649	131	131	79	323	29	151
Alternatives - not properly considered/more information needed/better options (rail/nonrail)	1,525	2,117	934	1,250	396	934	68	398
Bus - improve the bus network	45	29	10	6	4	3	~	14
Buses - impact of HS2 on existing bus services (concern)	~	5	~	2	~	~	~	5
General - existing transport infrastructure is adequate (oppose HS2)	226	119	41	13	65	9	2	~
General - general transport comments	111	~	~	~	~	33	~	28
General - impact of HS2 on transport network	7	14	28	44	18	13	6	37
General - improve local transport services	306	586	23	20	15	24	6	40
General - improve the transport network generally	603	332	88	68	88	49	83	185
General - need for integrated transport strategy	1,523	138	379	305	71	711	5	122
General - transport infrastructure problems	116	44	2	13	6	~	~	5
Roads - concerns about roads	212	62	14	20	48	83	~	45
Roads - driving is preferable	207	176	67	59	26	199	5	27
Roads - electric vehicles/green technology	674	23	7	12	5	597	1	23
Roads - impact of HS2 on roads	49	54	~	255	5	77	3	43
Roads - improve the road network	310	228	54	30	38	49	15	84
Roads - suggestions	6	14	6	9	3	9	3	19

References

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Comments on transport policy	219	86	100	105	20	21	7	67
FOI request	~	~	~	~	~	~	~	7
Government publications/white papers	55	52	36	27	82	64	~	67

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
HS2 reports/technical studies	57	104	215	117	280	182	83	144
Other information (e.g. non HS2 reports/studies/articles)	361	316	79	183	129	198	450	333
Other studies - Arup plans/studies	6	20	~	~	~	~	~	~
Other studies - Atkins study	16	37	5	3	6	4	~	33
Other studies - Eddington Transport study	399	52	162	26	14	4	~	90
Other studies - Imperial College report	30	3	20	13	2	4	~	19
Other studies - Institute of Economic Affairs (IEA)	64	47	~	12	6	16	6	70
Other studies - Mawhinney Review	~	2	34	2	3	1	~	15
Other studies - McNulty review	41	21	8	~	~	1	3	20
Other studies - Oxera report	68	35	1	3	2	5	~	44
Other studies - Sustainable Development Commissions' report	~	~	~	~	~	242	~	~
Other websites (not HS2)	19	26	6	12	15	8	8	1,257
Refer to 51M response	32	23	22	10	~	7	2	53
Refer to Aarhus Convention	~	~	1	8	~	2	1	1
Refer to Arup plans/studies	~	~	19	86	35	5	~	46
Refer to attachment	34	45	47	19	66	35	~	306
Refer to Charter for High Speed Rail (Right Lines)	24	7	4	3	~	~	1	13
Refer to Command Paper	~	~	~	~	~	~	~	61
Refer to DfT	11	22	49	19	~	2	~	68
Refer to Dr. Beeching / Beeching report	6	1	16	26	27	8	9	51
Refer to Evergreen III / Airtrack	20	4	~	9	11	2	~	27
Refer to Green Book	2	2	~	~	~	3	~	6
Refer to House of Commons Transport Committee	17	18	~	11	40	6	~	21
Refer to influential lobbies/interests	58	32	15	12	71	198	18	43
Refer to 'Kent Criteria'	~	~	~	2	~	~	~	~
Refer to level of public/local opinion (oppose HS2)	81	55	67	125	527	104	185	394
Refer to NIMBY debate	53	16	19	132	219	45	147	365
Refer to objectors (support HS2)	42	17	18	77	172	12	60	54
Refer to other country examples	1,501	496	254	941	220	237	102	415
Refer to other organisations submission	~	24	18	5	13	53	10	99
Refer to other question	54	685	761	551	1,646	561	193	36
Refer to other transport projects	211	298	105	344	192	242	211	229
Refer to own submission(s) - process/documents/organisation	41	56	41	35	50	64	460	1,492
Refer to proposals from URS Scott Wilson and Foster + Partners	~	~	~	~	~	~	~	8
Refer to revised DfT figures	3	1	~	264	3	~	1	9
Refer to stakeholder/organisation/local action group	83	95	58	95	235	185	414	1,535
Refer to TfL comments	~	~	677	3	~	~	~	1
Refer to UK heritage/railways/engineering	71	2	6	26	43	12	18	52
Refer to voluntary standards	~	~	~	~	1	~	~	~

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Reference to European legislation/policy/conventions	12	2	7	18	13	25	5	44
Reference to 'Kent Criteria'	~	~	~	~	108	~	~	6
Reference to legislation	12	13	5	219	335	87	47	81
Reference to planning contradictions	16	3	2	163	158	25	15	40
Reference to planning guidance	16	6	7	438	74	28	7	51
Reference to policy	55	49	17	56	294	713	25	97

Consultation

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Comment - documentation	50	45	36	38	80	18	80	53
Comment - events	15	36	15	33	70	59	20	160
Comment - invitations	1	~	1	~	3	~	5	8
Comment - media coverage	8	8	6	10	5	7	10	39
Comment - process	9	12	26	26	39	13	67	136
Comment - question	112	572	24	11	27	13	11	10
Comment - timescale	7	6	2	13	9	~	27	9
Comment - website	1	~	1	1	~	1	~	28
Communicate case for HS2 more effectively	54	70	24	35	29	9	9	27
Communicate findings of the consultation	~	~	~	~	5	1	~	~
Consultation on route/selection process	72	~	48	588	53	6	3	22
Follow up requested	1	2	5	12	11	14	19	725
Further consultation needed	43	71	110	1,082	101	44	162	84
Further consultation not needed	~	~	~	~	3	1	25	1
General question of/objection to consultation	163	119	102	343	259	119	155	211
General support of consultation	1	3	3	9	16	4	3	21
More information needed	78	645	274	196	315	381	23	114
More information on impacted communities	9	20	72	31	53	125	20	34
Need for public enquiry/review/referendum	44	36	40	103	37	44	24	135
Phase 2 - need more consultation	2	34	258	14	21	~	~	21
Phase 2 - need more information/assessment	11	729	592	35	67	54	23	43
Query/oppose - cost	10	79	18	27	18	21	12	44
Query/oppose - documentation	316	618	216	400	967	637	298	282
Query/oppose - events	39	25	21	83	165	140	65	172
Query/oppose - invitations	~	~	3	5	19	3	42	12
Query/oppose - process	108	183	860	554	449	159	193	317
Query/oppose - question	906	364	753	~	809	476	167	176
Query/oppose - question influence of consultation	126	53	55	586	459	430	141	130
Query/oppose - question/biased	~	~	~	605	~	~	~	~
Query/oppose - timescale	5	29	6	12	21	26	45	27
Query/oppose - website	6	2	1	3	4	58	32	62
Support - documentation	2	3	1	6	1	2	~	2
Support - events	~	1	~	2	1	1	~	7
Support - process	~	~	1	9	12	~	2	2

Other comments

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
General criticism of DfT	43	73	12	31	45	176	22	35
General criticism of Government	526	463	279	459	719	633	703	587
General criticism of HS2 Limited	46	57	22	250	257	240	99	73
General opposition to HS2	659	248	1862	815	2,064	1,009	2,634	2,124
General support for DfT	2	~	3	~	7	1	4	1
General support for Government	21	6	5	4	13	3	14	35
General support for HS2	91	86	30	53	88	90	60	11,636
General support for HS2 Limited	1	2	~	10	6	1	1	3
Lack of transparency	43	78	86	209	65	65	30	86
Other issues	266	92	90	133	114	131	198	372
UK economy	206	109	60	40	13	15	67	58

Locations

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
(Chainage)	~	~	~	~	5	~	1	20
(Grid Reference)	~	~	~	~	11	~	~	17
(other locations)	~	~	~	~	7	~	~	~
(HS2 Drawing/Figure)	~	~	~	~	10	~	~	7
(Postcode)	~	~	~	1	3	~	3	1
9 Melton Street	~	~	~	~	~	~	~	1
A1	~	~	~	~	~	~	2	1
A12	~	~	~	~	~	~	~	1
A143/4010 Aylesbury - High Wycombe	~	~	~	~	~	~	~	2
A355	~	~	~	~	~	~	~	1
A361	~	~	~	~	~	~	~	1
A38	~	~	~	~	1	1	~	2
A38/A5	~	~	~	~	~	~	~	1
A4	~	~	~	~	~	~	~	2
A40	~	~	~	~	2	5	2	10
A4010	~	~	~	~	~	~	~	3
A406	~	~	~	~	~	1	~	~
A4091	~	~	~	~	~	~	~	1
A41	~	~	~	2	1	1	~	~
A41 Bicester Road (Aylesbury)	~	~	~	~	~	~	~	2
A412	~	~	~	~	2	~	~	1
A412 George Green	~	~	~	~	~	~	~	1
A413	~	1	~	167	139	16	7	79
A413 Aylesbury - Buckingham	~	~	~	~	~	~	~	2
A413 to Leather Lane	~	~	~	~	~	~	~	1
A413 Wendover Bypass	~	~	~	~	~	~	~	3
A418	~	~	~	1	1	~	~	2
A418 Aylesbury - Milton Keynes	~	~	~	~	~	~	~	1
A418 Aylesbury - Oxford	~	~	~	~	~	~	~	1
A421	~	~	~	1	~	~	~	~
A421 Milton Keynes - Bicester	~	~	~	~	~	~	~	1
A423	~	~	~	~	~	~	~	1
A425	~	~	~	~	~	~	~	3
A429	~	~	~	~	~	1	~	~
A429 Coventry Road	~	~	~	~	~	~	~	1

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
A43	~	~	~	~	~	~	~	1
A445	~	~	~	~	1	~	~	~
A45	~	~	~	~	~	~	~	3
A45/A452/A446	~	~	~	~	~	~	~	4
A453	~	~	~	~	~	1	~	1
A46	~	~	~	~	~	1	~	~
A5127	~	~	~	~	~	~	~	2
A515	~	~	~	~	~	1	~	1
Aberdeen	~	~	~	~	~	~	~	1
Aberystwyth	1	~	~	~	~	~	~	~
Acocks Green	~	~	~	1	~	~	~	~
Acton	~	~	~	~	~	1	~	8
Acton Wells	~	~	~	~	~	~	1	~
Adelaide Nature Reserve	~	~	~	~	~	~	~	1
Adelaide Road	~	~	~	1	1	1	2	2
Ainsworth Estate	~	~	~	~	~	~	~	1
Albert Road	~	~	~	~	~	~	~	1
Aldbury	~	~	~	1	~	~	~	~
Alexandra Estate	~	~	~	~	~	~	~	1
Alexandra Place West	~	~	~	~	1	~	~	~
Alrewas	~	~	~	~	~	~	~	2
Amber Valley	~	1	~	~	~	~	~	1
Amersham	26	7	4	66	350	60	162	245
Amersham bypass	~	~	~	~	~	1	~	~
Amersham Old Town	~	~	~	~	6	~	~	~
Amersham to Aylesbury	~	~	~	2	45	3	1	7
Amersham to Birmingham	~	~	~	~	1	1	~	~
Amersham to Brackley	~	~	~	~	1	~	~	~
Amersham to Chilterns	~	~	~	2	2	~	~	1
Amersham to London	~	1	~	~	~	~	~	~
Amersham to Missenden	~	~	~	~	7	~	~	~
Amersham to Wendover	~	~	~	9	16	5	~	3
Amtphill Estate	~	~	~	~	~	~	~	1
Andover	~	~	~	~	1	~	~	~
Annie Baileys	~	~	~	~	~	~	~	1
Ansty Park (Coventry)	~	~	~	1	~	~	~	~
Appletree Industrial	~	~	~	~	~	~	~	2
Arbury Banks	~	~	~	~	~	~	~	1
Arden	~	~	~	~	~	2	~	~
Ardley	~	~	~	~	~	~	~	1
Armitage with Handsacre	~	~	~	~	~	1	~	~
Ashford	8	5	1	8	~	2	3	8
Ashow	~	~	~	~	~	~	~	3
Aston Church Road	~	~	~	~	~	~	~	1
Aston Clinton	~	~	~	~	~	~	1	~
Aston le Walls	~	~	~	~	5	~	1	12
Aston Villa Training Centre	~	~	~	~	1	~	~	~
Aston-le-Walls Disused Railway	~	~	~	~	~	~	~	4
Atherstone	1	~	~	~	~	~	~	~
Attleborough	~	~	~	~	~	~	~	1
Attleborough Lane	~	~	~	~	3	~	~	4
Ave	~	~	~	~	~	~	~	1
Aylesbury	2	6	~	67	134	42	19	55
Aylesbury Bypass	~	~	~	~	~	~	~	1
Aylesbury Park Golf Club	~	~	~	1	2	~	1	1

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Aylesbury to Amersham	~	~	~	~	~	~	~	2
Aylesbury to High Wycombe	~	~	~	~	~	~	~	1
Aylesbury to Milton Keynes	~	~	~	~	2	~	~	~
Aylesbury to Verney Junction	~	~	~	~	1	~	~	~
Aylesbury towards Calvert	~	~	~	~	~	~	~	1
Aylesbury Vale	4	3	~	18	54	19	10	13
Aynho	~	~	~	1	~	~	~	~
Aynho Junction	~	~	~	~	~	~	~	1
B4114	~	~	~	~	~	~	~	1
B4115	~	~	~	~	~	~	~	1
B4438	~	~	~	~	1	~	~	~
B4525	~	~	~	~	1	~	~	~
B466 (Ickenham Road)	~	~	1	~	~	~	~	~
Bacombe Hill, Wendover	~	~	~	~	3	1	~	1
Bacombe Lane, Wendover	~	~	~	~	2	~	~	~
Ballinger, Great Missenden	~	~	~	~	2	~	~	3
Balsall Common	~	~	~	9	21	5	3	9
Banbury	4	2	1	9	6	3	3	12
Bangley Lane	~	~	~	~	1	~	~	~
Bannerley Pools SSSI	~	~	~	~	~	~	~	1
Barking	~	~	~	1	~	~	~	~
Barnett	~	~	~	~	~	~	~	~
Barnsley	~	~	~	~	~	~	~	2
Barton Hartshorn	~	~	~	~	~	1	~	~
Barton Hartshorne Road	~	~	~	~	~	~	~	1
Bascode	~	~	~	~	~	~	~	10
Bascode Heath	~	~	~	~	~	1	~	15
Basingstoke	~	~	~	~	~	~	~	1
Batchworth Lake	~	~	~	~	1	~	~	~
Battlesford Wood	~	~	~	~	1	~	~	~
Bay Tree Cottage	~	~	~	~	~	~	~	1
Beacham	1	~	~	~	~	~	~	~
Beacon Hill	~	~	~	~	1	~	1	~
Beaconsfield	1	1	~	~	3	1	~	11
Beaconsfield Link Road	~	~	~	~	~	~	~	1
Bedford	1	~	~	~	1	~	~	3
Bedfordshire	~	~	~	~	~	~	~	2
Bedworth	~	~	~	1	~	~	~	~
Beeches Business Centre	~	~	~	~	~	~	~	1
Beechwood	~	~	~	~	~	~	~	2
Beeway Cottage	~	~	~	~	~	~	~	1
Belfry	~	~	~	~	~	~	~	1
Belsize Park	~	~	~	~	1	~	~	~
Berkhamsted	1	~	~	2	3	1	~	1
Berkshire	~	~	~	~	4	2	~	5
Berkswell	~	~	~	~	18	3	3	1
Berkswell Hall Woods	~	~	~	~	~	1	~	~
Berkswell Marsh SSSI	~	~	~	~	1	1	~	2
Berkswell Station	~	~	~	~	6	~	~	~
Bernwood	~	~	~	~	1	~	~	2
Bernwood Ancient Royal Forest	~	~	~	~	~	1	~	4
Berry Vale	~	~	~	~	1	~	~	~
Berryfield	~	~	~	~	~	1	~	~
Berswell	1	~	~	3	3	~	~	2
Bessemer	~	~	~	~	~	~	~	1

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Bicester	~	2	~	3	2	2	~	6
Bickenhill	~	~	~	2	7	2	~	3
Biggleswade	~	~	~	~	1	~	~	~
Birkenhead	~	~	~	~	~	~	~	1
Birmingham	8	12	11	8	13	12	7	62
Birmingham Airport	~	~	~	~	13	1	~	~
Birmingham and Fazeley Canal	~	~	~	~	~	~	~	2
Birmingham and Warwick Junction	~	~	~	~	~	~	~	1
Birmingham Bromford Estate	~	~	1	~	~	~	~	~
Birmingham Interchange Station	~	~	~	1	~	~	~	2
Birmingham International Airport	~	~	~	~	~	~	~	2
Birmingham spur	~	~	~	~	~	~	~	2
Birmingham to Watford	~	~	~	~	~	~	~	1
Bishop's Itchington	~	~	~	~	~	~	~	1
Bishopstone	~	~	~	1	~	~	~	~
Black Country	2	1	~	2	2	~	~	5
Bledlow Ridge	~	~	~	~	~	~	~	1
Blenheim Crescent, West Ruislip	~	~	~	~	~	~	~	1
Blenheim Residential Home	~	~	~	~	~	2	~	1
Bletchley	~	2	~	2	~	~	~	3
Bloomsbury Conservation Area	~	~	~	~	~	1	~	~
Bluebell Recreation Ground	~	~	~	~	1	~	~	~
Blythe	~	~	~	1	~	~	~	1
Blythe Valley	~	~	~	~	~	~	~	1
Boddington	~	~	~	~	24	3	1	7
Boddington Reservoir	~	~	~	~	~	~	~	2
Bodymoor Heath	~	~	~	~	1	~	~	~
Bodymoor Heath Road	~	~	~	~	~	~	1	~
Bournbrook	~	~	~	~	1	~	~	~
Bourne Valley	~	~	~	~	7	2	~	1
Boxley	~	~	~	~	1	~	~	~
Brackebury Cutting	~	~	~	~	~	~	~	1
Brackley	~	~	~	10	68	10	4	49
Bracknell	~	~	~	~	~	~	~	1
Bradford	~	~	~	~	~	1	~	1
Breakspear Road	~	~	~	1	3	~	~	~
Breakspear Road South	~	~	~	~	~	~	~	3
Brent	~	~	~	~	1	~	~	5
Bridgewater Road	~	~	~	~	1	~	~	~
Brighton	2	~	~	~	~	~	~	~
Brill	~	~	~	~	~	~	~	1
Brill Close	~	~	~	~	1	~	~	~
Brinklow	~	~	~	~	~	~	~	1
Bristol	~	~	~	3	~	2	~	8
Broadwater Lake Nature Reserve	~	~	~	~	1	3	~	3
Bromford	~	~	~	~	~	~	~	1
Bromford Bridge Estate	~	~	~	~	~	~	~	1
Bromford Drive	~	~	~	~	~	~	~	1
Bromford Gyratory	~	~	~	~	~	~	~	1
Bromford Neighbourhood Office	~	~	~	~	~	~	~	1
Bromsgrove	~	~	~	~	~	~	~	1
Bromwich	~	~	~	~	~	~	~	1
Broxtowe	~	~	~	1	1	~	~	~
Bryants Bottom	~	~	~	~	~	~	~	1

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Bubbington Woods	~	~	~	~	1	~	~	~
Buckingham	~	~	~	2	2	~	1	6
Buckinghamshire	35	27	20	129	162	224	49	120
Buckinghamshire Railway Centre	~	~	~	1	8	~	~	1
Bucks Head Farm	~	~	~	~	~	~	~	1
Burntwood	~	~	~	1	~	~	~	~
Burton	~	~	~	~	~	~	~	1
Burton Green	1	1	4	8	37	9	7	34
Bury End	~	~	~	~	~	1	~	~
Bury Farm	~	~	~	~	1	1	~	1
Butlers Cross	~	~	~	~	1	~	~	~
Buxton	~	~	~	~	~	~	~	1
Buxton Green	~	~	~	1	~	~	~	~
Byfield	~	~	~	~	~	~	~	2
Calvert	1	1	1	9	43	7	6	16
Calvert Green	~	~	~	~	1	2	2	1
Calvert Jubilee (Bicester)	~	~	~	~	4	~	~	5
Camborne	~	1	~	~	~	~	~	~
Cambridge	2	~	1	1	1	1	~	5
Cambridgeshire	~	~	~	~	~	~	~	1
Camden	3	2	5	12	75	16	17	7
Camden Primrose Hill	~	~	2	1	1	~	1	~
Camden Road	~	~	~	~	~	~	~	2
Camden Road Station	~	~	1	~	~	~	~	~
Camden Town	~	~	~	~	~	~	~	1
Camp Hill	~	~	~	~	~	~	~	1
Canary Wharf	~	2	~	~	~	~	~	~
Canley Brook	~	~	~	~	~	~	~	1
Cannock	~	~	~	~	~	~	~	2
Cannock Chase	~	~	~	1	5	5	~	1
Canons Ashby	~	~	~	~	1	~	~	~
Canwell	~	~	~	1	2	~	~	2
Cappers Lane	~	~	~	~	~	~	~	1
Cardiff	~	~	~	1	~	~	~	8
Carlisle	1	2	1	4	~	~	~	4
Carr Road	~	~	~	~	~	~	1	1
Carstairs	~	1	~	~	~	~	~	~
Castle Bromwich	1	1	1	1	1	1	~	1
Castle Vale	~	~	~	~	1	~	~	2
Castleford	~	~	~	~	~	~	~	1
Chadlington	~	~	~	~	~	~	~	1
Chalcot Estate	~	~	~	~	~	~	~	1
Chalcot Square	~	~	~	2	~	~	~	~
Chalfont Common	~	~	~	~	~	~	~	3
Chalfont Lane	~	~	~	~	~	~	~	1
Chalfont St Giles	2	1	~	7	13	5	17	28
Chalfont St Peter	~	~	~	1	5	5	5	12
Chalfonts	~	~	1	4	17	4	5	9
Chalk Farm	~	~	1	~	~	~	~	2
Chalk Lane	~	~	~	~	~	1	~	~
Chalkdell Wood	~	~	~	~	1	~	~	~
Charndon	~	~	~	~	~	~	~	1
Chartwell	~	~	1	~	~	~	~	~
Cheddington	1	~	~	~	~	1	~	2
Chelmley Wood	1	~	3	1	21	2	2	4

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Chelsea-Hackney Line	~	~	~	~	2	~	~	~
Chenies Meteorological Radar Site	~	~	~	~	~	~	~	1
Chequers	1	1	~	2	11	4	1	8
Cherries Manor	~	~	~	~	~	~	~	1
Cherry Lane	~	~	~	~	~	1	~	~
Cherwell	~	~	~	1	~	~	~	1
Chesham	5	~	~	2	4	5	106	11
Chesham Bois	~	~	~	~	~	~	~	3
Cheshire	~	1	~	~	~	~	~	1
Chess Valley	~	~	~	~	1	4	~	~
Chester	1	~	~	2	~	~	~	1
Chesterfield	2	1	~	2	~	~	~	6
Chester-le-Street	~	1	~	~	~	~	~	~
Chetwode	~	~	~	2	80	90	~	8
Chetwode Water Mill	~	~	~	~	~	~	~	1
Cheviots	~	~	~	~	~	~	~	1
Chichester	1	~	~	~	~	~	~	~
Chiltern Line	~	~	~	~	1	3	~	~
Chiltern Ridge	~	~	~	~	~	~	~	2
Chiltern Way	~	~	~	~	1	~	~	2
Chilterns	199	175	88	1,646	2,122	989	264	584
Chilterns aquifer	~	~	~	~	23	107	~	7
Chilton Place	~	~	~	~	~	~	~	1
Chinnor	~	~	~	~	~	~	~	1
Chipping Warden	~	~	~	3	32	2	4	37
Chipping Warden Airfield	~	~	~	~	~	~	~	1
Chipping Warden to Wormleighton	~	~	~	~	~	~	1	~
Church Hill	~	~	~	~	1	~	~	~
Church Lane	~	~	~	~	~	~	~	1
Church Street (Buckingham)	~	~	~	~	~	~	~	1
Church View Farm (Buckingham)	~	~	~	~	~	~	~	1
Churchgate (Buckingham)	~	~	~	~	~	~	~	1
Claremont Road	~	~	~	~	~	~	~	1
Claydon	~	~	1	~	~	~	~	~
Claydon Place	~	~	~	~	~	~	~	1
Cobourg Street	~	~	~	~	~	~	~	1
Coldharbour	~	~	~	~	1	~	~	~
Coleshill	1	1	~	11	47	6	5	37
Coleshill SSSI	~	~	~	~	~	~	~	1
Colmore Business District	~	~	~	~	~	1	~	~
Colmore Row	~	1	~	~	~	~	~	~
Colne River	~	~	~	~	5	~	~	~
Colne Valley	1	2	3	20	116	40	6	46
Colne Valley SSSI	~	~	~	~	~	~	~	6
Colwich	~	~	~	1	~	~	~	1
Colwich Junction	~	1	~	~	~	~	~	~
Conwell Estate	~	~	~	~	2	~	~	~
Coombe Hill	~	~	~	6	14	5	3	8
Coppice Lane	~	~	~	~	~	~	~	1
Copthall Road West	~	~	~	~	1	~	~	~
Cornwall	5	2	1	1	~	1	~	~
Cosby	~	~	~	1	~	~	~	~
Cotswolds	1	~	1	6	13	9	1	1

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Coventry	63	258	5	54	172	27	10	63
Coventry to Birmingham	~	~	~	~	2	~	~	14
Coventry to Kenilworth	~	3	~	11	70	7	~	14
Coventry Way	~	~	~	~	~	1	~	~
Crackley	~	1	~	~	2	~	1	3
Crackley Lane	~	~	~	1	~	~	~	~
Crackley Wood	~	~	~	~	~	~	~	3
Crackley Woods	~	~	~	2	2	6	1	~
Cransbrook	~	~	~	~	~	~	~	1
Crewe	2	3	8	4	~	~	~	8
Cromwell Lane	~	~	~	~	~	~	~	1
Cross in Churchyard (Buckingham)	~	~	~	~	~	~	~	1
Croxley	1	~	~	~	~	~	~	~
Croydon	~	~	~	1	~	~	~	~
Cubbington	~	1	~	17	34	29	6	23
Cubbington Woods	~	~	~	~	~	3	~	9
Culworth	~	~	~	~	~	~	1	2
Cumbria	~	1	~	~	~	~	~	~
Curborough	~	~	~	~	1	1	1	~
Curdworth	~	~	~	~	3	~	2	4
Curzon Street	~	3	2	1	16	2	1	6
Dahl Museum	~	~	~	~	~	~	~	1
Dalehouse	~	~	~	~	~	1	~	~
Dalehouse Lane	~	~	~	~	~	1	~	~
Dales	~	~	~	~	5	~	~	~
Dartford Crossing	~	~	~	1	~	~	~	~
Daventry	~	~	~	1	~	~	~	~
Daw Mill	~	~	~	1	1	~	~	1
Decoy Pond	~	~	~	~	~	~	~	1
Defence Medical Services Whittington	~	~	~	~	~	~	~	1
Delta Junction	~	~	~	~	~	3	~	3
Denham	1	~	6	24	33	19	12	33
Denham Aerodrome	~	~	~	~	~	1	~	~
Denham Airfield	~	~	3	3	13	~	1	12
Denham Green	~	~	~	1	1	~	~	~
Denham Marina	~	~	~	~	~	~	~	1
Denham to Amersham	~	~	~	~	6	1	2	~
Denham to Harefield	~	~	1	~	~	~	~	~
Denham Water Ski Lake	~	1	~	1	1	~	~	~
Derby	3	4	~	~	~	3	~	6
Derbyshire	~	2	6	1	1	~	1	~
Derwent Valley Mills	~	~	~	~	~	~	~	1
Devil's Dressing Room	~	~	~	~	~	~	~	1
Devon	~	5	1	1	~	~	~	1
Dewsbury	~	~	~	~	~	~	~	1
Didcot	~	1	~	1	~	~	~	2
Diddington Lane	~	~	~	~	~	~	~	1
Digbeth	~	~	~	~	~	~	~	1
Dinton	~	~	~	1	~	~	~	~
DIRFT	~	~	~	2	~	~	~	~
Doddershall	~	~	~	2	3	~	1	3
Doddershall Meadows	~	~	~	~	1	~	~	1
Dollman Street	~	~	~	~	~	~	~	1

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Doncaster	22	2	~	1	~	~	~	13
Dorchester	~	~	~	~	~	~	~	1
Dordon	~	1	~	~	~	~	~	~
Dorset	~	~	~	~	~	1	~	~
Dover	1	~	1	~	1	~	~	~
Dover to London	~	~	~	~	~	~	~	1
Drayton Bassett	~	~	~	~	5	~	3	3
Drayton Lane	~	~	~	~	~	2	~	3
Drummond Street	~	~	~	~	~	~	1	2
Dudley	~	1	~	2	~	~	~	~
Dumfries	~	~	1	~	~	~	~	~
Dunlop Carrier Stream	~	~	~	~	1	~	~	~
Dunsmore	~	~	~	~	4	8	~	2
Dunton Hall	~	~	~	~	1	~	~	1
Durden Court	~	~	~	~	1	~	~	~
Durham Farm	~	~	~	~	1	1	~	1
Ealing	1	~	2	5	15	4	3	6
Ealing Broadway	~	~	~	~	~	~	~	1
East Acton	~	~	~	~	~	~	1	~
East Anglia	35	11	2	2	1	2	~	1
East Birmingham	~	~	~	~	~	~	2	~
East Brackley	~	~	~	~	1	~	~	~
East London	~	1	~	~	~	~	~	~
East Midlands	~	7	~	5	~	~	~	4
East Midlands Airport	~	~	~	~	~	3	~	~
Eastcote	~	~	~	1	2	~	~	~
Easthill	~	~	~	~	1	~	~	~
Eathorpe	~	~	~	~	~	~	~	1
Ebbsfleet	1	3	1	7	~	~	~	2
Ebbw Vale	~	~	~	~	~	~	~	1
Edgcote	~	~	~	3	4	1	1	11
Edgcote Battlefield	~	~	~	~	14	1	~	76
Edgcote House	~	~	~	~	7	~	~	7
Edgware Road	~	~	~	~	~	~	~	1
Edinburgh	2	~	~	5	~	~	~	19
Egham	~	~	~	~	~	~	~	1
Ellesborough	~	~	~	~	2	~	1	1
Ellesborough Road	~	~	~	3	7	7	~	1
Elmdon Lane, Marston Green	~	~	~	1	~	~	~	~
Elmhurst	~	~	~	~	~	~	~	5
Elstree	~	~	~	~	~	~	~	2
Elvaston Castle and Country Park	~	~	~	~	~	~	~	1
Enfield	~	~	~	~	~	~	~	1
Erewash Valley	~	~	~	1	~	~	~	~
Erskine Street	~	~	~	~	~	~	~	1
Essington	~	~	~	~	~	~	~	1
Eton Avenue	~	~	~	~	1	~	~	~
Euston	13	16	12	41	167	27	89	31
Euston to Coleshill Junction	~	~	~	~	~	~	~	1
Euston to Old Oak Common (tunnel)	~	2	2	6	11	1	1	8
Eversholt Street	~	~	~	~	~	1	~	1
Exeter	~	1	2	~	~	1	~	1
Exton Bal Shaw Lancashire	~	~	~	1	~	~	~	~
Eydon	~	~	~	~	~	~	~	3

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Eythrop Estate	~	~	~	~	1	~	~	~
Eythrope	~	~	~	~	1	~	~	~
Fairford Leys	~	~	~	5	4	1	5	1
Farford Leys to Hartwell	~	~	~	~	1	~	~	~
Farthinghoe	~	~	~	~	~	~	~	1
Farthing's Wood	~	~	~	~	1	~	~	1
Fazeley Canal	~	~	~	~	~	~	~	1
Feldon Ironstone Fringe	~	~	~	~	~	2	~	~
Felixstowe	1	~	1	2	~	~	~	1
Fenny Compton	~	~	~	~	1	~	~	~
Fenny Compton to Marston Doles	~	~	~	~	1	~	~	~
Finemere Wood	~	~	~	2	6	3	~	7
Finham Brook	~	~	~	~	~	1	~	~
Finmere	~	~	~	~	1	1	~	2
Firs Bromford Sports & Community Centre	~	~	~	~	~	~	~	1
Fleet Marston	~	~	~	1	6	1	~	1
Fletton	~	~	~	~	~	~	~	1
Folkestone	~	~	~	~	1	~	~	1
Ford	~	~	~	~	1	~	~	~
Forest of Arden	~	~	~	~	1	~	~	~
Former Guinness Mounds	~	~	~	~	~	~	~	1
Forth-Clyde Valley	~	1	~	~	~	~	~	~
Fosse Way	~	~	~	~	~	~	1	1
Four Oaks West Midlands	~	1	~	~	~	~	~	~
Fox Covert (Whitfield)	~	~	~	~	~	~	~	2
Fradely	~	~	~	~	7	2	~	4
Fradely Junction	~	~	~	~	2	~	~	~
Frays River	~	~	~	~	1	~	~	~
Frith Hill House	~	~	~	~	1	~	~	~
Fulham	~	~	~	~	~	~	~	1
Fulmer	~	~	1	~	~	~	~	~
Furzen Hill	~	~	~	~	1	~	~	~
Galanos House	~	~	~	1	~	~	~	~
Gallows Brook	~	~	~	~	~	~	~	1
Garden Plantation	~	~	~	~	1	~	~	~
Gatwick	~	~	2	~	~	4	~	2
Gerrards Cross	2	~	~	1	5	~	1	4
Gibbet Hill	~	~	1	~	~	~	~	1
Gilson	~	1	~	8	32	4	6	10
Gilson North	~	~	~	1	~	~	~	~
Gilson Road	~	1	~	2	1	~	~	2
Glasgow	1	~	~	8	~	~	1	25
Glebe House	~	~	~	~	~	1	~	~
Gloucester Avenue	~	~	~	1	~	~	~	1
Godington	~	~	~	~	~	1	~	2
Gore Hill	~	~	~	~	~	~	~	1
Gower	~	~	~	~	~	~	~	1
Grand Union Canal	~	~	~	1	2	~	~	4
Grandchester	~	~	~	~	~	1	~	~
Grange Cottage	~	~	~	~	~	~	~	1
Grantham	1	~	~	~	~	~	~	4
Grayrigg	~	1	~	~	~	~	~	~
Great Central Railway Bridge (Portway Farm)	~	~	~	~	~	~	~	1

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Great Missenden	5	6	3	22	81	22	29	139
Great Ouse River	~	~	~	~	~	~	~	1
Greatworth	~	~	1	3	21	4	6	31
Greatworth Conservation Area	~	~	~	~	~	~	1	~
Greatworth Hall	~	~	~	~	~	~	1	4
Greatworth to Lower Boddington	~	~	~	~	1	~	~	~
Greenford	1	~	1	4	6	2	5	2
Greenford Station	~	~	~	~	3	~	~	~
Grendon	~	1	~	~	2	~	~	3
Grim's Ditch	~	~	~	2	9	5	~	10
Gutteridge Wood Nature Reserve	~	~	~	~	~	~	~	1
Gwent Valleys	~	~	~	~	~	~	~	1
Haddenham	~	1	~	2	~	1	~	~
Halse	~	~	~	~	2	~	1	1
Halse Copse	~	~	~	~	1	~	~	3
Halton	~	1	~	1	1	1	~	~
Hamlet of Sedrup	1	~	~	1	5	~	~	1
Hammersmith	~	~	~	~	~	~	~	1
Hammersmith and Fulham	~	1	~	~	~	~	~	1
Hammonds Hall Farmhouse	~	~	~	~	~	~	~	1
Hampden	~	~	~	~	1	~	~	~
Hampshire	1	2	~	1	1	~	~	3
Hampstead Heath	~	~	1	~	~	~	~	~
Hampstead Road (near Euston)	2	~	~	3	~	~	~	1
Hampton	~	~	~	~	3	~	~	2
Hampton in Arden	~	~	~	1	6	3	4	9
Hanch	~	~	~	~	~	~	~	5
Hanger Lane	~	~	~	3	14	3	7	5
Harborough District	~	1	~	~	~	~	~	~
Harbury	~	~	~	~	~	~	~	1
Harefield	4	3	4	74	41	7	6	25
Harlesden	~	~	1	~	~	~	~	1
Harlington	~	~	1	~	1	~	~	1
Harmondsworth	~	~	~	~	~	~	1	1
Harrogate	~	~	2	1	~	~	~	~
Harrow	~	~	~	1	4	~	~	3
Harrow Road	~	~	~	~	~	~	~	1
Harrow-On-The-Hill	~	~	~	~	~	~	1	~
Hartwell	~	1	~	2	5	3	1	1
Hartwell House	~	~	~	12	15	3	1	8
Hartwell Park	~	~	~	~	~	1	~	~
Harvil Road	~	1	~	1	4	~	~	1
Harwich	~	~	~	1	~	~	~	~
Hatches Lane	~	~	~	~	~	~	1	~
Hatfield	1	~	~	~	~	~	~	~
Hatherton Canal	~	~	~	~	1	~	~	~
Hatton North	~	~	~	~	~	~	~	1
Hawkslade	~	~	~	1	~	1	2	~
Hawley Wharf	~	~	1	~	~	~	~	~
Hazlemere	~	~	~	~	1	~	~	1
Heartlands Park	~	~	~	~	~	~	~	1
Heath End	~	~	~	~	2	~	~	~
Heathrow	1	12	9	27	30	7	2	17
Hednesford	~	~	~	~	~	~	~	1
Helmdon	~	~	~	1	2	~	1	~

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Helmdon disused railway SSSI	~	~	~	~	~	~	~	7
Hemel Hempstead	13	~	~	1	2	1	~	~
Hemley Hill	~	~	~	~	~	~	~	1
Henley	~	~	~	~	~	~	~	2
Herlwyn Avenue	~	~	~	~	~	~	2	~
Herlwyn Park Rec & Railway Banks	~	~	~	~	~	~	~	1
Hertfordshire	~	~	~	1	1	1	1	8
High Wycombe	3	1	2	10	13	1	~	14
High Wycombe Coachway	~	~	~	~	~	~	~	1
Higher Denham	~	~	~	~	~	~	~	2
Hillesden	~	~	~	~	~	~	~	1
Hillingdon	6	4	10	22	39	9	9	44
Hillingdon Civic Way	~	~	~	~	~	~	~	1
Hillingdon Outdoor Activity Centre	4	4	~	27	40	14	10	46
Hillingdon Trail	~	~	~	~	~	~	~	1
Hints	1	~	~	3	25	3	1	7
Hints Hall Estate	~	~	~	1	~	~	~	~
Hoddleham	~	~	~	~	~	~	~	1
Hogg End	~	~	~	~	~	~	~	1
Holly Cottage	~	~	~	~	~	~	~	1
Hollyhead	1	~	~	~	~	~	~	~
Holme	~	~	~	~	~	~	~	1
Holy Well walk	~	~	~	~	~	~	~	1
Home Counties	~	1	~	4	~	1	1	~
Hopwas	~	~	1	~	9	~	~	5
Hopwas Hays Wood	~	~	~	~	~	~	~	1
Hornby Close	~	~	1	~	~	~	~	~
Hornhill	~	~	~	~	1	~	~	~
Horsendon	~	~	~	~	~	~	~	1
Hounslow	~	1	~	~	~	~	~	1
Huddersfield	~	1	~	~	~	~	~	~
Hughenden	~	~	~	~	1	~	~	2
Hughenden Valley	~	1	~	1	2	~	~	~
Hull	~	3	~	2	~	~	~	4
Hull to Liverpool	~	1	~	~	~	~	~	~
Humber	~	3	2	1	~	~	~	~
Humber Port	~	1	~	~	~	~	~	~
Humberside	1	~	~	~	~	~	~	1
Hunningham	~	~	~	~	~	~	~	1
Hunningham Hill	~	~	~	~	~	1	~	~
Huntingdon	~	~	~	~	~	~	~	1
Hunts Green	~	~	~	~	~	~	~	1
Hunts Green Chase	~	~	~	~	~	~	~	1
Hyde	~	~	~	~	1	~	1	~
Hyde End	~	~	~	~	~	~	1	1
Hyde Farmhouse	~	~	~	~	1	3	~	~
Hyde Farmhouse Barn	~	~	~	~	~	~	~	1
Hyde Heath	1	~	~	1	2	2	3	3
Hyland Road	~	~	~	~	~	~	1	~
Ian Rennie Memorial Woodland	~	~	~	~	~	1	~	~
Ickenham	1	7	6	78	113	7	9	58
Ickenham Road	~	~	~	~	~	~	~	1
Ickmeld Way	~	~	~	~	1	~	~	~
Ilfracombe	~	~	~	~	~	~	~	1

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Ilmer	~	~	~	~	~	~	~	1
Imperial Wharf	~	~	~	~	2	~	~	~
Inkman Street	~	~	~	~	~	~	~	1
Ipswich	~	~	~	1	~	~	~	~
Iron Age Burial	~	~	~	~	~	~	~	1
Isles of Scilly	~	1	~	~	~	~	~	~
Itchington	~	~	~	~	1	~	~	~
Itchington Wood	~	~	~	~	~	~	~	1
Iver	~	~	~	~	~	~	~	1
Iver Heath	~	~	~	~	~	~	~	1
Iver Relief Road	~	~	~	~	~	~	~	1
Jenkins Wood	~	~	~	~	~	~	~	2
John O'Groats	1	~	~	~	~	~	~	~
John's Gorse	~	~	~	1	~	~	~	~
Jones Hill Wood	~	~	~	~	~	~	~	1
Jordans	~	~	~	~	~	~	~	2
Journe Valley	~	~	~	~	2	~	~	~
Kedlestone Hall and Park	~	~	~	~	~	~	~	1
Keepers Wood	~	~	~	~	1	~	~	2
Kendal Rise Cemetery	~	~	~	~	1	~	~	~
Kenilworth	38	12	6	20	70	24	21	36
Kenilworth Golf Club	~	~	~	1	~	6	~	4
Kenilworth Greenway	~	~	1	2	10	2	1	3
Kenilworth to Balsall Common	~	~	~	~	2	1	1	~
Kenilworth to NEC terminus	~	~	~	~	3	~	~	~
Kensal Green	1	~	~	1	31	~	2	16
Kensal Green Cemetery	~	1	1	1	19	1	1	3
Kensal Green to Queens Park	~	~	~	~	13	~	~	~
Kensal Rise	~	~	~	1	~	~	~	2
Kensal Triangle	~	~	~	1	37	~	~	4
Kensington Olympia	~	~	~	~	2	~	~	~
Kent	5	11	5	~	9	3	7	7
Kettering	1	1	~	~	~	~	~	~
Kidderminster	~	~	~	~	~	~	~	4
Kielder	~	~	~	~	~	1	~	~
Kilburn	~	~	1	2	~	~	~	1
Kilburn Lane	~	~	~	~	9	1	~	2
Kimble	~	~	~	~	~	~	~	1
King Henry Road	~	~	~	~	~	~	1	~
Kingcup Farm	~	~	~	~	~	~	~	1
Kingham	~	~	~	~	~	~	~	1
Kings Ash	~	~	~	~	~	1	~	~
Kings Ash Lane	~	~	~	~	2	~	~	1
Kings Bromley	~	~	~	~	~	~	~	1
Kings Cross	3	~	~	~	~	~	~	2
Kings Heath	~	~	~	~	~	~	~	1
Kings Lynn	1	~	~	~	~	~	~	~
Kings Sutton	~	1	~	~	~	~	~	1
Kingsbury	~	1	~	~	~	~	~	2
Kingsbury Water Park	~	~	~	1	79	7	1	5
Lacey Green	~	~	~	~	~	~	~	1
Ladbroke	~	~	1	4	6	4	~	18
Lake District	1	~	3	8	81	7	1	4
Lancashire	~	1	~	1	~	~	2	2
Lancaster	~	4	~	~	1	~	~	1

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Landor Street	~	~	~	~	~	~	~	1
Land's End	1	~	~	~	~	~	~	~
Langley	~	~	1	~	~	~	~	1
Lapworth	~	~	~	~	~	~	~	2
Laurel Cottage	~	~	~	~	~	~	~	1
Lavender Cottage	~	~	~	~	~	~	~	1
Lawnhill	~	~	~	~	~	~	~	1
Lea Marston	~	~	~	~	~	~	2	~
Leam Valley	~	~	~	~	6	19	~	1
Leamington Spa	5	2	1	11	24	6	3	39
Leather Lane	~	~	~	~	~	~	~	1
Ledburn	~	2	~	~	~	~	~	~
Ledburn Jen	~	~	~	~	~	~	~	6
Ledburn Junction	~	~	~	~	10	~	~	~
Lee	~	~	~	~	5	~	~	~
Lee Valley	~	~	~	~	~	~	~	1
Leeds	6	60	1	37	~	4	~	62
Leek	~	1	~	~	~	~	~	~
Leicester	5	10	~	4	2	1	~	22
Leicester Lane	~	~	~	~	1	~	~	~
Leighton Buzzard	13	~	~	1	~	1	~	3
Lichfield	22	29	3	47	129	26	15	49
Lichfield Cruising Club	~	~	~	1	~	~	~	~
Lichfield Trent Valley	~	~	~	~	~	~	~	2
Lime Tree Court	~	~	~	~	~	~	~	1
Lincoln	~	~	~	~	~	~	~	1
Lincolnshire	~	~	~	1	~	~	~	~
Litchfield Canal	~	~	~	1	2	~	~	~
Little Chalfont	~	~	~	~	~	~	~	5
Little Kingshill	~	~	~	~	~	~	~	3
Little Missenden	~	~	~	~	16	8	~	28
Little Packington	~	~	~	~	~	~	~	1
Little Pednor	~	~	~	~	~	~	~	1
Little Poor's Wood	~	~	~	~	1	~	~	~
Little Wormwood Scrubs	~	~	~	~	~	~	~	1
Liverpool	1	12	~	8	~	2	~	25
Liverpool Street	~	~	~	~	1	~	~	~
Lockerbie	~	1	~	~	~	~	~	~
London	169	22	5	60	233	80	17	48
London Loop	~	~	~	~	~	1	~	~
London Road	~	~	~	~	~	~	1	~
London to Aylesbury	~	~	~	~	1	~	~	1
London to Birmingham	~	~	~	~	13	~	~	14
London to Manchester	~	~	~	~	~	~	~	4
London to Stoke Mandeville	~	1	~	~	~	~	~	~
London to West Ruislip	~	~	~	~	2	~	~	~
Long Barrow	~	~	~	~	~	~	~	1
Long Drive	~	~	~	~	1	~	~	~
Long Itchington SSSI	~	~	~	~	~	2	~	20
Long Itchington Woods	1	~	~	~	~	~	~	~
Long Lawford	~	~	~	1	~	~	~	~
Longbridge	~	~	~	~	~	~	~	1
Longwick	~	~	~	~	~	~	~	1
Lotts	~	~	~	~	1	~	~	~
Loughborough	~	~	~	~	~	~	~	2

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Lower Boddington	~	~	~	2	41	1	6	13
Lower Hartwell	~	~	~	~	~	1	~	~
Lower Road	~	~	~	~	1	~	~	~
Lower Thorpe	~	~	~	1	~	1	~	2
Lowther Hills	~	~	~	~	~	~	~	1
Luton	~	~	~	7	~	2	~	3
Luton Airport	~	~	~	~	1	~	~	~
M1	~	~	~	17	38	3	1	4
M25	~	~	~	~	7	~	~	3
M25 to Amersham	~	~	~	~	~	1	~	~
M25 to Calvert/Brackley	~	~	~	1	5	~	~	~
M4	~	~	~	~	1	~	~	1
M40	1	~	~	22	43	3	4	5
M42	~	~	1	3	9	~	1	6
M42/M6 Interchange	~	~	~	~	~	~	~	3
M5	~	~	~	~	~	~	~	~
M6	2	1	~	3	15	4	4	12
Macclesfield	~	~	~	~	~	~	~	1
Maida Vale	~	~	~	~	~	~	~	1
Maidenhead	~	2	1	~	~	1	~	1
Main Street (Buckingham)	~	~	~	~	~	~	~	1
Manchester	5	71	2	45	~	5	1	69
Manchester Piccadilly	~	~	~	3	~	~	~	~
Manchester ship canal	~	~	~	~	~	2	~	~
Mandeville Road	~	~	~	~	1	~	~	~
Manor House	~	~	~	~	~	~	~	1
Manthorne Farm	~	~	~	~	~	~	~	1
Mantles Farm	~	~	~	~	~	1	~	1
Mantle's Wood	~	~	~	~	1	~	~	1
Maple Cross	~	~	1	1	1	~	~	2
Maria Fidelis School	~	~	~	~	~	~	~	2
Marlowes Wood Heronry	~	1	~	~	~	~	~	~
Marston	~	~	~	~	~	~	~	3
Marylebone	4	6	~	7	4	1	1	7
Marylebone to Birmingham	~	~	~	~	7	2	~	9
Marylebone to Manchester	~	~	~	~	~	~	~	1
Marylebone to Snow Hill	~	~	~	~	~	~	~	1
Masefield	~	~	~	~	~	1	~	~
Matlock	~	~	~	~	~	~	~	2
Mavesyn	~	~	~	~	~	~	~	2
Medway Estate	~	~	~	~	~	~	~	1
Melton Street	~	~	~	~	~	1	1	~
Meriden Constituency	~	~	~	~	~	~	~	1
Meriden Gap	~	~	~	1	15	3	1	8
Meriden Road	~	~	~	~	~	~	~	1
Merseyside	~	~	~	~	~	~	~	2
Mid Colne Valley SSSI	~	~	~	~	3	~	~	4
Mid Wales	~	~	~	~	1	~	~	~
Mid Warks	~	~	~	~	~	~	1	~
Middlesbrough	~	~	~	~	~	~	~	1
Middlesex	~	~	~	1	3	~	~	5
Middleton	1	~	~	6	45	4	2	24
Middleton Cheney	~	~	~	~	~	~	~	1
Middleton Hall	~	~	~	~	3	~	~	1
Middleton Lakes	~	~	~	~	~	~	2	~

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Midlands	48	12	6	24	25	16	5	11
Mile Oak	~	~	~	~	2	~	~	1
Milfield	~	~	~	~	1	~	~	~
Mill Lane (Buckingham)	~	~	~	~	~	~	~	1
Millburn Grange Farm	~	~	~	~	~	1	~	~
Milton Keynes	17	21	13	41	24	6	1	30
Milton's Cottage	~	~	~	~	~	~	~	1
Milwich	~	1	~	~	~	~	~	~
Minworth	~	~	~	1	~	~	~	~
Misbourne	~	~	~	1	~	~	~	4
Misbourne Chalk River	~	1	1	9	88	88	6	70
Misbourne Farm	~	~	~	~	~	1	~	~
Misbourne Valley	~	3	~	24	63	42	6	22
Missenden	1	2	~	6	17	4	2	4
Missenden Abbey	~	~	~	~	1	~	~	~
Missenden to Wendover	~	~	~	~	3	~	~	~
Missenden Valley	~	~	~	6	2	~	2	~
Mixbury	~	~	~	~	2	1	~	5
Moor Roads	~	~	~	~	~	~	~	1
Moor Street Station	~	~	~	~	~	1	~	~
Moorend	~	~	~	~	1	~	~	~
Moorhall Road	~	~	~	~	1	~	~	~
Morcambe	~	1	~	~	~	~	~	~
Moreton Pinkney	~	~	~	~	~	~	~	2
Mornington Crescent	~	1	~	~	1	~	~	1
Mornington Terrace, London	~	~	~	1	~	~	1	~
Moss Moor Top	~	~	~	~	~	~	~	1
Motherwell	~	~	1	~	~	~	~	~
NAC	~	~	~	~	~	~	~	1
Nantwich	~	~	2	~	~	~	~	~
Napton on the Hill	~	~	~	~	~	~	~	1
Nash Lee End	~	~	~	~	~	~	2	~
Nash Lee Lane	~	~	~	~	2	~	1	~
National Agricultural Centre	~	~	~	1	1	~	~	~
National Memorial Arboretum	~	~	~	~	~	~	~	1
NEC	~	~	~	3	9	9	~	~
Nechells	~	~	~	~	~	~	~	1
New Forest	~	~	~	~	~	1	~	~
New Street	1	~	~	~	3	~	~	~
Newark	1	1	~	~	~	~	~	3
Newbottle	~	~	~	~	~	~	~	1
Newbury	~	1	~	~	2	~	~	2
Newcastle	4	11	~	6	~	~	~	17
Newcastle to M6	~	1	~	~	~	~	~	~
Newhey	~	~	~	~	~	~	~	1
Newport	~	~	~	~	~	~	~	2
Newport Pagnall	~	~	~	~	~	~	~	1
Newquay	1	1	~	~	~	~	~	~
Newquay Cornwall Airport	~	1	~	~	~	~	~	~
Newton Purcell	~	~	~	~	1	2	~	4
Newyears Green Covert	~	~	~	~	3	~	~	2
Norfolk	1	1	~	1	~	~	~	1
North	~	3	~	~	~	~	~	~
North Acton	~	~	~	2	~	~	~	3
North Buckinghamshire	~	~	~	1	2	3	~	5

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
North Chelmsleywood	~	~	~	~	1	~	~	~
North Dean	~	~	~	~	~	~	~	1
North Downs	~	~	~	~	~	~	~	3
North East England	4	~	~	4	~	2	~	2
North London	~	~	~	1	~	2	~	~
North Oxfordshire	~	~	~	~	2	~	1	~
North Star	~	~	~	~	1	~	~	~
North Wales	~	~	~	2	~	~	~	2
North Warwickshire	~	~	1	6	9	7	5	9
North West	~	~	~	4	~	~	~	4
North West London	~	~	~	~	10	4	1	~
North Wood	~	~	~	1	~	~	~	~
North Wood, Middleton	~	~	~	~	~	~	~	3
North Yorkshire	~	~	2	3	~	~	~	~
North/South corridor (Buckinghamshire)	~	~	~	~	~	~	~	1
Northampton	32	8	15	9	3	2	~	8
Northamptonshire	4	4	2	13	38	9	2	26
Northamptonshire Uplands	~	~	~	~	~	~	~	2
Northern section after Birmingham	~	6	3	~	6	51	~	~
Northmoor Hill Wood	~	~	~	~	1	1	~	~
Northolt	2	2	1	8	37	7	2	23
Northolt Junction	~	~	~	~	~	~	~	2
Northumberland	~	~	~	~	~	~	~	4
Northwood	~	~	~	~	1	~	~	2
Norton Bridge	~	~	~	1	~	~	~	~
Norwich	1	1	~	1	~	~	~	~
Nottingham	3	10	3	2	1	1	~	20
Nuneaton	~	1	~	~	~	~	~	~
Nuneaton	3	2	~	5	~	2	~	11
Offchurch	~	~	~	2	8	9	2	7
Old Amersham	2	1	~	11	30	13	16	15
Old Oak Common	3	9	4	22	51	15	4	17
Old Oak Common to Acton	~	~	~	~	~	~	~	1
Old Oak Common to Colne Valley	~	~	~	~	~	~	~	1
Old Oak Common to Greater London Boundary	~	~	~	~	~	~	~	1
Old Oak Common to M25	~	~	1	1	6	2	1	~
Old Oak Common to North of Central Line	~	~	~	~	~	~	~	1
Old Oak Common to Northolt	~	~	~	~	1	~	~	~
Old Post Office (Buckingham)	~	~	~	~	~	~	~	1
Old Priory Meadows	~	~	~	~	~	~	~	1
Old Red Lion	~	~	~	~	~	~	~	1
Old Salts Rugby Club	~	~	~	~	1	~	1	3
Old Shire Lane	~	~	~	~	~	1	~	~
Old Town	~	~	~	~	~	~	~	1
Old Uxbridge Road	~	~	~	~	~	~	~	1
Oldham	~	~	~	~	~	~	~	1
Ordsall Curve	1	~	~	~	~	~	~	~
Ottechurch	~	~	~	~	~	1	~	~
Oving	~	~	~	~	1	~	~	1
Oxford	1	3	2	9	5	~	~	13
Oxford Canal	~	~	~	1	3	1	~	1

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Oxford to Bedford	~	~	~	~	1	~	~	~
Oxfordshire	2	4	2	23	50	12	5	76
Packington	~	~	~	1	~	~	~	6
Packington Estate	~	~	~	~	2	~	~	~
Packington Hall	~	~	~	~	~	~	~	1
Packington Moor	~	~	~	~	1	~	~	~
Packington Moor Farm	~	~	~	1	2	~	~	~
Padbury Brock	~	~	~	~	~	~	~	1
Paddington	~	2	~	4	2	~	~	10
Park Farm	~	~	~	~	~	~	~	1
Park Hall Nature Reserve	~	~	~	~	2	~	1	2
Park Lane	~	~	~	~	1	~	~	~
Park Royal	~	1	~	~	4	2	~	3
Park Royal Road	~	~	~	~	~	~	~	3
Park St Gardens	~	~	~	~	1	~	~	~
Park Village East, London, NW1	1	~	~	1	~	~	1	~
Parkway, London	~	~	~	1	~	~	~	~
Parsonage Wood	~	~	~	~	~	~	~	1
Pastway	~	~	~	~	~	~	~	1
Patricks Farm	~	~	~	~	~	~	~	1
Peak District	~	1	2	7	97	7	1	5
Pehvale Wood	~	~	~	~	~	~	~	1
Pendley	~	~	~	1	~	~	~	~
Pennines	~	2	~	1	~	~	~	7
Penrith	~	1	~	~	~	~	~	~
Penrith to Lockerbie	~	1	~	~	~	~	~	~
Pentland Hills	~	~	~	~	~	~	~	1
Penzance	~	1	~	~	~	~	~	1
Perivale	4	~	~	2	7	3	~	3
Perivale Wood Conservation Area	~	~	~	2	2	1	1	7
Peterborough	22	~	~	1	~	~	~	10
Pinmere	~	~	~	~	~	1	~	~
Pinner	~	~	~	~	~	~	~	2
Pipers Woods	~	~	~	~	1	~	~	~
Plymouth	2	~	~	~	~	~	~	2
Pool Meadow	~	~	~	1	~	~	~	~
Port Arthur	~	~	~	1	~	~	~	~
Portsmouth	~	1	~	~	~	~	~	~
Portway Farm	~	~	~	~	1	~	~	1
Potter Row	~	~	~	~	2	~	~	4
Potteries	~	1	~	~	~	~	~	~
Poundon	~	~	~	~	~	~	~	1
Preston	1	6	~	6	~	~	~	8
Prestwood	~	1	~	1	3	~	1	2
Primrose Hill	6	1	5	33	23	2	3	11
Princes Risborough	1	~	~	3	2	~	1	7
Princes Risborough to Aylesbury	~	~	~	~	~	~	~	1
Princethorpe	~	~	~	~	~	1	~	~
Priors Hardwick	~	~	~	~	20	16	23	4
Priory House (Buckingham)	~	~	~	~	~	~	~	1
Proof House	~	~	~	~	1	~	~	~
Putney	~	~	~	1	~	~	~	~
Quainton	~	~	~	5	36	8	6	17
Quainton Road	~	~	~	~	2	~	~	~
Queens Park	1	1	7	6	24	1	2	5

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Queens Park Estate	~	~	~	2	2	~	~	2
Queens Park Station	~	~	~	~	~	~	~	2
Radstone	~	~	~	~	1	~	~	2
RAF Northolt	~	~	~	~	~	~	~	1
RAF Ruislip, West Ruislip	~	~	~	~	~	~	~	1
Ravenshaw Wood	~	~	~	1	~	~	1	~
Reading	~	3	~	4	1	~	~	6
Red Lane	~	~	~	1	~	~	~	~
Redbridge	~	~	~	~	~	~	~	1
Redditch	~	~	~	~	~	~	~	3
Redhill	~	~	~	~	~	~	~	1
Regent's Canal	~	~	~	~	~	~	~	2
Regents Park	1	~	~	~	10	2	8	2
Regents Park Estate	~	~	~	1	~	~	~	2
Retford	~	~	~	~	~	~	~	2
Richmond upon Thames	~	~	~	~	~	~	~	2
Rickmansworth	2	~	~	~	2	~	~	~
Rickmansworth Lane	~	~	~	~	~	~	1	~
Ridge Villages	~	~	~	~	~	~	1	~
Ridgeway National Trail	~	~	~	~	3	10	1	1
Ridwares	~	~	~	~	~	~	~	2
Risborough	~	~	~	1	~	~	~	~
Risborough Road	~	~	~	~	~	1	~	~
River Avon	~	~	~	~	1	~	~	~
River Blythe	~	~	~	~	3	~	~	1
River Chess	~	~	~	~	~	1	~	4
River Colne	~	~	~	~	5	4	~	8
River Leam	~	~	~	~	1	1	~	1
River Pinn	~	~	~	~	2	~	~	~
River Rea	~	~	~	~	~	~	~	1
River Sow	~	~	~	~	~	~	~	3
River Tame	~	~	~	~	~	~	~	6
River Usborne	~	~	~	~	~	~	~	1
Robbery Lane	~	~	~	~	~	~	~	1
Roberts Lane	~	~	~	~	~	~	2	~
Rochdale	~	~	~	1	~	~	~	1
Rocky Lane	~	~	~	~	~	~	~	1
Rogerstone to Newport	~	~	~	~	~	~	~	2
Roman Villa at Edgcote	~	~	~	~	~	~	~	2
Rookery	~	~	~	2	3	~	~	1
Rose Cottage	~	~	~	~	~	~	~	1
Rosemary Cottage	~	~	~	~	~	~	~	1
Rotherham	~	~	~	~	~	~	~	2
Roundhill	~	~	~	~	3	~	~	1
Roundhill Wood	~	~	~	2	~	~	~	~
Rowsley	~	~	~	~	~	~	~	1
Royal Agricultural Centre	~	~	~	1	~	~	~	~
RSPB Nature Reserve	~	~	~	~	1	~	~	~
Rugby	17	7	3	19	1	4	1	18
Rugby Intersection	~	1	~	~	~	~	~	~
Rugby to Leeds	~	~	~	~	~	~	~	1
Rugby to Nuneaton	~	1	~	~	~	~	~	~
Rugeley	~	~	~	~	~	~	~	2
Rugeley Trent Valley	~	~	~	~	2	~	1	3
Ruislip	11	17	8	113	182	30	35	53

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Ruislip Gardens	~	~	~	2	2	~	~	~
Ruislip Golf Course	~	~	~	3	5	~	~	11
Ruislip High School	1	~	~	~	~	~	~	1
Ruislip Rifle Club	~	~	~	~	1	~	~	~
Ruislip Rugby Club	~	~	~	~	1	~	~	~
Ruislip to Ickenham	~	~	~	~	26	~	~	~
Runcorn	~	~	~	~	~	2	~	1
Runnymede	~	~	~	~	~	~	~	1
Rutland	~	~	~	~	~	1	~	~
Sandwell	~	~	~	2	1	~	~	1
Satnall Hills	~	1	~	~	~	~	~	~
Saunderton	~	~	~	~	~	~	~	1
Savay Lake	~	~	~	~	4	2	~	~
School Lane	~	~	~	~	~	1	~	~
School Lane (Buckingham)	~	~	~	~	~	~	~	1
Scotland	18	20	5	11	3	2	1	14
Scrubs Lane	~	~	~	~	~	~	~	1
Seer Green	1	~	~	~	2	~	~	4
Seer Green-Ilmer	~	~	~	~	~	~	~	1
Selborne Gardens	~	~	~	~	~	~	1	~
Selly Oak	~	~	~	~	~	~	~	1
Settle	~	~	~	1	~	~	~	~
Shardeloes	~	~	~	~	~	4	~	17
Shardeloes House	~	~	~	~	7	2	~	~
Shardeloes Lake	~	~	~	~	~	2	~	~
Sheephouse Wood	~	~	~	~	2	~	~	4
Sheffield	1	11	~	6	1	2	~	27
Shepherd's Bush	~	~	~	~	2	~	~	~
Sherwood aquifer	~	~	~	~	~	1	~	~
Shipleigh Country Park	~	~	~	~	~	~	~	1
Shirral Drive	~	~	~	~	~	~	~	1
Shrewsbury	~	~	~	3	~	~	~	7
Shrewsbury to Birmingham	~	1	~	~	~	~	~	~
Shropshire	~	~	~	2	1	1	~	~
Shugborough	~	1	~	1	~	~	1	1
Shustoke	~	~	~	~	1	~	~	~
Sibley's Coppice	~	~	~	~	~	~	~	2
Silverdale	~	~	~	~	~	~	~	2
Sipson	~	~	~	~	~	~	1	1
Skelmersdale	~	1	~	~	~	~	~	~
Skip Lane	~	~	~	~	1	~	~	~
Sleet Manston	~	~	~	~	1	~	~	~
Slough	1	~	~	1	~	~	~	~
Snow Hill	~	1	~	3	1	~	~	2
Solihull	1	2	3	4	12	5	2	7
Somerset	1	~	~	~	~	~	~	~
South Cubbington Wood	~	~	~	~	7	3	~	9
South East	~	1	~	5	~	6	1	~
South Hampstead	1	~	~	~	~	~	~	~
South Harefield	~	~	~	~	~	~	~	5
South Heath	~	1	~	~	19	2	5	39
South Kilburn	~	~	~	~	~	~	~	1
South Lancets	~	~	~	~	~	~	~	1
South Midlands	~	1	~	1	~	~	~	~
South Northamptonshire	~	~	~	~	4	1	~	7

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
South Ruislip	~	1	~	15	9	2	2	7
South Ruislip Waste Transfer Station	~	1	~	~	~	~	~	~
South Street	~	~	~	1	~	~	~	~
South Wales	~	1	~	~	~	1	~	~
South Warwickshire	~	~	~	3	1	~	~	6
South West	~	1	~	1	~	~	~	~
South Yorkshire	~	~	3	4	~	~	~	2
Southam	5	5	~	9	19	1	5	53
Southampton	~	1	~	~	~	~	~	1
Southern England	~	~	~	2	~	~	~	~
Southern Growth Arc	~	~	~	~	~	~	~	1
Southwest London Waterbodies SPA	~	~	~	~	~	~	~	1
Spalding	1	~	~	~	~	~	~	~
Speen	~	~	~	~	~	~	1	2
Spellthorne	~	~	~	~	~	1	~	~
Springwell Lane	~	~	~	~	1	~	~	~
St Albans	14	~	~	~	~	~	~	1
St James Gardens	~	~	~	~	2	5	~	4
St John Baptist Church	~	~	~	~	~	2	~	1
St Mary's Cemetery	~	~	~	~	~	~	~	1
St Mary's Church	~	~	~	~	~	~	~	2
St Mary's House	~	~	~	~	~	~	~	1
St Mary's School	~	~	~	~	~	~	~	1
St Nicholas Church	~	~	~	~	~	~	~	1
St Pancras	2	~	~	~	9	~	~	4
St Mary's Primary School	~	~	~	1	~	~	~	~
Stafford	~	2	~	3	3	~	2	8
Stafford to Norton Bridge	~	1	~	~	~	~	~	~
Staffordshire	14	66	11	11	23	11	4	25
Stanley	1	~	~	~	~	~	~	~
Stansted	~	~	1	~	~	~	~	1
Starcross Street	~	~	~	~	~	~	~	2
Stareton	~	~	~	~	7	1	~	18
Start point to West Ruislip	~	~	~	~	1	~	~	~
Station Road	~	~	~	~	1	~	~	~
Stechford	~	~	~	~	~	~	~	3
Steepphouse Wood	~	~	~	~	~	1	~	~
Steeple Claydon	~	~	~	~	1	2	~	4
Stevenage	~	~	~	~	~	1	~	2
Stewkley	~	1	~	~	~	1	~	1
Stockport	~	~	~	~	~	~	~	2
Stoke	14	6	6	5	3	~	~	11
Stoke Mandeville	2	2	1	11	62	13	10	14
Stoke Mandeville to Amersham	~	~	~	~	1	~	~	~
Stoke on Trent	13	~	~	3	~	~	~	15
Stokenchurch	~	~	~	~	1	~	~	1
Stone	~	1	~	~	2	~	1	~
Stonebridge	~	~	~	~	3	6	~	1
Stoneleigh	~	~	~	12	16	4	~	32
Stoneleigh Abbey	~	~	~	~	6	2	~	7
Stoneleigh Equestrian Centre	~	~	~	~	~	1	~	~
Stoneleigh Park	1	~	~	10	16	2	2	21
Stoneleigh Show Ground	~	~	~	~	~	~	~	8

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Stourbridge	1	1	~	~	~	~	~	3
Stowe Drive	~	~	~	~	~	~	~	1
Stowmarket Ipswich	~	1	~	~	~	~	~	~
Stratford	4	5	~	5	12	~	~	6
Stratford on Avon	~	1	1	2	~	~	~	~
Strathclyde	~	1	~	~	~	~	~	~
Streethay	~	~	~	~	2	3	~	~
Stundeigh	~	~	~	~	~	1	~	~
Subbington	~	~	~	~	1	~	~	~
Sulgrove	~	~	~	~	~	~	~	2
Surrey	~	1	~	~	~	~	~	4
Sutton Coldfield	~	~	~	~	~	~	~	3
Swakeleys Road	~	~	~	~	1	~	~	~
Swansea	~	~	~	~	~	~	~	1
Swarkestone Bridge and Causeway	~	~	~	~	~	~	~	1
Swaythling	~	~	~	~	~	~	~	1
Swindon	~	~	~	~	~	~	~	1
Swiss Cottage	~	~	~	1	~	~	~	2
Swithland Reservoir	~	~	~	~	~	~	~	1
Tame Valley	~	~	~	~	~	~	~	2
Tameside Drive	~	~	~	~	1	~	~	~
Tamworth	4	7	5	3	45	6	4	14
Tamworth to Lichfield	~	~	~	~	1	~	~	~
Target Roundabout	~	~	~	~	1	~	~	~
Tees Valley	2	~	~	~	~	~	~	~
Teeside	~	2	~	~	~	~	~	~
Telford	~	1	~	1	1	~	~	~
Terrick	~	~	~	~	~	~	1	~
Thame	1	~	~	1	2	~	~	~
Thames Estuary	~	~	~	~	1	~	~	~
Thames Gateway	~	1	~	~	~	~	~	~
Thames Valley	~	~	~	4	3	3	~	3
The Derwent Valley Mills World Heritage Site	~	~	~	~	~	~	~	1
The Firs	~	~	~	~	~	~	~	1
The Hermitage	~	~	~	~	~	~	~	1
The Lee	~	~	~	~	1	2	2	4
The Ridgeway	~	~	~	~	~	107	~	~
Thenford	~	~	~	~	~	~	~	1
Thickthorn	~	~	~	~	~	~	~	1
Thorpe Mandeville	~	~	~	1	3	~	1	8
Tilehouse Lane	~	~	~	~	~	~	~	1
Tonbridge	~	~	~	~	~	~	~	2
Torbay	~	~	1	~	~	~	~	~
Tower Hamlets	~	1	~	~	1	~	~	~
Trafford Bridge Mash	~	~	~	~	~	~	~	2
Trent	~	1	~	~	~	~	~	~
Trent and Mersey Canal	~	~	1	1	4	~	1	3
Trent River	~	~	~	~	~	~	~	1
Trent Valley	1	1	~	~	1	1	~	5
Tring Valley	~	~	~	~	1	~	~	~
Tring, Hertfordshire	1	~	~	4	4	1	1	3
Troy House	~	~	~	~	~	~	~	1
Truro	~	1	~	~	~	~	~	~

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Tuppenhurst Lane	~	~	~	~	~	~	~	1
Turweston	~	~	~	~	~	1	~	8
Tweedmouth	~	~	~	~	~	~	~	1
Twyford	1	~	~	4	16	9	2	15
Twyford Church Lane	~	~	~	~	~	~	~	1
Twyford Cricket Club	~	~	~	~	~	~	1	1
Twyford Main Street	~	~	~	~	~	~	~	1
Twyford Mill	~	~	~	~	~	~	~	1
Twyford Parish Church	~	~	~	~	~	~	~	1
Twyford School Lane	~	~	~	~	~	~	~	1
Tyne and Wear	~	2	~	~	~	~	~	~
Tyne Valley	~	1	~	~	~	~	~	~
Tyneside	1	~	~	~	~	~	~	1
Tyseley	~	~	~	~	~	~	~	1
Ufton	~	~	~	~	~	~	1	1
Ufton Fields	~	~	~	1	~	~	~	~
Ufton Road	~	~	~	~	~	~	~	1
Ufton Wood SSSI	~	~	~	~	3	1	~	7
Upper Boddington	~	~	~	~	9	1	1	5
Upton	~	~	~	1	~	~	~	~
Uxbridge	~	~	2	~	5	~	~	5
Vale of Trent	~	~	~	~	~	~	1	~
Veolia Water	~	~	~	~	~	1	~	~
Victoria	~	~	~	~	~	~	~	1
Victoria Road	~	~	~	~	2	~	~	3
Victoria Road Waste Transfer Station	~	~	~	~	1	~	~	1
Vurton Green	~	~	~	1	~	~	~	~
Waddesdon	~	1	~	2	21	5	2	9
Waddesdon Manor	~	~	~	1	5	4	~	~
Waddesdon Quainton	~	~	~	~	2	~	~	~
Wakefield	~	~	~	~	~	~	~	5
Wales	1	4	~	4	~	2	~	1
Walsall	~	3	~	2	2	~	~	9
Walton Court	~	~	~	1	~	1	~	1
Wappenbury	~	~	~	~	~	~	~	1
Warmington Valley	~	~	~	~	~	1	~	~
Warren Cottage	~	~	~	~	~	~	~	1
Warrington	~	2	~	~	~	~	1	3
Warton	~	1	~	~	~	~	~	~
Warwick	1	~	1	9	6	3	1	11
Warwick Wharf	~	~	~	~	~	~	~	1
Warwickshire	32	21	11	82	174	64	25	71
Warwickshire Coalmine	~	~	~	~	~	~	~	1
Washwood Heath	~	1	~	1	4	10	~	2
Water Orton	11	4	4	49	255	33	68	70
Water Orton Primary School	~	~	~	~	14	~	~	6
Water Orton Rugby Club	~	~	~	~	~	~	2	~
Waterloo	~	~	~	~	4	~	~	1
Watford	17	6	~	12	6	2	1	12
Watford Junction	~	~	~	~	~	~	~	1
Wednesbury	~	~	~	~	~	~	~	1
Weedonhill	~	~	~	~	1	~	~	1
Weedonhill Lane	~	~	~	~	~	1	~	~
Weeford	~	~	~	1	2	~	3	2

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Weeford Roundabout	~	~	~	~	~	~	~	1
Wellingborough	1	~	~	~	~	~	~	~
Wells House Road	~	~	1	1	2	3	1	51
Welsh Road	~	~	~	~	1	~	~	~
Welwyn	1	~	~	~	~	~	~	2
Wembley	~	~	~	~	3	~	~	~
Wembley Central	~	~	~	~	~	~	~	1
Wendover	5	13	21	153	699	130	217	168
Wendover Dene	1	1	~	1	11	2	1	1
Wendover to Coombe Hill	~	~	~	~	2	~	1	~
Wendover to North Aylesbury	~	~	~	~	5	1	~	~
West Acton	~	~	~	1	1	~	~	~
West Boundary	~	~	~	~	1	~	~	~
West Brompton	~	~	~	~	2	~	~	~
West Bromwich	~	~	~	1	~	~	~	~
West Cheshire	~	~	~	~	~	~	~	1
West Country	32	~	~	38	~	2	~	~
West Drayton	~	~	2	~	1	~	~	3
West End Road	~	~	~	~	2	~	~	1
West Hampstead	~	~	~	~	~	~	~	2
West Hyde	~	~	~	2	~	1	~	2
West Islington	~	~	~	~	1	~	~	~
West Kilburn	~	~	~	~	1	~	~	~
West London	2	1	7	47	61	32	7	2
West London Waste Authority Site (Hillingdon)	~	1	~	1	1	~	1	3
West Midlands	~	8	~	27	93	17	4	13
West Northamptonshire	~	~	~	~	~	~	~	2
West Northamptonshire Uplands	~	~	~	~	~	~	~	1
West of England	~	1	~	~	~	~	~	~
West Orton	~	~	~	~	~	~	1	~
West Ruislip	2	2	4	9	58	14	3	40
West Ruislip to Aylesbury	~	~	~	~	~	1	~	~
West Street, Staple Claydon	~	~	~	~	~	~	1	~
West Wycombe	~	~	~	~	~	~	~	1
West Yorkshire	~	1	~	~	~	~	~	5
Westbury	~	~	~	~	~	~	1	~
Western Avenue	~	~	~	~	1	~	~	~
Westminster	~	~	~	1	6	1	~	1
Weston	~	~	~	~	2	~	~	~
Weston Turville	~	~	~	~	~	1	~	~
Westwood	~	~	~	1	~	~	~	~
Weybridge	~	~	~	~	~	~	~	1
Weymouth	~	~	~	~	~	~	~	1
Whitacre Reserve	~	~	~	~	~	1	~	~
Whitfield	~	1	~	~	~	~	1	1
Whittington	1	~	~	4	12	3	1	8
Whittington Army Barracks	~	~	~	~	~	~	~	4
Whittington Health Golf Club	~	~	~	~	16	~	~	~
Whittington Heath Golf Club	~	~	~	10	~	2	6	8
Wigan	~	2	~	~	~	~	~	2
Willesden	~	~	3	~	6	~	~	~
Willesden Junction	~	2	~	~	~	~	~	3
Wilmslow	~	~	~	~	~	~	~	1
Wilson's Bridge	~	~	~	~	~	~	~	1

Code	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Other format
Winchester	~	1	~	~	~	~	~	1
Winchmore Hill	~	~	~	~	~	~	~	1
Windmill Hill	~	~	~	~	~	~	~	1
Winslow	~	~	~	~	~	~	~	2
Winston Churchill Hall	~	~	~	~	~	~	~	1
Wirral	~	~	~	~	~	~	~	1
Witney	~	~	~	1	1	~	~	3
Wolverhampton	6	11	2	10	2	2	1	17
Wood End	~	1	~	~	~	1	~	1
Wood Lane	~	~	~	~	~	1	~	~
Woodcock Hill	~	~	~	~	1	~	~	~
Woodhead	~	~	~	1	~	~	~	~
Worcester	~	~	~	1	~	~	~	~
Worcestershire	~	~	~	~	1	~	~	~
Wormleighton	~	~	~	2	11	2	~	7
Wormwood Scrubs	~	~	~	~	3	2	~	3
Wrexham	2	~	~	~	~	~	~	3
Wyatts Covert	1	~	~	~	~	~	1	~
Wycombe	1	~	~	~	1	1	1	1
Yardley Whittlewood Ridge	~	~	~	~	~	~	~	1
Yeading Brooke Valley	~	~	~	~	~	~	~	1
York	~	7	2	2	~	~	~	3
Yorkshire	11	16	6	1	5	1	3	33
Yorkshire Dales	~	~	1	2	68	3	1	1
Yorkshire Moors	~	~	~	~	1	1	~	~