



Canal &
River Trust

Keeping people, nature & history connected



High Speed Two and the Trent & Mersey Canal

Trent & Mersey Canal Society Meeting
17th January 2014

Peter Walker
Engineering Manager South

peter.walker@canalrivertrust.org.uk
@CRTPeterW

Introduction

- Subject
 - High Speed 2 (HS2) and the Trent & Mersey Canal
- Objective
 - Explain about how HS2 will affect the Trent & Mersey Canal
 - What CRT is doing about it
 - How the T&MCS can get involved to get the best deal for the Trent & Mersey Canal

Introduction

- Subject areas
 - Background information, route, timescales and costs
 - Impacts on the Trent & Mersey Canal
 - How the Trust is working with HS2
 - Ideas for T&MCS involvement
- Summary
- Questions

Route Timescale and Costs



Cost (June 2013)

- Phase 1 - £21 bn
- Phase 2 - £21 bn
- Trains - £8 bn
- Total c£50 bn at 2011 prices

Phase 1



140 miles long

**25 waterway interfaces
(9 Temp, 16 Perm)**

Preferred Route – Jan 2012

**Bill and Env Stat – Nov
2013**

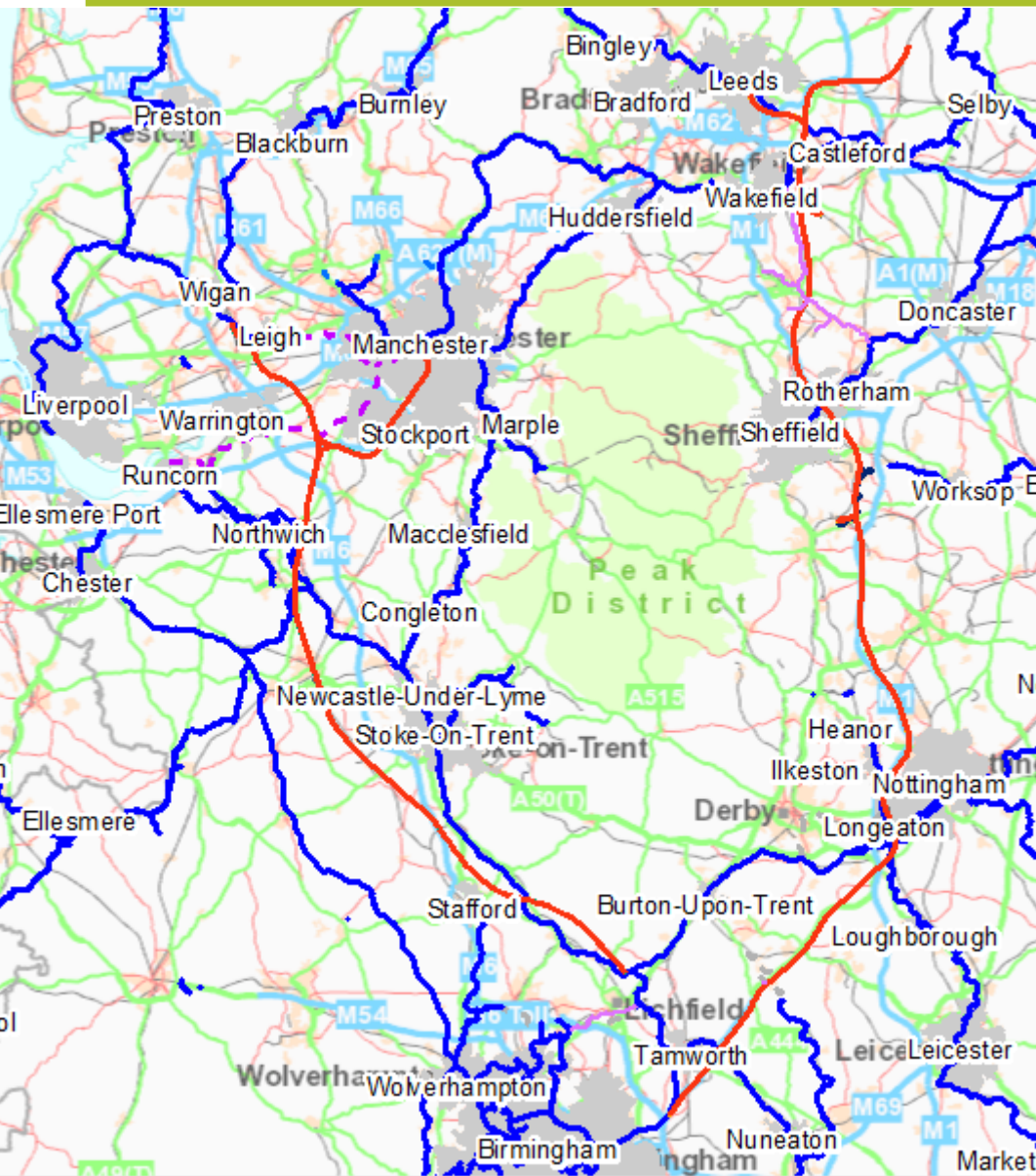
**Consultation ongoing and
closes on 10 Feb 2014**

Royal Assent – 2015

Construction Starts - 2017

Line Open - 2026

Phase 2



211 miles long, 30 waterway interfaces

Initial Preferred Route – Jan 2013

Public Consultation – ongoing and closes on 31 Jan 2014

Preferred Route – late 2014

Bill – 2016

Royal Assent – 2017

Construction Starts - 2026

Line Open - 2033

HS2 and the Trent & Mersey



HS2 - Phase 1 /Phase 2 Recap

- Phase 1 (Woodend Lock area)
 - Hybrid Bill and Final Env Statement going through Parliament
 - The route is pretty much fixed!
- Phase 2 (Great Haywood, Whatcroft)
 - c 2 years behind Phase 1
 - Initial preferred route out to public consultation
 - The route can be changed!

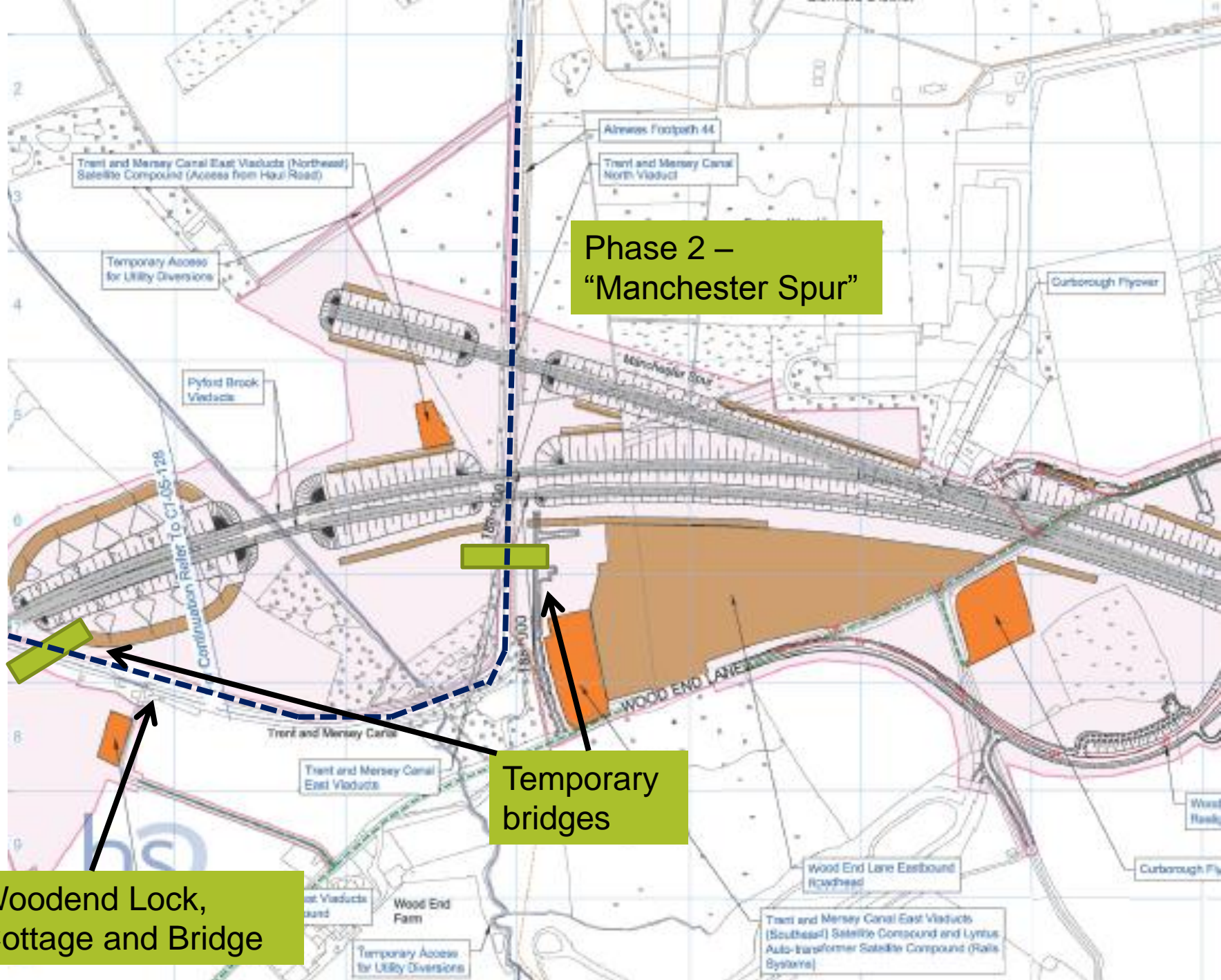
HS2 – Phase 1– Woodend Lock



Phase 2 –
“Manchester Spur”

Temporary
bridges

Woodend Lock,
Cottage and Bridge

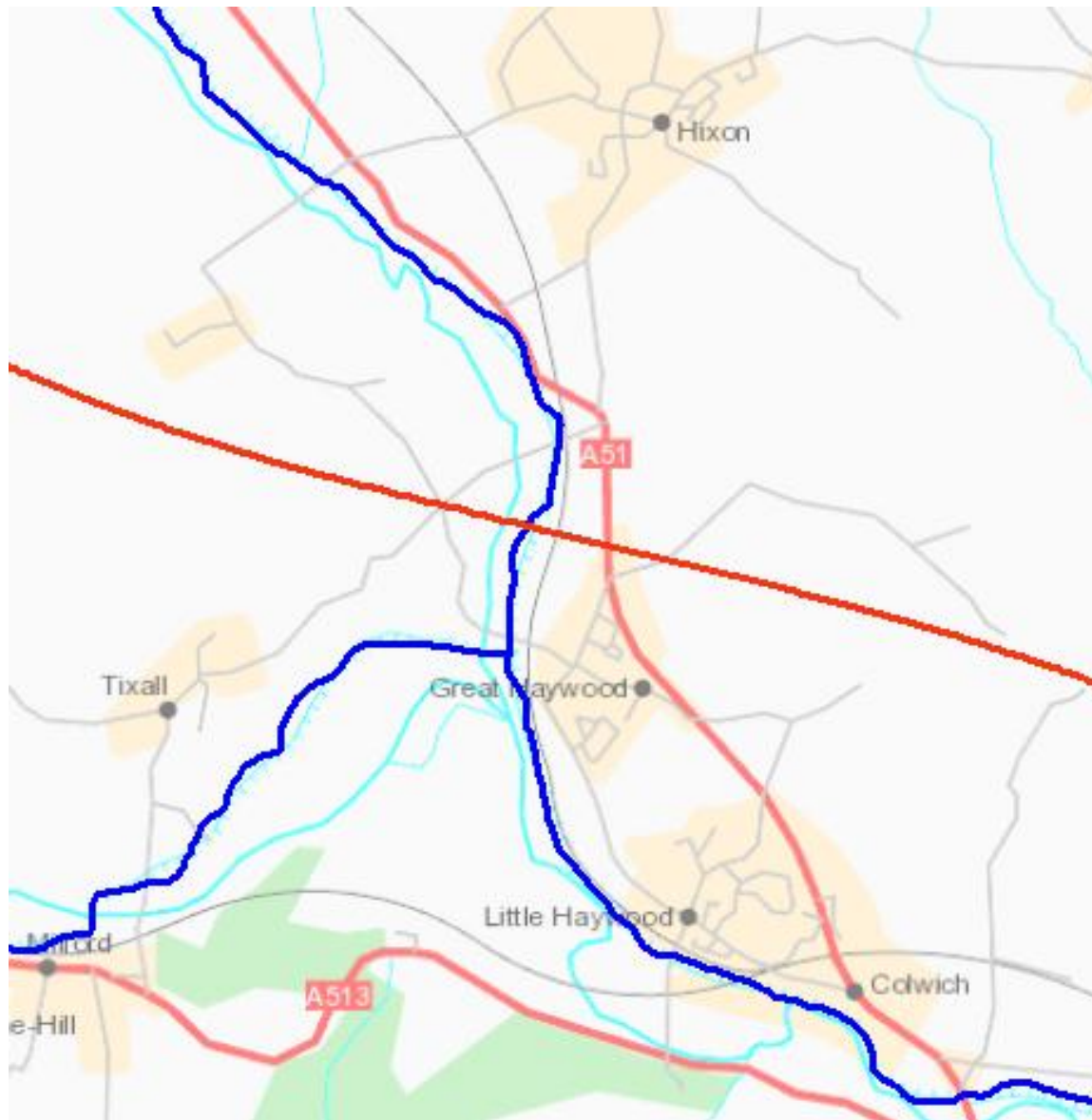




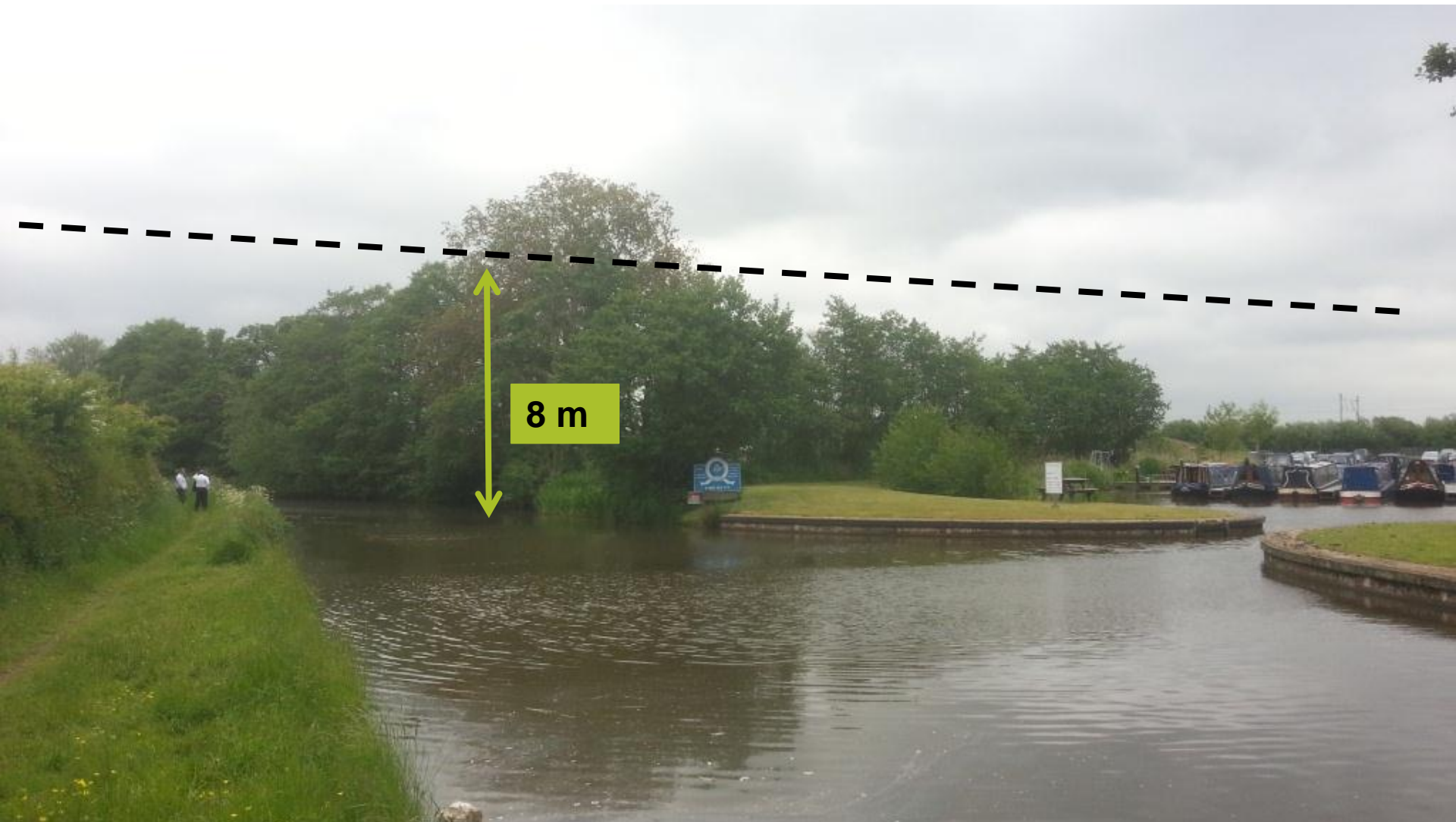
HS2 – Phase 1– Woodend Lock



HS2 – Phase 2 – Great Haywood



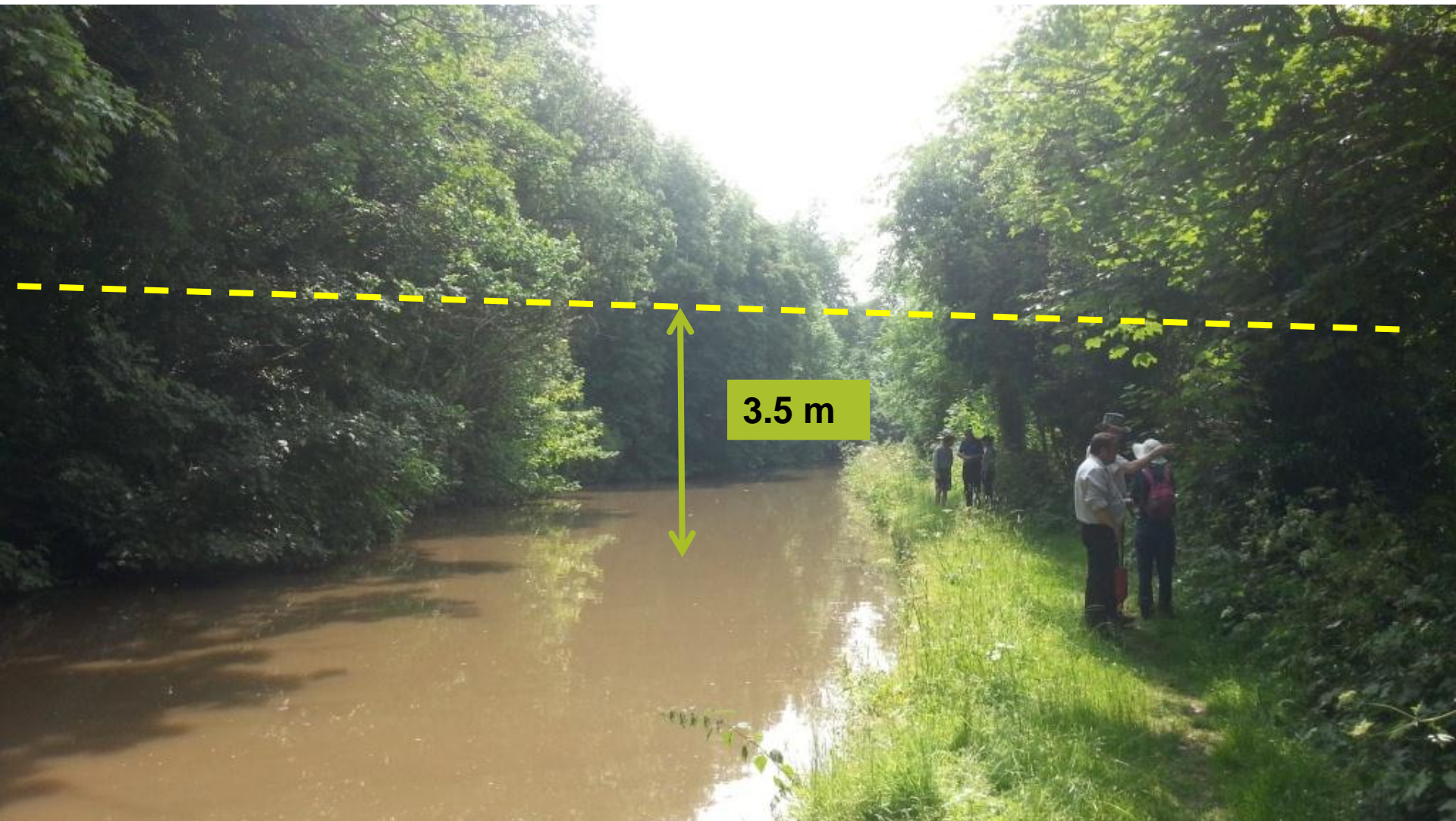
HS2 – Phase 2 – Great Haywood



HS2 – Phase 2 – Whatcroft



HS2 – Phase 2 – Whatcroft



HS2 – Phase 2 – Whatcroft



Big Issues on Phase 1

- Noise mitigation (or the lack of it!)
- Towpath and canal closures
- Woodend Lock area
- Curzon Street Station area

Big Issues on Phase 2

- Effect on canals proposed for / undergoing restoration
 - Chesterfield Canal
 - Ashby Canal
 - Barnsley, Dearne & Dove Canals
 - Nottingham canal
- Meadowhall area (Sheffield & Tinsley Canal)
- Woodlesford area (Aire & Calder Navigation)
- Possible alternative routes - concerns

How the Trust is working with HS2

- Update on progress – January 2014
- Phase 1
 - Response to Draft ES submitted July 2013
 - Response to Final ES & Hybrid Bill under preparation – closing date 10 February 2014
 - Have engaged architects – Curzon Street, Structures
 - We have appointed a PR company to assist
 - Side Agreement – in draft from
 - Chief Exec personally involved
 - Woodend Lock area – alternative alignment being considered
- Phase 2
 - Response to public consultation under preparation – closing date 31 January 2014

How the Trust is working with HS2

- Phase 1 - Lead Interface Manager
- Phase 2 - Engagement Manager
- Project Steering Group
- Monthly meetings with HS2 design team

How the Trust is working with HS2

Protecting our Interests

- Try and stop HS2 – no chance
- Rely on what's in the Bill – not really
- Protective Provisions – slightly better but not enough
- Petition – risky and expensive
- Side Agreement – preferred method

How the Trust is working with HS2

- Examples of issues discussed with HS2
 - Appearance / context of proposed structures
 - Design principles Towpath headroom and air draft
 - Proximity of HS2 structures to CRT boundary
 - Future maintenance liability
 - Maintenance mitigation requirements
 - Land ownership
 - Finishes
 - Surface water discharges

How the Trust is working with HS2

- External Stakeholders
 - Commercial Boat Owners Association
 - Inland Waterways Association
 - Chesterfield Canal Society
 - Lichfield and Hatherton Canal Trust
 - Ashby Canal Society / Leics County Council
 - Barnsley, Dearne and Dove Canals Trust
 - Trent & Mersey Canal Society
 - ...plus some local authorities

How the T&MCS can work with the Trust on HS2 issues



General

- Engage with HS2 – don't protest
- Understand the effect of HS2 on the T&M
- Lobby your local MP – “What are you doing to protect the canals in your constituency from the potentially damaging effects of HS2?” etc

How the T&MCS can work with the Trust on HS2 issues



Respond to the Phase 1 Consultation

- <http://www.hs2.org.uk/hs2-phase-one-hybrid-bill/hybrid-bill>
- Closing date 10th Feb 2014
- Tell HS2 what you think about its plans for Fradley Junction Area

How the T&MCS can work with the Trust on HS2 issues



- **Respond to the Phase 2 Consultation**
 - Closing date 31 January 2014
 - <http://www.hs2.org.uk/phase-two/route-consultation/document-library>
 - Move line away from Great Haywood Marina
 - Ensure special nature / tranquility of Whatcroft area is protected
 - Canal to be treated as a residential area for noise assessments / mitigation
 - Avoid towpath and canal closures

Keeping in touch

- HS2 page on CRT website – coming soon!
- Follow people on Twitter!
 - @HS2Ltd – HS2 Ltd
 - @stophs2 – Stop HS2 campaign
 - @IWA_UK – Inland Waterways Association
 - @CRTPeterW – me!
- E-mail
 - Peter.walker@canalrivertrust.org.uk

HS2 and the T&M – Summary

- Recap of Objective
 - Explain about how HS2 will affect the Trent & Mersey Canal and how the T&MCS can get involved
- Subject areas
 - HS2 route, timescales and costs
 - Impacts on the Trent & Mersey Canal
 - How the Trust is working with HS2
 - Ideas for T&MCS involvement

HS2 and the T&M – Summary

Get engaged – make a difference!

HS2 and the T&M – Summary

Question Time