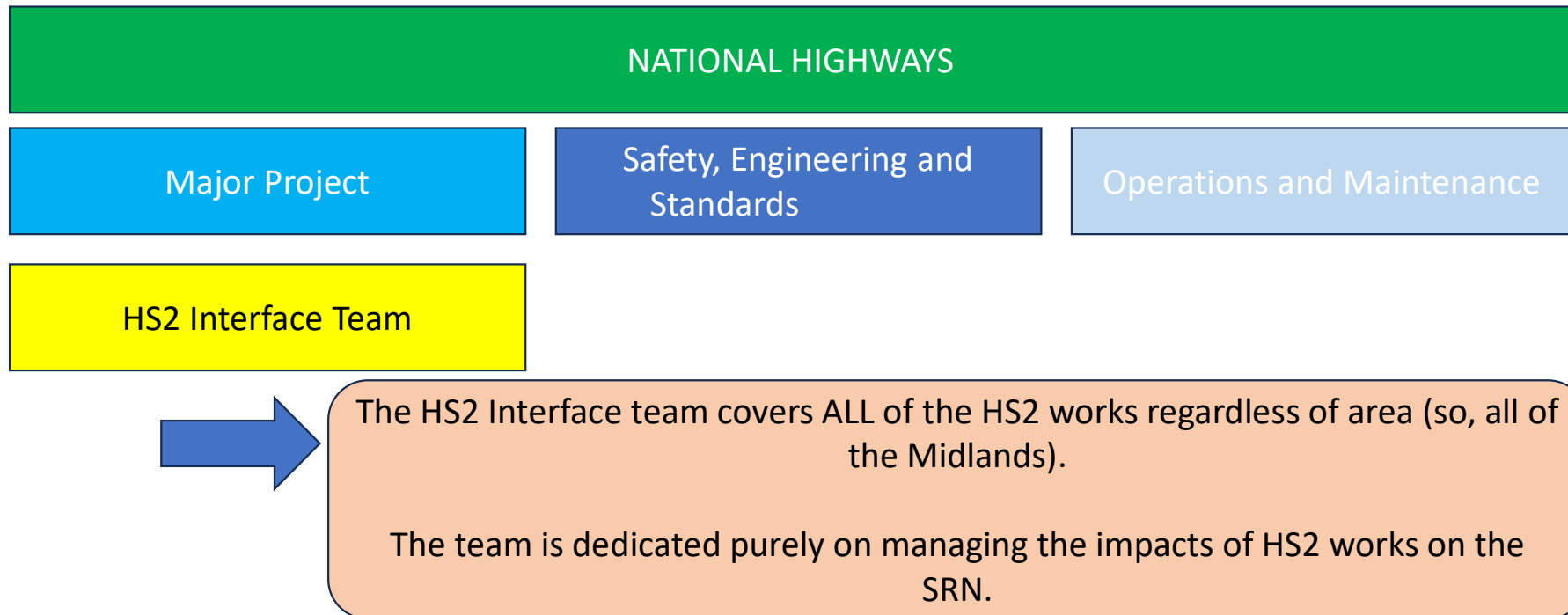


HS2 Liaison Group Meeting – 16th February 2024

- Update from National Highways:
 - Overview of how NH Manage HS2 works on the SRN
 - Update on current HS2 works on NH SRN
 - AoB

The HS2 Interface Team (National Highways)



Sub programme 1 Team (Trunk Roads)

Sub programme 1 – Senior Project Manager: Zach Stamps					
BBV				EKFB	Other
(WP 31 - A38 Rykneld St OB) Big Bend	(WP 30 – A38 Slips) A38 SB Slip	(WP 29 – A5 Trunk road – Weeford Fazeley Improvement) A5	(WP 09 – A46 Kenilworth Bypass)# A46	(W04-07 – A43 Oxford Road) A43	
SP1 Project Manager - Olivia King*					
<u>Aman Harrar,</u> <u>Interface Manager</u>	<u>Leah O’Shea,</u> <u>Interface Manager</u> (planned until end of June '24#)	<u>Aman Harrar,</u> <u>Interface Manager</u>	<u>Thomas Melody,</u> <u>Interface Manager</u>	<u>Thomas Melody,</u> <u>Interface Manager</u>	
SP1 Construction Assurance Manager: Allan Bowman					
* Maternity Cover for Noemi Orban (until approx. November 2024); [#graduation rotation]					

Senior Project Manager - Background

- Joined National Highways in 2002
- Worked at DfT Rail Group and Transport Focus (2005-2009)
- Rejoined National Highways 2009 – roles: asset management, signage policy, SMP scheme delivery
- Joined HS2 Interface Team (December 2018)
 - Covered A43 and M40 J9 (OCC and West Northants)
- Joined BBV (June 2022)
 - NH Interface Lead for all works in West Midlands
- Rejoined National Highways (July 2023)

How National Highways manages HS2 work?

- Very similar to Local Highways Authorities
 - HS2 ACT
 - Consents, e.g. Schedules (4 Part 2, 33 Part 1s)
- Differences:
 - National Highways Licence to DfT, and KPIs
 - Schedule 17s
- 4 key areas:
 - Safety, Technical, Operational and Communications (Customers)
- Focus:
 - NH will only grant consents if satisfied that HS2 works will be completed safely and that there is no significantly detrimental impact on the SRN.
 - To ensure HS2 complete works on time so road can be reopened on time.

Consenting

- All consents scrutinised, as per SAFETY, TECHNICAL, OPERATIONAL and COMMUNICATIONS (Customers)*
 - Consents Minimum Deliverables matrix
 - Extensive deliverables required
 - Standards, e.g. DMRB
 - PRE APP to agree deliverables
 - Robust discussions
 - Review CONSENT and grant
- Certain activities require additional review and governance:
 - For example: Significant impacts on SRN, full closures, weekend closures:
 - Regional Performance Team Meeting (chaired by Regional Director)
 - AiP
 - Endorsement
 - Best practice: always look to follow best practice from within National Highways works

Focus - Customers

- Particular focus on Customers, ranging from:
 - Road Users (including hauliers)
 - Local Communities
 - Local Stakeholders (e.g. NEC, Jaguar Land Rover etc)
 - NMUs

Communications
Communications and Engagement Plan (jointly agreed)
<ul style="list-style-type: none">> MOU Appendix 4> AWN - Everything> Comm's & Engagement Plan & Toolkit - Higher complexity works / impacts> Billboards (GG906) only for works 6 months or longer> Tactical - local, shorter duration and lower complexity impacts on SRN> Strategic - Broader impacts and/or longer term, higher complexity impacts on SRN> Key NH Customer KPIs<ul style="list-style-type: none">- TM design linked to Customer Audits- Roadworks Accuracy: timing of works- Customer Assurance Frameworks

Customer Audits Scores

PowerPoint Presentation - Adobe Acrobat Reader (32-bit)
 File Edit View Sign Window Help
 Home Tools PowerPoint Present... x
 25 / 47 67.2%

Customer Audits January 2024: HS2 A43

Evidential
97%

Perception
100%

Safety
97%

Score for the month
98%

Improvement from previous month
+3%pts

Focus areas

A 10%pt increase in Evidential scoring has driven an overall score increase in January. The following areas could help increase scoring further.

- Two assessors saw no electronic signage displaying distance and travel time.
- Two felt that the level of lighting was too low.
- One saw obstructed signage.

Now What?
The number of auditors seeing electronic signage displaying TTVMs has improved, but the scheme could benefit from completing an audit of this signage to ensure it is always switched on and being used effectively. The level of lighting should also be assessed at various points of the day to ensure it is appropriate for all conditions.

Performance trend – last 6 months

Scheme started August 2023

Month	Score (%)
Aug 23	95%
Sep 23	92%
Oct 23	97%
Nov 23	97%
Dec 23	95%
Jan 24	98%

Ranking for the month
1st
out of 16

“ A blue arrow sign obscured the information signage.

“ Dark in parts, no additional lighting on the carriageway.

“ I felt the speed limit of 50mph was appropriate and added to my feeling of safety, although some other travellers did not adhere to this limit and were clearly travelling in excess of this limit.

Improvements

- NH always looks to identify lessons then seek to learn from them
- Reviewed last 6 months:
 - Engagement could be improved
 - No NH presence at Transport Liaison Groups
 - Implemented change:
 - NH will now be represented at ALL future TLGs:
 - 28th February 2024 (Oxford & West Northants)
 - 27th March 2024 (Oxford & West Northants)
 - 24th April 2024 (Oxford & West Northants)

Questions?

Current works

- Closures completed December 2024
- Now north and southbound physical road diversions around island site (see next slide)
- EKFB engaging with NH on further works:
 - Installation of structure within island site
 - Utility works (workshop 22nd February 2024)
- As outlined:
 - NH to attend TLGs to support and support collaborative approach with EKFB, HS2 and local authorities

Site progress

Aerial of NB and SB A43 road diversions



al
ays

AoB