

CASE FILE LIST

Case: HS2-028.

Title: HS2-028 Gabriella Manning and Jon O'Reilly - Petitioner.

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Gabriella and Jonathan O'Reilly

5 Hoo Green Lane

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Gabriella & Jonathan

- Jonathan is an IT Security Consultant, working from home. He has glaucoma which means he is at risk of going blind. He is in his mid-30's which makes this particularly concerning for his quality of life and ability to work.
- Gabriella is a Senior Engineering Geologist. In her working week, she cycles to her office, works from home or is on construction sites. She is aware of the impacts of construction works, risk assessments and mitigation measures. Gabriella's father and uncle have incurable cancer so she highly values being in nature to relieve stress.
- They have currently two dogs and a cat. Two cats are buried in the garden after being ran over at the junction of Hoo Green Lane and the A50. The dogs require daily walks.
- Both enjoy walking their dogs, jogging and cycling from the doorstep and into the British countryside and was the reason they bought their home.

HS2 Impacts

By having a main compound in front of their home with associated traffic and subsequently closing Hoo Green Lane and other lanes, HS2 are:

- Removing access to places to exercise and reduce stress because they will be land locked between HS2, A556 and the A50.
- Putting themselves and their pets at greater risk of vehicle strikes.
- Causing air, noise and light pollution.
- Reducing quality of area.
- Causing undue stress for 7+ years which is unmanageable amount of time for anyone.



Glaucoma

- Glaucoma is caused by pressure in the eyes, meaning that eyes particularly sensitive to anything that impacts this pressure, for example dust/air pollution and stress.
- Exercise and good sleep reduces the eye pressure.
- If Jonathan's eyesight is exacerbated this will also have a mental health impact and potential significant financial impact.
- His office directly looks over and be down wind of the compound. He works from home permanently so there will be no respite from HS2 construction.



Walking Routes

- It is not considered reasonable to expect the community to cross the A50 four times and HS2 haul roads on one walk.
- Our walking route is being extended 1.6km total per walk.
- The footpath is overgrown with brambles and nettles and is a single person width where not overgrown. It is physically impossible to walk dogs on the pavement.
- Forcing people onto a 60mph road with car races and accidents is significantly increasing the risk of being hit by a vehicle.
- Poor air quality will increase significantly from being on a busy and fast road and the dust created on the construction routes.



Cycling Routes

- Hoo Green Lane and Budworth Lane are proposed to be closed, Hulsheath Lane will be crossed by plant.
- HS2 are forcing not only pedestrians but cyclists onto busier and faster roads which does risk lives regardless of measures to reduce risks.
- Not only is HS2 risking people being struck by vehicles, but it is also reducing lifespan by forcing cyclists into air pollution.

The lack of consideration of pedestrian and cyclists away from A roads does have an impact on physical and mental health.

“ The news of traffic collisions, death and injury on the streets of Birmingham over the past few weeks has been utterly devastating. My thoughts are with the families and friends of the victims, and with the wider communities affected by this road violence.

Let's be clear: these tragedies are preventable. Loss of life is not an acceptable trade-off for someone getting from A to B. Children must be able to safely walk to school. In fact, everyone should have the freedom to make their daily journeys without fear, violence or intimidation.

It is good to see the City Council now acknowledging that we need systemic reductions in the speed, volume and dominance of vehicle traffic, as well as a significant reduction in motor traffic overall.

Walking, wheeling and cycling are healthy ways to travel – good for our health, good for the environment and good for our economy. We must have a road environment that enables people to travel in this way, rather than one which deters and frightens people.

The design of our streets must work towards this goal. Road traffic law has to be better enforced. Speed limits need to be appropriate. It is not reasonable to ask people who are cycling to share road space with high volumes of fast-moving traffic. People walking should not take their life in their hands crossing the road.

Recent events are intolerable. We call for urgent change, and we at Sustrans will continue to work with others towards that change.

Clare Maltby
Director, Midlands & East | Sustrans

HS2 Method of Assessment

The methods of assessment are not considered sufficient and therefore give an unfair bias towards HS2 decisions.

- There is no consideration of us leaving our homes or other recreational users of Hoo Green Lane of which there are a significant proportion.
- There is no consideration of what staff do outside of work. These 155 live in staff are going for dinner and/or entertainment every night. These car movements and other 300+ personal car staff movements are not considered.
- The financial implications on residents (increased driving, car and window cleaning, more frequent holidays away to avoid the works etc.) and costs of moving house are not considered.
- The financial implications of the physical and mental impacts to the taxpayer from the likelihood of increased use of the NHS are not considered.

HS2 Mitigation Measures

Gabriella and Jonathan are grateful for the assurances provided, however, the mitigation measures provided by HS2 are not considered appropriate or sufficient.

- Despite working to a code of construction practice, HS2 have significant number of complaints which demonstrate the measures are not sufficient.
- HS2 have noted that they have provided the following mitigation measures for the community, however, they are primarily to reduce HS2 risks:
 - Move the A50 main compound away from residents to pylon site boundary
 - A bund around the east of the main compound site
- Other mitigation measures provided are standard construction practice and are considered to be a minimum expectation.
- Mitigation for mental health is restricted to communication which is woefully inadequate.
- HS2 have not demonstrated any thoughtful mitigation measures for the specific situation of Jonathan and Gabriella or the community.

Closing Statements and Requests

- HS2 is reducing our quality of life significantly.
- We will be land locked and our houses directly overlook the main compound.
- No specific or demonstratable mitigation measures to the community have been committed to by HS2.
- We request that at a minimum they commit to a footpath, away from roads and industrial development.
- Other mitigation measures which would benefit the community:
 - Move all works associated with a main compound to M6/A556 to reduce traffic on B roads
 - Move railway systems to reduce duration of stress
 - Planting between the community and the compound to reduce light, noise and air pollution