

## 1MC07 – Stage One C3 – MWCC – Brackley to Long Itchington Wood Green Tunnel South Portal

# Northamptonshire Route Management Improvement and Safety Plan

Document no: 1MC07-CEK-CL-PLN-C003-000031

Revision	Date	Author	Checked by	Approved by	Revision details
C01	31/01/20	S. Randall	S Matthews	A Swift	First Issue
C02	04/06/20	S Randall	S Matthews	G Hughes	First Revision

Stakeholder review required (SRR)	Purpose of SRR
<input type="checkbox"/> County / District / London Borough Council	<input type="checkbox"/> Acceptance
<input type="checkbox"/> LOV	<input type="checkbox"/> Approval
<input type="checkbox"/> LUL	<input type="checkbox"/> No Objection
<input type="checkbox"/> NRL	<input type="checkbox"/> Consent
<input type="checkbox"/> TFL	
<input type="checkbox"/> Utilities Company	
<input type="checkbox"/> Other (please specify)	

## Content

1. List of Related Documentation.....	4
1.1. Documentation of Relevance to this Plan.....	4
2. Introduction.....	5
3. Lorry Routes and Accessibility.....	7
3.1. Schedule of Routes.....	7
3.2. Highway constraints.....	7
4. Undertakings and Assurances.....	13
4.1. Construction Traffic U&A.....	13

### List of abbreviations

CoCP	Code of Construction Practice
EMR	Environmental Minimum Requirements
ES	Environmental Statement
HS2	High Speed Two
LEMP	Local Environmental Management Plan
LTMP	Local Traffic Management Plan
MWCC	Main Works Civils Contractor
ROMIS	Route Management, Improvement and Safety
RTMP	Route-wide Traffic Management Plan
SRN	Strategic Road Network
TLG	Traffic Liaison Group
U&As	Undertakings and Assurances

## 1. List of Related Documentation

### 1.1. Documentation of Relevance to this Plan

- 1.1.1. Documentation of relevance to this Route Management, Improvement and Safety (ROMIS) Plan, includes:
- 1.1.2. The High-Speed Rail (London – West Midlands) Act. The Act makes several provisions related to the delivery of the HS2 Phase One project including planning requirements for approval of routes for large goods vehicles in Schedule 17 and other provisions;
- 1.1.3. HS2 Phase One Environmental Statement (ES) which, based on assumed routes for large goods vehicles, details the likely significant environmental impacts along the route and indicative measures to mitigate forecast impacts. Volume 2 and Volume 5 of the ES refer;
- 1.1.4. The Code of Construction Practice (CoCP), submitted as part of the HS2 Phase One EMR, sets out in Chapter 14 project-wide requirement for managing traffic and transport related to delivery of HS2 Phase One. Chapter 13 considers the management requirements on Route-wide, Area and Site-specific levels;
- 1.1.5. Route-wide Traffic Management Plan (RTMP), set out how HS2 will manage the flow of construction traffic, the safety of vehicles and drivers, workforce travel, temporary traffic management measures and highway asset protection during the delivery of HS2 Phase One, on a route-wide basis. It has been developed in consultation with highway authorities, via the Highways Sub-group of the HS2 Planning Forum and other relevant stakeholders;
- 1.1.6. Local Traffic Management Plans (LTMPs) will set out how traffic and transport matters will be managed on a local level. EKFB has produced a Local Traffic Management Plan for main works in the Northamptonshire area (Northamptonshire and North Oxfordshire Local Traffic Management Plan, 1MC07-CEK-CL-PLN-C002-000011).
- 1.1.7. Local Environmental Management Plans (LEMPs), will build on general environmental requirements in the CoCP setting out how the project will adapt and deliver the required environmental and community protection measures within each relevant local authority area during construction;
- 1.1.8. Register of Undertakings and Assurances (U&As), The passage of the HS2 Bill through Parliament resulted in many petitions that have been considered by the Commons Select Committee and Lords Select Committee. Many petitions refer to traffic impacts during construction and this has resulted in many undertakings and assurances, which have tended

to be local in nature. Relevant U&As related to the possible use of specific roads as lorry routes are listed within this document.

## 2. Introduction

- 2.1.1. In accordance with the Code of Construction Practice (CoCP), the project has set out within the Routewide Traffic Management Plan (RTMP) how the provisions of the Act will be implemented and dealing with large goods vehicles. The RTMP notes that LTMPs will cover matters at a local level, such as the routes for construction traffic.
- 2.1.2. The intention of the Route Management, Improvement and Safety (ROMIS) Plan is to set out a range of traffic management measures considered to be appropriate for taking forward during the early part of the project to fulfill the requirements of Schedule 17 of the Act.
- 2.1.3. Assumed lorry routes in the Environmental Statement (ES) have been discussed in pre-application discussions and any modifications to these routes have been agreed within the confines of the requirements of the project and overall requirements of the Environmental Minimum Requirements.
- 2.1.4. This ROMIS Plan is limited to all proposed lorry routes within Buckinghamshire and will be submitted for information alongside the schedule 17 application and submitted prior to the commencement of main civils works.
- 2.1.5. The purpose of this ROMIS plan is:
- to set out the routes to be approved (these should accord with those set out in a preceding LTMP which would have been subject to appropriate consultation via the relevant Local Traffic Liaison Group meeting);
  - to consider what physical changes are necessary to enable use by large goods vehicles;
  - to confirm that the measures related to safety and the free flow of traffic have been considered and, as necessary, mitigated in the proximity of the construction access points;
  - to confirm the other appropriate measures in relation to Undertakings and Assurances.
- 2.1.6. The plans will include the measures considered necessary for the movement of large goods vehicles and include the proposed measures which will be subject to highway consultation and, as necessary, approvals. It is unlikely that measures to enable access will be required along A classified roads, as they would be presumed suitable for 2-way traffic including large goods vehicles.

- 2.1.7. ROMIS plans may identify temporary, long term works to enable Abnormal Load Movements, where routes can be identified in advance in consultation with the Traffic Liaison Group meetings and other stakeholders.
- 2.1.8. The need for an updated ROMIS plan will be assessed on a case by case basis. It would not be expected that a ROMIS plan would be provided as information for minor changes to lorry routes and/or additional compounds on routes that have already been approved as part of another lorry route approval.
- 2.1.9. Implementation of improvement works set out within the ROMIS plan for consultation will be subject to detailed assessment, design and consultation with the relevant highway authority and will be reported at local Traffic Liaison Group meetings, as necessary.
- 2.1.10. The legislative provisions mean that:
- The lorry route is to be approved to the Strategic Road Network.
  - There is a specific issue of local suppliers – it will not be possible to apply for every possible route to and from worksites which may be used by local suppliers. It will need to be assumed that these will travel by the most direct, suitable route to/from the approved network and that they would be using these routes regardless of the construction of HS2;
  - Where lorry ban orders are in force on a lorry route, exemption permits are issued to enable the contractor to use the route and allow the authorised works to be carried out in a timely and efficient manner.

### **3. Lorry Routes and Accessibility**

#### **3.1. Schedule of Routes**

3.1.1. Tables 1 to 5 detail the routing for construction traffic to and from each compound site and includes the road numbers and names between each compound and the Strategic Road Network or Motorway

#### **3.2. Highway constraints**

3.2.1. There are no identified highway constraints on lorry routes in the county of Northamptonshire.

3.2.2. The main constraints considered include asset protection, vehicle turning circles and traffic regulation orders that may prohibit or affect large goods vehicle access.

3.2.3. Abnormal loads were also considered, and these will be subject to notification by the haulier as required by legislation. It is assumed that no long-term works will be required for abnormal load accessibility.

3.2.4. In the cases where a Traffic Regulation Order is in place for environmental grounds alone, the order may be disapplied by Schedule 25 of the Act and a permit regime put in place.

Table 1: Brackley South Cutting, Radstone Road - From M40 Junction 10 Lorry Route





Table 2: Greatworth Green Tunnel - From M40 Junction 11 Lorry Route

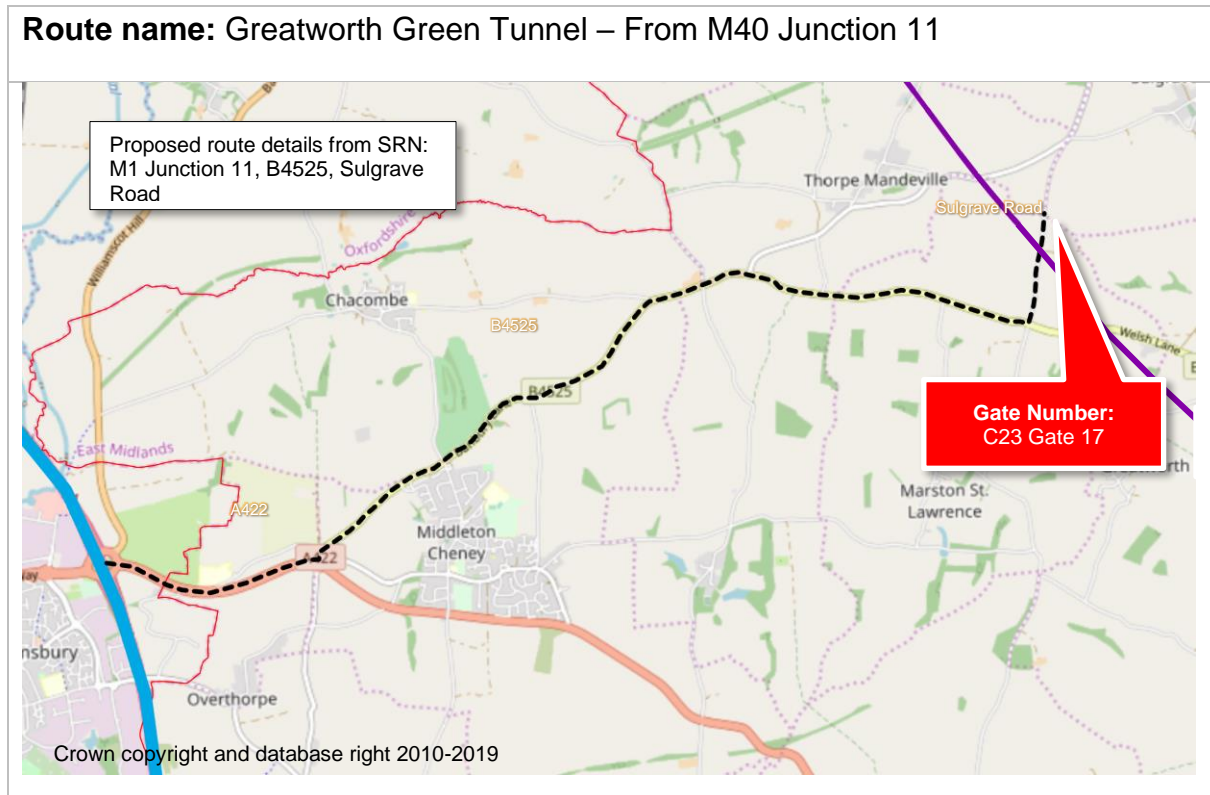


Table 3: Greatworth Green Tunnel - From M43 Lorry Route

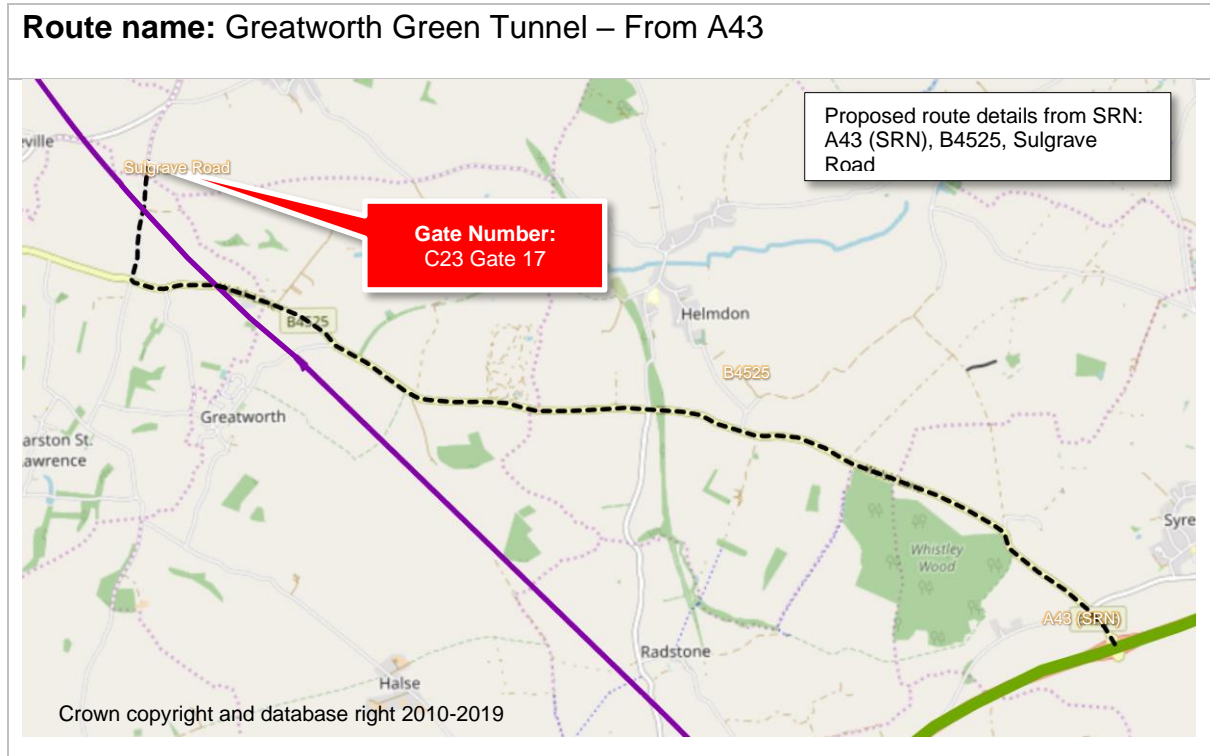


Table 4: Chipping Warden Green Tunnel Lorry Route

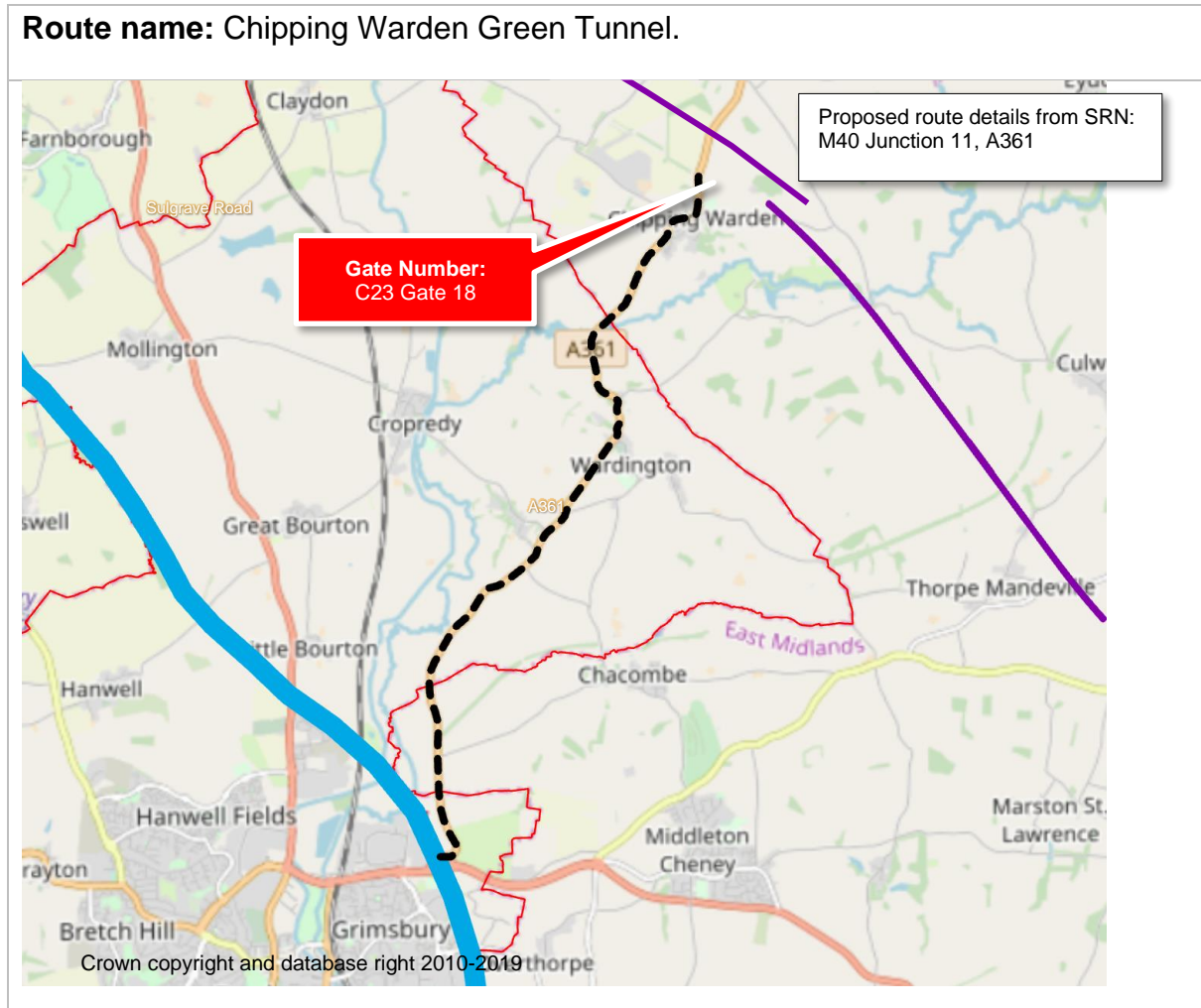
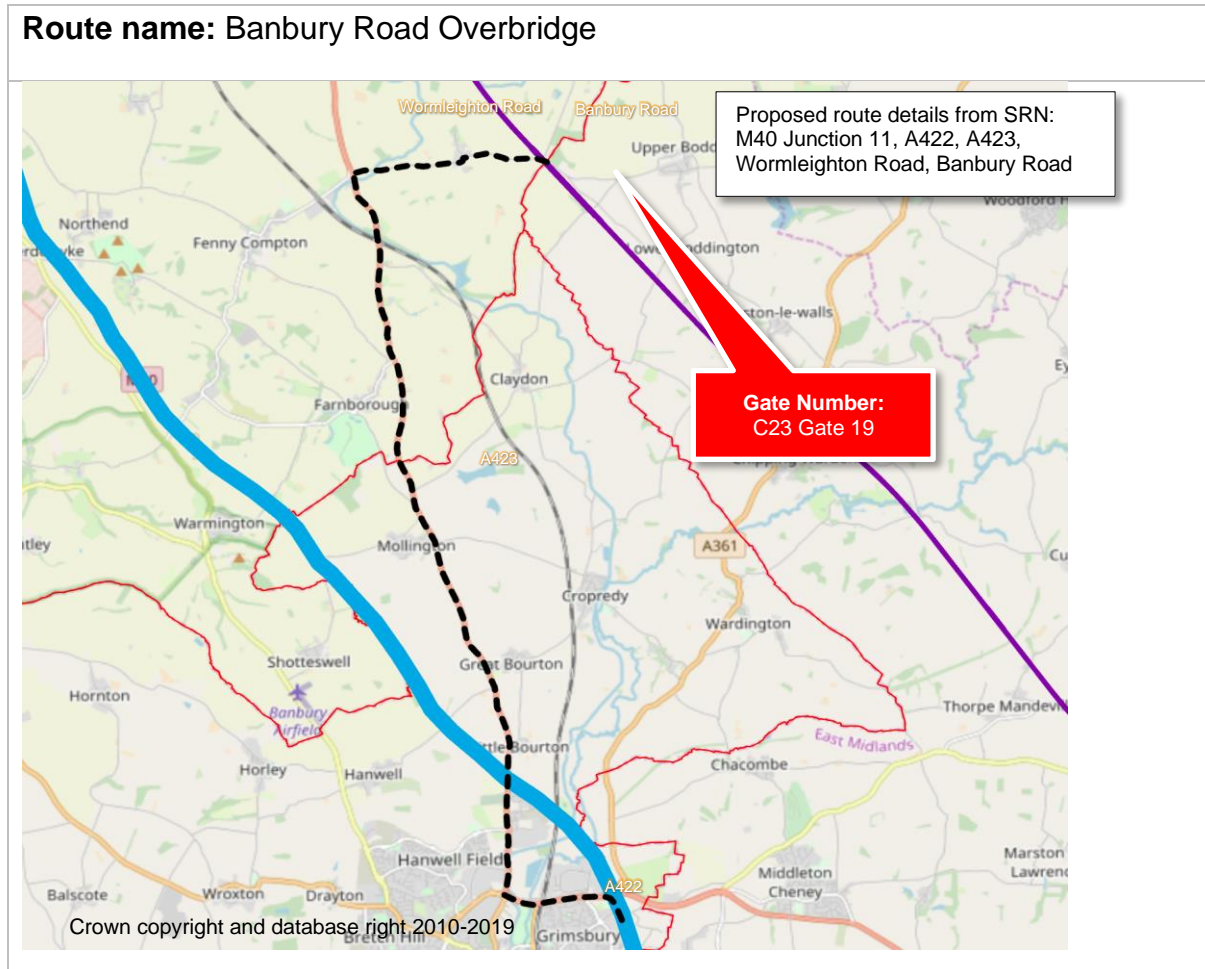


Table 5: Banbury Road Overbridge Lorry Route



## 4. Undertakings and Assurances

### 4.1. Construction Traffic U&A

4.1.1. HS2 Ltd has provided several commitments (undertakings and assurances) in relation to construction traffic and transport to Parliament, during the passage of the Bill. Following Royal Assent of the High-Speed Rail (London - West Midlands) Act 2017 any nominated undertaker is contractually obliged to comply with all relevant U&As made by the Secretary of State/ the Promoter regarding HS2.

4.1.2. U&As associated with the Northamptonshire area are included in Table 6 related to route wide safety, capacity, and traffic management.

Table 6: Undertakings and Assurances

U&A Ref ID	To Whom	U&A description	Primary Discipline
1686	Wardington Parish Council	The Secretary of State will require the Nominated Undertaker to: commence construction of a dedicated haul road between Greatworth and Chipping Warden road head as soon as reasonably practicable, having regard to the need to manage the impacts of ecology, heritage and hydrological assets and use this, so far as reasonably practicable for the movement of excavated material. Said haul road to remain in use for the duration of bulk earthwork activities.	Planning
1687	Wardington Parish Council	The Secretary of State will require the Nominated Undertaker to: reduce, as far as reasonably practicable, the amount of excavated material that is required to be moved on the A361 between the M40/J11 and Chipping Warden including a review and consideration of the economic and technical feasibility of extending the dedicated haul road along the trace from Greatworth and Turweston.	Community Engagement
1688	Wardington Parish Council	In accordance with Schedule 17 to the Bill the Nominated Undertaker will be required to seek approval from the relevant qualifying planning authority (Oxfordshire County Council in this instance) for the use of any routes to and from construction sites to be used by large goods vehicles where the number of lorry movements on roads other than trunk roads and motorways exceeds 24 per day. The Nominated Undertaker will discuss with the relevant planning authority appropriate measures to mitigate the effects of HS2 construction traffic as part of that process.	Traffic Management
1689	Northamptonshire County Council	The Secretary of State will require the nominated undertaker to consult with Oxfordshire Country Council (OCC) and Wardington Parish Council to discuss progress and outcomes of work carried out to seek to mitigate construction related traffic effects and to report at appropriate intervals, not exceeding 3 months, demonstrating compliance with the above assurances.	Interface
588	Northamptonshire County Council	The Secretary of State will require the nominated undertaker to use the haul road for HS2 construction traffic where reasonably practicable and to use	Traffic Management



U&A Ref ID	To Whom	U&A description	Primary Discipline
		reasonable endeavours to limit the use of Banbury Lane as an HS2 route for large goods vehicles during the construction of HS2 Works, save in respect of the use of Banbury Lane for the purposes of access for the construction of a rail drainage balancing pond at Ch105+100, the associated HS2 maintenance access off Banbury Lane and the establishment of the Lower Thorpe satellite compound where use of the haul road to access these works is not reasonably practicable.	
594	Northamptonshire County Council	On the condition that the Relief Road is constructed and in use, the Secretary of State will require the nominated undertaker to limit the use of the A361 through Chipping Warden as an HS2 construction access route so far as is reasonably practicable.	Traffic Management
561	Aston-le-Walls Parish Council	Understanding the reasonable concerns of Aston-le-Walls Parish Council, the Secretary of State for Transport will require the nominated undertaker to restrict HS2 Large Goods Vehicle construction traffic from entering the village of Aston-le-Walls by using Main St and Blacksmith Lane with in the village, unless it is required to do so by the relevant planning authority under the powers conferred on it by Paragraph 6 of Schedule 17 to the Bill, or in the case of emergencies.	Traffic Management
2277	Sulgrave Parish Council	The Secretary of State will require the Nominated Undertaker to keep Sulgrave Parish Council updated regarding progress and outcomes of work being carried out to investigate the possible use of a haul road between Brackley and Lower Boddington. In this assurance: ?the Assurances? means the assurances provided to Wardington Parish Council numbered 1686 and 1687 on the current Register of Undertakings and Assurances; ?the Nominated Undertaker? means the relevant nominated undertaker appointed under the Bill as enacted and, in the period prior to the Secretary of State appointing a nominated undertaker and imposing the requirements on it referred to in these assurances, HS2 Ltd; ?the Register of Assurances and Undertakings? means a register recording the binding commitments given by the Promoter during the passage of the Bill which is held by the Department of Transport and will be finalised when the Bill is given Royal Assent.	Construction
575	Northamptonshire County Council	2.1 . Subject to the satisfaction of the conditions set out in paragraph 2.2 below, the Secretary of State will require the nominated undertaker to construct: i. temporary turning head facilities at the following locations: a. Helmdon Road (West) ("the turning head facilities") in the approximate positions are shown in the attached drawings: Turning head at Helmdon Road Ref: Turning Heads 01a: (C222-ATK-EV-DPI-020-051503 and Ref: Turning Heads 01b: Plan 2-80 2.2 The conditions referred to in 2.1 which must be satisfied in respect of a	Construction

U&A Ref ID	To Whom	U&A description	Primary Discipline
		<p>turning head facility for the assurance to apply to that facility and in respect of which the Secretary of State will use reasonable endeavours to satisfy are:</p> <ul style="list-style-type: none"> <li>i. the successful promotion of an amendment to the Bill through the introduction of an Additional Provision for the purposes of the turning head sites.</li> <li>ii. the inclusion in a supplemental Environmental Statement of an assessment of the significant environmental effects of the development proposed in paragraph 1 above ("the Development");</li> <li>iii. the Development having the benefit of deemed planning permission under the Bill as amended and</li> <li>iv. the Development having the benefit of any required consent of the relevant highway authority under Schedule 4 to the Bill.</li> </ul>	
972	Northamptonshire County Council	<p>"*Please refer to Clause 1 of the undertaking for the appropriate interpretations and definitions*</p> <p>4.5 The Promoter covenants with the County Council as follows:</p> <p>4.5.1 unless otherwise agreed in writing to not make the written request for payment of the Contribution referred to at clause 4.1 above before Royal Assent; and</p> <p>4.5.2 following receipt of the Contribution in full from the County Council to give notice in writing to the County Council confirming that the County Council has discharged its obligations under clause 4.1."</p> <p>"*Please refer to Clause 1 of the undertaking for the appropriate interpretations and definitions*</p> <p>5.1 The Promoter covenants with the County Council as follows:</p> <p>5.1.2 that from the date upon which the Relief Road becomes a construction route for the purposes of carrying out HS2 Works the Promoter shall use reasonable endeavours to limit the use of the A361 through Chipping Warden as a construction route."</p> <p>"*Please refer to Clause 1 of the undertaking for the appropriate interpretations and definitions*</p> <p>5.1 The Promoter covenants with the County Council as follows:</p> <p>5.1.3 that the Promoter will raise no objection to the Relief Road being classified as part of the A361 in place of that part of the existing A361</p>	Interface

U&A Ref ID	To Whom	U&A description	Primary Discipline
		<p>which it will duplicate."</p> <p>"*Please refer to Clause 1 of the undertaking for the appropriate interpretations and definitions*</p> <p>5.2 In the event that for reasons beyond its control, the Promoter is unable to proceed to construct the Relief Road, the Promoter shall notify the County Council as soon as practicable and shall repay the Contribution to the County Council within three months of such notification"</p> <p>"*Please refer to Clause 1 of the undertaking for the appropriate interpretations and definitions*</p> <p>4.3 The Promoter covenants with the County Council that notwithstanding the cost of construction of the Relief Road the County Council shall only pay the Contribution and that for the avoidance of doubt there shall be no increase in the Contribution if the anticipated or actual cost of the construction of the Relief Road is more than may have been assessed, notified or implied by the County Council or the Promoter at any time before or after the date of this Deed."</p> <p>"*Please refer to Clause 1 of the undertaking for the appropriate interpretations and definitions*</p> <p>4.4 In connection with the construction of the Works the Promoter further covenants with the County Council that it shall make no other demand on the County Council for payment in respect of the construction of the Relief Road nor seek to take account of the cost or creation of the Relief Road so as to disbenefit the County Council, directly or indirectly, in its capacity as local highway authority in relation to that construction."</p> <p>"*Please refer to Clause 1 of the undertaking for the appropriate interpretations and definitions*</p> <p>5.1 The Promoter covenants with the County Council as follows:</p> <p>5.1.1 that following payment of the Contribution under clause 4.1 the Promoter will use reasonable endeavours to carry out and complete the Works in a timely fashion so as to enable their use as a permanent addition to the highway network and in particular as a construction route (including use by traffic to and from Chipping Warden Green Tunnel Main construction compound) taking into account the programme and timescales for the completion of the HS2 Works ; and"</p>	



