

Concerns about HS2 Ltd's plans for the A355 & A413 (2021-2025)

Buckinghamshire Council

Great Missenden Parish Council

Little Missenden Parish Council

The Lee Parish Council

Amersham Town Council

Missendens Community Board

Chesham & Villages Community Board

Great Missenden Village Association

Hyde Heath Village Society

The Chiltern Society

(Beaconsfield Town Council; Wendover & Coleshill Parish Councils)

Community concerns on the A355/A413

The impact of changes made to local HS2 construction routes since the Phase 1 Act



Higher traffic levels on A355/A413



Assessment of these changes (LTMP)



The impacts on junctions and communities

Community concerns – what has changed locally?

Local communities

HS2 Ltd

2016/17: concerns expressed to Parliament about A355/A413



2016/17: traffic estimates provided; assurances given; mitigation planned; construction routes, EMRs and ES documented

2018: Local engagement on these assumptions



2017: HS2 Ph 1 enacted

2018 Oct: LTMP first published



2019: Align and EKFB engaging separately site-by-site on traffic;

Community concerns – what has changed locally?

Local communities

HS2 Ltd

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2019: Align and EKFB engaging separately site-by-site on traffic;



2019: construction routes changed

2020 Oct: significant increase in traffic levels; LTMP reviewed



2020 Oct: Revised LTMP released



2020 Nov – 2021 Feb: engagement

HS2 Lorry routes: 2017



Route 1a

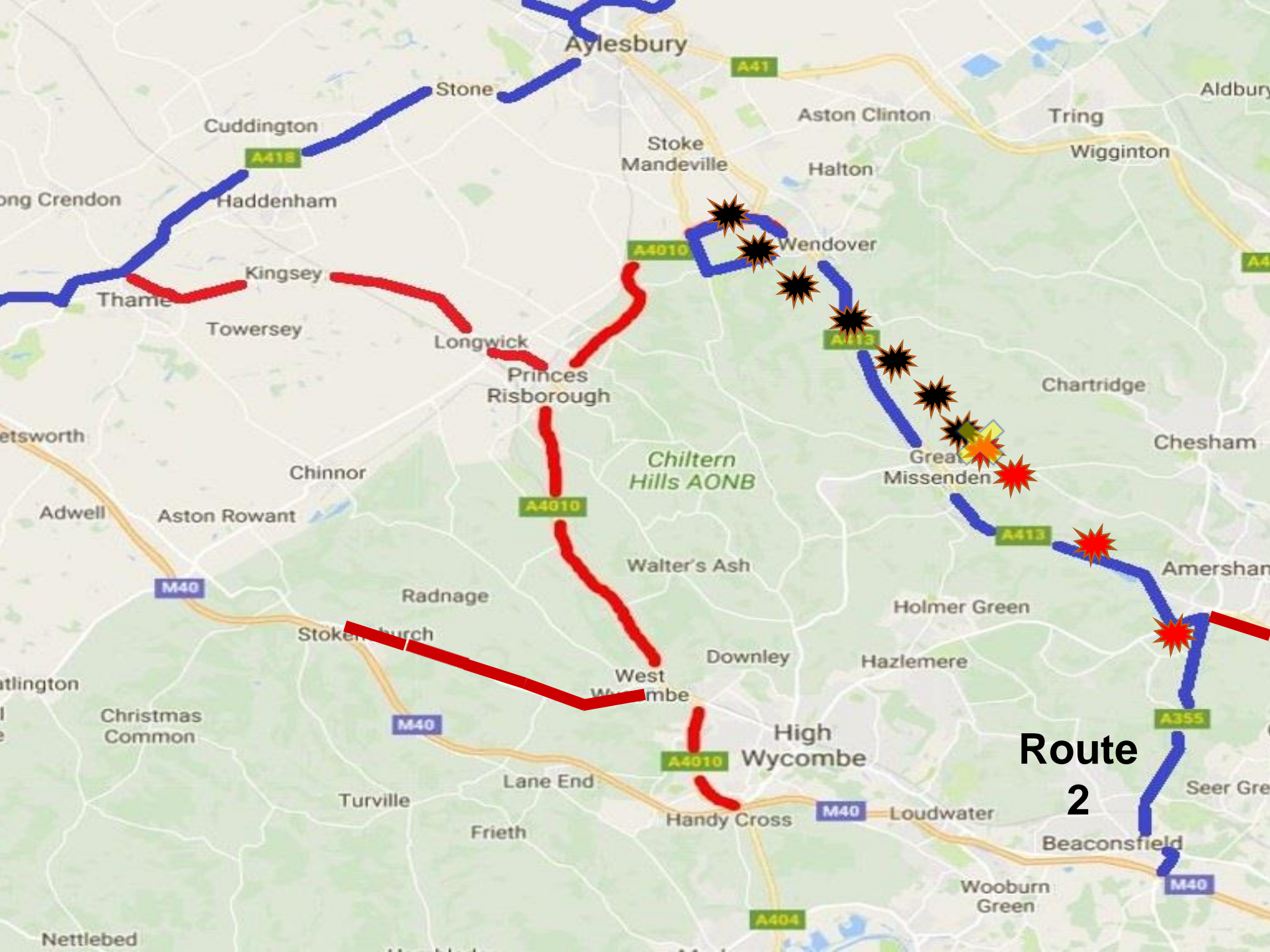
Route 1b

Route 1c

Route 2

Route 3





Aylesbury

A41

Stone

Cuddington

A418

Haddenham

Kingsey

Towersey

Longwick

Princes Risborough

Stoke Mandeville

Aston Clinton

Halton

Wendover

A4010

Wendover

A418

Thame

Tring

Wigginton

Chartridge

Chesham

Chiltern Hills AONB

Great Missenden

A418

Aston Rowant

Chinnor

Walter's Ash

Radnage

Holmer Green

Amersham

Stokenchurch

Downley

Hazlemere

West Wycombe

High Wycombe

A355

Christmas Common

M40

A4010

M40

Turville

Lane End

Handy Cross

Loudwater

Beaconsfield

Seer Green

Frieth

Wooburn Green

M40

Nettlebed

A404

Has there been an assessment of “significant adverse effects” due to changes in the construction routes?

Our Review of the LTMP (2020)

- HS2 route incorrectly described
- Affected local schools and community facilities not listed
- Some local worksite compounds and their access are ignored
- Inaccuracies in the description of the use of some compounds
- Important U&As and other HS2 Ltd assurances are missing
- Absence of traffic modelling in key locations along the A413
- Travel Plans yet to be finalised
- Complete absence of engagement with local communities, despite a statement that there would be
- Traffic impact on the A413 not properly assessed
- Assessments of impacts on minor roads not considered
- Schools not included in impact assessments for mitigation
- Changes to traffic plans made without local discussion or communication

Increased concerns about the traffic impacts on safety, on schools and on communities

- A413 is the key corridor for schools, hospitals, commerce, commuters, visitors and the public transport network
- At peak times it already operates at or above its design capacity
- Complex matrix of schools traffic in the area with wide catchments areas for all schools
- ~1,700 children are on or cross the A413 every day; half of these turn off the A413 at London Road (Chiltern Hospital), including 20 coaches movements, each day during school 'rush-hours'
- Roald Dahl Museum receives 77,000 visitors each year, including 15,000 school children

The LTMP appears to include no assessments of the impacts of higher traffic levels on schools and community facilities in the area

Assessment of the congestion and safety impacts and the mitigation at key junctions?

+20 junctions on the route between Beaconsfield and Wendover which will now all carry significantly more traffic than when impacts were assessed and mitigation agreed by Parliament.

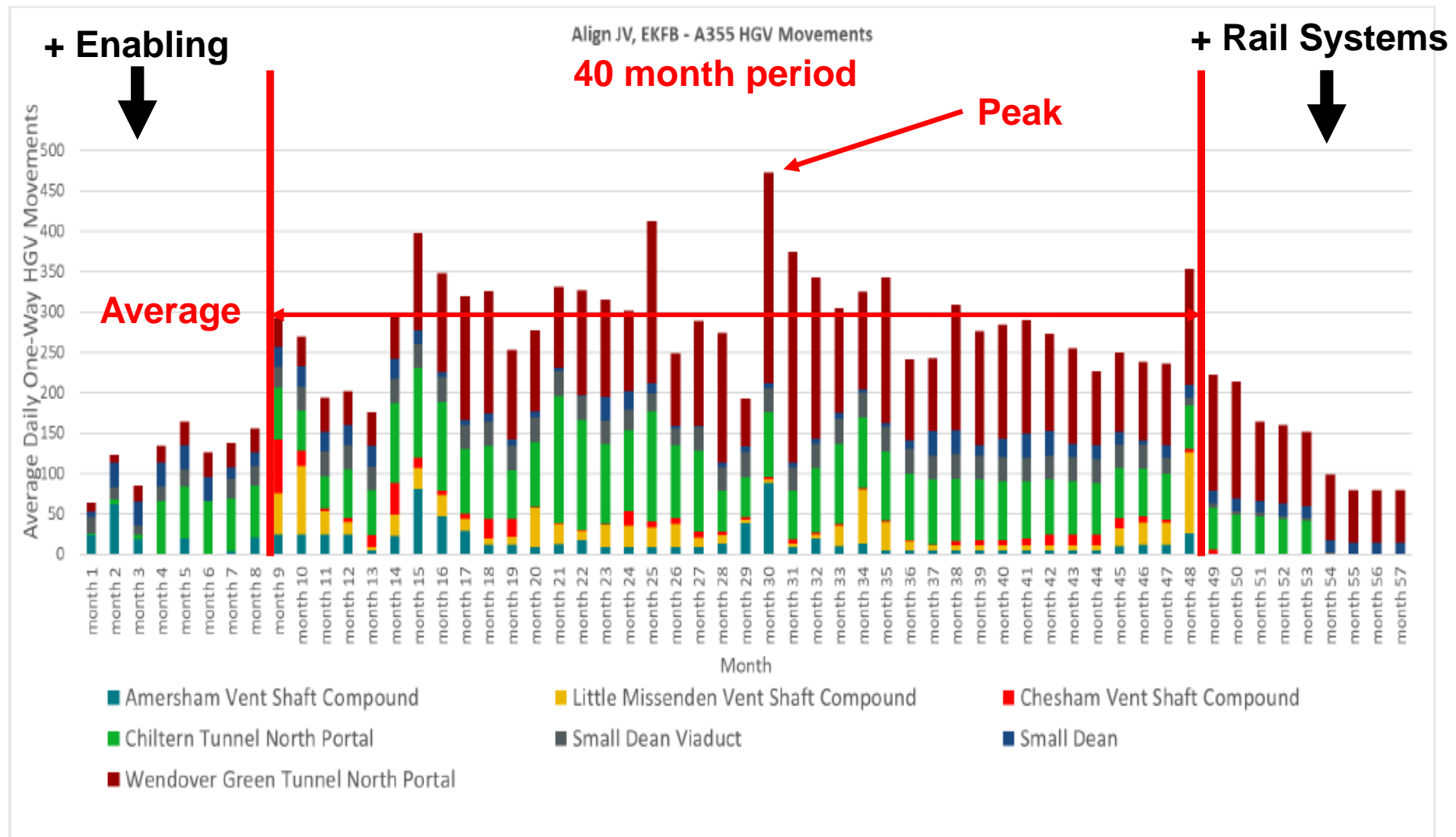
16 of them were identified in 2016/17
as having safety concerns

(The LTMP does not seem to recognise this)

Appendix 1 – Forecast Monthly Histogram and Peak Hour Flows

Cumulative Total Flow Breakdowns

Figure 1: A355 total HGV vehicle numbers to all worksites



HS2 Ltd's latest estimates of HS2 traffic

Beaconsfield and Amersham (Gore Hill) roundabouts (A40/A355/A413)

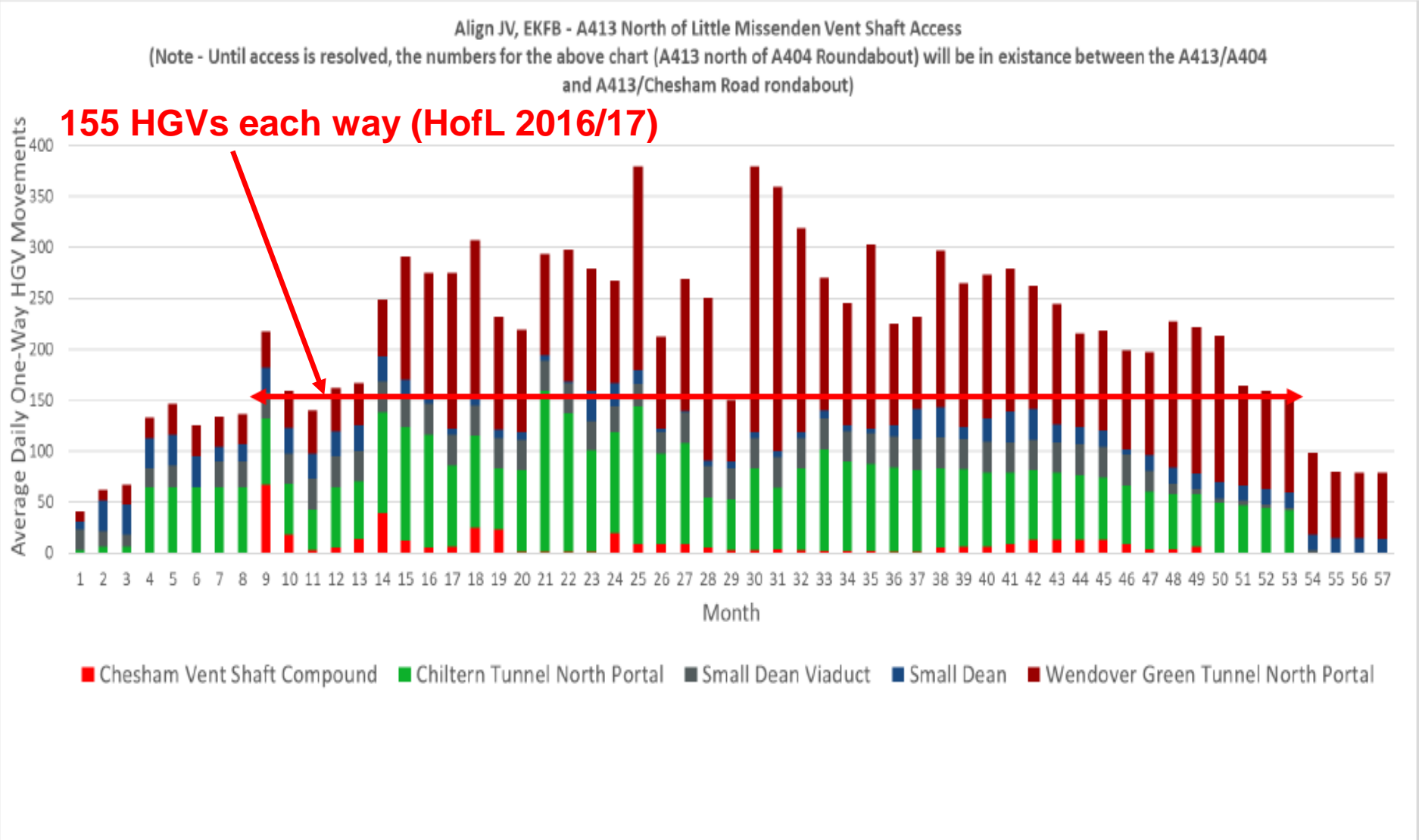
- **Over a 40 month period:** average 63 HGVs per hour for 10 hrs of every day of every month
- **During peak month:** average 101 HGVs per hour for 10 hrs of every day
- **Peak Weeks & Peak Days:** even higher than this
- **Ignores all non-HGV HS2 traffic:** hundreds of cars, small vans

Do these higher figures represent a realistic, assessed plan?

Is the modelling for mitigation based on these figures?

Travel to Work plans not included

Figure 3: A413 total HGV vehicle numbers to worksites north of Little Missenden Worksite access



HGVs movements between Little Missenden and Great Missenden

Daily movements of HGVs

2016/17	'Estimated'	155 HGVs each way

2021	'Estimated'	
	40 month average	260 HGVs each way
	Peak Month	380 HGVS each way
	Peak Days	400-500 HGVs each way

Is this a “realistic, assessed plan”?
Has mitigation been based on these figures?
Travel to Work plans not included

HS2 Ltd's latest estimates of HS2 traffic

Frith Hill roundabout (A413/B485)

- **Over a 40 month period:** average 52 HGVs per hour for 10 hrs of every day of every month
- **During peak month:** average 76 HGVs per hour for 10 hrs of every day
- **Peak Weeks & Peak Days:** even higher than this
- **Ignores non-HGV HS2 traffic:** hundreds of cars, small vans

Do these higher figures represent a realistic, assessed plan?

Is the modelling for mitigation based on these figures?

Travel to Work plans not included

HS2 Ltd / Align presentations to Amersham

Traffic management and planning

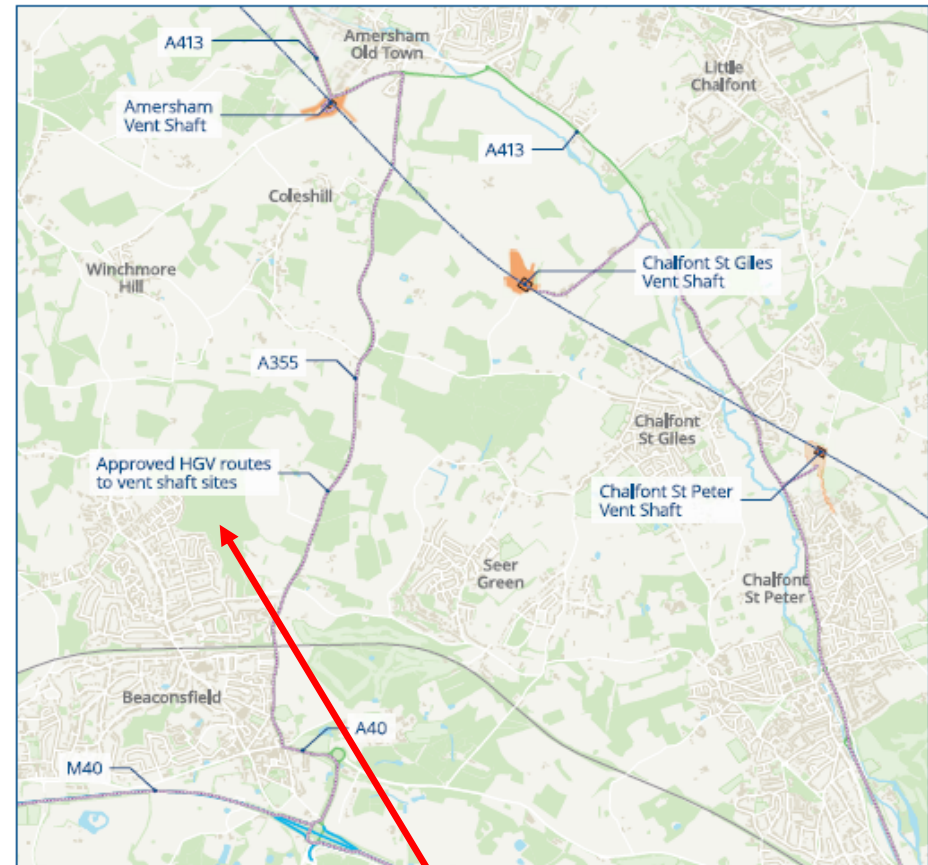
We recognise that there are concerns regarding Heavy Goods Vehicles using local roads in Amersham. Our routes to each site are carefully planned to reduce any impact on local communities.

During stages of high activity on site – such as shallow shaft excavation, grouting and piling works – there will be a corresponding increase in Heavy Goods Vehicle (HGV) movements. There will also be periods where the need for HGV movements will be lower.

We have been working with local stakeholders including Amersham Hospital and the Crematorium to review our traffic management strategies during construction. We are:

- Looking at ways to reduce the number of HGV movements.
- Reviewing stockpiling locations.
- Signalling the junction of the A404 with Whielden Lane to allow safer traffic movement.
- Creating a new shared path around the site on Whielden Lane.
- Scheduling all deliveries electronically to prevent congestion near the site.

Only mentions vent shaft activities... ignores EKFB activities



“Approved HS2 route to vent shafts” ... ignores EKFB traffic

Little Missenden Vent Shaft Roundabout

Based on HS2's traffic modelling, the analysis concluded that there would be

“No significant affect on A413 journey times”

However, when the traffic modelling was examined, we found that it based on:

- Covid-affected base-year traffic figures
- Traffic growth rates far too low, given the local housing development plans
- Ignored any Align traffic going to other HS2 sites AND all of EKFB's traffic going to all sites

The conclusion presented was somewhat flawed.

Local councils and communities...

Not surprising that we now have little confidence that HS2 Ltd, Align and EKFB actually have a realistic, properly assessed, holistic...

Local Traffic Management Plan

So... concerns remain about the assessment

Local Traffic Management Plan fails to consider:-

- Journey times / congestion at junctions
- Schools safety / Community facilities
- Rat-running by non-HS2 traffic
- Workplace travel plans yet to be published and agreed

Local Engagement:-

- Align and EKFB ignoring each other's impact on this area
- Assessment of cumulative impacts of HGVs and other HS2 traffic are absent
- Inconsistencies in information presented (e.g. on peak hour traffic flows)
- Poor assumptions made in traffic modelling (e.g. LMVS roundabout)
- HS2 Ltd failing to effectively co-ordinate Align and EKFB activities

Over-reliance on the 'HGV booking system' to sort out an unrealistic, unassessed plan, with multiple contractors

Summary of asks before Sch 17s approved

1. Has there actually been an **assessment of ‘significant adverse effects’** due to changes in the construction routes? If so, can we see it?
2. Do the higher figures now suggested actually represent a **‘realistic, assessed plan’** for traffic on the A355/A413?
3. Has the **mitigation so far** introduced been based on these higher traffic level assumptions, including non-HGV traffic?
4. What assessment has been made of **safety, capacity and further mitigation now needed** at key junctions for local communities / schools?
5. Is the **vehicle monitoring system** sufficiently robust and capable of being enforced with multiple contractors over multiple sites on this scale over this time period?