

HS2 Planning Forum Highways Sub-group

Meeting #27
10 January 2018

Introductions

Chair

10 January 2018

Review of notes and actions from last meeting

Chair

10 January 2018



Department
for Transport

HS2: Road Safety Fund update

For Highways Sub Group



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Background

- ▶ **2016** - Select Committee report and Government response announcing £30m fund
- ▶ **July 2017** - discussion at highways sub-group to Planning Forum
- ▶ **July – August 2017** - subsequent informal consultation
- ▶ **September-October 2017** – consideration of feedback & Ministerial decision
- ▶ **24 November 2017** – announcement of allocations



Decisions announced November 2017 (1)

Ministers decided that:

- ▶ Pre-set allocations would be used, rather than a bidding process;
- ▶ These would be based on estimated construction traffic in each area
(more precisely, total HGV traffic travelling on the road network to and from construction compounds in each highway authority area throughout the construction phase, based on the Environmental Statement and the Additional Provisions);
- ▶ The initial proposal to exclude urban authorities was dropped, though a *de minimus* threshold would exclude those with very low levels of traffic
(Result was that the majority of allocations were between about £1m and £3m).



Decisions announced November 2017 (2)

Ministers decided that:

- ▶ Local authorities would be free to determine their own priorities, provided they met the overall aims of the fund;
- ▶ Whilst keen to encourage certain things (e.g. cycling schemes, safety risk assessments) they would not be prescriptive;
- ▶ Funds would be available until 2026 - flexibility to allow for the ongoing development of HS2's plans, and to best serve the desire to leave a legacy;
- ▶ HS2 Ltd would administer the funds on DfT's behalf (rather than a Government grant).



Response to some other points made during informal consultation:

- ▶ An appropriate proportion of the fund may be used to determine potential schemes and cover the reasonable costs of scheme design, preparation, traffic orders, etc;
- ▶ Authorities should consider cross-boundary co-operation (and with TfL / TfWM as appropriate);
- ▶ May be used to fund schemes identified in the National Cycleway Feasibility Reports;
- ▶ May be used to make temporary works implemented by HS2 during the construction period permanent, using Highways Authority's own powers;
- ▶ Capital vs Revenue - no firm stipulation that must be used for either capital or revenue purposes (though we expect the aims of the Fund are more likely to be achieved by capital rather than revenue spend).



Department
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Overall aims of Fund – a legacy of road safety improvement

House of Commons Select Committee report:

“Such schemes might include **improvements not just for motor vehicle users but for cyclists, horse riders and walkers, as well as better provision for the young, old or disabled.** In any event, we would like HS2 to leave a **legacy of improved road traffic risk identification and safety improvement along the route.**”

Subsequent Government statements about the purpose of the Fund:

- ▶ *...can be used for traffic calming measures, safer pedestrian crossings or safer junctions for cyclists, pedestrians and drivers.*



Next steps

1. Authorities should develop a programme of potential schemes (including what proportion of funding should be held back until the actual impacts of construction traffic are fully understood).
2. Ensure that Members are aware of the limitations of the fund, e.g.:
 - The **essential criterion** is to “leave a legacy of road safety improvements”.
(Therefore, not temporary works unless they are amended post-construction to leave a permanent legacy; physical works, not traffic control systems unless demonstrated to have a road safety legacy.)
 - “**Along the line of route**” means the communities affected by HS2 construction traffic - not a strict boundary, so along lorry routes or other roads used by construction traffic would be acceptable.
 - These are **one-off payments**. No commuted maintenance is included. Any overspend within any one scheme must be met within the total funding allocation.
3. Raise any further clarification questions about the operation of the Fund with HS2 Ltd.

Submissions : Step 1

Governance arrangements to be confirmed – board paper

Step 1 : Highway Authority prepared their submission.

“Light touch proforma” – only one page, but provide sufficient information particularly on meeting the aims of the road safety fund.

HS2 will administer the funding and make payments.

Send to: Peter.Tomlin@HS2.org.uk but the budget holder will be “arms length”.

1st proforma issued can be for funding the development of the RSF programme – assume up to 5% of the total allocation but can be more if justified.

Submissions : Step 2

Step 2: HS2 panel review

- is the proposed funding (together with their other schemes) within their allocated budget;
- does the scheme meet with the overall objectives of the funding; and
- does it conflict with the delivery of HS2 in terms of timing or the proposal for the scheme.

A decision is made at that time to accept, reject or seek further information.

Submissions : Step 3 (if required)

Step 3 (optional) Final review

If the internal panel review considers that the scheme does not meet the objectives (or that the delivery conflicts with HS2) then it would be referred to the DfT/HS2 U&A Compliance Committee for decision.

Meets 4 weekly, so a final decision is likely within around 6-8 weeks. Again, option may be to seek further justification or agree timing.

Submissions : Step 4

Step 4 Funding and Governance

Subject to any alternative proposed, the funding would be released as follows: 20% on decision to fund, 40% on start of scheme delivery and 40% on completion.

If the funding were to upgrade something under Highway Authority powers being implemented on a temporary basis by HS2 would be an internal transfer within HS2.

The highway authority writes to HS2 to confirm that the start and completion milestones have been met to enable release of the scheme funding.

Payments

HS2 will need details of local authority as the supplier – bank details and reference to set up accounts.

Purchase orders raised to the limit for each authority.

Submission proforma

Name of Scheme:

Location of scheme:

Scope of scheme:

How does it meet the objectives for the Road Safety Fund?

Are there any dependences on scheme delivery – within the highway authority
– other external dependencies, including HS2 works or sources of additional funding required

List of key milestones and planned dates (design, approvals, start on site, completion)?

Spend profile

Year	value	of which RSF
201X	£	%

Signature to provide assurance to HS2 Ltd that the proposed expenditure represents an appropriate use of public money (i.e. in accordance with your normal internal governance processes)

Update on the National Cycleway Feasibility Study

HS2 cycle route studies

Hudson Taivo

10 January 2018

HS2 Cycle Route Studies

Recap

- HS2 Ltd gave an initial update on the National Cycleway Feasibility Study report at the September 2017 Highway Subgroup meeting (Meeting No. 25)
- Since then, the Department for Transport (DfT) has written to all highway authorities affected by the HS2 route on its plans regarding the National Cycleway Study report and the associated technical notes
- The report and notes were subsequently shared with all the authorities who requested them (the reports were sent by email to the Head of Transport Directorates or equivalent – contact names available on request)
- Three key points from the DfT communications worth noting
 - The DfT does not have any plans to implement or fund the routes from the Study
 - HS2 Ltd is not funded to implement any of the schemes in the report
 - DfT encouraged local authorities interested in implementing some of these schemes to look for alternative sources of funding

HS2 Cycle Route Studies

January 2018 update

- As noted in the September 2017 update, HS2 Ltd will use the Study Report and technical notes (the so-called Grimshaw design notes) as a technical resource to identify schemes that it (HS2 Ltd) could implement within its own budget as part of scheme development.
 - This may include cycleproofing highways or bridges where appropriate
- There are also a number of Parliamentary Assurances given by the Secretary of State to Cyclists' Touring Group (now Cycling UK) on general cycleway provision along the Phase One route.
 - HS2 Ltd will thus use the Study reports as reference documents for some options for fulfilling these assurances
 - However, please note that the assurances can be fulfilled in other ways (e.g. using contractor's alternative designs)
 - The Grimshaw reports are not themselves a result of any parliamentary assurance. The original study was commissioned by DfT independent of HS2. However they are a good source of information and HS2 Ltd will use them as such.

HS2 Cycle Route Studies

January 2018 update – continued

- In November 2017 the DfT announced the availability of a Road Safety Fund (RSF) of up to £30 million which will be used to “*support road safety schemes in local authority areas along the Phase One line of route.*”
- DfT suggested that some of this fund could be used to fund cycling projects within the local authority areas. “*Local authorities will be aware that a cycle feasibility study has been undertaken which looked at the potential for new and improved cycle routes within a corridor of the HS2 route. (The authorities) might wish to consider whether to use the fund to support any of the projects identified as part of that work*” – DfT, November 2017.
- HS2 Ltd is still working through the Study reports and will be discussing with its contractors. Opportunities for financial contribution including using part of the RSF will be discussed with the concerned highway authorities as part of scheme and detailed design development.
 - Refer to previous item /slides for funding allocation criteria etc.
- Design/construction programmes currently being developed by HS2 Ltd’s contractors and will be shared with highway authorities in due course

Feedback

Peter Tomlin

10 January 2018

Feedback

- Indicative lorry route submission
- Requests for additional highway condition surveys
- Form for notification for vehicle removals

Indicative lorry route submission

- List of routes for approval
- Lorry route written statement
- ROMIS plan (for MWCC applications)
- Submission letter

Indicative lorry route submission

Indicative Process

LTMP
Routes, Flows (as per the ES), High level TM Programme

HS2 review against EMRs
For Consultation via Local TLG meetings
Potential revisions/updates

ROMIS (MWCC)
Contractor identifies proposed measures along routes for accessibility and at worksites accesses
Status of relevant U&As – route-wide or site specific (e.g. capacity and safety assurances)

For Pre-app consultation

Planning application submission (Sch 17)
Routes for approval
Cover letter, Written Statement, ROMIS

Schedule 4 submissions (consult or consent)
Direction signing to worksites
Works to form or improve accesses
Works for accessibility

Contractor designs measures for submission
Consultation via Local TLG meetings

Requests for additional highway condition surveys

Authority	Request accepted
Northamptonshire	2 sections on the A361
Warwickshire	A road approaches to B or other lower class roads. 150m and <i>up to</i> 300m.
Hertfordshire	Section of Tilehouse Lane
Highways England	Coleshill Heath Lane, between the A446 N of M6J4 to the A452
Oxfordshire	A361 Waddington

Notification for vehicle removals

“We’re not sure what we are meant to do with this form?”

Schedule 25, para 14 (Removal of Vehicles):

(5) Before exercising the power under sub-paragraph (1), an authorised person must give notice to —

- (a) the local authority (as defined by section 100(5) of RTRA 1984) in whose area the vehicle is situated, and
- (b) the chief officer of the police force in whose area the vehicle is situated.

Lorry route approvals

HS2/All

10 January 2018

Technical standards, guidance notes and consent / approval forms

HS2 Limited

Technical standards

Richard Adam

10 January 2018

New / updated technical standards (1)

Document updated as advised at meeting #26 (08/11/2017):

- **Roads** (version Po4)
 - To be circulated for review / comment

Documents being updated as advised at meeting #26:

- **Public Rights of Way** (version Po4)
- **Highway and Access Drainage** (version Po4)
- **Temporary Works** (version Po4)
- **Retaining Structures** (version Po5)
 - To be circulated for review / comment when ready

New / updated technical standards (2)

Other document updated:

- **Bridge Design Basis** (version Po6)
- 'Rail impact actions' (derailment) section revised
 - To be circulated for review / comment

Guidance notes

Richard Adam

10 January 2018

New / updated guidance notes (1)

Documents being updated as advised at meeting #26:

- [Application of NRSWA to HS2](#) (version P02)
- [Technical Approval of Highway Structures](#) (version P02)
 - To be circulated for review / comment when ready

Documents being updated following comments received since then:

- [Altering the Public Rights of Way Network](#) (version P02)
- [Highway Earthworks Approvals / Certification](#) (version P02)
 - To be circulated for review / comment when ready

New / updated guidance notes (2)

Documents to be updated following receipt of comments:

- **Technical Approval of Temporary Works with Highways Interface** (version P02)
- **Bridge Maintenance Demarcation Lines** (version P03)
 - To be circulated for review / comment when ready

Documents being updated for Phase 2a hybrid Bill / information papers

- **Highway-related Departures** (version P03)
- **Road Safety Audits** (version P03)
 - To be circulated for review / comment when ready

New / updated guidance notes (3)

Existing document with no known changes at this stage:

- **Highway Boundary Considerations** (version P02)

New document in preparation:

- **Stopping-up of Highways** (version P01)
 - To be circulated for review / comment when ready

New document yet to be drafted:

- **Handover Packages for Highway Authorities** (version P01)
 - To be circulated for review / comment when ready

Consent / approval forms

Richard Adam

10 January 2018

Consent / approval forms (1)

- Form HW₁ – Approval of Roads
 - Updated version Po₃ on HS₂ review (minor wording alterations)
- Form HW₂ – Approval of Bridges
 - Issued for use at version Po₁
- Form HW₃ – Permanent Stopping Up
 - Issued for use at version Po₁
- Form HW₄ – Notice for Permanent Access
 - Updated version Po₂ on HS₂ review (to address comments received)
- Form HW₅ – Consent for Permanent Access
 - Updated version Po₂ on HS₂ review (to address comments received)

Consent / approval forms (2)

- Form HW6 – Application for F/P and B/W (*ministerial approval*)
 - To be prepared (*if required*)
- Form HW7 – Permanent Obstruction
 - To be prepared (*if required*)
- Form HW8 – Reasonable Satisfaction Certificate
 - Draft version Po1 on HS2 review
- Form HW9 – Date of Completion Certificate
 - Draft version Po1 on HS2 review
- Form HW10 – Approval of Tunnels $\leq 8\text{m}$
 - Updated version Po2 on HS2 review (to address comments received)

Consent / approval forms (3)

- Form HW₁₁ – Consent for Tunnels ≤ 2m
 - Updated version Po2 on HS2 review (to address comments received)
- Form HW₁₂ – Property of Highway Authority
 - Need being considered
- Form HW₁₃ – Soil Deposition, Storage of Plant, etc.
 - Need being considered

Feedback from Local TLGs

Highway authorities

10 January 2018

Forward plan

All

10 January 2018

AOB

All

10 January 2018