



**Mawhinney:
“clear vision for
the future high
speed rail net-
work”**

MAWHINNEY RECOMMENDS HEATHROW LOOP – BUT NOT YET.

In his review of a possible high speed rail link to Heathrow commissioned by Lord Adonis, Lord Mawhinney has concluded that the airport should have a direct high speed rail link but only following an extension of the network to the North of England.

Mawhinney said ‘I am convinced the nation should have a clear vision for the future high speed rail network including, when appropriate, a direct link to Heathrow’.

Whilst identifying considerable

benefits from enabling more travellers to access Heathrow by rail rather than air, he recommends that a publicly funded link to Heathrow in the context of the high speed network only extending to Birmingham, would not provide a good return on the expenditure entailed. However he argues that an extension of the network and the subsequent demand for Heathrow access from cities in the North and Scotland might make a direct high speed rail connection to Heathrow more viable.

Lord Mawhinney also recommends that, in the early stages of high speed network, a London-Old Oak Common interchange could provide an appropriate, good quality connection point to Heathrow.

Lord Mawhinney’s full report can be accessed on: <http://www.dft.gov.uk/pgr/rail/pi/highspeedrail/lordmawhinneyreport>

Diary Dates

Friday 20 August 2010
EHS compensation scheme comes into operation

Sunday 5 September 2010
Walk, cycle or run to the village hall from Kenilworth or Balsall Common.

Saturday 11 September 2010
Walk HS2 Route in the Chilterns.
Contact jrodda@ukf.net

Thursday 23rd Sept
High Speed Rail Debate at the Institution of Civil Engineers The Godfrey Mitchell Theatre, SW1P 3AA at 6.00pm.

How to Help....

- Complete Spending Choices questionnaire and Spending Challenge on Government website.
- Sign ‘Stop HS2’ petition at www.gopetition.co.uk
- Write to your MP and ask for your points to be raised with Hammond.
- Put HS2AA’s 6 myths to Hammond.

HAMMOND’S RESPONSE TO THE EHS CONSULTATION

The Secretary of State for Transport, Philip Hammond MP, delivered his written statement on the EHS Consultation on 26th July 2010.

He stated that the government is committed to the establishment of a high speed rail network as part of its measures to create a low carbon economy but was mindful of the plan’s potential impact on those who live on or close to the proposed line of route.

He confirmed that an Exceptional Hardship Scheme will be introduced and will open to applications from Friday 20th August. In addition, the scope of the scheme has been extended to:

- A) Owner-occupiers of commercial properties with an annual rateable value not exceeding £34,800.
- B) Owner-occupiers of agricultural units.
- C) Those who have recently inherited a property.
- D) People whose property has been repossessed and urgently need their lender to sell it.
- E) Properties close to tunnel entrances and exits.

Mindful of the importance of appropriate long-term arrangements to help those who would be most seriously affected by the plans, Hammond agrees that some additional provision over and beyond the statutory blight provision would be put

in place if and when a decision is taken to safeguard the route.

Philip Hammond will deliver his proposals to Parliament after the spending review but before the public consultation on HS2.

HS2AAs Response ...

HS2AA will be pressing Hammond to propose their Property Blight Protection Scheme.

The full report and an analysis of the consultation responses are available on:

www.hs2actionalliance.com/news

YOUR VOTE DID COUNT....

The final EHS responses were delivered by Action Group members to the DfT on the extended deadline date of June 17th. In total Hs2 received 4,520 responses to the EHS Consul-

tation from individuals, local authorities and other interested bodies. Over 80% supported HS2AA’s campaign. An analysis of the responses is available on www.hs2actionalliance.org.





Properties close to tunnel entrance/exits are now included

HS2AA RESPOND TO EHS CONSULTATION DECISION

Hilary Wharf of HS2Action Alliance responded immediately to HS2/DfT on the EHS Consultation Report voicing disappointment that the government 'persists with a slightly modified version of their original proposal. This outcome seems to both ignore our findings and the over

whelming concerns of all those consulted'.

Hilary also pointed out that the published analysis of responses is defective as it had omitted two formal submissions. This has now been clarified with the DfT and HS2AA have now been assured that the Secretary of State had

access to all the information before taking his decision.

The full response can be accessed on the Press & News page on www.hs2actionalliance.org. For more information on Property Blight see Study report overleaf.

HAMMOND TO VISIT RESIDENTS ON PROPOSED HS2 ROUTE

Journalists from the Birmingham Post met with Philip Hammond, Minister for Transport, on Thursday last week [23rd July 2010] where he confirmed that he will be visiting the areas affected by the proposed HS2 route.

Hammond will spend three days during the summer meeting community associations and MPs in towns and villages along the high speed rail line from London.

'What I am planning to do is

spend three days during the recess visiting different parts of the route. I'm told that it is possible to see most of it from strategic bridges, and existing road and rail alignments, so it is a question of traveling the route to understand.... I'm also hoping to use that opportunity to meet local groups, and I'm asking members of Parliament along the route to facilitate that.'

As this is a great opportunity to argue our case with the Minister of State for Trans-

port, all action groups should contact their local MP and arrange for Philip Hammond to both visit their area and meet with residents.



Philip Hammond Secretary of State for Transport

High speed rail means high price tickets... see Private Eye extract below



Visit the 'Stop HS2' petition website: <http://www.gopetition.co.uk/petitions/stop-hs2.html>

From Private Eye's 'Signal Failures'

By Dr B Ching

'Before getting too excited about north-south high speed trains, travelers should consider how much the tickets will cost. Adonis said "...that the blueprint for 200mph trains didn't assume a 'fares premium': tickets would cost the same as on the existing network". But what is today's £262 Manchester - London 'anytime' return [standard

class] if not premium fare?

Virgin's Birmingham - London anytime fares [for peak travel] have risen 143% since 1997. If that rate continues, a return trip from Brum at the times most people want to travel will cost £307 by 2025, the earliest the 'High Speed 2' could open. The current trend would inflate Manchester-London anytime returns to £907 by 2030'.

FUNDS BLOSSOM AT THE LEE FLOWER SHOW

A successful afternoon selling 'No to High Speed Rail' raffle tickets at the Lee Flower Show, near Great Missenden, increased the local fundraising balance by £500. The Chiltern Conservation Board also manned a stall dispensing information on the proposed route and its environmental effects.

TORIES TO HOLD PARTY CONFERENCE IN (SURPRISE, SURPRISE) BIRMINGHAM

Yes, Conservative Party Conference will be back in Birmingham this year, 3rd to 6th October where the Tories will announce the approved route and Lord Mawhinney's conclusions on the Heathrow link. Our efforts should be concentrated on influencing decision makers before the beginning of October.



HS2 BUSINESS CASE QUESTIONED IN TRANSPORT XTRA

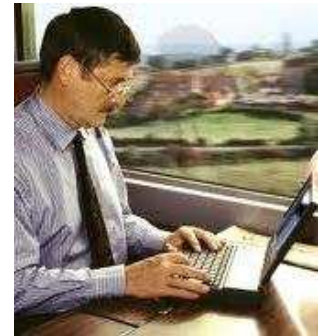
In an article published in Transport Xtra, 9th July 2010, Hilary and Bruce Weston of HS2AA argued that the business case for a high-speed rail line between London, Birmingham and the north is built on questionable assumptions and 'green' symbolism. In the article, they point to evidence that demand for

total domestic travel is saturated and that the scheme benefits have been exaggerated. 'The principle benefit of HS2 is the value of time saving...but the benefit is substantially overestimated as it presumes that all time spent on trains is currently wasted'. However, research shows that many people undertake economically

productive work on the train, aided by IT.

They also criticise the plan's credentials and state that even HS2 claim no more than carbon neutrality for the project.

The full report is available on the Hs2ActionAlliance website, www.hs2actionalliance.org.



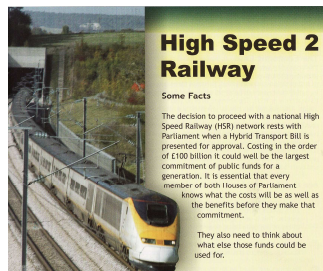
“Research shows that many people undertake economically productive work on the train aided by IT”

New leaflet from the Chiltern Conservation Board (Chiltern AONB)

In its new leaflet, the Conservation Board questions the Government's economic case for high speed rail, its demand forecasts and environmental claims, appealing to MPs and members of the House of Lords to acquaint themselves fully with all the facts before forming an opinion.

The leaflet highlights the fact that the demand fore-

cast is based on a projected growth in travel demand of 267% by 2033 which is 3.4% per annum - optimistic to say the least when demand has been static since 1995.



HS2 CHIEF EXEC TO VISIT GREAT MISSENDEN

Alison Munro, Chief Executive of High Speed Two Ltd, presented the case for HS2 and the proposed route at a Civic Voice event on 25th June. Subsequently, Mrs. Munro agreed to visit Great Missenden in September to talk to local representatives. The date is to be confirmed.

Alison Munro, Chief Executive of HS2 Ltd, told representatives from Civic Societies in Aylesbury that she thought consultation would be in 2011

PROPERTY BLIGHT STUDY

As part of their final 17th June 2010 submission to DfT on the Exceptional Hardship Scheme, HS2AA conducted a Property Blight Pilot Study which is now published on the HS2AA website. An executive summary and the full report are both online.

The report was compiled from local Action Group research, surveys of estate

agents and from individuals who made information available on the website as well as discussions with local authorities, surveyors, solicitors and mortgage lenders.

The study illustrated that blight is extensive on all the named routes and that institutions such as lenders, surveyors and local authorities are re-enforcing and



spreading blight.

HS2AA are now beginning work on a larger scale study

so if you are having difficulty selling your home or know of other people who are having problems, please send in your information by clicking on the property blight data page on the HS2AA website. All information will, of course, be treated confidentially.

Please

Donate Now.

The next steps will be expensive - we need lawyers on EHS and experts to endorse our work.

(Go to website for details or send cheques c/o 'The Treasurer' to the address below).

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MYTHS' EMAIL SENT TO NEW TRANSPORT SELECT COMMITTEE

In light of a need for substantial government spending costs, Hs2AA took the opportunity to email members of the new Transport Select Committee on 26th July.

HS2AA voiced concerns that decision making on HS2 has been misinformed about the benefits of HS2 and suggested that proponents of high speed rail have promoted these benefits for some years, elevating them to a status which is not supported by facts.

The decision should be based on reality not myths.

Myth: HS2 is green.
Fact: HS2 will not contribute to a low carbon economy (as claimed by Philip Hammond) indeed even HS2 Ltd and DfT in the Command Paper says it is only 'broadly carbon-neutral.' In fact, the way the sums are done the emissions from HS2 have been underestimated and those from cars overestimated. If the figures were calculated correctly HS2 would lead to a net increase in carbon emissions.

You can read the entire 'Myths' report on the HS2AA website: www.hs2actionalliance.org

HS2AA PRESENT HS2 ALTERNATIVE AT STAKEHOLDER SUMMIT

On 18 June at a stakeholder meeting organised by Bucks County Council, Hilary and Bruce Weston of HS2AA presented a paper questioning HS2's demand forecast and carbon emissions reduction

estimates whilst outlining more cost-effective national rail solutions.

Present at the meeting were the House of Commons Speaker John Bercow, Rail Expert Christian Wolmer, Wycombe MP

Steve Baker plus representatives from the Chiltern Society, the Chiltern Conservation Board, the Wendover Group and Bluespace Thinking.

You can read the full report on our website.

OXFORDSHIRE SECURE MEETING WITH TONY BALDRY MP

The meeting will take place on Wednesday 4th August at 7pm at Newton Purcell village hall, providing an opportunity for locals to re-iterate their objections to HS2 and ask for clarification from Tony Baldry on his position regarding the high speed rail proposals.

This will not be a public meeting and attendance is limited to one or two representatives from each potentially affected village so, unfortunately, there will be no undesignated seats on the night.

BURTON GREEN RESIDENTS MARCH AGAINST HIGH SPEED RAIL

The residents of Burton Green and its surroundings turned out in their hundreds to protest against the high speed rail proposals on Saturday July 4th.

Led by several tractors and the City of Coventry drum corp, the Burton Green residents, holding placards and banners, sent an unequivocal message to Westminster.

The march, which was part of a family-oriented fun day, ended at the Greenway fields which will be destroyed if the high speed

plans go ahead.

There was coverage of the event in the local press plus video footage on You Tube. Jerry Marshall said 'This is about celebrating village life which is under threat. It will be devastating, with the route going straight through the village'.



GOVERNMENT ASKS FOR SPENDING CUTS SUGGESTIONS. ANYBODY GOT ONE?

In their Spending Challenge Campaign, the Government is asking members of the public to share their ideas on where to make cuts in Government spending.

An e-form is available on the Spending Challenges website where you can voice your opinions. (Go to <http://spendingchallenge.hm-treasury.gov.uk>).

Cameron and Clegg have said that government 'will look at every single idea that comes in' though there is no guarantee that any will make it through to the final Spending Review report due to be published on 20 October.



Hs2AA is running a parallel Spending Choices where you can vote for an alternative use of the initial £18 billion earmarked for the London to Birmingham stage of HS2. (Click on the Spending Choices logo on the HS2AA homepage). HS2AA have formerly registered to be a Challenge Group consultee.

Please make sure you have your say on both sites.

HS2AA: Preventing HS2 before it takes root.