

## ***Results of the 2011 HS2 Consultation Process***

**Almost 55,000 responses were received from individuals, businesses and organisations across the country representing a wide spectrum of views.**

**Close to 15,000 responses were identified as part of “organised submissions”. The vast majority of these (12,607) were the result of an organised campaign by Yes to HS2; many of these responses were anonymous. This represents 24% of the public vote. There were 1,747 such responses as the result of organised campaigns by anti-HS2 groups, representing 4% of the public vote.**

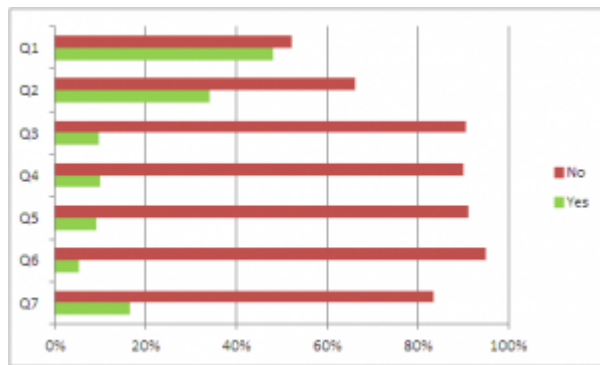
**Whilst there is, not surprisingly, a concentration of responses from individuals living along the proposed route, submissions were received, as the Transport Secretary rightly said, “from across the country”.**

**Members of the public submitted the great majority of the responses.**

**Despite what we have been told about the business community regarding HS2 as vital, only 429 businesses could be bothered to respond to the consultation; this represents 0.01% of the 4.5 million businesses in the UK. In contrast, the total public vote is ten times this (0.11% of the UK voting population).**

**The responses to the seven questions have been summarised by Dr John Savin in the histogram which is reproduced below.**

**Continued**



**Source: Dr J Savin**

**On the key questions 3 to 5 (roll-out proposals, principles and specification and route choice) the majority against is clear, at around nine to one.**

**Ninety-five percent of those responding to Question 6 (Appraisal of Sustainability) with a view on the AoS expressed concerns that it was “insufficient”.**

**Eighty-three percent of the respondents to Question 7 (compensation) who expressed a view on the compensation proposals disagree with the options set out by the Government.**

**On the question of whether HS2 represents value for money, there is greater support for the Government but there is still nearly a two to one majority that disagree.**

**Finally, we come to the contentious Question 1 (case for enhancing the railways), which I am not alone in thinking was, at least, confusing and badly drafted and at worst deliberately designed to solicit a favourable outcome for the Government. If the latter was indeed the case, then the Government almost succeeded, but not quite; the vote was roughly balanced, but the dissenters still managed a four percent majority.**

**So, in view of the outcome, is it any wonder that the Transport Secretary chose not to elaborate on the results of the public consultation in her Commons statement**