

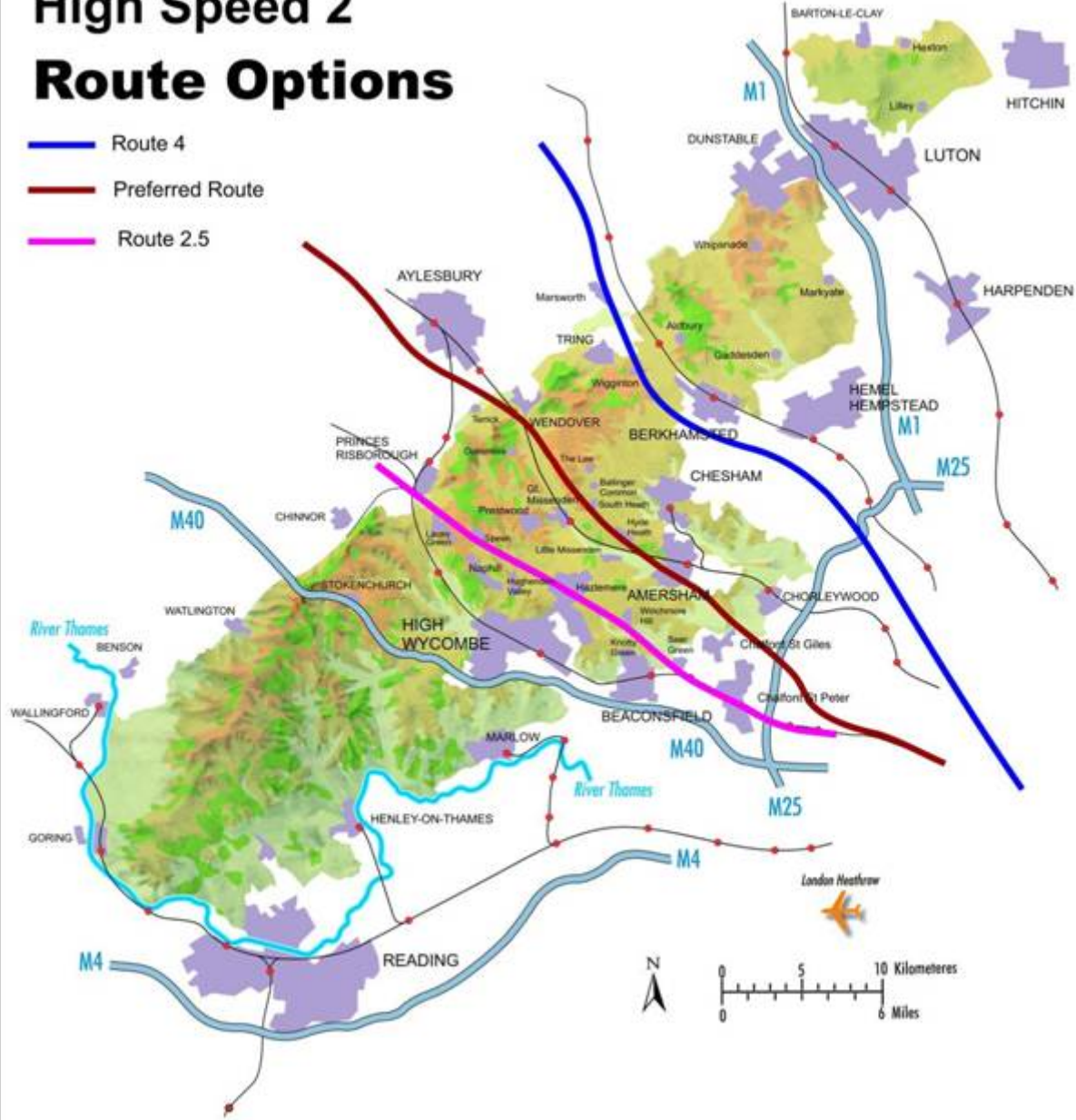


HS2

**Steve Rodrick
Chief Officer**

High Speed 2 Route Options

- Route 4
- Preferred Route
- Route 2.5



Preferred Route

The Misbourne Valley



Misbourne Valley, near Shardeloes Lake



Misbourne Valley, near Shardeloes Lake
The railway would be on the surface
between the road and Chiltern Line

What does a high speed railway look like?









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What it won't look like



The Chilterns Conservation Board

- **Set up by Parliament in 2004**
- **To conserve and enhance the natural beauty of the Chilterns AONB**
- **To promote understanding and enjoyment.**

Who is on the Board ?

- **27 members**
 - **Chairman Sir John Johnson**
- **13 appointed by local authorities**
- **8 elected by parish councils**
- **6 appointed by the Secretary of State**

- **10 Staff**
- **Budget of £750,000**

National Planning Policies

- **Areas of Outstanding Natural Beauty enjoy the same level of protection as National Parks.**
- **There is a presumption against any damaging development.**
- **Can be considered if it is the proven national interest and cannot be located elsewhere.**

The Board opposes any proposal for a new railway through the Chilterns.

The Board does not believe that there is a proven case that it is in the national interest - economic or environmental

Some quotes from the HS2 report to support this stance

“..wider economic impacts are likely to be a relatively small part of the business case for HS2 at a national level.”

Section 4.2.20

“.. The impact on national productivity is likely to be limited.”

Section 4.2.19

Will it end domestic UK flights?

“The total market for accessing Heathrow from the West Midlands, North West, North and Scotland is currently around 3.7 million trips. Our modelling suggests relatively little of this would shift to HS2.”

Section 3.3.10

n.b Current passenger throughput of Heathrow is 67 million per annum

Will it end short haul flights to Europe?

“ Under any scenario the number of international passengers on HS2 is likely to be fairly limited”

Section 3.8.12

Will it have an impact on other rail services?

“ Over certain WCML route sections there would be some time lost against today’s services.”

Section 3.10.20

“ While the majority of transport users would benefit from the introduction of HS2, some passengers could experience longer or less frequent services.”

Section 4.2.19

The costs and benefits

Notional economic benefits

- **£28bn over 60 years**
- **Based on a notional benefit of £8 per passenger**
- **£3.6bn Wider economic impact**
- **£15bn additional railway revenue**
- **£17bn costs of building to Birmingham**
- **£7.5bn cost of operating services**
- **Net Benefit Cost Ratio - 2.4**

What is not included

- **Any dis-benefits**
- **No value given to the environment**
- **Cost of a loop to Heathrow (£3-7bn)**
- **Cost of a link between HS1 and HS2 (£1bn to £4bn)**

Will it reduce carbon emissions?

“ Whether the introduction of HS2 leads to an overall increase or decrease in emissions is almost entirely dependent on the impact of changes in demand on aviation emissions. There is considerable uncertainty around this and actual changes in emissions will depend on how airlines respond to reduced demand.”

Section 4.3.32

Who will benefit?

- **“Around two thirds of the benefits come from people using the classic-compatible services to and from places further north than Birmingham.”**

The classic compatible routes are initially to Manchester, and Glasgow and Edinburgh

Evidence of Demand

“Business Travellers would gain the most in value from HS2..”

BUT couldn't (shouldn't) most business from 2020 onwards be transacted using Information Technology?

**High Speed rail will
bleed us all for a few
rich travellers.**

**Simon Jenkins
The Guardian
5th January 2010**