



Report to the TEC Select Committee

Title:	HS2 Update and Assurances
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Cabinet Member sign-off:	Leader, Martin Tett

Purpose of Agenda Item

This report is for information and to update the Select Committee on the Assurances received to date and next steps for the project.

Background

1. Buckinghamshire County Council submitted a petition against the HS2 Hybrid Bill to the House of Commons Select Committee to try and achieve mitigation and compensation measures for Buckinghamshire local communities severely impacted by the construction and operation of Phase One of HS2. At the time of writing this report, a further period of petitioning from 23 March 2016 to 18 April 2016 has been announced, this time to the House of Lords.

Summary

2. Buckinghamshire County Council in partnership with the district and parish councils petitioned on a number of themed issues (including ecology, noise, landscape, flooding, etc.) as well as local issues (including Chilterns Area of Outstanding Natural Beauty and Steeple Calydon, Calvert Green and The Colne Valley). These issues were documented in the Buckinghamshire Blueprint for HS2 which was published in February 2014. The Council has used the Blueprint as the basis for petitioning on the Hybrid Bill as it has progressed through the House of Commons.

Key issues

3. Negotiations and meetings have been ongoing with Buckinghamshire County Council officers and HS2 Ltd staff during the two years since the petition was submitted. While there has been some progress during that time on some matters (such as Public Rights of Way and waste), many remained unresolved until shortly before our appearances were due to present evidence to the Select Committee (in October 2015, January and February 2016).

4. On 12, 13 and 14 October 2015 the Council appeared at the House of Commons Select Committee with six “asks” including landscape and lighting, Rights of Way and mitigation for the severely impacted area of Steeple Claydon, Calvert Green, Chardon and Twyford where HS2 and East West Rail will intersect and an HS2 Infrastructure Maintenance Depot is planned.
5. The Council has subsequently appeared on 20 January 2016 and again on 3 February 2016 and has consequently received a number of Assurances from HS2 Ltd:
 - mitigation for the Steeple Claydon and Calvert areas including
 - £1 million for additional local mitigation and community use,
 - removal of the spoil tip and
 - relocation of rail sidings
 - review the proposed increased car parking provision at the IMD
 - surfaced cycleways
 - HS2 has agreed to assess 71 listed road junctions and construction routes up and down the county where the council has either capacity or safety concerns. Where HS2 construction traffic is assessed to have an impact on those junctions then HS2 Ltd will pay for appropriate mitigation, such as temporary junction widening and improvements to junctions with signals, ahead of the main civil engineering works.
 - A further contribution of £480,000 has been secured for safety measures along the A4010 (Risborough-Aylesbury road) and A4129 (Risborough-Thame road) where these are to be used as a HS2 construction route.
 - The council also expressed concern that the Stoke Mandeville Bypass between the B4443 Lower Road and the A4010 Risborough Road will worsen traffic along the B4443 Lower Road and the Aylesbury Gyratory. HS2 Ltd has now agreed to fund BCC £150,000 toward the cost of the council undertaking transport modelling to establish the design of an extension to the Bypass.
 - HS2 Ltd will contribute the full cost of bridging the Aylesbury to Marylebone railway line.
 - HS2 Ltd has also agreed to fund £470,000 for a walking and cycling route along the realigned A4010 Stoke Mandeville Bypass.
 - The council also asked HS2 Ltd to provide an underpass on the Risborough to Aylesbury line and to secure the Network Rail approvals, which would then allow the council to construct a road, as part of an around Aylesbury network, in the future.
 - BCC also asked for funding towards additional CCTV cameras to link to its Automated Traffic Information System (ATIS) to help monitor and manage congestion in urban areas. HS2 Ltd has agreed to make available funding of £300,000.
 - The council also requested public access to land in south west Aylesbury in order to meet its aspiration of an Aylesbury Linear Park. A financial contribution of £500,000 has been offered by HS2 Ltd.
6. Two major issues dominated the eleventh-hour negotiations and were particularly tough to reach agreement on:
 - The council expressed concern regarding the impacts on Iver village, not only from HS2 but also from other major transport schemes in the area, making even worse the existing Heavy Goods Vehicle congestion. HS2 eventually agreed it would work with the other transport projects and each would make a ‘proportionate contribution’ towards mitigation measures. These would be based on a ‘Transport Appraisal’ to be funded by HS2. The County Council believes that an Iver Relief Road may provide the solution and HS2 Ltd has offered to meet up to £1,420,000 of future potential costs.

- Local communities in Great Missenden and Prestwood expressed their concerns to the council about the proposal to provide a haul road for construction traffic from the Link Road roundabout on the A413. The council asked that an alternative haul road be provided further north. HS2 Ltd has agreed to this, subject to the council securing the necessary consents and that any alternative proposal does not increase the cost, add time or be more environmentally damaging.

Resource implications

7. Transport, Economy, Environment is assessing what resources will be required to take forward the above projects. The HS2 team is also negotiating a Service Level Agreement (SLA) with HS2 Ltd and other route-wide local authorities, which will enable local authorities to reclaim their costs as we move towards the Hybrid bill approvals phase.

Next steps

8. A further petition was submitted to the House of Lords in April. A House of Lords Select Committee has now been appointed and there will hopefully be site visits to Buckinghamshire followed by appearances before the Lords. Presenting evidence for an extended tunnel through the Chilterns AONB is the major request.
9. HS2 Ltd is still planning for Royal Assent of the Bill by the end of 2016. Cabinet will be asked to make a decision in July 2016 on whether it wishes to become a Qualifying Authority, which gives the council certain controls over the works. Construction is still planned to commence from April 2017.
10. Meetings with HS2 Ltd and officers are ongoing to try and resolve issues ahead of the Lords, particularly in relation to highways and traffic.