

High Speed Rail (London - West Midlands) Bill

AMENDMENTS
TO BE MOVED
IN GRAND COMMITTEE

Clause 2

VISCOUNT ASTOR

Page 2, line 14, at end insert—

- “() change the landscaping and other works, including shaping bunds to maximise the noise attenuation of the bunds by including steep sides, noise attenuation fences and trees, to mitigate any adverse effects of the construction, maintenance or operation of any of the works and of the operations of the railway authorised by this Act;
- () change the works for the benefit or better protection of property, people, farm animals in yards, woodlands, habitats or wild species affected by any of the works or the railway operations authorised by this Act;
- () reduce the extent of farm land taken for biodiversity where there is demonstrable equivalent local biodiversity capacity and considerate estate management and farming practices;”

Clause 4

LORD BERKELEY

Page 2, line 40, leave out “Subject to subsection (6), ”

After Clause 52

VISCOUNT ASTOR

Insert the following new Clause—

“Review: Calvert Sidings

- (1) The Secretary of State must commission a review of the proposed construction and route variation required for Calvert Sidings, covering construction and noise impacts which have not hitherto been considered.
- (2) The review must also consider impacts—
 - (a) on affected communities, farms and estates;
 - (b) of the movement of farm vehicles, works traffic and other traffic;

After Clause 52 - continued

- (c) on bridle ways and footpaths crossing the railway route.
- (3) The review may recommend whether a Transport and Works Act order should be made, under the provisions of section 52, to authorise adjustments relating to Calvert Sidings.”

Insert the following new Clause –

“Review: potential benefits of configuring Station Road with Snake Lane Quainton

- (1) The Secretary of State must commission a review of the potential benefits of configuring Station Road with Snake Lane Quainton, Buckinghamshire, as the main route to and from Waddesdon.
- (2) The review must have regard to possible –
 - (a) improvements to road and traffic safety;
 - (b) improvements in travel distances, cost and time for people travelling between Quainton and Waddesdon;
 - (c) infrastructure savings.
- (3) The review may recommend whether a Transport and Works Act order should be made, under the provisions of section 52, to authorise adjustments relating to the main route to and from Waddesdon.”

Insert the following new Clause –

“Review: impacts on Twyford, Steeple Claydon, Chetwode, Barton-Hartshorn and Mixbury

- (1) The Secretary of State must commission a review of the impacts on the communities of the parishes of Twyford, Steeple Claydon, Chetwode, Barton-Hartshorn, Buckinghamshire and Mixbury, Oxfordshire, of modifying the High Speed 2 route set out in this Act to follow the High Speed 2 route C alignment for the route section proposed in 2010.
- (2) The review must have regard to possible alleviation of High Speed 2 construction impacts and train operational noise, and to alternative methods for such alleviation.
- (3) The review shall include estimates of the costs of construction of each route section and all other relevant costs and impacts.
- (4) The review may recommend whether a Transport and Works Act order should be made, under the provisions of section 52, to authorise adjustments to the route set out in subsection (1).”

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5 January 2017
