

Overview

1. Design processes
2. Protection of countryside
3. Climate & transport



Campaign to Protect
Rural England

Standing up for your countryside

CPRE & HS2

CPRE has been guided by our 'five tests for sustainable High Speed Rail'. Drafted in 2009, these have stood the test of time. They aim to:

- Protect local environment
- Tackle climate change & minimise energy needs
- Shift existing trips
- Improve local transport
- Integrate with planning & regeneration

'I welcome the CPRE's constructive - but challenging - input to High Speed Two'

Patrick McLoughlin announcing creation of independent HS2 design panel at CPRE annual lecture



HS2 Design Panel

‘Will the panel, which clearly has good intentions, have any teeth when it comes to design quality both within the HS2 camp and with the planning authorities who will have the final say?’

Rab Bennetts OBE, quoted in Architects’ Journal (November 2015)

Remedy:

Amend Bill & EMRs, so that planning authorities, ministers and nominated undertakers have:

‘due regard to the advice and general recommendations of the Design Panel, and the particular observations of the Panel on specific schemes’

Provision of information

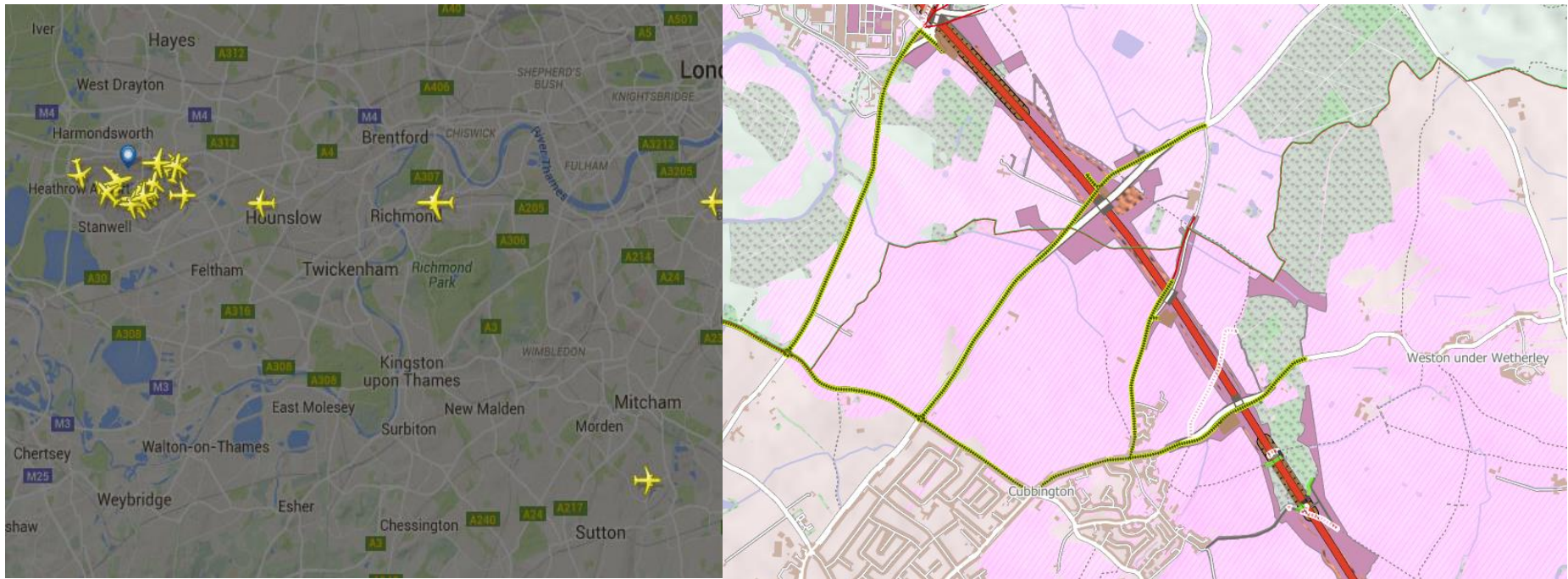
Generally positive response to CPRE suggestions from Promoter to publish data strategy by Royal Assent.

Exception is for live data, e.g. construction traffic movements, as ‘impossible to track all fleets at all times, as individual vehicles may not be working on HS2 construction activities all the time’.

Even more reason to worry that contractors will have get out clause for compliance with conditions - ‘well if we were driving down that lane, it must have been on another job’.

Remedy: undertaking for data strategy to include live data

HGV Tracking



Plane tracking useful for monitoring compliance: similar benefits for live tracking of construction HGV movements

Green Belt

‘When it comes to our Green Belt, I have been clear...protecting the Green Belt is paramount.’

Prime Minister David Cameron, 2015



HS2 impact on openness, Colne Valley

CPRE’s petition accepted that HS2’s route counts as ‘engineering operations’, so is not ‘unacceptable development’. Nonetheless impacts on openness should still be minimised and offset, so far as reasonable.

Green Belt – HS2 vs policy

- Promoter now acknowledges ‘no assessment was carried on impacts on Green Belt’
- EU-led approach in ES led to failure to engage with English planning policy - purposes of openness & permanence
- Promoter failed to plan positively, such as by offsetting visual impact and improving public access.

PPG2 Green Belt - Land use objectives (pre-NPPF policy)

3.13 ‘When any large-scale development or redevelopment of land occurs in the Green Belt...it should, so far as possible contribute to the achievement of the objectives for the use of land in Green Belts...’

3.14 ‘In the case where amenity on a site adjacent to the Green Belt is lost as a result of development on that site, it may be reasonable for obligations to provide for offsetting benefits...’

NPPF

21. ‘...plan positively to enhance the beneficial use...’

Green Belt – remedy

Remedy: Undertaking to seek to reduce Zone of Theoretical Visibility (ZTV, modelled for 15 years after opening) of phase 1 in each Green Belt by at least 25% in detailed design stage.

For each percentage point that such measures fail to reduce ZTV, then provide £250,000 of ring-fenced funding to improve accessibility or openness of Green Belt. e.g. If ZTV reduced only by 21% then provide £1,000,000 of funding.



HS2 impact on openness in Meriden Gap

Chilterns AONB

CPRE first discussed with HS2 in 2011 publication of different viaduct designs to stimulate discussion, still waiting for these.

Remedy:

Undertaking that

- every structure visible in or from AONB should be a signature structure
- harm should be offset by undergrounding same distance of existing electricity transmission lines as HS2 would be visible in AONB



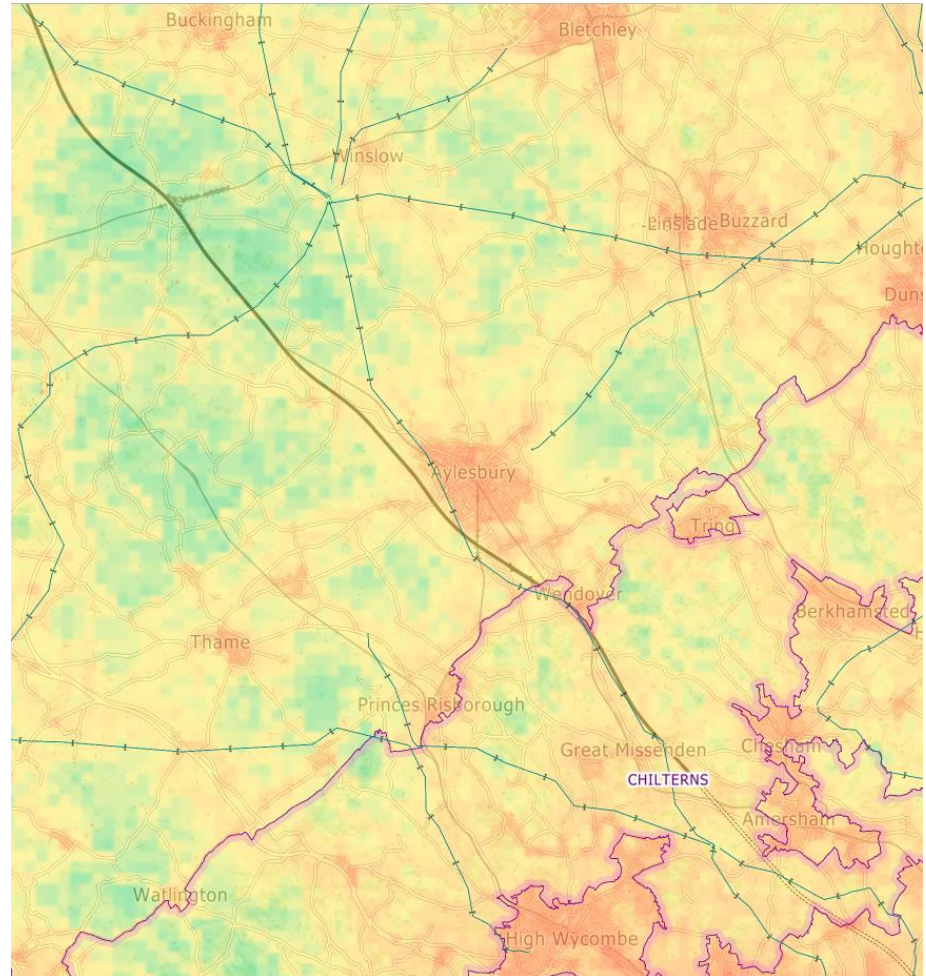
Wendover Dean viaduct: worst visual impact along route

Electricity transmission lines

Clause 30(2)(b) allows ministers to block public inquiries into new electricity connections to HS2 outside Bill limits

Remedy:

Amend Bill so subparagraph does not apply to new lines in or visible from nationally designated landscapes & areas of high tranquillity



Quiet areas in open country

CPRE supports Local Authority Noise Consortium's (LANC) arguments. But it focused on noise impacts to *residents* from HS2 trains passing their *homes*. The need to protect quiet areas, for the benefit of everyone to enjoy the countryside, is recognised in EU law and UK policy.

EU Environmental Noise Directive:

Reporting requirement on 'protection of quiet areas in open country'

National Networks NPS

5.188 'Factors that will determine the likely noise impact include: ... the proximity of the proposed development to ...noise sensitive areas (including certain parks and open spaces); ...and other areas that are particularly valued for their tranquility, acoustic environment or landscape quality'

National Planning Policy Framework

123 'Planning policies and decisions should aim to:

...identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.'

Noise PPG ID: 30-012-20140306

'What factors are relevant to identifying areas of tranquillity?

There are no precise rules, but for an area to be protected for its tranquillity it is likely to be relatively undisturbed by noise from human caused sources that undermine the intrinsic character of the area. Such areas are likely to be already valued for their tranquillity, including the ability to perceive and enjoy the natural soundscape, and are quite likely to be seen as special for other reasons including their landscape.'

Quiet areas – HS2 view

Promoter's view (041115) that people in areas which are particularly quiet until the railway comes should:

- 'accept...a certain level of change...provided that the resulting level is one which is acceptable'
- 'get land compensation for the diminution in market value'

IP E20 extends as far as 'external amenity spaces', defined as being private gardens: no protection for other outside areas.

This will not help those without a garden, or indeed for those who do but want to go for a walk in the great outdoors.

Quiet areas – impacts

2008 research found that:

‘Noise-affected scenic locations are deliberately avoided by some people, visited less by others, and are felt to be a degraded experience for a proportion of those that do visit’

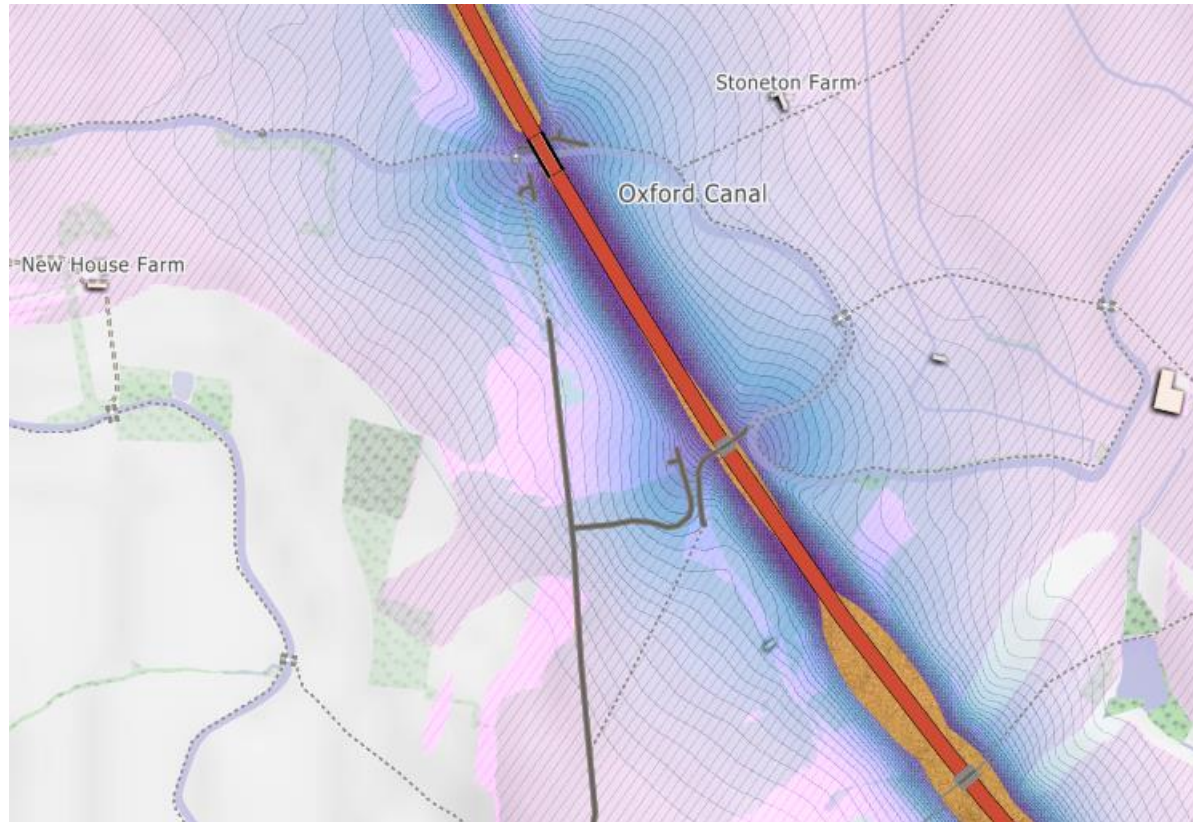
‘Some villages heavily affected by traffic noise are nevertheless judged ineligible for amelioration measures’

Traffic Noise in Rural Areas:
personal experiences of people affected

"There was a time when we'd have a birthday picnic there for my daughter. It's water, it's dead still and you could hear the plop of the fish. Well you've got no chance of that now. It should be tranquility at its best. But all that's gone."

The Noise Association
transport for quality of life

Examples of rural noise impacts



High noise levels across wide section of Oxford Canal in area of high tranquillity

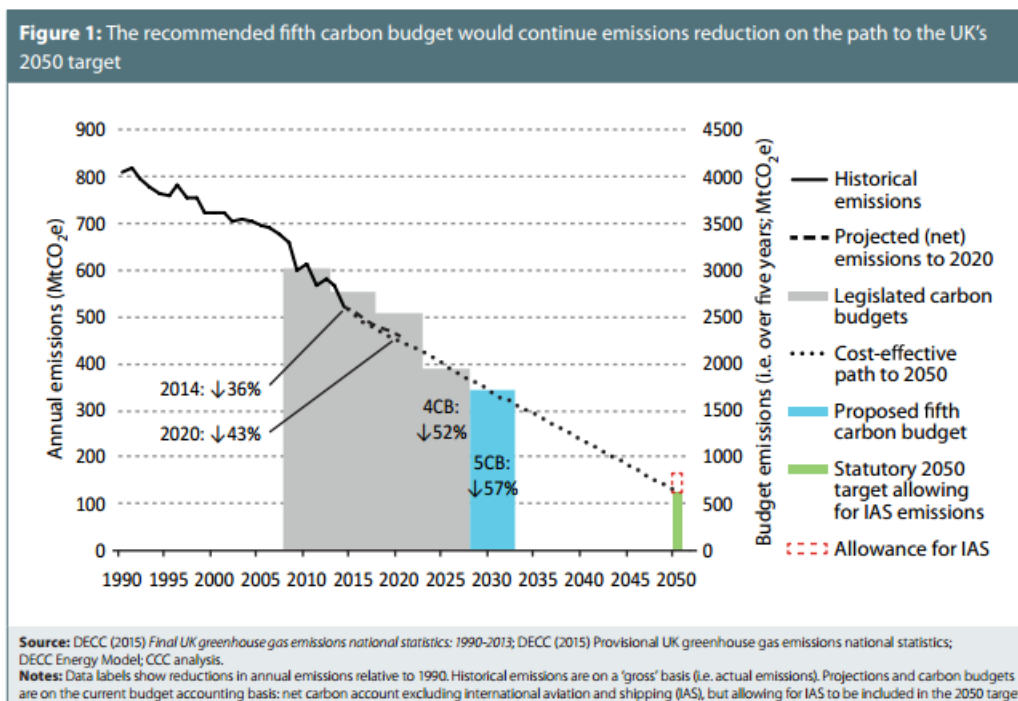
Noise

Remedy

Undertakings to:

- extend scope of 50dB limit in IP E20 to cover rights of way, public amenity spaces etc. in AONBs and areas identified in green on CPRE tranquillity map (high tranquillity)
- reduce area within 50dB contour per passenger/km by 10%, e.g. through double decker captive stock & finessing detailed design

Climate change

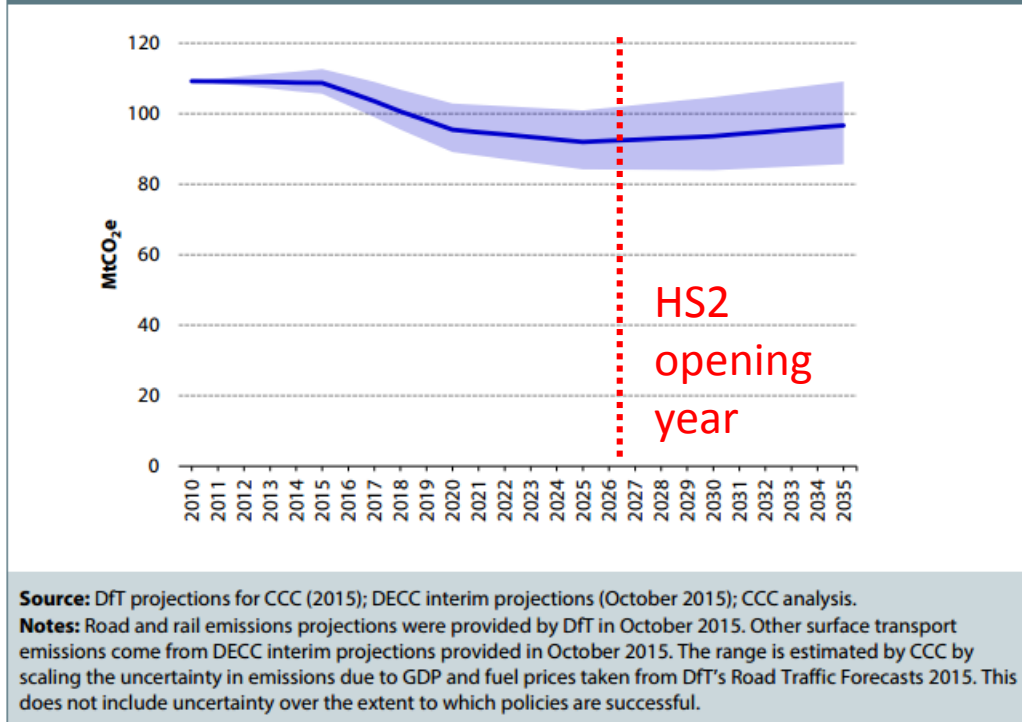


CCC November 2015 reported to Parliament on 'lowest cost course', stating

- 'New policies will be needed to meet both the fourth and the fifth carbon budgets.'
- 'On the demand side we assume some behavioural change results in modest reductions in total distance travelled [by car]'

Climate change

Figure 5.7: UK surface transport CO₂, projections under current and planned policies (2010-2035)



“We know that we need to make more progress...on heat and transport.”

The Secretary of State for Energy and Climate Change (Amber Rudd)
7 Jan 2016 : Column 417

Carbon: HS2 & other railways

DfT awarded TransPennine Express franchise in December 2015 on basis of commitments for:

- 30% reduction in train carbon emissions
- 31% reduction in non-traction energy use

By contrast HS2 has slid backwards:

- Modal shift from air down from 8% to 1%, for road down from 8% to 4% (2010 vs 2013 economic case)
- Embodied carbon from construction increased by 6% from Bill deposit to AP5 - even with removal of HS1-HS2 link, which had major carbon benefits.

DfT 'holds no information' on St Pancras passenger capacity, HS1 now undertaking urgent study. Link provides solution, allowing some HS1 services to start from Old Oak Common.

Policies for climate progress

Undertakings to:

1. Limit max speed to 300km/h until grid decarbonised to 50gCO₂/KWh
2. Set targets to reduce embodied carbon in construction (e.g. rail rather than HGVs) & energy demand per passenger (e.g. double decker trains) by 20%
3. Require no net increase in private motor traffic around HS2 stations - 'trip credits'
4. Make at least passive provision for link to HS1 and Birmingham to Bristol/Wales
5. Provide funding for local sustainable transport schemes, if targets breached.



Learning from HS1 stations

St Pancras:

- Cycling demonstration on day of reopening forced changes night before - poor connectivity on foot & cycle on station sides remains
- Need to plan positively for future travel and provide adaptable spaces



Ebbsfleet:

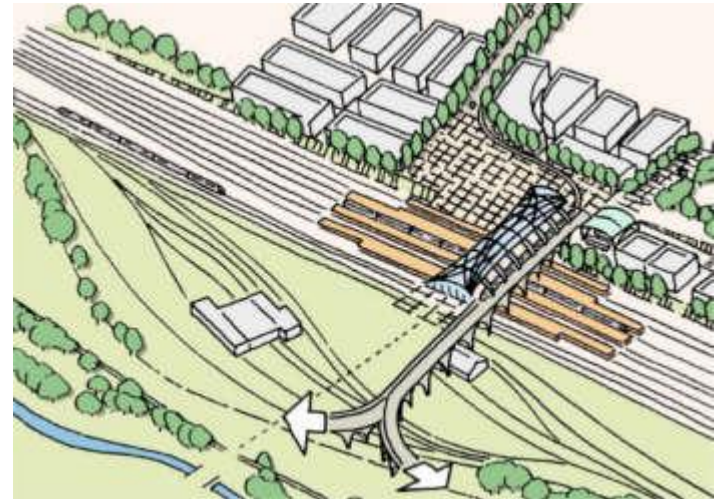
- 6,000 car parking spaces means poor public realm & inefficient use of land
- Repeated failure to get long promised garden city delivered



Learning from East Midlands Hub

Farrells 2015 report on design principles for EM Councils recommends:

- Limiting the footprint of transport related facilities (especially car parking)
- Minimising road access for cars & congestion
- Achieving high quality cycle connectivity to, and through, the transport interchange rail infrastructure from surrounding communities



East Midlands Hub access proposal

HS2 & local transport

- Core planning principle in NPPF requires ‘the fullest possible use of public transport, walking and cycling’
- By contrast Sch 16 limits grounds for refusal simply to ‘to prevent or reduce prejudicial effects on road safety or on the free flow of traffic in the local area’.
- Promoter says matter for detailed design but Sch 16 will prevent planning authorities from planning positively.
- Modal split forecasts show lack of ambition for Station Travel Plans, in particular no specific modelling for cycling potential:

Remedy

Amend Bill to widen transport grounds in Sch 16 to mirror NPPF

Undertaking for all HS2 stations to aim for no net increase in car trips across wider area (‘trip credit approach’).

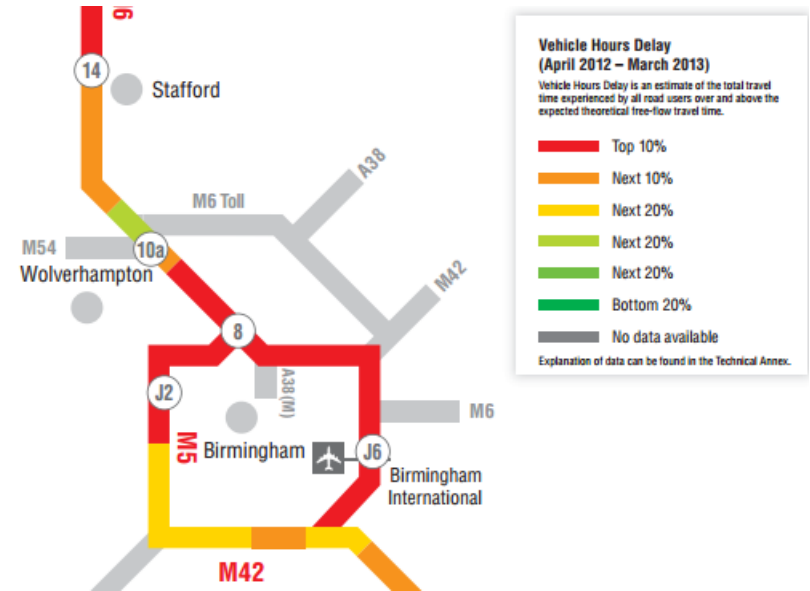
No net increase - need & viability

Significant congestion on M42 due to get significantly worse, even without HS2

Sufficient economies of scale for new public transport options to improve access to NEC, Airport & International as well as Interchange Station.

Modal shift of existing trips to existing trip generators could cancel traffic generated by HS2 station, so long as investment and road space reallocation for tram, coach services, cycle superhighways etc.

Requires strong ambition and partnership working now.



Highways Agency Route Strategy (2014)

Birmingham Interchange - cycling

“The problem we have in Britain is that we should have started 30 years ago. That means we need to re-double our efforts to ensure we get what the Prime Minister called a ‘cycling revolution’”

Robert Goodwill, Cycling Minister, 2015

- Risk of leaving cycle routes to detailed design is that they end up having circuitous routes & multiple signals to cross junctions.
- HS2 cycleway study failed to include links to Interchange station

Remedy

Undertaking that Promoter will include provide space for high quality cycle links and seek funding for superhighways linking stations as part of Cycling & Walking Investment Strategy (due **A1925 (24)** Summer 2016).



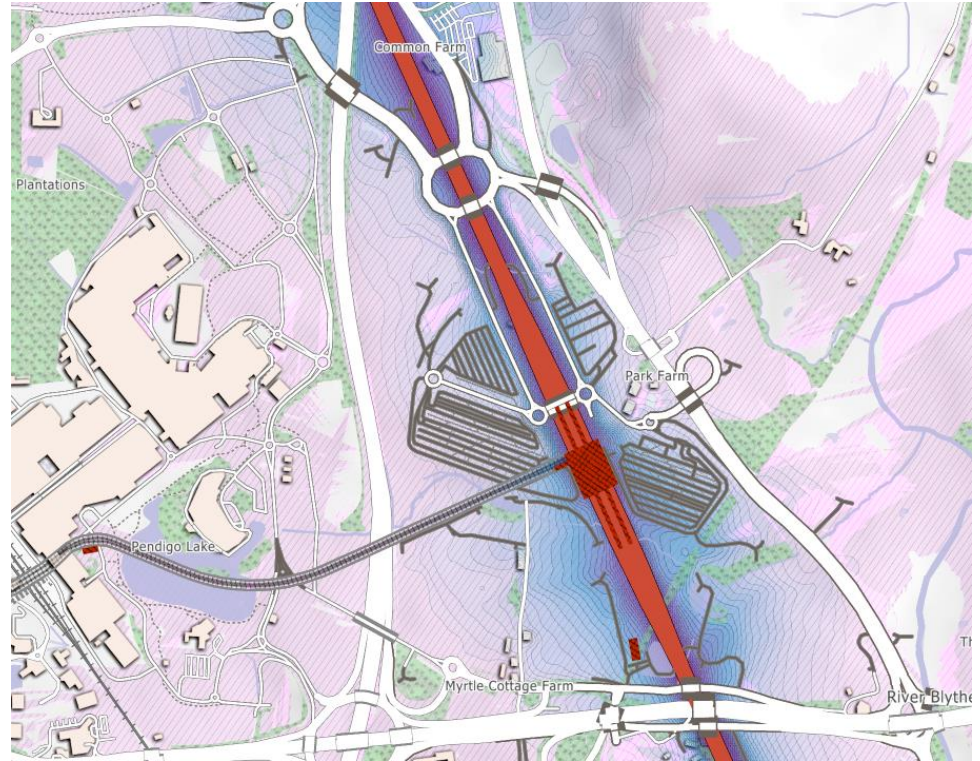
Continental superhighway catering for surge in e-bikes

Birmingham Interchange

- Clause 22 sets limit of 7,500 car parking spaces at Interchange. Short-term parking excluded: limit not enforceable in practice
- 57% car modal share leading to congestion and pressure for road-building in Green Belt
- No attempt to minimise significant encroachment of station on Green Belt

Remedy: Amend clause 22 to limit net increase in car parking to 2000.

Undertaking for area wide travel plan aiming for no net traffic increase, which would free up existing parking for HS2 passengers.



Current proposals for Interchange station