

# SEFS HS2

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# HS2 Consultation Questions

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?

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?

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 to the High Speed 1 line to the Channel Tunnel?

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?

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?

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?

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

# The Right Lines Charter

## **The Right Lines Charter – A Charter for High Speed Rail**

- ❑ An efficient, sustainable transport system is vital to our prosperity and wellbeing.
- ❑ Reducing the damaging impact of travel on the environment and local communities by shifting journeys from road and air to rail needs to be a key priority.
- ❑ High Speed Rail is one option for increasing rail capacity and connectivity.

This is a Charter for doing High Speed Rail well. The supporters of this Charter believe that:

- the process and particular proposals for High Speed Rail should comply with the principles set out below;
- the Government's High Speed Rail consultation and detailed High Speed 2 (HS2) proposals are unsound at present and fall well short of these principles.

## **RIGHT LINES CHARTER PRINCIPLES**

### **Principle 1. National Strategy**

**High Speed Rail proposals need to be set in the context of a long-term transport strategy stating clear objectives.**

### **Principle 2. Testing the Options**

**Major infrastructure proposals, such as High Speed Rail, need to be 'future-proofed' by comprehensive testing against different scenarios.**

**This will help identify the best solutions for genuinely furthering sustainable development.**

### **Principle 3. Public Participation**

**Early public involvement in the development of major infrastructure proposals, including High Speed Rail, is essential. People need to be involved when all options are open for discussion and effective participation can take place.**

### **Principle 4. Minimising Adverse Impacts**

**High Speed Rail proposals need to be designed from the start to avoid significant adverse impacts on the natural environment, cultural heritage and local communities (including biodiversity, landscape, tranquillity and access) during construction and operation.**



High Speed Rail could be part of our sustainable future. But the Wildlife Trusts believe the Government's proposals risk serious damage to our wildlife and countryside.



**!WARNING!**  
High Speed Rail 2  
could damage your  
environment

Your action can help us to  
get the best deal for wildlife.

Protecting **Wildlife** for the Future



# Indicative Route

