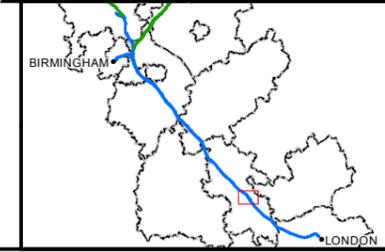




Legend

- | | | |
|--|--------------|--|
| Phase One SES3 and AP4 ES alignment October 2015 | Green Tunnel | London Road Petitioners |
| Cutting | Viaduct | Amendments to Hybrid Bill Limits as a result of AP |
| Embankment | | Hybrid Bill Limits removed as a result of AP |
| | | Hybrid Bill Limits |



High Speed Two
Petitioner Location Plan
Reference Drawing

SC-01-2573

Petitioner
The Residents of London Road Wendover

Petition number
HS2-HS2-HY-PET-AP4-000172

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Scale at A3: 1:30,000

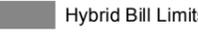
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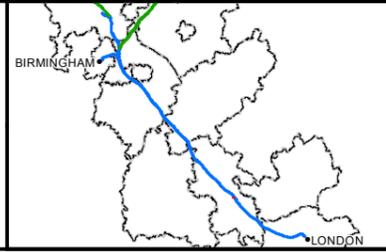


Legend

Phase One SES3 and AP4 ES alignment October 2015

-  Cutting
-  Embankment
-  Viaduct

-  London Road Petitioners
-  Amendments to Hybrid Bill Limits as a result of AP
-  Hybrid Bill Limits



High Speed Two
Petitioner Location Plan
Reference Drawing

SC-02-4414

Petitioner
The Residents of London Road Wendover

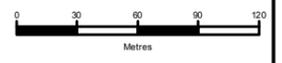
Petition number
HS2-HS2-HY-PET-AP4-000172



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Meeting with London Road residents – 11th November 2015, 11am

Attendees:

Sara Dixon (SD)	Agent, London Road residents group (Balquhiddier)
Caroline Byford (CB)	London Road resident (Hornbeam Cottage)
James Adam (JA)	London Road resident
(Sorrell)	
Margaret Cole (MC)	London Road resident
(New Hope Lodge)	
Sarah Widdows (SW)	Roadspace Management Team Leader, Buckinghamshire County Council (BCC)
Mark Shaw (MS)	Cabinet Member for Transportation, BCC
Martin Wells (MW)	Senior Petition Manager, HS2 Ltd
Marianne Bowtell (MB)	Petition Analyst, HS2 Ltd
Neil Cowie (NC)	Country South Area Manager, HS2 Ltd
Chloe [...]	Office of the Rt Hon David Lidington MP

[The purpose of the meeting was for the London Road residents to discuss what they see as the unsuitability of the A413 London Road as an HS2 construction traffic route.](#)

- [MC The purpose of the meeting is to obtain a better understanding of how specifically the traffic flows are going to impact this area, what has been assessed and planned so far, and to understand in further detail the impact of AP4](#)

Construction traffic – HS2's position

- NC explained that the A413 was the main road in this area and there was no other suitable road to use as another route. However, HS2 are looking at ways to mitigate the amount of construction traffic going on the road. This will include maximising the use of the trace for materials movements where reasonably practicable and considering opportunities for timing of material movements where use of the road is required.
- He said that under the AP4 proposals it is necessary to move excavated material from South Heath to be used for the Wendover green tunnel and further north, although the material will generally be moved along the trace and not on public highways. However, there will be a need to use the A413 and Rocky Lane junctions to move some of that material.
- Working in conjunction with Buckinghamshire County Council, HS2 had identified that, while the roads have capacity for the extra traffic, some of the junctions are already congested at certain times. HS2 are thus working with BCC to mitigate the potential traffic impacts at the sensitive junctions identified by BCC. During construction, and assessing worst case traffic, HS2 would increase traffic flows by typically 3-5% in this location, though it is acknowledged that the large good vehicle increase would be respectively higher. However, HS2 can manage and reduce traffic impacts on the public highway through the introduction of traffic management plans (TMPs) and local environment management plans (LEMPs).
- HS2 have modelled junction capacity based on likely traffic flows for 2021, which indicate in some instances that even without HS2 construction traffic BCC would need to improve some of the junctions identified by that time anyway. NC stated that if HS2 traffic caused those junctions to need improvement sooner than otherwise, or where HS2 construction traffic would potentially cause specific issues HS2 would contribute to the costs of mitigating those impacts.

Construction traffic – BCC's position

- SW explained that two years ago BCC identified 57 junctions that could be problematic in

terms of safety and capacity. Since March BCC and HS2 have worked together and have

reduced it to 20 junctions where capacity could be a problem and 30 junctions where safety could be a problem.

- BCC have asked HS2 to do what they can to mitigate the impact of the HS2 traffic.
- SW confirmed that BCC have no plans to carry out long-term improvements on the A413, stating that a number of villages currently have bypasses, but that it could be problematic to add more bypasses.
- BCC are expecting HS2 to identify and install temporary traffic management measures at junctions, rather than permanent junction changes, and are not expecting HS2 to improve BCC's background traffic problem.
- The London Road residents raised concerns about potential housing developments creating more problems on the roads, to which MS replied that housing developments can't be rejected because of the effect HS2 construction traffic will have, as that is only temporary. MW pointed out that any approved planning applications would have been included in HS2's traffic assessment, and any that were yet to be determined would need to take HS2's predicted traffic into account.

General positions on traffic

- MW explained that the construction traffic impacts won't last the full eight years of construction as the rail systems fit out will happen from the track bed.
- NC reiterated that HS2 would contribute to the cost of any work needed as a consequence of HS2 traffic, and MW added that in some cases this may have the advantage of bringing forward improvement works.
- SW said that BCC had looked at the worst case scenarios. She said that if HS2 was going to add, e.g., two vehicles to a queue that currently exists, BCC did not consider that to be significant.

Construction traffic – residents' concerns

- CB said that London Road is fine when the traffic moves, but there are problems when the traffic stops. She also had concerns about HGVs overtaking cyclists and asked if BCC and HS2 had looked at problems like this. SW said that BCC and HS2 were still working together on this, and looking at measures such as underpassing lanes and road widening, even if only as a temporary measure. She confirmed that there are no current plans to turn the A413 London Road into a dual carriageway.
- JA asked about the increase in traffic on roads, and questioned the figure of a 10-12% increase in traffic that was quoted in Select Committee. NC replied that the increase was unlikely to be that much – these figures are done on a reasonable worst case scenario and do not take into account future mitigation measures effected through contractor's workforce travel plans or other TMPs that would be adopted to suit local road conditions.

ACTION – MB to find reference to the traffic increase, HS2 to respond on traffic figures.

- SW explained that HS2 carry out the traffic modelling, which is then assessed by BCC experts. HS2 have undertaken to carry out further modelling for BCC. She confirmed that HS2 are still looking at the Rocky Lane junction, but that the Dunsmore Lane junction has been assessed and HS2 traffic does not make a difference to that junction.
- MC raised concerns that if for any reason London Road residents couldn't use the A413 they would be trapped and Dunsmore Lane would then be used as a rat-run. SW replied that if that happened she felt that it would be a one-off incident, and was unlikely given the nature of that road that HS2 traffic would cause that to be a daily occurrence.

- NC explained that Rocky Lane would not be closed. SW agreed with HS2 that it would not be in their interest to block a road that is a route to around 10 compounds, and said that BCC were continuing to work with HS2 to mitigate this.
- NC talked through the traffic exhibits and histograms, and explained that at the Great Missenden roundabout the extra mass haul traffic predicted from the trace would equate to generally an extra 6 HGVs per hour in each direction, on average over the day, which is an unmitigated estimate.
- The residents asked if HS2 had considered increasing the number of vehicles using the trace. NC said that it would be up to the contractor to decide if that was necessary.
- SW said that BCC could ask HS2 to use Rocky Lane as a link road rather than a main construction route if necessary.
- The residents asked if HS2 could provide an assurance that the service road on London Road would not be used for parking by construction traffic. SW replied that BCC could mark lines on the road to prohibit parking, although if that were done then the same rules would apply to residents. Although the residents seemed content with this, NC stated that HS2 would be willing to say that contractors' vehicles couldn't park there, which would be more self-enforcing as residents could ring the hotline if there were breaches.

ACTION – MB to provide assurance that the contractor will not use the service road for parking.

Access

- The residents raised concerns about existing severance of the footpath between the London Road properties and the London Road roundabout at Wendover. They asked if it would be possible to provide a continuous path in this location. SW said she did not think that the BCC planning team would object. In addition, it could help to improve the road crossing.

Provision of information

- SD asked how residents can be kept informed with what is happening. SW said she would be happy for 6-monthly meetings to take place between residents, BCC and HS2. She said that the traffic management plans could be being prepared by the time petitioning in the House of Lords starts. If anything arises before that petitioning period starts, residents can come direct to MB or SW.

AP5

- Residents asked about the proposals at Wendover. MW explained that the AP5 would include:
 - An offer to extend the Wendover green tunnel 100m to the south; and
 - The offer of noise barriers on the A413 and on London Road (subject to permission from the local highway authority).
- The barriers on London Road would not extend far enough to offer additional protection to the residents in this location.
- With regard to the design of the noise barriers, HS2 would liaise with Aylesbury Vale District Council (AVDC) to agree a design, but residents would be able to liaise with AVDC themselves.

Chiltern Mainline