

EKFB

Nash Lee Overbridge Compound	
Average HGV	10
Average Other	36
Peak HGV	12
Peak period	July

Small Dean	
Average HGV	18
Average Other	25
Peak HGV	25
Peak period	August

Wendover Green Tunnel	
Average HGV	64
Average Other	85
Peak HGV	78
Peak period	August

Small Dean Viaduct	
Average HGV	29
Average Other	46
Peak HGV	30
Peak period	Aug-Sep

North Portal	
Average HGV	60
Average Other	96
Peak HGV	70
Peak period	August

North Portal	
Average HGV	49
Average Other	6
Peak HGV	65
Peak period	October

Chesham Road Intervention shaft	
Average HGV	28
Average Other	4
Peak HGV	30
Peak period	Jul-Sep

Little Missenden vent shaft	
Average HGV	42
Average Other	6
Peak HGV	55
Peak period	October

Chalfont St Giles vent shaft	
Average HGV	44
Average Other	6
Peak HGV	70
Peak period	August

Amersham vent shaft	
Average HGV	35
Average Other	5
Peak HGV	50
Peak period	September

Chalfont St Peter vent shaft	
Average HGV	54
Average Other	7
Peak HGV	64
Peak period	October

ALIGN

— HS2 route
— EKFB routes
— ALIGN routes

Traffic volumes

The traffic numbers on the map are the forecast figures for the construction works over the next few months. These figures reflect the 'worst case' scenario and it is expected the actual vehicle flows will be lower than those identified. Each figure relates to the number of HGVs visiting the site.

Traffic terms explained

Heavy Goods Vehicles, or **HGVs**, are vehicles that weigh over 3.5 tonnes.

Average is calculated using the number of vehicles per month divided by the number of working days.

OTH stands for other small goods vehicles used for construction, such as vans.

Peak is the number of months where we anticipate the traffic volumes will be at their highest, but these will be impacted by programme changes.

HS2 Safety and Environmental Standards

HS2 Ltd has set high standards for HGV safety measures that reflect industry best practice. These measures set the standards for aspects such as size and position of mirrors, audible warnings and vehicle signage. HGVs will be Euro 6 compliant, which means that the vehicles will meet low emission standards.

Did you know...

Fleet operators must be as a minimum Fleet Operation Recognition Scheme (FORS) Bronze and working towards Silver.

FORS is a voluntary quality scheme, which aims to raise the quality of fleet operations.



Driver training

Drivers regularly working on the HS2 project will undertake the HS2 Professional Driver Course, a bespoke course set up by HS2 with a strong emphasis on risks in rural areas to vulnerable road users.

Coordinating work

Traffic meetings take place regularly and involve traffic specialists from HS2 Ltd, contractors, emergency services and highway authorities in order to coordinate traffic plans.

Managing HS2 vehicles

HGVs moving earth (spoil) will be tracked and controlled from a dedicated control centre. All deliveries must be pre-booked and the flow of construction traffic will be managed to avoid peaks where possible. HGV drivers are only allowed to use designated routes and when working on HS2 business drivers display a sign stating 'HS2' in their windscreen. These signs must be removed when not working on HS2 business. If anyone believes an HS2 HGV is not using a designated route as shown on the map, they are encouraged to report this to the HS2 Helpdesk. Please be aware however that where we are using local companies, they are permitted to use other roads to access our designated routes.

Local controls

There are multiple local controls and mitigation measures that both Align and EKFB are taking.

- 1 HS2's enabling works contractor Fusion has carried out a number of junction improvement works.
- 2 To access the Chiltern Tunnel North Portal area, both Align and EKFB will use the newly constructed Site Access Road. This may be used by both private and works vehicles. A separate internal Haul Road will be used throughout for the movement of site plant and equipment.
- 3 EKFB plans to divert the current Nash Lee Road onto a temporary bridge, underneath which EKFB will construct their Haul Road and Site Access Road. This will reduce the number of construction vehicles using the local road network.
- 4 Align has constructed a temporary access road for the Chalfont St Peter shaft site which avoids HGVs going through the village.
- 5 Align has built a Construction Consolidation Centre (CCC) at their South Portal site. This one central hub manages all the deliveries out to Align sites, which cuts down the number of vehicle trips.
- 6 Align has built dedicated slip roads on the M25 for our HGVs to go to and from the main site at the South Portal.
- 7 Beaconsfield relief road has now opened and will provide a more suitable route for HS2 construction traffic.

Useful links

one.network/uk – a national website that records any works on the highway

HS2 Act – <https://www.gov.uk/government/collections/high-speed-rail-london-west-midlands-bill>

All numbers are correct at time of print, subject to change and are based on current programmes.

Traffic Management Information, July-October

Site	HGV			Other†		Peak			
	Average	Peak	Cumulative	Average	Cumulative	Jul	Aug	Sep	Oct
Nash Lee	10	12	10	36	36	Y			
Wen. Green Tunnel	64	76	74	85	121		Y		
Smalldean Viaduct	29	30	103	30	151		Y	Y	
Smalldean	18	25	121	25	176		Y		
N Portal (EKFB)	60	70	181	96	272		Y		
N Portal (ALIGN)	49	65	230	6	278				Y
Chesham Rd	28	30	258	4	282	Y	Y	Y	
Little Miss VS	42	55	300	6	288				Y
Amersham VS	35	50	335	4	292			Y	
Including peaks						339	367	353	364

†NB Other for ALIGN is between 4 & 6 (trips/day), for EKFB between 25 and 96. It seems highly unlikely that both are counting the same thing

HGV traffic on A413-A355, estimated as sum of mean HGV counts from each site

