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From: Simon Knight [<mailto:Simon.Knight@hs2.org.uk>]

Sent: 25 April 2018 10:51

To: PATERSON, Owen <[owen.paterson.mp@parliament.uk](mailto:owen.paterson.mp@parliament.uk)>

Cc: Martin Wells <[martin.wells@hs2.org.uk](mailto:martin.wells@hs2.org.uk)>

Subject: HS2 Phase 2A - Whitmore Heath to Madeley tunnel: Woore

Dear Mr Paterson

Forgive this email out of the blue, but Lizzie Smith passed on your request for an update on the Whitmore Heath to Madeley tunnel, and in particular whether, if the tunnel were to get the green light, it would reduce the number of HGVs that would be routed through Woore during construction.

As far as the tunnel is concerned, as you know, the Secretary of State asked us to give further consideration to the tunnel and further work has been undertaken to understand the potential advantages of a single tunnel option (a 6.4km long twin bored tunnel with porous portals, two shafts at minimum safe depth below the tracks of the West Coast Main Line railway) compared to the two short tunnels in the Bill scheme. The results of that work are set out in a report we published on 15 March, a copy of which can be found at <https://www.gov.uk/government/publications/hs2-phase-2a-select-committee-in-principle-case-whitmore-heath-to-madeley-tunnel> <<https://www.gov.uk/government/publications/hs2-phase-2a-select-committee-in-principle-case-whitmore-heath-to-madeley-tunnel>> . You will see that the report explains that overall there are environmental and engineering benefits of the single tunnel option compared to the existing scheme in the Bill, although these would come at a considerable increase in the cost of the Phase 2A project.

The House of Commons Select Committee considering petitions against the Phase 2A Bill heard the in principle case for the tunnel, led by Staffordshire County Council and the other lead local authorities, earlier this week. Those sessions can be viewed on Parliament TV and the transcripts will be published on the Select Committee website at <https://www.parliament.uk/business/committees/committees-a-z/commons-select/high-speed-rail-west-midlands-crewe-bill-select-committee-commons/> <<https://www.parliament.uk/business/committees/committees-a-z/commons-select/high-speed-rail-west-midlands-crewe-bill-select-committee-commons/>> .

The next step would be for the Select Committee to announce their decision, having heard the in principle case from both petitioners and the Promoter. The timing of that decision is a matter for the Select Committee, not us.

Were the Select Committee to require the Promoter to bring forward an amendment to the Bill for the tunnel, it would require what is called an Additional Provision to the Bill (see the Information Paper on APs at <https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/689668/B11_Additional_Provisions_v1.0.pdf> <<https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/689668/B11_Additional_Provisions_v1.0.pdf>> ). That AP would take some time to produce - at least six months or so - as an AP is essentially a mini-Bill, with a further Environmental Statement (ES) setting out the likely significant environmental impacts of the tunnel. As part of producing the AP a further environmental impact assessment would be carried out, including a transport assessment of the associated HGV construction routes and volumes. Only once that work has been completed would we be able to say what the likely impacts on Woore as a result of the tunnel would be. At this early stage then we cannot say exactly what the impact of construction traffic on Woore would be if the longer tunnel were to be adopted. However, while there would likely be a reduction in peak numbers of HGVs compared to those quoted in the original ES, it would likely still be necessary for construction traffic to use the A roads through the village.

I hope that this update is of use. If there is anything else I can help you with, please do not hesitate to contact me.

Simon

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