



LMPC has identified the following key issues from HS2

- The impact on the AONB
- The impact of construction vehicles on traffic flows
- The impact on traffic, pedestrian and cyclist safety
- The impact on transport connectivity
- The unassessed impact on property re-mortgages
- The impact of the proposed Little Missenden Vent Shaft
- The impact on the River Misbourne and Shardeloes Lake
- The inability to enforce penalties given the limited protections afforded by the Code of Construction Practice

The Long Tunnel would avoid most of our specific issues and protect the AONB as a whole



The last railway to be built across the Chilterns (C 1905)

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The Local Community



- 26,000 residents along the route of HS2 from Little Missenden to Wendover, all within the AONB
- Using mutual facilities
 - Shops
 - Libraries
 - Churches
 - Schools

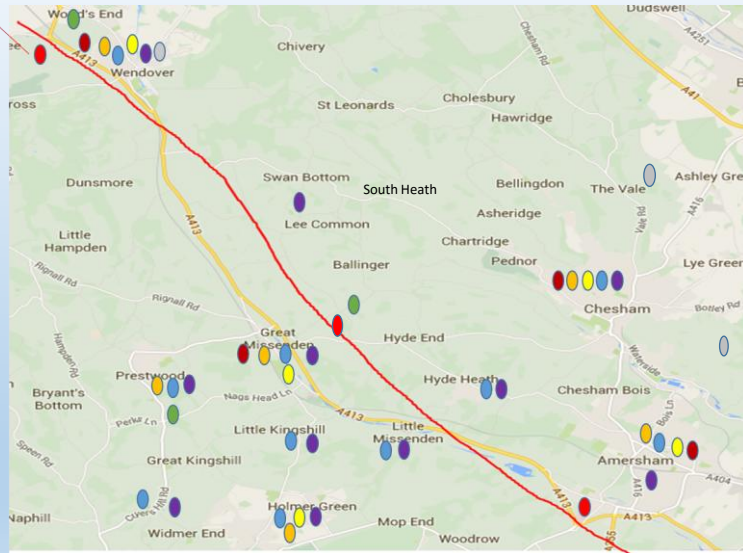
....All using the same roads, day in, day out

The local rural road infrastructure will be under severe strain from the construction of HS2

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The Local Community

- Primary Schools ●
- Secondary Schools ●
- Local Shopping ●
- Libraries ●
- Churches ●
- Garden Centres ●
- Market ●
- Hospitals ●



Local Interactions

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Traffic Flow – Mitigation Proposal For Vent Shafts

- The planned working hours overlap with the rush hours on the main transport routes and the A413
- We propose that they be reduced to 09:30 to 16:30
- The local authorities should be funded for all work they are required to do to support HS2 implementation

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Traffic Flow Potential Mitigation – Use Of Trace For Material Disposal

- Disposal of surplus spoil and other materials from HS2 construction in the Chilterns by use of the trace would be cheaper and less disruptive to traffic
- Alternatives to use of HGVs on local roads exist
- LMPC requests the Lords to ask the promoters to provide documented evidence why it is not possible and cost effective to use the trace for material disposal related to the open section of HS2 and remove all associated traffic movements from the A413



Temporary structures suitable to carry materials along the trace over the A413, etc

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Impact on Transport Connectivity

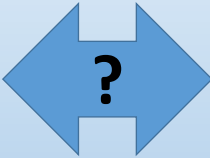
- One of the justifications for HS2 was improved connectivity for the public
- The closure of the Acton-Northolt line per Clause 40 of the Bill reduces connectivity between High Wycombe and Old Oak Common, and additionally reduces the future accessibility of Heathrow for our community
- We request that Your Lordships recommend that the closure proposal and the associated Clause 40 is removed from the Bill

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The A413 Dual Carriageway

HS2 Final Environmental statement,
(Clause 7.5.84)

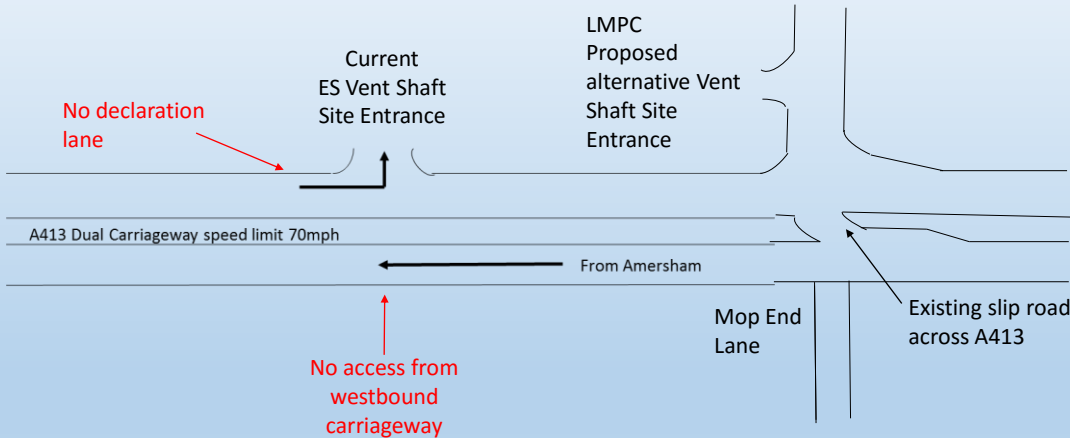
“The proposed scheme will have no substantial impact on accident and safety risk as there are no locations where there are both accident clusters and substantial increases in traffic during construction”



- Extremely busy and fast road with 70 mph speed limit – 23 accidents in last five years
- Several fatalities since 2013
- Currently ALL dual carriageway access/egress have declaration lanes
- Traffic survey estimates HGV traffic increases of 72% eastbound and 92% westbound

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Dangerous Access/Egress to Little Missenden Vent Shaft - LMPC Proposed Mitigation



How will 125+ construction vehicles a day reach the Vent shaft site safely?

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Local “Rat Runs”



Deep Mill Lane

Beamond End Lane,
Penfold Lane



Chalk Lane

Keepers Lane



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Deep Mill Railway Bridge Pinch



- Guardian 29TH May 2015 - Cyclist killed after Crossrail lorry collision in London
- The HS2 route is so far removed from major transport corridors that it is dangerous to build.
- “Lessons were learned on HS1 that a motorway-route basis is much better” Mark Bostock, Chief Architect HS1.

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Proposed Safety Mitigation - Provision of A413 Footpath and Cycleway

Road Cycling 10th June 2015

HS2 minister, Robert Goodwill, has today confirmed High Speed 2 will see a network of cycle routes developed alongside it

- Today, A413 is the only direct link between Great Missenden and Amersham – there is no cycle path and no continuous footpath
- No alternative route for cyclists between Amersham and the villages
- Construction vehicles are and will be a risk to cyclists and pedestrians
- Therefore, LMPC requests a commitment to provide a cycle and footpath between Gt. Missenden and Amersham



Nags Head Lane
tunnelled footpath

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Re – Mortgaging Impact - Unassessed Impact

- HS2 have not assessed the disproportionate impact property blight is having on re-mortgaging
- Values are depressed, Loan to Value impacted
- Unable to obtain lower Mortgage Rates due to HS2 Blight
- Although Property Blight has been implemented, we do not consider re-mortgaging difficulties have been properly assessed.

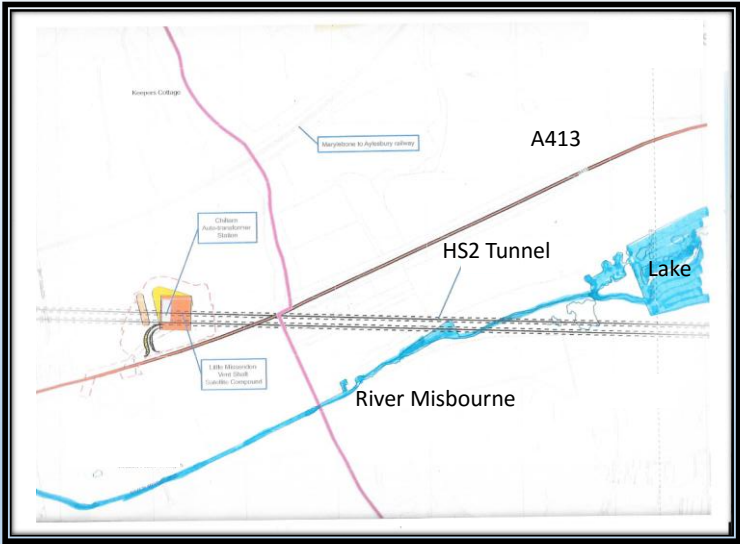
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River Misbourne



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Little Missenden Vent Shaft



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Shardeloes Lake



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Construction Challenges and Risks



"Variation of the anticipated ground provides the largest single risk to the tunnelling works"



"Methods of construction are highly dependent on the ground - an encounter with unforeseen ground conditions will introduce additional hazards"

Dr Haydon Bailey

"The chances of the River Misbourne surviving must be close to zero"

(evidence to Commons Select Committee 14/7/2015)



".....we advise HS2 to undertake extensive ground investigations as a matter of urgency....." (2009)

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Little Missenden Parish Council – Summary (1/2)

- **AONB:** should new APs become a fact and an option during the course of construction, please can the House of Lords recommend the Government pursue an AP for a Long Tunnel
- **Traffic Congestion and Safety:** please require HS2 to:
 - Justify the use of HGV on roads rather than making use of the trace
 - Change working hours for Vent Shaft HGV movements to 9.30am to 4.30pm
 - Provide Traffic Impact & Safety Assessments on local rural roads that will become rat runs escaping HS2 construction traffic
 - Provide a cycleway/footpath along the A413 between Great Missenden and Amersham
- **Remortgages:** please require HS2 to assess the impact and potential damage/compensation
- **Transport Connectivity:** please require HS2 to remove Clause 40 and closure of Wycombe Single line

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Little Missenden Parish Council – Summary (2/2)

- The Code of Construction Practice has limited teeth in terms of no penalties and poor accountability
- LMPC requests the House of Lords to recommend insertion of penalties and liabilities to protect our Parish. For example:
 - **Traffic Safety on (the highly dangerous) A413 dual carriageway:** penalties for the failure to implement declaration lanes or accept LMPC's suggested access/egress alternative
 - **River Misbourne:** require HS2 to appoint an independent Water Specialist to carry out a Risk Assessment to determine the risk of pollution from HS2 Engineering activities and set out preventative and remedial measures to be taken, to avoid pollution occurring, and impose penalties if pollution does occur
 - **Shardeloes Lake:** impose a liability and accountability that if the Lake is damaged in any way, or suffers from pollution, it will be returned to its original state

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