

Meeting between Colton Parish Council and HS2 Ltd on Thursday 10th August 2017

Questions from parishioners for HS2 Ltd

(re HS2 to hold a meeting in the village open to the public.)

Q1: Would it not be better for HS2 to hold a meeting in the village open to the public?

A: HS2 Ltd said that they had organised the drop-in events at 5 points along the line (including Kings Bromley) which were all open to everyone to attend, from anywhere along the line. They had also wanted to talk to the parish council as a priority. They would consider the possibility of a public meeting here in future but felt a personalised approach was better than a public meeting. Any individuals that want to meet them can do so (or speak by phone or email). This approach enables HS2 Ltd to provide a more thorough response on their specific concerns.

This offer would be publicised to parishioners, primarily via the Parish Magazine. Parish Clerk would supply contact details (Email for Liz Davis, the Stakeholder Engagement Manager for Phase 2a is elizabeth.davis@hs2.org.uk and telephone number for HS2 Helpdesk – 08081 434 434)

Q2: Are there any plans for groundwork, 'borrow pits' and the like in and around the parish?

A: Neil Hodson, engineer for HS2, said there are no borrow pits planned within the parish. However there are 4 borrow pits planned in the general area, including around Kings Bromley and one near Pipe Ridware.

Q3: Have HS2 Ltd prepared traffic volume details for roads in and around the parish? More specifically volumes of light vehicles using High Street, volumes and types of vehicle using Bellamour Way and the Colton Road. Will they be imposing parking restrictions to ensure that the roads are accessible to construction vehicles?

A: Neil Hodson replied that there will be a significant impact on traffic volumes but details not yet prepared. It will be the responsibility of the chosen contractors to produce a local traffic management plan and discuss with the community and provide a contact point if there are any issues. At the moment HS2 are working with SCC to produce a wider traffic management plan and have made a commitment to avoid peak times e.g. school run times.

Emma Godwin commented that the proposed Stockwell Heath cutting is substantial and Neil Hodson said the spoil for that will be brought down the line of the route and Moor Lane is not to be used as a haul route for spoil. Emma also questioned the use of the bridleway off Hollow Lane and was told it would be for light traffic only. Neil Hodson confirmed that there would be no construction traffic using Bellamour Way and so didn't think any additional parking restrictions would be necessary.

Q4: In the light of recent discoveries of what may be contraventions of environmental procedures on the Phase 2a line, is it possible that significant changes to the route are still possible?

A: HS2 Ltd said they did not think there would be any significant changes to the route now. However things such as mitigation planting or production compounds could change.

Q5: What is the minimum height clearance where the new stretch of the B5013 Uttoxeter Road realignment passes under the HS2 railway line by Hamley Heath?

A: Neil Hodson said the design would be to the Highways Agency standard which is minimum clearance of 5.7m

Q6: Are there any other infrastructure improvements to the B5013 in light of the increased traffic due to the construction phase in the area?

A: None were currently planned but there was discussion at the meeting of the previous suggestion from parish council of a roundabout at the junction of Jonghams Lane and Moor Lane. There are traffic safety issues because of the construction route going out of Jonghams Lane onto the B5013 and then turning left into Moor Lane. HS2 Ltd said they would note this but also recommended that the parish council include this concern in their response to the consultation.

Q7: Are materials being brought in by rail? If so, which stations will be used?

A: Neil Hodson said that materials would not be brought in via passenger stations. Materials will be transported from the railway head at Stone but would potentially use a haul road alongside the HS2 route.

Q8: If the B5013 is blocked by an accident, what is the proposed alternative route? (Colton High Street/ Bellamour Lane (Way?) /Hollow Lane?)

This would be the subject of local consultation nearer the time and be part of the traffic management plan derived by the contractor.

Q9: Will all road improvements be done before construction starts?

A: Not necessarily. For instance, there may be diversions at weekends whilst switching from one stretch of road to another e.g. whilst building the new section alongside the existing B5013 near Hamley Heath.

Q10: Has any provision been made for flood mitigation on B5013/ at the end of Sherracop Lane and at the junction of High Street and Newlands Lane?

A: It was recommended that these issues be raised again in the parish council response to the consultation, as it did not appear that these had currently been taken account of in any way. It was noted that the flooding at the top of the High St did not generally make the road impassable whereas when the Moreton Brook floods, the only way out of the village is via Newlands Lane and Moor Lane. The flooding at the end of Sherracop Lane is impassable and so prevents parishioners leaving the village. It was commented earlier in the meeting that the balancing ponds shown on HS2 maps are to catch water draining off the railway and won't alleviate existing problems.