

BUCKINGHAMSHIRE COUNTY COUNCIL

FURTHER INFORMATION COMPRISING COMMENTS IN RESPECT OF CUMULATIVE IMPACTS, SUBMITTED TO DEADLINE VII

HIGHWAYS ENGLAND'S RESPONSE

1. *Please find attached, the assurance received from HS2 in relation to the cumulative impact of major infrastructure projects within the Iver area of South Bucks District Council (assurance 9). Please note that this has not yet gone through the County Council's governance and is subject to Cabinet Member approval:*
 - i. *The promoter will require the nominated undertaker to seek to engage with:*
 - a) *The Council prior to the construction and during the construction of the Heathrow Express Depot, with a view to further mitigating the impacts of the construction where necessary and reasonably practicable and so far as it does not impact the timely, economic and safe delivery and operation of the Proposed Scheme; and*
 - b) *Where agreed, the promoters of other committed major transport infrastructure projects in the immediate vicinity of Heathrow Express Depot construction site and associated traffic routes to understand the environmental impacts of these projects with a view to those promoters reducing their projects cumulative impacts where reasonably practicable so far as it does not impact the timely, economic and safe delivery and operation of the Proposed Scheme.*
 - ii. *For the avoidance of doubt, paragraph 1(b?) will apply to Western Rail Link to Heathrow, should permission be formally sought for the scheme, and the M4Smart motorways scheme as it is already a committed project.*
 - iii. *The Secretary of State for Transport can confirm that he will write to Network Rail Infrastructure Limited setting out the importance that any Environmental Impact Assessment for WRLtH includes the transport effects of any other relevant existing or committed transport schemes in the area when developing baseline assumptions against which to assess impacts.*
 - iv. *The Secretary of State for Transport will require the nominated undertaker to invite other relevant major project or statutory body representatives to a regular meeting, as appropriate to ensure that traffic impacts of major transport infrastructure projects in Iver are appropriately co-ordinated in the development of the local traffic management plan for Langley. That coordination will include consideration of cumulative effects on transport appraisal, including but not limited to, the case for a relief road.*
2. *Buckinghamshire County Council would like to see a similar obligation imposed as part of the proposed DCO:*

The promoter will require the nominated undertaker to seek to engage with:

- *The Council prior to the construction and during the construction of M4 Smart Motorway Scheme, with a view to mitigating the impacts of construction where necessary and reasonably practicable; and*

- *Where agreed, the promoters of other committed major transport infrastructure projects to understand the environmental impacts of these projects with a view to those promoters reducing their projects cumulative impacts where reasonably practicable*

The Secretary of State for Transport will require the nominated undertaker to invite other relevant major project or statutory body representatives to a regular meeting, as appropriate to ensure that traffic impacts of major transport infrastructure projects in Iver are appropriately co-ordinated in the development of the local traffic management plan for Langley. That co-ordination will include consideration of cumulative effects on transport appraisal, including but not limited to, the case for a relief road.

3. *Please note that Further evidence will be provided on outstanding highway and transportation matters by deadline 7 on Wednesday 17th February.*

Highways England Response

- 3.1 In its response submitted at Deadline V to the Joint Statement submitted to Deadline IV by London Borough of Hillingdon, Slough Borough Council, South Bucks District Council and Buckinghamshire County Council ("BCC") on cumulative assessment, Highways England reported its findings and conclusions drawn from a review of published documentation describing traffic movements associated with the construction of HS2 and the relocation of the HEx depot to Langley. In relation to the main works associated with the construction of HS2, it was noted that there was not considered to be any overlap of routes used by construction traffic with the Scheme. In respect of HEx, it was noted that there was the potential for concurrent construction activities during a short period in 2018.
- 3.2 The activities associated with the construction of the Scheme will be concentrated along the extents of the Scheme and within the approved defined boundaries. The movement of plant, materials and labour between the Scheme and works compounds will be via agreed routes as defined within the Construction Traffic Management Plan. Nonetheless, Highways England acknowledges the concerns of BCC in respect of the potential cumulative effects associated with the possible concurrent construction activities from these major transport infrastructure projects. Highways England has therefore included the following requirements in the Construction Environmental Management Plan to address these concerns:
 - 3.2.1 Paragraph 13.2.4 which requires the formation of a traffic management working group ("TMWG") with which the contractor will consult regarding traffic management issues and agree a resolution procedure for disputes relating to traffic management and other traffic related measures to be implemented during the construction of the Scheme (paragraph 13.2.4); and
 - 3.2.2 Paragraph 13.5.2, which requires the Scheme's contractor to take appropriate actions to "mitigate the effects of the authorised development on traffic in combination with the effects of the concurrent construction of any other major developments, including but not limited to HS2 and HEX."
- 3.3 Accordingly, Highways England believes that the existing provisions in the CEMP already provide and secure the necessary reassurance that BCC requires, and that consequently no such requirement is necessary.