

Monday 1 March 2021

We thank stakeholders for their feedback about the temporary Greenway. We appreciate the time and effort people have taken to share your thoughts, concerns and local knowledge.

LM and HS2 have been working on a number of fronts to finalise the Greenway diversion between Burton Green and Berkswell, including:

- **Construction** – We're still building final sections of the path, and it's not yet finished. Several issues observed on the ground, including in relation to surfacing and drainage, have been resolved or are being resolved between now and when we expect to finish construction in mid-March.
- **Consents/permits** – We're working with Warwick District Council and Solihull Council to finalise the Schedule 17 'Bringing into Use' for the path. We've held several meetings with council officers and provided all of the requested documentation, including as much information and data as we're able to at this stage. We recognise this is the first time the Schedule 17 process has been triggered for HS2 in this area, and it will take time to finalise.

LM needed to start the Schedule 17 process in November 2020 in order to open the path as soon as possible, given the existing Greenway is now closed and BBV will soon start their work in the area.

Over the past four years, we've worked hard to ensure the temporary diversion is the best it can be, taking into account the requirements of statutory consultees and the requests of six councils relevant to the Greenway. However, it's important to note the temporary diversion was never going to be an exact replica of the existing Greenway. The standards for HS2-related infrastructure – even temporary infrastructure – are different in many ways to those for linear parks.

Design, fencing and width

We appreciate that some in the local community may not like the look of fencing, or other aspects of the path, but the design of the temporary Greenway has been worked through with various stakeholders and approved by HS2, Warwickshire County Council, and Solihull Council.

Design and implementation were constrained by various factors, including available land; standards; programme; cost; environment/ecology; and site conditions – and the design won't change at this time. The design process placed health and safety at the heart of all aspects of the temporary Greenway, including for fencing. 'Duplicate' fencing referenced by stakeholders is required along parts of the temporary path to demarcate HS2 land and keep users away from areas that may be unsafe due to uneven ground and drainage requirements.

At this stage, our assessment is that the temporary Greenway will be safe for all intended users. Concerns raised about width and fencing, while understandable, are based on theoretical scenarios that are unlikely to come to pass if users of the temporary Greenway are using the path in line with safe, common sense practices. The Greenway diversion width is designed to DMRB TA 90/05 (original design standard, superseded by CD 143) and CD 143 which permits 3 metre width for shared use, with 0.5 metre verges.

HS2 will continue to monitor and assess safety once the temporary Greenway opens to the public. Should any part of the path become unsafe, HS2 will take appropriate action to rectify it and ensure safety.

Path surface and drainage

We appreciate feedback on surface/drainage issues, and we acknowledge that after the period of winter weather in January there was further work for LM to do to ensure the surface of the path is user-friendly and safe.

We've instructed our subcontractor to revisit areas any areas of concern and carry out any remedial works to fix any issues. We expect to have a further update on these efforts closer to completion of



Working on
behalf of



the temporary Greenway. LM will rectify any known or reported defects in materials or workmanship for the temporary Greenway.

Landscaping and other items

Further small-scale landscaping and other activities (e.g. installation of bins, benches and information boards) are being worked through with HS2, councils and local stakeholders.

Ongoing maintenance of the path, including overseeing any potential issues relating to wildlife interacting with the temporary Greenway, will sit with HS2 to consider.