

EXHIBIT LIST

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Page 1 of 29

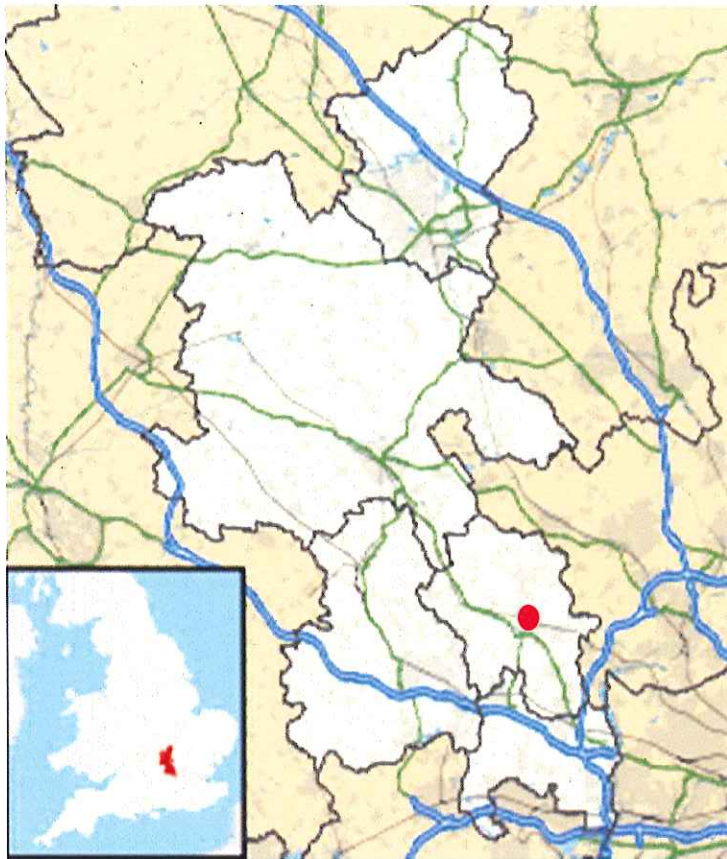
No	Exhibit Name	Page
1	A1406 Presentation (A1406)	2 - 25
2	A1407 Summary of Argument (A1407)	26 - 27
3	A1408 Webtag guidance (A1408)	28 - 29



Amersham Town Council

HS2 Petition

Amersham



- Population c15000
- 27 miles north west of London, in the Chiltern hills AONB.
- Good access to both Central London and the Thames Valley
- Close to both the M40 and M25
- At the end of the Metropolitan Line and on the Chiltern Line
- A vibrant economy based on commuters, services and sunrise industries

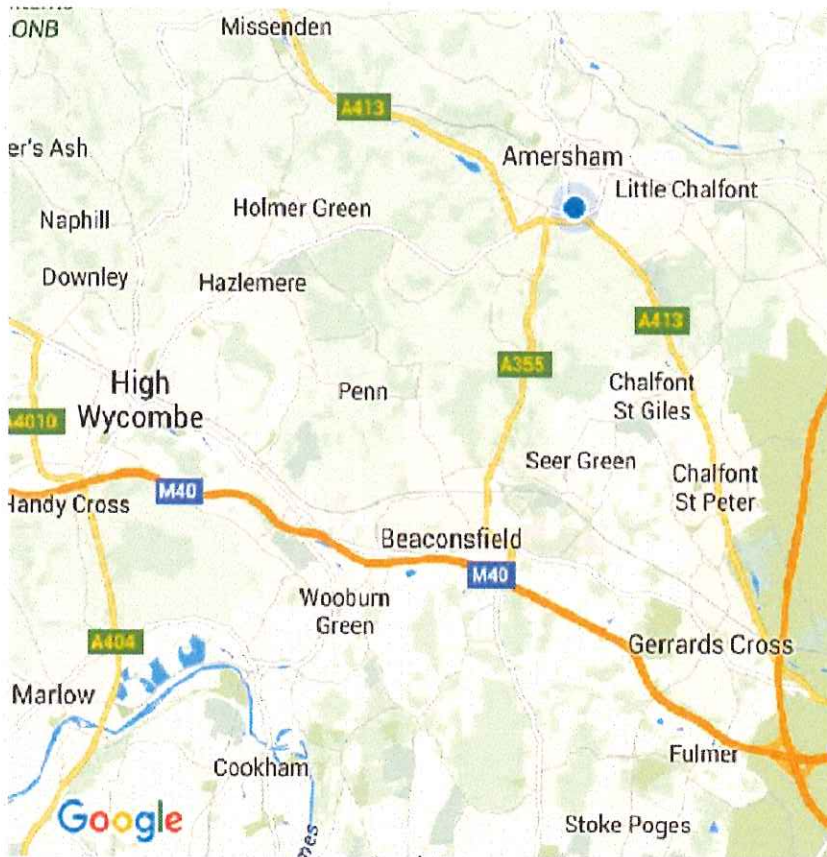
HS2: Key Issues for Amersham

Construction traffic will have a devastating impact on both our already overcrowded strategic and local road networks.

This will impact:

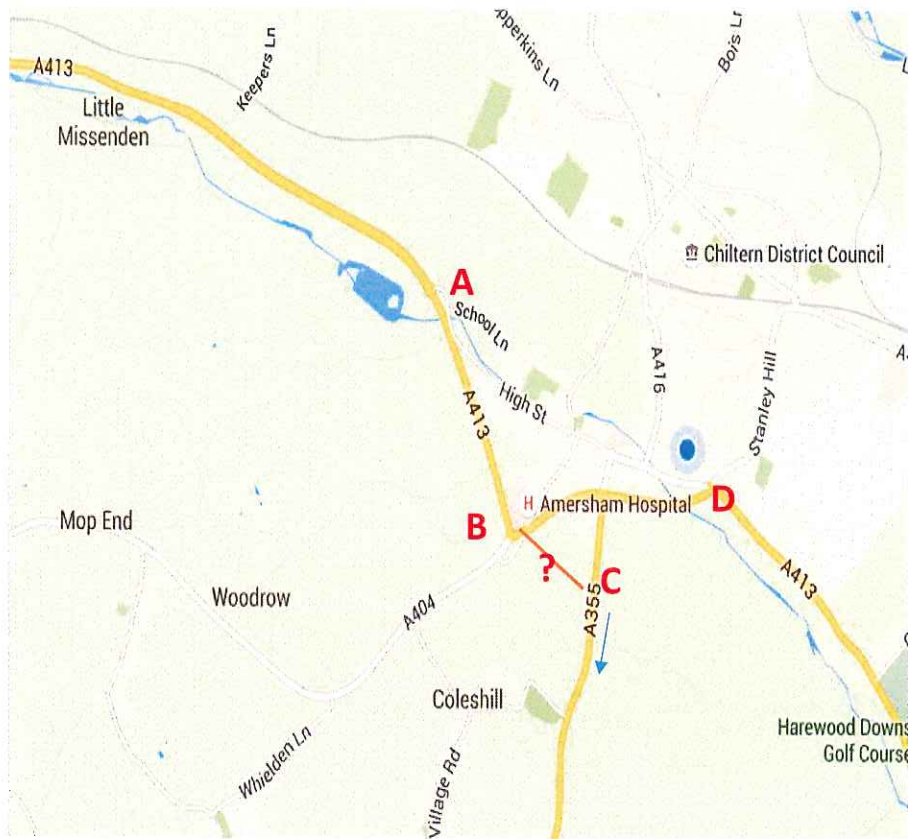
- The local economy
- Key services
- Social cohesion

Context: Road Network Overview



- Amersham is at the centre of a triangle linking motorways and the construction sites
- 'North-South' transport corridors through the Chiltern Hills follow the valleys:
 - Alternative routes limited
 - Cascading effects
- East-West connectivity poor:
 - A355 - Beaconsfield
 - A404 - High Wycombe (heavy local traffic)

Context: Road Network Detail



- A413 from Great Missenden to Shardeloes Roundabout (A) - dual carriageway
- A413 from Shardeloes roundabout to vent shaft/A404 (A-B) (3 lane)
- Possible temporary road (?) between (B&C) would be a help, but of limited value
- A355 to Beaconsfield (C) – nearly all single carriageway ...
- HGVs converging on (D) from Chalfont St. Giles direction single carriageway

The Local Transport Plan (LTP3)

The Buckinghamshire Local Transport Plan (LTP3) identifies Key issues in the Chiltern area, including:

- Traffic generated by commuting
- Congestion in Chesham and Amersham
- Carbon emissions

Under current proposals HS2 construction traffic will:

- Increase traffic on already congested roads (particularly around Amersham and Chesham)
- Increase carbon and NO₂* emissions which already exceed the European 40mg/m³ limit**

*Chiltern District Council monitoring programme

**European commission air quality standards (figure quoted is averaged over a year)

Road Network: Condition

- In Buckinghamshire generally, but Amersham in particular, we are starting from a low base - and road transport provision across county is seen to be poor*:
 - Second worst performing (23rd out of 24) County Council re. traffic levels and congestion, and satisfaction with the condition of road surfaces
 - High dependency on cars due to poor public transport provision (20th out of 24 County Councils) and limited community transport (21st out of 24)

* National Highways and Transport Public Satisfaction Survey 2014

Key Issues:

- Roads are already overloaded, particularly at rush hours.
- Strategic roads come to a standstill when there are incidents on M40 and M25
- At key pinch-points emission levels are already close to being exceeded*

*CDC monitoring

Construction Impacts: Lack of Information

The Town Council is particularly concerned about:

- Materials supply to / from construction sites
- Spoil removal
- Construction personnel movement

Roads are clearly HS2 Ltd's preferred transport mode but up to July 2015 there appears to have been very little assessment of current transport situation:

- No evidence of an evidence based logistics strategy (looking at all mode options)
- As of May 2015 no classified counts in the Amersham area*

Clearly our area has been a low priority issue for HS2 Ltd

*Bucks CC petition

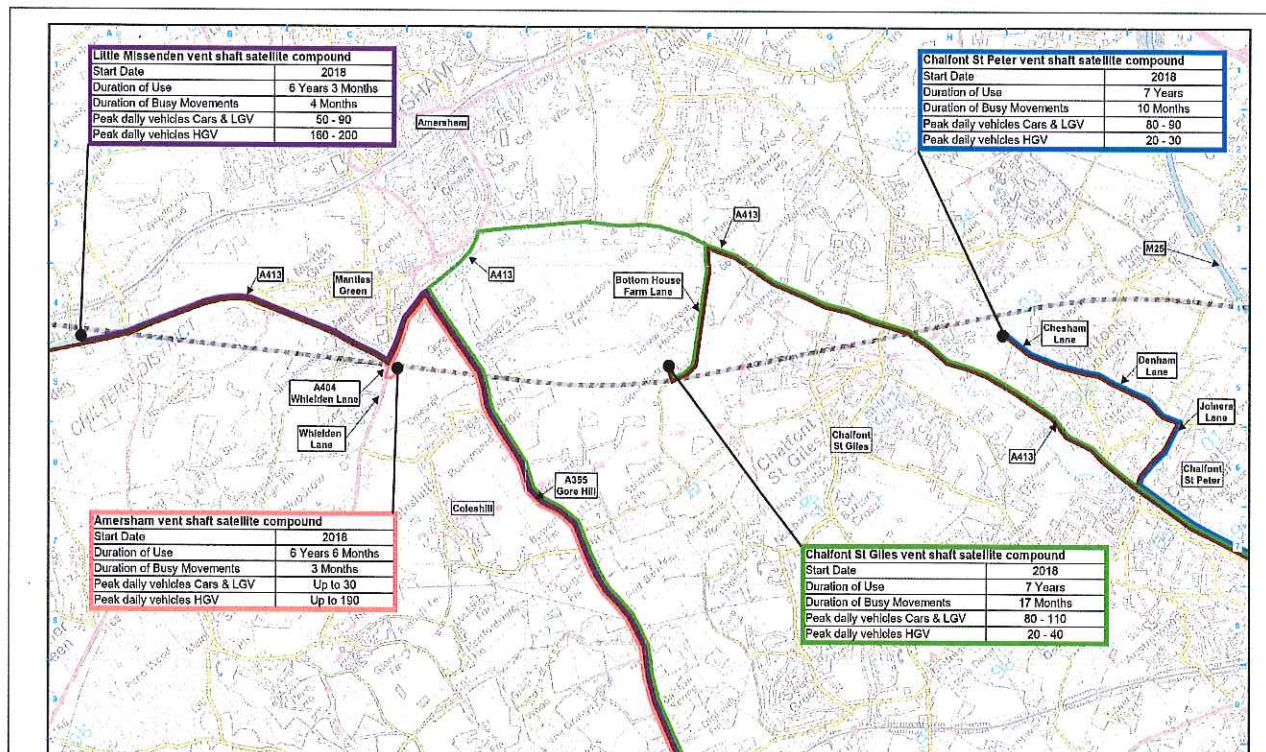
Stop Press (August 2015)

Latest data from HS2 Ltd (Summer 2015) indicates that previously reported levels of delays, congestion, and pollution from HS2 related HGV movements in the Amersham area have been understated:

- Road traffic congestion and delays as a result of HS2 construction traffic, previously described as 'moderate adverse effect', are now being referred to as 'major adverse effect'
- Pedestrians (walking in an AONB) will likewise see an increase from 'moderate' adverse effect, to 'major adverse effect'

Source: SES_and_AP2_ES Volume 2_CFA8 (p7 Table 10)

August 2015 Info: Amersham HGVs



It is unclear from HS2 data when construction will be taking place, or the direction of travel. But the following sequence of slides indicates the potential scale of the HGV traffic generated in the Amersham area:

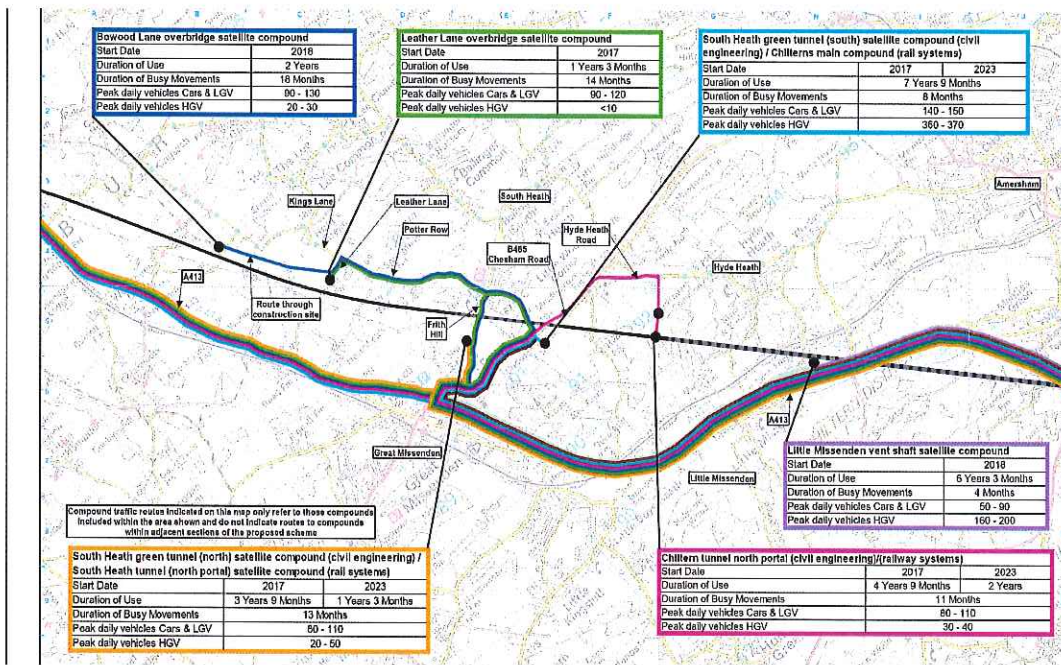
Duration of use: 6 - 7 years

Peak period: up to 17 months

Peak period HGVs: up to 430 a day

But that is not all

August 2015 info: HGVs coming down A413



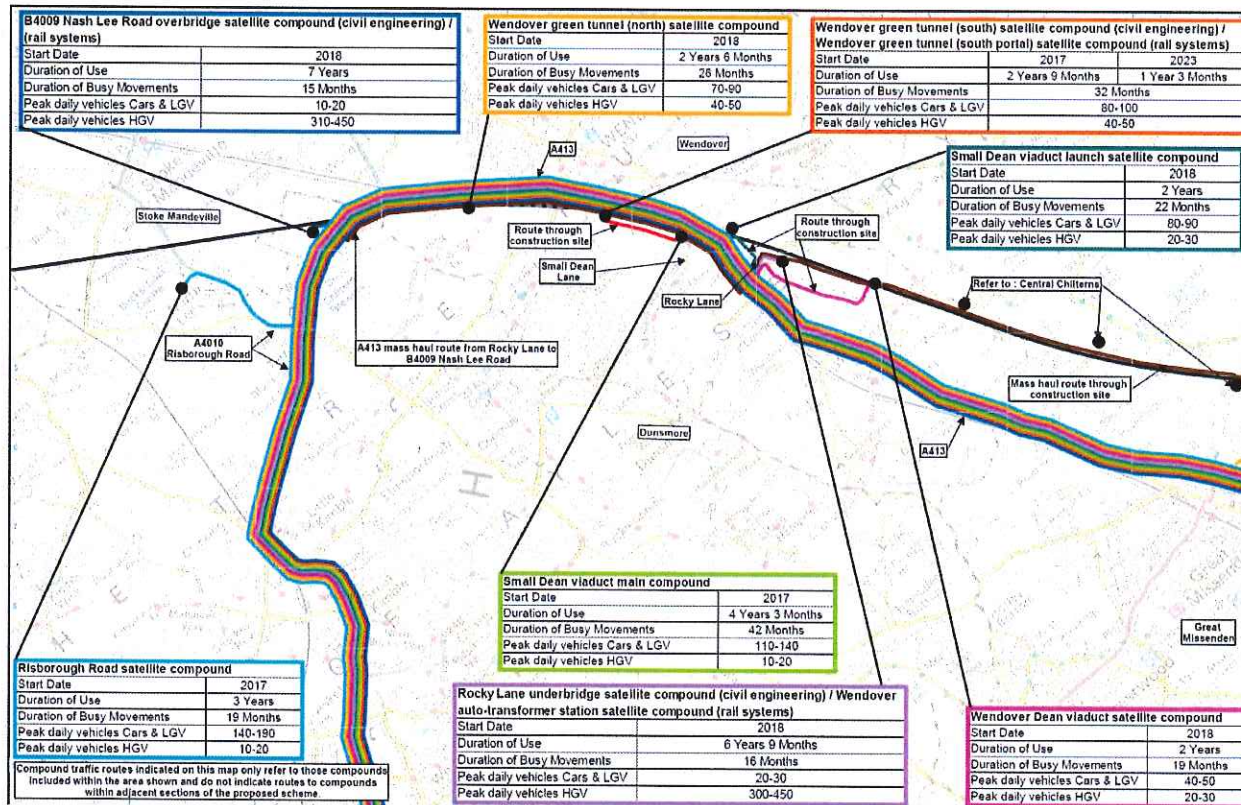
The picture is complicated by the tunnel extension, directions of travel, and timing. But even so, it is clear that a significant proportion of HGV traffic will be heading towards Amersham...

Duration of use: up to 7 years

Peak period: up to 18 months

Peak period HGVs: up to 690 a day

August 2015 info: more HGVs coming down A413



Further up the line, numbers travelling towards Amersham are more speculative

Whatever the number of HGVs it is a big one and even HS2's own data indicate that traffic levels will exceed road capacity at times

What work has HS2 Ltd. done to evaluate the impact on Amersham?

Construction Impacts: DfT Guidelines

Oxford Economics review of construction impacts* reviewed the 'whole projects' spreadsheet data (HS2 website, now archived). It was clear that rows dealing with construction impacts had a '0' entry. This implies

HS2 Ltd does not appear to have quantified construction impacts on our community (Amersham) as a result of local road closures / diversions / delays

As required by the DfTs own guidelines (WebTAG 3.5.2 para 1.4.1)

HS2 Ltd also appears not to have quantified the economic benefits / disbenefits on non users, specifically the residents of Amersham, of the construction process

As required by the DfTs own guidelines (TAG Unit 3.13.1. para 4.5.1)

* Oxford Economics: Construction impacts of HS2 in Buckinghamshire – Economic Appraisal Oct '13

'Community' costs:

Travel delay costs in the Chilterns have been estimated at over £100 million*

- £26.0m commuters
- £15.6m work-related traffic
- £63.8m in other not work time

- Other identifiable costs include:

- | | |
|---|--------|
| • Increase in road maintenance (Chilterns) | £7.3m |
| • Reduced business productivity (Chilterns) | £2.7m |
| • Reduced visitor spending (Chilterns) | £31.5m |
| • Loss of land amenity loss (Chilterns) | £6.2m |
| • Increase in health impact (Chilterns) | £20.4m |

Social Costs

The social costs are numerous, they include but are not limited to:

- Access to General Hospitals - congestion
- Access to Amersham Hospital – road take and congestion
- Impact to bus network – congestion and Wheilden Street land take
- Access to Amersham Crematorium – road take and congestion
- Access to local schools - congestion
- Access to local facilities in Amersham (a major local hub)

Towards a solution: Step 1 – comply with DfT guidelines and European Environmental Laws

Amersham residents will be severely impacted by the proposed construction traffic. As a first step we petition that HS2 Ltd be instructed to comply with DfT guidelines in assessing:

- Construction impacts in the Amersham area as detailed in TAG Unit 3.5.2 para 1.4
- Economic welfare impacts in the Amersham area as detailed in TAG Unit 3.13.1. para 4.5.1
- The UK is still a member of the European Union and has signed up to environmental standards on air pollution as a result of HGV movements. Current logistics proposals will breach these standards with regard to both NO2 and PM10 emissions.
- We therefore request that this committee instructs HS2 Ltd to comply with the law

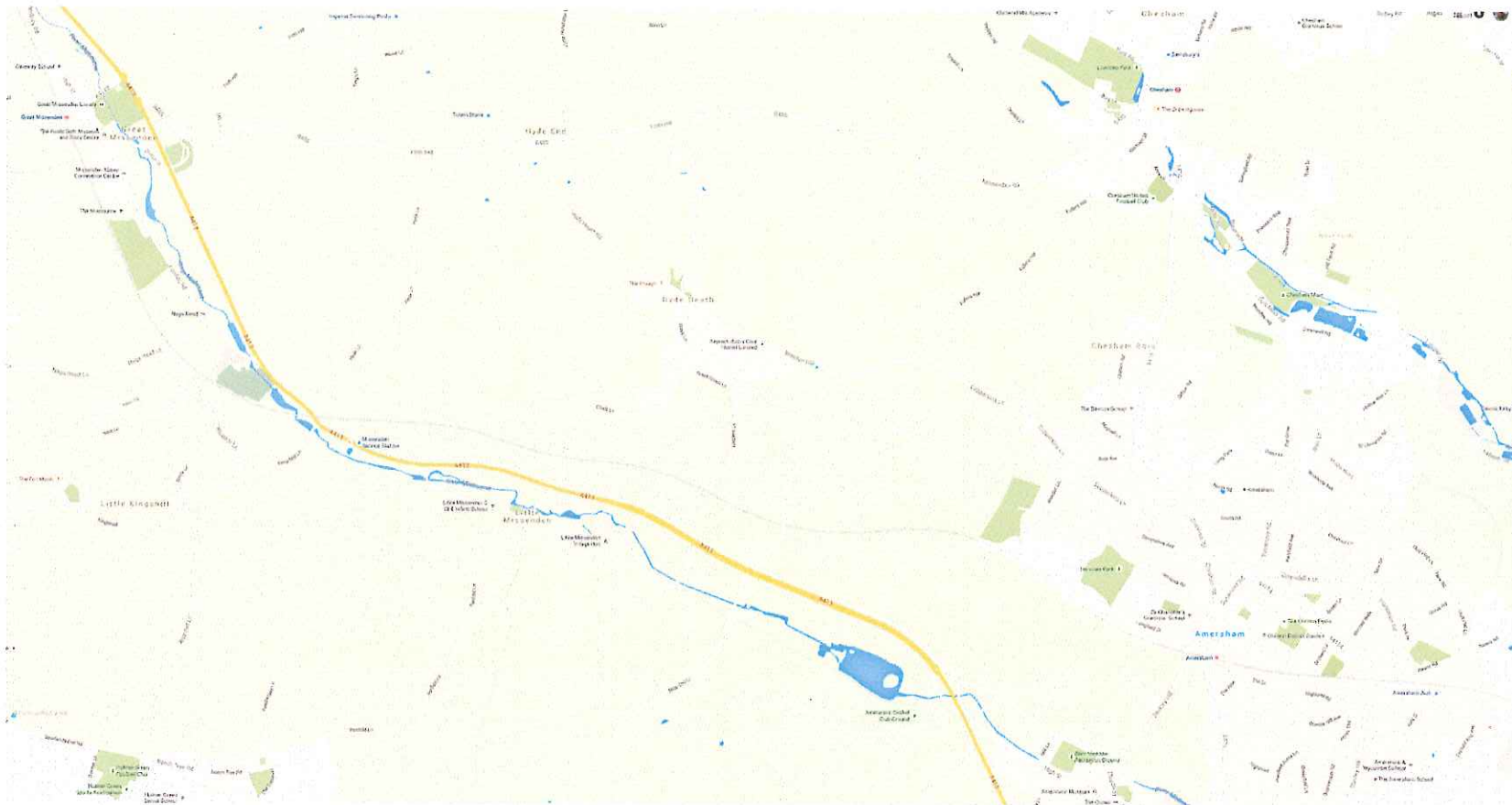
Towards a Solution: Step 2 – Develop a Construction Logistics Strategy

There are at least three methods/modes of transporting materials and people to and from the construction sites in the Amersham area / Chilterns:

- Road
 - Rail
 - Pipeline (slurry spoil)
- We therefore request that the committee instruct HS2 Ltd to develop a (fit for purpose) Construction Logistics Strategy for the Amersham / Chilterns

Towards a Construction Transport Strategy:

There is a realistic choice – a railway line



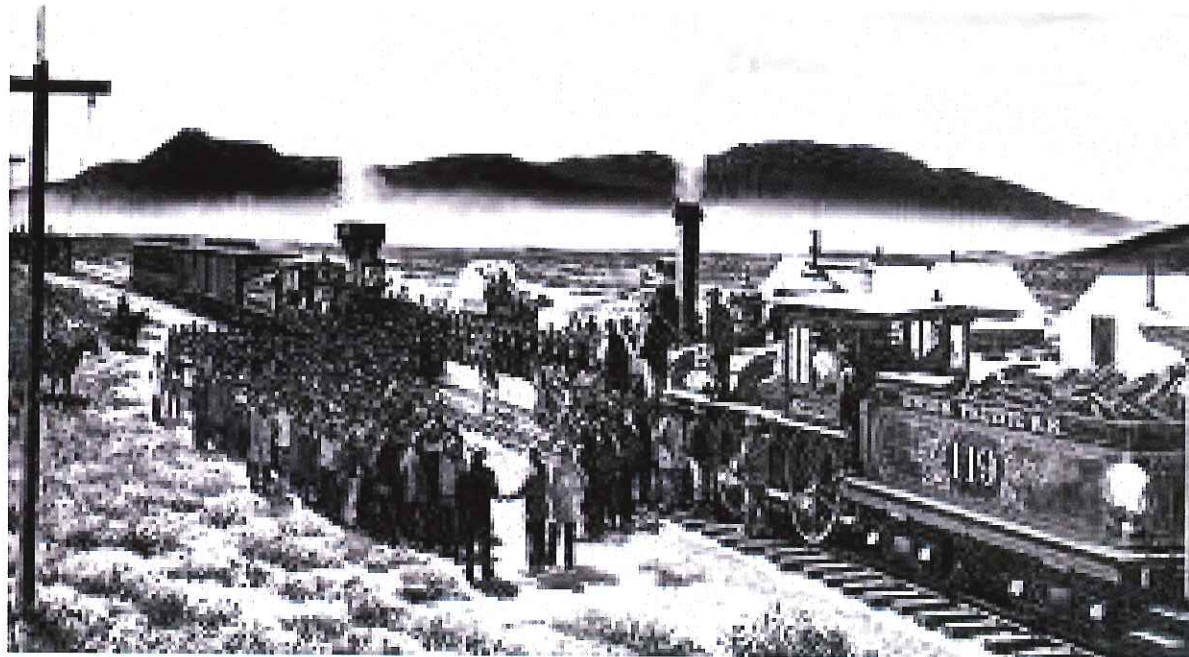
Benefits of Rail

Using rail in the Amersham / Chilterns area has a number of benefits*:

- More segregated than roads
- Safer (HGVs undertake 5.6% of road km and have 9.4% fatalities)
- 37.5% of UK HGV vehicles (2009) had dangerous defects
- Road congestion is the biggest cost imposed by HGVs on society
- Rail produces only 10% of PM10 per tonne per km compared with HGVs
- Emissions tend to be further from pedestrians and households

All data from: Value and Importance of RailFreight – Network Rail (July 2010)

And back to the future ...



Building a railway has been done without any roads

Modal Shift Benefit

Since April 2010 the DfT has calculated the additional costs of transporting goods by road based on a range of factors. The figures in the red box are averages taken from the Network Rail report (Value and Importance of Freight).

Modal Shift Benefit Costs (DfT)	
Category Cost per Average Lorry Mile (p)	
• Congestion	52.4
• Accidents	2.8
• Noise	7.0
• Pollution	2.5
• Climate Change	3.8
• Infrastructure	9.0
• Other (road)	6.4
• Taxation	-34.1
• Rail or Water Costs	-5.7
• Total	44.0

Sources:

Value and Importance of Rail Freight
(Network Rail, July 2010)

Mode Shift Benefit Values, technical
report (DfT, INAS, Freight and Logistics
Division)

Rail Capacity: Let's hear the facts

We understand that HS2 Ltd have spoken with Network Rail – who have been reported as stating 'there is not capacity' (but this is all anecdotal)

Others sources who have spoken to DB Schenker report that they believe there is capacity (but again, this is all third hand)

What are the facts?

We request that the committee instruct HS2 Ltd to disclose details of what work has been undertaken with all relevant rail businesses (Network Rail and Freight Operators) and provide a detailed rationale and costing options for various logistics approaches (as part of the Transport Logistics Strategy)

Tunneling: Delays and Impacts

To date no geological surveys have been undertaken of the conditions in the Amersham Area.

- There are large voids under parts of the proposed route in the Amersham area
- The route is very shallow under Chalfont St Giles and Shardeloes Lake and the chalk is believed to be far from stable

Given that if geological problems are encountered, the construction period is likely to be lengthened – increasing the misery HS2 inflicts on our community. We petition that the committee instruct HS2 Ltd to undertake the necessary surveys as a matter of urgency and before the route is finalised

Conclusion

Amersham will be impacted significantly by the construction of this railway line. We request that the Committee instruct HS2 Ltd and the DfT to comply with their own policies, guidelines and legislation by:

- Identifying and costing the construction impacts on Amersham residents and businesses in terms of both congestion and economic impact
- Demonstrating that the approach to construction logistics takes into account the full costs (including the cost to local communities, particularly Amersham)
- Ensuring that the construction logistics operations comply fully with all relevant legislation (particularly emissions)

And should HS2 Ltd. be allowed to use HGVs in the Amersham area, we further petition that:

- All vehicles should be compliant with the London LEZ (Low Emission Zone) standards in force at the time

IN PARLIAMENT

HOUSE OF COMMONS

HIGH SPEED RAIL (LONDON – WEST MIDLANDS) BILL COMMITTEE

PETITION OF AMERSHAM TOWN COUNCIL (871)

SUMMARY OF ARGUMENT – FOR APPEARANCE 23 SEPTEMBER 2015

1. The Route passes through the town of Amersham in a bored tunnel, with a vent shaft at Amersham hospital. Amersham is a vibrant settlement, home to a population of some 15,000 and many successful businesses. It thrives on, and is reliant upon, its transport connectivity and its position in the AONB, which is a huge draw. However, it already struggles with high levels of road usage, which brings with it congestion and pollution.
2. With the exception of the vent shaft, Amersham Town Council consider that the Promoter has failed to acknowledge that the project will adversely affect the town, its inhabitants and businesses, let alone address those adverse effects.
3. The Town Council's concerns arise from two main features of the Promoter's proposed scheme:
 - (1) Above ground construction of the Route in the AONB.
 - (2) HS2 traffic, whether 'construction' HGVs or staff private cars, placed onto the local highway network.
4. As to issue (1), the Town Council are conscious the Committee have already heard from others about the impact of the AONB as a whole. They will not repeat what has been said, but endorse it and repeat the points made in their Petition. The mere possibility that Parliament might even consider giving consent to the construction of a high speed line even partially above ground in the Chilterns AONB is truly shocking.
5. In terms of Amersham itself, the adverse impacts on above-ground construction in the AONB will affect the town's economy, through reduced visitor spending, and will harm the amenity of the town's residents, many or most of whom chose to live in Amersham precisely because of the beauty of the surrounding countryside.
6. As to issue (2), the Town Council would not wish to hide their frustration that the Promoter simply has not complied with the Department for Transport's own guidance

and developed a construction logistics strategy with a transport model that appraises the range of possible alternatives. For example, this would deal with the spoil the project will generate or the materials it will require and assesses the impacts of the alternatives on Amersham and the other communities in the area. There is no obvious reason for spoil and materials not to be transported by rail, whether by conventional rail or along the Route itself, and no reason at all for that option not to have been fully assessed.

7. The Town Council's concern here is not simply increased congestion, though that is very important, but also air quality. Many of the key road links are already hovering around the air quality limits prescribed by European and national law for nitrous oxides and small particulate matter (PM₁₀). Even if the Promoter could somehow solve all the junction problems over the highway network and so maintain traffic flow despite the additional vehicles the Project would put onto the roads, that would not address the air quality impacts from the additional vehicles.
8. As regards congestion, if that increases as a result of the Project then many of the features to make Amersham what it is will be harmed, from the ability of pupils to get to and from school, to the effect on business to the impact on Amersham crematorium.
9. The Town Council are acutely aware that others are taking points in their Petitions that are also repeated within the Town Council's Petition. They will keep their presentation focussed on Amersham, but do not abandon the other concerns/asks within their Petitions. The Committee will hear from others regarding those concerns.
10. The Town Council respectfully ask the Committee recommend amendments/additional provisions to the Bill/require undertakings/assurances from the Promoter to address their concerns.

James Burton
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Transport analysis guidance: WebTAG

From:

[Department for Transport](#)

First published:

29 October 2013

Last updated:

10 November 2014, [see all updates](#)

Part of:

[Planning and infrastructure](#) and [Transport](#)

WebTAG provides information on the role of transport modelling and appraisal.

Contents

1. [Introduction](#)
2. [Overview](#)
3. [Guidance for the senior responsible officer \(SRO\)](#)
4. [Guidance for the technical project manager \(TPM\)](#)
5. [Guidance for the appraisal practitioner](#)
6. [Guidance for the modelling practitioner](#)
7. [WebTAG data book](#)
8. [Software tools](#)
9. [Supplementary guidance](#)
10. [Forthcoming changes](#)
11. [Register](#)
12. [Contact](#)

Introduction

This content contains guidance on the conduct of transport studies. The guidance includes or provides links to advice on how to:

- set objectives and identify problems
- develop potential solutions
- create a transport model for the appraisal of the alternative solutions
- how to conduct an appraisal which meets the department's requirements

Projects or studies that require government approval are expected to make use of this guidance in a manner appropriate for that project or study. For projects or studies that do not require government approval, TAG should serve as a best practice guide.

The department endeavours to keep the guidance up-to-date in light of new evidence and developments in best practice modelling and appraisal methodologies. Changes are released through an [orderly release process](#), giving users early sight of changes and when they are to be released definitively. Users working on longer-term business cases should refer to [the proportionate update process](#) when considering incorporating these changes into their analyses.

For users wishing to understand how the new structure relates to previous version of WebTAG a [correspondence table](#) (MS Excel Spreadsheet, 24.7KB) is available. An [archived version of the previous WebTAG site](#) is also available.

Overview

This overview provides general introductory information on the role of transport modelling and appraisal, and how the transport appraisal process supports the development of investment decisions to support a business case.

- [TAG overview](#)

Guidance for the senior responsible officer (SRO)

This guidance is for project promoters and sponsors who manage and oversee those projects as a whole.

It provides knowledge on how the evidence derived from the transport appraisal process can be used to support the transport business case and inform the decision-making process. It introduces the high-level concepts of transport appraisal and modelling, the important outcomes required and the main risks to monitor and manage.

- [TAG guidance for the senior responsible officer](#)