
HS2 Liaison Group
Venue: The Forum, Towcester, SNC Offices

Draft notes of the meeting held on 1st June 2018 at 2pm

Representatives from the following organisations were present:	
SNAG Radstone PC Cllr Ian Morris - NCC Evenley PC Aston le Walls PC Hinton-in-the-Hedges PM Thorpe Mandeville PC	Boddington PC Lower Thorpe Brackley Town Council Friends of Boddington Chipping Warden and Edgcote PC Greatworth PC Sulgrave PC
Apologies: Andrea Leadsom MP Tommy Gilchrist – Andrea Leadsom’s Office Cllr Rosie Herring Cllr Fiona Baker Whitfield PC	In Attendance: Chris Wragg (CW) - NCC Esme Cushing (EC) – NCC (notes) Denis Winterbottom (DW) – SNC Andrew Bowe - SNC Nisha Mejer – HS2 Ltd Simon Matthews – Eiffage Kier JV Chris James – Effiage Kier JV

1. Chairman’s Opening Remarks

CW welcomed everyone to the meeting. The notes of the last meeting were agreed as an accurate record.

2. Matters arising

Action – HS2 written response to actions from previous meeting to be circulated [circulated with draft notes on 08/06/18]

HS2 Ltd attended Chipping Warden Parish Meeting, which was well attended and further drop-in sessions have been arranged.

The remainder of the actions were dealt with in the main agenda items.

3. Community Engagement Update

Nisha Mejer from HS2 Ltd gave a presentation on Community Engagement [slides circulated on 08/06/2018 with draft notes]. Nisha extended again the invitation to anyone who wanted to meet to talk about concerns be it parish councils, schools, businesses or individuals. Since the last meeting Nisha has been attending Parish Council Meetings and meeting various communities along with representatives from Fusion and Eiffage Kier (EK) where relevant.

Regular residents' drop-in sessions have been held which have been well attended. HS2 Ltd are also organising health and safety workshops for school children, the first of which are being held in the coming weeks. Nisha has also been promoting the HS2 Community and Environment Fund.

The Northants Commonplace website is now live at <https://hs2innorthants.commonplace.is/> and is regularly updated. Under the page 'Latest news' there is the ability to sign up for email updates. A route wide website with more general information has also been launched at <https://www.hs2.org.uk/>.

Nisha gave a quick overview of upcoming events and mentioned that there is an engagement event at Chipping Warden on 6th June.

The construction timetable for the Enabling Works is as below:



4. Approach to traffic

Simon Matthews from EK gave a presentation on their approach to traffic routes [slides circulated with draft notes].

There are a number of documents which outline the overarching approach such as the Environmental Statement, Information Papers, and the Environmental Minimum Requirements

such as the Code of Construction Practice that EK have to work within. In addition there are also Undertakings and Assurances that were agreed through the petitioning process. For example there is a limit of 500 HGVs on the A361 each way each day that has to be abided by.

The lorry routes outlined in the Environmental Statement are the starting point, but they may change or change may subject to further detailed assessment that determines that there has been no significant adverse impact compared to the Environmental Statement.

EK will have to produce a Local Traffic Management Plan which will include how workforce travel to site.

In terms of compliance with construction routes, ANPR cameras will be used and vehicles will be GPS tracked. There is also a proposal to deliver driver training for rural road driving. Atkins are currently undertaking Lorry Accessibility Studies to look at the suitability of construction routes that have been identified in the Environmental Statement and categorising them red, amber or green and there are also road condition surveys being carried out.

As well as reviewing constraints and impacts, EK are also looking at opportunities to design elements to minimise vehicle movements and using a methodology which reduces traffic impacts. EK are also looking to use the haul route to better effect, which may mean that there is more focus on certain places.

Together, these changes may result in up to a 40% reduction in construction traffic relative to what is outlined in the Environmental Statement. There is still much work to be done, but further information should be available by late summer.

Simon gave details of when documents such as the Local Traffic Management Plan, ROMIS, Workforce Management Plan and Logistics Environment, Sustainability and Safety Management Plan will become available.

Key to a successful project will be early engagement and continuing engagement with both the County Council and local residents.

The following questions/comments were raised by the group:

Q1. How will you stop rat running through villages as a result of congestion/ delay/disruption on the A43 in particular? (Evenley PC/ Hinton-in-the-Hedges PM)

R. As outlined above, there will be controls in place for HS2 vehicles (HGVs and LGVs). Influencing other traffic is more challenging – key to this will be about clear information provision in good time about upcoming works. Planning the works and delivering at times that minimise disruption will also be key.

Action: EK to speak to HS2 Ltd to discuss whether there are any solutions to minimising impacts from diverted traffic

Q2. How will any changes to traffic management plans be circulated to local residents? (Chipping Warden and Edgcote PC)

R. The traffic management plan will be issued to HS2/LAs and published on the Northants commonplace website. Any updates will be circulated. These documents will be at a county-wide level; there will also be site specific plans which will concentrate on access arrangements and where traffic management arrangements will be. Commonplace has its own areas for each parish so this information can be published here and EK are also looking at the opportunity to create a map within the website to integrate with the roadworks.org system. Furthermore, EK plan to keep parish councils informed through regular monthly meetings.

Q3. What is the process for road closures and how is that documented – who is responsible for roadworks? (Hinton-in-the-Hedges)

R. There will be a principle of keeping roads open (in some cases by providing a temporary offline diversion). If road closures are required then these will be planned to minimise disruption by undertaking works at off peak times, however footpath/bridleways may be closed for longer periods of times. Traffic Liaison Groups will take a strategic view on road closures and cross-boundary issues.

Q4. How will vehicles be tracked to ensure they are complaint? (SNAG)

R. ANPR cameras will be used including fixed cameras through areas such as Wardington. There will be a central control centre which will monitor in real-time and will be able to take corrective action if required. If contractors do not comply, then they will face removal from the project and there will be penalties.

Q5. Information could be distributed to SatNav companies if long-term closures. The presentation talked about engagement with local communities, they know traffic patterns better than anyone and can help identify potential problems. (SNAG)

R. All the meetings that EK are attending have traffic as a central concern. EK have decided to start to track these issues by bringing together highway engineers in the team and others from the logistics side. Agree that changes that will be for more than 6 months in length can be set to SatNav companies.

There was a further discussion about experience to date particularly around the A43 and the lack of coordinated planning between the Local Highway Authorities and Highways England, the difficulties of making changes to signs during night time closures and traffic using inappropriate routes.

Parish Councils should be being notified of roadworks, however it appears that some are not being notified. Parish Councils can sign up to www.roadworks.org for updates.

Q6. Sulgrave is near the B4525 and has unsuitable roads for diversions, are HS2 Ltd looking at what routes are unsuitable for diversions? (Sulgrave PC)

R. There is no proposal to close the B4525. There will be some temporary diversions but these will be phased. EK are still looking at options for not closing roads – for example around the

Lower Thorpe area there may be a way of keeping the route to Culworth open, EK are trying to address local concerns as they come out and talk to communities.

Q7. Do diversions have to be a higher grade road? (Brackley TC)

R. Diversions will be determined on the most appropriate routes – however the challenge is that locals will know alternative shorter routes that they will follow.

In addition the following concerns were raised:

- Banbury Road will see an increase in HGVs. Some of the properties on Banbury Road have no footway and school children in these properties have to walk to the bus stops. A short footway would solve these issues. EK are looking at how to minimise the construction impacts. The majority of the traffic will use the haul road which so traffic will be able to avoid the road. NCC have already added this to the Road Safety Fund list.
- Aston le Walls raised similar concerns regarding the bus stop within Aston le Walls. NCC confirmed that they are aware of this.

5. Road Safety Fund update

NCC gave an update on progress on the Road Safety Fund since the last meeting.

There have been 16 schemes put forward for the Road Safety Fund. Road safety engineers have now driven all the routes.

A meeting has been held with EK which identified that as they have explained they are trying to mitigate the impact as much as possible and HS2 are doing a separate piece of work which is looking at the suitability of all the construction routes.

Therefore there are some routes such as through Boddington that is it is possible will not be used for HGVs and the impact of LGVs may be reduced and therefore perversely it would undermine the case for using Road Safety Funding for those areas. Therefore at this stage we are proposing to await further information before proceeding with those schemes. From the discussions we have had with EK it is clear that Aston le Walls will be affected early and also there will be an impact on the A361 and villages such as Evenley (will have an indirect impact from traffic on the A43 diverting). These schemes will be prioritised for feasibility design.

NCC have a meeting with HS2 Ltd in mid June to discuss further. One issue that has emerged is in relation to road safety concerns at the Radstone and Whitfield junctions with the A43, however the slip roads are managed by Highways England and the HS2 Road Safety Fund is for funding local road improvements and not the strategic road network.

Action – NCC to raise concerns about design of slip roads on/off A43 with Highways England/ HS2 Ltd

An application to HS2 for Road Safety Fund funding to do the feasibility design for the initial schemes will be made in early June. Once it is a bit clearer in the summer the extent to which the other routes will be affected we can progress the other schemes to feasibility design.

Evenley in particular raised their concern about the timescales for the Road Safety Fund and outlined that they had been discussing this for over 18 months and are getting very frustrated that it is such a slow process. NCC outlined that a decision on the Road Safety Fund settlement was only received from DfT at the end of November 2017, and that they were planning on submitting the application for feasibility design in early June and subject to HS2 agreeing the funding, it would be completed over the summer.

6. A43/A422 Buckingham Road roundabout discussion

Brackley TC explained that having looked back at the Hansard there is no recorded mention of HS2 Ltd having to come back to the Town Council regarding the A43/A422 roundabout, even though this was said in the Select Committee and is still visible on Parliamentary TV. NCC eventually managed to get a response from Highways England after a period chasing and they outlined that they are not expecting a requirement for HS2 Ltd to do any improvement works at this junction. This is also EK's understanding, however EK will raise it with Highways England along with the Whitfield and Radstone issues.

Action: A43/A422 roundabout Brackley EK to raise with Highways England

Action – NCC to invite Highways England to attend the next HS2 Liaison Group meeting

7. AOB

There is a Chipping Warden engagement event on 6th June. Chipping Warden Relief Road is being actively being designed and Fusion will submit to HS2 for approval of designs for Schedule 17 and schedule 4 applications in the next few weeks (no specific dates have been provided).

Greatworth PC raised concerns over the design of the B4525/Sulgrave Road. NCC outlined that there was a meeting being held soon and it was hoped that this would alleviate their concerns.

A query was raised over how the Wardington widening will be carried out. The understanding was that the road will be kept open.

8. Date of next meeting

The next meeting will be held on Friday 7 September 2018 at 2pm at The Forum, Towcester.