

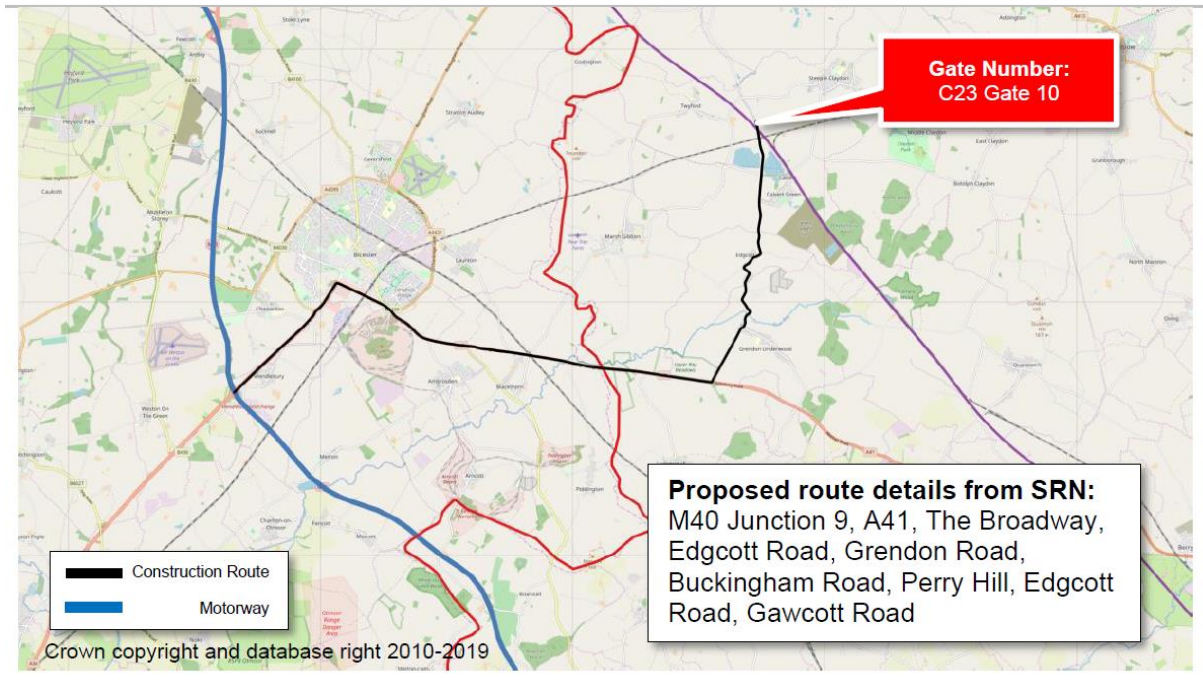
29 June 2020

Schedule 17 Lorry Route Applications (affecting Edgcott & Grendon Underwood)

Formal Schedule 17 Lorry Route Applications now received by Buckinghamshire Council (BC), 15 June 2020. BC has until 7 August 2020 to respond. Conditions can be applied but have to be approved by HS2 in advance.

West Street Compound, Edgcott route

Route name: West Street Compound, Edgcott route.



The average is 72 LGV movements per day. The peak is 72 LGV movements per day eg 36 in and 36 out.

Improvements to the junction of The Broadway with the A41 are currently being implemented and are part of the Safety and Capacity junction mitigation works agreed with HS2 Ltd. The intention is to retain these as a legacy scheme post HS2.

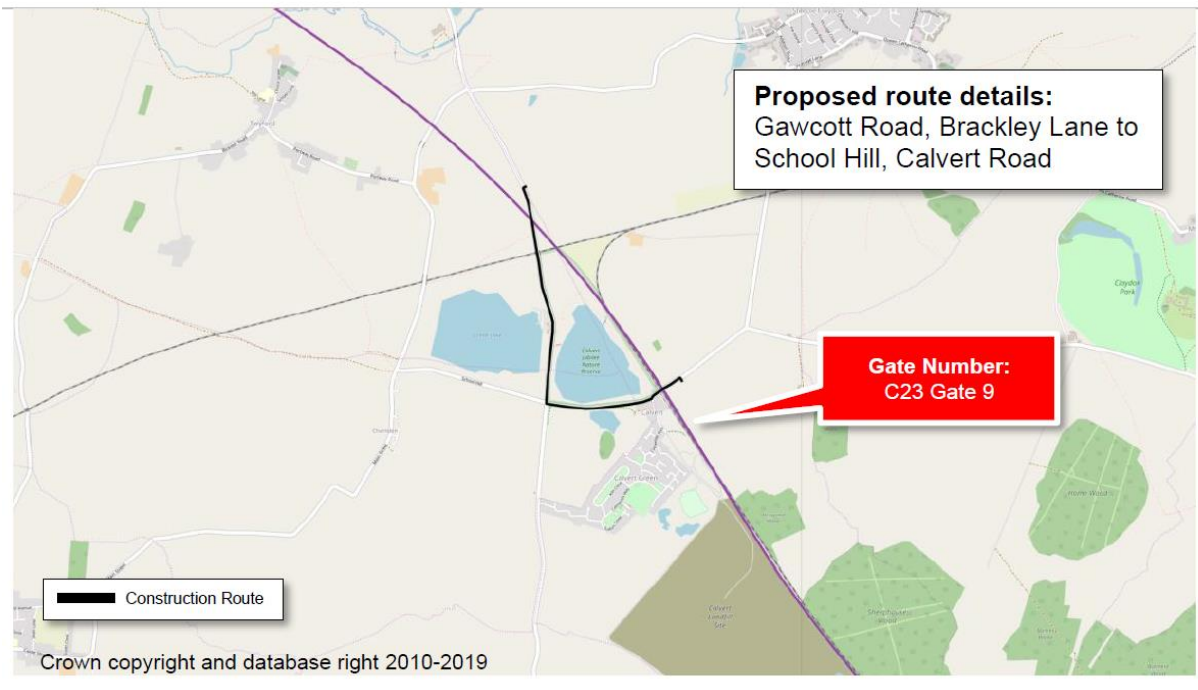
An indicative programme is attached below:

Table 4: Indicative Programme and Sequence of Works

Anticipated Start on Site Date (quarter/year)	Activity	Estimated Completion of Works (quarter/year)
Q2 2020	Contractors compound set up at West Street	3 months
Q2 2020	Mitigation works to Radclive Road	54 months
Q2 2020	Material deliveries to West Street compound	54 months
Q4 2024	Compound Demobilisation	5 months
Q2 2025	Removal of mitigation works to Radclive Road	Temporary Traffic Management Demobilisation only
Q2 2025	Compound Close	N/A

School Hill Compound

Route name: School Hill Compound



The average is 44 LGV movements per day. The peak is 44 LGVs per day eg 22 in and 22 out.

An indicative programme is attached below:

Table 4: Indicative Programme and Sequence of Works

Anticipated Start on Site Date (quarter/year)	Activity	Estimated Completion of Works (quarter/year)
Q3 2020	Contractors compound set up at School Hill Compound	3 months
Q2 2020	Mitigation works to Radclive Road	54 months
Q4 2020	Material deliveries to School Hill	48 months
Q4 2024	Compound Demobilisation	5 months
Q2 2025	Removal of mitigation works to Radclive Road	Temporary Traffic Management Demobilisation only

Buckinghamshire Council made clear to HS2 Ltd that it has concerns regarding the impacts of additional LGVs on the villages of Grendon Underwood and Edgcott and there is much concern within the local community. HS2 Ltd has accepted that there will inherently be some severance involved due to the nature of increased traffic and is proposing the following:

- 1 - extra signage at hot spots (village entry points as well as any identified conflict point such as St Leonards Church, Grendon Underwood)
- 2 - workforce briefings & toolbox talks including reference to potential pedestrian hot spots

3 - vehicles are bound by normal highway code practice but should be informed that The Church will have services that need to be factored in, bus stops located in areas with no footway and the villages along route so turning / slowing cars etc.

4 -the only access to the church on foot is by crossing the construction route from the other side of the road. It would not be possible to install any form of pedestrian crossing at this location, therefore it is proposed that deliveries could be suspended during periods when the church is required to be used, such as funerals or weddings.

5- a community liaison officer would be tasked to coordinate church/parish events with the Enabling Works Contractor to mitigate any clashes or events.”

In light of these concerns, the Council has asked to be fully consulted on any proposed mitigation and that comprehensive engagement takes place with the local community and that their views are taken on board wherever possible. Furthermore, the Council has asked that lorry movements and their impacts are regularly monitored and that the results are shared and discussed at the regular Traffic Liaison Group meetings.