



HS2

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.**

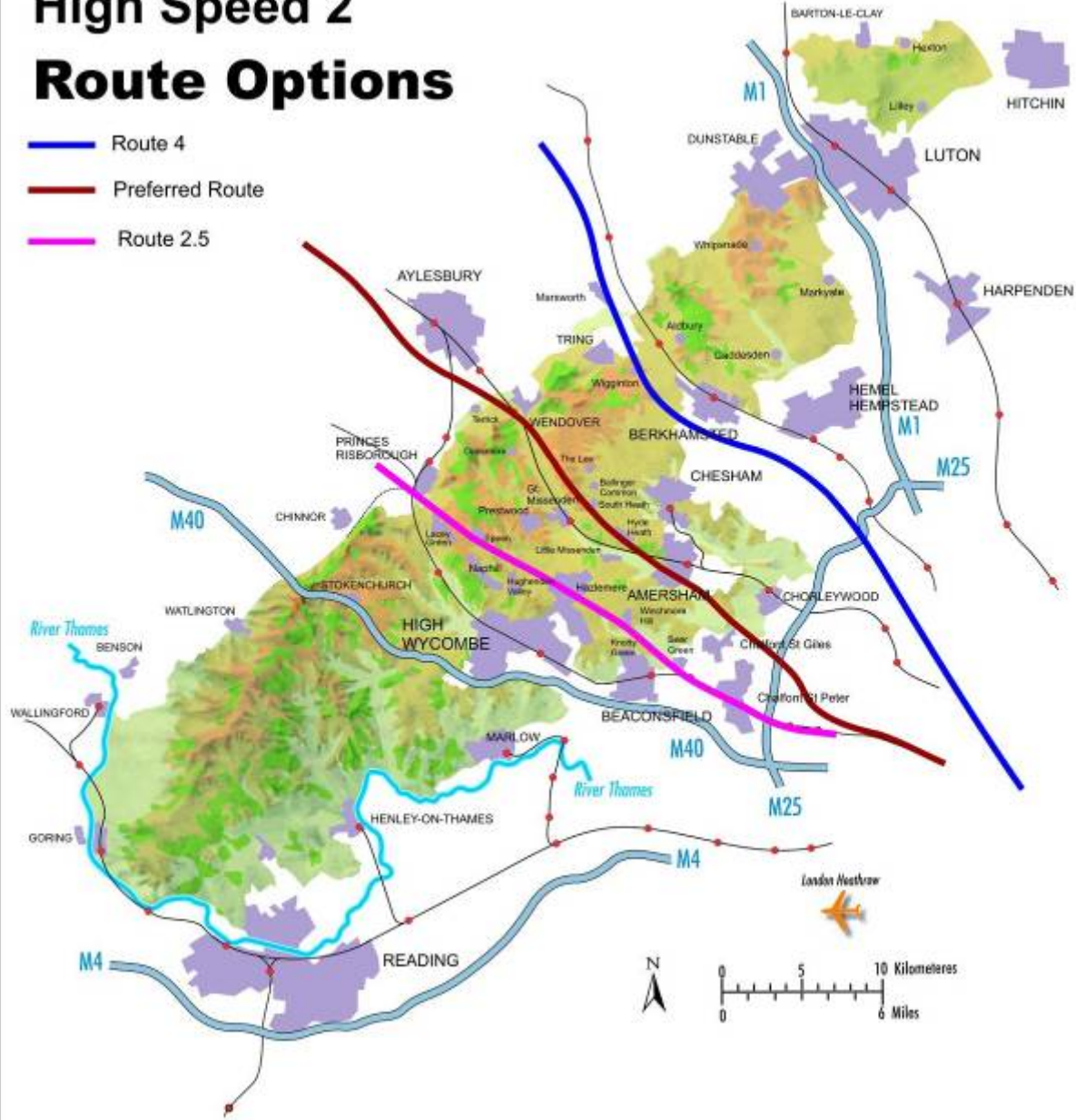
Who is on the Board ?

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

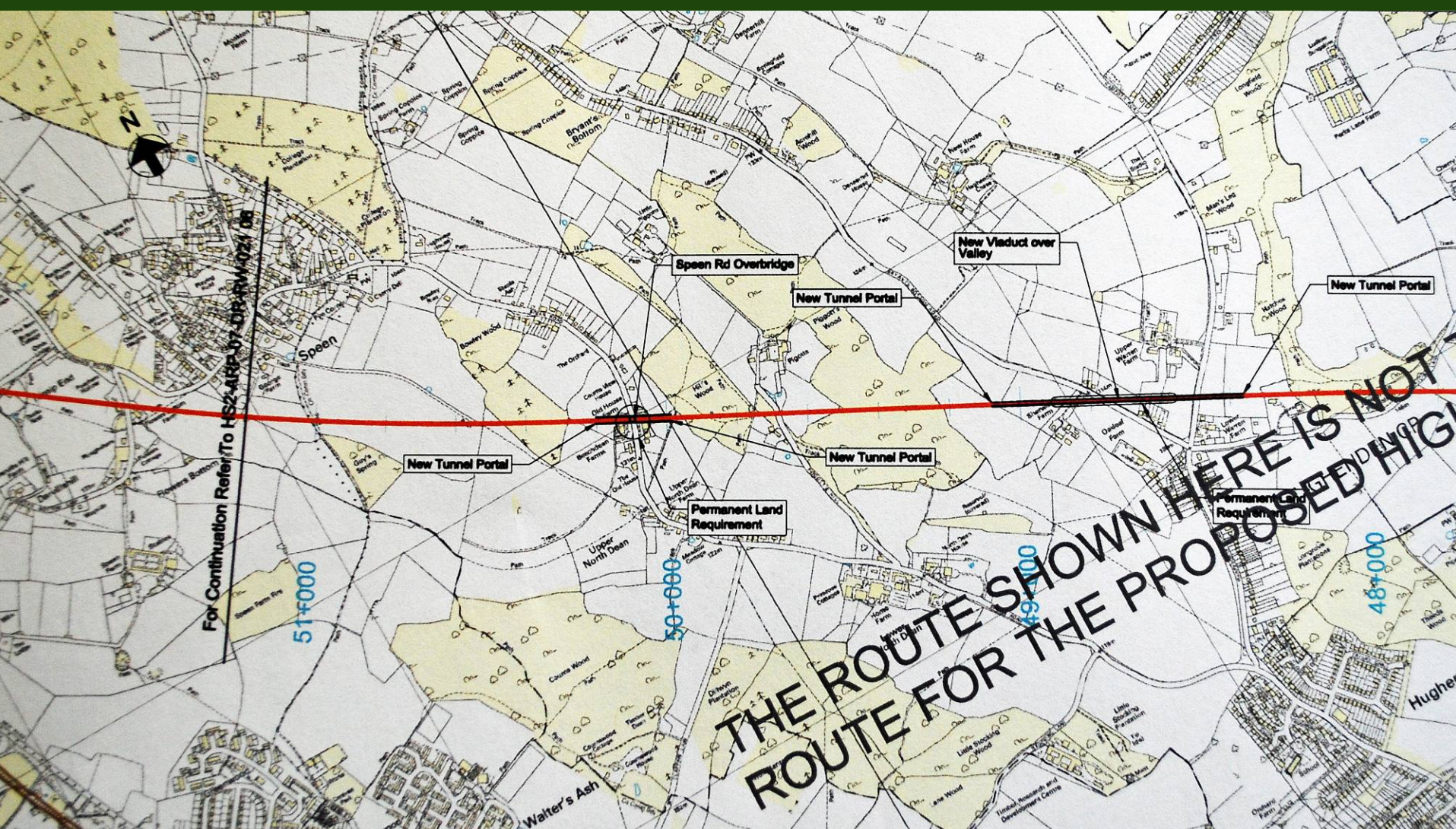
- **10 Staff**
- **Budget of £750,000**

High Speed 2 Route Options

- Route 4
- Preferred Route
- Route 2.5



Preferred Alternative Route 2.5



For Continuation Refer To HS2-ARF-07-DP-RW-021-01



Speen Rd Overbridge

New Viaduct over Valley

New Tunnel Portal

New Tunnel Portal

New Tunnel Portal

New Tunnel Portal

Permanent Land Requirement

Permanent Land Requirement

51+000

50+000

49+000

48+000

THE ROUTE SHOWN HERE IS NOT THE ROUTE FOR THE PROPOSED HIGH SPEED RAIL

Walter's Ash

Hughes

What does a high speed railway look like?









Land Sheriff's
OFFICE

IN AN EMERGENCY CALL
01233 739421

WARNING
UNAUTHORIZED ACCESS TO THIS AREA IS PROHIBITED.
POLICE SHOULD BE CONTACTED.

















What it won't look like



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

- **£28 bn notional benefit over 60 years**
- **Based on a notional benefit of £8 per passenger**
- **£3.6 bn Wider economic impact**
- **£17bn costs of building to Birmingham**
- **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 (up to £3-7bn)**
- **Cost of a link between HS1 and HS2 (£1bn to £4bn)**

Will it reduce carbon emissions?

- **At best the overall impact on carbon emissions will be neutral.**
- **That will depend upon significant introduction of renewable energy**
- **No technological improvement in aviation**

Carbon Emissions

- **Emissions per passenger will be double what they are now on the West Coast Main Line.**
- **They will double again if the trains run at 400 kph rather than 300pkh**

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 north of Manchester and Leeds i.e. Glasgow and Edinburgh

Demand

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

BUT couldn't most business from 2026 onwards be transacted using Information Technology?

- **There are no surveys of potential demand**

Business Case

- **Assume numbers travelling between London and Birmingham will increase by over 3 times by 2033.**
- **Annual growth in traffic to 2033 will be 4%**
- **Daily numbers will grow from 45,000 to 145,000**
- **Only 2% of motorway traffic will switch to HS2**
- **80% of journeys will be to London**

Business Case

- **HS2 assumes time on a train is wasted**
- **HS2 assumes average business travellers earns £70,000**
- **Assumes 30% of all travellers are on business – 25% more than at present.**
- **Assume fare prices will double in real terms**

Dominic Grieve MP

“ It is difficult to see the business case for a line from London to Birmingham that’s going to speed up the journey by just 20 minutes. There’s an element of fantasy about this, but the problem with the fantasy is that it causes planning blight. If we were to win the election would go back to the drawing board as far as my party is concerned.”

What you can do

- **Write to your MP**
- **Write to the Sec of State for Transport**
- **Write to the Chancellor**
- **Write to the PM**
- **Write to all party leaders**
- **Get involved - provide your expertise**
- **In due course, provide funds**

Value for Money?

**Each minute saved on the journey
between Birmingham and London
will cost at least:**

£540,000,000