

## **HS1 and HS2 are Very Different**

### **There are 6 major differences between HS1 and HS2**

- (1) **SPEED.** HS1 was designed for a speed of 300 kph (187 mph) compared with the 400 kph (250 mph) design of HS2. This has two significant consequences. Firstly, more speed means more vibration and more noise. Consequently it impacts a wider area and more people are affected. Secondly, the higher the speed the less flexibility there is in choosing a route which minimises the environmental damage and impact on communities.
- (2) **FREQUENCY.** HS1 has a design frequency of 8 Eurostar trains an hour, whereas HS2 is designed for 18 trains an hour
- (3) **INTERMEDIATE STATIONS.** HS1 has over its 67 mile length two intermediate stations – Ashford and Ebbsfleet – whereas the 140 mile long HS2 London and Birmingham phase has no stops. HS1 has turned Ashford into a commuter town, yet house prices and employment have lagged behind the rest of Kent, and there is no evidence of Ashford obtaining any economic benefit.
- (4) **TRAFFIC CORRIDORS.** HS1 after lengthy discussion followed good planning principles, and much of it was located within the existing major traffic corridors of the M2 and the M20, so the incremental noise is less noticeable. The minor A road A413, which HS2 would follow, is nothing like a major traffic corridor.
- (5) **AONB.** HS1 did not blunder straight through the middle of an AONB as HS2 would do.
- (6) **DUAL USE OF TRACK.** Traditional trains use the HS1 line, whereas the HS2 track would be used only by HS2.

### **What they do not tell you about HS1**

1. HS1 was a financial disaster. It cost £5.7bn to build, and was sold for £2.1bn, with the taxpayer taking a write-off of £3.6bn.
2. HS1 has only ever operated at 30%-50% of its projected demand. The same forecasting error by the same government department is being repeated with HS2.
3. HS1 six trains have been mothballed because passenger numbers are so low.
4. HS1 has directly generated only 400 net new jobs excluding transfers. The Buchanan Report 'Economic Impact of High Speed 1' states in para. 4.2.12 'At a fairly rudimentary level, the total regeneration impact in relation to unemployed residents taking up employment because of the direct impacts of High Speed domestic services is in the order of 400.'
5. HS1 has had a devastating impact on the environment. While the Kent Wildlife Trust has worked hard to mitigate the impact of HS1 it is clear it 'divided and reduced the size of woodlands and heathlands, cut through chalk downland, severed chalk streams, and stretched a new visual and physical barrier across the landscape'
6. Some commuters have benefited from a faster journey time, in particular those travelling to or from towns served by HS1, such as Ashford, but they only account for a small minority of travellers. Non-HS1 passengers have suffered a deterioration in local rail services as a result of HS1, which has caused longer travel times, less frequent trains, more overcrowding and increased costs. Train fare price rises are the highest in Britain, as they have to pay for HS1.
7. From many towns served by HS1 the trains are hardly faster than before, and ticket prices are 20% dearer. Also they go to places which most travellers do not want to go to. For the West End and the City you do not want to use HS1 and go via St Pancras, as it gives you a longer total journey time and is more expensive.

See also [www.wendoverhs2.org](http://www.wendoverhs2.org) [www.hs2actionalliance.org](http://www.hs2actionalliance.org) [www.betterthanhs2.org](http://www.betterthanhs2.org)