

Notes of meeting between Berkswell and Balsall Parish Councillors with BBV held on Thursday 18th March at 6.30 PM using MS Teams

Present: Andy de Bell (BBV), Nicholas Cuming (BBV), Richard Drake (Berkswell/Balsall), Kay Howles (Berkswell/Balsall), Andrew Burrow, (Berkswell), Richard Lloyd (Berkswell/Balsall), Dinah Edwards (Berkswell) Diane Howell (Borough Councillor)

1. Presentation by BBV

- 1.1. BBV are taking over from LM as the preliminary works are completed and they move into the construction phase.
- 1.2. An application to use Hallmeadow Rd as a delivery route is imminent. (This has been submitted) This will involve a new access exit from the station roundabout looping behind the B&B, RBL and Carstins. Currently there is no plan for a temporary car park due, it seems, to issues with Network Rail. (Network rail had issues regarding their line side access from the rear of the car park. BBV to look at alternative solution to this).
- 1.3. The overall expected vehicle movements are down from those initially indicated. A peak of 200 HGVs per day versus peak of 350 to 400 per day advised at the meeting in January 2020. IT is expected that routine HGV traffic will be around 120 HGVs per day. In addition, there are expected to be a peak of 170 cars/LGV per day. (All figures one way).
- 1.4. BBV no longer plan to use Waste Lane (beyond the Greenway) and Truggist Lane for delivery route traffic. That traffic will use the Hallmeadow Road route and/or the trace of the line. (There will still be a requirement to use Kelsey Lane and Waste Lane but the traffic will be split by using Hallmeadow road) HGV traffic through Balsall Common and down to the Waste Lane construction site is now expected to be a peak of 40 per day versus 40 to 80 per day predicted in January 2020.
- 1.5. BBV are also planning to leave the traffic calming measures (speed bumps) in place on Hallmeadow Road. (This will be part of the schedule 17 application regarding implementation and any measures required in mitigation)
- 1.6. Richard Drake subsequently asked if they have assessed the additional noise and pollution impact of this versus speeding concerns.

2. As individuals Councillors asked for a number of things to be considered:

- 2.1. if BBV were prepared to run an online public engagement event- BBV are happy if there is sufficient local interest. BBV will carry out public engagement.
- 2.2. An outline timeline of applications and work during 2021 was requested. BBV will draft
- 2.3. Station Rd, Riddings Hill (entry slope) and Grovefield Crescent (entry slope) to be included in any consultation on parking restrictions and plans with the objective to deter all day parking for the station by banning parking for one hour during say the afternoon. BBV will be looking into all measures to assist in parking
- 2.4. considering options to provide alternative foot access to the Barretts Farm footpaths to bypass the "Carstins lake" BBV will look into this.
- 2.5. planting a hedge to reduce pollution on the side of Hallmeadow Rd. BBV noted
- 2.6. expressed surprise that the option to "grasscrete" the railway side of Hallmeadow Rd hadn't been considered as a parking location for cars "to be banned" from parking on the road itself. BBV have this as a consideration.
- 2.7. A replacement car parking for that displaced on Hallmeadow Road was critical. BBV will be pursuing/investigating some alternatives
- 2.8. ensuring consultation takes place on the impact bus stops and routes on Hallmeadow and Station Roads This will be part of the schedule 17 application
- 2.9. updating their terminology to recognise that Berkswell Gate is the name of the estate NOT Riddings Hill (which is a road) BBV noted

- 2.10. not using Carol Green to describe the Truggist Lane work because Carol Green is a distinct hamlet at some distance from the line. BBV noted
- 2.11. to remember that much of the activity south of Waste Lane is in Berkswell Parish NOT Burton Green. BBV noted
- 2.12. To provide proper “technical” explanation in writing of why a haul route using the trace of the line and the existing accommodation bridge over the WCML at Truggist Farm has not been progressed/developed as an alternative to Hallmeadow Road
- 2.13. We understand further work is ongoing on the parking concerns. It was made clear by all present that this was a major concern.

Drafted by Richard Drake, Chairman of Berkswell PC and approved by BBV. See attached email. This document has been paginated to ease reading from the approved email version.

From: Nicholas Cuming <nicholas.cuming@balfourbeattyvinci.com>

To: richarddrakeberkswellpc@yahoo.com <richarddrakeberkswellpc@yahoo.com>

Cc: Andy deBell <andy.debell@balfourbeattyvinci.com>

Sent: Thursday, 4 March 2021, 08:25:41 GMT

Subject: Minutes of meeting

Morning Richard

Hope you are well. Please see comments below from the minutes of meeting. Hope this is ok?

Main points -

BBV are taking over from LM as the preliminary works are completed and they move into the construction phase.

An application to use Hallmeadow Rd as a delivery route is imminent. (This has been submitted) This will involve a new access exit from the station roundabout looping behind the B&B, RBL and Carstins. Currently there is no plan for a temporary car park due, it seems, to issues with Network Rail. (Network rail had issues regarding their line side access from the rear of the car park. BBV to look at alternative solution to this). The overall expected vehicle movements are down from those initially indicated. A peak of 200 HGVs per day versus peak of 350 to 400 per day advised at the meeting in January 2020. It is expected that routine HGV traffic will be around 120 HGVs per day. In addition there are expected to be a peak of 170 cars/LGV per day. (All figures one way). BBV no longer plan to use Waste Lane (beyond the Greenway) and Truggist Lane for delivery route traffic. That traffic will use the Hallmeadow Road route and/or the trace of the line. (There will still be a requirement to use Kelsey Lane and Waste Lane but the traffic will be split by using Hallmeadow road) HGV traffic through Balsall Common and down to the Waste Lane construction site is now expected to be a peak of 40 per day versus 40 to 80 per day predicted in January 2020. BBV are also planning to leave the traffic calming measures (speed bumps) in place on Hallmeadow Road. (This will be part of the schedule 17 application regarding implementation and any measures required in mitigation) I have subsequently asked if they have assessed the additional noise and pollution impact of this versus speeding concerns.

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