

HS2 – Key Issues Tracker 29th October 2020

Ref	Theme	HS2 Response
HS2 Construction and Delivery Activity		
1	<p>Haul routes – HS2 Ltd to provide a detailed programme of works for Solihull.</p> <p>Effective mitigation measures required to:</p> <ul style="list-style-type: none"> • Manage impact of construction traffic • Minimise congestion • Minimise use of the highways network, where possible. • Ensure road safety 	<p>Programme to be provided after Notice To Mobilise later in 2019; some detail will develop in summer. Programme will be progressively grow; a funnel from period to date. This will be covered through ongoing programme updates by BBV.</p>
Environmental and Ecological Matters		
2	<p>Chelmsley Wood public space – potential mitigation for loss of land at Heath Park</p>	<p>The football pitch is not currently in use due to the contractor’s access route & risk of balls going over the fences. The team booked to use the pitch has been temporarily moved to Bluebell Park. The longer-term aim is to keep the pitch open.</p> <p>SMBC is developing proposals for improvements to facilities at Heath Lane & Bluebell Park with a view to undertaking local consultation and bidding to the HS2 Community & Environment Fund.</p> <p>Full briefing to be provided at the Dec meeting.</p>
3	<p>Public rights of way</p>	<p>Where these are affected, they will be diverted, with the diversion routes put in place prior to any closure. Some of these will be temporary and some will be permanent, depending on the location. HS2 Information Paper E5: Roads & Public Rights of Way sets out how the effects of the Proposed Scheme on roads and public rights of way (PRoW) along the line of route will be managed, including the phasing of temporary closures and ensuring temporary diversions are in place until realigned routes are completed. The impacts on Solihull PROWs were set out in the Environmental Statement; namely CFA Reports 23, 24 & 25. As detailed design progresses HS2</p>

		and its contractors will continue their engagement with local amenity groups including the LAF. PROW are retained with possible diversions. Summary of ES maps given to SMBC officers in December. We will continue to engage with the LAF.
4	Loss of green spaces – creation of ecological mitigation sites	<p>HS2 has launched a vision for a ‘green corridor’ of new woodlands and wildlife habitats alongside the railway. They will replace habitats affected by the construction of HS2, while conserving and enhancing some too. On phase one of the railway, 33.4 sqkm of habitats will be left behind in the corridor – which is over 30% more than we are affecting in the first place. This is part of the commitment to ensure there is no net-loss of bio-diversity as part of the construction of HS2.</p> <p>The first of a number of ecological webinars have taken place which have covered the actions 4, 5 & 6 taken to create the “green corridor” and mitigation sites.</p>
5	Habitat and wildlife loss – translocation of wildlife, where identified, to alternative habitats	Further to the above, protected species such as bats and great crested newts will be translocated to new habitats once they are established.
6	Severance of wildlife migration routes	HS2 is creating a ‘green corridor’ of connected woodlands and wildlife habitats alongside the railway. This includes 7 million new trees and shrubs on phase one of the railway. It also includes green bridges, culverts and underpasses to help wildlife traverse the railway safely. The location of green bridges is often based on our surveys into the needs of local species, such as local bat flight paths.
7	Tree Wardens – ensuring effective consultation arrangements	<p>Solihull Tree Wardens are engaged with the works as part of the Kenilworth Greenway group. As the programme develops and more works are scheduled to take place the level of engagement with the contractors will increase accordingly. HS2 and its contractors would be very happy to meet with the group to provide programme updates.</p> <p>Engagement is taking place through the Greenway Trust meetings that are underway and will continue. There will be consultation with the Greenway Trust on the final greenway installation in years to come. Some discussion with them taking place regarding the temporary route.</p> <p>Covered in main presentation</p>
8	Participation in tree planting	We will be working with our contractors to encourage community participation in tree planting and would welcome any interest.

		COVID-19 has restricted the number of events to encourage participation in tree planting. BBV are keen to restart this once it is safe to do so.
9	Developing and enhancing existing green spaces, such as the Tame Valley Wetlands and Blythe River Valley, including making them more accessible to local residents	HS2 has launched a vision for a green corridor alongside the railway. We're interested in how it integrates with locally-led initiatives like this and will continue to discuss with local stakeholders as the design and development of the railway progresses. BBV to contact groups to look at volunteering opportunities. Covered in main presentation
10	Air quality – ensuring effective measure to avoid, reduce and mitigate emissions during the construction period.	This forms part of the Code of Construction Practice which the contractors are working to.
11	Noise mitigation measures	This forms part of the detailed design which the contractor is currently working on. A strategy for how HS2 will engage on noise is to be agreed which will be presented to SMBC amongst others. Construction noise monitoring reports for Solihull can be downloaded from: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/936360/Solihull_Noise_Monthly_Report_September2020.pdf
12	Archaeology – currently no procedure in place for protecting unrecognised assets	There is a range of Environmental Minimum Requirement standards and procedures which relate to identifying and managing a full range of heritage assets including those that are unexpected. These are being shared with our contractors. For instance, areas of historic interest are proactively identified through our programme, with trial trenches and full archaeological investigations undertaken if needed.
Ensuring Quality Design		
13	Create opportunities for local residents to input their views during the design phase	Local communities will be engaged during the planning process on structures that are designated as 'key design elements'. Input on design will also come from local stakeholders such as SMBC officers. An update on the River Blythe and Balsall Common Viaduct Key Design Elements will be provided at the subsequent meeting.

14	Design for people with reduced mobility	Supporting people of all backgrounds and abilities is a fundamental principle at HS2. It will be factored into the design of key structures, where relevant. Covered in previous meeting
Enabling and Maximising Socio-Economic Benefits and Opportunities		
15	Ensuring that local residents have good access to HS2 employment/training opportunities – in particular, the National Construction Headquarters and the National College for High Speed Rail, both located in Birmingham.	HS2 and its contractors have dedicated teams working to maximise this opportunity.
16	Ensuring maximum opportunities for local Small and Medium Enterprises, including through supply chain opportunities.	Promotion of supply chain opportunities by HS2 and our contractors is ongoing. An update will be given at a future Advisory Group meeting. A number of “meet the contractor” events have taken place.
17	HS2 Ltd Community Fund – raising awareness amongst local groups of the availability of this funding, including how to submit bids.	This is ongoing as part of our local community engagement programme.
18	HS2 Road Safety Fund – (purpose of fund to leave a legacy of road safety improvement and/or create cycle facilities).	It is an award from the DfT to Authorities along the trace of HS2 and is intended to leave a lasting road safety legacy within those authorities. In Solihull over £2million has been awarded to provide road safety improvements for the communities impacted by the phase 1 of the HS2 scheme.
Additional Issues		
19	System to view applications	The Council has added the list of applications in relation to planning and highway matters relating to HS2 to their web site page for HS2 and will continue to update these as further applications are received. Parish and Town Councils and Local Ward Members will be informed by e-mail when a new application is received. With regards to the publication of low noise risk assessments and Section 61 applications, there is no legal basis provided within statutory legislation or policy that requires us to publicise such information. The Council’s legal advice

		<p>is that if details of these requests/applications were made publicly available then by doing so may be prejudicial to the decision making abilities of the magistrate on subsequent Section 61 appeals. This is consistent with the approach being undertaken by other Local Authorities</p>
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