

Mr M. Waters
Coventry City Council
4th Floor
Christchurch House
Greyfriars Lane
CV1 2QL

By email only.

1 December 2015

Dear Mr Waters

Assurances Relating to High Speed Rail (London – West Midlands) Bill – Petition Number AP2:141

I am the Director of Hybrid Bill Delivery at HS2 Ltd, which is acting on behalf of the Promoter of the High Speed Rail (London – West Midlands) Bill ('the Bill') currently before Parliament. I am writing to you on behalf of the Secretary of State for Transport to set out the assurances that the Secretary of State is willing to give in order to address Coventry City Council's concerns regarding the impact of Phase One of HS2 (known as 'the Proposed Scheme').

DETAILED ASSURANCES:

In these assurances unless the context otherwise requires, the following expressions shall have the following meanings:

Bill	means the High Speed (London to West Midlands) Bill that was introduced in the House of Commons on 25 th November 2013 and upon Royal Assent includes the resulting Act and clause and work numbers refer to clauses and work numbers in the Bill as at introduction in the House of Commons;
commencement	means the carrying out in relation to the HS2 Works of any material operation as defined by section 56(4) of the Town and Country Planning Act 1990 and commence and commenced shall be interpreted accordingly;
Compensation Code	Means the code of statute and case law determining the compensation paid to land owners and occupiers whose land or rights in land are authorised to be compulsorily acquired under the Bill;

Highway Authority	means Warwickshire County Council or Coventry City Council;
HS2 Works	means the works authorised under the Bill;
Nominated Undertaker	means the relevant nominated undertaker appointed under the Bill as enacted and, in the period prior to the Secretary of State appointing a nominated undertaker and imposing the requirements on it referred to in these assurances, HS2 Ltd;
Promoter	means the Secretary of State for Transport or any successor Secretary of State or Minister holding the Transport portfolio and includes so far as relevant any Nominated Undertaker exercising the powers or functions under the Bill;
Proposed Scheme	means Phase 1 of HS2 as described in the Bill.

1. Construction Traffic – A45 Corridor

I understand that all of the concerns raised in the Council's petition against Additional Provision 2 to the Bill relate to the impact of HS2 construction traffic in the Coventry area. Specifically I understand that the Council has raised concerns about the use of the following roads, in the vicinity of the University of Warwick, by HS2 construction traffic:

- Bockendon Road from Crackley Lane to Westwood Heath Road;
- Westwood Heath Road from Bockendon Road to Kirby Corner Road;
- Kirby Corner Road from Kirby corner to Sir Henry Parkes Road;
- Sir Henry Parkes Road from Kirby Corner to the A45.

In its petition, the Council has requested detailed traffic assessment of these roads and a commitment from the Promoter that these roads shall not be used by HS2 construction traffic during peak hours.

Proposed use of roads under AP2

The use of these roads as a construction traffic route arose under Additional Provision 2 as a result of the relocation of the Burton Green tunnel south portal satellite compound to the east of the HS2 alignment in order to reduce the impact of the scheme on Burton Green village.

The Additional Provision 2 Environmental Statement ("AP2 ES") for CFA18 sets out the anticipated impact on this network of roads at paragraph 5.6.242:

"Bockendon Road will only be used by light vehicles and up to 2 HGVs per day during the main construction phase. No adverse effect is associated with this change. However, during the diversion of utilities up to 26 HGV's are expected to use Bockendon Road and this would lead to a moderate adverse significant effect for a few months due to traffic severance for non-motorised users as a result of increased HGV traffic."

As explained at a meeting between HS2 Limited and the Council on 11 November 2015, the Promoter considers that the Bill contains the necessary safeguards to ensure that the impacts on the local community from HS2 construction traffic are minimised by the contractors during the construction phase of the Proposed Scheme. The Code of Construction Practice sets out a number of measures that the nominated undertaker will be contractually bound to adhere to for the duration of the works through the Environmental

Minimum Requirements. This includes the preparation of Traffic Management Plans in consultation with the local highway authority and construction workforce traffic plans which aim to reduce the impact of workforce travel on local residents and businesses. These plans will take account of the requirements and advice of the highway authority and other authorities, and will provide a framework for the preparation of submissions under Schedule 16. Ultimately the local planning authority will have approval rights over any construction traffic route proposed by the Promoter under Schedule 16 to the Bill.

In addition, the Promoter considers that it has engaged extensively with both Coventry City Council and the University of Warwick to address concerns raised about the use of these roads by HS2 construction traffic. In recognition of the concerns raised, the Promoter offered the following assurances to Coventry City Council on 24 February 2015:

"throughout the remaining work, completing the ongoing traffic assessment, including consideration of any road works, junction improvements or alterations assessed as part of that overall assessment, provided under the first paragraph of this assurance, the Promoter shall consult actively with Coventry City Council, taking into account at all times the council's following concerns:

1. *the use of the A46/Stoneleigh Road junction and the A429 Gibbet Hill Road as a construction junction during peak hours;*
2. *the level of construction workforce traffic in the vicinity of the University of Warwick;*
3. *the use of the following roads for construction traffic:*
 - a. *Gibbet Hill Road*
 - b. *Cryfield Grange Road*
 - c. *Crackley Lane*
 - d. *Bockendon Road*
 - e. *Westwood Heath Road*
 - f. *Charter Avenue*
 - g. *Kirby Corner Road*
 - h. *Cromwell lane*

And that HS2 construction and maintenance traffic should be routed on roads that are suitable for the purposes of construction and/or maintenance access, these routes being agreed with the relevant highway authority in accordance with the provisions of Schedule 16 of the Bill."

In recognition of concerns raised about the impact of HS2 construction traffic in the vicinity of the University of Warwick during peak hours, the Promoter further offered the following assurance to the University of Warwick by way of letter dated 19 June 2015:

"The Promoter will require the Nominated Undertaker to appropriately regulate the flow of construction traffic and large goods vehicles at all times and in particular at AM peak and PM peak hours and when major local events are held."

Given that the effect is only anticipated to be up to 26 HGVs for a period of a few months, the Promoter does not consider that this is an impact requiring more detailed assessment, nor a commitment to restrict use during peak hours. The Promoter considers that it has given full consideration to the use of these roads as a construction traffic route and provided the necessary assurances to the Council to give it comfort on this matter. As such, the Promoter does not consider it necessary to offer further assurances at this stage.

2. Use of Haul Route to A46

In its AP2 petition the Council also requests an assurance that "HS2 maximise opportunities for movement of all construction traffic along the full HS2 trace (to access the A46) in order to minimise impact on local roads including the A45, A429 Kenilworth Road and Stoneleigh Road".

The use of internal haul routes for construction vehicles will be one of many measures incorporated into site specific traffic management measures in order to minimise the impact of HS2 construction traffic on public roads. As such, the Promoter is prepared to offer the Council the following assurance on this matter:

"In managing the HS2 construction traffic in and around Coventry, the Promoter shall require the Nominated Undertaker to maximise reasonably practicable opportunities for movement of HS2 construction traffic along the line of route haul road between the Burton Green tunnel south portal satellite compound and the A46 construction compound in order to minimise the impact of HS2 construction traffic on the local road network."

3. A429 Kenilworth Road / Gibbet Hill Road Junction

In its petition, the Council raises concerns about the use of the A429 Kenilworth Road/Gibbet Hill Road junction by HS2 construction traffic.

In relation to the concerns raised at paragraph 19 of the Council's petition, HS2 has now reassessed the junction taking into account the recent upgrade by the Council. The results of this assessment are included in the traffic assessment report issued to the Council on 11 November and demonstrate that the junction will continue to operate within capacity when HS2 construction traffic is included. As such, the Promoter does not propose to put measures in place to limit construction traffic utilising these junctions during peak hours as requested in the Council's petition.

I trust that the above assurances accurately reflect the outcome of our recent discussions. If you have any queries please contact Melanie Stevenson directly on 0207 944 8090 or via email at melanie.stevenson@hs2.org.uk.

I have copied this letter to Melanie Stevenson, Nigel Mills and Alistair Lewis (Sharpe Pritchard) whom I understand is acting as your appointed Parliamentary Agent.

Yours sincerely,



Roger Hargreaves
Director, Hybrid Bill Delivery
High Speed Two Limited