

HS2 Planning Forum Highways Sub-group

Meeting #27 10 January 2018



Introductions

Chair 10 January 2018

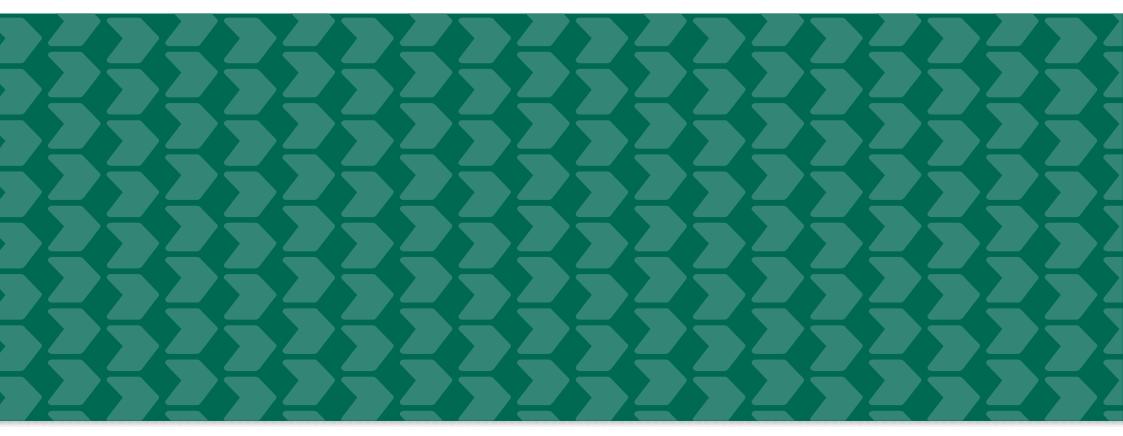


Review of notes and actions from last meeting

Chair 10 January 2018



HS2: Road Safety Fund update For Highways Sub Group



Moving Britain Ahead

October 18



Contents

- 1. Background on the Road Safety Fund (*DfT*)
- 2. November '17 decisions (& how they related to consultation feedback) (DfT)
- 3. Government's response to other points raised in consultation (DfT)
- 4. Overall aims of Fund (*DfT*)
- 5. Next steps (HS2)
- 6. Submissions (HS2)
- 7. Payments (HS2)



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).



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."

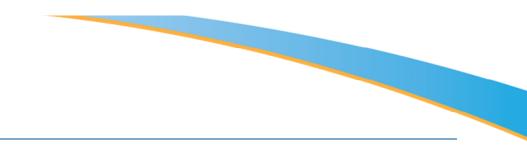
Subsequent Government statements about the purpose of the Fund:

 ...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

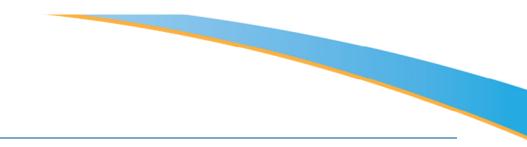
Step 1 : Highway Authority prepared their submission.

"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: <u>Peter.Tomlin@HS2.org.uk</u> 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.





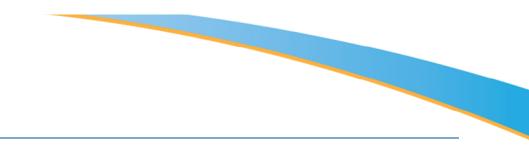
Submissions : Step 3 (if required)

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.

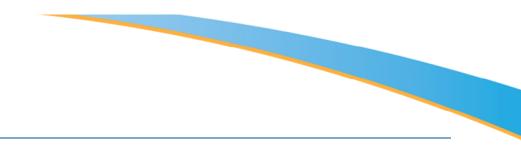
The highway authority writes to HS₂ to confirm that the start and completion milestones have been met to enable release of the scheme funding.

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 <u>DfT does not have any plans to implement or fund</u> 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 socalled 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

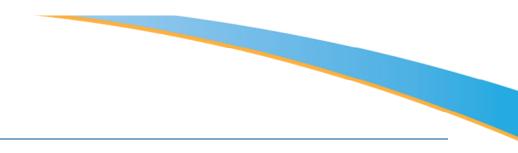
- In November 2017 the DfT announced the availability of a Road Safety Fund (RSF) of up to £30 million which will be used to "support road safety schemes in local authority areas along the Phase One line of route."
- DfT suggested that some of this fund could be used to fund cycling projects within the 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

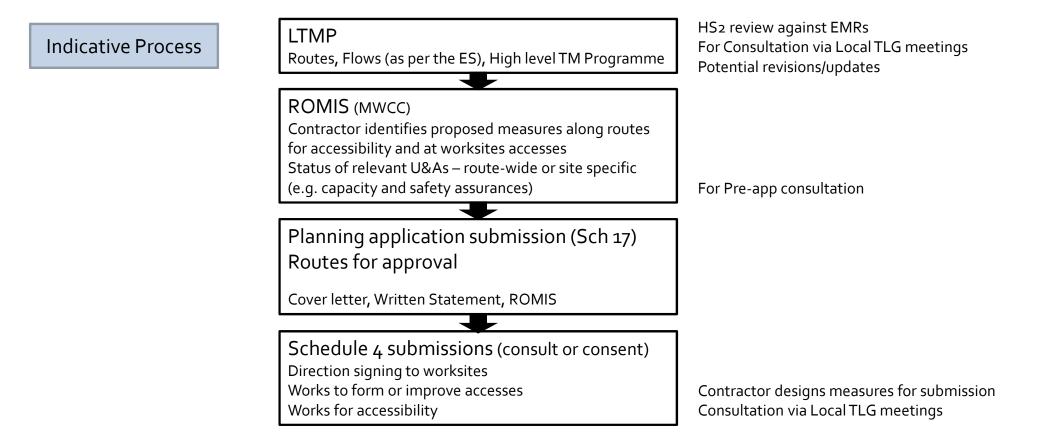


Indicative lorry route submission

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



Indicative lorry route submission





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 Wardington	





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







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 Po₂)
- Technical Approval of Highway Structures (version Po2)
 - To be circulated for review / comment when ready

Documents being updated following comments received since then:

- Altering the Public Rights of Way Network (version Po2)
- Highway Earthworks Approvals / Certification (version Po2)
 - 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 Po₂)
- Bridge Maintenance Demarcation Lines (version Po₃)
 - To be circulated for review / comment when ready

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

- Highway-related Departures (version Po₃)
- Road Safety Audits (version Po₃)
 - 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 Po2)

New document in preparation:

- Stopping-up of Highways (version Po1)
 - To be circulated for review / comment when ready

New document yet to be drafted:

- Handover Packages for Highway Authorities (version Po1)
 - 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 $\leq 8m$
 - Updated version Po2 on HS2 review (to address comments received)



Consent / approval forms (3)

- Form HW_{11} Consent for Tunnels $\leq 2m$
 - 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

