

HS2 in Buckinghamshire

Route Wide Issues

Martin Tett, Leader
Buckinghamshire County Council

24 October 2016

[Leave blank for slide numbering]



AGREEMENTS	OUTSTANDING
Good progress on rights of way and HS2 Ltd have provided 13 assurances across the county in 8 County Councillor divisions	Provision of additional measures for a number of communities along the route including: Great Missenden Chalfont St Peter Iver and Wendover
HS2 Ltd have given assurances seek to protect Ancient Woodland in Colne Valley	Local Authority costs
HS2 Ltd assurance to ensures slip roads off M25 put in place for construction in Colne Valley	Community and Environment Fund & Business and Local Economy Fund
HS2 to deliver improvements to over 70 sensitive junctions on Buckinghamshire's highway to mitigate the impacts of their construction traffic	Ecology
Hs2 Ltd assurances offered on heritage	
£1m Community Fund for Steeple Claydon & Calvert area	
HS2 to implement the necessary road safety measures in the proximity to schools on their construction routes	
A number of other assurances as a result of the House of Commons Select Committee appearance	

Buckinghamshire County Council

Community and Environment Fund (CEF) & Business and Local Economy Fund (BLEF)

Buckinghamshire CC is leading on this issue on behalf of:

- LB Camden
- LB Hillingdon
- Chiltern DC
- Aylesbury Vale DC
- South Northants Council
- Warwickshire CC
- Stratford DC
- North Warwickshire BC
- Staffs CC
- Lichfield DC
- Solihull MDC
- Also other local organisations

[Leave blank for slide numbering]

3

Buckinghamshire County Council

CEF and BLEF

Issue:

The current level of the funds not in line with the scale of impacts on local communities and businesses and will not meet the demands placed on it.

Solution:

Funds should:

- Reflect the length and substantial scale of HS2
- Recognise the long-term impact of both construction and operation
- Be comparable to other compensation schemes for national infrastructure
- Near to £100m, substantially higher than £40m

[Leave blank for slide numbering]

4

Buckinghamshire County Council

CEF and BLEF continued

House of Commons Select Committee Interim Report 26/3/15:

'We want the Promoter to brief our successor committee on the scale and scope of the Community and Environment Fund and the Business and Local Economy Fund, on what real schemes they might cover, on the criteria for applying to them, and on how they will be distributed, so that we can assess whether they should be extended'

Issue

- Only £40m for both funds
- Demand in Buckinghamshire alone already at £22m

[Leave blank for slide numbering]

5

Buckinghamshire County Council

CEF and BLEF continued

- Government based original level of funding on HS1 plus inflation, but...
- HS1 a third the length of HS2
- HS1 was c.20 years ago and the fund was solely environmental
- HS1 fund had much narrower terms of reference
- HS1 fund was negligible compared to the impact of the scheme

[Leave blank for slide numbering]

6

Buckinghamshire County Council

CEF and BLEF continued

House of Commons Special Report 22/2/16:

- The House of Commons Select Committee recommended the funds be '*substantially increased*'

'We suspect the Government is aware that the amounts are too low'

'We want to see specific allocations to certain communities to avoid bidding wars'

[Leave blank for slide numbering]

7

Buckinghamshire County Council

CEF & BLEF continued

HS2 – 'The largest infrastructure project in Europe'

However...

- Davies Commission have recommended **£1bn community compensation for Heathrow**
- **Gatwick airport - £46.5m** being offered for second runway
- **Hinkley Point C £128m**
- **Shale Wealth Fund (SWF)** which could be worth of up to £1 billion in total, and pay out to communities over 25 years

[Leave blank for slide numbering]

8



Buckinghamshire County Council

Local Authority Costs (1)

Issue 1:

BCC has spent £110,264 on community liaison with respect to HS2 in 2015/16 responding to and working with residents, communities and businesses in the county

'it has been widely acknowledged across the business and by affected communities along the route that the community forums process did not always achieve the objectives it set out to' ...HS2 Ltd's response to the Bynoe report

Solution 1:

Request that the Promoter retrospectively reimburses the County Council's reasonable and properly incurred costs relating to business and community liaison

[Leave blank for slide numbering]

9

Buckinghamshire County Council

Local Authority Costs (2)

Issue 2:

The level of support and engagement needed by communities and members will not change post Royal Assent

'It is not hard to envisage that, amongst the pressures and priorities of an organisation given this task, high-quality community engagement may, from time to time, take second place and that performance of a consistently high standard will prove elusive' ...Ian Bynoe report

Solution 2:

- support Warwickshire CC in their "ask"
- ensure adequate resourcing of the council so as to allow it to carry out reasonable community consultation when considering significant applications as a Qualifying Authority on planning approvals and as a highway authority on highway approvals under the Bill
- offer HS2 Ltd staff space in our offices

[Leave blank for slide numbering]

10

Buckinghamshire County Council

Local Authority Costs (3)

Issue 3:

HS2 have yet to agree the funding for SLA and the recently proposed Funding Agreement with the Local Authorities. The position on the SLA has changed numerous times making it very difficult for local authorities to adequately resource in time to effectively support HS2 post Royal Assent.

Solution 3:

- HS2 to truly comply with the New Burdens policy to cover the costs of all staff involved in highways approvals (including management of staff).
- HS2 to provide a commitment ahead of Royal Assent to ensure LAs have time to recruit suitable staff

[Leave blank for slide numbering]

11

Buckinghamshire County Council

Business Rates Relief

Issue:

There are more than 3,100 businesses within 3km of the HS2 route in Buckinghamshire, meaning that up to ten per cent of the county's firms could be severely impacted by both the construction and operational phases of the project, not least from changed traffic patterns and flows.

Solution:

- Supports North Warwickshire BC's "ask"
- Compensation for the loss in Business rates as a result of the construction of this unique national infrastructure project including underwriting the full reimbursement of Business Rates Relief appeals due to the impact of HS2

[Leave blank for slide numbering]

12

HS2 in Buckinghamshire

Ecology

Dr Simon Newell, Environment Team Leader
Buckinghamshire County Council

24 October 2016



[Leave blank for slide numbering]

Buckinghamshire County Council

Qualifications

- Zoology, BSc (Hons); Imperial College
- Ecology, Ph.D.; Plymouth; “Modelling of dispersal behaviour”
- Team Leader - archaeology, ecology and landscape issues across the county together with environmental and heritage data

[Leave blank for slide numbering]



Buckinghamshire County Council

The Issue

- HS2 causes significant fragmentation of habitats and populations. This has not been adequately assessed with respect to the permeability across the line for all species.
- No evidence has been provided that any effective mitigation will be implemented.

[Leave blank for slide numbering]

15

Buckinghamshire County Council

Our Asks

- HS2 to provide £9,000 funding for the County Council to identify areas of the line that are not adequately permeable for all species.
- The Council and HS2 to jointly identify measures to be adopted as a result of the above work that ensure HS2 provides the best practicable solutions to resolve the issue prior to detailed design.
- A regular series of meetings between HS2 Ltd and the County Council to agree appropriate ecological solutions at an early stage in the planning process.

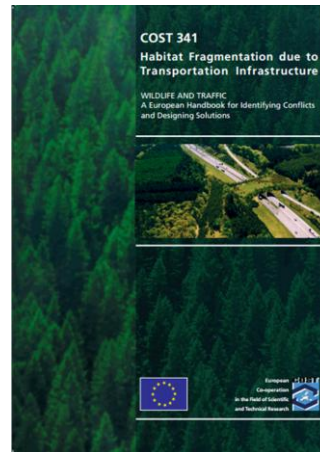
[Leave blank for slide numbering]

Buckinghamshire County Council

Connectivity of Habitats

- *'All efforts must be made to maintain ecological structures connecting habitats and populations'.*

- *'One of the major impacts of transportation infrastructure on nature is habitat fragmentation. It has been recognised as one of the most significant factors contributing to the decline of biodiversity in Europe'.*



[Leave blank for slide numbering]

Buckinghamshire County Council

HS2's current approach

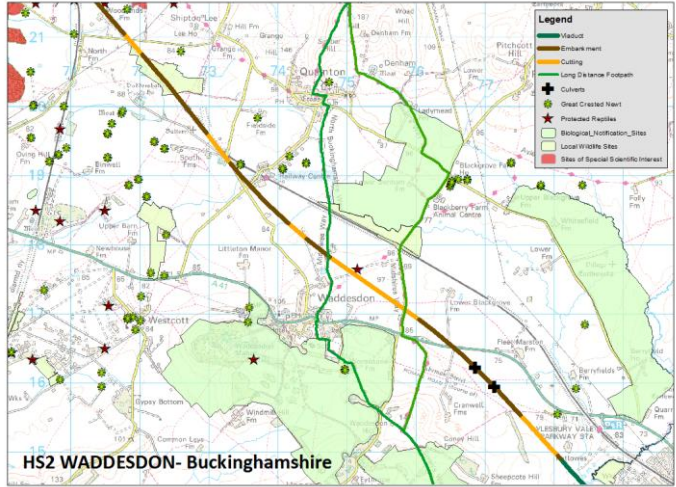
- In the EIA HS2 has undertaken localised assessments for specific species only.
- No assessment was made to ensure **all** biodiversity is protected from fragmentation and local extinction. 'A more integrated, large scale approach to conservation'*
- No thorough connectivity analysis was undertaken.
- HS2 have not accepted this as an issue.

*UK Biodiversity Strategy 2020

[Leave blank for slide numbering]

Buckinghamshire County Council

EXAMPLE SECTION OF ROUTE



[Leave blank for slide numbering]



HS2 in Buckinghamshire

Local Issues

Martin Tett, Leader
Buckinghamshire County Council

24 October 2016

[Leave blank for slide numbering]



Buckinghamshire County Council

Iver Communities (Iver village, Iver Heath & Richings Park)



21

Buckinghamshire County Council

Iver Communities (Iver village, Iver Heath & Richings Park)

Issue:

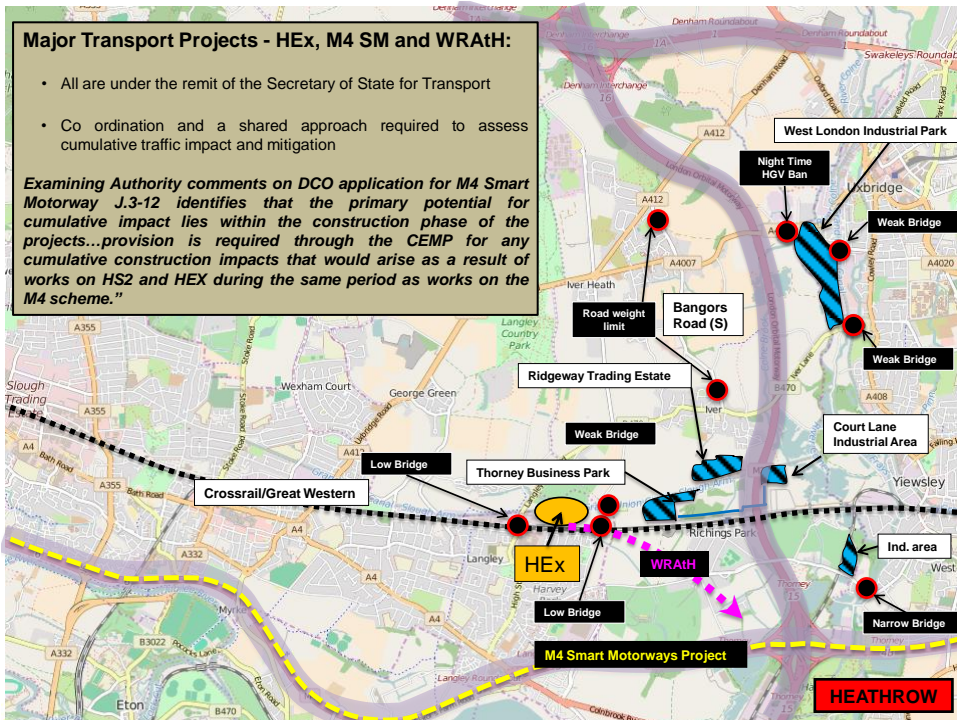
- Existing HGV problem (already 1,900 HGV movements per day through Iver villages) which HS2's construction of Heathrow Express Depot will add 26 HGVs per hour in each direction – **an additional 52 HGVs per hour at the peak of construction** from September 2017 - at the earliest.
- The cumulative effect from different developments including Western Rail Link to Heathrow and M4 smart motorways and Heathrow expansion(?).
- 350 HGVs daily two-way would use Bangors Road South which is totally unsuitable.
- BCC has commissioned phase 1 of a transport study which recommends provision of a relief road.

Solution:

- Seek a DfT commitment to contribute pooled funding £10m towards a £30m relief road and other highways mitigation measures in this area as recompense for the disruption caused by the multiple DfT projects.
- Remove the onerous caveats on the £1.42m for the relief road funding.

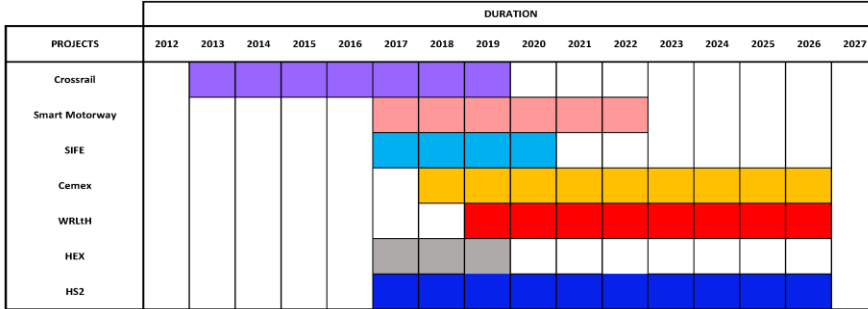
[Leave blank for slide numbering]

22



Buckinghamshire County Council

Construction timetable of major projects impacting on Iver Communities



SIFE: Slough International Freight Exchange

Cemex: global cement and concrete maker who wishes to extract 3 million tonnes of gravel and sand from the former Langley Airfield site west of Richings Park

WRLtH: Western Rail Link to Heathrow

HEX: Heathrow Express Depot

[Leave blank for slide numbering]

Source: Iver Traffic & Transport Study; Bucks CC, September 2016²⁵

Buckinghamshire County Council

Relocation of Hillingdon Outdoor Activity Centre (HOAC)



[Leave blank for slide numbering]

Buckinghamshire County Council

Relocation of HOAC

Issue:

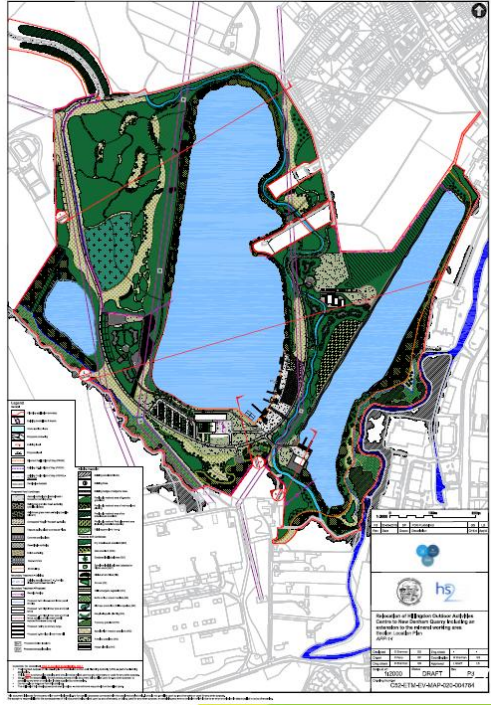
We have helped and worked in good faith to secure the relocation of the Hillingdon Outdoor Activity Centre to Buckinghamshire. With Royal Assent approaching we need certainty that future viability of the charity will be secured.

BCC must limit the financial sacrifice it has made to the relocation.

Solution:

the Promoter to give immediate commitment to provide a grant funding to HOAC such that it can continue operating at New Denham for the next 10 years

[Leave blank for slide numbering]



Buckinghamshire County Council

Chalfont St Peter



[Leave blank for slide numbering]



Buckinghamshire County Council

Chalfont St Peter

Issue:

Parish Council have concern that Roberts Lane will be used as a cut through with the closure of Chalfont Lane by HS2 Ltd for up to 10 years

Solution:

HS2 Ltd cover the costs for the permanent closure of Roberts Lane

[Leave blank for slide numbering]



Buckinghamshire County Council

Great Missenden Haul Road

Issue:

- A haul road is proposed for construction traffic from the A413/Link Road roundabout to the Chilterns Tunnel North Portal at South Heath
- This will result in unacceptable impacts on the communities of South Heath, Great Missenden and Prestwood within the Great Missenden Parish
- The Council agreed an assurance with HS2 Ltd about the relocation of the haul road further to the north (see aerial photo)
- The conditions in that assurance were too onerous and cannot now be delivered for a number of reasons
- One of those reasons is HS2's delay in sharing the sift report on the proposal, which meant that it became undeliverable within HS2's prescribed timescales
- Therefore noise, blight, safety, air quality and traffic issues still outstanding

[Leave blank for slide numbering]

31

Buckinghamshire County Council

Great Missenden Haul Road

"HS2 is a large, complex and ambitious programme which is facing cost and time pressures. The unrealistic timetable set for HS2 Ltd by the Department means they are not as ready to deliver as they hoped to be at this point. The Department now needs to get the project working to a timescale that is achievable."

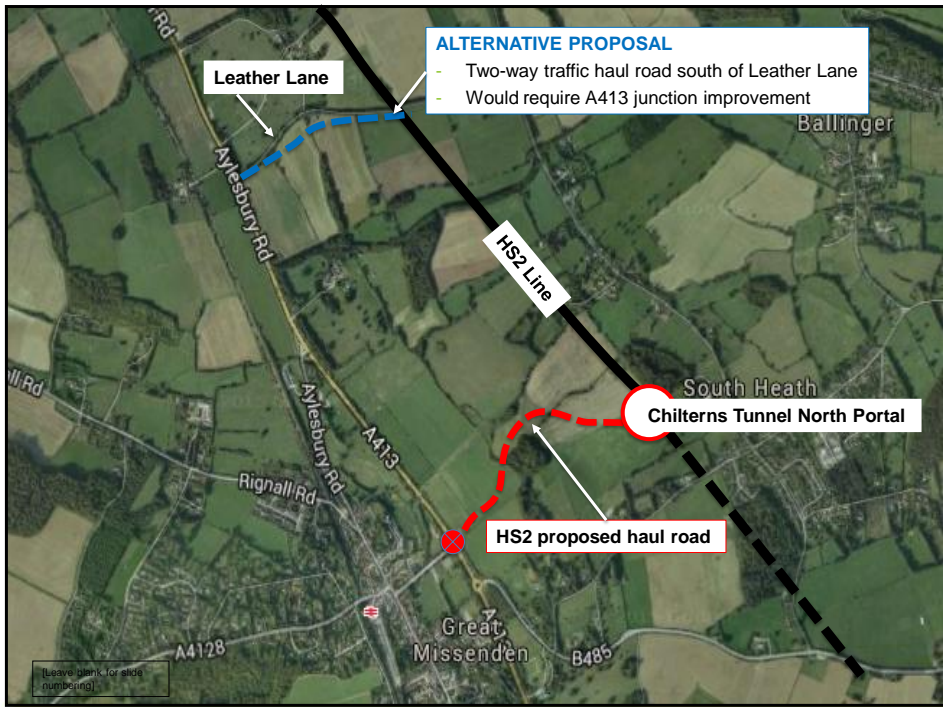
Amyas Morse, head of the National Audit Office, 28 June 2016

Solution:

- HS2 to provide the additional funding (£3.49m according to the sift report) to enable the relocation of the haul road further north
- HS2 Ltd to promote a Transport and Works Act Order (TWAO) for it, as they control the programme
- HS2 Ltd to cover any additional costs of delivering the alternative scheme

[Leave blank for slide numbering]

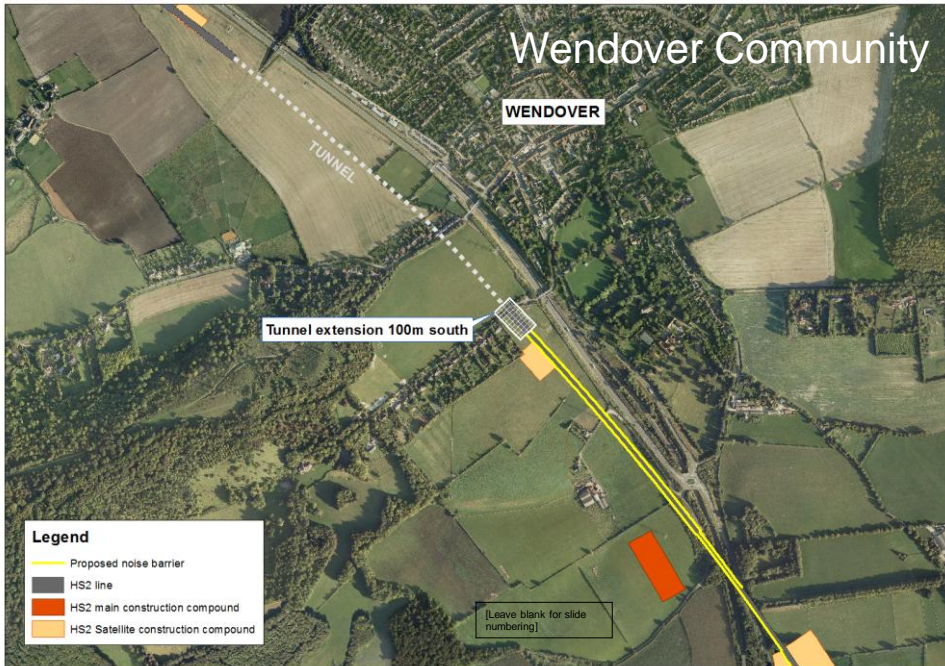
32



Buckinghamshire County Council



Buckinghamshire County Council



Buckinghamshire County Council

Wendover Community

Issue:

HS2 AP5 position and its impacts on Wendover

- AP5 proposes:
 - to extend the Wendover Green Tunnel 100m south and move the southern portal
 - erect 6 and 4 metre high noise barriers - HS2 to provide maintenance funds.
- The information published with AP5 has not convinced the community this will address:
 - noise impacts on the St Mary's church, Wendover Campus school & residents
 - landscape impacts including those from the noise barriers

Solution:

The County Council supports in order of preference:

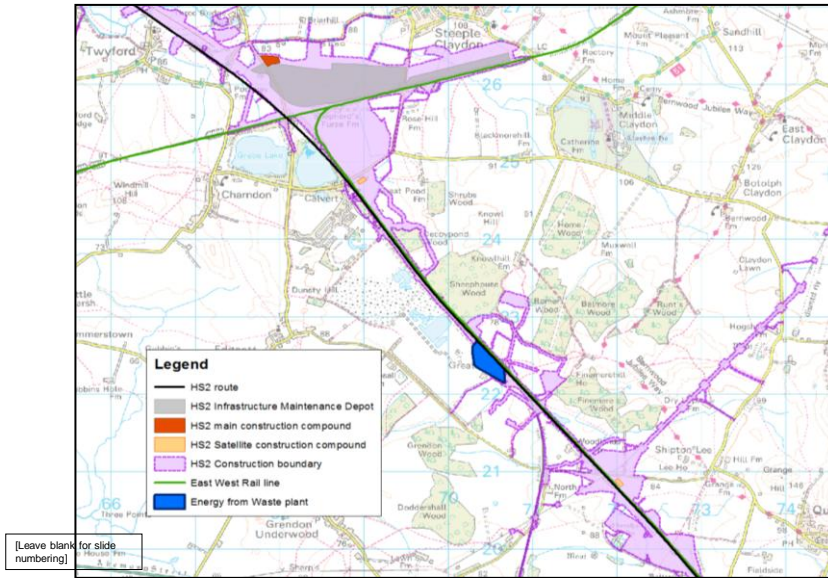
- The tunnel extension
- HS2 to fund additional mitigation legacy for Wendover

[Leave blank for slide numbering]

36

Buckinghamshire County Council

Calvert/Steeple Claydon area



Buckinghamshire County Council

North Bucks Community Mitigation Fund: Administration Costs

Firstly, thanks the Promoter for the North Bucks Community Mitigation Fund of £1m

Issue:

A very minor allowance has been made to cover local authority administration costs for proposed the £1m North Bucks Community Mitigation Fund. It is unacceptable that any local authority staff costs or any of consultants to review detailed design matters should be deducted from the £1million which is intended to benefit the area.

Solution:

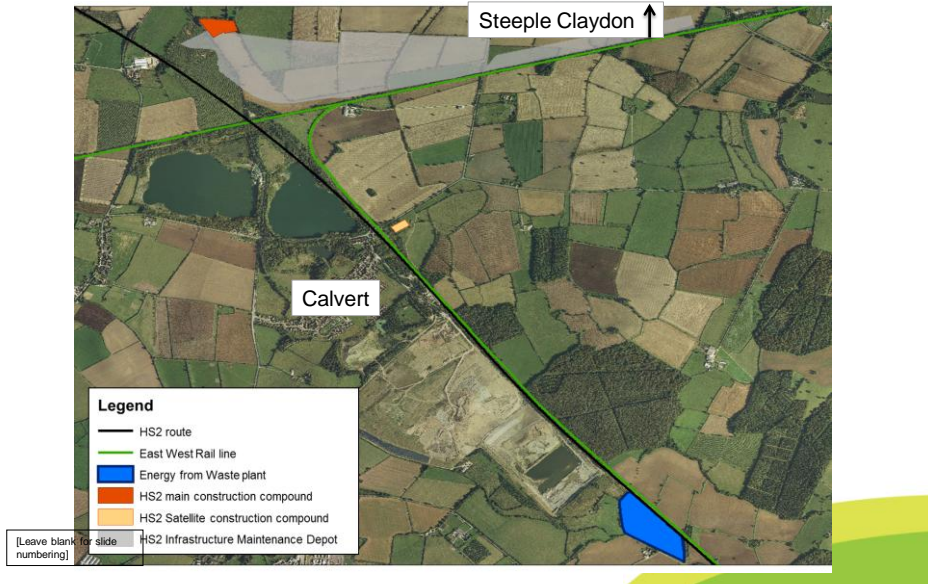
A commitment by the Promoter to cover the reasonable staff costs of both AVDC and BCC in attending and running the two panels which have been established under the terms of the assurance related to the North Bucks Community Mitigation Fund. This should have parity with the other two panels in Buckinghamshire (Colne Valley Panel and Chiltern AONB Panel) where the administration costs are equivalent to 10% of the total of each of these panels.

[Leave blank for slide numbering]

38

Buckinghamshire County Council

Integration with East West rail – Calvert Box



Buckinghamshire County Council

Integration with East West rail – South West Aylesbury



Buckinghamshire County Council

Integration with East West Rail

Issue:

The Council understand that HS2 and EWR are now working together in the area of Calvert and the South West of Aylesbury. The Council welcomes the phase 1 East West Rail (EWR) / HS2 integration study commissioned by HS2 Ltd. However this has not been effectively communicated to the public, causing major concern for residents.

Solution:

- HS2 should consult and engage with the local community as soon as possible on how these two projects will interact during construction and, on further iterations of the integration study. The FCC/Greatmoor sidings should be included within this process.
- In particular HS2 should provide the detail of how they will deliver a joined up approach to environmental mitigation.

[Leave blank for slide numbering]



41