

HS2 construction traffic through Woore Village, Shropshire

Information Sheet

HS2 Construction Traffic Routes at Woore

The impacts of construction traffic are understandably a particular concern for residents who live or work near the proposed Phase 2a route. HS2 Ltd is committed to ensuring that the adverse effects identified within the Environmental Statement (ES) are minimised, as far as reasonably practicable.

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, 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.

In the Proposed Scheme localised lane diversions at Manor Road and the A525 Bar Hill Road are required to facilitate the construction of the Manor Road overbridge and the A525 Bar Hill overbridge. The localised diversions are expected to be required for approximately three months and traffic management would be required to construct the proposed road tie-ins. The temporary diversions are not predicted to have a significant effect on traffic flows or cause significant delays to road traffic and public transport (including school buses). Emergency service vehicles, when operating under blue light conditions, are able to avoid other road traffic, utilising manoeuvres they currently undertake.

Construction Routes - Alternatives

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 route through Woore is currently considered the most suitable route available.

Alternative – use of site haul routes

Site haul routes situated adjacent to the proposed line of route have been incorporated within the scheme design, where reasonably practicable, in order to reduce HGV movements on public roads.

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.

Where removal from the site by road is necessary, excavated material would be transported by public highway along designated lorry routes, using A roads and motorways where possible and reducing the use of local roads.

Alternative - M6 via Keele services

Access from the M6 via Keele services has been considered by HS2 Ltd. On investigation the connection to Three Mile Lane and access to the line of route resulted in a number of environmental and logistical issues.

Alternative – A road network

The alternative route on the main A road network to the A525 would take construction traffic through Madeley, Keele and Newcastle-under-Lyme. This was discounted due to a range of issues including physical constraints and high number of nearby local residential receptors.



Construction Traffic Volume

The traffic assessment undertaken to date is appropriate for this stage in the development of the project. It represents our expected peaks of construction traffic and is sufficient for assessing the environmental effects of the proposals.

Actual traffic effects will depend on details of design and construction planning which will not be undertaken until after Royal Assent. HS2 Ltd's approach has been to take a reasonable worst-case basis and, therefore, represents a cautious assessment of the likely environmental effects.

As reported in the Phase 2a ES, the peak of the construction activity is predicted to generate daily construction traffic flows of 274 HGVs northbound and southbound along the A51. The duration of this peak is forecast to be for two months. The construction traffic flows are forecast to reduce substantially outside of these two months for the remainder of the construction period. The construction period from site set-up, main civil construction works to rail systems work completion is proposed to last approximately four years.

In the ES it is proposed that the majority of construction HGV movements would be travelling two-way, from the A51 northbound to A525 eastbound (towards Madeley). It is also proposed that there would also be a number of HGV movements along A51 northbound and southbound, which would not turn onto the A525. In the current proposals there would be no construction HGV traffic using the A525 in the direction of Audlem.

Traffic Management

The nominated undertaker will ensure that a Route-wide Traffic Management Plan (RTMP) and Local Traffic Management Plans (LTMP) will be produced in consultation with the highway and traffic authorities and the emergency services.

The RTMP will 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.

The LTMP will include, as appropriate: Site boundaries and the main access/exit points for worksites and compounds; 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 Phase 2a Undertakings and Assurances.

For more information, please refer to HS2 Phase 2a Information Paper E3: Management of traffic during construction.

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 will require all contractors to seek to minimise that any disruption to local communities from construction traffic, and that public vehicle access is maintained, where reasonably practicable.



Traffic Management - Working Hours

The core working hours are 08:00-18:00 weekdays and 08:00-13:00 on Saturdays. An hour for start-up and shut-down of compounds outside of these hours means that worker trips are likely to be travelling outside of AM and PM peaks, as well as during school drop-off and pick-up. The general timing of deliveries is to be set out within the contractor's Local Traffic Management Plans. While there can be lorry movements into and out of construction sites at night, no works can be undertaken without Section 61 consents from the local authority in place. The contractor's Local Traffic Management Plans will include the timing of traffic movements where appropriate.

For more information, please refer to HS2 Phase 2a Information Paper E3: Management of traffic during construction and the High Speed Rail (West Midlands – Crewe) Draft Code of Construction Practice.

Road Safety

HS2 Ltd recognises the community's concerns that the increase in traffic flow may make crossing the A51 and A525 at Woore more difficult. However, the safety of local residents will be a priority consideration in the detailed designs of the modification works. In addition, the RTMP will include measures to provide road safety for pedestrians, motorcyclists, cyclists, equestrians and construction staff during traffic management works. For example, there will be driver training programmes relevant to the specific environment and vehicle safety measures including signage, mirrors, prevention of underrunning (where cyclists can pass up the left-hand side of a HGV into the blind spot) and use of technology to remove blind spots according to vehicle size.

Construction Routes – Air Quality

Actual traffic effects will depend on details of design and construction planning which will not be undertaken until after Royal Assent. HS2 Ltd's approach has been to take a reasonable worst-case basis and, therefore, represents a cautious assessment of the likely environmental effects.

Construction routes were assessed to confirm any likely effects of the change in emissions from vehicles using those roads in 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.

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.

As set out in Section 5, CA4 Report Phase 2a ES, no adverse effects are predicted for air quality during construction of the Proposed Scheme. For more information, please refer to HS2 Phase 2a Information Paper E14: Air quality.

Construction Routes – Noise & Vibration

The predicted effects of noise and vibration from the construction and operation of the Phase 2a scheme at Whitmore Heath to Madeley are reported in Section 13, CA4 Report: Whitmore Heath to Madeley, of the ES. Noise and vibration levels from construction traffic routes have not been



predicted to result in an adverse effect on the properties or residents in Woore. For more information, please refer to HS2 Phase 2a Information Paper, E13: Control of construction noise and vibration.

Whitmore Heath and Madeley Tunnel Extension

The Phase 2a ES includes proposals for two short tunnels at Madeley and Whitmore Heath. These proposals have undergone significant assessment through HS2 Ltd and have been consulted on widely.

HS2 Ltd is aware that some stakeholders have expressed concern regarding the Phase 2a route in the Whitmore Heath to Madeley area and would like the Whitmore Heath and Madeley tunnels extended.

sk The purpose of the ES consultation is to inform the debate in Parliament for Second Reading of the High Speed Rail West Midlands to Crewe Bill. During the passage of the Phase 2a hybrid Bill through Parliament constituents can contact their MP to ensure that their views are represented in the debates on the Bill during the Parliamentary process.

Those directly and specially affected by the Proposed Scheme will have the opportunity to submit a petition against the Bill to Parliament in due course.

Compensation

The Government has put in place a number of property schemes for residential owner-occupiers affected by the Proposed Scheme. This includes a Need to Sell (NTS) Scheme which operates without a defined boundary. Under the NTS Scheme the Government will offer to accept applications to buy properties at their full un-blighted market value from those who have a compelling need to sell but who are unable to do so other than at a substantially reduced price, as a direct result of the announcement of the HS2 route.

For more information, please refer to HS2 Information Paper C5: Generalised blight.

Community engagement

HS2 Ltd work hard to ensure we consult and engage with all communities that are potentially affected by HS2. HS2 Ltd first met with Woore Parish Council on 14 November 2016 and with Shropshire County Council on 28 April 2017. However, local elections in May 2017 and the general election in June 2017 did result in a delay in our ability to discuss proposals further, with election purdah rules preventing us from conversing on the intentions of the Government regarding HS2.

HS2 Ltd's Community Engagement team worked closely with the Parish Council to provide information to the community and answer any concerns. We continued to meet with individual residents following the information events held over the summer, providing a knowledgeable and professional point of contact for the community.

If you have any further questions you can contact us directly via our Helpdesk on or hs2enquiries@hs2.org.uk.