

High Speed Rail: Investing in Britain's Future

Consultation response form

Consultation period:
28 February - 29 July 2011

This consultation seeks views on the proposed national high speed rail strategy described in Part 1 of the consultation document and on the proposed line of route for an initial London-West Midlands line set out in Part 2.

**Please respond by using this
response form or online at
<http://highspeedrail.dft.gov.uk>**

**For more information about
the consultation please go
to the website or call
020 7944 4908**

The questions on which the Government is seeking views are set out below in the same order as they are listed in the consultation document. In each case, the Government is interested in whether or not you agree with its proposals and why, as well as any additional evidence that you feel it should consider in reaching its final decisions.

Please write your response clearly in black ink within the boxes and, if applicable, attach additional evidence to the response form, making it clear which question it refers to.

Information about you

Contact details:

(It is important to give us your name to ensure your response is included)

First name: Surname:
Postcode: Email:

Organisation:

Are you responding on behalf of an organisation? (Please select one answer only) Yes No

If yes, please state your organisation name:
(at the Brackley Information Bureau)

Travel habits:

Which of the following best describes how often you use the train for journeys within the UK?
(Please select one answer only)

Impossible to answer for an action group with around 1000 affiliates.

Confidentiality and data protection

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

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

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

The Department and HS2 Ltd will process your personal data in accordance with the DPA and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

I wish my response to be treated as confidential (Please write your reasons below)

Reasons for confidentiality request:

In order to minimise the risk of SPAM e-mails

Part 1 of the consultation document

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?

NO. All of the required capacity and performance can be provided by a progressive and affordable enhancement to the current network. Support for economic growth more evenly across the country will be achieved by enhancing local & regional services, not by the HS2 proposal.

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?

NO. All of the required capacity and performance can be provided by a progressive enhancement of the current network that will additionally deliver a speedy solution to peak-time overcrowding. HS2 is much more expensive and unaffordable. It is highly likely to cost more than the benefits it delivers, and like HS1, would probably end up being sold off at a huge loss to the taxpayer.

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?

NO. The Optimised Alternative is much more suited to phased delivery in line with market demand than the all-or-nothing HS2 proposal. The Heathrow and HS1 link proposals might be worthwhile but look unconvincing in their current form.

Part 2 of the consultation document

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?

NO. The HS2 proposal is not the answer. The basic principles are more cost-effectively met by the Optimised Alternative. This specification creates far fewer problems by using sensible speeds (up to 140mph) on the current network. HS2 is an expensive, damaging, and possibly less safe specification.

5. This question is about the route for the line between London and the West Midlands (Chapter 5 and Annex B of the main consultation document): 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?

NO. None of the HS2 routes is the answer. The Optimised Alternative meets all of the real needs without requiring a new route. Mitigation for the Optimised Alternative would be minimal and easily affordable. HS2 requires huge spending not just on the basic line but also on mitigation such as tunnelling and the eyesore of screening, all of this with no guarantee that it will be fully effective.

6. This question is about the Appraisal of Sustainability (Chapter 5 of the main consultation document): 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?

NO. The Appraisal of Sustainability report is wholly inadequate for the consultation process. It is no substitute at this stage for a full Environmental Impact Assessment. The implications of HS2 are of substantial and long-lasting importance and cannot be dealt with in this way. The Optimised Alternative however has minimal sustainability consequences.

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?

None of the options as presented is satisfactory. What should be used is a modified version of the Property Bond Scheme, and fuller details have been provided in the attached response.

Have you attached additional evidence to this response form? (Please select one answer only)

Yes No

Thank you for completing the response form. Please send it to:

Freepost RSLX-UCGZ-UKSS
High Speed Rail Consultation
PO Box 59528
London
SE21 9AX

The consultation closes on Friday 29 July 2011. Responses cannot be accepted after the closing date.

