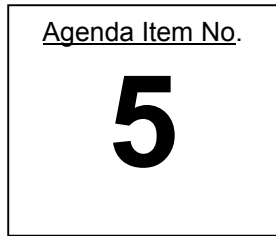


HERTFORDSHIRE COUNTY COUNCIL

**HIGHWAYS CABINET PANEL
9 MAY 2018 AT 2.00PM**



HS2 UPDATE INFORMATION REPORT

Report of the (Chief Officer)

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Executive Member: - Ralph Sangster

Local Member: - Ralph Sangster

1. Purpose of report

1.1 To provide members of the panel with an update on the HS2 scheme at a national and local level in respect to scheme development, local construction and accommodation work and funding.

2. Summary

2.1 This report is intended to provide members with an update on the scheme's progress and implications for Hertfordshire's highway network in the area.

3. Recommendation

3.1 The Panel is asked to note the contents of this report.

4. Background

4.1 Strategic Rail

4.1.1 High Speed 2 (HS2) is a new railway line to carry intercity trains travelling at 225 mph. The first phase of the scheme will link London (Euston) to Birmingham, reducing journey times to 49 minutes. The Hybrid Act to construct this phase gained Royal Assent in February 2017, and it is due to open in 2026.

4.1.2 HS2 services will not directly serve Hertfordshire. However, the transfer of many intercity services from the existing West Coast Main Line will

free-up capacity through stations such as Watford Junction and Hemel Hempstead. This potentially could increase commuting capacity from Hertfordshire stations, and provide more longer-distance trains from Watford Junction.

- 4.1.3 HS2 could therefore be of significant benefit to rail services in Hertfordshire, but continued lobbying will be required to ensure that local interests are met. The pattern of intercity services has not yet been specified, and will be developed by the new West Coast franchise after it has commenced in September 2019. Hertfordshire's aspirations are set out in the Rail Strategy which will be reviewed later this year.
- 4.1.4 Later phases will see HS2 extended to Crewe in 2027, and to Manchester and Leeds in 2033. The latter is significant for Hertfordshire as it will have implications for both the Midland Main Line (through St Albans) and the East Coast Main Line (through Stevenage).

4.2 Highway works in Hertfordshire

- 4.2.1 Since receiving Royal Assent HS2 Ltd has appointed three joint ventures as Main Works Civils Contractors route wide. Construction plans are now starting to be seen by Local Authorities. Enabling works prior to main works are being carried out route wide.
- 4.2.2 Although Hertfordshire only has 1.9km of track, it is the location of the northern launch to the Colne Valley Viaduct, and the location of the Chiltern Tunnel South Portal. The viaduct will be one of the longest in the UK once constructed, and the tunnel is 19.6km long. The construction compounds required to support the construction of both viaduct and tunnel will be one of the largest along the route.
- 4.2.3 Main works are due to start in January 2019. The compounds, located south of Chalfont Lane, will start to be mobilised around October/November 2018, with tunnelling commencing later in 2019.
- 4.2.4 In Hertfordshire, the enabling works currently underway are the construction of slip roads onto the M25 between junctions 16 and 17. They are to serve the main contractor's compound to ensure that Heavy Goods Vehicle (HGV) traffic associated with the work on the Hertfordshire network is minimised. A number of ground investigations have been carried out along with archaeological works.
- 4.2.5 Chalfont Lane has been closed to allow widening to support the construction activities associated with the tunnelling since November 2017, and is due to be closed until the completion of the tunnelling works (6 to 10 years). It will be fully reopened to the public and will remain wider than prior to the works.

- 4.2.6 Tilehouse Lane will also be closed during construction, and reopened with a new alignment and bridge over the new railway post construction.
- 4.2.7 There are ongoing discussions with HS2 regarding the temporary link road and impacts upon Hornhill Road. At this time the temporary link road consent is being considered by the Hertfordshire County Council Highways Development Management team for consideration.
- 4.2.8 HS2 is asking Hertfordshire County Council to maintain the new link road at public expense, officers' advice to date has been to resist this 'adoption'.
- 4.2.9 There are minor works planned for Hornhill Road (tie-in at junction of new link road) and the A412 Denham Way (roundabout island re-alignment/signage) to facilitate the main works compound. These will be completed with overnight closures or temporary traffic lights between 9.30am and 4pm, between May and November 2018.
- 4.2.10 Hertfordshire County Council have received communication from residents within the locality, reporting noticeable increase of vehicular traffic in the vicinity. Hertfordshire County Council Highways have undertaken surveys of the network which are anticipated to be impacted by the construction. HS2 have sought consent for a number of temporary closures of parts of the network.
- 4.2.11 The Main Works Civil Engineering Contractors for HS2, Align, are attending the Environment, Planning & Transport (EPT) Cabinet Panel on Friday 11 May 2018 at 10am. Align will be presenting an informal update on the scheme and, in consultation with the Executive Members for EPT and Highways, the Members of the Highways Cabinet Panel have been invited to attend for this presentation. The presentation will take approximately 45 minutes and will be held in the Council Chamber and; it can be viewed at:
[Environment, Planning & Transport cabinet panel - 11 May 2018](#)

4.3 Funding and Bidding

- 4.3.1 HS2 Road Safety Fund - Hertfordshire County Council has been allocated £1,165,000 from the HS2 Road Safety Fund, which will be available until 2026. Recipient local authorities are able to determine what their road safety priorities are and how they wish to spend the money, although the Department for Transport (DfT) has reiterated that funds are expected to leave a legacy of road safety improvement along the Phase One line of route, and has also encouraged consideration of spending on cycle infrastructure improvements.
- 4.3.2 The HS2 Planning Forum, Highways Subgroup made up of representatives from HS2 Ltd, DfT, Highways England, Transport for

London (TfL) and local highways authorities agreed in January a set of statements about the funding and how the funds should be used.

These include:

- i. HS2 Road Safety Funding will be used to make improvements in places along the line of route – for instance to support traffic calming; better pedestrian crossings; or safer junctions for cyclists, pedestrians and drivers.
- ii. The funding will mean a legacy of road and cycle safety improvements for people who live and work along the HS2 route between London and the West Midlands
- iii. Authorities must ensure that the new funding leaves a positive and lasting local legacy of improved road safety for communities and areas adversely affected by HS2 Phase One traffic once HS2 is complete.

4.3.3 It is proposed that a small panel of county council officers, the local county councillor and Executive Member should agree which projects will benefit from the funding. Applications must be made to the DfT to draw down funds for each scheme.

A number of projects have been proposed so far:

- i. Zebra crossing on Hornhill Road – in the Safer Routes to School Programme for 2018/19.
- ii. Junction improvements at the junction of Chalfont Road and the A412 Denham Way to benefit all road users including pedestrians and cyclists. Project in the Integrated Transport Programme for design in 2018/19.

4.3.4 Community and Environment Fund (CEF) and Business and Local Economy Fund (BLEF) - Two funding programmes have been established by Government in recognition of the disruptive impact of the HS2 Phase One construction on local communities and businesses: the CEF and the BLEF. These £40m funds are available for bids from local, not-for-profit organisations and charities (not Local Authorities). Details of these funds can be found online.

4.3.5 Members may consider reminding local not-for-profit groups that these HS2 funding opportunities are available for bids.

4.3.6 There is also a Woodland Fund of £5m.

4.3.7 Colne Valley Panel fund and Additional Mitigation Plan - The Colne Valley Panel has produced an additional mitigation plan and has been allocated £3 million to implement it, additional to any mitigation agreed

as part of the Hybrid Bill. Interested parties from across the Colne Valley Regional Park are represented on the Colne Valley Panel, including Hertfordshire County Council and Three Rivers District Council. The 'Additional Mitigation Plan' includes some cycle and pedestrian accessibility schemes. The Colne Valley Panel fund can be used to match fund other projects.

- 4.3.8 HS2 Cycleway - There has been a campaign to create a HS2 National Cycleway, to benefit communities along the line of route. A Feasibility Report for the HS2 National Cycleway was produced in 2016, funded by government. DfT has made clear that it is not part of the HS2 project itself and the department is not currently proposing to fund any of the routes. However DfT has encouraged local authorities to investigate funding any plans that they support, which may include use of allocated HS2 Road Safety Funding or bids to the CEF and BLEF.
- 4.3.9 The HS2 Cycleway Feasibility study looked at a 3 mile wide corridor along the HS2 alignment. As the HS2 line itself avoids settlements, the proposed cycle route looks to link settlements within the corridor to assist local journeys as well as provide a potential long distance route. The section B17 Waddesden-Uxbridge is nearest to but doesn't enter Hertfordshire.

5. Financial Implications

- 5.1 There are limited financial implications on Hertfordshire County Council at this stage. The principle of recharging for Hertfordshire County Council staff time directly in relation to the HS2 scheme is being agreed with HS2 Ltd.

6. Equality Implications

- 6.1 When considering proposals placed before Members it is important that they are fully aware of, and have themselves rigorously considered the equalities implications of the decision that they are taking.
- 6.2 Rigorous consideration will ensure the proper appreciation of any potential impact of that decision on the County Council's statutory obligations under the Public Sector Equality Duty. As a minimum this requires decision makers to read and carefully consider the content of any Equalities Impact Assessment (EqIA) produced by officers.
- 6.3 The Equality Act 2010 requires the Council when exercising its functions to have due regard to the need to:
- (a) eliminate discrimination, harassment, victimisation and other conduct prohibited under the Act;

(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and

(c) foster good relations between persons who share a relevant, protected characteristic and persons who do not share it.

The protected characteristics under the Equality Act 2010 are age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion and belief, sex and sexual orientation.

- 6.4 There are no Equalities implications to Hertfordshire County Council at present and HS2 as the scheme promotor will be taking these requirements in to account in the development and delivery stages of the scheme.

Background information:

[HS2 Road Safety Fund](#)

[HS2 Community & Environment Fund and Business & Local Economy Fund](#)

[Woodland Fund](#)