### EXHIBIT LIST

Reference No: HOC/00131  
Petitioner: North Staffs Bridleways  
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Dear Jane

HIGH SPEED RAIL (WEST MIDLANDS – CREWE) BILL – HOUSE OF COMMONS SELECT COMMITTEE:
PETITION HS2-P2A-000131 – NORTH STAFFORSHIRE BRIDLEWAYS ASSOCIATION

Thank you for taking the time to speak to me earlier this month, and again on Friday 22 June.

I understand you are now in receipt of the Promoter's Response Document (PRD) which sets out our response to the issues you have raised in your petition. As requested, I have enclosed the following documents referred to in the PRD:

- HS2 Environmental Statement Volume 5: Draft Code of Construction Practice (CoCP)
- HS2 Phase 2A Information Paper E5: Roads and Public Rights of Way
- HS2 Whitmore Heath to Madeley Tunnel Report
- House of Commons High Speed Rail (West Midlands – Crewe) Bill Select Committee, First Special Report of Session 2017 - 2019

During our call, I suggested that we meet to discuss your petition in further detail now that you have had the PRD. You said that you had a number of questions, but that it was not convenient to discuss them. You explained that the date we suggested for the meeting - 29 June 2018 - was not suitable, and that it was your preference that we do not meet prior to your appearance before the Select Committee.

I also offered a telephone conference with your North Staffordshire Bridleway Association (NSBA) committee members. However, due to constraints of organising this, you said that you would prefer not to pursue such a meeting.

You mentioned that you and NSBA committee members will be meeting next week to prepare for the Select Committee hearing, and that you will subsequently send any information you have for exhibit exchange (currently scheduled for Thursday 12 July). In order for us to fully consider your requests in advance of this or to clarify any matters it would be helpful to receive this information as soon as possible, in advance of exhibit exchange. I would also reiterate our offer of a further discussion, at a date and time convenient to you, for us to discuss any of your residual issues.

If this is something you wish to pursue, please contact me either in writing or on 0207 944 6758 to arrange.
Yours sincerely

Nisha Plaha
Petition Advisor,
High Speed Two (HS2) Limited
Dear Jane

HIGH SPEED RAIL (WEST MIDLANDS – CREWE) BILL – HOUSE OF COMMONS SELECT COMMITTEE: PETITION HS2-P2A-000131: NORTH STAFFORDSHIRE BRIDLEWAY ASSOCIATION

I am writing to you in my capacity as the Director of Hybrid Bill Delivery at HS2 Ltd, which is acting on behalf of the Promoter of the High Speed Rail (West Midlands-Crewe) Bill ('the Bill') currently before Parliament. I understand that you have a number of concerns about the impact of Phase 2A of HS2 (known as ‘the Proposed Scheme’) and have submitted a petition on that basis against the Bill in the House of Commons.

During the recent discussions with HS2 representatives on 9 July 2018, I understand it is your intention to raise the following issues when you appear before the Select Committee:

- Parapets
- Hopton
- Yarnfield Lane
- Bent Lane
- Dog Lane
- Checkley Lane
- Den Lane
- Bower End Lane
- Gonsley Green Farm
- Casey Lane

I thought it would be helpful to summarise what was explained at your recent meeting in relation to each of these matters.
**Parapets**

You asked about the parapet specification for HS2 overbridges. As explained, parapets for the Bill design would be 1.8m in height, which is consistent with the British Horse Society (BHS) recommended guidelines. For bridges where a Public Right of Way is currently designated as a footpath, the parapet height on side spans in some cases may be reduced to 1.5m. It worth noting that should the status of a footpath subsequently be upgraded to a bridleway, the parapet height on side spans would need to be reviewed so it is in line with the BHS design standards. All HS2 works affecting the public highway would be subject to approval from the relevant highway authority after Royal Assent to the Phase 2a Bill.

**Hopton**

You explained that you believed the B5066 Sandon Road needs a riding margin of protected verge to travel between Bridleway 12 and nearby junction of Hopton Lane. As discussed, it is proposed that a 1.5m wide grass verge would be provided on the realigned Sandon Road. Hopton and Coton New Footpath overbridge is proposed to be upgraded to a bridleway overbridge as part of a future Additional Provision to make provision for cyclists and equestrians. However, it is worth noting also that further changes to the alignment of Sandon Road are being discussed with Staffordshire County Council and other parties who have petitioned against the Bill.

**Bent Lane**

You raised the need for a better bridleway connection between the West Coast Main Line overbridge and Bent Lane (south) via a field gate, and then access to Bent Lane (north) via an HS2 underbridge. As discussed, Bent Lane (north) would be diverted and widened to 5.5m carriageway with 1.5m verges. We note that there is an undetermined application to upgrade footpath 10 to a bridleway. The HS2 Footpath 10 accommodation underbridge could be modified to accommodate equestrian use subject to necessary approvals.

**Dog Lane**

You raised concerns about the proposed Bill realignment of Dog Lane, and described the existing road as being narrow and windy. As explained at the meeting, the proposed realignment of Dog Lane would straighten the road and increase the carriageway width to 5.5m and grass verge widths of approximately 1.5m.

**Yarnfield Lane**

You expressed concerns about the interaction of construction traffic movements on Yarnfield Lane with equestrians. We have noted your concerns on this matter, and will review this during further development of the preliminary design and detailed design stages for the project. Traffic management measures would be developed to manage the interaction between equestrians and construction traffic. Enclosed with this letter is a copy of HS2 Phase 2a Information Paper D3: Code of Construction Practice which provides further guidance on how we will manage the effects of construction on communities and the environment through its Code of Construction Practice.

**Checkley Lane**

You raised concerns regarding Checkley Lane being used as a HS2 construction route. We have recently reviewed the use of haul routes in the CA5 area. With the provision of additional land and modification
to the connection of the A500 it would be possible to upgrade the haul route to be utilised by HS2 Heavy Goods Vehicle (HGV) construction traffic. This should substantially reduce HS2 HGV construction traffic along the route identified along Wrinehill Road and Checkley Lane, except during the initial construction set up period when the internal haul road is being built. Once the haul route is fully operational, it is anticipated there would only be occasional HS2 HGVs using the local road network.

The following assurance, has been provided to Wybunbury Combined Parishes:

“In order to reduce the number HS2 construction traffic vehicles on the local road network, the Promoter shall use reasonable endeavours to promote an Additional Provision to the Bill to upgrade the proposed internal site haul route, as shown indicatively on the plan carrying reference Annex A, such that it is capable of being utilised by HS2 HGV construction traffic.”

Den Lane

You raised concerns about the works at Den Lane. It is proposed that there would be temporary road closures and a permanent diversion at Den Lane. The works are expected to include lane closures or partial lane closures which would be under traffic control. Paragraph 11.4.5 of the Environmental Statement Volume 5: Technical appendices Traffic and Transport Assessment explains that “Closures and diversions of highways where reasonably practicable, will be restricted to take place across short term periods, overnight and over weekends”.

Bower End Lane

You discussed the proposed works affecting Bower End Lane, and highlighted that you consider soft ground alongside the River Lea not to be suitable for riding, which we note in relation to the works at this location. As explained at the meeting, it is proposed that a temporary bridleway diversion would be provided during construction. This would be separated from Bower End Lane, which is proposed to be the main construction access route to Madeley North satellite compound and associated Madeley tunnel northern portal works. Appropriate surfacing would need to be provided for any temporary or permanent bridleway diversions.

Gonsley Green Farm

You expressed the need for increased rider confidence so that equestrians can adapt to the changes in bridleway provision near Gonsley Green Farm. In accordance with BHS design guidelines 1.8m solid parapet provision is proposed on the Blakenhall Bridleway 12 accommodation overbridge crossing. Also proposed is landscape screening which would be provided where the bridleway is parallel to the HS2 railway.

Casey Lane

You expressed the need for a bridleway link between Casey Land and Weston Lane. As discussed, this is currently being reviewed. The New Basford cycle track was introduced to provide a connection for regional cycle route 70 as part of the changes deposited with the March 2018 Additional Provision. Changes to the design of this cycle track may be required to permit shared pedestrian, cycle and equestrian use.

At the meeting you expressed your gratitude for the work we have done in relation to considering previous requests raised by North Staffordshire Bridleways Association, particularly during the consultation period prior to the deposit of the Bill. You asked to be kept informed of future
developments in relation to a future Additional Provision, and would find it helpful to receive the March 2018 Additional Provision map books. As discussed, Beckie Lewis will provide map books to you in due course.

You mentioned at the meeting that it remains your intention to appear before the Select Committee but if, following the receipt of the Promoter’s exhibits, you are of a different view, details of how to withdraw your petition are below.

Petitions may be withdrawn by sending an email or letter to the Private Bill Office of the House of Commons informing the Clerk to the Select Committee that you wish to withdraw your petition¹.

If you have any queries please don’t hesitate to contact Nisha Plaha, Petition Advisor, on 020 7944 7558 and Nisha.plaha@HS2.org.uk.

Yours sincerely

Oliver Bayne
Director, Hybrid Bill Delivery
High Speed Two (HS2) Limited

¹ Contact details can be found on the Select Committee website at http://www.parliament.uk/business/committees/committees-a-z/commons-select/high-speed-rail-west-midlands-crewe-bill-select-committee-commons/contact-us-17-19/