

# HS2

## Highway Planning Forum

Highway Subgroup

21<sup>st</sup> March 2018

# HS2

## Introductions

Chair

# HS2

## Review of notes and actions from last meetings

Chair

# HS2

## New Environmental Effects

HS2 Ltd

# New Environmental Effects

## Requirement

The controls contained in the EMRs, along with powers contained in the High Speed Rail (London - West Midlands) Act (the Act) and the Undertakings given by the Secretary of State, will ensure that impacts which have been assessed in the ES will not be exceeded (except in a number of circumstances)

The nominated undertaker will in any event... use reasonable endeavours to adopt mitigation measures that will further reduce any adverse environmental impacts caused by Phase One of HS2, insofar as these mitigation measures do not add unreasonable costs to the project or unreasonable delays to the construction programme.



# New Environmental Effects

## Code of Construction Practice, RTMP and LTMPs

### Flow forecasting

The CoCP does not identify that the Local Traffic Management Plans will include forecasts of vehicle numbers.

The RTMP sets out in the Indicative Structure and Content of Local TMPs “Contractor forecast flows”.

### Monitoring

The CoCP sets out that Route-wide Traffic Management Plan will include, as appropriate, monitoring means of monitoring lorry use.

The RTMP sets out that forecasting and actual vehicle flow information will be provided by the Principal Contractors, once the centralised vehicle monitoring system is in place. This is included in Information Paper E30 and hence is an assurance from commencement of main civil works



# New Environmental Effects

## New proposed lorry routes or higher flow forecasts

Should the flows set out in LTMPs or to/from worksites from further forecasts trend towards being higher than those assessed in the ES, then the contractor is required to assure that no new significant effects arise.

Where multiple contractors use the same route, then HS2 may carry out a wider review, if considered necessary to do so.



# HS2

## Draft Guidance on the use of EToN, Meetings – Update

HS2 Ltd



# Draft Guidance on the use of EToN, Meetings - Update

## Current status

1. Franklin Streetworks (FS) appointed by EDP to provide EToN service as a sub contractor
2. Discussions with FS as to how the service would work in detail
3. FS and HS2 have drafted guidance for highway authorities
4. Draft guidance reviewed by chair of JAG and joint chair of HAUC (UK)
5. Comments fed back to FS to review and revise before issue
6. Intended to issue last Tuesday and for this meeting to agree next step
7. FS issues, so currently delayed.



# HS2

## HS2 Phase 1 Routewide Traffic Management Plan – Operational Review

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# HS2 Phase 1 Routewide Traffic Management Plan

## Specific changes required:

Amend the RTMP to comply with the following regarding maintenance of temporary traffic management:

*Contractors who fail to attend site within 2 hours shall reimburse the reasonable costs of the highway authority to attend and make good a worksite as necessary.*



# HS2 Phase 1 Routewide Traffic Management Plan

## Clarifications:

- The meaning of a construction site and a worksite needs to be clarified and the document checked for consistency.
- Some TLG meetings have agreed action logs, rather than formal minutes – update the TLG TORs
- Process for alterations to temporary traffic management to be included.
- Clarification that if a temporary work is to be built to a permanent standard, then a certificate of practical completion will be issued.



# HS2 Phase 1 Routewide Traffic Management Plan

## Clarifications:

- Clarification as to the designer responsibilities for design of temporary traffic management and other design of works within traffic management arrangements.
- Remove the section about height of vehicles from ground level and rely on N3 specification.
- Include that lorry holding areas may be used for vehicle safety checks as per the requirements in the RTMP
- Area traffic manager responsibilities to be reviewed – some overlaps with contractors.



# HS2 Phase 1 Routewide Traffic Management Plan

## Proposed next steps:

- Highway authority members to provide any further clarifications or operational updates they consider appropriate (collated by one authority?).
- HS2 to review and provide a proposed update, for those amended items to be consulted on.
- Reference of further changes as necessary for internal HS2 approvals as necessary.
- Republish as version 2.1 and issue to contractors.



# HS2

## Consents and Approvals Procedure – Update (including lessons learnt)

Hudson Taivo, HS2 Ltd

# Consents and Approvals Procedure Update – 1/5

## Changes from Revision P01

- Revision P02 now approved. Main changes reflect the HS2 organisational structure changes and also to align it with the revised Consents and Approvals Strategy (Rev P03)
- No changes to the roles of HS2 contractors, HS2 Ltd and the highway authorities
- Flowchart only shared with highway authorities (hard copies available today)
- Any comments (only on the changes) please send them to us

## Recap of the Strategy Objectives

- (i) Appropriate design criteria, (ii) Consistent approach,
  - (iii) Streamlined process, (iv) Timely delivery,
  - (v) Avoiding conflicting stakeholder demands,
  - (vi) Avoiding the need to refer dispute for determination
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# Consents and Approvals Procedure Update – 2/5

## Recap of Key Design Stages and Actions

### Pre-Royal Consent

- Already completed for Phase One
- Involved developing the Strategy and Procedure in consultation with highway authorities

### Scheme Design Stage

- Also called Stage 1 for MWCC
  - Contractors develop the designs, provide design programme, consult with highway authorities during design development, agree the appropriate design basis
  - Identifying departures, carrying out Stage 1 Road Safety Audits (if required) and share with HAs
  - Where structures are required, (e.g. bridges) the AIP process is initiated during this stage in accordance with Guidance Notes on Technical Approval of Highway Structures.
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# Consents and Approvals Procedure Update – 3/5

## Recap of Key Design Stages and Actions

### Detailed Design

- Developing designs ready for construction
- Addressing all issues raised at Scheme design or Stage 1 design
- Updating existing departures or identifying new ones (using the HS2 departures process)
- Stage 2 road safety audits, any third party approvals (e.g. drainage consents)
- Completing required design certificates for the Technical Approval of Highway Structures
- Applying for consent; 28 day period.

### Construction Stage

- Only starts after consent has been granted
- Stage 3 Road Safety Audits, construction certificates, etc.



# Consents and Approvals Procedure Update – 4/5

## Lessons learnt so far from Permanent Highway Schedule 4 submissions

- Using the HS2 Act powers is an “unconventional” way of delivering schemes for highways ultimately owned by a highway authority. It is easy to reset to the “default” setting where the Highway Authority approves and reviews all submissions. Understanding the Act and a change of mind-set is required from HS2 Ltd, HS2 contractors and HAs
  - Sharing of information is essential. HS2 Ltd to share information and briefings with its supply chain, HAs to share information with officers dealing with consents matters
  - Understanding the design basis, and the status of the HS2 Technical Standards (plus current versions). “**Design basis**” particularly important where several highways in a single work package may fall under different categories
  - HS2 Ltd is not expecting HAs to carry out rigorous design checks. But if any design checks are necessary (at HA’s own cost), they should be done before the 28 day consents period starts (**timely delivery**).
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# Consents and Approvals Procedure Update – 5/5

## Lessons learnt so far from Temporary Highway Schedule 4 submissions

- High level of co-operation in processing of Streetworks submissions and other highway submissions
- Good working relationship with contractors to develop best approach to works and co-ordination with others
- The current nature of EWC packages makes long-range planning and co-ordination difficult. Should improve when MWCCs commence works in 12 months.
- The HS2 Act is a replacement of powers and processes – not additional layer of process to be adopted. Individual authorities are “interpreting” the provisions of the Act. For example, it is not necessary for submissions for roads not listed in Table 3 of Schedule 4 to run 28 days and be “deemed approved”.
- Move towards a more “business as usual” approach to contractor submissions by HS2 and highway authorities over the coming year.



# HS2

## **Temporary versus Permanent highway schemes** (Implications on maintenance responsibilities and costs)

**Richard Adam, HS2 Ltd**

# Temporary versus Permanent highway schemes (Implications on maintenance responsibilities and costs)

**Works undertaken using 'temporary interference' powers by definition temporary**

- Therefore must be removed unless other powers exist to make them permanent

**Methodology developed during hybrid Bill process whereby highway authority:**

- 'Adopts' them using its Highways Act 1980 powers
  - Obtains any consents or approvals that may be required
  - Accepts they are constructed to temporary standards or
  - Funds the 'extra over' cost of using permanent standards
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# HS2

## Land Ownership Under the Highway

Richard Adam, HS2 Ltd

# Land Ownership Under the Highway

## Position under Phase One Act

### **If an alteration to an existing road** (*i.e. not a scheduled work*)

- No change to existing ownership (i.e. adjacent landowners to mid-point or highway authority)

### **If a new road** (*i.e. a scheduled work*)

- Land acquired compulsorily by the Secretary of State of Transport
- Land could be transferred to highway authority at a later date
- Draft maintenance agreement provides for both eventualities

### **If a new or altered public right of way**

- As under the 'normal regime', i.e. land ownership is not affected by highway status





# HS2

**Technical Standards / Guidance Notes / Forms** (including version control, tracked changes and HS2 website)

Richard Adam, HS2 Ltd

# Technical Standards

## Updated documents circulated for review / comment following meeting #27 (10/01/2018):

- **Roads** (version P04)
- **Bridge Design Basis** (version P06)
  - Comments received
  - Response sheets being prepared

## Documents being updated, as advised at meeting #27 (10/01/2018):

- **Public Rights of Way** (version P04)
- **Highway and Access Drainage** (version P04)
- **Temporary Works** (version P04)
- **Retaining Structures** (version P05)
  - To be circulated for review / comment when ready



# Guidance Notes (1)

## Documents updated following meeting #27 (10/01/2018):

- **Altering the Public Rights of Way Network** (version P02)
- **Application of NRSWA to HS2** (version P02)
  - Response sheets prepared
  - Updated versions to be circulated shortly

## Documents being updated, as advised at meeting #27 (10/01/2018):

- **Technical Approval of Highway Structures** (version P02)
- **Highway Earthworks Approvals / Certification** (version P02)
- **Technical Approval of Temporary Works with Highways Interface** (version P02)
  - To be circulated for review / comment when ready



# Guidance Notes (2)

## Documents to be updated in due course, as advised at meeting #27 (10/01/2018):

- **Road Safety Audits** (version P03)
- **Bridge Maintenance Demarcation Lines** (version P03)
  - To be circulated for review / comment when ready

## New documents in preparation, as advised at meeting #27 (10/01/2018):

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

## New documents to be drafted, as advised at meeting #27 (10/01/2018):

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

## Documents with no known changes at this stage, as advised at meeting #27 (10/01/2018):

- **Highway Boundary Considerations** (version P02)
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# Forms (1)

## Updated documents circulated for information following meeting #27 (10/01/2018):

- **Form HW1** (version P03)
- **Form HW4** (version P02)
- **Form HW5** (version P02)
- **Form HW10** (version P02)
- **Form HW11** (version P02)

## New documents circulated for review / comment following meeting #27 (10/01/2018):

- **Form HW8** (version P01)
- **Form HW9** (version P01)
  - Comment received
  - Response sheets being prepared



# Forms (2)

## Document being updated:

- **Form HW2** (version P02)
  - To be circulated for review / comment when ready

## New document in preparation:

- **Form HW12** 'S33 P1 Property of Highway Authority' (version P01)
  - To be circulated for review / comment when ready

## New documents to be prepared, if required, as advised at meeting #27 (10/01/2018):

- **Form HW6** (version P01)
  - **Form HW7** (version P01)
  - **Form HW13** (version P01)
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# Version control, tracked changes and HS2 website

## Version control

- Through 'Pxx' revision numbers

## Tracked changes

- Where possible, 'clean' and tracked-changed versions of updated documents will now be circulated

## HS2 website

- Work on new HS2 website ongoing
  - Should be easier to update than GOV.UK
  - Timing remains uncertain
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# HS2

## Schedule 17 Applications – Lorry movements and numbers

HS2 Ltd & HAs

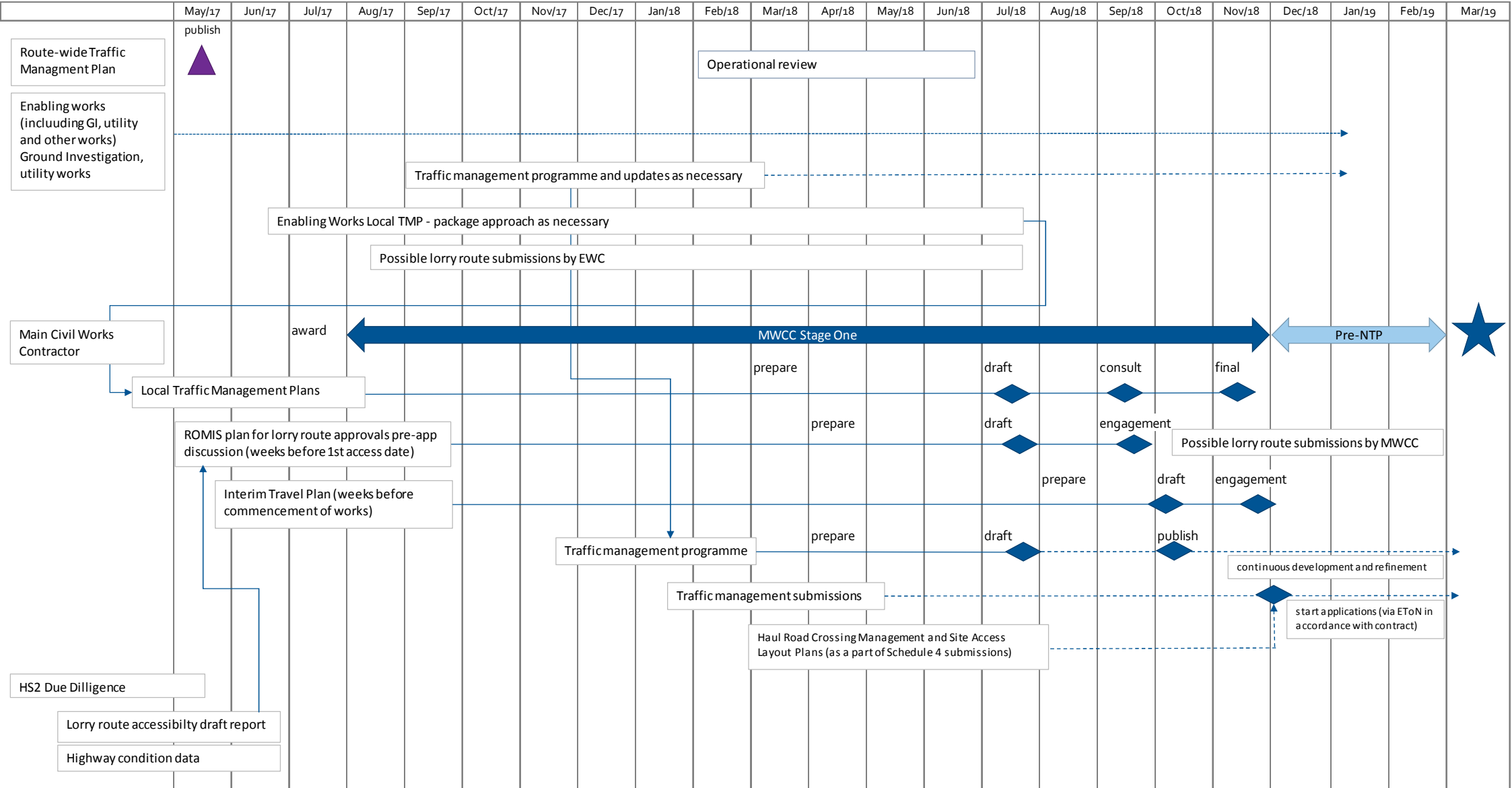


# HS2

## Feedback from Local Traffic Liaison Group Meetings

HS2 Ltd & HAs

**TRAFFIC MANAGEMENT INDICATIVE PROGRAMME TO MWCC NTP**



# HS2

## Forward Plan

HS2 Ltd