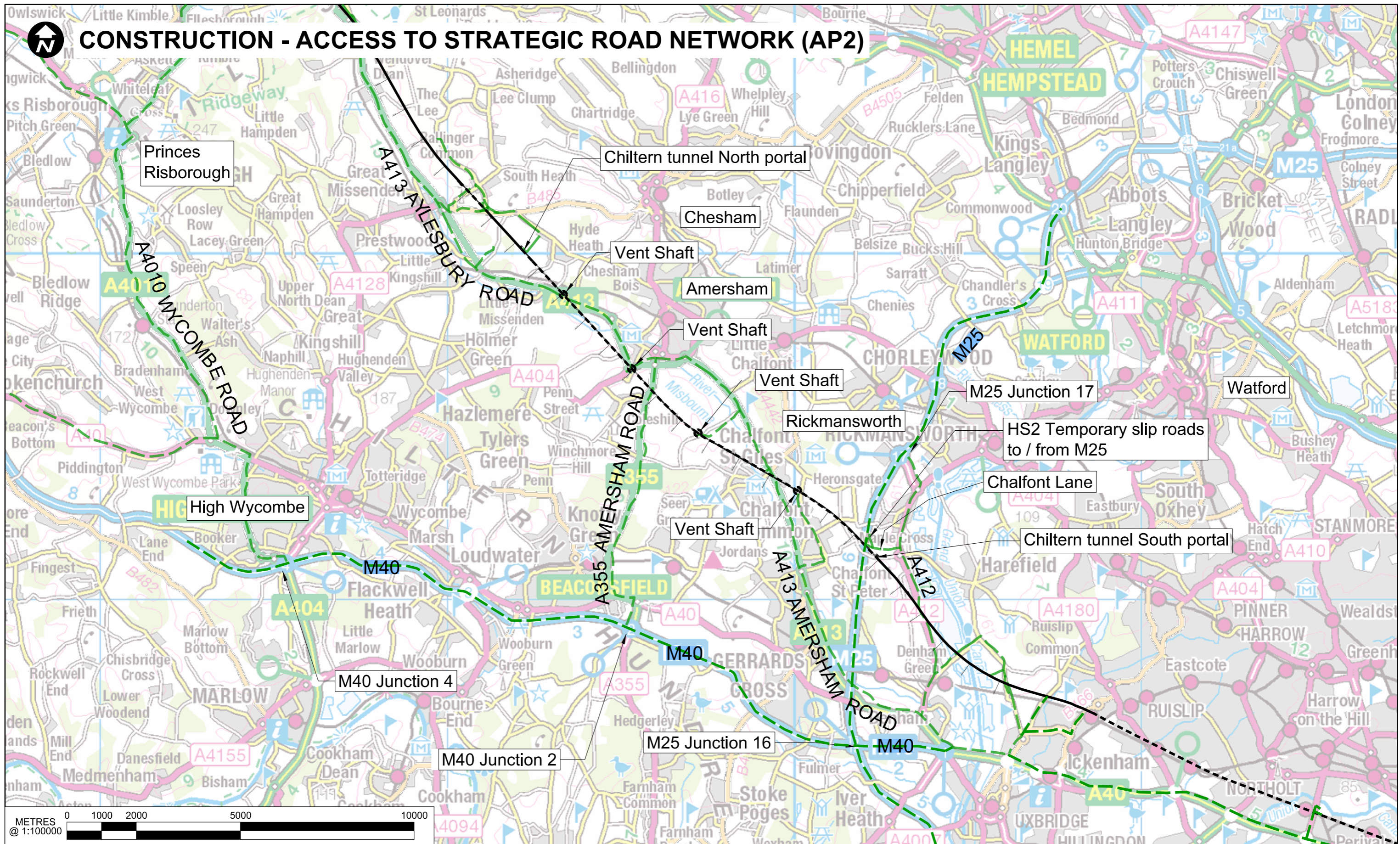


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# CONSTRUCTION - ACCESS TO STRATEGIC ROAD NETWORK (AP2)



P00.1				

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Legends/Notes:

- Rail alignment (tunnel section)
- Vent Shaft
- Rail alignment (open section)
- - - - - Construction traffic route

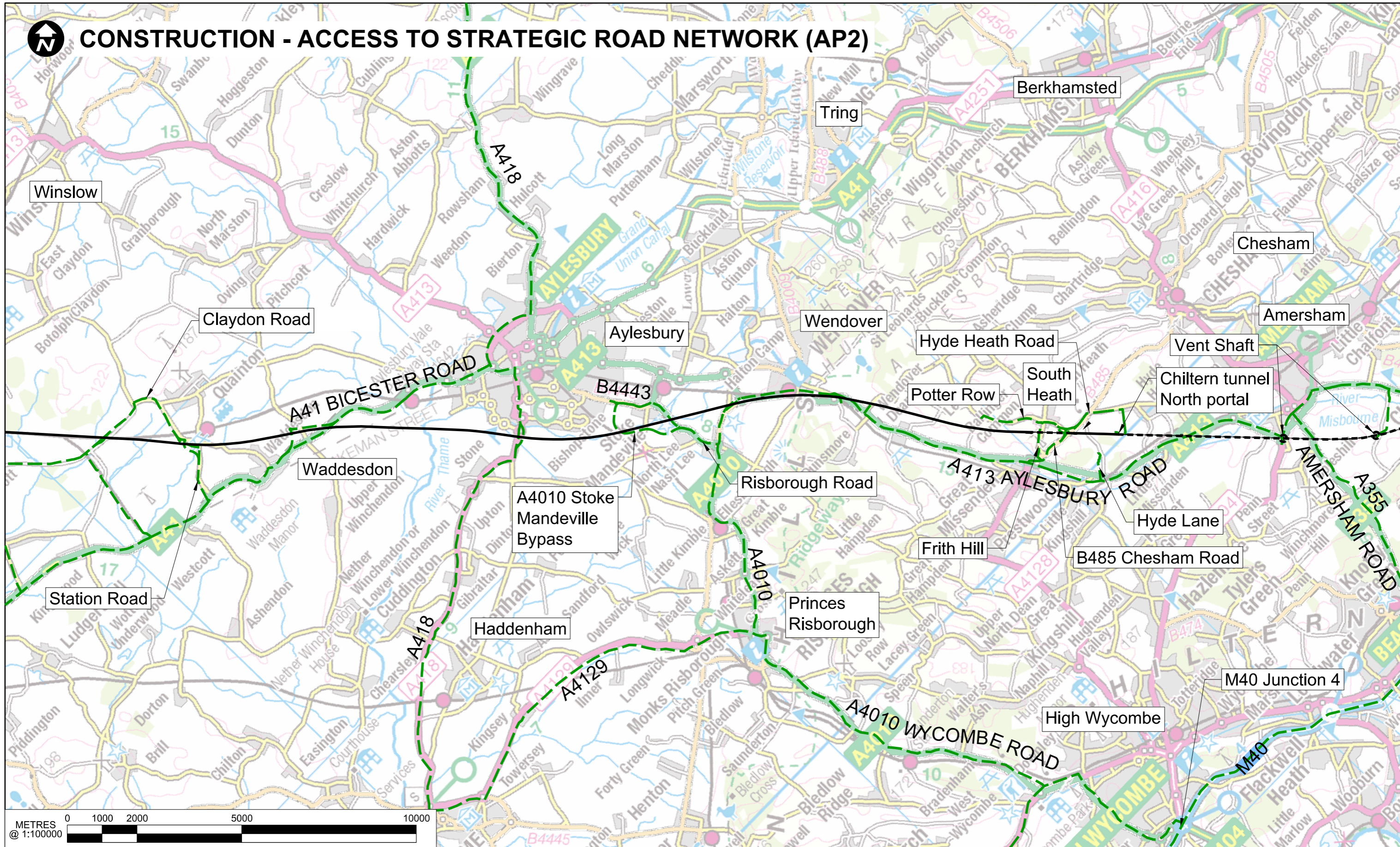
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 London, E14 5AB

Creator/Originator  
 Atkins

Zone	Country South		
Design Stage	DESIGN-FOR-PETITION		
Drawing Title	Colne Valley/The Chalfonts & Amersham		
	Access to Strategic Road Network		
	(AP2)		

Project/Contract		Country South Design	
Discipline/Function		Construction and Logistics	
Drawn	Checked	Approved	
TB			
Date	Scale	Size	
20/05/2015	AS SHOWN	A1	
Drawing No.			Rev.
C222-ATK-CL-DPL-020-315170-PET000000			P00.1

**CONSTRUCTION - ACCESS TO STRATEGIC ROAD NETWORK (AP2)**



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- Rail alignment (open section)
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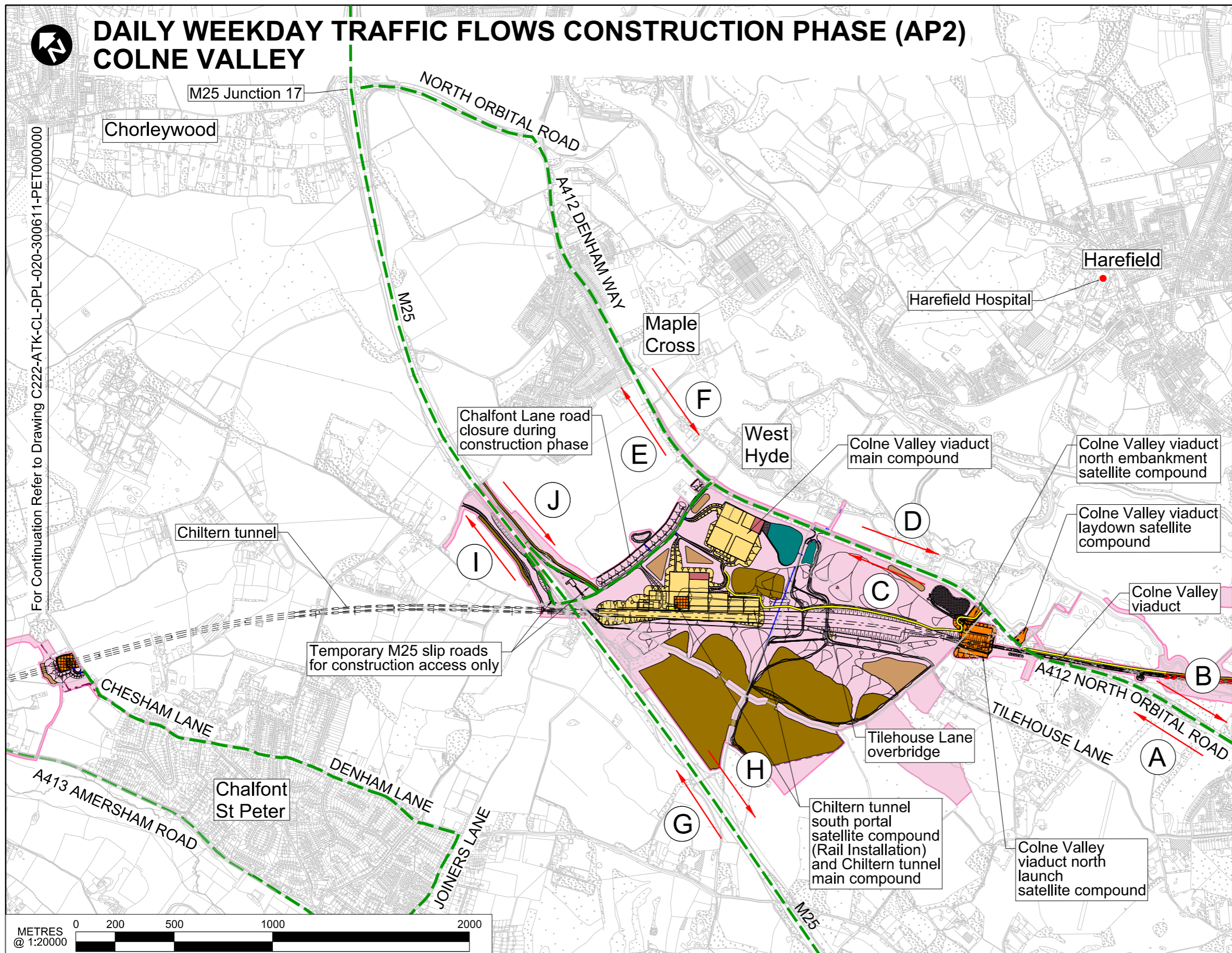
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Zone	Country South	
Design Stage	DESIGN-FOR-PETITION	
Drawing Title	Wendover/Aylesbury/Waddesdon Access to Strategic Road Network (AP2)	

Project/Contract	Country South Design		
Discipline/Function	Construction and Logistics		
Drawn	Checked	Approved	
JM			
Date	Scale	Size	
18/08/2015	AS SHOWN	A3	
Drawing No.	Rev.		
C222-ATK-CL-DPL-020-315171-PET000000	P00.1		



# DAILY WEEKDAY TRAFFIC FLOWS CONSTRUCTION PHASE (AP2) COLNE VALLEY



A412 Denham Way / North Orbital Road (south of satellite compounds)					
A	Northbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	4285	415	4701	10%
	HGVs	108	29	138	27%

A412 Denham Way / North Orbital Road (south of satellite compounds)					
B	Southbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	5146	620	5766	12%
	HGVs	131	32	163	25%

A412 Denham Way / North Orbital Road (north of satellite compounds)					
C	Northbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	4285	275	4560	6%
	HGVs	108	29	138	27%

A412 Denham Way / North Orbital Road (north of satellite compounds)					
D	Southbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	5146	480	5626	9%
	HGVs	131	32	163	25%

A412 Denham Way / North orbital Road					
E	Northbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	5924	142	6067	2%
	HGVs	219	28	247	13%

A412 Denham Way / North orbital Road					
F	Southbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	5348	142	5491	3%
	HGVs	290	28	318	10%

M25 J17 to J16 (south of temp slip roads)					
G	Northbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	57120	0	57120	0%
	HGVs	7384	472	7856	6%

M25 J16 to J17 (south of temp slip roads)					
H	Southbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	52556	0	52556	0%
	HGVs	5671	472	6143	8%

M25 temp slip roads					
I	Northbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	0	0	0	N/A
	HGVs	0	527	527	N/A

M25 temp slip roads					
J	Southbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	0	0	0	N/A
	HGVs	0	527	527	N/A

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**Legends/Notes:**

- Satellite construction compound
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- Tunnel portal
- Rail alignment formation
- Tunnels external extent
- Rail alignment
- Engineering earthworks
- Landscape earthworks
- Land potentially required during construction
- Temporary site access route / haul route
- Construction traffic route
- Temporary material stockpile

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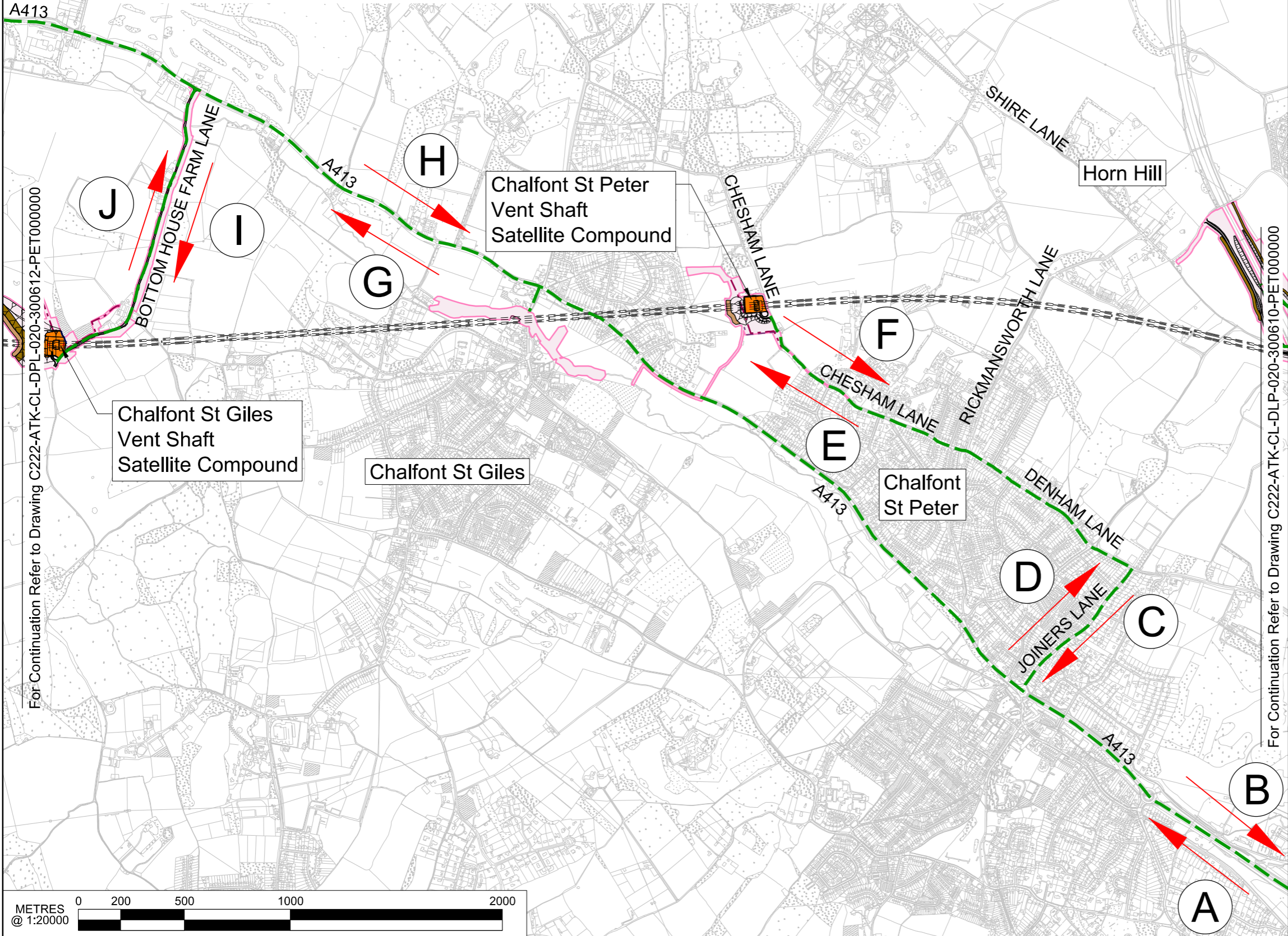
Creator/Originator  
Atkins

Zone	Country South
Design Stage	DESIGN-FOR-PETITION
Drawing Title	Colne Valley Daily Weekday Traffic Flows Construction Phase (AP2) (sheet 1 of 4)

Project/Contract	Country South Design		
Discipline/Function	Construction and Logistics		
Drawn	Checked	Approved	
JM			
Date	Scale	Size	
19/02/2015	AS SHOWN	A3	
Drawing No.	Rev.		
C222-ATK-CL-DPL-020-300610-PET000000	P00.1		



# DAILY WEEKDAY TRAFFIC FLOWS CONSTRUCTION PHASE (AP2) THE CHALFONTS AND AMERSHAM



For Continuation Refer to Drawing C222-ATK-CL-DPL-020-300612-PET000000

For Continuation Refer to Drawing C222-ATK-CL-DPL-020-300610-PET000000

A413 south of Joiners Lane					
A	Northbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	7625	31	7656	0%
	HGVs	109	19	128	17%

A413 south of Joiners Lane					
B	Southbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	3434	31	3465	1%
	HGVs	401	19	419	5%

Joiners Lane					
C	Westbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	2493	8	2501	0%
	HGVs	14	12	25	84%

Joiners Lane					
D	Eastbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	2392	8	2400	0%
	HGVs	11	12	22	106%

Chesham Lane					
E	Northbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	1029	52	1081	5%
	HGVs	7	12	18	176%

Chesham Lane					
F	Southbound	2021 12hr weekday	HS2	2021 12hr flow plus HS2	% increase
	Cars & LGVs	845	52	897	6%
	HGVs	7	12	19	162%

A413 Amersham Rd (between Chalfont St Giles and Bottom House Farm Lane)					
G	Northbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	7226	52	7278	1%
	HGVs	70	22	92	31%

A413 Amersham Rd (between Chalfont St Giles and Bottom House Farm Lane)					
H	Southbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	7052	52	7104	1%
	HGVs	74	22	96	29%

Bottom House Farm Lane					
J	Eastbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	15	57	72	380%
	HGVs	0	22	22	Inf

Bottom House Farm Lane					
I	Westbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	14	57	71	400%
	HGVs	1	22	23	2041%



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Legends/Notes:	
	Satellite construction compound
	Main construction compound
	Tunnel portal
	Rail alignment formation
	Tunnels external extent
	Rail alignment
	Engineering earthworks
	Landscape earthworks
	Land potentially required during construction
	Temporary site access route / haul route
	Construction traffic route
	Existing public right of way (PRoW)
	Temporary material stockpile



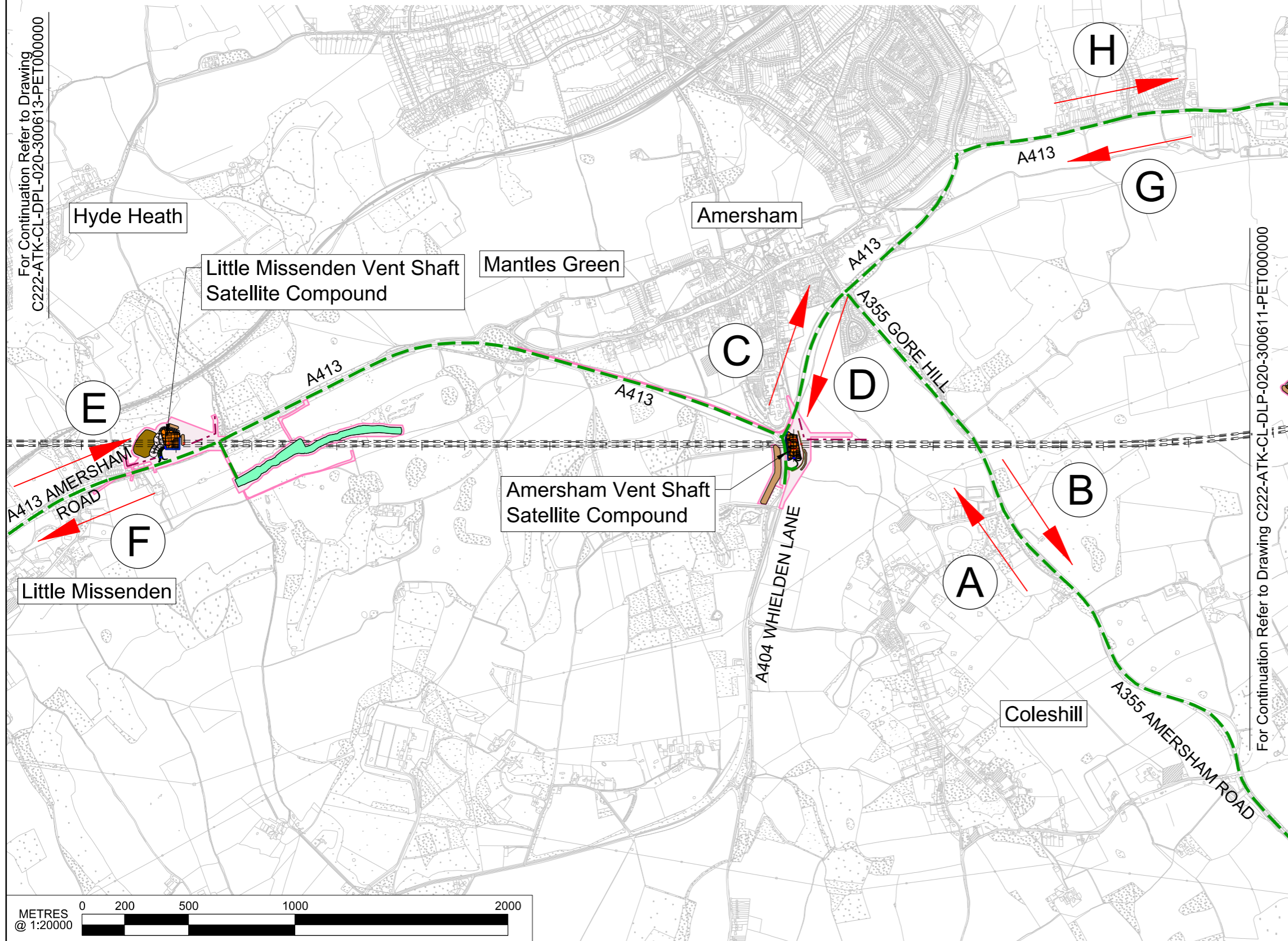
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Atkins

Zone	Country South		Project/Contract	Country South Design	
Design Stage	DESIGN-FOR-PETITION		Discipline/Function	Construction and Logistics	
Drawing Title	The Chalfonts and Amersham Daily Weekday Traffic Flows Construction Phase (AP2) (Sheet 2 of 4)		Drawn	Checked	Approved
			JM		
	Date	Scale	Size		
	26/06/2015	AS SHOWN	A3		
	Drawing No.	C222-ATK-CL-DPL-020-300611-PET000000		Rev.	P00.1

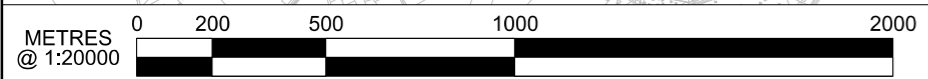
# DAILY WEEKDAY TRAFFIC FLOWS CONSTRUCTION PHASE (AP2) THE CHALFONTS AND AMERSHAM

For Continuation Refer to Drawing C222-ATK-CL-DPL-020-300613-PET000000



For Continuation Refer to Drawing C222-ATK-CL-DLP-020-300611-PET000000


A355 Gore Hill / Amersham Road					
A	Northbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	8636	63	8699	1%
	HGVs	120	212	332	177%
A355 Gore Hill / Amersham Road					
B	Southbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	8631	63	8693	1%
	HGVs	78	212	290	273%
A413 Amersham Bypass					
C	Eastbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	11287	95	11382	1%
	HGVs	859	208	1067	24%
A413 Amersham Bypass					
D	Westbound	2021 daily weekday	HS2	2021 12hr flow plus HS2	% increase
	Cars & LGVs	11447	95	11542	1%
	HGVs	989	208	1197	21%
A413 Amersham Road					
E	Eastbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	8377	169	8546	2%
	HGVs	207	205	412	99%
A413 Amersham Road					
F	Westbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	8770	169	8939	2%
	HGVs	173	205	378	119%
A413 Amersham Road, south of A355 Gore Hill/ Amersham Road					
G	Northbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	7226	54	7280	1%
	HGVs	70	4	74	6%
A413 Amersham Road, south of A355 Gore Hill/ Amersham Road					
H	Southbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	7052	54	7106	1%
	HGVs	74	4	78	5%



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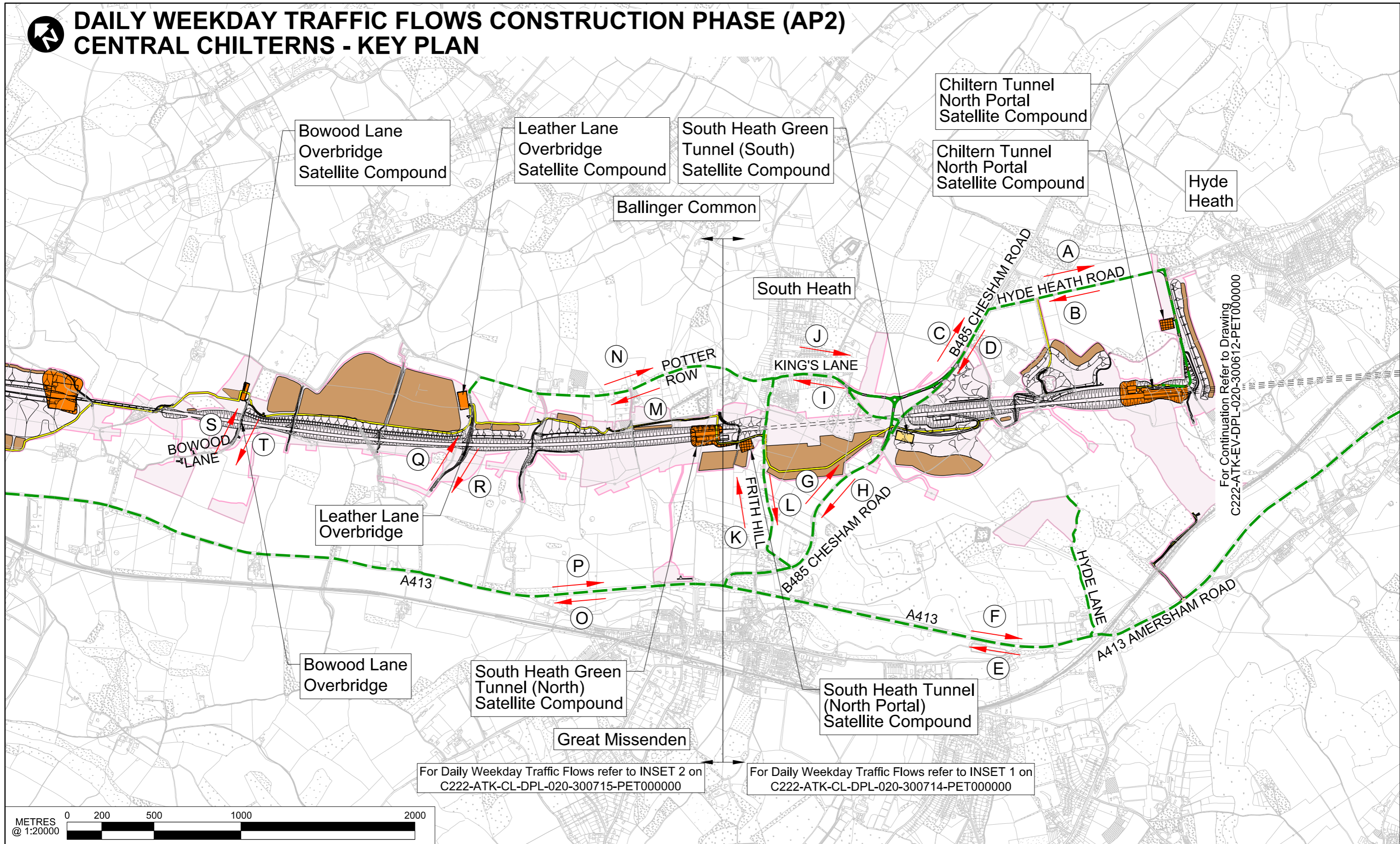


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Zone	Country South		
Design Stage	DESIGN-FOR-PETITION		
Drawing Title	The Chalfontons and Amersham Daily Weekday Traffic Flows Construction Phase (AP2) (Sheet 3 of 4)		
Project/Contract	Country South Design		
Discipline/Function	Construction and Logistics		
Drawn	Checked	Approved	
JM			
Date	Scale	Size	
26/06/2015	AS SHOWN	A3	
Drawing No.	Rev.		
C222-ATK-CL-DPL-020-300612-PET000000	P00.1		

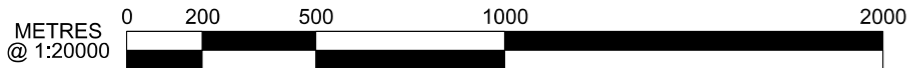
# DAILY WEEKDAY TRAFFIC FLOWS CONSTRUCTION PHASE (AP2) CENTRAL CHILTERNNS - KEY PLAN



For Daily Weekday Traffic Flows refer to INSET 2 on  
C222-ATK-CL-DPL-020-300715-PET000000

For Daily Weekday Traffic Flows refer to INSET 1 on  
C222-ATK-CL-DPL-020-300714-PET000000

For Continuation Refer to Drawing  
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	Landscape earthworks
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	Construction traffic route
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	Temporary material stockpile

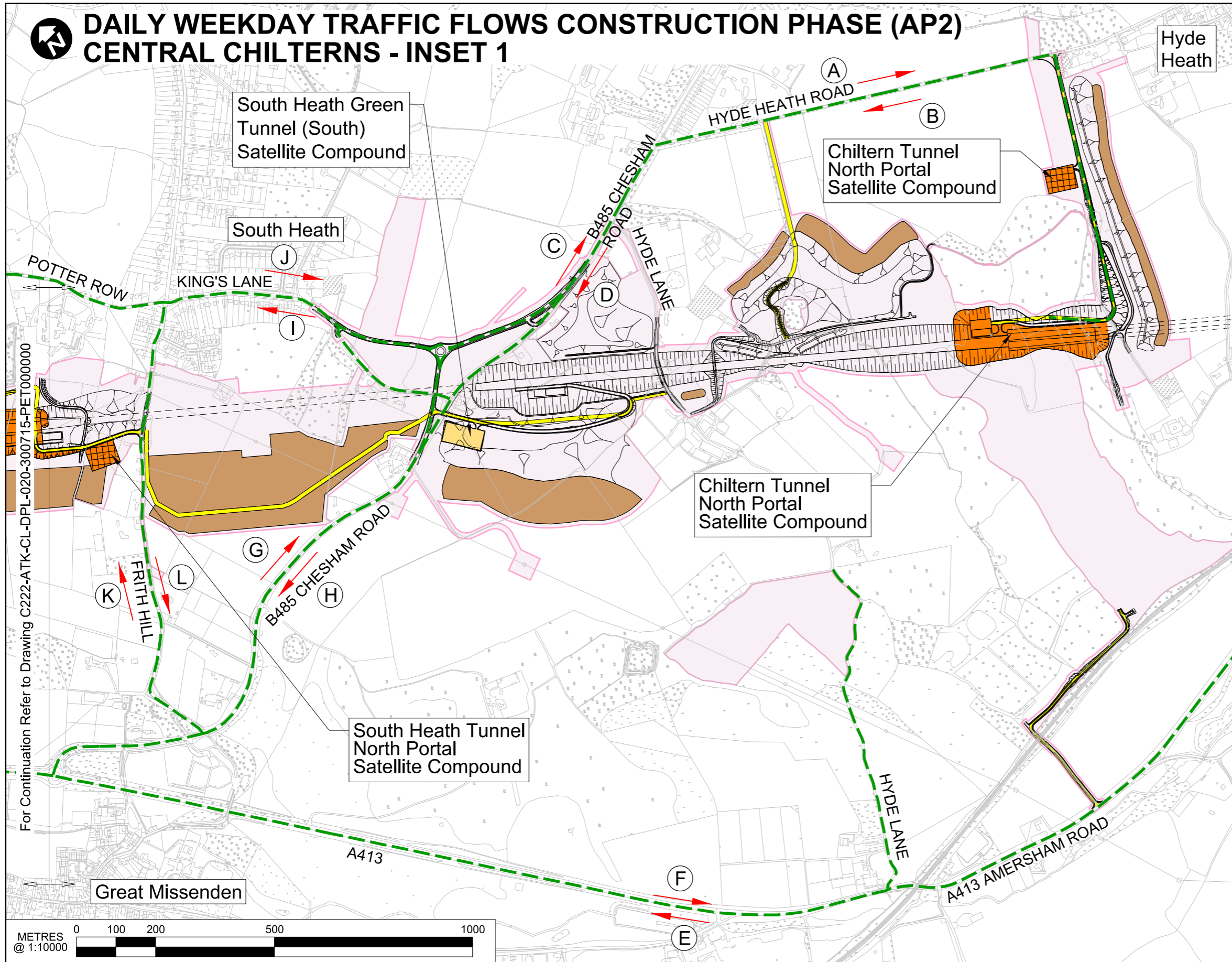
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Zone	Country South
Design Stage	DESIGN-FOR-PETITION
Drawing Title	Central Chilterns Daily Weekday Traffic Flows Construction Phase (AP2) (Sheet 4 of 4)

Project/Contract		Country South Design	
Discipline/Function		Construction and Logistics	
Drawn	Checked	Approved	
JM			
Date	Scale	Size	
18/08/2015	AS SHOWN	A3	
Drawing No.	Rev.		
C222-ATK-CL-DPL-020-300713-PET000000	P00.1		

# DAILY WEEKDAY TRAFFIC FLOWS CONSTRUCTION PHASE (AP2) CENTRAL CHILTERN - INSET 1



Hyde Heath Road					
<b>A</b>	Eastbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	1283	59	1342	5%
	HGVs	7	16	23	236%
Hyde Heath Road					
<b>B</b>	Westbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	1371	59	1429	4%
	HGVs	8	16	24	198%
B485 Chesham Road (east of King's Lane)					
<b>C</b>	Eastbound	2021 daily weekday	HS2*	2021 daily flow plus HS2	% increase
	Cars & LGVs	4141	216	4356	5%
	HGVs	29	16	45	56%
B485 Chesham Road (east of King's Lane)					
<b>D</b>	Westbound	2021 12hr weekday	HS2*	2021 12hr flow plus HS2	% increase
	Cars & LGVs	3928	214	4142	5%
	HGVs	33	16	49	50%
A413 Missenden Bypass (South of B485)					
<b>E</b>	Northbound	2021 daily weekday	HS2*	2021 daily flow plus HS2	% increase
	Cars & LGVs	8330	204	8534	2%
	HGVs	223	203	426	91%
A413 Missenden Bypass (South of B485)					
<b>F</b>	Southbound	2021 daily weekday	HS2*	2021 daily flow plus HS2	% increase
	Cars & LGVs	9498	202	9700	2%
	HGVs	318	203	521	64%
B485 Chesham Road / Frith Hill (west of King's Lane)					
<b>G</b>	Eastbound	2021 daily weekday	HS2*	2021 daily flow plus HS2	% increase
	Cars & LGVs	4575	1059	5634	23%
	HGVs	139	199	338	143%
B485 Chesham Road / Frith Hill (west of King's Lane)					
<b>H</b>	Westbound	2021 daily weekday	HS2*	2021 daily flow plus HS2	% increase
	Cars & LGVs	4487	1117	5604	25%
	HGVs	269	200	469	74%
King's Lane (south of Frith Hill)					
<b>I</b>	Northbound	2021 daily weekday	HS2*	2021 daily flow plus HS2	% increase
	Cars & LGVs	586	1023	1609	174%
	HGVs	7	13	20	190%
King's Lane (south of Frith Hill)					
<b>J</b>	Southbound	2021 daily weekday	HS2*	2021 daily flow plus HS2	% increase
	Cars & LGVs	656	962	1618	147%
	HGVs	6	13	19	205%
Frith Hill (west of HS2 only)					
<b>K</b>	Eastbound	2021 daily weekday	HS2*	2021 daily flow plus HS2	% increase
	Cars & LGVs	932	54	986	6%
	HGVs	3	41	43	1535%
Frith Hill (west of HS2 only)					
<b>L</b>	Westbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	992	54	1046	5%
	HGVs	3	41	44	1201%

\*HS2 flow inclusive of temporarily diverted general traffic due to the temporary closure of Frith Hill and Hyde Lane

\*\*Not inclusive of any general traffic flow generated by local access to Frith Hill

<p>For Continuation Refer to Drawing C222-ATK-CL-DPL-020-300715-PET000000</p> <p>METRES @ 1:10000</p> <p>0 100 200 500 1000</p>				
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Legends/Notes:	
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	Rail alignment formation
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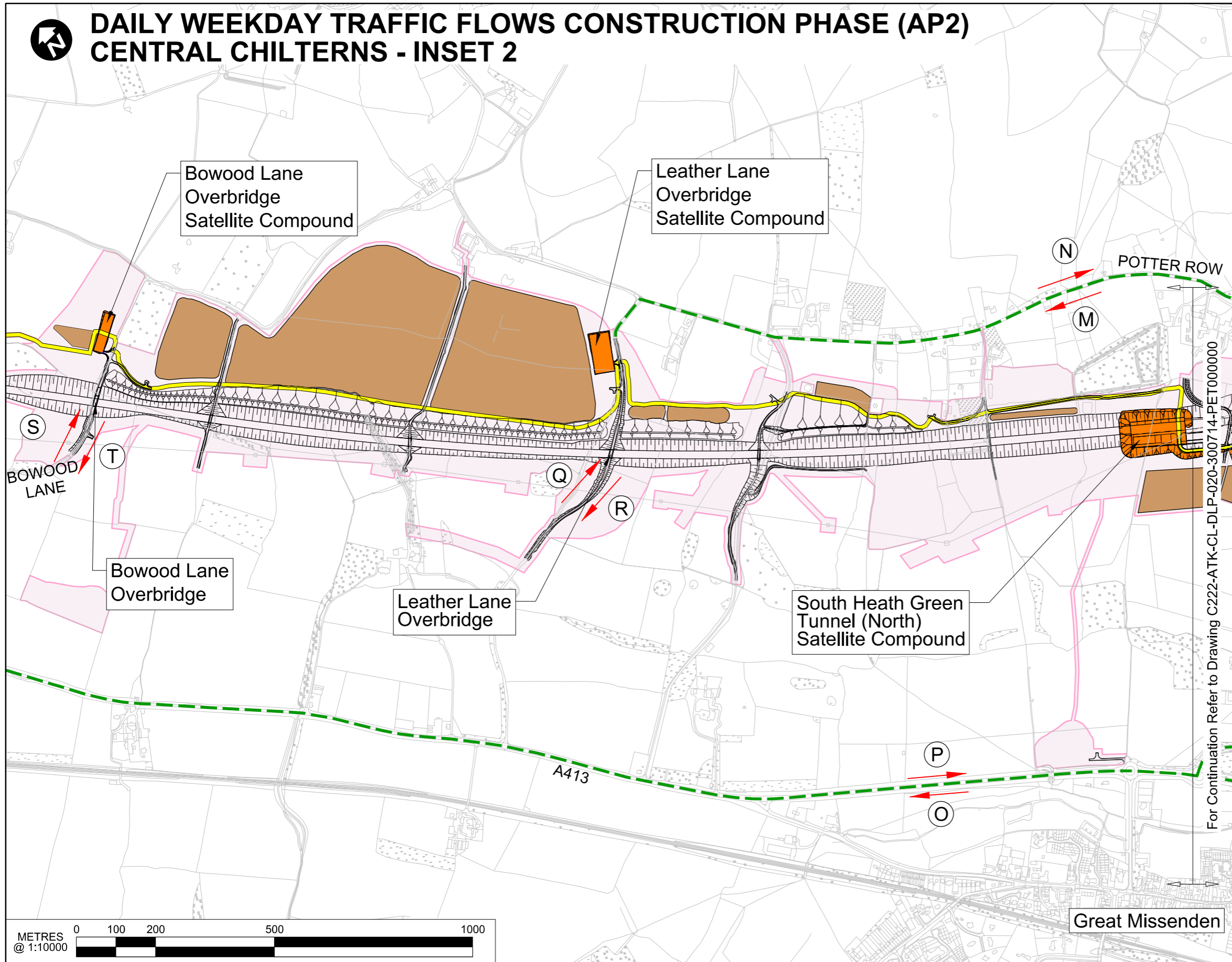
Creator/Originator  
Atkins

Zone	Country South		Project/Contract	Country South Design	
Design Stage	DESIGN-FOR-PETITION		Discipline/Function	Construction and Logistics	
Drawing Title	Central Chilterns Daily Weekday Traffic Flows Construction Phase (AP2) Inset 1		Drawn	Checked	Approved
			JM		
	Date	Scale	Size		
	18/08/2015	AS SHOWN	A3		
	Drawing No.	Rev.			
	C222-ATK-CL-DPL-020-300714-PET000000	P00.1			





# DAILY WEEKDAY TRAFFIC FLOWS CONSTRUCTION PHASE (AP2) CENTRAL CHILTERNERS - INSET 2



Potter Row					
M	Northbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	317	22	340	7%
	HGVs	5	13	18	261%

Potter Row					
N	Southbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	299	22	322	7%
	HGVs	5	13	18	250%

A413 Missenden Bypass (North of B485)					
O	Northbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	8128	161	8289	2%
	HGVs	195	48	243	24%

A413 Missenden Bypass (North of B485)					
P	Southbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	8309	161	8470	2%
	HGVs	273	48	321	17%

Leather Lane					
Q	Eastbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	231	58	289	25%
	HGVs	2	0	2	0%

Leather Lane					
R	Westbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	256	58	314	23%
	HGVs	2	0	2	0%

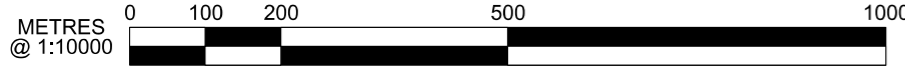
Bowood Lane					
S	Eastbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	4	61	66	1444%
	HGVs	0	0	0	N/A

Bowood Lane					
T	Westbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	6	61	67	1043%
	HGVs	0	0	0	N/A

\*HS2 flow is inclusive of temporarily diverted general traffic due to the temporary closure of Frith Hill and Hyde Lane

\*\*Not inclusive of any general traffic flow generated by local access to Frith Hill

For Continuation Refer to Drawing C222-ATK-CL-DLP-020-300714-PET000000



P00.1									
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**Legends/Notes:**

- Satellite construction compound
- Main construction compound
- Tunnel portal
- Rail alignment formation
- Tunnels external extent
- Rail alignment
- Engineering earthworks
- Landscape earthworks
- Land potentially required during construction
- Temporary site access route / haul route
- Construction traffic route
- Temporary material stockpile

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Registration No. 06791686  
Registered office:  
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London, E14 5AB

Creator/Originator  
Atkins

Zone	Country South
Design Stage	DESIGN-FOR-PETITION
Drawing Title	Central Chilterns Daily Weekday Traffic Flows Construction Phase (AP2) Inset 2

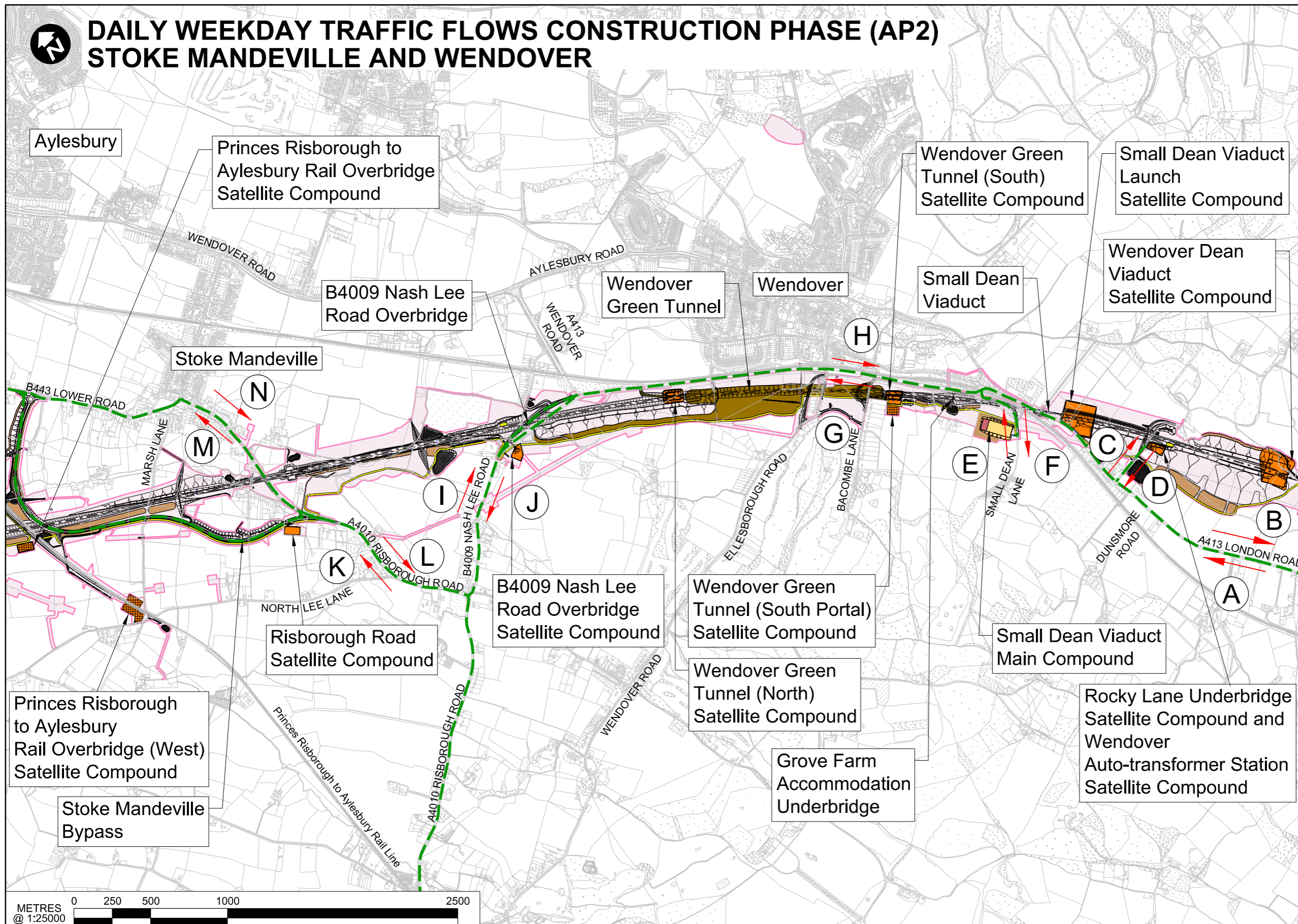
Project/Contract			Country South Design		
Discipline/Function			Construction and Logistics		
Drawn	Checked	Approved			
JM					
Date	Scale	Size			
18/08/2015	AS SHOWN	A3			
Drawing No.		Rev.			
C222-ATK-CL-DLP-020-300715-PET000000		P00.1			

P7591 (3)

HOC/10518/0009

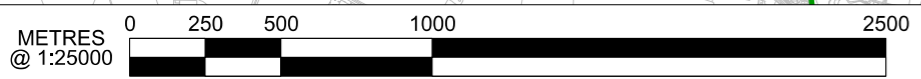


# DAILY WEEKDAY TRAFFIC FLOWS CONSTRUCTION PHASE (AP2) STOKE MANDEVILLE AND WENDOVER



A413 (south of Dunsmore Lane)					
A	Northbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	10097	162	10258	2%
	HGVs	98	48	145	49%
A413 (south of Dunsmore Lane)					
B	Southbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	10112	161	10272	2%
	HGVs	140	48	187	34%
Rocky Lane					
C	Northbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	662	111	773	17%
	HGVs	3	254	257	7771%
Rocky Lane					
D	Southbound	2021 12hr weekday	HS2	2021 12hr flow plus HS2	% increase
	Cars & LGVs	603	112	715	19%
	HGVs	3	254	257	9718%
Small Dean Lane					
E	Northbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	55	120	175	217%
	HGVs	1	31	31	4310%
Small Dean Lane					
F	Southbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	66	120	186	183%
	HGVs	0	31	31	N/A
A413 Nash Lee Road					
G	Northbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	7171	162	7333	2%
	HGVs	288	292	580	102%
A413 Nash Lee Road					
H	Southbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	6924	162	7086	2%
	HGVs	276	292	568	106%
B4009 Nash Lee Road					
I	Eastbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	4746	99	4845	2%
	HGVs	60	296	355	493%
B4009 Nash Lee Road					
J	Westbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	4587	99	4686	2%
	HGVs	41	296	337	716%
A4010 Risborough Road (south of bypass)					
K	Northbound	2021 daily weekday	HS2*	2021 daily flow plus HS2	% increase
	Cars & LGVs	8084	1035	9118	13%
	HGVs	288	10	298	3%
A4010 Risborough Road (south of bypass)					
L	Southbound	2021 daily weekday	HS2*	2021 daily flow plus HS2	% increase
	Cars & LGVs	7870	996	8867	13%
	HGVs	296	12	308	4%
A4010 Risborough Road (north of bypass)					
M	Northbound	2021 daily weekday	HS2*	2021 daily flow plus HS2	% increase
	Cars & LGVs	8084	1035	9118	13%
	HGVs	288	0**	288	0%
A4010 Risborough Road (north of bypass)					
N	Southbound	2021 daily weekday	HS2*	2021 daily flow plus HS2	% increase
	Cars & LGVs	7870	996	8867	13%
	HGVs	296	0**	296	0%

\* HS2 flow inclusive of diverted traffic associated with the closure of Marsh Lane, requiring a diversion via North Lee Road, the A4010 and Marsh Lane, and represents traffic flows prior to opening of the Stoke Mandeville Bypass.  
\*\* Potential infrequent (less than daily) HGV movements



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- Legends/Notes:
- Satellite construction compound
  - Main construction compound
  - Tunnel portal
  - Rail alignment formation
  - Tunnels external extent
  - Rail alignment
  - Engineering earthworks
  - Landscape earthworks
  - Land potentially required during construction
  - Temporary site access route / haul route
  - Construction traffic route
  - Temporary material stockpile

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Creator/Originator  
Atkins

Zone	Country South
Design Stage	DESIGN-FOR-PETITION
Drawing Title	Stoke Mandeville and Wendover Daily weekday traffic flows Construction Phase

Project/Contract		Country South Design	
Discipline/Function		Environmental	
Drawn	Checked	Approved	
JM			
Date	Scale	Size	
18/06/2015	AS SHOWN	A3	
Drawing No.		Rev.	
C222-ATK-EV-DPL-020-300505-PFT000000		P00.1	

Little Missenden vent shaft satellite compound	
Start Date	2018
Duration of Use	6 Years 3 Months
Duration of Busy Movements	4 Months
Peak daily vehicles Cars & LGV	50 - 90
Peak daily vehicles HGV	160 - 200

Chalfont St Peter vent shaft satellite compound	
Start Date	2018
Duration of Use	7 Years
Duration of Busy Movements	10 Months
Peak daily vehicles Cars & LGV	80 - 90
Peak daily vehicles HGV	20 - 30

Amersham vent shaft satellite compound	
Start Date	2018
Duration of Use	6 Years 6 Months
Duration of Busy Movements	3 Months
Peak daily vehicles Cars & LGV	Up to 30
Peak daily vehicles HGV	Up to 190

Chalfont St Giles vent shaft satellite compound	
Start Date	2018
Duration of Use	7 Years
Duration of Busy Movements	17 Months
Peak daily vehicles Cars & LGV	80 - 110
Peak daily vehicles HGV	20 - 40

Compound traffic routes indicated on this map only refer to those compounds included within the area shown and do not indicate routes to compounds within adjacent sections of the proposed scheme

- Legend**
- Construction compounds
  - Mass haul traffic route
  - Compound traffic routes
  - Route in tunnel
  - Route on surface

Description Key	
Start Date	Indicative start/set up date.
Duration of Use	Estimated duration of use (years).
Duration of Busy Movements	Estimated duration with busy vehicle movements (months).
Peak daily vehicles Cars & LGV	Average daily combined two-way vehicle trips during busy period and within peak month of activity.
Peak daily vehicles HGV	



High Speed Two  
The Chalfonts and Amersham  
Construction Compound Routes  
and Vehicle Numbers (AP2)

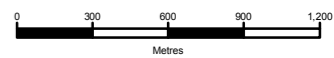
Petitioner  
Petition number



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Doc Number: C222-ATK-EV-DPL-020-300516-PET000000

HOC/10518/0011

Bowood Lane overbridge satellite compound	
Start Date	2018
Duration of Use	2 Years
Duration of Busy Movements	18 Months
Peak daily vehicles Cars & LGV	90 - 130
Peak daily vehicles HGV	20 - 30

Leather Lane overbridge satellite compound	
Start Date	2017
Duration of Use	1 Years 3 Months
Duration of Busy Movements	14 Months
Peak daily vehicles Cars & LGV	90 - 120
Peak daily vehicles HGV	<10

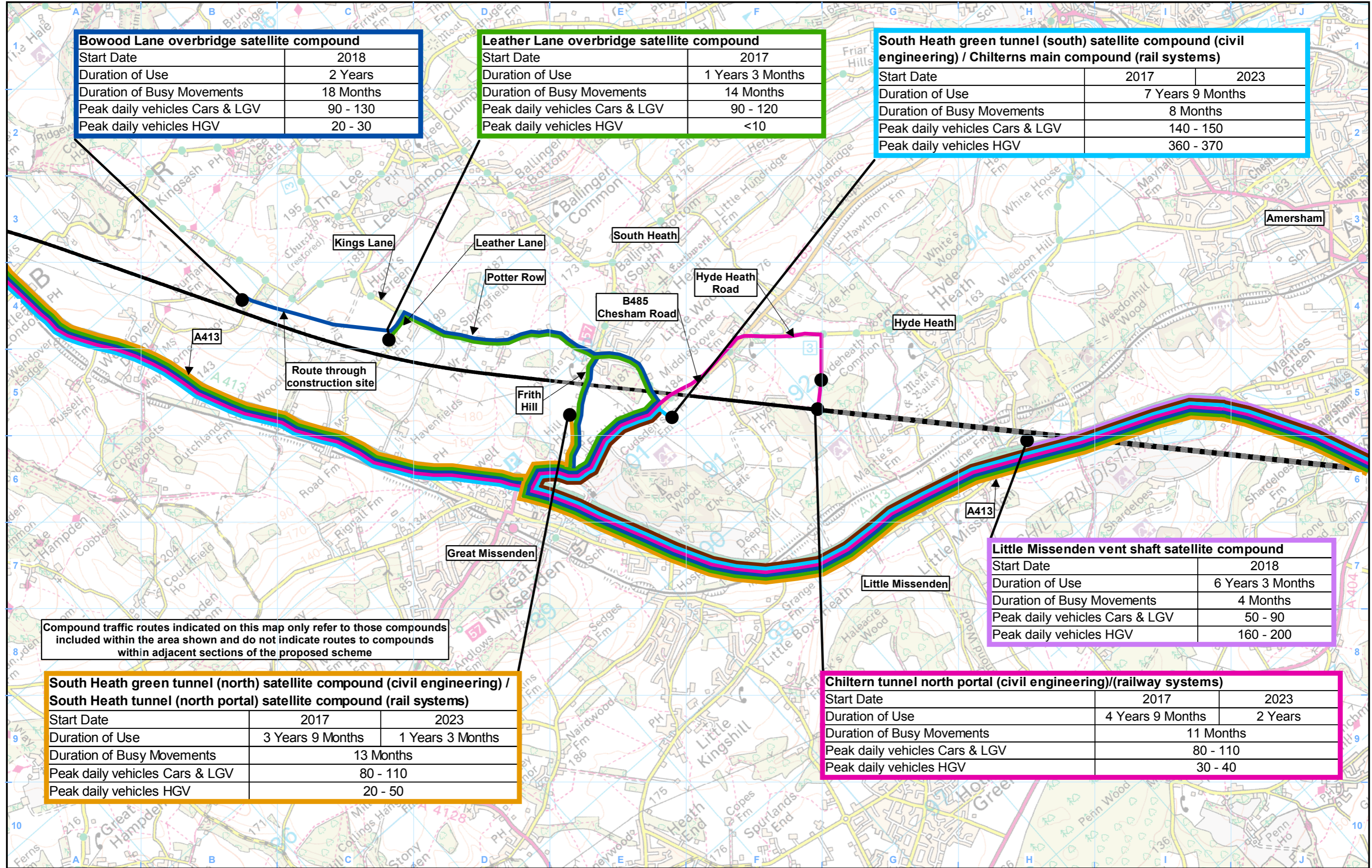
South Heath green tunnel (south) satellite compound (civil engineering) / Chilterns main compound (rail systems)		
Start Date	2017	2023
Duration of Use	7 Years 9 Months	
Duration of Busy Movements	8 Months	
Peak daily vehicles Cars & LGV	140 - 150	
Peak daily vehicles HGV	360 - 370	

Little Missenden vent shaft satellite compound	
Start Date	2018
Duration of Use	6 Years 3 Months
Duration of Busy Movements	4 Months
Peak daily vehicles Cars & LGV	50 - 90
Peak daily vehicles HGV	160 - 200

South Heath green tunnel (north) satellite compound (civil engineering) / South Heath tunnel (north portal) satellite compound (rail systems)		
Start Date	2017	2023
Duration of Use	3 Years 9 Months	1 Years 3 Months
Duration of Busy Movements	13 Months	
Peak daily vehicles Cars & LGV	80 - 110	
Peak daily vehicles HGV	20 - 50	

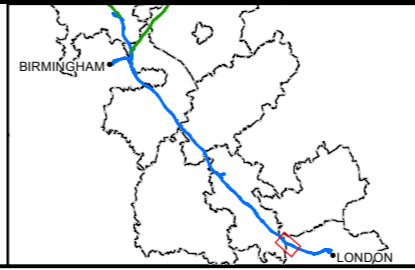
Chiltern tunnel north portal (civil engineering)/(railway systems)		
Start Date	2017	2023
Duration of Use	4 Years 9 Months	2 Years
Duration of Busy Movements	11 Months	
Peak daily vehicles Cars & LGV	80 - 110	
Peak daily vehicles HGV	30 - 40	

Compound traffic routes indicated on this map only refer to those compounds included within the area shown and do not indicate routes to compounds within adjacent sections of the proposed scheme



- Legend**
- Construction compounds
  - Route in tunnel
  - Mass haul traffic route
  - Route on surface
  - Compound traffic routes

Description Key	
Start Date	Indicative start/set up date.
Duration of Use	Estimated duration of use (years).
Duration of Busy Movements	Estimated duration with busy vehicle movements (months).
Peak daily vehicles Cars & LGV	Average daily combined two-way vehicle trips during busy period and within peak month of activity.
Peak daily vehicles HGV	



High Speed Two  
Central Chilterns Construction  
Compound Routes and  
Vehicle Numbers (AP2)

Petitioner  
Petition number

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Scale at A3: 1:30,000

0 300 600 900 1200 Metres

Doc Number: C222-ATK-EV-DPL-020-300519-PET000000

B4009 Nash Lee Road overbridge satellite compound (civil engineering) / (rail systems)	
Start Date	2018
Duration of Use	7 Years
Duration of Busy Movements	15 Months
Peak daily vehicles Cars & LGV	10-20
Peak daily vehicles HGV	310-450

Wendover green tunnel (north) satellite compound	
Start Date	2018
Duration of Use	2 Years 6 Months
Duration of Busy Movements	26 Months
Peak daily vehicles Cars & LGV	70-90
Peak daily vehicles HGV	40-50

Wendover green tunnel (south) satellite compound (civil engineering) / Wendover green tunnel (south portal) satellite compound (rail systems)		
Start Date	2017	2023
Duration of Use	2 Years 9 Months	1 Year 3 Months
Duration of Busy Movements	32 Months	
Peak daily vehicles Cars & LGV	80-100	
Peak daily vehicles HGV	40-50	

Small Dean viaduct launch satellite compound	
Start Date	2018
Duration of Use	2 Years
Duration of Busy Movements	22 Months
Peak daily vehicles Cars & LGV	80-90
Peak daily vehicles HGV	20-30

Small Dean viaduct main compound	
Start Date	2017
Duration of Use	4 Years 3 Months
Duration of Busy Movements	42 Months
Peak daily vehicles Cars & LGV	110-140
Peak daily vehicles HGV	10-20

Risborough Road satellite compound	
Start Date	2017
Duration of Use	3 Years
Duration of Busy Movements	19 Months
Peak daily vehicles Cars & LGV	140-190
Peak daily vehicles HGV	10-20

Rocky Lane underbridge satellite compound (civil engineering) / Wendover auto-transformer station satellite compound (rail systems)	
Start Date	2018
Duration of Use	6 Years 9 Months
Duration of Busy Movements	16 Months
Peak daily vehicles Cars & LGV	20-30
Peak daily vehicles HGV	300-450

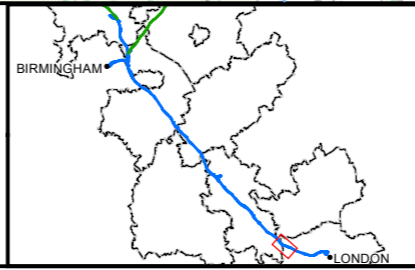
Wendover Dean viaduct satellite compound	
Start Date	2018
Duration of Use	2 Years
Duration of Busy Movements	19 Months
Peak daily vehicles Cars & LGV	40-50
Peak daily vehicles HGV	20-30

Compound traffic routes indicated on this map only refer to those compounds included within the area shown and do not indicate routes to compounds within adjacent sections of the proposed scheme.

**Legend**

- Construction compounds
- Route in tunnel
- Mass haul traffic route
- Route on surface
- Compound traffic routes

Description Key	
Start Date	Indicative start/set up date.
Duration of Use	Estimated duration of use (years).
Duration of Busy Movements	Estimated duration with busy vehicle movements (months).
Peak daily vehicles Cars & LGV	Average daily combined two-way vehicle trips during busy period and within peak month of activity.
Peak daily vehicles HGV	



High Speed Two  
Dunsmore and Wendover  
Compound Routes and Vehicle Numbers  
(AP2)

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Petition number

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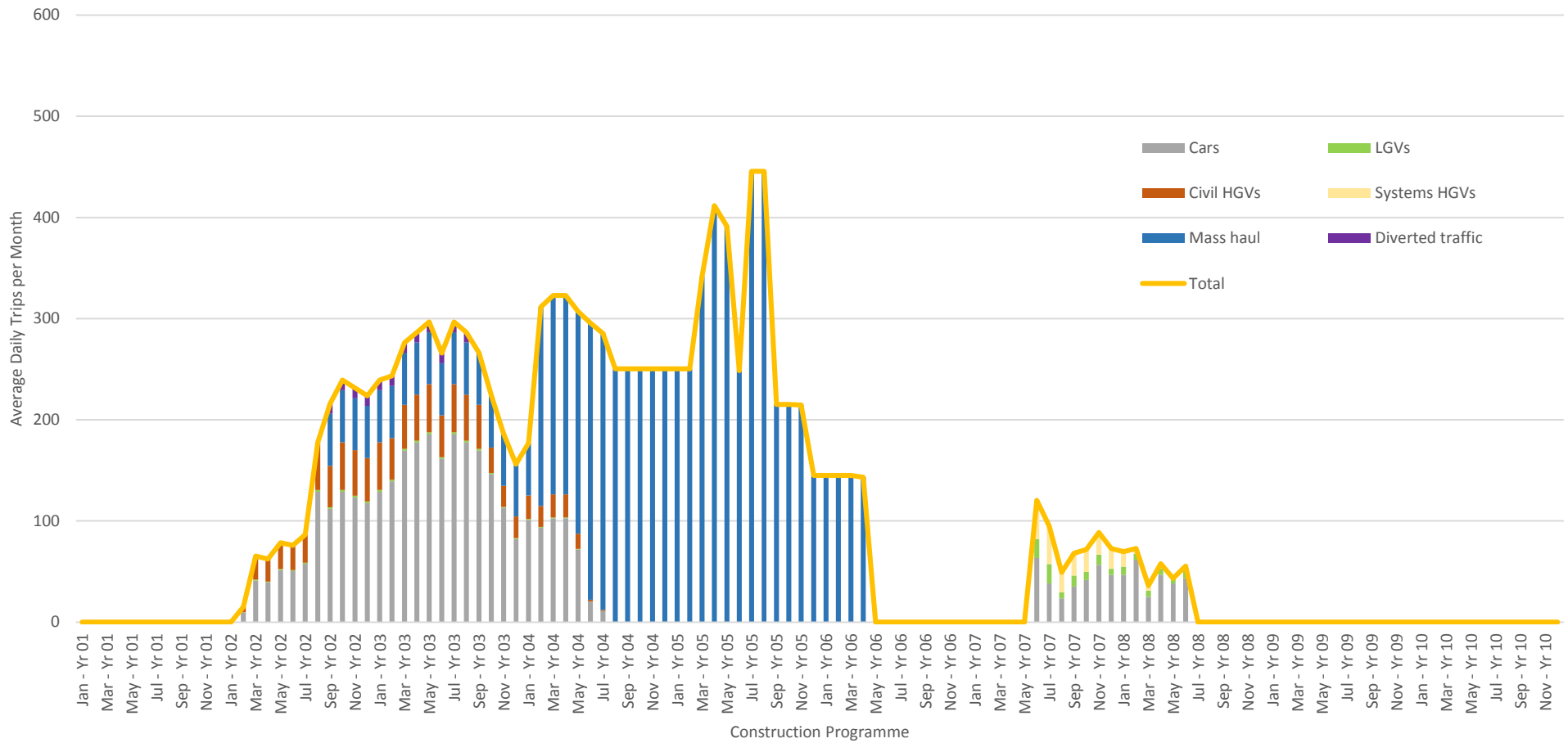
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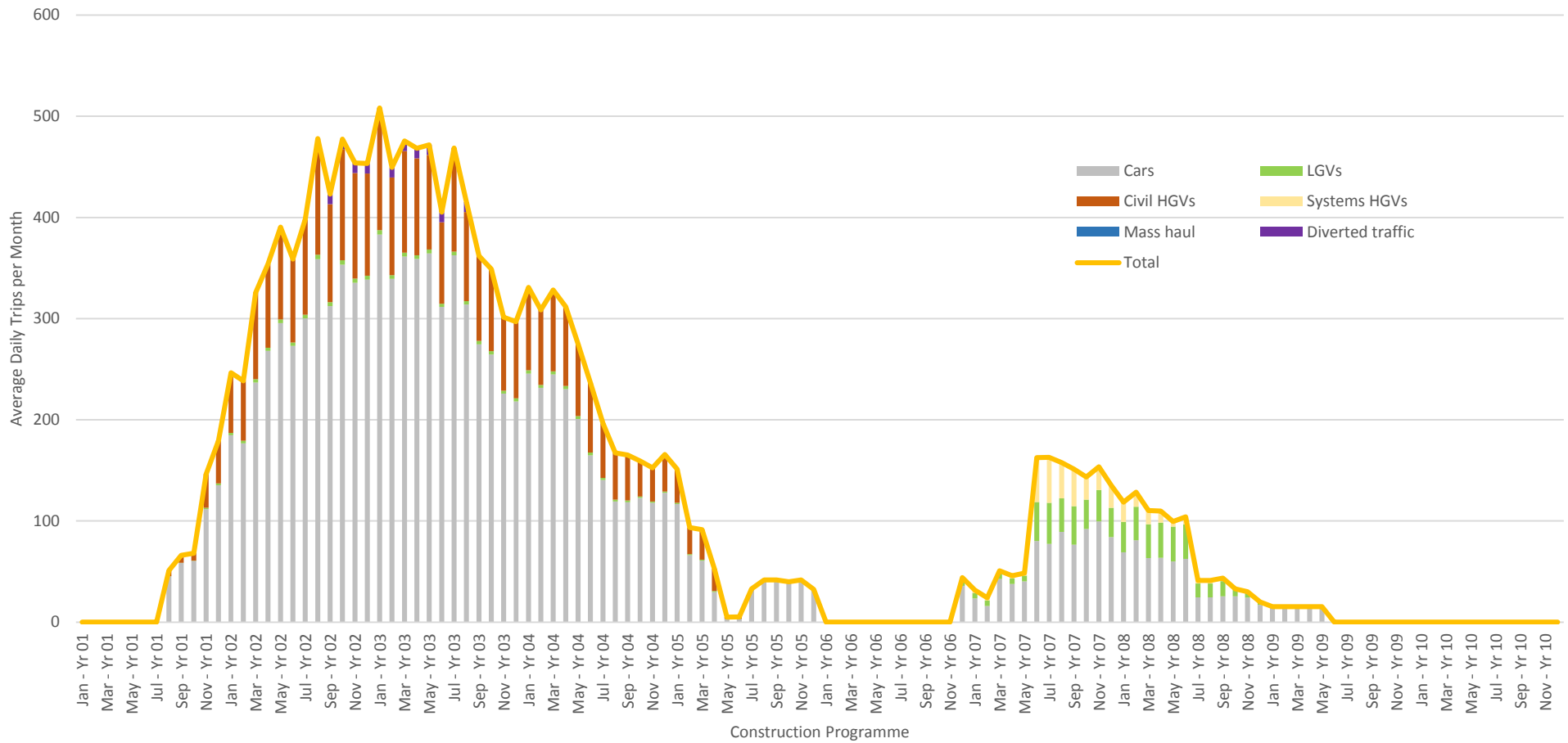
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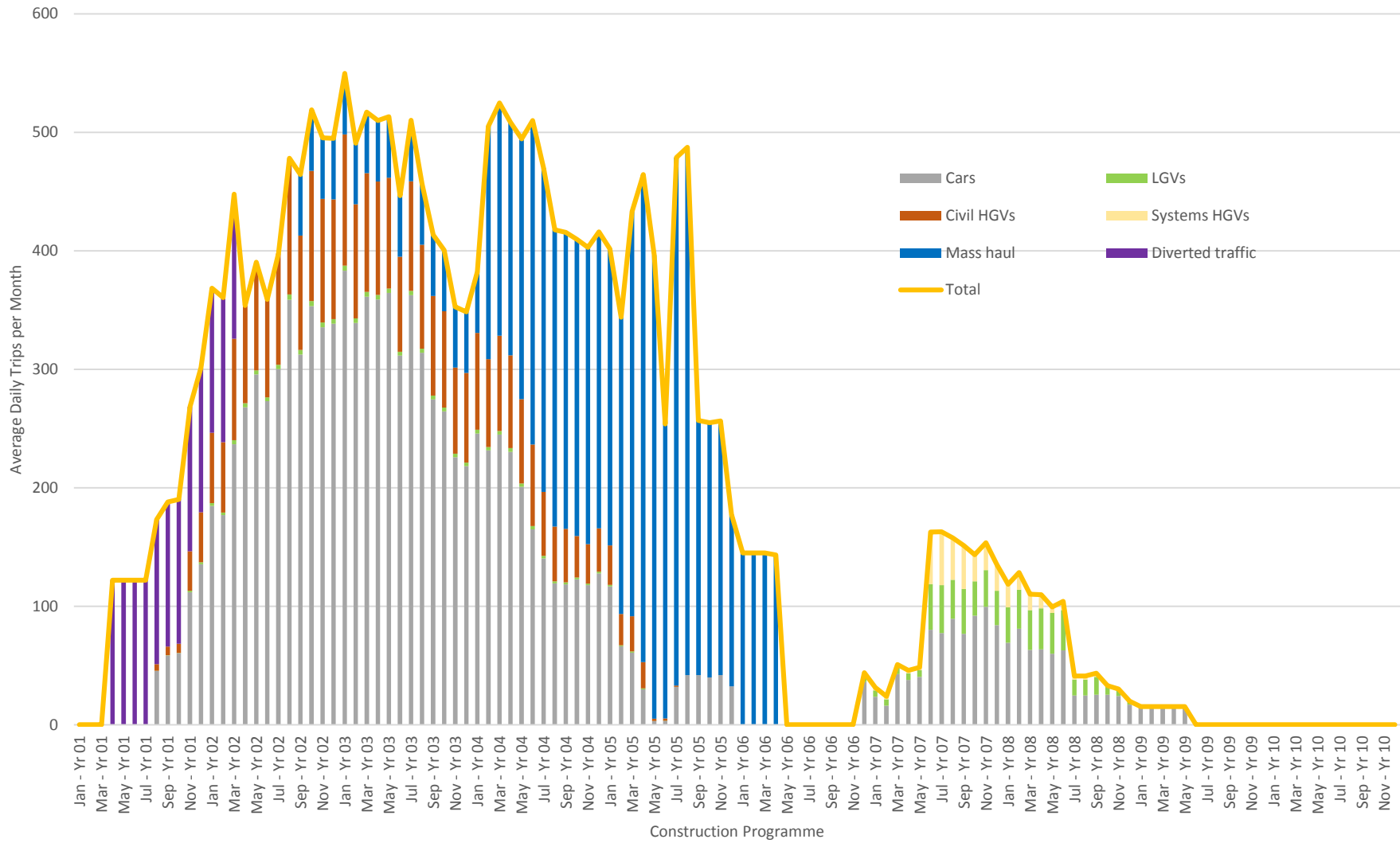
HS2 construction traffic on Rocky Lane, AP2 scheme



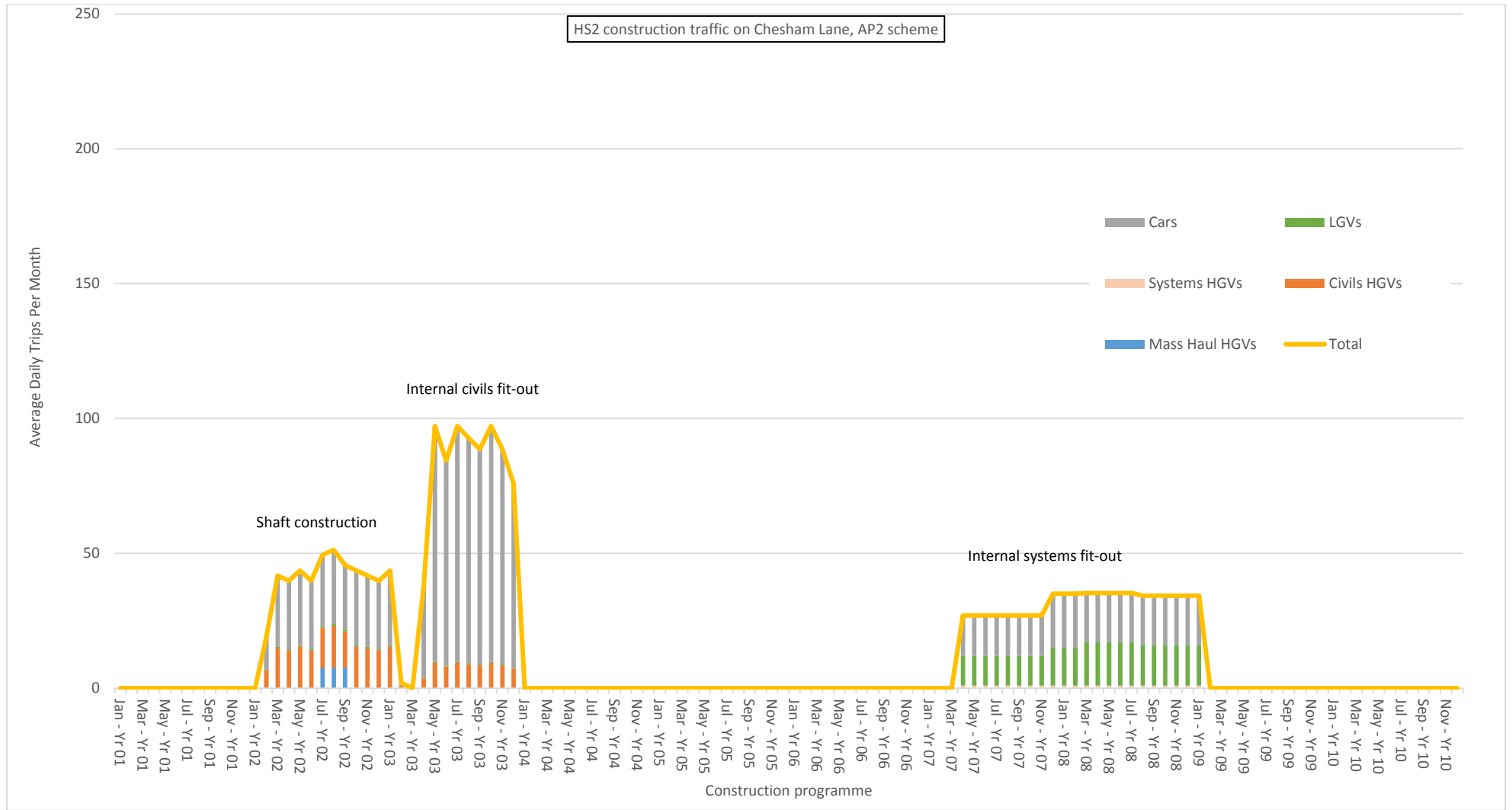
HS2 construction traffic on A413 between the Chiltern tunnel north portal access road and Rocky Lane, AP2 scheme

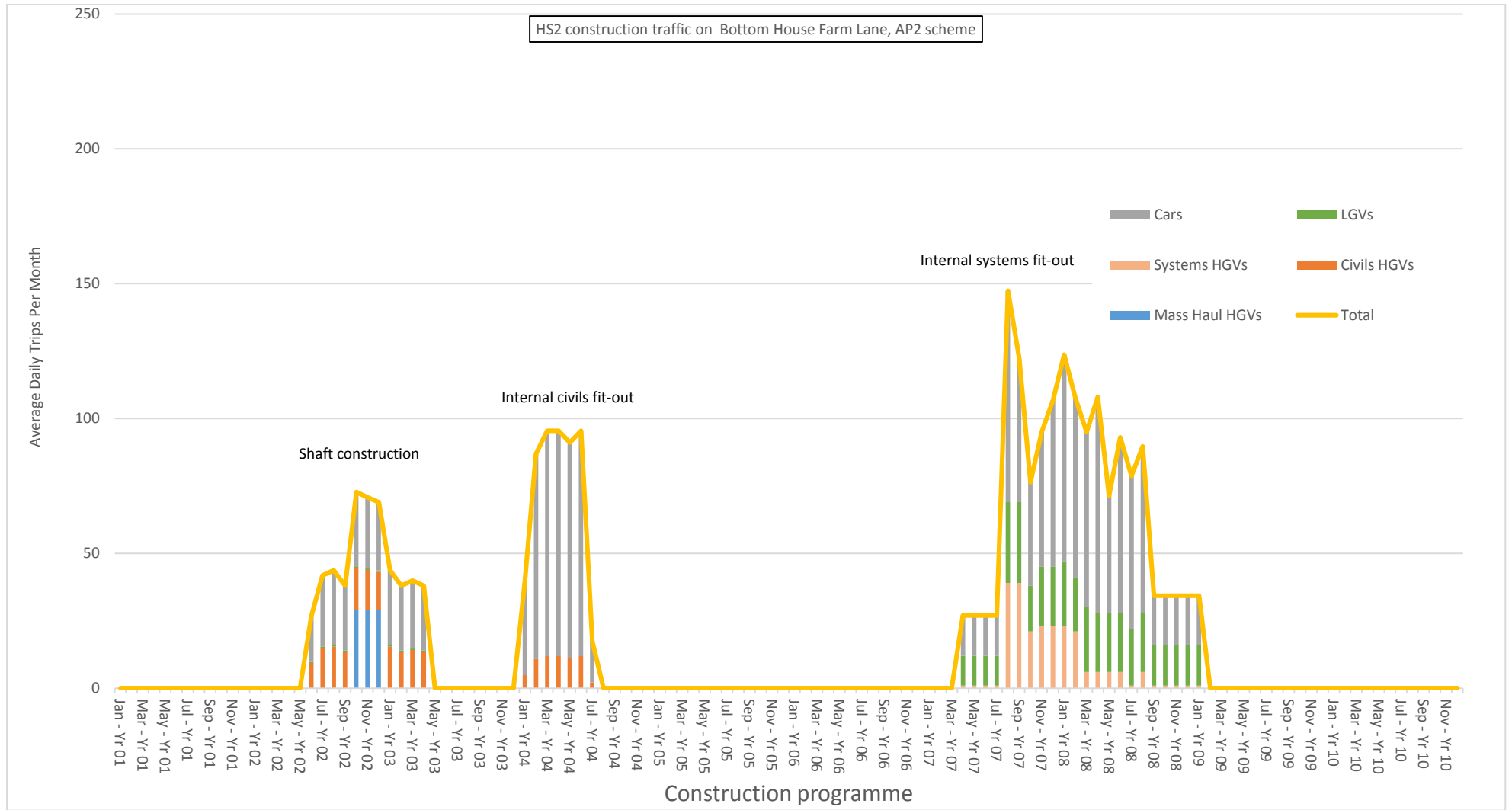


HS2 construction traffic on A413 north of Rocky Lane, AP2 scheme

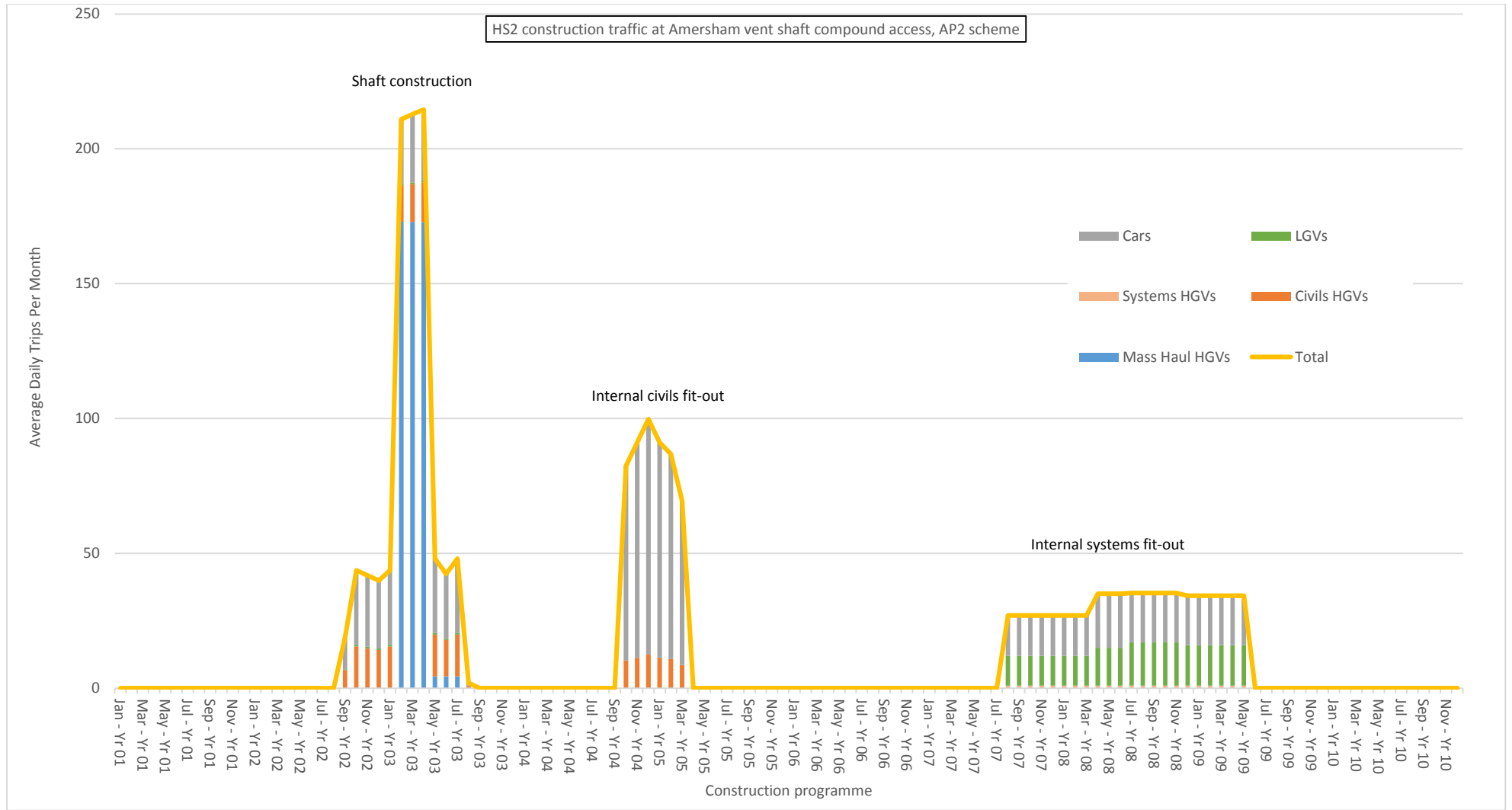


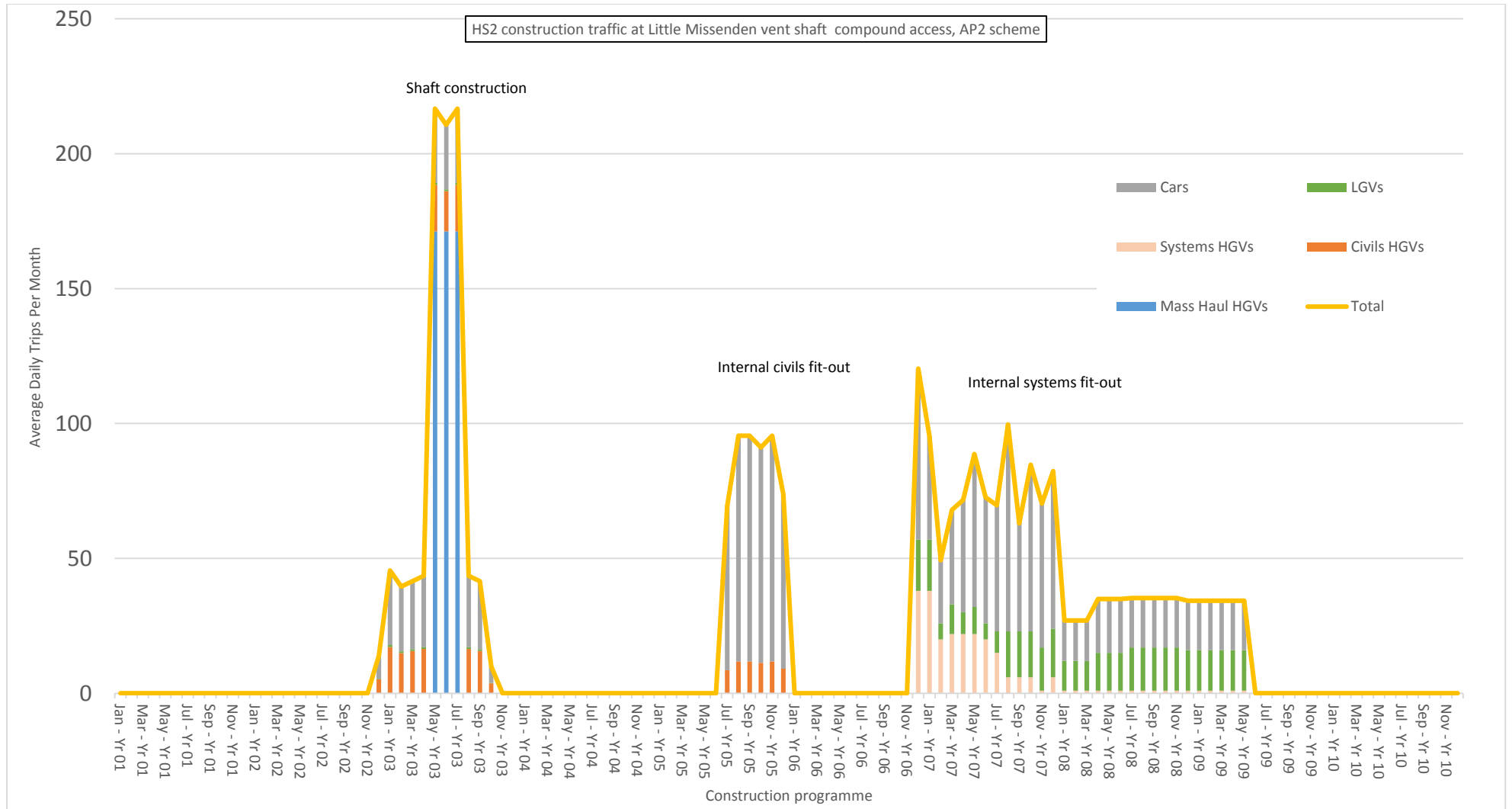


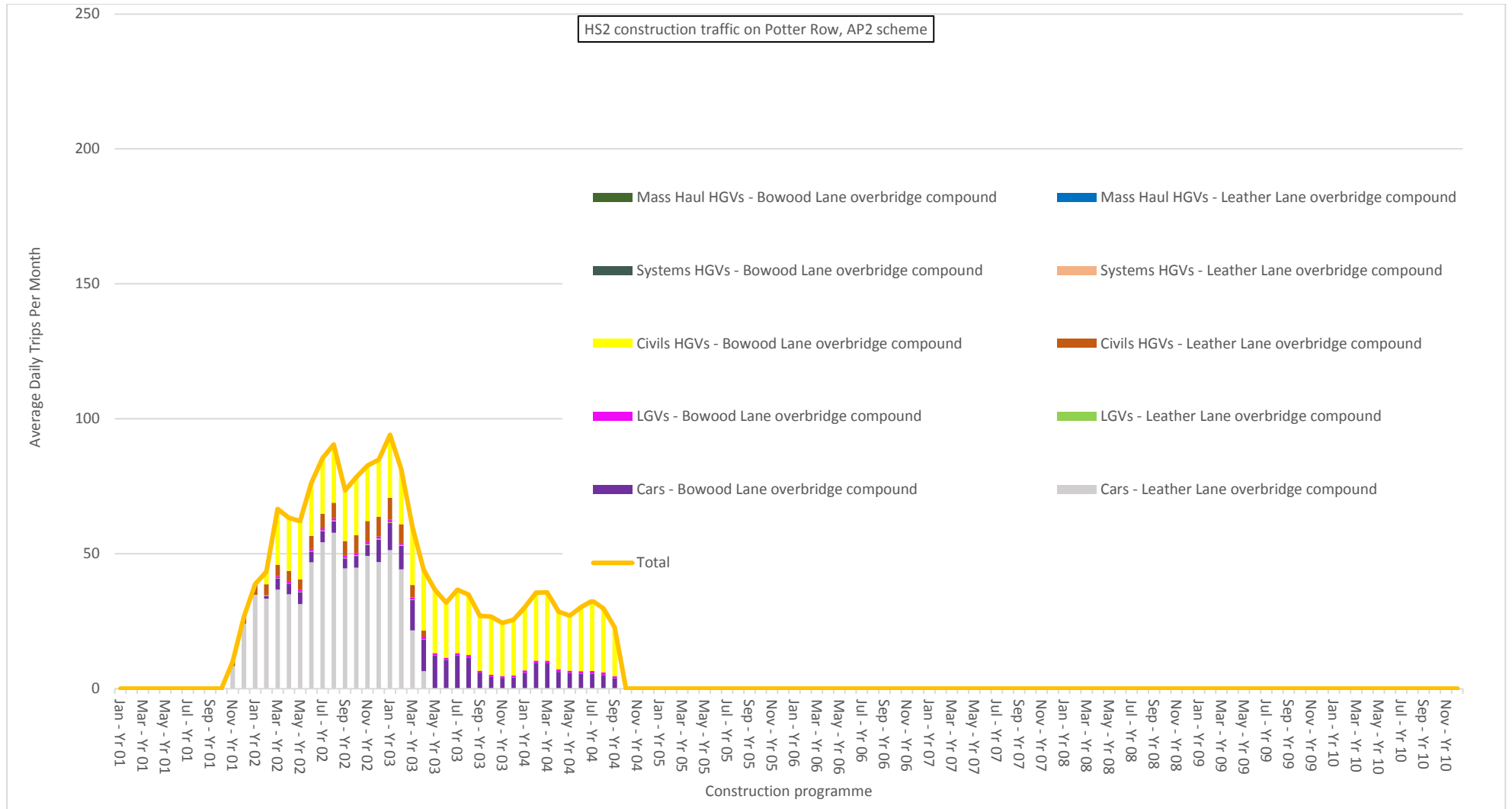


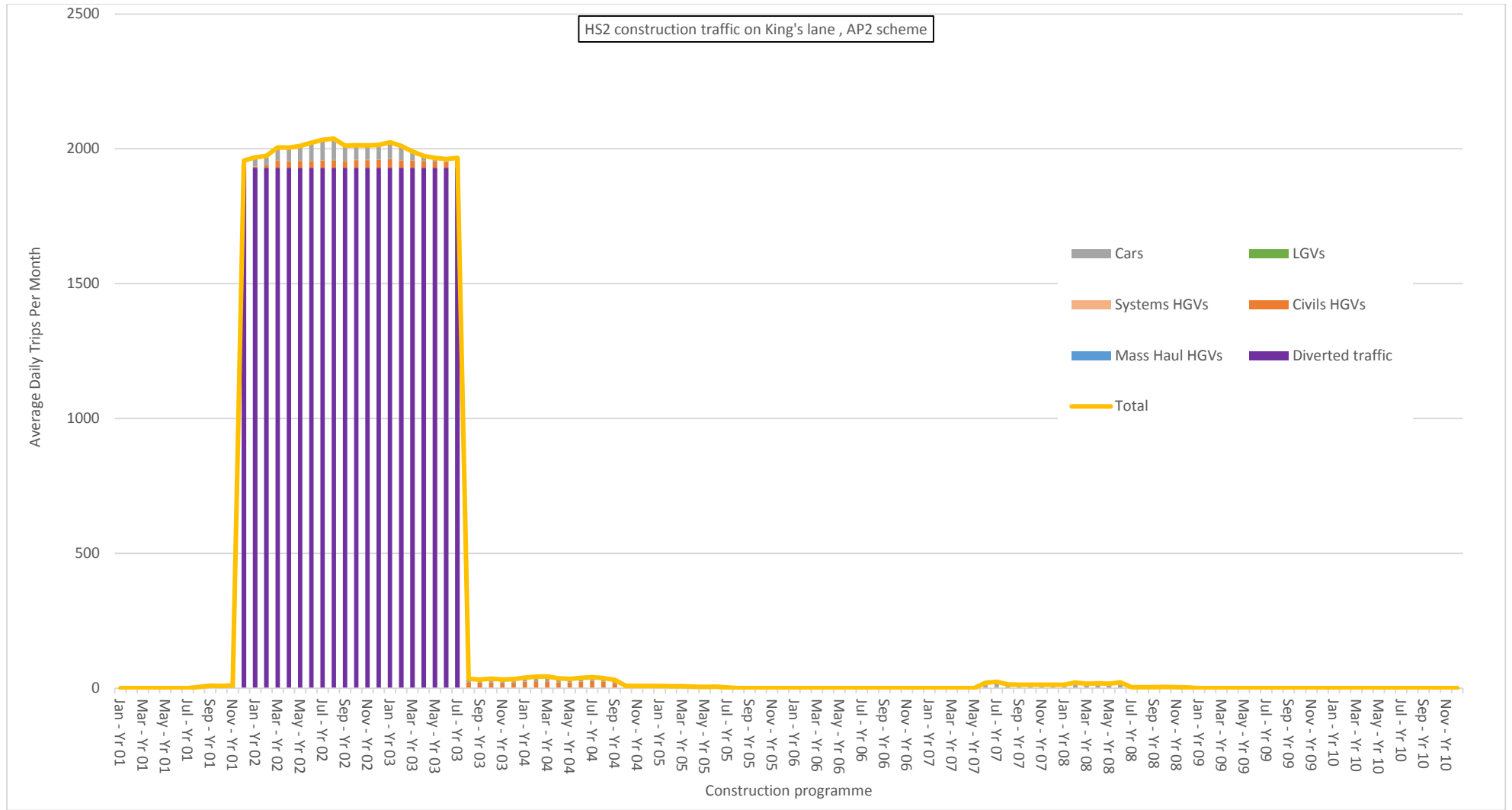


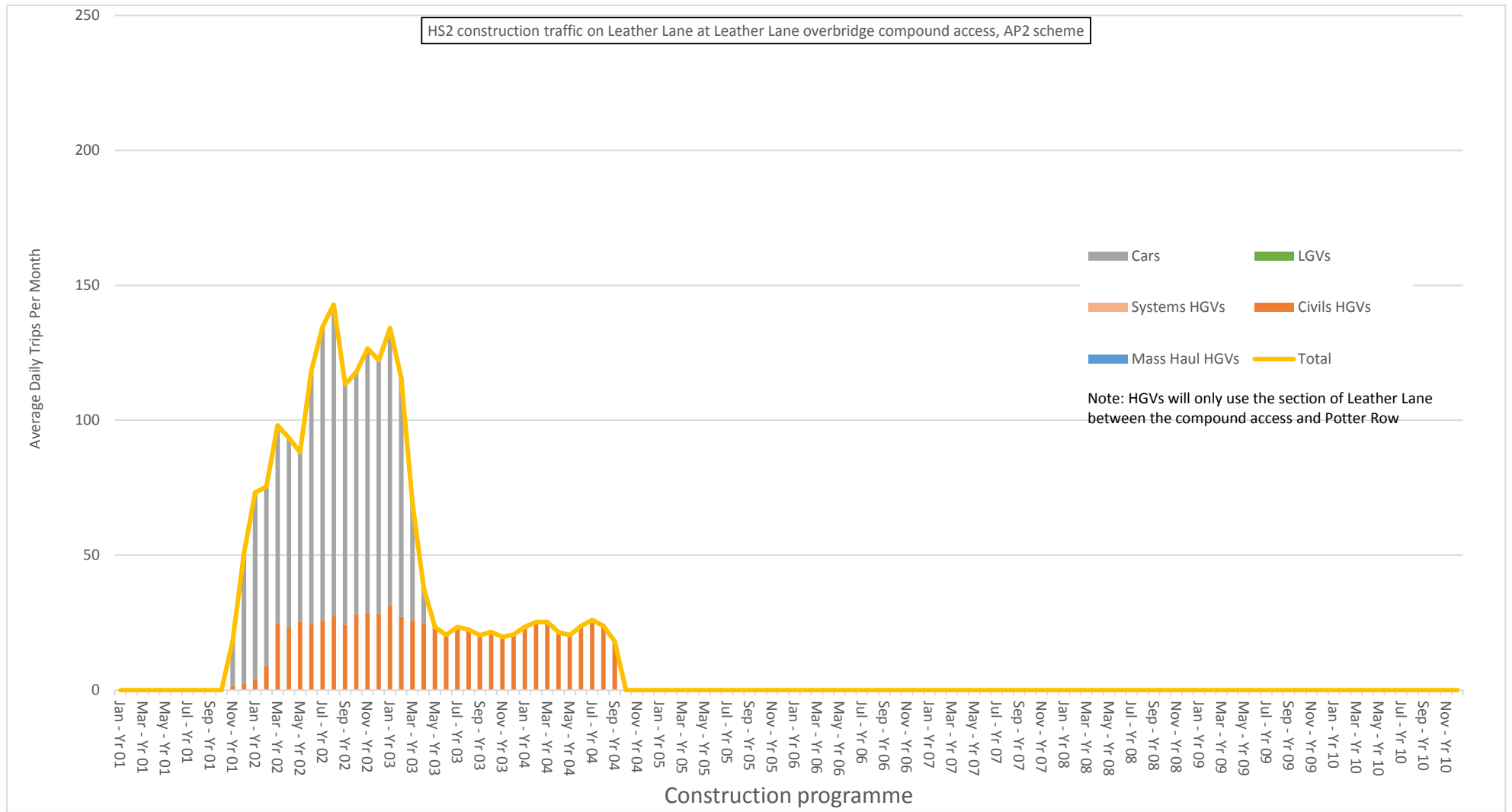
HS2 construction traffic at Amersham vent shaft compound access, AP2 scheme

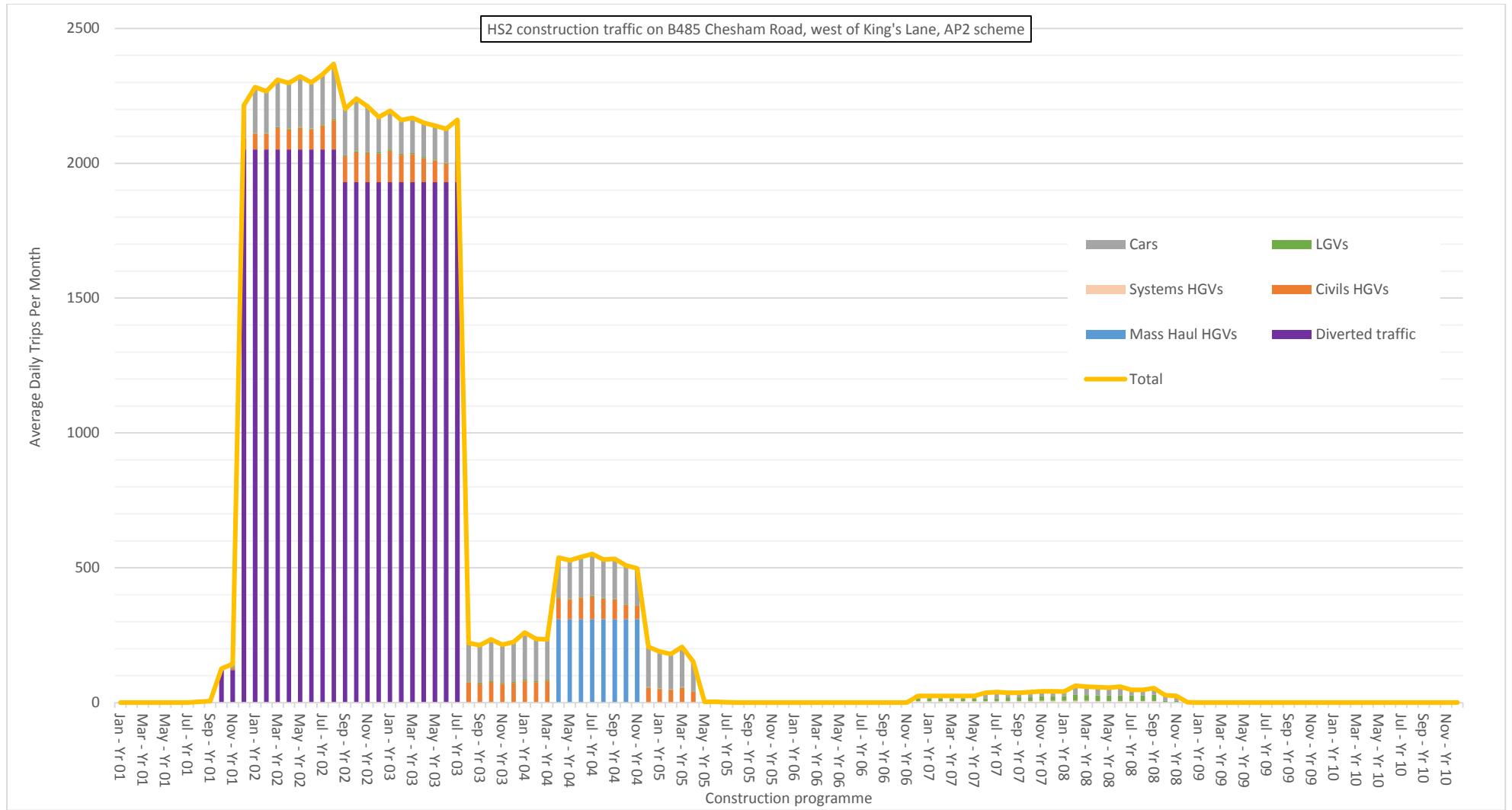






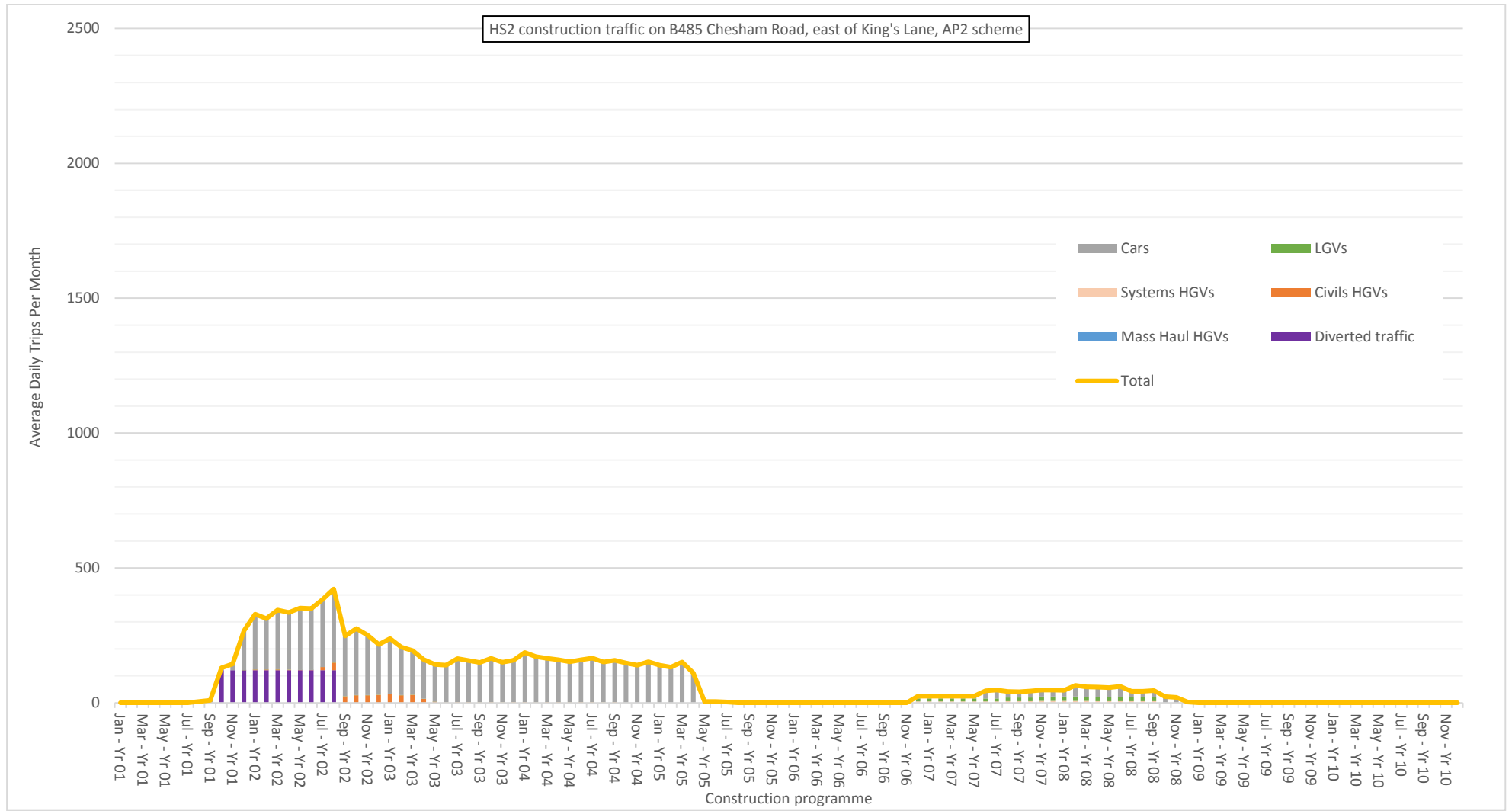








HS2 construction traffic on B485 Chesham Road, east of King's Lane, AP2 scheme



# Highway – Hyde Lane (south of South Heath)

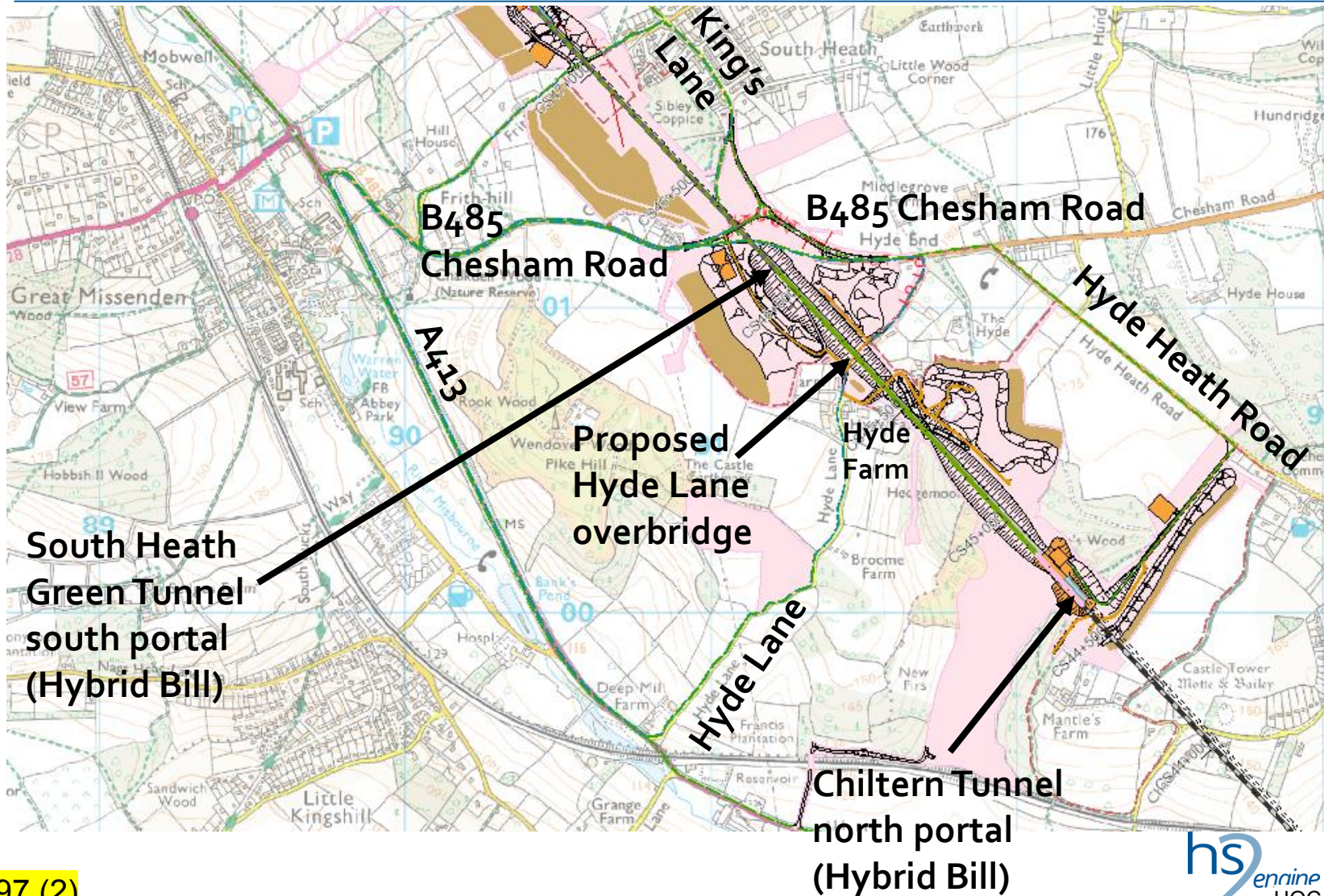
Table 7-43: Central Chilterns temporary road closures and diversions

Name	Location	Location (chainage)	Diversion route	Approximate length of diversions	Programme	Duration
Hyde Lane (south of South Heath)	South Heath	045+780	A413 and B485 Chesham Road	Up to 6km	Oct 2017	Up to one year
Frith Hill	South Heath	047+100	B485 Chesham Road and Kings Lane	Up to 2.6km	Dec 2017	Up to two years

## Temporary closure of Hyde Lane:

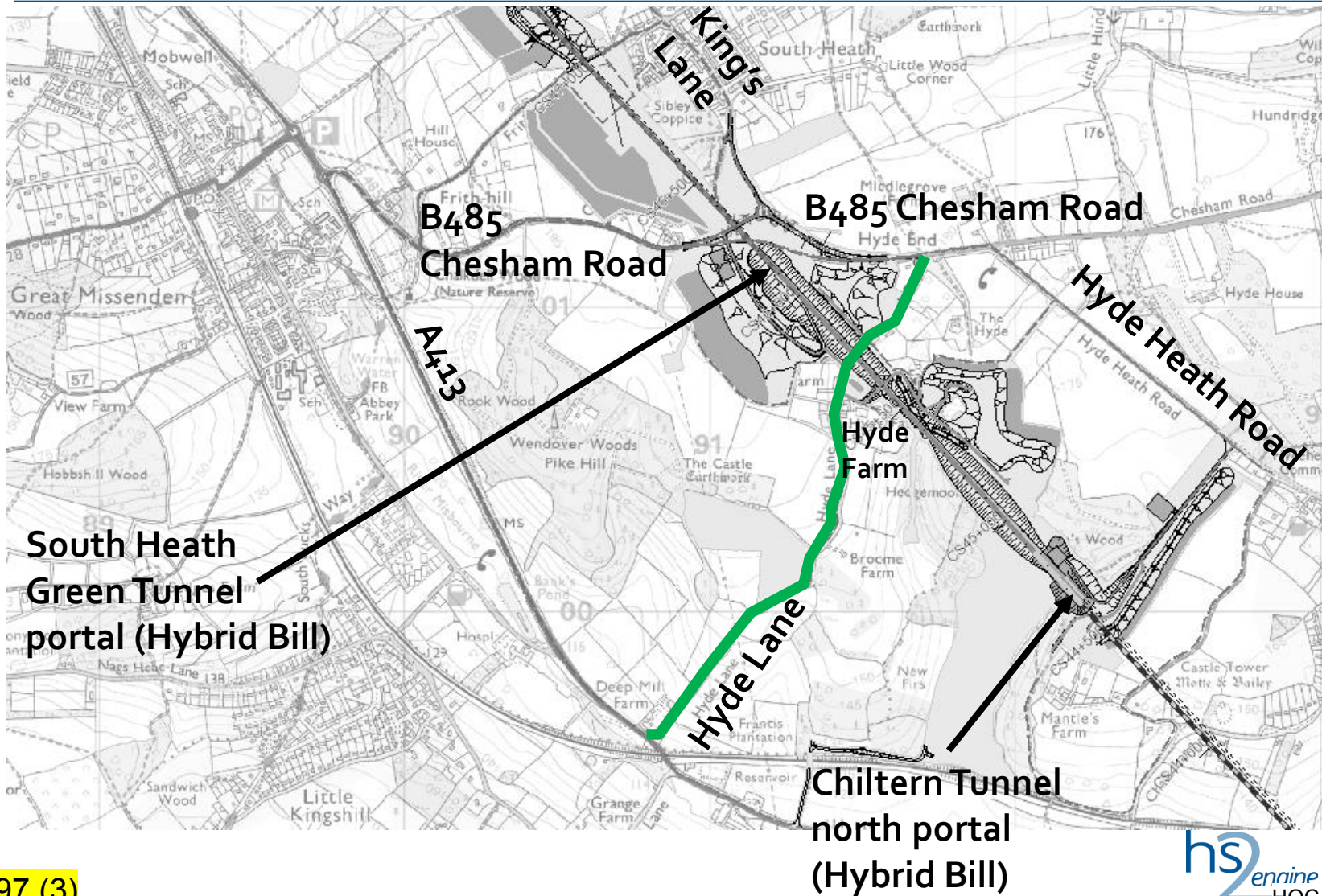
- **General Traffic** – Temporary diversion via the A413 and B485 Chesham Road
- **Farm Traffic** – Temporary diversion via Hyde Farm access track overbridge. Permanent reinstatement on the existing Hyde Lane alignment after HS2 construction (proposed Hyde Lane overbridge)

# Highway – Hyde Lane (south of South Heath)



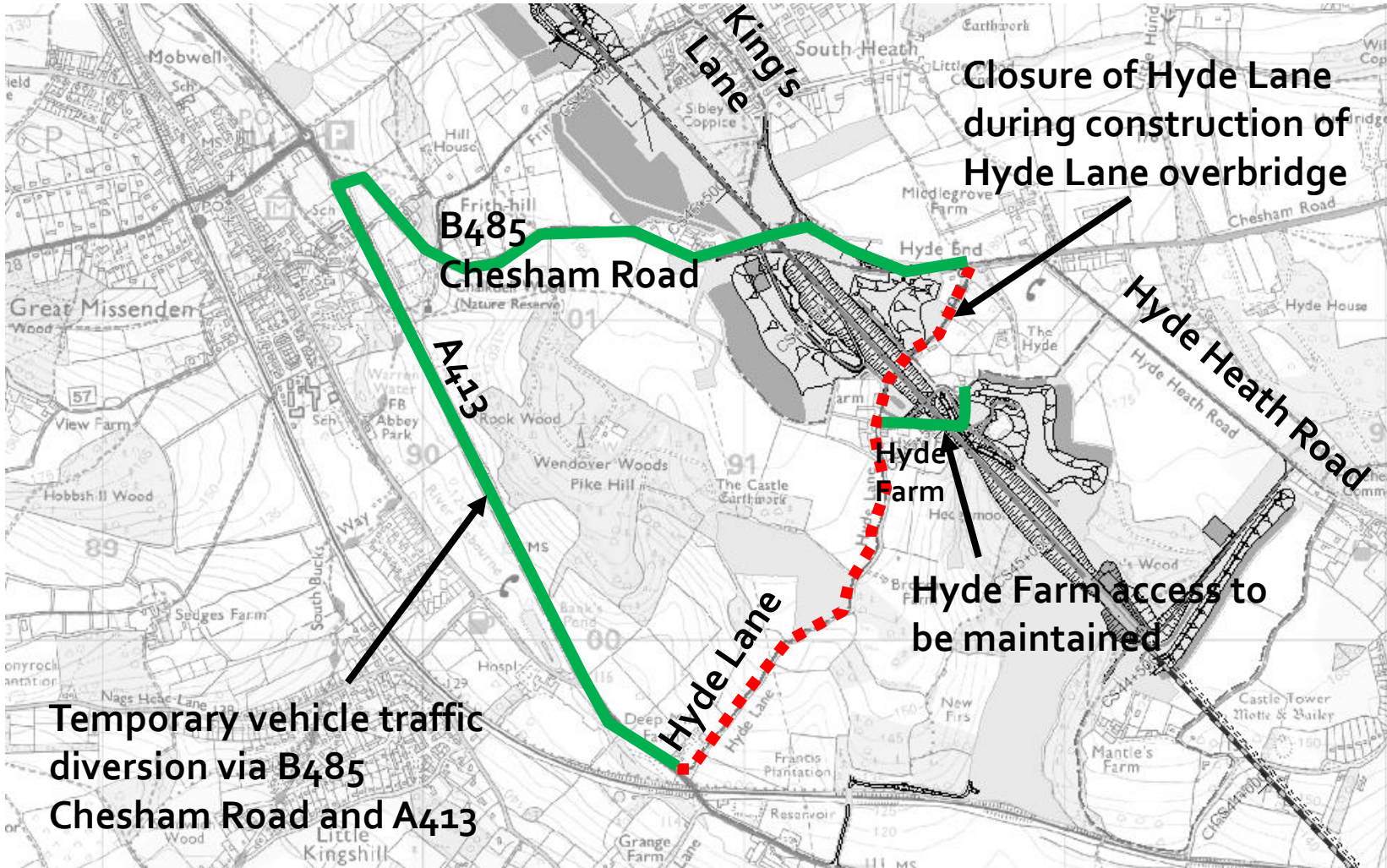
# Stage 0

- Before HS2 construction



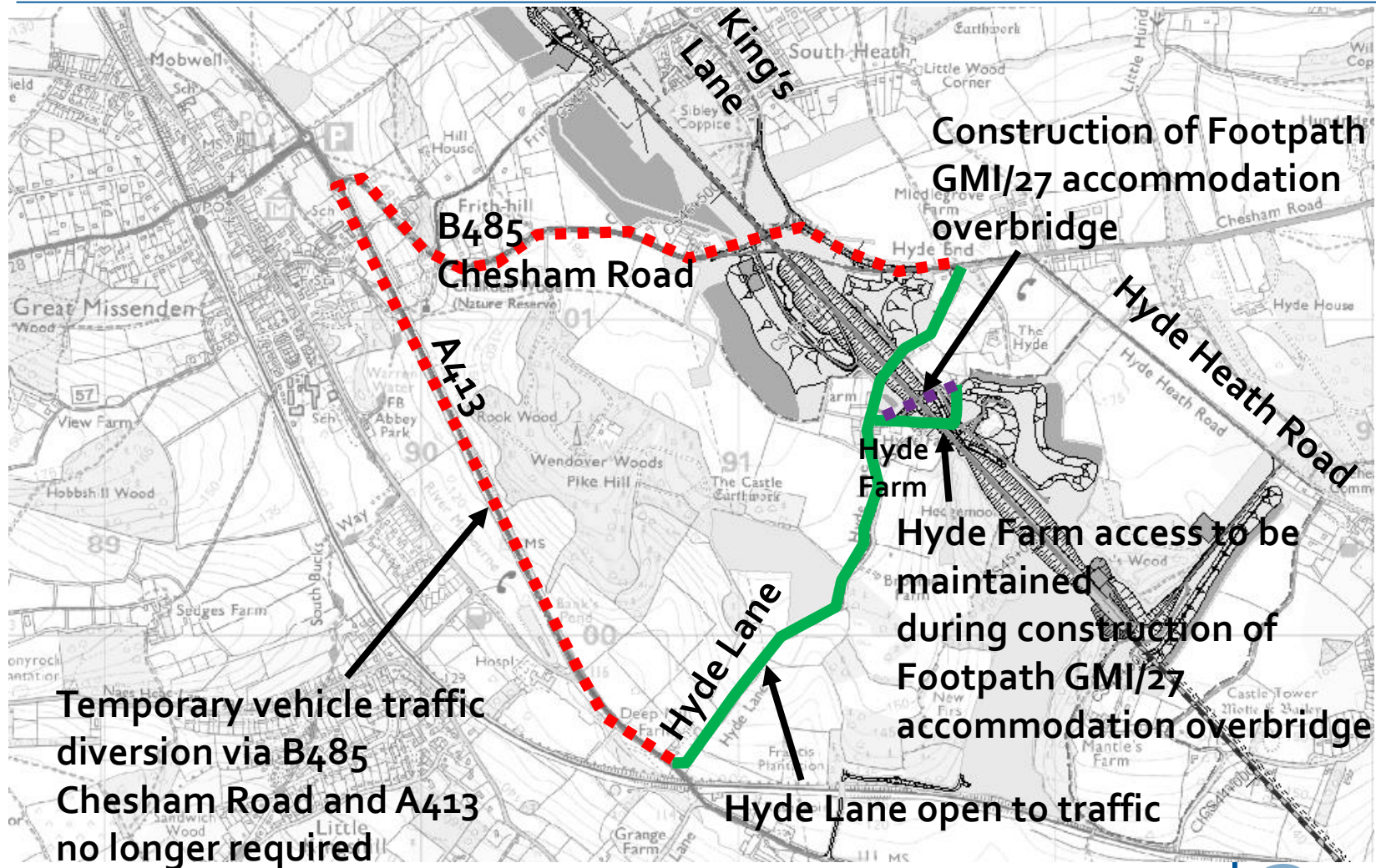
# Stage 1 (October 2017 – approx. 12 months)

## - Closure of Hyde Lane



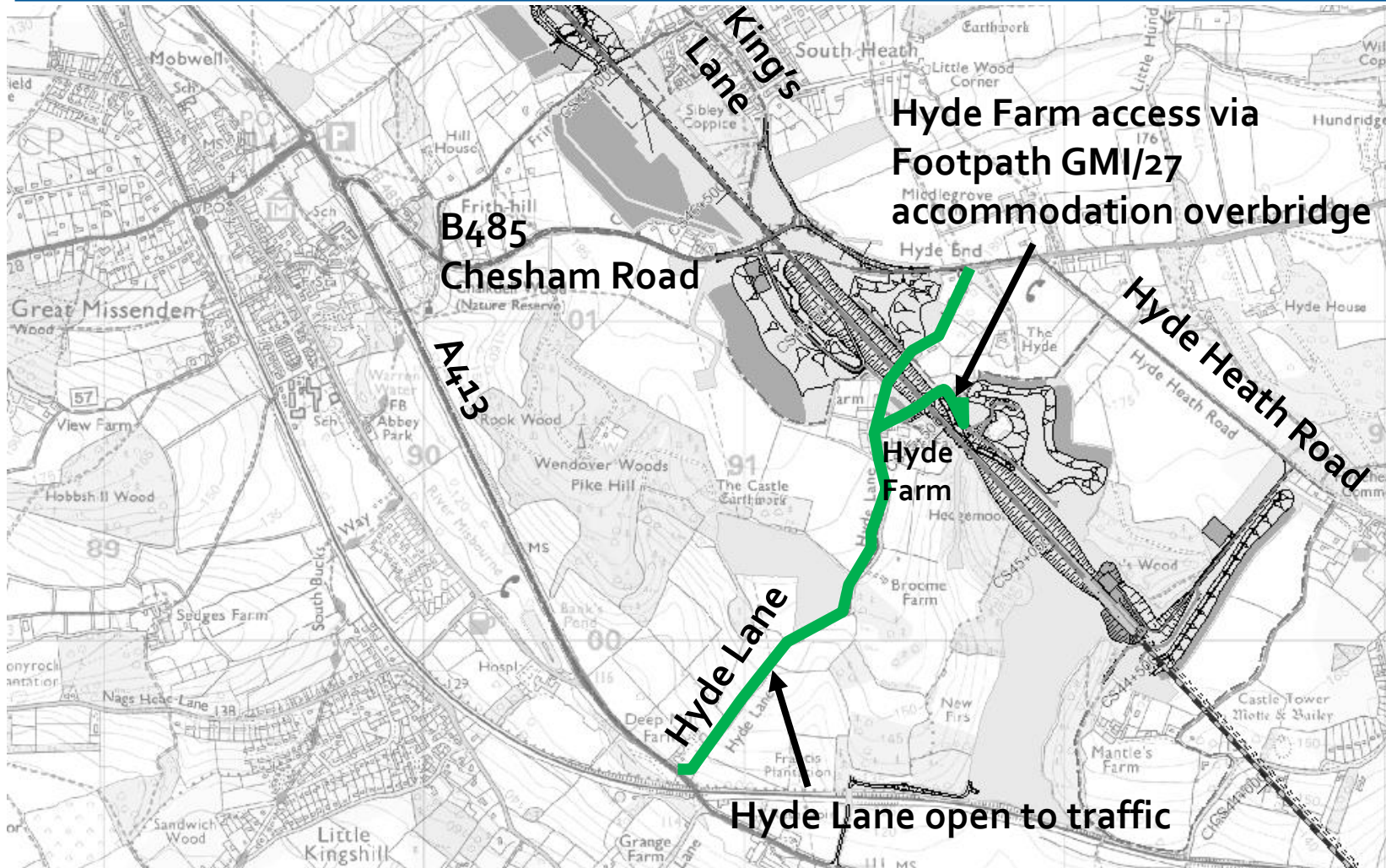
# Stage 2 (October 2018 – approx. 7 months)

- Reopening Hyde Lane
- Construction of Footpath GMI/27 accommodation overbridge

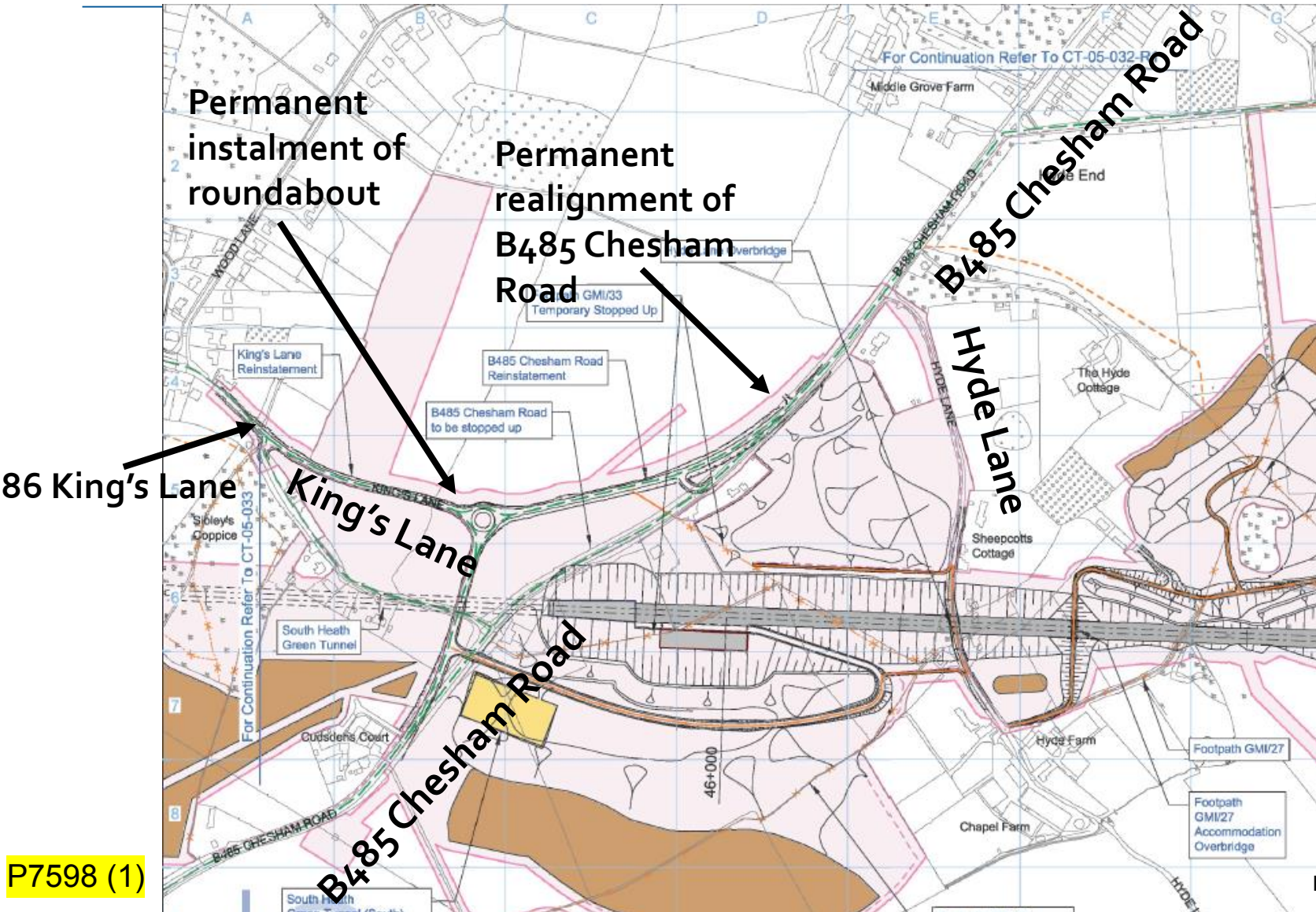


# Stage 3 (May 2019)

- Overbridge construction complete



# Highway – King's Lane / B485 Chesham Road

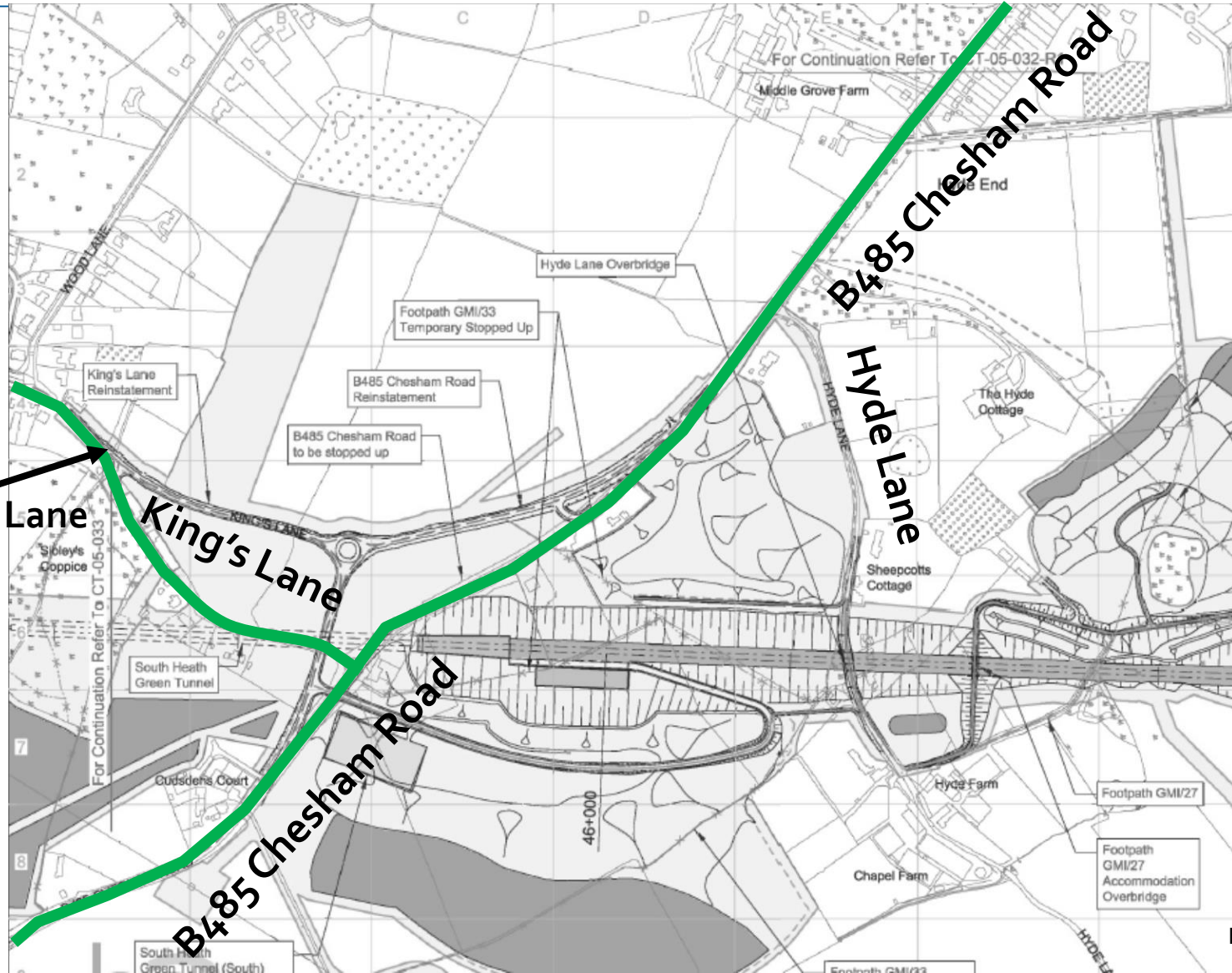


P7598 (1)



# Stage 0

## - King's Lane and B485 Chesham Road

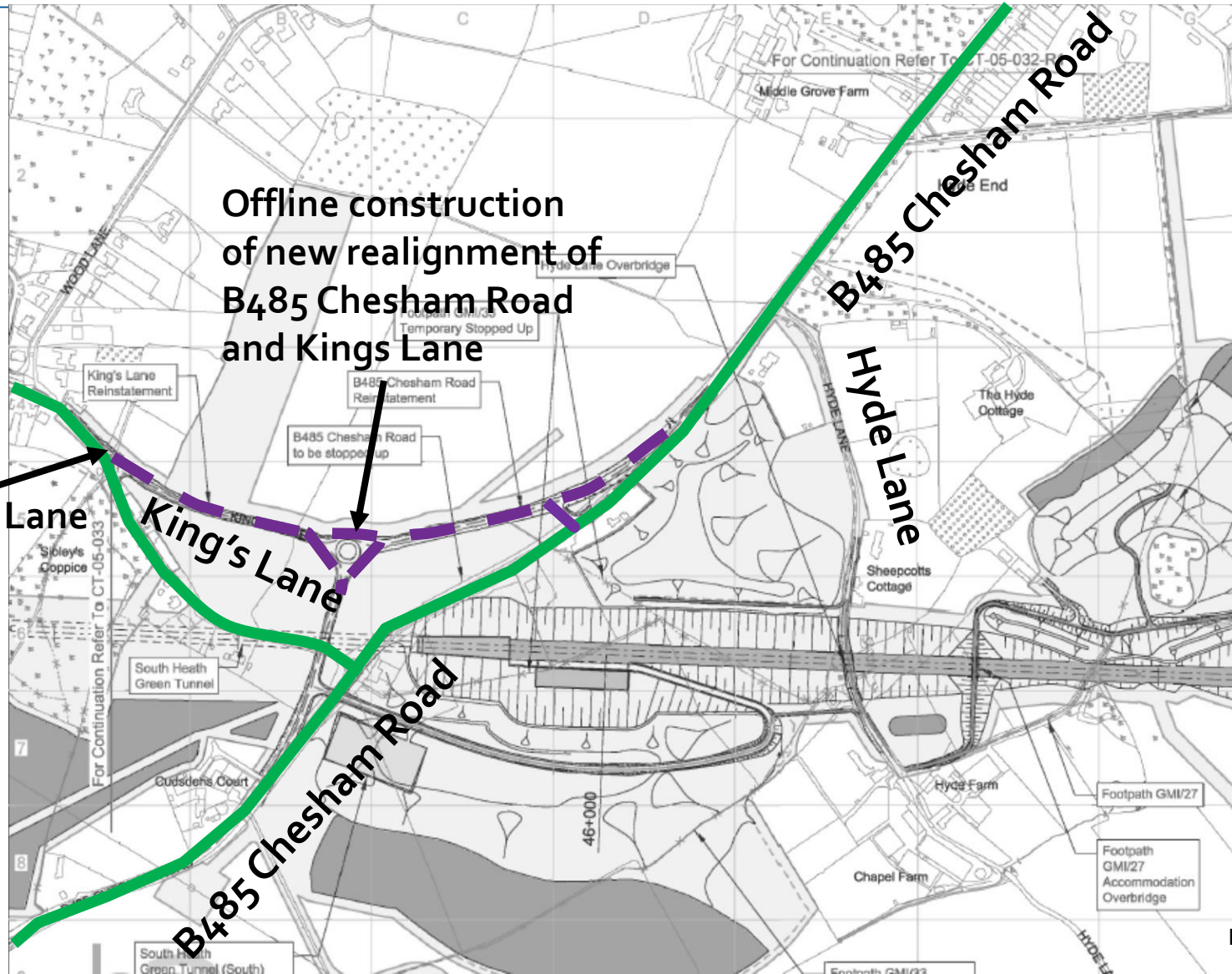


86 King's Lane

P7598 (2)

# Stage 1 (August 2018 – approx. 6-9 months)

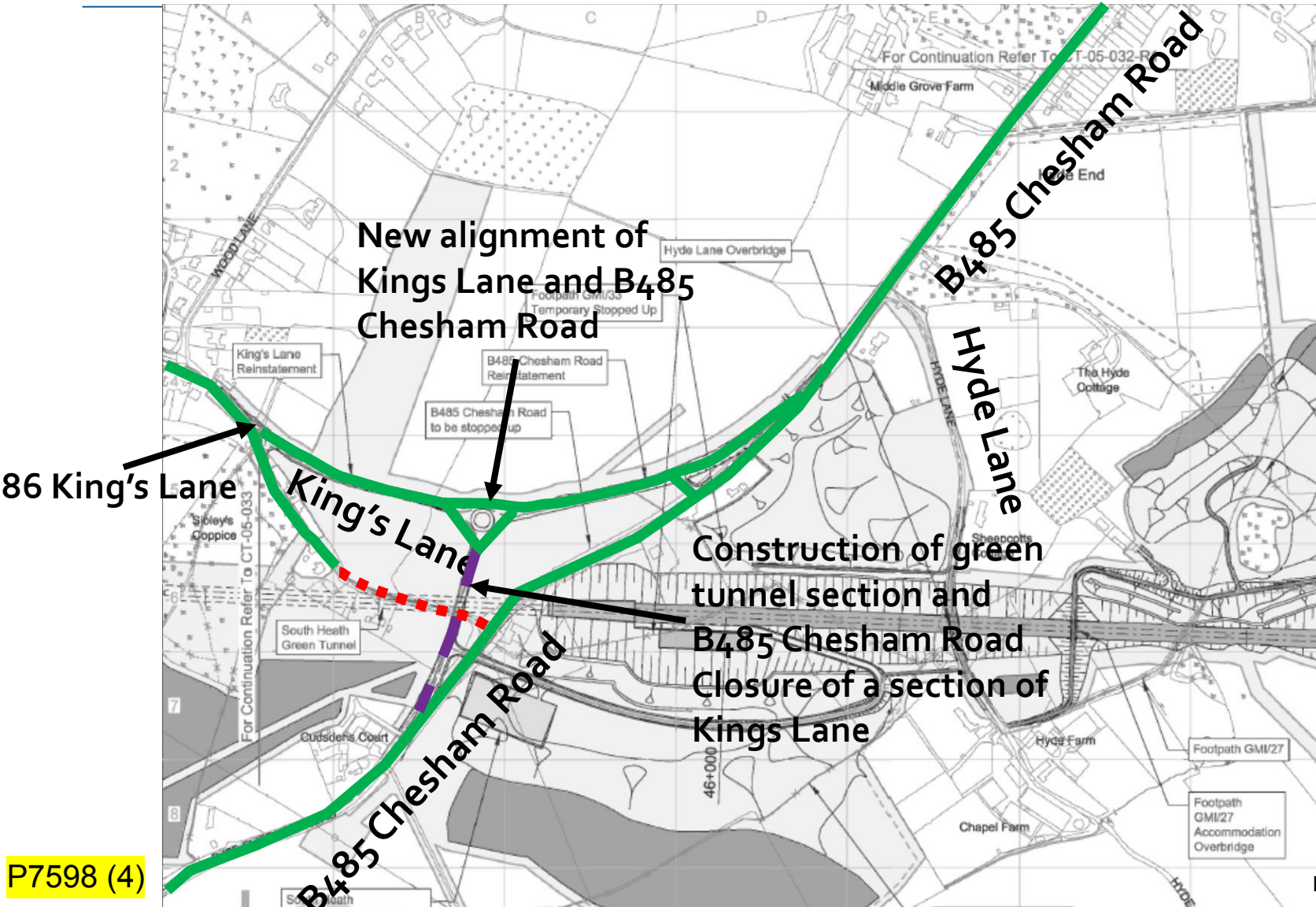
## - King's Lane and B485 Chesham Road



P7598 (3)

# Stage 2 (May 2019 – approx. 13 months)

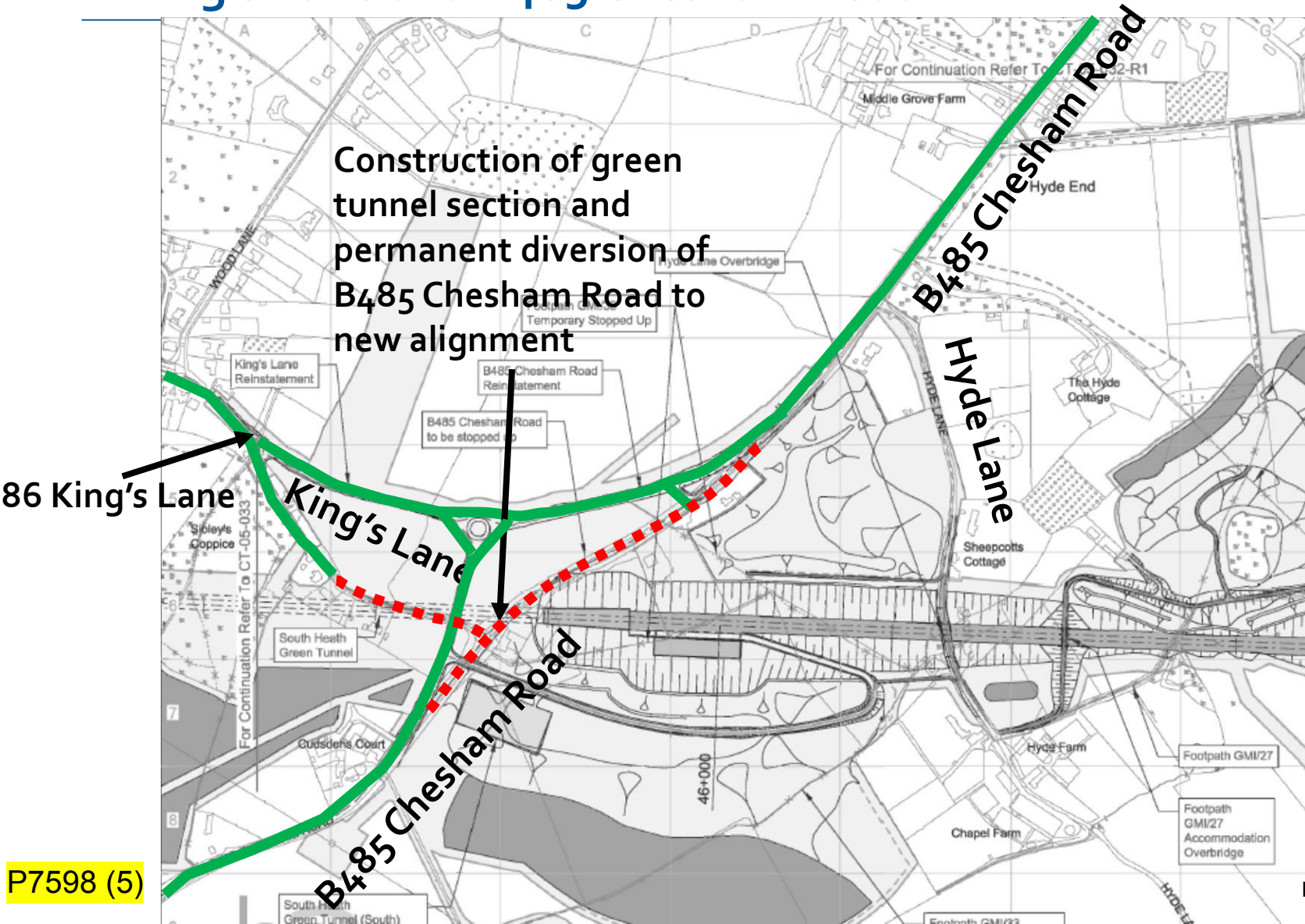
## - King's Lane and B485 Chesham Road



P7598 (4)

# Stage 3 (June 2020 – approx. 9 months)

## - King's Lane and B485 Chesham Road



P7598 (5)

# Highway – Frith Hill (South Heath)

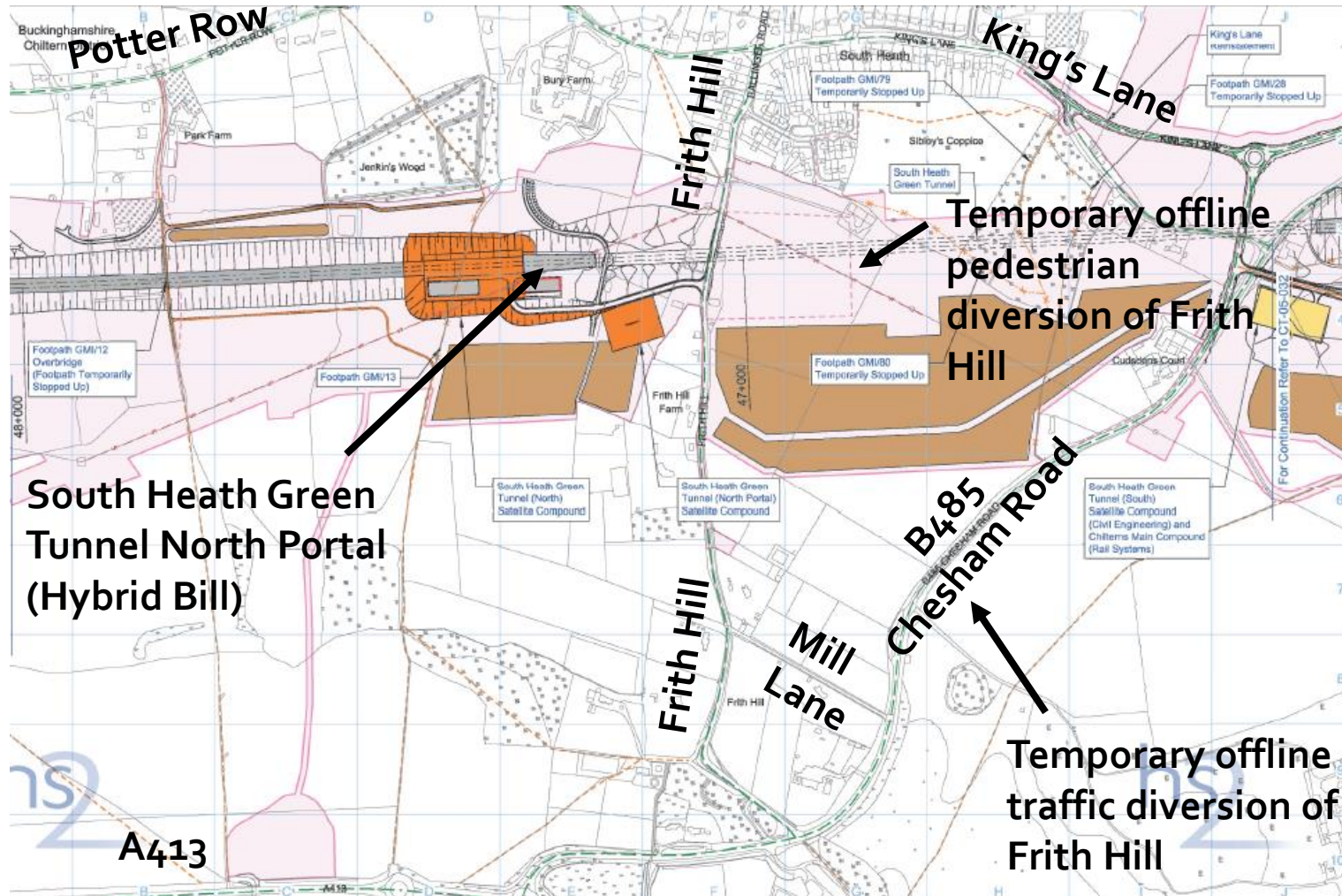
Table 7-43: Central Chilterns temporary road closures and diversions

Name	Location	Location (chainage)	Diversion route	Approximate length of diversions	Programme	Duration
Hyde Lane (south of South Heath)	South Heath	045+780	A413 and B485 Chesham Road	Up to 6km	Oct 2017	Up to one year
Frith Hill	South Heath	047+100	B485 Chesham Road and Kings Lane	Up to 2.6km	Dec 2017	Up to two years

## Temporary closure of Frith Hill:

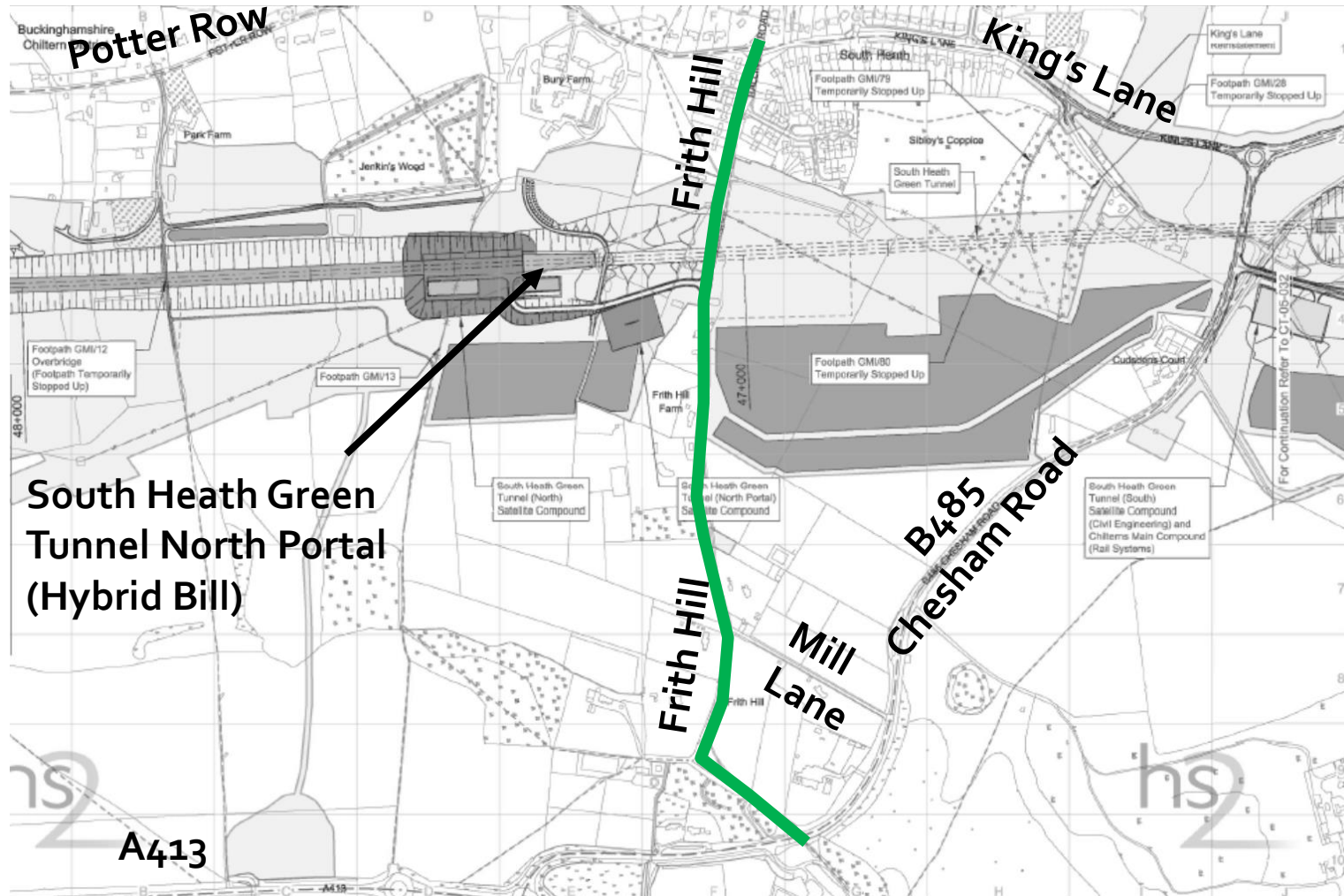
- Temporary traffic diversion via B485 Chesham Road and King's Lane
- Permanent reinstatement on the existing Frith Hill alignment, after HS2 construction

# Highway – Frith Hill (South Heath)



# Stage 0

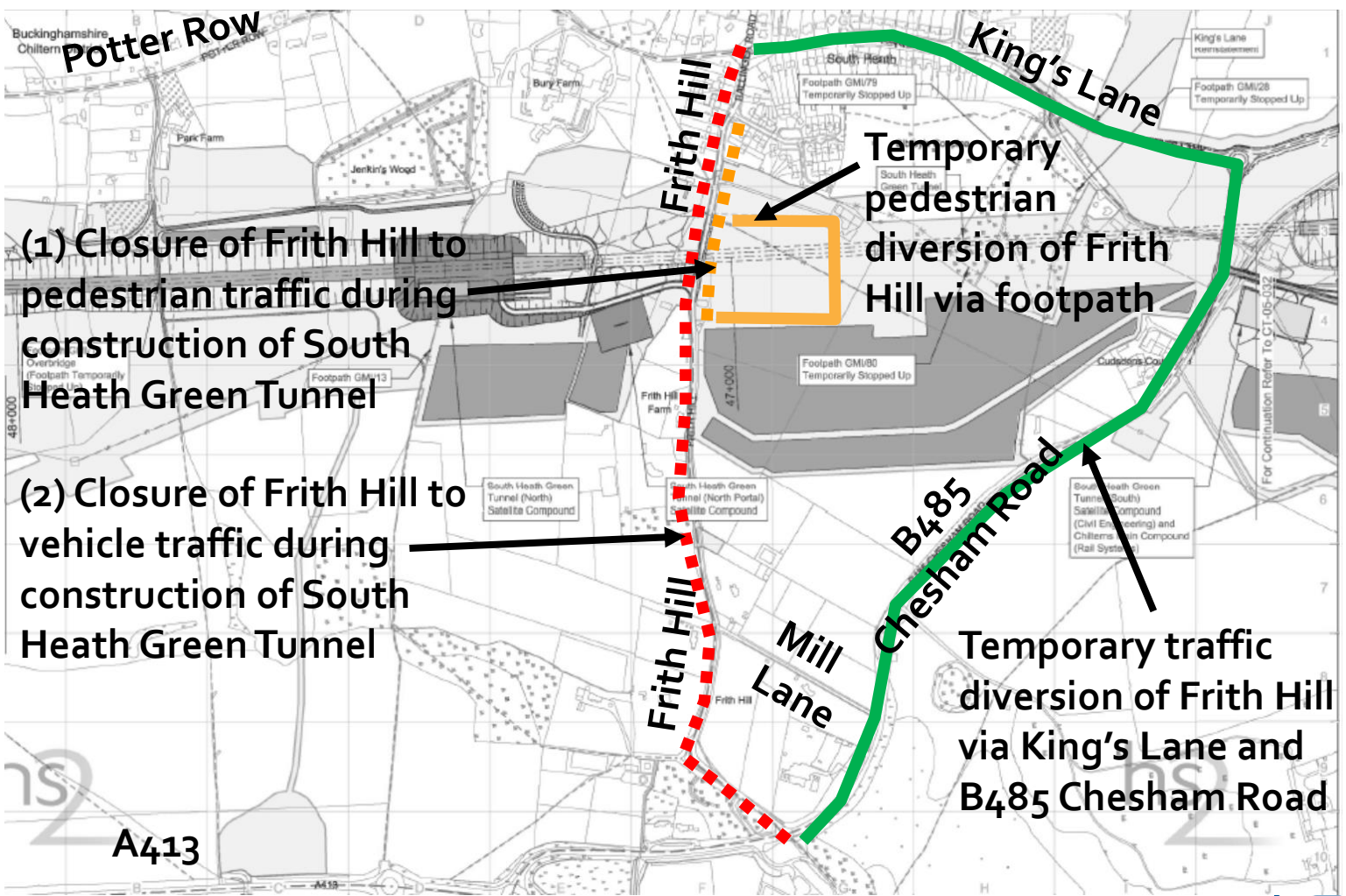
- Before HS2 construction



South Heath Green  
Tunnel North Portal  
(Hybrid Bill)

# Stage 1 (December 2017 – approx. 24 months)

## - Closure of Frith Hill



(1) Closure of Frith Hill to pedestrian traffic during construction of South Heath Green Tunnel

(2) Closure of Frith Hill to vehicle traffic during construction of South Heath Green Tunnel

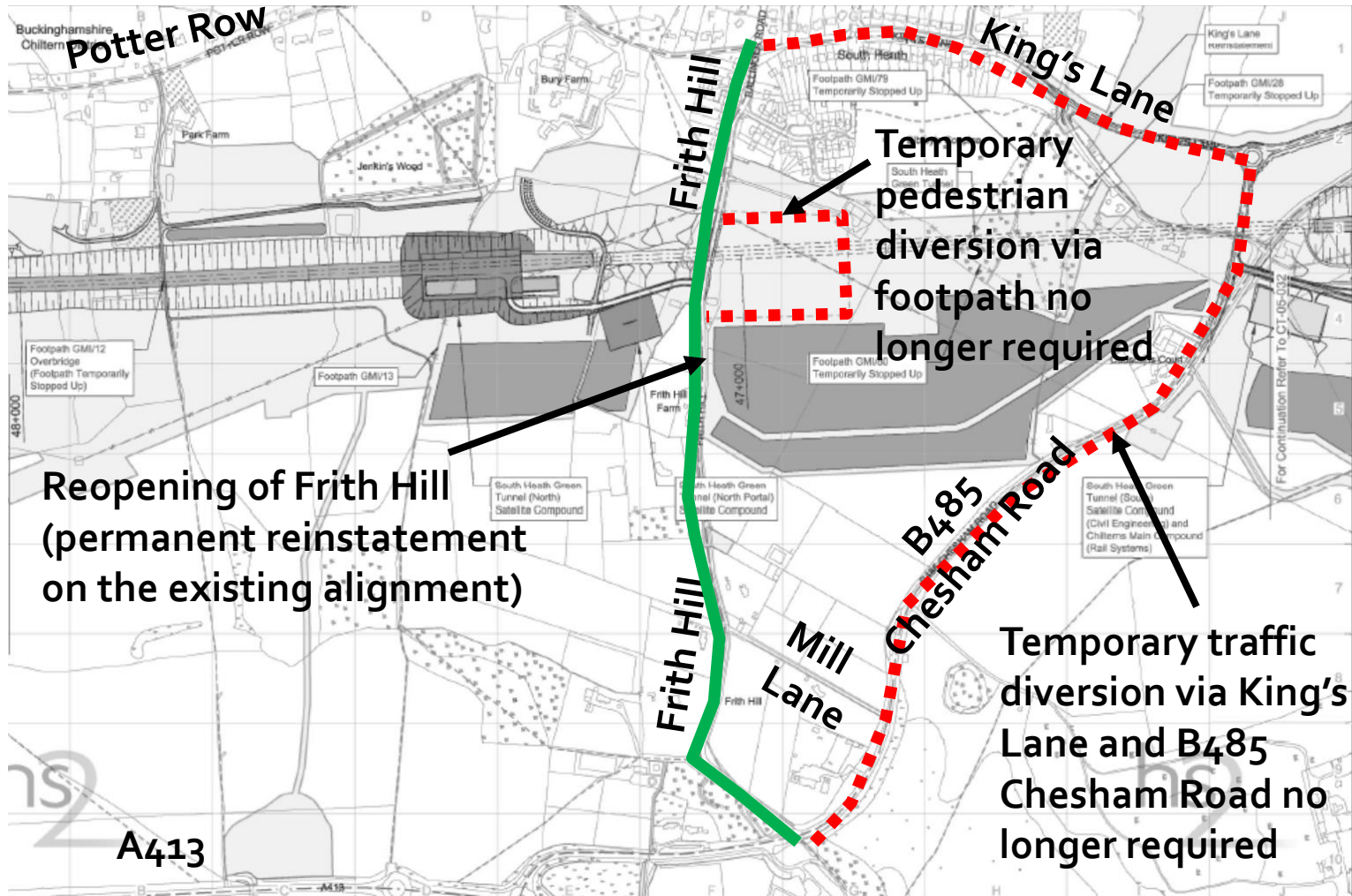
Temporary pedestrian diversion of Frith Hill via footpath

Temporary traffic diversion of Frith Hill via King's Lane and B485 Chesham Road

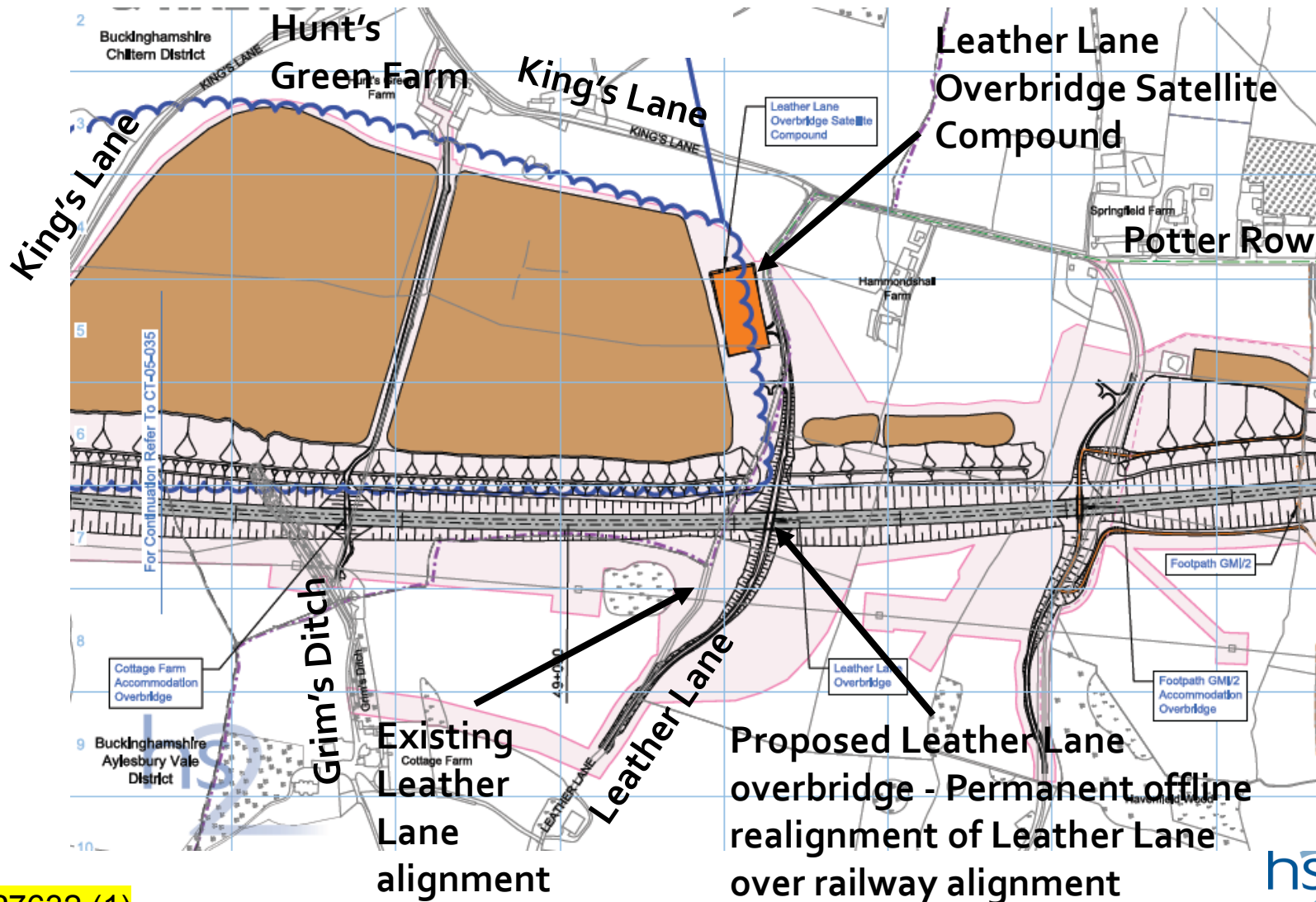


# Stage 2 (approx. July 2018)

## - Reopening Frith Hill

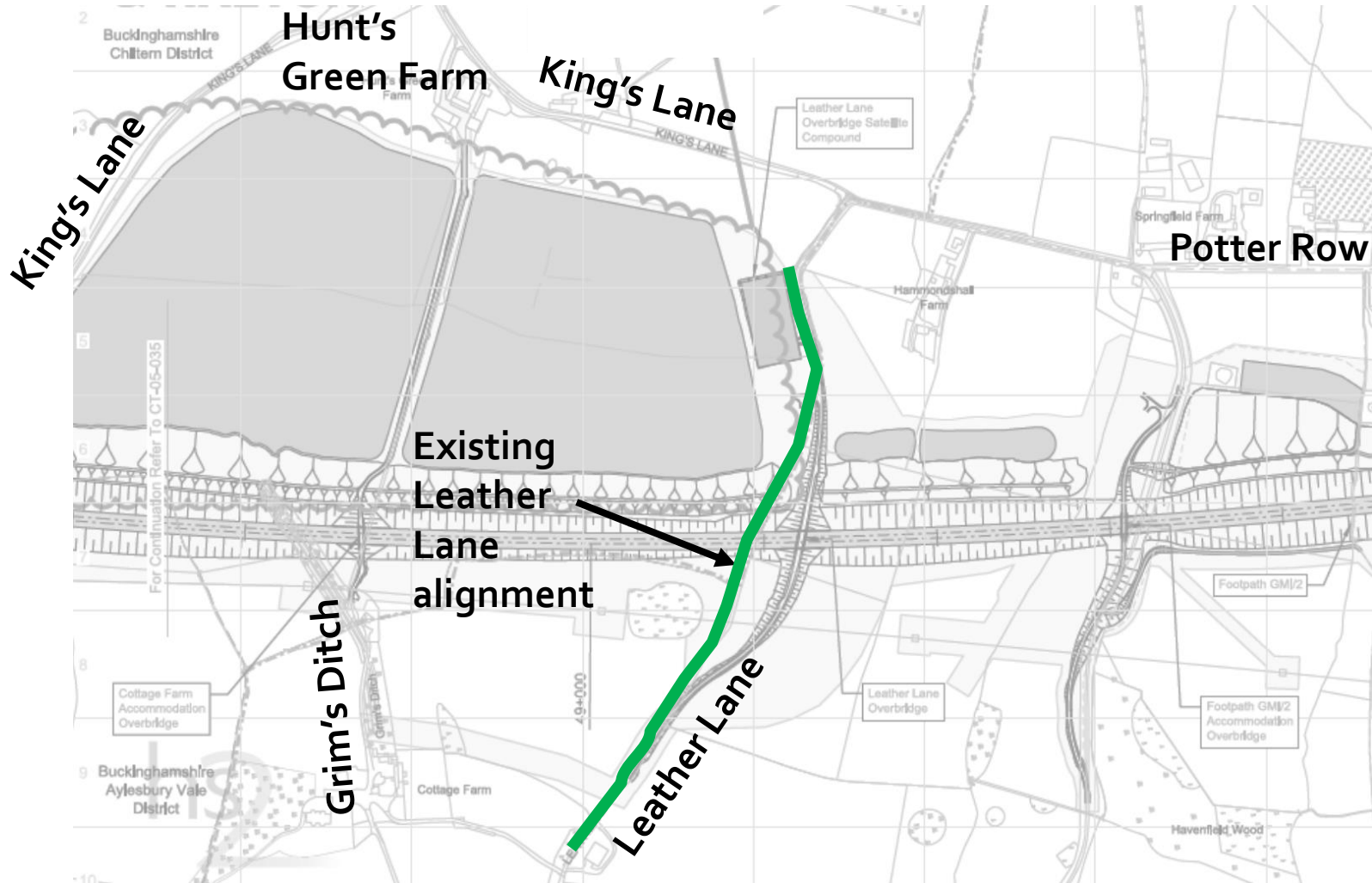


# Highway – Leather Lane Overbridge (Hunt's Green)



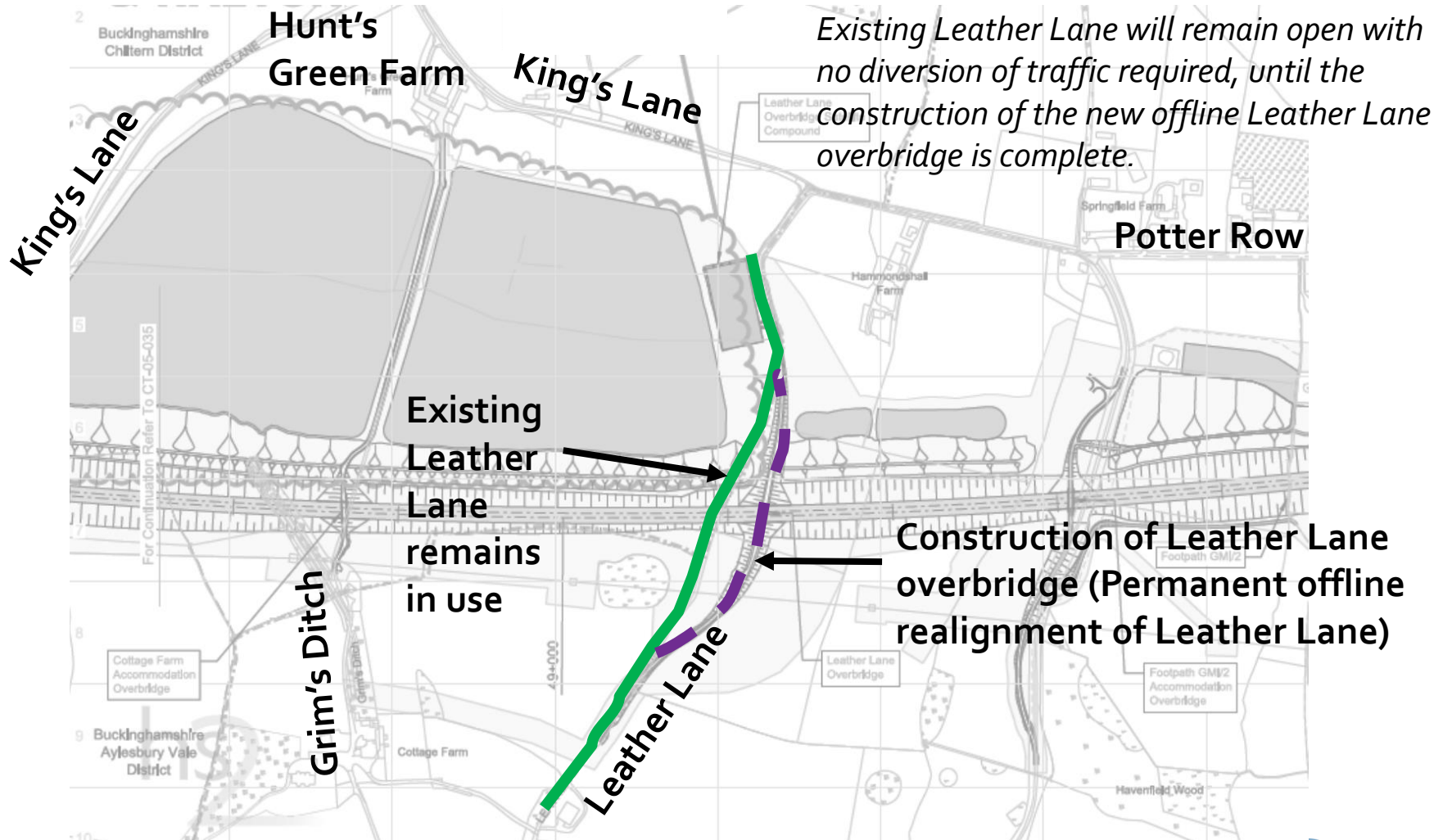
# Stage 0

- Before HS2 construction



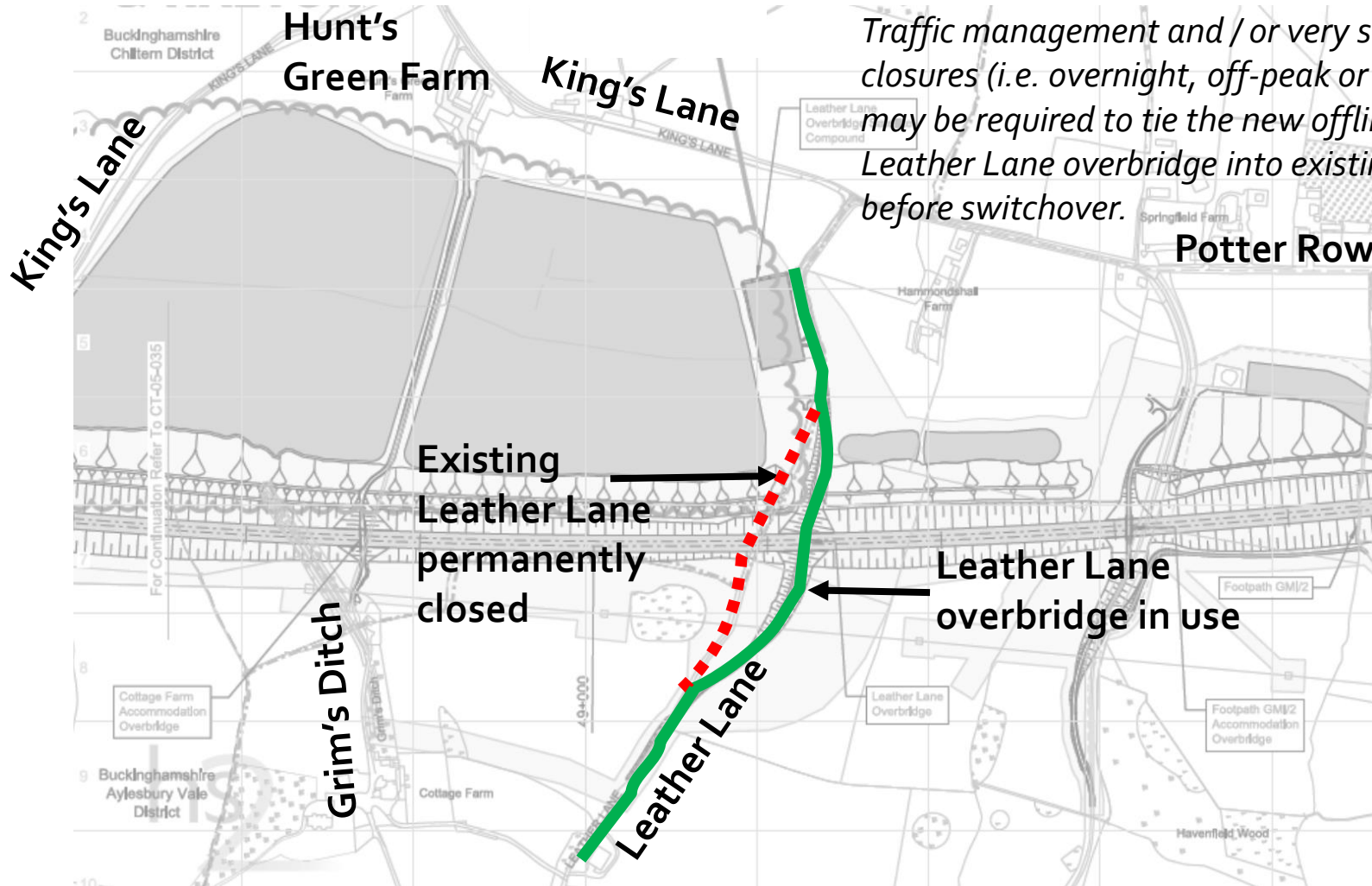
# Stage 1 (September 2017 – approx. 15 months)

- Construction of permanent overbridge, south of current Leather Lane



# Stage 2 (December 2018)

- Leather Lane overbridge in use
- Closure of original Leather Lane



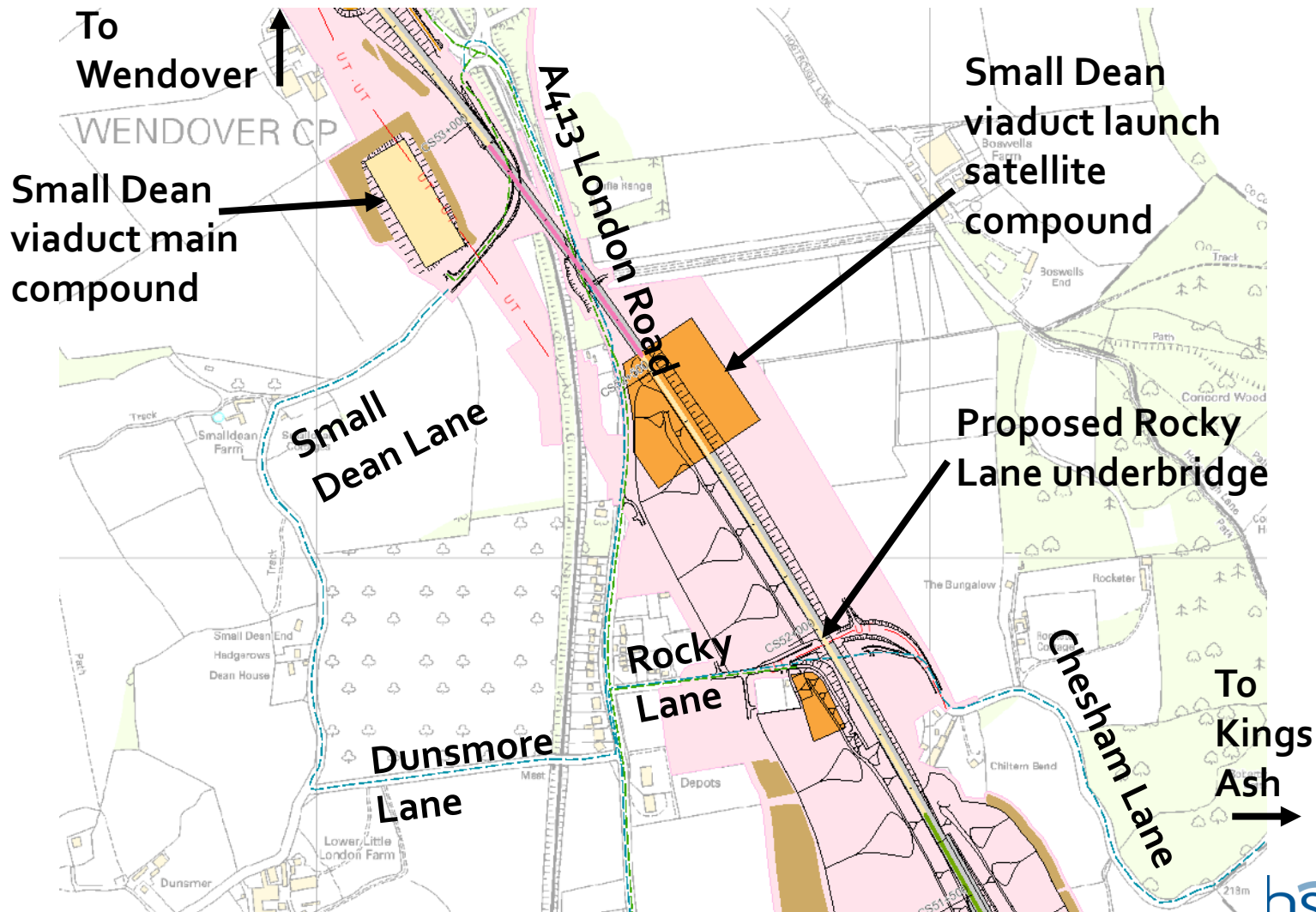
*Traffic management and / or very short term closures (i.e. overnight, off-peak or weekend), may be required to tie the new offline section of Leather Lane overbridge into existing road before switchover.*

# Highway – Small Dean Lane & Rocky Lane (Wendover)

Table 7-62: Dunsmore, Wendover & Halton temporary road closures and diversions

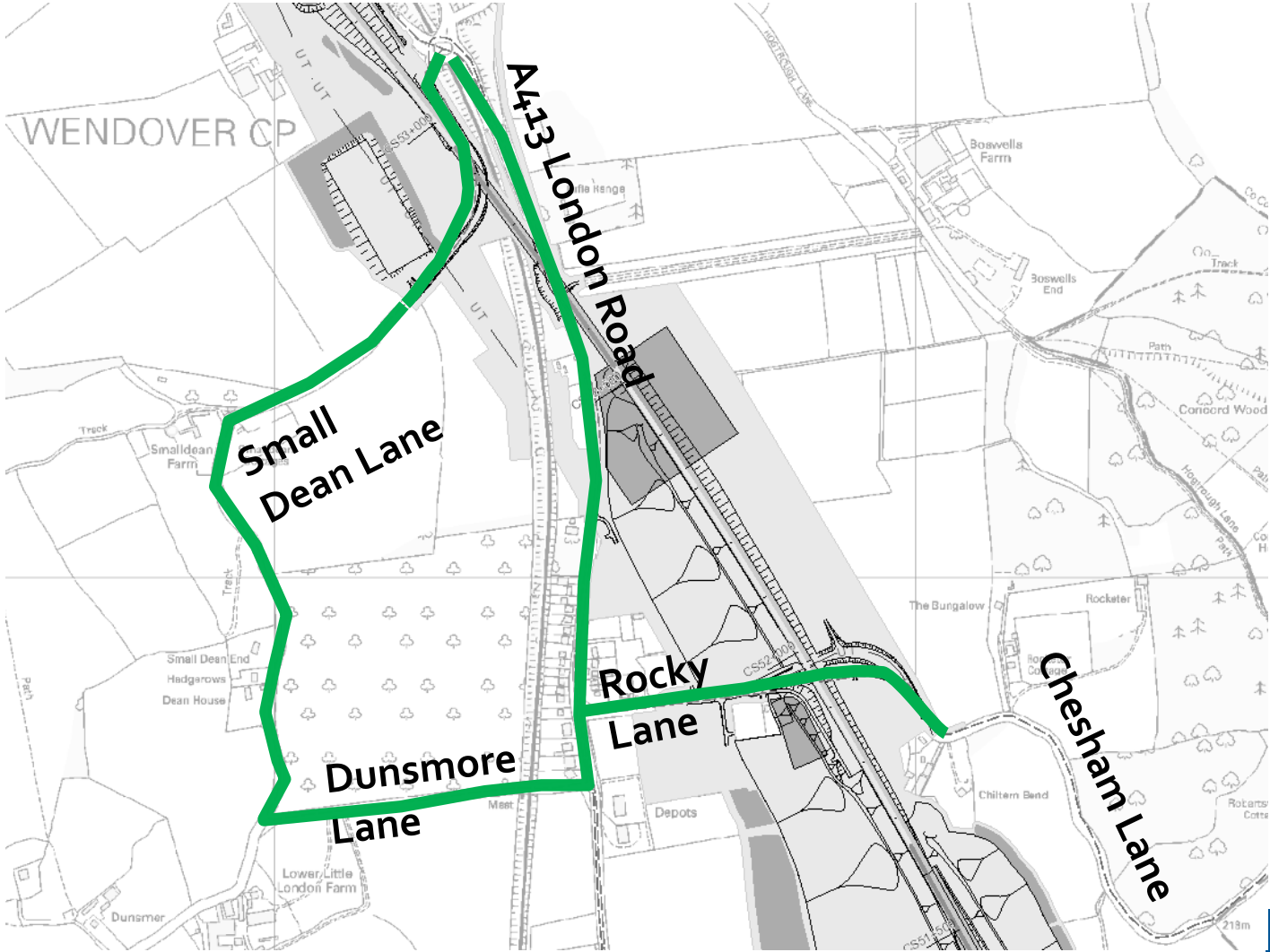
Name	Location	Location (chainage)	Diversion route	Approximate length of diversions	Programme	Duration
Bowood Lane Overbridge	Wendover Dean	050+100	A413 London Road, Rocky Lane/Chesham Lane and King's Lane. Alternative diversion via Potters Row, Leather Lane and A413 London Road.	4.7km	Sep 2018	Up to one year
Small Dean Lane	Wendover	053+000	A413 London Road and Dunsmore Road.	2.7km	Jun 2018	Up to nine months
Bacombe Lane	Wendover	053+950	South Street, Pound Street, Ellesborough Road and a temporary link road between Ellesborough Road and Bacombe Lane	1.5km	Sep 2017	Up to one year
Ellesborough Road	Wendover	054+200	Temporary link to the west of Ellesborough Road.	Negligible	Feb 2018	Up to two years
A413 London Road	Wendover Dean	052+700	Diversion to the west of existing alignment.	100m	June 2018	Up to one year and six months

# Highway – Small Dean Lane & Rocky Lane (Wendover)



# Stage 0

- Before HS2 construction

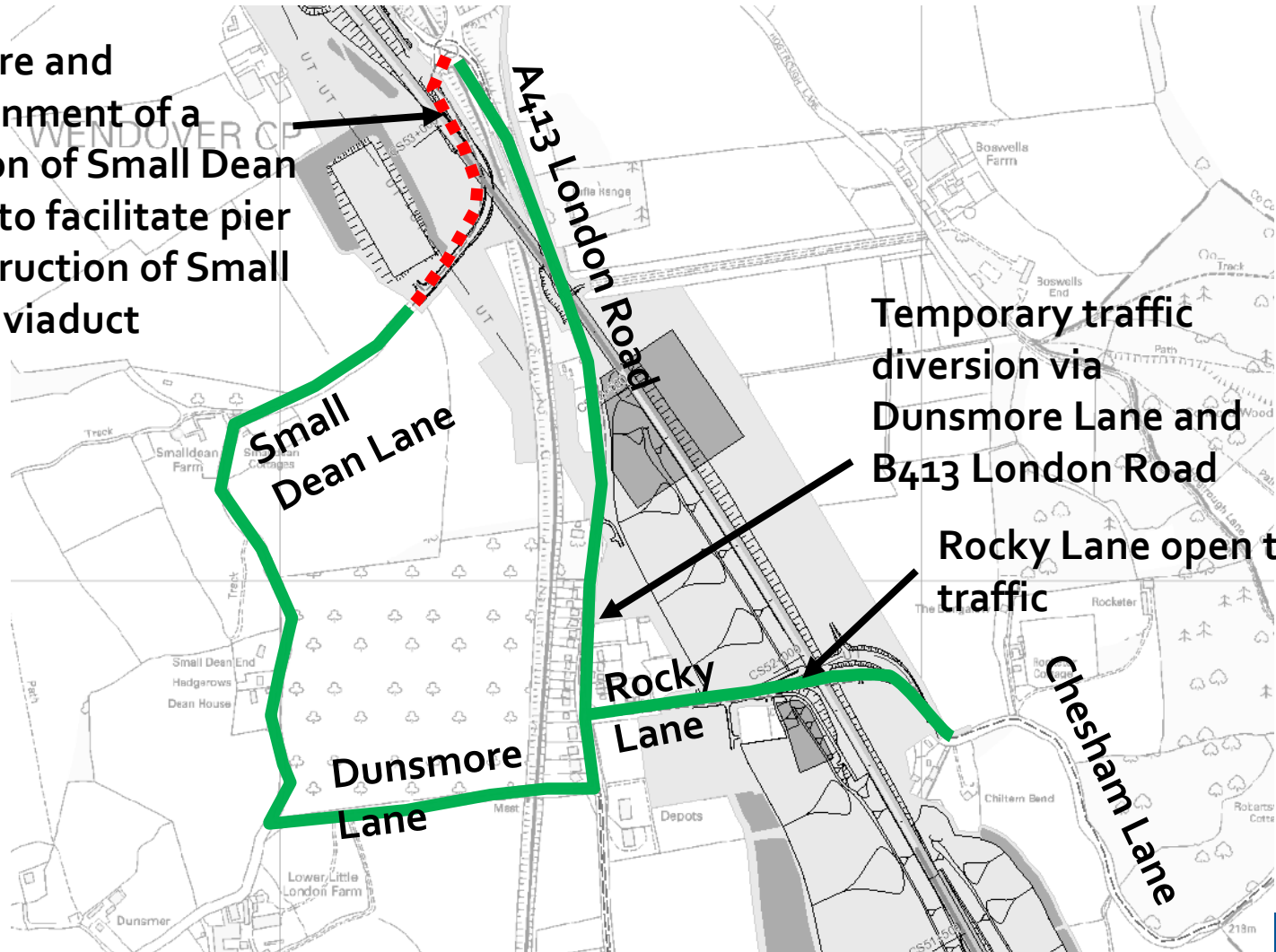




# Stage 1a (June 2018 – approx. 9 months)

## - Closure of Small Dean Lane

Closure and realignment of a section of Small Dean Lane to facilitate pier construction of Small Dean viaduct



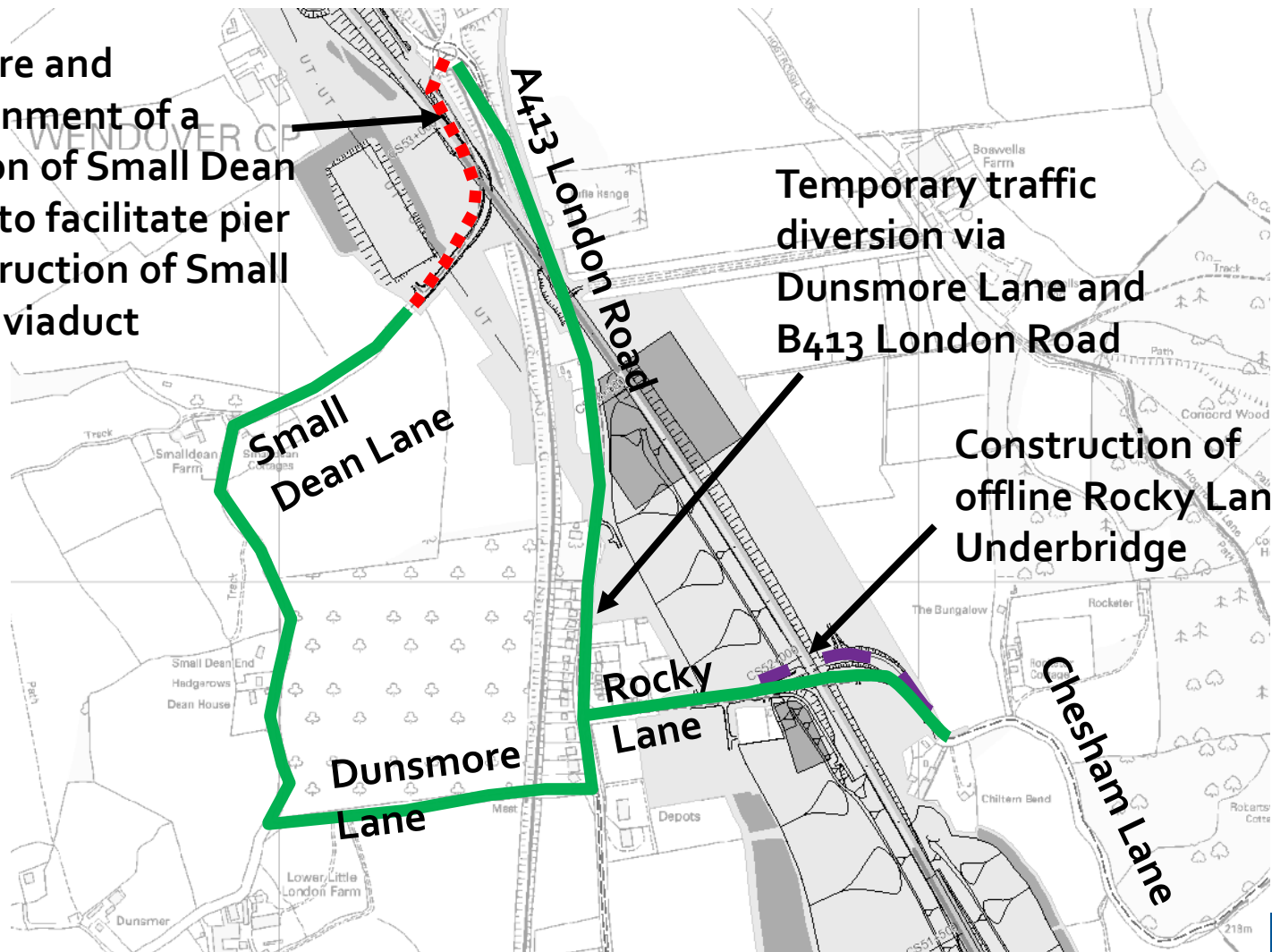
Temporary traffic diversion via Dunsmore Lane and B413 London Road

Rocky Lane open to traffic

# Stage 1b (Jan 2019 – approx. 10 months)

## - Construction of Rocky Lane underbridge

Closure and realignment of a section of Small Dean Lane to facilitate pier construction of Small Dean viaduct



Temporary traffic diversion via Dunsmore Lane and B413 London Road

Construction of offline Rocky Lane Underbridge

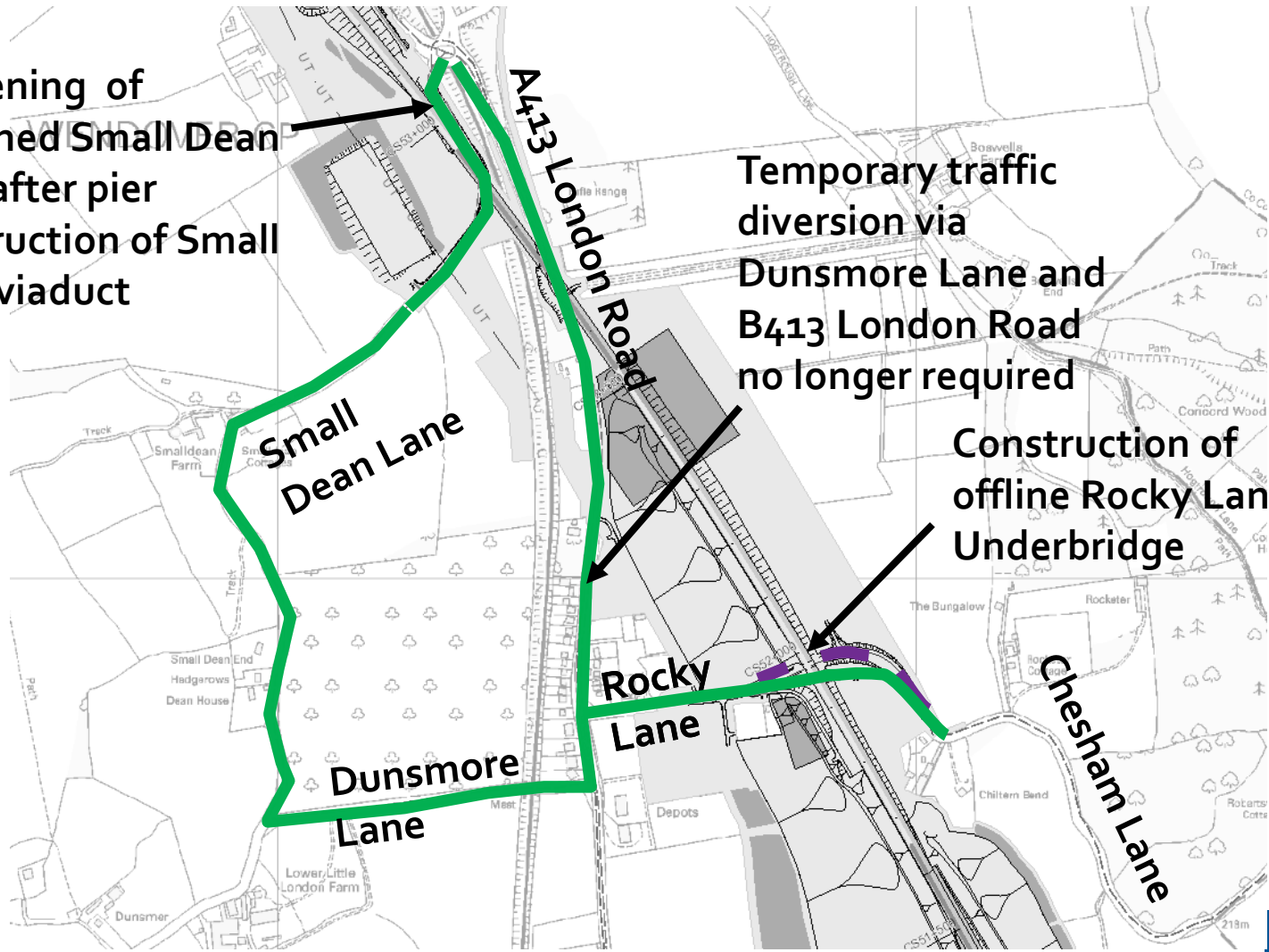
# Stage 1C (March 2019)

## - Reopening of Small Dean Lane

Reopening of realigned Small Dean Lane after pier construction of Small Dean viaduct

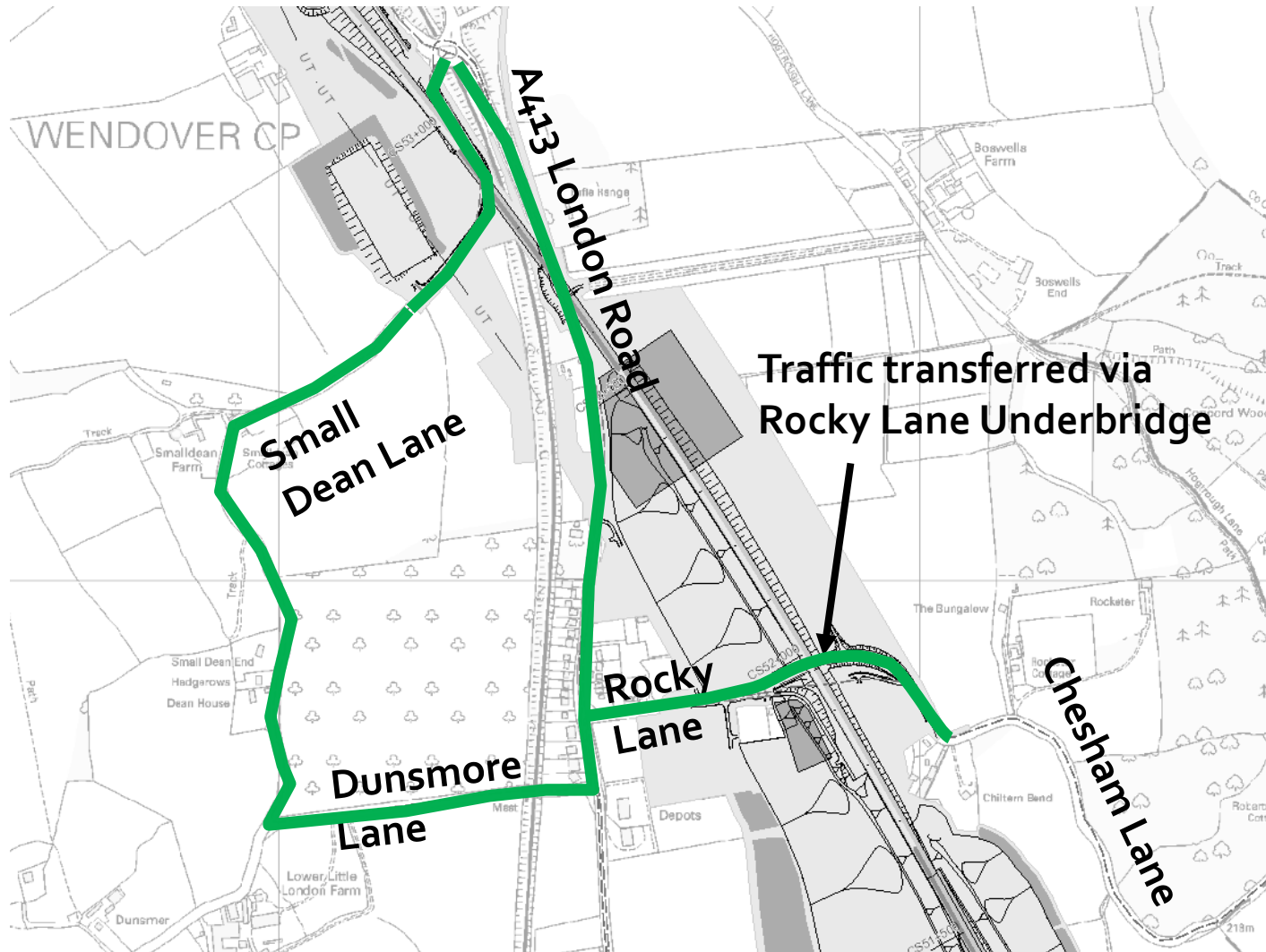
Temporary traffic diversion via Dunsmore Lane and B413 London Road no longer required

Construction of offline Rocky Lane Underbridge



# Stage 2 (November 2019)

- Rocky Lane Underbridge construction complete

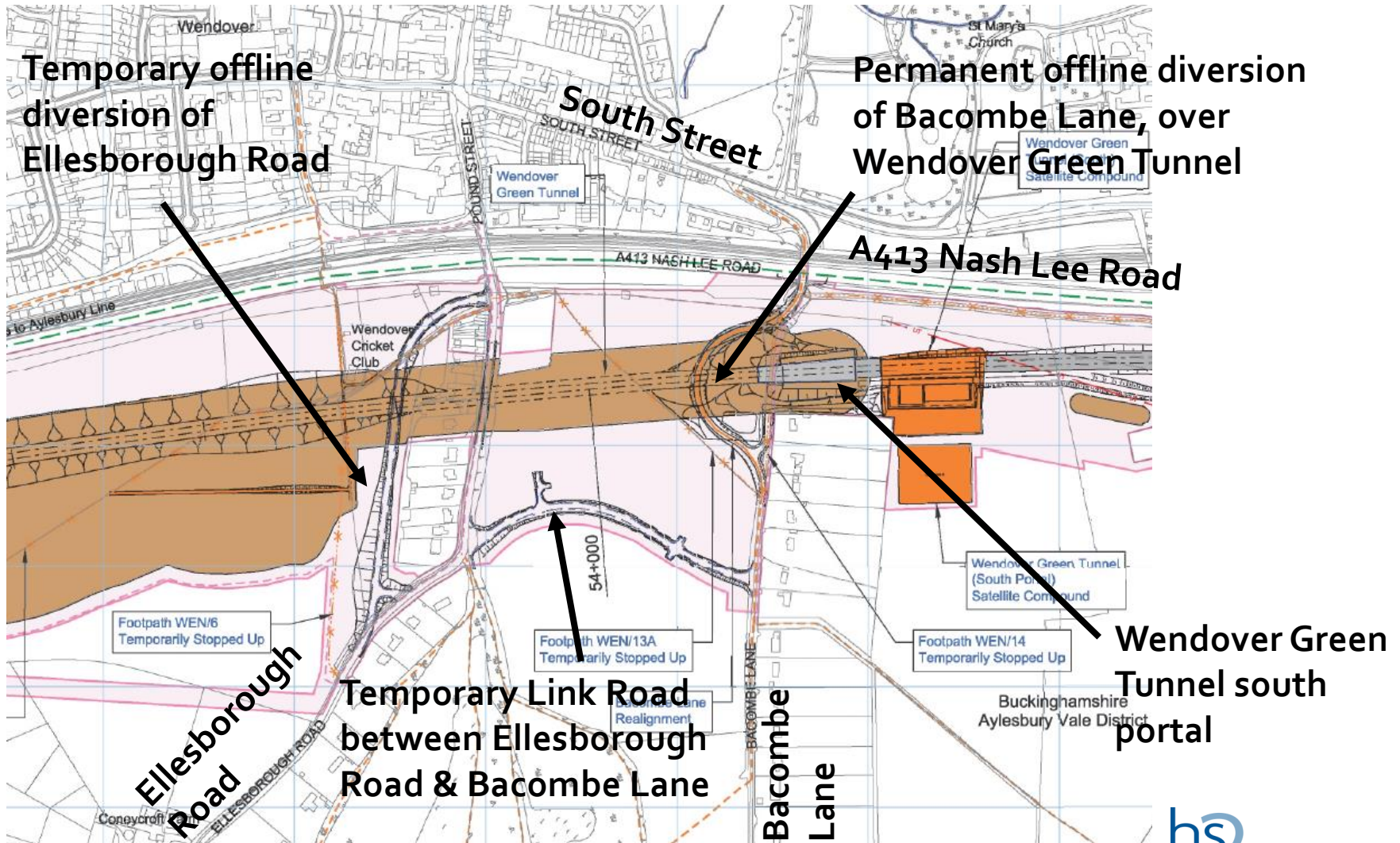


# Highway – Bacombe Lane & Ellesborough Road (Wendover)

Table 7-62: Dunsmore, Wendover & Halton temporary road closures and diversions

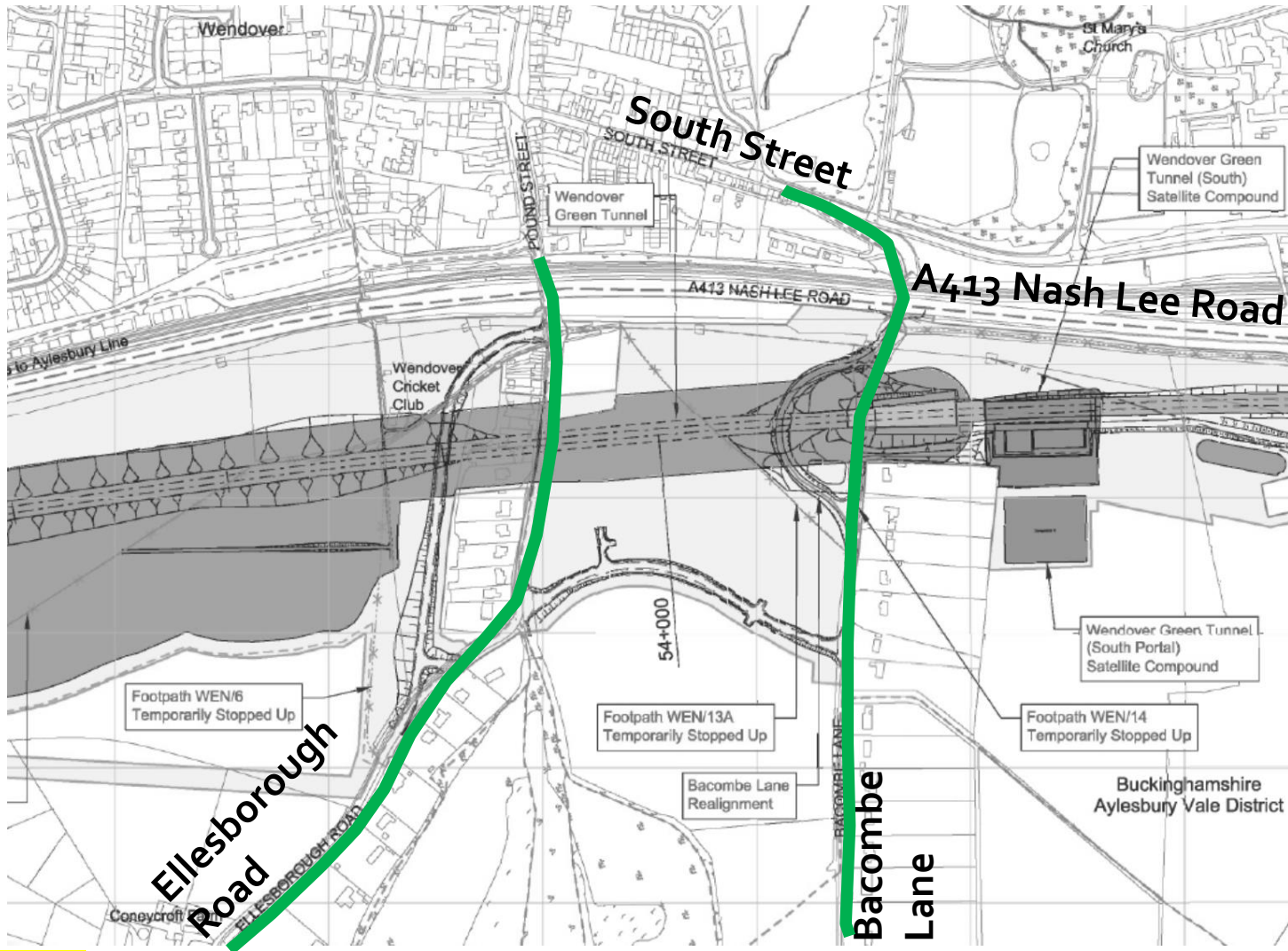
Name	Location	Location (chainage)	Diversion route	Approximate length of diversions	Programme	Duration
Bowood Lane Overbridge	Wendover Dean	050+100	A413 London Road, Rocky Lane/Chesham Lane and King's Lane. Alternative diversion via Potters Row, Leather Lane and A413 London Road.	4.7km	Sep 2018	Up to one year
Small Dean Lane	Wendover	053+000	A413 London Road and Dunsmore Road.	2.7km	Jun 2018	Up to nine months
Bacombe Lane	Wendover	053+950	South Street, Pound Street, Ellesborough Road and a temporary link road between Ellesborough Road and Bacombe Lane	1.5km	Sep 2017	Up to one year
Ellesborough Road	Wendover	054+200	Temporary link to the west of Ellesborough Road.	Negligible	Feb 2018	Up to two years
A413 London Road	Wendover Dean	052+700	Diversion to the west of existing alignment.	100m	June 2018	Up to one year and six months

# Highway – Bacombe Lane & Ellesborough Road (Wendover)

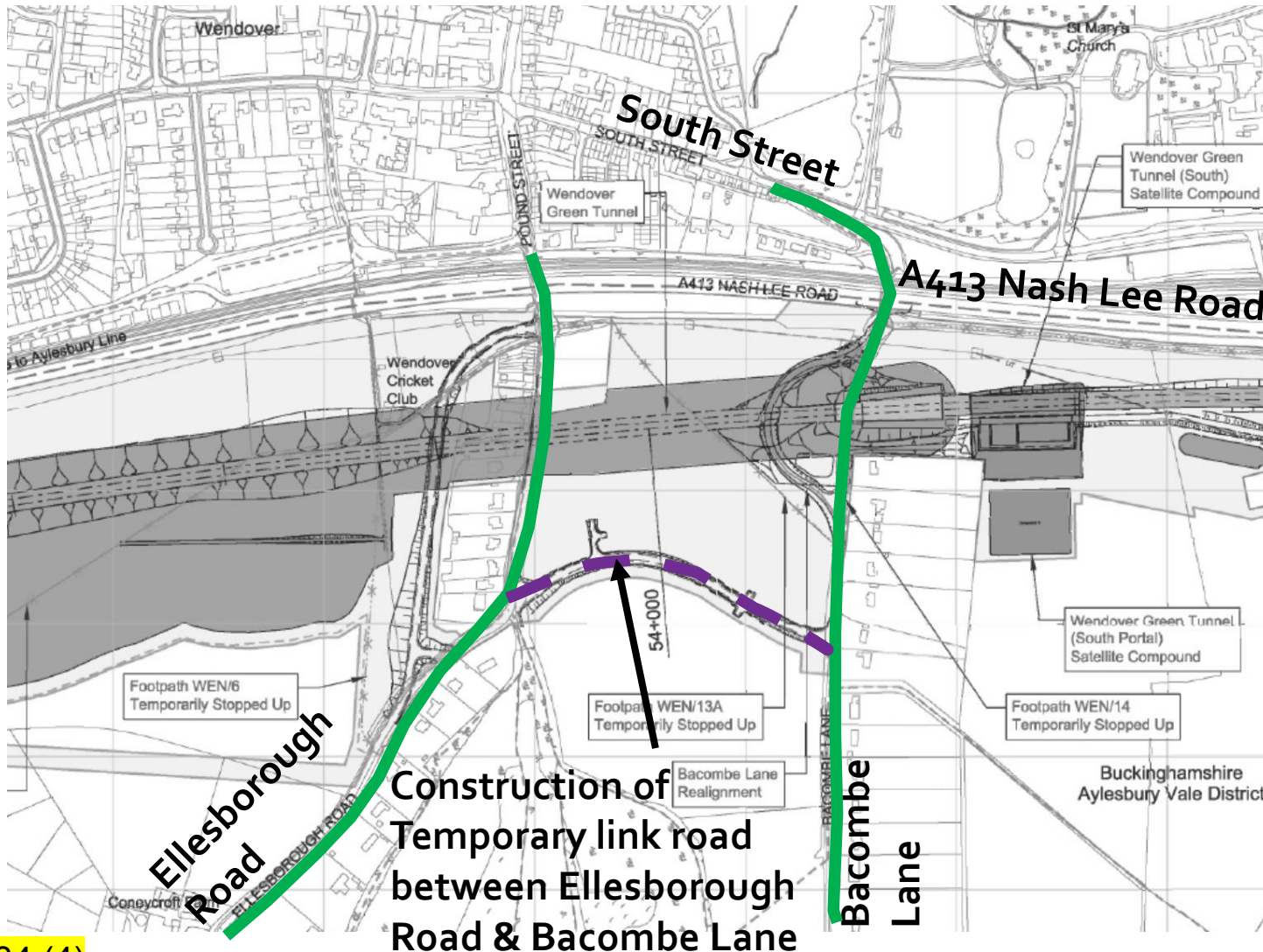


# Stage 0

## - Before HS2 construction



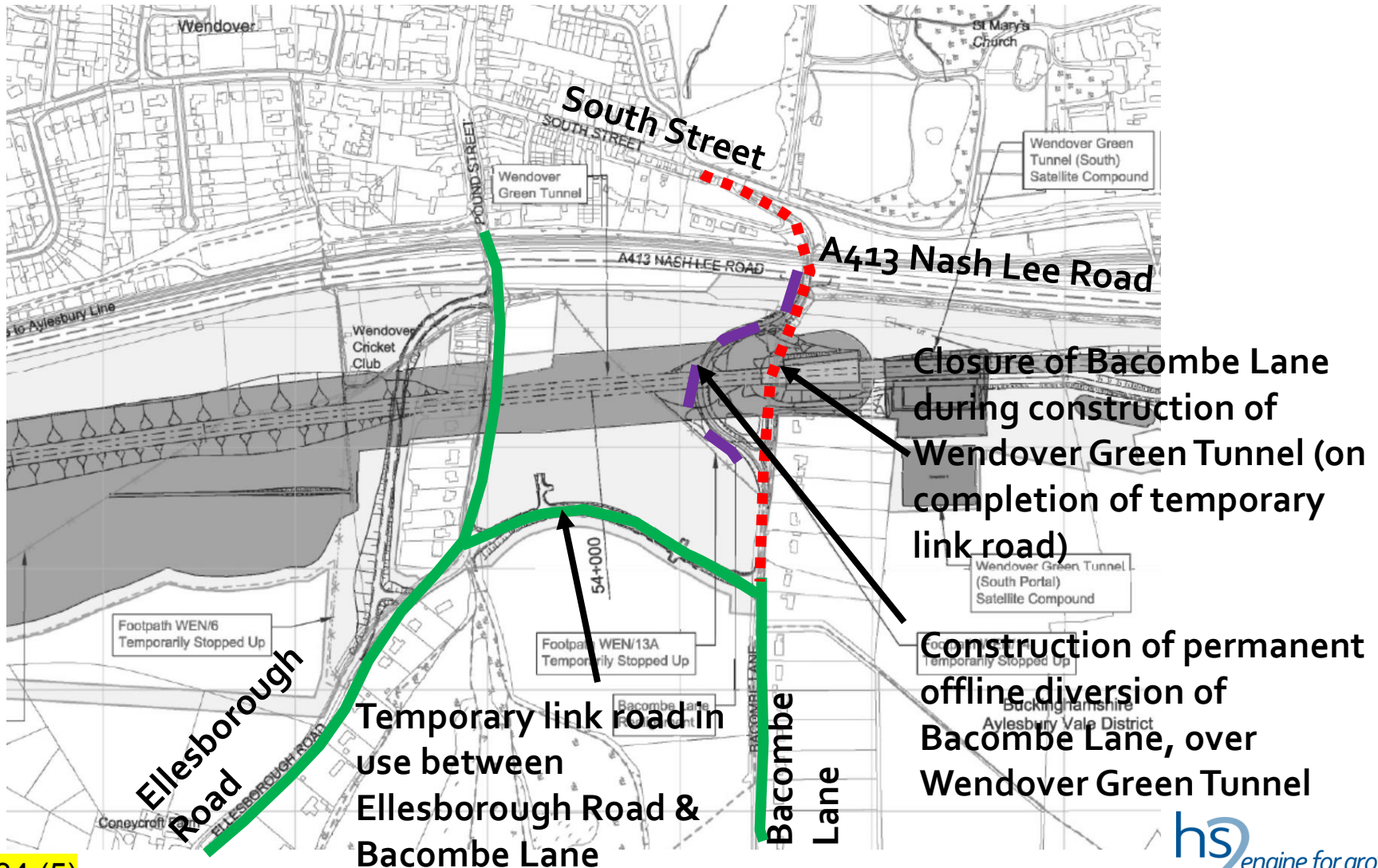
# Stage 1a (September 2017 – approx. 3-6 months) - Construction of temporary link road





# Stage 1b (September 2017 – approx. 12 months)

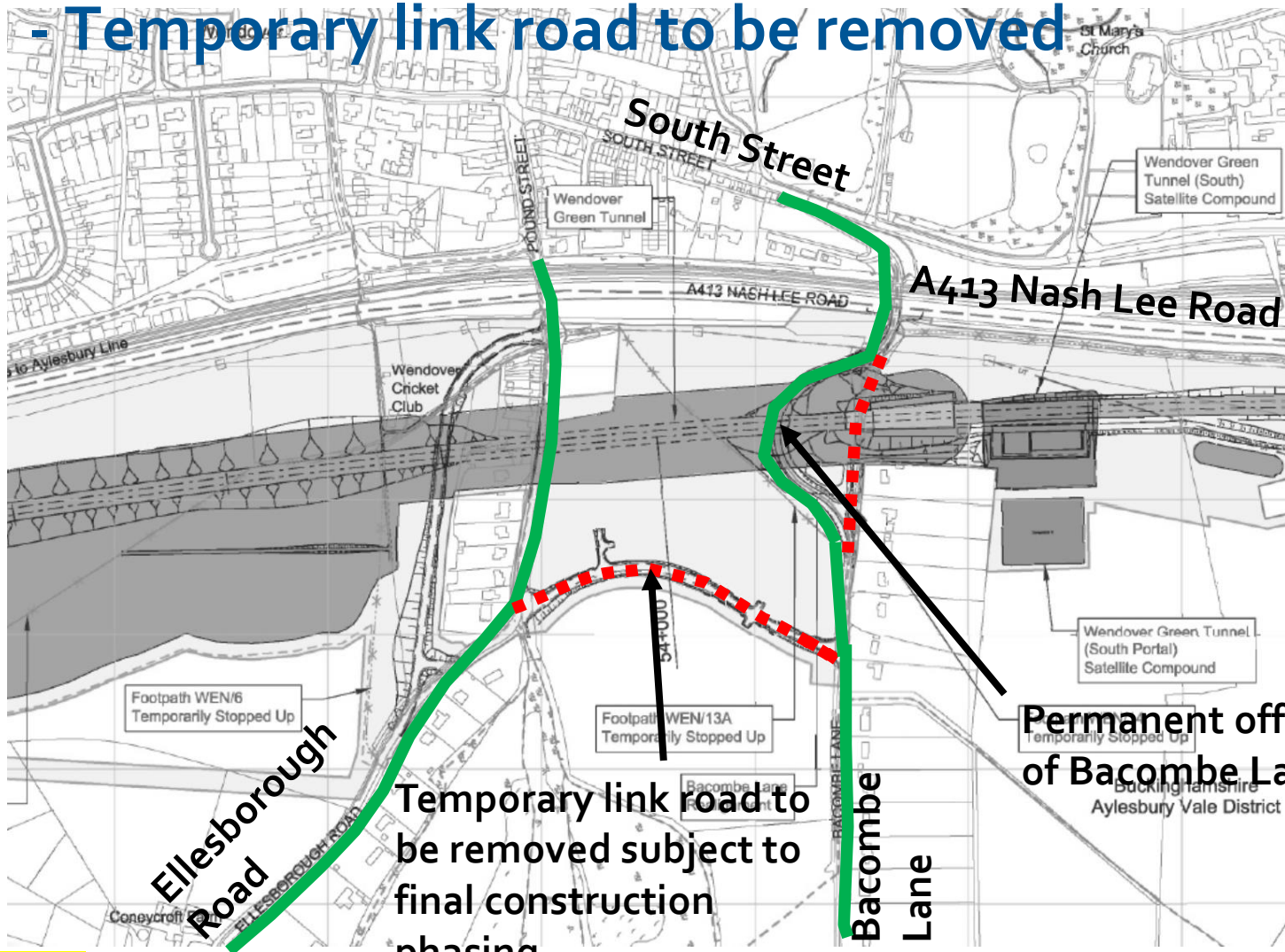
## - Construction of Bacombe Lane offline diversion



# Stage 1c (September 2018)

- Bacombe Lane offline diversion in use

- Temporary link road to be removed

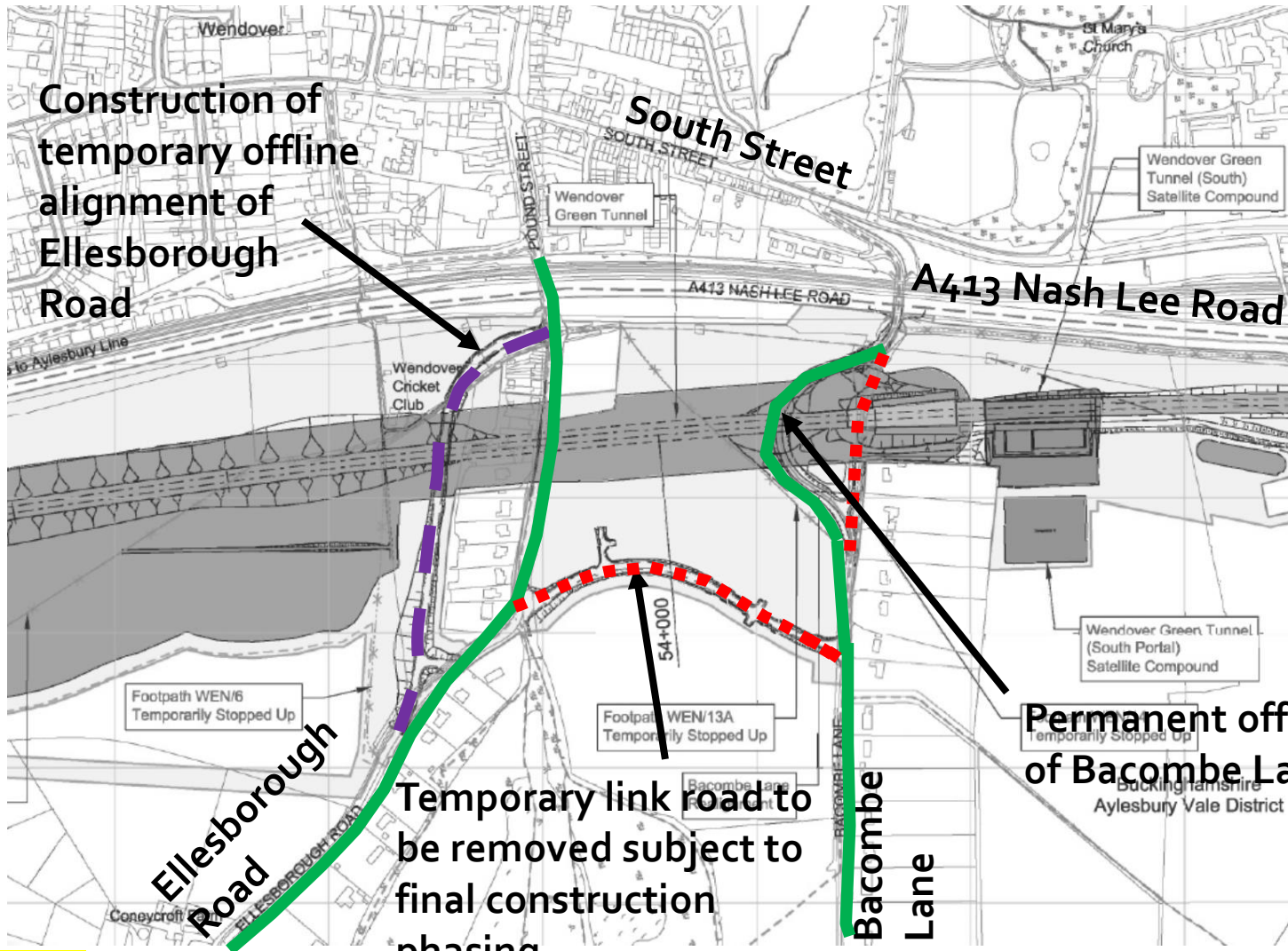


Permanent offline diversion of Bacombe Lane in use

Temporary link road to be removed subject to final construction phasing

# Stage 2a (February 2018\* – approx. 3-6 months)

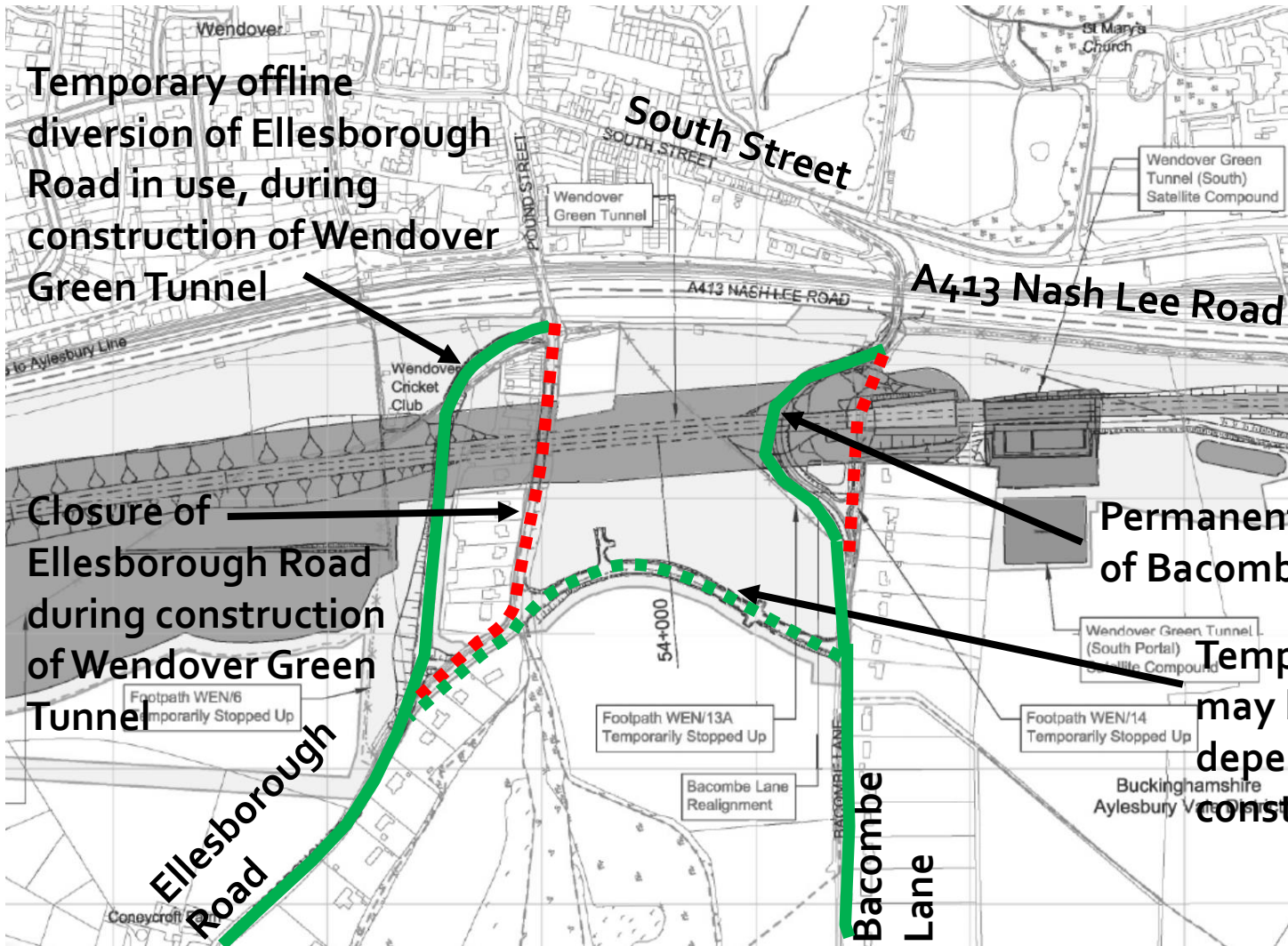
## - Construction of Ellesborough Road offline diversion



*\*Exact date and duration of temporary realignment of Ellesborough Road are subject to final construction phasing*

# Stage 2b (May 2018\* – approx. 24 months)

## - Ellesborough Road temporary alignment



Temporary offline diversion of Ellesborough Road in use, during construction of Wendover Green Tunnel

Closure of Ellesborough Road during construction of Wendover Green Tunnel

South Street

A413 Nash Lee Road

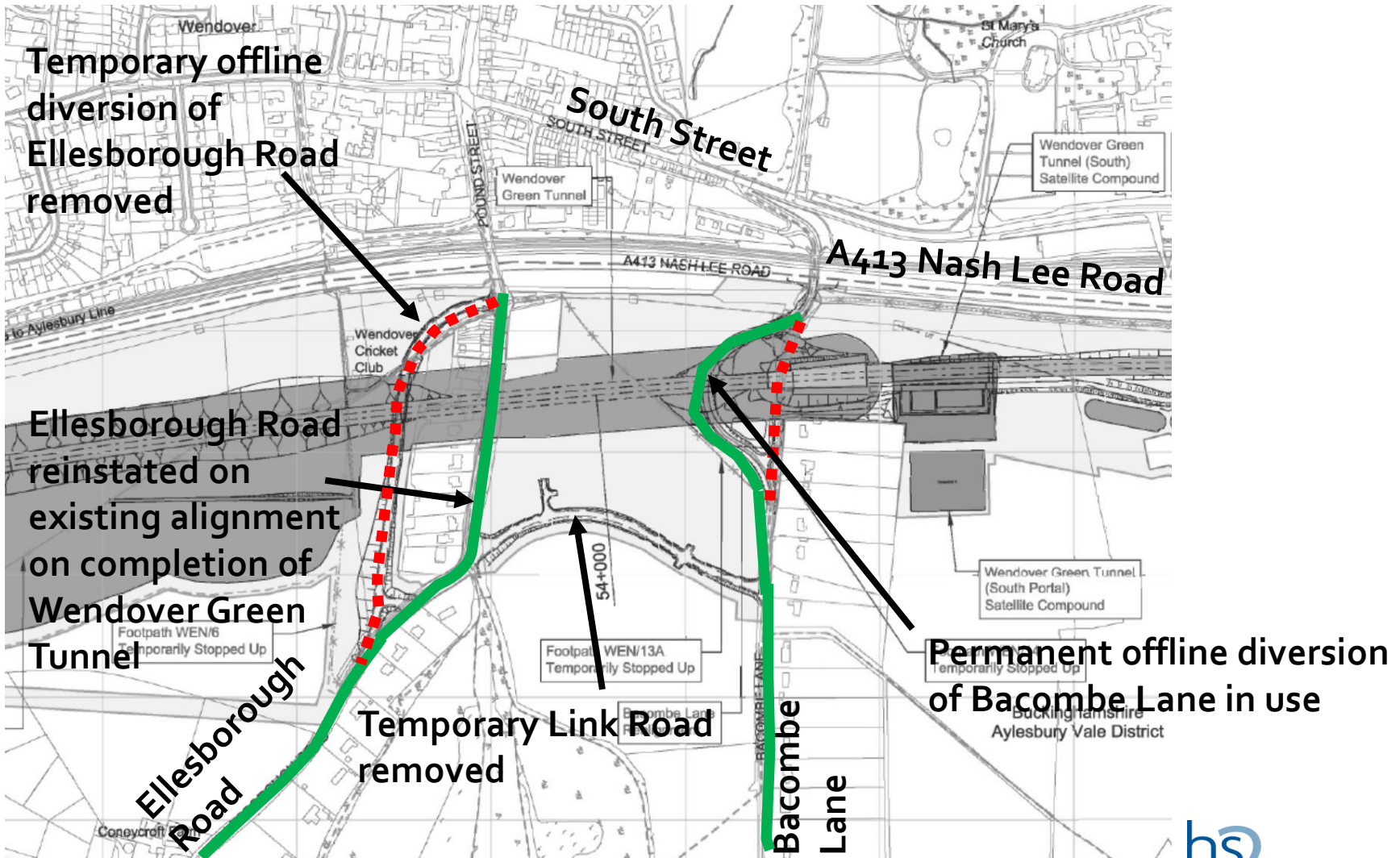
Permanent offline diversion of Bacombe Lane in use

Temporary link road may be in use depending on final construction phasing

*\*Exact date and duration of temporary realignment of Ellesborough Road are subject to final construction phasing*

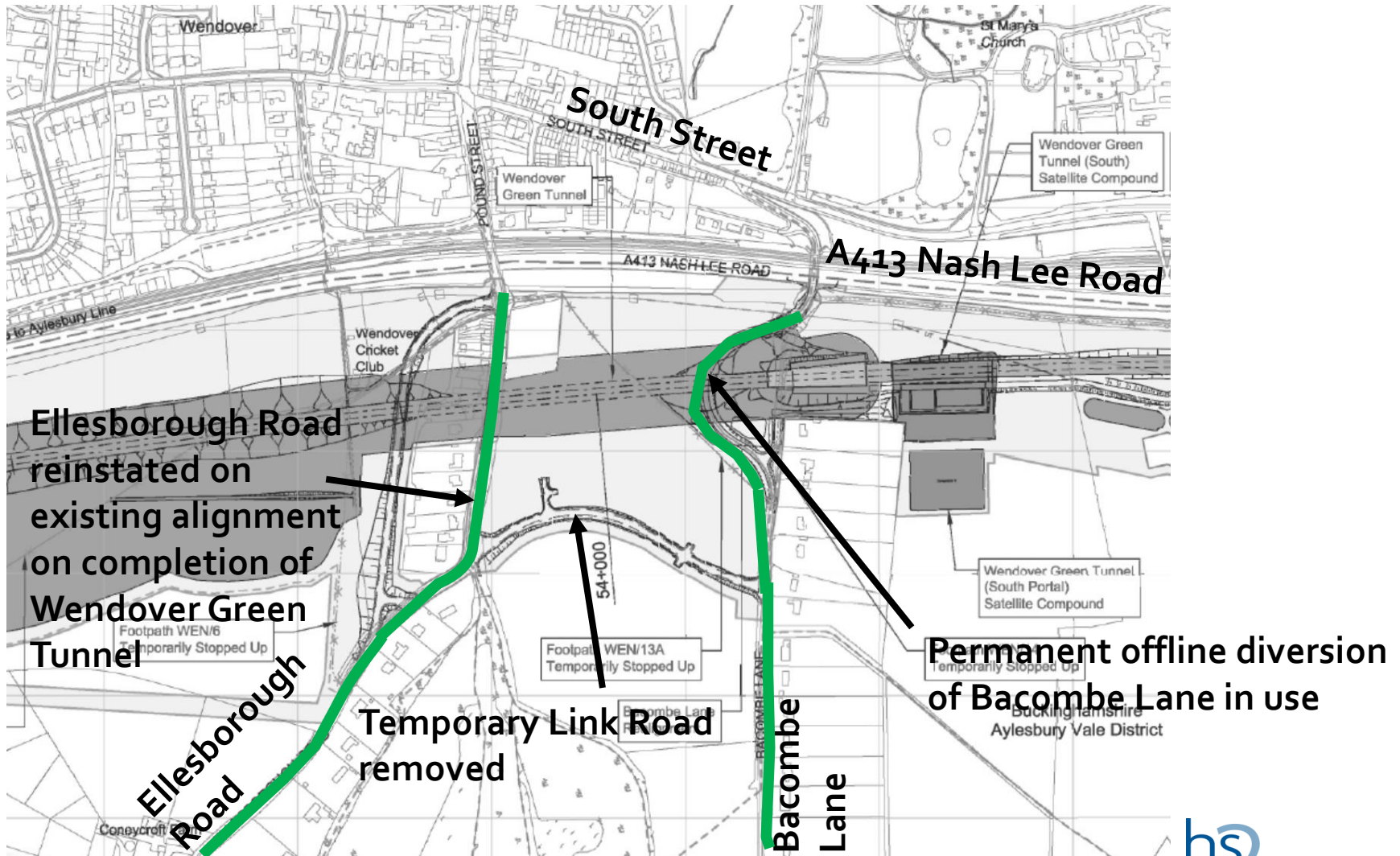
# Stage 2c (May 2020)

## - Ellesborough Road reopening



# Stage 3

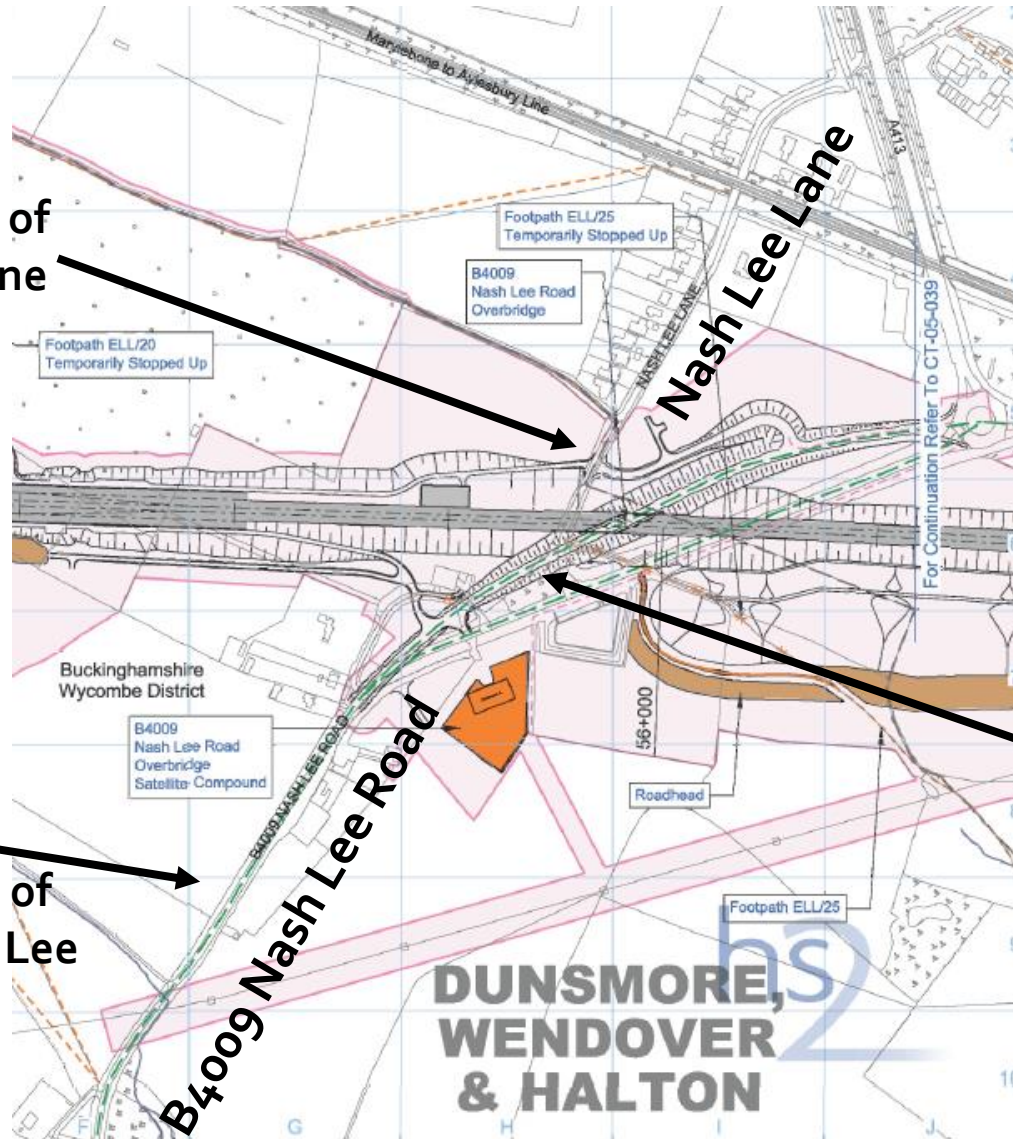
## - Wendover Green Tunnel Completion



# Highway – B4009 Nash Lee Road & Nash Lee Lane (north of Wendover)

Permanent  
realignment of  
Nash Lee Lane  
junction

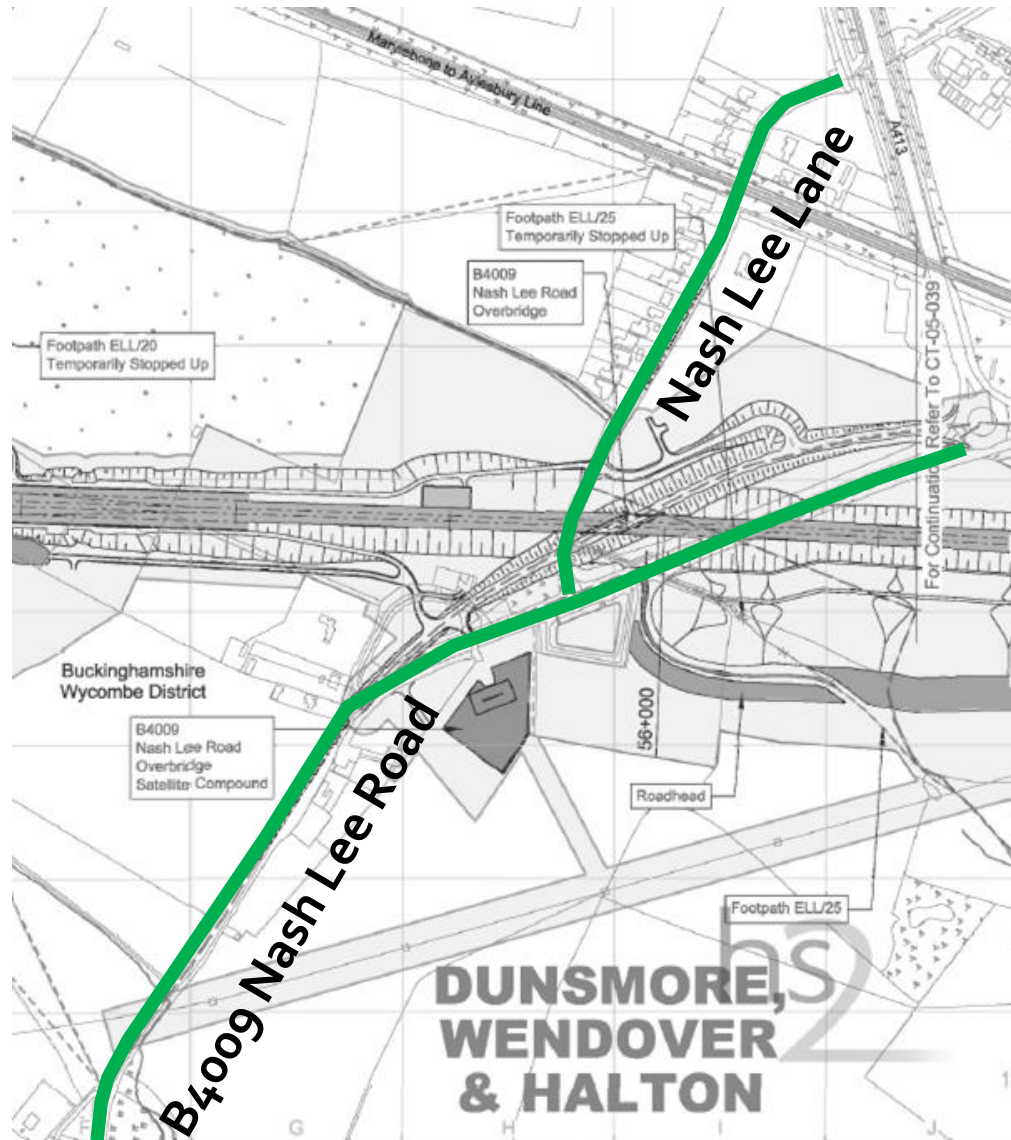
Permanent  
realignment of  
B4009 Nash Lee  
Road



Permanent offline  
B4009 Nash Lee  
Road Overbridge  
with road linking  
to Nash Lee Lane

# Stage 0

- Before HS2 construction

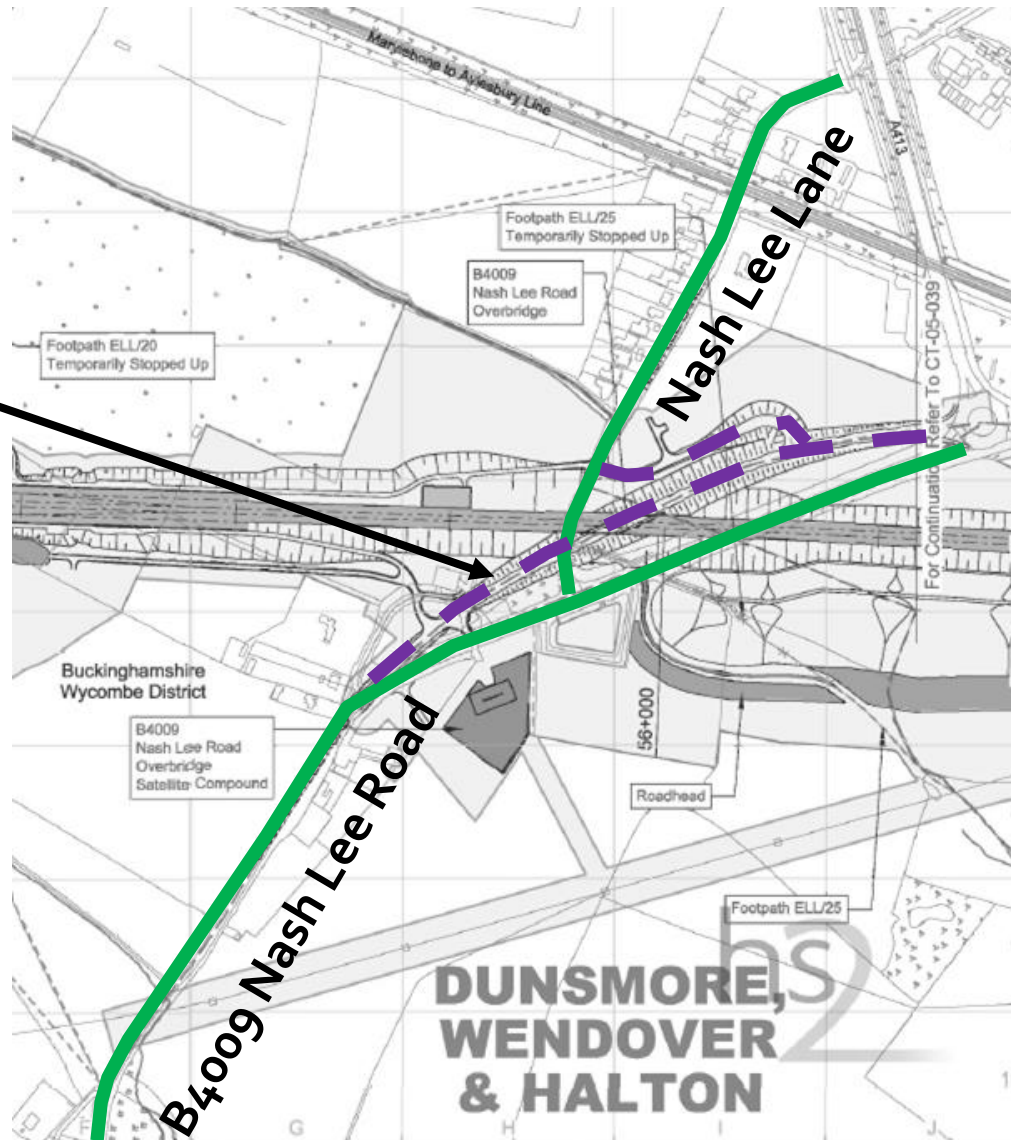




# Stage 1 (Feb 2018 – approx. 16 months)

## - Construction of B4009 Nash Lee Road overbridge

Construction of  
offline B4009  
Nash Lee Road  
Overbridge with  
road linking to  
Nash Lee Lane

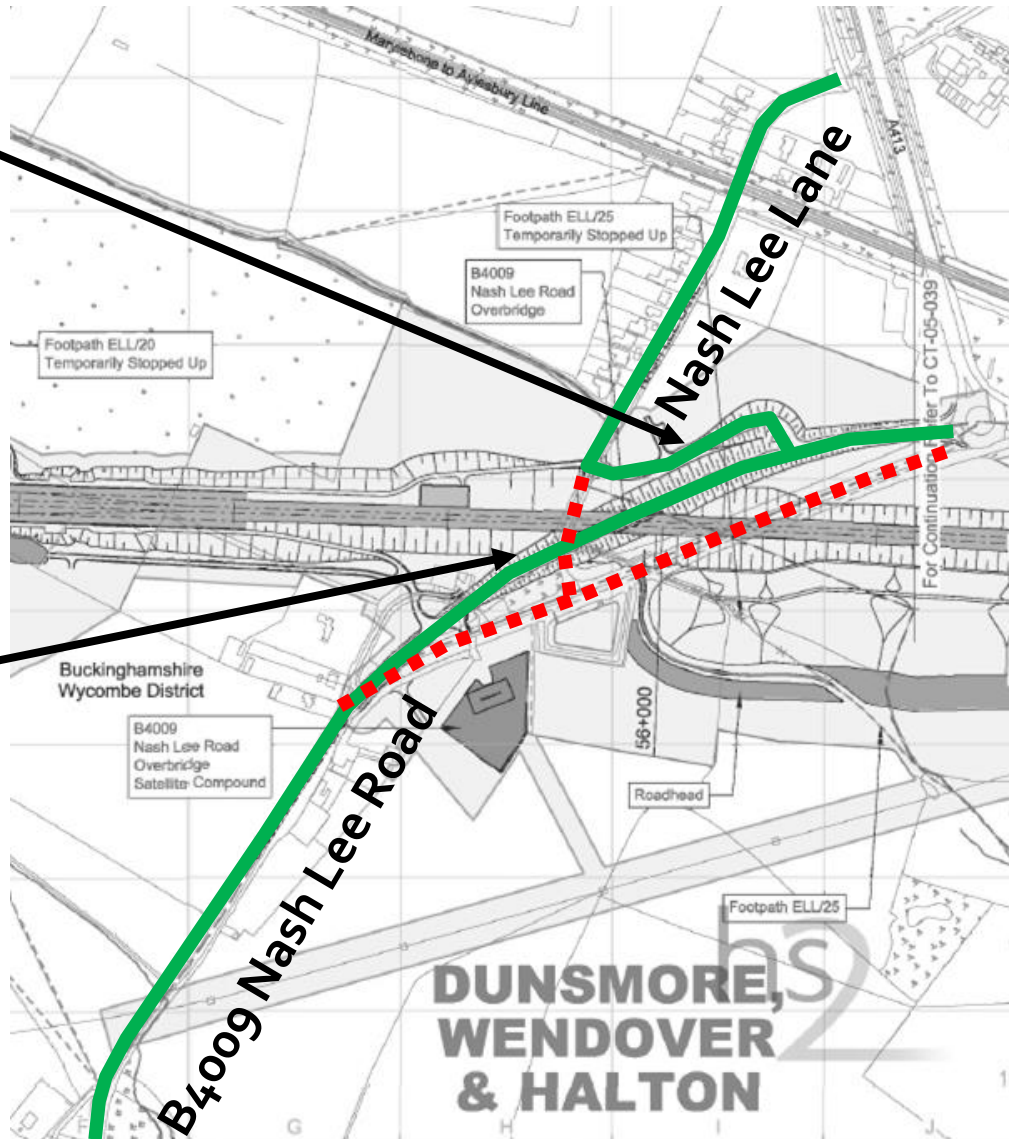


# Stage 2 (May 2019)

## - Permanent offline diversions in use

Permanent offline diversion of Nash Lee Lane in use

Permanent offline diversion of B4009 Nash Lee Road in use

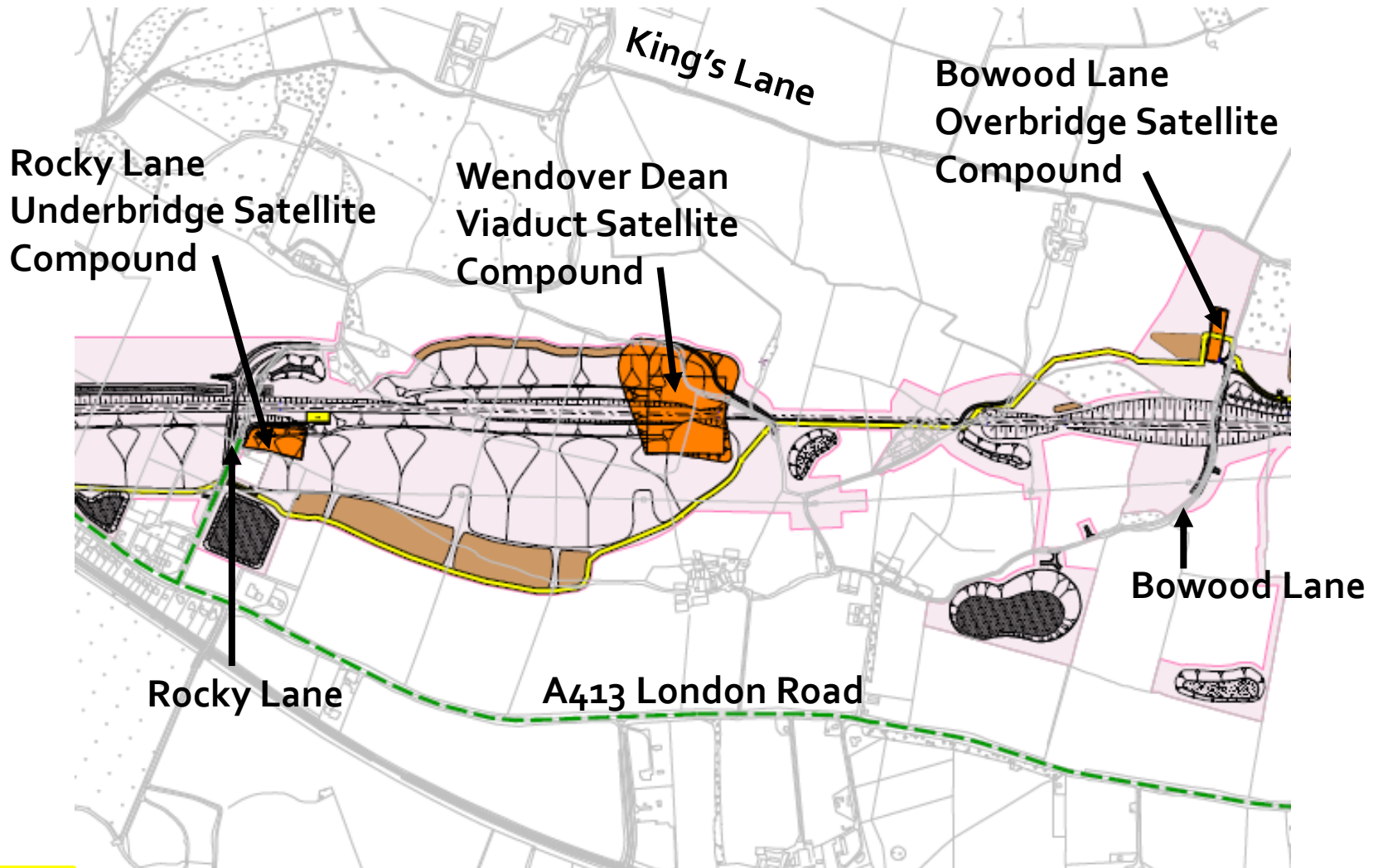


# Highway – Bowood Lane (Wendover Dean)

Table 7-62: Dunsmore, Wendover & Halton temporary road closures and diversions

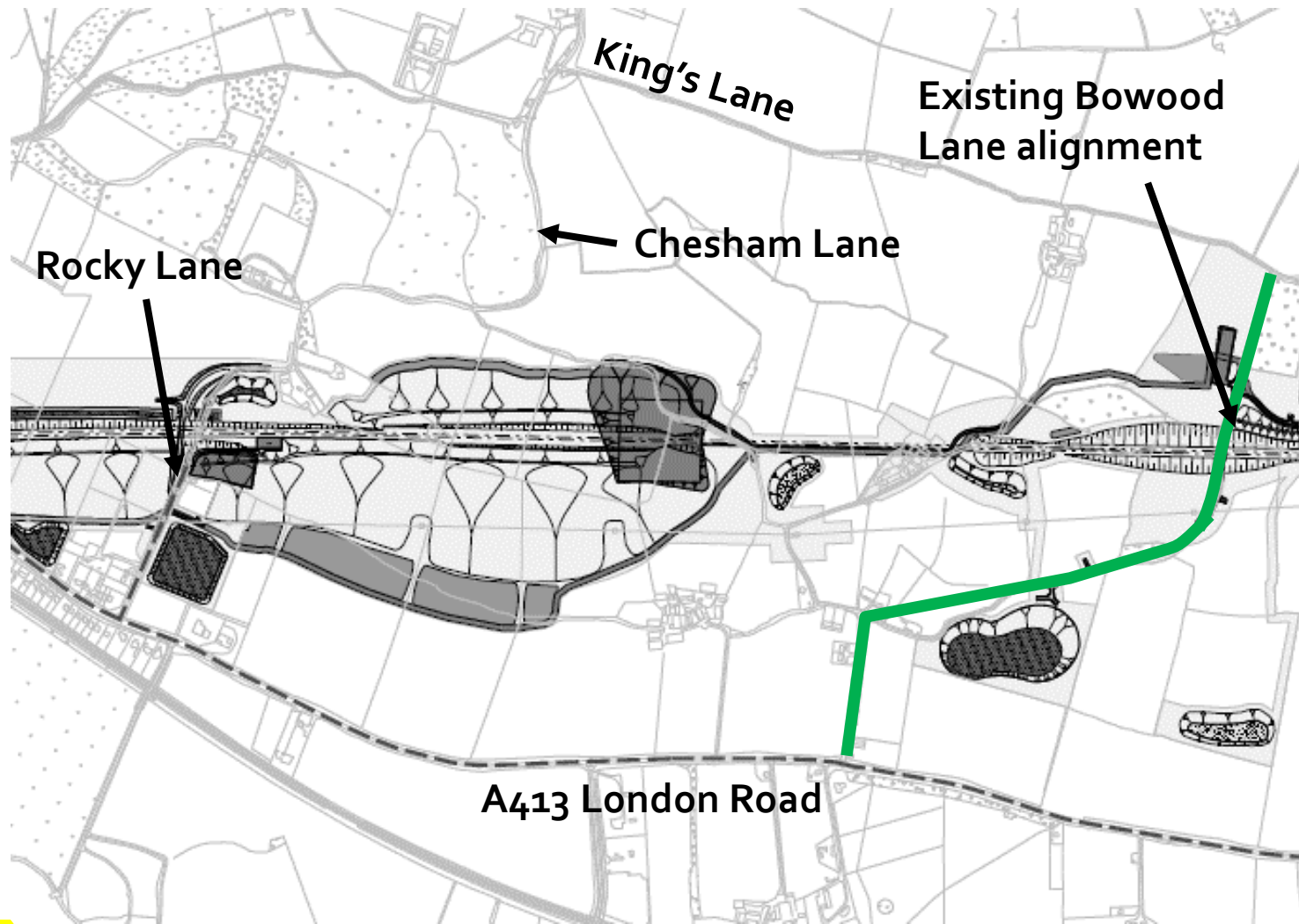
Name	Location	Location (chainage)	Diversion route	Approximate length of diversions	Programme	Duration
Bowood Lane Overbridge	Wendover Dean	050+100	A413 London Road, Rocky Lane/Chesham Lane and King's Lane. Alternative diversion via Potters Row, Leather Lane and A413 London Road.	4.7km	Sep 2018	Up to one year
Small Dean Lane	Wendover	053+000	A413 London Road and Dunsmore Road.	2.7km	Jun 2018	Up to nine months
Bacombe Lane	Wendover	053+950	South Street, Pound Street, Ellesborough Road and a temporary link road between Ellesborough Road and Bacombe Lane	1.5km	Sep 2017	Up to one year
Ellesborough Road	Wendover	054+200	Temporary link to the west of Ellesborough Road.	Negligible	Feb 2018	Up to two years
A413 London Road	Wendover Dean	052+700	Diversion to the west of existing alignment.	100m	June 2018	Up to one year and six months

# Highway – Bowood Lane Overbridge (Wendover Dean)



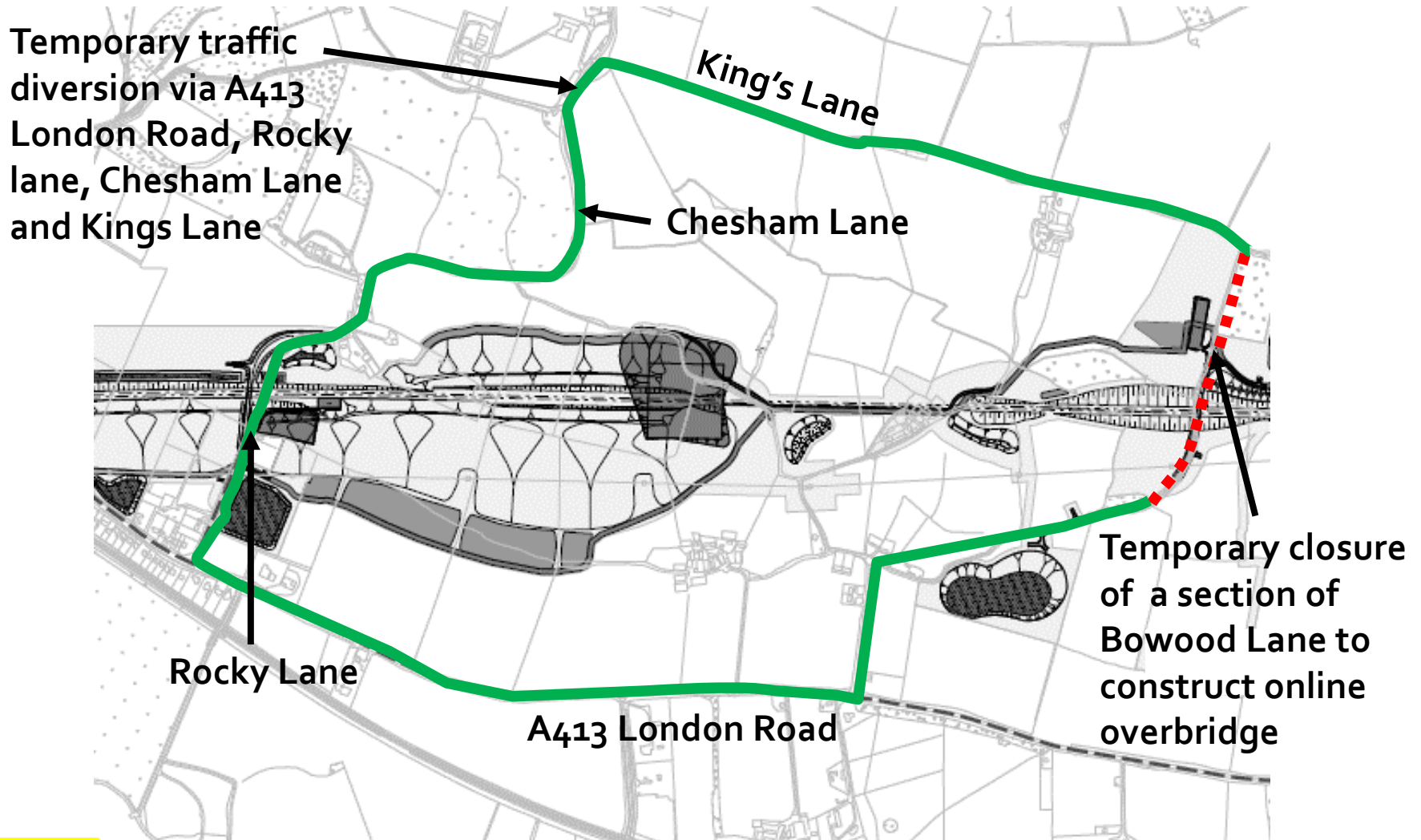
# Stage 0

- Before HS2 construction



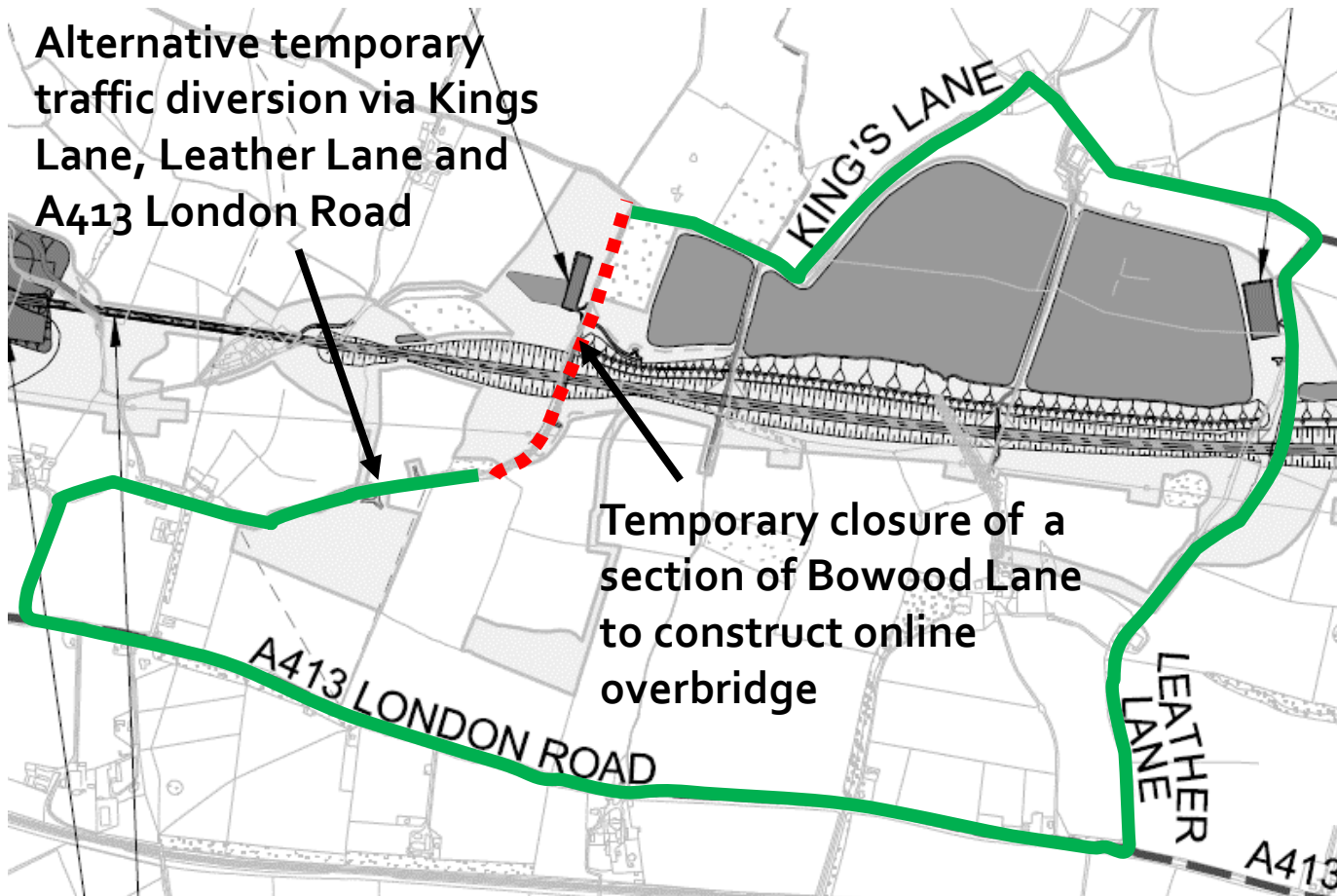
# Stage 1 (September 2018 – approx. 9-12 months)

## - Construction of Bowood Lane Overbridge



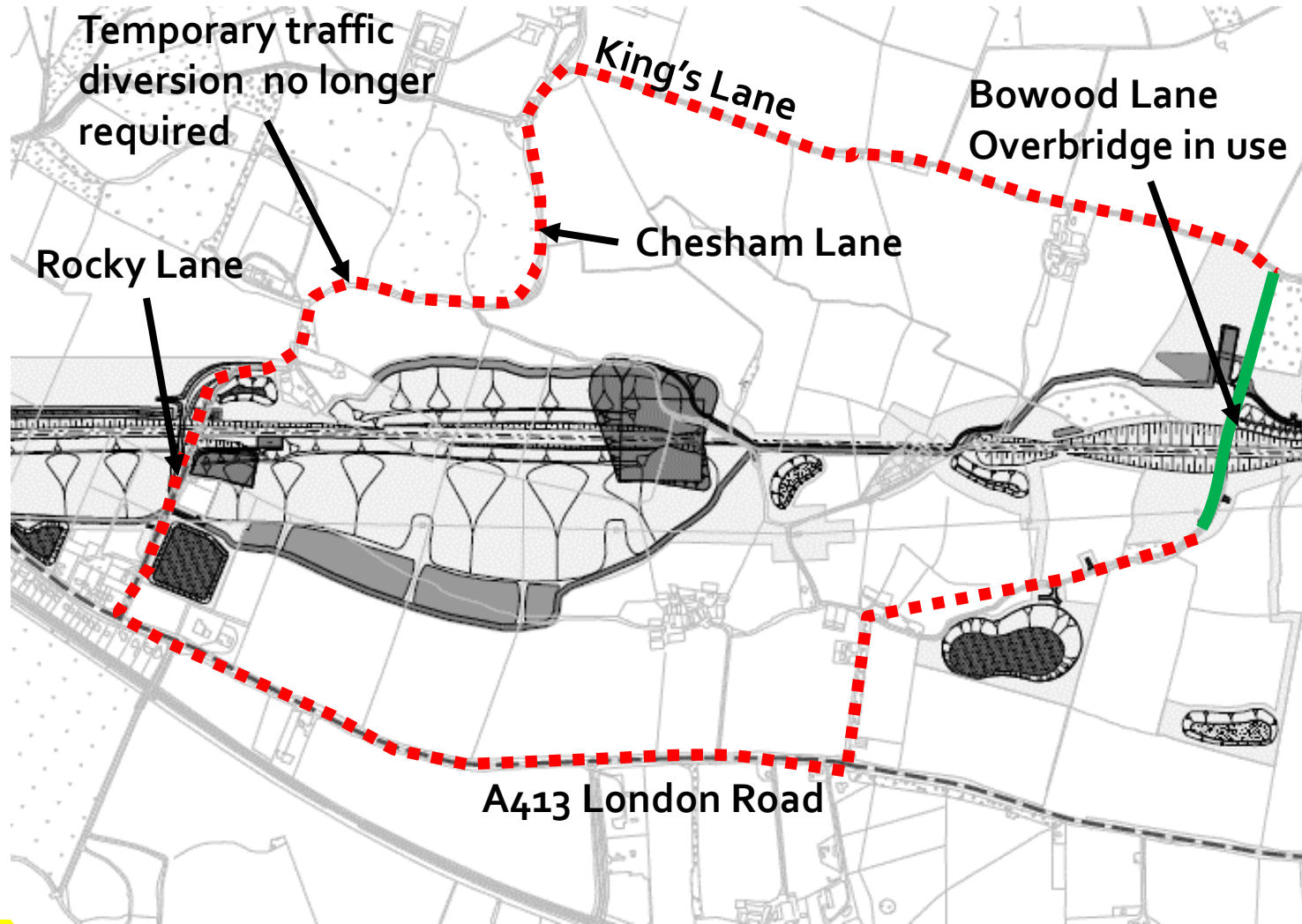
# Stage 1 (September 2018 – approx. 9-12 months)

## - Construction of Bowood Lane Overbridge



# Stage 2 (approx. July 2019)

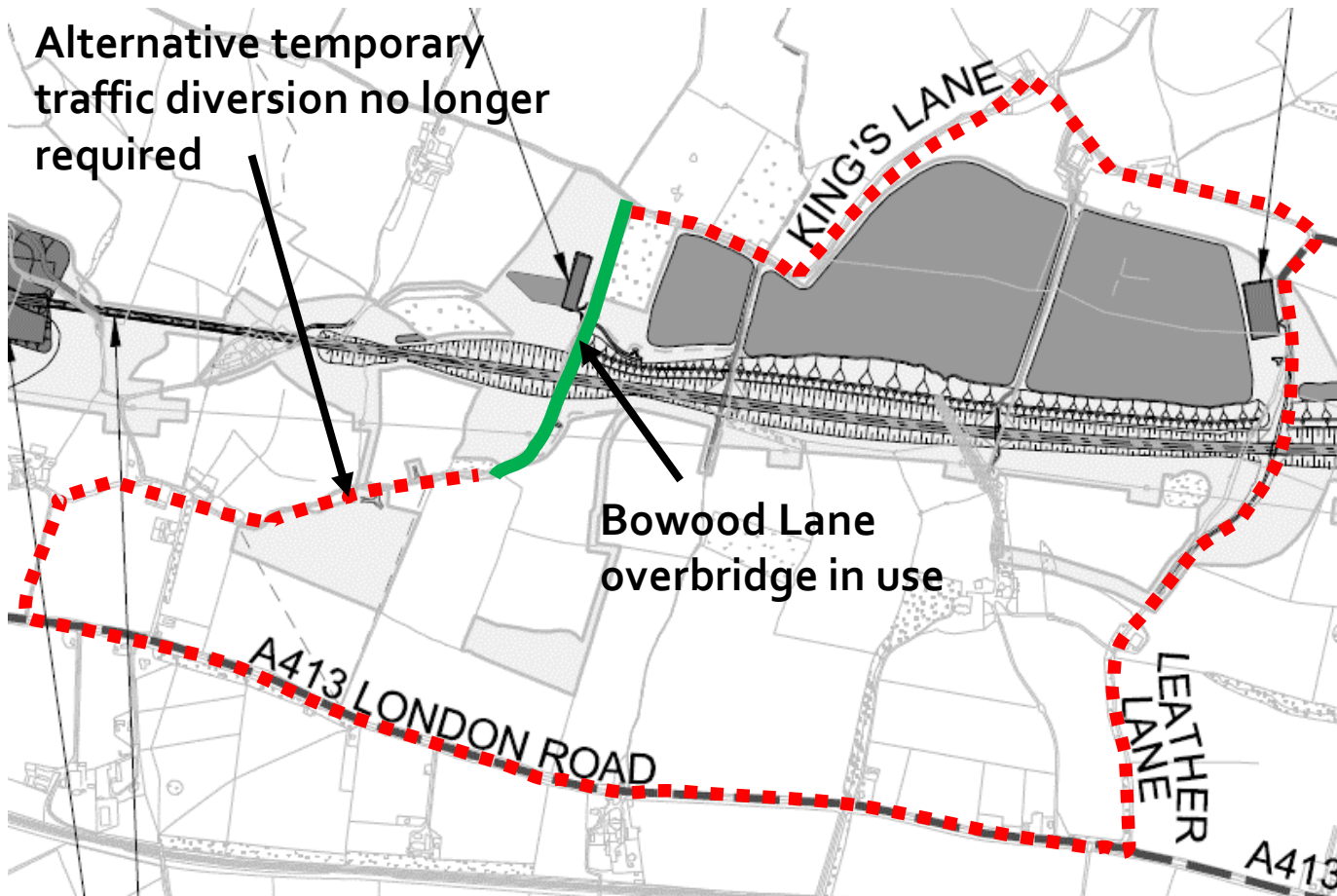
## - Reopening of Bowood Lane





# Stage 2 (approx. July 2019)

## - Reopening of Bowood Lane



# Reinstatement of Roads

## – General

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### HS2 environmental design aims

3.3 The Proposed Scheme has approached the design of roads and public rights of way with the aim of minimising the effect of severance on local communities. Where reasonably practicable, we will maintain existing pedestrian, cycle and public transport links between communities and their local facilities, amenities and countryside.

3.4 Any temporary changes to the road and public rights of way networks during construction of the Proposed Scheme will be discussed with the relevant highway authority, and permanent alterations will be designed to blend into their surroundings as far as reasonably practicable.

*(HS2 Information Paper E5: Roads & Public Rights of Way)*

# Reinstatement of Roads

## – HS2 Rural Road Design Criteria

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### HS2 Rural Road Design Criteria

- Road layouts of the Proposed Scheme has been designed to one of several design bases - these include the Promoter's '**Rural Road Design Criteria**', to design rural roads and country lanes along the route;
- The design aims to avoid an 'over-engineered' appearance that is not in keeping with the existing character and distinctiveness of the area;
- This approach is based on good practice developed with Kent County Council on the Channel Tunnel Rail Link (High Speed 1), and builds upon lessons learnt from projects where the Design Manual for Roads & Bridges (DMRB) has been used inappropriately for road crossings of linear transport infrastructure schemes;
- HS2's Rural Road Design Criteria is broadly consistent with the aspirations of the 'Environmental guidelines for the management of highways in the Chilterns AONB'

### Planning Forum – Highways Sub-group

- HS2's 'Rural Road Design Criteria' document has been shared with the Highways Sub-group of the Planning Forum. Highway authorities such as Buckinghamshire County Council, membership of the sub-group is open to planning authorities, and Chiltern District Council is a regular attendee. Matters of common interest, such as retaining the existing character and distinctiveness of rural roads wherever feasible, will continue to be discussed through the Highways Sub-Group.
- Integration of new or altered rural roads into the landscape also forms a key part of HS2's approach to landscape design, as set out in the landscape vision described in the recently-published draft 'Landscape Design Approach' document

# Reinstatement of Roads in the AONB

## HS2 Rural Road Design Criteria

To retain the rural character of roads in the countryside, the following can be achieved in recognition of the aspirations within the CCB Guidance by:

### *Guiding principles*

- Temporary and permanent works affecting a rural road should aim to retain the existing character and distinctiveness of the route wherever feasible;
- Temporary and permanent work affecting rural roads must provide route continuity for non-motorised users (NMUs) as well as vehicular traffic;
- Potential adverse impacts of HS2 on the existing rural road network should be 'designed out' where reasonable practicable to do so;
- New routes should be based on other similar rural roads in the area;
- Where adverse impacts on rural roads are unavoidable, appropriate and proportionate mitigation measures must be incorporated into the design; and
- All works should be designed to minimise, as far as is reasonably practicable, future maintenance requirements.

*Therefore, as a general rule, the starting point for design should be the existing engineering parameters when a rural road is diverted or reinstated.*

# Reinstatement of Roads in the AONB

## HS2 Rural Road Design Criteria (cont.)

- Verge widths for rural road diversions should generally match the existing;
- Paved footways should normally be considered on rural roads only where necessary to retain existing paved pedestrian route continuity (to prevent creeping suburbanisation);
- Kerbs should not normally be provided on rural roads;
- In visually-sensitive locations, wooden-faced safety fences may be an appropriate solution;
- Reduce large numbers of traffic signs and road markings (e.g. adopting similar layout parameters found on adjacent roads) NB markings on small roads can reduce the need for signage;
- Existing features, such as historic signage and other street furniture, should be retained where appropriate and wherever feasible;

### *Lighting*

- New lighting should not be installed on rural roads affected by HS2 unless assessment demonstrates a need; and
- Affected lighting should be replaced on a like-for-like basis subject to planned reductions.