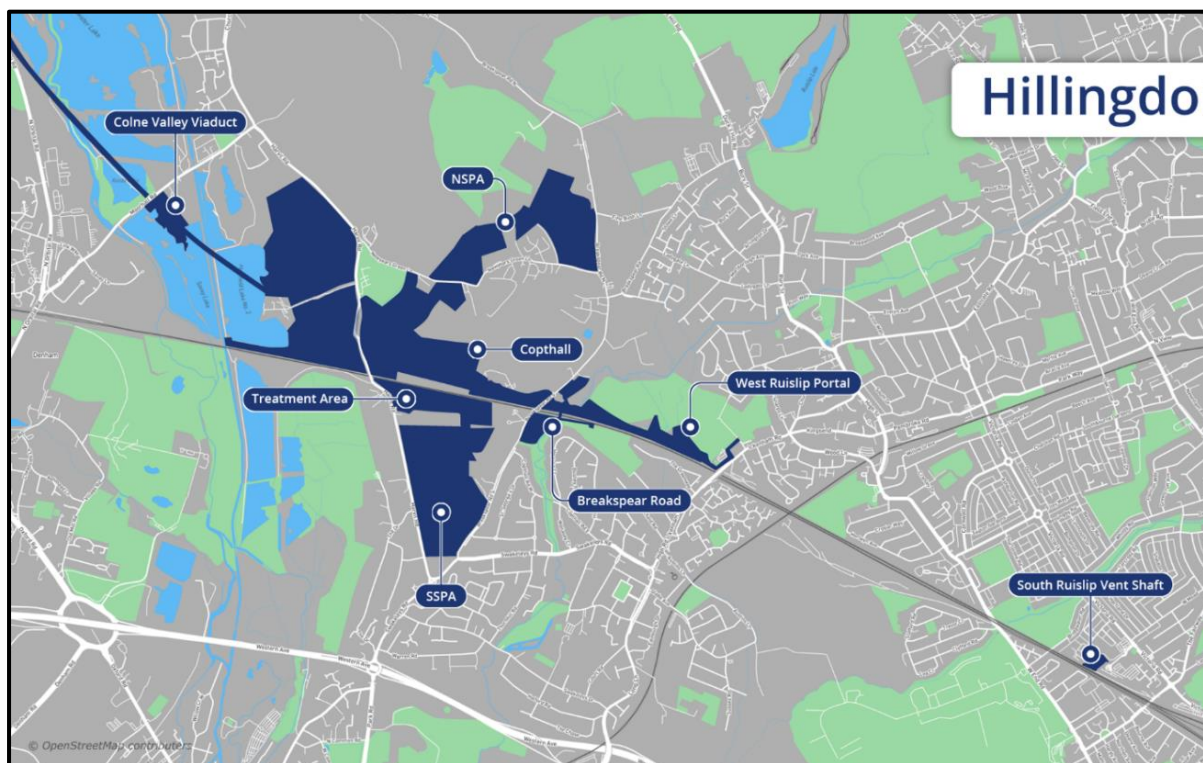


1.0 HS2 in Hillingdon

High Speed 2 Limited are building a railway from London Euston to Birmingham Curzon Street and dissects the London Borough of Hillingdon through the ward of Ickenham and South Harefield, and tunnels beneath Ruislip, Ruislip Manor and South Ruislip wards. The civil construction works are split between two suppliers within the borough; Align JV and SCS Railways. The works are effectively separated into two construction assets; Align is constructing the Colne Valley Viaduct west of Harvil Road; and SCS is constructing the Northolt Tunnel at West Ruislip which requires activity east of Harvil Road. The SCS works in particular require extensive land away from the 'construction asset'; this is largely to manage the tunnel arisings.

The Map below shows the HS2 Footprint in Hillingdon (in Blue), and provides an idea of the scale of the huge operation that is taking place in the Borough:



Hillingdon residents close to the construction of the railway have been affected by many issues. The Committee has requested the following to be discussed:

- Use of residential parking by HS2 operatives
- Early morning and late-night noise
- HS2 Car park updates at West Ruislip Portal

- Impact on local roads and traffic delays

2.0 Use of residential parking by HS2 operatives

When HS2 was in the planning stage, Staff Travel Plans stated the scheme would promote the use of public transport, rather than individual car use, at all sites along the route. Due to the impact of covid, HS2 have struggled to implement the use of public transport by its staff. Also, many of the works' sites do not have access to public transport, to the home locations of operatives travelling into the borough. In particular, the demand on parking close to West Ruislip portal on residential streets has led to many complaints to the Council and HS2.

Another location for parking complaints has been along Moorhall Road in South Harefield. The contractor in charge of this area of HS2 have their main site office in Denham. This site has an immense amount of parking and encourages staff to park at the main site, then travel by min bus to the different satellite sites.

West Ruislip Portal – Ickenham High Road

The HS2 contractor at West Ruislip portal has leased the carpark from the Fairway Pub for its staff. As works have progressed and the site has ramped up its activities the demand for parking has not been met by the capacity of this site. HS2 staff then started using the public carpark to the rear of the tube station as is allowed for. In addition, they utilised residential streets, particularly for the night shifts, in the hours where permits are not required. Whilst none of this was strictly unlawful, it was against the expectations of the project and in breach of their 'good neighbour' intentions.

LB Hillingdon Officers raised the issue with HS2, and communications were sent to all workers to cease parking on residential roads, as part of HS2 being a 'good neighbour'. While this action had the desired effect in most cases, those who did not heed the warnings were met with more a more targeted approach with Hillingdon Officers' arranging for Penalty Charge Notices to those drivers who were parked in contravention of parking restrictions. This still did not resolve the lawful parking on residential streets in hours where permits were not required.

2.1 HS2 Car park updates at West Ruislip Portal

In response to complaints of HS2 staff parking on residential roads, Hillingdon officers suggested HS2 use land on the unused West Ruislip golf course for staff parking. This idea

garnered agreement from local residents and Councillors and was expedited through the planning system to reduce the impact on residents parking.

The new extended carpark is now open with space for approximately 90 more HS2/SCS staff vehicles, which has significantly increased parking capacity. This has also made an immediate impact on complaints being received about HS2 using residential roads (aerial photo of new carpark location – area in yellow)



Moorhall Road – Parking issues at The Furrows

Residents were complaining that HS2 operatives (obvious from their Hi-Vis workwear) were parking their vehicles at the Furrows. The vehicles (which were mainly cars) would be parked up early in the morning and left there all day until the workers returned in early evening to pick-up the vehicles.

The Furrows did not have any formal parking restrictions in place (no yellow lines or resident permit parking), so tackling this issue had to be done sensitively, as in most cases the vehicles were allowed to park where the HS2 operatives had done so, and it seemed to be a case of the residents just not wanting non-locals parking in the area.

With help from HS2 contractors Align, evidence was gathered on the operatives parking in this location, and it turned out that it was not Align operatives but those of the other main contractor SCS, with these workers parking in The Furrows before being collected by other workers and being driven to Site at Harvil Road.

LB Hillingdon Officers engaged with SCS Senior Management and communications were issued to operatives about the importance of being a 'good neighbour' and not parking on residential streets where this might cause upset or lead to complaints. There are no longer any issues reported with Parking in this area.

Moorhall Road

Following complaints from bus operators using Moorhall Road, HS2 contractor Align approached LB Hillingdon Officers to help resolve issues with staff using unrestricted roadside parking rather than allocated parking in Widewater place.

To help resolve this issue, Hillingdon officers offered to install single yellow line parking restrictions along Moorhall Road in the problem areas. Single yellow line restrictions meant "No Waiting" between the hours of Monday to Saturday 8am to 6.30pm.

With the agreement and funding provided by Align, the traffic order has been operational since January 2023 and any vehicle parking on the Single Yellow Lines during restricted hours can now be issued a Penalty Charge Notice (PCN). Feedback has been positive and Align report that the issue has been resolved.

It is understood that further parking has been acquired by HS2 Ltd at the Bear on the Barge public house for its workers.

3.0 Early morning and late-night noise

Construction activities on HS2 across the Borough have "ramped up" since Summer 2022 and the main Sites at West Ruislip Portal, the Southern Sustainable Placement area (SSPA), and the South Portal in Denham have caused multiple noise complaints from Hillingdon residents. These complaints are due to early morning and late-night noise emanating from the Sites which are subject to Section 61 Noise consents under the *Control of Pollution Act 1974*. HS2 and its contractors need to apply to the Council for noise consents to work outside the core construction hours and LB Hillingdon Officers are vigilant in their policing of night-time working.

HS2 is permitted by Parliament to undertake works that necessitate 24/7 working. The construction projects requires long hours, for example at the Colne Valley Viaduct for long concrete pours and at the West Ruislip portal for the management of TBMs which also run 24/7. Further, Officers have to balance the need to ensure the project is delivered quickly against the need to protect residents.

Unfortunately, the scale of the project with an extended supply line, means nuisance noises are still coming from these work Sites. Examples of this include road sweepers starting before core hours, works occurring on weekends that are not consented for; and inconsiderate construction noise such as reverse alarms on vehicles and claxons on cranes and other large kit. Installation of the Conveyor at West Ruislip Portal is continuing to cause resident complaints and as the summer approaches the Council envisages a rise in the number of households affected as residents want to spend time in their gardens and open windows on hotter evenings.

LB Hillingdon Officers are continuing to pressure HS2 to ensure effective stakeholder communication with the residents over changes to construction noise they may experience as activities change in each location. LB Hillingdon Officers also enforce construction respite in intensive earthworks areas like the SSPA, by refusing weekend working. In residential properties adjacent to HS2 Sites, the Council has asked HS2 to provide “goodwill gestures” to those most affected. “Special cases” must continue to be identified within the Hillingdon community to ensure that residents most at risk are protected from construction noise and given extra provision for respite.

4.0 Impact on local roads and traffic delays

Hillingdon’s local road network is historically busy and HS2 have added to congestion with the increase of lorries on the approved lorry routes to HS2 sites. HS2 have also needed to undertake road closures and temporary traffic lights configurations on both Harvil Road (realignment of Harvil Road) and on Breakspear Road South. This has led to further congestion around areas such as Ickenham, Harefield and Ruislip as vehicles try to find alternative routes.

HS2 traffic management proposals require officer time to provide knowledge and experience to best mitigate each different scenario, as well as the process the highway and noise consents for the works. Officers input ensures a reduction in length of time for roadworks, or scheduling works so they fall on less busy periods (weekends, school holidays). The Council also encourages HS2 to get other works programmed at the same time as any closures to

reduce the overall number of interventions needed on the highway. ie. Network Rail BRS closure for bridge repairs – SCS bring works forward that would have needed a closure.

Examples of Hillingdon officers providing valued input that reduced the overall length of Roadworks are in the major Utilities Programme (to renew, reinforce or repair existing Utilities Pipes such as Gas, Water & Sewerage) that HS2 presented to the Council in late 2021:

- West End Road – HS2 requested 15 weeks of Full Road & Lane Closures
- West End Road – LBH input reduced works to 4-week Lane Closure
- Station Approach/Long Drive - HS2 requested 16 weeks of Lane Closures
- Station Approach/Long Drive - LBH input reduced works to 6-week Lane Closure

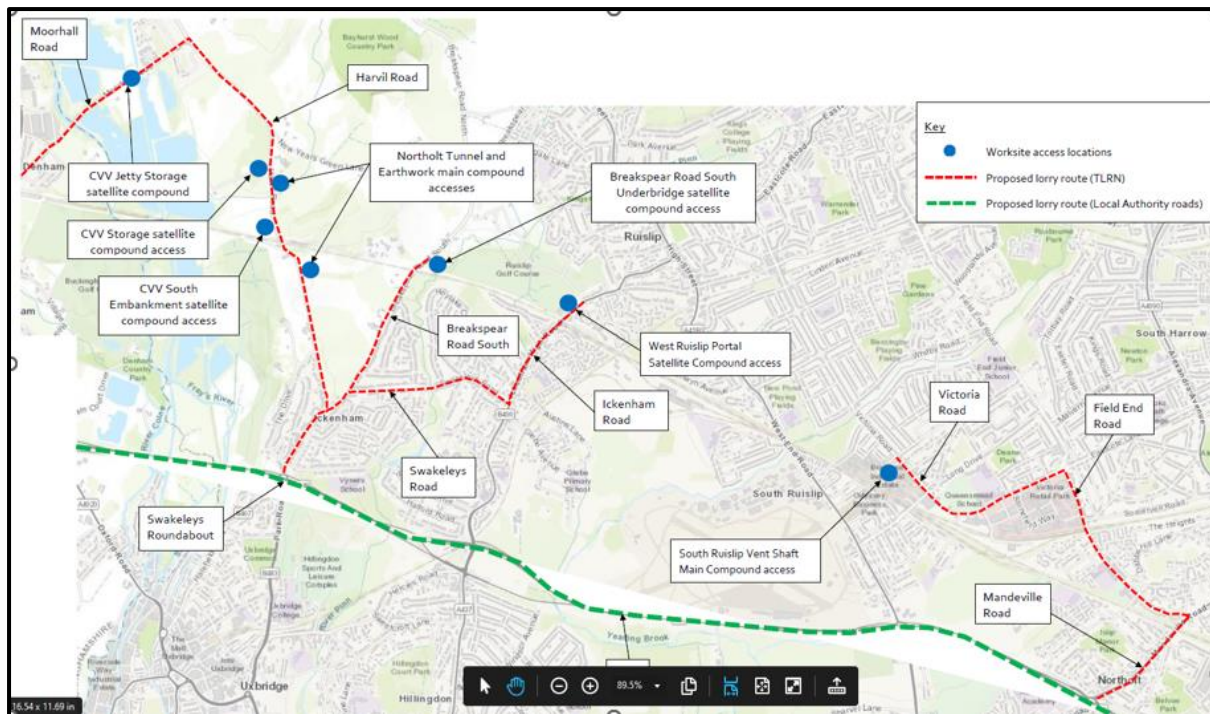
Hillingdon officers also provide attendance and input into HS2 Community Engagement and Stakeholder Meetings every month. These meetings, even though they are chaired by HS2 provide LB Hillingdon Officers with a platform to hear and allay the concerns of stakeholders and residents, and present information with regards Hillingdon input into decision making around HS2 works in the Borough.

Approved Lorry Routes

With so much construction activity in Hillingdon forecast during the building of the new Railway over several years, HS2 had to agree with the Council specific routes that HS2 lorries would follow when going to and from HS2 Sites on the area. These Approved Lorry Routes have been formally approved under Section 17 of the HS2 Act with the LB Hillingdon Planning Committee.

The Approved Lorry Routes start at Swakeleys Roundabout on the A40 for most of the HS2 Sites in Hillingdon apart from the Sites on Moorhall Road (which come into Hillingdon via Buckinghamshire Council Highway, and the South Ruislip Vent Shaft Site (which comes off the A40 at Target Roundabout in LB Ealing before coming into Hillingdon).

Please see the Map below which show the Approved Lorry Routes in Hillingdon in red:



Details of Approved Lorry Routes below:

Moorhall Road - Colne Valley Viaduct (Site on Moorhall Road in Hillingdon but Approved Lorry Route comes in through Buckinghamshire Council Highway)

To Site: M40 - A40 Oxford Road - A412 Denham Avenue - Moorfield Road - Moorhall Road

From Site: Moorhall Road - Moorfield Road - A412 Denham Avenue - A40 Oxford Road - M40

Harvil Road - Colne Valley Viaduct South Embankment

To Site: A40 – Swakeleys Roundabout - Swakeleys Road - Harvil Road – Dews Lane

From Site: Dews Lane - Harvil Road - Swakeleys Road - Swakeleys Roundabout - A40

Harvil Road – both SSPA & Copthall/Northolt Tunnel Sites

To Site: A40 - Swakeleys Roundabout - Swakeleys Road - Harvil Road

From Site: Harvil Road - Swakeleys Road - Swakeleys Roundabout - A40

Breakspear Road South

To Site: A40 - Swakeleys Roundabout - Swakeleys Road - Breakspear Road South

From Site: Breakspear Road South - Swakeleys Road - Swakeleys Roundabout - A40

Ickenham Road (West Ruislip Portal)

To Site: A40 - Swakeleys Roundabout - Swakeleys Road - Ickenham Road

From Site: Ickenham Road - Swakeleys Road - Swakeleys Roundabout - A40

South Ruislip Vent Shaft (Site off Victoria Road in Hillingdon but Approved Lorry Route comes in through LB Ealing Council Highway)

To Site: A40 – Target Roundabout – Mandeville Road – Field End Road – Victoria Road

From Site: Victoria Road - Field End Road - Mandeville Road - Target Roundabout - A40

Daily Cap on HS2 Lorry Numbers

Along with the Approved Lorry Routes, there is also a maximum amount of Lorry Movements that HS2 have agreed with LB Hillingdon can take place on a daily basis.

As the majority of HS2 Construction Traffic uses the Approved Lorry Routes via Swakeleys Roundabout, it was agreed that no more than 550 HS2 Lorry Movements are allowed around Swakeleys Roundabout each working day (Monday to Saturday).

This equates to 275 lorries movements heading to Sites in Hillingdon and 275 heading away from Sites.

All Lorries that are working on HS2 duties are to display a HS2 Identifier Badge in the front windscreen so they can be clearly identified. Once a Lorry is finished working on HS2 duties for the day they are no longer required to display the HS2 Badge. This should be removed from view, so other non-HS2 related Lorry movements are not confused with those for HS2.

HS2 Lorry Identifier Badge



Recording & Reporting on Lorry Numbers

All Lorries that are engaged on HS2 duties will be logged on the HS2 Vehicle Management Database in advance of their journey. This means that if a Lorry arrives at a HS2 Site Gate without being booked on the system the Lorry will not be allowed to enter the Site. This should ensure that HS2 have full control of their Lorry Movements and know how many Lorries are going to and from each Site on any given date.

At present LB Hillingdon have no access to this Data, and instead rely on a Daily & Weekly Summary on Lorry Numbers taken when arriving at Site Gates across Hillingdon. This Data is compiled by HS2 and sent to LB Hillingdon Officers on a weekly basis. Going forward there is an ANPR Camera Network being installed across the Borough and at all HS2 Site entrances that will provide Real-Time and accurate Data on Lorry Numbers to LB Hillingdon Officers.

ANPR Camera Network

ANPR Cameras are being installed at 15 locations on roads across the north of Hillingdon as part of the HS2 ANPR Camera Network being rolled out in Hillingdon. These ANPR Cameras will capture Real-Time Data of HS2 Lorries to make sure these vehicles are using the HS2

Approved Lorry Routes. The system will also be able to provide accurate HS2 lorry numbers at any location on the Network and it is hoped this data will help HS2 and LBH in policing lorries that are non-compliant.

The Cameras will be configured to only capture data related to HS2 Lorries, no other vehicle data will be captured or stored. This is part of a Network of Cameras being rolled out across those London Boroughs that have HS2 Sites and will be managed by HS2/SCS, with a bespoke Dashboard being developed to allow LB Hillingdon access to the data. The system is to undergo a period of testing and is expected to be operational during summer 2023.

The Cameras will look similar to the image below and will be installed on Council Lamp Columns. Each Lamp Column will hold 1 or 2 Cameras and will display the HS2 Signage as shown below to make them easily identifiable as to what they are there for and so they are not confused with being ULEZ Cameras):



Officers are still working with HS2 on the extent and frequency of information to be made available to the Council.