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Bernie Morris
Clerk to Woore Parish Council
68 Cadman Drive
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TF2 9SD

21 October 2019

Dear Mr Morris

**HIGH SPEED RAIL (WEST MIDLANDS – CREWE) BILL – HOUSE OF LORDS SELECT COMMITTEE:
PETITION HS2-HOL-013 – 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. I understand that Woore Parish Council have concerns about the impact of Phase 2A of HS2 (known as 'the Proposed Scheme') and have submitted a petition on that basis against the Bill in the House of Lords.

I understand my colleagues have arranged to meet with you on 23 October 2019 to discuss your petition and in particular the report undertaken by the Promoter into further potential traffic calming and road safety options. This is further to the meeting on 4 July 2019 with my colleagues, the Parish Council and Shropshire Council where the report was discussed, and an action taken for Shropshire Council, in their capacity as local highway authority, to provide further feedback to the Parish Council. Given that no response has been received from Shropshire Council to date, the Promoter wrote to Shropshire Council on 2 October 2019 formally requesting their position on the potential options set out with a view to progressing this matter.

In addition to the engagement outlined above, my colleagues have met with members of the Parish Council a number of times since your last appearance before the House of Commons Select Committee on 22 May 2018. These meetings were held on 31 July 2018, 19 October 2018, 18 January 2019 and 14 June 2019, during which my colleagues addressed a range of concerns and presented a series of options to mitigate the impacts caused by HS2 construction traffic, as well as detailing the overall reduction in traffic numbers predicted for Woore village as a result of amendments made to the Proposed Scheme.

The Promoter's Response Document (PRD) to the Parish Council's petition against the Bill in the House of Lords was sent to you on 3 October 2019.

This letter sets out the Promoter's position in relation to the issues raised in your petition and the measures identified to address your concerns.

Construction traffic

I refer you to the Promoter's response to paragraphs 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 of your petition.

The Additional Provision 2 (AP2) revised scheme deposited in the House of Commons in February 2019 resulted in substantial reductions to proposed HS2 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 expected to be approximately 50% lower than the peak month of construction set out in Additional Provision 1 (AP1) to the Bill. 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%.

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 the AP2 revised scheme than the peak month of construction would have been in the AP1 revised scheme. This results in the peak daily flow falling from 132 HGVs (original Bill and AP1 schemes) to 50 HGVs (AP2 scheme). Furthermore, total vehicle movements throughout the total construction period are forecast to fall by approximately 90%.

The AP2 revised scheme 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 the AP1 revised scheme. On the A525 Newcastle Road in Woore, predicted peak month average daily HGV combined movements have fallen from 524 HGVs (original Bill and AP1 scheme) to 256 HGVs (AP2 scheme). Furthermore, total vehicle movements throughout the total construction period are forecast to fall by approximately 11%.

In January 2019 the Promoter offered the Parish Council a series of traffic calming measures to reduce the impact of the remaining construction traffic in Woore village as part of the 'Traffic Calming and Road Safety Provision Options - Woore Village Report (January 2019)'. I understand that this will be the focus of discussions at the meeting on 23 October 2019. The Promoter remains committed to providing traffic calming measures that are suitable to the Parish Council and the local highway authority.

Request to route construction traffic away from Woore

In your petition you raise what you say are a number of alternative ways in which construction traffic could be re-routed or reduced to avoid the use of the A51 and A525 roads in Woore village. You ask specifically that traffic be routed through Keele services or via Manor Road at Baldwin's Gate. Both of these proposals have been previously considered and rejected for a number of reasons. Both these proposals would also require an Additional Provision to the Bill.

The guidance on petitioning published by the Private Bill Office in the House of Lords in July 2019 in advance of the petitioning period explains:

"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.”¹

Please refer to the Promoter’s response in the PRD to paragraphs 3.0 -3.2.9 of your petition for further information on this matter.

Requests in the event construction traffic is still rerouted through Woore village

The Promoter’s response to paragraphs 3.3 – 3.311 and 3.3.13 of your petition states that the Promoter is committed to continuing engagement with the Parish Council to meet the recommendation of the House of Commons Select Committee. The Promoter continues to invite the Parish Council to attend the annual extraordinary highways sub group meeting.

As set out in section 14.2.2 of the draft Code of Construction Practice (CoCP¹), “Prior to the commencement of the works, the nominated undertaker will require that local traffic management plans (LTMPs) will be produced in consultation with the highway and traffic authorities, the emergency services and other relevant key stakeholders”.

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 Provisions². On this basis, the Promoter could not amend the speed limits or install permanent cameras to enforce speed limits without the express permission of the local highway authority.

Paragraphs 3.3.3 and 3.3.7 - 3.3.9 of your petition are specifically addressed in the ‘Traffic Calming and Road Safety Provision Options – Woore Village’ report. The report also includes the proposed reinstatement of all original highway features post construction, subject to the approval of the local highway authority. The Promoter is aware of the Parish Council’s wishes to reinstate the existing junction post construction and would ensure this happens subject to the approval of the local highway authority.

And finally, as to your request to place signs prohibiting HGVs using Pipe Gate, the Promoter is bound by the assurance given to the Parish Council on 18 May 2018. This assurance prohibits the nominated undertaker from using Pipe Gate for the parking of HGV construction vehicles unless there are unforeseen circumstances, such as an instruction from the local highway authority to do so.

Footpaths and pedestrian safety

The Promoters position on footpath provision in Woore village is set out in the Promoter response to paragraphs 2.3 - 2.3.5 of your petition.

¹https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/627182/E26_C T-003-000_WEB.pdf

²https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/779288/E4_Highways_and_traffic_during_construction_-_Legislative_provisions_v1.1.pdf

The Promoter carried out a feasibility study on Woore Village Traffic Calming and Footway Provision, a copy of which was sent to the Parish Council in June 2019. This 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 and thus an Additional Provision to the Bill.

As part of this 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 Parish Council.

Air quality

During the House of Commons Select Committee hearing on 22 May 2018, Peter Miller, our Director of Environment and Planning, committed to conducting an air quality monitoring survey in Woore. This monitoring took place over 12 months between September 2018 and September 2019. The results of the survey are being compiled following the final assessment and will also be provided to you.

The Promoter will manage air quality levels during construction. Section 7 of the draft CoCP outlines that the nominated undertaker would require its contractors to manage dust, air pollution, odour and exhaust emissions during the construction works in accordance with Best Practicable Means. This would include the following, as appropriate:

- Reference to the general site management and good housekeeping procedures (relevant to limiting dust and air pollution);
- Controls and measures to control or mitigate the effect of potential nuisance caused by the construction works;
- Reducing emission by setting construction vehicle and Non-Road Mobile Machinery emission standards;
- Dust and air pollution monitoring measures to be employed during construction of the project; and
- Measures relevant to control risks associated with asbestos dust.

The use of Euro VI vehicles

The Promoter's response to paragraphs 2.4.8 – 2.4.11 of your petition explains that the Promoter's commitment to the use of Euro VI engines for construction vehicles is set out in HS2 Phase 2A Information Paper E14: Air Quality³. The required route-wide construction vehicle emission standard for the Proposed Scheme is 100% of HGVs 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. 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.

³https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/828982/E14_Air_Quality_v1.2.pdf

Noise and vibration

The PRD sent to you on 3 October 2019 explains that the Promoter's position on noise and vibration has not changed since the Promoter's position in response to the Parish Council's petition to the Bill in the House of Commons (Petition No HS2-P2A-000134). In summary, there is no increase in significant adverse effects on noise and vibration in Woore Parish.

Community effects

As explained in the PRD sent to you on 3 October 2019, the Promoter's position on community effects has not changed since the Promoter's position in response to the Parish Council's petition to the Bill in the House of Commons (Petition No HS2-P2A-000134). In summary, there are no adverse community effects in Woore Parish.

Heritage assets

As explained in the PRD sent to you on 3 October 2019, the Promoter's position on heritage assets has not changed since the Promoter's position in response to the Parish Council's petition to the Bill in the House of Commons (Petition No HS2-P2A-000134). In summary, there is no increase in significant adverse effects to the heritage assets identified in Woore Parish.

Property compensation

The Promoter's position on this issue is set out in the PRD sent to you.

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) can apply to 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 Blight⁴.

The residents of Woore are eligible to apply to the NTS. Guidance and an application form can be found on the Government website⁵. As the village of Woore is approximately 4km from the centre of the line of route, this is the only compensation scheme available to 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.

If you have any further queries please don't hesitate to contact William Woodroffe, Area Petition Advisor on 020 7944 3810 or william.woodroffe@hs2.org.uk.

Yours sincerely



Oliver Bayne

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High Speed Two (HS2) Limited

⁴https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/701200/C5_Generalised_Blight_v2.0.pdf

⁵ <https://www.gov.uk/government/publications/hs2-phase-one-need-to-sell-scheme-guidance-and-application-form>