

## Notes of a meeting between Berkswell Councillors and BBV 10<sup>th</sup> June 2021

Below are the agreed notes of the meeting held between Berkswell Councillors and BBV. In the appendix is a GANT chart from the previous meeting with BBV held on 20<sup>th</sup> May 2021 regarding transport routes. That chart shows the phasing of the proposed use of the transport routes if (and only if) those routes are approved by the SMBC Planning Committee. That chart does not form part of the notes of the meeting held on 10<sup>th</sup> June but is there to help readers understand the context of these minutes given that the 10<sup>th</sup> June meeting was a follow up to the 20<sup>th</sup> May public meeting.

### Present

Richard Drake Parish Councillor	Richard Lloyd Parish Councillor	Kay Howles Parish Councillor	Andrew Burrow Parish Councillor
Tony Diccio SMBC Councillor	Andy de Bell BBV	Nick Cumming BBV	Craig Davies BBV
Michael Hannam BBV			

### Purpose

The purpose of the meeting was solely to discuss mitigation measures surrounding the BBV transport and haulage route planning applications which would use the A452, Hallmeadow Road and create a haul route on the trace of the line by approximately 2023. The meeting was to clarify issues at the request to Berkswell Councillors. BBV confirmed that they were willing to hold a meeting with councillors and members of the public covering general issues relating to the transport haulage routes at a date to be arranged.

Issue	Clarification/BBV position
<b>The Initial questions and responses were about HGV vehicle numbers on various roads. All numbers one way traffic per day with the same number of return journeys</b>	
Truggist Lane	Maximum of 10 vehicles per day until the Hallmeadow transport route operational. Thereafter, the numbers would reduce and would predominantly comprise service and welfare vehicles rather than 32 tonne material haulage vehicles
Waste/Kelsey Lanes (i.e. through the centre of Balsall Common)	<p>200 maximum per day until Hallmeadow Road operational</p> <p>Thereafter 40 per day maximum. This will include the vehicles serving three potential locations and comprises:</p> <ul style="list-style-type: none"> <li>• 18 to 40 to the Waste Lane compound (dependent on Truggist Lane and Burton Green movements)</li> <li>• 0 to 10 to Truggist Lane</li> <li>• 0 to 12 to Burton Green</li> </ul> <p>BBV stated that when the continuous haul route on the old greenway was operational from Park Lane to Burton Green the 12 vehicles to Burton Green would use that haul route</p>

Hallmeadow Road	A maximum of 200 until the continuous haul route constructed on the trace of the line was operational (circa 2023) Thereafter 40 per day
Total HGVs on public roads through Balsall Common	A maximum of 200 per day would use either Hallmeadow or the Kenilworth Road. I.e. the combined total would be 200 per day versus the 400 predicted in the Environmental Statement given to parliament.
What hours would HGVs use public roads	Except for exceptional (very large) loads where out of normal hours travel is required, HGVs would run from <ul style="list-style-type: none"> <li>• Monday to Friday 0800 to 1800</li> <li>• Saturday 0800 to 1300</li> </ul> <p>Cars/light vans coming to and leaving work could travel for an hour before or after these times to get the teams to work.</p>
<b>Other clarifications and issues</b>	
Replacement parking for that lost on Hallmeadow Road	20 to 24 on spaces created on the verge on Hallmeadow. However, this required SMBC approval.  The expressed opinion by councillors was that this was below the levels of street parking shown in their NDP survey but parking demand was radically reduced by the pandemic and might well not fully recover during the use of Hallmeadow. It could be enough subject to the point below
Information published by ARUP showed that about 130 people from Balsall Common used the Station to travel to work. Many of those walked to the station and hence much of the station parking was from people driving to Berkswell Station because parking was free and available. The Councillors did not want this displaced onto local roads. The request was that parking restrictions (yellow lines) similar to those around schools are put in place on the following roads to prevent all day parking but not otherwise interfere with residents occasional parking needs on the roads.  <ul style="list-style-type: none"> <li>• The lower end of Grovefield Crescent</li> <li>• The Lower end of Riddings Hill</li> <li>• Station Road to past the Brickmakers Arms</li> </ul>	BBV agree with this proposal

<p>This all to be included within the parking order that would prevent parking on Hallmeadow Road</p>	
<p>Providing a safe pedestrian crossing, particularly for school children, for the crossing of the new haul/transport road on the south side of the Station roundabout. Such a crossing to be situated close to the roundabout to encourage its use rather than pedestrians, particularly school children, short cutting and not using it because it required deviation from a straight-line walk. I.e. taking account of the predictable behaviour of those walking.</p>	<p>BBV were committed to providing a safe crossing. BBV will design the crossing to a standard agreed with SMBC. SMBC will sign-off and consent the design prior to its construction.</p>
<p>Whilst the Councillors recognised that BBV would provide wheel washing and street cleaning, experience indicates that dust can still be a problem in the summer. It was requested that low level bushes (not trees) be planted on the west side of Hallmeadow Road to help with this and also to improve the "green environment"</p>	<p>BBV said they would seriously consider this but it was SMBC land.</p>
<p>Provide a footpath and/or cycleway next to the transport/haul route across Barratts Farm from Station Road to the end of the temporary Greenway given that the existing footpath via Carstins would be severed.</p>	<p>BBV said they planned to do this and were considering a path 1.5 metres wide. They did not believe that there was sufficient space for a formal cycleway that required 3 metres width. The path would be segregated for safety reasons by a barrier from the HGV route. BBV said they could make the path 2 metres wide. They would also look at whether it could be unfenced on the other side or additional unpaved space provided, to allow pedestrians and cyclists to pass given the inevitability that cyclists would use the path.</p> <p>The planned surface would be stone with a rolled surface similar to the temporary greenway</p>
<p><u>Footpath behind the Railway Inn</u></p> <p>There is a public footpath running from behind the Railway Inn to an accommodation bridge across the WCML and thereafter it becomes a permissive footpath running northwards to join Hallmeadow Road. Councillors stated that if BBV could commit resources to a project to improve the surface and cut vegetation back this could form the basis of an alternative walking route rather than walking down Hallmeadow next to HGVs. It would also help with footpath closures. Opportunities existed to extend permissive path a bit further northward through the woodland. It would require SMBC approval</p>	<p>BBV said that they would support such a project as a community project subject to Councillors obtaining the necessary approvals, scope of work definitions from SMBC.</p>

Other issues	<p>The planning Committee would consider the applications on 30<sup>th</sup> June 2021</p> <p>The Land owner and HS2 Ltd had not yet formally agreed the use of the land outside the Act limits to build the link from Station Road to the HS2 site.</p>
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### Appendix

The chart below does not form part of the meeting notes but is included here to help readers understand the context of the notes. To see the full presentation from which this chart was drawn please see the full BBV presentation of 20<sup>th</sup> May on the Berkswell PC website. BBV have advised that all such work programmes can change. This initial programme is subject to planning permission being given on 30<sup>th</sup> June 2021.

