

HS2 IMPLEMENTATION ADVISORY GROUP - 13 December 2021

MINUTES

Present:	Councillors: M Brain, S Caudwell, D Howell (Vice-Chairman), M McCarthy, D Pinwell (Chairman) and A Rolf
Officers:	Derek Lawlor – Group Delivery Manager Joe Suffield – Democratic Services Officer Paul Tovey – Head of Highways Management
External Representatives:	Andy deBell – Head of Stakeholder Engagement (BBV) Jonathan Lord – Senior Engagement Manager, North Area (HS2 Ltd) Fiona Woolston – Engagement Manager for the Interchange Area (LM)

1. APOLOGIES

Apologies were received from Councillor David Cole.

2. DECLARATIONS OF INTEREST

There were no declarations of interest.

3. QUESTIONS AND DEPUTATIONS

A deputation was received from Ms Sheila Cooper in which a number of points were raised as questions. These included:

- Were local Councillors bound by the same confidentiality agreements as Local Authorities?
- Would HS2 Ltd consult with affected residents on the noise mitigation strategy?
- Could HS2 Ltd provide definitive information on when the land ownership issues near to Hallmeadow Road would be resolved, and are there plans if this could not be resolved.
- Has there been any resolution in relation to Annora House?
- Concerns were raised about the number of lorry number movement on the A452 haul route. Ms Cooper asked when HS2 Ltd lorries could remove identification, as some lorries had been seen on local roads. They also asked how many HGVs were euro six compliant.
- How much reduced carbon concrete would be manufactured and used in Balsall Common and the surrounding areas?
- Ms Cooper sought more information on the haul route from the Aston Martin Island through to Waste Lane.

The Chairman explained that the deputation would be provided to Officers and other representatives for reference and consideration.

4. MINUTES

The minutes of the meeting held on 20th October 2021 were presented.

RESOLVED

The minutes of the meeting held on 20th October 2021 were approved.

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5. HS2 PROGRAMME FORWARD PLAN

Concerns were raised by the Group that the document was not ready to be publically shared as had been requested.

The Chair asked that the document be made available to Members of the Group, with a final version of the document to be prepared ahead of the next formal meeting.

The Senior Engagement Management (HS2) explained that additional time had been taken to ensure the document was accurate.

6. HS2 ENGAGEMENT PLAN

The Senior Engagement Manager presented the HS2 Engagement Plan, which laid out who had been engaged with and when it would take place. Members of the Group were asked to give their feedback on the Plan as it was a working document.

Concerns were raised about the details within the document, as there were some gaps in relation to contact details within the document. The Senior Engagement Manager referenced the draft contact card which was located within the Main Programme Update, which had confirmed contact details.

Members asked if the meetings within the Plan could be confirmed and shared. The Senior Stakeholder Manager agreed that dates would be included in future Plans, and these could also be found on the HS2 Ltd website.

A Member queried if a HS2 Representative could be included as the representative for the North Area, until this role is formally filled. It was confirmed that the Head of Stakeholder Engagement (BBV) would cover this role.

A Member requested that if there were changes to the programme which would impact on local wards, that HS2 Ltd would contact Ward Councillors to inform them of the changes. The Senior Stakeholder Manager explained that that this would take place.

A Member sought clarity over whether engagement in relation to the Balsall Common Viaduct would take place in January. It was outlined that materials for the engagement activities continued to be prepared. This may mean that the planned start would be delayed.

7. MAIN PROGRAMME UPDATE

The Engagement Manager for LM introduced the presentation for the enabling works in the Interchange Area. The programme in this area would likely last until July 2022 when the works would be transferred to BBV. It predominantly focussed on the creation of a longabout and a junction next to the M42 and A452. A number of events had taken place to inform and support local businesses and communities within the Interchange Area.

A Member sought further information about the road closures on Diddington Lane, and how residents who used the road would be informed of this. The Engagement Manager explained that they contacted residents on the road and key businesses nearby. To reach users who may not receive the information through these methods there would be advanced signage and through links with parish councils.

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A Member asked when the A452 lane closure would reopen, as traffic had started to funnel down the more rural roads because Wootton Lane was blocked. A response would be provided after the meeting.

The Head of Stakeholder Engagement (BBV) provided the following updates on the main works in the Borough:

- Haul roads were being created at the Carol Green Bridge and Truggist Lane compound sites. The haul road from the Aston Martin roundabout through to Waste Lane was near to completion.
- Mobilisation on site had started at the Coleshill Heath Park compound to create the embankment and crossing over the M6. Alongside this, the Pool Wood embankment works had started with piling platforms in place to enable the creation of the structure that the railway would run through.
- The works compound at Coleshill Heath Park had been installed, and one football pitch had been retained. Options were being considered to decide whether to create an embankment could be installed to mitigate the impact of the retaining wall over Coleshill Heath Road. The design and construction team continued to assess what facilities could be incorporated into the space.
- They continued to monitor the haul route along Kenilworth Road and Waste Lane to ensure that they worked within the approved volume of traffic.
- At Hallmeadow Road, survey works and land agreements were almost finalised through the HS2 Land and Property Team. The detailed design for the area was also underway, and engagement with nearby property owners had taken place.
- A dedicated haul route off the M6 and M42 link road had been introduced which would stop vehicles from going through Castle Bromwich between the motorway and tunnel head compounds to access the motorway. It was noted that a lorry route still existed as an emergency route.
- There would be M42 closures over the Christmas period to undertake preparatory works for a crossing over the motorway. A diversion route would go along the A446, A453 and A5, and a communications campaign was underway.

Members asked questions and made the following comments:

- A Member enquired when the West Coast Mainline crossing would be complete. This would likely be completed by 2023.
- A Member asked how long it would take until the final design for Coleshill Heath Park and the embankment would be confirmed. The Head of Stakeholder Engagement outlined that this would likely be a number of months as the proposals were assessed.
- A Member sought further clarity about when the haul route from Aston Martin Roundabout to Waste Lane would start to be used, in order for HGV to be removed from public roads. It was confirmed that this haul route would likely be available for use from the start of 2023.
- A Member queried if there were likely to be delays with the programme on the Hallmeadow Road haul route from survey works and land ownership issues, and if the August date would be when vehicles would begin to use the haul route. The Head of Stakeholder Engagement explained that the delivery programme dates were when it would be expected that programme would be completed. As soon as the haul route was available for use, BBV vehicles would use it.
- A Member asked what emergencies would qualify vehicles to use the B4118. It was outlined that an emergency would be when the access point cannot be used and the vehicle was required to enable the operation to carry on to

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prevent damage to the structure. The Member requested whether these events could be recorded in order to respond to queries from local residents. It was agreed that in circumstances when the B4118 was used, then it would be highlighted with the Group. More information was also sought about the different compounds on the B4118, and it was explained that one was an office complex and the other was a construction site.

- A Member queried if there were concerns about whether vehicles would access the compound through an unapproved route. It was clarified that drivers would be turned away if they used the wrong gate and were subject to rigorous checks.

The Senior Engagement Manager provided an overview of the community engagement work which had taken place within the Borough. Included in this was the refresh of the Community Engagement Strategy, which reflected the impact of the programme to date.

Members raised the following questions and comments:

- A Member observed that the 11% of complaints were not answered in 20 working days, and asked why they were not responded to in this time period. The Senior Engagement Manager explained that these were very complex complaints, and those involved would be kept informed throughout the process, and reasons for the delay would be provided.
- A Member queried the messaging for point 4, “managing expectations”, as it had negative connotations about how engagement would proceed within the Borough. The Senior Engagement Manager accepted that this was useful feedback but this point referenced the limits to the level of influence communities can have in the project even though communities would continue to be engaged in the process.
- A Member asked how the effectiveness of the HS2 Helpdesk was evaluated, as Members highlighted that there were concerns locally which did not appear to be picked up by the Helpdesk. The Senior Engagement Manager highlighted that there were external reviews of the Helpdesk, and encouraged Members to promote the Helpdesk to residents.
- A Member questioned whether the plans included all the ancillary works that would be implemented as part of the project. It was confirmed that some utility works would be covered by the HS2 Act and some would be undertaken directly by utility companies. Works undertaken by utility companies would be expected to deliver engagement in line with HS2 Ltd strategy.

A sample contact card had been produced for Members which was highlighted within the Agenda Reports pack. The contents within the card were explained by the Senior Engagement Manager. It was aimed that these could be issued before 2022.

A Member sought clarity over the size of the contact card, as it was larger than they expected. The Senior Engagement Manager clarified that these were likely to be virtual, but if they were to be printed, they would be A5 sized. There were concerns from the Member about the appropriateness of the contact card if it was A5 sized.

A Member queried whether the notice of traffic management around Meriden Road would overlap with the closure of Diddington Lane. There were concerns that this would take place alongside the closure of Solihull Road near to Catherine de Barnes. Clarity would be sought about the closure or otherwise of the roads in this area.

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A Member was concerned that the contact cards were not clear on who to contact, especially for those people who were unclear about the HS2 project. It was confirmed that the contact card was primarily for those who lived on the line of the route, rather than the wider Borough. The comments were noted, and would be considered when this was shared.

8. HIGHWAYS SERVICES UPDATE

The Head of Highways Management explained that there had been no significant Schedule 4 applications which had been submitted since the October HS2 IAG meeting.

A report had been drafted for the January CPH Environment and Infrastructure Decision Session on the draft HS2 Road Safety Fund interventions.

9. KEY ISSUES TRACKER

The Key Issues Tracker was presented for information.

A Member highlighted the issue of Heath Park, and asked if there was an update on the proposals which had been submitted. The Senior Engagement Manager confirmed there were no updates to these proposals at present, as it continued to be considered.

A Member requested that the format for the Key Issues Tracker was updated to ensure that it remained relevant, which Officers and HS2 Ltd representatives agreed to support.

The meeting finished at 8.00 pm