

Iver relief road proposal

- Local aspiration to build a road to relieve the impact of traffic on Iver Village
- Aim of the proposed relief road is to address concerns regarding existing traffic in Iver, particularly locally generated HGV traffic, along Iver High Street and Thorney Lane North
- Existing traffic problems will be exacerbated by a number of approved and planned developments in the Iver area
- HS2 will add construction traffic to local roads during construction of HEx depot at Langley
- The relief road currently has no fixed route. A Traffic and Transport study commissioned by BCC (September 2016) proposes three route options to the south of Iver Village (between Langley Park Road/ Mansion Lane and Thorney Lane south)

HS2 construction traffic impacts in Iver

- maximum HS2 construction trips generated at Langley depot = 500 heavy goods vehicles (HGVs) and 215 light goods vehicles (LGVs) per day, for a period of up to 12 months
- HS2 peak daily traffic:
 - Langley Park Road/ Wood Lane= 350 HGVs and 151 LGVs (western route)
 - Thorney Lane South= 75 HGVs and 32 LGVs (eastern route south)
 - Thorney Lane north/ Iver High Street = 75 HGVs and 32 LGVs (eastern route north)*
- HS2 peak daily traffic (75 HGVs) will increase HGVs along Iver High Street by up to 6%, compared with existing 1205 HGVs per day (Source: Bucks County Council Traffic and Transport Study Table 3.13)
- increases in overall traffic levels in the AM and PM peak periods will generally be around 5% for the western route and around 2% for the eastern route

*Subject to assurances offered to South Bucks District Council on 11 Dec 2015

HS2 proposed mitigation in Iver

- contribution of up to £1.42m to Buckinghamshire County Council towards a proposed Iver relief road, in order to extend the span of the bridge to accommodate HEx
- sensitive capacity and safety assessments and potential mitigation at junctions along Langley Park Road (A412 Five points roundabout and Wood Lane)