

SIMON MORRIS

CHAIRMAN OF CHILTERN RIDGES HS2 ACTION GROUP

- ▶ Degree (economics) Durham University
- ▶ MBA Columbia Business School (NY)
- ▶ Worked in Corporate Finance in the UK and the US.
- ▶ Now semi-retired and advises companies as a non-executive Director.
- ▶ He has lived in Potter Row for 21 years.

Summary of the case for T3i

A 'value-for-money' solution

by Simon Morris

Chairman of CRAG

CHILTERN RIDGES HS2 ACTION GROUP
CONSERVE THE CHILTERN AND COUNTRYSIDE LTD

THE CHILTERN AONB



WIDESPREAD SUPPORT FOR TUNNEL

- ▶ 812 petitions asked for full tunnel under the AONB – representing many thousands of people
- ▶ 575 petitions asked for the CRAG Tunnel

PETITIONS ASKING FOR A LONG TUNNEL

Bucks County Council	Cheryl Gillan MP
Chiltern District Council	David Liddington MP
Aylesbury Vale District Council	Chiltern Liberal Democrats
Chesham Town Council	Chiltern Conservation Board
Amersham Town Council	Ramblers Association
6 x Parish Councils	The Woodland Trust
7 x Schools	Campaign to Protect Rural England
3 x Churches	Conserve the Chilterns and Countryside
37 x Businesses & Business Groups	Chiltern Countryside Group
25 x Residents Associations/Local Societies	Berks, Bucks & Oxford Wildlife Trust
8 x Action Groups	+ over 700 other groups and individuals

HS2: OPERATING IMPACTS



HS2: OPERATING IMPACTS

Unacceptable impacts for visitors and residents:

- Countryside, ancient woodlands, AONB views
- Urbanisation of Chilterns AONB
- Noise
- Loss of tranquillity
- Associated health issues

NATURAL ENGLAND'S POSITION *

1. Objective : sustainable development by conserving our natural environment for the present and future generations.
2. HS2 Proposed Scheme **“will have a long term major adverse effect on landscape and scenic beauty of the nationally important Chilterns AONB”**.
3. **“..a bored tunnel could provide the most effective means of mitigating the landscape and the visual effects on the AONB”**

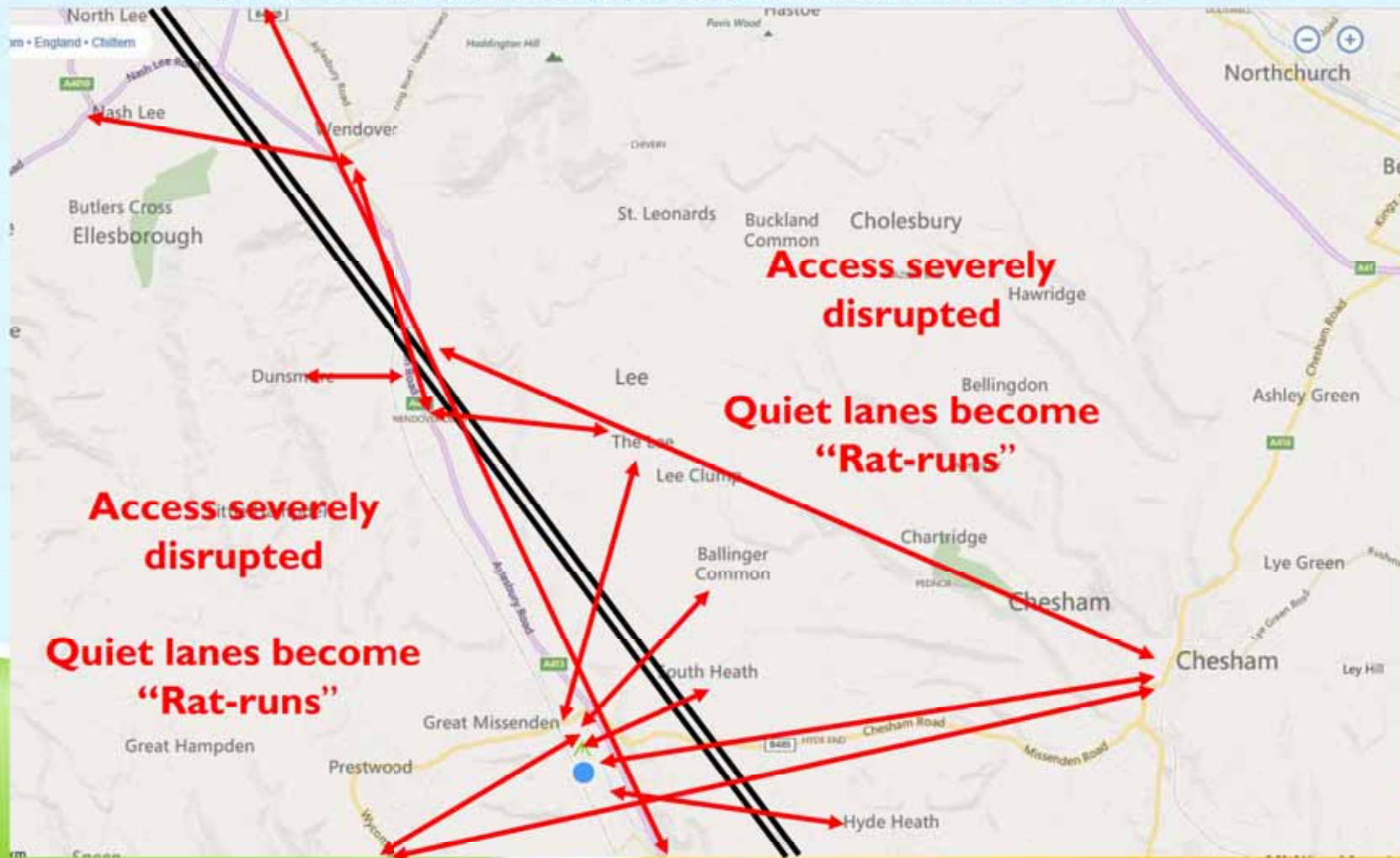
** Natural England letter to HS2 Ltd, Feb 2014*

HS2: CONSTRUCTION IMPACT



HS2 CONSTRUCTION - DIVIDES OUR COMMUNITY

IT SEPARATES PEOPLE FROM SERVICES, SCHOOLS, DR SURGERIES, SHOPS,
STATIONS, HOSPITALS, CHURCHES, SOCIAL CLUBS...



HS2 CONSTRUCTION DIVIDES OUR COMMUNITY

- Access to medical services
- Damages businesses and services; sustainability?
- Threatens schools – school runs
- Isolates churches, social and sports clubs
- Commuting – rail and road
- Social hardship
- Safety threatened for pedestrians, horse riders and cyclists

SAFETY IMPACTS



AREAS OF AGREEMENT WITH HS2 LTD *

- The T3i tunnel is technically feasible
- Significant landscape & ancient woodland undisturbed
- Views saved
- Farm land not severed
- Far fewer properties demolished
- Much less construction noise
- Only operational noise at the intervention gap
- Cultural heritage undisturbed
- Community disruption avoided

* see *Environmental Statement*

BENEFITS RESULTING FROM OUR ENGAGEMENT WITH HS2 LTD

- ▶ Practical solution
- ▶ Improved features
- ▶ Reduced cost
- ▶ Less consultation now needed
- ▶ T3i SIFT now shows clear benefits of this solution

HS2 LTD'S SIFT ANALYSIS: JULY 2015

Compares the HS2 Ltd Proposed Scheme with the CRAG tunnel alternatives (T2 and T3) on the basis of:

- ▶ Landscape / townscape
- ▶ Cultural heritage
- ▶ Water & flood risk
- ▶ Sustainable communities
- ▶ Sound & Vibration
- ▶ Community integrity
- ▶ Impact on Transport
- ▶ Agriculture
- ▶ Waste & material resources

HS2'S SIFT RECOMMENDS OPTION T3i

Option T3i ... would greatly reduce the impact to surface assets including the landscape within the AONB, biodiversity, cultural heritage, infrastructure and agricultural land as well as reducing the visual and noise impacts reported for the Proposed Scheme.

There would be some adverse impacts during construction due to spoil management, at the intervention gap construction and at the tunnel drive construction compound at the north portal.

OUTSTANDING ISSUES

► The **cost** of T3i

- engineering costs
- alternative mitigation costs
- costs not paid for by HS2

► **Valuing the benefits** of T3i

Cost Benefit Analysis, prepared by SQW,
economic consulting experts, shows
T3i is worth building

WHAT HAPPENS IF THERE IS NO EXTENDED TUNNEL?

Additional mitigation measures requested in over 800 petitions

• REPA tunnel	• Haul Roads to provide access from A413
• Extension of Wendover green tunnel, to the north	• Overbridge instead of road closure (Frith Hill)
• Removal of Hunts Green Spoil Heap	• Lowering line thru South Heath / Potter Row
• Encasement of Wendover Dean viaduct to reduce environmental impacts	• Noise mitigation in South Heath / Potter Row/ Wendover
• Remove artificial hills in vicinity of B485 South Heath green tunnel	• Mitigation for health impacts of airborne dust during construction
• Local Road maintenance	• Increase green tunnel porous portals length
• Reduce speed to reduce environmental impacts of operation	• Green Footbridges and environmental tunnels through embankments
• Community compensation	• Spoil removal by train
• Encasement of Small Dean viaduct to reduce environmental impacts	• Reduce works traffic on A413 during peak travel times
• Use slab track, not ballasted	• Burying pylons, rather than remove and replace

COST BENEFIT SUMMARY

Net Present Value of activity / impacts	
	Cost / Benefit of T3i
Savings to HS2 Ltd	(£m, 2011 prices)
Savings in the cost of additional mitigation (if no long tunnel)	+100
Savings in 'Zone' compensation paid by HS2 Ltd	10
Wider economic savings (<i>conservative estimates</i>)	
Landscape and Environment	185
Property Blight	100
Transport	4-19
Tourism	<u>99</u>
Overall savings	<u>498-513</u>
Additional engineering cost of T3i	204-286
NET PRESENT VALUE OF T3i	£212-309m

T3i - THE BALANCED SOLUTION FOR THE CHILTERN AONB

- ▶ The Nation enjoys the benefits of HS2
- ▶ Better value than the Proposed Scheme: benefits far exceed the total costs
- ▶ Saves the Chilterns AONB for current and future generations
- ▶ Government delivers its Manifesto pledges – HS2 and protects the Environment

T3i – THE BALANCED SOLUTION!

