

Hybrid Bill Petition

House of Lords Session 2017-19 High Speed Rail (West Midlands – Crewe) Bill

Please do not include any images or graphics in your petition. There will be an opportunity to present these later if you give evidence to the committee.

Your petition does not need to be signed.

Expand the size of the text boxes as you need.

1. Petitioner information

In the box below, give the name and address of each individual, business or organisation(s) submitting the petition.

1.0 We are the parish council of Woore (hereinafter referred to as “the Parish”) which is in north east Shropshire.

Mr B. M. Morris
Clerk to Woore Parish
68 Cadman Drive
Priorslee
Telford
Shropshire
TF2 9SD

In the box below, give a description of the petitioners. For example, “we are the owners/tenants of the addresses above”; “my company has offices at the address above”; “our organisation represents the interests of...”; “we are the parish council of...”.

1.1 Parish information

1.1.1 The Parish covers an area of approximately 4000 acres, most of which is farmland, but it contains the settlements of Woore, Ireland's Cross, Pipe Gate, Dorrington, Bearstone, Gravenhunger and part of the settlement of Onneley. The population of the Parish at the last census in 2011 was 1069 and since the last census has increased to circa 1200.

1.1.2 The Parish is predominantly ribbon development along the A51 and A525.

- 1.1.3 The centre of the Parish is mostly residential with a number of small shops, centred on the Post Office and general store on the village square. Three public houses service the Parish, with one modern primary school and two churches. Older children attend schools in the surrounding areas, predominantly Madeley, Market Drayton and Nantwich.
- 1.1.4 That part of Onneley which is in the Parish is on the A525, to the east of Woore, and is located closest to the proposed route of HS2.
- 1.1.5 The number of households in the Parish has grown by over 20% from 462 (2011) to 572 (2017) in just over 5 years.
- 1.1.6 Only 1.7% of working residents use public transport to get to work, and only 9% of people travel less than 2km to work, compared to the average in England of 20%. The average time it takes to walk or get public transport to the nearest employment centre is 44 minutes, greater than the average in Shropshire of 16 minutes. The car is used as the main means of travel to work for 48.9%.
- 1.1.7 There is no public transport system serving the Parish
- 1.1.8 There are no doctor's surgeries or pharmacies or other medical facilities in the Parish.
- 1.1.9 The rural economy and existing small businesses are a vital part of Parish life.
- 1.1.10 Information sourced from the WOORE NEIGHBOURHOOD PLAN 2016-2036 REFERENDUM VERSION MAY 2019 as unanimously agreed by Shropshire Council on 25th July 2019.

2. Objections to the Bill

In the box below, write your objections to the Bill and why your property or other interests are directly and specially affected. Please number each paragraph.

Only objections outlined in this petition can be presented when giving evidence to the committee. You will not be entitled to be heard on new matters.

2.1 Background to Petition

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.

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.

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.

2.1.4 We feel strongly that other routes/options would be more suitable for safety, timesaving and financial reasons.

2.1.5 The reasons why the Parish is **specifically and directly affected by the Bill** are as follows:

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.)

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

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.

2.1.9 HS2 has also proposed certain highway modifications in the Parish in order to improve the flow of construction traffic along the A525 and A51.

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 to 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.

2.3 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.

2.4 Environmental effects: Pollution

- 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*

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 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.

2.5 Noise and Vibration

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.

2.6 "Neighbourhood quality"

2.61 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 fromconstruction 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, 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.

2.6.3 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.

2.6.4 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.
- 2.6.8 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.
- 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.)
- 2.6.11 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.

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.

2.8 Safety

- 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.
- 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. What do you want to be done in response?

In the box below, tell us what you think should be done in response to your objections. You do not have to complete this box if you do not want to.

The committee cannot reject the Bill outright or propose amendments which conflict with the principle of the Bill. But it can require changes to the Government's plans in response to petitioners' concerns which can take the form of amendments to the Bill or commitments by HS2 Ltd.

You can include this information in your response to section 2 'Objections to the Bill' if you prefer. Please number each 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 from 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.

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.

3.3.12 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.

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.

Next steps

Once you have completed your petition template please save it and go to our website to submit it during the petitioning period. Alternatively, you can either email it to hlprivatebills@parliament.uk; post it to the Private Bill Office, House of Lords, London SW1A 0AA; or call 020 7219 3231 to arrange a time to deliver it in person.

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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Annex A	Promoter's Response Document for House of Commons Petition No. HS2-P2A-000134
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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.

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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.

April 2018

**HIGH SPEED RAIL (WEST MIDLANDS -
CREWE) BILL**

**HOUSE OF COMMONS
SELECT COMMITTEE**

**Petition No. HS2-P2A-000134:
Woore Parish Council**

Promoter's Response Document

INTRODUCTION

This Promoter's Response Document (PRD) forms the Promoter's response to Petition No. HS2-P2A-000134, 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 council 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.

PETITION NO. HS2-P2A-000134

WOORE PARISH COUNCIL

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HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Woore Parish Council

PETITION NO: HS2-P2A-000134

PARAGRAPH NO: A

ISSUE RAISED: Background

PETITION PARAGRAPH: 1. The Parish is not on the proposed route of HS which is to the east of the Parish.

2. The reasons why we and the Parish are specifically and directly affected by the Bill are as follows:

- It is proposed that construction traffic going to and from several construction compounds which will be located in and around Madeley should be routed along the A525 to and from the Parish. Traffic leaving the compounds would then continue through the Parish from the A525 by turning either left or right on to the A51 and by thus proceeding northwards or southwards along the A51. Traffic going to the compounds will use the A51 and turn either left or right on to the A525.
- Other 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.
- HS2 has also proposed certain highway modifications in the Parish in order to improve the flow of construction traffic along the A525 and A51.

3. 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.

4. It will be seen that the A51 runs roughly north to south, parallel with the proposed route of HS2. The A525 runs roughly west to east. The two roads meet and cross one

another at a staggered crossroads in the north of the Parish and at the centre of the village of Woore.

5. The settlements of Ireland's Cross and Pipe Gate constitute ribbon development southwards along the A51. That part of Onneley which is in the Parish is on the A525, to the east of Woore, and is located closest to the proposed route of HS2.

6. According to HS2 Ltd, between 300 and 550 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 4.5 years. Further journeys will be made during Saturday mornings. On occasions, it 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 minute 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 two minutes during those working hours.

7. The decision by HS2 Ltd to route traffic through the Parish appears to have been made very much late in the day.

8. It appears that, previously, the preferred route for construction traffic servicing the various Madeley compounds was not westwards along the A525 into the Parish. What exactly the preferred route then was has never been fully described to us by HS2 Ltd.

9. It also appears that, previously, construction traffic going to and from the satellite compounds located to the north east of the Parish would not have gone through the Parish. What exactly the previously preferred route for such construction traffic was is not clear to us.

PROMOTER'S RESPONSE:

1. The Promoter proposes to use the A51 north and south of Woore, and the A525 east of Woore, as an HGV construction traffic route for the Proposed Scheme.

2. To the south of the A525 junction in Woore the predicted peak impact of traffic on the A51 London Road due to HS2 construction traffic would be a 10% increase in total traffic. The peak level of HS2 HGV construction traffic is predicted to be 548 two-way

HS2 HGV construction vehicles per day (274 per direction). Apart from a period of five months, HS2 HGV traffic would be less than half this level.

3. North of the A525 junction in Woore the predicted impact of traffic on the A51 London Road due to construction traffic from the Proposed Scheme would be a 3% increase in traffic. The peak level of HS2 HGV construction traffic is predicted to be 132 two-way HS2 HGV construction vehicles per day. Apart from a period of 10 months, HGV traffic would be less than half this level.

4. East of Woore the predicted impact of traffic on the A525 Newcastle Road due to HS2 construction traffic would be a 14% increase in vehicles during the peak movements. The peak level of HS2 HGV construction traffic is predicted to be 522 two-way HS2 HGV construction vehicles per day. Apart from a period of four months, HGV traffic would be less than half this level.

5. The impacts of construction traffic are understandably a particular concern for residents who live or work near the route of the Proposed Scheme. The Promoter is committed to ensuring that the adverse effects identified within the Environmental Statement (ES¹) are minimised, as far as reasonably practicable. This is explained further in HS2 Phase 2A Information Paper E1: Control of Environmental Impacts.

6. The Proposed Scheme makes provision at Woore for road modifications to ensure that HGVs can safely use and pass each other along the A51 and A525 route. 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. As set out in Community Area (CA) Report 4, Whitmore Heath to Madeley, of the ES, no significant effects have been identified with regards to traffic congestion or delay at the junction of A51 and A525. There are currently no modifications planned at the junction of the A51 and A53.

7. Core working hours for the construction of the Proposed Scheme would be from 08.00 to 18.00 on weekdays (excluding bank holidays) and from 08.00 to 13.00 on Saturdays. The nominated undertaker would require that its contractors adhere to these core working hours for each site as far as reasonably practicable or unless otherwise permitted under section 61 of the Control of Pollution Act 1974. This is explained in HS2 Phase 2A Information Paper D5: Working Hours.

8. A number of construction routes were considered as part of the design development of the scheme in order to avoid local roads and country lanes. The proposed construction route through Woore is currently considered the most suitable route available.

9. Construction traffic was not assessed in detail at the working draft Environmental Impact Assessment (EIA) stage, and therefore although the decision to use the

¹ <https://www.gov.uk/government/collections/hs2-phase-2a-environmental-statement>

A51/A525 through Woore as a construction traffic route was being pursued, there was not enough information on it to be presented in the working draft EIA Report.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Woore Parish Council

PETITION NO: HS2-P2A-000134

PARAGRAPH NO: B

ISSUE RAISED: Consultation

PETITION PARAGRAPH: 1. We are concerned about the lack of consultation which HS2 Ltd has conducted with us and with Shropshire Council (SC) before it made its decision that construction traffic should be routed through the Parish. We contend that the routing of such traffic through the Parish will have considerable detrimental effects on the Parish (see later in this Petition) and we believe that, accordingly, HS2 Ltd's consultations with us and SC should have been much more extensive than they have been.

2. On page 7 of the Non-Technical Summary (hereinafter referred to as "the NTS"), which forms part of the ES, it is stated that HS2 Ltd has consulted and engaged with local authorities during the development of the design of the proposed scheme. HS2 Ltd did not consult with us nor, we believe, with SC.

3. On page 8 of the NTS, it is stated that HS2 Ltd published a draft Environmental Impact Assessment (hereinafter referred to as "EIA") Scope and Methodology Report for consultation in March 2016 which was issued to, amongst others, local authorities and parish councils. However, it was not issued to us and we have seen no evidence that it was issued to SC. We and (we believe) SC thus had no opportunity to respond to that consultation.

4. On page 8, it is also stated that public consultation took place on the working draft EIA Report between 13th September and 7th November 2016. HS2 Ltd did not contact us at all until late September 2016 (and that was only by telephone) and we subsequently received certain documentation from them in early October 2016. However, it transpired that that documentation was wrong or incomplete

in that the Community Area Report for South Cheshire had been provided whilst the Community Action Report most relevant to the Parish, namely the one for Whitmore Heath to Madeley (hereinafter referred to as "CA4"), was not supplied. CA4 was not actually supplied until 2nd November 2016, a mere 5 days before the public consultation closed. We thus had insufficient time in which to respond to the consultation and we did not do so. We first had a meeting with HS2 Ltd on 14th November 2016, a week after the consultation on the working draft EIA Report had closed.

5. It is our understanding that no meeting took place between HS2 Ltd and SC until 28th April 2017.

6. On page 8 of the NTS, HS2 Ltd also states that a number of events were conducted in local areas along the proposed route of HS2 in support of the consultations which subsequently took place on both the working draft EIA Report and also the design refinements to the published November 2015 scheme. The event which took place closest to the Parish was that at the Madeley Centre, Madeley which apparently took place on 15th October 2016. We were not informed about that event taking place and thus did not attend. So far as we are aware, HS2 Ltd did not publicise the event in the Parish.

7. We can only assume that we and SC were not consulted by HS2 Ltd about its proposals, save as set out above, because, until quite recently, HS2 Ltd did not intend to route construction traffic through the Parish and thus did not consider that its proposals would have any effect on the Parish.

8. The lateness of HS2 Ltd's change of mind about the route of construction traffic may explain the lack of consultation with us and SC but such lateness does not excuse HS2 Ltd from complying with its obligations to conduct a full and proper consultation. If, in fact, HS2 Ltd did plan to route some construction traffic through the Parish all along, its failure to consult with us at a much earlier stage than actually happened is all the more inexcusable.

9. The lack of consultation with us and SC, and the apparent lateness of the decision to route construction traffic through the Parish, has had a number of unfortunate consequences, namely:

- We have had no adequate explanation of why HS2 Ltd thinks it necessary or appropriate to route such traffic through the Parish. It is clear from communications which we have had with HS2 Ltd that, until quite recently, routing such traffic through the Parish was a non-preferred option. The reasons why it then became the preferred option is not clear. We have no details of what methodology was used by HS2 Ltd to determine that routing traffic through the Parish was to be preferred to other available options or, indeed, details of what those other options were.
- 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.
- Consideration by HS2 Ltd of the environmental effects of selecting the Parish as a route for construction traffic has been either non-existent or inadequate.

10. In contrast to the position with the Parish, it appears that HS2 Ltd has been in consultation with the community of Madeley for a period of at least four years. We wonder whether the previously preferred route for construction traffic involved going through Madeley. We also wonder whether the change of the route of construction traffic, so that it now passes through the Parish, resulted wholly or partly from such consultation.

PROMOTER'S RESPONSE:

1. Prior to the deposit of the Bill, the Promoter met with Woore Parish Council on 14 November 2016 and with Shropshire Council on 28 April 2017. The local elections in May 2017 and the General Election in June 2017 did result in a delay in discussing proposals further due to election purdah restrictions. However, following the General Election the Environmental Statement (ES) and Equalities Impact Assessment (EqIA) were subject to extensive formal public consultation that went beyond what was legally required. The engagement and consultations carried out during the development of the Proposed Scheme are summarised in the HS2 Phase 2A Information Paper G1: Consultation and Engagement.

Environmental Statement

2. Construction traffic was not assessed in detail at the working draft Environmental Impact Assessment (EIA) stage, and therefore although the decision to use the

A51/A525 through Woore as a construction traffic route was being pursued, there was not enough information on it to be presented in the working draft EIA Report.

3. Insofar as is reasonably practicable site haul routes would be created adjacent to the route of the Proposed Scheme to transport construction materials and equipment to reduce HGV movements on public roads with access taken via the main road network. This is explained further in HS2 Phase 2A Information Paper E17: Excavated Material and Waste Management.

4. Where it is not practicable to use site haul roads, HGVs would be routed, insofar as reasonably practicable, along the strategic road network and/or the main A road network. The A51 is part of the main A road network, which the Promoter has identified for use, rather than more local roads and country lanes. The A51 links to the A53 and the A500, which provide access to the strategic road network.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Woore Parish Council

PETITION NO: HS2-P2A-000134

PARAGRAPH NO: C

ISSUE RAISED: Environmental Impact Assessment and Environmental Statement

PETITION PARAGRAPH: 1. The Town and Country Planning (EIA) Regulations 2017 (hereinafter referred to as "the Regulations") require an ES to include: "A description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects."

2. We contend that (a) HS2 Ltd has not carried out any, or any adequate, EIA in respect of the Parish and that (b) the ES which it has published does not comply with the Regulations.

3. As regards (a), it is our contention that the situation of HS2 Ltd having not carried out any, or any adequate, EIA arises for the following reasons:

- The Parish appears not to be located within any of the Community Areas identified in the ES. (We comment further on this point later in this Petition.)
- Most environmental effects on the Parish thus appear to fall within the definition of "off-route effects".
- We contend that HS2 Ltd has adopted an inappropriately narrow or restrictive approach to what off-route effects it has been prepared to assess. Paragraph 1.2.3 on page 2 of Volume 4 of the ES sets out the definition of "off-route effects" as "those that may occur in locations beyond the scheme's route corridor and its associated local environment and which are not within the spatial scope of the Volume 2

reports or the Volume 3 route-wide effects report". In that Paragraph, HS2 Ltd then takes a leap which we contend is completely illogical. HS2 Ltd states that "the nature of the Proposed Scheme means that such potential effects are principally related to implications for other transport infrastructure". We think that by making this assertion, HS2 Ltd have wrongly circumscribed what environmental effects they examined outside Community Areas when carrying out their EIA. We contend that HS2 Ltd's conclusion that "off-route effects" are principally related to "implications for other transport infrastructure" cannot possibly be justified. HS2 Ltd's conclusion is certainly not shared by the residents of the Parish, many of whom 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 4.5 years.

4. As regards (b), it is our contention that the ES, if it was to comply with the Regulations, should have contained "a description of the reasonable alternatives ... studied by" HS2 Ltd for routing construction traffic and "an indication of the main reasons for selecting" the Parish as a route for construction traffic, "including a comparison of the environmental effects".

5. We fail to see how, without carrying out an EIA on the Parish, HS2 Ltd was in a position to weigh the merits and demerits of putting the route for construction traffic through the Parish as against the merits and demerits of putting that route somewhere else. We would submit that there was at least one "reasonable alternative" to routing construction traffic through the Parish, namely routing such traffic through Madeley, an alternative which may have been considered and, indeed, preferred by HS2 Ltd for some very considerable time. At no point in the ES is there "a comparison of the environmental effects" of the two alternatives of routing construction traffic through the Parish and routing it through Madeley. The ES thus fails to meet the requirements of the Regulations.

6. We would additionally submit that, when HS2 Ltd weighs the environmental effects of the reasonable alternative traffic construction routes and the route it has actually chosen, the environmental effects of the chosen route on other off route

communities which lie on it, and not just those effects on the Parish, should also be taken into consideration as a whole.

Ask 3.

That HS2 Ltd should agree / be required to carry out a full and proper EIA in respect of the routing of construction traffic through the Parish and to publish an ES or other document which compares the environmental effects and costings of routing construction traffic through the Parish and along reasonable alternative routes;

PROMOTER'S RESPONSE:

1. A full Environmental Impact Assessment (EIA) has been undertaken as part of preparing the Bill, including air quality resulting from construction traffic.
2. The EIA findings are reported in the Environmental Statement (ES) deposited alongside the Bill. The ES identifies where there are likely significant effects from both the construction and operation of the Proposed Scheme and the range of mitigation measures that could be used to reduce or eliminate these effects. The potential impacts of the Proposed Scheme in Woore have been assessed in detail and are set out in Volume 2, CA4 (Whitmore Heath to Madeley) report and the Volume 4, Off Route Effects Report of the ES. Furthermore, detail on traffic impacts and surveys that informed predicted effects in Woore can be found in Volume 5, Traffic and Transport report. The Promoter's position on compliance with the Environmental Impact Assessment Directive is set out in HS2 Phase 2A Information Paper B6: Environmental Impact Assessment and Human Rights.
3. The assessment within the ES considers both the impacts on residents of Woore and other road users. Along with undertaking traffic surveys to determine the potential impact of the construction traffic on road users, proposed construction routes have been assessed to identify potential effects to air quality, noise and vibration from vehicles during the construction period. As set out in Section 5, CA4 Report of the ES, no adverse effects are predicted for air quality during construction. Noise and vibration levels from construction traffic routes have also not been predicted to result in an adverse effect on properties or residents.
4. As stated above, a number of construction routes were carefully considered before the proposed route through Woore.

Haul routes

5. Where it is reasonably practicable, haul routes adjacent to the proposed line of route would be used to reduce HGV movements on public roads. This is explained further in HS2 Phase 2A Information Paper E17: Excavated Material and Waste

Management. However, in this case, due to the location of the compound requiring access on the A525 which is between the two tunnels at Whitmore Heath and Madeley, a site haul route cannot be used to access the A53 or A500 directly to the M6.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Woore Parish Council

PETITION NO: HS2-P2A-000134

PARAGRAPH NO: D

ISSUE RAISED: Environmental Impact Assessment

PETITION PARAGRAPH:

1. Many of our criticisms of the ES, as set out above, were made in the submission which we made in response to HS2 Ltd's consultation about the ES. The MP for our constituency, the Rt Hon Owen Paterson, then requested that HS2 Ltd should comment on the points we had raised.
2. HS2 Ltd did so in a letter to our MP dated 8th November 2017 written by Mr Thurston, its Chief Executive. In that letter, in relation to our assertion that HS2 Ltd had failed to carry out an EIA in respect of the Parish, Mr Thurston stated as follows: "The potential [environmental] impacts of HS2 in Woore have been assessed in detail and are set out in Volume 2, CA4 (Whitmore Heath to Madeley) Report and the Volume 4, Off Route Effects Report."
3. We consider that statement to be inaccurate. In CA4, the word "Woore" appears 5 times. In contrast, the word "Madeley" appears 1129 times. Whilst we acknowledge that a word count is only a very rough way of judging what attention has been paid by HS2 Ltd to environmental impacts in different communities, we would submit that the comparison of the times the two place names have been used serves to highlight starkly the lack of attention which has been paid to the effect of HS2's construction on the Parish.
4. Where Mr Thurston's statement, quoted above, is accurate is in it saying that information about the Parish is set out in both documentation concerning Community Area 4 and in Volume 4 relating to off route effects. Why all such information is not contained exclusively in one or the other set of documentation is not entirely clear to us. Section 10 of Volume 5 of the ES relates to Community Area 4, of which the Parish does not appear to form part. However, some of the technical

data about traffic flows set out in Table 327 in Section 10 relates to certain roads which are within the Parish, namely part of the A525 Bar Hill Road between Gravenhunger Moss and the Proposed Scheme and the A525 Newcastle Road between Gravenhunger Moss and the London Road. Moreover, some of the junctions dealt with at Paragraph 10.2.15 onwards of Section 10 are also within the Parish. In contrast, modifications to those very same roads and junctions are treated as off-route highway modifications in Volume 4 of the ES.

5. We would submit that HS2 Ltd's approach is inconsistent and illogical and that it causes confusion.

PROMOTER'S RESPONSE:

1. The Petitioner is referred to the Promoter's response to paragraph C of the Petition.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Woore Parish Council

PETITION NO: HS2-P2A-000134

PARAGRAPH NO: E

ISSUE RAISED: The environmental effects on the Parish

PETITION PARAGRAPH: 1. In our submission, "the nature of the Proposed Scheme" of routing construction traffic through the Parish is such that its potential environmental effects on the Parish (and on other communities along the construction traffic routes) are significant and worthy of a full and proper assessment. Those effects are, in our submission, likely to be particularly significant on the Parish because of its geographical configuration. Ribbon development along the "A" roads in the Parish is a significant feature and thus a large proportion of the dwellings (we calculate about 170 of the approximately 460 dwellings in the Parish) front directly on to those roads and will be directly impacted by construction traffic. We will now deal with various specific environmental effects addressed in the ES.

PROMOTER'S RESPONSE:

1. The Petitioner is referred to the Promoter's response to paragraph A of the Petition.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Woore Parish Council

PETITION NO: HS2-P2A-000134

PARAGRAPH NO: F

ISSUE RAISED: Environmental effects: air quality

PETITION PARAGRAPH: 1. It seems to us that the exhaust fumes resulting from the large number of HGV journeys and from the 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 and that such effects merit a full assessment by HS2 Ltd.

2. In addressing, in CA4 relating to Madeley and Whitmore Heath, the effect of the Proposed Scheme on air quality, 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".

3. At Paragraph 5.3.7, HS2 Ltd go on to state that "Most of the receptors located close to the route of the Proposed Scheme are residential. Other receptors 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.

4. We would suggest that the Parish also contains a "sensitive receptor" located close to "traffic routes", namely Woore Primary School which is located on the A51 and which is thus on a 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, we contend, have treated the School as a sensitive receptor. It has not done so.

5. We submit that HS2 Ltd has managed to draw an artificial and somewhat arbitrary line between the area covered by CA4 and the Parish when almost exactly the same construction traffic will, if HS2 Ltd's proposals are implemented, flow along the roads of both areas – the A525 goes through the Parish straight into Community Area 4. We submit that that artificial line or distinction is wrong and illogical. As a consequence of that distinction, it has assessed the effect of construction traffic on air quality within the Community Area of Madeley and Whitmore Heath but not its effect on air quality within the Parish.

PROMOTER'S RESPONSE:

1. Construction routes were assessed to confirm any likely effects of the change in emissions from vehicles using those roads during the construction period. These were primarily the main roads within the Whitmore Heath to Madeley area, including the M6, the A51 London Road; the A5182 Trentham Road, the A525 Bar Hill Road; and the A53 Newcastle Road.

2. The assessment of construction traffic emissions has used traffic data based on an estimate of the average daily flows at the peak year during the construction period (2020-2026). The assessment assumes vehicle emission rates and background pollutant concentrations from year 2020. This is because both pollutant emissions from vehicle exhausts and background pollutant concentrations are anticipated to reduce year by year as a result of vehicle emission controls, and so the year 2020 represents the worst case for the construction assessment.

3. As set out in the Environmental Statement (ES) Volume 5: Technical appendices, CA4: Whitmore Heath to Madeley, Air Quality report, air quality assessments have been undertaken at The Chalway, London Road, Woore; Rose Cottage, Newcastle Road, Woore; Oak Cottage, London Road, Irelands Cross, Woore; Nantwich Road, Woore; and The Square, Woore. As shown in tables 15-17 of the report, there are no significant effects predicted on air quality during the construction phase of the Proposed Scheme on assessment locations in Woore. For more information, please refer to HS2 Phase 2A Information Paper E14: Air Quality.

Air quality: assessment of route-wide construction traffic

4. The air quality assessment undertaken for the Proposed Scheme examines 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 is 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.

5. The Promoter has committed to adhere to emission standards for its construction vehicles and non-road mobile machinery (NRMM). These standards include construction HGVs being Euro VI compliant. The commitment is set out in section 7 of the draft Code of Construction Practice (CoCP), and the emission standards are cited in Appendix A and Appendix C of HS2 Phase 2A Information Paper E14: Air Quality.

6. The construction vehicle emission standards also include future targets for the use of Ultra Low Emission Vehicles and CO₂ fleet averages.

7. For further information, see HS2 Phase 2A Information Paper D3: Code of Construction Practice.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Woore Parish Council

PETITION NO: HS2-P2A-000134

PARAGRAPH NO: G

ISSUE RAISED: Environmental effects: sound, noise and vibration

PETITION PARAGRAPH: 1. On page 86 of the NTS, HS2 Ltd lists roads along which it states that "noise from construction traffic is likely to increase noise levels outside residential properties". That list of roads does not include the A525 and A51 running through the Parish because the Parish does not fall within a Community Area and yet that list does include the A525 where it runs through Community Area 4. This is, we submit, illogical.

2. 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 only small front gardens and thus will be particularly affected by noise and vibration.

3. We note that, on page 86 of the NTS, HS2 Ltd state that, in respect of the operation of HS2, "At individual residential properties [within the Community Area of Whitmore Heath to Madeley], the mitigation measures, including noise insulation, will reduce noise inside the majority of residential properties such that it will not reach a level where it will significantly affect residents". We query why such noise insulation is not proposed for residential properties in the Parish.

4. So that consideration can be given to whether such insulation is needed in the Parish is another reason why HS2 Ltd should have carried out a full Environmental Impact Assessment (EIA) on the Parish and why it should be required to carry such an Assessment now. Similarly, we consider that such an Assessment is needed to assess the impact of vehicular vibrations on certain Heritage Assets referred to later

in this Petition and on the major gas pipeline which run under the A525. There is a belief that old tunnels run from the Manor House under the staggered junction of the A51 and A525, where highway modifications are proposed. We submit that the impact of vibrations from vehicles on any such tunnels needs to be assessed.

Ask:

- fund measures (such as the installation of double glazing in homes abutting on the traffic construction route) to reduce or eliminate the environmental effects of such traffic in terms of noise and vibration and pay compensation to property owners whose owners are affected by noise and vibration;

PROMOTER'S RESPONSE:

Noise impacts

1. There are no likely significant noise effect on residents of Woore reported in the Environmental Statement (ES). For more information on construction noise, please refer to HS2 Phase 2A Information Paper E13: Control of Construction Noise and Vibration.
2. The Promoter's policy on assessing and controlling the noise and vibration impacts represents its interpretation of the Government's Noise Policy Statement for England (NPSE). The Promoter's setting of values for effect levels had due regard to established practice, research results, guidance in national and international standards, guidance from national and international agencies and independent review by academic, industry and Government employees. They have also been subjected to further independent scrutiny during Parliamentary proceedings and are provided as draft route-wide assurances for the Proposed Scheme.
3. Adverse effects are not predicted on the A525 and A51 therefore the list of roads within the ES does not include these roads.

Noise mitigation

4. Airborne noise may be caused by construction activities such as demolition, earthworks, viaducts, bridges, road realignments, station construction, utility works and track works.
5. Best practicable means (BPM) as defined by the Control of Pollution Act 1974 (CoPA) and Environmental Protection Act 1990 (EPA) would be applied during construction to control noise.

6. Measures to control noise would be applied in the following order: selection of quiet and low vibration equipment, review of construction methodology to consider quieter methods, location of equipment on site, control of working hours, the provision of acoustic enclosures, the use of less intrusive alarms, local screening of equipment and perimeter hoarding.

7. Where, despite the implementation of BPM, the noise exposure exceeds the criteria defined in the draft Code of Construction Practice (CoCP), noise insulation or ultimately temporary rehousing would be offered in accordance with the noise insulation and temporary re-housing policy in HS2 Phase 2A Information Paper E13: Control of Construction Noise and Vibration.

8. Contractors would undertake and report such monitoring as is necessary to assure and demonstrate compliance with all noise commitments. Monitoring data would be provided regularly to and be reviewed by the nominated undertaker and would be made available to the local authorities.

9. Contractors would be required to comply with the terms of the CoCP and appropriate action would be taken by the nominated undertaker as required to ensure compliance.

11. This is explained further in HS2 Phase 2A Information Paper D3: Code of Construction Practice and HS2 Phase 2A Information Paper E13: Control of Construction Noise and Vibration.

Vibration effects on buildings

12. Vibration effects on buildings are concerns that are raised from time to time. These phenomena are well understood and the Promoter is able to design out such effects. There is further detail in the Environmental Statement: Sound, noise and vibration: methodology, assumptions and assessment (route-wide).

13. The effects of vibration from construction road traffic can potentially arise from two sources:

- ground-borne vibration produced by the movement of heavy vehicles over irregularities in the road surface; and
- airborne vibration arising from low frequency sound emitted by vehicle engines and exhausts.

14. In the case of ground-borne vibration, the Design Manual for Roads and Bridges (DMRB) advises that ground-borne vibration is linked to heavily trafficked roads with poor surfaces and sub grade conditions. The DMRB also advises that ground-borne vibration is much less likely to be the cause of disturbance than airborne vibration,

although it is acknowledged that where it does occur this can be more severe. Nevertheless, irregularities which cause significant ground-borne vibration can be rectified through maintenance works. On the assumption that the surface of public roads used by construction traffic would be maintained throughout construction of the Proposed Scheme, the effects of ground-borne vibration from construction road traffic are not considered to be significant.

15. The Petitioner's concern that HGVs being used for the works might cause damage to properties is unfounded. In accordance with the draft CoCP, the contractors appointed to construct the railway would be required to employ 'Best Practicable Means' (BPM) as defined by the Control of Pollution Act 1974 to control noise and vibration.

Heritage: protection of listed buildings

16. The Promoter fully recognises the importance of listed buildings and heritage assets and the contribution these bring to the wider historic landscape. The design has sought to avoid or minimise the loss of heritage assets and the impact on listed buildings.

17. Details of the significant effects on listed buildings arising during construction and operations of the Proposed Scheme are reported in Volume 2 of the ES. The effects on all listed buildings within 2 km of the route, both due to physical impacts and changes to their settings, are reported in Volume 5 of the ES.

18. The Promoter is satisfied that a set of suitable controls would be established under the powers of the Bill and draft Environmental Minimum Requirements (EMRs) relating to the management of and mitigation of impacts upon listed buildings and other cultural heritage assets. This is explained further in HS2 Phase 2A Information Paper E1: Control of Environmental Impacts.

19. Paragraph 1 of Schedule 18 to the Bill dis-applies controls under the Planning (Listed Buildings and Conservation Areas) Act 1990 in relation to listed buildings which are directly affected by the Proposed Scheme works and identified in Table 1 of that Schedule.

20. Under the planning regime established under Schedule 17 to the Bill the nominated undertaker will be required to seek approval from the relevant qualifying authority for the use by large goods vehicles of any routes to and from a working or storage site, a site where material will be re-used, or a waste disposal site (this does not apply to routes where the number of movements per day is 24 or less, nor to motorways and trunk roads or any part of the route beyond a motorway or trunk road). Paragraph 6 (6) of Schedule 17 allows the relevant qualifying authority to refuse to approve a lorry route approval or apply conditions on grounds which include "to preserve a site of archaeological interest or nature conservation value, and is

reasonably capable of being so modified". This is explained further in HS2 Phase 2A Information Paper B2: The Main Provisions of the Planning Regime.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Woore Parish Council

PETITION NO: HS2-P2A-000134

PARAGRAPH NO: H

ISSUE RAISED: Environmental effects: community

PETITION PARAGRAPH:

1. The increase in traffic along the A roads of the Parish caused by HS2 construction vehicles will deter people from walking along those roads. This will particularly be the case in respect of the A51. 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. It will be particularly the case that, during HS2's construction, pedestrians will be affected by the passing of construction traffic. In particular, the elderly and disabled will be deterred from going out and some parents will not allow their children to go out. Isolation among the elderly and disabled will thus increase and the social development of the young may be adversely affected. In addition, 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.
3. The amenity of all residents in the Parish, and particularly the amenity of those many residents whose homes are on the A525 and A51, will be significantly affected by construction traffic.

4. 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, and all of which are located on the proposed routes for construction traffic, are not addressed in the ES.

5. CA4, at Paragraph 6.4.15, addresses the impact of construction works and construction traffic on Madeley Cemetery. St Leonard's Church is surrounded by a graveyard. The Church is located on the A51 and is thus on a construction traffic route. It is also close to where the A51 meets the A525, which is where highway modifications are planned to take place. Unlike with Madeley Cemetery, no mention is made of the impact which construction traffic will have on amenity for visitors to the graveyard.

6. None of the above matters are addressed in the ES. We contend that they should have been.

7. We submit that the sales of properties within the Parish will be affected (and are being affected) by the prospect of construction traffic going through the Parish and will be affected if such traffic does proceed through the Parish. The stress caused by sales not proceeding will have an adverse effect on the health of residents.

Ask: pay compensation to businesses in the Parish which suffer loss of business or extra costs by reason of the routing of construction traffic.

Ask: pay compensation to house owners whose house sales are blighted by the fact that construction traffic will be routed through the Parish and / or is being so routed.

PROMOTER'S RESPONSE:

1. Please see the first three paragraphs of the Promoter's response to paragraph A of the Petition.

Road safety and traffic management

2. Under the planning regime established under Schedule 17 to the Bill the nominated undertaker will be required to seek approval from the relevant qualifying authority for the use by large goods vehicles of any routes to and from a working or storage site, a

site where material will be re-used, or a waste disposal site (this does not apply to routes where the number of movements per day is 24 or less, nor to motorways and trunk roads or any part of the route beyond a motorway or trunk road). Paragraph 6 (6) of Schedule 17 allows the relevant qualifying authority to refuse to approve a lorry route approval or apply conditions on grounds which include “to preserve the local environment or local amenity, or to prevent or reduce prejudicial effects on road safety or on the free flow of traffic in the local area”. This is explained further in HS2 Phase 2A Information Paper B2: The Main Provisions of the Planning Regime.

3. As well as aiming to reduce the impacts on vehicular traffic, the needs of non-motorised users (i.e. pedestrians, cyclists and equestrians) have also been considered when developing new road layouts. Alterations to major rural roads would be designed using the UK’s national standards given in the Design Manual for Roads and Bridges (DMRB) published by Highways England.

4. The reason the community facilities named in the Petition are not referred to in the Environmental Statement (ES) is because they are not assessed as experiencing a predicted adverse effect.

5. 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 and the emergency services.

6. The RTMP would include, as appropriate: Measures to ensure that the timely maintenance and condition of public roads, cycle ways and public rights of way does not deteriorate due to use by the construction traffic; the requirement for vehicle and driver safety; the proposed traffic and construction vehicle management strategy.

7. The LTMP would include, as appropriate: temporary and permanent closures and diversions of highways and other public rights of way; a list of roads which may be used by construction traffic in the vicinity of the site, including any restrictions to construction traffic on these routes, such as the avoidance of large goods vehicles operating adjacent to schools during drop-off and pick-up periods and any commitments set out in the HS2 Register of Undertakings and Assurances. For more information, please refer to HS2 Phase 2A Information Paper E3: Management of Traffic During Construction, HS2 Phase 2A Information Paper E4: Highways and Traffic During Construction – Legislative Provisions, and HS2 Phase 2A Information Paper D3: Code of Construction Practice.

8. The Environmental Minimum Requirements (EMRs) and the Code of Construction Practice (CoCP), together with the various controls set out in the Bill, are intended to ensure that the impacts of the Proposed Scheme, including those relating to construction traffic, will not exceed those assessed in the ES. As part of these controls, the nominated undertaker would require contractors to seek to minimise that any disruption to local communities from construction traffic, and that public vehicle access is maintained, where reasonably practicable.

9. The proposed construction works in the vicinity of Madeley Cemetery would include the construction of the Proposed Scheme over Manor Road and realignment of Manor Road. These works would result in significant noise effects during the daytime on the cemetery due to construction works and construction traffic. Visitors to the cemetery would experience significant adverse visual effects due to views of the construction works. In addition, the use of Manor Road as a construction traffic route would result in a significant increase in HGVs passing the cemetery. The significant noise, visual and HGV effects would result in an in-combination effect on amenity for visitors to the cemetery for up to one year in total. This would result in a major adverse effect, which is significant hence its inclusion in the Volume 2: Community area 4 report of the ES.

Business support and compensation

10. The ES considers the significant effects of the Proposed Scheme on individual businesses and the wider economy and identifies a range of mitigation measures that could be used to reduce or eliminate these effects. In addition, the draft CoCP sets out a series of measures and standards that the Promoter and the contractors appointed to deliver the Proposed Scheme would be required to meet for the duration of the construction of the Proposed Scheme. This would ensure that potential impacts are kept to a practicable minimum.

HS2 Property Schemes

11. 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 to which the Compensation Code would not apply.

12. The Promoter has, for several years, operated the Need to Sell Scheme. This has no outer limits, whereby eligible property owners (which may include agricultural owners) can have their property acquired by the Government at un-blighted market value. See paragraph 4.1 of HS2 Phase 2A Information Paper C5: Generalised Blight.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Woore Parish Council

PETITION NO: HS2-P2A-000134

PARAGRAPH NO: I

ISSUE RAISED: Environmental effects: health

PETITION PARAGRAPH: 1. Section 9 of CA4 contains a plethora of information about such matters as the vulnerabilities of sections of the local population and deprivation levels within the area covered by it. Such information is said to have been gleaned after engagement with, among others, Staffordshire County Council.

2. HS2 Ltd do not appear to have gathered comparable information for the Parish. It certainly has not engaged with SC.

3. 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 the presence of construction sites, construction activities and 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, 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”.

4. All such comments, insofar as they relate to construction traffic, are as equally applicable to the Parish as they are to the area covered by CA4. We contend that HS2 Ltd should have assessed the effect of construction traffic on health in the Parish in the same way as it has done for the Community Area covered by CA4.

5. Nowhere in the ES is there mention of the fact that many residents in the Parish use a health centre located in Madeley and a hospital located in Newcastle-under-Lyme. The most direct route to both from the Parish is along the A525. The impact of construction works and construction traffic in making those routes inaccessible for residents of the Parish merits detailed assessment. Also worthy of assessment is how ambulances will access the Parish.

PROMOTER’S RESPONSE:

1. The route-wide section of the Equality Impact Assessment (EqIA) provides a summary of the potential route-wide effects of the Proposed Scheme during construction and operation the potential effects of these for protected characteristic groups and what measures are proposed to avoid or reduced these. In the section for the Whitmore Heath to Madeley area there are no specific equality effects identified. The Promoter confirms that all known equality effects in Woore were assessed as part of this. However, where the characteristic of affected individuals is not known, the EqIA is unable to judge whether there is a disproportionate or differential effect. As such, should this information subsequently be made available, the potential for further equality effects would be addressed.

2. As stated in the Promoter’s response to paragraph B of the Petition, the Promoter met Shropshire Council on 28 April 2017.

3. A Health Assessment of the Proposed Scheme was undertaken as part of the design and planning process, prior to deposit of the Bill. The inclusion of the Health Assessment in Environmental Impact Assessment (EIA) was implemented to accord with the 2017 EIA Regulations. Reflecting the broader scope of assessment that is required under the 2014 Directive to include; resource efficiency, sustainability, biodiversity protection, climate change, health and the risks of major accidents and natural disasters.

4. The Heath Assessment qualitatively assesses the potential effects of construction and operation of the scheme on a range of social, economic and environmental

factors that are known to influence health. A quantitative assessment of health effects has been undertaken, for health and wellbeing effects associated with noise and air quality, this has been based on established assessment methodologies. The Health Assessment does not describe the health effects on individuals as an individual's response to such changes depends on many factors, including, for example, their existing health status.

5. The Health Assessment identifies reasonably practicable measures to prevent or to reduce adverse health effects, or to provide mitigation or compensation to those affected. Health effects have been assessed at locally within each Community Area or route-wide, depending on the nature of the health determinant. The assessment of local effects is reported in Volume 2 and assessment of route-wide effects is reported in Volume 3 of the Environmental Statement (ES). The Promoter does not consider it necessary to carry out a further health impact assessment.

6. The integrated approach to health and environmental assessment includes an emphasis on integrated stakeholder engagement. Information obtained through stakeholder engagement helped to inform the health assessment. Engagement on health issues formed part of the wider EIA consultation process and health considerations have been a key element of community engagement activities.

Traffic Management Plans

7. The draft Environmental Minimum Requirements (EMRs) and the draft Code of Construction Practice (CoCP), together with the various controls set out in the Bill, are intended to ensure that the impacts of the Proposed Scheme, including those relating to construction traffic, would not exceed those assessed in the ES. As part of these controls, the nominated undertaker would require contractors to seek to minimise any disruption to local communities from construction traffic, and ensure that public vehicle access is maintained, where reasonably practicable.

8. 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. The Promoter would consider all aspects of safety during the construction, commissioning and operation of the railway and to 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.

9. 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, utilising manoeuvres they currently undertake. Measures set out in the draft CoCP 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, are set out within the Route-wide Traffic Management Plan,

prepared in accordance with the CoCP and discussed with the highway authorities along the Proposed Scheme's route as well as representatives of the emergency services.

10. Further details are given in HS2 Phase 2A Information Paper E3: Management of Traffic During Construction.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Woore Parish Council

PETITION NO: HS2-P2A-000134

PARAGRAPH NO: J

ISSUE RAISED: Environmental effects: socio-economic

PETITION PARAGRAPH: 1. 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.

2. Later in this Petition, we touch upon how the Post Office / Village Shop 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.

3. We believe that HS2 Ltd's ES should have considered the above matters. It did not.

PROMOTER'S RESPONSE:

1. Please refer to the Promoter's response to paragraphs A, C and H of the Petition.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Woore Parish Council

PETITION NO: HS2-P2A-000134

PARAGRAPH NO: K

ISSUE RAISED: Environmental effects: traffic and transport

PETITION PARAGRAPH: 1. In the Technical Appendices which form Volume 5 of the ES, HS2 Ltd set out current and projected traffic flows on highway links affected by its construction traffic.

2. We submit that those projections, insofar as they relate to the construction traffic routes in the Parish, are flawed. We contend that the baselines for the projections are based on traffic surveys which were carried out when traffic levels through the Parish would not have been at their height. For example, in the summer, visitors to Bridgemere Garden World, which is located on the A51 to the north of the Parish, significantly swell the number of vehicles using the A roads in the Parish. HS2 Ltd's surveys would not show this. Nor would they show the significant number of journeys made through the Parish by agricultural vehicles in the spring and early autumn.

3. We also submit that HS2 Ltd's projected traffic flows are flawed. Between March 2018 and March 2022, Highways England intend to upgrade the busy 28km stretch of the M6 between Junction 15 near Newcastle-under-Lyme and Stoke-on-Trent and Junction 13 at Stafford to make it a smart motorway. Highways England are currently carrying out an upgrade of the M6 between Junctions 16 and 19 to make that stretch of the M6 a smart motorway. Those works are causing traffic congestion and traffic jams on that stretch of motorway and, to avoid those problems, many motorists have taken to using the nearby A road network, causing increased traffic levels and congestion on those roads. The intended works between Junction 13 and Junction 15 will inevitably have the same consequences.

4. Whenever traffic jams (for example, as a consequence of accidents) occur on the M6 between Junctions 13 and 15, the A roads through the Parish already experience much heavier traffic levels as motorists seek alternative routes to the M6. As a result, traffic jams are not an infrequent occurrence. The intensity of traffic congestion and the frequency of traffic jams are, we submit, likely to increase hugely during the Junctions 13 to 15 smart motorway works, in the very same period that HS2's construction will get under way.

5. HS2 Ltd's traffic flow projections thus completely fail to take into account the effect of the Smart motorway works.

6. It has been suggested that one reason why HS2 Ltd wish to route construction traffic along the A roads through the Parish is to meet the concerns of Highways England about the impact of HS2 construction traffic on traffic flows along the M6 if all such traffic went by motorway rather than by the A roads.

7. Increased traffic congestion will inevitably affect air quality (see Section F above).

8. In the ES, HS2 Ltd's analysis of traffic density focusses on the effects it will have at junctions. Highway modifications are intended to prevent congestion where HS2 Ltd have determined that highways are too narrow for the free flow of traffic and where such modifications are possible. However, it appears to us that HS2 Ltd have no proposals to widen certain parts of the A51 as it passes through the Parish even though that road appears to be no wider than parts of the A525 which it does intend to modify and even though 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.

9. We submit that 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. HS2 Ltd have not proposed any

highway modification there and have not, so far as we can see, made any reference to that problem in its published documentation.

10. Thus, we consider that HS2 Ltd has erred in either failing to identify essential highway modifications which are needed to avoid congestion at certain “pinch points” or has concluded (but not stated publicly) that such modifications, while ideally needed, are not possible. Either way, this means that HS2 Ltd is underestimating the effect that its construction traffic will have on congestion. It also means that HS2 Ltd, when comparing the respective merits and demerits of alternative routes for construction traffic, has failed to give proper weight to a matter which weighs against the Parish being, from HS2 Ltd’s point of view, the preferred route.

Ask:

5. That, in the event that it is decided that the route of construction traffic should be through the Parish, HS2 Ltd should agree / be required to:

- appoint independent monitors to ensure that HS2 Ltd’s contractors comply with their obligations, for example, only to drive construction vehicles through the Parish during the hours specified by HS2 Ltd in the ES.

PROMOTER’S RESPONSE:

1. The Environmental Statement (ES) includes a full transport assessment (Volume 5 Appendix – TR – 001-000) and provides details on impacts of construction traffic. The Volume 2 (CA4) report of the ES outlines the effects resulting from the construction of the Proposed Scheme.

2. The Transport Assessment outlines the numbers of worker trips, car/light goods vehicles and heavy goods vehicle movements along the roads proposed as construction traffic routes and for each construction compound.

2. Following a meeting with Woore Parish Council in January 2018, the Promoter provided the Council with detailed traffic data collected at 5 sites in the vicinity of Woore along with a map showing the specific locations. This data underpins the traffic assessment in the ES. Data was collected via both an ATC (Automated Traffic Count) using tubes placed in the road and information captured manually.

3. The Promoter would like to highlight that the Smart Motorway Scheme should be completed by March 2022 whilst the peak impacts of the Proposed Scheme do not

occur until late 2022 and 2023. Once completed, the Smart Motorway Scheme is designed with the intention of increasing capacity and so should reduce congestion.

4. The Promoter is proposing to use the M6 motorway as a construction route wherever practicable, for example to access the IMB-R at Stone. The construction route of which Woore forms a part includes use of the M6.

Adequacy of traffic flow projections

5. The ES accompanying the Bill fully 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. The document has satisfied the requirements for Parliamentary deposit and the Bill has secured its Second Reading. The Promoter is satisfied there are no fundamental deficiencies in the ES.

6. The count data and the traffic analysis undertaken is appropriate for this stage in the development of the project. It is sufficient for the purposes of developing the highway proposals and mitigations in sufficient detail to determine the necessary limits of the Bill powers and for assessing the environmental effects of the proposals.

7. Precise traffic impacts would depend to a considerable extent on details of design and construction planning which would not be undertaken until after Royal Assent. The Promoter's approach has been to make reasonable worst case assumptions on likely peak traffic generation and highway requirements so as not to risk underestimating adverse environmental effects and undertake the transport assessment that, though at a high level, is sufficiently robust to draw conclusions on the significant environmental effects.

8. In relation to assessment of off-peak traffic flows, the time periods (08:00-09:00 and 17:00-18:00) against which the construction has been assessed were selected as they represent the time when the road network is likely to be at its most busy and HS2 construction traffic at its highest. Checks were conducted to ensure that the selected AM/PM peaks periods were the busiest for baseline traffic. Assumptions for HS2 construction traffic flows are consistent throughout the day – the number of vehicles per hour (over a ten hour period). Construction transport assessments assume 10 percent of construction traffic arrivals at each worksite with 50 percent of the workforce travelling in the AM Peak; the workforce assumption is a reasonable worst case assumption since the site start time is 09:00 and closure will be 18:00 and consequently employees are more likely to arrive in the hour prior to the AM peak and leave an hour following the PM peak. As explained in paragraph 3.9.7, Volume 5 Traffic and Transport Assessment (TR-001-000) Part 1, in the ES.

9. During construction works for the Proposed Scheme, the nominated undertaker would require that the impacts on the local community from construction traffic are minimised by its contractors and that public access is maintained where reasonably

practicable. Impacts on local traffic would be managed in accordance with Local Traffic Management Plans, which would be developed with the relevant highway authority and other key stakeholders.

10. This and other measures to control traffic impacts are set out in the draft Code of Construction Practice (CoCP) and would be developed further during the detailed design phase.

11. The future baseline includes demand from existing and committed development in the areas local to the Proposed Scheme, with future growth taken either from local planning projections and models or from the DfT's transport forecasting Trip End Model Presentation Program (TEMPro). These include wider growth and proposed development that has not yet been approved but which is included in the local plans or TEMPro.

Road modifications in Woore

21. 12. The rationale for road modifications is set out in Volume 4: Off-route effects of the ES. Paragraph 5.1.2 sets out that:

“Highways modifications are required to facilitate the construction and maintenance of the Proposed Scheme. The proposed modification works include: kerb realignments at junctions to allow safe turning; widening of existing highways that are currently too narrow for construction vehicles to use safely; and the provision of passing bays to allow safe passing of HGV traffic, including abnormal loads, and HS2 maintenance vehicles.”

22. In the case of Woore, modifications would be in place to ensure safe turning at the junction of A51/A525 and also the localised widening of the A525 where it is currently deemed too narrow for construction vehicles to use safely. In terms of Cherry Tree Lane, additional construction traffic to this route would not be substantial with only 130 two-way movements in the peak month.

Code of Construction Practice – contractor's responsibilities

14. The draft CoCP sets out a series of proposed measures and standards of work, which would be applied by the nominated undertaker and its contractors throughout the construction period to:

- provide effective planning, management and control during construction to control potential impacts upon businesses and the natural and historic environment; and
- provide the mechanisms to engage with the local community and their representatives throughout the construction period.

15. The nominated undertaker and its contractors would comply as a minimum with applicable environmental legislation at the time of construction together with any additional environmental controls imposed by the Bill. For this reason, the applicable statutory requirements are not repeated within the CoCP. Further guidance on specific areas, such as soil handling and dust management, would be considered with reference to industry best practice guidance documents as set out in each discipline section of the CoCP. The reference to guidance documents within the CoCP is not intended to be exhaustive.

16. The draft CoCP has been produced in conjunction with the ES with the aim of ensuring that likely significant construction effects that are reported in the ES would either be avoided or mitigated. Site specific controls, which would be included within the Local Environmental Management Plans (LEMPs), will be developed during the detailed design stage.

17. This is explained further in HS2 Phase 2A Information Paper D3: Code of Construction Practice and HS2 Phase 2A Information Paper E1: Control of Environmental Impacts.

Code of Construction Practice – compliance

18. Regarding the Petitioner's wish to ensure that the CoCP is complied with properly, section 7 of HS2 Phase 2A Information Paper D3: Code of Construction Practice explains how the requirements of the draft CoCP would be passed onto contractors and enforced:

"The provisions of the CoCP will be written into all HS2 construction contracts. We will put measures in place to monitor the effectiveness of the CoCP and establish a process for handling complaints, with an independent arbitration service provided by a Construction Commissioner.

To ensure compliance with the environmental mitigation set out in the CoCP the nominated undertaker will develop an environmental management system (EMS) in accordance with BS EN ISO 14001 the International Standard for Environmental Management Systems, full details of which are available from the International Organisation for Standardization."

19. The Environmental Minimum Requirements (EMRs) is a suite of documents, which includes the CoCP, that has been developed in consultation with local authorities and other relevant stakeholders in relation to the environmental impacts of the design and construction of the Proposed Scheme. Any nominated undertaker would be contractually bound to comply with the controls set out and as may be developed during the passage of the Bill through Parliament. Further information on EMRs is provided in HS2 Phase 2A Information Paper E1: Control of Environmental Impacts.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Woore Parish Council

PETITION NO: HS2-P2A-000134

PARAGRAPH NO: L

ISSUE RAISED: Environmental effects: highways

PETITION PARAGRAPH:

1. In addition to the environmental effects on the Parish of construction traffic passing through it, HS2 Ltd propose to carry out certain highway modifications in the Parish which will themselves, we contend, have environmental effects. We believe that HS2 Ltd have failed to assess such effects properly.
2. Consideration of the environmental effects of the modifications is set out in Table 2 on pages 29-31 of Volume 4 of the ES.
3. Of the 12 highway modifications considered, one of these modifications is at the junction of the A51 and A525 (Newcastle Road). Another modification, not mentioned in Table 2, is the junction of the A51 and A525 (Audlem Road)
4. The modification mentioned in Table 2 is summarised as the removal of street furniture and it is not regarded by HS2 Ltd as having potential for likely significant effects.
5. 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. This misdescription of the modification at the junction of the A51 and A525 makes us think that the potential likely significant environmental effects of such road widening have not been properly assessed.
6. The modification to the junction the A51 and A525 (Audlem Road) is also road widening.

7. Those two modifications will take place at the very centre of the Parish's communal life, close to the Post Office / Village Shop, another shop and a public house. When visiting the shops, motorists park their cars both on the A51 and on the A525 (Newcastle Road), close to the junction of those roads.

8. 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.

9. 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.

10. The two 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.

11. We submit that the failure by HS2 Ltd to consider the environmental effects of the modifications at the junctions of the A51 and A525 (Newcastle Road) and the A51 and A525 (Audlem Road) contrasts markedly with the consideration given to five temporary highway modifications which are located wholly or partly outside the Parish (see Table 2 on page 29 of Volume 4 of the ES). Of these modifications, four are considered by HS2 Ltd to have potentially significant environmental effects requiring a fuller assessment. It

appears to us that, on the face of them, those modifications cannot possibly have potential significant environmental effects which are more significant than the modifications proposed for the junction of the A51 and A525 (Newcastle Road) and the junction of the A51 and A525 (Audlem Road).

12. Thus, in our submission, HS2 Ltd has failed to assess adequately the environmental effects of the highway modifications which it proposes to carry out in the Parish.

PROMOTER'S RESPONSE:

Junction of A51 Nantwich Road and A525 Newcastle Road temporary modifications, Woore

1. In designing modifications for construction of the Proposed Scheme it may be necessary to remove existing street furniture and modify the kerb lines at the junction to facilitate the turning manoeuvres for larger vehicles. However, it is not proposed to remove the existing parking in the vicinity of the Post Office. The Promoter would engage with the responsible highway authorities with regard to the detailed design of any modifications that are required to the junction and any changes to the proposals to ensure that any disruption impacts are minimised.

2. There may be the need for the occasional movement of any abnormal loads through the junction. The process for dealing with these would be covered by Local Traffic Management Plans which would be prepared by the appointed contractor and which would set out any temporary measures including if needed, the temporary suspension of parking to facilitate safe passage. Any such measures would be short-term and notified in advance to the responsible highway authority and local community.

Impacts on heritage assets

3. Please refer to the Promoter's response to the paragraph G of the Petition.

4. Additionally, the Bill requires the nominated undertaker to provide reasonable access for pedestrians going to or from premises abutting a highway affected by the nominated undertaker's works.

5. Vehicular access to property and land would be maintained as far as reasonably practicable. However, there may be works which cannot be undertaken without hindering or preventing access to either off-street parking and/or the premises servicing areas. The Promoter would require the nominated undertaker to ensure that liaison takes place with the occupiers of premises whose access is liable to be particularly affected by the Proposed Scheme. Reasonable notice would be given of planned alterations to access.

6. This is explained further in HS2 Phase 2A Information Paper D10: Maintaining Access to Residential and Commercial Property During Construction and HS2 Phase 2A Information Paper D3: Code of Construction Practice.

A51 and A525 (Audlem Road) junction modifications

7. There are currently no changes proposed to the Audlem Road. The changes proposed at the A51/A525 junction would not give rise to any new significant effects as the Promoter is not proposing the removal of parking.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Woore Parish Council

PETITION NO: HS2-P2A-000134

PARAGRAPH NO: M

ISSUE RAISED: Alternatives to the Proposed Scheme

PETITION PARAGRAPH:

1. In our submission, there are alternatives to routing construction traffic through the Parish. We set out details of these below. The order in which those alternatives are set out does not indicate an order of preference as to which of the alternatives we consider better or best.
2. The Madeley Chord (hereinafter referred to as "the Chord"): The Chord is a disused railway line. It linked the West Coast Mainline (hereinafter referred to as "the WCM" with a line (which is now also disused) which served the now closed Silverdale Colliery.
3. We submit that the Chord could be restored to use and thereby provide a link to the WCM.
4. Freight trains could then travel along the WCM and the Chord to deliver and take away materials, aggregate and construction machinery to a railway siding created in the vicinity of where HS2 Ltd presently proposes to construct a 750 metres long viaduct crossing the Chord, the WCM and the Silverdale line. Such freight trains could travel at night, when there is capacity on the WCM, and thereby greatly reduce the need for construction traffic to go by road through the Parish.
5. Using the Chord would appear to meet HS2 Ltd's professed desire "to make best use of rail to transport all materials and waste from the [construction] sites" (see Paragraph 1.3.3 of Appendix TR-001-000 -Annex A (Framework Travel Plan) in Volume 5: Technical Appendices Traffic and Transport and Transport Assessment Part 2 to the ES).
6. Accessing the M6 at Junction 15 via Madeley: Construction traffic could be routed along Manor Road through Madeley

and thence via Baldwin's Gate and Whitmore to Junction 15 of the M6. That route to the M6 is about 7.7 miles long and is about 5 miles shorter to the M6 than the construction traffic route via the Parish now being proposed by HS2 Ltd. Whilst Manor Road is not an A road and modifications would need to be made to it to facilitate the passing of HGVs, no schools or other sensitive receptors are located on it and it passes significantly fewer houses than does the construction traffic through the Parish.

7. Accessing the M6 via the old Market Drayton to Newcastle-under-Lyme Railway Line: If a road was constructed along the route of this railway line towards the M6 and a works junction to the M6 was created, construction traffic could be routed along this road rather than through the Parish. We submit that the construction of the road could easily be achieved by using spoil from HS2's construction to raise the road to the level of the M6.

8. Accessing the M6 via Keele Services: If Keele Services was used as a means of getting construction traffic on and off the M6, the journey that traffic would then make could be:

- Either via Three Mile Lane to Keele and then to Madeley. At 3.9 miles, this is the shortest journey and would largely be conducted on A Roads;
- Or via Three Mile Lane on to Stoney Low Lane and along that Lane to where it meets the old Silverdale Colliery line. From there, either loads could be transferred on to trains which would go along a renovated Silverdale Colliery line or that line could be taken up and a road created along its route so that construction traffic could go straight along it from Stoney Low Lane.

9. The Whitmore to Madeley Tunnel from Swynnerton to the north side of Madeley Tunnel (hereinafter referred to as "the WMT"): It is our understanding that HS2 Ltd has been required to carry out a detailed appraisal of the cost and feasibility of constructing the WMT. In our submission, one desirable consequence of the WMT would be the removal of the need for construction traffic to go through the Parish or a significant reduction in the level of such traffic. A haul route along the length of the HS2 line would be created by the WMT and the break in such a haul route, caused by the creation of separate tunnels at Whitmore Heath and Madeley, and which partly

necessitates construction traffic being routed through the Parish, would be remedied. It appears to us that the construction of the WMT would thus remove the need for Madeley cutting and Madeley Tunnel south satellite compounds or lead to a reduction in the size of those compounds (and thereby reduce the quantity of construction traffic needing to access them).

10. Using the M6 to route construction traffic to the satellite compounds located to the north east of the Parish: Rather than going straight along the A51 from Yarnfield, through the Parish and on towards Nantwich, and then turning right up Checkley Lane, construction traffic would get on the M6 at Junction 14, get off at Junction 16 and go down the A51 from Nantwich towards Woore but turn left up Checkley Lane to the satellite compounds.

Ask:

4. That HS2 Ltd should agree / be required to use one or more of the alternative construction traffic routes specified in Section M of this Petition, thereby eliminating the need for construction traffic to go through the Parish or reducing the amount of such traffic which would go through the Parish.

PROMOTER'S RESPONSE:

1. A number of construction traffic route options were carefully considered before the proposed route through Woore. These include use of Keele Services to access the M6 and bringing back into use the Stoke to Market Drayton line. Please see the Promoter's response to paragraph C of the Petition. Alternative proposals from Woore Parish Council are discussed below.

Madeley Chord alternative

2. At a meeting with Woore Parish Council in January 2018 it was agreed to meet with Council representatives to discuss their proposal to reinstate the Madeley Chord. At the site visit on 16 February 2018, the Promoter discussed the challenges associated with bringing back into use the Stoke to Market Drayton line and the Madeley Chord and that this does not represent a viable alternative to the current proposal.

Access the M6 at junction 15, via Madeley

3. Manor Road and Holly Bush Lane are minor local roads which pass through Madeley Park. Sections of the road are narrow and there is limited scope to upgrade

this route. The proposed construction routes use the established A-road network as far as possible before using the local road network, only where necessary.

Access the M6 via the old Market Drayton to Newcastle-under-Lyme Railway Line

4. It is not feasible to establish a works access off the M6 primarily because the spacing of junctions would be an issue.

M6 via Keele services

5. Access from the M6 was considered via Keele services. However on investigation, the connection to Three Mile Lane and access to the line of route resulted in a number of environmental and logistical issues that made this option unsuitable. In addition, the access off Keele services would require a significant amount of cost and work to redesign the services to facilitate access and it is not confirmed whether this would be approved by Highways England and the operator of the motorway services area.

6. The proposed creation of a new track across farmland via Keele services would lead to the purchase of a significant amount of land currently unaffected and is not considered a suitable location. The Stoke to Market Drayton railway is currently not in use and it remains a Network Rail asset with the track and rail infrastructure still in situ. There is the 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.

Whitmore Heath to Madeley tunnel

7. Following deposit of the Bill in July 2017, further work has been undertaken to understand the potential advantages of an alternative single tunnel option (a 6.4km long twin bored tunnel with porous portals, two shafts at minimum safe depth below the tracks of the West Coast Main Line railway). The results of that work are set out in a report published by the Promoter on 15 March, 2018². Overall there are environmental and engineering benefits of the single tunnel option compared to the Proposed Scheme although these would come at a considerable increase in the cost of the Phase 2A project.

8. At this early stage the Promoter cannot say exactly what the impact of construction traffic on Woore would be if a longer tunnel were to be adopted. However, while there would likely be a reduction in peak numbers of HGVs compared to those quoted in the Environmental Statement, it would likely still be necessary for construction traffic to use the A roads through the village.

² A copy of the report can be found at <https://www.gov.uk/government/publications/hs2-phase-2a-select-committee-in-principle-case-whitmore-heath-to-madeley-tunnel>.

Using the M6 to route construction traffic to the satellite compounds located to the north east of the Parish

9. There are already substantial haul roads proposed within the scheme which are generally accessed from the main road network to minimise the impact on the local road network. The ability to construct a continuous haul route is limited by blockers (such as roads, railway and riverine constraints) and would entail substantial construction activities which would need to be carried out by road until the haul roads were established. Furthermore, in general, when rail systems installations occurs, civils haul roads are no longer available for use and therefore would also require the use the local network.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Woore Parish Council

PETITION NO: HS2-P2A-000134

PARAGRAPH NO: N

ISSUE RAISED: Select Committee visit

PETITION PARAGRAPH: 1. That the Select Committee considering the Bill should visit the Parish in order to understand its geography and to obtain an understanding of the impact of HS2 Ltd's proposals on the Parish.

PROMOTER'S RESPONSE:

1. This is a matter for the Select Committee, not the Promoter. The Petitioner should approach the Clerk to the Select Committee directly with this request. The Petitioner will be aware that the Select Committee undertook a two day tour of the route of the Proposed Scheme in March 2018.

HS2

Traffic Calming and Road Safety Provision Options – Woore Village

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1 Executive Summary

- 1.1.1 HS2 has engaged with Woore Parish Council to address their concerns regarding the potential effects of HS2 construction traffic on Woore village. Woore Parish Council has suggested measures to mitigate the effects of HS2 construction traffic. This report examines the suggested mitigation proposals and proposes a package of measures which could practically be implemented to improve traffic behaviour (focussing on: traffic speed, pedestrian safety at road crossings, pedestrian safety on footways, safety of A51/A525 junction) in Woore village during the construction phase of HS2.
- 1.1.2 The concerns expressed by Woore Parish Council reflect existing underlying issues with speed management and lack of good provision for pedestrians, which the additions of HS2 construction traffic will have the potential to worsen. A number of options have been considered to improve pedestrian safety and enhance traffic calming in Woore Village. These options would form a package of measures to address concerns over traffic speed compliance and pedestrian safety in Woore.
- 1.1.3 Measures would complement provisions for the control of HS2 construction traffic set out in the HS2 Route-wide Traffic Management Plan for the Proposed Scheme.
- 1.1.4 The review of each measure considered the existing road and traffic conditions within Woore village, potential future improvements to provisions, their benefits to Woore village, dis-benefits and the associated costs.
- 1.1.5 The measures have been considered as a temporary design improvement, with the assumption that once HS2 Phase 2a construction has been completed, any mitigation works would be removed, and the highway returned to its original layout. Should the local highway authority wish to retain them after HS2 construction is complete, consideration could be given to retain some of the provisions permanently under their highways powers.
- 1.1.6 The recommended design package (Refer to Section 12 for further details) combines the following physical, non-physical and traffic management measures to improve road user and pedestrian safety in Woore village:
- Measure 1: A series of soft calming measures including road marking measures; upgrading of an existing controlled crossing; installation of a new zebra crossing and improved gateways in the north and south entrances to the village.
 - Measure 2: Vehicle Activated Signs (VAS)
 - Measure 4: Adjustments to the kerb-lines at the junction of the A51 / A525 junction.

- Measure 11: Improvements to pavement provision adjacent to the Falcon Inn.

- 1.1.7 Following feedback from Woore Parish Council on the design packages presented in this study, any packages requiring changes to the highway will need to be discussed and approved with the highway authority, Shropshire County Council, prior to being implemented.
- 1.1.8 This report has been produced on behalf of High Speed Two (HS2) Limited. The views expressed in this report do not necessarily reflect the views of HS2 Limited.

2 Introduction

2.1 Background

- 2.1.1 Woore Village is situated some 2.5km south west of the line of route of HS2. As a result of construction of the Proposed Scheme, the Environmental Statement, which accompanied the deposit of the HS2 Phase 2a High-Speed Rail (West Midlands - Crewe) Bill, “the Bill”, in Parliament assumes that some HS2 construction traffic will pass through the village via the A525 and A51 (both roads passing through the village). The use of the A51 London Road and the A525 is primarily to provide construction traffic access to the Madeley Cutting and Madeley Tunnel South satellite compounds, when the sites are being established, to service them during construction of the main works and, at the end of the construction phase (when the satellite compounds are to be removed). Once the satellite compounds are established, a main haul route is expected to be constructed along the alignment of the trace. This will minimise the amount of construction traffic using the local road network.
- 2.1.2 Woore Parish Council and Woore Primary and Nursery School petitioned the Bill, regarding their concerns with respect to heavy construction traffic passing through the village. These concerns were then raised during their appearance in Select Committee, in May 2018. The Select Committee’s Second Special Report of Sessions 2017-2018 (July 2018) requested that HS2 give further consideration (working with Shropshire County Council) to traffic calming and road safety provision for Woore village. Additional traffic surveys were undertaken in August 2018. A site visit was undertaken in early September 2018 in support of the options considered in this report.
- 2.1.3 The concerns expressed related to existing traffic speed within the village, pedestrian safety at both road crossings, pedestrian safety on the village footways (particularly for those accessing the school), the safety at the A51 and A525 junction in the centre of the village and local parking provision during construction.
- 2.1.4 The purpose of this report is to consider potential options with respect to traffic calming and road safety provision in Woore village. This takes into consideration the points made by Woore Parish Council and Woore Primary and Nursery School to the Select Committee and discussions between HS2 Ltd., Woore Parish Council and Shropshire County Council on the 31st July 2018. A list of community requests was prepared by Woore Parish Council following the consultation on 31st July and each of these have been considered with respect to potential options for traffic calming and improved road safety in Woore.

3 Existing Provisions and Conditions

3.1 Background supporting option assessment

- 3.1.1 The A51 and A525 are not part of the Highways England national routes for heavy or high abnormal loads¹. These roads may be part of Shropshire County Council's internal routes for "high" or "heavy", vehicles but this is yet to be confirmed.
- 3.1.2 No detailed survey data is available for Woore to determine accurate road layout details for this stage of design. All design in this report is based on the standard Ordnance Survey data available in the public domain.
- 3.1.3 The A51 and A525 roads are part of the local bus route network. Neither is part of the national cycle network.

3.2 Current speed restrictions and accident data

- 3.2.1 The A525 is a national speed limit carriageway, with a short section of 40mph leading up to the 30mph speed limit at the entry to Woore village. The southbound approach to Woore, on the A51, is a national speed limit carriageway leading up to the 30mph speed limit at entry to Woore village. The northbound approach to Woore, on the A51, is a 40mph speed limit (from Ireland's Cross) leading up to the 30mph speed limit at the entry to Woore village.
- 3.2.2 Speed compliance signs have been erected through Woore village, in the form of speed indicator signs. These are located on the A51 on the approach to the A525 junction to encourage drivers to slow down. Recent speed and volume data collection surveys in August 2018 were carried out some time after the installation of these signs.

Speed limit

- 3.2.3 The latest survey undertaken by HS2 (subsequent to those for the Environmental Statement (2017)) was undertaken in August 2018. This provided additional speed and volume traffic surveys for Woore village along the A51 and the A525. Figure A15, in Appendix A shows the locations of where the speed and volume data were collected. A summary of key findings is presented in Appendix A, Table 4.
- 3.2.4 Table 4 indicates the 85th percentile speeds exceeded the speed limit (30mph) on the A51 at Woore (site 4). The surveyed values (30.6mph

¹ Highways England defines that certain routes are suitable for use (subject to appropriate precautions) by vehicles which are abnormally high compared to the standard vehicles which use the road system. Highways England also defines that certain routes are suitable for use (subject to appropriate precautions) by vehicles which are abnormally heavy compared to the standard vehicles which use the road system.

northbound and 32.0mph southbound) indicate that the majority of vehicles passing through Woore on the A51 are not exceeding the applicable speed limits. Measured data shows that traffic on the A525 in Woore is generally travelling significantly slower than the 30mph limit.

Accident data

- 3.2.5 A UK-wide accident data source 'Crashmap' shows that for the last 5 years there have been three recorded accidents along the A51 within Woore village. This includes two slight incidents at the junction with the A525 and one slight incident further north of the village centre.
- 3.2.6 The data indicates that there are no accident clusters (nine or more accidents in three years) on roads in Woore.

4 Management of Construction Traffic in the Proposed Scheme

4.1 Assessment of the Proposed Scheme at Woore

- 4.1.1 As part of the environmental impact assessment (EIA) of the Proposed Scheme a traffic assessment of existing traffic flows along the A51 and A525 through Woore village and evaluation of construction traffic has been undertaken. This is presented in the Environmental Statement deposited with the Proposed Scheme in July 2017.
- 4.1.2 The Environment Statement (2017)² reports that use of the local road network for HS2 construction traffic will increase traffic flows in the village of Woore during the peak month of construction, from the current traffic baseline: on the A51, south of the A525, by 10%; on the A525, by 14%; and on the A51, north of the A525, by 3%.
- 4.1.3 The Environment Statement (2017) reports slightly higher HGV flows on the A51, south of the A525 than on the A525. On the A51, north of the A525, HGV flows are substantially lower. Average daily HS2 HGV construction traffic (combined two-way flow) during the peak month of construction is reported as 548 total vehicle movements on the A51 in Woore, south of the A525 with a peak period (where HGV traffic exceeds 70% of the peak month) of two months and a busy period (where HGV traffic exceeds 50% of the peak month) of five months.
- 4.1.4 Appendix A includes the alphabet map for the Woore area which illustrates future baseline and AP1 revised scheme traffic flows. Appendix A also includes the AP1 revised scheme traffic histogram for the A51 south of the A525. The traffic figures reported in this Section 4.1 are consistent both for the Proposed Scheme and the AP1 revised scheme. Full details of the AP1 revised scheme are available in the Supplementary Environmental Statement and Additional Provision Environmental Statement³, published in March 2018.

² HS2 Ltd (2017), *High Speed Two (HS2) Phase 2a (West Midlands - Crewe), Environmental Statement*, <https://www.gov.uk/government/collections/hs2-phase-2a-environmental-statement>

³ HS2 Ltd (2018), *High Speed Two (HS2) Phase 2a (West Midlands - Crewe), Supplementary Environmental Statement (SES1) and Additional Provision Environmental Statement (AP1 ES)*, <https://www.gov.uk/government/collections/hs2-phase-2a-supplementary-environmental-statement-and-additional-provision-environmental-statement>

4.2 Construction traffic control measures

Route-wide Traffic Management Plan

- 4.2.1 The nominated undertaker has produced a Route-wide Traffic Management Plan (RTMP) which sets out how the project will be delivered. The RTMP has been consulted on with the highway authorities along the Phase 2a route. The RTMP covers matters such as plans to be produced by the Principal Contractor, consultation arrangements, vehicle flow management, driver and vehicle safety, travel to work, temporary traffic management and asset protection.

Local Traffic Management Plan

- 4.2.2 Prior to the commencement of the works, the nominated undertaker will require that Local Traffic Management Plans (LTMP) are produced, in consultation with the local highway and traffic authorities, the emergency services and other relevant key stakeholders, such as bus companies. The LTMPs will typically include a list of roads which may be used by construction traffic near the site, including any restrictions to construction traffic on these routes.
- 4.2.3 The impact of road-based construction traffic would be managed in accordance with the Construction Code of Practice.
- 4.2.4 The LTMP would set-out a contractor's statement of intent regarding their key methods of working which will affect the road network and users. It will identify matters such as anticipated changes to the road network, including major road closures.
- 4.2.5 Contractors would be required to assess their traffic flow assumptions to ensure that, in accordance with Environmental Minimum Requirements, no new significant adverse effects would occur, beyond those reported in the Environmental Statement, due to construction traffic volumes.

Quality plans and assurance / enforcement

- 4.2.6 In accordance with the Construction Code of Practice, HS2 Ltd will require the main civil works principal contractor to operate their fleet (vehicles over 3.5t) under a recognised quality management operation. This may be ISO39001 or the Fleet Operator Recognition Scheme. Other quality plans may be recognised by the nominated undertaker.
- 4.2.7 Vehicles regularly accessing any HS2 construction site will be required to adopt vehicle and driver safety standards which exceed the Construction Logistics and Community Safety (CLOCS) Standard, or equivalent.

- 4.2.8 The CLOCS standard includes improvements to vehicles beyond the legal minimum to seek to reduce the number of vulnerable road user crashes and injuries.
- 4.2.9 The HS2 requirements are that the project's contractors adopt most, if not all CLOCS standards but that the contractors are to adopt higher requirements, including:
- drivers working on the project for more than 6 months undertake rural driver training;
 - mass spoil vehicles are fitted with 4-way, or 360 degree digital recording equipment.

5 Measures Considered

- 5.1.1 Woore Parish Council and Woore Primary and Nursery School have raised concerns with respect to traffic speed compliance through the village and the potential risk this poses to safety, particularly for vulnerable road users. Analysis of the speed survey data indicates that some drivers are exceeding the speed limit in Woore on the A51 London Road, in the southbound direction, where the 85th percentile speed is 32 mph. Proposals to provide additional traffic calming in Woore may lead to a reduction in average vehicle speeds through Woore.
- 5.1.2 Although the Proposed Scheme construction traffic control measures (described in Section 4) will ensure that construction traffic would meet legal requirements and road safety standards, further options for complementary traffic calming measures have been considered to improve traffic speed compliance and potential safety concerns in Woore village.
- 5.1.3 When considering traffic calming measures to assist in speed management, there are soft (non-physical), which affect driver behaviour and hard (physical), which are self-enforcing measures that can be adopted. Combinations of hard and soft measures can also be effective.
- 5.1.4 The review of each potential measure considered the requirements, benefits, dis-benefits and the associated costs. The measures have been considered as a temporary design with the assumption that once HS2 construction is complete, that any mitigation works will be removed and returned to its original layout. If the highway authority were to desire the measures to remain as permanent installations, then HS2 would enter discussion with them at a later stage.
- 5.1.5 Specific requests for consideration have been identified by Woore Parish Council and have been considered in the assessment and the presentation of the options in this report.
- 5.1.6 The approach adopted in this assessment considers the effectiveness of non-physical, physical, combined (physical and non-physical), and traffic management measures, on traffic calming and road safety. Specific recommendations relating to each measure, or combination of measures incorporate these criteria in the decision process.
- 5.1.7 The following sections of the report present the assessment of the measures listed in Table 1 that were considered with a view to improving road and pedestrian safety in Woore village during the Phase 2a construction period.
- 5.1.8 A design package combining a number of measures from the listed options is considered to be the optimum solution. Two design packages were

appraised and the measures included in each design package are summarised in Table 1. Design Package 2 is the recommended solution. Full details on the recommended design package can be found in Section 10.3.

Table 1: List of measures assessed

Measure Type	No.	Description	Design Package 1	Design Package 2 (Recommended)
Soft Calming	1	Road marking, upgrade of gateways and upgrade of crossings	X	X
	2	Vehicle Activated Signs		X
	3	Alternative soft traffic calming measures		
Hard Calming	4	A51/A525 junction safety improvements	X	X
	5	Hard traffic calming measures on A51 north of the A51/A525 junction		
	6	Hard traffic calming measures on A51 south of the A51/A525 junction	X	
	7	Extension of hard traffic calming measures along A51, A525 and B5026		
Traffic Management	8	Alternative hard traffic calming measures		
	9	School crossing patrols		
Improvements to Footway Provision	10	Enhanced pedestrian crossing points on A51		X
	11	Footway improvements close to the Falcon Inn		X
	12	Continuous pavement along the A51, A525 and B5026		
	13	Pedestrian access to Bridgemere Garden Centre		

6 Soft Traffic Calming Measures

6.1 Soft traffic calming options

6.1.1 Soft calming measures make use of features that require no physical change to the road layout or its vertical or horizontal alignment. The design aim of the soft calming measures described below is to increase road user's awareness of the speed limit through Woore and to enhance pedestrian facilities along the route to assist in key areas (e.g. outside the school and by the local shops). The design development took into account factors including the August 2018 speed survey data and an assessment of the existing road layout, provision and conditions. On this basis it was determined that soft measures would generally focus on roads on the southern side of the village, south of the A525.

6.1.2 The following measures were taken forward to a more detailed appraisal, where engineering and construction feasibility, cost and environmental impacts were considered:

- Measure 1 – Road marking, upgrade of gateways and upgrade of crossing
- Measure 2 – Vehicle Activated Signs

6.1.3 Alternative soft calming measures that were not taken forward to a detailed appraisal are outlined in the description of Measure 3.

6.2 Measure 1 – Road marking, upgrade of gateways and upgrade of crossing

6.2.1 This measure uses a combination of road markings, gateway upgrades and crossing upgrades. The aim is to create an environment within the village where drivers feel constrained to reduce their speeds and their awareness is reinforced that there are pedestrians present by regular reminders and visual cues. The aim would be to bring the 85th percentile speed to lower than the 30mph speed limit (it is currently above this speed limit on the A51, based upon recently measured data).

6.2.2 Soft calming in the village would be enhanced by additional road markings. This may include:

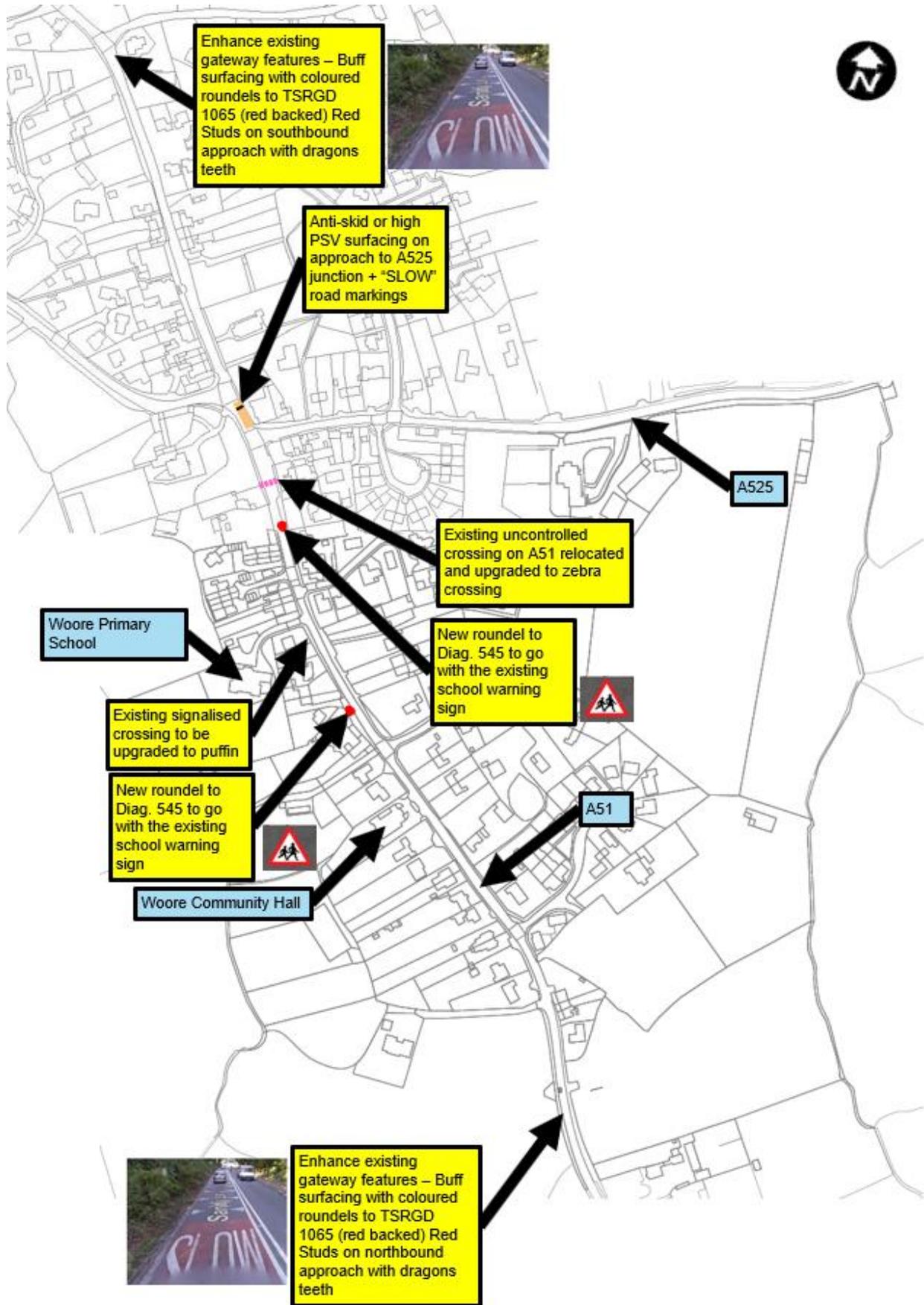
- School roundel markings being installed in the carriageway to supplement and enhance the existing signage.
- Anti-skid coloured surfacing and "Slow" text road marking being installed on the A51 southbound approach to the A51/A525 junction.

- Red coloured surfacing with speed limit roundels and additional dragon's teeth markings being utilised to enhance the gateway features on the A51 at both entrances to the village. This would further highlight change to the 30mph speed limit.

- 6.2.3 The existing signalised crossing outside the school in Woore would benefit from an upgrade to the latest puffin crossing⁴ design. The change would benefit pedestrian experience and safety, particularly for school children, since on-crossing detection would extend green times for the pedestrian phase, when necessary. In addition, drivers would generally benefit from reduced wait times (because requests to stop would be cancelled if the pedestrian is detected to be no longer waiting at the crossing point). The request button and red/green man signals would also be upgraded leading to improved visualisation and usability, particularly for school children.
- 6.2.4 The existing uncontrolled crossing point on A51, just south of the A51/A525 junction would benefit from an upgrade to a zebra crossing. This would improve pedestrian safety at the crossing point. The crossing point would likely be relocated slightly further south as part of the changes associated with 'Measure 4 - A51/A525 junction safety improvements', which is also a recommended measure in all design packages.
- 6.2.5 Identification of key hazard targets together with a summary and indicative layout of potential combined soft calming measures options for Woore (as discussed above) is illustrated in Figure 1.

⁴ Puffin crossing - this term is used in the UK to describe a smart signalised crossing for pedestrians to differentiate from the old timed duration 'pelican' crossing. The puffin crossing uses sensors to sense people waiting and crossing to keep the red phase active for the required duration

Figure 1: Measure 1 - Combined soft traffic calming measures and identification of main hazard targets



Advantages

6.2.6 The following advantages are identified for Measure 1:

- Improved pedestrian safety at crossing points on A51;
- Low disruption to local residents and businesses as a result of the installation process;
- Soft calming has no impact on journey comfort or impact on emergency services and their response time travelling through an area; and
- Soft calming can reduce the urbanising feel to any calming.

Disadvantages

6.2.7 Disadvantages identified for Measure 1:

- May require additional soft or hard traffic calming measures to achieve reduction in 85th percentile speed on A51 below the speed limit. (E.g. Measure 2 – Vehicle Activated Signs); and
- Existing issues related to HGV turning movements at the A51/A525 junction (Refer to Section 7.2 for further details) can't be resolved through soft calming measures only.

Recommendation

6.2.8 The soft traffic calming measures outlined above would likely contribute to a slight reduction in the 85th percentile speed through Woore village in addition to broader road safety improvements. However, soft measures alone would not resolve certain existing road safety issues such as the HGV movement issues at the A51/A525 junction.

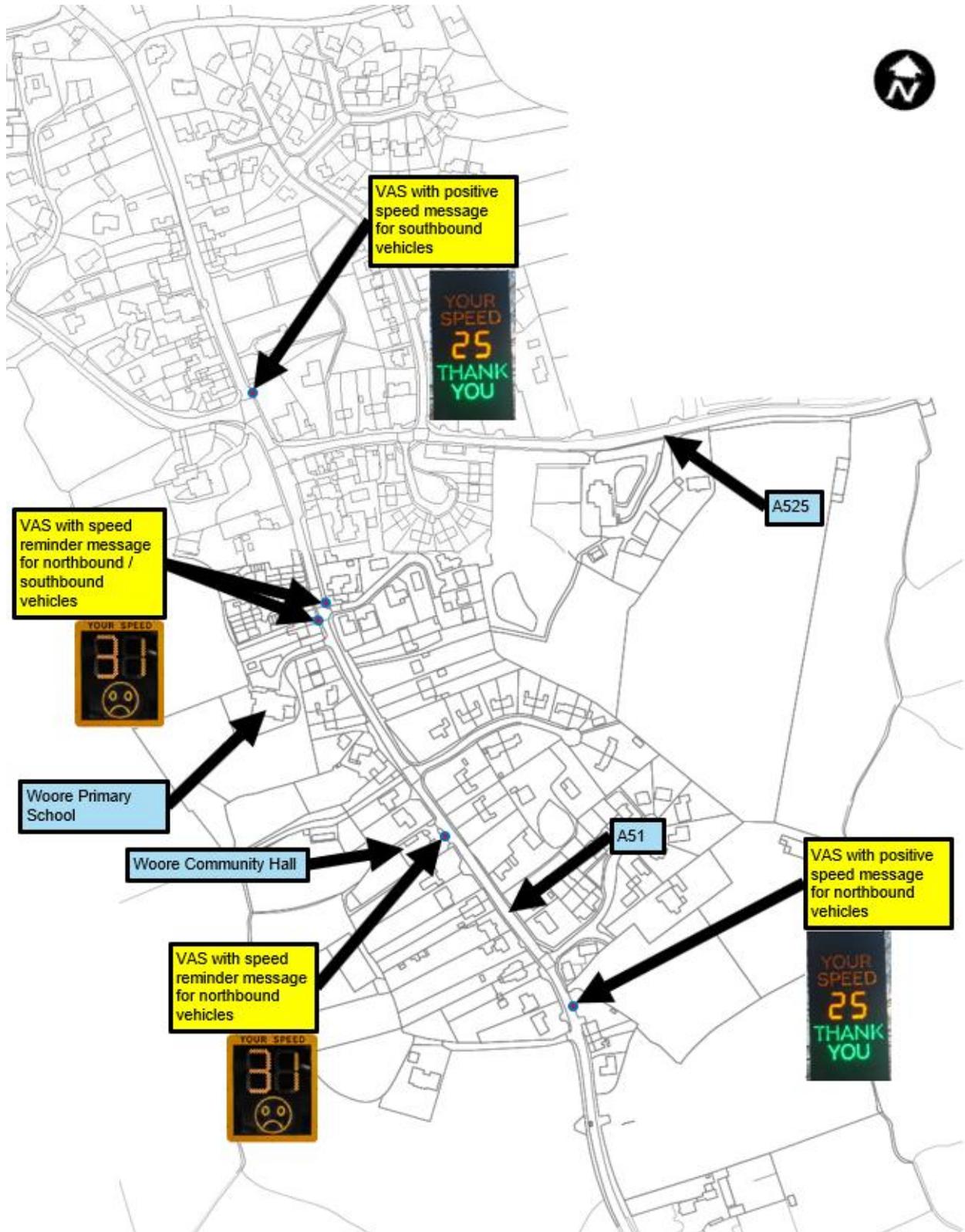
6.2.9 It is recommended that these soft traffic calming measures should be incorporated into a broader final package of works that also includes some hard traffic calming measures.

6.3 Measure 2 – Vehicle Activated Signs

6.3.1 Measure 2 includes five VAS signs along the A51, with two of these being larger and showing more information (located on the northern side of the A525 junction and the southern end of Woore). The indicative VAS signs layout is shown in Figure 2.

6.3.2 The aim would be to bring the 85th percentile speed to lower than the 30mph speed limit (it is currently above this speed limit on the A51, based upon recently measured data). VAS signs convey an illuminated message to drivers in response to vehicle speeds exceeding a pre-defined threshold. Thus, VAS signs target the message specifically at those drivers that need it.

Figure 2: Measure 2 - Indicative VAS sign layout



Advantages

6.3.3 The following advantages are identified for Measure 2:

- VAS signs are blank when not activated. This limits visual intrusion, which is particularly relevant in rural areas;
- VAS signs can be powered by renewable methods (wind, and solar) in the absence of local mains electricity which can limit the disruption of installation (although the solar panels can have an urbanisation effect);
- VAS signs are relatively quick and easy to install, particularly lamp column mounted signs. VAS signs mounted on lamp columns can be relocated to new positions with minimal effort;
- Low disruption to local residents and businesses as a result of the installation process;
- Soft calming has no impact on journey comfort or impact on emergency services and their response time travelling through an area; and
- Soft calming can reduce the urbanising feel to any calming.

Disadvantages

6.3.4 The following disadvantages are identified for Measure 2:

- VAS signs rely on voluntary reductions in speed. Not all drivers will respond correctly;
- Larger signs can be visually intrusive in rural areas, especially if powered by renewable means (due to the additional solar array);
- The signs need regular maintenance;
- The signs may need a power supply which would require a utility connection and associated disturbance to the footpath (renewable energy options rely on the correct conditions to power the sign and these are not always present); and
- Existing issues related to HGV turning movements at the A525/A51 junction (See Section 7.2 for further details) can't be resolved through soft calming measures only.

Recommendation

6.3.5 The installation of VAS along the A51 would likely contribute to a reduction in the 85th percentile speed through Woore village. However, this measure alone would not resolve certain existing road safety issues such as the HGV movement issues at the A51/A525 junction.

6.3.6 It is recommended that VAS signs be incorporated into a broader combined package of measures that also includes some hard traffic calming measures.

6.4 Measure 3 – Alternative soft traffic calming measures

6.4.1 A number of alternative soft traffic options were considered at the village of Woore but were discounted as part of the preliminary appraisal of options that was undertaken. This preliminary appraisal considered options in terms of whether they are reasonable against environmental, technical and design criteria, these are as follows:

- Measure 3a – Provision of soft traffic calming measures outside Woore village
- Measure 3b - Provision of speed cameras
- Measure 3c – Provision of prominent speed gate on A525
- Measure 3d – Provision of a temporary pedestrianised crossing at the Falcon Inn
- Measure 3e - Provision of a temporary pedestrianised crossing at the A525

6.4.2 A consideration of each of the above options is provided in Appendix B of this report.

7 Hard Traffic Calming Measures

7.1 Discussion of Hard Calming Options

- 7.1.1 Hard calming makes use of features that require physical changes to the road layout or its vertical profile.
- 7.1.2 This method of traffic calming is largely self-enforcing and would slow down most road users to the desired speed.
- 7.1.3 The distance between features directly relates to the average speed along the route. The closer the feature, the lower the speeds. However, there is a balance between speeds and smooth traffic flow to control noise and emissions. Another consideration is the overall functionality of the road and the desire to maintain suitable speeds for through traffic, including commercial traffic, which can often conflict with the desires of local residents.
- 7.1.4 Many vehicle cross-overs occur on the A51 through Woore. (A cross-over is a location where a vehicle travelling in one lane must cross through the opposite lane into a junction, domestic access or service road (or vice versa)). These would limit the type of physical engineering that could be installed because hard traffic calming features could create potential access difficulties for residents living close to the road.
- 7.1.5 The following option was taken forward to a detailed appraisal where engineering and construction feasibility, cost and environmental impacts were considered:
- Measure 4 – A51/A525 junction safety improvements
 - Measure 5 - Hard traffic calming measures on A51 north of the A51/A525 junction
 - Measure 6 - Hard traffic calming measures on A51 south of the A51/A525 junction
- 7.1.6 Alternative hard calming measures that were not taken forward to a detailed appraisal are outlined in the descriptions of Measure 7 and Measure 8.

7.2 Measure 4 - A51/A525 junction safety improvements

- 7.2.1 Currently HGVs that are westbound on the A525 making a left turn out of the A525 onto the A51 (southbound) overrun into the opposing lane to ensure that they clear the adjacent footway buildout that is located on the southern side of the junction, see Figure 3.
- 7.2.2 To improve the safety of turning movements for the increased frequency of HGVs arising from HS2, the existing kerb line would require to be

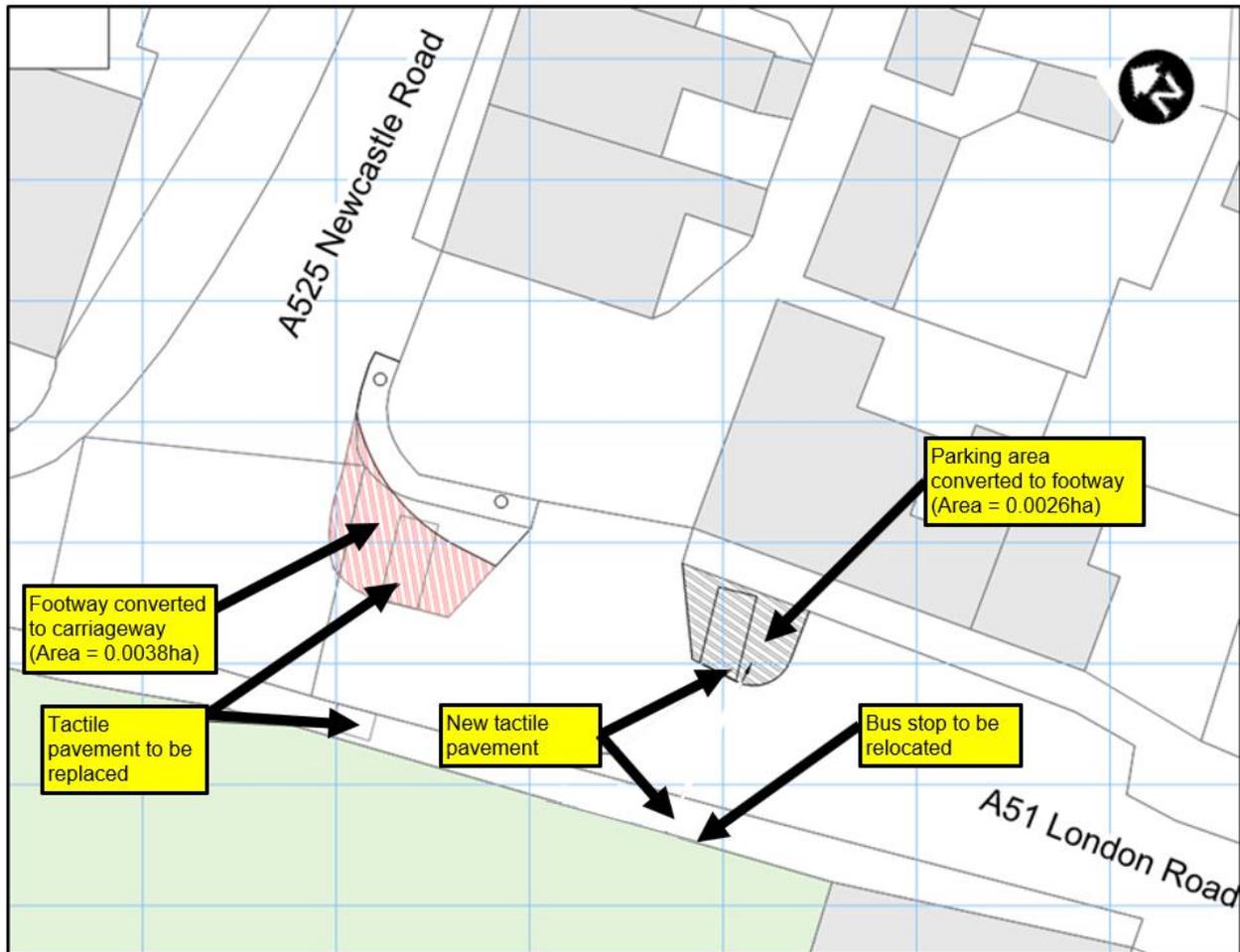
temporarily set back during the duration of construction traffic movements as shown in the sketch in Figure 4.

7.2.3 This measure is included in both design packages.

Figure 3: View looking north on A51 at the A51/A525 junction

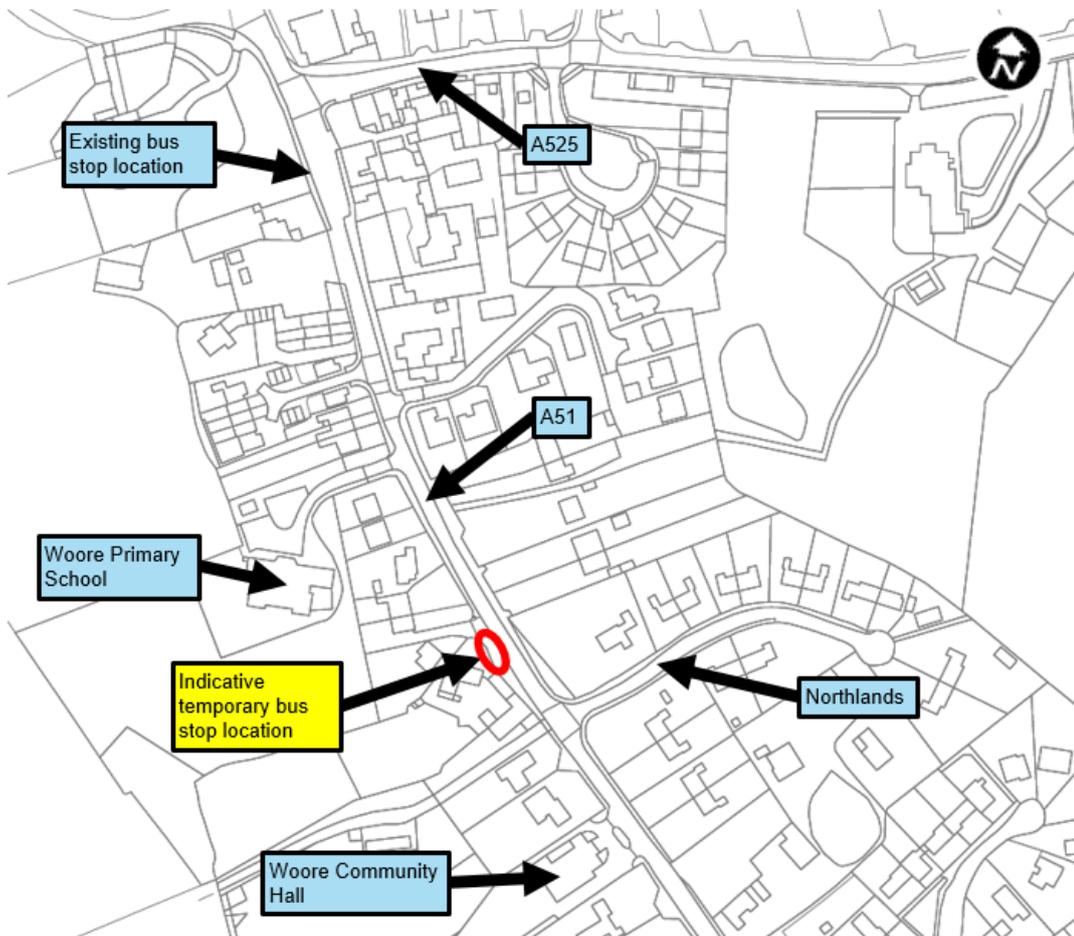


Figure 4: Indicative layout of revised junction



- 7.2.4 The kerb radius would be reduced to achieve the left turn out of the junction whilst keeping a 2m wide footway at the rear of the carriageway to maintain safe provision for pedestrians.
- 7.2.5 The existing uncontrolled pedestrian crossing located on the southern side of the A51/A525 junction on the A51 would need to be relocated away from the junction. This would allow for the kerb line to be adjusted but maintain the crossing provision. This uncontrolled crossing could be in the form of a new build out further south outside the antiques shop (Refer to Figure 4)
- 7.2.6 The new, uncontrolled crossing would conflict with the bus stop on the north bound side of the A51. This could be temporarily relocated to the south of the existing location. Figure 5 illustrates the indicative temporary bus stop location. The existing footway at this location is sufficiently wide to enable footway users to pass each other safely when people are waiting at the bus stop. Discussions with the bus companies and traffic authority would need to take place in order to confirm the exact temporary bus stop location.

Figure 5: Indicative temporary bus stop location



7.2.7 The existing footway width on the western side of the A51 at the existing uncontrolled crossing point just south of the A51/A525 junction is narrow. The existing footway width at the proposed temporary location of the crossing is similarly narrow. In both design packages it is recommended that this crossing be upgraded to a zebra crossing. It may be necessary to widen the footway into the existing raised verge in order to accommodate the signage and tactile paving associated with the temporary zebra crossing. This would need to be discussed with the Local Highway Authority at a later design stage if this temporary measure is to be implemented.

7.2.8 Based on information at this stage of design development it is not clear if utilities may be affected by the option for temporary junction improvement proposals. Indications on site show that there are communication services within this area. Requirements for diversions / lowering of utility services cannot be ruled out and may cause disruption as well as adding to the cost of the junction improvement.

Temporary loss of parking

7.2.9 An area currently designated for parking would need to be temporarily converted to a footway build-out as part of the junction improvement works

(Refer to Figure 4). This will assist pedestrians in crossing the A51 safely. The provision of a replacement parking space in Woore village is challenging. In general, the existing carriageway and footway width through the village is insufficient to enable the provision of additional parking spaces within the available cross section width.

- 7.2.10 One of the locations examined as a possible temporary parking replacement was the footway outside the Swan Court apartments. There is an existing footway build-out outside the building entrance (Refer to Figure 6) that could be replaced with a temporary parking space. However, it is assumed that this location is currently used as an informal crossing point for the northern end of the village. There are few alternative safe crossing locations on the A51 north of the A51/A525 junction. The provision of an alternative replacement crossing point would necessitate the removal of parking spaces and make the design changes redundant. On this basis it is not recommended that this location be utilised for alternative parking.
- 7.2.11 Any additional on-street parking provision in other locations on the A51 will reduce the width of the highway for moving traffic and therefore has the potential to cause disruption to the flow of traffic on this A road. The A51 is currently used by large HGVs and agricultural vehicles in this location and anything which unduly negatively affects the flow of the A road would not be desirable.
- 7.2.12 No other safe location for the provision of temporary replacement parking in the village was identified and as a result it is assumed that parking available in the village would be slightly reduced for the duration of construction works while the design changes to the A51/A525 junction remain in place. Whilst there is the potential loss of one space there are limited on street parking restrictions in the vicinity of the shops and therefore the loss of one parking space will not result in any adverse effect.

Figure 6: Existing footway build-out outside entrance to Swan Court apartments



Advantages

7.2.13 The following advantages are identified for Measure 2:

- Design changes could be made in advance of HS2 construction phase to provide a safer access onto the A51 southbound for HGVs approaching from the A525; and
- Disruption from these proposals would be relatively low and reinstatement to the original conditions after HS2 construction is complete would be relatively simple, if required.

Disadvantages

7.2.14 The following disadvantages are identified for Measure 2:

- The relocation of the uncontrolled crossing may result in some temporary loss of current parking on the A51 to the south of the junction, due to the need for a build-out to assist pedestrians crossing the road; and
- An existing bus stop and shelter / public notice board is located close to this proposed crossing. The bus stop would need to be relocated temporarily and space to provide this is limited. The shelter / public notice board could be retained in its current position.

Recommendation

7.2.15 This option is considered to be a practicable way to improve the safe turning movements of HGVs through the A51/A525 junction during the HS2 construction period. It is recommended that this option is included in any combined package of design works to reduce the impact of HGV movements through the village.

7.2.16 Pedestrian safety at the relocated crossing point on the A51 could be further enhanced by incorporating additional soft calming measures (E.g. Zebra Crossing). See the description of the recommended design package in Section 10.3 for further details.

7.3 Measure 5 – Hard traffic calming measures on A51 north of the A51/A525 junction

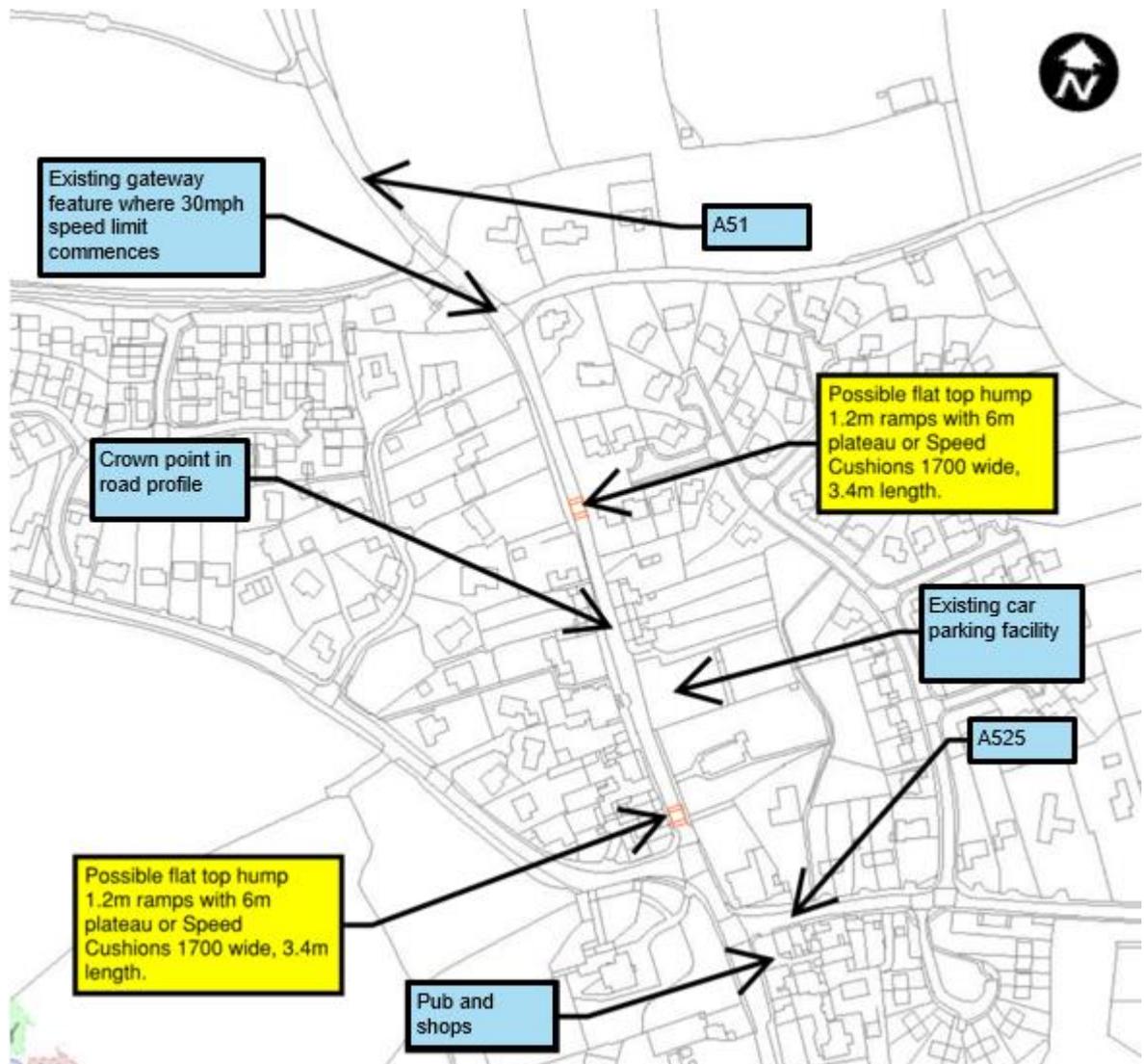
7.3.1 Measure 5 provides an indicative layout of potential effective hard calming options for Woore north of the A525 junction on the A51. These are designed to self-enforce a 30mph speed limit and enhance pedestrian facilities along the route (Refer to Figure 7).

7.3.2 Flat top humps or cushions are considered possible (but may not be desirable) for Woore village to control speed within the current 30mph

speed limit taking into consideration existing conditions of the highways in the village. These are described in more detail in Appendix B.

- 7.3.3 Speeds of vehicles between humps are influenced by ‘before’ speed, hump dimensions and the longitudinal hump spacing. Lower heights and shallower ramp gradients can be used on bus routes to reduce discomfort for bus drivers and passengers and reduce delays to emergency services. This is considered important for Woore village because the road network is on a bus route. However, it is noted that this type of hump design is likely to increase the ability for cars to travel at higher speed, though less than on an unrestricted carriageway.
- 7.3.4 Cushions are also considered an alternative option to humps for Woore village. Speed of vehicles over cushions is mainly determined by cushion width. Cushion dimensions and spacing can be varied depending upon the road type and ‘target’ speed required. Narrower cushions can be used to reduce discomfort to passengers in mini-buses and ambulances. Cushion layouts can be varied to suit changes of road width.
- 7.3.5 It is also important that the incidence of commercial vehicles straddling cushions is minimised (TAL 06/96). This can be reduced by the introduction of parking restrictions to maintain clear space around the cushions. This may be particularly relevant to the effectiveness of traffic calming in combination with the use of the A525 and A51 for construction traffic and may be a requirement if cushions were adopted as a hard traffic calming solution in Woore. The associated reduction of roadside parking is likely to be seen as a disadvantage by some people who visit or use the village amenities.

Figure 7: Measure 5 - Hard traffic calming north of A51/A525 junction



Advantages/Disadvantages

7.3.6 The following advantages are identified for the adoption of road hump hard traffic calming options for Woore village:

- Road humps are a proven speed control device used in 20mph zones and on 30mph roads and have been shown in some locations to result in a reduction of over-speeding with consequent reductions in injury accidents of up to 60 per cent;
- The hump design to maintain speeds within limits (which is influenced by vehicle type and hump dimensions) of typical vehicles on the A51 can be accommodated within Woore village road characteristics;
- Vehicles can park over humps which reduces (but may not eliminate) the impact on parking space;

- Flat-top humps (kerb-to-kerb) can also provide good crossing places for pedestrians and may enhance pedestrian travelling experience when crossing the roads in the village, providing wider desired benefits;
- Humps and raised junctions can improve the appearance of a road (if designed and built to a high standard and in materials sensitive to the location) and would not necessarily significantly change the heritage characteristics of the village; and
- Flat top humps are proven to be an effective speed control device without supervision by the authorities. i.e. They are largely self-enforcing.

7.3.7 Disadvantages for Woore village with respect to the adoption of road hump hard calming options can be summarised as follows:

- Delays to emergency service vehicles and buses;
- Potential poor quality of ride for all vehicles, including bicycles;
- Additional ‘wear and tear’ of vehicles (including emergency vehicles and buses). Local Woore residents being frequent road users in the area would be affected. In addition, the possibility of grounding for vehicles with a long wheelbase and/or for scraping of the underside of vehicles would be a possibility;
- Increased vehicle noise and exhaust emissions to Woore village caused by vehicles negotiating features and from gear changes and speed reduction. This would be limited, where possible, by careful design but may not be fully eliminated;
- Potential temporary disruption to Woore village and road users during installation and removal, including requirements for the provision additional drainage to accommodate for kerb-to-kerb road humps;
- Some hump schemes may not be visually attractive and may be considered ‘urbanising’ in rural areas – this may be a disadvantage to Woore village due to the local perception of the heritage characteristics of the village;
- Ongoing maintenance cost; and
- Road humps need marking, signing and lighting except in 20 mph zones. This may affect the heritage characteristics of the village.

7.3.8 The following advantages are identified for cushion hard calming options for Woore village:

- Cushion solutions provide less discomfort than road humps to occupants of buses and commercial vehicles;
- Cushions cause fewer delays to emergency vehicles;

- Cushions are an effective speed control device (although not as effective as round or fat-top road humps);
- Drainage issues are reduced; and
- Cyclists and motorcyclists may be able to avoid the cushions which may be attractive to some road users in Woore village.

7.3.9 The following disadvantages of cushion hard calming options for Woore village are considered:

- Different colours and materials may need to be adopted to increase the visibility of these measures. This may be a disadvantage to residents of Woore village with respect to heritage preservation;
- Cushions are not suitable for reducing speeds of two-wheeled motor vehicles;
- Discomfort is experienced by drivers and passengers in smaller vehicles (cars, light commercial vehicles, minibuses and some ambulances);
- These are not always effective for controlling speed of wider axle width vehicles, which may be a concern of Woore's HGV traffic use. To ensure effectiveness parking restrictions or additional build-outs may also be required;
- There is a noise and vibration impact from provision of cushions.
- There is a potential for poor driving style as drivers attempt to lessen the impact of the cushions depending on road constraints). This is likely to be an unattractive potential issue for Woore due to carriageway constraints;
- Potential for grounding of vehicles;
- They are not suitable at pedestrian crossing places as they are potentially a tripping hazard;
- There is an increased risk of damage to vehicles parked adjacent to the cushions;
- Temporary disruption to road users during installation and removal;
- Ongoing maintenance cost;
- Potential for temporary loss of parking spaces in the vicinity of the cushions as it must be ensured that emergency vehicles and buses etc. have sufficient space to straddle the cushions; and
- Speed cushions need road marking, signing and lighting (except in 20 mph zones where this need is reduced). This may affect the heritage characteristics of the village. Speed cushions may not fit in with the character of the street and may be considered 'urbanising' in rural areas.

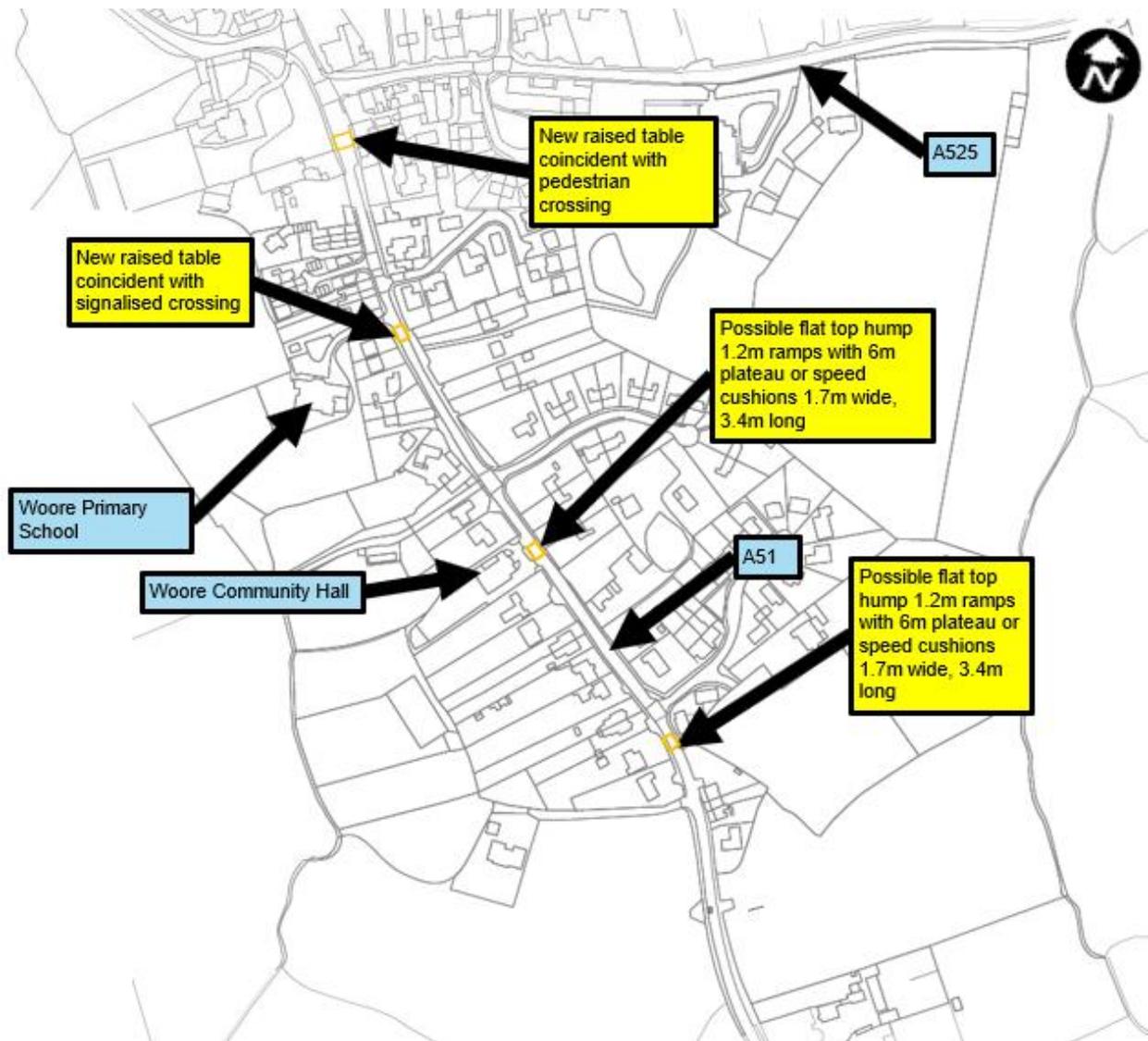
Recommendation

- 7.3.10 Though hard traffic calming can be an effective means of achieving speed reductions and improving road safety, they also have a number of disadvantages. Taking account of these disadvantages, it is not recommended that these hard traffic calming measures should be adopted for Woore village.

7.4 Measure 6 – Hard traffic calming measures on A51 south of the A51/A525 junction

- 7.4.1 Measure 6 provides an indicative layout of potential effective hard calming options for Woore south of the A51/A525 junction. These are designed to self-enforce a 30mph speed limit and enhance pedestrian facilities along the route (Refer to Figure 8).
- 7.4.2 At the two locations where the road humps are to be coincident with existing pedestrian crossing points (The uncontrolled crossing just south of the A51/A525 junction and the signalised crossing adjacent to Woore Primary School), flat top humps coincident with the crossings would be utilised to enhance pedestrian safety at these locations.
- 7.4.3 Further details on the design considerations related to road humps and cushions can be found in Section 7.3.

Figure 8: Measure 6 - Hard traffic calming south of A51/A525 junction



Advantages

7.4.4 The following advantages are identified for Measure 6:

- Enhanced pedestrian safety at two existing pedestrian crossing points; and
- Refer to Section 7.3 for a list of advantages associated with road humps and cushions.

Disadvantages

7.4.5 The following disadvantages are identified for Measure 6:

- Refer to Section 7.3 for a list of disadvantages associated with road humps and cushions.

Recommendation

7.4.6 Whilst the hard traffic calming measures may improve pedestrian safety at the crossing points south of the A51/A525 junction and may also contribute to a reduction in the 85th percentile speed on the A51, this measure is not recommended for adoption in Woore village on the basis of the disadvantages listed above. Alternative traffic calming measures were deemed to be more appropriate.

7.5 Measure 7 – Extension of hard traffic calming measures along A51, A525 and B5026

7.5.1 The extension of hard traffic calming along the A51, A525 and B5026 outside the main village of Woore is challenging. There is insufficient carriageway width or highway land available in Woore Parish for the majority of the lengths of these roads to consider the installation of central reserves, chicanes or traffic islands features. Hard measures along these roads within the Parish, as a means of traffic calming, would therefore not be feasible.

7.5.2 The B5026 does not have gateway feature entering into Irelands Cross. It would be possible to install a gateway feature here to highlight the entrance to the existing 40mph speed limit. However, in view of the fact that HS2 construction traffic will not be using the B5026 it would be difficult to justify the disruption caused by the construction of this sort of feature at this location.

7.5.3 Any new infrastructure with respect to traffic calming in Woore would need to be agreed and approved by the local highway authority, Shropshire County Council.

7.6 Measure 8 – Alternative hard traffic calming measures

7.6.1 A number of alternative hard traffic options were considered at the village of Woore but were discounted as part of a preliminary appraisal of options. Measures were considered in terms of whether they were reasonable against environmental, technical and design criteria, taking into account the scale of the problem that is currently considered to exist compared to the scale of the disruption that would occur to implement the change. These are as follows:

- Measure 8a - Provision of Chicanes
- Measure 8b - Pinch Points
- Measure 8c - Traffic Islands and Refuges
- Measure 8d - Round and Flat Top Humps
- Measure 8e - Cushions

- Measure 8f - Rumble Strips
- Measure 8g - Mini Roundabouts

7.6.2 A description of each of the above options is provided in Appendix B of this report.

8 Traffic Management Measures

8.1 Other Traffic Management Measures Available

8.1.1 Measures available include: the provision of a traffic control officer during school opening or closure periods or improvements to the existing signalised crossing.

8.2 Measure 9 – School crossing patrols

8.2.1 School crossing patrols are not common in Shropshire⁵. It is a common policy of many highway authorities not to provide school crossing patrols at such locations due to the presence of an existing, very visual and safe crossing point for pedestrians to cross the road.

8.2.2 The existing signalised crossing at Woore is directly outside the entrance to Woore Primary and Nursery School, as shown in Figure 9.

Figure 9: Existing crossing facility outside Woore Primary School



8.2.3 As discussed in Section 6.2 of this report, there would be some benefit from upgrading this crossing to a Puffin crossing to improve pedestrian safety provision and traffic flows.

8.2.4 The opportunity for provision of a school crossing patrol officer, even as a temporary measure, would require further discussion with Shropshire County Council. The discussions would need to consider:

⁵ Refer to <https://www.shropshire.gov.uk/roads-and-highways/road-safety/school-crossing-patrols/>

- In what ways it would be considered to be useful over and above the existing provision;
- Any specific issues relating to the location;
- How to reliably staff the crossing;
- Cost of staffing;
- School staff views; and
- Local highway authority views.

8.2.5 The provision of a school control crossing officer would more typically be found at uncontrolled crossing points and zebra crossings.

9 Measures to Improve Footway Provision

9.1 Existing provision

- 9.1.1 Within Woore village, the A51 has footways on both sides of the highway for most of its length. Where it is omitted, there is lack of available highway land to provide it (at the north end of village) or, alternatively, infrequent housing (for example; at the southern end of Woore there are only 5 houses present on the east side of the A51). At some locations, the effective width of the footway is reduced by obstructions.
- 9.1.2 The B5026 (at Ireland’s Cross) has footway facilities at its northern end which links up to the A51 pedestrian facilities without the need to cross over the A51. Again, existing highway boundaries determine what side of the highway that the provision for the footway can be located.
- 9.1.3 The A525 has footways on both sides of the road in the centre of Woore. The provision reduces to one side of the highway when leaving the village centre. Housing is mainly located on this existing footway side.
- 9.1.4 Between Ireland’s Cross and Woore the footway provision is non-continuous due to the highway layout, residential dwelling locations and highway boundary features. The highway boundary determines which side of the carriageway a footway can be located. Therefore, between Ireland’s Cross and Woore there are two locations where pedestrians are required to cross over the A51 to continue their journey using the footway. The first point is at the northern extent of Ireland’s Cross and the second point being at the southern edge of Woore village as shown in and Figure 10 and Figure 11.

Figure 10: Existing uncontrolled crossing facility on outskirts of Ireland’s Cross



Figure 11: Existing crossing facility on outskirts of Woore (southern side)



9.1.5 There are no existing footways provided outside of Woore to the north of the village.

9.2 Measure 10 – Enhanced pedestrian crossing points on A51

9.2.1 The two existing uncontrolled pedestrian crossing points between Ireland’s Cross and Woore (Refer to Figure 10 and Figure 11) could be enhanced with temporary soft calming measures.

9.2.2 With the likely relatively low use of the uncontrolled crossings between Woore and Ireland’s Cross, it would not be appropriate or cost-effective to install controlled crossings (such as zebra crossings) at these locations. There could also be some safety concerns with such a proposal due to low pedestrian usage and related driver behaviours. The locations of these uncontrolled crossing points are within a 40mph speed limit. Current design standards do not allow the installation of zebra crossing on roads with 85th percentile speeds over 35mph. If speeds are anticipated to be above this level, any crossings would need to be of a signalised pedestrian crossing type.

9.2.3 A more appropriate solution would be the utilisation of additional signage, road markings, reflective bollards and coloured surfacing. These measures would highlight to oncoming road users both the presence of a crossing point and the need to be aware of pedestrians wanting to cross at these locations. This would improve driver awareness of the hazard and general pedestrian safety along the road. The detailed design of this measure would need to be developed in consultation with the local highway authority.

Advantages

9.2.4 The following advantages are identified for Measure 10:

- Increased driver awareness of the two crossing points leading to improved pedestrian safety;
- Low disruption to local residents and businesses as a result of the installation process; and
- No impact on journey comfort or impact on emergency services and their response time travelling through an area.

Disadvantages

9.2.5 The following disadvantages are identified for Measure 10:

- Additional street furniture (E.g. reflective bollards) would introduce obstructions for footway users and it may not be possible to accommodate them at all crossings within the footway width available.

Recommendation

The soft traffic calming measures outlined above would likely contribute to improved safety for pedestrians during the construction period. It is recommended that these soft traffic calming measures should be incorporated into a broader final package of works that also include additional soft and hard traffic calming measures along the route.

9.3 Measure 11 – Footway improvements close to the Falcon Inn

9.3.1 A section of existing footway is narrowed by a private hedge along the boundary between the school and the Falcon Inn on the western side of the carriageway, as shown in Figure 12

Figure 12: Existing hedge narrows the footpath on the southern side of the Falcon Inn entrance



9.3.2 The hedge encroaches onto the footway restricting the usable width of the footway for pedestrians over this short section. This is an important length of footway taking into consideration the proximity to the school access and the understanding of the use of the Falcon car park for school drop-off and pick-ups.

9.3.3 The works would entail significant cutting back and removal of the hedge to the highway boundary, erection of a temporary fence removal of the temporary fence and re-planting/cultivation of the hedge (on the assumption that the cut-back to the hedge would be so severe that it would not survive) after HS2 construction works are complete.

Advantages

- The particular short section of footway would be significantly more accessible for pedestrians, prams and mobility scooters.

Disadvantages

- The section of footway would still be relatively narrow and other obstructions (such as wooden service poles) would still, locally, obstruct the footway width.

Recommendation

9.3.4 This option will improve accessibility for pedestrians and is therefore recommended.

9.4 Measure 12 - Continuous footway along the A51, A525 and B5026

- 9.4.1 A continuous pavement along the A51, A525 and B5026 through the village was suggested by Woore Parish Council to limit the need to cross the main roads. As presented in the review of current provision and constraints, this option is not considered feasible (within the scope of the Phase 2A hybrid Bill) due to the lack of available highway land.
- 9.4.2 The fitting of pedestrian guardrail barriers at crossing points is also not recommended. They are mainly used in urban environments where options for adequate design of crossing locations may be restricted. There should be no requirement for such measures in Woore village for well-designed crossing points. Installation of such provision in Woore village would create more street furniture clutter and potentially adversely affect the existing heritage characteristics of the village. The footways in Woore are not wide and any street furniture installed would need to be set back from the kerb edge which would further restrict the available width. This would potentially create a hazard / annoyance for people using the footways, especially those using pushchairs and mobility scooters.

Advantages

- A continuous pavement would clearly improve pedestrian safety.

Disadvantages

- It would be very disruptive to properties alongside the route due to the need to obtain land from private properties to provide the continuous route that is desired; and
- There would be a loss of roadside parking.

Recommendation

- 9.4.3 It is considered to be too disruptive to the village to provide a continuous footway route.
- 9.4.4 As outlined in Section 9.2 of this report, at two uncontrolled crossing points on the A51 (where one footway ends and pedestrians are forced to cross the road) it is recommended that improved signage and road markings be installed to warn traffic that pedestrians may be crossing ahead.

9.5 Measure 13 - Pedestrian access to Bridgemere Garden Centre

- 9.5.1 Provision of pedestrian access to the Bridgemere Garden Centre was considered. It is noted that the HS2 construction works has no impact on the

existing access to the garden centre other than the additional construction related traffic, which as reported in the Environment Statement (2017) during the peak month of construction equates to 66 HGVs in each direction. The garden centre is located out of the village of Woore, further north along the A51. There is no footway access to this location along the A51. The distance between the Garden Centre and the point in Woore Village where the current footway ends is approx. 1350m.

- 9.5.2 The provision of a footway along the A51 would require numerous areas of land take from private residential and agricultural land. In addition, the proposal would have significant environmental impacts, with extensive lengths of hedges and many trees being affected. It is highly likely that utility services would require some diversion and possible earthworks would be required which could potentially increase land take beyond the width of the footway itself.

Recommendation

- 9.5.3 Considering these significant challenges, the associated environmental impacts and land take required to construct pedestrian access from Woore to the Bridgemere Garden Centre along the A51, the provision is not recommended.

10 Design Package Options

10.1 Benefits of combined packages of measures

- 10.1.1 Combined hard and soft traffic calming measures offer the opportunity to establish an environment within a locality in which drivers are continually influenced and reminded to drive below posted speed limits and to maintain full consideration of non-motorised users.
- 10.1.2 A number of alternative combined traffic calming options were considered at the village of Woore. The following design packages were taken forward to an outline appraisal where engineering and construction feasibility, cost and environmental impacts were considered.
 - Design Package 1 – Combined hard and soft traffic calming measures on A51 including road humps south of the A51/A525 junction
 - Design Package 2 – Combined hard and soft traffic calming measures on A51 excluding road humps
- 10.1.3 Refer to Table 2 for a summary table outlining the measures that have been included in each design package.

Table 2: Design Packages Summary

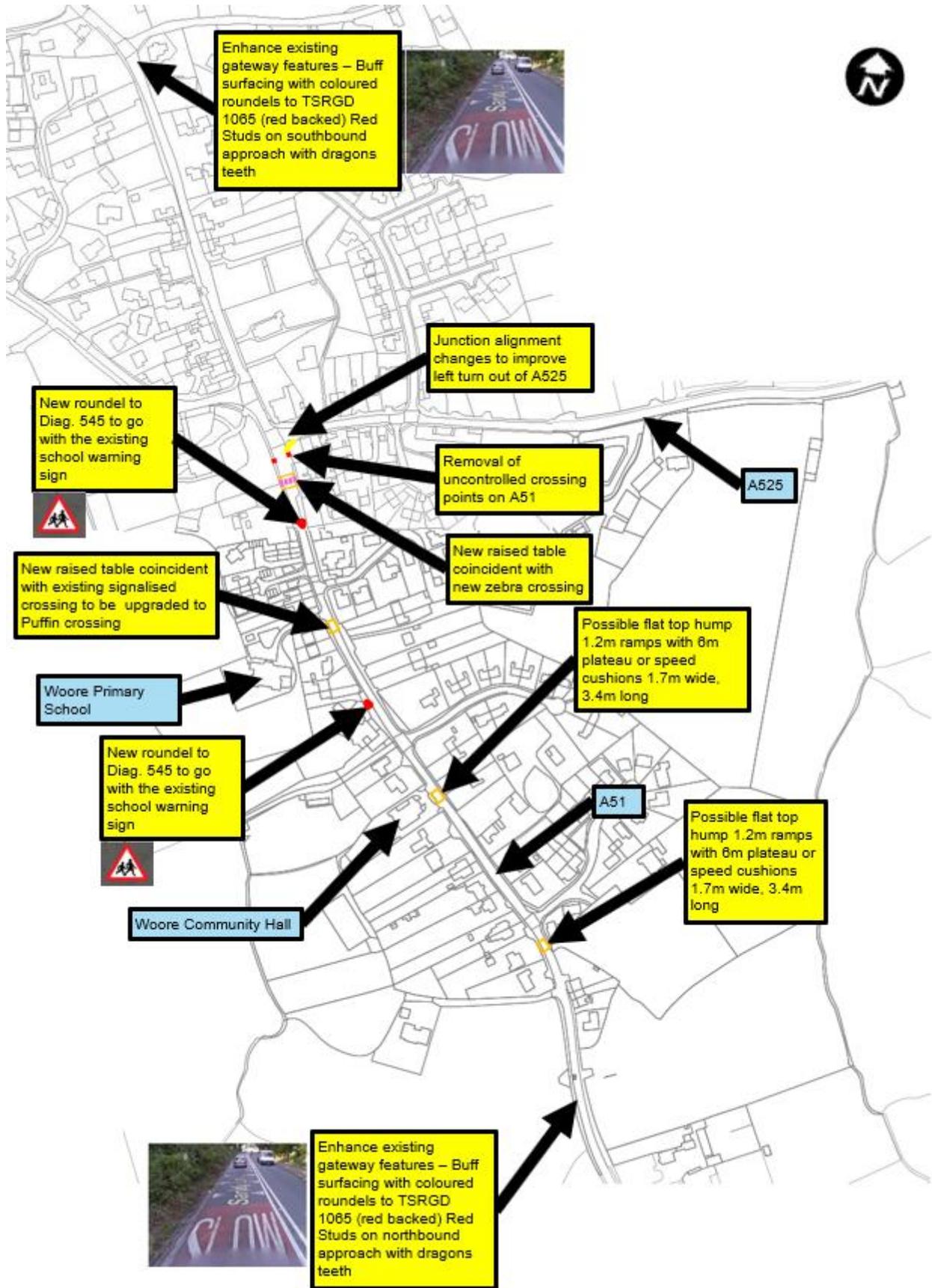
Measure Type	No.	Description	Design Package 1	Design Package 2 (Recommended)
Soft Calming	1	Road marking, upgrade of gateways and upgrade of crossings	X	X
	2	Vehicle Activated Signs		X
	3	Alternative soft traffic calming measures		
Hard Calming	4	A51/A525 junction safety improvements	X	X
	5	Hard traffic calming measures on A51 north of the A51/A525 junction		
	6	Hard traffic calming measures on A51 south of the A51/A525 junction	X	
	7	Extension of hard traffic calming measures along A51, A525 and B5026		
Traffic Management	8	Alternative hard traffic calming measures		
	9	School crossing patrols		
Improvements to Footway Provision	10	Enhanced pedestrian crossing points on A51		X
	11	Footway improvements close to the Falcon Inn		X
	12	Continuous pavement along the A51, A525 and B5026		
	13	Pedestrian access to Bridgemere Garden Centre		

10.2 Design Package 1 – Combined hard and soft traffic calming measures on A51 including road humps south of the A51/A525 junction

- 10.2.1 Design Package 1 presents a combination of hard and soft traffic calming measures on the A51 including road humps south of the A51/A525 junction (Refer to Figure 13). Measures 1, 4 and 6 have been included in this package and are summarised below.

- 10.2.2 This option includes the installation of flat top road humps (or cushions) through the Woore village on the A51. The road humps are in targeted locations where they would provide the greatest benefit, while considering the spatial requirements between the calming features.
- 10.2.3 A new raised zebra crossing is proposed between the Falcon Inn and the A51/A525 junction (as part of the relocation of the existing build out at the A51/A525 junction). The existing signalised crossing outside the school access would be converted to a flat top road hump and the signals would be upgraded to a puffin crossing standard.
- 10.2.4 The safety improvements to the A51/A525 junction outlined in the description of Measure 4 are included as part of this combined package of works.
- 10.2.5 The soft calming measures include the following additional road marking treatments:
- School roundel markings being installed in the carriageway to supplement and enhance the existing signage.
 - Red coloured surfacing with speed limit roundels and additional dragon's teeth markings being utilised to enhance the existing gateway features on the A51 at the southern and northern entrances to the village. This would further highlight change to the 30mph speed limit.

Figure 13: Design Package 1 - Hard Calming solution combined with complementary soft calming provision



Advantages

- 10.2.6 The key advantages of Design Package 1 can be summarised as follows:
- Improved pedestrian safety at crossing points on the A51;
 - Road humps are a proven speed control device used in 20mph zones and on 30mph roads and have been shown in some locations to result in a reduction of over-speeding with consequent reductions in injury accidents of up to 60 per cent; and
 - Design changes to A51/A525 junction could be made in advance of HS2 construction phase to provide a safer access onto the A51 southbound for HGVs approaching from the A525.
- 10.2.7 Refer to Sections 6.2, 7.2 and 7.4 for additional details regarding the advantages of Measures 1, 4 and 6 respectively.

Disadvantages

- 10.2.8 The key disadvantages of Design Package 1 can be summarised as follows:
- Road humps and cushions would lead to delays to emergency service vehicles and buses; potential poor quality of ride for all vehicles; additional ‘wear and tear’ of vehicles; increased vehicle noise and exhaust emissions; potential disruption to Woore village during installation and removal; and potential negative impact on the heritage characteristics of Woore village.
 - The safety improvements to the A51/A525 junction and the upgrade of the adjacent uncontrolled crossing may result in some temporary loss of current parking on the A51 and will require temporary relocation of the existing bus stop on the A51.
- 10.2.9 Refer to Sections 6.2, 7.2 and 7.4 for additional details regarding the disadvantages of Measures 1, 4 and 6 respectively.

Recommendation

- 10.2.10 This design package is not recommended. This is primarily because of the numerous disadvantages associated with the utilisation of road humps and/or cushions in Woore village. The package of measures recommended in Design package 2 is deemed more appropriate to achieve the speed reduction and road safety goals of these design changes, whilst minimising the negative impacts through Woore village.

10.3 Design Package 2 – Combined hard and soft traffic calming measures on A51 excluding road humps (Recommended)

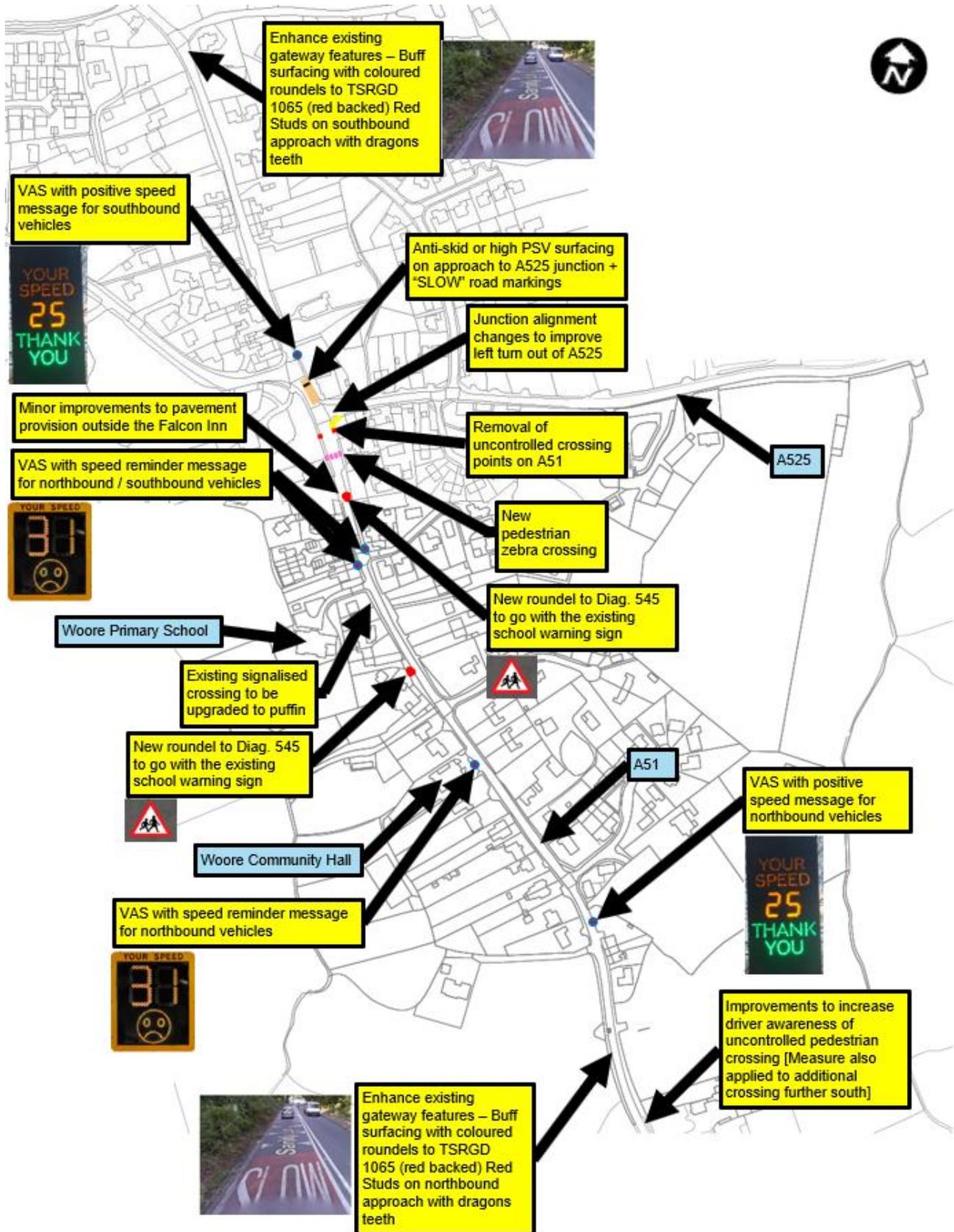
10.3.1 Design Package 2 presents a combination of hard and soft traffic calming measures on the A51 excluding road humps and cushions. (Refer to Figure 14) Measures 1, 2, 4, 10 and 11 have been included in this package and are summarised below.

10.3.2 The soft calming measures include:

- A series of VAS signs through the village on A51 to encourage speed reduction;
- Road marking and signage measures to improve driver awareness of uncontrolled crossings between Woore and Ireland’s cross;
- School roundel markings being installed in the carriageway to supplement and enhance the existing signage;
- Anti-skid coloured surfacing and “Slow” text road marking being installed on the A51 southbound approach to the A51/A525 junction;
- Red coloured surfacing with speed limit roundels and additional dragon’s teeth markings being utilised to enhance the existing gateway features on the A51 at the southern and northern entrances to the village. This would further highlight change to the 30mph speed limit;
- A new zebra crossing is proposed between the Falcon Inn and the A51/A525 junction (as part of the relocation of the existing build out at the A51/A525 junction); and
- The existing signalised crossing outside the school access would be upgraded to a puffin crossing.

10.3.3 The safety improvements to the A51/A525 junction outlined in the description of Measure 4 and the improvements to the footway provision outside the Falcon Inn outlined in Measure 10 are also included as part of this combined package of works.

Figure 14: Design Package 2 - Use of VAS, enhanced road marking and signage plus selected hard traffic calming measures.



Advantages

- 10.3.4 The key advantages of Design Package 2 can be summarised as follows:
- Improved pedestrian safety at crossing points and along footways on the A51;
 - Low disruption to local residents and businesses as a result of the installation process compared to hard calming measures;
 - Measures would have no impact on journey comfort or impact on emergency services and their response time travelling through an area;
 - Measures would not lead to any increases in vehicle emissions, noise or vibrations.
 - Soft calming can reduce the urbanising feel to any calming; and
 - Design changes to A51/A525 junction could be made in advance of HS2 construction phase to provide a safer access onto the A51 southbound for HGVs approaching from the A525.
- 10.3.5 Refer to Sections 6.2, 6.3, 7.2, 9.2 and 9.3 for additional details regarding the advantages of Measures 1, 2, 4, 10 and 11 respectively.

Disadvantages

- 10.3.6 The key disadvantages of Design Package 2 can be summarised as follows:
- VAS signs rely on voluntary reductions in speed. Not all drivers will respond correctly;
 - The safety improvements to the A51/A525 junction and the upgrade of the adjacent uncontrolled crossing may result in some temporary loss of current parking on the A51 and will require temporary relocation of the existing bus stop on the A51.
- 10.3.7 Refer to Sections 6.2, 6.3, 7.2, 9.2 and 9.3 for additional details regarding the disadvantages of Measures 1, 2, 4, 10 and 11 respectively.

Recommendation

- 10.3.8 This combined package of hard and soft traffic calming measures is the recommended solution. This design solution would aim to:
- Maintain sub 30mph vehicle speeds through the village;
 - Minimise impact on the heritage characteristics of Woore village;
 - Minimise noise and emissions resulting from traffic calming measures;
 - Enhance pedestrian safety in the village; and
 - Improve the safe and efficient passage of vehicles including both HGVs and agricultural vehicles.

10.4 Design Package Comparison Table

10.4.1 As part of the appraisal of each design package, each design package was assigned a rating relative to the Proposed Scheme design against the following design criteria:

- Impact on traffic speeds;
- Impact on pedestrian safety at crossings;
- Impact on pedestrian safety on village footways (Particularly for school access);
- Impact on safety at the A51/A525 junction;
- Disruption to village during construction of calming measures;
- Impact on local parking provision;
- Delays to emergency services and buses caused by calming measures;
- Impact of calming measures on vehicle emissions, noise and vibrations; and
- Impact of calming measures on heritage characteristics of Woore village.

Each design package was assigned a rating from one to three stars against each of these criteria. A summary of these ratings along with a description of the performance metric for each criteria and additional commentary is provided below in

10.4.2 Table 3.

Table 3: Design Package Comparison

Criteria	Relative performance metric (From * to ***)	Baseline	Relative Performance		Comments		
		Proposed Scheme	Design Package 1	Design Package 2 (Recommended)	Baseline – Proposed Scheme	Design Package 1	Design Package 2 (Recommended)
Impact on traffic speeds	*** = large reduction	Baseline	***	**	The Proposed Scheme construction traffic control measures (described in Section 4) will ensure that construction traffic would meet legal requirements and road safety standards. The Proposed Scheme does not include calming measures that would aim to reduce speeds through Woore village. The surveyed existing 85 th percentile speed on the A51 was above the 30mph speed limit in Woore village. The Proposed Scheme does not include changes to the existing pedestrian crossings or footways in Woore village.	Road humps would have the greatest impact on speed reduction and should reduce the 85 th percentile speed on the A51 below 30mph.	It is expected that the measures included in Design Package 2 would also lead to a reduction in the 85 th percentile speed on the A51 to below 30mph.
Impact on pedestrian safety at crossings	*** = large improvement		***	**		Flat top humps coincident with crossings would have the greatest impact on pedestrian safety at crossings.	Upgrades to the signalised crossing at the school and a number of uncontrolled crossings would also improve pedestrian safety through the village.
Impact on pedestrian safety on village footways (Particularly for school access)	*** = large improvement		*	**		Package does not include improvements to footway provision.	A moderate improvement to pedestrian safety on footways would be achieved through the removal of overgrown vegetation obstructing the footway adjacent to the primary school and by increasing driver awareness of pedestrians along A51 with signage and road marking measures.
Impact on safety at the A51/A525 junction	*** = large improvement		**	**	The Proposed Scheme includes provision to temporarily remove existing street furniture to allow HGVs to pass through the junction safely.	Both packages include similar measures that will lead to additional safety improvements at the junction, further improving the safety of HGV movements.	
Disruption to village during construction of calming measures	*** = low disruption		**	***	Low disruption would result from the removal of street furniture at the A51/A525 junction.	The installation and removal of the road humps in the carriageway would lead to greater disruption to the village compared to Design Package 2.	Relatively low disruption would result from the A51/A525 junction upgrade and other works, primarily on the footways.
Impact on local parking provision	*** = low reduction in parking		***	***	The Proposed Scheme does not include calming measures that would lead to a reduction in parking provision through the village.	The A51/A525 junction upgrade present in both options will likely lead to minor reduction in parking provision in the village for the duration of the construction phase.	

Table 3: Design Package Comparison (Continued)

Criteria	Relative performance metric (From * to ***)	Baseline	Relative Performance		Comments		
		Proposed Scheme	Design Package 1	Design Package 2 (Recommended)	Baseline – Proposed Scheme	Design Package 1	Design Package 2 (Recommended)
Delays to emergency services and buses caused by calming measures	*** = shortest delay	Baseline	*	***	The Proposed Scheme does not include calming measures that would lead to delays to emergency services and buses through the village.	Road humps would lead to delays for emergency services and buses.	Package does not include any hard calming measures that would delay emergency services and buses.
Impact of calming measures on vehicle emissions, noise and vibrations	*** = smallest increase		**	***	The Proposed Scheme does not include calming measures that would lead to increased vehicle emissions, noise and vibrations.	Road humps would lead to increased vehicle emissions (CO, NOx and PM), noise and vibrations through the village.	Package does not include any hard calming measures that would increase vehicle emissions, noise or vibrations.
Impact of calming measures on heritage characteristics of Woore village	*** = small impact		*	**	The Proposed Scheme does not include calming measures that would impact on the heritage characteristics of Woore village.	Road humps may be considered 'urbanising' in nature, negatively impacting the heritage characteristics of Woore village.	Additional signage and road marking may be considered to have a moderate impact to heritage characteristics of the village. One advantage of VAS signs is that they are blank when not displaying a message.

11 Summary and Recommendations

- 11.1.1 A range of measures have been considered with respect to improving road safety and traffic calming in Woore village. It is recommended that a package of complementary measures (Design Package 2) is considered to address concerns over traffic speed compliance and pedestrian safety in Woore.
- 11.1.2 The recommended measures would also complement provision for the control of construction traffic set out in the HS2 construction management plan (using current industry standards and guidance) for the Proposed Scheme.
- 11.1.3 The recommended package of measures includes:
- Adjustments to the A51/A525 junction;
 - A series of soft calming measures including VAS, road signage and markings and improved gateways in the north and south entrances to the village;
 - Upgrading of the existing signalised pedestrian crossing and the possible introduction of a new zebra crossing to replace the existing uncontrolled crossing just south of the A5/A525 junction; and
 - Improvements to pavement provision outside the Falcon Inn.
- 11.1.4 Generally, road humps or cushions are not recommended in the package of measures as a result of the disadvantages outlined in Section 7.3.
- 11.1.5 Wider upgrading and enhancing pavement provision throughout the village is not recommended due to lack of highway land available to accommodate the provision and lack of potential demand in some locations.
- 11.1.6 The provision of a school patrol officer lacks clear additional benefit over other options (such as improving the existing, signal-controlled crossing to a Puffin crossing). However, the option is not discounted at this point and should be discussed further with Shropshire County Council.
- 11.1.7 Hard traffic calming features remain an option for Woore village but are less favoured and not recommended due to several disadvantages to the village. These disadvantages include: noise impact, increased emissions, installation disruption, heritage impacts and cause increased wear and tear on vehicles passing through Woore.
- 11.1.8 Following feedback from Woore Parish Council on the design packages presented in this study, any measures requiring changes to the highway will need to be discussed and agreed with the highway authority, Shropshire County Council prior to being taken forward.

11.1.9 The recommended measures are shown diagrammatically in Figure 14. The solution would aim to achieve:

- Maintaining sub 30mph vehicle speeds through village;
- Minimise impact on the heritage characteristics of Woore village;
- Minimise noise and emissions resulting from traffic calming measures;
- Enhance pedestrian safety in the village; and
- Improve the safe and efficient passage of vehicles including both HGVs and agricultural vehicles.

References

1. Local Transport Note 1/07 March 2007 – Traffic Calming
<https://www.gov.uk/government/publications/traffic-calming-ltn-107>
2. HS2 Ltd (2017), *High Speed Two (HS2) Phase 2a (West Midlands - Crewe), Environmental Statement*, <https://www.gov.uk/government/collections/hs2-phase-2a-environmental-statement>
3. HS2 Ltd (2018), *High Speed Two (HS2) Phase 2a (West Midlands - Crewe), Supplementary Environmental Statement (SES1) and Additional Provision Environmental Statement (AP1 ES)*,
<https://www.gov.uk/government/collections/hs2-phase-2a-supplementary-environmental-statement-and-additional-provision-environmental-statement>
4. Environmental Statement Volume 5: Technical appendices. Draft Code of Construction Practice (CT-003-000)
5. High Speed 2 Phase 1 and 2a: Route-Wide Traffic Management Plan. Document no.: HS2-HS2-CL-PLN-000-000002

Appendix A – Traffic Survey Locations and results

Figure A15: Extract from Ordnance survey map showing two speed and volume data points (Sites 3 and 4)

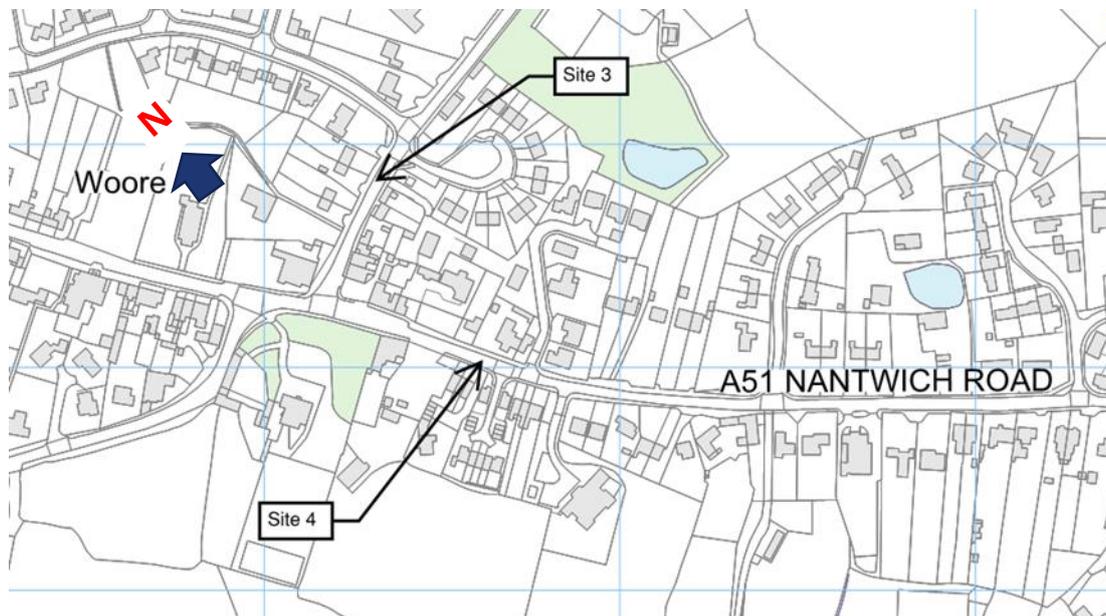


Table 4: Traffic survey results – Sites 3 and 4

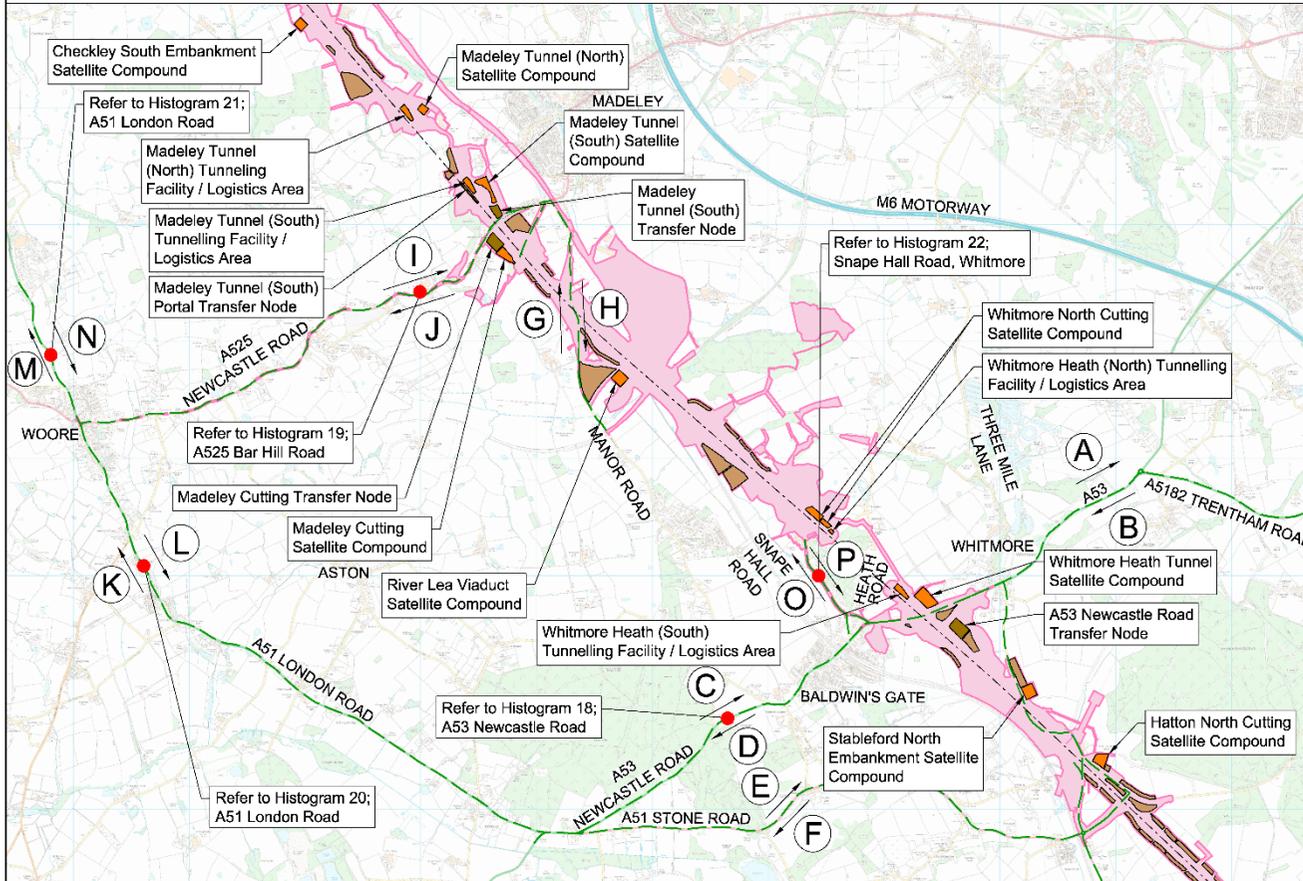
Location	Direction	AADT	% HGV	85 th Percentile Speed (MPH)
Site 4 – A51	NB	3246	2.0	30.6
Site 4 – A51	SB	3228	2.0	32.0
Site 3 – A525	EB	1857	1.7	25.9
Site 3 – A525	WB	1822	3.0	25.1

Notes: AADT - Annual average daily traffic (number)

% HGV - % of AADT which is recorded as HGV traffic

85th Percentile speed – Measured speed of which 85% of traffic is below at the location

WHITMORE, WOORE, MADELEY AVERAGE DAILY WEEKDAY TRAFFIC FLOWS IN PEAK MONTH AP REVISED SCHEME



		A53 - Eastbound					
		2023 future baseline		HS2 Traffic		2023 future baseline plus HS2	
A		All Vehs	%HGV	All Vehs	%HGV	% Increase in all vehicle traffic	%HGV
		7252	380	638	353	9%	9%
		A53 - Westbound					
		2023 future baseline		HS2 Traffic		2023 future baseline plus HS2	
B		All Vehs	%HGV	All Vehs	%HGV	% Increase in all vehicle traffic	%HGV
		6782	425	638	353	9%	10%
		A53 Newcastle Road (between Madeley Road and Holly Bush Lane) - Eastbound					
		2023 future baseline		HS2 Traffic		2023 future baseline plus HS2	
C		All Vehs	%HGV	All Vehs	%HGV	% Increase in all vehicle traffic	%HGV
		4088	318	309	254	8%	13%
		A53 Newcastle Road (between Madeley Road and Holly Bush Lane) - Westbound					
		2023 future baseline		HS2 Traffic		2023 future baseline plus HS2	
D		All Vehs	%HGV	All Vehs	%HGV	% Increase in all vehicle traffic	%HGV
		5817	475	309	254	5%	12%
		A51 Stone Road (east of A53) - Eastbound					
		2023 future baseline		HS2 Traffic		2023 future baseline plus HS2	
E		All Vehs	%HGV	All Vehs	%HGV	% Increase in all vehicle traffic	%HGV
		1488	48	50	16	3%	4%
		A51 Stone Road (east of A53) - Westbound					
		2023 future baseline		HS2 Traffic		2023 future baseline plus HS2	
F		All Vehs	%HGV	All Vehs	%HGV	% Increase in all vehicle traffic	%HGV
		2294	82	50	16	2%	4%
		Manor Road (between Bar Hill and HS2 Route) - Northbound					
		2023 future baseline		HS2 Traffic		2023 future baseline plus HS2	
G		All Vehs	%HGV	All Vehs	%HGV	% Increase in all vehicle traffic	%HGV
		580	16	190	85	32%	13%
		Manor Road (between Bar Hill and HS2 Route) - Southbound					
		2023 future baseline		HS2 Traffic		2023 future baseline plus HS2	
H		All Vehs	%HGV	All Vehs	%HGV	% Increase in all vehicle traffic	%HGV
		590	21	190	85	32%	14%
		A525 Bar Hill Road (between Gravenhunger Moss and HS2 Route) - Eastbound					
		2023 future baseline		HS2 Traffic		2023 future baseline plus HS2	
I		All Vehs	%HGV	All Vehs	%HGV	% Increase in all vehicle traffic	%HGV
		2201	70	297	261	13%	13%
		A525 Bar Hill Road (between Gravenhunger Moss and HS2 Route) - Westbound					
		2023 future baseline		HS2 Traffic		2023 future baseline plus HS2	
J		All Vehs	%HGV	All Vehs	%HGV	% Increase in all vehicle traffic	%HGV
		2144	92	297	261	14%	14%
		A51 London Road (between Gravenhunger Lane and Newcastle Road) - Northbound					
		2023 future baseline		HS2 Traffic		2023 future baseline plus HS2	
K		All Vehs	%HGV	All Vehs	%HGV	% Increase in all vehicle traffic	%HGV
		3093	148	350	274	9%	10%
		A51 London Road (between Gravenhunger Lane and Newcastle Road) - Southbound					
		2023 future baseline		HS2 Traffic		2023 future baseline plus HS2	
L		All Vehs	%HGV	All Vehs	%HGV	% Increase in all vehicle traffic	%HGV
		3384	45	350	274	10%	9%
		A51 London Road (between Newcastle Road and Yew Tree Lane) - Northbound					
		2023 future baseline		HS2 Traffic		2023 future baseline plus HS2	
M		All Vehs	%HGV	All Vehs	%HGV	% Increase in all vehicle traffic	%HGV
		3020	52	97	66	3%	4%
		A51 London Road (between Newcastle Road and Yew Tree Lane) - Southbound					
		2023 future baseline		HS2 Traffic		2023 future baseline plus HS2	
N		All Vehs	%HGV	All Vehs	%HGV	% Increase in all vehicle traffic	%HGV
		2817	93	97	66	3%	5%
		Snape Hall Road, Whitmore (between HS2 Route and Birch Tree Lane) - Northbound					
		2023 future baseline		HS2 Traffic		2023 future baseline plus HS2	
O		All Vehs	%HGV	All Vehs	%HGV	% Increase in all vehicle traffic	%HGV
		13	1	135	52	1036%	36%
		Snape Hall Road, Whitmore (between HS2 Route and Birch Tree Lane) - Southbound					
		2023 future baseline		HS2 Traffic		2023 future baseline plus HS2	
P		All Vehs	%HGV	All Vehs	%HGV	% Increase in all vehicle traffic	%HGV
		13	0	135	52	1067%	35%

LEGEND

- Location of Construction Traffic Histogram
- Rail Alignment
- Land Potentially Required During Construction
- Construction Main Compound
- Construction Satellite Compound
- Transfer Node
- Borrow Pit
- Construction Traffic Route
- Highway Realignment or Closure
- Temporary Material Stockpile

Registered in England
Registration No. 06791688
Registered office:
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Zone: CA3 & CA4

Project/Contract: P2A Civils Design & Environmental Services

Design Stage: DESIGN FOR PETITIONS

Discipline/Function: Traffic and Transport

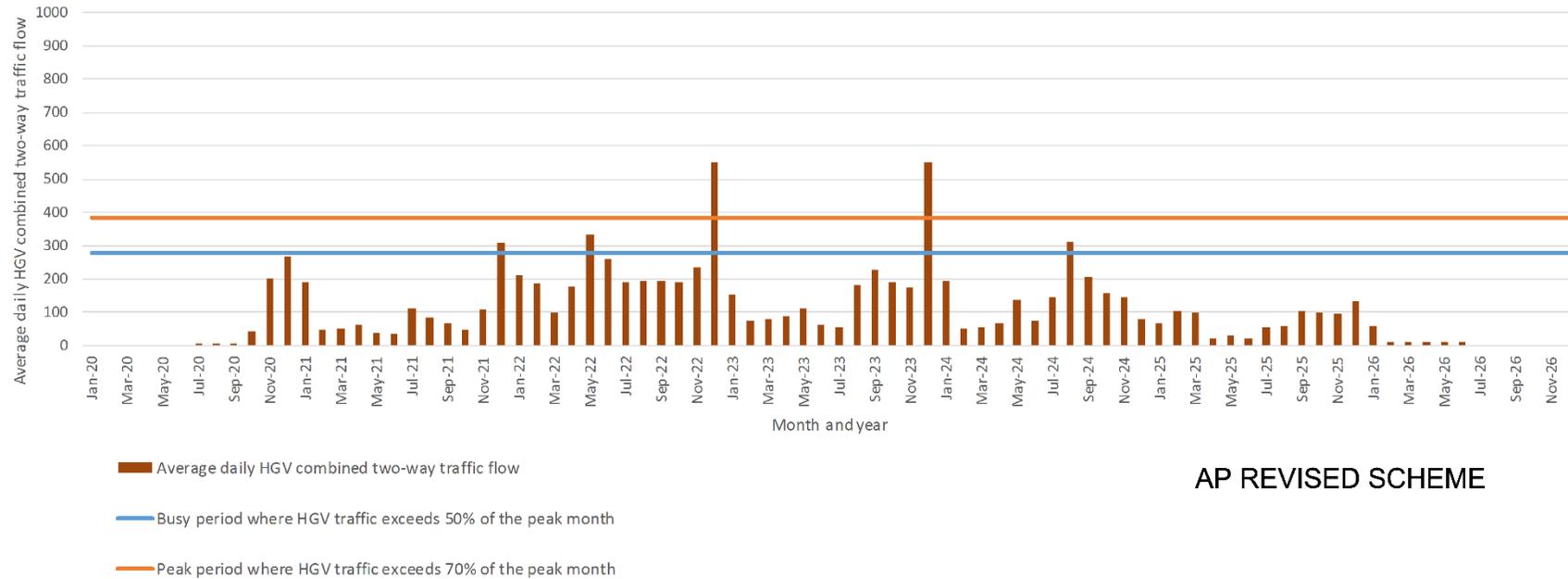
Drawing Title: Whitmore, Woore, Madeley

Daily Weekday Traffic Flows

Construction Phase - Peak Monthly Average Daily HGV Traffic

Rev	Description	Drawn	Checked	Con App	HS2 App	Notes with caution as distribution can occur.

Whitmore
 AP Revised Scheme - Histogram 20
 A51 London Road (between London Road and Newcastle Road)
 Reference K+L on Whitmore construction traffic flow map



AP REVISED SCHEME

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Rev	Description	Drawn	Checked	Con App	HSE App	Scale with caution as distortion can occur.	

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Creator/Originator
 Ove Arup & Partners International Ltd

Zone	CA5	
Design Stage	DESIGN FOR PETITIONS	
Drawing Title	A51 London Road (between London Road and Newcastle Road)	

Project/Contract	P2A Civils Design & Environmental Services		
Discipline/Function	Environmental		
Drawn	DAS	Checked	BF
Approved	TE		
Date	09/03/2018	Scale	As Shown
Rev	A3		
Drawing No.	2PT01-ARP-TM-DSK-000-101031		Rev
			P00.1

Appendix B - Traffic calming measures (Hard and Soft)

Hard traffic calming measures

The hard traffic calming measures considered in Woore are discussed below:

- **Measure 8a – Chicanes**

Chicane designs vary considerably but most fall into two broad categories:

- Single lane, consisting of staggered build outs, narrowing the road so that the traffic from one direction must give way to opposing traffic.
- Two lane, using build outs to provide deflection, but with lanes separated by road markings or a central island.

A single lane chicane allows traffic flow in both directions, but there is only room for one vehicle to pass at a time. Generally, priority is given to one direction, minimising the possibility of vehicle conflicts. Priority should be given to vehicles leaving a traffic-calmed area to reduce the speed of vehicles entering the area.

Two lane chicanes require more carriageway width than single lane chicanes, as they allow two vehicles to pass in opposite directions at the same time. Where chicanes do not have a central divider, vehicles can encroach into the opposing traffic lane, and this may result in less speed reduction being achieved, and / or safety being compromised.

- **Measure 8b - Pinch Points**

A pinch point is where the road is narrowed from both sides at the same position along the road for 5 to 10m. By implementing this measure, the carriageway width can be restricted so that only one vehicle at a time may pass, or so that two vehicles can pass slowly. Roads with a high frequency of buses and / or heavy goods vehicles need a wider carriageway width between the pinch points.

- **Measure 8c - Traffic Islands and Refuges**

Central islands and refuges can be installed in the middle of the carriageway to narrow the width of the traffic lanes and assist in reducing vehicle speeds. Such facilities must be accompanied by the relevant road markings.

- **Measure 8d - Round and Flat Top Humps**

Round top and flat top humps have been used extensively across the UK. Flat top humps having the added benefit that they can also be used as raised crossing points in appropriate locations.

- **Measure 8e – Cushions**

Cushions are favoured more commonly over rounded top and flat top humps, especially on bus routes. A speed cushion is a form of road hump, occupying part of the traffic lane in which it is installed. Speed cushions are generally located in pairs, arranged transversely across the carriageway, but single cushions centrally positioned between build outs, "three abreast" versions, and double pair arrangements have also been used.

- **Measure 8g - Rumble Strips**

Rumble devices are designed to provide a vibratory and/or audible effect. They are intended to alert drivers to take greater care in advance of a hazard such as a bend or junction, and to help to reduce vehicle speeds. Reliance should not be placed on such traffic calming surfaces alone when seeking speed reduction.

- **Measure 8h - Mini Roundabouts**

Mini roundabouts assist in giving easier access from side roads. A mini roundabout should not be considered as a traffic calming measure in isolation and should only be considered as a package of traffic calming measures.

A summary of published comparison of various Hard Measures with respect to traffic calming performance (from reference 1: Local Transport Note 1/07 March 2007 – Traffic Calming) as shown below:

Table 1.1 Summary of measures and their relative performance

Type of measure	Chapter or Section in LTN	Impact on traffic speeds *** = largest reduction	Impact on traffic flows *** = largest reduction	Impact on injury accidents *** = largest reduction	Delays to emergency services *** = shortest delay	Relative public acceptability *** = most acceptable	Impact on vehicle emissions *** = smallest increase		
							CO	NOx	PM
Road hump									
Round-top	4.2	***	***	***	*	***	**	**	**
Flat-top	4.2	***	***	***	*	***	*	*	*
Raised junction	4.2	***	***	***	*	***	*	*	**
Sinusoidal	4.2	***	***	***	*	***	-	-	-
'H' hump	4.2	**	***	***	**	***	-	-	-
'S' hump	4.2	**	***	***	**	***	-	-	-
Thump	4.2	**	***	**	*	**	-	-	-
Cushion	4.2	**	***	***	**	**	**	**	**
Rumble device									
Area	5.1	*	*	**	***	**	-	-	-
Strip	5.1	*	*	**	***	*	-	-	-
Narrowing									
Island	6.3	*	*	*	***	-	-	-	-
Pinch point/build-out	6.3	* to ***	* to **	* to **	***	*	**	***	***
Chicane									
Single lane	6.4	***	**	**	**	*	*	***	*
Two-way	6.4	**	*	**	**	**	-	-	-
Gateway	7	**	*	**	***	**	-	-	-
Mini-roundabout	8	**	*	**	***	*	***	**	**
Vehicle activated device									
Vehicle activated signs	9.1	**	*	**	***	-	-	-	-
Speed cameras	9.2	**	*	**	***	***	-	-	-
Road markings, traffic signs and furniture									
Roundels	10.2	*	*	*	***	***	-	-	-
Coloured surfacing	10.2	*	*	*	***	-	-	-	-

Features like traffic / pedestrian islands, pinch points and mini roundabouts, of the hard-calming features, are not considered suitable for use in Woore village due to the geometrical constraints of the highways in the village. Generally, there is a lack of carriageway width / highway land to provide these features. These traffic calming features are normally installed on roads with a wider footprint (a characteristic that can encourage an increase in vehicle speeds due to driver perception).

Chicanes are often combined with vertical measures to be effective and potentially adding noise impact to the village. Chicane designs would also need to accommodate moderate to high amounts of HGV vehicles usage which would require wider spacing of the chicanes. The accommodation of HGV movements may be less effective in calming car speed (requiring shorter stagger of the chicanes). As a result, the use of chicanes on the A51, which is used by large HGVs and agricultural vehicles, is not considered to be appropriate. Chicanes are unlikely to control traffic speed more effectively than other available options.

Traffic Calming Option Selection – Other Technical Considerations

Noise and Vibration

Research has been carried out on how road humps and tables would affect noise and vibration levels. Test track research has measured maximum noise levels from a range of heavy vehicles passing over a selection of road humps and cushions (Abbott et al., 1995c). The results showed that, at sites located alongside the measure with typical vehicle speeds, installing speed cushions or humps would lead to substantial reductions in light vehicle noise levels, smaller changes in noise levels for buses, and generally an increase in maximum noise levels for unladen commercial vehicles with steel leaf suspensions, despite reductions in vehicle speeds.

Based on an assumed reduction in vehicle speed and where the traffic flow consists of all cars, a lowering of traffic noise levels would be expected following the installation of cushions or humps. With the introduction of just 10% commercial vehicles and 1% of buses, these reductions in traffic noise would deteriorate dramatically. For wide cushions and flat-top humps this traffic noise would further increase.

When considering the potential noise impacts of traffic calming involving road humps or cushions, consideration needs to be given to the number of commercial vehicles, particularly those in the heavier category and that are unladen. In Woore, along the A51, there is expected to be a mixture of laden and unladen vehicles for both the current traffic and for the construction vehicles associated with HS2.

Generally, the introduction of temporary humps and tables as an option for traffic calming in Woore is considered to introduce further noise impacts that would be undesirable for the village residents based on comments made in the Woore Parish Council petition to the Phase 2a Bill.

Requirement to Provide Signs and Lighting for Hard Features

There is no requirement to sign individual vertical deflections of hard features providing these deflections are less than 150m apart. Signing is required (Traffic Signs Regulations and General Directions 2016 (TSRGD 2016)) and should be erected at the start of the traffic calmed area, together with supplementary signs as appropriate including any signs for ramped pedestrian crossings.

The requirement for signage will have an impact on the historic setting of Woore village and this needs to be considered when selecting traffic calming options to address Woore Parish Council's desire to protect and maintain the village setting.

The requirements for road lighting of road hump schemes, other than in 20mph zones, are that lighting should extend over the length of the road containing the humps. This must consist of at least three street lamps placed not more than 38 metres apart from each other, or the lighting should comply with the British Standard (BS 5489, 1992). The potential need for additional lighting through the village would need to be assessed as part of the detailed design of any design packages that included road humps.

Governance Requirements to Adopt Hard Calming measures

Any traffic calming works proposed for Woore would need to meet the Highways (Road Hump) Regulations 1999 and a statutory duty consultation process. Any calming measures would need to be accepted and agreed by Shropshire County Council (SCC). A safety audit process would also need to be completed.

Alternative soft traffic calming measures

The following alternative soft calming measures were discounted for the reasons described below:

- **Measure 3a - Soft traffic calming measures outside Woore village**

It may be possible to introduce additional soft measures along the A51, A525 and B5026 outside Woore village but with no specific target or hazard it is unclear what risk these measures would be addressing and whether they would be effective in reducing speed or road safety provision.

- **Measure 3b - Speed Cameras**

Local highway authorities have strict restrictions and policies as to where and when speed cameras can be used. There is normally a requirement for a certain amount of serious or fatal collisions within a certain distance of the site. According to road accident data Woore does not have any significant collision history and there is no current speeding problem as demonstrated by the speed survey data. Therefore, this measure is not recommended.

- **Measure 3c - Prominent Speed Gate on A525**

There is no apparent evidence that traffic is travelling over the 30mph speed limit on the A525 within Woore village. On this basis, the disruption to traffic during the installation of such a facility is not considered to be warranted.

- **Measure 3d - Pedestrian Crossing at Falcon Inn**

There is no apparent evidence of difficulty for pedestrians crossing at the Falcon Inn. On this basis, the construction of such a facility is not considered to be warranted.

- **Measure 3e - Pedestrian Crossing on A525**

There is no apparent evidence of difficulty for pedestrians crossing the A525. On this basis, the construction of such a facility is not considered to be warranted.

Signal-controlled staggered crossroad at the A51/A525 junctions

The upgrade of the A51 London Road/A255 Newcastle Road and A51 Nantwich Road/A525 Audlem Road junctions to a signal controlled staggered crossroad was considered as a further alternative design measure. It would cause increased delays in the village and would introduce design and road safety challenges associated with the short stagger distance between the existing junctions. Alternative traffic calming measures would be more suitable treatments for achieving the desired speed reduction and road safety goals. It was also deemed unlikely that this measure would be supported by the local highway authority. For these reasons, this measure is not recommended.

HS2

Woore Village Traffic Calming and Footway Provision

Security classification: OFFICIAL

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1 Executive Summary

- 1.1.1 This report summarises the findings of a study to investigate the provision of permanent traffic calming measures and additional footway provision through Woore village. The study is in response to additional actions that arose at a stakeholder meeting between Woore Parish Council (WPC), Owen Patterson MP and HS2 that took place on 18th January 2019.
- 1.1.2 A number of potential traffic calming measures that could be implemented in Woore village were investigated previously as described in the 'Traffic Calming and Road Safety Provision Options – Woore Village' report. The cost estimates provided in this previous report were based on the assumption that each traffic calming measure was to be installed on a temporary basis and removed following completion of HS2 works. As part of this study, the cost estimates have been revised based on the assumption that the relevant traffic calming measures would be installed on a permanent basis, i.e. the costs of reinstating the existing layout have been removed.
- 1.1.3 This study includes an examination of potential carriageway widening on the A51 at two “narrow points” highlighted by WPC. The study concluded that it would not be feasible to introduce impactful carriageway widening at either location without requiring additional land take from residential properties adjacent to the current highway boundary. Furthermore, any carriageway widening at these locations would introduce significant disruption to road users as temporary traffic signals and lane closures would be required for the duration of construction works. At this stage, without topographical or utility data, or any resultant retaining feature designs it anticipated these works would take up to 9 months.
- 1.1.4 The study also includes an examination of potential provision of continuous footway through Woore on the A51 and A525. The study concluded that it would not be feasible to introduce continuous footway without requiring additional land take from properties adjacent to the current highway boundary.
- 1.1.5 It is noted that on the A51 Nantwich Road in Woore, both north and south of the A525 Newcastle Road, the anticipated peak month average daily HGV combined movements have fallen as part of the changes implemented at the AP2 design stage. Furthermore, total vehicle movements at this location throughout the total construction period are also expected to fall.

2 Introduction

2.1 Background

2.1.1 This report is a supplement to the following report:

- Traffic Calming and Road Safety Provision Options – Woore Village

2.1.2 Refer to the report listed above for full background information on this study.

2.2 Study scope

2.2.1 A meeting between Woore Parish Council (WPC), Owen Patterson MP and HS2 took place on 18th January 2019 to discuss the findings of the report listed above. This report examines a number of actions that arose from this meeting as follows:

Traffic calming and footway provision

- As part of the traffic calming assessment, provide an additional cost for installing a permanent & continuous footway through Woore.
- Produce a revised cost estimate for the temporary traffic calming measures proposed, based on making the traffic calming measures permanent, i.e. the cost for removing the traffic calming measures and reinstating existing would be omitted.
- Assess the potential for carriageway widening at two “narrow points” on the A51 identified by WPC.

Permanent bypass

- A further action to undertake an assessment of a permanent Woore Village bypass was also agreed. For further details of this assessment refer to the report ‘Woore Village Permanent Bypass’

2.3 Limitations of this report

2.3.1 The following points should be considered when reading this report:

- This study summarises the results of a high-level desk study examining the potential provision of traffic calming measures and additional footway in Woore village. Detailed site surveys in particular in relation to the existing carriageway widths, property boundaries, topography, and utility locations is critical to attain more design certainty.

2.3.2 Accordingly, the comments on potential design changes, environmental considerations, land take, cost and programme may be subject to considerable change following further design development.

2.3.3 However, it is our professional judgement that the overall conclusions of the report will remain broadly unchanged despite these limitations.

3 Study Assumptions / Design Constraints

3.1 Traffic Calming and Footway Provision Assumptions

3.1.1 The following assumptions formed the basis of the additional information provided regarding the potential traffic calming measures and footway provision through Woore:

- Revised costs estimates for traffic calming measures assume that all traffic calming measures are to be installed on a permanent basis.
- It is assumed that any alterations to the traffic calming, footway and carriageway provision on the “narrow points” on the A51 would need to be achieved within the existing highway boundary.



4 Traffic Calming and Footway Provision

4.1 Permanent traffic calming measures

4.1.1 HS2 has engaged with Woore Parish Council to address their concerns regarding the potential effects of HS2 construction traffic on Woore village. Woore Parish Council has suggested a number of potential measures to mitigate the effects of HS2 construction traffic. The 'Traffic Calming and Road Safety Provision Options – Woore Village' report examined the suggested mitigation proposals. The list of measures examined is summarised below in Table 1.

4.1.2 The cost estimates provided in the 'Traffic Calming and Road Safety Provision Options – Woore Village' report were based on the assumption that each traffic calming measure was to be installed on a temporary basis and removed following completion of HS2 works. As part of this study, the cost estimates have been revised based on the assumption that the relevant traffic calming measures would be installed on a permanent basis, i.e. the costs of reinstating the existing layout have been removed. Cost evaluation for each of the permanent traffic calming measures is included in Appendix A. Note: The cost estimate includes the estimated engineering cost of installing each design package on a permanent basis only. Land and property costs are not included.

Table 1: List of measures included in each traffic calming design package

Measure Type	No.	Description	Design Package 1	Design Package 2 (Recommended)
Soft Calming	1	Road marking, upgrade of gateways and upgrade of crossings	X	X
	2	Vehicle Activated Signs		X
	3	Alternative soft traffic calming measures		
Hard Calming	4	A51/A525 junction safety improvements	X	X
	5	Hard traffic calming measures on A51 north of the A51/A525 junction		
	6	Hard traffic calming measures on A51 south of the A51/A525 junction	X	
	7	Extension of hard traffic calming measures along A51, A525 and B5026		
Traffic Management	8	Alternative hard traffic calming measures		
	9	School crossing patrols		
Improvements to Footway Provision	10	Enhanced pedestrian crossing points on A51		X
	11	Footway improvements close to the Falcon Inn		X
	12	Continuous pavement along the A51, A525 and B5026		
	13	Pedestrian access to Bridgemere Garden Centre		

4.2 Narrow points on A51

- 4.2.1 WPC have requested an assessment of potential carriageway widening at two existing “narrow points” on the A51. (Refer to Appendix B for map of “narrow points” provided by WPC).
- 4.2.2 The assessment below is based on a high-level desk study using the site information available. Detailed site survey would be required to form a more complete assessment.

Narrow point to the north of the A525

Existing carriageway and Non-Motorised User (NMU) provision

- 4.2.3 Based on the information available, the existing carriageway width at the narrow point to the north of the A525 varies between approximately 5m and 6m. There is no NMU provision along this section of carriageway.
- 4.2.4 There is limited to no verge provision along this section of carriageway. Existing hedgerows and mature trees line the edge of carriageway and form the highway boundary. There are residential properties on both sides of the carriageway with the property boundaries directly adjacent to the existing vegetation. At the southern end of the “narrow point” existing residential brick walls and retaining walls of unknown form are positioned directly adjacent to the edge of the narrow hardstrips on both sides of the carriageway, restricting carriageway widening.

Carriageway widening assessment

- 4.2.5 It would likely not be possible to achieve impactful carriageway widening without impacting land on residential properties. The existing carriageway through much of this “narrow point” is in cutting. It is likely that the earthworks (and potentially retaining walls) involved in any carriageway widening would impact the surrounding residential properties. Steep existing property accesses and in some cases significant level differences between the carriageway and residential property front and rear gardens introduce would introduce further design challenges if the carriageway were to be widened at this location.
- 4.2.6 There is existing traffic signage in the western verge (Providing a warning to drivers of a winding carriageway and a hidden access ahead). The existing signage would need to be retained if the carriageway were to be widened. This is one of the limiting factors restricting carriageway widening as sufficient spatial provision would need to be retained in the verge to ensure that vehicles would not collide with the signage.

- 4.2.7 Mitigation planting would need to be provided if the existing hedgerows and mature trees were to be removed. There is insufficient space within the existing highway boundary to widen the carriageway and provide adequate verge and mitigation planting. Spatial provision for mitigation planting would need to be made within an extended highway boundary if widening into the adjacent residential properties were to be considered.
- 4.2.8 The existing overhead utilities in the western verge would need to be relocated or undergrounded. This would have cost and programme implications and would also likely have land take implications. Detailed surveys of other utilities present at this location would also be required to determine the full scope of utility diversions required.

Land take considerations

- 4.2.9 As outlined above, it would likely not be possible to implement impactful carriageway widening at this location without impacting land on residential properties.
- 4.2.10 If land take from residential properties were to be considered, a number of options for the extents of carriageway widening could be examined. A detailed assessment of such works is outside the scope of this study. However, as a high-level indication of the extent of permanent land take required from the adjacent residential properties, the highway boundary may need to be extended by between approximately 1.8m and 6.4m into adjacent residential properties. This is based on the following assumptions:
- **Existing cross section:** The existing cross-section width of land within the highway boundary (including highway verge and planting) varies between approximately 6.4m and 11m along this 'narrow point'.
 - **Alternative cross section:** Based on typical HS2 rural road design criteria for realignments an alternative cross section that could be considered would require a cross section width of approximately 12.8m. This is based on a 1.5m wide footway (or verge) on one side of the carriageway, a 6.8m wide carriageway, a 1.5m wide verge on the other side of the carriageway, replacement hedgerow planting assumed to be 1m wide on both sides of the carriageway and a 1m wide provision made for a retaining wall, assuming most of the widening would occur on one side of the carriageway. It may be possible to consider alternative reduced cross sections following further design development and if departures from standard were to be applied.
- 4.2.11 Additional temporary land take from residential properties would also be required to accommodate construction activities as outlined below.

Construction and logistics

4.2.12 Any carriageway widening activities at this location would likely lead to significant disruption to road users as a result of the tight site constraints.

4.2.13 If the indicative cross-section changes outlined above were to be implemented, the key construction and logistics considerations would be as follows:

- The estimated duration for construction would be approximately 6 to 9 months. (Subject to further assessment of the scope of utility relocations and earthworks and retaining wall features.)
- Assuming that most of the widening works would take place on one side of the carriageway, the site would operate under traffic signals with a single lane running for the duration of works. Additional temporary full road closures would also likely be required to accommodate certain construction activities.
- In addition to the permanent land take required to accommodate the physical works, additional temporary land take from the adjacent residential properties would be required to accommodate construction activities. The offset of the temporary land take boundary would be between 2m and 10m from the outer engineering feature. The property specific land take requirements would be dependent on a number of features including the scope of utility relocations, retaining works required and extent of vegetation removal. It is likely that a typical offset of 5m from the outer engineering feature would be required.
 - 2m requirement. If limited retaining features are required, it may be possible to construct elements of the proposed widening from the existing carriageway, limiting the need to further encroach into residential properties. However, a detailed assessment would need to be carried out to confirm there is sufficient width to safely carry out the works, whilst providing a sufficiently wide single carriageway, space for a temporary vehicle restraint barrier, and working space. Furthermore, aiming to work from the carriageway, whilst reducing the impact on residential land take would increase the duration of on-carriageway works and the number of total carriageway closures required. Where these are required, these may only be permissible at night or weekend, increasing the associated nuisance from noise.
 - 10m requirement – If retaining features are required, the form of these will extend back beyond the retained face, by a distance that is related both to the height and type of retaining solution. If in constructing these, there is insufficient space to work from the carriageway, or a desire to reduce the impact of construction on the carriageway, then access for construction may need to be from behind the retaining feature. Additionally, fencing or planting may be required behind the retained face.
 - It is likely that, once the constraints above have been considered, a 5m working strip from the outer engineering feature may prove a reasonable compromise. However, until topographical surveys and detailed design are

completed and advice is sought from the highway authority this could not be confirmed.

Assessment summary

- 4.2.14 On the basis of the above, carriageway widening at this location is not deemed feasible within the existing site and study constraints. Additional land take from the adjacent residential properties would be required.
- 4.2.15 It is noted that on the A51 Nantwich Road in Woore, north of the A525 Newcastle Road, the anticipated peak month average daily HGV combined movements have fallen as part of the changes implemented at the AP2 design stage. Furthermore, total vehicle movements at this location throughout the total construction period are also expected to fall.

Narrow point to the south of the A525

Existing carriageway and NMU provision

- 4.2.16 Based on the information available, the existing carriageway width at the “narrow point” to the south of the A525 varies between approximately 5.4m and 5.6m. There are existing footways on both sides of the A525 through the southern “narrow point”.
- 4.2.17 The existing footway width through the narrow point on the western side of the carriageway varies between approximately 1.3m and 2.2m wide. The existing footway width through the narrow point on the eastern side of the carriageway varies between approximately 1.7m and 2.2m wide. The widest section for both footways accommodates the existing signalised pedestrian crossing.

Carriageway widening assessment

- 4.2.18 Widening the carriageway through the narrow point without reducing the footway width would not be possible within the existing highway boundary. Residential and/or commercial properties would be impacted.
- 4.2.19 There are a number of issues that would restrict any reduction in the footway width through the “narrow point” in order to widen the carriageway. The key issues are summarised below:
- HS2 Technical Standard – Roads specifies a minimum footway width provision of 1.5m, or where new/modified footway replaces an existing footway greater than 1.5m wide, it shall be the same width as the existing footway. Any footway width reduction would thereby require a departure from standards.
 - 2.0m is the desirable minimum footway width to allow a person walking alongside a pushchair to pass another pram or wheelchair user comfortably.

This is particularly relevant at this location given the close proximity to Woore Primary and Nursery School. In general, any reduction in footway width in the vicinity of Woore Primary and Nursery School may lead to negative road safety implications for pedestrians at this location.

- The existing effective width of both footways is reduced at a number of locations by the existing street furniture, lampposts, traffic signals and other utilities provisions, further restricting the ability to achieve a desirable minimum footway width provision.

Land take considerations

4.2.20 As outlined above, it would likely not be possible to implement carriageway widening at this location without impacting land on residential properties.

4.2.21 If land take from residential properties were to be considered, a number of options for the extents of carriageway widening could be examined. A detailed assessment of such works is outside the scope of this study. However, as a high-level indication of the extent of permanent land take required from the adjacent residential properties, the highway boundary may need to be extended by up to approximately 1.4m into adjacent residential properties. This is based on the following assumptions:

- **Existing cross section:** The existing carriageway width at the “narrow point” to the south of the A525 varies between approximately 5.4m and 5.6m. It is assumed that the existing footway widths on both sides of the carriageway would be retained.
- **Alternative cross section:** Based on typical HS2 rural road design criteria for realignments an alternative carriageway width that could be considered would be 6.8m. It is assumed that the existing footway widths would be retained and relocated partially within the boundary of adjacent properties on one or both sides of the carriageway. The existing property boundary features would also need to be replaced. Alternative reduced cross sections could be considered following further design development and if departures from standard were to be applied.

4.2.22 Additional temporary land take from residential properties would also be required to accommodate construction activities as outlined below.

Construction and logistics

4.2.23 Any carriageway widening activities at this location would likely lead to significant disruption to road users and pedestrians as a result of the tight site constraints.

4.2.24 If the indicative cross-section changes outlined above were to be implemented, the key construction and logistics considerations would be as follows:

- The estimated duration for construction would be approximately 3 to 6 months. (Subject to further assessment of the scope of utility relocations)
- Assuming that widening works would be required on both sides of the carriageway, the site would operate under traffic signals with a single lane running for the duration of works. The works would alternate between each side of the carriageway as required. Temporary footway closures would also be required accordingly.
- In addition to the permanent land take required to accommodate the physical works, additional temporary land take from the adjacent residential properties would be required to accommodate construction activities. The offset of the temporary land take boundary would typically be approximately 2m from the outer engineering feature. This may need to be locally extended to approximately 5m from the outer engineering feature during certain utility relocation and vegetation clearance activities.

Assessment summary

- 4.2.25 On the basis of the above, carriageway widening at this location is not deemed feasible within the existing site and study constraints. Additional land take from the adjacent residential properties would be required.
- 4.2.26 It is noted that on the A51 Nantwich Road in Woore, south of the A525 Newcastle Road, the anticipated peak month average daily HGV combined movements have fallen as part of the changes implemented at the AP2 design stage. Furthermore, total vehicle movements at this location throughout the total construction period are also expected to fall.

4.3 Footway provision

A51 footway provision

- 4.3.1 Within Woore village, the A51 has footways on both sides of the highway for most of its length. Where it is omitted, there is a lack of available highway land to provide it (at the north end of village) or, alternatively, infrequent housing (for example; at the southern end of Woore there are only 5 houses present on the east side of the A51). At some locations, the effective width of the footway is reduced by obstructions.

Northern narrow point

- 4.3.2 As outlined in Section 4.2, the existing carriageway narrow point on the A51 to the north of the A525 has no NMU provision and has a carriageway width of between approximately 5m and 6m.

- 4.3.3 Any footway provision on the western side of the carriageway would impact on the adjacent residential properties. It would necessitate earthworks (and potentially a retaining wall) that would impact residential properties along the length of the provision. Footway provision is also restricted by the existing brick wall that forms the property boundary at the southern end of the narrow point.
- 4.3.4 Whilst any earthworks requirements for a footway provision on the eastern side of the carriageway would be limited, the space available within the existing highway boundary on this side of the carriageway is extremely limited. A narrow footway (approximately 0.5m to 1.0m wide) would require a departure from standards and would likely raise significant road safety issues. The existing narrow carriageway width would increase the risk of accidents involving pedestrians at this location (E.g. Due to wing mirrors overhanging the footway).
- 4.3.5 Furthermore, a footway provision on either side of the carriageway would necessitate the removal of the existing hedgerow and mature trees. There is insufficient space within the highway boundary at this location to provide adequate mitigation planting. On this basis additional land take from the adjacent residential properties would be required as part of any footway provision.
- 4.3.6 On the basis of the above, footway provision at this location is not deemed feasible within the existing site and study constraints. Additional land take from the adjacent residential properties would be required. (Refer to Paragraphs 4.2.20 to 4.2.22 for additional details on land take considerations at this location if land take from adjacent residential properties were to be considered.)

Southern end of Woore village

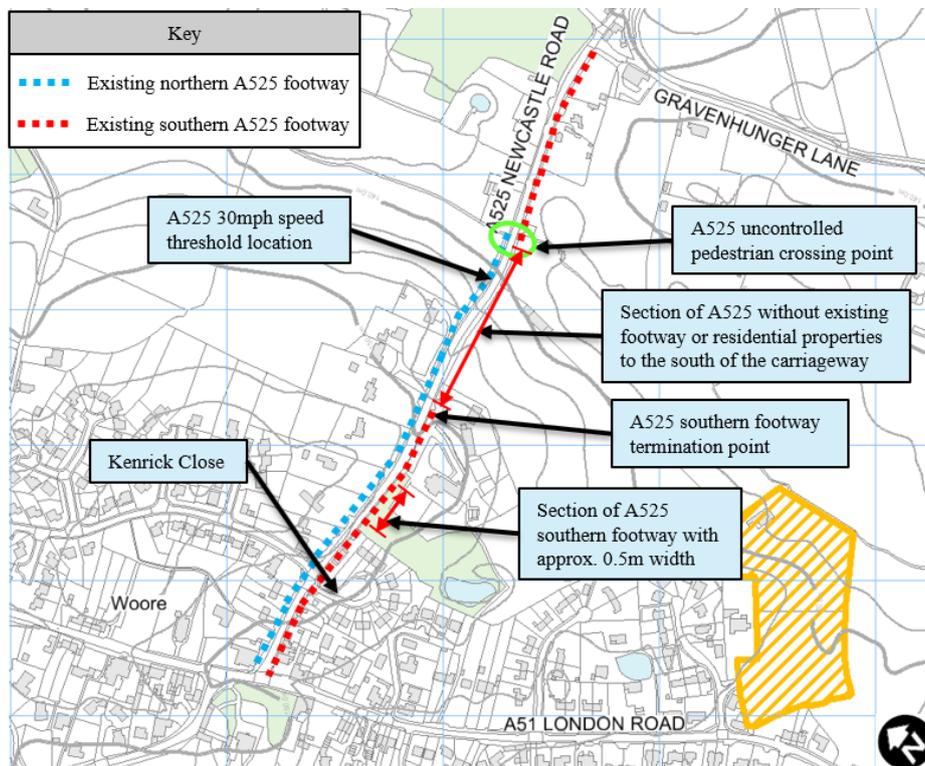
- 4.3.7 The B5026 (at Ireland's Cross) has footway facilities at its northern end which links up to the A51 pedestrian facilities without the need to cross over the A51. Again, existing highway boundaries determine what side of the highway that the provision for the footway can be located.
- 4.3.8 Between Ireland's Cross and Woore the footway provision is non-continuous due to the highway layout, residential dwelling locations and highway boundary features. The highway boundary determines which side of the carriageway a footway can be located. Therefore, between Ireland's Cross and Woore there are two locations where pedestrians are required to cross over the A51 to continue their journey using the footway. The first point is at the northern extent of Ireland's Cross and the second point being at the southern edge of Woore village.
- 4.3.9 On the basis of the above, additional footway provision at this location is not deemed feasible within the existing site and study constraints. Additional land take from the adjacent properties would be required.
- 4.3.10 If land take from properties adjacent to the highway boundary were to be considered the highway boundary would typically need to be extended by up to

approximately 1.5m into the adjacent property to accommodate a 1.5m wide footway. Most of this land take would be from agricultural land parcels. Further additional permanent land take may be required for any sections of the footway that require additional earthworks (or retaining wall features) A significant number of replacement trees and length of replacement hedgerow planting would be required to mitigate the vegetation losses brought about by these works. Additional temporary land take for construction activities between 2m and 10m (A typical requirement of 5m is considered a to be reasonable assumption at this stage – see paragraph 4.2.13 above) from the outer edge of the footway may also be required locally to accommodate activities including vegetation clearance and utility relocation. Temporary lane closures under traffic signals on the A51 would also likely be required.

A525 footway provision

4.3.11 The existing footway provision on the A525 Newcastle road between the A51 and Gravenhunger Lane is illustrated in Figure 1. The A525 has footways on both sides of the road in the centre of Woore. The provision reduces to one side of the highway when leaving the village centre to the east. Housing is mainly located on the side of the carriageway with the existing footway side.

Figure 1: Existing footway provision on the A525 Newcastle Road



4.3.12 The width of the existing footway on the southern side of the A525 to the east of Kenrick Close narrows to approximately 0.5m wide over a length of approximately 40m. A brick wall delineating a residential property boundary is directly adjacent to the edge of the footway at this location. This narrow existing footway width is

significantly below the 1.5m desirable minimum footway width specified in the HS2 Technical Standard – Roads. It would not be possible to widen the footway provision at this location without impacting the residential property. Encouraging greater pedestrian usage of this sub-standard footway provision may lead to negative road safety implications.

- 4.3.13 The existing footway on the southern side of the carriageway terminates at a residential property driveway to the east of the village. (Refer to Figure 1) As illustrated in Figure 2, the A525 is in a slight cutting beyond this termination point. The highway boundary terminates at a brick wall at the edge of the adjacent residential property. The earthworks (and potentially retaining wall) associated with any extension of the footway along this section of the carriageway would impact the adjacent residential property.

Figure 2: Existing southern verge on the A525 Newcastle road beyond the footway termination point



- 4.3.14 On the basis of the road safety and land take issues outlined above it is not deemed feasible to provide a continuous footway on the A525 within the site and study constraints.
- 4.3.15 As highlighted in Figure 1, there are no further residential properties to the south of the A525 between the two non-continuous sections of southern footway provision. As a result, no benefit was identified for a short non-continuous section of southern footway at this location and it is therefore not recommended.
- 4.3.16 It should be noted that the typical footway width on the northern side of the carriageway is between approximately 1.2m and 1.5m on the approach to the uncontrolled pedestrian crossing point adjacent to the 30mph speed threshold and is considered to be a safer footway provision than the narrow provision on the southern side of the carriageway.

- 4.3.17 It should also be noted that on the A525 Newcastle Road in Woore, peak month average daily HGV combined movements have fallen from 524 HGVs (HB & AP1) to 256 HGVs (AP2). Furthermore, total vehicle movements at this location throughout the total HS2 construction period are expected to fall by approximately 11%.
- 4.3.18 If land take from properties adjacent to the highway boundary were to be considered the highway boundary would typically need to be extended by up to approximately 1m to 1.5m into the adjacent property to accommodate a 1.5m wide footway (and retaining wall features where required). This this land take would be from both residential properties and agricultural land parcels. Existing residential property boundary walls would need to be replaced and a significant number of replacement trees and length of replacement hedgerow planting would be required to mitigate the vegetation losses brought about by these works. Additional temporary land take for construction activities of between 2m and 10m (A typical requirement of 5m is considered a to be reasonable assumption at this stage – see paragraph 4.2.13 above) from the outer edge of the footway would also likely be required to accommodate activities including vegetation clearance and utility relocation. Temporary lane closures under traffic signals on the A525 would also likely be required in addition to temporary footway closures for the sections of existing footway.

5 Summary

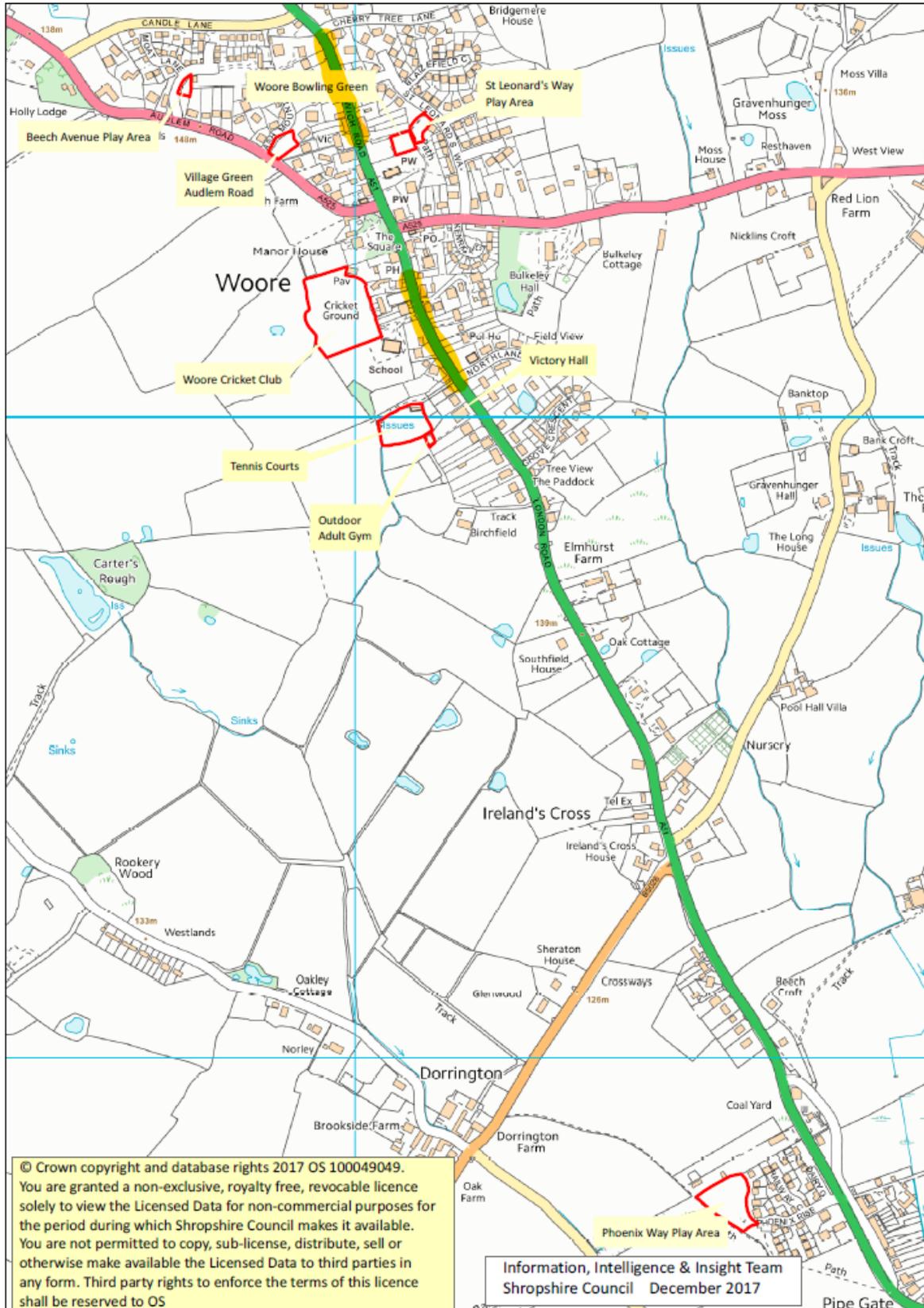
- 5.1.1 Revised costs estimates have been developed for the traffic calming measures described in the 'Traffic Calming and Road Safety Provision Options – Woore Village' report with the revised assumption that all traffic calming measures are to be installed on a permanent basis.
- 5.1.2 The provision of carriageway widening at the “narrow points” on the A51 or continuous footway provision through Woore village were not considered feasible within the site and study constraints on the basis that these design changes would require additional land take from the surrounding land owners as the available space within the existing highway boundary is insufficient to accommodate such works. It is also noted that any such works would introduce significant disruption to road users for the duration of construction as a result of the temporary traffic management measures required to accommodate construction activities within the tight site constraints.
- 5.1.3 It is noted that on the A51 Nantwich Road in Woore, both north and south of the A525 Newcastle Road, the anticipated peak month average daily HGV combined movements have fallen as part of the changes implemented at the AP2 design stage. Furthermore, total vehicle movements at this location throughout the total construction period are also expected to fall.

Appendix A – Permanent Traffic Calming Cost Estimate



Appendix B – Map of narrow points on the A51 – Woore Village

Figure 3: Map of “narrow points” on the A51 - Woore village (Highlighted in orange)



MINUTES OF ORAL EVIDENCE

taken before the

HIGH SPEED RAIL BILL COMMITTEE

on the

HIGH SPEED RAIL (WEST MIDLANDS – CREWE) BILL

Tuesday 22 May 2018 (Morning)

In Committee Room 5

PRESENT:

James Duddridge (Chair)
Sandy Martin
Mrs Sheryll Murray
Martin Whitfield
Bill Wiggin

IN ATTENDANCE:

James Strachan QC, Counsel, Department for Transport

WITNESSES:

Patrick Farrington (Stafford Borough Council)
Tim Smart, Chief Engineer, HS2 Ltd

IN PUBLIC SESSION

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(At 9.35 a.m.)

1. THE CHAIR: Firstly, thank you to HS2 for providing material on interest payments and the community fund. That's much appreciated. If we've got any questions on that, we will come back later. Perhaps this is an opportune time for me to encourage petitioners, and this is not a comment for Stafford Borough Council but more going forward, to really focus on what we as a Committee can do for you as petitioners and focus your arguments in the first 10 minutes to cover off all of those points so we can then probe in more detail. All too often, petitioners are leaving some of their key arguments to the end after quite a period and after quite a period of repeating similar and relatively low-level issues compared to the principal issues that we can actually do something about. So, I would encourage petitioners to be brief, to try to do the majority of their arguments up front within 10 minutes and I would also encourage petitioners to tune in and look at a few previous petitioners and the clerk and officers can be helpful in giving some examples of good petitioners that have made the best of their arguments so we can discharge our duties to the best of our abilities. Those are general comments. They weren't meant as an introduction to Stafford Borough Council.

2. Mr Farrington, it's a pleasure to have you here. Sorry, we haven't got a name tag for you but it's a pleasure for you to be here petitioning.

Stafford Borough Council

Submissions by Mr Farrington

3. Well, thank you, good morning, sir, good morning, members. I did have a name tag but the spelling wasn't correct and so I think that's being remedied but, nevertheless, as I've said, good morning. I have had the opportunity of seeing previous presentations and note your comments about brevity and so on but thank you for allowing me as the leader of Stafford Borough Council to address you. I'm happy to say that the council's original petition contained quite a few issues but in fact, following discussions, following clarity on various points, there's only really one outstanding matter that I want to come on to shortly, but forgive me if I just take a couple of minutes just to outline a couple of other matters just for clarity.

4. As I said, so we have been liaising with other petitioners and in part there are

some common issues but I hope to save a lot of your time by summarising very quickly one or two issues and I hope that you'll acknowledge that as the leader of a local authority, it's important that I get across messages from community groups and so on.

5. And so, as part of my council's petition, but also areas that I don't want to dwell on, just want to mention in passing, we appear to have had workable solutions around a number of issues like, for example, the viaduct at Great Haywood and the marina, places like Ingestre, Pasturefields Salt Marshes, Yarlet, and so I don't want to dwell on those. I also note that there have been, and continue to be, discussions with HS2 and the National Trust around Shugborough, for example, but I do want to ask like Jeremy Lefroy did last week that local parish councils are a party to those ongoing talks and I say that for two reasons really. I know it's true around the country but, particularly in Staffordshire and Stafford borough, our local communities and parish councils work very hard and take a real effort to be engaged with consultations and obviously have local knowledge that is invaluable to the process, so I just ask that in passing.

6. I also just want to mention one other thing that Jeremy mentioned and that relates to the prospect of Stafford's future prosperity. He referred to the working of the Handsacre link and the classic compatible trains coming on to the West Coast Main Line and I do ask, and support Jeremy in his request, that a clause is contained in the Bill that Stafford and Stoke on Trent must always be served at least hourly, hopefully more but at least hourly, by HS2 classic compatible trains using that Handsacre link and Jeremy gave an excellent example around Penkridge station.

7. The only other point by way of general introduction is that, again, I know that to use the words flow chart, you've seen a couple of examples around how the HS2 service was proposed originally from Stafford through to Runcorn and Liverpool Line Street but now it's proposed to run through Stafford, Stoke and on to Macclesfield and I saw the general discussion around that and hopefully in future, again, around perhaps the economic understandings of the operators, that will develop over time. But, in passing, Stafford Borough has a population, a growing population of 135,000 people. We have passengers coming in from Shropshire from Cheshire and, obviously, to ensure future economic viability and the success of HS2 generally, it does make sense to consider ongoing routes and beyond Macclesfield.

8. So, as I said, there is one issue that I would like to address you about, sir, and that is the issue covered by paragraphs 16-20 of the council's position.

9. THE CHAIR: Can we get that up in front of us?

10. MR FARRINGTON: Sir, yes, I believe it's contained at R97(13). The issues really are around the railhead at Yarnfield and I know that you've heard from a number of individual petitioners, groups and so on around that point.

11. MR STRACHAN QC (DfT): It's the bottom of this page.

12. THE CHAIR: So, point 16 around the M6 motorway.

13. MR FARRINGTON: So really, everything I'm about to say is predicated on the basis that the borough council has never accepted that Stone is a suitable location for the railhead nor a subsequent IMB-R proposal and has never supported that concept and you may recall that I wrote a letter of support on 19 April of this year to those opposing it and I agreed that that letter could be submitted to the Committee and I think it has been. And so, to that extent, my letter makes the council's position clear but also points out the concerns as to traffic management and traffic flow around that area particularly.

14. And the council's petition is that in the likely event that HS2 is going to be built, the council has concentrated around securing suitable mitigation and so particularly echoing the words of Sir David Higgins, that he used in a letter that he wrote to my chief executive and that is really around the concept of paragraph 16 of the petition, his words, 'There are exciting opportunities ahead for the area with the Constellation Partnership working together to maximise the benefits that HS2 will bring. We look forward to seeing plans progress over the coming months and years'.

15. So, that's the context from which I'd like to address you about this issue and, as I've said, you've heard about the problems and difficulties that already exist in terms of traffic management. We have the smart motorways going on between junctions 13 to 15 at the moment. We have proposed works at junctions 15 to 16 and the redesigning, remodelling of junction 15 and potentially, possible rail interchange down at junction 12 in south Staffordshire.

16. THE CHAIR: Sorry can I just check, did you say proposed or opposed? Proposed

works when you're talking about the junction, you don't oppose the works? I think I missed – it didn't make sense as opposed.

17. MR FARRINGTON: I apologise, sir.

18. THE CHAIR: I think it was my hearing. I just wanted to clarify.

19. MR FARRINGTON: No, maybe my Lancastrian accent, sir, I'll try and be a little clearer.

20. THE CHAIR: Let's say 50/50 at fault. What was the right way?

21. MR FARRINGTON: The right way, sir, is, as I understand it, the proposed remodelling of junction 15.

22. THE CHAIR: Thank you very much.

23. MR FARRINGTON: Thank you. And so, as I acknowledged a moment ago, the Stone Railhead Crisis Group has undertaken some very lengthy and hard work around the issues concerning traffic load, traffic flow of traffic management and I don't hold myself out as an expert in any way, shape or form but I was struck by the very intelligent way I thought Mr Gordon Wilkinson gave evidence around those issues, he being a retired highways officer from Staffordshire County Council and with his local knowledge I thought that he gave a great deal.

24. And so the other issue around traffic flow and so on, and we have a difficulty in relation to the accident and emergency department at Stafford, it isn't open 24 hours per day and so when it is not open, that means that emergencies have to go up to Stoke and the A34 passing by and through Stone and Yarnfield is really the only thoroughfare through which that traffic can go. So, all of that background is really setting out what I'm about to say.

25. Very finally, not as an expert but as a member of the public, I had a look at Yarnfield again myself on Saturday and, again, I was struck by how it really isn't suitable for haulage traffic. In just 30 seconds, I came across four cyclists. It's a well-used cyclists' route. It's clearly unsuitable for pedestrians and towards the junction where the Wayfarer Inn is on the A34, there's the very steep gradient with the s-bend

and all of the consequent difficulties that that might engender. I'm sure, sir, that you and your Committee members may have visited the site but, just by way of reminder, exhibits A117 pages 9 to 11 are just photograph reminders about the area there, Yarnfield Lane, and so photograph 9 shows the area going down towards the steep gradient and s-bend, photograph 10 is a very similar point and photograph 11 shows the area just approaching towards the M6 motorway bridge. So really, as I say by way of a reminder, all of that background creates real difficulties as to traffic flow and haulage traffic. Not that it has any great relevance but exhibits A117(1) and (2), just tell you a little bit about me and particularly (2) and I've been the leader for – in my fourth year and I won't dwell on the third bullet point there but that just tells you a little bit about me.

26. THE CHAIR: We won't hold that against you.

27. MR FARRINGTON: No, I'm very grateful sir, thank you. And so, in relation to A117(3), the bullet points just pick out the current proposals and the problems that the Bill proposes and, as you know, these propose permanent off slip roads from and on slip roads to the M6 southbound and a temporary off slip road from and on slip road to the M6 northbound and both the north and southbound slip roads connecting to a re-aligned Yarnfield Lane. So, that means in principle that the traffic to and from the railhead site will have to travel on Yarnfield Lane. It suggests that there will be a desire from local residents to use the access as a short cut to and from the motorway. It's the council's understanding that the proposals around those slips don't meet current Highways England guidance.

28. THE CHAIR: Sheryll Murray, I think, has a quick question.

29. MRS MURRAY: I've just noticed that. Can you explain why?

30. MR FARRINGTON: I can't. As I said, I don't hold myself out as an expert or an engineer.

31. MRS MURRAY: So, where did you get that information from?

32. MR FARRINGTON: I can only say that I would hope that my friends at HS2 would acknowledge that that is a factual statement. I understand that that information

has been given to the council from Atkins. I'm being told that really that's because of the proximity of the proposed slips to the services area of the motorway.

33. MRS MURRAY: Okay, now the local highways authority is Staffordshire County Council. Have you had discussions with Staffordshire County Council about your concerns?

34. MR FARRINGTON: We have had discussions. We liaised initially when drafting and presenting the Bills, sorry, the petitions. I am, of course, aware that Staffordshire County Council have latterly ploughed their own furrow, if I can put it that way, in relation to how they have dealt with their petition and so I don't know their current thinking around whether or not the position that they've now adopted satisfies those concerns. I can only say that we were not consulted and that that concern remains.

35. MRS MURRAY: Thank you.

36. THE CHAIR: Sandy?

37. MR MARTIN: Yes, we did actually discuss the motorway slips with Staffordshire County Council when they were doing their evidence and their petition and, as I understand it, the reason why the motorway access, well, the two reasons why the motorway access is not in accordance with highway standards is, one, because the constraint of the site makes it impossible to have a full junction and, two, because it was too close in terms of distance along the M6 from the service area and there needs to be a certain number of miles between junctions in order to make them safe on a motorway, in which case the Highways Agency are prepared to have a dedicated slip for the maintenance depot, but only for that and not to have a full junction. So, your very correct problem with the layout there that you've put in bullet point 1 doesn't sit with your request in your petition for the proposed temporary M6 slip roads to be made permanent and to be made part of a full junction. It doesn't work, does it?

38. MR FARRINGTON: It doesn't and in a later exhibit I will accept that, in principle, what you've just said is correct and also that initially when this proposal was put forward, the suggestion back from the promoter was that it wasn't in fact technically possible to have a full junction. I will hope to demonstrate that technically it is but for the reasons that you've just put forward, I will talk about another option that will

hopefully or can be the thrust of what I'm saying and will, in my submission anyway, deal with all of the problems around Yarnfield Lane.

39. MR MARTIN: Okay.

40. MR FARRINGTON: But I accept fully what you say on that point.

41. THE CHAIR: You've sparked our interest. Let's get stuck into this solution if we can.

42. MR FARRINGTON: Thank you. And so, if I could move then please on to exhibit A117(4). Really that's the point that you were just making and so I think that is a diagram of the proposed arrangements at the moment with the red highlighting showing the slips and the green highlighting showing the re-alignment of Yarnfield Lane. And so, if we move please on to exhibits 5 and 6, 5 first of all please. So, the option that effectively was being petitioned was this point about creating the full permanent junction and goes back to my introductory remarks around the Constellation and seeking the prospect of economic and other benefits but if we look at the second option, which is the option that I'm going to talk about in a little more detail, because the initial report commissioned by my council with Atkins was not really for the purposes of petitioning, it was to try and establish whether or not a junction to serve a new garden settlement proposal was possible and because the answer to that was yes, the next question asked of Atkins was, 'Okay, thank you for saying yes. Where might that full junction be if it couldn't be on the railhead site itself and would there be a way of mitigating and minimising the traffic flow and the management difficulties?'

43. So, moving on to the next exhibit please, number 6. So, again that's just the point that I've made and accepting that that wouldn't be appropriate.

44. Moving on please to item 7, again, I'm sort of saying that that was an argument put forward in the petition. It is possible to, we suggest, overlay a full motorway junction at the IMB-R itself but for the slip road arguments and all of the other discussions, we accept that that would be not inappropriate but less than helpful.

45. And so, moving on please to exhibit number 8, 117(8), it doesn't, as I've suggested and as you've suggested sir, it doesn't deal with the problem of construction

traffic and so on. So, option 2, if I can move on please to the next slide. Apologies, skipping the photographs, going on to number 12 please. It was in the context of what we've just discussed that the council considered another option, a better highways solution particularly would be to create a new junction further up off the A51 and in distance terms that is about 1.9 kilometres to the north of the current railhead. And so, what would that do? It would create a full permanent junction to Highways England guidance and that's the point I was making earlier about the current proposal on the railhead site itself not meeting that guidance but a full permanent junction further up could provide that and it could also provide a haul road from the new motorway junction, directly into the railhead and as an aside, and also a better suggestion in terms of what does HS2 bring in terms of economic benefits and so on –

46. THE CHAIR: I think Sandy's got a question, sorry to interrupt.

47. MR MARTIN: Yes, as I understand it, the main object of the slip roads in the initial instance on to the site for the IMB-R is for it to – almost all the materials that need to come by road to that site can come up the M6 and straight off the M6 on to the site. Between that site and your proposal for a junction, if we can bring up P256 please. So, you can see the site there, just north of the two service station blobs, you can see where the site is going to be, just next to it, between there is Yarnfield Lane and the proposed site of the junction with the A51 is north of that, just there, the junction between the M6 and the A51.

48. THE CHAIR: The blue road.

49. MR MARTIN: Yes, where the red road crosses the blue road. So, I'm assuming that given that there are two viaducts, or at least one viaduct, between there and the proposed site, construction site which it will be, until such time as the railway is built, it will be the major construction site for the whole area, for the majority of that time, it will not be possible to get from one side of the M6 to the other side of the M6 until the viaduct has been built, which means that for the majority of that time, all the road vehicles that come off on your new junction on the A51 are going to have to go through the centre of Stone in order to get to the new – or they're going to have to come down the A34 anyway and then down Yarnfield Lane in order to get to the proposed site which absolutely obviates the whole point of having slip roads off the M6 in the first

place, doesn't it?

50. MR FARRINGTON: I can assist you, sir, in that regard if I could refer you please to exhibit 118(16). That is the proposed new motorway junction as it crosses the A51 and you will see that just off the motorway is the creation of a very small roundabout with a slip road going down to the right which leads directly into the railhead and so the point, sir, that you just made about the traffic needing to go on the A51 and then down the A34 and Yarnfield Lane is completely removed by the new haul road at that point.

51. MR MARTIN: Sorry, this is the M6?

52. MR FARRINGTON: The M6 in the middle. The new junction suggested by the Atkins report as it joins the A51, the very small roundabout where the cursor is showing now and down to the right-hand side there's a haul road, purely for haulage traffic that would feed directly into the IMB-R site and so the distance there is just over one mile and it would purely be for construction traffic. The benefit there is that none of the difficulties around Yarnfield Lane, for example the traffic difficulties – I understand one of the proposals is to close the middle of the carriageway on the A34 for about 12 months – none of that would be required and so, really, although this proposal I anticipate may not find favour with HS2 because of cost and delay, part of what we say is that it wouldn't be necessary to build a fully functional permanent junction at the M6/A51 immediately; it could be a phased process. And so, the suggestion that admittedly the technical note which is part of the exhibit here from Atkins talks about a 10-year lead-in period, but that report is talking about a fully functioning, permanent junction. So, of course, further technical work might be required but, as far as I'm aware, you've had no submissions from anybody about how to deal with the issues around Yarnfield Lane and the A34. What this does is that it provides, if it's decided that the railhead is going to go at Stone Yarnfield, it provides a much better solution in terms of taking off haulage traffic, it allows Yarnfield Lane to operate on a much more normal basis, it saves money to the promoter in terms of none of the engineering works to re-align and so on.

53. THE CHAIR: I'm going to pause you. Sheryll's got a question and then I've got a question.

54. MRS MURRAY: Yes, just to say, have you had any discussions with the local

highway authority of Staffordshire County Council about these proposals?

55. MR FARRINGTON: It's a very difficult question to answer in terms of giving the detail around that. My authority and I have had discussions with the local highways authority, with the county council, with for example wider organisations such as the local enterprise partnership and so on and, yes, we've had those discussions but I am aware, as I said when you asked me that same question, my position as a local borough authority is not the same as the county's position as the highways authority and I'm aware of the separate arrangements that they have entered into. Thank you. I've just been passed a very helpful note from my chief executive confirming that the Atkins report that forms the technical note, of which this is a part, was commissioned by the county council.

56. MRS MURRAY: And they shared that with you, did they?

57. MR FARRINGTON: Yes.

58. THE CHAIR: So, has this dropped off the end of the negotiating table?

59. MR FARRINGTON: I don't know how to answer that question, sir. All I can say to you is that my council has not been a party to latter discussions. I accept that there have been separate discussions with the highways authority and the promoter. My council has not been party to those. I come to you today knowing that as background but putting to you –

60. THE CHAIR: Earlier on, did the highways authority support this or consider it viable as an option?

61. MR FARRINGTON: Yes, as I've said, they commissioned the report.

62. THE CHAIR: And you mentioned earlier the case against it was cost. Have you got an estimation of costs in your rebuttal if it's worth it?

63. MR FARRINGTON: Well, the Atkins report which forms the technical note as an adjunct to my main presentation contains an estimate of up to £117 million and I know that my friend will say, well, the approximate estimate is £120 million which is there or thereabouts. But my submissions are based around, first, that cost contained a 25%

contingency; secondly, there would be a significant cost saving because, if this were to happen, the cost of the junction at the railhead and, for example, the remedial works thereafter would not be required and I understand that that's costed out at about £10 million and, as I have said, I accept that it is not necessarily the overall remit of your Committee to say 'yea' or 'nay' but there is a wider economic benefit around HS2 and I suppose that I'm saying to you, as I said a few moments ago, I'm not aware of any other proposed alternative to all of the upset and all of the difficulties that would be caused by the junction being at Yarnfield and the closures and the traffic management flows and so on.

64. THE CHAIR: Okay, shall we take some final questions and come to Mr Strachan?

65. MR FARRINGTON: Thank you. May I just make one other point because I think it's important? Obviously if the junction were, as I am suggesting, not at the IMB-R itself, again, I'm aware that you've heard from other petitioners that space at the IMB-R is at a premium. Without the junction there, that would create more space and more help, more assistance to the operation of the railhead at a later date.

66. THE CHAIR: Okay. At some point it would be useful if HS2 could put up a map that shows this with the IMB-R alongside so we can get an idea of scale and so forth. Martin?

67. MR WHITFIELD: Thank you, it's really just a point of clarification. As we're looking at A118(16), the A51 at the bottom there, that goes on there to be crossed by HS2 as per the original plan, isn't it? So, it's the A51 diverted to a new junction and HS2 just off this map is due to cross the A51 at the roundabout with the A53, is it?

68. MR MARTIN: 519.

69. MR WHITFIELD: Sorry, 519, thank you. That would still stay the same in your proposal?

70. MR FARRINGTON: As far as I'm aware, this proposal doesn't affect that in any way.

71. MR WHITFIELD: Right. And then if we look to the north of the new junction,

the small roundabout, that's effectively going to try and join the haul road that's going to be built anyway.

72. MR STRACHAN QC (DfT): No.

73. MR WHITFIELD: Sorry? You envisage, in essence, a new road running parallel with the motorway to – sorry, yes.

74. MR FARRINGTON: Sorry, I anticipated –

75. MR WHITFIELD: There would be a new road, sorry, that would run parallel with the motorway into the maintenance depot and you estimated that at a mile, was it?

76. MR FARRINGTON: A mile and a bit. It's 1.9 kilometres.

77. MR WHITFIELD: It's just shy of two kilometres; that's fine. And can we see on this map where your proposal for the new housebuilding is or anything? Because you say it's obviously to feed an economic development of HS2 or is that still too far away?

78. MR FARRINGTON: It's very early days.

79. MR WHITFIELD: Yes, I appreciate that.

80. MR FARRINGTON: There isn't a map that I'm aware of in terms of showing exactly where it is but I can tell you that it is on land currently occupied by MoD and south of this diagram –

81. MR STRACHAN QC (DfT): Do you want me to try and pull it up? It's 256.

82. MR WHITFIELD: Thank you.

83. MR STRACHAN QC (DfT): And if you move the cursor, it's in this area here.

84. MR MARTIN: Around Mill Meece?

85. MR STRACHAN QC (DfT): It's quite a big area but, yes, to the right of Mill Meece and then down below in the land down here and across here to Stourbridge.

86. MR WHITFIELD: Yes.

87. MR FARRINGTON: And so that area, as I say, it's currently occupied by MoD. The council is in discussions with a view to declaring that land as surplus.

88. MR WHITFIELD: So, almost equidistant between your proposed junction and the existing proposed junction from HS2? So, both would satisfy?

89. MR FARRINGTON: Yes. I think helpfully, as I said earlier, the Atkins report is not commissioned at all really with a view to a petition to support here but was originally a high brow report, just looking at the art of the possible. But within the report, the Atkins report does talk about the number of traffic flows, the number of anticipated vehicles flows and so on and, perhaps more helpfully, the Atkins report future proofs some expansion of traffic flow that would be generated by a new settlement. Additionally, and I think also importantly, it comments that the local traffic that currently uses junctions 13 to 15 to get off the motorway and get to Stone and the surrounding villages by a new junction there, that would take away, I think, the estimate was about 7,500 other users and so that would take the stress off the other junctions that are currently being used for that purpose.

90. MR WHITFIELD: So, your proposal would satisfy a number of queries, not just HS2's. My final question is, under your proposal, Yarnfield Road would continue in its old route through, effectively, the depot but wouldn't suffer any of the heavy usage that it might do under the first proposal?

91. MR FARRINGTON: My understanding is that, yes, that's correct.

92. MR WHITFIELD: It would just continue as a – yes, sorry, your understanding. Excellent, thank you.

93. THE CHAIR: Thank you. I think we've no more questions so we'll come to Mr Strachan. If we could have the best possible map that HS2 have got that has the IMB-R, the new junction and HS2. I must admit, I'm sure others aren't, but I'm struggling.

Response by Mr Strachan

94. MR STRACHAN QC (DfT): Yes, I've got Mr Smart to cover any technical points but shall I just try and give you a brief outline of why the two requests, either

option 1 or option 2, and I'm not sure option 1's being pursued anymore, but why they just don't work and then you can ask any technical questions that arise.

95. THE CHAIR: Can we see the map first?

96. MR STRACHAN QC (DfT): Absolutely. P257(6) is the construction plan for the depot and you can see, for the purposes of construction, here's Stone, the Stone IMB-R, here's the M6 motorway and during construction, what happens is there are constructed as early as possible, slips off the motorway both southbound, that's the southbound slip, and northbound, that's the one here, in order to gain access to the M6 as early as possible. And as Mr Martin pointed out, the reason for that is there's a lot of traffic being generated by the railway generally.

97. THE CHAIR: So, where is the new proposed junction on this map? This is what I want to see, on the one map. At the moment, I do need to see roughly where it is because I don't understand at the moment. I need to understand.

98. MR STRACHAN QC (DfT): Yes, well, let me try this plan then, P261(2). So just to orientate that the second option is proposed. I hope this helps. So, we've just translated what we think is the council's second option request and they're proposing that you order the construction of a new junction at 14, what they call junction 14a at the A51 and then the IMB-R, they say, would be served by ordering the construction of a new haul road that runs all the way down, that's the yellow road, for 1.5 miles back to the IMB-R. And the basic problem with that, leave aside the number of other things such as costs etc, the basic problem with that is provided in Atkins' own report to the council. It will take a minimum of 10 years to build a new junction, a junction 14a, which of course immediately defeats any possible benefit for the construction Phase 2A because we are proposing to be up and running by 2026, not starting construction in 2026 and so it –

99. MR WIGGIN: That's an extraordinarily long time to build a junction.

100. MR STRACHAN QC (DfT): Well, you say to build a junction, I imagine the building itself is quicker but the planning of going through the necessary plans for constructing a new junction and then integrating it on to a busy motorway and constructing it is no easy challenge, let's be clear.

101. THE CHAIR: Sheryll Murray has a question.

102. MRS MURRAY: Yes. Mr Strachan, we've heard today that the Atkins report was initially to look at a new housing development.

103. MR STRACHAN QC (DfT): Yes.

104. MRS MURRAY: And so, the timescale of 10 years we'd probably be looking at a completely different situation to the situation we have now if HS2 were to take that. Can we have some idea as to if you were to propose this, and I'm not suggesting you should, can we have some idea as to how long the planning situation would take to make sure that it met your timetable because, clearly, you've quoted from a report not to use this junction for HS2 but that was commissioned to look at housing in the longer term.

105. MR STRACHAN QC (DfT): I think it's anticipated you could abbreviate the period if it went into a Bill by about three years so you could do it in seven years.

106. MRS MURRAY: Okay.

107. MR STRACHAN QC (DfT): But that's about as far as you can accelerate it. Before you get there, just if I can make this point, you're already presupposing that there should be a new junction in this location to serve a new settlement which, as yet, is an emerging idea which hasn't yet been through any of the required planning processes.

108. MRS MURRAY: I wasn't presupposing.

109. MR STRACHAN QC (DfT): I mean, sorry, that's the council's – I'm saying you, one is presupposing that there is going to be a new junction required in this location.

110. THE CHAIR: Let's be led by Sheryll rather than presuppose.

111. MRS MURRAY: I think we should look at the situation of, this is an alternative that HS2 could realistically consider and the timescales that you have just given me is because, for the purpose of the Atkins report which was commissioned to look at new housing. Could you tell me if you did consider this and your reasons for just basically saying, we can't do that, without saying that the Atkins report says it's going to be 10 years down the road because, what I'm trying to get at is, have HS2 considered this as a realistic option to serve the railhead?

112. MR STRACHAN QC (DfT): Yes, we have. Let me just walk you through the steps, if I may.

113. THE CHAIR: Let's just make sure Sheryll's finished her question. I would caution anyone talking over Committee members. Sheryll Murray.

114. MRS MURRAY: I just feel that you have dismissed this out of hand without actually looking at it as an option that could benefit the community in the future if you were to do it and I need to be convinced that you've actually considered that.

115. THE CHAIR: Mr Strachan?

116. MR STRACHAN QC (DfT): Well, the answer to that question is, yes, we have considered it and if you allow me just to take you through the steps as to why it doesn't work, having considered it and why we consider it doesn't work for the objects that are said to be driving it. And can I just show you quickly, if we go back to PE257(6), the proposal is to construct Phase 2A and the reason we're considering this Bill now is to construct it urgently and to have it, as I've indicated, up and running, ideally by 2026. This Stone IMB-R acts as a railhead and thereafter as a maintenance depot but the key traffic movements arise from construction of the railway and the purpose of obtaining access to the M6 for this railway is to get the construction traffic off the local roads and therefore we need to access to the M6 in the construction period of the railway, in order to construct it by 2026. What this proposal which is in the Bill does, is gain that access to the M6 by the creation of temporary slips, as I've just explained, for the principal period of construction. There is traffic on Yarnfield Lane, of course, and you looked at, you will recall, those histograms which show that that principally, the main bulk of the traffic, occurs in the start-up period while we get the Stone depot up and running and to construct the slips.

117. MRS MURRAY: I'm not 100% convinced that you've actually considered, you keep talking about temporary slips, we know they cannot be permanent.

118. MR STRACHAN QC (DfT): Yes.

119. MRS MURRAY: If you took the option to create a permanent junction as we've seen, then that will actually benefit the community in the long term and probably

provide better value for money and I need to be absolutely convinced that you've looked at this seriously and at the moment, from what you're saying, it doesn't appear that you have.

120. MR STRACHAN QC (DfT): Well, forgive me, I haven't finished because I'm just taking you through the process. So, those are the required –

121. THE CHAIR: We'll try to let you finish –

122. MRS MURRAY: Yes.

123. THE CHAIR: And I know Sandy has got a question so we'll try to exercise some restraint.

124. MR STRACHAN QC (DfT): Well, just to be clear, I am answering the question but I've got to tell you what the requirements are for the construction in order to answer your question. That's why I'm taking you back to the construction requirements. So, that's the construction requirement. It's achieved through this scheme by the creation of temporary slips and, as you've just identified and Mr Martin referred to, those temporary slips are, indeed, temporary. They are not intended as public use slips and, as was correctly pointed out, you can't have public use slips in this location because it's too close to the service station. So, option 1 as the council suggested doesn't work, which was to create a new permanent junction in this location and that's confirmed by the Atkins report in the document that they commissioned at A118(33). Now, it's described, confusingly, here as option 3 but if you trace it through the Atkins report you'll see that. But if you just look at that paragraph, this is the council's own commissioned report, there are various reasons and you get to their headline conclusion at the end of the sentence 'For these reasons, we've concluded that a junction in this location is not a viable option'. So, that's the permanent junction at Stone.

125. Option 2 they're now suggesting which is the new junction at junction 14a doesn't work and we have considered it because, in order to create access for construction of the railway back on to the M6 to avoid all the local construction movements, you have to gain access on to the M6 either by a dedicated haul road or slip road or, using the local road network. As I understand it, the council aren't suggesting 'Use the local road network'; otherwise that would defeat the object of creating these slips. So, option 2,

which is the map if we go back to page PE261(2), is what they have suggested we do. In order to do that, we would have to create a new junction on the M6. That is build a new junction on to the M6 because whilst the haul road, the newer haul road they're suggesting which is the yellow line, would also have to be constructed. That only takes you to the A51. You then have to build a whole new motorway junction in order to gain access to the M6. The Atkins report has a timeline for achieving –

126. THE CHAIR: I'm so sorry, that's exactly what they're asking for. You're repeating what would be required and what's required is what they're asking for, so it doesn't seem to serve the point or I'm missing the point.

127. MR STRACHAN QC (DfT): No, only – the point being, you have to construct a new junction on the M6 before you could even begin construction of the HS2 –

128. MRS MURRAY: But you're constructing slip roads.

129. MR STRACHAN QC (DfT): You're not constructing slip roads.

130. MRS MURRAY: Temporary slip roads.

131. MR STRACHAN QC (DfT): No, they're suggesting the construction of a new junction, not a temporary slip road.

132. MRS MURRAY: No, what I'm saying is, you're already going to, in your proposals, construct temporary slip roads.

133. MR STRACHAN QC (DfT): Yes, yes, that's right, at a cost of about, I think the total cost is about £10 million and those slip roads occur in the location of the IMB-R and then they're removed, the one in the north's removed and the one in the south's retained for HS2 traffic only. This proposal, if it were to be done, would involve the construction of a new hallway, the yellow) so we have to build that first or at the same time and then the construction of a new junction at the A51, okay, a new motorway junction. We can't actually get any construction traffic on to the M6 at the A51 without creating either temporary slip roads which doesn't achieve what the council want, or a whole new junction of the type they're suggesting here, which they say would be the legacy.

134. And there are a number of reasons why we've looked at that and we don't think that's a viable option. The first is the timescale because in order to build a new junction on the M6, Atkins indicate a minimum of 10 years through ordinary processes. We've estimated you could potentially accelerate it to seven years if you were to order it in a Bill, but that, of course, takes us way outside the timetable for delivery of the –

135. THE CHAIR: Sheryll?

136. MRS MURRAY: I'm not a highways engineer, okay. However, the full junction could take seven years but could you not do the temporary slip roads in this location, which could be utilised for the eventual provision of a permanent junction? Rather than putting slip roads somewhere else and then just saying, 'Well, that money's thrown away', surely it would make more sense to use this location for the temporary slip roads so that they can be used in the future to benefit the local people.

137. MR STRACHAN QC (DfT): Well, I think if that's the suggestion it's a suggestion we don't understand because –

138. MRS MURRAY: I'm just asking if it can be done.

139. MR STRACHAN QC (DfT): No, well, we don't understand how it could be done because in order to get your slip roads on to the M6 itself you've got to create the necessary structures to gain access to the M6. They've got to be sufficiently compliant with standards and, in effect, they've got to, in essence, provide the characteristics of a junction to carry construction traffic on and off them. The temporary slips at the IMB-R do not, because they're temporary and, for example, they don't have to meet the public use requirements of the weaving distances we talked about earlier because they're not intended for public use, they're intended for construction activity, they won't be used in the future. We have not seen any proposal and Atkins don't present a proposal of how you could build what is, in effect, a temporary junction which would then become a permanent junction, which isn't, in fact, a permanent junction to start with. I'm not even sure conceptually how that –

140. MRS MURRAY: So you haven't looked at that option.

141. MR STRACHAN QC (DfT): Well, we don't think it is an option that you can –

142. MRS MURRAY: Have you looked at it and dismissed it? Or have you just said, 'We want our plan so we'll go ahead with our plan, end of'?

143. MR STRACHAN QC (DfT): No, we have – do you want Mr Smart?

144. THE CHAIR: Yes.

145. MR STRACHAN QC (DfT): I think it's very simple –

146. MRS MURRAY: That would be very useful. Thank you.

147. MR WIGGIN: We always like Mr Smart.

148. THE CHAIR: Thank you. I will try to restrain myself and I would recommend the Committee to do likewise. So just five, 10 minutes and let's hear the evidence.

Evidence of Mr Smart

149. MR STRACHAN QC (DfT): Would you like – I think Mr Smart probably knows what the issue is but I could just articulate it or if Mrs Murray wants to –

150. THE CHAIR: Can you help us, Mr Smart?

151. MR SMART: I will try, sir, as far as I understand it. Shall I just start?

152. THE CHAIR: Mr Strachan said continue.

153. MR SMART: The key thing here is for us to get access into what is the IMB-R for our railhead as quickly as possible. Now, we already have some slips there which are emergency access slips, which enable us or go some way towards fulfilling that for us. We've got to change them but we can use certain provisions in that area. If we were to build temporary slips in the vicinity of the roundabout that Ms Murray is talking about, as Mr Strachan has pointed out, we would have to configure – if they were going to be used for a later point we'd have to configure them to be compliant with highway standard, which, of course, ours are not, which would be quite a lot of work, actually. It wouldn't be quite so straightforward as just landing some slips there; it would involve quite a bit of land take.

154. Furthermore, you've actually got to build them there and we've got to get

construction plan and lorries there, so that would be another demand on the roads. But also the haul road that we would then have to build between that and the IMB-R, if you just build what we call haul roads for mass haul, which is, if you like, earthmoving plant, that can be quite a low standard but we would be wanting to bring a lot more than just earthmoving plant into our IMB-R for a railhead. Therefore, that would have to be quite a good standard road and that in itself would demand more construction traffic and more plant to actually build that.

155. But all of that, the key thing is all of that would take time and it would put pressure on the local roads. What we're trying to do, and I do appreciate there's some pressure on the Yarnfield Lane while we get the slips in but the whole point of those slips is to get them in as quickly as possible to relieve as best we can the most of the Yarnfield Lane except for that central section, which is in the vicinity of the IMB-R and we are looking at ways in which we can mitigate that by putting perhaps a temporary provision there as well as part of the ongoing design.

156. So that, in a nutshell, hopefully might explain the conundrum we have. It's time, as Mr Strachan's pointed out, is one of the key things but there's also quite a lot of construction we'd have to do which adds to that time but, more importantly, adds traffic onto the road.

157. THE CHAIR: Mr Strachan, with your permission, can I exceptionally ask Mr Farrington if he's got any questions for Mr Smart?

158. MR STRACHAN QC (DfT): Of course.

159. THE CHAIR: Because that might assist the Committee rather than us trying to do the work without the knowledge.

160. MR FARRINGTON: Thank you. I have no direct questions in terms of his expertise but I had hoped to make one or two comments that might assist, particularly in relation to the timescale issue and the issue around –

161. THE CHAIR: If you could – that either comes afterwards or via questioning Mr Smart. One or t'other. And actually giving you the opportunity to ask questions is quite exceptional. It's a little disorderly but I thought it would be helpful. Let's leave your

points to the end.

162. Mr Strachan?

163. MR FARRINGTON: Sorry, sir, I apologise.

164. MR STRACHAN QC (DfT): That's all right. I'm just going to –

165. MR FARRINGTON: Sorry, I perhaps ought to ask a question of Mr Smart. I'll try not to be too long. I think it's right that we've heard a concession that it would possibly take about seven years for a permanent junction rather than the 10 in the Atkins report as set out. Is it possible to create a junction in a lesser period of time than seven years that would not on its face be a permanent junction at that point but would assist in connection with the haulage along the haul road? Is it possible to construct something off the M6 that would serve that purpose and a permanent junction would be a phasing prospect at a later date?

166. MR SMART: I suspect it is, but I think the issue with that would be that to make it anything that was going to be any use for a permanent junction it would have to be configured with all the sightings and the distances that would actually convert into a permanent junction. And, therefore, it would still be quite a significant construction undertaking not just a much more simple slip that we have used elsewhere in Phase One on the M25 and we are proposing here at the IMB-R because it's only here for a temporary use and, therefore, we can get derogations for those distances, the sighting distances. So what we would end up doing is putting in something that would look very similar to the IMB-R slips but at that point and then we've got the issues I have said of getting there. And I don't think – I haven't looked at all the layout, we haven't looked at all the layout of how a temporary slip could be converted into a permanent slip but I suspect all it would do would allow some access for the construction of the full roundabout once it was decided to go ahead with that. But the DfT policy certainly with respect to roundabouts for any development is that development should use existing infrastructure.

167. MR FARRINGTON: Sir –

168. THE CHAIR: If everyone's happy for the petitioner to take a question. Are you

happy?

169. MR MARTIN: Sorry, I thought Mr Farrington had asked a question and you've got a supplementary question.

170. MR FARRINGTON: I've got just one –

171. THE CHAIR: Yes.

172. MR FARRINGTON: – issue that Mr Smart has raised that leads to a follow-up question. I thought he said that they had not looked at the suggestion that I've made. I just ask him to confirm whether or not that's the correct sentence –

173. MR SMART: In terms of whether we construct a temporary slip and then use – well, we've certainly looked at options in the SIFT. What we have not, I would need to go back, sir, and double check that this is on the record, but we would have not worked up a solution that said, 'How do we make a temporary connection that could be turned into a roundabout?' We would have looked at how we would have done that in general terms and that would have been eliminated at what we call our sift process where we look at quite high level a number of things, including construction times, cost, complexity and a number of others, and, looking at this, you can quite easily imagine how we would have said, 'We need to get in quicker', and, therefore, it's a suboptimal option for us.

174. THE CHAIR: Sandy Martin?

175. MR MARTIN: Yes. Thank you. We looked quite a lot at the temporary things but can I ask Mr Smart and Mr Strachan about the final permanent situation because I'm not sure that I'm absolutely clear on this. I ought to be. Sticking with this map here –

176. MR STRACHAN QC (DfT): I was going to get the other permanent map up but that's fine.

177. MR MARTIN: No, this will be fine. This will be fine. Am I right in thinking that once you have the permanent position, once the IMB-R is up and running as a maintenance depot rather than as a construction depot, once the north slips have been taken away you will still to continue to use the south slips off the M6 for the depot; that

there is no intention of using Yarnfield Lane as the main route to the maintenance depot after you've got the slips on the M6. Is that correct?

178. MR STRACHAN QC (DfT): It's partially correct. It's correct for HS2 livery traffic but for workers who are working at the depot, for example, and making their way to their daily work, wherever they live, they will come not through that access but through Yarnfield Lane.

179. MR MARTIN: Right.

180. MR STRACHAN QC (DfT): And the numbers of workers, I think there are 100 workers predicted to be at the IMB-R.

181. MR MARTIN: So that's at the depot once it's up and running as a depot.

182. MR STRACHAN QC (DfT): Yes.

183. MR MARTIN: But there will be, to all intents and purposes, in relation to the depot there will be no HGVs using Yarnfield Lane. They'll be coming straight off the M6.

184. MR STRACHAN QC (DfT): That's – Mr Smart, confirm that? I understand.

185. MR SMART: It is an exceptional use so anything that is badged as a maintenance vehicle with HS2 on the side or whoever the franchisee is would be able to use that. And I should say, sir, that –

186. MR STRACHAN QC (DfT): Be able to use – sorry?

187. MR SMART: Able to use the southbound slip into the depot, which would be permanent but restricted use. And I mean certainly when you're maintaining a railway exceptional loads are usually – most of the feeds come from the railway itself so we are talking about when we're delivering long things like welded rail or long switch replacement switches and crossings. So it's not heavily used and, therefore, that's why it's able to be accepted. Most of it is workers.

188. THE CHAIR: I think we've got a lot more clarity than we had before you took – when we were taking evidence from you. Thank you, Mr Smart.

189. Do we – Mr Martin?

190. MR MARTIN: I also have a question for Mr Farrington. Mr Farrington, it seems to me that the main function, the main purpose, of the junction on the A51 for you is to provide a junction for new development and for Stone, which is on the M6 and which is closer to the new development between Mill Meece and Yarnfield and for Stone, rather than anything to do with the IMB-R. Would that be correct? I mean given that, clearly, from the point of view of local traffic, the closest that the slips on the M6 can be to the IMB-R the least local traffic there will be. By having the slips on the M6 at the location of the IMB-R you are minimising the amount of heavy traffic on the road network. Isn't that correct?

191. MR FARRINGTON: As I hopefully said at the beginning, the original purpose of the Atkins report was not for this purpose.

192. MR MARTIN: Yes.

193. MR FARRINGTON: And so I accept in principle that that was the reason for the report. However, having had the first question answered in the affirmative and accepting, as I do, that this Atkins report is a high-level report, it does what it says on the tin and I accept that further work would be required with further detailed costings and so on. But, in fact, I also would hope that you would accept the idea that a very important collateral purpose of this proposal is that, in fact, if it worked time wise, and I'll come on to that in my final remarks, if I may, if it worked time wise it would take all of the traffic management or the very great majority of the traffic management issues out of the local villages, out of the local road network because of the haulage road because that feeds directly into the IMB-R.

194. MR MARTIN: I'm sorry, Mr Farrington, I don't understand your answer because if you are going to build either a route into the IMB-R from the – looking at this map which is in front of us, you've either got a route into the IMB-R from the M6 where it says, 'HS2 proposed scheme access from M6', which is, I submit to you, about the shortest possible distance you could possibly travel from the M6, or you've got a route from your proposed junction to the left-hand side. I can't understand why it would be easier to get from that one into the IMB-R than from that one in the IMB-R and I can't understand how the one on the left-hand side would minimise local traffic on local roads

whereas the one which is absolutely slap next to it wouldn't.

195. MR FARRINGTON: Because under the current proposal by the promoter, the use of Yarnfield Lane and all of the difficulties that we've heard from me and from others would be in place. You would have significant traffic management issues. Again, I've not pretended to be an expert in those matters, you've heard from others about that, but all of the local groups and petitioners are extremely concerned about that issue in particular. And so by, for example, taking away those problems by having it in a different place and having the haulage traffic from that proposed new junction it serves a number of purposes, one of which is, as I've said, to assist with possible junction for a garden settlement but also I am not aware of any other proposal that takes away the volume and significance of traffic other than this proposal.

196. MR MARTIN: I'm sorry, Mr Farrington, I'm completely mystified here. The junction off the M6 onto the IMB-R at the place at which HS2 is proposing it will take virtually all the HGV traffic from the M6 onto the IMB-R and there won't be any more HGVs going up and down the Yarnfield Lane once that junction is in place. The use for the Yarnfield Lane, as I understand it, maybe I have misunderstood Mr Strachan's answers, but the use of Yarnfield Lane is for the construction of the slip roads. So if the slip roads weren't going to be constructed there, if the slip roads and a great long haul road from your proposed roundabout and, I have to say also, there would have to be a bridge over the M6 at that point, even if it was only a temporary bridge, in order to get traffic from one side of the M6 to the other onto your proposed haul road alongside the M6, if all of those things were going to be constructed, don't you think that the use of the local roads while those things were being constructed would be for a longer period and for a greater number of HGVs than the ones that will be using Yarnfield Lane up to the point that simple slip roads directly into the site would be used?

197. MR FARRINGTON: Thank you. I'm sorry. I misunderstood your question.

198. MR MARTIN: Okay. So let me give you an analogy. Let me give you an analogy. You are trying to put in a new window in your house and you've got two choices. Either you can construct a little tower, which is right next to the house, which enables you to get to the window or you can construct a tower halfway down your garden and then a bridge across from the tower halfway down your garden across to the

window in your house. During the course of the construction of the towers you have to use a ladder. You want to minimise the use of the ladder. I cannot see how building a tower halfway down the garden and then building a bridge across is going to minimise the use of the ladder more than building a tower right next to the window. You still have to use the ladder.

199. MR FARRINGTON: I suppose the only answer I can give to you in terms of post-construction traffic is that, firstly, the A51 itself is a major A road; secondly, as I understand it, we have received a suggestion that there will still be the use of local deliveries to the site post construction. They're the only answers I can give to you in relation to the question.

200. MR MARTIN: Okay. And my other question to you, Mr Farrington, is I can see why you would want to have a permanent junction on the M6 there. It would obviously make a lot of sense both for the people of Stone and, indeed, for the new development between Mill Meece and Yarnfield. Have you had any discussions or do you know that there have been any discussions with the Highways Agency about whether they would be happy to have a permanent junction on the M6 there for those purposes? Because, clearly, the M6 is in the responsibility of the Highways Agency; it's not in the responsibility of Staffordshire County Council.

201. MR FARRINGTON: The simple answer to that question is yes, we have had discussions with the Highways Agency. We have had discussions with a number of different government departments about these proposals. But, to answer your question, yes.

202. MR MARTIN: Right. And did the Highways Agency suggest at any stage that that would be helpful for the operation of the IMB-R? Or did that come into it at all?

203. MR FARRINGTON: I think the answer I can give is that we have been encouraged to continue to investigate the feasibility around these proposals. In terms of your direct question around helping the IMB-R I'm pretty sure that the Highways Agency have not given a direct answer to that point.

204. MR MARTIN: Okay. Thank you.

205. THE CHAIR: Martin?

206. MR WHITFIELD: Yes. Mr Smart, I've just got two questions. The first is the option one M6 junction is out with the scope of this Bill, as you understand it. That's right, isn't it?

207. MR SMART: Correct.

208. MR WHITFIELD: And, secondly, I think this is your opinion as much as anything, obviously the option one M6 junction would have a huge economic effect on the whole area surrounding this whereas actually HS2's proposal about the IMB-R is, and perhaps some would say rightly, concentrating on the cost element and the construction time for the railway itself.

209. MR SMART: Correct.

210. MR WHITFIELD: Yes. Thank you.

211. THE CHAIR: Are you happy, Sandy? I think the Committee are happy with what we've heard on both sides and I think we have an understanding so, with your permission, Mr Strachan, I –

212. MR STRACHAN QC (DfT): Yes. I was just going to make one very brief point –

213. THE CHAIR: Do so.

214. MR STRACHAN QC (DfT): – just because, following up from the questions that were asked, we are aware, of course, of the council's aspirations for a new settlement and the desirability for that settlement to have a new junction. None of what is being done by HS2 precludes the delivery of a new junction in this location, even when that settlement comes forward, which it no doubt would be funded by, amongst other things, developer contributions. So I just wanted to make that clear.

215. THE CHAIR: Helpful. Thank you. I think we're there. I think everybody's had a good crack at things so let's end it there. The Committee may –

216. MR WHITFIELD: I just have one question, Mr Farrington. It was just about the

original petition. There was a discussion about temporary structures in the schedule 17. Is that resolved? In the original petition you were talking about temporary structures and whether or not they came under schedule 17 and you were concerned.

217. MR FARRINGTON: I'm being briefed that that's probably been picked up by the county council's position.

218. MR WHITFIELD: Excellent. Thank you.

219. THE CHAIR: Thank you very much.

MINUTES OF ORAL EVIDENCE

taken before the

HIGH SPEED RAIL BILL COMMITTEE

on the

HIGH SPEED RAIL (WEST MIDLANDS – CREWE) BILL

Tuesday 22 May 2018 (Afternoon)

In Committee Room 5

PRESENT:

James Duddridge (Chair)
Sandy Martin
Mrs Sheryll Murray
Martin Whitfield
Bill Wiggin

IN ATTENDANCE:

James Strachan QC, Counsel, Department for Transport

WITNESSES:

Malcolm Jennings and Sharon Mulcahy
Gaynor Irwin and Lily Irwin
Tim Smart, Chief Engineer, HS2 Ltd
Peter Miller, Head of Environment and Planning, HS2 Ltd

IN PUBLIC SESSION

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(At 2.00 p.m.)

1. THE CHAIR: Just in terms of logistics, the House will be having a minute silence to remember those who were affected by the Manchester bombings. At 2.30, we will observe a minute silence. The minute silence will begin with a bell and end with the sounding of a completion bell and, at 2.29, we will announce to everyone that's likely to happen, so we might pause a few seconds before the bell.

Malcolm Jennings and Sharon Mulcahy

2. Mr Jennings, in an earlier session, I reminded you, if possible, in the first 10 minutes, try to make all the principal points so that we can engage and that helps the Committee and helps us help you. Thank you very much for coming today, Mr Jennings.

Submissions by Mr Jennings

3. MR JENNINGS: Alright, well, good afternoon, Mr Chairman and the Committee. Thanks for allowing me to see you today.

4. THE CHAIR: You'll have to speak up. I can't hear you.

5. MR JENNINGS: Can I speak up? Okay.

6. THE CHAIR: That's lovely. Thank you.

7. MR JENNINGS: My name's Malcolm Jennings and I live at Three Chimneys, Bar Hill along with my partner, Sharon Mulcahy, who is beside me. Sharon's lived in the property for over 20 years and became sole owner in 2006 as a result of a divorce settlement. She eventually paid off her mortgage and is the owner of the property.

8. THE CHAIR: Sorry we're all struggling to hear you.

9. MR JENNINGS: Sorry.

10. THE CHAIR: Maybe sit closer to the microphone. The microphone's there, and lean in a bit, and over to you.

11. MR JENNINGS: Right, okay. She eventually paid off her mortgage in 2016 and

become the sole owner of the property. Now, without divulging too much of our personal life in such a public environment, we met in 2006. In 2008, I decided, as an only child and sole carer of my mother, to leave work to spend more time with her. She was suffering from dementia. Prior to that, I had been living in rented accommodation and travelling into London where I worked for a telecommunications company. Our relationship grew and it was our intention at some point in the future to buy a property together. That was put on hold in January 2012 when the route of HS2 was announced and our lives changed forever. I must stress at this point that it is still our intention despite the obstacles of HS2.

12. Initially, we opposed the plan, but the forces we were seeing were so great that we began to realise we were pushing against a closed door. With help and guidance from our MP, Sir Bill Cash, we started to engage with HS2 and worked with them as best we could, attending roadshows wherever possible, holding meetings and site visits with engineers and community liaison officers. I got the impression from these discussions that most of what we were told was what they thought you wanted to hear. On saying that, the vast majority of HS2 contacts we have met in those early days seems to have left the project for various reasons. I was going to make a pun at this point about the light at the end of the tunnel, but I'll pass on that. I still regard the project as flawed, but there's nothing we can do about it. We've got to accept what this Committee decides and what the Government decides.

13. To move onto our personal circumstances, we now both work from home as, on leaving work, when my mother went into care, I went on to pursue my hobby, sailing. I'm now a shore-based instructor for the RYA, and also a radio assessor for Her Majesty's Coastguard.

14. The training centre I help to run delivers online courses. We've got over 600 students on the books. So, my working day is spent setting up lessons, marking assessments and working with students in person or via the telephone. All this along with the general administration of the school. I'm also a trustee and training commodore of a sailing association and we've got boats throughout the UK, so I organise training events for those. So, it keeps me busy.

15. Sharon works for BT and again, works from home alongside communication

providers in the UK and also in India, or with a back-office team in India. So, currently our working environment is as good as it gets. I make no bones about that. Sharon has an office in the corner of our dining room; I have a desk on the first-floor landing and we both look out over a rural landscape. There are green fields with sheep and lands in the spring and hay in the summer. So, I hope I've painted a good picture at this point of what life is like for us and how, next, all this is about to change with the arrival of HS2.

16. I realise this is a rhetorical question, but how would you feel – and I include Mr Mould in that – if you were going to be subjected to what we were going to be subjected to, or what is proposed we will be subjected to. Now, slide A110(2), that shows the junction with Manor Road and the A525 Bar Hill. The bridge you can see is where the 525 crosses the existing West Coast Main Line. I realise that HS2 could be proposing improvements to that junction, but I haven't seen any detailed proposals for that. Now, a fully laden HGV pulling out of that junction to turn left into Bar Hill is an accident waiting to happen, and we've been told that there are something in the region of 400 vehicle movements a day coming out of that junction.

17. MR WIGGIN: Sorry Mr Jennings, why is that an accident waiting to happen? That's a legitimate junction.

18. MR JENNINGS: It's a legitimate junction. What I should have done is taken a photograph from the other side and you can't see –

19. MR WIGGIN: But the local authority who police roads allow HGVs to use that road. That is a legitimate junction.

20. MR JENNINGS: Well, it is a legitimate junction but –

21. MR WIGGIN: So why is it your feeling that there's going to be an accident? Because I very much care about human life.

22. MR JENNINGS: The only vehicles that use that on a regular basis are milk tankers. There are very few HGVs, trucks of however many tonnes carrying soil and spoil come out of that junction. So, there are three or four milk tankers a day using that junction at the moment.

23. MR WIGGIN: Thank you very much.

24. MS MULCAHY: May I just add to that as well? As car user, pulling out of that junction to turn left or right is very tricky because you cannot see what's coming over the railway bridge until it's actually on top of you and it's very difficult to see if you're travelling this way for any cars actually travelling to the east to go over the railway bridge. So, the time it would take an HGV to make the decision to pull out and then actually get around that corner could actually be an issue.

25. MR MARTIN: It's very difficult to tell from the maps because we don't actually have that exact junction on the map, and in fact, the one place where we would see it on our first map, which is P236, it's been obliterated by a small inset of the local map of the area.

26. THE CHAIR: How about P238?

27. MR MARTIN: P238.

28. MR JENNINGS: As you can see there, that's the junction there that we're talking about and there are no plans as I can see for Manor Road and the A525 for an improvement.

29. MR MARTIN: So it is your belief that is going to be one of the haul roads.

30. MR JENNINGS: It's going to be an issue. I'm sure it is, yes. Well, it is a haul road.

31. MR MARTIN: It is one of the haul roads? Right.

32. MR JENNINGS: For the proposed scheme, it is going to be for the Lea Valley viaduct.

33. MR MARTIN: Thank you, Mr Jennings.

34. MR JENNINGS: If we can move on –

35. MRS MURRAY: Sorry.

36. THE CHAIR: Sheryll Murray.

37. MRS MURRAY: I'm just wondering, because it does look as though there are

visibility splays there. Does the road widen coming up to the junction? Because from the photograph, it clearly looks as though there are some visibility splays there.

38. MR JENNINGS: Personally, there isn't. It is a left-hand corner with no – they are not cutting the corner at all at that point.

39. MS MULCAHY: You can turn right, but it does look as if it widens there. It may widen slightly, but there's only room for one car to pull out either way.

40. MRS MURRAY: Okay, thank you.

41. THE CHAIR: Okay, carry on then.

42. MR JENNINGS: If I can go on to A110(3). As you can see, that's the front elevation of Three Chimneys, 42 Bar Hill. You can note the nautical themes in the window. And A110(4) and then (5) show our working environment. That was the view from my office window, and HS2 will be running from approximately that tree there across. I think you've had discussions with the owner of Bar Hill Farm as regards the impact on his business regarding that.

43. Now we envisage there will be little or no respite from the construction of HS2 during its five years of construction. As you can see from the front of the house, from Sharon's office window, and from mine, not only we will we have HGVs passing within five metres of the window; we will be within 300 metres of the centre of the line and all the earthworks. And so it means we will be 100 metres from the actual construction.

44. As you can see from A110(8), which is an extract from the map, the rear of the house, we will have a tunnel satellite compound, so we won't even be able to take a break from it in the garden.

45. If we return now to A110(6) and then (7), you will see that although Bar Hill is designated an A road, it has a large number of houses that do not have driveways. Nearly all of those have two or more cars, and in some cases, some have four. There are always cars parked on the road. This means the traffic has to slow and in most cases, stop to let others pass. Because our home is double fronted, a double fronted end terrace, we have enough room at the front of the house to park on the driveway, so you can guess where the HGVs are going to pass: in front of Three Chimneys, Bar Hill.

46. I would like to point out at this juncture that the proposed realignment of Bar Hill starts approximately where I was standing when I took this photograph. As I said earlier, we've accepted HS2 will go ahead and what I'm petitioning for is to make mine and Sharon's life more tolerable in its implementation. HS2 may say it is only during the construction phase. In that, they may be correct, but I'm aware of my own mortality. I will probably never get to see this railway in operation. So, forgive me when I say we require improvements to my home environment during its construction rather than the 10 plus years shown on slide A110(9).

47. We want the next slide, sorry, 10. The single tunnel, which I believe you've had numerous presentations on, would have been the best option and I know you've been subject to arguments on both sides as to its rationale and suitability. I conducted some research myself and, using HS2's own model, arrived at a figure that is the lower end of Staffs County Council's submissions. I don't know whether you want me to go through that or not at this point.

48. THE CHAIR: I think we have gone through the principles of the case ad infinitum with many, many experts and I would urge you to use your time to concentrate on your property and what would happen, either if there was a tunnel, what mitigation you need; if there wasn't a tunnel, what mitigation you need, what outcomes you want. This is your moment to shine a light on your case.

49. MR JENNINGS: Right. Can I ask whether or not you've consulted Network Rail?

50. THE CHAIR: Sorry, you can't ask us questions. You can say it to us and we can ask you questions.

51. MR JENNINGS: Sure, okay.

52. THE CHAIR: Sorry.

53. MR JENNINGS: No, that's fine. One of the things about the HGVs then, because I'll pass on my tunnel comparison spot, is vibration from vehicles. I can't see anything in HS2's documentation that caters or covers the vibration of the traffic. As I said, HGVs will pass within five metres of our window. On the occasion that we do get

HGVs passing, the house shakes, so I'm concerned about the sheer volume of traffic that they are proposing and the structural damage it will do to the property.

54. One last point, just mentioning the single tunnel option just for one paragraph, is the large number of properties and businesses that won't have to be purchased by HS2 should the single tunnel go ahead. If the Committee decide that the construction outside our home on the scale and visage should go ahead, both Sharon and I feel HS2 is making our working environment untenable, and the best option would be for HS2 to purchase the property at its unblighted price and for us to rent it back while we search for another home that meets our needs at a different location. Once Sharon's given her bit of the presentation, I hope the Committee would add weight to that proposal. Okay, do you want to say a few words, Sharon?

55. THE CHAIR: Have you already applied to HS2 for the purchase?

56. MR JENNINGS: Yes. Sharon will take you through the rationale behind that.

57. THE CHAIR: Thank you. Yes, Sharon.

58. MS MULCAHY: Okay.

59. THE CHAIR: Sorry, I shouldn't call you Sharon. It's Ms Mulcahy. Malcolm is calling you Sharon, so I did.

60. MS MULCAHY: That's fine. I think there was some debate over the pronunciation of the surname anyway.

61. THE CHAIR: To save my embarrassment, I said Sharon. Ms Mulcahy

62. MS MULCAHY: Sharon's fine. So to try not to repeat anything that Malcolm said, but obviously as he said, I am the home owner of 42 Bar Hill, Madeley. I've lived there for 23 years. The reason for travelling here today and speaking to you is I would like to personally ask you to please seriously consider the single tunnel option between Whitmore and Madeley. My reasoning for doing that, obviously, in addition to the lessening of the devastation to our little beautiful patch of countryside, which we're all very proud of and the impact on our several local communities – and I think you've had all the parish councils appear in front of you – and I'm sure you've heard all the

arguments, so I'm not going to repeat those. But from a personal point of view, I feel that that single tunnel option presents for Malcolm and I, and for any other residents of Bar Hill that may wish to move during this period in the run up to the construction, but are specified as being outside of the statutory blight zone, I think this option presents us with the best opportunity of being able to sell our properties on the open market.

63. Because we're outside of the statutory blight zone, our only other option is the need-to-sell scheme, and I will come back to that in a moment. HS2 Ltd have advised me that I am 279 metres from the centre of the proposed line. As Malcolm has indicated already, we have the existing West Coast Main Line to the east of us and the proposed route of HS2 will be to the other side, to the west of us, so we will actually be sandwiched in between.

64. Could we have slide A110(9), please? Now, I know for a fact that not everyone on this short section of road, of Bar Hill, wishes to move, but in my opinion, every property in that section there that you can see, I believe to be blighted. That's regardless of the compensation lines that have been drawn on a piece of paper and designated distances from the centre of the line. And I would say that those lines on that piece of paper are actually meaningless in the real world and to potential buyers. People that we've spoken to, friends, family, even a guy coming down on the train who happened to notice what we were reading, all assume that anyone impacted by HS2 in the close vicinity will be compensated and they're amazed when we say, 'Actually, no. Outside of 120 metres, there is no statutory blight'.

65. I'll be honest, I wouldn't even consider buying my property, which, as you can see, is marked there with the red arrow, not with the prospect of HS2 construction coming up and I would put the question to yourselves, would you honestly consider buying that property with all of that that's about to kick off?

66. Having worked for, bought, renovated and maintained my home, my expectation as an ordinary person is that I should be able to market my property when I choose and at a fair market price, and that's really what I'm asking. Since submitting our petitions, we have been contacted and visited by representatives from HS2 and in each of the communications they have suggested that we can apply for need-to-sell, which we were aware of. We were aware of the need-to-sell scheme because we've been to every

consultation event that has come to Madeley, and if we couldn't make Madeley, we went to Whitmore.

67. The problem I feel – again, it's only my opinion – with the need-to-sell scheme is the requirement to provide a compelling need to sell. So, it isn't a desire to move or wish to move on as Malcolm said. We've met; we always intended to buy a property together. That's our lives progressing. That choice has been taken away unless somebody considers that a compelling need to sell.

68. THE CHAIR: Well, we'll ask Mr Strachan. We probably won't be able to make a commitment, but can give an indication as to types of parameters and whether you wish to move on or the fact that you have a business so there may be a chink that allows you to apply, and I suspect he'll try to find a chink to keep you happy.

69. MS MULCAHY: Okay. Sorry.

70. MR WHITFIELD: Do you know what your neighbours have done? In particular, as we're looking at that page, as we get close to the actual HS2 site, they become trapped between storage areas during construction. I wonder if you know what's happened with those properties.

71. MR JENNINGS: As far as I'm aware, out of the houses between ourselves and the construction, up to – I'll just show you on the map – up to the lane here, which is an access route for the northern portal, one house was sold with the knowledge of HS2 in 2012. Don't quote me on this, but two houses, I think, have been bought by HS2.

72. MR WHITFIELD: Because these are the only houses that sit in a sandwich between the West Coast Main Line and the potential HS2 line.

73. MR JENNINGS: Yes. There was one further north. Sorry, there. North of us, but that was a bank repossession.

74. MR WHITFIELD: Ah, right.

75. MR JENNINGS: So houses here, up to here, one was sold with the knowledge of HS2 and as far as I'm aware, the other two that were sold have been sold to HS2 under need-to-sell.

76. THE CHAIR: Sheryll Murray's got a question.
77. MRS MURRAY: Yes. I'm very aware of the photograph you showed us of your working view. But I think this is in an embankment, is in a cutting?
78. MR JENNINGS: It's in a cutting as far as we're –
79. MRS MURRAY: I'm just a bit confused because you make it look, from that photograph, as if you're going to look at and see the railway track. Is it because it slopes uphill or downhill?
80. MS MULCAHY: In front of us, we will see the railway. The cutting starts to the right of our property as far as I understand. Is that right?
81. MR JENNINGS: There is an embankment that starts here, if I can go to this slide.
82. MS MULCAHY: Can we? Is there any...?
83. MR STRACHAN QC (DfT): I don't want to, obviously interrupt, but if you're looking at photograph number 5, A110(5)? Is that what...?
84. MS MULCAHY: Yes.
85. MR STRACHAN QC (DfT): I made the same mistake. I made exactly the same mistake. I thought someone had drawn a line with the railway. Those are existing telephone lines.
86. MRS MURRAY: Yes. That's fine. I've just been very confused because I thought it was in a cutting and I thought, 'That doesn't' – yes, thank you.
87. MR JENNINGS: That line at the right-hand side is an actual electricity supply column.
88. MRS MURRAY: Thank you very much.
89. MS MULCAHY: So, as you can see, we are undeniably close to the proposed line and under the current proposal, a cutting for the Madeley tunnel. Also, from speaking to other people at consultation events, our understanding of the need-to-sell process is that – and we're going on what people have told us – it's deliberately off-putting and

difficult to obtain. Although I'm assured by the representative from HS2 that I spoke to yesterday that the form itself is relatively straightforward, I was also told that to be successful, we need to back up every statement that we make with detailed evidence. And that means divulging a lot of very personal information to complete strangers and this is the issue I have with this compelling need to sell, especially in our situation, this short section of road where it's obvious that we are all impacted.

90. Just to mention, we did ask, didn't we, when we were visited on the success rate, and HS2 had to come back to us on that. They said, 'To date, it's 45%'. So, sensibly, I think, Malcolm and I consider the need-to-sell option as a last resort. So, we've delayed putting the property on the market because the need-to-sell scheme is by no means guaranteed. We feel that, to start with, we must maximise our chances of selling our property on the open market. That's the approach we've decided to take before we even try to submit an initial application under need-to-sell.

91. So, for personal reasons – Malcolm touched on one of them: his mother became ill with dementia and he was caring for her – we decided, first of all, we'll wait for the route to be confirmed before we take any action. We did want to move. We then decided we'd wait for this decision on the single tunnel because we believe that this single tunnel option will give us a better chance of selling our property on the open market. And if not, then we would look at submitting a need-to-sell application. Are we okay for time?

92. THE CHAIR: Yes, absolutely.

93. MS MULCAHY: Malcolm's already gone into the fact that we do work from home. The construction traffic will pass within metres. I spend at least 50% of my working day on the telephone to offshore and to other areas of the UK. We've also got the diversion of Bar Hill, which actually, I think, looking at the map, starts just outside of our property. If we could have a look, perhaps, at A110(7), please.

94. THE CHAIR: We're expecting the minute's silence to start in about 20 seconds so feel free to just confer, but when the bell rings, we'll have the minute's silence and then we'll come back to some comments and then hopefully hear from HS2.

95. MR JENNINGS: Do you need us to stand at this point?

96. THE CHAIR: Sorry?

97. MR JENNINGS: Do you need us to stand?

98. THE CHAIR: No, unless you want to. Normally, we remain seated, but feel free to observe the minute's silence in whatever way you consider appropriate. As Chair, we'll stay seated.

A one-minute silence was observed.

99. THE CHAIR: Thank you. Any remaining points before we end?

100. MS MULCAHY: Not very many. Nearly finished. So, as I was saying there, you can see how close the construction traffic will pass to the front of our house, which is where my office is on the ground floor. Malcolm works on the landing. And also, the diversion of Bar Hill, which will affect us, and I'm led to believe that will take approximately one year and nine months to complete if the current scheme is pursued.

101. We just feel that, at our time of life, we should be able to enjoy living wherever we choose. So, my other ask today is – apart from asking you to please consider the single tunnel option – is that perhaps the property purchase arrangements – I know they're all set in place, but could they be applied more humanely and flexibly, please? With more consideration to take account of individual circumstances and topography, such as in the case of Bar Hill. I think I will leave it at that, but thank you for hearing my petition today.

102. THE CHAIR: Thank you both. I think Martin and then Bill have a question before we come to HS2.

103. MR WHITFIELD: Just want to look at this photograph. I understand that opposite your house falls under the Bill for rerouting a bridleway. Is the road used as a bridleway at the moment?

104. MR JENNINGS: No.

105. MS MULCAHY: No. We've seen very few. There's a pony and trap goes along quite regularly, but no, the road doesn't tend to be used by riders.

106. MR JENNINGS: Are you intimating about Red Lane?
107. MR WHITFIELD: I'm not sure. I'm just looking at the –
108. MR JENNINGS: There is a diversion at Red Lane. Red Lane actually is in the top left-hand corner there. It's out of shot at that one.
109. MR WHITFIELD: Ah, right. So there is a –
110. MR JENNINGS: Yes.
111. MS MULCAHY: It's very close to the railway bridge.
112. MR WHITFIELD: Yes, they're talking about rerouting it.
113. MR JENNINGS: The old sunken lane as it was. The old cart route.
114. MR WHITFIELD: Excellent. Thank you.
115. MR JENNINGS: Thank you.
116. THE CHAIR: Bill?
117. MR WIGGIN: I'm very sympathetic to what you say about the purchase issue, but are you not nearer to the West Coast Main Line than you will be to HS2?
118. MR JENNINGS: We're between the two.
119. MS MULCAHY: I'd say we're about equidistant.
120. MR WIGGIN: Okay. Can you hear the trains?
121. MS MULCAHY: The West Coast? Yes, yes, depending which way the wind is blowing, we can hear them louder than at other time.
122. MR JENNINGS: We can also hear the M6 motorway as well.
123. MR WIGGIN: And the cars.
124. MS MULCAHY: But to us, that isn't an issue. It's the construction.
125. MR WIGGIN: Do you think the noise will be worse when HS2 is in than it is at

the moment?

126. MS MULCAHY: I think there will be added noise because obviously, we'll have two railways.

127. MR WIGGIN: Yes. But you really are right in the middle. I do appreciate that.

128. MS MULCAHY: We are literally in the middle. We were looking at some of the figures on the train and we had to smile because it almost looked as if it's going to be quieter when HS2's built, but we perhaps don't believe that.

129. MR JENNINGS: Probably because we'll be going deaf at that point.

130. MR WIGGIN: Well I think that's because it's in a cutting.

131. MS MULCAHY: Possibly, yes, but there's talk of a boom as it enters the tunnel.

132. MR WIGGIN: But for you, the main issue is the period between now and when it's actually built.

133. MS MULCAHY: Yes, because it's impacting our lives now.

134. MR WIGGIN: Thank you.

135. THE CHAIR: Sheryll?

136. MRS MURRAY: Have you had any discussions with HS2 about how to mitigate some of the perceived problems that you might feel living there whilst it's going on?

137. MR JENNINGS: We've had discussions, but really it gets frustrating in that they will trot out what I call 'the HS2 mantra' and you're not really convinced. I'll give you a classic example with this. At one of the early roadshows, we had roofs, double glazed windows, patio doors, when you were taken in and given headphones, and then you were told, 'Did you hear the train go past?' And all you heard was birdsong. That really sowed the seed of some of the information –

138. MS MULCAHY: The early information.

139. MR JENNINGS: Yes, the early information that HS2 were giving us. There's

noise with it. This is 300 metres from the line. ‘You go into this cubicle, put the headphones on and all you hear is birdsong’.

140. MS MULCAHY: We stood there for four minutes.

141. MR JENNINGS: We stood there for four minutes before they opened the door and said, ‘Have you finished?’ ‘Well, I’m waiting for the train’. ‘The train’s gone’.

142. MS MULCAHY: It was almost – well, it was...

143. MR JENNINGS: It was an insult to your intelligence. It was really, sorry.

144. MRS MURRAY: So those booths didn’t actually show you a visual?

145. MR JENNINGS: No, they just gave you the noise impact or supposed noise impact.

146. MS MULCAHY: The figures have changed. It’s been so difficult. Even between the environmental statement that we, you know, replied on, the figures for HGV construction traffic that were sent in the promoter’s response document matched that, I believe. And then we’ve had a letter since to say that they’ve reduced, and you get to a point, as I say, over the last five years, where you don’t know what to believe. And I know things move on and I know things will be mitigated and improved, but it’s keeping up with what is. It’s frightening. As normal people, living on this road, we’ve got this huge project, this huge construction project looming and we don’t necessarily feel we’ve got all the information or all the right detail that we can comment on because it’s constantly changing.

147. THE CHAIR: Shall we hear from HS2? Nods of assent, Mr Strachan?

Response by Mr Strachan

148. MR STRACHAN QC (DfT): Well, I’ll certainly be guided by the Committee as to how best to cover the topics. I’ve got three I was just going to cover and outline.

149. THE CHAIR: Just to give you guidance, we’ve spoken a lot about the long tunnel option, so just consider the specifics in relation to the property.

150. MR STRACHAN QC (DfT): Absolutely. I wasn’t going to repeat any of the

arguments you've already heard because you've heard those. I was just going to concentrate on three things relevant to these petitioners.

151. First of all, just to explain the position during construction because they're obviously very concerned about that. Then explain the position as it will be once the railway's in place, and then touch on, finally, the options that they have now or indeed later on under the need-to-sell scheme. I think those are the three things. If, at any point, there's a technical issue or engineering question, I've got Mr Smart behind me who can quickly answer anything that the Committee may want to know. If I just show P237.

152. This is the construction map the Committee is very familiar with now. We've got the petitioner's property in red and you will have seen, obviously, West Coast Main Line. In terms of what's going on, this brown area here is a temporary stockpile area where earth will be placed as a result of quite considerable cutting excavations that are going on down here. That obviously is a construction work and will be visible, but the stockpile, once it's in place, does serve to provide some protection from construction activity. But there is obviously quite a lot of construction activity in this location because the Madeley tunnel's being constructed over here where the cursor is now.

153. The A525 is kept open during construction, but that's done by building an offline diversion. You've heard about these before. The offline diversion is built and then once it's built, it's tied into the old road and the old road, you just see it under the cursor. It's just running along here. That will then cease to be the A525. But people will be able to continue to pass along the A525 throughout the construction process. There's a strip of pink just outside the petitioner's property and I'm going to show you that in a moment. That's actually to introduce some planting on the other side of the road. I'll show you that in the final stage. The green dotted line, as you know, is construction traffic routing proposed. Obviously, has to be approved by the railway and local highway authority in due course and I just want to show you, if I can, the amount of construction traffic.

154. THE CHAIR: Just before you do, you showed us where the soil was going to be put. It was going to be outside or just opposite the roads, behind the pink barrier. Why not put all that soil to the right where I think it says BW1? There's no property around there. It's next to somewhere else you're using as well.

155. MR JENNINGS: If I can just take the slide at that slide at that point and come to Mr Mould's defence, there is a property there where that cursor is now. Just that one there.

156. THE CHAIR: Nevertheless, perhaps in the bottom right you could put it. I don't know. Has consideration been given to...?

157. MR STRACHAN QC (DfT): I imagine it has, but I don't know the answer myself. I will ask Mr Smart to see if he knows and fill you in in a moment. Can I just explain the number of vehicles because there's a concern of the petitioners that the numbers have changed and that's not right, but I'll just explain why they might be under the impression that they have.

158. If one goes to P255(2), you've got one of these plans. You just need to zoom in a bit. We're over up here, INJ. You've come across the A525, Newcastle Road. This is showing construction traffic routing on the A525. The flows at INJ are on the A525, but as you'll appreciate, as they cross here, they're accessing those nodes and construction sites before they get to the petitioner's property, so there are higher flows on the A525 to the west than there are to the east. It's not very clear on this, but I'll show you on P255(3), the INJ flows are shown in this histogram you may have seen before. They're referred to – 502, or something like 476 vehicles. There is a peak activity on the A525 on that west side which occurs in December 22, approximately, and December 23. You've seen reference to that in relation to Woore where the traffic goes. Outside of those two months, there's still construction traffic, but it drops off considerably.

159. But in front of the petitioner's property, which is obviously of most concern to them, there is P255(4), and this is what I understand is being referred to as the numbers having changed. Because the traffic is going into those work sites I've shown you, only a small amount of traffic's going on past the petitioner's property and these are the predicted amounts of traffic that go past the petitioner's property. There's a peak month in December 21 of 180 HGVs but throughout the period, it then drops off to far lower levels and that is the traffic, if you go back to P237, that's potentially going down Manor Road. So, it's necessary to access Manor Road, but the volume of traffic passing in front of the petitioner's house during construction is very considerably lower than that, which is going to these two sites and consequently on to Manor Road.

160. Now, I only say that because that's always been the position. The detail of it, I can see why it might be confusing to look at INJ versus outside their property, but that explains why it what it is.

161. Leading on to my second point, what happens when the railway's operational, P238, just to give you a plan. Actually, can I show you P241? Same plan, but with a cross section. Once the railway's built, and I think the main activity of construction around their location is about four years, but once it's actually built and up and running, there is that line of round green that I've shown you. That is where we took the pink land to plant, so it's a landscape hedgerow habitat, planting alongside the road. The A525 road is on a new alignment, but it diverges from the older line beyond the petitioner's property, but it's now going over the railway. There's the new realigned bridleway across the field. The field's reinstated and in terms of views and also noise, because the noise effects are limited in this area because it's in a cutting.

162. If I just show you the next slide, P242, this is that cross section from the petitioner's property. So, taking their property at 1A, they're looking out across the A525, that's the field that was previously their view. That's reinstated. Once you get right across here to the railway, the railway's in effectively a false cutting, and it's unlikely to be visible at all. It's unlikely to be visible because of the landscaping, but it's also having a significant mitigating effect on noise on those properties.

163. So, that's the position in operation. Now, of course, these petitioners have already indicated they may not be happy with that situation, and they've indicated they have plans to sell the property, which they regard as frustrated by what's going on. That brings me on to the need-to-sell scheme, which is the third and final topic.

164. MR WHITFIELD: Sorry, I just wondered, before you leave that, if you look at P239, which is the sound map, we have the petitioner's property marked on there in red. Is that actually within the 50 to 65 decibels, or are you saying that it's literally just on the border of that.

165. MR STRACHAN QC (DfT): The reason it's in red is it's just marking the petitioner's boundary.

166. MR WHITFIELD: Yes, I'm just wondering.

167. MR STRACHAN QC (DfT): Yes, sorry. It's on the boundary of the LOAEL level, as it's referred, the lowest observed adverse effect level, which is the grey boundary, and if you want the readings themselves for their property, they're summarised on P240(1).

168. MR WHITFIELD: They are a property that will have, as it says here, significant effects on their dwelling, but at a lower level.

169. MR STRACHAN QC (DfT): The significant effects come from the Lmax level, rather than the Leq. You can see that here. This is the modelling for their property. During the day, it's 56. During the night, it's 46, and then you have Lmax of 68 or 70, depending on the trains. If you go to the change in the noise environment, the Leq measurement, there's a zero change during the day and 1 at night, and 3 is when it becomes perceptible.

170. So, if you're looking on the Leq scale, they're 56 during the day doesn't change, nor does the 46, but they will hear the trains because the Lmax levels, but the overall impact is limited by what topography –

171. MR WHITFIELD: Limited, but there is an effect?

172. MR STRACHAN QC (DfT): There is an effect. I'm certainly not saying you won't be able to hear the trains, but then you've heard quite a lot of evidence about what impact that has on people's behaviour, which I won't repeat.

173. That's the noise effect. I was just about to move on, unless there are any other questions, to the need-to-sell scheme. As you saw from the maps, their property is not required for the construction of the railway, so it doesn't fall within the statutory blight schemes. But the need-to-sell scheme is there to cover generalised blight. I don't want to get at all into the petitioner's details in this form because they've given you some details in their petition itself and explained their circumstances in a bit more detail. I don't need to air that now.

174. But what they do describe is precisely the sort of thing which is given as an example of a compelling reason to sell and I can show you just the guidance. I'm not going to read it out, but I'll just show you the guidance, R117(14). The criteria in 5,

‘Compelling reason to sell’, it explains it in more detail. I don’t want to, as I say, get into the details, but you can see the sorts of circumstances described, for example, from 3.1.34 onwards. There’s circumstances when people would have a compelling reason to sell or examples of what’s likely to be a compelling reason to sell.

175. So, in answer to the Chair’s question, I can’t obviously provide guarantees or reassurances as to how applications are treated by the Secretary of State because it’s a Secretary of State administered scheme. What I can say is that looking at the guidance, and the sort of circumstances they have indicated, they appear to fall well inside those sorts of circumstances where there would be a compelling reason to sell.

176. The best way to test that, of course, is to make the application, which is what I understand HS2 staff have indicated, and to see how it goes. Of course, they will always get reasons if they were to be rejected.

177. THE CHAIR: I would comment that those are quite strong words that you’ve used. They may appear weak and caveated from someone who hasn’t sat here during other sessions, but I take that as a strong indication that it is likely to be accepted and we can give an indication, if we so chose, in our reports in relation to that. Sheryll?

178. MRS MURRAY: Just to reassure the petitioners, every application is treated with the utmost confidentiality.

179. MR STRACHAN QC (DfT): I was just coming onto that. I understand the concern. Inevitably, with these schemes, where public money is at stake, there is a scrutiny process that requires people to divulge information to make sure the system is not being misused by others. That’s a necessary part of the system, but as you’ve just indicated, the information is treated confidentially, as you would expect, and therefore, whilst I know it’s intrusive to have to provide that sort of information, you should rest assured it will be treated in confidence for the purposes of dealing with their application.

180. MRS MURRAY: And just to refresh my memory, an application is open to a petitioner to make under the need-to-sell scheme for up to a year after the completion?

181. MR STRACHAN QC (DfT): Exactly. It’s not even an application that has to be made now. It can be made any time within that period. For example, if they’re finding

it more difficult than I was indicating would be the case during the construction phase, because we're hoping the effects will be mitigated, they might see that in practice, but if they were dissatisfied, they can make the application. Also, the offers, as I'm pretty sure I remember – I'll be corrected if I'm wrong – stand for acceptance up to three years. You can make any number of applications, but if you make one and even if that lapses, make another one in due course. So, there is a certain degree of flexibility in the way the scheme is operated.

182. THE CHAIR: Okay. Martin?

183. MR WHITFIELD: The petitioners have been given an indication of the success rate as only 45% by HS2. Is that correct?

184. MR STRACHAN QC (DfT): I think that is the current statistic. I haven't checked if that's the latest up-to-date figure. I've certainly seen that figure of 45% accepted.

185. MR WHITFIELD: It seems a remarkably low success rate given the criteria that's available before the application.

186. MR STRACHAN QC (DfT): Well, it depends –

187. THE CHAIR: Would you like to see a bit more information from HS2 on this?

188. MR WHITFIELD: Yes. I'm surprised at that figure given the advocacy that's been put into this element of compensation.

189. MR STRACHAN QC (DfT): Well, we can certainly try and give you more information on that. On the one hand, confidentiality of the details of the application has to be maintained, but we can provide you with as much information as we can, respecting that confidentiality, with the sort of applications, perhaps even the relevant reason for refusal. There are five criteria, some of which relate to being owner-occupier, and some people may fail because they put in an application when they weren't entitled to make one.

190. There are other criteria, which may have –

191. THE CHAIR: That would be really helpful. We can always come back to it if we

need more information. Martin, then Sandy.

192. MR WHITFIELD: What is happening with the other properties that are on that road as regard to HS2 purchases?

193. MR STRACHAN QC (DfT): The information I've got at the moment is that on Bar Hill, there are three properties that are being acquired. Number 16 Bar Hill was acquired under the exceptional-hardship scheme, so that was the predecessor, and 16 Bar Hill is further north.

194. MR WHITFIELD: So, if we go back to 326 or another suitable one.

195. MR STRACHAN QC (DfT): So 16 is, if I say approximately, there. Number 66 has been acquired and that's, I think, this one down here. Next one on, and that was acquired under the need-to-sell scheme. And then there is another. There have been some properties obviously acquired under blight because they sit under the line of the route, and I think there is a live need-to-sell application to the south. So that's the extent. There haven't been many applications. I don't know how many applications have been made or were rejected, but certainly some have already been made and accepted under need-to-sell. We'll get you some more details as I indicated. For 45% accepted doesn't mean the opposite of being rejected. 35% have been rejected and the other 20% are either pending or were withdrawn before a decision was made.

196. THE CHAIR: And presumably some people apply under two schemes?

197. MR STRACHAN QC (DfT): Some people will have applied. Some people might have applied underneath sell when they could have applied by way of a blight notice. Some people decided not to proceed.

198. THE CHAIR: It's highlighted a very important general point and I think we're looking forward to receiving more details in writing. I think we've come to the end of your three points.

199. MR STRACHAN QC (DfT): Unless there's any further information.

200. THE CHAIR: Sandy's got a question. No one else is catching my eye. Then I'll come to the petitioners to wrap up.

201. MR MARTIN: It's just from a clarification point of view, Mr Strachan. Clearly, criteria are helpful, but if, for instance, it's criteria saying, 'too far away', it would be quite helpful for us to have some indication of how far away. If it's all anonymised, then if too far away can be broken down into 50 metres further away than anyone else; 100 metres further away than anyone else; different county than everyone else.

202. MR STRACHAN QC (DfT): I'll see what's possible, understanding and getting the clear message of as much information as possible is what you want, so we'll see what we can do.

203. THE CHAIR: Thank you very much. You don't have to say any final words. You may feel that everything's covered. Equally, as petitioners, you've got the final say, if you choose to do so.

204. MR JENNINGS: I'd like to see some indication of the effect of the vibration of HGVs on the properties.

205. THE CHAIR: If we could go back, we missed that one, didn't we?

206. MR STRACHAN QC (DfT): I'm sorry that's my fault. The answer to that is contained in the environmental statement, volume 4, technical appendixes. It's got the number, SV00100, for those who are looking it up. But the answer to that is, vibration from construction traffic is dealt with in annexe G of that document 2.1.17 through to 2.1.23. We're going to, I think, touch on this in the next petition, but in short, ground-borne vibration can occur from the movement of heavy goods vehicles, but where the road is not poorly maintained; where it's properly maintained, it's understood that there is very little likelihood of damage from HGV traffic.

207. THE CHAIR: This is a question I'm probing later on today, if that's okay. Any other points?

208. MR JENNINGS: There's just one point, have you all got the green folders?

209. THE CHAIR: We tend to use the screens. If you've got a question, I'll get it up.

210. MR JENNINGS: Yes, that was a question. If you've got the green folders I'd like to compare P245(4) with what's in the green folder.

211. THE CHAIR: No, we do it all on the screens, so if you just –

212. MR JENNINGS: No, with what's in the green folder – because it's totally different.

213. MS MULCAHY: Which is what we received. It's an illustration of how confusing some of the information that we receive is. 245(4), which says, 'HGV construction traffic on A525 past the petitioner's property' – is not the same as we –

214. MR JENNINGS: Is what Mr Mould was saying.

215. MR STRACHAN QC (DfT): I'm Mr Strachan.

216. MR JENNINGS: Oh, Mr Strachan.

217. MS MULCAHY: Oh, sorry.

218. MR STRACHAN QC (DfT): It's an easy mistake to make, although he won't thank me for saying that. But, yes, that is clearly – you're right – that is wrong that slide – because that's simply a repeat of the previous slide. The letters you've been sent, in your petition assurance letter, identify the correct vehicle numbers. That is simply a repeat of the histogram for INJ and you're right that that's showing more than pass your property. The correct one is the one I've put up on screen. But if you want further clarity about that we can talk to you outside or I can provide it now. But you're absolutely right. Don't rely on that slide, but do rely on the letters and the information you've been provided in the petition assurance letter and your response document.

219. THE CHAIR: I think it might be helpful, given there has been an error, to write again with the correct information, copy the Committee in, and the Committee can just assure itself you've now got the right information.

220. MR STRACHAN QC (DfT): Yes.

221. THE CHAIR: There should be high standards. Equally I appreciate sometimes in life mistakes happen.

222. MS MULCAHY: Well, I do understand, but it's just that over the last five years there have been so many different versions, it's hard to know what is coming our way.

223. MR STRACHAN QC (DfT): I will apologise for that slide having gone to you in that form. I can't get into other things that you're referring to. But I do apologise for that. But we will write to you with the correct slide and information. But I'm sorry that you've received that.

224. THE CHAIR: Thank you for saying sorry and apologising. It does – certainly for the Committee – it means something. I think we've come to the end. It's convenient for the Committee to take a short break and we will come back at 3.10. Order, order.

Sitting suspended

On resuming –

Gaynor Irwin and Lily Irwin

Submissions by Ms G Irwin and Ms L Irwin

225. THE CHAIR: Thank you very much for petitioning today. As I reminder, a tip we've given to petitioners is to try to make some of their main points within the first 10 minutes and then we can pick up on those and question rather than leaving the 'what you want' to the end, let us know early and then we stand a better chance of being able to give it to you. Thank you very much.

226. MS G IRWIN: I'm Gaynor Irwin and this is my daughter Lily. We live at the Manor House on the junction of the A525 and the A51 in the centre of Woore. You can see it on A116 – if you want to have look at that – where we're positioned. We live here and our driveway exits on a rather strange angle, you could say. It literally cuts the corner of the 525 to Audlem and the A51. Here is the junction where the main haul route will turn right on the 525 to Madeley.

227. Our issues are mainly – because of the huge increase in HGV traffic – we're very concerned about the level of pollution that may affect Lily, because Lily has cystic fibrosis. And the fact that the vehicles are turning right means that they will all have to stop to turn right. Now, if you would call up A113(2) please?

228. This is a survey that was undertaken last September by the Woore Parish Action Group. And they monitored traffic through Woore at that crossroads for 12 hours, from

7.00 a.m. to 7.00 p.m. And the main column we were interested in were the HGVs. In total 221 HGVs passed through the village, which corroborates the Department of Trade's statistics for Woore for 2016, agreed that 205 HGVs per day travel through Woore. Now, HS2 are saying that going through Woore from the south of the A525 to the A51 there will be a 10% increase in total traffic. We're not concerned about total traffic. We're concerned about HGVs. And with their HGVs, in the peak periods it will be nearly a 632% increase in HGVs and in the lower periods it's like nearly 400% increase in HGVs. And the same goes for the 525, where it's going to be at least a 200% increase in HGVs to 150% at the off peak period.

229. Now, with the volume – I do understand that the HGVs are supposed to be Euro 6 specification engines, but we're concerned of how is that going to managed? That they are Euro 6. And whilst idling at the junction to turn right to Madeley, there's also the other 200 and odd 'normal' HGVs that pass through us. And if they're not Euro 6s, they could be parked there for quite some time. We have a concern – the HGVs that HS2 have listed, what type are they? Are they 32 or 39 tonne tippers? Are they articulated lorries, curtain siders? What are they? That depends on, when they're going to the sites, how long do they take to unload? If we have a truck going through the village at peak periods every one minute, how fast are they unloading at that site to return to us because we're frightened there could be a backup all the way back through Woore and beyond.

230. As far as emissions are concerned, I understand Euro 6 trucks are very, very efficient. And I've seen the figures that HS2 have given for the air quality standards which are on P280(1). We feel that those figures are flawed. I'll explain why. For starters, we're basing them against the EU and the UK air standard quality which is 40. Cystic fibrosis is affected in the lower 20s, if not lower than that. So, although these look quite low figures with the proposed scheme, that could be between – including the current HGVs – we have going through between 500 and 750 HGVs at any one time passing through the village, through that junction.

231. Now, the Tern Hill roundabout, which is the opposite end of Market Drayton, they have 1,150 HGVs on average passing through those and they are well over the emissions ratios. The Tern Hill roundabout is heading towards open countryside, whereas Woore village – it's a built up area where that junction is. So, we think that the

figures with the proposed scheme are incorrect. I think they'll be either the late teens or the mid-20s at least, if you just look pro rata. We can't afford to do an air monitoring outside our house but I think that those figures just do not add up. But that's just for me being a lay person.

232. THE CHAIR: Sheryll Murray's got a question.

233. MRS MURRAY: Has your local authority carried out any air quality tests?

234. MS G IRWIN: They haven't so far in Woore. They've promised perhaps by December next year they might try and do some then for us. So, yes, but there's been none so far.

235. Our second grievance, if you want to call it that, is the fact that the volume of traffic on both the 525, the A51 and the 53 could seriously inhibit us if Lily has an issue, a medical issue, where we need to rush her to hospital. We wouldn't usually dial 999 and ask for a blue light to come out to us because it takes too long. And with some of the serious exacerbations that Lily suffers we need to get to hospital in the quickest amount of time possible. So, it's basically a question of jumping in the car and getting there, basically. If you'll just excuse me while I find some photos? Sorry about this.

236. THE CHAIR: That's okay.

237. MS G IRWIN: Okay. If you look at evidence A109(4) please. This is the view outside our driveway. To exit our driveway we have to drive on to this piece of pavement, because our driveway is at an angle. It crosses the road. We understand from the drawings and the outlines that HS2 have sent the village previously and the parish council that all these pavements etc. are due to be removed so that HGVs can swing around this junction easier. If they take away the pavements outside our house we won't be able to see what traffic is coming towards us.

238. MR WIGGIN: Can we just check if that's right because that's a horrible thought for you? Is that correct, Mr Strachan?

239. MR STRACHAN QC (DfT): It's not my understanding at all. No. I'll get it checked while we're in the room.

240. THE CHAIR: Let's get it checked for the petitioner. Thank you for that brief intervention. And we'll get confirmation. But let's assume that HS2 will be able to give the reassurance that's not the case. If they're not able to give that reassurance, we'll come back to it.

241. MS G IRWIN: If that's the case then that's fine, we can get out of the house. But then we will join the traffic on either 525, which is our usual route, which HS2 have highlighted in some of their evidence. And if we are stuck in traffic we don't know how we're going to get there quick enough. There is no other alternative route. If we went the 51 and the 53 it would just be as chaotic, because that's when traffic's travelling back again. We're quite concerned as to how we're going to get to hospital within say half an hour? Within say half an hour. We moved to Woore because we knew we were quite close to the hospital and we weren't far away and we had good access. Would you like to explain to them why we need to get to hospital?

242. MS L IRWIN: So, there are quite few complications that you get with CF and one of them is called haemoptysis, where you cough up blood. In most people it's not a big deal. It's just a bit of watery blood every so often. I had one earlier this year and I had a very serious haemorrhage within my lung and it was very serious. I had to be put on a drip for three days. But I had to get to hospital immediately because – if we call the emergency services it takes about 40 minutes for an ambulance to arrive. And that's too long. We can't wait that long for an ambulance to arrive. So, we have to get there as quickly as we can; otherwise it's fatal – it can be fatal, which is why it's such a serious issue to have all this traffic and not be able to get through it.

243. THE CHAIR: And how quick is it on the fast run?

244. MS L IRWIN: It takes about 20 minutes.

245. MS G IRWIN: About 20 minutes.

246. THE CHAIR: So, you predict in a worst case scenario it's 50% more time – half an hour. Sandy's got a question.

247. MR MARTIN: Lily, can I ask you, which hospital do you normally go to? Is it the one in Crewe?

248. MS L IRWIN: No. Is it Royal Stoke?

249. MS G IRWIN: Royal Stoke Hospital.

250. MS L IRWIN: In North Staffs.

251. MR MARTIN: That's along the A525, is it?

252. MS L IRWIN: Yes.

253. MS G IRWIN: Yes. That's where the specialist centre is for cystic fibrosis in our area.

254. THE CHAIR: Thank you.

255. MS G IRWIN: So, mitigation-wise – you heard our parish council's suggestions yesterday. And I'm going to put forward – as well as everybody's in favour of the longer, deeper tunnel – but our other suggestion is that HS2 should possibly consider more seriously the reactivation of just the Madeley chord. We're not asking of the whole railway line. We're asking for the Madeley chord. Basically, in the area where the chord is situated, which is still intact, there is what one might call – there's going to be a lot of building activity because they're going to build a viaduct – a 750 metre long viaduct – which will cross the chord. Now, where the chord is – to build the viaduct, you need craneage, serious craneage. So, therefore they would have lifting gear to be able to lift off anything heavy or whatever. The Chord literally connects to the West Coast Main Line.

256. The West Coast Main Line only runs at one third capacity overnight and I thought – we always feel that part of the whole remit of HS2 is to get more people and things using the railways. I can't understand personally why HS2 haven't given it more consideration, considering the cost of the trucks – just the transport we're talking about for the 14 mile round trip from the M6 to Madeley, the cost of hiring those trucks – be it 32 tonne tippers or whatever – is approximately anywhere between £80 and £160 million for five years. I know this because I worked in logistics for 20 years so I know how much one of those things costs to run every week. So, rather than putting the money into haulage and upsetting every community within an X mile radius of Woore, we can't understand why it can't be looked into more seriously of rebooting the chord so

that raw materials perhaps even tunnel boring machines etc. can be delivered in overnight on the West Coast Main Line on the freight trains and then be used next day.

257. The current proposal, like we say, which is going to be 14 miles, I think HS2 will lose all control of their supply chain, because they're going to be stuck from wherever to – especially with the smart motorway upgrade – they're going to be stuck for miles. It's going to take them hours to get to that site. If it was put on a freight train, freight train carriages carry about 77, 78 tonnes at a time. For the vehicles that they're talking about, if they're just carrying aggregate or spoil away, you're talking probably two trains a night maximum at the peak period and one train in the lower period per night, or every few nights perhaps in the off peak period. You could probably get away with that over that kind of time and it wouldn't affect hardly anybody.

258. THE CHAIR: It's quite a technical point so I might –

259. MS G IRWIN: Oh, it is quite technical.

260. THE CHAIR: It might be that Mr Strachan wants to call later on Mr Smart. But at this stage Sandy has a question.

261. MR MARTIN: Chair, could I suggest we have A115 up? It might be easier for Ms Irwin –

262. MS G IRWIN: Thank you.

263. MR MARTIN: – to demonstrate. So, the Madeley chord that you're talking about is the one the comes –

264. MS G IRWIN: Yes, this is the chord here. The chord was built to take coal supplies from the Silverdale railway. Basically, it is built to carry serious weight on it. It connects, or can be re-connected, to the West Coast Main Line. It still exists. It's still sat there, overgrown, but it's still there. And with this viaduct that they're going to build over it, you could have craneage and everything to be able to lift off heavy metal or concrete or tunnel boring machines or whatever. And then take them. It's just so close, in that area there, to the new HS2 line. Everything could – and some of the site you've seen in the last petition – a lot of stuff could be moved around here and you could keep it concise. And also, it would be a win-win because the rail freight

companies would do well, the government would do well because rail freight would increase. And the whole area would feel much better if we didn't have X hundreds if not thousands of trucks driving around the place. And there's also – it's much greener as well.

265. THE CHAIR: It's a compelling case. We'll listen to the other side and you will have the last right of reply.

266. MS G IRWIN: No, no, that's fine.

267. THE CHAIR: I think Bill Wiggin has got a question?

268. MR WIGGIN: Yes. I've read your 'what do you want done in response' column. And you've only given us 'all HS2 traffic should be taken off the roads' and then 'we should have a single tunnel'. Given that the main concern that you must have and that I think the Committee has is Lily's health –

269. MS G IRWIN: Yes.

270. MR WIGGIN: Is there anything else we could do? If those two aren't possible, then what are we going to do about Lily?

271. MS G IRWIN: I'm not sure. I don't know how we would mitigate that.

272. MR WIGGIN: We'll ask HS2 then.

273. MS G IRWIN: Yes. We don't genuinely know what could be done.

274. THE CHAIR: Shall we move to – are you happy to – do you want to say anything else Lily?

275. MS L IRWIN: No, I'm okay. Thank you.

276. THE CHAIR: Well, we'll come to you both at the end. Can we hear from HS2, Mr Strachan?

Evidence of Mr Smart

277. MR STRACHAN QC (DfT): Thank you. Again, I'm in the Committee's hands

as to what order you might like to deal with but obviously I'm going to ask Mr Smart to help you with the Madeley chord suggestion. It may be that's convenient to deal with first and then come to the – whether or not that's an alternative – and then come to the current situation. So, if I ask Mr Smart just to help you? I'm going to leave that slide up on the screen. And while he's taking a seat, I think you had yesterday – I'm not going to read it out again – but there were some slides in relation to a similar suggestion made by the parish council. And you had these in your pack yesterday. Mr Mould referred to them. I think Mr Smart can talk you through the principles. So, Mr Smart, could you address the Committee on the suggestion made by the petitioner of using the Madeley chord?

278. MR SMART: Yes. I think the Committee are aware – I'm sorry, you can't see where I'm pointing – but James – I think Mr Strachan knows. This is the Madeley chord – it's marked on that – which is a disused chord connecting to the old Market Drayton railway. I think the Committee are aware of that from the discussion when we were talking about an alternative location for the depot. That Chord would have to be brought into use and it connects into the slow line on the West Coast Main Line going north, which means that it can only be accessed from the north, directly in. So, any trains coming from the north can come straight in. Otherwise, you've got to go up into a yard and then back again because it's just connecting on this side.

279. Obviously, that would have to be done at a cost. But that's not the fundamental issue. I'll come to that. But that would be a cost of within the order of say £10 million to reinstate that. But you would have to configure a railhead in this position and with the trains such as Mrs Irwin has mentioned. This is going to be about a 400 metre train. So, we would have to create some sort of siding in here, which could and probably would mean we'd have to – Manor Road bridge, which is this bridge on the green area here – would probably have to be widened to get the siding in. And that would all come within probably the cost parameters that I've mentioned.

280. But the reason why in my evidence to you this would not be a great idea is because if we were just taking materials out and we were taking them to dispose of then one could see that might be a good thing to do. But as the Committee has heard before, we re-use as much of the excavated material that we get from either tunnelling or from our cuttings in embankments along the trace to mitigate having to take it on the roads

and further along. So, that's where the haul roads come in. So, even if we were to construct another railhead – we already have one at Stone – in this area it would be of very, very limited to use to us.

281. And I do take the petitioners point about we use some crawler cranes to build a viaduct – but not so many, maybe two or three – and they come in as an exceptionally load. Commonly, you will have seen them on motorways. They're escorted. They come in either at weekends or at night possibly. So, they are done in times that are not intrusive.

282. And there would also be of course all the vehicles we would need to reinstate that chord and build a railhead there, which would itself put a demand on the roads. So, it would really be a bit self-defeating in my view. One could see it would be much more useful if we had a bulk excavation in which we were just taking material away and wanted to transport it a long distance. But we are not doing that in this case. We are distributing it along the route.

283. MR STRACHAN QC (DfT): If you could just put up P209(15)? An estimate was made of how many vehicles it would reduce or how many HGVs would be reduced through Woore. Bearing in mind what you said, Mr Smart, and it's 10 to 16 HGV movements per day through Woore per day or two per hour reduction from those flows that we've identified. Is that right?

284. MR SMART: Yes. It sounds about right but of course most of the movements are setting up the sites as you've heard and they're for limited times. And furthermore, I don't think the Committee have also heard that that, Madeley chord, heading towards flood plain and if we created a railhead there – which itself takes space – that's even more pressure on the flood plain – albeit temporarily – but we could have a railhead that floods.

285. MR STRACHAN QC (DfT): That's all I was going to ask Mr Smart in relation to Madeley chord unless there are any questions from the Committee or anyone else?

286. MR WHITFIELD: Sorry, Mr Smart, I have a question in relation to the environmental statement about why the environmental statement didn't draw attention to the air monitors at the school in Woore but did to other primary schools very close

by? It's a sort of follow on question from yesterday.

287. MR SMART: Yes, I don't know, I'd have to check on that and we can certainly come back to you, Mr Whitfield, on that. I don't know the answer for that I'm afraid.

288. MR STRACHAN QC (DfT): Well, I was going to come on to air quality in a moment.

289. MR WHITFIELD: Yes, I know you were.

Response by Mr Strachan

290. MR STRACHAN QC (DfT): I'll do that now. In relation to air quality and the concerns obviously – the serious concerns the petitioner have about air quality. First of all, the predictions in the location close to the petitioner's property. If I just show where they – I believe you've got an idea where they are – but the prediction points – if I show you P275? This is their property in red and their house is I think just there and then the drive gives on. The modelling points for air quality – if you can move the cursor to the right – are in the square, which are a bit further, yes – effectively alongside the road. And there is an awful lot of information about air quality modelling contained in the environmental statement. There's a technical note and guidance on the assessment methodology.

291. I'm not going to be able to do it justice by going through it all now but I'll just make a couple of points about it. First of all, it is guidance about the methodology which has been peer reviewed so the predictions that are made for this location come through a quite careful process. They're not simply ones we have selected. They're done by experts and they are peer reviewed. The way in which air quality modelling works is to identify points on the roads where people might, as their called – receptors on the road.

292. As a matter of principle air quality – pollutants – disperse quite rapidly away from roads which is why you have monitoring points on the roads. For example, the petitioners' property is some distance away from the actual air quality point where the predictions were taken. And the results of the prediction for their property – and I obviously understand why they're concerned – but I'm trying to give you some idea of

how robust the processes are to reach those figures.

293. The monitoring figures you referred to a moment ago – P280(1) – I understand Ms Irwin had identified concerns particularly around the 20 micrograms per cubic metre for certain medical conditions. These figures are obviously well below that. These are the figures taken – the predicted figures that will be experienced at the marketplace where – sorry, if I said the marketplace – it’s the square – I’m so sorry. The square – at Woore – and to be clear, if you want an idea of how robust the modelling is, it’s taken for the traffic generation for the peak year of construction activity and the most significant effects of that year. So, you’ve seen I know on a number of occasions the histograms which show traffic through Woore which peaks at those higher figures for one or two months – I think a three month period. The air quality predictions are modelling the worst case scenario of that traffic level generation. Throughout the rest of the period of course, the traffic – there’s still HGV traffic – and that’s clearly the case, but it’s at much lower levels. These figures you’re seeing are effectively, as we’re required to look at, the worse-case scenario.

294. THE CHAIR: I think every member of the Committee seems to be wanting to question you on this. Bill Wiggin to start with. Do you want me to give you a bit of time to finish?

295. MR STRACHAN QC (DfT): No, no, all I was going to say is, as before, Mr Miller is opposite the witness, so if there are more technical questions about it, I’m very happy to get him to answer your questions. If they’re questions I can readily answer, I will try. But I don’t want to step outside my comfort –

296. THE CHAIR: Well, if in doubt bring on the expert. Bill?

297. MR WIGGIN: The argument you’re putting forward seems to hinge on that air quality might not be as bad as the petitioner fears, which is perfectly reasonable and factual and we’re not criticising it. But if you’re wrong and she’s right, then Lily is in serious trouble. So, I don’t think we can afford to be complacent as a Committee and what we’re looking for is a sensible and practical solution so that Lily is safe. And I’m sure you would like that too.

298. MR STRACHAN QC (DfT): Absolutely.

299. MR WIGGIN: So we need more choices for the Committee really.

300. MR STRACHAN QC (DfT): I'm obviously taking it in stages and I totally understand that point. We are, as an organisation, entirely at one with that principle of ensuring the safety of people. The only reason I'm going through this is – I understand the petitioner's concern that they don't believe the figures. And that's –

301. MR WIGGIN: They haven't got a lot of wriggle room if they're right and you're wrong. That's the difference.

302. MR STRACHAN QC (DfT): In relation to the actual air quality effects, the reason I'm drawing attention to how much robustness is built into the way in which it's predicted is to show that the wriggle room – if you want to use that term – these are robust figures. In all probability, the figures –

303. MR WIGGIN: That's fair enough but –

304. MR STRACHAN QC (DfT): – are likely to be much less, not more.

305. MR WIGGIN: When you – using the wonders of the 21st century – look up 'cystic fibrosis' – and it doesn't actually say that it is particularly responsive to a particular figure. It's a human thing so it changes according to the person.

306. MR STRACHAN QC (DfT): Yes.

307. MR WIGGIN: So, no doubt you're absolutely right. But that may not be good enough in this particular circumstance. And if you put up slide 275, you'll see that the Irwins live in a particular nice and large property with plenty of room to land an air ambulance in the back field, if need be. But that may not be the best solution if Lily needs to go to hospital in the 20-minute window.

308. MR STRACHAN QC (DfT): Yes.

309. MR WIGGIN: That's I think where we're really concerned. Is everyone happy with that?

310. MR STRACHAN QC (DfT): No, I understand. I understand the point. If I can try and deal with it two ways? First of all, what are the likely effects of having the HGV

traffic in terms of air quality in this location? And that's really what I was trying to provide some reassurance both to the Committee but also to the petitioners because I'm aware they may not be aware of how the modelling work is done. There's no reason why they should be. They're not, as they say, experts. But I'm drawing attention to how much effort goes into making sure these figures are right. They need to be right because if we exceed these figures, we're exceeding what we predicted in terms of environmental impact. So, we are constrained in that respect. So, there's no reason why we would seek to underpredict things which are actually going to occur. I wanted to make that clear.

311. MR WIGGIN: But if the wind blows it can alter the atmosphere.

312. MR STRACHAN QC (DfT): It can. There are obviously variations in air quality which are much more affected by meteorological conditions –

313. MR WIGGIN: Indeed.

314. MR STRACHAN QC (DfT): – than say traffic flows. It's the combination which sometimes is the problem. But, yes. But broadly speaking, I wanted to give you an answer to a question, I think, which you raised yesterday about why it is we've predicted those rises – which are 0.2 micrograms – as being negligible. And that's – if I could just show you in this methodology document – this is more to clear up a question that cropped up yesterday – you can see that these – the 40 micrograms standard is what the legislation sets. And the air quality in this location is way below that. We are predicting there's 0.2 of a microgram per cubic metre change. And you can see how the impacts are assessed. If you are less than 75% of the standard and you have a 1% change, it's negligible. If you have a more than 10% change, it becomes moderate. If you're already at the standard or indeed in excess of the standard – so, if you are in an urban area, for example, where air quality is poor already, then a 1% change would actually be a moderate effect. It is important – I totally understand the concern – but this location in Woore is one where the existing air quality has been modelled at the level it has and the HGV traffic created in this location – even at the peaks we're showing – aren't going to have the effects that the petitioners are concerned about. I know they may still be concerned but I have to explain that's how it's predicted.

315. The second point is about getting to a hospital and access to hospital, which was

explained. And again, that ultimately is about traffic management and keeping the roads open, as indeed we intend to. I gave you the example of the A525, which is the route in fact that Lily would take, as she's explained, to get to hospital. One of the features of the construction design is to keep that road open, which is why it's done as an off-line diversion. So, whilst yes, there is traffic put on to the roads; there is HGV traffic put on to these A-roads – the purpose or the intention of the design is to keep those roads open so that journeys are not interrupted. I know that there's a concern that the volume of traffic will cause congestion. The point has been made before – it is of course not in the organisation's interest to have traffic jams at all because we can't get our vehicles to the site in those circumstances and it would make no sense whatsoever to run our traffic in a way which caused congestion that means the roads seize up. So, that's the basic principle. On what further steps we can do in relation to this particular circumstance, we are open to suggestions – I want to say that first – we don't want to impose things on petitioners. We did offer a meeting to discuss it. Understandably they did not want to take us up on that before appearing in Committee. They'd rather bring it to the Committee. I just want to make that clear. We are open to it. I'm just going to ask Mr Miller to deal with this air quality point and what could –

316. MR WIGGIN: No, don't. It's not necessary – because in my opinion – sorry, can I just finish – everything you've said we can take at face value. There's no reason to query that. But it won't be a problem if life is perfectly alright, business as usual. Where it goes wrong is when someone breaks down accidentally in the middle of Woore. There is then a traffic jam, the winds blowing the wrong way. It's a hot day. All the figures go the wrong way – because accidents are never bad when one thing goes wrong, it's when three things go wrong. And that's when they will be a problem. And that's why we need to think slightly beyond the particular requirements.

317. MR STRACHAN QC (DfT): Yes.

318. MR WIGGIN: And as I said, there are options to get Lily to hospital very quickly should we put our minds to it, if that is what is really needed. What we haven't been given as a Committee is anything we can judge. And that's what I'm reaching out to both of you for really.

319. MR STRACHAN QC (DfT): Yes.

320. MR WIGGIN: Sorry. Thank you, Chairman.

321. MR STRACHAN QC (DfT): I'm not resisting –

322. THE CHAIR: Bring in Mr Miller so he's available if that's what you want. I think we're going to need him in a second so let's call him as a witness.

323. MR STRACHAN QC (DfT): Okay. Sorry.

324. THE CHAIR: Do confer, take a minute. Thank you.

Evidence of Mr Miller

325. MR STRACHAN QC (DfT): Mr Miller, unless I've misread the mood of the Committee, I don't think we need to go through the details of the air quality modelling, the way it's done from methodological purposes so I'm not going to take you through any of that. I just want to focus on the two issues. One is ensuring the air quality doesn't deteriorate as a result of the HGV traffic. And the second is the question of what, if anything, can be done in relation to ensuring safe access to hospital.

326. MR MILLER: On the first point, we've talked about Euro 6 vehicles. So, our vehicles are going to be good vehicles on the roads. And the way that gets controlled on a site by site basis is that those lorries will be known to us and they'll go on to a site and they'll be monitored when they arrive on site. So, we all know precisely what vehicles are HS2 vehicles at any one moment in time as the construction is progressing. That monitoring is in place on Phase One now. That'll happen on Phase 2A going forward. So, if there is any rogue vehicles which might cause one of these concerns – where you have a multiple effect – we will spot that fairly early on in the process. So, we don't think that's going to happen. So, our vehicles are good and you'll get the good quality emission standards from what we have in our contracts. Sorry, the second question?

327. MR STRACHAN QC (DfT): It's really about ensuring good access to the hospital –

328. THE CHAIR: Before the second question, can I probe you on this issue, because whilst your vehicles you've got control of, I think there's a concern, if there's a critical mass of your vehicles on top of existing vehicles, there might be a vehicle that you have

no control over – for arguments sake – because it’s an HGV but it’s a horrible, spluttery, polluting HGV that ends up filling the garden with pollutants because cleaner vehicles are blocking the pathway and are queued to turn.

329. MR MILLER: You are right. My guess is that from time to time that might happen now anyway. I can only say that we will have traffic management plans in place. You’ve heard me give some evidence on that in the past; that we’ll be talking that through with the local highways authorities to make sure that the traffic flow is going to work very well. And also, you’ve heard from me and Mr Smart about the need for the contractors to maintain the flow of vehicles. That they do not want to have their vehicles and, dare I say it fairly selfishly, stuck in traffic because they are in the business of getting this done as economically as possible. There is that imperative and that flows through to the benefit to local people who will receive this traffic on the roads. There will be traffic. There’s no doubt about that but it will be managed in a very efficient manner.

330. THE CHAIR: Sheryll?

331. MRS MURRAY: Yes. Thank you, Chairman. Mr Miller, could you tell me, we’ve got your modelling here, everybody knows that air quality gets worse if there is a build-up of traffic. In your worse-case scenario, I would like to be reassured that your worse-case scenario is where you would have queueing traffic due to more congestion on the road because we all know that – even in school situations where you have parents collecting school children from schools and their engines are running and they’re running slowly or stationary, the amount of nitrous oxide actually increases considerably. And so, I would like to know whether your worse-case scenario is just on the amount of traffic using the roads or whether these models are based on idling traffic, due to a hold up, particularly as Mr Wiggin said, if you had a vehicle breakdown or something like that. That is the sort of situation that we need to be reassured we can mitigate against with regard to Lily’s health.

332. MR MILLER: This is about traffic movements. The control around schools – and I think it’s a really good example where – if you’ve experienced it and you’ve got idling traffic – you do get that sort of pollution build up.

333. MRS MURRAY: You do, and it’s a well-known fact.

334. MR MILLER: And the way we handle that is through the code of construction practice where in a school situation – which we heard about yesterday we can, through our traffic management plan, think about how traffic will work on the roads and try and avoid those periods so that you don't have this build-up of traffic at any one moment in time. So, that's the sort of thing that the contractors will want to avoid. That avoids them being stuck in a queue, that avoids the pollution building up. And you're right, if we had a big long queue of traffic, it would build up even more.

335. MRS MURRAY: So, moving on from that, you could for Lily and her mum's property – because of her exceptional health circumstances – you could take account of that with regard to the traffic management that you put in place?

336. MR MILLER: I think we can in the sense that we would be doing that for a school. So, these sorts of sensitivities we need to be able to think about when we get to those traffic management plans.

337. MRS MURRAY: But if it was one person whose health was possibly at risk, you could make a concession and you could put something in place to make sure that their circumstances are taken account of in your traffic management plan?

338. MR MILLER: And I think that's – looking at the traffic management plan through the efficient use of that junction – I think that would be good for the school and I think if we can get it right for the school, it would be good for Lily as well. The other thing that I think that we can do is we can add in – and before the construction work starts – and this may give you some further thought – is to carry out some further diffusion tube modelling that you see – the measurements – because you're concern was that you didn't believe the figures. And I can understand that. There's a lot of documentation around. There's predictions. There's all sorts of assessments going on. But I was whispering with colleagues just now and we would be happy to think about a sensible set of diffusion tubes being put up to confirm our figures. So, that might be two or three diffusion tubes. We might put one at the school, one at the junction and one on one of the other roads. And then, there is no doubt how that traffic management plan – the basis of how that could work – going forward.

339. THE CHAIR: Can you explain what a diffusion tube is?

340. MR MILLER: It's a small plastic tube, a bit like a test tube. If you look up on lamp posts in the London area you sometimes spot them. And they've got some chemicals in them. You put them up. You leave them there for a few days. They're taken away for chemical analysis and that gives you a better understanding of what the pollutants are in the air. And then, that can help confirm the figures and confirm our predictions. Just one point – excuse me – the levels that we are talking about are the EU levels. The trigger levels which we are working to are the 40 milligrams per meter cubed as an annualised average. That's the basis of our assessment. The figures that you're talking about and what you're concerned about for these specific circumstances are much, much lower. And that takes into account the cystic fibrosis conditions. Now, having listened to what we have today, I think that the package of measures that we have for the traffic management plan, as I've suggested, and doing something to further confirm these figures, that will help shape that traffic management plan and would be a reasonable way forward. And that's what I'm suggesting to you.

341. THE CHAIR: And presumably you can monitor those during the process as well? If it's wrong for whatever reason, or there's third factors – someone said 'when three things go wrong' – you can think again. I think Sandy, you?

342. MR MARTIN: Yes. I'm a little nervous because I think Mr Miller might have answered my question but I'm not sure because I had a separate train of thought going on. But when you were working up from the current levels of pollution in Woore and calculating what the levels would be with the additional traffic, was that an extrapolation up from the amount of traffic that we've got there now to the traffic you'd have?

343. MR MILLER: Yes, what happens with the assessment – there's a lot of data around on existing roads. We have a lot of data about what's happening on those roads. And you've seen some of the data that's on one of your slides. You showed the traffic figures from the petitioners' traffic counts. They accord with our data. I think that was a point made by Mr Mould yesterday. And then our assessment prediction is based on that. So, we add in what we know about our traffic. And so, we've got a pretty good picture of what that outcome is going to be. And so, what I'm suggesting is perhaps a slightly different level of granularity when you get towards the construction phase as we move from this outline kind of scheme that we have at the moment and we're thinking

about how the thing are actually going to be built. Although we're predicting that in the assessment, those plans will be modified in due course because we will understand it better. The construction contractors will get to grips with that. They'll produce their local environmental management plan. They'll produce their traffic management plan alongside that. And they'll take into account these sorts of sensitivities.

344. MR MARTIN: Given that, there is going to have to be some form of traffic management at that junction between the A51 and the A525 –

345. MR MILLER: Yes.

346. MR MARTIN: – which will inevitably lead not only to your vehicles having to wait to get through that junction, but also the existing vehicles having to wait to get through that junction. Is it not going to be necessary to add in not only the predicted pollution levels from your own vehicles but also the additional pollution levels from the existing vehicles that are going to have to wait longer?

347. MR MILLER: Yes, and we do.

348. MR MARTIN: And you do already?

349. MR MILLER: Yes, because that's taking into account the existing traffic on those roads.

350. MR MARTIN: Yes but –

351. MR MILLER: What I'm trying to overcome with the traffic management plan is the point that where that extra level of granularity – and your questions – are if in a number of events you get a backup of traffic; the winds going in the wrong direction – as summarised by Mr Wiggins – you're in that perfect maelstrom, if you will. What on earth do you do with that? We don't know that at the moment. And what I'm saying is we can get to grips with that. You heard that we were talking about with Shropshire yesterday, about its traffic – highway authority. We will need to talk about this with them with our traffic management plans because we're obliged to agree those terms with them. And of course, now we know more about the sensitivities. So, we've got a lot of information that we can get to grips with and we can get to grips with that in the detailed design. This is not a perfect answer. I don't know exactly what's going to happen if

you meet that perfect maelstrom. And I don't know what it's like if you find that difficult and you're having to get to the hospital. I can't imagine what that's like. But I think we've got the means to work this up and manage it.

352. THE CHAIR: One question from me, is there anything you can do at the point on which the pollution's taken in? I'm being overly simplistic. When we looked at noise and mitigation at receptor it talks of double glazing or one could imagine air quality units within the house. Is that something that's effective or a possibility?

353. MR MILLER: I've never come across that on any infrastructure project before. I don't know what might be in the house to look after you at the moment and you might want to comment on that. I don't know.

354. MS G IRWIN: I think the issue is that our house is grade 2 listed. So, it's a Georgian house.

355. THE CHAIR: Yes, you can't –

356. MS G IRWIN: I can't modify it.

357. THE CHAIR: Okay. I hadn't appreciated that.

358. MS G IRWIN: I do have trees at the end of the driveway, quite a lot of trees, but in winter – most of them are deciduous so they all lose their leaves. So, whatever is happening out on the road will float across to the garden because the trees won't block it.

359. MR MILLER: Yes, so you would experience fluctuations –

360. MS G IRWIN: Yes.

361. MR MILLER: – which may or may not make your condition variously worse.

362. MS G IRWIN: Yes.

363. MR MILLER: My guess is that your property is in quite a good location. You've got nice gardens and things like that. So, you've got a good property in which Lily can live. We're playing tunes on how the traffic works, I think.

364. THE CHAIR: And presumably, Mr Strachan, at some point, if all of these things build up to the point which is unacceptable, it can't be mitigated against, is there an option to sell the property?

365. MR STRACHAN QC (DfT): Yes. I was going to touch on that. I don't want to offer the wrong solution in terms of what the petitioners currently want to do. But I was going to draw attention more generally that one of the features of the property schemes is recognition of atypical circumstances or special circumstances. And it's certainly the case in relation to Phase One that there were some acquisitions reflecting what I would describe as atypical circumstances but in particular medical conditions where there was a greater susceptibility to changes from construction traffic. In fact, it was dust – dust emissions close to a very, potentially, dusty site. Even though we have suppression measures, where there was a concern about it, those are the sorts of things which we generally recognise as making up an atypical situation where if – if – and I'm not pressurising the petitioners – but if they got to that sort of situation where everything was failing, that's the sort of thing that would be recognised –

366. THE CHAIR: I sense from the Committee that this is an exceptional circumstance and I'm pretty sure the Secretary of State would want to deal with it as such whether that is looking at mitigation, or at the other end of the equation, purchase. I think actually having some options and having the Irwins engaging earlier – some people engage early, some people don't engage and have their day in this Committee – but having more engagement I think would be helpful to flesh out the options.

367. MR STRACHAN QC (DfT): Well, I'm certainly happy to repeat here again our offer to meet and discuss the more intricate details with of course the petitioners and take things forward in that way. Some of things they may want to discuss not in this sort of forum and discuss what would suit them.

368. THE CHAIR: I understand. Any more questions? Martin?

369. MR WHITFIELD: Yes. I was going to clarify my query because I am getting increasingly concerned about this. In CA4, the Whitmore Heath to Madeley environmental statement, at paragraph 5.3.7, the HS2 identified a number of sites where they said receptors were located and they seem to have specifically chosen the primary schools. And I understand why. But I now find it curious that Woore Primary School,

which has a receptor, is not included in that list. And I heard yesterday that Woore were concerned that they felt out of the loop in a lot of these things. And I wonder why, given there are four receptors in Woore, not one of them had been identified? And slightly flowing from that, and what we've heard from today, I understand and I'm open to correction, that near real time air quality management is available. So, would it not be the case given that we have a very specific petitioner who's come before us, that one of things that could be considered is a near real time air quality monitoring? So, that should it rise at that junction, you could stop your vehicles – I know you can't stop the other HGVs – but in your traffic maintenance you could stop almost instantly your vehicles, thus reducing the risk, given the increased sensitivity – if you don't mind me putting it this way – that this specific petitioner has come to us with.

370. MR MILLER: If you had a more active air quality monitoring system, where you said where you've got to stop the vehicles, what do you do with the vehicles? If they're bringing materials in, they will just be backed up on the roads.

371. MR WHITFIELD: This is a specific petitioner who's come to us today with a very specific problem.

372. MR MILLER: Yes, I'm not saying I would rule that out. What I'm reasoning with you is that actually the free flow of the traffic is by far the better way of dealing with it. So, that I think on one hand I think you're opening out the opposite argument really which might then play back into backing up of traffic, if you suddenly stop the traffic coming. When we start moving with this construction, our vehicles will be moving all of the time. And you've heard over the last day or so the volumes of movements that we're going to have on these roads. Once we start building this, we will be building it. And it will just keep moving. I think the trick with the air quality is to make sure that traffic is moving all of the time. And that's careful thought about making sure all of the traffic is working across the highway network so that operates in the best way possible. You do not want that traffic backing up in any way because that's the pollution point. Dare I say it? You might end up with a bigger cloud of pollution than you perhaps get at the moment, even though we've got good vehicles on the roads.

373. THE CHAIR: Have you finished, Martin?

374. MR WHITFIELD: I'm yet to be convinced. But, yes, I'm finished.

375. THE CHAIR: Okay, Sandy and then Sheryll.

376. MR MARTIN: I'm a bit nervous about raising this because I think this is Mr Wiggins' possible solution. But I'm raising it because you're not raising it. Clearly, the best solution to anything is to try and make sure that it doesn't happen in the first place. But it's also – the other approach is to make sure that if something does happen there is a solution to it happening. So, in this case, while clearly you are going to do everything you can to prevent there from being massive congestion and a massive air pollution problem, would it not also be sensible to have an answer to a problem that arises if it does arise? And it seems clear to me that in this particular case, the problem is how does Lily get to a hospital in time if there is a serious breakdown on the A525, a collision between two lorries on the A525 or whatever? So, my question is really more to Mrs Irwin than anything, which is at the moment presumably if Lily needs to get to a hospital quickly, the only way is by road from your house?

377. MS G IRWIN: Yes, it is.

378. MR MARTIN: If there were another way to get her to hospital from your house, would you welcome that?

379. MS G IRWIN: If it could to us in time to be able to take her back in time, yes. That's our issue – it's that basically –

380. MR MARTIN: You have got a fair amount of land behind your house.

381. MS G IRWIN: Yes, we do.

382. MR MARTIN: If somebody put an area which a helicopter could land on, would you be willing to have that in the back of your house – for an emergency which might never arise? But if it did arise would it enable Lily to get to hospital more quickly than she would be by road.

383. MS G IRWIN: Yes, of course we would. We'd just be worried that there was an air ambulance available. That's the only question to that.

384. MR MARTIN: Right, okay.

385. THE CHAIR: I think with everyone's permission, I'm just going to float an idea. That we call things to a close for today and ask the Irwins and HS2 to go away and think and look at the options, hopefully narrow them down, and ask HS2 to report back to us within a two week timeframe? Everyone seems to be nodding.

386. MRS MURRAY: I've one question to ask before that.

387. THE CHAIR: One question and then I think everyone else seems comfortable with that idea.

388. MRS MURRAY: If you were to offer Mrs Irwin to buy her property under the exceptional circumstances, how long would that remain open to them? So, could they try staying in their property? Is it the same as the need-to-buy –

389. MR STRACHAN QC (DfT): Need-to-sell.

390. MRS MURRAY: – or need-to-sell? Is it one year after the completion of the scheme?

391. MR STRACHAN QC (DfT): The feature of atypical circumstances is that it sits as an exception all of the criteria of the scheme. So, it can cater for any eventuality. So, yes it's certainly covered by the same timeframes as need-to-sell that you identified. It would be open to make an application during the construction period or indeed – this is all about construction actually, rather than operation of the railway obviously. I'm very happy obviously to do what you've indicated. We will do that. The point has been made clearly to me as well, of course we're focussing on this particular petition and rightly so, but generally speaking the points we made about maintaining access along the roads apply to anyone who in an emergency wishes to get to hospital. It applies to our own workers on these work sites. One of the principles of safe planning of the construction is in the event of accidents, they need to be got to the hospitals urgently. We will do exactly what you've asked us – to think about specific – or more focussed proposals. But I wanted to set it in that context.

392. THE CHAIR: Excellent. We look forward to hearing back from you. And to confirm, I think this Committee considers an exceptional situation, we would expect the Secretary of State to consider it an exceptional situation. And we would expect the

Irwins to have a number of options around mitigation and purchase. Thank you.

Annual Extraordinary Meeting Phase 2a Highways Subgroup Minutes Meeting 1

Date, time & Venue:	Thursday 6th June 2019 10.30 – 13.00 North Staffs Conference Centre, Stoke on Trent	
Attendees:	Paul Gilfedder (Chair) Simon Knight Peter Tomlin Richard Adam Ann-Marie Stubbs Terry Stafford Becky Shortt Nathan Cons Wayne Ashdown Sarah Plater Gaynor Irwin Steve Browne Neil Whitfield Trevor Parkin Jill Hood Bryan Fletcher	HS2 HS2 HS2 HS2 HS2 HS2 DfT Highways England Cheshire East Council Colton Parish Council Woore Parish Council Kings Bromley Parish Council Colwich Parish Council Yarnfield and Cold Meece Parish Council Stone Town Council Stone Rural Parish Council
Apologies	- - - Matt Johnson Liz Garlinge	Ingestre with Tixall PC Armitage with Handsacre PC Swynnerton PC Shropshire Council Highways England
Copies:	Lee Palsler Gary Mallin James Jackson Brian Edwards Richard Peers Sarah Mallen Chris Bate Gemma Lawley Mark Wootton	Staffordshire County Council Cheshire East Council Stoke-on-Trent City Council Stoke on Trent City Council Staffordshire County Council Staffordshire County Council Highways England Shropshire Council Shropshire Council

Item	Topic
1.	<p><u>Welcome and Introductions</u></p> <p>Paul Gilfedder of HS2 chaired the meeting and welcomed all attendees, who in turn introduced themselves. The chair reminded all present of the Promoter's response to the Select Committee:</p> <p><i>"The Promoter will 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 routewide 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</i></p>

	<p><i>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'</i></p> <p>Yarnfield and Cold Meece Parish Council stated that they did not accept that what the Promoter had agreed to do in their response was what the Select Committee had requested. They believed that the proposed design of the junction of the A34 and Yarnfield Lane was unsafe and that as a result Yarnfield and Cold Meece Parish Council along with Stone Town Council and Stone Rural Parish Council should be involved in the design of the junction. They further asked that the Parish Councils should be involved in the detailed design and approval of highway proposals.</p> <p>The Parish Councils present were concerned that there was no representation at the meeting from Staffordshire County Council or Shropshire Council, or any of the Borough or District authorities invited.</p>
<p>2.</p>	<p><u>HS2 Phase 2a Project</u></p> <ul style="list-style-type: none"> • HS2 Phase 2a project timeline <p>HS2 presented an indicative project timeline:</p> <ul style="list-style-type: none"> • Preliminary trial holes (on-going) • Royal Assent (end 2019) • Further scheme design commencing (Jan 2020) • Early Environmental Works (works commencing from Spring 2020) • Early Civils Works package (works commencing around Autumn 2020) • Utility works (Commencing Feb 2022) • Civils works to construct the route (award mid-2021 and complete Spring 2025) • Ballast/slab, rails, catenary, signal systems (end 2024 to early 2026) • Testing/commissioning (early 2026 to mid-2027) • Opening (end 2027) <p>Yarnfield and Cold Meece Parish Council queried the timeline and stated that it differed from the indicative programme included in the CA3 Volume 2 report of the AP2 ES (Environmental Statement). HS2 advised that the above indicative project timeline was an overall project-wide one, whereas the indicative programmes included in the AP2 ES were more location specific. Concerns were raised by Stone Town Council and Yarnfield and Cold Meece Parish Council representatives that it was now over 2 years since Royal Assent to the Phase One Bill yet there was still no detailed design for Phase One and no Notice to Proceed. They queried therefore whether the indicative Phase 2a project timeline was realistic.</p> <p>HS2 advised that the project programme is determined by the timing of Royal Assent to the Bill, which is dependent on its passage through Parliament</p> <ul style="list-style-type: none"> • The Bill process <p>Department for Transport (DfT) presented information about the Bill process and stated that DfT are not anticipating any future additional provisions to the Bill to be brought forward in the House of Lords. First reading in the House of Lords would trigger a fresh petitioning period and is expected in late June 2019, though again this is dependent on the Bill's passage through its remaining stages in the House of Commons.</p> <ul style="list-style-type: none"> • Environmental controls <p>HS2 presented information about environmental controls within and outside the Bill. Arrangements within the Bill for approving detailed design and construction arrangements around scope of works (Schedule 1 & 2), planning conditions, bringing in to use scheduled works and restoration of construction sites (Schedule 17), restoration of land following temporary possession and use (Schedule 15), construction of replacement buildings (Clause 55), protective provisions (Schedule 32) and highways approvals (Schedule 4).</p> <p>Controls outside the Bill are policies, commitments and undertakings based around the Environmental Minimum Requirements (EMRs). The EMRs are a suite of documents developed in consultation with the local authorities in relation to the environmental impacts of the design and construction of the scheme.</p>

The EMRs comprise the general principles, environmental memorandum, planning memorandum, heritage memorandum, Code of Construction Practice (CoCP) and the register of undertakings and assurances documents.

Existing legislation will also apply, eg section 61 of the Control of Pollution Act (noise), licenses for affected species, environmental permitting for waste. This legislation would only be disapplied if modified by the Bill.

An explanation of Schedule 17 was given. Schedule 17 is the town planning approval of lorry routes, approval will be needed for routes to and from working or storage sites, sites where anything transported to the site will be re-used and waste disposal sites. Approval of Schedule 17 will also be required for vehicle movements exceeding 24 movements a day and between sites and special/trunk road network. Schedule 17 applies to vehicles of at least 7.5tn. The County Council or unitary authority will determine all applications.

Further information can be found on the information papers on the below link:

<https://www.gov.uk/government/publications/environment-hs2-phase-2a-information-papers>

- **Managing construction**

HS2 gave a presentation about construction management. HS2 explained that there is the Route-wide Traffic Management Plan in place (RTMP) in accordance with the Code of Construction Practice. This document explains how the nominated undertaker will deliver the requirements relating to construction traffic in line with Bill powers, CoCP, ES and general principles, information papers and undertakings & assurances. HS2 explained that the RTMP is being reviewed with all authorities on Phase One and Phase 2a. Yarnfield and Cold Meece Parish Council said that they believed that they and all other local authorities below the highway authority should be able to have input on the RTMP for consultation.

Stone Town Council and Yarnfield and Cold Meece Parish Council expressed concern that Staffordshire County Council did not share information with the parish, district and town councils.

Yarnfield and Cold Meece Parish Council stated that no transport logistics profile had been provided and queried the proposals for re-using material, saying that they considered that vehicle movements in the ES have been under-estimated. HS2 advised that there will be controls in place to manage and monitor contractor vehicle numbers and that the highway authorities will have an approval and enforcement role under the provisions of the Bill and existing planning legislation, Yarnfield and Cold Meece Parish Council stated that they did not believe HS2 were sufficiently independent to monitor their contractors compliance and believed that a separate independent company should instead be put in place to audit vehicle movements.

The content of the RTMP was discussed. The RTMP provides an introduction to the document and information about traffic flow management, safety and environmental management, workforce travel management, highway works, streetworks & traffic management and highway management. A copy of the Phase one RTMP can be found on the below link:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/637988/hs2_phase_one_traffic_management_plan.pdf

HS2 noted that the RTMP sets out how the CoCP will be complied concerning liaison with highway authorities and requirements for contractors to prepare a series of plans setting out how they would comply with the requirements in the RTMP. A further chapter set out how contractors needed to provide forecast vehicle movement and assure compliance with the project EMRs general principles documents.

HS2 noted that the chapter on vehicle and driver safety required regular drivers to undertake the rural driver training course and advised the meeting that HS2 are the first to implement this. Whilst talking about the use of large goods vehicles on rural roads, Yarnfield and Cold Meece Parish Council queried if it was realistic to expect contractors to use only Euro VI engines. Woore Parish Council said that assurances had been given on the use of Euro VI engines. HS2 explained that the commitment on the use of Euro VI engines, as well as further information on how air quality impacts would be managed, was set out in the information paper on air quality. This information paper can be found on the below link:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/779295/E14_Air_Quality_v1.1.pdf

HS2 summarised that the RTMP contained chapters on travel planning, temporary traffic management and asset protection, such as road cleansing and highway condition surveys. Yarnfield and Cold Meece Parish

	<p>Council asked how the roads will be maintained during the construction period given the expected volumes of construction traffic. They believed that HS2 should be carrying out condition surveys at regular intervals during construction. HS2 advised that highway authorities were responsible for monitoring the roads during construction and that Schedule 32 of the Bill contained a range of protective provisions for highway authorities including provision regarding damage done to the carriageway. Schedule 32 provisions can be found on the below link on page 189:</p> <p>http://publications.parliament.uk/pa/bills/cbill/2017-2019/0006/18006.pdf</p> <p>Stone Town Council and Yarnfield and Cold Meece Parish Council asked whether highway authorities would have the resources to be able to monitor the condition of highways during construction. Cheshire East Council advised that roads are monitored based on risk. HS2 advised that funding for the authorities could be provided where a new burden is imposed and that more information about the new burdens doctrine could be found in the information paper on the below link:</p> <p>https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/701207/C12_Local_Authority_Funding_and_New_Burdens_v2.0.pdf</p> <p>Additional information about managing construction can be found in information papers D10, E3, E4 and E8 on the below links:</p> <p>https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/779273/D10_Maintaining_access_to_residential_and_commercial_property_during_construction_v1.1.pdf</p> <p>https://www.gov.uk/government/publications/environment-hs2-phase-2a-information-papers</p> <ul style="list-style-type: none"> • Design of permanent highway infrastructure <p>HS2 presented information about the design of permanent highway infrastructure. This includes roads ranging from the M6 motorway to country lanes, public rights of way, bridges under or over HS2 that have been provided for all permanent crossings. Design standards for permanent highway infrastructure will be as appropriate for each type of highway.</p> <p>Yarnfield and Cold Meece Parish Council asked how long it took to secure the necessary approvals for a highway structure from the date of the application for consent. HS2 advised that this can vary depending on the scale of the infrastructure being built and stressed that pre-application discussions with the highway authorities are key to paving the way for timely formal approval. In some cases, discussion with the highway authorities had been underway for some time as part of the design development of the proposals in the Bill. But pre-application discussions would begin in earnest once a contractor had been appointed, with formal applications for approval only being possible once the Bill had secured Royal Assent.</p> <p>More information can be found about this on the below link:</p> <p>https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/779290/E5_Roads_and_Public_Rights_of_Way_v1.1.pdf</p>
<p>3.</p>	<p><u>Questions & Issues</u></p> <p>This section of the meeting was to review the questions submitted by invitees prior to the meeting. Questions were grouped by theme rather than by authority to avoid repetition. A number of questions had been answered during the Phase 2a project presentations.</p> <p><u>Questions and issues relating to timeline:</u></p> <p><u>Abbots Bromley</u></p> <ul style="list-style-type: none"> • What is the proposed timeline that may impact the area, either directly or indirectly? Please provide estimated start and finish dates. • <i>This question was responded to during the presentations.</i> <p><u>Questions and issues relating to engagement and meetings:</u></p> <p><u>Kings Bromley</u></p> <ul style="list-style-type: none"> • Request for regular engagement on issues during the construction phase • Meetings to include HS2, Kings Bromley Parish Council, Staffordshire CC, Highways England and Contractors • <i>Community engagement will continue through the remainder of the parliamentary stage and throughout the delivery stage, using the established and dedicated 2a community engagement</i>

team. It will include parish councils, as is currently happening with the ground investigations programme

During the response to these questions, Kings Bromley expressed their concern that not all people are being made aware of local community events as the local paper is not circulated to the whole area. HS2 explained that placing adverts in the local newspaper was not the only channel used to alert people to upcoming community events in their area. Other methods included mailings, as had been used for the recent ground investigations drop-in in the area.

Abbots Bromley

- The length of time between these meetings does not allow for feedback, what other means of communication will there be?
- What reassurances can be offered that HS2 will actually respond to concerns and requests from Parish Councils?
- *The Highways sub-group is not the only means of engagement between HS2 and parish councils. Community engagement will continue through the remainder of the parliamentary stage and throughout the delivery stage, using the established and dedicated 2a community engagement team. It will include parish councils.*

Questions and issues relating to Traffic Management Plans

Kings Bromley

- A traffic management plan agreed by all parties
- *Area-wide traffic management plans will be consulted on in accordance with the Code of Construction Practice.*

Questions and issues relating to lorry routes and other construction traffic

Ingestre with Tixall

- To use the haul routes as soon as possible
- *HS2 asked if the reference to haul routes was to the haul roads proposed as part of the scheme or to the lorry routes using the public highway. On the basis that it was a reference to haul roads, HS2 confirmed they will be used as soon as possible.*

Abbots Bromley

- To what extent has HS2 considered the impact on villages near to the proposed route in terms of through traffic from workers to the site and also HGVs? Some villages have conservation areas and listed buildings and an increase in general traffic and HGVs could have a detrimental effect on these.
- *HS2 explained workforce travel plans will need to be prepared by contractors. It is likely workers will travel pre-peak. HGVs will be monitored through the Vehicle Monitoring System and Schedule 17. Conservation areas and listed buildings have been considered in line with the EMRs.*
- Will villages be provided with weight restrictions or exclusion areas for contractors during the construction period? If so how will contractors be monitored and penalised if they take quicker, more convenient routes through villages.
- *Villages will not be provided with a weight restriction unless an assurance on the issue is in place. In line with the ES and EMRs, HGVs of 7.5tn will be managed through Schedule 17 on the designated lorry routes only. Yarnfield and Cold Meece Parish Council asked if drivers would be sanctioned if found to be taking an alternative route to the designated lorry routes. HS2 advised that for first offences drivers would be sent for re-training and that ultimately there would be the possibility of enforcement action by the local authority. If residents see lorries in the incorrect locations, they should ring the HS2 helpdesk but must provide the vehicle registration number.*

Questions and issues relating to construction traffic volumes and monitoring

Woore

- Who will be responsible for monitoring the daily volume of HGV's that are currently advised on the Histograms along the proposed routes, how will this be recorded and reported to?
- *The contractor is required to self-assure on the monitoring of the daily volumes of HGVs. HS2 will then monitor the volumes and flows within the compliance team. The histograms are averages*

over a peak period, not exact daily figures, and these figures are in line with the ES and EMRs. These may be reviewed by the relevant highway authority as reasonably requested.

- What is the procedure/penalties if and when any volume of HGV's exceed the advised Histogram numbers?
- *Yarnfield and Cold Meece Parish Council stated that the volume of HGVs was considerably higher at AP2 and questioned how the numbers will be monitored and policed. HS2 advised that the numbers can be exceeded and the numbers themselves are not a commitment; the contractor would need to ensure that their forecasts would not give rise to any new significant adverse environmental effects to those reported in the ES. It was then asked what would happen if the duration of the busy period needed to be extended. HS2 responded to say that again the contractors forecast would need to demonstrate that it would not result in any new significant adverse environmental effects – it was not automatic that any increase in forecast numbers or duration of busy periods would lead to a new significant environmental effect - and HS2 would engage with the highway authority if the duration of the busy period did need to be extended. It was then asked what would happen if new significant adverse environmental were created. HS2 explained that under the EMRs any such proposal would have to be reported to the Secretary of State.*

Questions and issues relating to vehicle identification

Kings Bromley

- All HS2 and contractors vehicles to have clear identification to ensure that the agreed Traffic Management Plan is adhered to.
- *HS2 advised that HGVs will have A4 signs in the window and will follow HS2 routes to and from the strategic road network with the exception of any circumstances outside of their control, such as a road traffic accident, in which case HGVs would then need to find an alternative route, which may mean taking instruction from the police or following diversion signing.*

Abbots Bromley

- Will contractors be easily identifiable as working for HS2? eg vehicle markings.
- *HGVs will have HS2 signs in the windows. However, drivers often forget to take signs out when not working for HS2. In addition, there may be cases that drivers are not working for HS2 the whole day and therefore do not need to follow lorry routes when not working for HS2 but working for other clients.*

Questions and issues relating to Road closures

Woore

- What period of notice will be given for any road closures caused by abnormal loads and who will issue these notices?
- *Abnormal loads will follow normal processes and procedures; there will be no separate HS2 process.*

Abbots Bromley

- Will there be road closures when tracks cross main roads or will temporary flyovers be provided?
- *The Schedule 4 process will be followed for any road closures, during construction either an off-line diversion or a permanent replacement will be provided or potentially the road will be stopped up. For tie-in works weekend and overnight closures will be in place. It was then asked what would happen if there was an accident which closed the HS2 route. HS2 advised that the traffic would need to follow any diversions with all other road users.*

Questions and issues relating to alterations to roads – passing places

Woore

- Will HS2 have to apply for any Planning Consent in the creation of any Passing Points along the proposed routes?
- *If the works are within the highway boundary, a submission would be made to the relevant highway authority under schedule 4 of the Bill. Submissions would need to comply with the CoCP and the ES. Where planning permission is required outside of Bill limits, normal planning application processes and conditions would apply.*

- Will HS2 have to follow the Planning Regulations Conditions regarding any creation of Passing Points i.e. removal of hedges during bird nesting season and other Environmental concerns.
- *It would depend on the location of the passing place. If it is within Bill limits, construction would be compliant with the Bill, EMRs and CoCP. If it is outside Bill limits and required planning permission, construction would be subject to the conditions imposed on the planning application.*

Questions and issues relating to emergency services

Woore

- What provisions are being made for the emergency services along haul routes?
- *HS2 advised that the emergency services will be invited to regular liaison meetings with HS2 and the relevant highway authority. In addition, other meetings with the emergency services will take place. For example, these could be via local resilience forums.*

Questions and issues relating to emissions and monitoring, health and well-being

Woore

- How will pollution levels be monitored along haul routes and if exceeded from HS2's modelled levels, what action will be taken to bring them safe limits?
- *Under the U&A that is in place for Woore, monitoring will be carried out. Lorry movements will be monitored by the contractor. The ES contains air quality modelling of construction traffic impacts based on maximum traffic numbers (highways and haul routes). That assessment concludes whether there are any significant air quality effects. There are no significant air quality effects predicted along any Phase 2a haul routes. HS2 advised that their air quality modelling is done on a worst case scenario. Where there are significant effects (e.g. adjacent to the M6) then HS2 will undertake air quality monitoring (as is happening now) which will inform the annual air quality review and actions as set out in Chapter 7 of the CoCP.*

Abbots Bromley

- What assessments have been made regarding health and psychological wellbeing of residents that will most likely have reduced enjoyment of their properties through an increase in noise and atmospheric pollution?
- *Further information regarding health and wellbeing effects can be found in section 9 of each of the CA Volume 2 ES reports. See for example the CA3 Volume 2 ES report which is available at the below link:*

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/627565/E15_CA3_Stone_and_Swynnerton_WEB_final.pdf

Further Questions and Comments

- Stone Town Council and Yarnfield and Cold Meece Parish Council asked for a separate meeting to discuss the detail of site specific proposals. Stone Town Council and Yarnfield and Cold Meece Parish Council would like all the district, borough and parish councils to be involved so that they can find out what is happening in the area.
- Stone Town Council said that HS2 had refused to hold an information event in Stone. HS2 responded to say that they had previously emailed the councillor inviting suggestions on how best to engage with people in Stone.
- Yarnfield and Cold Meece Parish Council said that HS2 had not been to Yarnfield since October 2018, in advance of deposit of the Additional Provision 2 proposals in February 2019.
- Yarnfield and Cold Meece Parish Council informed the attendees that they believed that the design proposal for the A51/A34 roundabout were unsafe. HS2 noted that the normal road safety audit process is followed.
- Another query was raised regarding how pollution levels will be managed. HS2 advised that the project will follow the information which is provided in the information papers. Woore Parish Council advised that they are paying for their own air quality levels to be monitored by a university.
- Yarnfield and Cold Meece Parish Council asked how the project proposed to move 8.5million tonnes of material between borrow pits on the haul routes. HS2 noted that the project EMRs would apply.

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	<ul style="list-style-type: none"> It was asked who at HS2 the parish councils should contact if they had further queries. HS2 advised that this should be the Phase 2a community engagement team in the first instance and they would co-ordinate a response as necessary.
4.	<p><u>Conclusion</u></p> <p>Next Steps</p> <ul style="list-style-type: none"> Share links for Information Papers Share the slides with all attendees
5	<p><u>AOB</u></p> <ul style="list-style-type: none"> Kings Bromley Parish Council mentioned that they're very grateful for the work being carried out by Liz Davis of HS2. Stone Town Council, Kings Bromley and Yarnfield and Cold Meece Parish Councils expressed their disappointment again that there was no representation at the meeting from Staffordshire County Council.
6	The Meeting closed at 13:00. The date of the next meeting will be mid-2020 and a date will be confirmed one month before the meeting.

High Speed Two (HS2) Limited

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Sarah Pimlott
Parish Clerk
Woore Parish Council
North Barn
Coole Lane
Nantwich
Cheshire
CW5 8AB

18 May 2018

Dear Ms Pimlott

**HIGH SPEED RAIL (WEST MIDLANDS – CREWE) BILL – HOUSE OF COMMONS SELECT COMMITTEE:
PETITION P2A-000134 – WOORE PARISH COUNCIL**

I am writing to you in my capacity as the Director of Hybrid Bill Delivery at HS2 Ltd, which is acting on behalf of the Promoter of the High Speed Rail (West Midlands-Crewe) Bill ('the Bill') currently before Parliament.

Your parishioners, Amanda Jones and Alan Melvin (Petition No. P2A-000115), raised a concern regarding the Slip Road, off the A51 south of Woore at Pipe Gate (as shown in the enclosed drawing), during their appearance before the House of Commons Select Committee on 18 April.

Having considered the points raised in the discussion, I am now in a position, on behalf of the Secretary of State for Transport, to offer you, as the relevant parish council, the following assurance:

"The Secretary of State will require the nominated undertaker not to use the Pipe Gate 'slip road' as a lorry holding area nor seek approval for the use of the route by Large Goods Vehicles under Schedule 17 of the Bill for the purposes of the construction of works authorised under the Bill, except where required by a direction of the relevant highway authority or otherwise in an emergency or at the direction of a police officer or other emergency services."

In this assurance:

"the Bill" means the High Speed Rail (West Midlands – Crewe) Bill as deposited in the House of Commons on 17 July 2017;

"Large Goods Vehicle" has the same meaning as in Part 4 of the Road Traffic Act 1988; and

"the nominated undertaker" refers to the body or bodies appointed by the Secretary of State to carry out the powers conferred under the Bill to construct and maintain the scheme. The

nominated undertaker may be HS2 Ltd, or it may be another body or bodies appointed to oversee the construction and operation of the Proposed Scheme.”

If accepted, the assurance set out above will be included in the Register of Undertakings and Assurances, which is held by the Department for Transport. Drafts of the Register will be published regularly during the passage of the Bill and it will be finalised after Royal Assent. A nominated undertaker will be contractually obliged to comply with all relevant undertakings and assurances set out in the Register. Further information on how the Secretary of State will ensure compliance with assurances made by HS2 Ltd is set out in HS2 Phase 2A Information Paper B5, Compliance with Undertakings and Assurances¹.

If you have any queries please don't hesitate to contact Laura Wise, Senior Petition Manager, on 020 7944 0541 and Laura.Wise@HS2.org.uk.

Yours sincerely



Oliver Bayne

Director, Hybrid Bill Delivery
High Speed Two (HS2) Limited

¹ A copy can be found at <https://www.gov.uk/government/publications/understanding-the-hybrid-bill-hs2-phase-2a-information-papers>

