

HIGHWAYS SUBGROUP of the HS2 PLANNING FORUM

Title:	Phase One Planning Forum, Highways Subgroup (North and South) #14	
Date & Time	North and South Meeting 16 th March 2016 13:00 – 17:30 The Euston Office One Euston Sq, London	
Independent Chair:	Ted Allett	
Promoter Attendees:	Richard Adam Peter Tomlin John Woodhouse James Fearnley Hudson Taivo Mike Kelly Albert Moyo Ann Morley	HS2 Ltd HS2 Ltd HS2 Ltd HS2 Ltd HS2 Ltd HS2 Ltd HS2 Ltd Dept for Transport
Highway Authority Attendees:	Oliver Spratley Julian Richardson Sarah Davis Sarah Widdows Steve Braund Muthiah Gunnarajah Adrian Malcom Keith Davenport Sam Henson Chris Simpson Adrian Matthews David Grindley Lee Palser Martin Steward Paul Hilman Kevin Hicks Lucy Ryan Simon Weaver David Allen	Oxfordshire County Council Oxfordshire County Council Buckinghamshire County Council Buckinghamshire County Council Chiltern District Council Hertfordshire County Council London Borough Camden Warwickshire County Council Warwickshire County Council Warwickshire County Council Solihull Metropolitan Borough Council Northamptonshire County Council Staffordshire County Council Highways England Highways England Birmingham City Council Transport for London Transport for London South Northants District Council
Invited Attendees by Bucks CC:	Neil Biggs Trevor Cocks	Thames Valley Police Thames Valley Police

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Item		Action Owner
1	<p>Welcome and introductions Introductions were made.</p>	
2	<p>Mass Haul Presentation</p> <p>A presentation on the Mass Haul assumptions and calculations that inform the Traffic Assessment for the Environmental Statement was presented to the Highways Subgroup. Substantive questions and answers were recorded as follows:</p> <ol style="list-style-type: none"> 1. HS2 confirmed that the Mass Haul has informed the ES and Traffic Assessment. 2. In line with assurances rail haul is being looked at and TfL added this is due to be reported in May in line with assurances provided to them. 3. South Northants raised that the rail distance assumption was too long and that shorter rail haul can have more beneficial effects on environment and traffic movements. HS2 Ltd explained that available railheads were few and far between and to install them required significant land-take and potential further environmental effects. Additionally mass haul to existing railheads from the trace could involve greater distances of travel to railheads by road, than the distance that may have been travelled by rail. HS2 Ltd also explained that in the countryside areas the distances moved were not long distances. 4. NCC noted that some of the material that is dug may not be suitable for engineering fill and we wouldn't know this until all the GI had been completed and, until we had worked the material. HS2 Ltd agreed that GI will be key to informing better standing however HS2 had made sufficient assumptions to inform the mass haul. Also, a large volume of material is required for environmental fill that does not necessarily have to meet engineering fill requirements. 5. Members asked if the presentation will be included in the slide set. Chair asked that it should be circulated with the remainder of the Subgroup slides. 6. Members asked when the strategy would be updated. HS2 Ltd Reiterated that the Mass Haul informs the ES and is based on assumptions on material use, material management, Deliverable Approach statements related to surplus excavated materials and material use in mitigation earthworks, which have been shared and discussed with a number of authorities. As such, the Transport Assessment now conveys the vehicle movements associated with the mass haul and ultimately, construction of the project the effects of which are clearly controlled by the Environmental Minimum Requirements. The Mass Haul is therefore now simply being looked at in line with assurances offered. However, TFL requested that once the rail work, in line with assurances has been completed, the wider results be communicated as an update to the group. <p>Action: Mass Haul slides to be circulated with the remainder of the HS2 Highways Subgroup presentation.</p> <p>Action: Update on figures following assurance on rail use to TfL should be provided to the wider Subgroup – likely to be during July Subgroup.</p>	<p>HS2 Ltd</p> <p>HS2 Ltd</p>

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3	<p>Actions and Minutes from Previous Meeting</p> <p><i>Minutes</i></p> <p>The minutes of the February Subgroup were agreed.</p> <p><i>Actions:</i></p> <p>The outstanding actions table was gone through by the Chair and the following additional points raised:</p> <p>Jul 15 Item 4 – RTMP – HS2 Ltd updated that the Information Papers were now all undergoing an update and that an explanation on the RTMP will be contained in information Paper E5. Updates to information papers are informed to the Planning Forum and its Subgroups when published.</p> <p>Jan 16 Item 2 – Highways Maintenance Agreement – Meeting to be set up – HS2 Ltd will set up a meeting with WCC following the meeting and discuss the latest version 15 which includes legal comments and HS2 Ltd response to these.</p> <p>Jan-16 Item 3 – EToN – Meeting to be arranged with Bucks, Warwickshire, Birmingham and DfT following meeting. Highways England Also requested their attendance [See also below].</p>	<p>HS2 Ltd</p> <p>HS2 Ltd</p>
4	<p>Technical Standard - Bridges</p> <p>HS2 Ltd presented on the Technical Standard and answered questions as follows.</p> <ol style="list-style-type: none"> 1. Highways England asked if AiP will apply to temporary as well as permanent structures/bridges. HS2 confirmed that they would. 2. It was queried where the demarcation line would be specified in the standards. HS2 Ltd confirmed that at present it is not. But HS2 Ltd is aware the demarcation line is now relevant in a couple of areas and will consider how to produce a note in relation to this. <p>HS2 Ltd asked for one authority to collate feedback on the standard and provide to HS2Ltd by the end of April.</p> <p>Action: HS2 Ltd to circulate standard following meeting.</p> <p>Action: Authorities to provide feedback to the nominated member and this shall be collated and forwarded to HS2 Ltd.</p>	<p>HS2 Ltd</p> <p>HAs</p>

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5	<p>Consents and Approvals Update</p> <p>HS2 Ltd presented an update on the numbers of consents that have been states and also some of the assumptions that have been used to calculate these. In addition HS2 confirmed that the figures do not include any temporary consents, these are still being worked on.</p> <p>NCC advised that in meetings they have had, different figures had been used. HS2 Ltd explained that it may have been total number of consents rather than specifically highways. However, HS2 Ltd advised consent numbers should inform discussions on the SLA with HS2 ltd.</p> <p>The Chair noted that consistent messages need to be given to authorities regarding the number of consents.</p>	
6	<p>Schedule 17 – Update and Lorry Route Approvals</p> <p>HS2 Ltd presented on an update to Schedule 17 concentrating on those consents that are related to a highway (namely lorry route approvals and plans and specifications for works that may be related to a highway (e.g. earthworks, design and external appearance of bridges etc.). HS2 Ltd clarified that the remit of the highway and planning authority will be different in these approvals, as they are considered under different grounds and have a different purpose.</p> <p>Authorities asked if they could be informed of the likely number of consents and strategy for obtaining these once it is finalised within HS2. It was discussed that it may be possible to obtain one lorry route per county/unitary area for the main artery routes and known construction compounds that will be used.</p> <p>Action: HS2 Ltd to consider strategy for obtaining lorry route approvals and add to agenda for presentation in due course.</p>	HS2 Ltd
7	<p>Routewide Traffic Management Plan Update</p> <p>An update on the meeting held with TfL and LBC was provided. In addition HS2 Ltd confirmed that the comments and revised version of the RTMP would be provided once it had passed through internal governance.</p> <p>HS2 Ltd confirmed that the document will remain in draft as future amendments may need to be made based upon the outcome of any revisions to the RTMP through the house of lords:</p> <p>Action: HS2 Ltd to circulate revised RTMP and response to authority comments once through governance.</p>	HS2 Ltd

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	<p>EToN was again discussed. As there is continued difference between Authorities and HS2 Ltd on this issue it was proposed to hold a meeting between an Urban and Rural Authority, TfL and Highways England to discuss this matter. <i>Note the action for this is recorded above so not repeated here.</i></p>	
8	<p>Forward Plan, Tracker and Programme</p> <p>HS2 Ltd shared the forward plan for Highways Subgroup. It was agreed that that next meeting would be on the 4th May</p>	
9	<p>AOB</p> <p>There were no substantive items of AOB. Authorities stayed to consider top issues for the CoCP.</p> <p>HS2 Ltd raised that a number of Authorities often have to leave up to half an hour before the end of the meeting and miss key slides on future programme and sometimes key discussions that occur in AOB. It was agreed that future meetings will start at 1:30 with the 1 hour pre-meet commencing at 12:30.</p> <p>Action: HS2 Ltd to set future meetings to commence at 13:30 with the authority pre-meet to start at 12:30</p>	