

HS2 IMPLEMENTATION ADVISORY GROUP - 29 October 2020

MINUTES

- Present: Councillors: D Cole, T Diccico, T Hodgson, D Howell, T Richards OBE, A Rolf and K Thomas
- Officers: Derek Lawlor – UK Central Group Delivery Manager
Joe Suffield – Democratic Services Officer
Paul Tovey – Head of Highways Management
- Representatives: Nicholas Cuming – Stakeholder Communications Officer (BBV)
Katrien Goossens – Community Engagement Lead (LM)
Jonathan Lord – Senior Engagement Manager (HS2)
Hala Lloyd – Lead Architect for Interchange Station (HS2)
Kim Quazi – Lead Architect for Interchange Station (Arup)
Fiona Woolston - Engagement Manager for Interchange Area (LM)

1. APOLOGIES

No apologies were received.

2. DECLARATIONS OF INTEREST

There were no declarations of interests.

3. QUESTIONS AND DEPUTATIONS

There were no questions or deputations.

4. MINUTES

The minutes of the meeting held on 27th July 2020 were presented to the Board. The following comments were made on matters which had arisen from the minutes:

- The Senior Engagement Manager for HS2 clarified that a document would be circulated to the Board on the cost of the environmental impact of HS2.
- The Community Engagement Lead for LM explained that they had engaged with the local community about the Kenilworth Greenway and would continue to do so moving forward. Councillor Diccico expressed his gratitude to LM for the support they had provided.
- The Group Delivery Manager provided an update on the use of quarry traffic on Mercote Hall Lane. The track was not an official access and exit for quarry vehicles and may be used for occasional access for smaller vehicles such as security patrols or to remove felled timber. These activities would not be subject to planning restrictions.

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RESOLVED

The minutes of the meeting held on 27th July 2020 were approved

5. KEY ISSUES TRACKER

Updates were provided on the following items on the Key Issues Tracker by the Senior Engagement Manager for HS2. A number of the items would be covered in the HS2 Programme Update.

- Ref 3 – Public right of way – HS2 and partners would continue to engage with residents and communities about changes to public rights of way which may have an impact.
- Ref 4/5/6 – Impact on wildlife – There had been a number of webinars on ecological mitigation and what steps HS2 had taken during the programme. Members were encouraged to watch these. A Member asked that the mitigation work within Solihull was focussed upon at the next meeting.
- Ref 7/8 – Tree wardens and tree planting – HS2 Ltd continued to engage with communities but this was a challenge because of the COVID-19 restrictions. When these have been lifted, appropriate events with local residents would take place. A Member asked whether the trees that would be planted were included in the Solihull Council commitment to plant 250,000 trees. It was confirmed that they were not included and were additional. The Community Engagement Lead for LM stated she would share details of the HS2 webinars which covered what work had been completed.
- Ref 11 – Noise mitigation – Updated figures to be shared with the Board when they are published.
- Ref 12 – Archaeology – A number of virtual engagements had taken place to coincide with Archaeology Week.
- Ref 16 – Opportunities for small and medium enterprises – There had been a number of virtual engagement events with these organisations to raise the opportunities available to them within the Borough, such as “Work With Us Wednesdays”. The Engagement Manager for the Interchange Area (LM) highlighted that they worked with the Solihull Chamber of Commerce and Birmingham Business Park to identify how businesses could get involved with the HS2 project.
- Ref 17 – HS2 Community Engagement Fund – A Member asked about an application they had submitted. This would be discussed outside of the meeting as it related to a specific application.

The Head of Highway Management provided an update on Reference 18 (HS2 Road Safety Fund) that the Cabinet Member for Environment and Highways had approved the allocation of two packages of funding from the HS2 Road Safety Fund.

6. HIGHWAY SERVICES UPDATE

The Head of Highway Management drew the attention of the Board to the Schedule 4 applications within the agenda pack. The majority of the work which

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had been submitted were enabling works from LM and BBV. The next major Schedule 4 application would be for the roundabout Over the Trace which should be submitted to Cabinet in January.

7. PROGRAMME UPDATE FROM HS2 LTD

The Senior Engagement Manager for HS2 highlighted that the Woodland Fund which was eligible to landowners to apply to plant new woodland.

The Community Engagement Lead for LM provided the following update:

- There continued to be ecology webinars available to the public online. The next one would take place at the end of November.
- The Kenilworth Greenway (between Berkswell Station area and Burton Green) was now closed. LM had liaised with local residents to ensure the temporary route, was clean, clear and wide enough. The final arrangements for the Temporary Greenway were yet to be confirmed, but it would be open by January 2021.

The Engagement Manager for the Interchange Area for LM gave the following information on the enabling works in the Interchange Area:

- In August 2020, the first of four highways bridges was installed over the M42 over the course of a weekend. There was an extensive communications campaign to prepare individuals for the disruptions caused.
- The second bridge installation was over the A446, which was undertaken in October 2020, and was completed 24 hours earlier than expected. An extensive communications campaign to prepare individuals for the disruptions caused was conducted.
- To take traffic over the future railway line, LM continued to construct two highway bridges on HS2 land surrounded by the A452, A45 and M42. The development of these bridges would not require any form of traffic restrictions.
- The Highway Development Programme required LM to remodel and improve the existing road network on the way to the NEC, as the future railway route would replace the current roundabout over the M42 in this area. Until the end of 2020, traffic restrictions will be focused on a short section of the B4438 and Northway.

The Stakeholder Communications Officer for BBV provided the following update:

- The work that had been completed so far had been the continuation of procurement and programming, internal haul road construction, the start of mobilisation into satellite offices and compounds, stockpile of aggregates and surveys.
- In 2021, there would be the continuation of survey works, temporary works at compound and satellite sites, earthworks for the Interchange roundabout and the construction of site accesses along the A452.

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- The Park Lane Compound in Balsall Common had been created and awaited the delivery of the offices. It was hoped that these would be operational by January 2021.
- The Bickenhill Recycling Centre project team confirmed they would continue to look at the logistics for the construction sequence to install HS2 under the A45. This was a complex structure but they aimed to maintain the existing service road and Eastway during the development. Under this proposal there would be continued access to the recycling centre.
- The proposal for the development of Hallmeadow Road continued with the plan for an application to be submitted by November which included air quality assessments. Engagement would take place with local residents, businesses and organisations. Survey work would also be undertaken.
- There was an aim to ensure that Heath Park would retain its football pitch as the layout for the site was confirmed.
- The Key Design Elements for the River Blythe and Balsall viaducts continued to be developed in liaison with officers at Solihull Council. Once these were confirmed, they would be opened to wider public engagement.

Members asked questions and received the following response:

- A Member asked whether Solihull Council could support HS2 to promote the business opportunities for local companies. The Senior Engagement Manager responded that they had worked with the Economic Development team at Solihull Council which had proved very useful and would welcome further opportunities to work together.
- A Member enquired what the Balsall Common compound hours of operation would be once it was operational, and what steps would be taken to minimise its impact. It was confirmed that the hours of operation would be from 8am-6pm Monday to Friday with an hour start up before and an hour to close the site after. On Saturdays it would operate 8am-1pm. To prevent disruption to residents, there would be communication and monitoring by HS2.
- A Member commented that they were concerned that the impact on Castle Bromwich had not been recognised. This related to the commencement of the boring of tunnels in Water Orton, which may require HGVs to drive through the village. It was confirmed that this issue was being looked into and a response would be confirmed. The Head of Highway Management explained he would respond to the Member after the next Traffic Liaison Group.
- A Member expressed his concern about the lack of action in relation to Heath Park and requested more commitment to confirm details of what steps would be taken. The Senior Engagement Manager explained they awaited the Play Pitch Strategy to be updated (which was a significant area of work) before the consultation could take place. The Group Delivery Manager confirmed that there had been some action and that HS2 and Balfour Beatty were permitted in the HS2 Act to use the Heath Park site as a compound but following discussions with the Council, they

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had agreed not to do so. This had led to one of the pitches at Heath Park being available for some months but it had not been taken up by any local football teams. An Officers' meeting was due to take place in November to discuss both the Play Pitch Strategy and to look at the nearby Bluebell Recreation Ground as a whole and an update would be presented at the next Group meeting in December.

- A Member questioned what would be done once the aggregates were no longer required. It was outlined that this material would be reused as much as possible for other purposes, and the surplus would be shared with other schemes.

The Head of Highways Management explained that the delay on the possession of the West Coast Mainline crossing could have a big impact on the delivery of haul routes.

The Lead Architect for HS2 provided an update on the accessibility at Interchange Station:

- HS2 design vision for the standards and guidance of the station included the inclusivity of the site. Information paper D5 highlighted the inclusive design policy which HS2 were required to comply by. This standard was much higher than the statutory guidance and best practice.
- The specific areas for minimum standards of inclusive design for Interchange Station were much higher than the standard for similar structures. These focussed on the facilities within the station, toilets and transport facilities.
- There were multi-modal entrances planned throughout the station, which would be supported by the infrastructure systems implemented. West Coast Mainline would help with this work.
- The designs had been challenged through panel sessions and focussed workshops which covered all aspects of the inclusive design. There were also engagement sessions which were specific to accessibility which shared the design as it developed. Engagement would continue during the next steps of the process.
- The Automated People Mover had four key touch points; the airport, Birmingham International, the NEC and Interchange Station. All of the touch points were at a high level which meant that they all had an inclusive approach to enable the step-free access. The stops were designed to enable people with restricted mobility to use them without assistance which would encourage independence.
- The next steps were workshops on inclusive design, to benchmark best practice and to use the implications of the Equality Impact Review Assessment in the next stage of the design process.

Members asked the following questions and observations:

- A Member asked what would happen with the current Maglev train and whether the People Mover would be able to go into the airport. It was stated that the existing Maglev would not be operational but this was for the current operators to confirm. For security reasons, the People Mover was designed to not go into the airport.

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- A Member queried whether there would be Wudu toilets or other ethnic toilets. The Lead Architect explained it was not within the station common design element but it would be taken to officers to consider. *Post Meeting Note: HS2 confirmed that its Inclusive Design Standard requires the provision of access to appropriate ablution facilities to be provided adjacent Multi-Faith rooms within the station .*

The Lead Architect from Arup explained how they had achieved the BREEAM award for Interchange Station. This was awarded as it had achieved a very high level of sustainability within its design. Its Outstanding Status was awarded to 1% of new buildings within Britain. There were a number of steps taken to achieve this, which were documented in the agenda pack. HS2 aimed to embed the promises and steps within the interchange station to future works.

A Member asked what provision would be made to accommodate the expected increase in electric cars and bikes which would park at the station. The Lead Architect explained that the building had been designed in order to be flexible to accommodate potential changes to transport requirements.

The meeting finished at 8.20 pm