

October 2019

**HIGH SPEED RAIL (WEST MIDLANDS -
CREWE) BILL
HOUSE OF LORDS
SELECT COMMITTEE**

**Petition No. HS2-HOL-013:
Woore Parish Council**

Promoter's Response Document

INTRODUCTION

This Promoter's Response Document (PRD) forms the Promoter's response to Petition No. HS2-HOL-013, from Woore Parish Council.

In this PRD, 'the Promoter' means the Secretary of State and HS2 Ltd acting on his behalf.

The purpose of the PRD is to advise you and the Select Committee of the Promoter's position in relation to the petitioning points raised. It is intended that the PRD will alleviate many of the concerns raised in the petition.

The Table of Contents overleaf lists the page number, petitioning points in the order they appear in the petition, and a summary statement of the issue(s) contained in the petition for quick reference. Other supporting material (e.g. reports, drawings and photographs) referred to in the response are attached where applicable.

Copies of the HS2 Phase 2A Information Papers referred to in the response can be found at <http://www.gov.uk/government/collections/high-speed-rail-west-midlands-to-crewe-bill>.

Department for Transport
High Speed Two (HS2) Limited

BACKGROUND

The Parish of Woore is in north east Shropshire. The Parish covers an area of approximately 4,000 acres, most of which is farmland. It contains the settlements of Woore, Ireland's Cross and Pipe Gate, and part of the settlement of Onneley. The Parish is not on the proposed route of the Proposed Scheme itself, which is to the east of the parish.

Woore is a ribbon development along the A51 London Road intersected by the A525 Audlem Road to the west and Newcastle Road to the east. The A51 south of central Woore and the A525 Newcastle Road east of Woore are proposed HS2 main construction traffic routes to the compounds in Madeley and the River Lea Viaduct.

In April 2018 Woore Parish Council was sent a Promoter's Response Document (PRD) for their petition against the Bill in the House of Commons (Petition No. HS2-P2A-000134), a copy of which is attached at Annex A. The Petitioner appeared before the House of Commons Select Committee on 21 May 2018.

Subsequent to that appearance, the Promoter deposited changes to the scheme as part of Additional Provision 2 (AP2) to the Bill in the House of Commons in February

2019 that meant that overall levels of proposed HS2 construction traffic have reduced by approximately 33 per cent in the village during construction and reduced by approximately 50 per cent at peak periods.

Following a direction from the House of Commons Select Committee, a series of proposed traffic calming measures were provided to the Petitioner in January 2019. A copy of the report - 'Traffic Calming and Road Safety Provision Options – Woore Village' - is attached at Annex B. To date, the Promoter has not received feedback from the Petitioner on these proposed measures, some of which are mentioned under 'Fallback options' in paragraph 3.3 of the petition.

PETITION NO. HS2-HOL-013

WOORE PARISH COUNCIL

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ATTACHMENTS

Title	
Annex A	Promoter's Response Document for House of Commons Petition No. HS2-P2A-000134
Annex B	Traffic Calming and Road Safety Provision Options - Woore Village
Annex C	Woore Village Traffic Calming and Footway Provision
Annex D	Transcript of House of Commons Select Committee hearing - 22 May 2018
Annex E	Minutes of the Annual Extraordinary Meeting of the Phase 2a Highways Subgroup - 6 June 2019
Annex F	Assurance letter dated 18 May 2018

HOUSE OF LORDS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF:	Woore Parish Council
PETITION NO:	HS2-HOL-013
PARAGRAPH NO:	2.1 - 2.2.3, 2.6.1 - 2.6.2, 2.6.4 - 2.6.7, 2.6.9 - 2.6.10, 2.7 - 2.7.5
ISSUE RAISED:	Construction traffic
PETITION PARAGRAPH:	<p>2.1 Background to Petition</p> <p>2.1.1 Our objections to the Bill centre around the unsuitability of the use of the A51 and A525 for construction traffic in the current routing proposals through the Parish.</p> <p>2.1.2 Woore Parish has been described as their "non-preferred route" but in reality it is the ONLY route that HS2 are considering.</p> <p>2.1.3 The concerns are particularly about the size and number of HGV's according to HS2's figures (peak of 129 in each direction i.e. 258 per day in total, around 200 for the rest of the 7 year period) as indicated in the HS2 AP2 Revised Scheme documents dated February 2019.</p> <p>2.1.4 We feel strongly that other routes/options would be more suitable for safety, timesaving and financial reasons.</p> <p>2.1.5 The reasons why the Parish is specifically and directly affected by the Bill are as follows:</p> <p>2.1.6 Although the Parish is not on the proposed route of the new railway line, it is proposed that construction traffic going to and from several construction compounds located in and around Madeley should be routed through the Parish. (The A51 and A525 through the Parish are shown as routes for construction traffic on Map Numbers CT28-109 and CT05-253 (Insets 11 and 12) in Volume 4 of the Environmental Statement (hereinafter referred to as "the "ES") published by HS2 Ltd on 17th July 2017.)</p>

2.1.7 According to HS2 Ltd, at peak times, over 250 HGV journeys associated with HS2's construction will be made through the Parish each weekday (a weekday being between the hours of 8.00am and 6.00pm). For a period of at least 7 years, there will be upwards of 200 such journeys, more than doubling the current number of HGV movements through the Parish. Further journeys will be made during Saturday mornings. On occasions, it HS2-HOL-013 may be necessary for the A roads to be closed at night to allow HS2 Ltd to move particularly large or heavy equipment in convoy through the Parish. At the peak of construction works, an HGV journey connected with the construction of HS2 will be made through the Parish almost every two minutes of every hour between 8.00am and 6.00pm. At other times, an HGV journey connected with the construction of HS2 will be made almost every three minutes during those working hours.

2.1.8 A small proportion of construction traffic will travel along the A51 to get to and from further construction compounds which will be located to the north east of the Parish.

2.2. Deficiencies in planning

2.2.1 The decision by HS2 Ltd to route traffic through the Parish appears to have been a last minute decision.

- It appears that, previously, the preferred route for construction traffic servicing the various Madeley compounds was not westwards along the A525 into the Parish. No-one at HS2 has ever been able inform us of the preferred route.
- In addition it would appear that, originally, construction traffic going to and from the satellite compounds located to the north east of the Parish would not have gone through the Parish. Again the preferred route for such construction traffic was never made clear to us.

2.2.2 HS2 Ltd informed the Parish Council by telephone late September 2016, with additional information only arriving in October 2016. This left the council with insufficient time to respond and consequently we were unable to do so. CA4 was not actually supplied until 2nd November 2016, a mere 5 days before the public consultation closed. Our first meeting with HS2 Ltd was on 14th November 2016, a week after the consultation on the working draft EIA Report had closed.

2.2.3 Thus, prior to the publication of the ES, we had no real opportunity to argue that the selection of the Parish as a route for construction traffic was inappropriate.

2.6.1 Section 9 contains comments, in relation to the Community Area covered by it, such as:

- "The term 'neighbourhood quality' is used in this assessment to describe a combination of factors that have the potential to affect residents' feelings about their local environment. If these factors are altered to a sufficient degree, there would be effects on mental health and wellbeing. The Proposed Scheme will affect the quality of neighbourhoods through environmental changes resulting from construction traffic on local roads. This section assesses how changes to neighbourhood quality may influence people's level of satisfaction with their local environment and perceptions about issues such as personal safety and security"; and
- "The presence of construction traffic, including HGVs
- "The presence of construction traffic, including HGVs, on rural roads is also likely to give rise to concerns about road safety, which may affect perceptions of neighbourhood quality"; and
- "The presence of construction traffic, including HGVs, on the local road network, which may deter their use by walkers, cyclists and equestrians".

2.6.2 During HS2's construction, the increase in traffic along the A roads of the Parish caused by HS2's HGVs will deter people from walking along those roads, an issue that will disproportionately affect children, the elderly and disabled (Woore, in common with many rural villages, has a high percentage of older residents). This will particularly be the case in respect of the A51. It might also add to the volume of traffic as people who would normally walk will use a car.

2.6.4 The amenity of all residents in the Parish, and particularly the amenity of those many residents whose homes are on, or entering onto, the A525 and A51, will be significantly affected by construction traffic.

2.6.5 Road modifications would mean a change in the village character. It would lead to faster traffic and potentially more through-traffic.

2.6.6 The effect of construction traffic on community facilities such as the Woore Victory Hall, the Cricket, Bowls and Tennis Clubs, St Leonard's Church, the Methodist Chapel, the public houses and the Post Office / Village Shop and other shops, most of which are close to the A51 / A525 junction, are all located on the proposed routes for construction traffic.

2.6.7 Traffic congestion, caused by HS2 construction traffic, will cause delays and expense for local businesses, including farmers whose vehicles use the A Roads. It will also cause loss of business as customers will be put off from travelling to the Parish by the congestion and by the loss of parking. The potential adverse effects on business viability and community facilities would have a huge detrimental effect on the connectivity and cohesion of the Parish.

2.6.9 There will be increased delays for people accessing health care as many use the surgery at Madeley and the general hospital in Stoke-on-Trent Access to which are via the A51 and /or A525.

2.6.10 It is also the route to the nearest Accident and Emergency unit. Emergency vehicles are likely to suffer delays. (There is already recognition that response times for emergency services are longer than in urban areas significantly affecting health outcomes.)

2.7 Traffic congestion

2.7.1 Accidents on the M6 network between junctions 14 and 16 are frequent. To avoid these problems, many motorists take to using the nearby A road network, causing increased traffic levels and congestion on those roads including those through the Parish. This would only be exacerbated with HS2's HGV's, especially, given the propensity for the overrunning of the timetable to complete the SMART motorway upgrading process (currently April 2020 for M6 junctions 13-15 which is exactly when HS2 traffic is due to commence through the Parish).

2.7.2 Increased traffic congestion will inevitably affect air quality.

2.7.3 Problems already frequently occur when HGVs travelling in opposite directions experience difficulties in passing and sometimes (where there are pavements) have to mount those

pavements in order to pass. In fact, when representatives of HS2 Ltd met with us in the Parish on 15th February 2018, they witnessed with us an HGV heading southwards along the A51 having to mount the pavement to get past an oncoming HGV heading northwards. That occurred a few hundred yards to the south of the staggered crossroads where the A51 and A525 meet and on an area of pavement where children and parents have to walk from parking to the school entrance.

2.7.4 The narrowness of the A51 in the areas either side of its junction with Cherry Tree Lane poses a particular problem. There are no pavements on either side of the A51 there and delays frequently occur when HGVs cannot pass one another there.

2.7.5 It is likely that parents who currently walk their children to school will, for fear of the HGVs passing by, chose to make their journeys to school by car, thereby adding to levels of traffic within the Parish, increasing the number of vehicles parked on roads whilst dropping off and picking up children, and increasing the possibility of traffic hold ups and delays.

PROMOTER'S RESPONSE:

Construction traffic route selection

1. A number of construction routes were considered as part of the design development of the Proposed Scheme in order to avoid local roads and country lanes. The use of the A525 and A51 as a proposed construction route was included in the Phase 2a working draft Environmental Impact Assessment (EIA) report, which was published in September 2016, before being included in the Environmental Statement (ES), which was published in July 2017. The Promoter still considers that the route through Woore would be the most suitable route available to service the proposed works around the Madeley and the River Lea Viaduct compounds.

Consultation in advance of deposit

2. The Promoter's response on this issue is set out on paragraphs 1-4 on pages 10-11 of the Promoter's Response Document for the Petitioner's petition against the Bill in the House of Commons (Petition No. HS2-P2A-000134) a copy of which is attached at Annex A.

Road modifications in Woore

3. The Proposed Scheme makes provisions at Woore for road modifications to ensure that Heavy Goods Vehicles (HGVs) could safely use and pass each other along the A51 and A525 corridors. It is proposed that the junction of the A51 and A525 would be modified to allow construction vehicles to safely turn at the junction. The addition of several passing bays along the A525, and some localised widening to the A525, would allow two large vehicles to pass safely. Volume 2, Community Area 4 Whitmore to Madeley Report, of the Environmental Statement, explains no significant effects have been identified with regard to traffic congestion or delay at the junction of A51 and A525.

Traffic calming measures

4. The Promoter has engaged with the local highway authority – Shropshire County Council - on this matter. The Promoter produced a report – ‘Traffic Calming and Road Safety Provision Options – Woore Village’ - which was shared with the local highway authority. A copy of that report is attached at Annex B.

5. The report was also shared with the Petitioner in January 2019 in response to the Select Committee’s Second Special Report of Session 2017-2018 (July 2018)¹, which recommended that the Promoter consider additional traffic calming and road safety provision for Woore village.

6. The report examined potential options with respect to traffic calming and road safety provision in Woore village. It took into consideration the points made by the Petitioner and Woore Primary & Nursery School to the House of Commons Select Committee, as well as discussions between the Promoter, the Petitioner and Shropshire County Council. A list of community requests was prepared by the Petitioner following engagement with the Promoter.

7. The review of each measure in the report considered the existing road and traffic conditions within Woore village, potential future improvements to existing provisions, their benefits and dis-benefits to Woore village, and the associated costs.

8. The Petitioner has not yet responded to the Promoter on the recommendations made in the report.

Changes in traffic numbers as a result of the AP2 revised scheme

9. The Additional Provision 2 (AP2) revised scheme in February 2019 resulted in substantial changes to proposed construction traffic in Woore compared to the original scheme design. The AP2 peak month of construction average daily HGV combined two-way traffic flows between London Road and Newcastle Road is

¹ <https://publications.parliament.uk/pa/cm201719/cmselect/cmhs2/1452/145202.htm>

expected to be approximately 50% lower than the peak month of construction in Additional Provision 1 (AP1). On the A51 London Road in Woore, south of the A525 Newcastle Road, estimated peak month average daily HGV combined movements reduced from 548 HGVs (original Bill and AP1) to 258 HGVs (AP2). Furthermore, vehicle movement forecasts throughout the total construction period are reduced by approximately 33%.

10. The predicted peak month of construction average daily HGV combined two-way traffic flows on the A51 to the north of the village is approximately 60% lower in AP2 than the peak month of construction in AP1. This would result in the peak daily flow falling from 132 HGVs (original Bill and AP1) to 50 HGVs (AP2). Furthermore, total vehicle movements throughout the total construction period are forecast to fall by approximately 90%.

11. The AP2 peak month of construction average daily HGV combined two-way traffic flows on the A525 Newcastle Road between A51 and the HS2 route is approximately 50% lower than the predicted peak month of construction in AP1. On the A525 Newcastle Road in Woore, predicted peak month average daily HGV combined movements have fallen from 524 HGVs (original Bill and AP1) to 256 HGVs (AP2). Furthermore, total vehicle movements throughout the total construction period are forecast to fall by approximately 11%.

Euro VI vehicles

12. This matter is addressed in response to paragraphs 2.4.1 - 2.4.11 of the petition on air quality.

Approval of construction traffic routes

13. Under the planning regime established under Schedule 17 to the Bill, the nominated undertaker would be required to seek approval from the relevant qualifying authority for the use of any routes to and from a working or storage site, a site where material would be re-used, or a waste disposal site by large goods vehicles where movements would exceed 24 per day. Approval is only required for the part of the route between the site and any motorway or trunk road. Any decision by the relevant qualifying authority to refuse an approval or apply conditions must be consistent with the requirements of paragraph (6) of Schedule 17, which specifies legitimate grounds for refusal and conditioning.

14. The grounds to refuse or impose conditions on a request for approval of a lorry route are; to preserve the local environment or amenity, to prevent or reduce prejudicial effects on road safety or on the free flow of traffic in the local area, or to preserve a site of archaeological or historic interest or nature conservation value, and are reasonably capable of being so modified.

15. As HS2 Phase 2A Information Paper E4: Highways and Traffic During Construction – Legislative Provisions points out, under paragraph 15 of the protective provisions set out in Schedule 32 of the Bill, the “nominated undertaker is required to make good and reinstate, to the reasonable satisfaction of the highway authority, any part of a highway that has been broken up or disturbed”. If any highway structures required remediation ahead of use, the nominated undertaker would be able to take a pragmatic view and it is expected that these repairs would be addressed before those routes would come into use.

Emergency response – traffic and access

16. The Promoter recognises that close co-operation with the emergency services would be required during the detailed design phase, the construction planning phase and during the construction phase of the Proposed Scheme. The Promoter would consider all aspects of safety during the construction, commissioning and operation of the railway, and ensure that through continuous consultation with the emergency services, accessibility would be assured where reasonably practicable through the design process and implemented during the construction and commissioning phases.

17. A range of traffic management measures would be used to mitigate the impact during construction of the Proposed Scheme. Prior to the commencement of the works, the nominated undertaker would ensure that a Route-wide Traffic Management Plan (RTMP) and Local Traffic Management Plans (LTMP) would be produced in consultation with the highway and traffic authorities as well as emergency services.

18. The LTMP would include:

- site boundaries and the main access/egress points for worksites and compounds;
- any temporary and permanent closures and diversions of highways; and
- the proposed traffic and construction vehicle management strategy.

19. Emergency vehicles are able to operate on a blue light system should the need arise and are able to circumvent other road traffic including queuing traffic and general traffic congestion. Measures set out in the draft Code of Construction Practice (CoCP)² are designed to reduce the effects of highway works and construction traffic. Specific liaison with the emergency services at a local level, through the relevant Local Traffic Liaison meetings, as well as specific meetings with the emergency services, would be set out within the RTMP, prepared in accordance with the draft CoCP and discussed with the highway authorities along the Proposed Scheme’s route, as well as representatives of the emergency services.

²https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/627182/E26_CT-003-000_WEB.pdf

20. The draft CoCP provides a consistent approach to the management of construction traffic. HS2 Phase 2A Information Paper E3: Management of Traffic During Construction sets out that the nominated undertaker would be required to prepare a Route-wide Traffic Management Plan and Local Traffic Management Plans, with local highway and traffic authorities, as well as emergency services.

HOUSE OF LORDS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Woore Parish Council

PETITION NO: HS2-HOL-013

PARAGRAPH NO: 2.3 - 2.3.5

ISSUE RAISED: Footpaths

PETITION PARAGRAPH: 2.3 Carriageway and footway widths

2.3.1 Due to the main roads and pavements long the A51 through the parish being 1.8m narrower than the HS2 Rural Road Design Criteria, the route through Woore Parish is wholly unsuitable for large numbers of HGV traffic.

2.3.2 HS2 Technical Standards specify "a minimum footway width of 1.5m" and a desirable minimum of 2.0m "to allow a person walking alongside a pushchair to pass another pram or wheelchair user comfortably".

2.3.3 They assess the footway near the Primary and Nursery School to be only 1.3m at some points. This is the route from where most people park to walk children to the school entrance.

2.3.4 The footway on the A525 beside the village store is also very narrow where doors open directly onto the footway and vehicles often park partly on the kerb in the belief this will be safer for traffic approaching the road junction.

2.3.5 Ribbon development along the "A" roads in the Parish is a significant feature and thus a third of the dwellings (circa 170) front directly on to those roads and will be directly impacted by construction traffic. Many residents of the Parish will experience a wide variety of environmental effects resulting from a large number of HGVs travelling past their front doors every day for at least 7 years.

PROMOTER'S RESPONSE:

Improvement of existing footways

1. The Promoter carried out a study on the feasibility of footway provision within Woore village in response to a request by the Petitioner. A copy of that study – 'Woore Village Traffic Calming and Footway Provision' - is attached at Annex C.
2. The study considered opportunities for the widening of footways within Woore village. The study concluded that there would be limited opportunities to widen narrow footpaths on the proposed construction traffic routes within the existing highway boundary. Widening of footways into areas of non-highway land would require the permanent use of third party land as well as an Additional Provision.
3. The guidance on petitioning published by the Private Bill Office in the House of Lords in July 2019 in advance of the petitioning period explained:

“An Additional Provision is a change to the bill that goes beyond the scope of the existing powers of the bill and which may potentially have an adverse direct and special effect on particular individuals, groups, organisations and businesses, over and above any effect on the general public.

Two Additional Provisions were submitted and considered by the House of Commons Select Committee. However, under the rules governing private bill procedures, it is expressly forbidden to introduce an Additional Provision in respect of a bill in the second House – in this case, the House of Lords. The Lords Select Committee on the High Speed Rail (London – West Midlands) Bill heard extensive procedural argument on the issue concerning its application to a hybrid bill and concluded that it would be contrary to well-established practice for an Additional Provision to be included. It can therefore with some confidence be expected that the same would apply to the High Speed Rail (West Midlands – Crewe) Bill”.

4. As part of the Woore Village Traffic Calming and Footway Provision report, the Promoter has offered to improve the footpath width between the Falcon Inn car park and Woore Primary school in response to concerns raised by the village.

HOUSE OF LORDS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Woore Parish Council

PETITION NO: HS2-HOL-013

PARAGRAPH NO: 2.4.1 - 2.4.11

ISSUE RAISED: Air quality

PETITION PARAGRAPH: 2.4.1 We believe that the exhaust fumes resulting from the large number of HGV journeys and from any developing / consequential traffic jams, which such journeys are likely to cause, will have "residual adverse effects on air quality" (a term used on page 84 of the NTS) in the Parish.

2.4.2 In addressing the effect of the Proposed Scheme on air quality in CA4 relating to Madeley and Whitmore Heath, HS2 Ltd states (on page 93 of the NTS, at Paragraph 5.3.6) that "Several locations have been identified in the area as sensitive receptors, which are considered to be susceptible to changes in air quality due to their proximity to dust-generating activities or traffic routes during construction or operation".

2.4.3 Paragraph 5.3.7, HS2 Ltd states that "Most of the receptors located close to the route of the Proposed Scheme are residential. Other receptors HS2-HOL-013 include Baldwin's Gate CE Primary School, Sir John Offley CE Primary School and Moss Lane Surgery." These receptors have been identified because, unlike any in the Parish, they are within a Community Area and thus covered by CA4.

2.4.4 We consider that the Parish also contains a "sensitive receptor" located close to "traffic routes", namely Woore Primary School which is located on the A51 directly on the route for construction traffic. Children attending the School will undoubtedly experience poorer air quality both while travelling to and from the School and during school hours. HS2 Ltd should, therefore, have treated the School as a sensitive receptor. It has not done so.

2.4.5 Within the Parish, we have identified residents who suffer extreme forms of respiratory diseases (such as asthma where

the sufferers regularly require emergency visits to hospital; congestive cardiac illness which is seriously impacted by air quality changes; and a resident with cystic fibrosis which becomes life threatening).

2.4.6 In our discussions with their representatives, HS2 have verified that they are only collecting data about NO₂ (nitrogen dioxide) levels in the sites they have identified around the Parish and are equally clear they have no intention of widening that brief. They were only interested in measures of air quality commonly used in the industry and referred specifically to the Defra guidance.

2.4.7 Defra guidance for the Daily Air Quality Index (DAQI) makes clear that the overall air pollution index for a site or region is determined by the highest concentration of five pollutants;

- Nitrogen Dioxide (NO₂)
- Sulphur Dioxide (SO₂)
- Ozone
- Particles <2.5um (PM_{2,5})
- Particles <10um (PM₁₀)

It is clear that the 'monitoring' being undertaken by HS2 is missing four major elements that Defra use routinely.

2.4.8 In regards to HGV construction traffic, HS2 have stated that the fleet used would be entirely Euro VI compliant in the following documents:

- Lily Irwin – transcript of select committee 22/5/18
- HS2 Press Release 14/1/19 HS2-HOL-013
- HS2 Air Quality Action Plan - paragraph 2.21.2 June 2019

2.4.9 However, at the HS2 Phase 2a Extraordinary Meeting of the Highways Sub-group on 6 June 2019 HS2 back tracked in regards to this assurance and admitted that not enough Euro VI compliant vehicles were available to accommodate the volume of work. This results in HS2's air quality and pollution forecasts now being incorrect as they were based on sole use of Euro VI compliant vehicles.

2.4.10 The Woore construction traffic route results in HGV's travelling an extra 16 miles, per return journey, (compared to the suggested route in Part 3 option 1) thus increasing carbon footprint and transport costs.

2.4.11 The fact is that whatever lorries HS2 Ltd. runs, the congestion will affect all traffic on the roads through Woore, much of which may well not be Euro VI compliant.

PROMOTER'S RESPONSE:

Air quality assessment

1. The air quality assessment undertaken for the Proposed Scheme examined the potential for impacts and effects upon sensitive human and ecological receptors. Air quality changes could occur during construction as a result of associated traffic movements and highway interventions. During operation, the main changes in air quality would arise as a result of changes to road layouts and traffic flows. This assessment examined the predicted traffic changes during construction and operation. All road links where specific criteria were exceeded were assessed. This criteria was based on where an air quality impact may occur (based on advice in the Design Manual for Roads and Bridges). A detailed air quality assessment was then made for each of these affected links.

2. The Environmental Statements (ES) provide a robust assessment of the current proposals and adequately report the potential significant effects of both the construction and operation of the Proposed Scheme in line with the requirements of Parliamentary Standing Order 27A and the Environmental Impact Assessment Directive. The ES complies with all UK and EU legal requirements and has been developed in accordance with the accepted best practice methodologies recommended by a range of UK institutional bodies, which for air quality includes the Institute of Air Quality Management.

3. As set out in the Scope and Methodology Report, Volume 5 of the ES, the national air pollution model was used to establish baseline air quality. Where necessary as an input to detailed modelling assessment, use was made of measurements produced by the Local Air Quality Management regime.

4. As set out in the ES, Volume 2, Community Area 4 Report, the construction of the Proposed Scheme would have no significant effects in respect of air quality on receptors within the village of Woore.

5. This is summarised on page 84 of the Non-Technical Summary which accompanies the ES, which states:

“Construction and operation of the Proposed Scheme in this area are not likely to result in any adverse residual effects on air quality, land quality, and socio-economics.”

6. Following a commitment made by the Promoter in the House of Commons Select Committee hearing on 22 May 2018 (see paragraphs 338 - 340 on pages 43 - 44 of the transcript of the hearing on 22 May 2018, a copy of which is attached at Annex D) an air quality monitoring assessment to demonstrate the validity of the Promoter's methodology took place in Woore village over 12 months between September 2018 and September 2019. The Promoter is compiling the final results of the assessment.

Sensitive receptors

7. Sensitive receptors have been selected from an Ordnance Survey Address Base Premium database. The receptors consist, where relevant, of residential properties, schools, and care homes within 200m of the screened in roads, and represent worst-case exposure locations.

8. There are six receptors reported in the ES that are located in Woore:

- 4-C-H21 - The Square, Woore;
- 4-C-H30 - Holly Cottage, Pipe Gate, Market Drayton;
- 4-C-H31 - The Chalway, London Road, Woore;
- 4-C-H38 - Rose Cottage, Newcastle Road, Woore;
- 4-C-H39 - Oak Cottage, London Road, Irelands Cross, Woore; and
- 4-C-H40 - Nantwich Road, Woore.

9. The ES and Additional Provision 2 ES reported that the nitrogen dioxide (NO₂) concentrations would have negligible impacts at all receptors and therefore no significant effects would be anticipated during construction of the Proposed Scheme.

Baseline monitoring

10. The petition refers to additional baseline surveys, which were undertaken by the Promoter in response to the Petitioner's concerns about the methodology used to assess air quality within the village and are referred to above.

11. This additional baseline assessment is in addition to that already undertaken and published within the ES, and is limited to assessing emissions of nitrogen oxides (NO_x). This is due to NO_x being the main source of pollution from road transport, and the main factor in the UK not complying with the EU air quality legislation, with respect to NO₂.

12. The environmental impact assessment (EIA) for the Proposed Scheme focused on air pollutants that are likely to arise from its construction and operation, these pollutants are; NO_x, NO₂, particulate matter (PM₁₀ and PM_{2.5}) and dust.

Euro VI engines

13. This issue has been raised with the Promoter by the Petitioner following their attendance at the Annual Extraordinary meeting of the Highways Subgroup on 6 June 2019, and a response was issued on 4 July 2019, a copy of which is attached at Annex E. The matter was discussed further at a meeting with the Petitioner, also on 4 July 2019.

14. The Promoter's commitment to the use of Euro VI engines for construction vehicles is set out in Appendix A of HS2 Phase 2A Information Paper E14: Air Quality. The required route-wide construction vehicle emission standard for the Proposed Scheme is 100% from 2020 as far as reasonably practicable. A public annual report of vehicle emission compliance levels would be issued in the HS2 Annual Air Quality Report during the construction of the Proposed Scheme.

15. It was explained at the Annual Extraordinary meeting of the Highways Subgroup on 6 June 2019 that the commitment to using Euro VI compliant engines has exemptions, such as specialist and worker vehicles, and examples of meeting the condition of 'as far as reasonably practicable', such as unforeseen circumstances.

HOUSE OF LORDS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Woore Parish Council

PETITION NO: HS2-HOL-013

PARAGRAPH NO: 2.5.1 - 2.5.2

ISSUE RAISED: Noise and vibration

PETITION PARAGRAPH: 2.5.1 In the same way that the ribbon development in the Parish increases the proportion of houses which will be substantially affected by exhaust fumes emitted by construction traffic, it will also increase the proportion of houses affected by noise and vibration caused by construction vehicles. Some of the houses which front on to the A525 and A51 have no or small front gardens and thus will be particularly affected by noise, vibration and dirt.

2.5.2 Noise pollution will also affect children in the primary school. Noise has been identified as affecting concentration and ability to learn. With the duration of construction traffic due to be over 7 years, this effect will be present for, potentially, almost the whole duration of many children's primary school years.

PROMOTER'S RESPONSE:

Noise and vibration

1. The Promoter's response on this issue is set out in paragraphs 1-15 on pages 23-25 of the Promoter's Response Document for House of Commons Petition No. HS2-P2A-000134, a copy of which is attached at Annex A.

HOUSE OF LORDS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Woore Parish Council

PETITION NO: HS2-HOL-013

PARAGRAPH NO: 2.6.3, 2.6.8

ISSUE RAISED: Community effects

PETITION PARAGRAPH: 2.6.3 Isolation among the elderly and disabled will thus increase and the social development of the young may be adversely affected as parents become reluctant to allow their children to participate in outdoor activities and friendships.

2.6.8 The Post Office / Village Shop, in particular, is located immediately adjacent to proposed highway modifications. In our submission, the loss of parking resulting from highway modifications could threaten its viability. The Post Office provides banking for many in the Parish — the nearest bank is six miles away and is inaccessible for local residents who do not have a car. The Village Shop is the only general store in the Parish. If the Post Office / Village Shop did close, it would be a disaster for the Parish.

PROMOTER'S RESPONSE:

Community effects

1. The Promoter's response on this issue is set out in paragraphs 1-12 on pages 28-30 of the Promoter's Response Document for House of Commons Petition No. HS2-P2A-000134, a copy of which is attached at Annex A.

2. Additional information on the Promoter's efforts to limit the impacts on local businesses and the measures already in place for dealing with this can be found in the response to paragraphs 2.9 - 2.9.2 and 3.3.12 of the petition.

HOUSE OF LORDS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Woore Parish Council

PETITION NO: HS2-HOL-013

PARAGRAPH NO: 2.6.11 - 2.6.12

ISSUE RAISED: Heritage assets

PETITION PARAGRAPH: 2.6.11 Within the vicinity of the proposed modifications are, as shown on Map CT-28-109 of the Volume 4 Map Book, a number of what are described there as "Heritage Assets". Those Assets are the Manor House (WHM 102), the Tudor House (WHM 103), the font in the churchyard of St Leonard's Church (WHM 104) and the Church itself (WHM 105). All those Assets are Grade II Listed Buildings. Two of the Assets, the Manor House and the Tudor House, directly abut on the proposed modifications.

2.6.12 The proximity of the proposed modifications to those Assets and the fact that the modifications will take place at the centre of the village of Woore, leave us at a loss to know how the modifications are considered not likely to have significant environmental effects, including (a) socio-economic effects caused by the removal of parking, and a consequential loss of business, for the Post Office / Village Shop, (b) cultural heritage effects in terms of the possible vibration effects on listed buildings and the effect on the settings of listed buildings and (c) community effects in terms of, for example, property owners being deprived of access to their homes (e.g. the Manor House and the Tudor House) while highway modifications are carried out.

PROMOTER'S RESPONSE:

Heritage assets

1. The Promoter's response on this issue is set out in paragraphs 16-20 on pages 25-26 of the Promoter's Response Document for House of Commons Petition No. HS2-P2A-000134, a copy of which is attached at Annex A.

2. Again, additional information can be found in the response to paragraphs 2.9 - 2.9.2 and 3.3.12 of the petition.

HOUSE OF LORDS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Woore Parish Council

PETITION NO: HS2-HOL-013

PARAGRAPH NO: 2.8.1 - 2.8.6

ISSUE RAISED: Pedestrian safety

PETITION PARAGRAPH: 2.8.1 Of the 12 highway modifications considered, one of these modifications is at the junction of the A51 and A525 (Newcastle Road).

2.8.2 We do not understand why that modification is simply described as the removal of street furniture when it appears to entail road widening, the removal of parking spaces located outside the Post / Office / Village Shop and the loss of on street parking on the A51.

2.8.3 This will only increase parking on the road close to the junction causing more congestion and reducing visibility for crossing the road.

2.8.4 The highway modifications represent the removal of road safety measures implemented in 1998 with a view to improving pedestrian safety at the communal centre of Woore and limiting traffic speeds in the vicinity of the staggered crossroads. They are, therefore, likely to make the A Roads and the staggered junction of them more dangerous.

2.8.5 The pavements along the A51, south of the junction with the A525, are not continuous. In consequence, anyone who wants to walk from the southern boundary of the Parish on the A51 to the junction with the A525 will have to cross the A51 either twice or thrice (depending on which side of the A51 they start from). Crossing the A51 now can be a hazardous exercise. In our submission, the dangers of crossing the A51 will increase significantly if HS2 Ltd's construction traffic uses that road.

2.8.6 This applies also to the section of the A525 from Gravenhunger to its junction with the A51 at the crossroads.

PROMOTER'S RESPONSE:

1. The proposed works at the junction of the A51 and A525 in Woore would be subject to a detailed design process that would include consideration of road markings to discourage on street parking in locations where it might obstruct the traffic flow and impede visibility for pedestrians and other road users.

2. The junction of the A51 Nantwich Road and the A525 Newcastle Road would be located on the construction route to access Madeley Cutting Satellite Compound and Madeley Tunnel South Satellite Compound. The existing design of the junction would constrain construction HGVs carrying abnormal loads, for example those carrying beams, from turning from/into the A51 Nantwich Road into/from the A525 Newcastle Road. There would therefore be a need to temporarily remove existing street furniture to allow HGVs to pass through the junction safely. In addition, the junction and adjoining roads would be closed for short periods to escort abnormal loads through the junction. For more information see Volume 4: Off-route effects of the Environmental Statement (ES)³.

3. The detailed design for the proposed works at the junction of the A51 and A525 would be informed by a road safety audit and works would need to be designed and constructed to the satisfaction of the highway authority. Shropshire County Council would need to approve the works and be satisfied that they take into consideration the safety of pedestrians, both during the construction of the works, and after implementation.

Traffic calming report

4. The above concerns have been addressed in the report issued in January 2019 - Traffic Calming and Road Safety Provision Options – Woore Village' - a copy of which is attached at Annex B. That report was produced in response to the Petitioner's petition against the original Bill in the House of Commons. It contains five recommended measures to improve the footways in Woore village and increase pedestrian safety. It is the Promoter's view that that these measures would adequately address concerns of pedestrian safety in Woore village.

5. The Promoter is awaiting the Petitioner's response to the measures set out in that report.

3

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/627574/E11_Volume_4_Off-route_effects_WEB.pdf

HOUSE OF LORDS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Woore Parish Council

PETITION NO: HS2-HOL-013

PARAGRAPH NO: 2.9 - 2.9.2, 3.3.12

ISSUE RAISED: Property compensation

PETITION PARAGRAPH: 2.9 Need to Sell scheme and other compensation

2.9.1 We submit that the sales of properties within the Parish will be affected (and are already being affected) by the prospect of construction traffic going through the Parish and will be even more affected if such traffic does proceed through the Parish. We submit that Woore Parishioners should be compensated for this. Additionally, the stress caused by sales not proceeding will have an adverse effect on the health of residents.

2.9.2 We also submit that local businesses which suffer difficulties due to the extra traffic should be similarly compensated.

3.3.12 The potential difficulty in selling property should be recognised and compensated by allowing access to the Need to Sell scheme. Support should be provided to accelerate the process of application, rather than putting obstacles in the way.

PROMOTER'S RESPONSE:

Generalised blight and the Need to Sell Scheme

1. The Promoter's initial response on this issue is set out on page 30 of the Promoter's Response Document for House of Commons Petition No. HS2-P2A-000134, a copy of which is attached at Annex A.

2. The Government is committed to providing compensation to those who would be most directly affected by HS2. In using the term 'most directly affected', the Government understands that many property owners will currently feel as though they would be affected by HS2 due to uncertainty regarding the Government's

intentions for the route, design, and construction timeline for the railway. Some such property owners, however, would not be directly affected by the proposals and would find that concerns regarding the effect of the railway on their property would only be temporary, dissipating once there is greater certainty regarding construction and operation of HS2.

3. The Government has always been clear that it expects the effects of generalised blight around HS2 to be transitory. Experience from previous infrastructure projects suggests that once there is greater certainty around the plans, construction activity, and operational impacts of the infrastructure, blight begins to dissipate.

4. The Promoter appreciates that there may be a problem of generalised blight whereby it may become more difficult to sell properties on the market because of the possibility of the rail scheme, before the scheme is certain or before the compensation code can be applied or in areas in which the compensation code would not apply.

5. The Promoter has, for several years, operated the Need to Sell Scheme (NTS). This has no outer limits, whereby eligible property owners (which may include agricultural owners) could have their property acquired by the Government at unblighted market value. More information can be found at paragraph 4.1 of HS2 Phase 2A Information Paper C5: Generalised Blight.

6. Residents of Woore are eligible to apply to the NTS. Guidance and an application form can be found on the Government website⁴. As the village of Woore is approximately 4km from the centre of the line of route, this is the only compensation scheme available to the residents who wish to sell their properties. This is the same for all dwellings located more than 300m from the centre line of the proposed route.

Construction traffic: route-wide construction traffic management

7. The Promoter has provided a general commitment in paragraphs 14.1.1 and 14.1.2. of the draft Code of Construction Practice (CoCP) that:

“During construction works, the nominated undertaker will require that the impacts from construction traffic on the local community (including all local residents and businesses and their customers, visitors to the area, and users of the surrounding transport network) are minimised by its contractors where reasonably practicable.

The nominated undertaker will require that public access is maintained, where reasonably practicable, and appropriate measures will be implemented to ensure the local community, economy and transport networks can continue to

⁴ <https://www.gov.uk/government/publications/hs2-phase-one-need-to-sell-scheme-guidance-and-application-form>

operate effectively. Where this is not reasonably practicable, alternative measures shall be identified to maintain continual public access, especially for pedestrians and cyclists, to routes in the vicinity of the construction sites. The impact of road based construction traffic will be reduced by implementing and monitoring clear controls on vehicle types, hours of site operation, parking and routes for large goods vehicles."

8. HS2 Phase 2A Information Paper E3: Management of Traffic During Construction states that:

"7.3 During construction, regular local traffic liaison meetings will be arranged with highway authorities, bus operators, taxi and trade representation (as appropriate), and the police - other emergency services will be included, as appropriate. These meetings will provide an opportunity for contractors to present proposals for future works affecting the highway, including methods of construction and proposed programme, and for a review of the associated traffic management requirements. This will allow the highway authorities to carry out their network co-ordination duties.

7.5 The nominated undertaker, as part of the requisite community liaison arrangements, will require contractors to communicate regularly with parties affected by the works. Local residents and businesses will be informed - appropriately and in advance - of the dates and durations of any closures of roads or public right of way, and will be provided with details of diversion routes at least two weeks in advance or when final details are available. Advance warning signs of road closures will be provided for users of roads and public of rights of way."

Compensation where no land is taken

9. HS2 Phase 2A Information Paper C8: Compensation Code for Compulsory Purchase states that:

"By virtue of Section 10 of the Compulsory Purchase Act 1965, where no land or interest in land is acquired from a claimant, compensation is payable in a case where the construction (rather than operation) of the public works interferes with the landowner's enjoyment of, or diminishes the value of his land, either permanently or temporarily, in a manner for which he could sue the Promoters, had they not the immunity conferred by their statutory authority to carry out the public works".

10. The Information Paper also states that:

"compensation is assessed by reference to any diminution of value of the claimant's interest in land caused by the interference with his private right"; and

“compensation is also available in respect of properties which are depreciated in value due to ‘physical factors’ resulting from the use of public works (i.e. the operational stage of the development) pursuant to Part 1 of the Land Compensation Act 1973. ‘Physical factors’ for the purposes of Part 1 compensation are noise, vibration, smell, fumes, smoke and artificial lighting and the discharge on to the land in respect of which the claim is being made of any solid or liquid substance. Claims for Part 1 compensation can only be made once the Proposed Scheme has been in operation for 12 months, and compensation is assessed by reference to the diminution in value of the property”.

11. More information can be found in the Ministry of Housing, Communities and Local Government’s Guides to Compulsory Purchase⁵.

⁵ www.gov.uk/government/collections/compulsory-purchase-system-guidance

HOUSE OF LORDS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Woore Parish Council

PETITION NO: HS2-HOL-013

PARAGRAPH NO: 3.0 - 3.2.9

ISSUE RAISED: Requests entailing an Additional Provision

PETITION PARAGRAPH: 3.0 What do you want to be done?

3.1 Reroute traffic away from the parish

We have already submitted many suggestions for re-routing the HGV traffic away for Woore Parish almost all of which have been discounted by HS2 for various reasons, most of which have been financial or time constraints. The reroutes we wish to propose are:

3.1.1 HGVs to exit M6 at Keele Services onto Three Mile Lane. After one hundred yards turn onto a tarmac track towards the old Silverdale Colliery railway line. Before Stoney Low (0.8 miles) turn onto the unused railway line which leads directly to the site of the Madeley viaduct and next to associated proposed compounds.

3.1.2 This removes an average of 200 HGV's per day from A525/ A51/ A53/ A5128 roads, reducing HS2 traffic flow through Woore Parish / Baldwins Gate and Whitmore to M6 J15.

3.1.3 The track could easily be surfaced to provide a temporary haul route with passing places as required.

3.1.4 The operation of this route would be substantially cheaper and quicker (5.4 miles as opposed to 13.8 miles) than the A525 / A51 / A53 to M6 J15 route.

3.1.5 This would remove all the safety and environmental issues of using the A51 and A525.

3.1.6 It would preserve the heritage "sunken lane" outside Madeley which is currently scheduled to be destroyed.

3.1.7 The major expensive alteration to the junction of the A51 and A53 at Blackbrook is no longer required.

3.1.8 The cost of preparing the route would be offset by not having to make the various highway alterations along the currently proposed route plus any compensation measures currently needed.

3.1.9 Both north and southbound M6 traffic could access the route over a very small section of Three Mile Lane.

3.1.10 HS2 construction does not impact the county of Shropshire.

3.1.11 In response to this proposed route HS2 Ltd stated "There is potential that this could be used. However, it would require significant work and the issues of costs, access through Keele services and providing a link to the railway remain." With developments, we feel that this option has re-emerged as a viable route.

3.2 Re-route traffic from Baldwin's Gate (A53) along Manor Road directly to the sites in Madeley.

3.2.1 This removes an average of 200 HGV's per day from A525/ A51/ A53 roads reducing HS2 traffic flow from Madeley through Woore Parish to Baldwins Gate.

3.2.2 The operation of this route would be substantially cheaper and quicker (6.4 miles as opposed to 13.8 miles) than the A525 / A51 / Baldwins Gate route.

3.2.3 The safety and environmental issues of using the A51 and A525 would be removed and whilst this would increase the safety and environmental issues along Manor Road, the number of properties and hence, people impacted would be substantially reduced (65 as opposed to 311).

3.2.4 It would preserve the heritage "sunken lane" outside Madeley which is currently to be destroyed.

3.2.5 The major expensive alteration to the junction of the A51 and A53 at Blackbrook is no longer required.

3.2.6 The cost of preparing the route would be offset by not having to make the various highway alterations along the

currently proposed route plus any compensation measures currently needed.

3.2.7 HS2 construction does not impact the county of Shropshire.

3.2.8 In response to this proposal HS2 Ltd stated "The Promoter has given Whitmore Parish Council an assurance that it will not use the southern part of Manor Road as an HS2 Heavy Goods Vehicle construction lorry route."

3.2.9 We would request that the reasons for this undertaking are made transparent.

PROMOTER'S RESPONSE:

Additional Provisions

1. The request to reroute HS2 construction traffic away from Woore was heard by the House of Commons Select Committee in May 2018 and they did not recommend that any of the alternative proposals referred to by the Petitioner be brought forward. The Petitioner's alternative proposals would require amendments to the Bill that would necessitate an Additional Provision. The guidance on petitioning published by the Private Bill Office in the House of Lords in July 2019 in advance of the petitioning period explained:

"An additional provision is a change to the bill that goes beyond the scope of the existing powers of the bill and which may potentially have an adverse direct and special effect on particular individuals, groups or bodies, over and above any effect on the general public.

Two additional provisions were submitted and considered by the House of Commons Select Committee. However, under the rules governing private bill procedures, it is expressly forbidden to introduce an additional provision in respect of a bill in the second House – in this case, the House of Lords. The Lords Select Committee on the High Speed Rail (London – West Midlands) Bill heard extensive procedural argument on the issue concerning its application to a hybrid bill and concluded that it would be contrary to well-established practice for an additional provision to be included. It can therefore with some confidence be expected that the same would apply to the High Speed Rail (West Midlands – Crewe) Bill."

Assurance regarding Manor Road

2. The Promoter offered an assurance to Whitmore Parish Council on behalf of the residents of Manor Road in response to their petition on 20 March 2018. This was provided in order to correct an error on map CT-05-232 in the main Environmental Statement (ES), Volume 2, Community Area 4 Map Book, which had incorrectly shown this section of the road as a construction traffic route. This was corrected in the Supplementary Environmental Statement 2 and Additional Provision 2 ES, Volume 2, CA4 Map Book, Map CT-05-232. This matter has been explained to the Petitioner throughout the engagement process.

HOUSE OF LORDS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Woore Parish Council

PETITION NO: HS2-HOL-013

PARAGRAPH NO: 3.3 - 3.3.11, 3.3.13

ISSUE RAISED: Further request not requiring an Additional Provision

PETITION PARAGRAPH: 3.3 Fallback options

In the unfortunate event that neither of these options are used and the traffic continues to be routed through our Parish:

3.3.1 HS2 and, in particular, Shropshire Council to continue to work with the Parish on desirable management and safety measures.

3.3.2 Speed limits throughout the Parish are reduced by 10mph - 40mph to 30mph and 30mph to 20mph.

3.3.3 Section of hedge by Falcon Inn to be moved further back or replaced by wall further back to widen narrowest section of pavement near school.

3.3.4 Permanent speed cameras along both A51 and A525 to deter speeding. Number and position to be agreed with Woore Parish Council.

3.3.5 Provision of handheld speed cameras and training in their use for Parish Council organised community groups to monitor road traffic.

3.3.6 Road narrows signs and / or 'priority' signs for HGVs at narrow point to the north of A525.

3.3.7 Prominent Welcome to the Parish' gates and speed signs at all 5 entrance points to the Parish.

3.3.8 All crossings of footpaths over A51 and A525 to have warning signs.

3.3.9 All of the recommendations in relation to the school in the second report of select committee of the House of Commons to be implemented

- Temporary car parking the size of the Swan Car Park
- School patrol crossing officer during term time
- Introduce traffic calming measures outside the school and along the highway (to be agreed by Woore Parish Council)
- Conduct further work on the safety of pavements (we would include a continuous footpath from Pipe Gate to the centre of Woore as necessary for this)

3.3.10 Also to follow up on the Assurance given regarding the slip road off the A51 at Pipe Gate that signage is erected to prevent use by HGV's.

3.3.11 All roads/lanes that join the A51 and A525 to be similarly signed.

3.3.13 Reinstatement to original of all highway modifications in the original ES e.g. for passing places and straightening on A525 and "removal of street furniture" at A51/A525 junction, as covered in Woore Neighbourhood Plan Policy ENV2-HS2 - Woore Parish Council must have input into this.

PROMOTER'S RESPONSE:

Continuing engagement with local communities

1. The Promoter is committed to continuing engagement with the Petitioner on their preferred options for traffic management and road safety, in line with the following recommendation by the House of Commons Select Committee in its Second Special Report of Session 2017–19⁶:

“As regards Woore Primary and Nursery School, HS2 should engage with Shropshire County Council and introduce traffic calming measures outside the school and along the highway, conducting further work on the safety of pavements. HS2 should fund a school patrol crossing officer during term times during the construction period. HS2 should seek an area of similar size to that of the Swan car park for community parking on a temporary basis.”

⁶<https://www.parliament.uk/business/committees/committees-a-z/commons-select/high-speed-rail-west-midlands-crewe-bill-select-committee-commons/publications-17-19/>

2. In the Promoter's response to the House of Commons Select Committee Second Special Report of Session 2017–19⁷, the Promoter committed to:

“ensure that, once a year, the Highways Sub Group meeting is widened to include both District and Parish Council representatives, with the agenda set by the invited authorities (the Highways Sub Group will be discussing route-wide matters of common interest, rather than site specific issues; it is likely that the Parish Councils would find regularly attending a meeting which did not address site specific issues to be unproductive). In addition, the Promoter will ensure that papers and minutes of both the Planning Forum and Highways Sub Group are published online and that the Parish Councils are able to request that matters of principle related to traffic, highways and transport matters during construction are addressed by the Highways Sub Group.”

3. These annual meetings would be in addition to the regular meetings which are required under the Code of Construction Practice. These would be held between the nominated undertaker, the lead contractor, the local authority and representatives of the local community or other stakeholders to discuss construction issues and programme.

Construction traffic routes

4. Route-wide, local area and site-specific traffic management measures would be implemented during the construction of the project on or adjacent to public roads, bridleways, footpaths and other public rights of way that would be affected by the Proposed Scheme, as necessary.

5. Schedule 32 to the Bill disapplies various provisions within highways legislation relating to works affecting highways and streets, including speed limits. However, they are replaced by requirements for detailed approval by or in consultation with the highway authority under Schedule 4 of the Bill, and the protective provisions that are contained in Part 1 of Schedule 32. These provisions are explained further in HS2 Phase 2A Information Paper E4: Highways and Traffic During Construction – Legislative Provisions.

6. On this basis, the Promoter could not amend the speed limits or install preeminent cameras to enforce these without the express permission of the local highway authority.

⁷https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/718567/house-of-commons-select-committee-response-to-first-special-report.pdf

The Swan car park

7. The Promoter is working to find a suitable site for community parking and remains committed to continuing engagement with the Petitioner on this matter.

Traffic calming report and reinstatement

8. Paragraphs 3.3.3, 3.3.7, 3.3.8 & 3.3.9 of the petition are addressed in the 'Traffic Calming and Road Safety Provision Options – Woore Village' report, a copy of which is attached at Annex B.

9. The report also includes the proposed reinstatement of all original highway feature post construction, subject to the approval of the local highway authority. The Promoter notes the Petitioner's wishes with regard to this matter and would continue to engage with them. Please refer to the responses in other sections of this response regarding possible traffic calming measures.

Pipe Gate

10. The Promoter is bound by the assurance with regard to Pipe Gate which was issued to the Petitioner on 18 May 2018, a copy of which is attached at Annex F.