

## Phase 2a Planning Forum – Highways Subgroup Minutes #7 – July 2019

<b>Date, time &amp; Venue:</b>	<b>Tuesday 16 July 2019</b> <b>Time 11:00-13:00</b> <b>Venue: Staffordshire Place, Staffordshire County Council</b>	
<b>Promoter Attendees:</b>	[REDACTED]	HS2 Ltd HS2 Ltd Department for Transport HS2 Ltd HS2 Ltd HS2 Ltd
<b>Attendees:</b>	[REDACTED]	Staffordshire Council Cheshire East Highways Highways England
<b>Also invited/ apologies:</b>	[REDACTED]	Highways England Highways England Highways England Cheshire East Shropshire Council Department for Transport Stoke-on-Trent City Council Stoke-on-Trent City Council Cheshire East Highways Staffordshire Council Shropshire Council
<b>Copies:</b>	[REDACTED]	HS2 Ltd HS2 Ltd HS2 Ltd HS2 Ltd HS2 Ltd (Phase 2B) HS2 Ltd DfT

Item	Topic	Action owner
1.	<b><u>Introductions</u></b> All attendees introduced themselves and which organisation/highway authority they represented. Apologies received were noted.	
2.	<b><u>Review of Notes and Actions from Last Meeting</u></b> The minutes of meeting #6 were agreed Actions arising from the previous meeting were reviewed, please refer to the Action Log.	
3.	<b><u>Review of the minutes from the annual extraordinary meeting and de-brief</u></b>	

	<p>TORs to be reviewed.</p> <p>Q&amp;A session went well.</p> <p>Staffordshire County Council explained that they didn't attend as they felt this wasn't the appropriate forum for them and felt this was an opportunity for the Parish Councils to speak directly to HS2. Staffordshire County Council said that they're always contactable should the Parish councils have any specific queries that they can help with.</p> <p>HS2 advised that a meeting had been held with the residents of Newcastle Road on 3 July 2019 to discuss the proposed dual carriageway and the crossing of the A500 and a number of concerns were raised regarding the design.</p> <p>DfT provided a brief update of the passage of the Bill and advised the forum that the first reading of the Bill had been completed in the House of Lords the evening before. (2 July 2019)</p>	
4.	<p><b><u>Local Traffic Management Plans</u></b></p> <p>HS2 presented information regarding the requirement, purpose, timing, areas and contents of the LTMP.</p> <p>HS2 suggested that mini LTMPs are implemented for minor works, guidance will be provided in P03 of the RTMP which will be issued for consultation in the next two weeks. The HS2 Engineering Delivery Partner may produce the initial LTMPs for timing.</p> <p>All agreed that combining the initial TLG with Phase 1 could be beneficial to begin with.</p>	
5	<p><b><u>Traffic assessments and environmental requirements</u></b></p> <p>HS2 presented information around traffic assessments and environmental requirements. The assessment has been carried out using a baseline year of 2016. Assessments were carried out for weekday AM and PM peak hours for worker car traffic, light construction traffic and heavy construction traffic. The construction assessment considers the average flow in the peak month of construction activity. The Environmental Minimum Requirements will ensure that impacts which have been assessed in the Environmental Statement will not be exceeded. Should a change to the project or a new significant effect not assumed in the ES arise, this would need to be considered as part of a separate consent process.</p>	
6	<p><b><u>Lorry Route accessibility/ROMIS Plans</u></b></p> <p>HS2 explained the purpose of the ROMIS plan. The ROMIS plan will set out routes to be approved, consider what physical changes are necessary to enable larger construction vehicles, confirm measures related to safety and free flow of traffic have been considered and confirm any other appropriate measures in relation to undertakings and assurances.</p> <ul style="list-style-type: none"> <li>- Improve journey time reliability</li> <li>- Assist vehicles safely turning right into worksites, such as ghost islands</li> <li>- Protect assets, which could be at greater risk of being hit by larger vehicles</li> <li>- Schemes to improve turning movements where there are known long-term use by abnormal loads</li> </ul> <p>Schemes would come forward for consultation and, as necessary, approval via a Schedule 4 submission.</p>	
7	<p><b><u>HS2 legislation related to accesses (permanent and temporary)</u></b></p> <p>HS2 presented information regarding the application process and timescales to the highway authority for new means of access to highways and improvement of existing means of access to highways, within Bill limits. The presented information gave an overview of the legislation which can be found in information paper E4 and a high level summary of schedule 4.</p> <p><a href="https://publications.parliament.uk/pa/bills/cbill/2017-2019/0397/19397.pdf">https://publications.parliament.uk/pa/bills/cbill/2017-2019/0397/19397.pdf</a></p> <p><a href="https://www.gov.uk/government/publications/environment-hs2-phase-2a-information-papers">https://www.gov.uk/government/publications/environment-hs2-phase-2a-information-papers</a></p>	

8	<p><b><u>Legislation related to permanent highway works – phase 2a hybrid bill and information papers</u></b></p> <p>HS2 presented legislation guidance for permanent highway works and advised that any new highways constructed or altered by the nominated undertaker must be completed to the reasonable satisfaction of the highway authority.</p> <p>Legislation related to permanent highway works can be found in Schedule 4 and Schedule 32 of the hybrid Bill and Information papers E4, E5 and E7.</p> <p><a href="https://publications.parliament.uk/pa/bills/cbill/2017-2019/0397/19397.pdf">https://publications.parliament.uk/pa/bills/cbill/2017-2019/0397/19397.pdf</a></p> <p><a href="https://www.gov.uk/government/publications/environment-hs2-phase-2a-information-papers">https://www.gov.uk/government/publications/environment-hs2-phase-2a-information-papers</a></p> <p>HE queried whether further traffic modelling would be undertaken after Royal Assent. ■ responded that in general no new traffic modelling is assumed during construction, and that construction would assume the ES baseline for 2023.</p> <p>However, there were examples given where the approach to a highway work was revised during the detailed design of Phase One. For example, where information came to light about the Highway Authority's intentions for a highway, which made the Bill plan a less desirable option, a revision to the works (within Bill limits) was made.</p> <p>It was also the case that some additional modelling was undertaken by TfL during Phase One to understand the impact of the scheme on roads in their remit. However, this modelling was not used to revise the works on Phase One.</p> <p>Therefore, any new modelling of a highway or junction would be based on the ES baseline and flows, though this does not preclude revision to the planned works on highways or junctions as part of detailed design.</p>	
9	<p><b><u>Lorry Routes (Standing Item)</u></b></p> <p>HS2 advised that the LRA is well underway, but EDP are still outstanding information from Staffordshire. ■ will chase this up as he is aware of the request.</p> <p>A query was raised asking what would happen if vehicles over 7.5T were using routes they shouldn't be, HS2 responded to say that this would be investigated.</p>	■ SCC
10	<p><b><u>Forward Programme</u></b></p> <p>The Forward programme is being reviewed at each meeting.</p>	
11	<p><b>AOB</b></p>	
12	<p><b>Meeting Close</b></p>	
13	<p><b>DONM – 20 September 2019, Cheshire East Highways</b></p>	