

Comments on the HS2 ES

A response to the HS2 Environmental Statement,
by _____

Chilterns Tunnels

- I/We fully support the proposal for a full Chilterns Tunnel. (1.5-7)¹
- I/We strongly endorses the REPA proposals² for an extension of the Chilterns Tunnel, should the full tunnel not be adopted (1.8-11)

Traffic Assessment

- We request that a full, comprehensive and reliable Traffic Assessment be performed before the Hybrid Bill is debated. (2.1-3; Appx 1)

Road Users

Cyclists

Chilterns Cycleway

Keepers Lane Junction

- Mitigation in the form of pedestrian controlled traffic lights, or a pedestrian & cycle bridge should be installed. (3.6)

London Road-Small Dean Lane-Wendover Bypass Roundabout

- The diversion via A413 requires a proper assessment (3.6)

Chiltern Heritage trail

Whielden Street

- Measures are required to separate cyclists and HGVs (3.8)

National Cycle Network Route 57

Frith Hill / B485 footpath diversion

- This diversion requires a risk assessment, and additional mitigation. (3.11)

Code of Construction Practice (14.2.2)

- Procedures for driver training (e.g. to protect pedestrians and non-motorised traffic) and appropriate use of technology to remove blind spots;³ **must** be included (3.12)
- access for cyclists and pedestrians **to be retained** (3.12)

Walkers, Horse riders

- Diversions of footpaths or bridleways to run *alongside the line* are unacceptable (3.14)

¹ Paragraph references are to the Chesham Society response -

http://www.hs2amersham.org.uk/Resources/ES/Chesham/CheshamSoc_ES_2.3.pdf

² Residents Environmental Protection Association response to the Draft ES -

<http://www.cheshamsociety.org.uk/HS2/REPA/REPA%2010%20July%202013.pdf>

³ See <http://www.britishcycling.org.uk/campaigning/roadsafety/article/cam20121012-road-safety-feature-Road-Safety---Heavy-Goods-Vehicles--HGV--0>

A413

Construction compounds

- HGV routes must be chosen to avoid Great Missenden – Smalldean section (5.1)
- All access to HS2 compounds should be routed directly from the A413, and should make no use of other existing roads. (5.4)

Deep Mill Bridge

- Construction HGVs should not use this stretch of road during peak hours (7.12)

Little Missenden Vent Shaft

- Robust measures must be taken to preserve all the existing trees beside the A413 (7.14)

AONB Lanes

Rocky Lane

- The Small Dean compound should be accessed directly from the A413, and the Rocky Lane Compound via a haul road from Small Dean (6.5)
- An HGV ban between Hartley Farm (on Rocky Lane) and Kings Ash must be imposed (6.9)

Dunsmore Lane

- A junction capacity assessment is required (6.11)

Leather Lane

- Option B (Vol2(CFA9) 2.6.41) should be adopted, to preserve the trees on the southern side of the lane (6.14)
- Access to Leather Lane and Bowood Lane via Potter Row and Kings Lane is unacceptable, on safety and amenity grounds. (6.18)

B485 – Frith Hill

- Use of Kings Lane & Frith Hill as a diversion of the B485 must be very severely restricted (7.9)
- The Mantles Wood tunnel portal must be accessed directly from the A413, not via the B485 and Hyde Heath Road (7.10)

Mitigation

- Additional congestion due to construction workers journeys to be eliminated, by (9.3)
 1. A park and ride scheme, routed along the trace, with suitable vehicles
 2. Limited and expensive parking (for contractors) at all compounds
- A scheme to remove all spoil from the AONB by rail must be devised and assessed, as an alternative to the Hunts Green Dump (9.5)

Summary

If the present scheme proceeds, it is clear that no matter what mitigation is attempted, the Chilterns will suffer immense disruption for 7 to 10 years, and that this is of little or no concern to HS2 Ltd.

I/We therefore reiterate my/our demand for a full bored tunnel extending the full breadth of the Chilterns AONB