Summary – High Speed Railway Annoyance

- Authoritative bodies publish concerns about annoyance response from high speed rail
- HS2 is relying on publications that warn of this concern
- Evidence that HS noise thresholds / limits are treated more cautiously by other international high speed railway operators and promoters
- French railways consider annoyance from High Speed trains to be equitable to road traffic noise following independent social survey
- HS2 expert agrees that there is not an ‘optimum’ amount of information on this matter, and that more information is likely to emerge in future
- LANC requires that HS2 is fully accountable for the decision not to pursue an HS1 social survey
- LANC considers that the guiding principles of Sustainable Development require the precautionary principle in these circumstances
- LANC requires HS2 to apply penalty corrections during the detailed design cycle if new UK or other evidence confirms that different responses are justified