

Your Ref:

Our Ref: 7991sep12\DH\vr MP-17-082

The Rt Hon Owen Paterson MP  
Member of Parliament for North Shropshire  
House of Commons  
London  
SW1A 0AA

12 September 2017

Dear Mr Paterson

**HS2 CONSTRUCTION TRAFFIC THROUGH WOORE VILLAGE, SHROPSHIRE**

KARIN BILLANY, THREE SHIRES, AUDLEM ROAD, WOORE, CREWE CW3 9RJ:

LETTER DATED 14 AUGUST 2017

Mrs CAROL A LOVATT, SUNDORNE, PIPE GATE, MARKET DRAYTON, SHROPSHIRE TF9 4HU:

LETTER DATED 14 AUGUST 2017

DAVID J SHANNON, HOLLY TREES, LONDON ROAD, WOORE, CREWE CW3 9RQ:

LETTER DATED 14 AUGUST 2017

ELIZABETH S STUART, OAK COTTAGE, 27 LONDON ROAD, WOORE, CREWE CW3 9RQ:

LETTER DATED 14 AUGUST 2017

STEPHEN DW STUART, OAK COTTAGE, 27 LONDON ROAD, WOORE, CREWE CW3 9RQ:

LETTER DATED 14 AUGUST 2017

ROY W MARTIN, GORSEY BANK FARM, AUDLEM ROAD, WOORE, CREWE CW3 9RN:

LETTER DATED 16 AUGUST 2017

JEFF WEST, 4 FIELD COTTAGES, AUDLEM ROAD, WOORE, CREWE CW3 9RJ:

LETTER DATED 17 AUGUST 2017

ELIZABETH GARDINER, FIELD COTTAGE, 8 CROSSWAYS, PIPE GATE, MARKET DRAYTON, SHROPSHIRE TF9 4HT:

LETTER DATED 23 AUGUST 2017

Further to your letters dated 14 through 23 August in connection with the above, thank you for raising your Constituents' concerns regarding HS2 construction traffic travelling along the A51 and A525 through Woore. We wish to assure your Constituents that the issues they raise are taken seriously. We understand how HS2 can mean disruption for local people and we strive to be a good neighbour and work closely with affected communities.

The points raised by a number of your Constituents are addressed below

**1 The HS2 construction traffic route**

We wish to reassure you that a number of construction traffic route options were carefully considered before the proposed route through Woore. Major infrastructure projects like HS2 will always be about striking a balance between engineering, cost and environmental impacts. The route through Woore is currently considered the most suitable route available.

*Haul routes*

Where it is reasonably practicable, we create site haul routes adjacent to the proposed line of route 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.

*M6 via Keele services*

Access from the M6 was considered via Keele services. However, on investigation, the connection to Three Mile Lane and access to the line of route resulted in a number of environmental and

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logistical issues that made this option unsuitable. In addition, the access off Keele services would require a significant amount of cost and work to redesign the services to facilitate access and it is not confirmed whether this would be approved by Highways England and the motorway services.

The proposed creation of a new track across farmland via Keele services by a number of residents would lead to us having to purchase a significant amount of land currently unaffected and is not considered a suitable option. The Stoke to Market Drayton railway is currently not in use and it remains a Network Rail asset with the track and rail infrastructure still in-situ. There is the potential that this could be used. However, it would require significant work and the issues of costs, access through Keele services and providing a link to the railway remain.

#### *The A road network*

A number of route options were considered for suitability on the main A road network avoiding more local roads and country lanes. The A51 was identified with its links to the A53 and A500 which provide access to the strategic road network. The alternative route on the main A road network to the A525 via Woore would take construction traffic through Madeley, Keele and Newcastle-under-Lyme. These routes were discounted due to a range of issues including physical constraints and the number and proximity of residential locations and local facilities.

#### 2. **Whitmore Heath and Madeley tunnel extension**

The hybrid Bill 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. We are aware that a number of stakeholders have expressed concern about these proposals and would like to see the tunnels extended.

Following deposit, the Environmental Statement accompanying the Bill is subject to further consultation and those directly and specially affected by the proposals will have the opportunity to submit a petition in due course.

#### 3. **Traffic route and volume**

We confirm that the peak of the construction activity will generate daily construction traffic flows of 274 HGVs northbound and southbound along the A51. The duration of this peak is proposed to be for two months and we assure you that the construction traffic flows will reduce substantially outside of these two months for the remainder of the construction period. The wider construction period from site set-up, main civil construction works to rail systems work completion is approximately four years.

The majority of construction HGV movements will be travelling from the A51 northbound to A525 eastbound (towards Madeley) and the reverse. There will also be a number of HGV movements along A51 northbound and southbound which will not turn onto A525. There will be no construction HGV traffic using the A525 in the direction of Audlem.

The hours of operation are outlined in draft Code of Construction Practice (CoCP) – they 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 school drop-off and pick-up. Abnormal loads or those that require a police escort may be delivered outside of core working hours, subject to the requirements and approval of the relevant authorities.

#### 4. **Traffic management**

We affirm that no significant effects have been identified with regards to traffic congestion or delay at the junction of A51 and A525. The traffic surveys were undertaken in November 2015 and February / March 2016 during school term time. A non-motorised user survey was also undertaken

on A525 Bar Hill in July 2016. Further detail on the findings of the surveys are outlined in the Volume 5 Appendix (TR-001-000) Transport Assessment.

The proposed plans in Woore include modifications to make sure that HGVs and local agricultural traffic can safely use and pass each other along the A51 and A525 route. The junction of the A51 and A525 will be modified and widened 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 – will allow two large vehicles to pass safely. There are currently no modifications planned at the junction of the A51 and A53 at the Swan with two Necks.

At Manor Road and the A525 Bar Hill Road, localised lane diversions will be required to facilitate the construction of the Manor Road overbridge and the A525 Bar Hill overbridge. At both locations, localised diversions are expected to be required for approximately three months and traffic management will be required to facilitate the implementation of the proposed road tie-ins. The temporary diversions will not have a significant effect on traffic flows or cause significant delays for vehicle occupants and public transport (including school buses). Emergency service vehicles, when operating under blue light conditions, are able to circumvent other road traffic utilising manoeuvres they currently undertake. These works are likely to be scheduled as early works to facilitate construction access and are therefore likely to occur in the first quarter of 2021.

Prior to the commencement of the works, the nominated undertaker will make sure that a route-wide traffic management plan (RTMP) will be produced in consultation with the highway and traffic authorities, the emergency services and other relevant key stakeholders. The RTMP will include measures to make sure that the timely maintenance and condition of public roads, cycle ways and Public Right of Ways do not deteriorate due to use by the construction traffic, including monitoring arrangements with local highway authorities.

#### 5. **Health and safety**

We assure you that the health and safety of workers and the public is a priority in everything we do. A full environmental impact assessment (EIA) has been undertaken as part of the hybrid Bill for Phase 2a. The EIA evaluates the likely environmental impacts of the proposed phase of HS2 and associated construction traffic taking into account inter-related socio-economic, cultural and human-health impacts.

##### *Road safety*

We appreciate that the community is concerned that the increase in traffic flow will make crossing the road 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 and use of technology to remove blind spots according to vehicle size.

A Local Traffic Management Plan (LTMP) will also be produced as part of the RTMP. The LTMP will include 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 HGVs 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.

##### *Traffic pollution*

A number of your Constituents raise concerns regarding air pollution. We reassure you that the air quality assessment for this area does not identify significant effects and we have committed to a range of air quality mitigation measures to minimise emission from the construction from HS2 as

much as possible, including from road vehicles. We also wish to confirm that this air quality assessment looks at a worst case scenario. The peak traffic flows between 2020 and 2026 are taken and applied across the whole period therefore, for example, the 2 month peak traffic flow of 274 HGVs (in each direction) was added into the air quality model as being the average for the whole year. The modelling has also not included predict improved emissions from vehicles due to new technology and fleet replacement which is usual practice nationally.

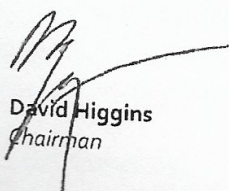
With regard to noise pollution, ground-borne vibrations due to HGV movements on the traffic route are not expected to result in higher levels of groundborne noise or vibration than currently experienced as a result of vehicles operating on these routes. Moreover, the increase in the number of vehicles, and associated traffic noise is not expected to lead to any adverse health effects.

6. **Community engagement**

HS2's legacy will be built just as much on our approach to local concerns and how we work with the communities we are in as on how we build the railway. Our Community Engagement team will continue to meet with individual residents to listen to, learn from and act on their concerns. In addition, we wish to encourage your Constituents to submit their concerns through the consultation through the Gov.uk website. The consultation, where the community can comment on the proposals within the Bill, will take place until 30 September 2017. The consultation is to learn about people's concerns at an early development stage so we can seek to mitigate these.

In the meantime, should your Constituents have any further specific concerns, would you please contact us through our MP hotline on 020 7944 0200 or [MPHotline@hs2.org.uk](mailto:MPHotline@hs2.org.uk). Alternatively, your Constituents can contact us direct via our Helpdesk on 020 7944 4908 or [hs2enquiries@hs2.org.uk](mailto:hs2enquiries@hs2.org.uk).

Yours sincerely



David Higgins  
Chairman