

HS2

Cycling UK

HS2-HOL-032

Principles of Cycle Proofing

Cycling is taken into account at all stages during the design and construction of HS2.

The generally used definition of cycle proofing is that developed by the Cycle Proofing Working Group:

- 'a process which over time ensures that the built environment generally, and roads specifically, are seen to be safe, convenient and pleasant for cycle use by people of all ages and abilities'.

Cycling UK House of Commons petition

Cycling UK petitioned the Bill in the House of Commons. They were offered:

- An assurance that the nominated undertaker would engage with the Cycle Proofing Working Group.
- An assurance that the nominated undertaker would have due regard to the principles of the relevant up-to-date cycling standards and guidance.
- Assurances on a range of site-specific issues.

Assurance - Cycle Proofing Working Group

On 16 July 2018, Cycling UK were offered the following assurance:

- “The Secretary of State shall require the nominated undertaker to engage with Cycle Proofing Working Group during the detailed design stage of the Proposed Scheme. Such engagement will include, but not be limited to consideration of:
 - the potential to provide cycling access along the broad corridor of the route of the Proposed Scheme
 - the potential for cycle proofing of highways to be constructed or altered as part of the Proposed Scheme, particularly with regards to surfacing and gradients”

The Cycle Proofing Working Group (CPWG) has now been disbanded, and replaced by the Cycling & Walking Infrastructure Group (CWIG), of which Cycling UK are a member.

For the purposes of assurances offered to the petitioner, the CWIG will be seen as a successor of the CPWG, and assurances made regarding the CPWG will still apply. HS2 Ltd are a member of CWIG and attend as and when appropriate to discuss issues relating the scheme.

Cycling UK's current requests

In their House of Lords petition, Cycling UK asks:

- For HS2 Ltd's cycling guidance to accord with either Highway England's Interim Advice Note 195/16, or the Department for Transport's forthcoming cycling guidance.
- For this design guidance to be applied consistently in planning and designing both temporary and permanent new highway infrastructure.
- For site-specific changes at Yarnfield Lane and the A51/A34 Junction at Stone (though it is understood that Cycling UK are no longer pursuing changes at the A51/A34 junction).

Highways Authorities' approvals for HS2 construction

The requirements of Schedule 4, Part 3 of the Bill require that the plans for works will be approved by the local highway authority, such approval not to be unreasonably withheld. The highway authority may be a local authority, or, in the case of the Strategic Road Network, Highways England.

In the High Speed Rail (West Midlands – Crewe) Bill, Part 3 of Schedule 4 states that:

- “Where under this Act the nominated undertaker—
 - (a) constructs a new highway, or
 - (b) alters a highway, otherwise than by carrying out street works within the meaning of Part 3 of the New Roads and Street Works Act 1991,
- the construction or alteration must be completed to the reasonable satisfaction of the highway authority.”

Provision for cyclists within the proposed design falls within the scope of these statutory arrangements.

Highways England design standards and guidance

CD 195 Designing for Cycle Traffic (formerly known as Interim Advice Note 195/16) sets standards for provision of cycling infrastructure on the Strategic Road Network, and HS2 Ltd follows the standards laid out in CD 195 when altering the Strategic Road Network.

These standards are mandatory on the Strategic Road Network, i.e. motorways and trunk roads maintained by Highways England, and provide guidance for works on local roads.

CD 195 takes into account volume and speed of traffic when determining the appropriate level of cycling provision on each part of the Strategic Road Network.

On all other roads crossed by HS2, provision of cycling infrastructure is determined on a case by case basis, taking account of national standards and guidance, and in consultation with the local Highway Authority.

Department for Transport design guidance

HS2 standards and guidance are consistent with DfT's Local Transport Note 2/08 *Cycle Infrastructure Design*.

As referenced in Cycling UK's petition, the Government intends to publish the updated version of the Department for Transport's cycle infrastructure design guidance in the summer.

HS2 standards and guidance will be updated following the publication of any relevant DfT cycling guidance.

Compliance with HS2 technical standards

HS2 technical standards specify parameters for the design of the proposed scheme. Designers and contractors are instructed by HS2 to comply with relevant highways standards.

For example, works affecting a road will use the HS2 Roads technical standard, and works affecting a bridleway would need to comply with the HS2 Public Rights of Way standard.

HS2 highways standards and guidance make reference to existing established national standards and guidance such as CD 195 and LTN 2/08. HS2 Ltd revises its own highway standards and guidance to reflect updates to those national standards and guidance when they arise.

Information Paper E5

“7.1. During the construction phase, meeting the needs for cyclists and other vulnerable road users will be a key consideration when plans are prepared for road closures or other works in the highway that could disrupt existing routes.

7.2. Appropriate provision for cyclists is a key consideration in HS2’s environmental design aims and the design criteria for roads and public rights of way crossed by the Proposed Scheme.

7.3. The design of cycling infrastructure will be informed by relevant advice and guidance published by the Department for Transport (DfT) and Highways England. Due regard will also be given to the applicable aspects of other reference documents, including the Welsh Government's Active Travel Design Guidance in relation to rural roads, Transport for London's London Cycling Design Standards in relation to urban roads, and other relevant standards or guidance (or successor documents of similar scope) as appropriate.”

HS2 Ltd design guidance

HS2 Ltd produces and shares guidance documents, to raise awareness of good practice in design, and to improve the quality of design activity undertaken by its designers and contractors.

Guidance helps to fill gaps in areas of design not always covered by standards, and can help with user or site specific decision making. Compliance with guidance is not a requirement of the design process.

The Promoter offered to consult with Cycling UK by sharing, for comment, the current version of so much of HS2 Ltd's internal guidance for the provision of highways as specifically addresses the design of highways for the use of cyclists. The current version of an HS2 Ltd Cycling guidance document was shared with the petitioner on 25 February 2020.

Yarnfield Lane

The petition stated:

- “We particularly seek an assurance that safe cycling provision should be made, in accordance with the above design guidance, as part of the works to Yarnfield Lane in Staffordshire – liaising as required with Highways England in relation to the crossing of the M6.”

Design of Yarnfield Lane works

As noted above, the requirements of Schedule 4, Part 3 of the Bill require that the plans for works on Yarnfield Lane will be approved by Staffordshire County Council, such approval not to be unreasonably withheld.

Furthermore, there will be a requirement on completion of the works for certification by Staffordshire County Council, which has the power for good reason to withhold its approval of the works.

In addition, as per Schedule 32, Part 1 of the Bill, plans for the Yarnfield Lane M6 overbridge will require the approval of Highways England, the relevant highway authority in the case of works over the M6:

- “Before commencing the construction of, or the carrying out of any work in connection with, the bridge which involves interference with a highway, the nominated undertaker must submit to the highway authority for its approval plans, drawings and particulars (in this paragraph referred to as “plans”) relating to the work, and the bridge must not be constructed and the works must not be carried out except in accordance with the plans submitted to, and approved by, the highway authority.”

Yarnfield Lane overbridge and underbridge

The Promoter's response to the Second Special Report of the House of Commons (November 2018) stated that:

- "114. Subject to the approval of the detailed design by the highway authority, Yarnfield Lane overbridge will be widened to ensure the safety of all users. At detailed design HS2 Ltd will work with the highway authority to determine appropriate lane widths for road users to cross the Yarnfield Lane overbridge and the Bill includes the powers required to change the width of the bridge to accommodate the required lane widths."

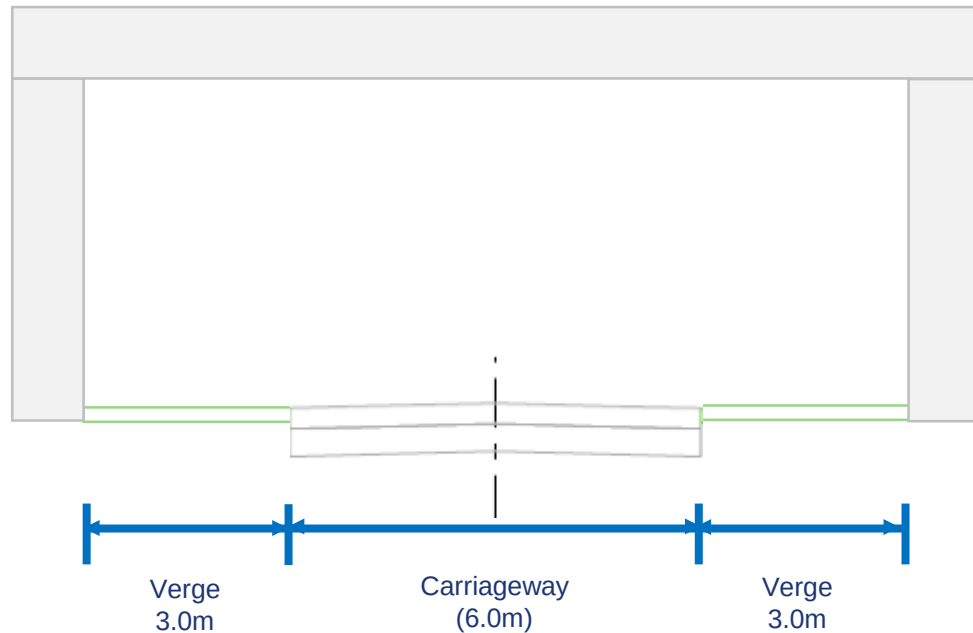
In March 2019, Staffordshire County Council's response to the AP2 consultation noted that:

- "The County Council currently has no plans to improve cycle facilities along Yarnfield Lane. However, the bridge must be designed in such a way that it doesn't preclude the provision of a facility across it in the future. The bridge must therefore have enough width on one or both sides to provide a 3m footway/cycleway, plus additional clearance for any other required infrastructure, such as safety barriers."

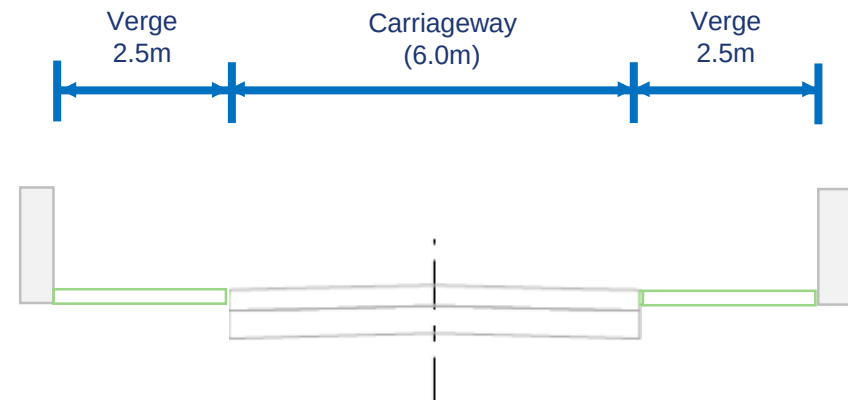
The sections on the next slide show that, as requested, sufficient space exists for a cycle facility to be incorporated into the bridge structures crossing Yarnfield Lane within the powers of the Bill.

Yarnfield Lane overbridge and underbridge AP2 design

AP2 Yarnfield Lane IMB-R Underbridge Design



AP2 Yarnfield Lane M6 Overbridge Design



The width of the overbridge and underbridge as stated in the AP2 design would not preclude provision of a cycling facility on Yarnfield Lane. Provision for cyclists and pedestrians will be finalised as part of detailed design, which requires approval by the relevant highway authority.

Assurances - Yarnfield Lane

The petitioners were offered the following assurance on 21 October 2019:

- “1. The Promoter will undertake further traffic surveys at Yarnfield Lane to cover the following matters:
 - a. traffic volume counts by vehicle classification; and
 - b. speed surveys.
- 2. The Promoter will require the Nominated Undertaker to engage with the local highway and traffic authorities in relation to the speed limit on Yarnfield Lane during the Authorised Works, noting that any decision to modify the speed limit on this road is a matter for the local Traffic Authority and any provision of physical infrastructure would depend on the consent of the local Highway Authority and their adoption under highway powers.”

Yarnfield Lane construction schedule

The Petition Assurance Letter sent to the petitioners on 21 October 2019 stated:

- “Additional Provision 2 to the Bill in the House of Commons introduced significant changes to proposed highway works in the Stone and Yarnfield area.
- The changes, such as earlier introduction of slip roads for construction traffic access to the M6 motorway, have the effect of altering the phasing of the works, and reducing the expected peak in HGV movements on Yarnfield Lane. This in turn will reduce safety risks associated with cyclists and HGVs sharing the same road-space. For the revised traffic flows, the forecast peak in HGV movements is associated with early works required for set up of construction compounds and the implementation of the new M6 slip roads for the HS2 construction traffic.
- Following this initial phase of construction, the revised traffic flows then assume a segregation of construction traffic flows between the old Yarnfield Lane (which is retained as a temporary internal site haul road) and the realigned Yarnfield Lane, which would be available for public traffic including cyclists.”

Assurances on Yarnfield Lane construction schedule

Staffordshire County Council were offered the following assurance on 8 May 2018:

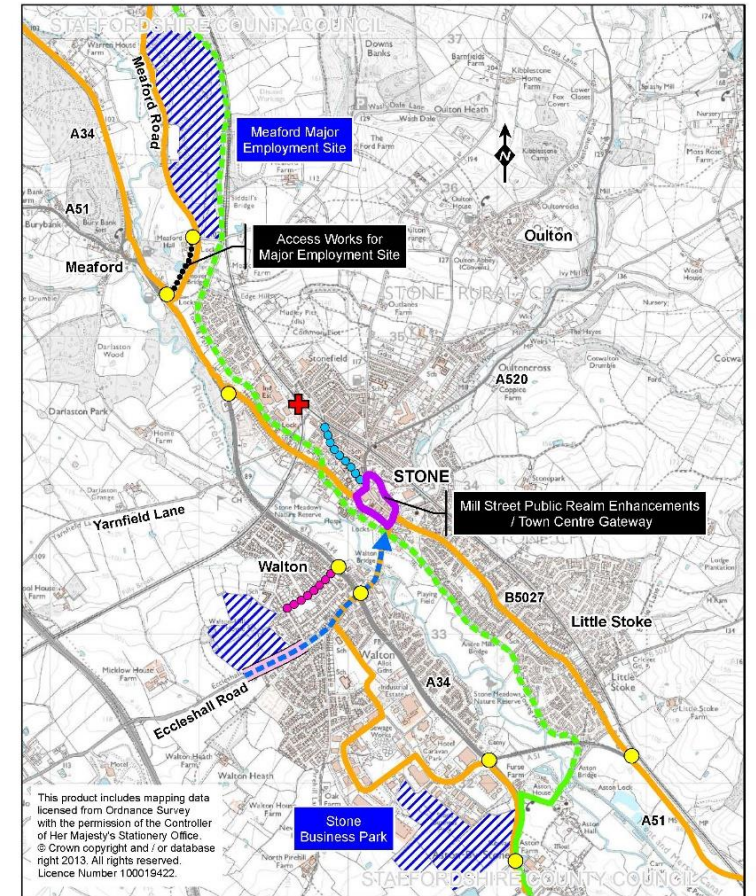
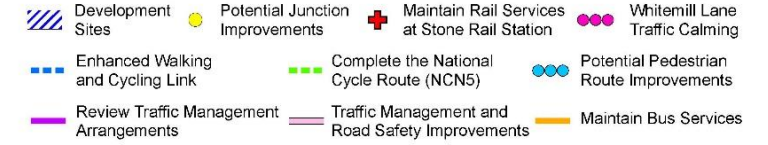
- “a) The Promoter will (subject to any necessary consents or approvals being in place) require the nominated undertaker to use reasonable endeavours to complete the construction and commissioning of the M6 Slip Roads as soon as reasonably practicable in the main civil engineering works construction programme for the Proposed Scheme.
- (b) The Promoter will (subject to any necessary consents or approvals being in place) require the nominated undertaker to ensure that, upon the opening of the completed M6 Slip Roads to HS2 construction traffic, it will use reasonable endeavours to maximise the use of the M6 Slip Roads by HS2 Large Goods Vehicle construction traffic, so far as reasonably practicable, for access to and egress from the Stone railhead main compound so as to reduce so far as reasonably practicable the use of Yarnfield Lane by HS2 Large Goods Vehicle construction traffic accessing the Stone railhead main compound.”

Stone Local Transport Package

It is noted that while there are planned proposals for enhanced walking and cycling link along Eccleshall Road in the Stone Local Transport Package, there are no known proposals for cycle provisions for Yarnfield Lane.

Appendix 2

Figure 5 : Stone Local Transport Package



A34 Stafford Road/A51 Stone Bypass junction

The petition stated:

- “We seek an assurance [for...] a safe redesign (again in accordance with the above design guidance particularly) of the junction of the A51 and A34 at Stone, Staffordshire.

A34 Stafford Road/A51 Stone Bypass junction

Existing junction has an uncontrolled crossing on the A51 Stone Bypass arm.

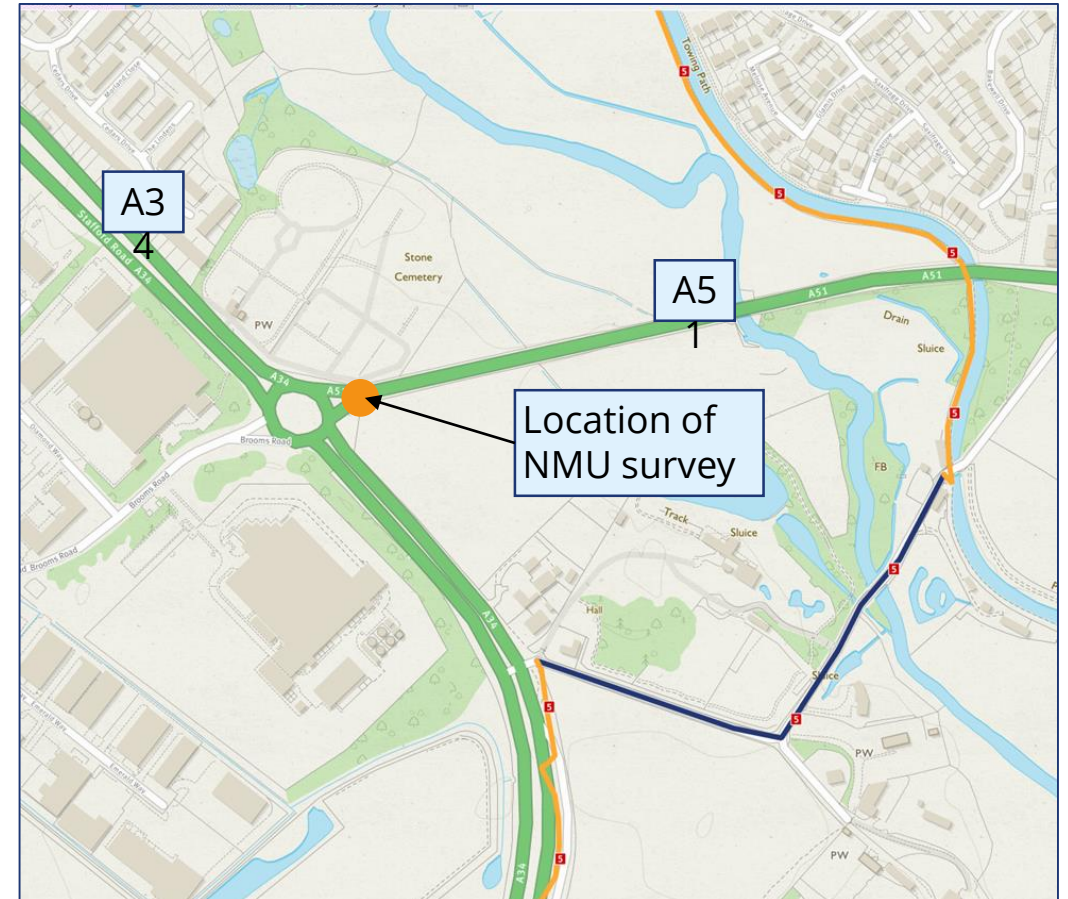
NMU survey undertaken at this crossing on Tuesday 1st March 2016 during peak periods 07:00-10:00 and 16:00-19:00 showed no NMU usage. Weather conditions on day; morning rain, dry afternoon/ evening.

NMU survey undertaken at this crossing in August 2019, between 07:00 and 19:00 hours in good dry weather conditions showed:

- Saturday 03/08/19 - 13 cyclists cross the A51
- Sunday 04/08/19- 24 cyclists cross the A51

Highway connections to the A51 crossing are a dual carriageway on the A34 with speed limits up to 60 mph and typical 2016 AADT of 20,000 vehicles. On the A51 the speed limit is also 60 mph and the typical 2016 AADT is 17,000 vehicles. Neither is desirable for cyclists.

Note existing NCN 5 on A34 (see figure) is off road and is shared cycle/foot path



Map source: Sustrans.org.uk

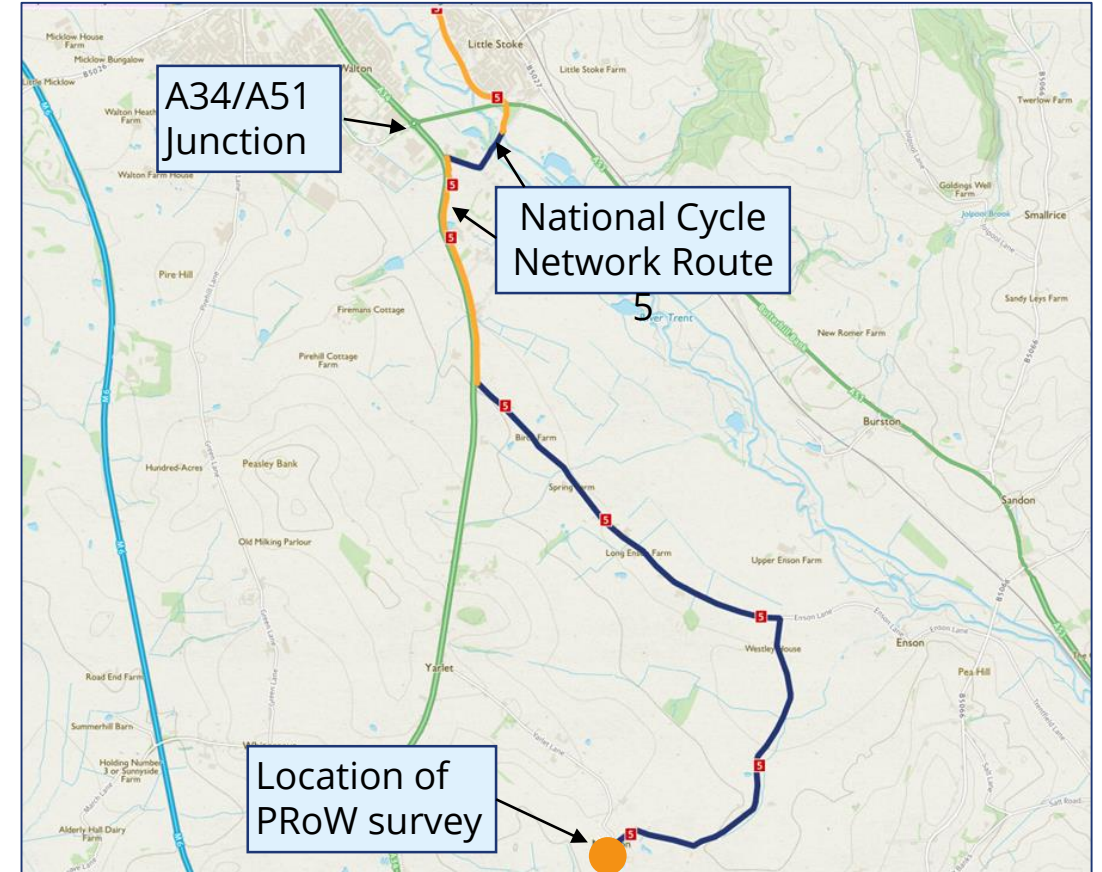
National Cycle Network 5 route

There is an existing grade separated crossing of the A51 Stone Bypass. National Cycle Network (NCN) 5 underbridges the A51 Stone Bypass via the Trent & Mersey Canal towpath.

NCN 5 from Aston Bridge south of the A51 to the A52 in Stoke is off road and follows the Trent and Mersey canal towpath. In Stoke NCN 5 connects to NCN 555 & 550 which also make use of the towpaths alongside the canal network.

PRoW survey undertaken on NCN 5 at Marston observed 56 cyclists using the route on Thursday 23 June 2016 between 07:00 and 19:00 hours. Weather conditions on day of survey were dry.

NCN 5 provides a direct route, off road, into Stone from Aston Bridge Road.



Map source: Sustrans.org.uk

Stafford Borough Integrated Transport Strategy 2013 – 2031

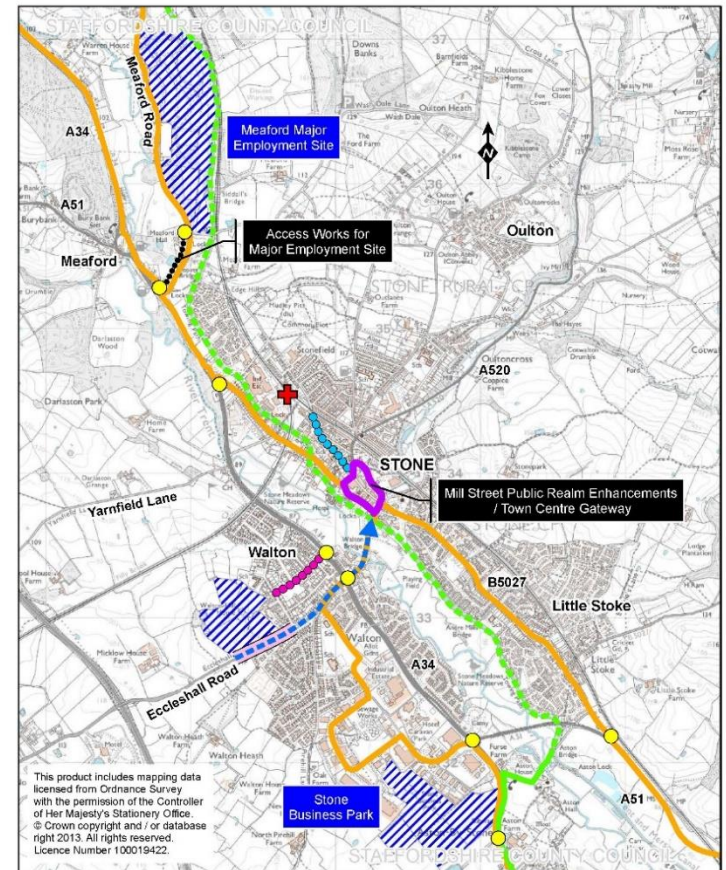
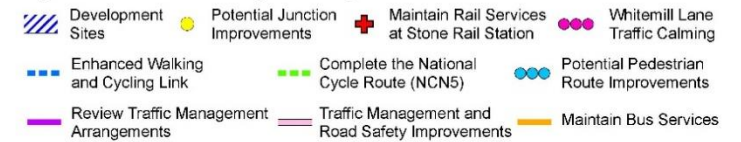
The transport strategy refers to improvements to the existing NCN5.

The strategy also refers to enhancements to east west link that connect to NCN 5 via Eccleshall Road.

The transport strategy does not reference cycling improvements at the A34/A51 junction or along the highway connections to this junction.

Appendix 2

Figure 5 : Stone Local Transport Package



HS2

Guidance Note – HS2 Approach to Cycling Provision

- 3.1.3 During the design of all infrastructure associated with the HS2 programme, HS2 Ltd and its contractors will engage with all key stakeholders to solicit their views on the proposed schemes. Key stakeholders include the local highway authorities, parish councils, national and local cycling groups, the Department for Transport (DfT) and others.
- 3.1.4 These early engagements will assist contractors in identifying suitable opportunities and design solutions that are relevant to the area being considered. Designers should also gather relevant data to enable them to make informed decisions on the level of provision required. This data may include digital maps, pedestrian/cyclists counts and patterns of usage within the areas under consideration.
- 3.1.5 Any existing and/or proposed cycling schemes in the area should be reviewed and any possible opportunities discussed with the local highway authority as part of the option assessment process.
- 3.1.6 Through incorporating good design principles HS2 Ltd and its contractors achieve the government's Cycling and Walking Investment Strategy by:
- Helping to ensure better connected communities through appropriate cycling provision along the route of the high-speed railway line;
 - Designing cycle infrastructure for users of all abilities and ages so they can choose to walk or cycle with ease
 - Local authorities or communities making use of the HS2 Road Safety Fund for further improvements in rural areas along the line of the HS2 route – for instance, to support traffic calming, safer junctions or better pedestrian crossings all of which will benefit cyclists and walkers
- 3.1.7 The Development Agreement signed by the Secretary of State for Transport and HS2 Ltd also requires that all new stations and rolling stock will have appropriate provision of cycle facilities.

4 Cycle Design Principles

- 4.1.1 The Design Manual for Roads and Bridge (DRMB) document CD 195 'Designing for Cycle Traffic' (see sub-section 6.7) sets out (in Table E/1.1.1) five key design principles which should be followed when implementing cycle infrastructure and potential schemes should be assessed as set out in Table 3.

Table 3 – Key design principles

Principle	Description	Typical Measures
Coherence	- Infrastructure should be legible, intuitive, consistent, joined-up and inclusive. - It should be usable and understandable by all users. - The infrastructure through design, should not put cyclists in unexpected or confusing locations away from the carriageway.	- Continuity of suitable provision along the route, ensure safe and direct access through busy junctions including priority at side roads. - Routes through areas inaccessible to motor traffic. Consider off road cycle route where limited space on carriageway could cause conflict between users. - Routes must be recognisable – ideally which the user can follow intuitively, without dependence on frequent signing. Contractors should seek to follow a consistent standard to ensure this.
Directness	- Routes must be logical and continuous, without unnecessary obstacles. - Cycle infrastructure should seek to avoid the need to give way at side roads, cyclists will often cycle on carriageway rather than take disjointed ‘stop start’ off carriageway facilities.	- Where reasonably practicable cyclists being able to maintain an appropriate speed, clear from obstacles such as barriers and pinch points at junctions, tunnels etc. - Designers should seek to minimise delays at junctions and crossings, this includes priority through raised tables at junctions and clear signage. - Where reasonably practicable cycle routes should be direct. Designers should not design routes which are seen as a detour (this may include a trade-off between distance and gradients).
Safety	- Good infrastructure should help to make cycling safer and seek to address negative perceptions about safety, particularly when passing through busy junctions. - High quality cycle infrastructure should ensure that cyclists do not come into conflict with motorised vehicles.	- Designers should consider the impact of reduced traffic speed and volume, particularly when the proposed HS2 cycle route (or scheme) is located in close proximity to motor vehicles. - Reallocation of road space to cyclists should be considered as part of highway scheme design. Contractors should consider road space for cyclists as a key element of any design. - Safe provision at crossings and junctions. - Adequate widths, forward visibility and turning will be key to any cycle. infrastructure provided as part of HS2. - Depending on location and existing conditions provision of lighting should be considered during the design.
Comfort	Riding surfaces for cycling, and transitions from one section of route to another should be smooth, well-constructed and regularly maintained to ensure a high-quality surface is present throughout the year.	- Where dropped kerbs are specified, they should be flush with the finished road level. - Dedicated cycleways should ideally have smooth surface along the entirety of the route. However, for mixed use cycleways the designers should consider surfacing types. - Adequate turning radii. - Attention to detail – ensure cycle design considers the needs of all cyclists.

Principle	Description	Typical Measures
Attractiveness	- Infrastructure should not be poorly designed adding unnecessarily to street clutter. Obstacles within cycle infrastructure should be avoided. - Well-designed cycling infrastructure should enhance the urban realm. Cycle infrastructure should seek to present priority to vulnerable road users.	- A pleasant environment for cyclists exposed to their surroundings. Reduce interaction with motorised vehicles where reasonably practicable. Measures to consider including segregated infrastructure, providing works are within Act limits. - Designers should consider the use of green space / trees along any cycle route/scheme. - Maintenance programme in place to ensure infrastructure is maintained to a high quality.

5 Identifying Scope for Cycling Provision

- 5.1.1 The requirement for providing cycling facilities will, in most cases, be defined in the scope of the works under consideration.
- 5.1.2 Where the proposed works involve replacing or diverting an existing road or other route with cycling facilities already provided, the designers will aim to replicate this in the new or diverted route (see 2.1.3).
- 5.1.3 Where the proposed works involve replacing or diverting an existing road or route with no cycling facilities currently provided, designers will generally make no specific provision for cycleways unless there is a demonstrable need.
- 5.1.4 However, where there is an opportunity to provide new cycleways or off-road cycle routes to connect with existing routes (or new routes with a realistic prospect of being delivered by others) within the surrounding areas, designers should discuss these opportunities with key stakeholders, especially the relevant highway authority, at the earliest opportunity. For example, some of the contractor's haul roads and temporary accesses to construction compounds or other temporary routes could be retained to provide the basis for new cycle tracks or bridleways at the end of the construction period.
- 5.1.5 Any cycling facilities so provided should be capable of being provided within Act limits or within the existing highway boundary for temporary works beyond Act limits. In most cases, the additional provision may need to be funded by third parties, such as the highway authority, or through the HS2 Road Safety Fund (see 3.1.6).

- 5.1.6 Additional opportunities may also be identified for works that could be constructed outside of Act limits, and these should be discussed with the relevant highway authority at the earliest practical stage in the design process. Any additional planning permission or land requirements shall be arranged by the body promoting the scheme and the highway authority also needs to accept future maintenance responsibility.

6 Key Cycling Design Guidance

6.1 Overview

- 6.1.1 The HS2 'Technical Standard – Roads' (HS2-HS2-HW-STD-000-000001) makes reference to a number of standards and guidance on the design of cycle infrastructure. This section provides details of some of the key cycleway design documents.

NOTE – There are recurring themes in some of these design guides, so designers should choose the most appropriate guidance depending on the location and context of their particular scheme.

6.2 Local Transport Note 2/08 'Cycle Infrastructure Design'

- 6.2.1 Local Transport Note (LTN) 2/08 'Cycle Infrastructure Design' collated and updated guidance previously available in a number of documents published by the Department for Transport.
- 6.2.2 The underpinning principle of LTN 2/08 is that measures for cyclists should offer positive provision that reduces delay or diversion and improves safety. Cycle provision should follow this principle, ensuring new cycle infrastructure meets safety standards.
- 6.2.3 Table 4 presents the preferred type of cycle infrastructure and HS2 considerations for a range of factors cited in LTN 2/08.

Table 4 – Preferred Cycle Infrastructure

Factor	Cycle Infrastructure Preferred	HS2 Considerations
High traffic volume/speed routes	Off road is generally preferred.	For HS2 cycle infrastructure, designers will need to consider whether there is sufficient scope/space for off road infrastructure to be implemented. All works should be within Act limits.
Large number of side road junctions or property accesses along route	Makes on road more attractive as it reduces the potential for conflict at these locations.	Designers to review Chapter 9 (Junctions) and Chapter 10 (Cycle Track Crossings) of LTN 2/08.

Factor	Cycle Infrastructure Preferred	HS2 Considerations
Busy pedestrian traffic along the route	On-road provision is preferred when high levels of pedestrians are present, as it reduces the potential for conflict.	Designers should consider the needs of pedestrians from initial concept designs. Refer to Chapter 7 (Cycle Lane) and Chapter 8 (off road cycle routes).
High levels of on-street parking	High levels of HGV traffic and on-street parking make on-road cycle infrastructure less appealing. Consider the benefits and constraints of off-road infrastructure.	Designers will need to consider the volume of HGVs as part of the design process. Cycle Infrastructure should seek to ensure that conflict risks between HGVs and cyclists is minimised. Measures to reduce on-street parking should be considered where cycle lanes are used. A road safety audit may be required to assess risk to cyclists.
High levels of Heavy Goods Vehicles (HGVs)		

6.2.4 When designing improvements or implementing new cycle infrastructure, the hierarchy of provision presented in Figure 1 (from LTN 2/08) offers useful guidance on the steps to be considered when identifying the appropriate intervention. This hierarchy is not meant to be rigidly applied, and solutions in the upper tiers of the hierarchy will not always be viable in every case. Designers are encouraged to consider all levels of provision in the hierarchy presented in Figure 1 and should outline their justification for the preferred intervention in the highway design report.

Consider first  Consider last	Traffic volume reduction
	Traffic speed reduction
	Junction treatment, hazard site treatment, traffic management
	Reallocation of carriageway space
	Cycle tracks away from roads
	Conversion of footways/footpaths to shared use for pedestrians and cyclists

Figure 1 – Hierarchy of provision

NOTE – It is expected that a replacement for LTN 2/08 will be published in the near future. HS2 Ltd will review this new document to assess the impact of any changes on the requirements or guidance applicable to HS2 cycle interfaces.

6.3 London Cycle Design Standards (LCDS)

- 6.3.1 The London Cycle Design Standards (LCDS) set out requirements and advice for cycle network planning and for the design of dedicated cycle infrastructure, cycle-friendly streets and cycle parking. Whilst the guidance applies only to London, the standards set showcase leading best practice in cycling infrastructure within an urban setting. Therefore, the LCDS provides a wealth of information which can be applied by designers.
- 6.3.2 Those planning and delivering cycling infrastructure are encouraged through the LCDS to be bolder, to commit to making better, more attractive streets and spaces for cycling. The LCDS outlines opportunities for planners and designers to experiment with various temporary measures where necessary to prove that change is achievable. The overall aim of the LCDS is to plan and deliver a network for cycling that meets with aspirations for infrastructure that is safe, comfortable, direct, coherent, attractive and adaptable.
- 6.3.3 The LCDS outlines 20 guiding principles which help to deliver a high-quality cycle network. Some of the guiding principles which designers should review as part of their designs are outlined below:
- Cyclists must be treated as vehicles, not pedestrians
 - Cyclists need space separated from volumes of motor traffic
 - Where full segregation is not possible, semi-segregation or lower traffic speeds might be the answer
 - Routes must flow and be clearly understood by all users
- 6.3.4 Where appropriate, designers should cycle on sections of roads affected by HS2 works to experience them from a cyclist's perspective.

6.4 Manual for Streets and Manual for Streets 2

- 6.4.1 The Manual for Streets (MfS) was developed with the aim of transforming the quality of streets across the country. This requires a fundamental culture change in the way streets are designed and adopted, including a more collaborative approach between the design professions and other stakeholders. MfS is used predominantly for the design, construction, adoption and maintenance of new residential streets, but it is also applicable to existing residential streets subject to re-design.

Roger Geffen
Cycling UK
Parklands
Railton Road
Guildford
Surrey
GU2 9JX

16 July 2018

Dear Mr Geffen

**HIGH SPEED RAIL (WEST MIDLANDS – CREWE) BILL – HOUSE OF COMMONS SELECT COMMITTEE:
PETITION HS2-P2A-000103 – CYCLING UK**

I am writing to you in my capacity as the Director of Hybrid Bill Delivery at HS2 Ltd, which is acting on behalf of the Promoter of the High Speed Rail (West Midlands-Crewe) Bill ('the Bill') currently before Parliament. I understand that you have a number of concerns about the impact of Phase 2A of HS2 (known as 'the Proposed Scheme') and have submitted a petition on that basis against the Bill in the House of Commons.

The nominated undertaker will continue to take cycling provision into account in the detailed design of the Proposed Scheme, and will engage with Cycling UK and other representative bodies as part of this. In particular, during the detailed design of the Proposed Scheme, further consideration will be given to the surfacing and gradients of known cycling routes.

I understand that you have been in constructive dialogue with my team over a number of weeks with a view to trying to resolve your key concerns. Further to those discussions I am now writing to you, on behalf of the Secretary of State for Transport, to offer you a number of assurances:

"In these assurances:

"Additional Provision" means an amendment to the Bill, and any requisite supplementary environmental information, which confers on the Secretary of State additional land and/or works powers;

"the Bill" means the High Speed Rail (West Midlands – Crewe) Bill as deposited in the House of Commons on 17 July 2017;

"Cycle Proofing Working Group" means a body that advises the Department for Transport, public bodies, government departments and devolved agencies on cycle proofing policy in accordance with its terms of reference dated March 2015 (as amended from time to time);

"Cyclists at Roadworks" means Chapter 2 of "Temporary Traffic Management Handbook - Guidance for Temporary Traffic Management & Highway Works on the Transport for London Road Network" issued by Transport for London (TfL) in February 2018 as amended from time to time;

"Environmental Statement" means the environmental statement prepared for the Proposed Scheme and deposited at Parliament with the Bill;

"nominated undertaker" refers to the body or bodies appointed by the Secretary of State to exercise the powers conferred by the Bill to construct and maintain the Proposed Scheme. The nominated undertaker may be HS2 Ltd, or it may be another body or bodies appointed to oversee the construction and operation of the Proposed Scheme;

"Proposed Scheme" means Phase 2a of HS2 as defined further in the Bill;

"Secretary of State" means the Secretary of State for Transport;

"works" means the construction within Bill limits of accommodation works, landscaping and other mitigation works, drainage works and the construction of balancing ponds, embankments, bunds and made-up ground required for Phase 2A purposes.

1. *Engagement with Cycle Proofing Working Group*

The Secretary of State shall require the nominated undertaker to:

- a. engage with Cycle Proofing Working Group during the detailed design stage of the Proposed Scheme. Such engagement will include, but not be limited to consideration of :
 - the potential to provide cycling access along the broad corridor of the route of the Proposed Scheme
 - the potential for cycle proofing of highways to be constructed or altered as part of the Proposed Scheme, particularly with regards to surfacing and gradients

2. *Cycling Standards and Guidance*

The Secretary of State shall require the nominated undertaker to:

- a. have due regard to the principles of the relevant up-to-date cycling standards and guidance
- b. use reasonable endeavours to design and implement temporary traffic management arrangements in accordance with the standards set out in the HS2 Phase 1/2a Route-wide Traffic Management Plan, which includes consideration of "Cyclists at Roadworks"

3. *Footpath Swynnerton 27 Replacement Sheet No 1-41*

The Secretary of State shall require the nominated undertaker to construct that part of Work No. 72 shown coloured purple on plan 1 attached to this assurance to a standard that would enable it to be used as a bridleway in the future if required.

For the avoidance of doubt:

- a. the nominated undertaker shall not be responsible for any consents required to re-designate the footpath along the access road or any part of it as a bridleway;
- b. nothing in this assurance shall require the nominated undertaker to alter the existing bridge over the M6 motorway (including its parapets).

4. *Footpath Tixall 0.1630 (b) Replacement Sheet No 1-28*

The Secretary of State shall require the nominated undertaker to

- a. construct that part of Work No. 49 shown coloured purple on plan 2 attached to this assurance to a standard that would enable it to be used as a bridleway if required in the future; and
- b. reduce the gradient along the route between points P3, Work No 49A, P1, Work No 49 (part) and point P2 shown on plan 2 to a gradient of 5% or less.

For the avoidance of doubt, the nominated undertaker shall not be responsible for any consents required to change the designation of the footpath constructed to a bridleway standard in the above assurance as a bridleway.

5. *Bridleway over Work No. 53 in Hopton and Coton - Replacement Sheet No 1-31*

Subject to a successful promotion of an Additional Provision, the Secretary of State shall require the nominated undertaker to construct a new bridleway and bridleway bridge along the route between points P6, P7, Work No. 53 and point P8 shown coloured purple on plan 3 attached to this assurance.

The above assurances are subject to the following conditions:

- a. where relevant, approvals of the planning authority under Schedule 17 to the Bill;
- b. that none of the works associated with the above assurances
 - result in creating any new or different environmental effects than those reported in the Environmental Statement; or any supplementary environmental statement
 - prejudice the safe, timely and economic delivery of the Proposed Scheme

The Secretary of State will not object to any re-designations of public rights of way sought in relation to Assurances 3 and 4 above.

6. *Financial contribution*

The Secretary of State shall pay to Cycling UK up to and not exceeding the amount of £15,000 for the obtaining by Cycling UK the re-designations referred to in these assurances.

The payment mentioned above is subject to:

- the Bill receiving Royal Assent; and
- Cycling UK providing evidence to the Secretary of State of any application for the designations referred to in these assurances."

If accepted, the assurances set out above will be included in the Register of Undertakings and Assurances, which is held by the Department for Transport. Drafts of the Register will be published regularly during the passage of the Bill and it will be finalised after Royal Assent. A nominated undertaker will be contractually obliged to comply with all relevant undertakings and assurances set out in the Register. Further information on how the Secretary of State will ensure compliance with assurances made by HS2 Ltd is set out in HS2 Phase 2A Information Paper B5, Compliance with Undertakings and Assurances¹.

Cycle safety measures around temporary works

On 4 July a draft copy of the Route-wide Traffic Management Plan was shared with Cycling UK and Phil Jones of Phil Jones Associates. This Plan sets out the nominated undertaker's approach to safety measures around temporary works.

The draft states that when designing temporary traffic management, the TfL guidance "Cyclists at Roadworks" shall be considered, where practicable and reasonable. In addition, this approach includes requirements that:

- Where reasonably practicable, existing pedestrian, cycle and public transport links between communities and their local facilities, amenities and countryside will be maintained.
- Principal contractors identify and promote activities within local communities, such as schools, workplaces and community groups or forums with regard to Road safety, appropriate for the audience.
- Temporary traffic management be designed and installed by the contractor in accordance with to the current Traffic Signs Regulations and General Directions Order, "Safety at Street Works and Road Works - A Code of Practice" and Chapter 8 of the Traffic Signs Manual and take into account the requirements of vulnerable road users including cyclists as appropriate to the local circumstance.
- Drawings which require the unavoidable diversion or deviation of pedestrians and/or cyclists must indicate routes and signage to be provided to indicate re-routed or divert pedestrian/cycle paths. Where necessary, temporary crossing points must be provided, including physical measures to provide refuges/keep left signs. Temporary ramps may be deployed for temporary situations, subject to drainage requirements and cycle safety.
- Where sharp bends in pedestrian diversions are unavoidable, "trixi" mirrors are to be installed as well as "cyclists dismount" signs, where appropriate to do so.
- The design and use of hoardings will consider the safety of cyclists, to avoid "canyon" effects and lack of space for cyclists to take avoiding action.
- Pedestrian barriers should not be located close to junctions, as they may create similar canyon effects and could result in left turn vehicles side-swiping cyclists.

I hope that the assurances and the information set out above in relation to the issues raised in your petition to the House of Commons gives you the comfort required in order to withdraw your petition.

¹ A copy can be found at <https://www.gov.uk/government/publications/understanding-the-hybrid-bill-hs2-phase-2a-information-papers>

Petitions may be withdrawn by sending an email or letter to the Private Bill Office of the House of Commons informing the Clerk to the Select Committee that you wish to withdraw your petition².

If you have any queries please don't hesitate to contact Kate Lawton, Petition Manager on 020 7944 0790 and Kate.Lawton@HS2.org.uk.

Yours sincerely



Oliver Bayne

Director, Hybrid Bill Delivery
High Speed Two (HS2) Limited

² Contact details can be found on the Select Committee website at <http://www.parliament.uk/business/committees/committees-a-z/commons-select/high-speed-rail-west-midlands-crewe-bill-select-committee-commons/contact-us-17-19/>

COUNTY OF STAFFORDSHIRE BOROUGH OF STAFFORD PLAN

② Swynnerton
Footpath 27

REPLACEMENT SHEET No. 1-41

IN PARLIAMENT - SESSION 2017-19

HIGH SPEED RAIL
(WEST MIDLANDS - CREWE)

ADDITIONAL PROVISION
(MARCH 2018)

Work No. 70 (Road)
Work No. 71 (Railway)
Works Nos. 72, 72A, 73 (Access Roads)

For Section of Work No. 70 see Sheet No. 2-40
For Section of Work No. 71 see Sheet No. 2-42
For Section of Work No. 72
see Replacement Sheet No. 2-44
For Section of Work No. 72A
see Replacement Sheet No. 2-44
For Section of Work No. 73
see Replacement Sheet No. 2-44

The area enclosed by any limit of deviation or by any limit of land to be acquired or used is the area extending to the outer edge of the line marking those limits

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AMENDMENTS TO THIS SHEET
ARE AS FOLLOWS :-

Plots AP1-15, AP1-16, AP1-17, AP1-18, AP1-19, AP1-20, AP1-21, AP1-22, AP1-23, AP1-25, AP1-26, AP1-28, AP1-31, AP1-32, AP1-33, AP1-34, AP1-35, AP1-36, AP1-37, AP1-40, AP1-41 and AP1-42 added in the Parish of Swynnerton

Plots AP1-21 and AP1-22 added in the Parish of Stone Rural

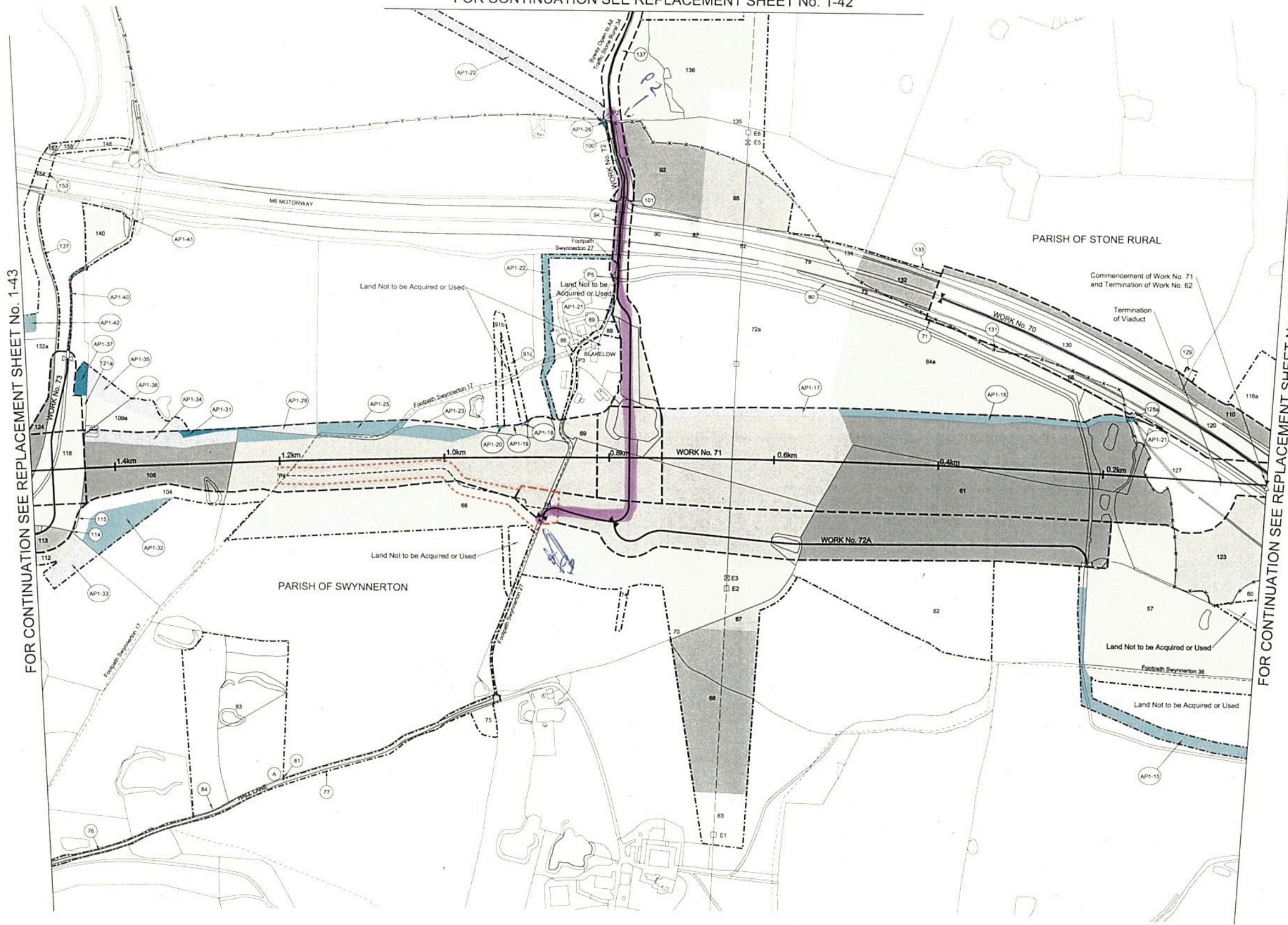
Plots 64a, 72a, 91b, 91c, 109a, 121a and 132a added in the Parish of Swynnerton

Plots 116a and 128a added in the Parish of Stone Rural

Plots 64, 72, 91, 91a, 93, 103, 109, 121, 132, 136 and 142 removed in the Parish of Swynnerton

Plots 116 and 128 removed in the Parish of Stone Rural

FOR CONTINUATION SEE REPLACEMENT SHEET No. 1-42



FOR CONTINUATION SEE REPLACEMENT SHEET No. 1-43

FOR CONTINUATION SEE REPLACEMENT SHEET No. 1-39

scale 1:2500 at A1 size, 1:5000 at A3 size
metres 100 0 100 200 300

Drawing No.
C861-ARP-HY-DPL-000-120024

COUNTY OF STAFFORDSHIRE BOROUGH OF STAFFORD PLAN

② Tixall Footpath.
Footpath Tixall
0.1630(b)

REPLACEMENT SHEET No. 1-28

IN PARLIAMENT - SESSION 2017-19

HIGH SPEED RAIL
(WEST MIDLANDS - CREWE)

ADDITIONAL PROVISION
(MARCH 2018)

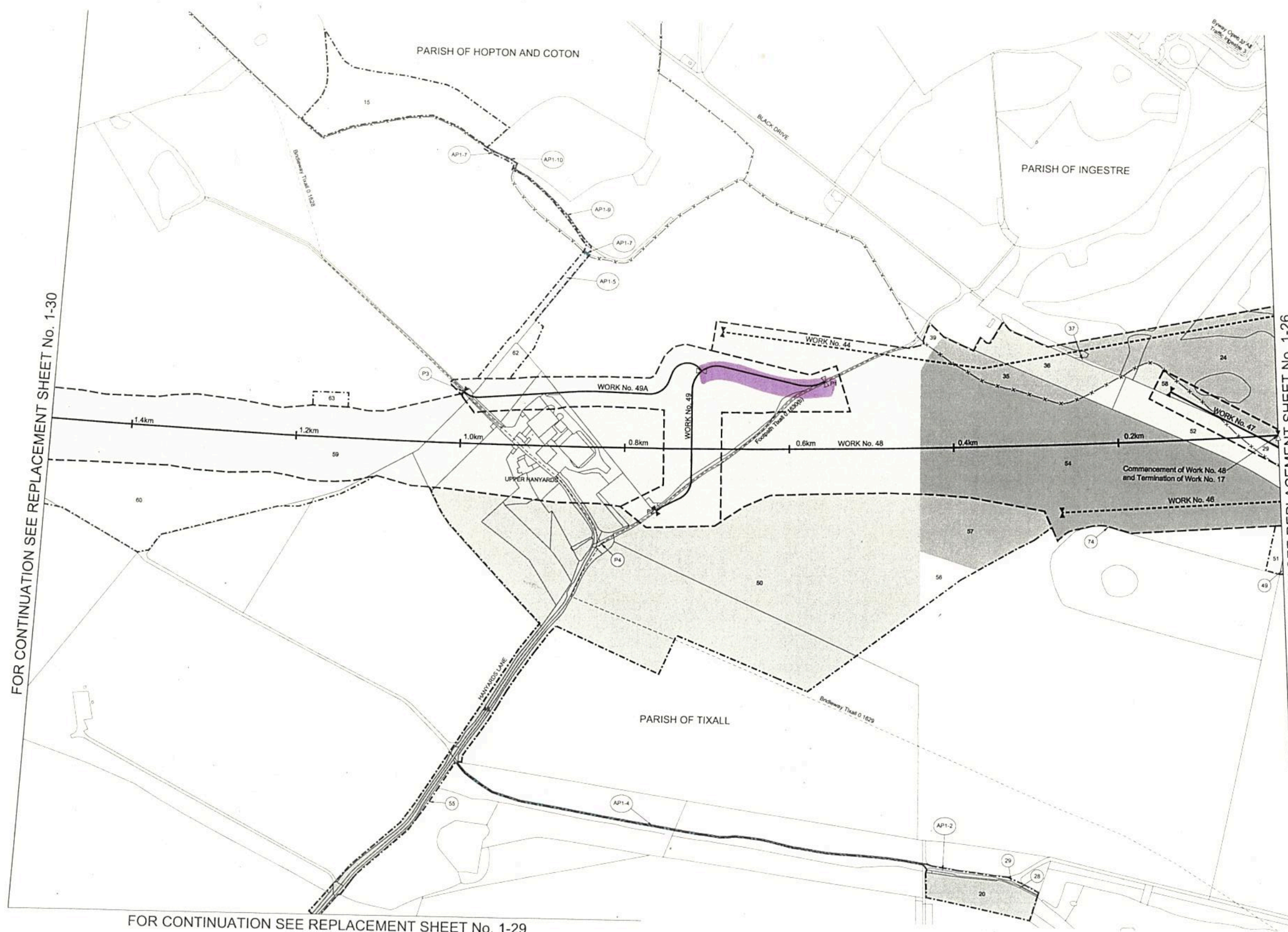
Work No. 44 (Fuel Pipeline)
Work No. 46 (Gas Main)
Work No. 47 (Bridge)
Work No. 48 (Railway)
Works Nos. 49, 49A (Access Roads)
For Section of Work No. 44 see Sheet No. 2-24
For Section of Work No. 46 see Sheet No. 2-24
For Section of Work No. 47 see Sheet No. 2-24
For Section of Work No. 48 see Sheet No. 2-25
For Section of Work No. 49 see Sheet No. 2-28
For Section of Work No. 49A see Sheet No. 2-28

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AMENDMENTS TO THIS SHEET
ARE AS FOLLOWS :-

Plots AP1-7, AP1-9 and AP1-10 added in the Parish of Hopton and Coton
Plots 4, 5 and 12 removed in the Parish of Hopton and Coton
Plots AP1-2, AP1-4, AP1-5 and AP1-7 added in the Parish of Tixall
Plots 41, 45, 65 and 68 removed in the Parish of Tixall



scale 1:2500 at A1 size, 1:5000 at A3 size
metres 100 0 100 200 300

Drawing No.

COUNTY OF STAFFORDSHIRE BOROUGH OF STAFFORD PARISH OF HOPTON AND COTON PLAN

③ Work No. 53.
Footpath over
bridge in Hopton and
Coton (S:8 Hopton
to Sandon Road)

REPLACEMENT SHEET No. 1-31

IN PARLIAMENT - SESSION 2017-19

HIGH SPEED RAIL
(WEST MIDLANDS - CREWE)

ADDITIONAL PROVISION
(MARCH 2018)

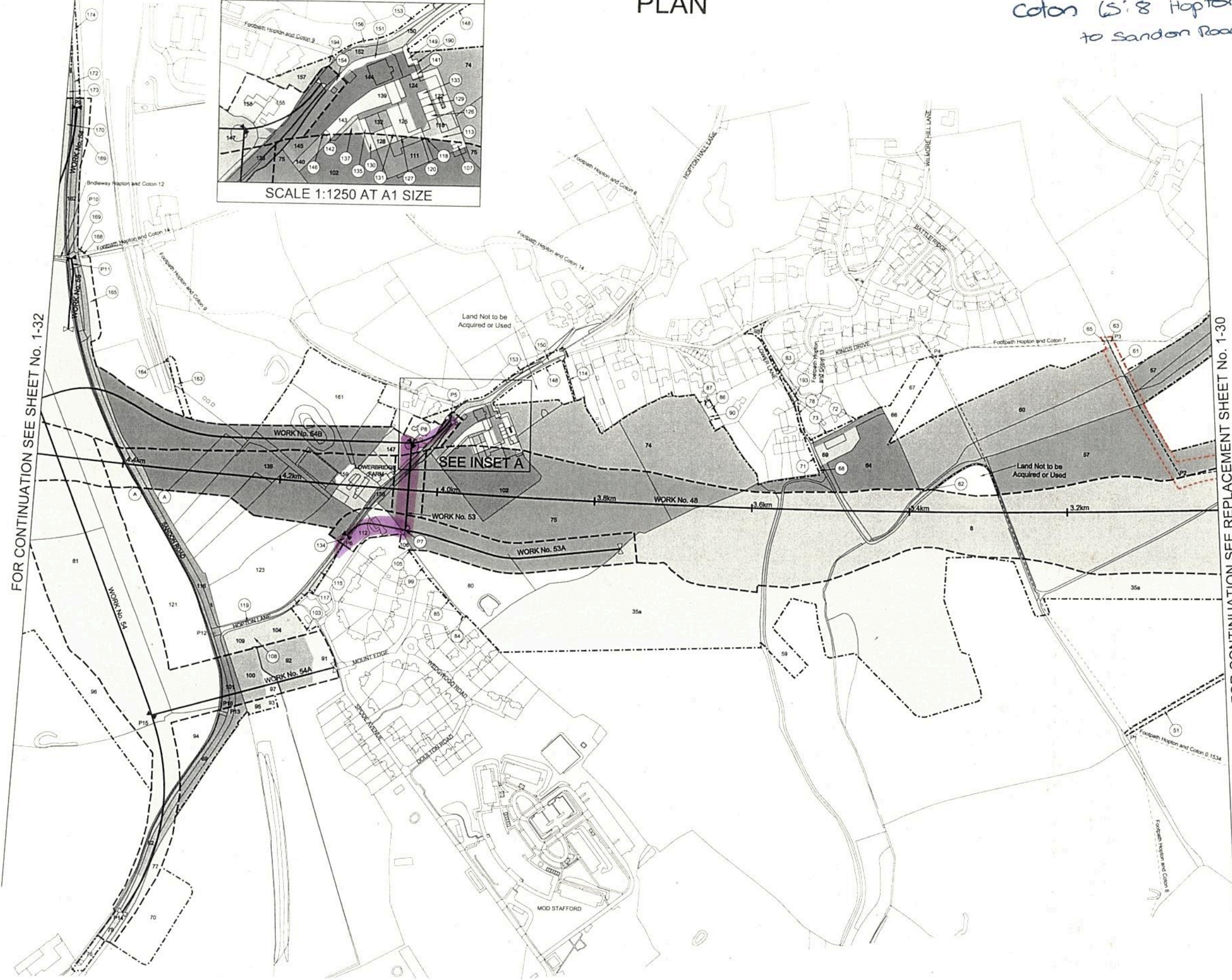
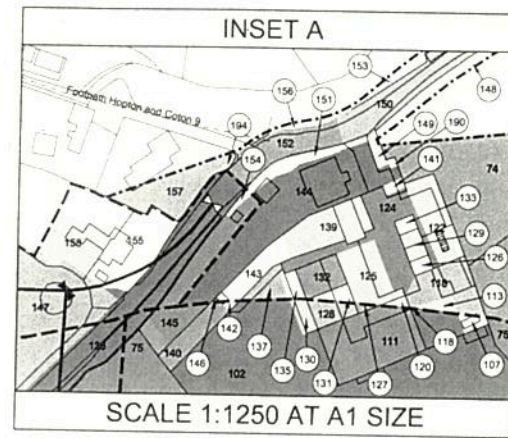
Work No. 48 (Railway)
Work No. 53 (Footbridge)
Works Nos. 54, 54A, 54B (Roads)
Works Nos. 53A, 55 (Access Roads)
For Section of Work No. 48 see Sheet No. 2-26
For Section of Work No. 53 see Sheet No. 2-29
For Section of Work No. 53A see Sheet No. 2-29
For Section of Work No. 54 see Sheet No. 2-29
For Section of Work No. 54B see Sheet No. 2-29
For Section of Work No. 55 see Sheet No. 2-30

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limit of land to be acquired or used is the area extending
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AMENDMENTS TO THIS SHEET
ARE AS FOLLOWS :-

Plot 35a added in the Parish of Hopton and Coton
Plot 35 removed in the Parish of Hopton and Coton



Roger Geffen
Cycling UK
Parklands
Railton Road
Guildford
Surrey
GU2 9JX

21 October 2019

Dear Mr Geffen

**HIGH SPEED RAIL (WEST MIDLANDS – CREWE) BILL – HOUSE OF LORDS SELECT COMMITTEE:
PETITION HS2-HOL-032 – CYCLING UK**

I am writing to you in my capacity as the Director of Hybrid Bill Delivery at HS2 Ltd, which is acting on behalf of the Promoter of the High Speed Rail (West Midlands-Crewe) Bill ('the Bill') currently before Parliament. I understand that you have concerns about the impact of Phase 2A of HS2 (known as 'the Proposed Scheme') and have submitted a petition on that basis against the Bill in the House of Lords.

Cycling standards and guidance

Your petition requested that the Promoter "revise its 'Technical Standard – Roads (internal eB document reference number HS2-HS2-HW-STD-000-000001)', and other technical standards as required, to accord with advice on design for cycling as set out either in Highways England's 'Cycle Traffic and the Strategic Road Network' (Interim Advice Note IAN 195/16) or its own forthcoming guidance on Cycling Infrastructure Design (due to be published within weeks of this petition being submitted, as a replacement for the existing Local Transport Note 'Cycling Infrastructure Design' (LTN 2/08)".

With regard to the upcoming update to the Department for Transport's LTN 2/08, the Promoter is unable to make commitments relating to an as yet unpublished document. However, in the Promoter's Response Document, the Promoter highlighted that (emphasis added):

"...HS2 Phase 2a Information Paper E5: Roads and Public Rights of Way, states that the design of cycling infrastructure would be informed by relevant advice and guidance published by the Department for Transport (DfT) and Highways England. Due regard would also be given to the applicable aspects of other reference documents, including the Welsh Government's Active Travel Design Guidance in relation to rural roads, Transport for London's London Cycling Design Standards in relation to urban roads, and other relevant standards or guidance (or successor documents of similar scope) as appropriate."

The assurance offered prior to your appearance before the House of Commons Select Committee also made reference to updating standards (emphasis added):

"The Secretary of State shall require the nominated undertaker to:

- a) have due regard to the principles of the relevant up-to-date cycling standards and guidance; and
- b) use reasonable endeavours to design and implement temporary traffic management arrangements in accordance with the standards set out in the HS2 Phase 1/2a Route-wide Traffic Management Plan, which includes consideration of "Cyclists at Roadworks."¹

As such, the current guidance and standards would continue to be used for the design and construction of the Proposed Scheme, until such a time that consideration can be made of a revised or updated standard or guidance note. Further information on the current set of guidance and standards in rural areas is available in HS2 Phase 2a Information Paper E5: Roads and Public Rights of Way:

"4.3. All alterations to major rural roads will be designed using the UK's national standards given in the Design Manual for Roads and Bridges (DMRB) produced by Highways England.

4.4. However, country lanes are very different to the main road network, and it is important to retain the existing character of these minor rural routes where reasonably practicable. Since most published standards do not cater adequately for this type of road, HS2 Ltd has developed a set of design criteria which is based on experience from the Channel Tunnel Rail Link (High Speed One) project and industry good practice. These will be applied where new, realigned or diverted routes are required, helping them to retain a similar 'feel' as other roads in the locality.

4.5. In both urban and rural areas, local authority design standards will be used, where appropriate, together with national guidance including the Manual for Streets and Manual for Streets 2.

[...]

7.2. Appropriate provision for cyclists is a key consideration in HS2's environmental design aims and the design criteria for roads and public rights of way crossed by the Proposed Scheme."

It should be noted that LTN 2/08 and any successor documents are guidance documents, published by DfT, and as such do not constitute standards. The application of technical standards for works affecting the public highway is a matter for the relevant highway authority, and the nominated undertaker would therefore seek consent from the relevant highways authority for highway works relating to the Proposed Scheme. According to Schedule 4 of the Bill, any new highway constructed, or existing highway altered, by the nominated undertaker must be completed to the reasonable satisfaction of the highway authority. Any new carriageway constructed, or existing carriageway realigned, by the nominated undertaker must be carried out in accordance with the plans and specifications approved by the highway authority (with such approval not being unreasonably withheld).

As such, works related to the Proposed Scheme would be designed in alignment with local standards, as derogations from standards may not be consented to under the Schedule 4 consents.

During detailed design and construction of the works, each intervention made as part of the Proposed Scheme works would be considered in the context of a number of technical issues and standards, including but not limited to speed, traffic use, flows of HGVs and the character of the road. This means

¹ HS2 Ltd is aware that the "Cyclists at Roadworks" guidance has now been incorporated into Transport for London's "Temporary Traffic Management Handbook". This document is referred to in the Phase 2a Routewide Traffic Management Plan.

that whilst HS2 technical standards would need to be applied consistently across the scheme, there will not be uniformity in outcomes across junctions or roads.

To promote consistency of application, HS2 Ltd have developed tailored guidance on its technical and design standards relating to cycling, for use by contractors and organisations in the HS2 supply chain. The Promoter is willing to consult with Cycling UK by sharing, for comment, the current version of so much of HS2 Ltd's internal guidance for the provision of highways as specifically addresses the design of highways for the use of cyclists. This is on the understanding that the guidance would not be shared onwards with other individuals or organisations, and only used for the purposes of the Petition and the Bill.

A34/A51 Junction at Aston-by-Stone

At this A34/A51 junction, your petition requests "a safe redesign (again in accordance with the above design guidance) of the junction of the A51 and A34 at Stone, Staffordshire". As stated above, it is not possible for the Promoter to offer commitments relating to unpublished guidance.

Your petition does not explain what form of future cycle provision might be required at this junction. The A34/A51 junction at Aston-by-Stone does not form part of the nearby National Cycle Network route 5 (NCN5) as shown on the Sustrans website. NCN5 provides cycle connectivity between Stone and Stafford. The designated route avoids the A51 Stone Bypass, a high-speed A road, and the A34/A51 junction at Aston-by-Stone.

The impact of the works as amended by Additional Provision 2 to the Bill in the House of Commons on the A34/A51 junction was considered by the House of Commons Select Committee in Spring 2019, and an assurance was offered in the Promoter's response to the House of Commons Select Committee's Third Special Report:

"The Promoter will engage with the Highway Authority and Stone Town Council to ensure that a safe, accessible and convenient means of crossing the A51 is provided at its junction with the A34."

The Promoter would be able to meet this commitment by providing a traffic signal controlled pedestrian crossing facility on the A51 Stone Bypass at a location close to the A34. This is considered to be an improvement in safety relative to the current uncontrolled crossing facility at the junction, and furthermore provides improved connectivity across the junction for non-motorised road users. Cyclists would be expected to dismount when using the pedestrian crossing.

The Promoter is not able to make further provision for a Toucan cycle crossing at this junction. The limits and powers in the Bill as amended in the House of Commons are not sufficient to enhance the crossing facility provision to incorporate a signal controlled Toucan crossing with a sufficiently wide and DMRB compliant central island, suitable for mounted cyclists. Providing a Toucan crossing at this location would therefore require an Additional Provision to the Bill. The guidance on petitioning published by the Private Bill Office in the House of Lords in July 2019 in advance of the petitioning period explains:

"Two additional provisions were submitted and considered by the House of Commons Select Committee. However, under the rules governing private bill procedures, it is expressly forbidden to introduce an additional provision in respect of a bill in the second House – in this case, the House of Lords. The Lords Select Committee on the High Speed Rail (London – West Midlands) Bill heard extensive procedural argument on the issue concerning its application to a hybrid bill

and concluded that it would be contrary to well-established practice for an additional provision to be included. It can therefore with some confidence be expected that the same would apply to the High Speed Rail (West Midlands – Crewe) Bill.”

Yarnfield Lane

Your petition similarly requests “an assurance that safe cycling provision should be made, in accordance with the above design guidance, as part of the works to Yarnfield Lane in Staffordshire – liaising as required with Highways England in relation to the crossing of the M6”.

It is not possible to offer commitments relating to unpublished guidance. However, I should highlight changes that have been made to the design and phasing of works affecting Yarnfield Lane as a result of Additional Provision 2 to the Bill in the House of Commons, which may address some of your concerns.

The proposed works for the permanent realignment of the Yarnfield Lane and associated changes to the construction sequencing of these works are described as change AP2-003-008 in pages 93 to 95 of the High Speed Rail (West Midlands – Crewe) Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement Volume 2: Community Area report for Community Area 3: Stone and Swynnerton (hereafter referred to as the “CA3” report). The CA3 report explains that the original Bill provided for the permanent realignment of Yarnfield Lane over a distance of 1.2km, approximately 25m to the north west of its current alignment with no change in length. The realigned road has been designed in accordance with the HS2 Technical Standard – Roads (internal eB document reference number HS2-HS2-HW-STD-000-000001).

Traffic surveys, carried out in Yarnfield Lane in December 2015 and June 2016 to inform the highway design were reported in the main Environmental Statement published when the Bill was deposited in July 2017. The baseline surveys identified an existing Annual Average Daily Traffic Flow (AADT) of 3964 vehicles, of which less than 3% were recorded as heavy goods vehicles. Surveys were also undertaken for non-motorised user traffic on Yarnfield Lane. The winter survey identified a daily flow of 12 cyclists, and the summer survey, in June 2016, identified a daily flow of 17 cyclists. The Promoter is willing to offer an assurance to undertake further traffic surveys on Yarnfield Lane to identify any changes in the volume of non-motorised user traffic.

Additional Provision 2 to the Bill in the House of Commons introduced significant changes to proposed highway works in the Stone and Yarnfield area. The changes, such as earlier introduction of slip roads for construction traffic access to the M6 motorway, have the effect of altering the phasing of the works, and reducing the expected peak in HGV movements on Yarnfield Lane. This in turn will reduce safety risks associated with cyclists and HGVs sharing the same road-space. For the revised traffic flows, the forecast peak in HGV movements is associated with early works required for set up of construction compounds and the implementation of the new M6 slip roads for the HS2 construction traffic.

Following this initial phase of construction, the revised traffic flows then assume a segregation of construction traffic flows between the old Yarnfield Lane (which is retained as a temporary internal site haul road) and the realigned Yarnfield Lane, which would be available for public traffic including cyclists.

The limits of deviation of the works to realign Yarnfield Lane allow for flexibility to refine the highway work as part of the detailed design process. The detailed design would reflect the future use and character of the road. So if, for example, the highways authority had made further provision for non-motorised users, or confirmed plans to do so, the detailed design (including the design of the bridge infrastructure) would reflect this change in the character of the road.

The proposed width of the carriageways and verge for the realignment of Yarnfield Lane would be refined in order to achieve consent for the highway works under Schedule 4 of the Bill. As part of this consent process the relevant highway authorities, Highways England and Staffordshire County Council, would be able to make recommendations for any changes to comply with the highway standards and guidance that are relevant at the time of that future approval process. It should be noted that one of the guiding principles of the HS2 road technical standards is that any permanent modifications to a rural road should reflect the existing character of the road, having for example due regard to the ecological impacts of any permanent highway widening.

Any change to the speed limit on Yarnfield Lane would be a matter for the local highway authority. I, on behalf of the Secretary of State for Transport, am pleased to offer Cycling UK the following assurance regarding Yarnfield Lane:

- "1. The Promoter will undertake further traffic surveys at Yarnfield Lane to cover the following matters:
 - a. traffic volume counts by vehicle classification; and
 - b. speed surveys.
2. The Promoter will require the Nominated Undertaker to engage with the local highway and traffic authorities in relation to the speed limit on Yarnfield Lane during the Authorised Works, noting that any decision to modify the speed limit on this road is a matter for the local Traffic Authority and any provision of physical infrastructure would depend on the consent of the local Highway Authority and their adoption under highway powers."

In this assurance:-

"Additional Provisions" means amendments to the Bill introduced following deposit of the Bill into Parliament;

"the Authorised Works" has the meaning given to it in the Bill;

"the Bill" means the High Speed (West Midlands-Crewe) Bill as deposited in the House of Commons on 17 July 2017 incorporating the Additional Provisions and references to the 'Bill' includes any Act of Parliament enacting that Bill;

"the Nominated Undertaker" refers to the body or bodies appointed by the Secretary of State to exercise the powers conferred by the Bill to construct and maintain the Proposed Scheme. The nominated undertaker may be HS2 Ltd, or it may be another body or bodies appointed to oversee the construction and operation of the Proposed Scheme;

"the Petitioner" means Cycling UK;

"the Proposed Scheme" means Phase 2a of HS2 as defined further in the Bill; and

"the Secretary of State" means the Secretary of State for Transport."

If accepted, this assurance will be included in the Register of Undertakings and Assurances, which is held by the Department for Transport. Drafts of the Register will be published regularly during the passage of the Bill and it will be finalised after Royal Assent. A nominated undertaker will be

contractually obliged to comply with all relevant undertakings and assurances set out in the Register.
The assurance process is set out in Annex A.

If you have any further queries please don't hesitate to contact Becky Shortt, HS2 Phase 2a Policy Advisor, on 07971 146272 or becky.shortt@dft.gov.uk.

Yours sincerely

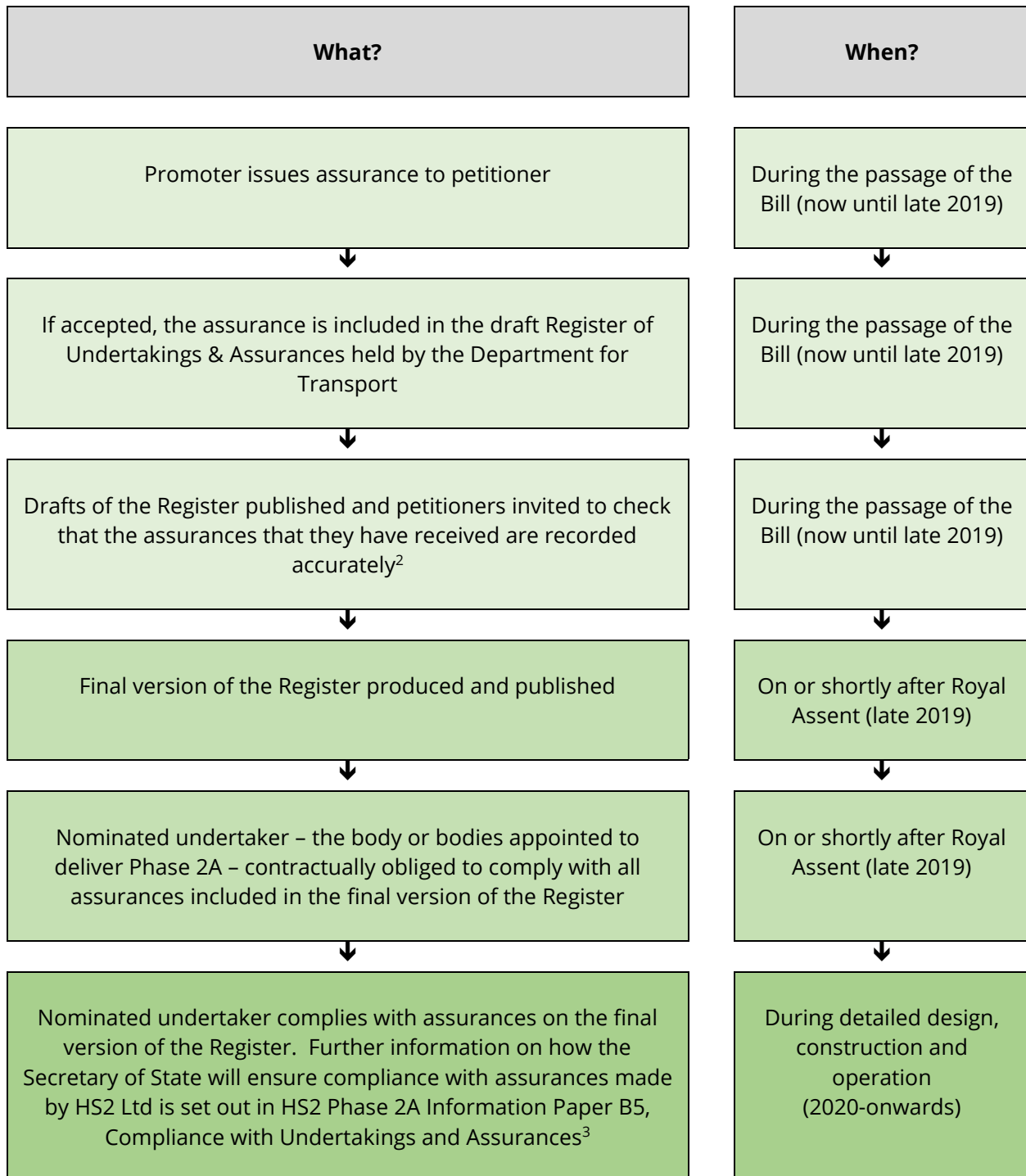


Oliver Bayne

Director, Hybrid Bill Delivery
High Speed Two (HS2) Limited

Annex A

ASSURANCES: STEPS AND TIMING



² The latest draft of the Register can be found at <https://www.gov.uk/government/publications/hs2-phase-2a-register-of-undertakings-and-assurances>

³ A copy can be found at <https://www.gov.uk/government/publications/understanding-the-hybrid-bill-hs2-phase-2a-information-papers>

Alastair Lewis
Sharpe Pritchard LLP
Elm Yard
13-16 Elm Street
London
WC1X 0BJ

By email [to: ALewis@sharpepritchard.co.uk](mailto:ALewis@sharpepritchard.co.uk)

Dear Mr Lewis

8 May 2018

**HIGH SPEED RAIL (WEST MIDLANDS – CREWE) BILL – HOUSE OF COMMONS SELECT COMMITTEE:
PETITION P2A-000130 – STAFFORDSHIRE COUNTY COUNCIL**

I am writing to you in my capacity as the Director of Hybrid Bill Delivery at HS2 Ltd, which is acting on behalf of the Promoter of the High Speed Rail (West Midlands-Crewe) Bill ('the Bill') currently before Parliament. I understand that your clients, Staffordshire County Council ('the County') have raised a number of concerns about the impact of Phase 2a of HS2 (known as 'the Proposed Scheme') and have submitted a petition on that basis against the Bill in the House of Commons.

I also understand that the Council and members of HS2 Ltd have been in constructive dialogue over a long period of time with a view to trying to resolve your key concerns, a number of which are also raised by Lichfield District Council. Further to those discussions I am writing to you on behalf of the Secretary of State for Transport, to offer your client the assurances at Annex A to this letter, and to enter into the undertaking at Annex B.

These assurances and the undertaking are offered on the understanding that they reflect and address the Council's concerns regarding matters contained within its petition (P2A-130) (save for in respect of Rugeley Power Station as explained below). Notwithstanding that, the Promoter recognises the importance of an ongoing relationship with the County and the need for a continuing dialogue on issues related to the Proposed Scheme as part of ongoing normal engagement and in exercising the powers in the Bill.

Rugeley Power Station

The Promoter recognises the importance to the County of the site of the former Rugeley Power Station for redevelopment. At the request of a number of interested parties the Promoter has been considering whether there is an alternative option for the electricity supply required for the Proposed Scheme, which would mean that the Promoter would not need to exercise the powers in the Bill in relation to the Rugeley Power Station site.

This work is ongoing, and the Promoter should be in a position to report on progress within the next few months. The Promoter will keep the County informed of developments.

As part of the undertaking offered to the County, there is a provision that allows for the County to appear before the House of Commons Select Committee at a later date on the sole issue of Rugeley Power Station.

Given your close working relationship with Lichfield District Council, and the areas of common interest in your petitions, the assurances and the undertaking are also offered on the basis that Lichfield formally confirm that they are willing to withdraw their petition. However, we have written to them separately to confirm that we would have no objection to them appearing with the County as a witness should the County feel the need to appear on the question of Rugeley Power Station.

Maximising the use of the rail connection to the IMB-R

The assurances offered look to address the County's concerns about the Infrastructure Maintenance Base-Rail (IMB-R). In relation to assurance 4a the Council may wish to note the evidence of Mr Smart given to the Select Committee on 25th April 2018 (Paragraph 735 onwards) in relation to the anticipated frequency of rail services which may offer further reassurance.

I hope that you find this response to these aspects of your client's petition useful. If you require further assistance, please contact Martin Wells, Senior Petition Manager, by telephone on 020 7944 0601 or by email at martin.wells@hs2.org.uk.

Yours sincerely



Oliver Bayne

Director, Hybrid Bill Delivery
High Speed Two (HS2) Limited

¹ A copy can be found at <https://www.gov.uk/government/publications/understanding-the-hybrid-bill-hs2-phase-2a-information-papers>

HS2 Phase 2a – Assurances for Staffordshire County Council P2A-130

These assurances are provided on the understanding that they reflect and address the entirety of Staffordshire County Council's concerns regarding the matters contained within its petition (P2A-130), with the exception of the points that Staffordshire County Council has raised in respect of Rugeley Power Station at paragraph 18 of its petition.

In these assurances:

"Additional Provision" means an amendment to the Bill, and any requisite supplemental environmental information, which confers on the Secretary of State additional land and/or works powers;

"the Bill" means the High Speed Rail (West Midlands – Crewe) Bill as deposited in the House of Commons on 17 July 2017;

"Code of Construction Practice" means the HS2 code of construction practice published as part of the Environmental Statement which was produced to accompany the Bill (as amended) as finalised following the Bill achieving Royal Assent;

"draft Construction Code of Practice" means the draft Code of Construction Practice published alongside the Bill in July 2017.

"Large Goods Vehicle" has the same meaning as in Part 4 of the Road Traffic Act 1988;

"M6 Slip Roads" means those slip roads proposed in the Bill on the northbound and southbound carriageways of the M6 as set out in paragraph 14.4.15 of the Stone and Swynnerton Community Area 3 report in Volume 2 of the Environmental Statement;

"the nominated undertaker" refers to the body or bodies appointed by the Secretary of State to carry out the powers conferred under the Bill to construct and maintain the scheme. The nominated undertaker may be HS2 Ltd, or it may be another body or bodies appointed to oversee the construction and operation of the Proposed Scheme;

"Proposed Scheme" means Phase 2a of HS2 as defined further in the Bill;

"Stone IMB-R" means the permanent infrastructure maintenance facility proposed between the route of the Proposed Scheme and the M6 as set out at paragraph 2.5.52 to 2.5.55 of the Stone and Swynnerton Community Area 3 report in Volume 2 of the Environmental Statement and shown on Map CT-05-223;

"Yarnfield North Embankment Temporary Worker Accommodation" means the temporary modular accommodation block proposed for the Yarnfield North embankment satellite compound as set out at paragraph 2.3.61 of the Stone and Swynnerton Community Area 3 report in Volume 2 of the Environmental Statement and shown on Map CT-05-223.

Kings Bromley not to be used for HS2 LGV construction traffic

As 'A' classified roads the Promoter believes that the roads through Kings Bromley are suitable for use by Large Goods Vehicles should the need arise, however the Promoter recognises that it is not the preferred route of the local highway authority.

1. The Promoter will require the nominated undertaker to restrict HS2 Large Goods Vehicle construction traffic from entering the village of Kings Bromley and using the A513 Alrewas Road within the village as a through route, except:

- i. in circumstances where it is required to do so by the relevant planning authority under the powers conferred on it by paragraph 6 of Schedule 17 to the Bill, or*
- ii. in circumstances where it would not be reasonably practicable to use other access routes, for example (but not limited to) in respect of any utilities works proposed within the village of Kings Bromley as part of the Proposed Scheme, or*
- iii. in the case of an emergency or if directed to do so by the police or emergency services, or*
- iv. where, it would prejudice the safe, timely and economic construction and/or operation of the Proposed Scheme.*

Temporary roundabout A513/A515 and use of Kings Bromley for traffic involved in its construction

The Promoter is willing to offer the following assurance due to the potential impacts of removal / reinstatement work at this specific location:

2. (a) Recognising that the local highway authority would like the temporary roundabout proposed in the Bill at the junction of the A513 Rugeley Road and A515 Lichfield Road and shown on Map Number CT-05-202 in the CA1 Fradley to Colton Mapbook, in Volume 2 of the Environmental Statement ("the Temporary Roundabout") to be made permanent, the Promoter will require the nominated undertaker to design and construct the works to provide the Temporary Roundabout in a manner that does not preclude this subject to the satisfaction of the following conditions:

(b) The conditions in paragraph (a) are:

- i. the nominated undertaker being satisfied that the permanent retention of the Temporary Roundabout can be delivered without the need for any additional land to that included within the limits of land to be acquired or used in the Bill;*
- ii. Staffordshire County Council securing the necessary consents and approvals to enable the permanent retention and adoption of the Temporary Roundabout, under relevant legislation prior to the Temporary Roundabout being removed by the nominated undertaker.*

(c) Nothing in this assurance shall require the Promoter or nominated undertaker to retain the works in paragraph (a) permanently or seek any powers or consents for the permanent retention of the Temporary Roundabout.

Maximising the use of the Stone railhead and the rail connection to the IMB-R

The Promoter recognises that the impact of construction traffic on local roads is likely to be a particular concern for the local community and has sought to reduce the use of roads for transport to and from construction sites, using the construction corridor and rail where reasonably practicable. In the case of the Stone railhead, the Promoter is willing to offer the following assurance aimed at addressing the concerns of the local community:

3. (a) The Promoter will require the nominated undertaker to explore, and subject to the conditions in sub-paragraph (c) implement, options for maximising, as far as is reasonably practicable, the volume of materials and equipment brought in, and the volume of excavated material removed, by rail via the Stone railhead once that railhead is operational. In exploring those options, the nominated undertaker must balance the wider environmental impacts to the local community with the impact on rail passenger services.

(b) The Promoter will require the nominated undertaker to respond to any reasonable request made by Staffordshire County Council for information about the progress made in exploring the options mentioned in paragraph (a).

(c) The conditions in paragraph (a) are that such options:

- i. must be deliverable within the existing powers of the Bill;*
- ii. are subject to the availability of train paths; and*
- iii. must not prejudice the safe, timely and economic delivery of the Proposed Scheme.*

4. (a) The Promoter will require the nominated undertaker to explore, and, as far as is reasonably practicable and subject to the availability of train paths, implement options for maximising the use of the Norton Bridge to Stone Railway connection to the Stone IMB-R for the movement of materials and equipment involved in maintenance works during the operation of the Proposed Scheme. In exploring those options, the nominated undertaker must balance the wider environmental impacts to the local community with the impact on rail passenger services.

(b) The Promoter will require the nominated undertaker to respond to any reasonable request made by Staffordshire County Council for information about progress made in exploring the options mentioned in paragraph (a).

Noise at Stone Infrastructure Maintenance Base – Rail

5. The Promoter will require the nominated undertaker to, subject to securing the necessary consents and approvals under the Bill and in so far as is consistent with the Environmental Statement, use reasonable endeavours to ensure that at the Stone IMB-R:

(a) a landscape, noise and flood mitigation bund, of 430m in length and 3m in height is provided to the west of the M6 and north of the realigned Yarnfield Lane to provide noise and visual screening for properties to the west of the Proposed Scheme; and

(b) a landscape bund 90m in length and 3m in height, is located at the eastern extent of the Norton Bridge to Stone sidings with a noise fence barrier, 2m in height, along the top of the landscape bund to provide visual and acoustic screening for Micklow House Farm and residents of properties in Walton.

M6 slips – put in place as early as practicable and maximise use to reduce use of Yarnfield Lane

The Promoter recognises the importance to the local community of the ability to continue to use Yarnfield Lane during construction of the Proposed Scheme. The Promoter has already taken steps to ensure that the road remains open throughout construction of the Proposed Scheme, which have been welcomed locally. The Promoter has also made provision in the Bill for the creation of slip roads onto the M6 to alleviate the need to use the stretch of the road from the A34.

While the Promoter has explained to Staffordshire County Council why it is not possible to avoid the use of any part of Yarnfield Lane during construction, and in particular during site set up, accessing the M6 slips and for more local or worker trips, the Promoter is willing to offer the following assurances aimed at addressing the concerns of the local community:

6. (a) The Promoter will (subject to any necessary consents or approvals being in place) require the nominated undertaker to use reasonable endeavours to complete the construction and commissioning of the M6 Slip Roads as soon as reasonably practicable in the main civil engineering works construction programme for the Proposed Scheme.

(b) The Promoter will (subject to any necessary consents or approvals being in place) require the nominated undertaker to ensure that, upon the opening of the completed M6 Slip Roads to HS2 construction traffic, it will use reasonable endeavours to maximise the use of the M6 Slip Roads by HS2 Large Goods Vehicle construction traffic, so far as reasonably practicable, for access to and egress from the Stone railhead main compound so as to reduce so far as reasonably practicable the use of Yarnfield Lane by HS2 Large Goods Vehicle construction traffic accessing the Stone railhead main compound.

Height of Yarnfield North Embankment Temporary Worker Accommodation and any Office Buildings

The Promoter recognises the concerns expressed by Staffordshire County Council about the visual impact of the proposed temporary worker accommodation and any office buildings at the Yarnfield North embankment satellite compound and is willing to offer the following assurance aimed at addressing the concern:

7. The Promoter will require the nominated undertaker to limit the external elevation of the building comprising the Yarnfield North Embankment satellite compound Temporary Worker Accommodation and any temporary office buildings within this compound to two storeys.

Height of permanent buildings at the Stone IMB-R

8. The Promoter will require the nominated undertaker to limit the external elevation of any permanent buildings at the Stone IMB-R constructed under the powers in the Bill to two storeys.

Dust monitoring at Stone railhead main compound

The Promoter believes that the measures set out in the draft Code of Construction Practice would be sufficient to manage and control dust from the construction of both the Stone railhead and the Stone IMB-R.

However, the Promoter recognises that local concerns could be allayed by a commitment to monitor dust during the most intensive periods of construction. On that basis the Promoter is willing to offer an assurance in the following terms:

9. (a) The Promoter will require the nominated undertaker to treat the Stone railhead main compound as 'medium risk' as set out in the Institute of Air Quality Management (IAQM) 'Guidance on the assessment of dust from demolition and construction', 2014 as revised from time to time ("IAGM, 2014") for the purposes of worksite boundary construction dust monitoring unless and until it is demonstrated by the appointed contractor that the Stone railhead main compound does not meet the criteria to be classed as medium risk under IAQM, 2014.

(b) Worksite boundary construction dust monitoring will be undertaken at the Stone railhead main compound for any such period that it is treated as medium risk under (a) above as set out in Section 7.3 of the draft Code of Construction Practice, and the results will be reported back to the relevant local authority as set out in Section 4.3 of the draft Code of Construction Practice.

Footprint of Stone IMB-R

Staffordshire County Council and Stafford Borough Council have requested that additional visual screening be employed at the Stone IMB-R. While the Promoter is satisfied that the existing scheme proposals in the Bill include sufficient mitigation here such that additional screening is not required for environmental reasons, the Promoter is prepared to offer an assurance in the following terms:

10. The Promoter will require the nominated undertaker to use reasonable endeavours in the design of the Stone IMB-R to:

(a) reduce, so far as is reasonably practicable, the footprint of the permanent works included in the Stone IMB-R (other than any mitigation works); and

(b) explore, and so far as is reasonably practicable, implement options for local placement of excavated material to create additional visual screening of the permanent works included in the Stone IMB-R (other than any mitigation works), and can be achieved within the existing powers of the Bill and the limits of land to be acquired or used within the Bill plans for the purpose of the Stone IMB-R.

(c) The Promoter will require the Nominated Undertaker to respond to any reasonable request made by Staffordshire County Council for information about progress made in exploring the options mentioned in paragraphs (a) & (b).

Haul roads

11.(a) In managing the HS2 Large Goods Vehicle construction traffic within the Petitioner's administrative boundary and in order to reduce the impact of HS2 Large Goods Vehicle construction traffic on the local road network, the Promoter shall, subject to the conditions in paragraph (b), require the nominated undertaker to use reasonable endeavours to:

(i) commence construction of each Haul Road as soon as reasonably practicable following commencement of main civil engineering works in the construction programme for the Proposed Scheme, having regard to the purpose of each Haul Road; and

(ii) prioritise the use of the Haul Roads by HS2 LGV construction traffic so far as reasonably practicable above the use of the local road network.

(c) The conditions referred to in paragraph (a) above are:

(i) the securing of any necessary consents and approvals; and

(ii) the Promoter being satisfied that doing so would not prejudice the safe, timely and economic construction of the Proposed Scheme.

In this assurance "Haul Roads" means those haul routes described in the Environmental Statement as proposed within the limits of land to be acquired or used as shown on the plans deposited with the Bill.

Impact on hedgerows

12. (a) The Promoter will require the nominated undertaker in exercising the powers of the Bill to carry out Road Widening Works to explore and, where reasonably practicable, implement options to avoid the need to remove existing hedgerows during the widening works, for example by carrying out the widening on only one side of the existing road, so far as doing so can be done: within the existing powers of the Bill and without the need for any additional land from that identified on the deposited plans as within the limits of land to be acquired or used for the purposes of the Proposed Scheme; and without prejudicing the safe, timely and economic delivery of the Proposed Scheme, including having regard to the safety of all road users and particularly pedestrians, cyclists and equestrians.

In this assurance: "Road Widening Works" means those works authorised by the Bill to widen those existing highways not forming part of the Strategic Road Network or other 'A' roads within Staffordshire County Council's administrative boundary which have existing hedgerows at the boundary of the highways which are within the limits of land identified on the deposited plans as within the limits of land to be acquired or used for the purposes of the Proposed Scheme.

Impact on veteran trees

13. The Promoter will require the nominated undertaker in exercising the powers of the Bill to carry out works which the Environmental Statement reports might result in the loss of any Veteran Trees to explore and, where reasonably practicable, implement options to avoid in each case the need to remove a Veteran Tree.

In this assurance: "Veteran Trees" means those trees within the administrative boundary of Staffordshire County Council and identified in:

- paragraph 8.3.27 of the Community area report for CA1, Fradley to Colton, in Volume 2 of the Environmental Statement;
- paragraphs 8.3.27 and 8.3.28 of the Community area report for CA2, Colwich to Yarlet, in Volume 2 of the Environmental Statement;
- paragraph 8.3.28 of the Community area report for CA3, Stone and Swynnerton, in Volume 2 of the Environmental Statement;
- paragraph 8.3.29 of the Community area report for CA4, Whitmore Heath to Madeley, in Volume 2 of the Environmental Statement; and
- paragraph 8.3.20 and 8.3.21 of the Community area report for CA5, South Cheshire, in Volume 2 of the Environmental Statement.

Widening of Bishton Lane (CA2)

Staffordshire County Council has raised concerns that the widening works proposed in the Bill for Bishton Lane could result in a permanent change to the nature of this country road following construction as a consequence of what Staffordshire County Council sees as a relatively small number of HS2 vehicles during construction and operation that need to use Bishton Lane.

Given the lack of suitable roads to get access to this remote part of the route, the Promoter believes that it is appropriate at this stage of the development of the scheme, to seek sufficient powers in the Bill to ensure that construction, and any operational maintenance works, can be undertaken in this area. The powers are needed to enable widening works on Bishton Lane should it be required given the restricted width of this road. However, in recognition of Staffordshire County Council's concerns the Promoter is willing to offer the following assurance.

14.(a) The Promoter will require the nominated undertaker to explore during detailed design of the Proposed Scheme and, if reasonably practicable, implement options for alternative traffic management measures which could be carried out within the existing highway boundary on Bishton Lane instead of the Bishton Lane Widening Works in order to seek to avoid or reduce the need for the Bishton Lane Widening Works and the associated permanent loss of approximately 3km of native species-rich hedgerows reported in paragraph 8.4.16 of the Community area report for CA2, Colwich to Yarlet, in Volume 2 of the Environmental Statement. As part of this the nominated undertaker will have regard to the volume of HS2 traffic proposed to use Bishton Lane during the construction and operation of the Proposed Scheme.

In this assurance: "Bishton Lane Widening Works" means the widening of a 1.5km section of Bishton Lane to 3.5m in width, with provision of passing bays, from The Hollies to Colwich Bridleway 23, with replacement hedgerow planting on both sides of Bishton Lane as set out in paragraph 2.2.11 of the Community area report for CA2, Colwich to Yarlet, in Volume 2 of the Environmental Statement

Additional construction traffic route to reduce the impact upon Beaconside

Staffordshire County Council has requested that an additional HS2 lorry construction route be assumed to allow some of the HS2 traffic currently identified to use roads in the Beaconside area to be redirected.

Given that both Staffordshire County Council and the Promoter accept that the A34 Stone Road has sufficient link traffic capacity to accommodate additional HS2 construction traffic the Promoter is willing to offer the following assurance:

15. (a) The Promoter will, subject to the conditions in paragraph (b), require the nominated undertaker to undertake an environmental assessment of a construction route for Large Goods Vehicles between the Yarlet South Cutting Satellite Compound and the junction of the A51 and the A518 via the A34 Stone Road and the A51 as shown in green for indicative purposes on the attached plan (the "Additional Construction Route") to ensure that the use of the route creates no new significant adverse environmental effects.

(b) The assurance in paragraph (a) is subject to:

- i. the Promoter being satisfied that the Additional Construction Route is deliverable within the existing powers of the Bill and without the need for any additional land from that identified on the deposited plans as within the limits of land to be acquired or used for the purposes of the Proposed Scheme;*
- ii. the Additional Construction Route not requiring the protection of other assets and being capable of being used for Large Goods Vehicles or the condition of the highway not unreasonably deteriorating as a result of its use as an Additional Construction Route; and*
- iii. the carrying out of a satisfactory environmental impact assessment of the effects of the Additional Construction Route and the inclusion of the Additional Construction Route in a Supplementary Environmental Statement to accompany the Bill*
- iv. the approval of the route by the relevant planning authority under Schedule 17 as a lorry route, as required.*

Marston Lane haul road

16. The Promoter will (subject to any necessary consents or approvals being in place) require the nominated undertaker to ensure that, upon the opening of the Haul Road to HS2 construction traffic, it will use reasonable endeavours to maximise the use of the Haul Road by HS2 LGV construction traffic so far as reasonably practicable to access the Marston South embankment satellite compound so as to reduce the use of Marston Lane by HS2 LGV construction traffic accessing the Marston South embankment satellite compound. This assurance is subject to the Promoter being satisfied that doing so would not prejudice the safe, timely and economic construction and operation of the Proposed Scheme.

In this assurance: "Haul Road" means that site haul route described in the fourth bullet point of paragraph 2.3.94 of the Community area report for CA2, Colwich to Yarlet, in Volume 2 of the Environmental Statement.

Junction improvements

The Promoter and Staffordshire County Council have been in discussion about a number of junctions identified in the Traffic Assessment on routes which may be required to be used for construction traffic as needing further attention and have a shared understanding of what would be practicable in each case. Notwithstanding the fact that the anticipated impacts from the HS2 construction traffic are temporary, the Promoter is willing to offer the following assurances due to the potential impacts of removal / reinstatement works at these specific locations:

17. (a) The Promoter will promote an Additional Provision to provide for the following traffic measures to be provided on a permanent basis:

- The introduction of traffic signals at the existing non-signalised intersection of the A513 and Marston Lane;
- Works to widen the Hydrant Way approach to the A513/A518/Hydrant Way roundabout; and
- Signalisation of the existing priority junction of A34 with Yarnfield Lane.

(b) The Promoter will engage with Staffordshire County Council in preparing the Additional Provision to seek to understand highway capacity and safety standards issues.

(c) The Promoter will require the nominated undertaker to use reasonable endeavours to commence implementation of the traffic measures mentioned in paragraph (a) above as soon as reasonably practicable following commencement of main civil engineering works in the construction programme for the Proposed Scheme.

(d) the Promoter will, subject to securing any necessary consents and approvals and, if necessary, any additional works powers to those currently in the Bill by way of the promotion of an Additional Provision, provide for the introduction of temporary traffic signals at the existing non-signalised intersection of the A513 and Sandon Road (east) for the period in which such temporary traffic signals would provide mitigation to reduce the effects of HS2 construction traffic at that junction.

(e) The Promoter will require the nominated undertaker to notify Staffordshire County Council before making any decision to remove the temporary traffic signals referred to in paragraph (d) above.

(f) The Promoter will require the nominated undertaker to engage with any developer proposing highways improvements to junctions in the vicinity of Beaconside in respect of which works are proposed as part of the Proposed Scheme (provided that the local highway authority gives the nominated undertaker notice of such proposed developer's highway improvements) with the aim of securing that the developer coordinates its works with those in the Proposed Scheme.

The Promoter and Staffordshire County Council have been in discussion about a number of other junctions with existing problems that the Environmental Statement identifies as potential routes where approval would be required under Schedule 17 of the Bill as lorry routes. While HS2 construction traffic creates a temporary impact, the schemes that Staffordshire County Council has been discussing with HS2 Ltd in three particular areas, if retained, would provide a permanent

improvement. Given the substantial cost of these schemes (c. £6.75m) and the potential impacts of removal / reinstatement works at the following locations:

- the A51/A34 Stafford Road (Brooms Road Roundabout);
- the A51 London Road and A53 Newcastle Road junction; and
- the A500/A519 junction, the junction of the A519/A5182 and the part of the A519 Newcastle Road between the two junctions.

the Promoter is willing to consider whether these three other schemes could be constructed to a permanent standard for retention in the event that Staffordshire County Council will enter into an Undertaking to detail the terms whereby the works may be retained and withdraw their objection to the Bill.

This Undertaking also covers Staffordshire County Council's request for an upgrade of Wood End Lane, which would bring that package of measures to a total of c. £7.61m.

Stopping up of Bottom Lane

The Promoter has been in discussion with Staffordshire County Council and the adjoining landowner about the future usage of Bottom Lane after construction of the Proposed Scheme. Having concluded that it is no longer required for public use after that time, the Promoter is willing to offer the following assurance:

18. The Promoter will promote an Additional Provision to provide for the permanent stopping up of Bottom Lane at its junction with the A519 Newcastle Road.

Great Haywood viaduct

Staffordshire County Council has requested that design work on the Great Haywood viaduct commence early in the process and that the 'Cannock Chase AONB HS2 Group' be involved in the process.

The Promoter recognises the value of local involvement in the design of key features of the HS2 scheme, however, the scheme will be delivered through a design and build contract with the detailed design element commencing after Royal Assent. As such the Promoter is willing to offer an assurance in the following terms:

19. (a) The Promoter will require the nominated undertaker, after the relevant main civil engineering works contract which includes the Great Haywood Viaduct has been awarded and commenced (and is free from any legal challenge), to use reasonable endeavours to promptly commence the process for designing the Great Haywood Viaduct.

(b) As a key design element, the Promoter will require the nominated undertaker to engage the public on the design development of the Great Haywood Viaduct as set out in Information Paper D1: Design.

In this assurance: "Great Haywood Viaduct" means that part of Work No. 17 on viaduct over the Macclesfield to Colwich Line and the River Trent as shown on Sheet Nos. 1-24 of the plans deposited with the Bill

The group currently known as the 'Cannock Chase AONB HS2 Group' and referred to in Staffordshire County Council's petition is still in a formative stage. Assuming they are able to agree suitable terms of reference, and ensure that their membership is fully representative of local interests, the Promoter believes that this group could play an important role and would encourage them to participate in the engagement process in part (b) of the assurance.

Ecology Review Group

Staffordshire County Council plays an active role in the Ecology Review Group for Phase 1 and the Promoter is prepared to offer the following assurance:

20. Following Royal Assent of the Bill, the Promoter will extend the Ecology Review Group, comprised of relevant statutory bodies, non-governmental organisations and local authorities, to cover the Proposed Scheme. The Group reviews the outputs of monitoring for habitat creation sites in respect of the Proposed Scheme and makes recommendations for remedial action where appropriate. The Ecology Review Group may, for the avoidance of doubt, be combined with such a group established for HS2 Phase One.

The Promoters would invite Staffordshire County Council to participate in the Group for the Proposed Scheme.

Green Infrastructure and the Green Corridor

In respect of Staffordshire County Council's wider issues in relation to ecology we are willing to offer the following assurance:

21. The Promoter will require the nominated undertaker to work with Staffordshire County Council to identify potential opportunities for environmental enhancements by the nominated undertaker, the council and others in their area as part of the environmental corridor that will be developed as part of the Proposed Scheme as set out in the Environmental Statement and in Information Paper E28: Green Infrastructure and the Green Corridor. The nominated undertaker will give attention to potential improvements to the Stone Meadows Local Nature Reserve, as part of this work

Common Lane

22 (a) Recognising Staffordshire County Council's request for Common Lane to not be permanently stopped up and subject to the satisfaction of the condition in paragraph (b), the Secretary of State will require the nominated undertaker to design and construct a permanent alternative vehicular route between Common Lane and A515 Lichfield Road to the north of the Proposed Scheme to replace that part of Common Lane which is to be permanently stopped up under the Bill between points P6 and P7 on Sheet No. 1-05 of the plans deposited with the Bill ("the Alternative Route").

(b) The assurance in paragraph (a) is subject to the successful promotion of an amendment to the Bill through the introduction of an Additional Provision, and any requisite environmental information, which confers on the Secretary of State the land and works powers to acquire compulsorily the additional land required for the provision of the Alternative Route and to construct the Alternative Route.

(c) The Promoter will use reasonable endeavours to promote the Additional Provision referred to in paragraph (b).

Socio-economic

23 (a) The Promoter will require the nominated undertaker to require its suppliers to seek to create or promote apprenticeship and employment opportunities for local, disadvantaged and under-represented groups in the construction of the Proposed Scheme, in order to promote fair and equal access to the employment opportunities generated by the Proposed Scheme. The Promoter will require the nominated undertaker to, insofar as it is lawful to do so, ensure equality of opportunity in order to encourage the recruitment of local, disadvantaged or under-represented groups in the construction of the Proposed Scheme. This is in accordance with the HS2 Ltd Sustainability Policy, which commits to "providing rewarding jobs and careers that are open to all in society, setting new standards for equality, diversity and inclusion and providing a legacy of skills, learning, expertise and experience"

(b) The Promoter will require the nominated undertaker to report, prior to commencement of the main civil engineering contract, to Lichfield District Council and Staffordshire County Council on the steps it has taken under paragraph (a).

Noise

"Prediction in 'all reasonably foreseeable circumstances'

24. *The Promoter will require the nominated undertaker, in making predictions of noise and vibration in all reasonably foreseeable circumstances for the purpose of HS2 Phase 2a Information Papers E9 Control of Airborne Noise, E10 Control of Groundborne Noise and Vibration from the Operation of Temporary and Permanent Railways, and E11 Control of Noise from the Operation of Stationary Systems, to include, but not limit such predictions to, the following: the potential for freight operation; planned operational speeds; high speed train noise and vibration characteristics; planned operational rail traffic volumes and compositions; degradation to rolling stock and/or track over the maintenance cycle of the railway; and prediction model uncertainty.*

Use of prediction models

25. *The Promoter will require the nominated undertaker to use noise or vibration prediction models during the design and construction phases of the Proposed Scheme that are validated for the range of circumstances over which they are applied. Validation reports for the prediction models used shall be provided to all Local Authority Environmental Health Departments with a declaration of the numerical values of prediction model uncertainty being applied by the nominated undertaker under paragraph 24 above.*

Individual receptors

26. *The Promoter will require the nominated undertaker to apply the noise and vibration commitments set out in HS2 Phase 2a Information Papers E9 Control of Airborne Noise, E10 Control of Groundborne Noise and Vibration from the Operation of Temporary and Permanent Railways, E11 Control of Noise from the Operation of Stationary Systems and E13 Control of Construction Noise and Vibration to individual noise sensitive receptors.*

Performance of control measures

27. *The Promoter will require the nominated undertaker to share with the Local Authority Environmental Health Departments information that is relevant to understanding the noise and vibration performance of the control measures adopted during the design of the Proposed Scheme for receptors within their administrative area.*

Noise change

28. *The Promoter will require the nominated undertaker to apply the November 2015 release of Government's Transport Analysis Guidance Unit A3 when valuing the effect of noise change and consider this value when assessing the benefit of applying operational airborne noise control measures to the Proposed Scheme.*

Monitoring of research evidence

29. *The Promoter will require the nominated undertaker to monitor peer-reviewed research by independent sources into annoyance and health effects specific to high speed railway noise and vibration and notify all Local Authority Environmental Health Departments on the HS2 Phase One route if a numerical correction to noise and vibration levels from the scheme is applied, to account for the research findings."*

Amendment to Schedule 17

30. *The Promoter will bring forward an amendment to Schedule 17 to the Bill which would provide for the nominated undertaker to elect to end an approval of lorry routes obtained under Schedule 17. This approach would allow the nominated undertaker to write to the relevant planning authority when it wished to end an approval of lorry routes for a specific site. After this point the nominated undertaker would not be limited to using the routes that had been approved but if it wished to have more than 24 lorry movements from that specific site in a day it would need a new lorry route approval under Schedule 17. The relevant obligations in the Code of Construction Practice and Routewide Traffic Management Plan would still apply.*

Discussion about LGV routes with Traffic Liaison Groups

In addition to the amendment to Schedule 17 to the Bill outlined above, the Promoter is also willing to offer the following assurance:

31. Where a site is in regular use by Large Goods Vehicles and the site is not subject to an approval under paragraph 6 of Schedule 17 to the Bill where reasonably practicable routes to and from the site will be discussed at the relevant local Traffic Liaison Group so that any appropriate advice can be provided to the relevant contractor(s) prior to use of that route."

In this assurance: "site" means:

- (a) a working or storage site,
- (b) a site where anything transported to the site will be re-used, or
- (c) a waste disposal site.

Retaining Noddy's Oak

The Promoter is willing to offer the following assurance:

32. The Promoter will require the nominated undertaker to retain the veteran oak tree colloquially known as "Noddy's Oak" on Newlands Lane, Stockwell Heath during construction of the works related to the Proposed Scheme in the area. With regards to Natural England and Forestry Commission standing advice on ancient woodland and veteran trees, and taking account of paragraph 12.2 of the draft Code of Construction Practice particularly in relation to root protection zones, the nominated undertaker will further use reasonable endeavours to ensure that the tree's roots are not damaged during the works to utilities in that area."