

NATIONAL DISGRACE

Journey time information has been obtained by the Chiltern Countryside Group which shows that **IF** the case were made that High Speed Rail – and a new line - was needed in order to provide additional capacity, the original remit to HS2 Ltd, the maximum time penalty by using the slowest route (via the Midland Main Line Corridor), would be **9 minutes** and for either of the 2 'least damaging' M1 / M40 motorway corridor routes, this would be **5 – 6 minutes**.

So this Government is planning to destroy an Area of Outstanding Nation Beauty, decimate the countryside along the entire route – for less than 10 minutes. The Government is trying to persuade people that the routes through the Chilterns are essential and in the National Interest, whereas this would in fact, be a national disgrace.

If the Government gets away with this, no AONB anywhere in the country would be safe. This situation should be exposed, amplified and used to stop HS2

Full details of FOI 10/067 requested the journey times for routes indicated in Fig 3.5a of HS2 Ltd's High Speed Rail London to the West Midlands and Beyond: A Report to Government. Please note this FOI request was made on 21 June. The response from HS2 Ltd was received by Marilyn Fletcher (Chiltern Countryside Group) on 5 October.

I advise that your request has been considered in accordance with the Environmental Information Regulations 2004 (EIR)

I advise that we do hold this information. Please find below an outline of journey times according to each route.

Route 1 – via Heathrow and the M40 Corridor – 5 to 6 minutes slower than the preferred Route 3.

Route 2 – via the Chiltern Rail main Line then the M40 Corridor – 3 ½ minutes slower.

Route 2.5 – via the Hughenden Valley then route 3 – 1 minute slower.

Route 4 – via Berkhamsted “WCML” Corridor – 1 ½ minutes slower.

Route 5 – via the M1 Corridor – 5 minutes slower.

Route 6 – via the Midland Main Line Corridor – 9 minutes slower.

Please note that the timings for Route 1, 2, 5 and 6 were modelled at high level as the routes were not shortlisted. The timings for Route 2.5, 3 and 4 were detailed computer simulations along a more detailed route model.