

Hybrid Bill Petition

House of Commons

Session 2017-19

Second Additional Provision (AP2) to the High Speed Rail (West Midlands to Crewe) Bill February 2019

Do not include any images or graphics in your petition. There will be an opportunity to present these later if you give evidence to the committee.

Your petition does not need to be signed.

Expand the size of the text boxes as you need.

1. Petitioner information

In the box below, give the name and address of each individual, business or organisation(s) submitting the petition.

*Charles Cole on behalf of Kings Bromley Parish Council
Sunningdale, Alrewas Road, Kings Bromley, DE13.7HP*

*John Sadler on behalf of Kings Bromley Action Group
Ashton Hayes Farm, Tuppenhurst Lane, Handsacre, Rugeley, WS15.4HN*

*Paul Lovern on behalf of Richard Crosse Church of England Primary School
Lichfield Road, Kings Bromley, DE13.7JE*

In the box below, give a description of the petitioners. For example, “we are the owners/tenants of the addresses above”; “my company has offices at the address above”; “our organisation represents the interests of...”; “we are the parish council of...”.

We are the Parish Council particularly affected by HS2
Richard Crosse C of E Primary School would be adversely affected if the plans as published go ahead.

2. Objections to the Second Additional Provision (AP2) to the Bill

In the box below, write your objections to the Second Additional Provision (AP2) to the Bill and why your property or other interests are [specially and directly affected](#). Please number each paragraph.

Only objections outlined in this petition can be presented when giving evidence to the

committee. You will not be entitled to be heard on new matters.

Additional Provisions (AP2) Ref No: AP2-001-006

- **Additional land and a change to the Bill powers required to divert Common Lane to the A515 Lichfield Road**

Objection

Map Ref: CT-06-202 Grid Ref: H4 to B3

Although Kings Bromley Parish Council is pleased to see that HS2 is planning to retain a link from Common Lane to the A515, it is **totally opposed** to the proposed closure outlined in *SES 2 and AP2 ES, Volume 2 - Community Area Report*, page 171, point 5.6.9 which explicitly says that the 'road will remain closed for the duration of the construction period' which is estimated to take 1 year 3 months.

(NB - At a previous meeting with HS2 and Staffordshire County Council, it was stated that the new link road would not be open for a period of 5 years + whilst construction takes place)

- The Parish Council understands that HS2 need to consider the safety of their own and their contractors employees whilst construction work is taking place. However, the safety and well-being of local residents, school children, school staff, parents, landowners, farm employees and local businesses also need to be given the highest consideration.
- **If** Common Lane is closed, the only way traffic can access the A515 is to drive along Crawley Lane past the Richard Crosse Primary School (*Map Reference CT-06-202-R1, Grid Reference B7/6*). This is **totally unacceptable** for even the shortest of periods for the following reasons:
 - Crawley Lane is too narrow in places for some farm machinery such as combine harvesters, maize choppers etc to negotiate.
 - It is estimated that the following traffic movements would need to use Crawley Lane and travel past the School onto the junction with the A515 if Common Lane is closed:

Cars (business)	25,540	per annum	
Cars (social)	2,564		"
'White' vans	7,134		"
8 wheel HGV's	724		"
Articulated Lorries	1,277		"
Farm Vehicles	930		" (+ significant increase during harvesting)

It

It should also be understood that harvesting includes silage, hay and maize as well as wheat, barley etc. This is not just concentrated in late summer but can take place any time between March and November.

These traffic movement figures are for Common Lane Farm, 10 Business Units which employ 42 people, and 6 residential properties around the farm. It does **not** include traffic generated from other farms affected.

- All of this traffic would have to travel along Crawley Lane past Richard Crosse Primary School and then turn onto the A515. This junction is already difficult since opposite Crawley Lane is the entrance/exit to the car park for the local public house and convenience store. There is also a traffic light controlled pedestrian crossing. Articulated lorries, other HGV's and farm tractors and trailers approaching the junction from Crawley Lane would have to pull out over to the north-bound lane in order to turn left to Lichfield - another significant hazard!

- Richard Crosse Primary School is a thriving, growing community. It has just increased in size with the addition of a new classroom and improved facilities. Some statistics will show the unacceptable dangers if all the Common Lane traffic has to drive past:

It is full to capacity with 130 pupils.

It is open from 7.30am - 6pm with occasional evening and week-end activities. The school is therefore in use on some days until after 9pm.

7.30am	-	Pre-School Club
8.20am - 8.50am	-	Drop off for normal school day
11.30am	-	Nursery School collection
12.30pm	-	Lunch collection
	-	Drop off for Nursery School
3.15pm	-	Parents start to arrive for school collection
3.25pm - 3.45pm	-	Significant increase in traffic for school collection
4.30pm	-	After School Club - pupil collection

In addition to this, there are regular Management Meetings at the School, Sports Days, School Productions, PTA events, Academy Choir etc which happen during the day evenings and some week-ends.

About 60% of the pupils live in Kings Bromley Village. Because of the nature of the village, a large proportion of these plus the remaining 40% require transport to get to school. Parents use Common Lane to get to School to avoid the Crawley Lane/A515 junction.

- We note that Crawley Lane/Common Lane is now designated a 'Construction Traffic Route (*Map Reference CT-05-202-R1, Grid Reference D10 - H10 and CT-05-202, Grid Reference H1 - F8*). **This was not included as a 'Construction Traffic Route in the Environmental Statement Volume 2: Map Book dated July 2107 or in the AP1 changes.**

- The Parish Council is totally opposed to this since it will make a bad traffic situation significantly worse. The standard of both roads is unlikely to cope with heavy HS2 Construction Traffic. It will also be detrimental to the use of Crawley Lane/Common Lane as a leisure facility for residents, including walkers, cyclists and horse riders.

- Also, concerning the section of Common Lane affected by this (*Map Reference CT-05-202, Grid Reference G6 - F8*), I refer you to the letter to Wayne Bull and Julia Allsopp from Oliver Bayne dated 23rd May 2018 which specifically states that Pyford North Satellite Embankment compound would be set up via the newly established direct access on to the A515. This would surely ensure that there was no further need to use this part of Common Lane as a Construction Traffic Route to protect the residents of Holly Cottage and their Cattery Business.

- The Kings Bromley Cricket Club is also situated in Crawley Lane and from April to September inclusive they have matches and net practice. They also hold social and fund-raising events throughout the year. These add to the traffic and parking issues along Crawley Lane.
- The 100 years old Kings Bromley Show uses Crawley Lane from the junction of the A515 as an entrance to the Show Field and Common Lane as an exit. Using Crawley Lane as an entrance and exit will cause significant congestion particularly at the A515 junction.

3. What do you want to be done in response?

In the box below, tell us what you think should be done in response to your objections. You

do not have to complete this box if you do not want to.

The committee cannot reject the Bill outright or propose amendments which conflict with the principle of the Bill. But it can require changes to the Government's plans in response to petitioners' concerns, which can take the form of amendments to the Bill or commitments by HS2 Ltd.

You can include this information in your response to section two 'Objections to the Second Additional Provision (AP2) to the Bill' if you prefer. Please number each paragraph.

Resolution

Kings Bromley Parish Council believe it is imperative to keep Common Lane open at all times. It has looked at the 7 options proposed by HS2 in the *Community Area Report*.

The favoured option is Option 5 - the building of an underbridge (*Map Reference CT-06-202, Grid Reference G5*). This seems to be the most straightforward option, causing significantly less disruption to local residents, School and businesses. The advantages of this Option are:

- No need to build and maintain additional roads as in Options 3, 6 and 7. The existing roads will continue to be used. Good agricultural land will not be required to build new roads and it will be unnecessary to disrupt existing field boundaries.
- Improved safety for HS2 and Contractors employees and residents because the road will not be running parallel with the Embankment and near the Borrow Pits.
- In the *Community Area Report (reference 5.6.13)*, HS2 state '**Option 5: Common Lane will be re-aligned beneath Pyford North Embankment via an underbridge 25m north-west of the existing Common Lane**'. This surely means that it would be possible to keep the existing Common Lane in use whilst the underbridge is built, resulting in even less disruption. If for whatever reason this is not possible, an alternative would be to temporarily use the route outlined in Option 6 around Pyford North Embankment during the underbridge construction. Once the Common Lane underbridge is complete, this route can be closed off and the Embankment completed.
- HS2 have stated (*reference 5.5.23*) that a new highway pumping station would be required for this option. Local landowners strongly believe that an adequate land drainage system would suffice for the limited number of occasions when the underbridge would be likely to flood.

If Option 5 is ruled out, the second option we would be prepared to consider, although much less enthusiastically, would be Option 3 - the new link road between Common Lane and the A515 to the north of the Embankment. The major disadvantage to this option is that it has an increased requirement to use more good quality farm land. It also does not get over the potential closure of Common Lane during for the 1 year 3 months Construction Phase.

If this option were to be adopted, Kings Bromley Parish Council would seek Assurances from HS2 that a Traffic Management System would be implemented that would provide an alternative to any additional traffic being forced to drive past Richard Crosse School and onto the A515 at its junction with Crawley Lane. This could take the form of traffic lights controlled by sensor pads on the road leading up to the Embankment. It is hoped that HS2 Engineers would be able to come up with a workable scheme that would work in the best interests of Kings Bromley Residents and HS2 employees.

Other Issues

AP2-001-003 Additional land for new pipework from the Kings Bromley South borrow pit for groundwater recharge to Pyford Brook, Trent and Mersey Canal and Bourne Brook.

Kings Bromley Parish Council seek Assurances from HS2 that the several landowners affected by this Additional Provision should be individually consulted so they are fully aware of what impact this will have on their land.

Re-positioning of Lichfield Road Utility Compound - Map Reference: CT-05-202, Grid Reference E2/3

Kings Bromley Parish Council support the landowner that this Utility Compound should be moved to *Grid Reference: D1/2*. This will be closer to the Borrow Pit, adjacent to the '*Construction Traffic Route*' and will be situated between land already identified as '*land potentially required during construction*'. This will result in:

- less agricultural land being required during construction
- the opportunity to link the '*Construction Traffic Route*' from the new location at D1/2 to the haul road at E5.

This change, together with the relocation of Pyford North Embankment Satellite Compound would result in Crawley Lane/Common Lane **NOT** being required as a '*Construction Traffic Route*'.

Charles Cole

If you have already petitioned against the High Speed Rail (West Midlands to Crewe) Bill, please give your petition number.

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Next steps

Once you have completed your petition template please save it and [continue on our website](#).

If clicking 'continue on our website' doesn't work, copy this link and paste it into your browser: <https://beta.parliament.uk/petition-a-hybrid-bill/3?step=writing-your-petition-online#complete-petition>