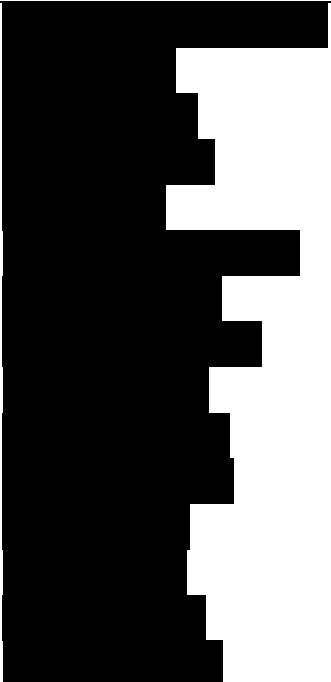
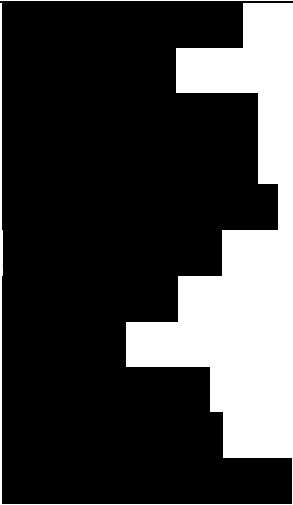
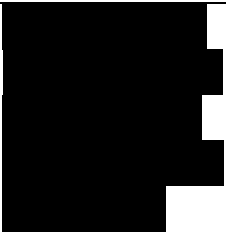


**3rd Annual Extraordinary Meeting
of the
Phase 2a Highways Sub-Group to the Highways Forum**

1. Meeting details and attendance

<p>Date, time & Venue:</p>	<p>Thursday 25th November 2021 10.00 am – 12.00 pm Teams</p>	
<p>Attendees:</p>		<p>HS2 HS2 HS2 HS2 HS2 HS2 HS2 HS2 DfT DfT Woore Parish Council Shropshire County Council Colton Parish Council Yarnfield and Cold Meece Parish Council Stone Rural Parish Council</p>

		Shavington-cum-Gresty Parish Council Yarnfield and Cold Meece Parish Council Cheshire East Council (Wybunbury Ward) Doddington & District Parish Council Madeley Parish Council Colton Parish Council Cheshire East Council Shropshire County Council Staffordshire County Council Ingestre with Tixall Parish Council Woore Parish Council
Apologies		Swynnerton Parish Council DfT Staffordshire County Council Shropshire County Council HS2

2. Summary of key points discussed

Item	Topic
1.	<p>Welcome & Introductions HS2 chaired the meeting and welcomed all attendees and presented apologies.</p>
2.	<p>Purpose of meeting & Terms of Reference The chair of the meeting set out that the meeting derived from the response of the Promoter (Department for Transport) to the Second Special Report of House of Commons Select Committee report during the passage of the High Speed Rail (West Midlands – Crewe) Bill through Parliament.</p> <p>The terms of reference for the meeting had been reviewed by the Highways Sub Group to the Planning Forum since the last meeting.</p>
3.	<p>Phase 2a Delivery: 2021 Review & 2022 Look Forward</p>
3.1.	<p>Phase 2a review of last 12 months HS2 Ltd presented a review of the activities of the project across Phase 2a since the last Extraordinary Meeting of the Phase 2a Highways Sub Group (see slide deck)</p>
3.2.	<p>Phase 2a forward look to next 12 months HS2 Ltd presented the forward look ahead of activities expected over the forthcoming year. (see slide deck)</p>
4.	<p>Highways Subgroup meetings over last 12 months</p> <p>HS2 Ltd summarised the matters addressed by the Phase 2a Highways Subgroup meetings over the last 12 months.</p>

The minutes of the Highways Sub Group to the Planning Forum can be found here:

<https://www.gov.uk/government/publications/hs2-phase-2a-planning-forum-highways-subgroup-resources>

Outside of the meetings, the Phase 2a Highways Sub Group to the Planning Forum was consulted on updates to the HS2 Phase One Route-wide Traffic Management Plan (RTMP). The current version of the RTMP can be found here:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1023529/HS2_Phase_One_and_2a_RTMP_updated_July_2021.pdf

It was noted that the minutes of the November 2021 meeting will be published once they are agreed by the Members of the Phase 2a Highways Subgroup to the Planning Forum

Discussion

Cheshire East Council asked if the routes included in the current Schedule 17 lorry route application, which includes all the routes in the Council's area, will be coming forward again singularly?

HS2 Ltd that as they are being dealt with in one submission they will, if approved, they will not need to be applied for singularly later. It was noted that this was the same approach as the Channel Tunnel Rail Link and Crossrail. This should provide communities more certainty as to the lorry routes to be used. Whilst new lorry routes could come forward at a later date, they would require new applications. Experience of previous projects suggests that this does not happened often.

Cheshire East Council also asked about bridge assessments, as it was understood that certain bridges needed bridge assessments.

HS2 Ltd confirmed that a number of bridges had been identified which need an assessment and they were included within the current scope of the future Highway Condition Survey.

ACTION 1: HS2 Ltd to confirm which bridges are included within the scope.

Woore Parish Council noted that the Schedule 17 submissions identified alternative routes which ran through areas beyond the boundary of the authority in which the sites were located and raised the issue of commenting on the applications.

HS2 Ltd replied that the Schedule 17 submissions are determined by the authority within which the relevant site is located, but relevant adjoining planning authorities are consulted. Therefore, in this case the application is considered by Cheshire East but Staffordshire County Council and Shropshire Council are consultees.

Woore Parish Council commented that the routes were very vague about traffic movements and is HS2 going to review this and when will this be applied ie the alternative routes both outbound and inbound routes at junction 15 and 16.

HS2 Ltd explained the submission concerns the routes to be used and any changes to lorry numbers are managed through the Local Traffic Management Plan (LTMP). How the numbers are measured is discussed in the combined Traffic Liaison Group (TLG) Meeting. There are a combination of controls imposed on HS2.

HS2 Ltd further explained that changes to lorry routes or numbers assessed above those in the Environmental Statement have to be compliant with the project Environmental Minimum Requirements (EMRs).

A Councillor from Cheshire East noted their continuing concern about alternative routes and asked about the determination period.

HS2 Ltd said that Cheshire East Council has chosen to consult on the application and that process is underway. The determination period for all Schedule 17 applications is eight weeks.

Colton Parish Council raised the matter of consultation during the design process for highway works.

HS2 Ltd noted that the scheme needed to be compliant with obligations to comply with the EMRs and any specific Undertakings and Assurances, but that the matter was to be addressed later in the meeting. However, it was noted that a Design and Delivery Partner (DDP) was to be appointed to progress the design.

Colton Parish Council asked about the timetable.

HS2 Ltd commented that the DDP contract is to be awarded next year.

A question was raised regarding changes to construction traffic numbers which may be made by contractors which are greater than those in the Environmental Statement but that, given that a significant effect was identified in the ES, then the contractor could increase flows to any number they choose.

HS2 Ltd noted that principal contractors will produce forecasts within their Local Traffic Management Plans aligned with the assessment set out in the ES. HS2 confirmed It is not true to say they can simply increase numbers, as new different effects would result across the various criteria in the ES for determining effects and that this will be monitored.

The parish representative noted that he was not reassured regarding HGV numbers and impacts.

HS2 Ltd commented that average flow figures for each month, for each construction site are provided to the highway authorities along the line of route.

5	Route-wide issues raised by attendees
5.1	<p>Shavington-cum-Gresty Parish Council:</p> <ol style="list-style-type: none"> 1. As we look towards a sustainable future, what strategies/plans are in place to ensure that HS2 meets our need for a low carbon infrastructure with the aim of reaching wider social, economic and environmental outcomes to achieve net zero? <p>Woore Parish Council:</p> <ol style="list-style-type: none"> 2. How are HS2 working with Local Authorities in assisting to achieve their (Climate Change) targets? 3. Can HS2 confirm that all HGVs for Phase 2a will be Euro V1 Engines as committed? <p>HS2 Ltd presented information to respond to this question (see slides for details). This included a link to Information Paper E14: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/960731/E14_Air_Quality_v1.3.pdf</p> <p>It was also noted that the HS2 is working on projects including the use of new fuel technology for HGVs.</p> <p>Cheshire East Council noted that they have an Emissions Strategy in place and asked to what extent are HS2 sharing their data on emissions.</p> <p>HS2 Ltd noted that their work on innovations are set out on a learning legacy website.</p>

	<p>ACTION 2.1: HS2 to send a link.</p> <p>ACTION 2.2: HS2 to contact Cheshire East [REDACTED]</p>
5.2	<p>Woore Parish Council:</p> <p>1. Will all modes of transport for Employees be via Electric Vehicles?</p> <p>HS2 Ltd responded to question (1) as a part of their presentation under 5.1</p> <p>HS2 Ltd assumed that the question was referring to travel to work. It was noted that the project was not able to require workforce to travel in electric vehicles. However, the RTMP includes a requirement regarding electric vehicle charging and the Workforce Travel Surveys includes a question regarding vehicle fuel type.</p>
5.3	<p>Yarnfield and Cold Meece Parish Council:</p> <p>1. Please can you tell us how (the HS2 project) intends to consult with Parish Councils during the design process (of new or altered highways) in order to both acquire local knowledge and provide reassurance that the impact on, and wellbeing of, local people and the environment will be at the core of the design process?</p> <p>HS2 Ltd presented a response concerning consultation and consents. in the processes HS2 follow accord with the provisions of the HS2 Phase 2a legislation and Parish Councils are nor part of the formal process. Regarding engagement during construction, it was noted that the Community Engagement Team will ensure that Parish Councils are kept informed as set out in HS2's community engagement policies, for example by attending Parish Council Meetings.</p> <p>The parish representatives set out that they wished to be engaged on design matters, due to local knowledge.</p>

	<p>HS2 re-iterated that highway matters will be discussed at engagement meetings with Parish Councillors, and these can be attended by contractors where appropriate. Also, while Parishes will not be formally consulted, relevant information can be passed to designers for consideration.</p> <p>A parish representative stated that early works are a significant scope across the area of three Parish Councils, but that different contractors were engaging with the Parish Councils at different levels.</p> <p>ACTION 3: HS2 Engagement Team to contact the parish representative directly.</p>
5.4	<p>Woore Parish Council:</p> <p><i>1. When will the updated Histogram for HGV's movements through the various Towns/Parishes be made available?</i></p> <p>HS2 Ltd confirmed that the histograms would not be updated. These were provided for Select Committee. Contractors will provide updated flow information within LTMPs, in accordance with the RTMP.</p> <p><i>2. Will HS2 give assurances, that prior any movements of HGVs through the Towns/Parishes that all Mitigations/Interventions will be in place and fully operable</i></p> <p>HS2 Ltd stated that it is not able to give such an assurance, as HGV movements are already occurring and that the delivery of works will be undertaken by contractors yet to be appointed and subject to highway authority consultation and, where necessary, consent. The timing of implementation of any specific mitigations will be discussed with the relevant highway authority. Exceptions to this would be (a) where stipulated by an undertaking or assurance (b) risk of a new significant adverse effect arising.</p>

5.5 Woore Parish Council:***1. Concerns from Residents that minor roads linked to the Trunk Roads to be used by the HGV's will become "rat runs" unless managed correctly?***

HS2 Ltd set out the requirements for lorry route approvals, but that the routes to be used by HGVs under 7.5t and other light traffic are not specifically controlled unless there is any relevant Undertaking or Assurance – however the requirement not to create new significant adverse effects applies to all traffic movements.

A Woore Parish Councillor commented that the A51 is not suitable, in his view, as a lorry route because of the current road condition, and asked when this was to be addressed.

HS2 Ltd responded that if the issue is the existing condition of the highway, the matter needs to be raised with the highway authority. However, the project has a responsibility to repair damage that it causes. In certain cases, a contractor has identified that the existing condition of a highway is a risk to delivery of the project and has requested funding to improve the condition of the road. There is also a claim process the HA can use if they believe HS2 has damaged the highway. However, HS2 has to consider only the proportion of use by their HGVs not all HGV that may use the highway.

A parish council representative noted that that on the A51 there are points where two HGVs cannot pass and asked, when would this be addressed.

HS2 Ltd noted that Arup have carried out lorry access reviews. Contractors will set out plans to ensure accessibility to worksites within their ROMIS Plan, which are discussed with highway authorities. However, the project cannot carry out highway works outside of Act limits or the highway boundary.

2. Will the Contractor appointed to carry out road surveys be requested to include these linked minor roads as part of the Road Safety Audit?

HS2 Ltd commented that Road Safety audits are carried out where a highway is altered or a new highway constructed. The project has carried out a lorry route accessibility review, which is being used to inform draft ROMIS plans.

3. Will any recommendations found in addition to any already committed assurances be added to the assurances with the Town/Parish Councils and will they be advised accordingly with sight of any report?

HS2 Ltd confirmed that is not possible to add to the register of Undertakings and Assurances.

4. What lessons have been learnt from issues of this nature on Phase 2, that will be implemented for Phase 2a

HS2 Ltd set out a number of lessons learnt:

- Early applications for lorry route approvals under Schedule 17 is providing more certainty about the project intentions.
- Need for registration number and date/time for vehicle presumed to be “off route”
- Vehicles not on HS2 business if they are travelling from a site to a destination which is not an HS2 site or returning to their depot
- Vehicle identification issues
- The need for improvements to signing of restrictions on use of road where subject to a U&A

5.6	<p>Woore Parish Council: <i>Plans for roads that are not fit for purpose for the predicted volumes of HGV traffic.</i></p> <p>1. What is HS2 doing to engage with Local Authorities in relation to trunk roads that are not currently fit for purpose and already victim to an advanced state of degradation.</p> <p>HS2 Limited noted that trunk roads are roads for which National Highways are responsible. Where roads are A class and above, it is assumed that these are fit for purpose in relation to use by additional construction traffic.</p> <p>2. Are there proposals being put forward by HS2 for major maintenance programs that are the responsibility of the Local Authority.</p> <p>HS2 Ltd confirmed that the highway authority remained responsible for maintenance as the project cannot take over statutory responsibilities. Where the project causes damage to highways, it has a duty (Schedule 32) to repair or fund repairs. How this is done is set out in the HS2 Phase One/2a Route-wide Traffic Management Plan.</p> <p>3. Are there enhanced maintenance programmes for the proposed HGV routes during the works period to ensure that the infrastructure remains in a safe and serviceable condition at all times. Does this include structural maintenance, drainage maintenance, road markings and street furniture.</p> <p>HS2 Ltd responded that it will be for the highway authority to consider if they wish to increase the level of routine inspections of their highways.</p>
5.7	<p>Woore Parish Council: <i>Emergency Contingency Plans for traffic in the event of a major traffic incident</i></p> <p>1. Will these plans be shared with Local Authorities/Town/Parish Councils?</p>

HS2 Ltd noted that if a road closure is planned, then construction traffic will follow the signed diversion. If a road closure is an emergency closure, construction traffic will follow the directions of the emergency services.

HS2 Ltd further commented that the RTMP does note that should a road be susceptible to emergency closures, then any necessary alternative diversion route will be discussed with the highway authority, including protocols to implement it. However, this has, to date, not been necessary for Phase One.

2. Will there be an audit of these roads to ensure they are capable of carrying continuous HGV traffic?

HS2 Ltd commented that contractors will set out works that they consider necessary to enable accessibility in their ROMIS plans. In addition, the EMRs will apply with regard to ensuring that no new significant adverse effects will arise as set out in the General Principles document.

3. Will there be protection for local vehicular traffic access?

HS2 Ltd described that the RTMP sets out how local access will be managed, such as during road closures.

4. Will there be access routes for emergency services?

HS2 Ltd commented that this was discussed with the emergency services via the Local Traffic Liaison meetings and that site specific arrangements are often put in place to enable emergency services access through road closures.

6

AOB

1. Cheshire East Council stated that local input is valuable and requested that HS2 keep contact with Parishes going. The Councillor commented that she had another meeting on the 14.12.21 with Parishes and contractors and these are working well – but understood that they are not working so well in other areas. Information needs to keep filtering down.

HS2 noted the points made.

2. A Parish Council representative stated that a comprehensive set of Minutes are needed not merely the main points of the meeting – i.e. a full discussion. This decision of not sending full Minutes is agreed with other people at the Highways Subgroup where the Parishes are not represented, and this shows disrespect for Parish Councils.

HS2 Ltd responded that the Terms of Reference for this meeting, been agreed by the Highways Sub Group, require an action log and a summary of the key points discussed.

3. A Parish Council representative considered that HS2 should address the existing condition of highways and not refer it to the highway authority.

HS2 Ltd re-iterated the point that HS2's obligations only extended to damage that it may cause during the construction phase, not the current state of the road. network.

4. A Parish Council representative considered that HS2 was avoiding responsibilities, and all should work in the spirit of co-operation and that HS2 was completely missing the point regarding being responsible for vehicles leaving construction sites.

HS2 Ltd confirmed that that when vehicles leaving site and are no longer working for HS2, HS2 has no control over the route it takes.

5. A Parish Council representative raised the point again regarding design and engagement.

HS2 Ltd gave examples where Parish Councils had influenced the design of temporary traffic management measures – the location of a zebra crossing and the type of temporary junction to be constructed.

6. A Parish Council representative reiterated the point regarding the Terms of Reference of the meeting, being agreed by HS2 and the highway authorities along the line of route and that the minutes should be in full. He also commented that the minutes should not be redacted.

HS2 Ltd confirmed that names have to be redacted because of the GDP Regulations. In addition, the Highways Subgroup Terms of Reference were reviewed by the Highway Authorities and minor amendments agreed.

7. A Parish Council representative expressed a view that HS2 had a deliberate policy to exclude Parish Councils from involvement. It was also claimed that, in relation to the Environmental Impact Assessment, everything presented was grossly underestimated by HS2 and commented that Parish Councils have no ability to have a place at the table and that the project could simply increase traffic without regard to impacts, if significant adverse impacts were identified in the ES.

HS2 Ltd explained that the meeting process were in line with the Government's response to the Second Special Report of the Select Committee and the terms of Reference Agreed by the Highways Sub-Group to the Planning Forum. HS2 Ltd went on to explain how new and significant effects works and that this had resulted in contractors carrying out additional highway works on Phase One to mitigate forecast new significant adverse effects.

	<p>ACTION 4: HS2 Ltd to provide examples of where additional temporary highway works were provided on Phase One to mitigate new significant adverse effects due to changes in forecast construction traffic flows.</p> <p>8. A Parish Council representative claimed that in Phase 1 in Calvert HS2 displaced a waste company and these waste lorry movements have not been taken into account in HS2 figures, HS2 HGVs are “using” these places and the waste lorries are using local roads.</p> <p>1. The Clerk of Doddington Parish Council wanted it to be noted ready for the next meeting that they have a new email address [REDACTED]</p> <p>ACTION 5: Update the invitation list with the contact above.</p>
<p>7</p>	<p>Meeting Closed at 12:03 PM</p>

3. Action Log

No	Action	Close out
1	HS2 Ltd. to send a list of bridges identified requiring further assessment within the highway condition scope	Staffordshire: <ul style="list-style-type: none"> • Gorse Lane over Watercourse (Coventry Canal) • A51 over Stafford to Crewe railway line (West Coast Main Line) • Manor Road over Disused railway line Cheshire East: <ul style="list-style-type: none"> • Den Lane over Stafford to Crewe railway line (West Coast Main Line) • Access track over Stafford-Crewe railway line (West Coast Main Line) • Un-named road over Stafford-Crewe railway line (West Coast Main Line)
2.1	Learning legacy website:	https://learninglegacy.hs2.org.uk
2.2	Contact Cheshire East	To complete
3	HS2 Engagement Team to contact the parish representative directly regarding engagement and design matters	To complete
4	HS2 to provide examples where, to ensure compliance with the EMRs, highway works have been required to be carried out to mitigate possible new significant adverse effects	The following are examples of where highway works have been required to assure EMR compliance, due to changes in construction traffic flows: <ul style="list-style-type: none"> • A413/Joiners Lane - improvements and repairs to existing subway • A413/Woodcock Hill - crossing improvements

		<ul style="list-style-type: none">• A413 Joiners Lane to Vasche Lane - crossing improvements• A40 Minerva Way to Pybush Roundabout- crossing improvements
5	Update the invitation list with the revied Doddington Parish contact	To complete