



West Wycombe Parish Council

History of the HS2 Funds

In 2012 we became aware of the plan to build HS2 and at that time we did not know whether we would be affected.

In 2013 we started to have meetings with Bradenham PC and Princes Risborough TC to find out more about it. It then became obvious that our parish could become part of the Construction Traffic Route as they were indicating, but not very clearly, that lorries could be coming off the M40 at Stokenchurch and Handy Cross. We formed the A4010 Group.

We were concerned that residents from Handy Cross through Sands were not being represented and after much discussion and little interest from local WDC Councillors for the area concerned, we managed to get Wycombe District Council Cabinet members involved.

In late 2013 Bucks County Council created 51M – a group of all the parishes which could suffer from the HS2 construction and actual train route and the public consultation on HS2 was announced with a closing date in January 2014 – this kept us all informed of the progress of HS2.

We started asking questions as per the following letter:

To:
Mr Martin Wells, Engagement Manager, HS2
Mr Steve Baker MP
By email 17.12.2013
Dear Mr Wells and Mr Baker,

HS2 Construction Route

Until July of this year we were unaware that we would be affected in any way by HS2, however at that time we found a map on the CPRE website which indicated that this parish could be involved during the construction phase as both Junctions 4 and 5 of the M40 appeared on the map as did the A4010. In trying to understand the route of construction vehicles we have now studied the following documents:

HS2maps - construction map TR03055

HS2 Volume Two Community Forum Area Report: CFA10 Dunsmore, Wendover and Halton from table 17 onwards

HS2 Phase One environmental statement volume 5: traffic and transport: Transport

Transport and transport part 6: country assessment (Ref: volume 5 appendix TR-001-000, ES 3.5.0.12.6)

The map shows red line over the A4010 as it leaves Princes Risborough however the map and route is not continued on any other map – as Junction 4 of the M40 is shown on the current overall map we have to assume that construction traffic will go through the parish of West Wycombe – are we correct or is this an error?

Are we looking at the correct map and if not please advise us as to which map we should be studying?

Could you tell us where, in the methodology in the Transport Assessment it tells us where the radii details of construction vehicles is defined.

Where can we find the data on the predicted construction vehicle volumes?

**PLEASE REPLY TO: Clerk to the Parish Council, Mrs. Sharon L. Henson,
18, Portway Drive, West Wycombe, Buckinghamshire HP12 4AU
Telephone: 01494 – 448048 Email: clerk@westwycombeparishcouncil.gov.uk**

We look forward to your early response.

We never had a response to this letter.

Our A4010 group decided that we would petition (this is a legal term not a list of people's names and signatures) parliament to register our concern. We had to attend workshops and each parish had to pass a resolution in April 2014:

Resolution of council to oppose High Speed Rail (London – West Midlands) Bill

We also sent the following letter:

Email to: hs2enquiries@hs2.org.uk

23rd April 2014

Dear Sirs,

HS2 Phase 1

West Wycombe Parish Council objects to what we believe is the proposed route for traffic in connection with the construction of phase 1 of the HS2 project.

Our concerns relate to our parish and the connecting non-parished areas of Sands, Cressex and Junction 4 of the M40, the Handy Cross roundabout; therefore we are only commenting on the construction route as per Volume 2 CFA10 and CFA11.

This Parish Council has been disadvantaged due to the omission of relevant maps for the proposed route of the construction traffic. Text infers that the traffic will travel through our parish to progress from the A4010 in Princes Risborough to J4, the Handy Cross roundabout on the M40. The maps stop at a point on the A4010. The element of the proposed route running from the M40 to the A4010 through our parish is entirely residential, with a school, elderly person's communities, zebra crossings, pelican crossings, mini-roundabouts and a single carriageway steep hill making it entirely unsuitable for HGVs.

The proposed route (the A4010), whilst being neither a primary route or a trunk road, has become the main business, bus and commuter route from Aylesbury to High Wycombe and the M40, it is single carriageway throughout, in the majority it is unlit and has no overtaking places.

The A4010 is the main route from High Wycombe to Stoke Mandeville Hospital and is in constant use by blue light ambulances since the closure of the Accident and Emergency Unit at Wycombe General Hospital. We sincerely believe that the introduction of heavy, slow moving vehicles will hamper the progress of these ambulances and present a serious risk to human life.

On a daily basis the volume of traffic causes severe traffic jams at the Pedestal Roundabout which is where the A4010 joins the A40 at West Wycombe. The roundabout is already served by part-time signals at peak periods.

When the M40 at either J4 or J5 is closed, a regular occurrence, the diversion for all the motorway traffic is via the A40 section of the construction route which causes long tailbacks on the A4010 from Aylesbury/Princes Risborough.

The main railway line from Marylebone to Birmingham runs through this parish and at Bradenham (on the edge of our parish) the railway bridge number NAJ/2/81, is on an angle of approximately 140 degrees to the road. This is an accident black-spot because traffic appears to be in the middle of the road when approaching the bridge and heavy goods vehicles have to drive in the centre of the road in order to negotiate the highest point of the arch; there have been instances of long vehicles becoming 'stuck' causing severe traffic holdups.

We do not believe that sufficient, accurate and adequate information, statistics and details have been used to produce the Transport Assessment and subsequently the impact of the scheme on the transport network through our parish has not been properly considered or consequently mitigated.

The Parish of West Wycombe is constantly monitored for pollution, and statistics gathered by Wycombe District Council have shown that this parish has bordered on unacceptable levels; increased HGV traffic could well tip the balance into making it necessary to introduce a pollution control zone.

Due to the residential nature of the route, we believe that there will be unacceptable noise levels for a considerable period of time affecting almost every property in the Parish.

The Parish of West Wycombe is in the Chilterns AONB and West Wycombe is a National Trust village attracting many thousands of visitors each year. The construction traffic may well deter visitors to our community, affecting the financial viability of our tourist business.

West Wycombe Parish Council totally supports Buckinghamshire County Councils objections and whole-heartedly supports the alternative route for the construction traffic via J2 of the M40 with a bypass at Wilton Park linking with the A413.

We would appreciate a discussion on how our parish would be affected and whether the suggested alternative route via J2 of the M40 could be developed into a viable alternative construction route.

We then sent the legal petition in May

IN PARLIAMENT
HOUSE OF COMMONS
SESSION 2013-2014

HIGH SPEED RAIL (LONDON-WEST MIDLANDS) BILL

*Against –on Merits –Praying to be heard By Counsel. &c
To the Honourable the Common of the United Kingdom of Great Britain and Northern Ireland in Parliament assembled.*

THE HUMBLE PETITION of West Wycombe Parish Council

SHEWETH as follows:-

1. *A Bill(hereinafter referred to as “the Bill”) has been introduced and is now pending in your honourable House intituled “A Bill to make provision for a railway between Euston in London and a junction with the West Coast Main line at Handsacre in Staffordshire and a spur from Water Orton in Warwickshire to Curzon Street in Birmingham; and for connected purposes”.*
2. *The Bill is presented by Mr Secretary McLoughlin, supported by the Prime Minister, the Deputy Prime Minister, Mr Chancellor of the Exchequer, Secretary Theresa May, Secretary Vince Cable, Secretary Ian Duncan Smith, Secretary Eric Pickles, Secretary Owen Patterson, Secretary Edward Davey, and Mr Robert Goodwill.*
3. *Clauses 1 to 36 set out the Bill’s objectives in relation to the construction and operation of the railway mentioned in paragraph 1 above. They include provision for the construction of works, highways and road traffic matters, the compulsory acquisition of land and other provisions relating to the use of land, planning permission, heritage issues, trees and noise. They include clauses which would display and modify various enactments relating to special categories of land including burial grounds, consecrated land, commons and open spaces, and other matters, including overhead lines, water, building regulations and party walls, street works and the use of lorries.*
4. *Clauses 37 to 42 of the Bill deal with the regulatory regime for the railway.*
5. *Clauses 43 to 65 of the Bill set out a number of miscellaneous and general provisions, including provisions for the appointment of a nominated undertaker (“The Nominated Undertaker”) to exercise the powers under the Bill, transfer schemes, provisions relating to statutory undertakers and the Crown, provisions about compulsory acquisition of land for regeneration, reinstatement works and provision about further high speed railway works. Provision is also made about the application of Environmental Impact Assessment Regulations.*
6. *The works proposed to be authorised by the Bill (“the Authorised Works”) are specified in clauses 1 and 2 of and schedule 1 to the Bill. They consist of scheduled works, which are described in Schedule 1 to the Bill and other works, which are described in clause 2 of the Bill.*
7. *Your petitioner is West Wycombe Parish Council. A part of the proposed construction route (A4010) to be used under the Bill runs through the Parish of West Wycombe. All residents and businesses in your Petitioners area will be injuriously affected by the provisions of the Bill. Your Petitioners area includes roads which are liable, according to the London – West Midlands Environmental Statement (volume 2, Community Forum Area report CFA10 Dunsmore, Wendover and Halton chapter 2.3) that accompanies the Bill to be interfered with*

or used by construction traffic during construction of the Authorised Works. The Bill contains wide ranging powers to enable the Secretary of State to acquire land compulsorily outside the limits of land to be acquired under the Bill for purposes including regeneration and because of the proximity of land within your Petitioners' area to the Authorised Works, those powers are more likely to be used in relation to those properties than other properties, causing unnecessary blight. Your petitioners were not consulted by High Speed 2 Ltd about the proposals in the Bill, but were alerted by the Right Honourable David Lidington MP on 25th September 2013, the existing road network which serve the inhabitants of your petitioners' residents are liable to be adversely affected as a consequence of the proposals in the Bill the area for which your Petitioner are a local authority will be injuriously affected by the provisions of the Bill. Your Petitioners accordingly object for the reasons, amongst others, hereinafter appearing.

Your Petitioner represents approx. 1750 residents all of whom will be affected by the works proposed by the Bill. This includes the A4010 that will be used as a major construction route.

8. Your Petitioners, West Wycombe Parish Council's rights, interests and property are injuriously affected by the Bill, to which your Petitioners object for reasons amongst others, herein appearing.
9. Your Petitioner is concerned about the disruption HS2 construction vehicles will cause to the local road network particularly as the A4010 is the main link between two of the major towns, High Wycombe and Aylesbury, in the area. The road, A4010, is unsuitable for construction traffic because:
 - i. It is single carriageway, unlit with no overtaking places and is already well used by residents of the community as a commuter route.
 - ii. It is the main link road from Aylesbury to the M40 and M4.
 - iii. It carries large numbers of blue light ambulances between the two local hospitals of the area (High Wycombe and Stoke Mandeville)
 - iv. The main railway line from Marylebone to Birmingham (Chilterns Railways) runs through the parish. At the edge of your petitioner's parish the railway line runs over an old, narrow, low arched railway bridge (NAJ/2/81) which is at an angle of approximately 140 degrees to the road. Large vehicles have to drive through using the middle of the road. This poses a serious obstacle to all traffic and especially emergency vehicles. There is a history of accidents with this bridge.

Your petitioner requests that the nominated undertaker uses J2, M40 and a by pass via Wilton Park, Beaconsfield, to join the A413 at Amersham.

10. There are other clauses and provisions of the Bill which, if passed into law as they now stand will prejudicially affect your Petitioners and their rights, interests and property and for which no adequate provision is made to protect your Petitioners.

YOUR PETITIONERS therefore humbly pray your Honourable House that the Bill may not be allowed to pass into law as it now stands and that they may be heard by their counsel, Agents and witnesses in support of allegations of this Petition against so much of the Bill as affects the property, rights and interests of your Petitioners and in support of such clauses and provisions as may be necessary or expedient for their protection, or that such other relief may be given to your Petitioner in the premises as your Honourable House shall deem meet.

AND your Petitioners will ever pray, &c.
Sharon Henson

We then spent the rest of 2014 and up until May 2015 having meetings with Jim Stevens, a retired County Council Highways Engineer, and to start with, The National Trust, who had to drop out for legal reasons.

By June 2015 we had, as a group, produced a Power Point presentation to put forward our case that no lorry traffic should be allowed through the actual village or the A4010. We felt that the route on the dual carriageway from Amersham through to Wendover was a much more suitable route.

We then had to apply to parliament for Sharon to become a Role B agent to be able to present to the Parliamentary Select Committee on behalf of West Wycombe. She had to go to parliament with documents to get security clearance and approval. Vicki and Sharon then went to view a Select Committee hearing so that we knew what to expect.

Sharon, as part of the group, presented our parishes case to the parliamentary select committee on 21st October 2015.

We were told quite quickly that we had won with banning traffic through the village and that we could apply for mitigation measures on the A4010.

The group resumed their meetings in early 2016 and continued all the way through 2016 and into early 2017 and started to come up with a programme of projects which could be implemented from Handy Cross through to Monks Risborough which we could claim would improve the safety of all our residents from the adverse affects of heavy HS2 construction lorry traffic.

By July 2017 we had developed our ideas and put them to BCC officers for feasibility and costing which would then be presented to HS2.

If we could have everything we wanted the bill would have been £701,000 (see table on last page). We had negotiated £486,000 from HS2 so we had a £240,000 funding gap. We had to prioritise and each parish made choices.

We then found out that another fund was being created by HS2 – The HS2 Road Safety Fund, so we went back to our original projects and put forward, for our parish, all the ones we had to leave out as well as using it as an opportunity to get other work undertaken in Bradenham Road which we had been unable to get Bucks to undertake as regular maintenance work e.g. cutting back the trees and hedges to make all the signs to improve road safety clear and readable and something we have requesting for many years – white lines on both sides of the A4010 from West Wycombe to Princes Risborough.

We now know that everything that was planned for West Wycombe Parish will happen and for a total of £5000 plus administration and parliamentary costs we will have benefitted from £140,954.00 of work.

Sharon Henson

10.3.2022

Buckinghamshire County Council

Finance Profile (£240k Gap)

Construction costs	Forecast
Site 13 - Wycombe Road Pedestrian refuge Island	£85,271
Site 1a - West Wycombe Entry Feature	£23,923
Site 1b - West Wycombe Entry Feature	£9,045
Site 2 - St Teresa's School Frontage & Pedestrian Crossing	£51,762
Site 3 - Monks Risborough School Frontage Crossing	£33,798
Site 4 - Bradenham Bends	£24,302
Site 5a - Wycombe Road Zebra Crossing, Refuge and Island	£55,497
Site 6 - Longwick Road Entry Features	£15,037
Site 7a - Longwick Road Pedestrian Crossing	£12,774
Site 7b - New Road Pedestrian Crossing	£16,783
Site 16 - Cressex A4010 Pedestrian Crossing & VAS	£48,756
Site 8 - West Wycombe Footway Improvement	£5,031
Site 9 - Aylesbury Road Entry Features	£53,820
Site 10 - Wycombe Road Entry Feature	£22,278
Site 12 - Wycombe Road Bridge Improvements	£2,946
Site 14 - West Wycombe Bus Shelter	£14,738
Site 15 - Aylesbury Road Pedestrian Refuge	£86,888
Site 11 - Wycombe Road Footway Widening	£71,042
R1 Whole Route Recovery of Road markings	£5,234
Contractor Scope Creep / change	£19,000
Risk	£20,000
Stats diversions	£10,000
Project Management / Supervision	£12,000
Legal fees and notices	£1,000
Ongoing communication (Press adverts)	£1,000
Sub Total	£701,925

Pre Construction costs	Forecast
Legal fees	£1,000
Stats investigation (Topo / GPR)	£5,000
Aecom Consultation Design	£14,089
DRF High Wycombe Measures	£2,000
DRF Detailed Design Review and Costings	£15,488
Contract administration	£12,750
RSA 1/2	£10,000
Statutory consultation	£2,000
Pre construction Monitoring & Evaluation (M&E)	£1,000
Sub Total	£63,327

Post scheme costs	Forecast
RSA 3	£2,000
RSA 4	£2,000
Traffic and pedestrian	£2,000
BCC Staff time	£10,000
Sub Total	£16,000

Income	Forecast
HS2	-£480,000
HS2 Indexation	-£61,277
Total	-£541,277
Project Forecast	£781,252
Funding gap	£239,975

