

HIGH SPEED RAIL (LONDON - WEST MIDLANDS)

Supplementary Environmental Statement 3 and
Additional Provision 4 Environmental Statement

Volume 5 | Technical appendices map book
Traffic and transport

October 2015

SES3 and AP4 ES 3.5.2.10

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Department
for Transport

High Speed Two (HS2) Limited has been tasked by the Department for Transport (DfT) with managing the delivery of a new national high speed rail network. It is a non-departmental public body wholly owned by the DfT.

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Map series description	<i>This map series identifies the significant residual transport effects arising from construction of the Proposed Scheme and the construction lorry routes. Lorry routes are the identified routes which Heavy Goods Vehicles (HGVs) will use between compounds and the main road or strategic road network within each CFA. The effects include those that are temporary (adverse/beneficial) from transport-related impacts as a result of the Proposed Scheme on the transport network and the level of significance of those effects (minor, moderate or major).</i>	<i>This map series identifies the significant residual transport effects during the operation of HS2 for each CFA. The effects include those that are permanent (adverse/beneficial) from transport-related impacts as a result of the Proposed Scheme (and mitigation) on the existing transport network and the level of significance of those effects (minor, moderate or major) for the two forecast years 2026 (Opening Year) and 2041 (Design Year).</i>
Community Forum Area name		
CFA 04 – Kilburn (Brent) to Old Oak Common	✓	✓
CFA 05 – Northolt Corridor	✓	✓
CFA 06 – South Ruislip to Ickenham	✓	✗
CFA 07 – Colne Valley	✓	✗
CFA 08 – The Chalfonts and Amersham	✓	✗
CFA 09 – Central Chilterns	✓	✓
CFA 10 – Dunsmore, Wendover and Halton	✓	✗
CFA 11 – Stoke Mandeville and Aylesbury	✓	✗
CFA 12 – Waddesdon and Quainton	✓	✗
CFA 13 – Calvert, Steeple Claydon, Twyford and Chetwode	✓	✗
CFA 14 – Newton Purcell to Brackley	✗	✗
CFA 15 – Greatworth to Lower Boddington	✓	✗
CFA 16 – Ladbroke and Southam	✗	✗
CFA 17 – Offchurch and Cubbington	✓	✗
CFA 18 – Stoneleigh, Kenilworth and Burton Green	✓	✗
CFA 19 – Coleshill Junction	✓	✗
CFA 20 – Curdworth to Middleton	✗	✗
CFA 21 – Drayton Bassett, Hints and Weeford	✗	✗
CFA 22 – Whittington to Handsacre	✓	✗
CFA 23 – Balsall Common and Hampton-in-Arden	✓	✓
CFA 24 – Birmingham Interchange and Chelmsley Wood	✓	✗
CFA 25 – Castle Bromwich and Bromford	✗	✓
CFA 26 – Washwood Heath to Curzon Street	✗	✗
Off-route – Heathrow Express (HEX) Depot Relocation	✓	✗
Off-route – Modifications to WCML between Lichfield and Colwich	✗	✗

Mapping explanatory notes

Structure of the HS2 Supplementary Environmental Statement 3 and Additional Provision 4 Environmental Statement

The Supplementary Environmental Statement 3 (SES3) and Additional Provision 4 Environmental Statement (AP4 ES) comprises:

- Non-technical summary (NTS). This provides a summary in non-technical language of the SES3 (Part 1) and AP4 ES (Part 2) and of any likely significant environmental effects, both beneficial and adverse, which are new or different to those reported in the High Speed 2 (HS2) Phase One Environmental Statement (ES) submitted to Parliament in November 2013 in support of the hybrid Bill ('the Bill') for Phase One of HS2 (hereafter referred to as 'the main ES') as updated by subsequent SES and AP ES documents;
- Volume 1: Introduction to the SES3 and AP4 ES. This introduces the supplementary environmental information and design changes included within the SES3 and amendments, which have resulted in the need to amend the Bill, within the AP4 ES. It also explains any changes to the scope, methodology, assumptions and limitations required for the environmental assessment;
- Volume 2: CFA reports and Map Books. These describe the supplementary environmental information and design changes included within the SES3 (Part 1) and amendments within the AP4 ES (Part 2). Any new or different likely significant environmental effects arising from these changes and amendments in each CFA, compared to those reported in the main ES, as updated by SES and SES2 documents (and SES3 for the AP4 amendments) are reported. The AP1, AP2 and AP3 amendments are also taken into account where relevant. In addition, the main local alternatives that have been considered are described, where relevant;
- Volume 3: Route-wide effects. This reports new or different likely significant route-wide effects arising from the supplementary environmental information and design changes included within the SES3 (Part 1) and amendments within the AP4 ES (Part 2) compared to those reported in the main ES as updated by SES and SES2 (and SES3 for the AP4 amendments). The AP1, AP2 and AP3 amendments are also taken into account where relevant;
- Volume 4: Off-route effects. This reports new or different likely significant off-route effects arising from the supplementary environmental information included within the SES3 and an amendment within the AP4 ES compared to those reported in the main ES as updated by SES and SES2 (and SES3 for the AP4 amendment). The AP1, AP2 and AP3 amendments are also taken into account where relevant;
- Volume 5: Appendices and Map Books. This contains environmental information and associated maps in support of the other volumes of the SES3 and AP4 ES; and
- Glossary of terms and list of abbreviations. This contains any new or different terms and abbreviations used throughout the SES and AP ES reports, compared to those included in the main ES.

Copyright statements

Copyright statements are presented in the Data dictionary and definitions section at the front of the map book, due to limited space to include this on the individual maps themselves.

Ordnance Survey data

All maps produced as part of the SES3 and AP4 ES contain Ordnance Survey (OS) data. HS2 Ltd use the most up to date mapping available, where possible, supplied by the OS and as such, we cannot be held responsible for any inaccuracies within this data.

As part of our licence conditions, all digital maps carry a watermark.

Chainage

Most of the maps presented as part of the SES3 and AP4 ES have a chainage value shown next to the alignment. Chainage is presented on the maps in black font, in the form of XX+YYY. E.g. 77+000 or 158+500.

Chainage (known as reference chainage) is referenced from Euston Station, which is 0+000, and the value presented is in metres. E.g. 77+000 refers to the point, 77,000m, or 77km, from Euston Station. Chainage values increase in intervals dependant on the map scale. For maps at 1:50,000 scale chainage is shown at 5km intervals. For maps at 1:25,000 scale chainage is shown at 2km intervals. For maps at 1:10,000, 1:5,000 and 1:2,500 scales, chainage is shown at 1km intervals.

Chainage has been included on the maps as a useful tool for comparing different map sets showing the different environmental themes or engineering plans, due to map sets having different scales and therefore showing differing amounts of alignment on the map.

Map sheet layout

Each map in Volume 2 is presented twice, with the main ES map (published November 2013) on the left hand page and the SES₃ and AP₄ ES map on the right. For the CT-05 and CT-06 map series, the SES₃ and AP₄ ES map is annotated with different coloured clouds which highlight the areas of change. The coloured text box provides a brief description of the design change and amendment, and gives the SES₃ and AP₄ ES reference number. Only maps which have been amended as a result of the SES₃ and AP₄ ES are included within the map books. Other design changes which are within the existing limits of the Bill and do not result in new or different likely significant effects are also shown on the maps, but are not indicated by a cloud. The below table highlights the coloured clouds used, and their description.

Cloud / text box colour	Description
Blue	Design changes relating to the SES ₃ (Part 1 of each Volume 2 CFA report).
Red	Proposed amendments relating to AP ₄ (Part 2 of each Volume 2 CFA report).
Grey	Proposed amendments and design changes relating to previous APs and SESs, provided for reference.

Each Volume 5 map is annotated to describe the change to a receptor or significant effect, and to give the SES₃ and AP₄ ES reference number. For more detailed information about the SES₃ and AP₄ ES annotation, refer to the map series legend. Only maps which have been amended as a result of the SES₃ and AP₄ ES are included within the map book. Changes to receptors or significant effects relating to previous APs and SESs are also provided for reference.

Map orientation

The majority of the maps presented in these map books are presented with the railway alignment running horizontally across the page. The direction of travel to London would be following the alignment to the right hand side of the page, and the West Midlands to the left.

The exception to this, are map series LV-03 and LV-04, which present the alignment running from bottom to top of the page. This is to allow more of the modelled outputs to be shown at the appropriate map scale. In this instance, the direction of travel to London would be to the bottom of the page, and the West Midlands to the top.

Map books

In total there are 35 map books which make up the SES₃ and AP₄ ES, spread across volumes 2, 4 and 5. A list of the titles is provided below for reference.

Name	Name
Volume 2 Community forum area map book: CFA ₄ Kilburn (Brent) to Old Oak Common	Volume 2 Community forum area map book: CFA ₂₃ Balsall Common and Hampton-in-Arden
Volume 2 Community forum area map book: CFA ₅ Northolt Corridor	Volume 2 Community forum area map book: CFA ₂₄ Birmingham Interchange and Chelmsley Wood
Volume 2 Community forum area map book: CFA ₆ South Ruislip to Ickenham	Volume 2 Community forum area map book: CFA ₂₅ Castle Bromwich and Bromford
Volume 2 Community forum area map book: CFA ₇ Colne Valley	Volume 2 Community forum area map book: CFA ₂₆ Washwood Heath to Curzon Street
Volume 2 Community forum area map book: CFA ₈ The Chalfonts and Amersham	Volume 4 Off-route effects map book
Volume 2 Community forum area map book: CFA ₉ Central Chilterns	Volume 5 Technical appendices map book: Agriculture, forestry and soils
Volume 2 Community forum area map book: CFA ₁₀ Dunsmore, Wendover and Halton	Volume 5 Technical appendices map book: Air quality
Volume 2 Community forum area map book: CFA ₁₁ Stoke Mandeville and Aylesbury	Volume 5 Technical appendices map book: Community
Volume 2 Community forum area map book: CFA ₁₂ Waddesdon and Quainton	Volume 5 Technical appendices map book: Cultural heritage
Volume 2 Community forum area map book: CFA ₁₃ Calvert, Steeple Claydon, Twyford and Chetwode	Volume 5 Technical appendices map book: Ecology
Volume 2 Community forum area map book: CFA ₁₄ Newton Purcell to Brackley	Volume 5 Technical appendices map book: Land quality
Volume 2 Community forum area map book: CFA ₁₅ Greatworth to Lower Boddington	Volume 5 Technical appendices map book: Landscape and visual
Volume 2 Community forum area map book: CFA ₁₆ Ladbroke and Southam	Volume 5 Technical appendices map book: Socio-economics
Volume 2 Community forum area map book: CFA ₁₇ Offchurch and Cubbington	Volume 5 Technical appendices map book: Sound, noise and vibration
Volume 2 Community forum area map book: CFA ₁₈ Stoneleigh, Kenilworth and Burton Green	Volume 5 Technical appendices map book: Traffic and transport
Volume 2 Community forum area map book: CFA ₁₉ Coleshill Junction	Volume 5 Technical appendices map book: Water resources
Volume 2 Community forum area map book: CFA ₂₀ Curdworth to Middleton	Volume 5 Technical appendices map book: Cross-topic appendix 1 - Committed developments
Volume 2 Community forum area map book: CFA ₂₂ Whittington to Handsacre	

HIGH SPEED RAIL (LONDON - WEST MIDLANDS)

Supplementary Environmental Statement 3 and
Additional Provision 4 Environmental Statement

Volume 5 | Data dictionary and definitions

October 2015

Data dictionary and definitions

Legend features	Definition	Source	Copyright
Community forum boundary	The Environmental Statement has been split into 26 sections called Community Forum Areas.	High Speed Two (HS2) Ltd	© Crown copyright. Reproduced by permission of Ordnance Survey Licence Number 100049190. Year of Publication 2015.
Construction Significant Effects: Adverse-permanent Adverse-temporary Beneficial-temporary Beneficial-permanent	Adverse – deterioration in existing conditions as a result of the Proposed Scheme Beneficial – improvement of existing conditions as a result of the Proposed Scheme Permanent – permanent change as a result of the Proposed Scheme Temporary – temporary change as a result of the Proposed Scheme (likely within construction phase of scheme).	High Speed Two (HS2) Ltd	
Construction lorry routes	Public highways which may be used for HGV construction traffic.	High Speed Two (HS2) Ltd	© Crown copyright. Reproduced by permission of Ordnance Survey Licence Number 100049190. Year of Publication 2015.
County boundary	County boundaries from Ordnance Survey boundary mapping.	Ordnance Survey	© Crown copyright. Reproduced by permission of Ordnance Survey Licence Number 100049190. Year of Publication 2015.
Depot, station, headhouse or portal building	Extends to cover operational footprint of each depot and station and the footprint of each tunnel vent shaft and headhouse at surface level. Excludes any ancillary buildings associated with these structures.	High Speed Two (HS2) Ltd	
District/Borough boundary	Ordnance Survey local authority boundary mapping.	Ordnance Survey	© Crown copyright. Reproduced by permission of Ordnance Survey Licence Number 100049190. Year of Publication 2015.
Land potentially required during construction	Boundary defining the maximum possible extent of construction works required to build HS2 as far as the current level of design allows. This only covers surface works and includes all tunnel portals, vent shafts and headhouses, but does not apply to wholly tunnelled sections or to air rights. It also encompasses associated highway, access, drainage and utility works.	High Speed Two (HS2) Ltd	
Operational Significant Effects: Adverse-permanent Adverse-temporary Beneficial-temporary Beneficial-permanent	Adverse- deterioration in existing conditions as a result of the Proposed Scheme Beneficial – improvement of existing conditions as a result of the Proposed Scheme Permanent – permanent change as a result of the Proposed Scheme, effects can be for 2026, 2041 or both operational assessment years. Temporary – temporary change as a result of the Proposed Scheme.	High Speed Two (HS2) Ltd	
Route in tunnel Route on surface	Represents the proposed route of HS2, split into route on surface and tunnelled sections.	High Speed Two (HS2) Ltd	
Significant effect reference	Identifier code for transport-related residual significant effects, including - SMR category of effect, CFA the effect is located within, individual identification number, whether the significant effect is major, moderate or minor (Significance Criteria Technical Note) and which operational year the effect is predicted.	High Speed Two (HS2) Ltd	
Water body	Based on Ordnance Survey Vector Map District.	Ordnance Survey	© Crown copyright. Reproduced by permission of Ordnance Survey Licence Number 100049190. Year of Publication 2015.
Watercourse	The Detailed River Network (DRN) is the only large-scale, accurate and fully attributed digital river centreline covering England and Wales.	Environment Agency	© Environment Agency copyright and/or database right 2015. All rights reserved.
Woodland	Woodland areas derived from Ordnance Survey mastermap data.	Ordnance Survey	© Crown copyright. Reproduced by permission of Ordnance Survey Licence Number 100049190. Year of Publication 2015.

HIGH SPEED RAIL (LONDON - WEST MIDLANDS)

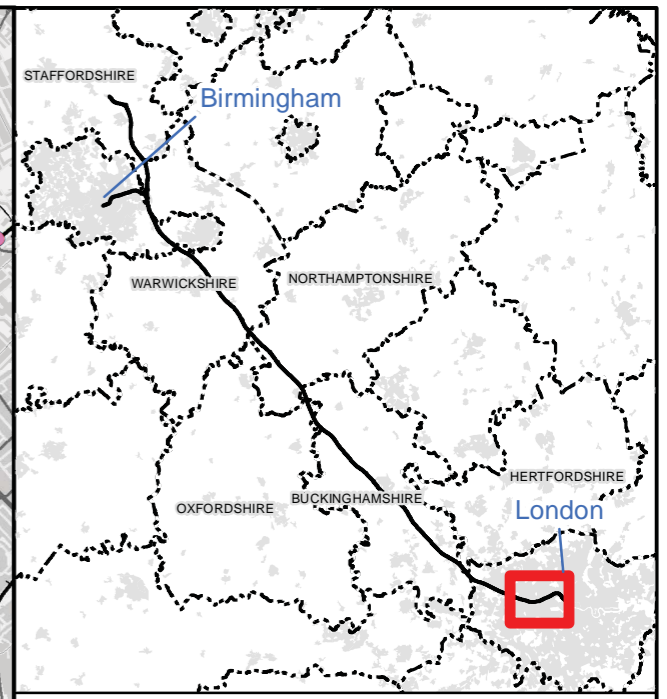
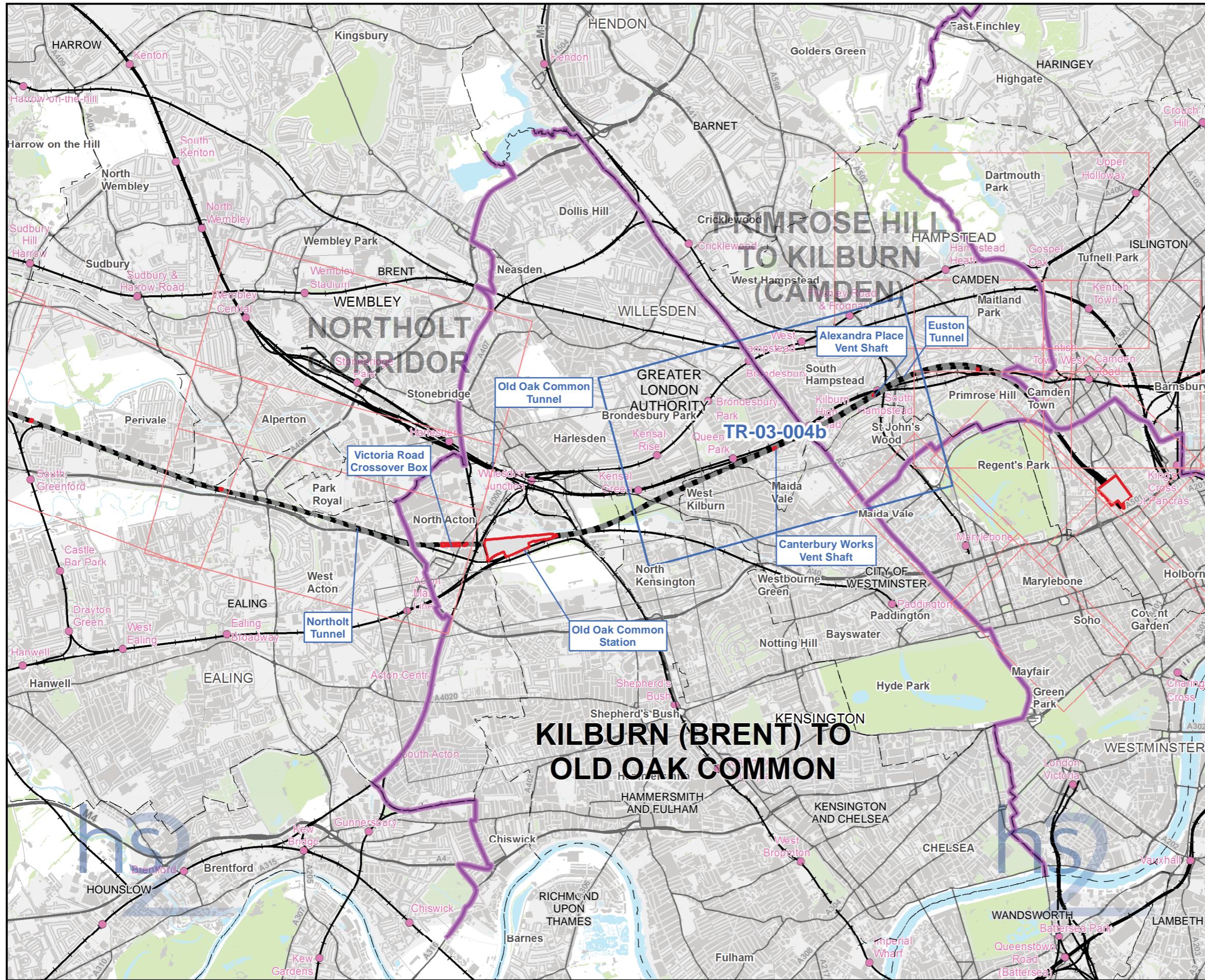
Supplementary Environmental Statement 3 and Additional Provision 4 Environmental Statement

Volume 5 | CFA4 Kilburn (Brent) to Old Oak Common

TR-03 - Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes

TR-04 - Significant Residual Transport Effects Arising from Operation

October 2015



Map Series Information:

This map series identifies the significant residual transport effects arising from the construction of the Proposed Scheme and the construction lorry routes. Lorry routes are identified routes which Heavy Goods Vehicles (HGVs) will use between compounds and the main road or strategic road network within each CFA. The effects include those that are temporary (adverse/beneficial) from transport-related impacts as a result of the Proposed Scheme on the transport network and the level of significance of those effects (minor, moderate or major).

- Main Map Legend**
- Route in tunnel
 - Route on surface
 - Depot, station, headhouse or portal building
 - Community forum boundary
 - Existing railway station
 - County boundary
 - District/Borough boundary
 - Map sheets included in this community forum with amendment
 - Map sheets included in this community forum with no amendment
 - Map sheets not included in this community forum

Map Number	TR-03-INDEX-CFA4
Map Name	Index Map of: Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes SES3 and AP4 ES
	Community Forum Area CFA4: Kilburn (Brent) to Old Oak Common

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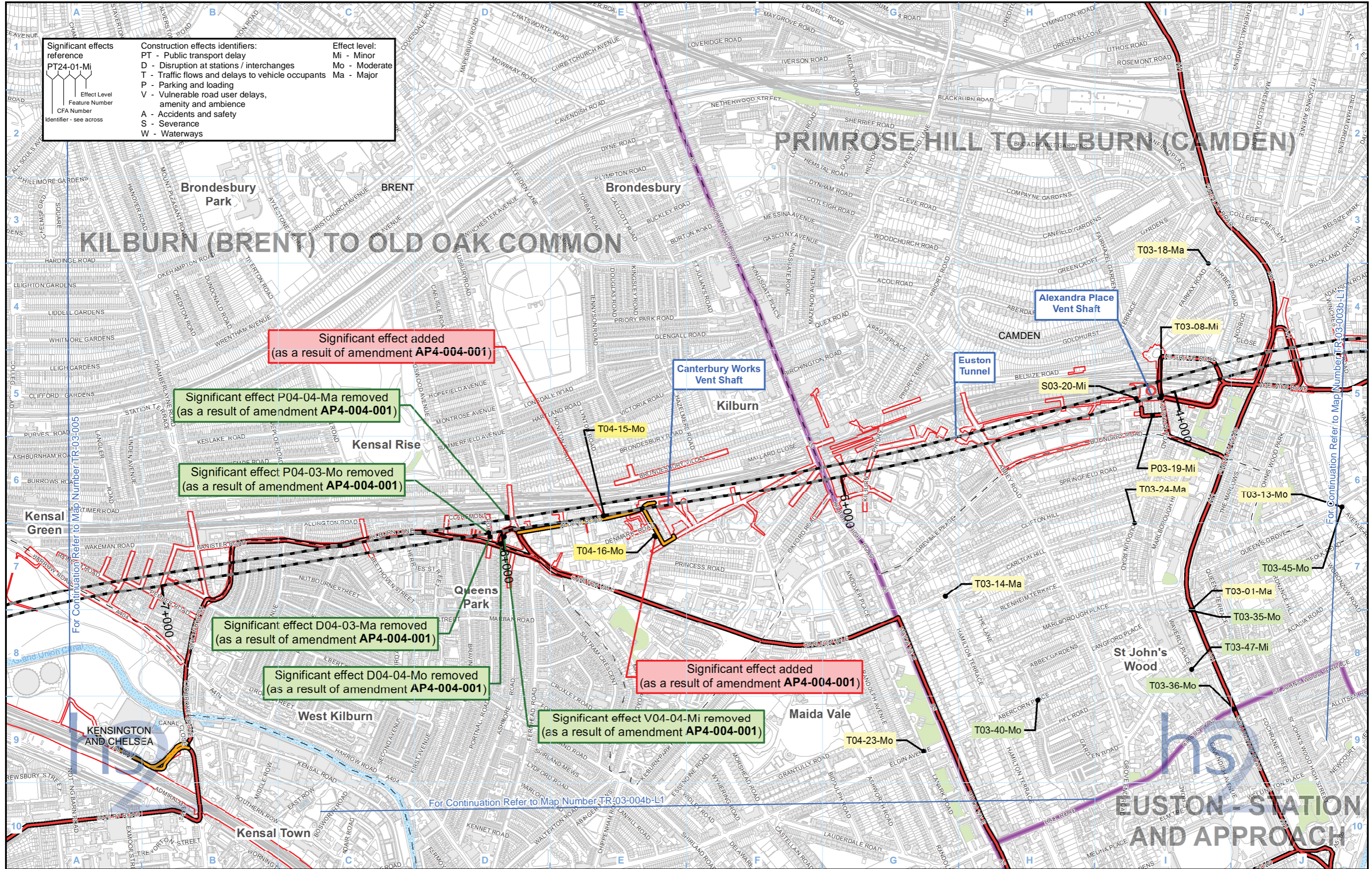
Doc Number: C221-MMD-EV-MAP-010-803004-AP4-P01 Date: 17/09/2015

Significant effects reference
 PT24-01-Mi

Construction effects identifiers:
 PT - Public transport delay
 D - Disruption at stations / interchanges
 T - Traffic flows and delays to vehicle occupants
 P - Parking and loading
 V - Vulnerable road user delays, amenity and ambience
 A - Accidents and safety
 S - Severance
 W - Waterways

Effect level:
 Mi - Minor
 Mo - Moderate
 Ma - Major

Effect Level
 Feature Number
 CFA Number
 Identifier - see across



Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Land potentially required during construction
- Community forum boundary
- County boundary
- District/Borough boundary
- Watercourse
- Water body
- Woodland
- Construction lorry routes
- Additional construction lorry routes
- Removed construction lorry routes
- Adverse-permanent
- Adverse-temporary
- Beneficial-temporary
- Beneficial-permanent
- Adverse-permanent
- Adverse-temporary
- Beneficial-temporary
- Beneficial-permanent

See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added (as a result of amendment*: AP4-XXX-YYY) - SES/AP change ref.

Significant effect descriptor

Reduced effect Increased effect

Map Number: TR-03-004b

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes SES3 and AP4 ES

Community Forum Area CFA4: Kilburn (Brent) to Old Oak Common

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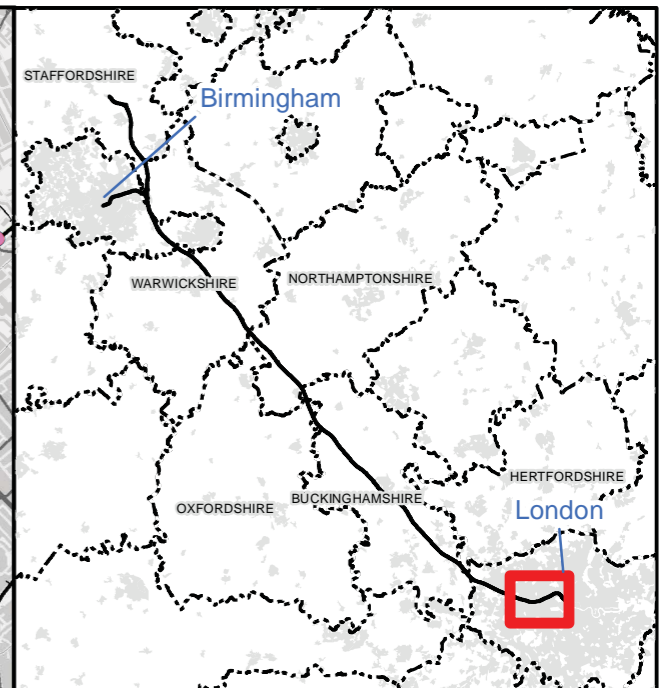
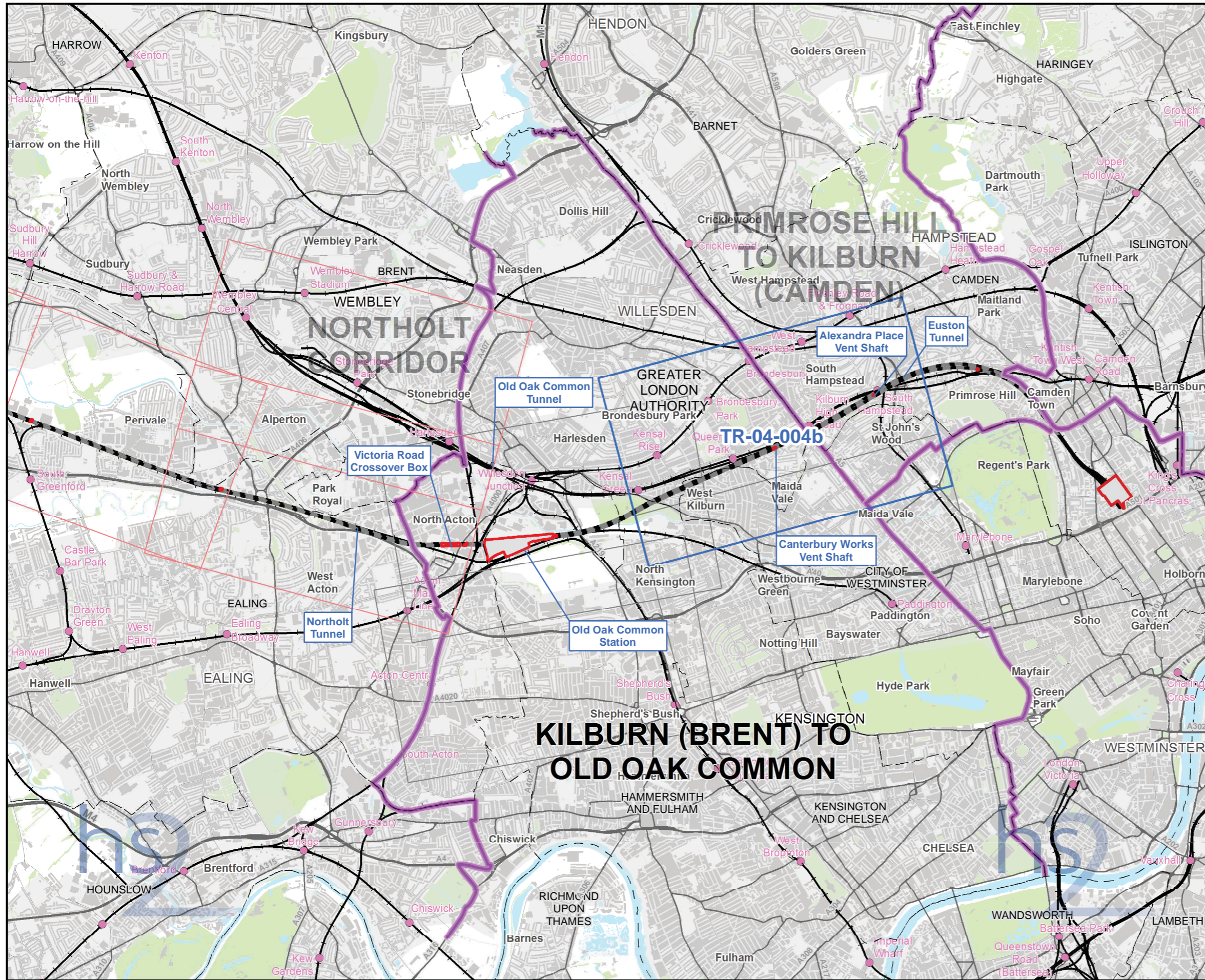
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Map Series Information:

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- Main Map Legend**
- Route in tunnel
 - Route on surface
 - ▭ Depot, station, headhouse or portal building
 - Community forum boundary
 - Existing railway station
 - - - County boundary
 - - - District/Borough boundary
 - ▭ Map sheets included in this community forum with amendment
 - ▭ Map sheets included in this community forum with no amendment
 - ▭ Map sheets not included in this community forum

Map Number	TR-04-INDEX-CFA4
Map Name	Index Map of: Significant Residual Transport Effects Arising from Operation SES3 and AP4 ES Community Forum Area CFA4: Kilburn (Brent) to Old Oak Common

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Doc Number: C221-MMD-EV-MAP-010-804004-AP4-P01 Date: 16/09/2015

Note: Not all data layers in the legend are represented on every map.

Significant effects reference
PT24-01-Mi

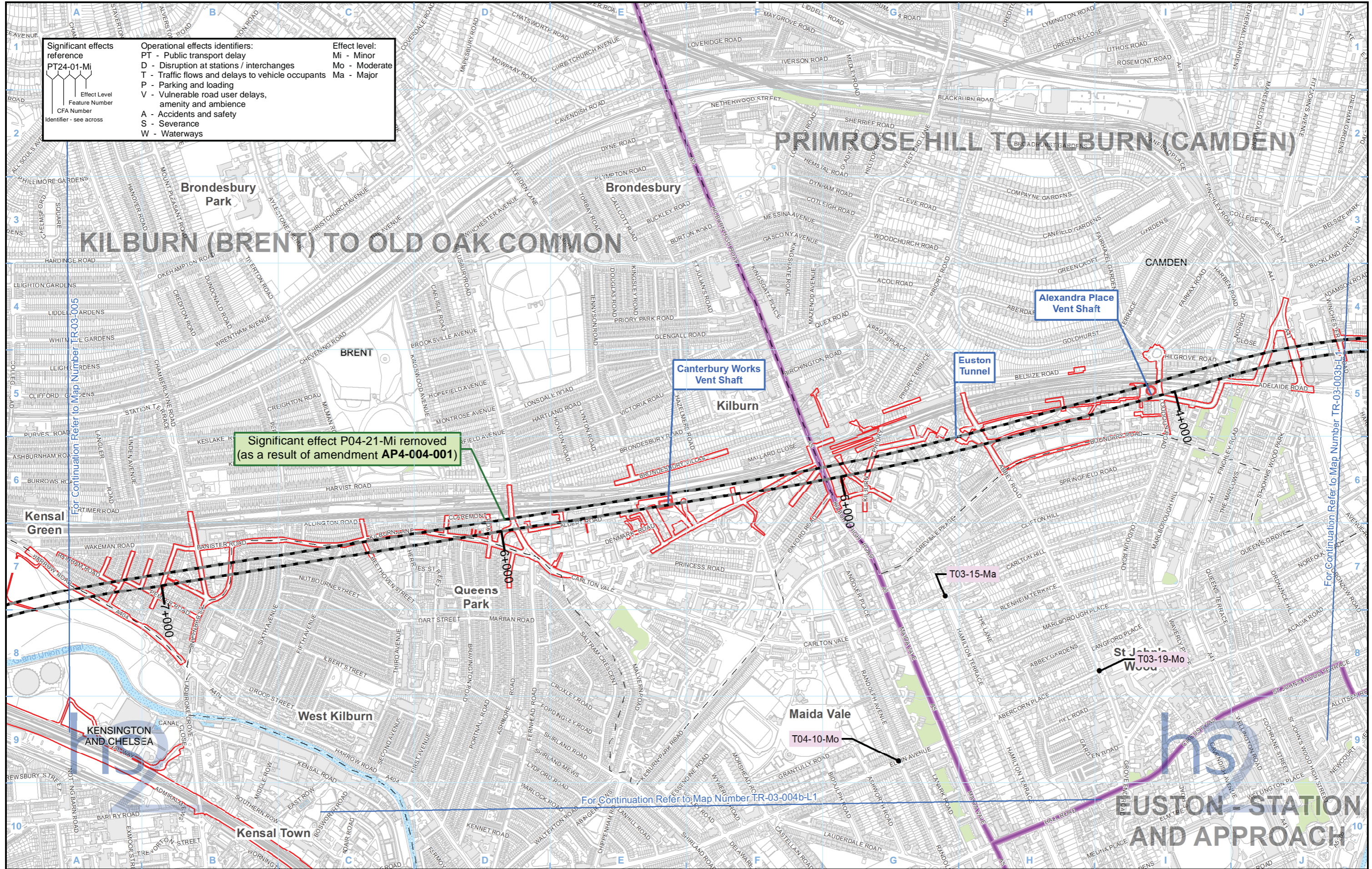
Operational effects identifiers:
PT - Public transport delay
D - Disruption at stations / interchanges
T - Traffic flows and delays to vehicle occupants
P - Parking and loading
V - Vulnerable road user delays, amenity and ambience
A - Accidents and safety
S - Severance
W - Waterways

Effect level:
Mi - Minor
Mo - Moderate
Ma - Major

Effect Level
Feature Number
CFA Number
Identifier - see across

PRIMROSE HILL TO KILBURN (CAMDEN)

KILBURN (BRENT) TO OLD OAK COMMON



Significant effect P04-21-Mi removed
(as a result of amendment AP4-004-001)

Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Land potentially required during construction
- Community forum boundary
- County boundary
- District/Borough boundary
- Watercourse
- Water body
- Woodland

Operational significant effects arising from the SES/AP:

- Adverse-permanent
- Adverse-temporary
- Beneficial-temporary
- Beneficial-permanent

Operational significant effects unchanged from the SES/AP:

- Adverse-permanent
- Adverse-temporary
- Beneficial-temporary
- Beneficial-permanent

See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added (as a result of amendment*: AP4-XXX-YYY) - SES/AP change ref.

Significant effect descriptor

- Reduced effect
- Increased effect

Map Number: TR-04-004b

Map Name: Significant Residual Transport Effects Arising from Operation SES3 and AP4 ES

Community Forum Area CFA4: Kilburn (Brent) to Old Oak Common

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Date: 17/09/2015

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HIGH SPEED RAIL (LONDON - WEST MIDLANDS)

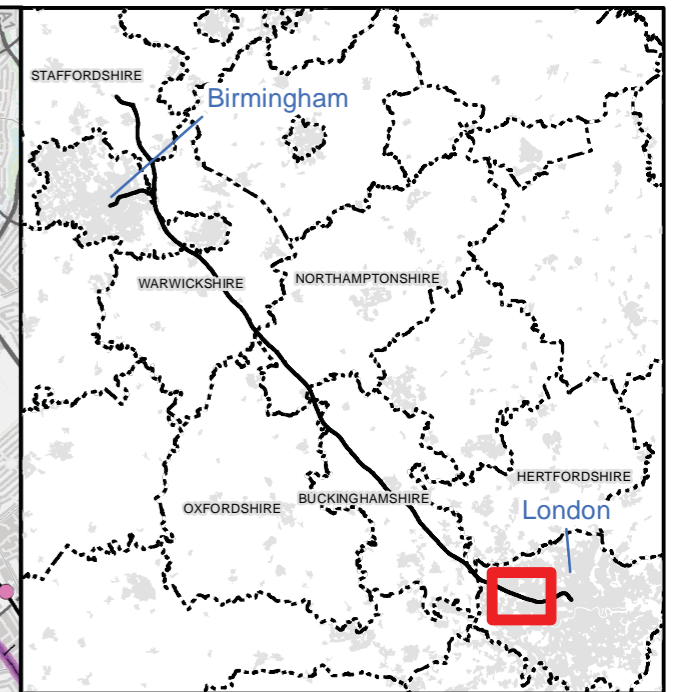
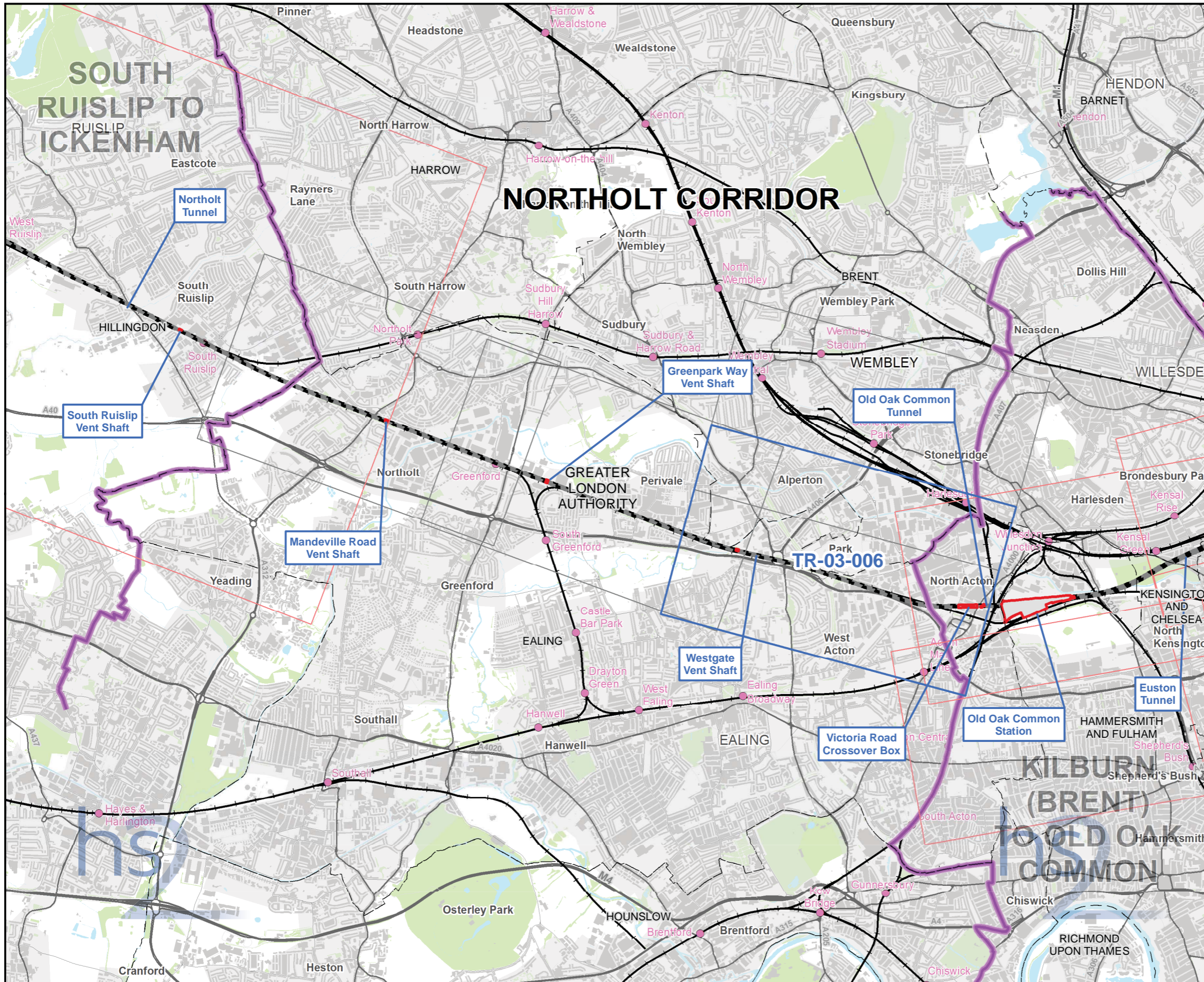
Supplementary Environmental Statement 3 and
Additional Provision 4 Environmental Statement

Volume 5 | CFA5 Northolt Corridor

TR-03 - Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes

TR-04 - Significant Residual Transport Effects Arising from Operation

October 2015



Map Series Information:

This map series identifies the significant residual transport effects arising from construction of the Proposed Scheme and the construction lorry routes. Lorry routes are identified routes which Heavy Goods Vehicles (HGVs) will use between compounds and the main road or strategic road network within each CFA. The effects include those that are temporary (adverse/beneficial) from transport-related impacts as a result of the Proposed Scheme on the transport network and the level of significance of those effects (minor, moderate or major).

- Main Map Legend**
- Route in tunnel
 - Route on surface
 - Depot, station, headhouse or portal building
 - Community forum boundary
 - Existing railway station
 - County boundary
 - District/Borough boundary

- Map sheets included in this community forum with amendment
- Map sheets included in this community forum with no amendment
- Map sheets not included in this community forum

Map Number **TR-03-INDEX-CFA5**

Map Name **Index Map of:
Significant Residual Transport Effects
Arising during Construction and
Construction Lorry Routes
SES3 and AP4 ES**

**Community Forum Area CFA5:
Northolt Corridor**

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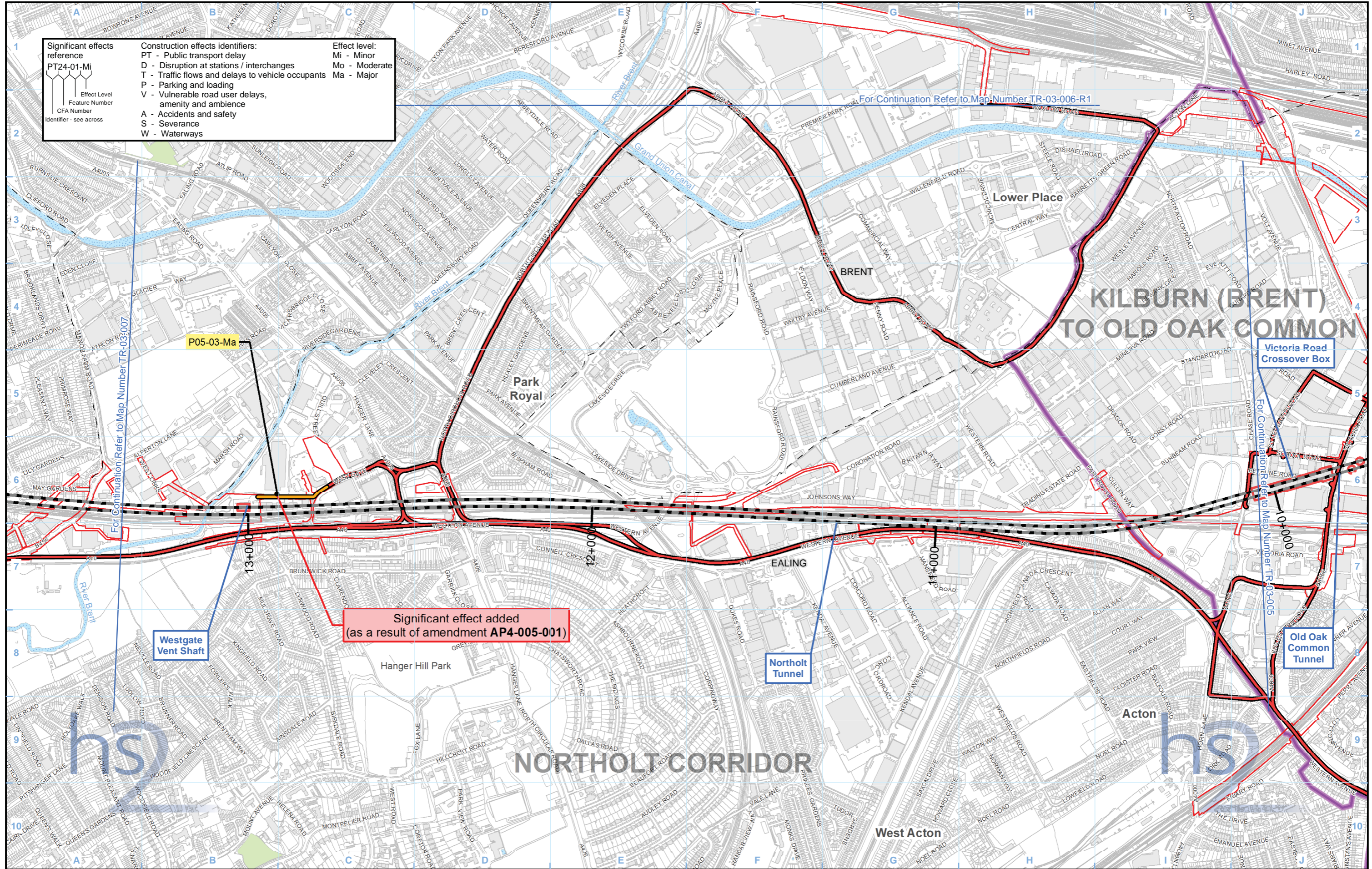
Doc Number: C221-MMD-EV-MAP-010-803005-AP4-P01 **Date:** 16/09/2015

Significant effects reference
PT24-01-Mi

Effect Level
CFA Number
Identifier - see across

Construction effects identifiers:
PT - Public transport delay
D - Disruption at stations / interchanges
T - Traffic flows and delays to vehicle occupants
P - Parking and loading
V - Vulnerable road user delays, amenity and ambience
A - Accidents and safety
S - Severance
W - Waterways

Effect level:
Mi - Minor
Mo - Moderate
Ma - Major



For Continuation Refer to Map Number TR-03-006-R1

For Continuation Refer to Map Number TR-03-007

Victoria Road Crossover Box

For Continuation Refer to Map Number TR-03-005

Significant effect added
(as a result of amendment AP4-005-001)

Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Land potentially required during construction
- Community forum boundary
- County boundary
- District/Borough boundary

- Watercourse
- Water body
- Woodland
- Construction lorry routes
- Additional construction lorry routes
- Removed construction lorry routes

Construction significant effects arising from the SES/AP:

- Adverse-permanent
- Adverse-temporary
- Beneficial-temporary
- Beneficial-permanent

Construction significant effects unchanged from the SES/AP:

- Adverse-permanent
- Adverse-temporary
- Beneficial-temporary
- Beneficial-permanent

See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added (as a result of amendment*: AP4-XXX-YYY) - SES/AP change ref.

Significant effect descriptor

- Reduced effect
- Increased effect

Map Number: TR-03-006

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes SES3 and AP4 ES

Community Forum Area CFA5: Northolt Corridor

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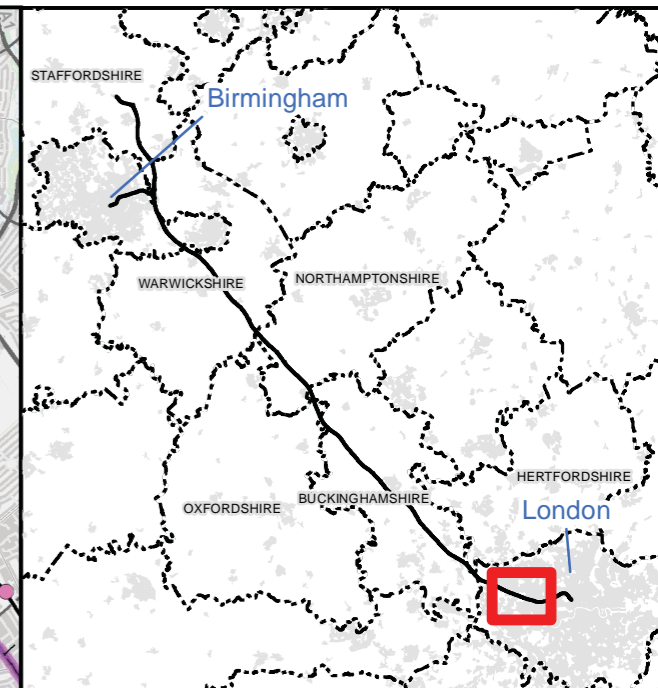
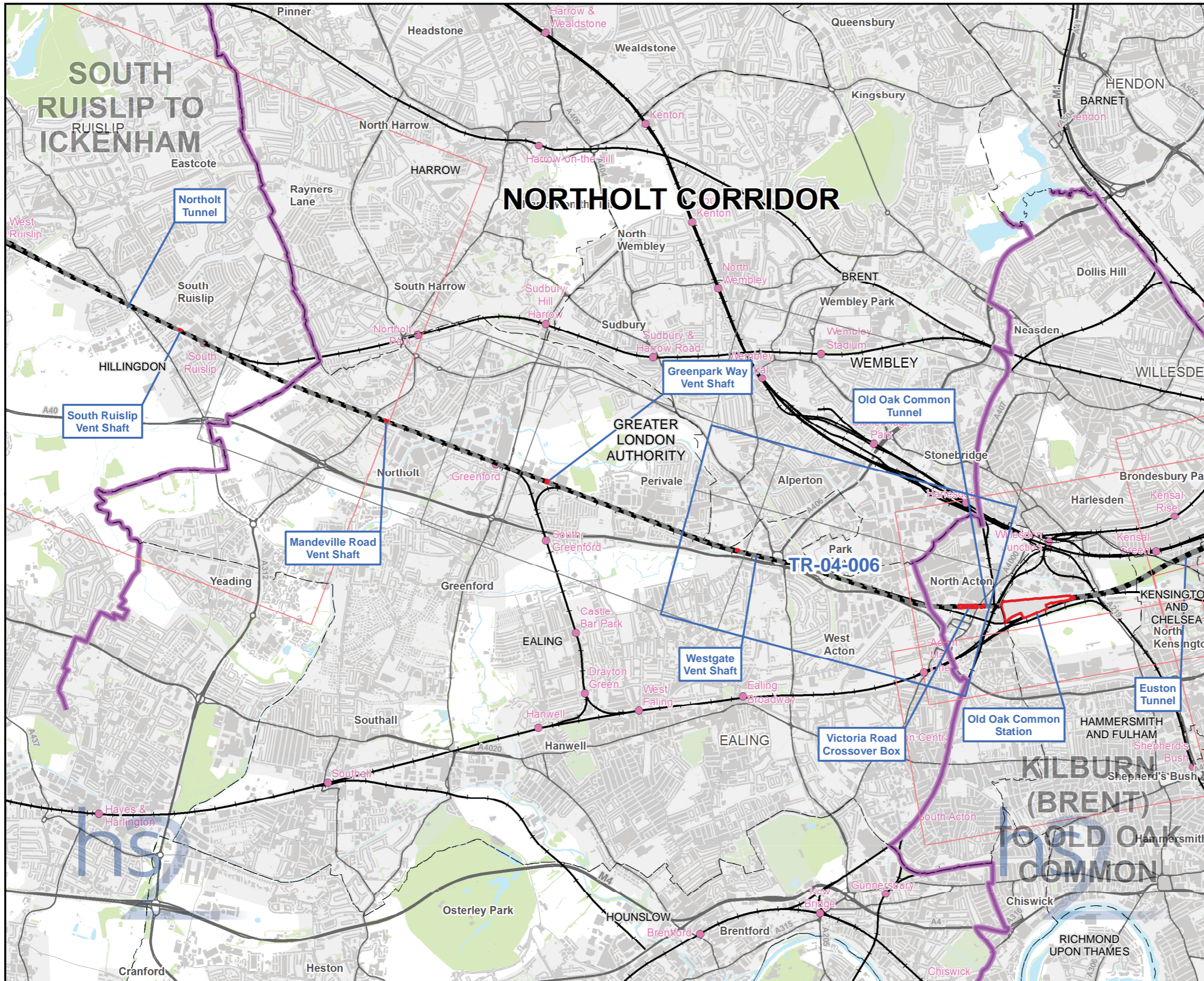
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Doc Number: C221-ETM-EV-MAP-010-803060-AP4-P01

Date: 23/09/2015



Map Series Information:

This map series identifies the significant residual transport effects during the operation of HS2 for each CFA. The effects include those that are permanent (adverse/beneficial) from transport-related impacts as a result of the Proposed Scheme (and mitigation) on the existing transport network and the level of significance of those effects (minor, moderate or major) for the two forecast years 2026 (Opening Year) and 2041 (Design Year).

- Main Map Legend**
- Route in tunnel
 - Route on surface
 - Depot, station, headhouse or portal building
 - Community forum boundary
 - Existing railway station
 - County boundary
 - District/Borough boundary

- Map sheets included in this community forum with amendment
- Map sheets included in this community forum with no amendment
- Map sheets not included in this community forum

Map Number **TR-04-INDEX-CFA5**

Map Name **Index Map of:
Significant Residual Transport Effects
Arising from Operation
SES3 and AP4 ES
Community Forum Area CFA5:
Northolt Corridor**

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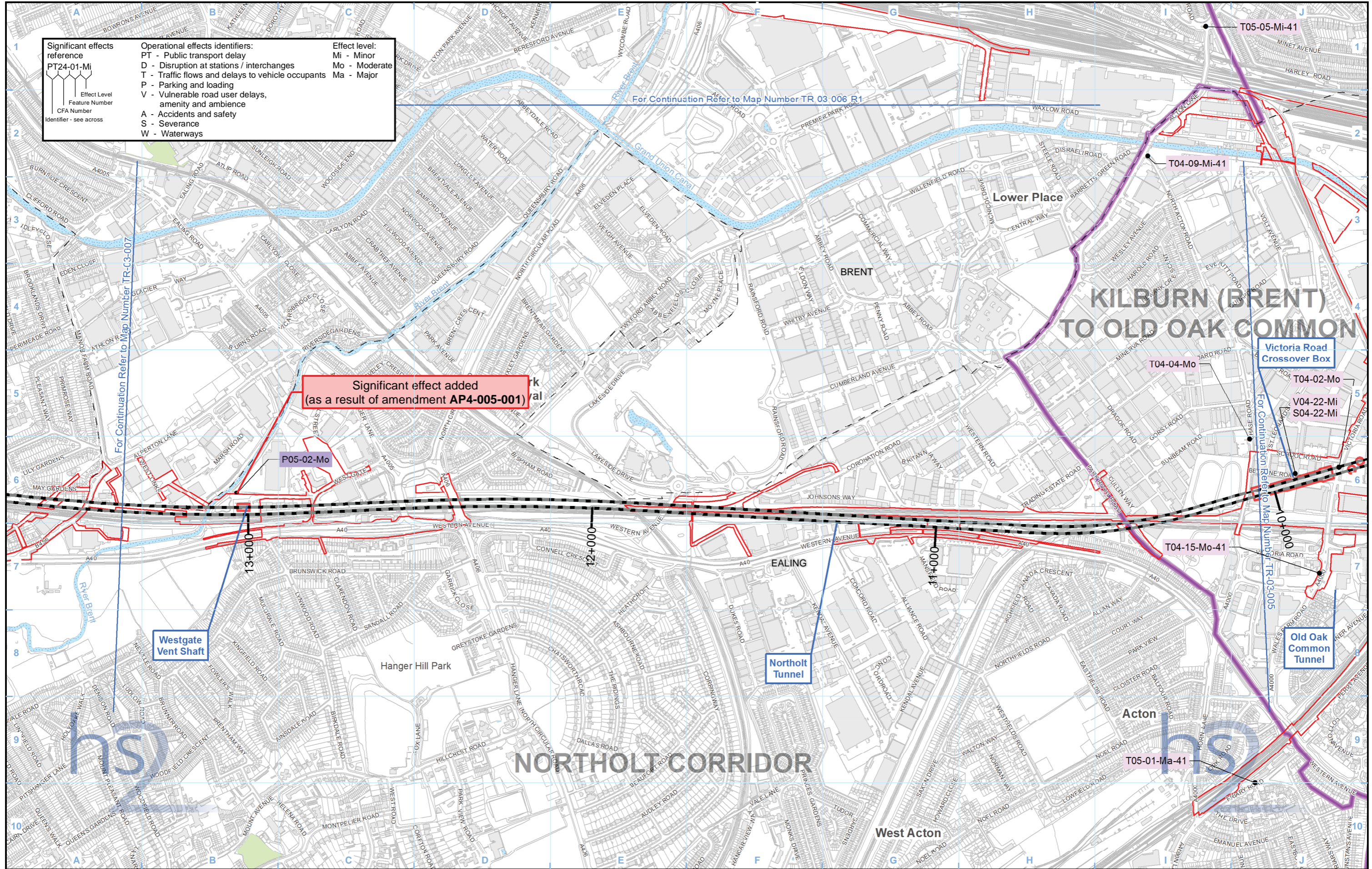
Doc Number: C221-MMD-EV-MAP-010-804005-AP4-P01 **Date:** 16/09/2015

Significant effects reference
PT24-01-Mi

Operational effects identifiers:
PT - Public transport delay
D - Disruption at stations / interchanges
T - Traffic flows and delays to vehicle occupants
P - Parking and loading
V - Vulnerable road user delays, amenity and ambience
A - Accidents and safety
S - Severance
W - Waterways

Effect level:
Mi - Minor
Mo - Moderate
Ma - Major

Effect Level
Feature Number
CFA Number
Identifier - see across



Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Land potentially required during construction
- Community forum boundary
- County boundary
- District/Borough boundary
- Watercourse
- Water body
- Woodland

Operational significant effects arising from the SES/AP:

- Adverse-permanent
- Adverse-temporary
- Beneficial-temporary
- Beneficial-permanent

Operational significant effects unchanged from the SES/AP:

- Adverse-permanent
- Adverse-temporary
- Beneficial-temporary
- Beneficial-permanent

See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added (as a result of amendment*: AP4-XXX-YYY) - SES/AP change ref.

Significant effect descriptor

- Reduced effect
- Increased effect

Map Number: TR-04-006

Map Name: Significant Residual Transport Effects Arising from Operation SES3 and AP4 ES

Community Forum Area CFA5: Northolt Corridor

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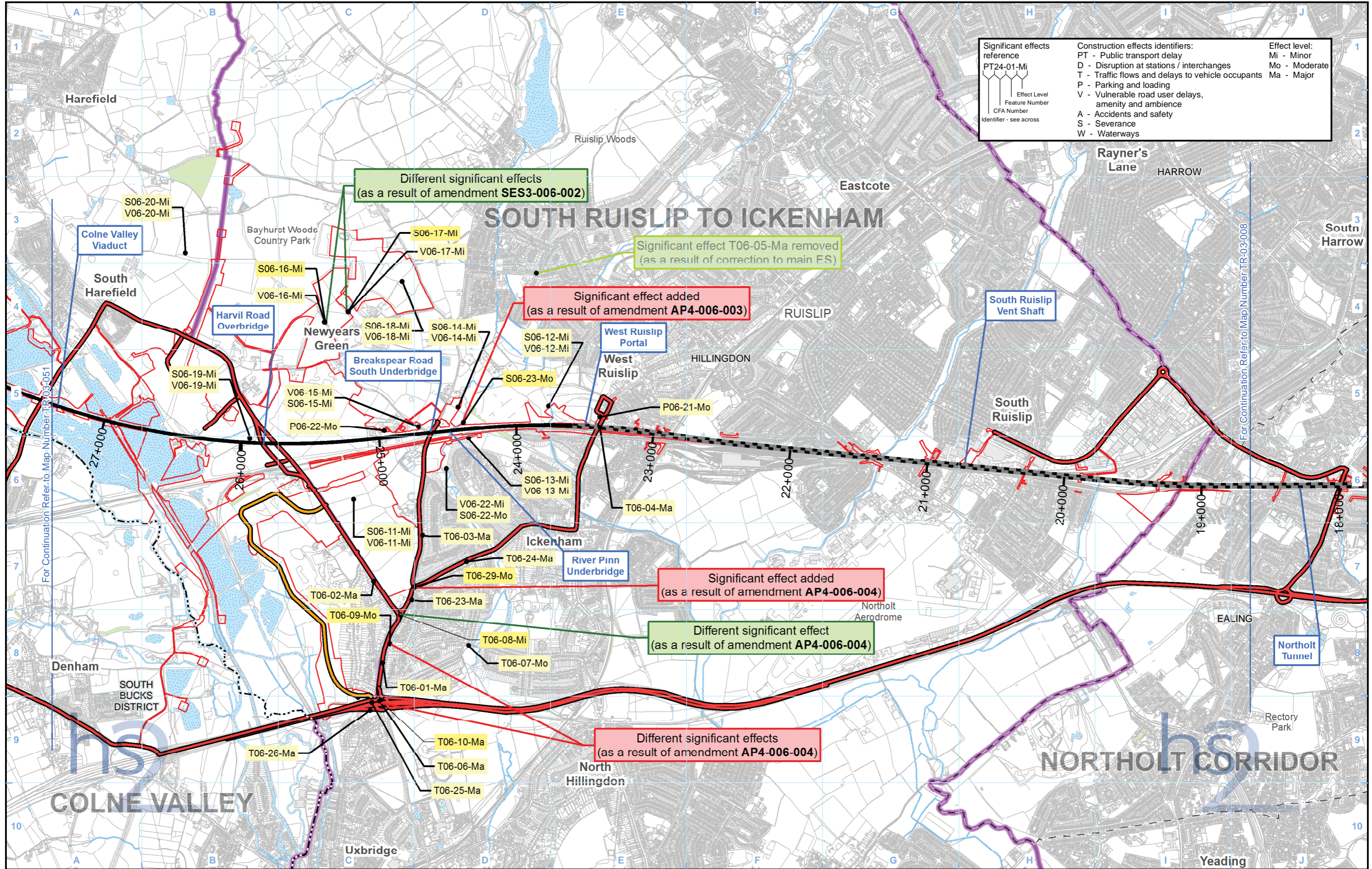
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Supplementary Environmental Statement 3 and
Additional Provision 4 Environmental Statement

Volume 5 | CFA6 South Ruislip to Ickenham

TR-03 - Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes

October 2015



Significant effects reference PT24-01-Mi Effect Level Feature Number CFA Number Identifier - see across	Construction effects identifiers: PT - Public transport delay D - Disruption at stations / interchanges T - Traffic flows and delays to vehicle occupants P - Parking and loading V - Vulnerable road user delays, amenity and ambience A - Accidents and safety S - Severance W - Waterways	Effect level: Mi - Minor Mo - Moderate Ma - Major
---	---	---

Legend

<ul style="list-style-type: none"> Route in tunnel Route on surface Depot, station, headhouse or portal building Land potentially required during construction Community forum boundary County boundary District/Borough boundary 	<ul style="list-style-type: none"> Watercourse Water body Woodland Construction lorry routes Additional construction lorry routes Removed construction lorry routes
--	---

Construction significant effects arising from the SES/AP: <ul style="list-style-type: none"> Adverse-permanent Adverse-temporary Beneficial-temporary Beneficial-permanent 	Construction significant effects unchanged from the SES/AP: <ul style="list-style-type: none"> Adverse-permanent Adverse-temporary Beneficial-temporary Beneficial-permanent
--	--

See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added (as a result of amendment*: AP4-XXX-YYY) - SES/AP change ref.

Significant effect descriptor

Reduced effect Increased effect

Map Number: TR-03-009

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes SES3 and AP4 ES

Community Forum Area CFA6: South Ruislip to Ickenham

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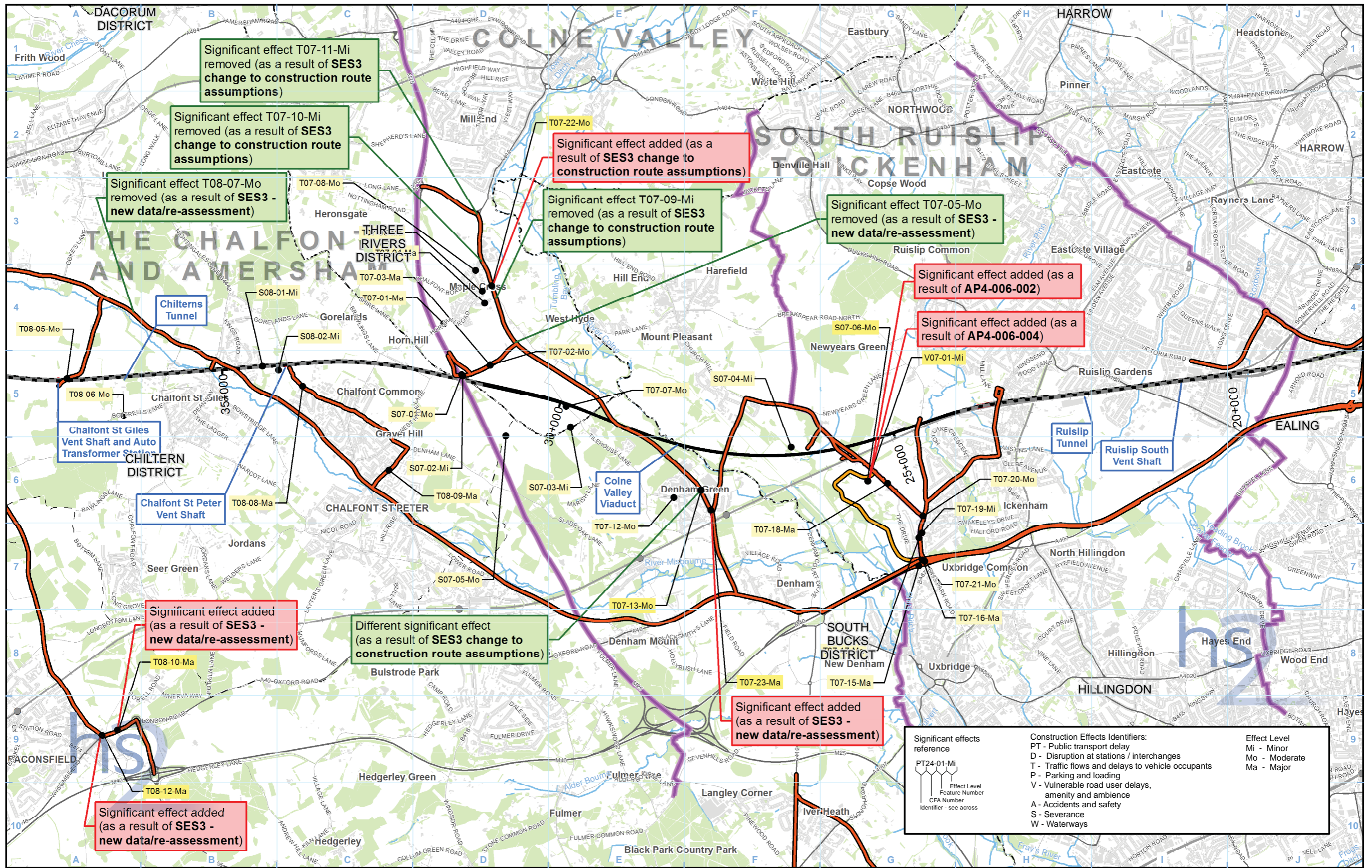
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Supplementary Environmental Statement 3 and
Additional Provision 4 Environmental Statement

Volume 5 | CFA7 Colne Valley

TR-03 - Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes

October 2015



Legend

	Route in tunnel		Watercourse
	Route on surface		Waterbody
	Depot, station, headhouse or portal building		Woodland
	Community forum boundary		Construction lorry routes
	County boundary		Additional construction lorry routes
	District/Borough boundary		Removed construction lorry routes

	Adverse-permanent		Adverse-permanent
	Adverse-temporary		Adverse-temporary
	Beneficial-temporary		Beneficial-temporary
	Beneficial-permanent		Beneficial-permanent

	Reduced effect		Increased effect
--	----------------	--	------------------

See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added (as a result of amendment*: AP4-XXX-YYY).

SES/AP change ref.

Significant effect descriptor

Map Number	TR-03-051
Map Name	Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes SES3 and AP4 ES
Community Forum Area CFA7:	Colne Valley

<p>Significant effects reference</p> <p>PT24-01-Mi</p> <p>Effect Level</p> <p>Feature Number</p> <p>CFA Number</p> <p>Identifier - see across</p>	<p>Construction Effects Identifiers:</p> <p>PT - Public transport delay</p> <p>D - Disruption at stations / interchanges</p> <p>T - Traffic flows and delays to vehicle occupants</p> <p>P - Parking and loading</p> <p>V - Vulnerable road user delays, amenity and ambience</p> <p>A - Accidents and safety</p> <p>S - Severance</p> <p>W - Waterways</p>	<p>Effect Level</p> <p>Mi - Minor</p> <p>Mo - Moderate</p> <p>Ma - Major</p>
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Date: 18/09/15

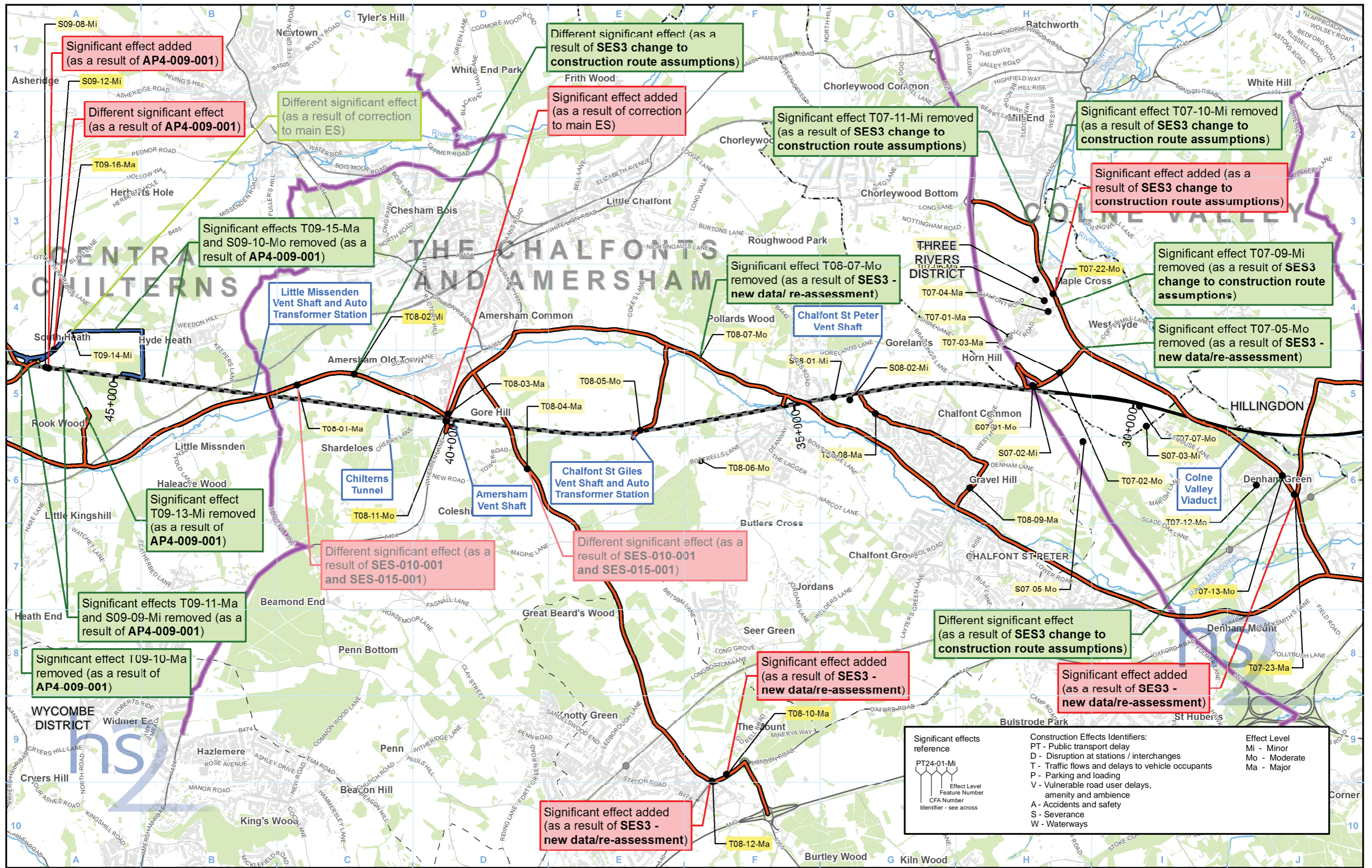
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Supplementary Environmental Statement 3 and
Additional Provision 4 Environmental Statement

Volume 5 | CFA8 The Chalfonts and Amersham

TR-03 - Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes

October 2015



Legend

Construction significant effects arising from the SES/AP

Construction significant effects unchanged from the SES/AP

See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added (as a result of amendment*: AP4-XXX-YYY). - SES/AP change ref.

Reduced effect Increased effect

Map Number: TR-03-052

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes SES3 and AP4 ES

Community Forum Area CFA8: The Chalfonts & Amersham

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Doc Number: C222-ATK-EV-MAP-020-000302-AP04-P01

Date: 18/09/15

Significant effects reference

PT24-01-Mi	Construction Effects Identifiers:	Effect Level
Effect Level	PT - Public transport delay	Mi - Minor
Feature Number	D - Disruption at stations / interchanges	Mo - Moderate
CFA Number	T - Traffic flows and delays to vehicle occupants	Ma - Major
Identifier - see across	P - Parking and loading	
	V - Vulnerable road user delays, amenity and ambience	
	A - Accidents and safety	
	S - Severance	
	W - Waterways	

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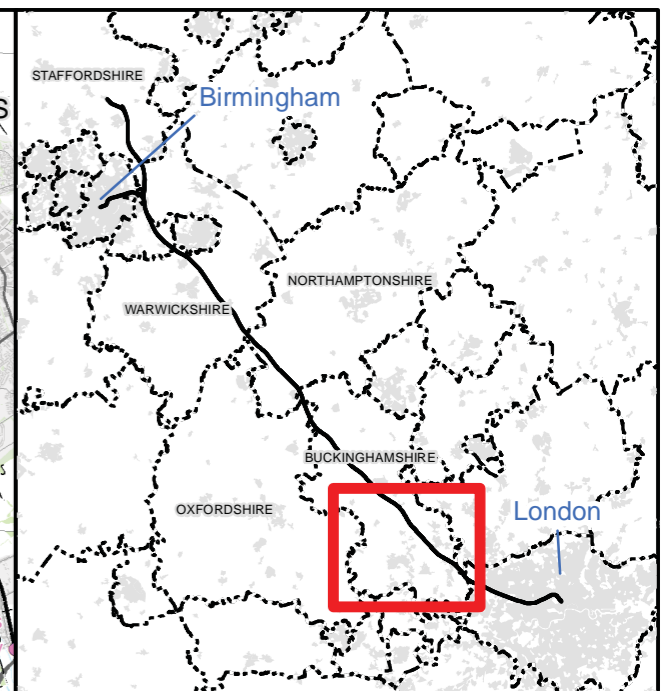
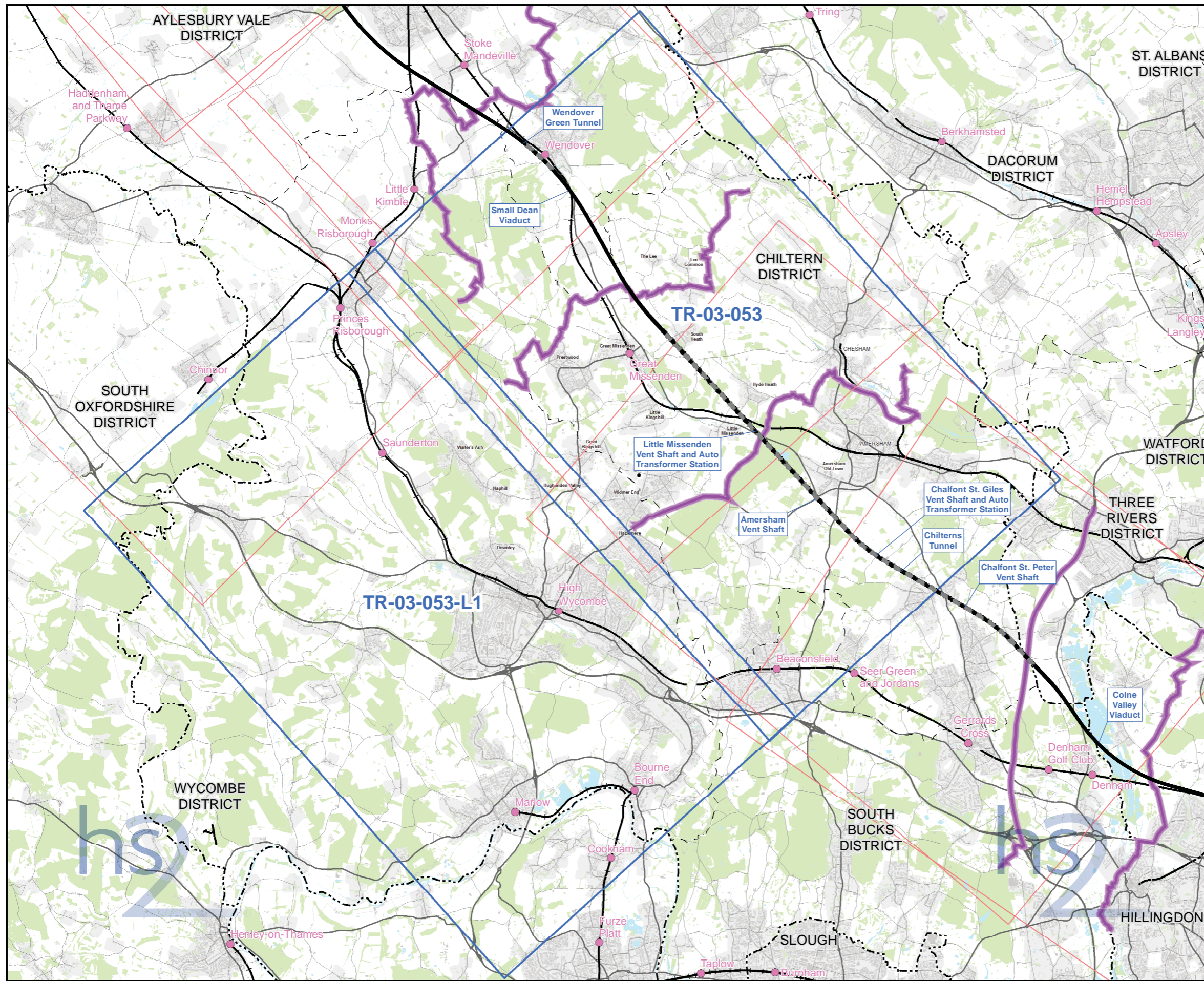
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Additional Provision 4 Environmental Statement

Volume 5 | CFA9 Central Chilterns

TR-03 - Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes

TR-04 - Significant Residual Transport Effects Arising from Operation

October 2015



Map Series Information:

This map series identifies the significant residual transport effects arising from construction of the Proposed Scheme and the construction lorry routes. Lorry routes are the identified routes which Heavy Goods Vehicles (HGVs) will use between compounds and the main road or strategic road network within each CFA.

The effects include those that are temporary (adverse/beneficial) from transport-related impacts as a result of the Proposed Scheme on the transport network and the level of significance of those effects (minor, moderate or major).

Note: Not all data layers in the legend are represented on every map.

Main Map Legend	
Route in tunnel	Map sheets included in this community forum with amendment
Route on surface	Map sheets included in this community forum with no amendment
Depot, station, headhouse or portal building	Map sheets not included in this community forum
Community forum boundary	
Existing railway station	
County boundary	
District/Borough boundary	

Map Number	TR-03-INDEX-CFA09
Map Name	Index Map of: Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes SES3 and AP4 ES
	Community Forum Area CFA9: Central Chilterns

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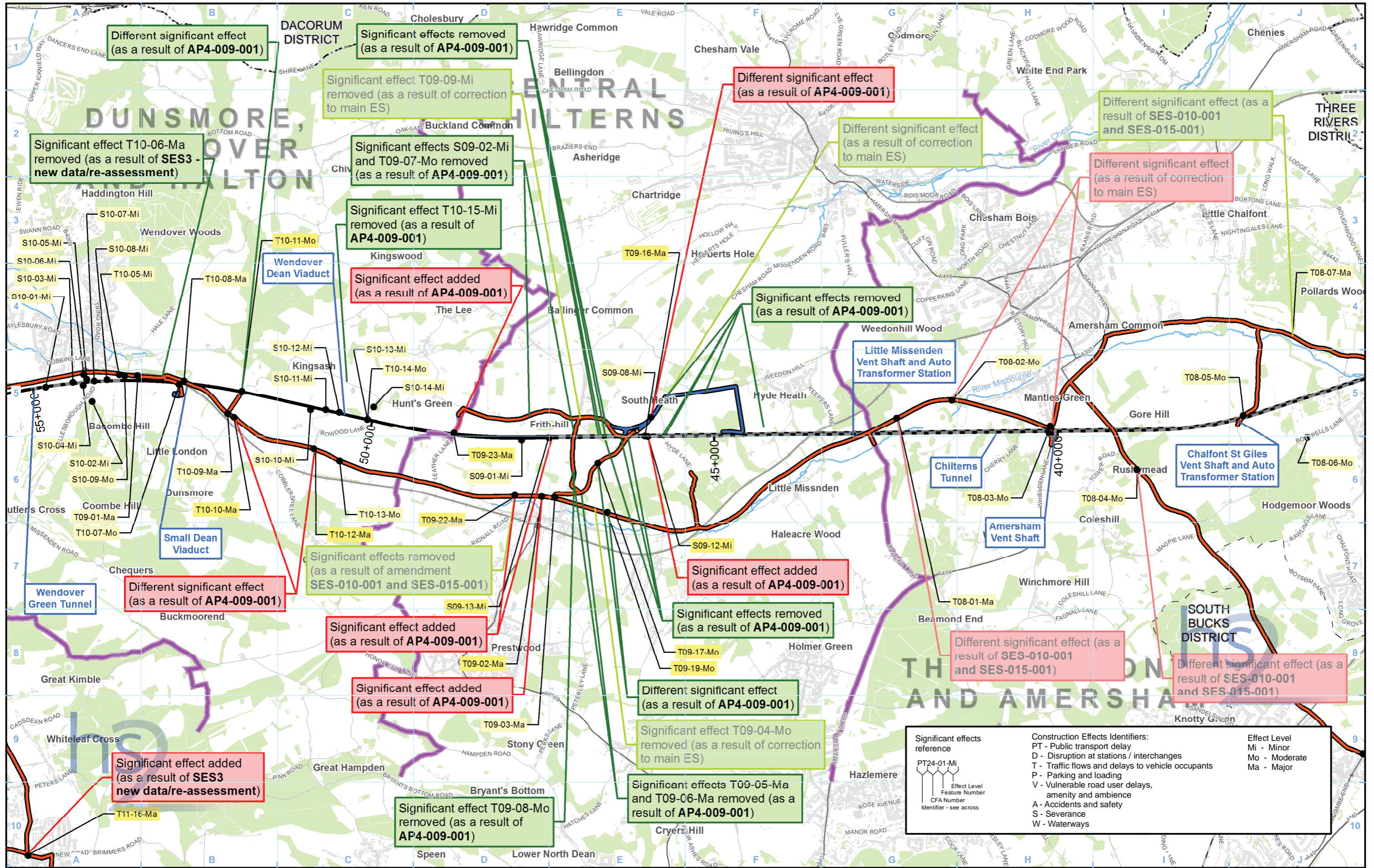
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Doc Number: C222-ATK-EV-MAP-020-000363-AP04 P01

Date: 18/09/15



Legend

<ul style="list-style-type: none"> Route in tunnel Route on surface Depot, station, headhouse or portal building Community forum boundary County boundary District/Borough boundary 	<ul style="list-style-type: none"> Watercourse Waterbody Woodland Construction lorry routes Additional construction lorry routes Removed construction lorry routes 	<p>Construction significant effects arising from the SES/AP:</p> <ul style="list-style-type: none"> Adverse-permanent Adverse-temporary Beneficial-temporary Beneficial-permanent 	<p>Construction significant effects unchanged from the SES/AP:</p> <ul style="list-style-type: none"> Adverse-permanent Adverse-temporary Beneficial-temporary Beneficial-permanent 	<p>See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.</p> <p>Receptor/significant effect removed/added (as a result of amendment: AP4-XXX-YYY). SES/AP change ref.</p> <p>Significant effect descriptor</p> <ul style="list-style-type: none"> Reduced effect Increased effect
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Map Number: TR-03-053

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes SES3 and AP4 ES

Community Forum Area CFA9: Central Chilterns

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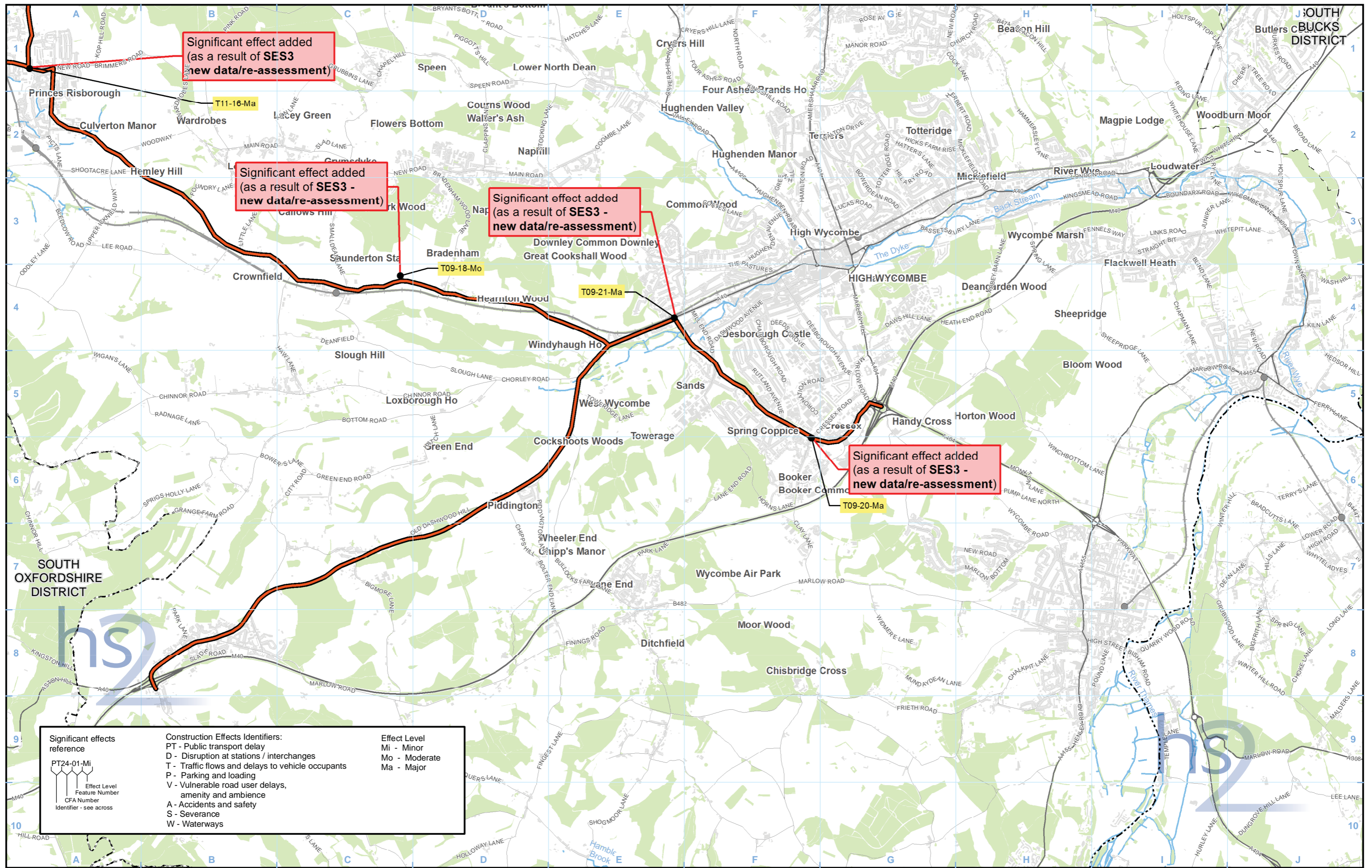
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Doc Number: C222-ATK-EV-MAP-020-000303-AP04-P01

Date: 25/09/15



Significant effects reference PT24-01-Mi Effect Level Feature Number CFA Number Identifier - see across	Construction Effects Identifiers: PT - Public transport delay D - Disruption at stations / interchanges T - Traffic flows and delays to vehicle occupants P - Parking and loading V - Vulnerable road user delays, amenity and ambience A - Accidents and safety S - Severance W - Waterways	Effect Level Mi - Minor Mo - Moderate Ma - Major
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Legend

<ul style="list-style-type: none"> Route in tunnel Route on surface Depot, station, headhouse or portal building Community forum boundary County boundary District/Borough boundary 	<ul style="list-style-type: none"> Watercourse Waterbody Woodland Construction lorry routes Additional construction lorry routes Removed construction lorry routes 	Construction significant effects arising from the SES/AP: <ul style="list-style-type: none"> Adverse-permanent Adverse-temporary Beneficial-temporary Beneficial-permanent 	Construction significant effects unchanged from the SES/AP: <ul style="list-style-type: none"> Adverse-permanent Adverse-temporary Beneficial-temporary Beneficial-permanent 	See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.
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Receptor/significant effect removed/added (as a result of amendment*: AP4-XXX-YYY). SES/AP change ref.
 Significant effect descriptor
 Reduced effect (Green box) Increased effect (Red box)

Map Number: TR-03-053-L1

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes SES3 and AP4 ES

Community Forum Area CFA9: Central Chilterns

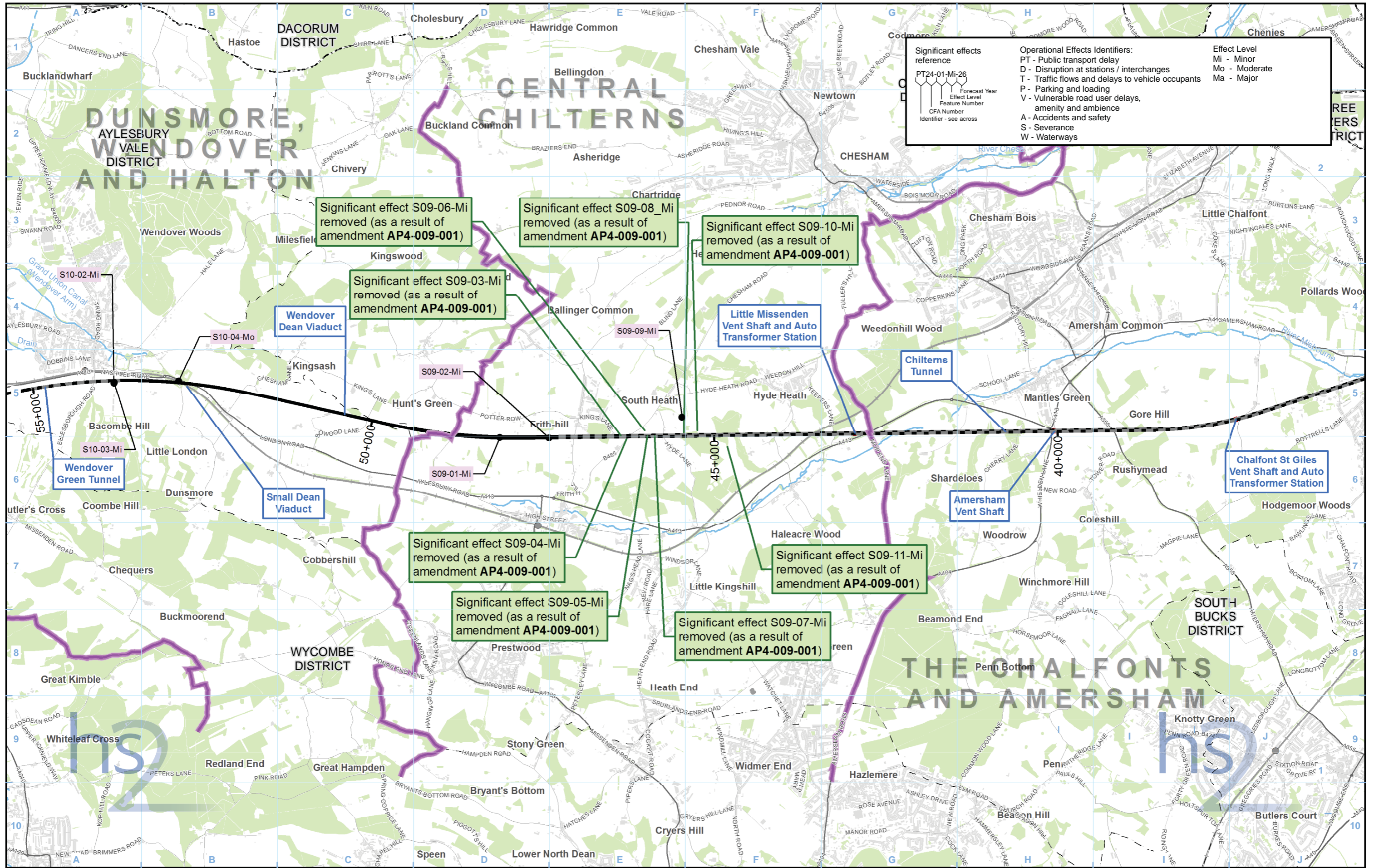
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Doc Number: C222-ATK-EV-MAP-020-000360-AP04-P01
 Date: 23/09/15



Legend

Operational significant effects arising from the SES/AP	Operational significant effects unchanged from the SES/AP
Adverse-permanent	Adverse-permanent
Adverse-temporary	Adverse-temporary
Beneficial-temporary	Beneficial-temporary
Beneficial-permanent	Beneficial-permanent

See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added (as a result of amendment*: AP4-XXX-YYY). - SES/AP change ref.

Reduced effect Increased effect

Significant effect descriptor

Map Number: TR-04-064

Map Name: Significant Residual Transport Effects Arising from Operation SES3 and AP4 ES

Community Forum Area CFA9: Central Chilterns

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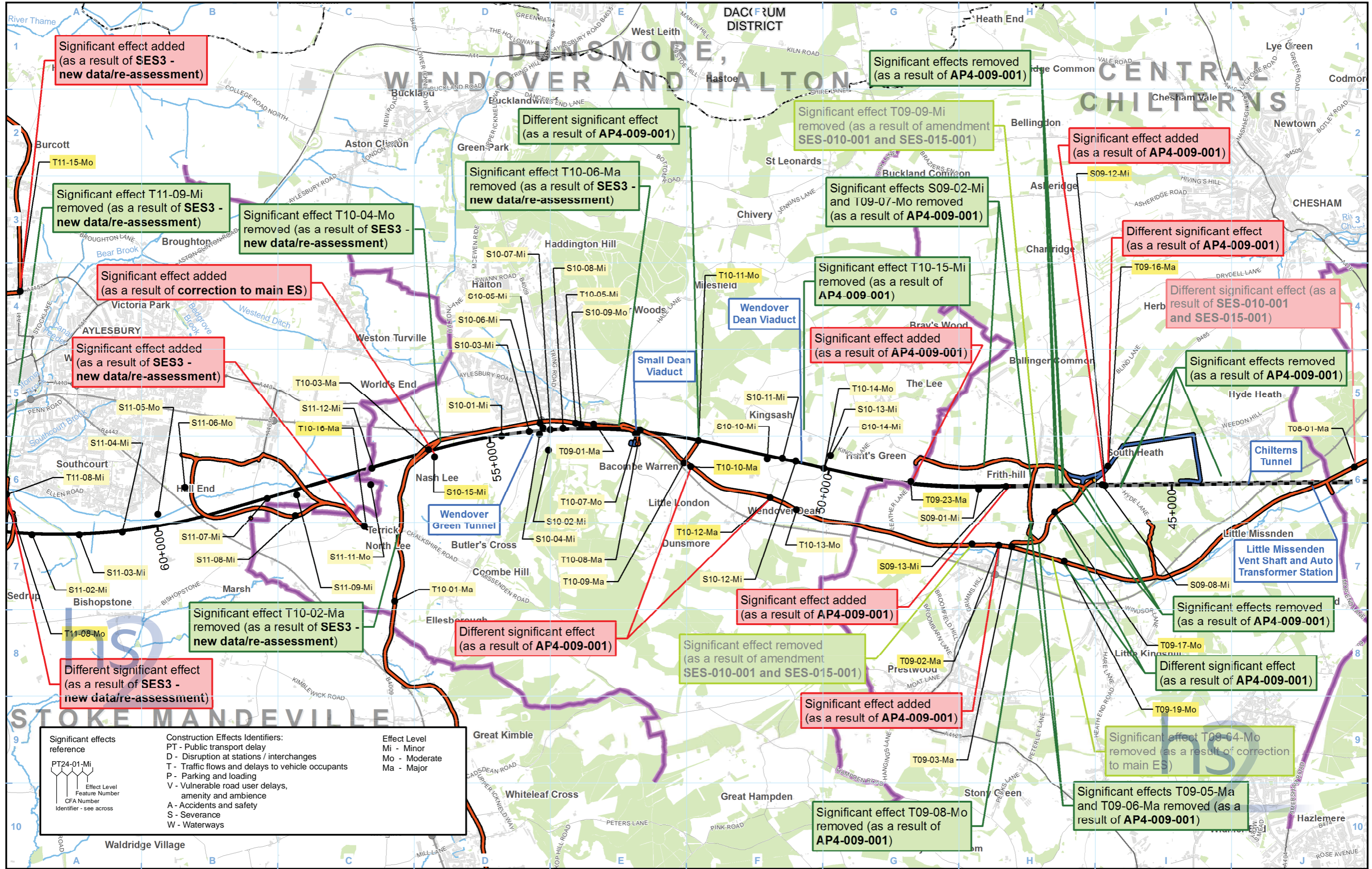
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Supplementary Environmental Statement 3 and
Additional Provision 4 Environmental Statement

Volume 5 | CFA10 Dunsmore, Wendover and Halton

TR-03 - Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes

October 2015



<p>Significant effects reference</p> <p>PT24-01-Mi</p> <p>Effect Level Feature Number CFA Number Identifier - see across</p>	<p>Construction Effects Identifiers:</p> <p>PT - Public transport delay D - Disruption at stations / interchanges T - Traffic flows and delays to vehicle occupants P - Parking and loading V - Vulnerable road user delays, amenity and ambience A - Accidents and safety S - Severance W - Waterways</p>	<p>Effect Level</p> <p>Mi - Minor Mo - Moderate Ma - Major</p>
---	---	---

Legend

Route in tunnel	Watercourse	Construction significant effects arising from the SES/AP:	Construction significant effects unchanged from the SES/AP:
Route on surface	Waterbody	Adverse-permanent	Adverse-permanent
Depot, station, headhouse or portal building	Woodland	Adverse-temporary	Adverse-temporary
Community forum boundary	Construction lorry routes	Beneficial-temporary	Beneficial-temporary
County boundary	Additional construction lorry routes	Beneficial-permanent	Beneficial-permanent
District/Borough boundary	Removed construction lorry routes		

<p>Receptor/significant effect removed/added (as a result of amendment: AP4-XXX-YYY).</p> <p>SES/AP change ref.</p>	<p>Significant effect descriptor</p> <p>Reduced effect</p> <p>Increased effect</p>
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See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Map Number: TR-03-054

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes SES3 and AP4 ES

Community Forum Area CFA10: Dunsmore, Wendover and Halton

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Date: 25/09/15

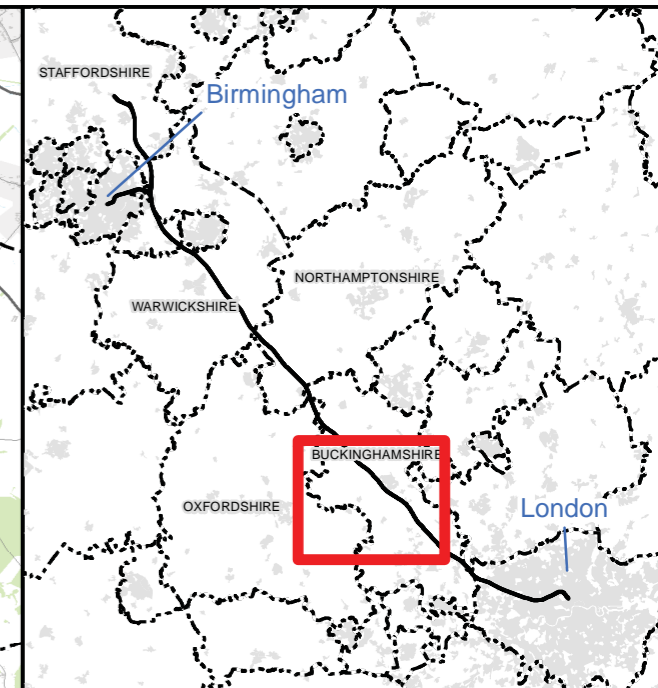
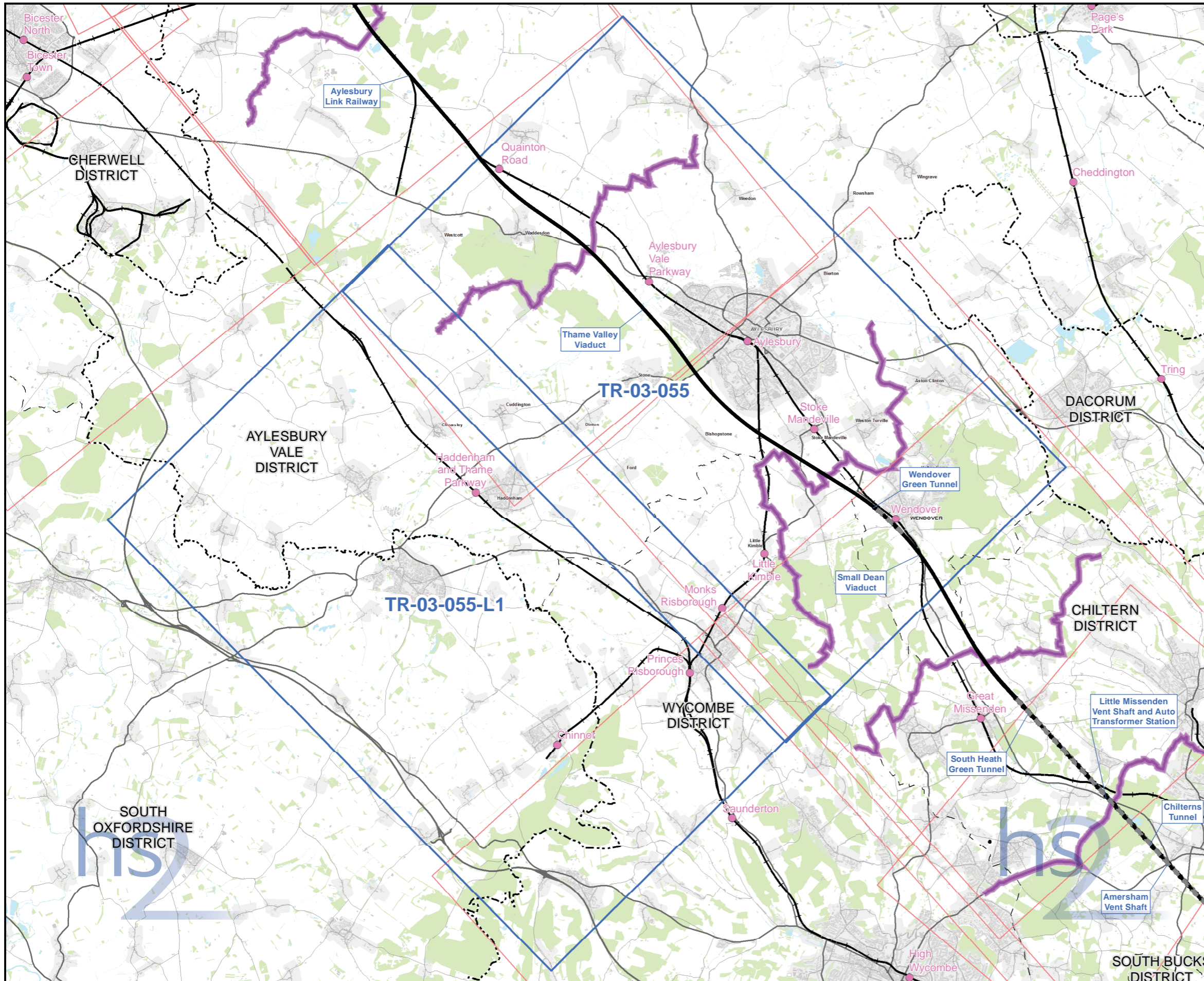
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Supplementary Environmental Statement 3 and
Additional Provision 4 Environmental Statement

Volume 5 | CFA11 Stoke Mandeville and Aylesbury

TR-03 - Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes

October 2015



Map Series Information:

This map series identifies the significant residual transport effects arising from construction of the Proposed Scheme and the construction lorry routes. Lorry routes are the identified routes which Heavy Goods Vehicles (HGVs) will use between compounds and the main road or strategic road network within each CFA.

The effects include those that are temporary (adverse/beneficial) from transport-related impacts as a result of the Proposed Scheme on the transport network and the level of significance of those effects (minor, moderate or major).

Main Map Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community forum boundary
- Existing railway station
- County boundary
- District/Borough boundary
- Map sheets included in this community forum with amendment
- Map sheets included in this community forum with no amendment
- Map sheets not included in this community forum

Map Number	TR-03-INDEX-CFA11
Map Name	Index Map of: Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes SES3 and AP4 ES
Community Forum Area CFA11: Stoke Mandeville and Aylesbury	

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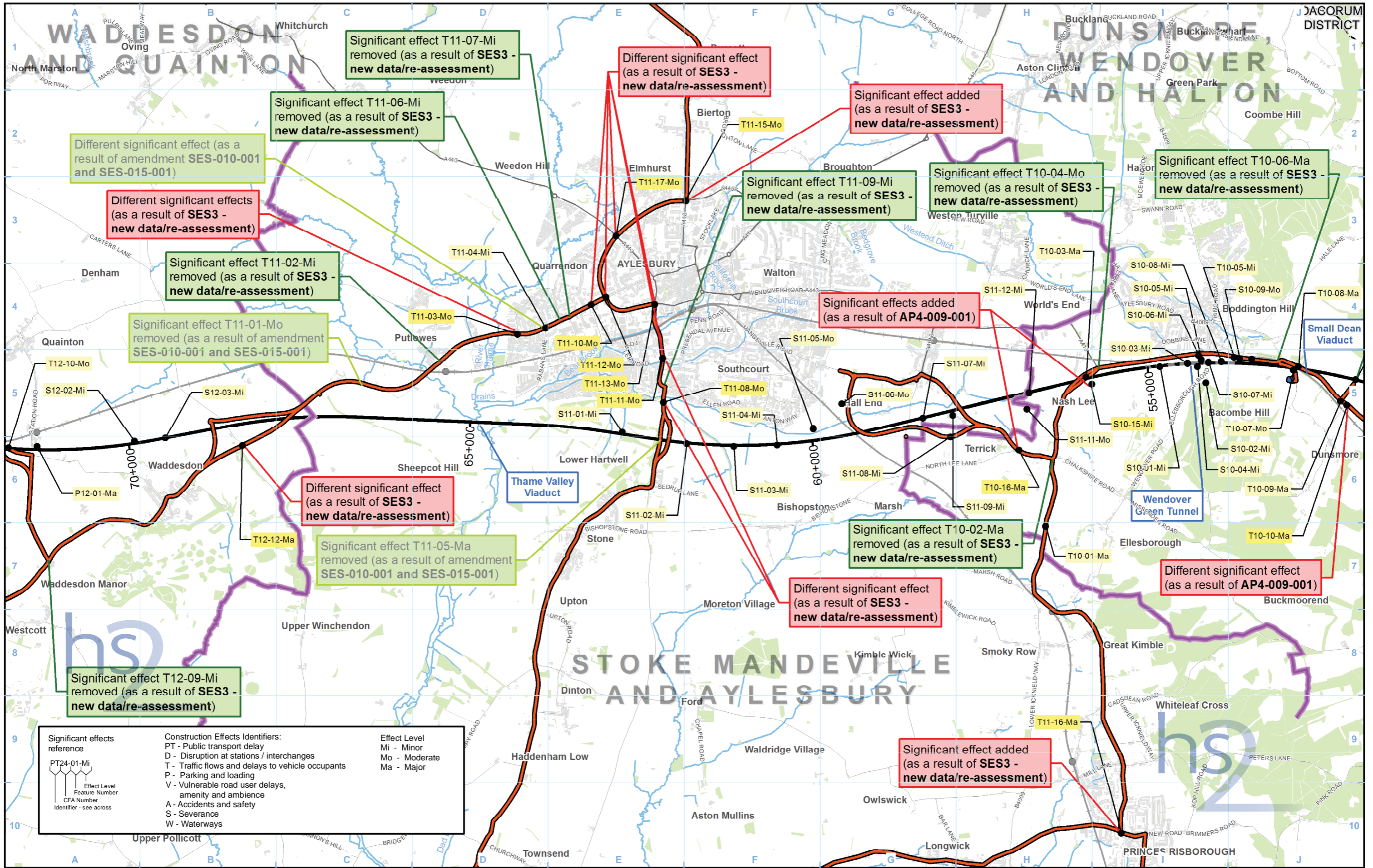
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Doc Number: C222-ATK-EV-MAP-020-000364-AP04 P01 Date: 18/09/15



<p>Significant effects reference</p> <p>PT24-01-Mi</p> <p>Effect Level Feature Number CFA Number Identifier - see across</p>	<p>Construction Effects Identifiers:</p> <p>PT - Public transport delay D - Disruption at stations / interchanges T - Traffic flows and delays to vehicle occupants P - Parking and loading V - Vulnerable road user delays, amenity and ambience A - Accidents and safety S - Severance W - Waterways</p>	<p>Effect Level</p> <p>Mi - Minor Mo - Moderate Ma - Major</p>
---	---	---

Legend

Route in tunnel	Watercourse	Construction significant effects arising from the SES/AP:	Construction significant effects unchanged from the SES/AP:
Route on surface	Waterbody	Adverse-permanent	Adverse-permanent
Depot, station, headhouse or portal building	Woodland	Adverse-temporary	Adverse-temporary
Community forum boundary	Construction lorry routes	Beneficial-temporary	Beneficial-temporary
County boundary	Additional construction lorry routes	Beneficial-permanent	Beneficial-permanent
District/Borough boundary	Removed construction lorry routes		

See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added (as a result of amendment: AP4-XXX-YYY). SES/AP change ref.

Significant effect descriptor

Reduced effect (Green box) Increased effect (Red box)

Map Number	TR-03-055
Map Name	Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes SES3 and AP4 ES
Community Forum Area CFA11: Stoke Mandeville & Aylesbury	

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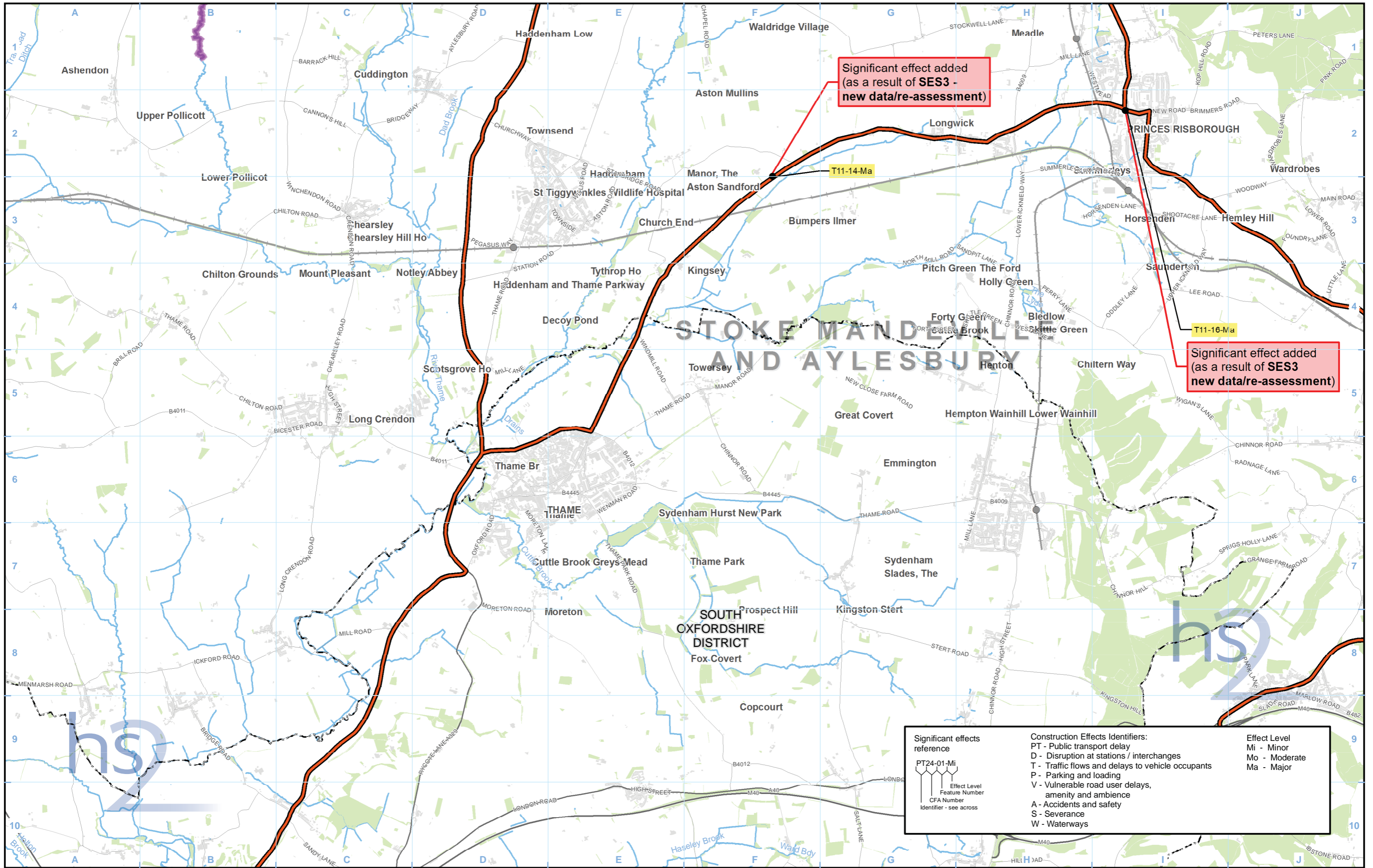
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Doc Number: C222-ATK-EV-MAP-020-000305-AP04-P01

Date: 22/09/15



Significant effect added
(as a result of SES3 -
new data/re-assessment)

Significant effect added
(as a result of SES3
new data/re-assessment)

<p>Significant effects reference</p> <p>PT24-01-Mi</p> <p>Effect Level Feature Number CFA Number Identifier - see across</p>	<p>Construction Effects Identifiers:</p> <ul style="list-style-type: none"> PT - Public transport delay D - Disruption at stations / interchanges T - Traffic flows and delays to vehicle occupants P - Parking and loading V - Vulnerable road user delays, amenity and ambience A - Accidents and safety S - Severance W - Waterways 	<p>Effect Level</p> <ul style="list-style-type: none"> Mi - Minor Mo - Moderate Ma - Major
--	--	---

Legend

<ul style="list-style-type: none"> Route in tunnel Route on surface Depot, station, headhouse or portal building Community forum boundary County boundary District/Borough boundary 	<ul style="list-style-type: none"> Watercourse Waterbody Woodland Construction lorry routes Additional construction lorry routes Removed construction lorry routes 	<p>Construction significant effects arising from the SES/AP:</p> <ul style="list-style-type: none"> Adverse-permanent Adverse-temporary Beneficial-temporary Beneficial-permanent 	<p>Construction significant effects unchanged from the SES/AP:</p> <ul style="list-style-type: none"> Adverse-permanent Adverse-temporary Beneficial-temporary Beneficial-permanent 	<p>See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.</p> <p>Receptor/significant effect removed/added (as a result of amendment*: AP4-XXX-YYY).</p> <p>SES/AP change ref.</p> <p>Significant effect descriptor</p> <ul style="list-style-type: none"> Reduced effect Increased effect
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Map Number: TR-03-055-L1

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes SES3 and AP4 ES

Community Forum Area CFA11: Stoke Mandeville & Aylesbury

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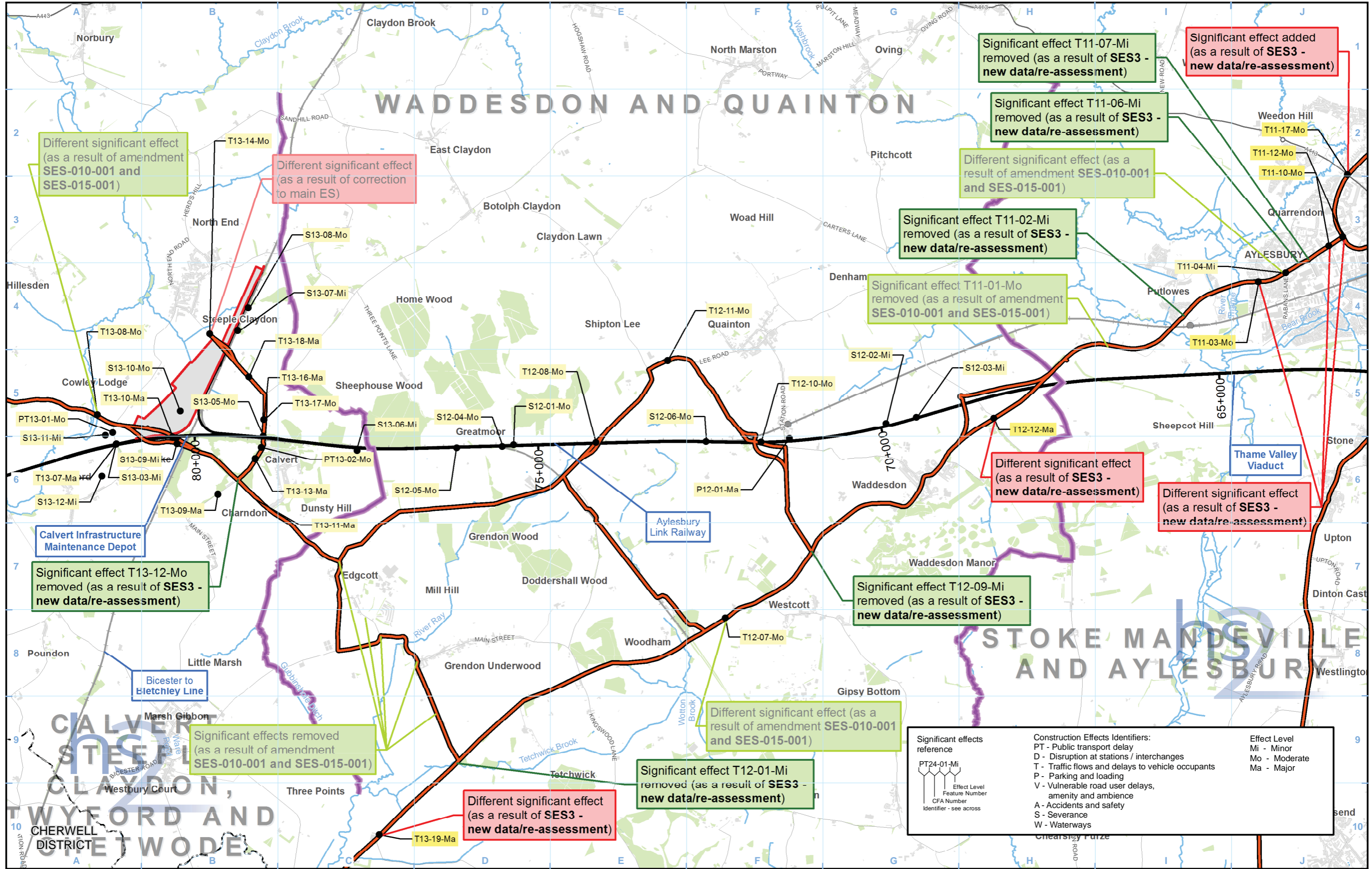
Supplementary Environmental Statement 3 and
Additional Provision 4 Environmental Statement

Volume 5 | CFA12 Waddesdon and Quainton

TR-03 - Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes

October 2015

WADDESDON AND QUANTON



<p>Significant effects reference</p> <p>PT24-01-Mi</p> <p>Effect Level</p> <p>Feature Number</p> <p>CFA Number</p> <p>Identifier - see across</p>	<p>Construction Effects Identifiers:</p> <p>PT - Public transport delay</p> <p>D - Disruption at stations / interchanges</p> <p>T - Traffic flows and delays to vehicle occupants</p> <p>P - Parking and loading</p> <p>V - Vulnerable road user delays, amenity and ambience</p> <p>A - Accidents and safety</p> <p>S - Severance</p> <p>W - Waterways</p>	<p>Effect Level</p> <p>Mi - Minor</p> <p>Mo - Moderate</p> <p>Ma - Major</p>
---	---	--

Legend

<ul style="list-style-type: none"> Route in tunnel Route on surface Depot, station, headhouse or portal building Community forum boundary County boundary District/Borough boundary 	<ul style="list-style-type: none"> Watercourse Waterbody Woodland Construction lorry routes Additional construction lorry routes Removed construction lorry routes 	<p>Construction significant effects arising from the SES/AP:</p> <ul style="list-style-type: none"> Adverse-permanent Adverse-temporary Beneficial-temporary Beneficial-permanent 	<p>Construction significant effects unchanged from the SES/AP:</p> <ul style="list-style-type: none"> Adverse-permanent Adverse-temporary Beneficial-temporary Beneficial-permanent 	<p>See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.</p> <p>Receptor/significant effect removed/added (as a result of amendment: AP4-XXX-YYY).</p> <p>SES/AP change ref.</p> <p>Significant effect descriptor</p> <ul style="list-style-type: none"> Reduced effect Increased effect
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Map Number: TR-03-056

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes SES3 and AP4 ES

Community Forum Area CFA12: Waddesdon and Quanton

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Date: 23/09/15

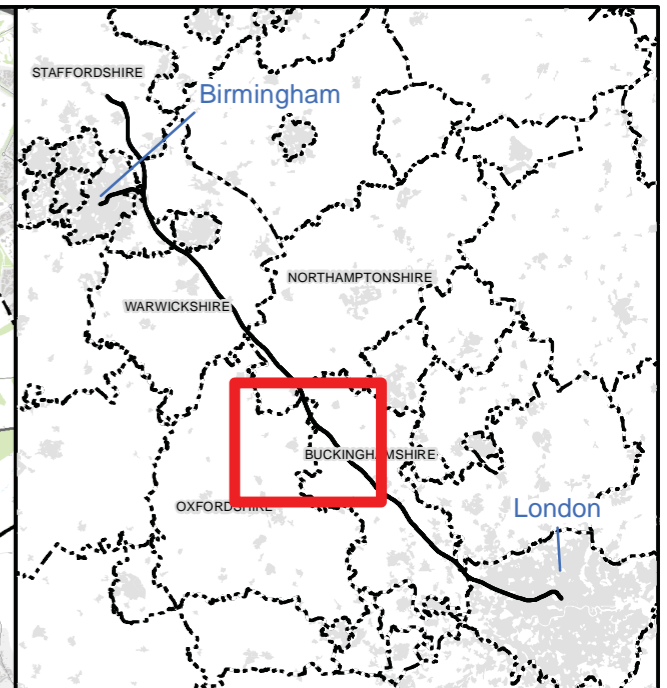
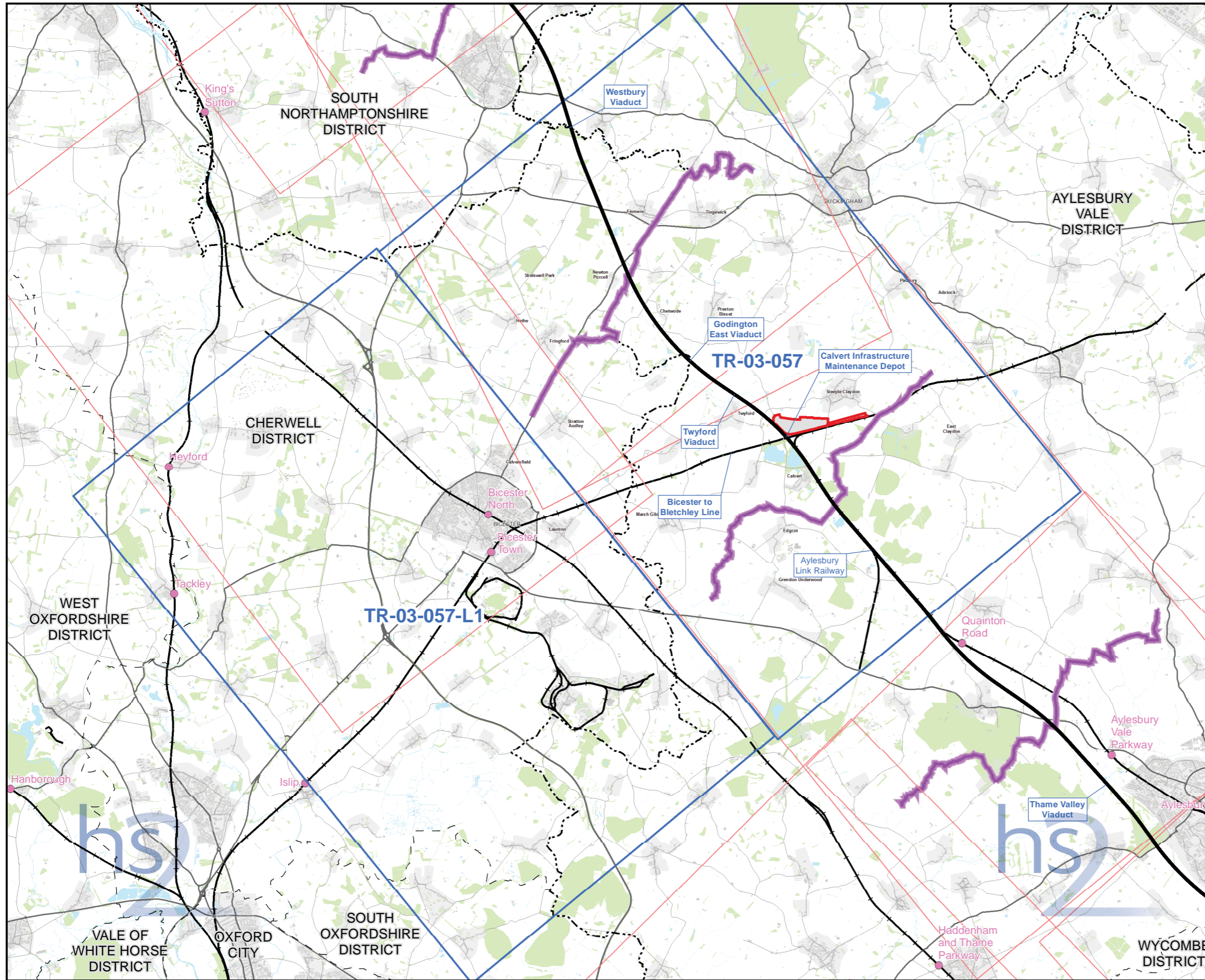
HIGH SPEED RAIL (LONDON - WEST MIDLANDS)

Supplementary Environmental Statement 3 and
Additional Provision 4 Environmental Statement

Volume 5 | CFA13 Calvert, Steeple Claydon, Twyford and Chetwode

TR-03 - Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes

October 2015



Map Series Information:

This map series identifies the significant residual transport effects arising from construction of the Proposed Scheme and the construction lorry routes. Lorry routes are the identified routes which Heavy Goods Vehicles (HGVs) will use between compounds and the main road or strategic road network within each CFA.

The effects include those that are temporary (adverse/beneficial) from transport-related impacts as a result of the Proposed Scheme on the transport network and the level of significance of those effects (minor, moderate or major).

Note: Not all data layers in the legend are represented on every map.


Main Map Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community forum boundary
- Existing railway station
- County boundary
- District/Borough boundary
- Map sheets included in this community forum with amendment
- Map sheets included in this community forum with no amendment
- Map sheets not included in this community forum


Map Number **TR-03-INDEX-CFA13**

Map Name
**Index Map of:
 Significant Residual Transport Effects Arising during
 Construction and Construction Lorry Routes
 SES3 and AP4 ES**

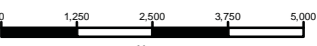
**Community Forum Area CFA13:
 Calvert, Steeple Claydon, Twyford and Chetwode**



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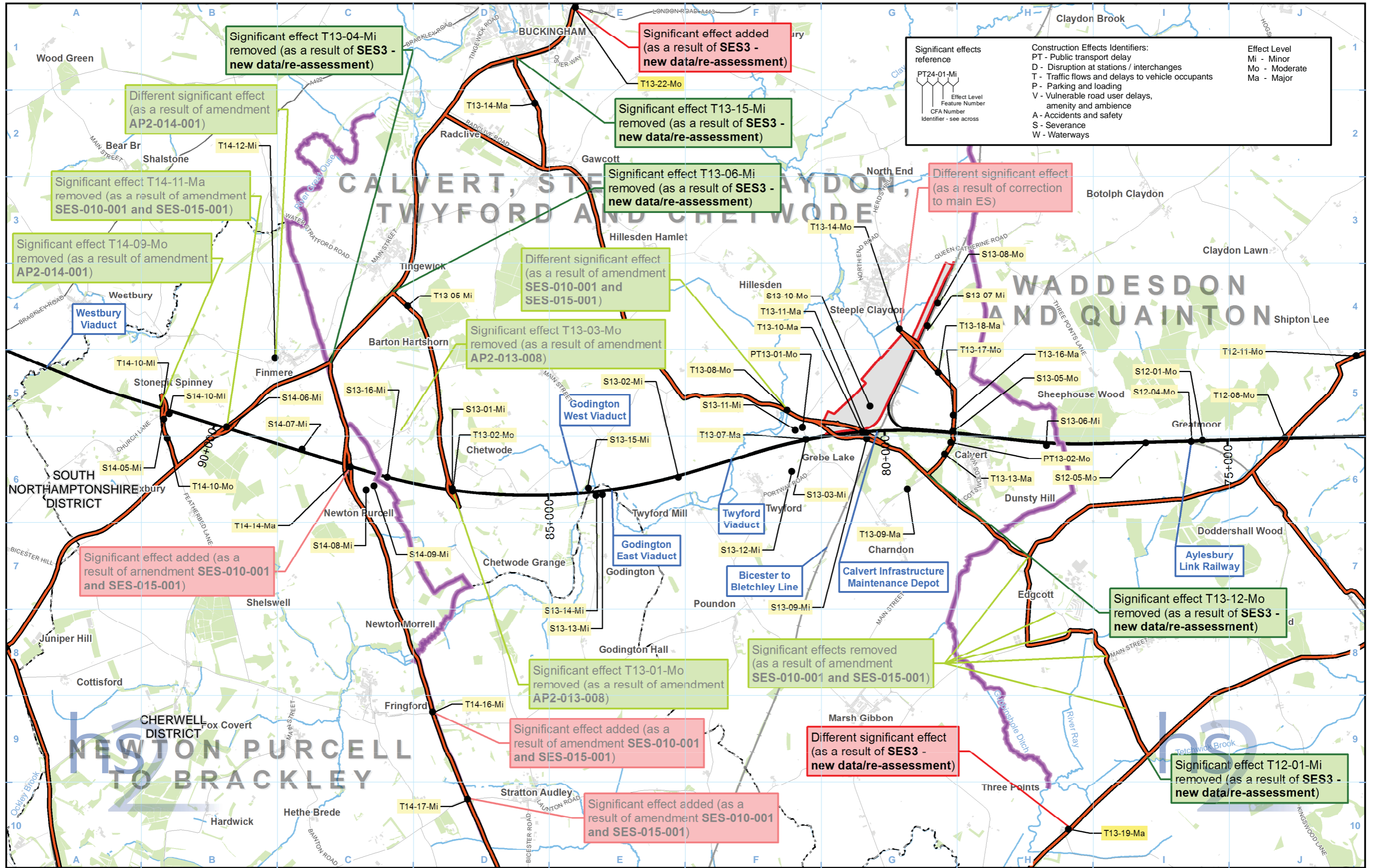


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Doc Number: C222-ATK-EV-MAP-020-000365-AP04 P01 **Date:** 18/09/15



Significant effects reference

PT24-01-Mi
 Effect Level
 Feature Number
 CFA Number
 Identifier - see across

Construction Effects Identifiers:
 PT - Public transport delay
 D - Disruption at stations / interchanges
 T - Traffic flows and delays to vehicle occupants
 P - Parking and loading
 V - Vulnerable road user delays, amenity and ambience
 A - Accidents and safety
 S - Severance
 W - Waterways

Effect Level
 Mi - Minor
 Mo - Moderate
 Ma - Major

Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community forum boundary
- County boundary
- District/Borough boundary
- Watercourse
- Waterbody
- Woodland
- Construction lorry routes
- Additional construction lorry routes
- Removed construction lorry routes

Construction significant effects arising from the SES/AP:

- Adverse-permanent
- Adverse-temporary
- Beneficial-temporary
- Beneficial-permanent

Construction significant effects unchanged from the SES/AP:

- Adverse-permanent
- Adverse-temporary
- Beneficial-temporary
- Beneficial-permanent

See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added (as a result of amendment*: AP4-XXX-YYY). SES/AP change ref.

Significant effect descriptor

- Reduced effect
- Increased effect

Map Number: TR-03-057

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes SES3 and AP4 ES

Community Forum Area CFA13: Calvert, Steeple Claydon, Twyford and Chetwode

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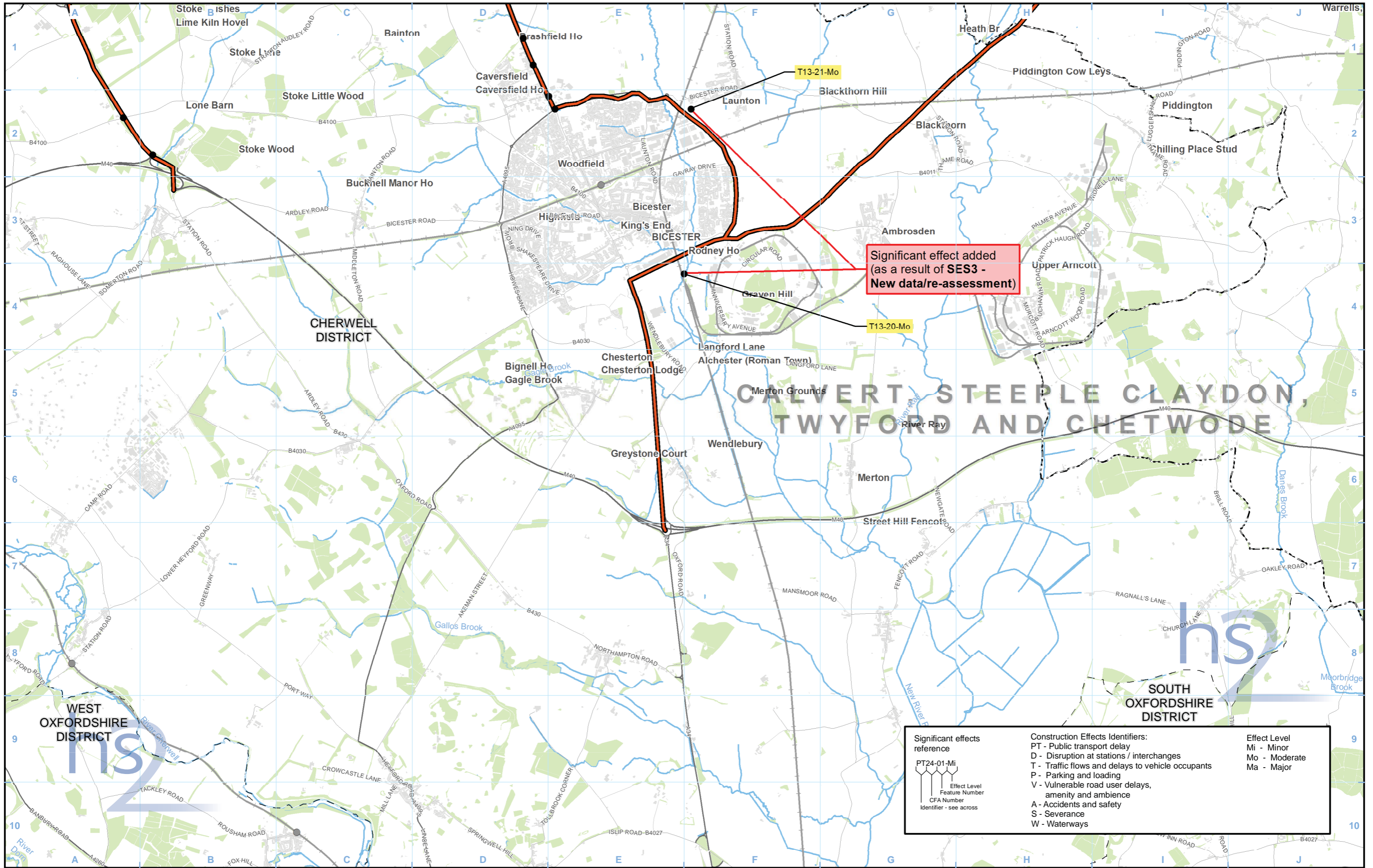
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Doc Number: C222-ATK-EV-MAP-020-000307-AP04-P01

Date: 22/09/15



Significant effect added
(as a result of SES3 -
New data/re-assessment)

T13-20-Mo

T13-21-Mo

<p>Significant effects reference</p> <p>PT24-01-Mi</p> <p>Effect Level</p> <p>Feature Number</p> <p>CFA Number</p> <p>Identifier - see across</p>	<p>Construction Effects Identifiers:</p> <ul style="list-style-type: none"> PT - Public transport delay D - Disruption at stations / interchanges T - Traffic flows and delays to vehicle occupants P - Parking and loading V - Vulnerable road user delays, amenity and ambience A - Accidents and safety S - Severance W - Waterways 	<p>Effect Level</p> <ul style="list-style-type: none"> Mi - Minor Mo - Moderate Ma - Major
---	--	---

Legend

<ul style="list-style-type: none"> Route in tunnel Route on surface Depot, station, headhouse or portal building Community forum boundary County boundary District/Borough boundary 	<ul style="list-style-type: none"> Watercourse Waterbody Woodland Construction lorry routes Additional construction lorry routes Removed construction lorry routes 	<p>Construction significant effects arising from the SES/AP:</p> <ul style="list-style-type: none"> Adverse-permanent Adverse-temporary Beneficial-temporary Beneficial-permanent 	<p>Construction significant effects unchanged from the SES/AP:</p> <ul style="list-style-type: none"> Adverse-permanent Adverse-temporary Beneficial-temporary Beneficial-permanent 	<p>See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.</p> <p>Receptor/significant effect removed/added (as a result of amendment*: AP4-XXX-YYY).</p> <p>SES/AP change ref.</p> <p>Significant effect descriptor</p> <ul style="list-style-type: none"> Reduced effect Increased effect
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Map Number: TR-03-057-L1

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes SES3 and AP4 ES

Community Forum Area CFA13: Calvert, Steeple Claydon, Twyford and Chetwode

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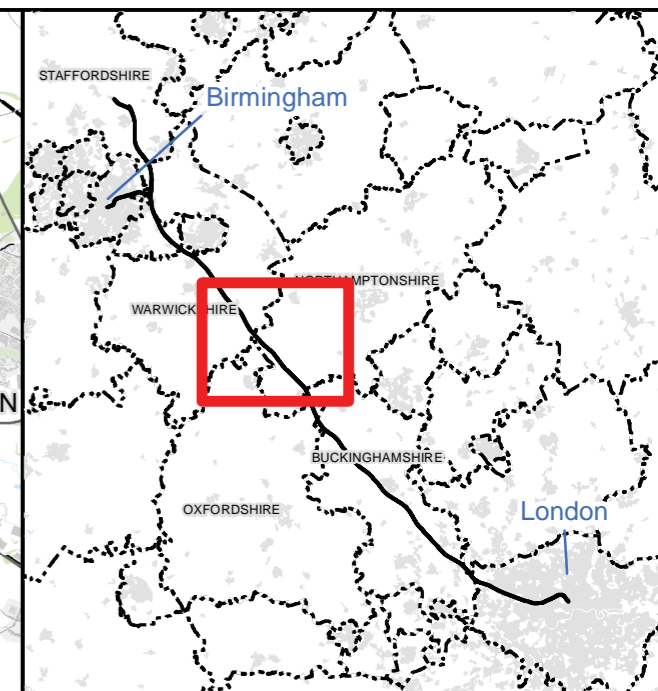
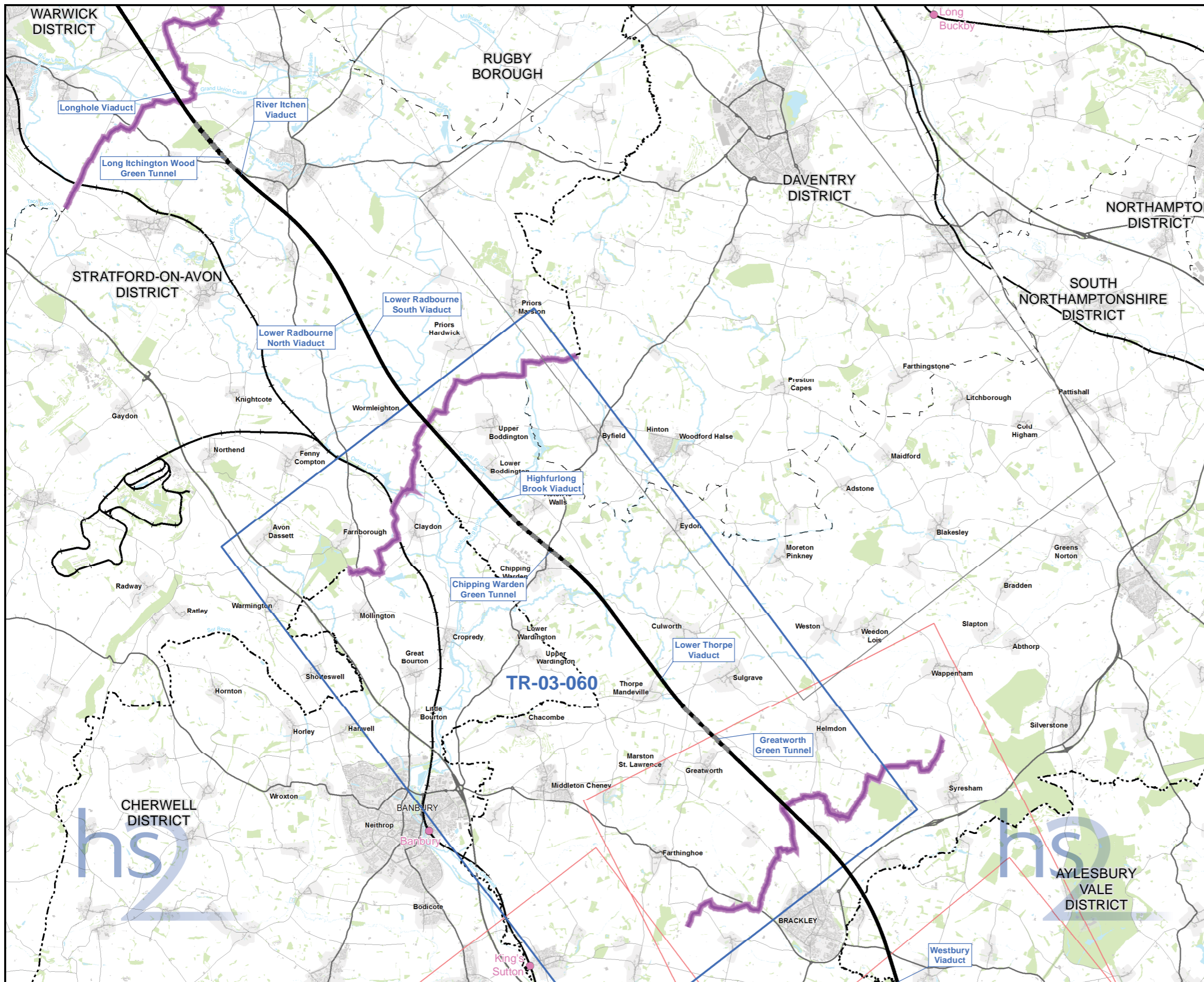
Supplementary Environmental Statement 3 and Additional Provision 4 Environmental Statement

Volume 5 | CFA15 Greatworth to Lower Boddington

TR-03 - Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes

TR-04 - Significant Residual Transport Effects Arising from Operation

October 2015



Map Series Information:

This map series identifies the significant residual transport effects arising from construction of the Proposed Scheme and the construction lorry routes. Lorry routes are the identified routes which Heavy Goods Vehicles (HGVs) will use between compounds and the main road or strategic road network within each CFA.

The effects include those that are temporary (adverse/beneficial) from transport-related impacts as a result of the Proposed Scheme on the transport network and the level of significance of those effects (minor, moderate or major).

Note: Not all data layers in the legend are represented on every map.

Main Map Legend	
Route in tunnel	Map sheets included in this community forum with amendment
Route on surface	Map sheets included in this community forum with no amendment
Depot, station, headhouse or portal building	Map sheets not included in this community forum
Community forum boundary	
Existing railway station	
County boundary	
District/Borough boundary	

Map Number	TR-03-INDEX-CFA15
Map Name	Index Map of: Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes SES3 and AP4 ES
Community Forum Area CFA15: Greatworth to Lower Boddington	

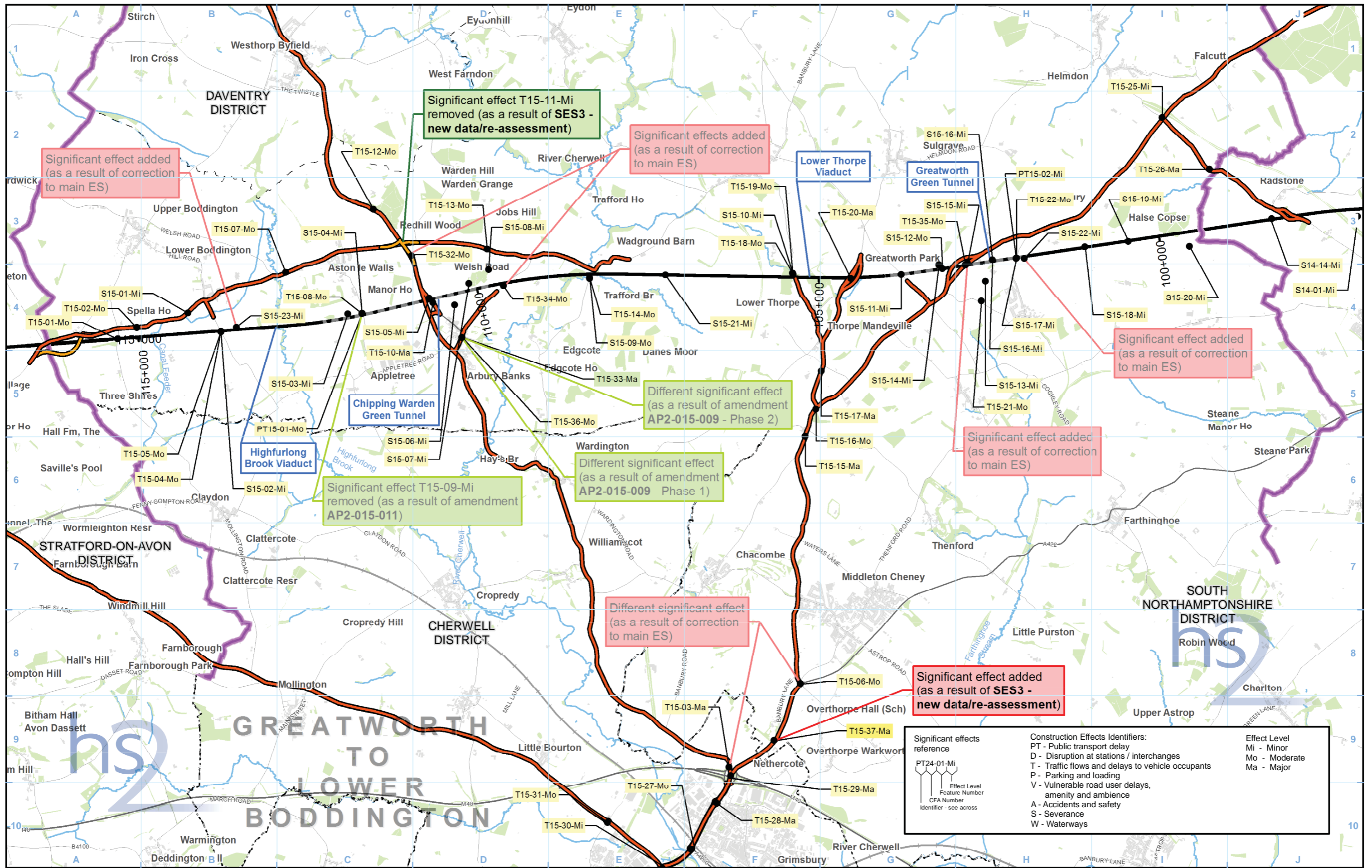
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Doc Number: C222-ATK-EV-MAP-020-000366-AP04 P01 **Date: 18/09/15**



Legend

	Route in tunnel		Watercourse
	Route on surface		Waterbody
	Depot, station, headhouse or portal building		Woodland
	Community forum boundary		Construction lorry routes
	County boundary		Additional construction lorry routes
	District/Borough boundary		Removed construction lorry routes

Construction significant effects arising from the SES/AP:

	Adverse-permanent		Adverse-permanent
	Adverse-temporary		Adverse-temporary
	Beneficial-temporary		Beneficial-temporary
	Beneficial-permanent		Beneficial-permanent

Construction significant effects unchanged from the SES/AP:

	Adverse-permanent		Adverse-permanent
	Adverse-temporary		Adverse-temporary
	Beneficial-temporary		Beneficial-temporary
	Beneficial-permanent		Beneficial-permanent

See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added (as a result of amendment: AP4-XXX-YYY). - SES/AP change ref.

Reduced effect Increased effect

Significant effect descriptor

Map Number	TR-03-060
Map Name	Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes SES3 and AP4 ES
Community Forum Area CFA15: Greatworth to Lower Boddington	

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Doc Number: C222-ATK-EV-MAP-020-000310-AP04-P01

Date: 23/09/15

Significant effects reference

PT24-01-Mi
Effect Level
Feature Number
CFA Number
Identifier - see across

Construction Effects Identifiers:
PT - Public transport delay
D - Disruption at stations / interchanges
T - Traffic flows and delays to vehicle occupants
P - Parking and loading
V - Vulnerable road user delays, amenity and ambience
A - Accidents and safety
S - Severance
W - Waterways

Effect Level
Mi - Minor
Mo - Moderate
Ma - Major

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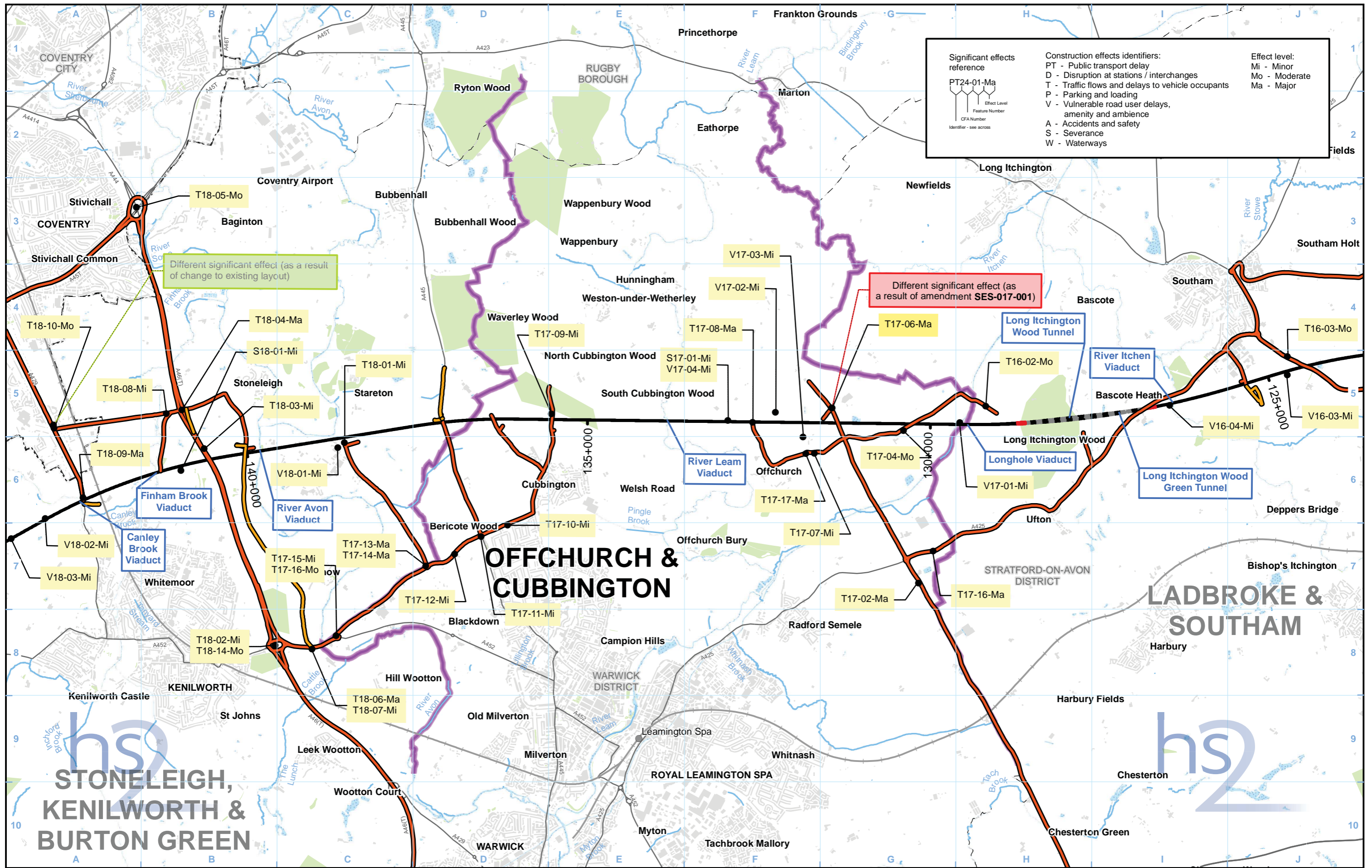
HIGH SPEED RAIL (LONDON - WEST MIDLANDS)

Supplementary Environmental Statement 3 and
Additional Provision 4 Environmental Statement

Volume 5 | CFA17 Offchurch and Cubbington

TR-03 - Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes

October 2015



Significant effects reference
 PT24-01-Ma
 Effect Level
 Feature Number
 CFA Number
 Identifier - see across

Construction effects identifiers:
 PT - Public transport delay
 D - Disruption at stations / interchanges
 T - Traffic flows and delays to vehicle occupants
 P - Parking and loading
 V - Vulnerable road user delays, amenity and ambience
 A - Accidents and safety
 S - Severance
 W - Waterways

Effect level:
 Mi - Minor
 Mo - Moderate
 Ma - Major

Legend

- Route in tunnel
- Route on surface
- Depot station, headhouse or portal building
- Community forum boundary
- County boundary
- District / borough boundary
- Watercourse
- Water body
- Woodland
- Construction lorry routes
- Additional construction lorry routes
- Removed construction lorry routes

Construction significant effects arising from the SES/AP:

- Adverse-permanent
- Adverse-temporary
- Beneficial-temporary
- Beneficial-permanent

Construction significant effects unchanged from the SES/AP:

- Adverse-permanent
- Adverse-temporary
- Beneficial-temporary
- Beneficial-permanent

See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added (as a result of amendment: AP4-XXX-YYY).

Reduced effect

Increased effect

SES/AP change ref.

Significant effect descriptor

Map Number: TR-03-102

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes

SES3 and AP4 ES

Community Forum Area CFA17: Offchurch & Cubbington

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Scale at A3: 1:50,000

Doc Number: C223-CSI-EV-MAP-030-000159-AP04- P01

Date: 17/09/15

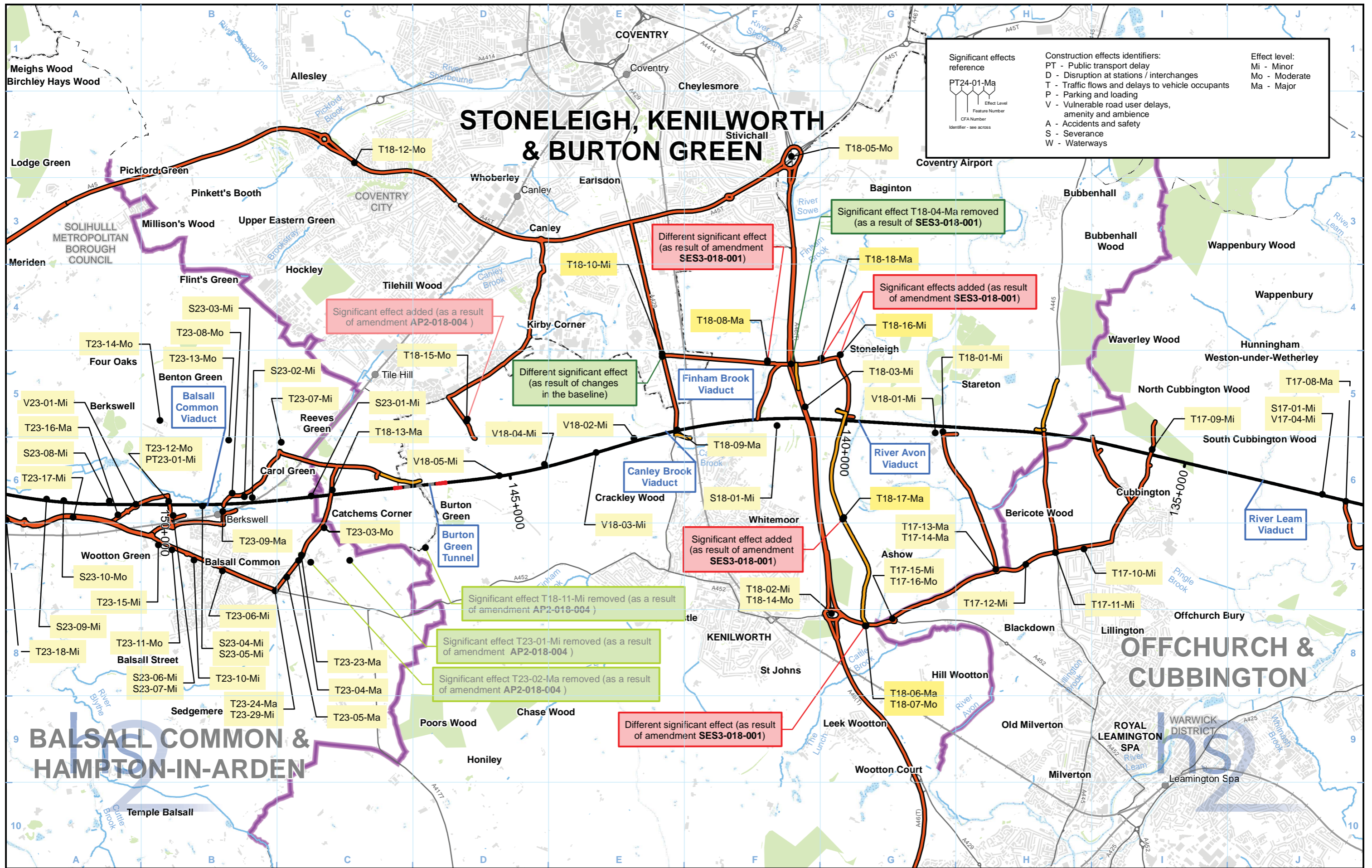
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Supplementary Environmental Statement 3 and
Additional Provision 4 Environmental Statement

Volume 5 | CFA18 Stoneleigh, Kenilworth and Burton Green

TR-03 - Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes

October 2015



Significant effects reference

PT24-01-Ma
 Effect Level
 Feature Number
 CFA Number
 Identifier - see across

Construction effects identifiers:
 PT - Public transport delay
 D - Disruption at stations / interchanges
 T - Traffic flows and delays to vehicle occupants
 P - Parking and loading
 V - Vulnerable road user delays, amenity and ambience
 A - Accidents and safety
 S - Severance
 W - Waterways

Effect level:
 Mi - Minor
 Mo - Moderate
 Ma - Major

<p>Legend</p> <ul style="list-style-type: none"> Route in tunnel Route on surface Depot station, headhouse or portal building Community forum boundary County boundary District / borough boundary Watercourse Water body Woodland Construction lorry routes Additional construction lorry routes Removed construction lorry routes 		<p>Construction significant effects arising from the SES/AP:</p> <ul style="list-style-type: none"> Adverse-permanent Adverse-temporary Beneficial-temporary Beneficial-permanent 		<p>Construction significant effects unchanged from the SES/AP:</p> <ul style="list-style-type: none"> Adverse-permanent Adverse-temporary Beneficial-temporary Beneficial-permanent 		<p>See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.</p> <p>Receptor/significant effect removed/added (as a result of amendment*: AP4-XXX-YYY).</p> <p>Reduced effect Increased effect</p>		<p>Map Number: TR-03-103</p> <p>Map Name: Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes</p> <p>SES3 and AP4 ES</p> <p>Community Forum Area CFA18: Stoneleigh, Kenilworth & Burton Green</p>		<p>hs2</p> <p>Scale at A3: 1:50,000</p> <p>Doc Number: C223-CSI-EV-MAP-030-000160-AP04- P01 Date: 17/09/15</p>	
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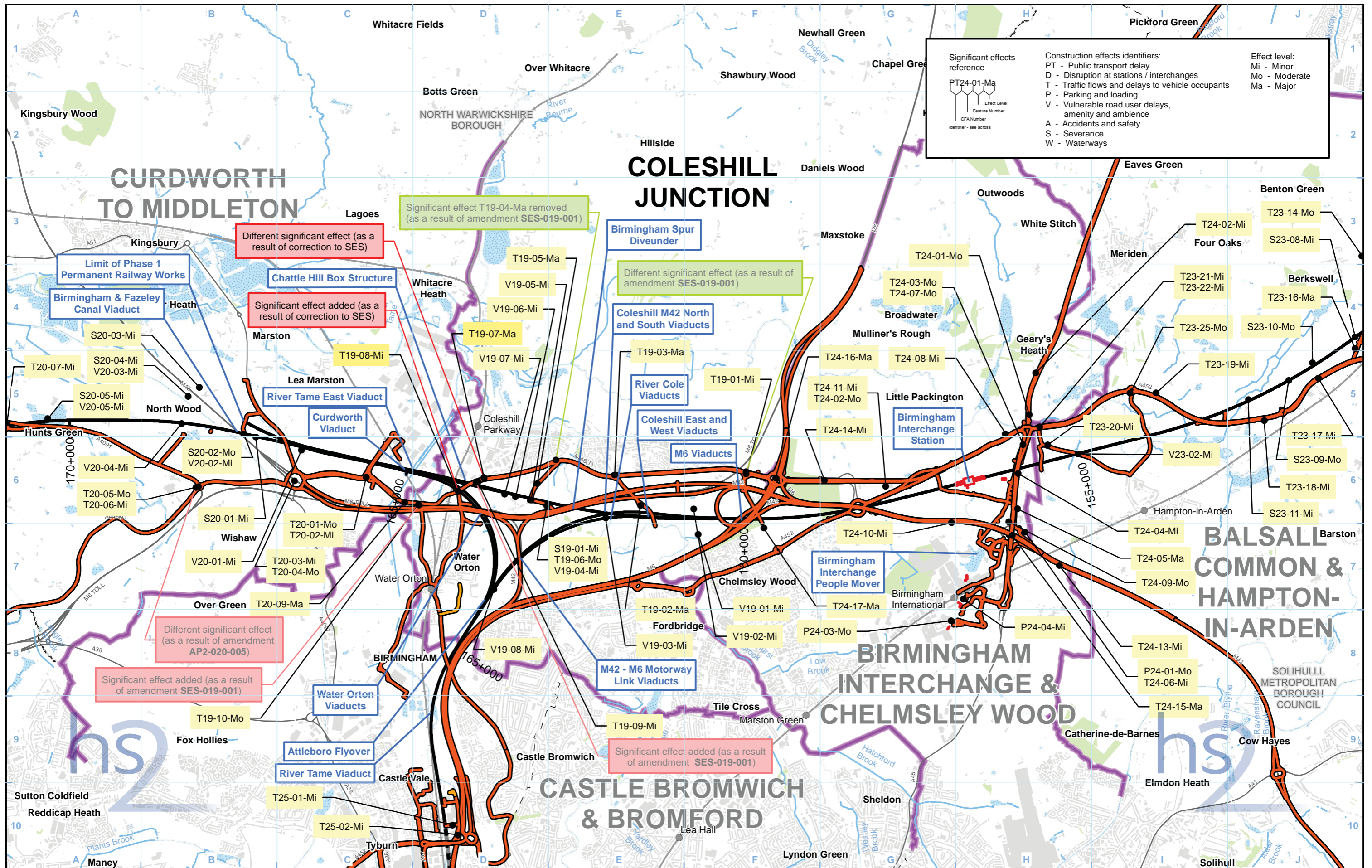
HIGH SPEED RAIL (LONDON - WEST MIDLANDS)

Supplementary Environmental Statement 3 and
Additional Provision 4 Environmental Statement

Volume 5 | CFA19 Coleshill Junction

TR-03 - Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes

October 2015



Significant effects reference
 PT24-01-Ma
 Effect Level
 Feature Number
 CFA Number
 Identifier - see across

Construction effects identifiers:
 PT - Public transport delay
 D - Disruption at stations / interchanges
 T - Traffic flows and delays to vehicle occupants
 P - Parking and loading
 V - Vulnerable road user delays, amenity and ambience
 A - Accidents and safety
 S - Severance
 W - Waterways

Effect level:
 Mi - Minor
 Mo - Moderate
 Ma - Major

Legend

- Route in tunnel
- Route on surface
- Depot station, headhouse or portal building
- Community forum boundary
- County boundary
- District / borough boundary
- Watercourse
- Water body
- Woodland
- Construction lorry routes
- Additional construction lorry routes
- Removed construction lorry routes

Construction significant effects arising from the SES/AP:

- Adverse-permanent
- Adverse-temporary
- Beneficial-temporary
- Beneficial-permanent

Construction significant effects unchanged from the SES/AP:

- Adverse-permanent
- Adverse-temporary
- Beneficial-temporary
- Beneficial-permanent

See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added (as a result of amendment*: AP4-XXX-YYY).

SES/AP change ref.

Significant effect descriptor

- Reduced effect
- Increased effect

Map Number: TR-03-104

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes

SES3 and AP4 ES

Community Forum Area CFA19: Coleshill Junction

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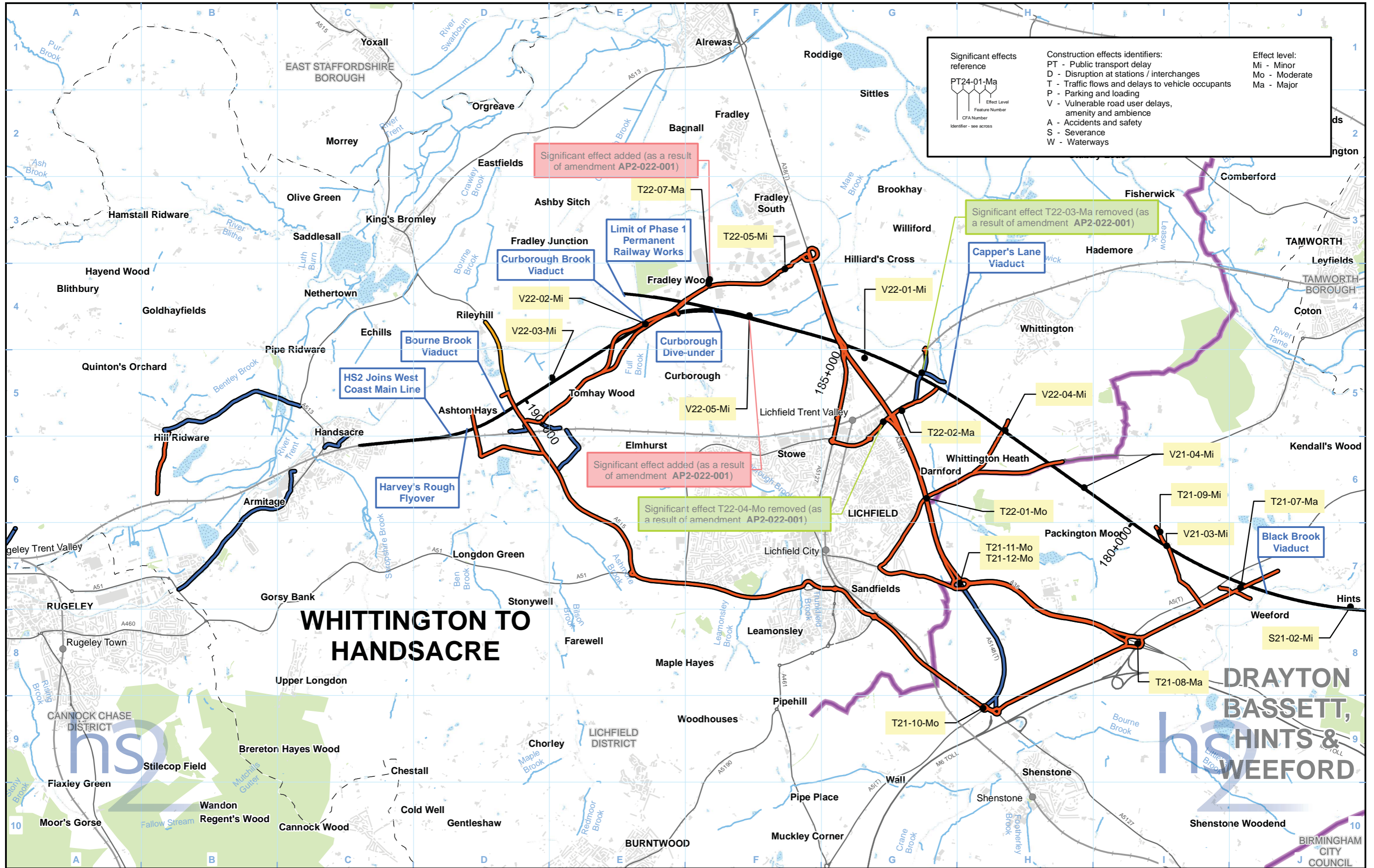
HIGH SPEED RAIL (LONDON - WEST MIDLANDS)

Supplementary Environmental Statement 3 and
Additional Provision 4 Environmental Statement

Volume 5 | CFA22 Whittington to Handsacre

TR-03 - Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes

October 2015



Significant effects reference
 PT24-01-Ma
 Effect Level
 Feature Number
 CFA Number
 Identifier - see across

Construction effects identifiers:
 PT - Public transport delay
 D - Disruption at stations / interchanges
 T - Traffic flows and delays to vehicle occupants
 P - Parking and loading
 V - Vulnerable road user delays, amenity and ambience
 A - Accidents and safety
 S - Severance
 W - Waterways

Effect level:
 Mi - Minor
 Mo - Moderate
 Ma - Major

WHITTINGTON TO HANDSACRE

DRAYTON BASSETT, HINTS & WEEFORD

Legend

<ul style="list-style-type: none"> Route in tunnel Route on surface Depot station, headhouse or portal building Community forum boundary County boundary District / borough boundary 	<ul style="list-style-type: none"> Watercourse Water body Woodland Construction lorry routes Additional construction lorry routes Removed construction lorry routes 	<p>Construction significant effects arising from the SES/AP:</p> <ul style="list-style-type: none"> Adverse-permanent Adverse-temporary Beneficial-temporary Beneficial-permanent 	<p>Construction significant effects unchanged from the SES/AP:</p> <ul style="list-style-type: none"> Adverse-permanent Adverse-temporary Beneficial-temporary Beneficial-permanent 	<p>See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.</p> <p>Receptor/significant effect removed/added (as a result of amendment*: AP4-XXX-YYY).</p> <p>Reduced effect</p> <p>Increased effect</p>
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Map Number: TR-03-107

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes

SES3 and AP4 ES

Community Forum Area CFA22: Whittington to Handsacre

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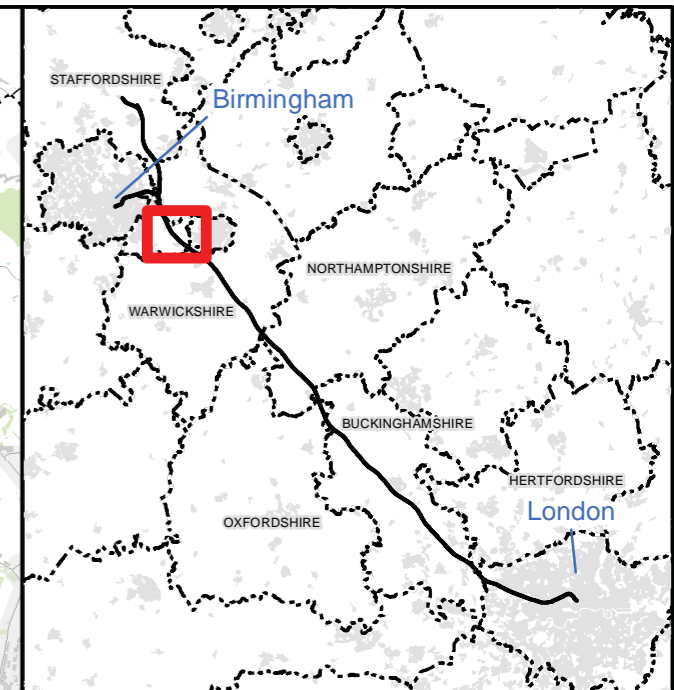
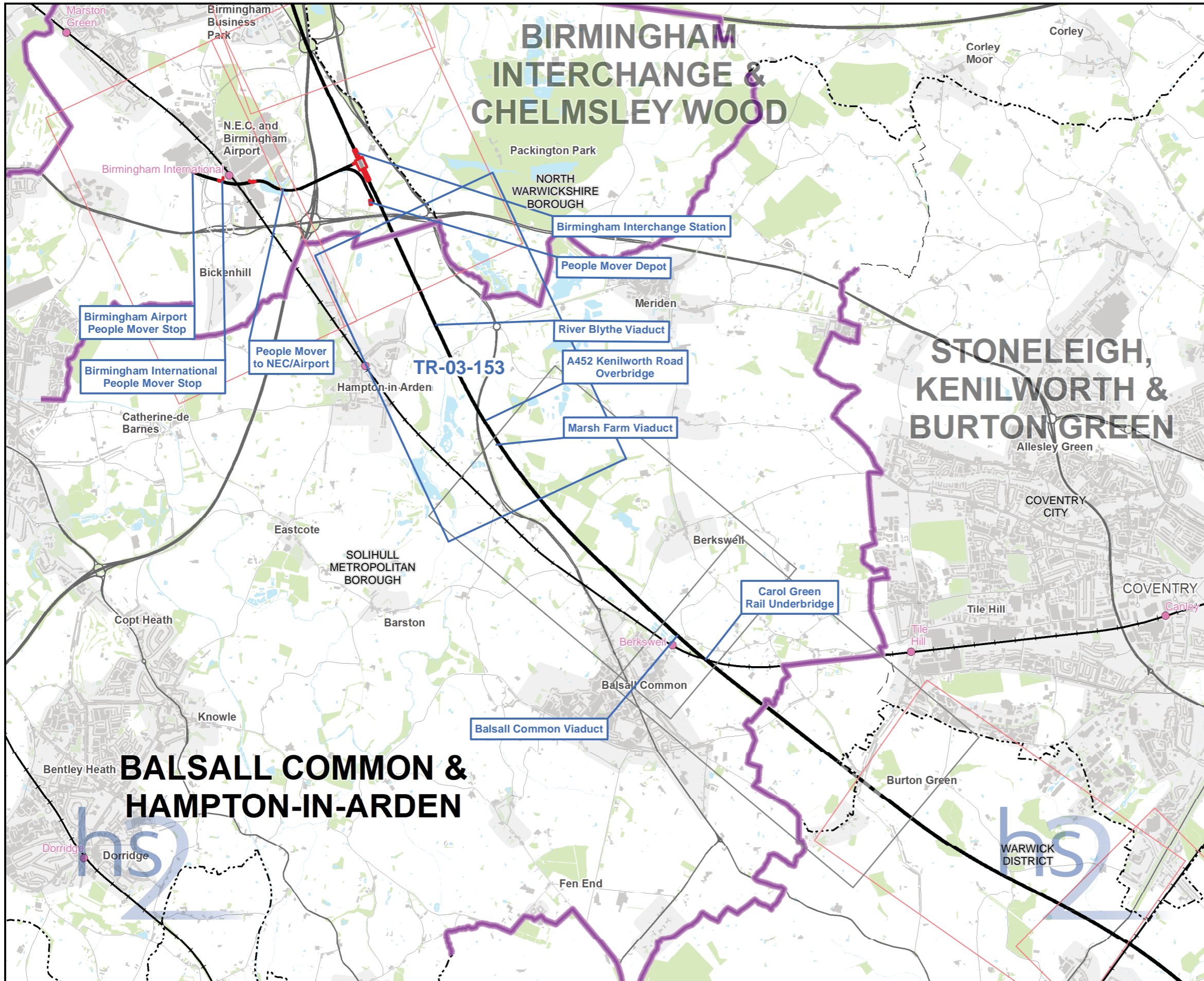
Supplementary Environmental Statement 3 and Additional Provision 4 Environmental Statement

Volume 5 | CFA23 Balsall Common and Hampton-in-Arden

TR-03 - Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes

TR-04 - Significant Residual Transport Effects Arising from Operation

October 2015



Map Series Information:

This map series identifies the significant residual transport effects arising from construction of the Proposed Scheme and the construction lorry routes. Lorry routes are identified routes which Heavy Goods Vehicles (HGVs) will use between compounds and the main road or strategic road network within each CFA. The effects include those that are temporary (adverse/beneficial) from transport-related impacts as a result of the Proposed Scheme on the transport network and the level of significance of those effects (minor, moderate or major).

Note: Not all data layers in the legend are represented on every map.

Main Map Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community forum boundary
- Existing railway station
- County boundary
- District/Borough boundary
- Map sheets included in this community forum with amendment
- Map sheets included in this community forum with no amendment
- Map sheets not included in this community forum

Map Number **TR-03-INDEX-CFA23**

Map Name
**Index Map of:
 Significant Residual Transport Effects Arising during
 Construction and Construction Lorry Routes
 SES3 and AP4 ES**

**Community Forum Area CFA23:
 Balsall Common & Hampton-in-Arden**

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Doc Number: C224-ARP-EV-MAP-040-000024-AP04-P01

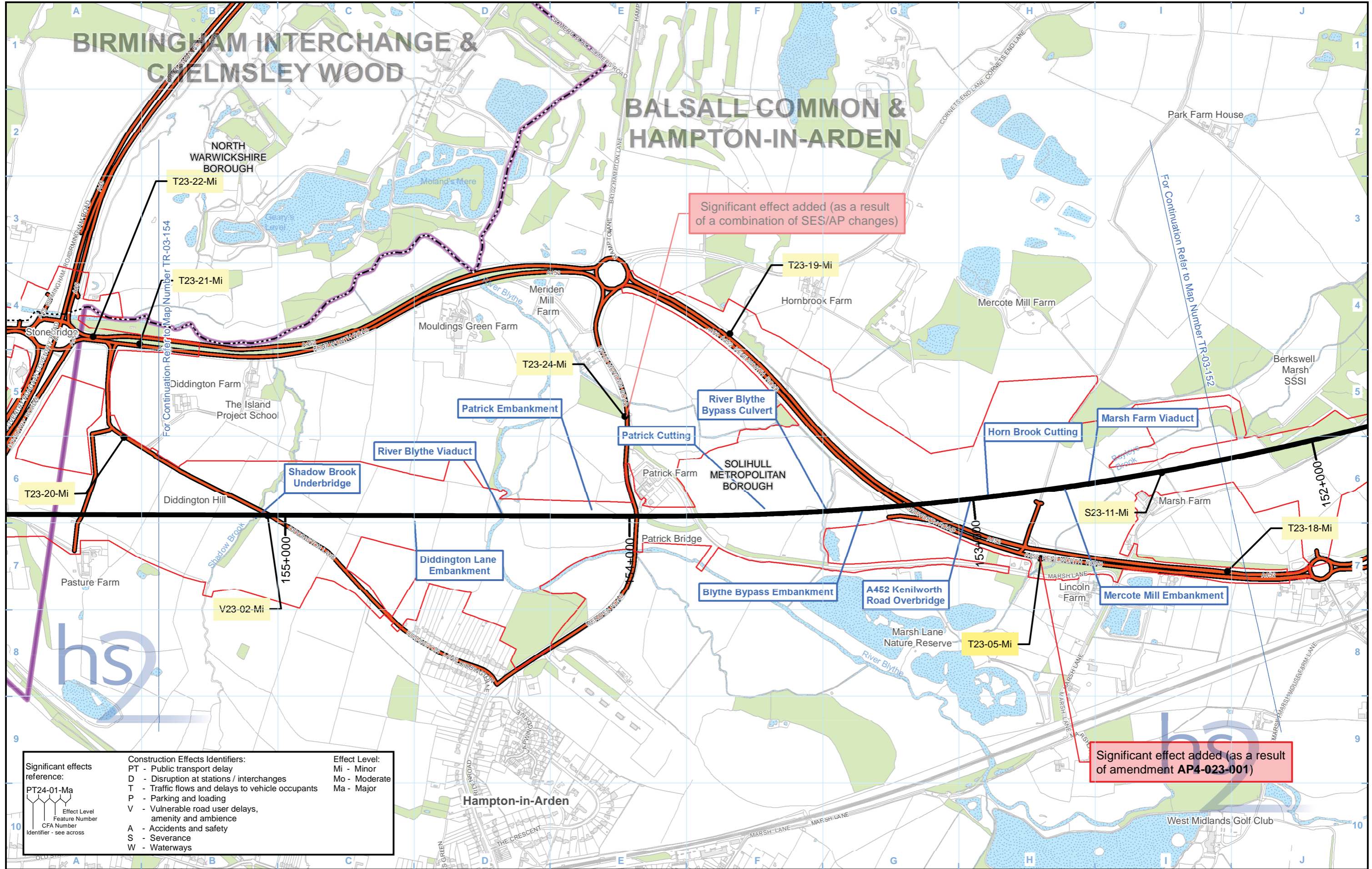
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Date: 15/09/15

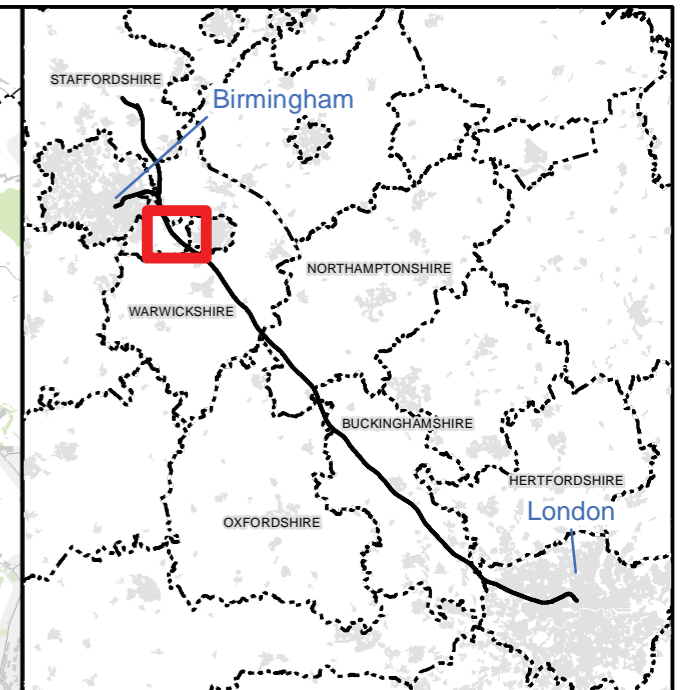
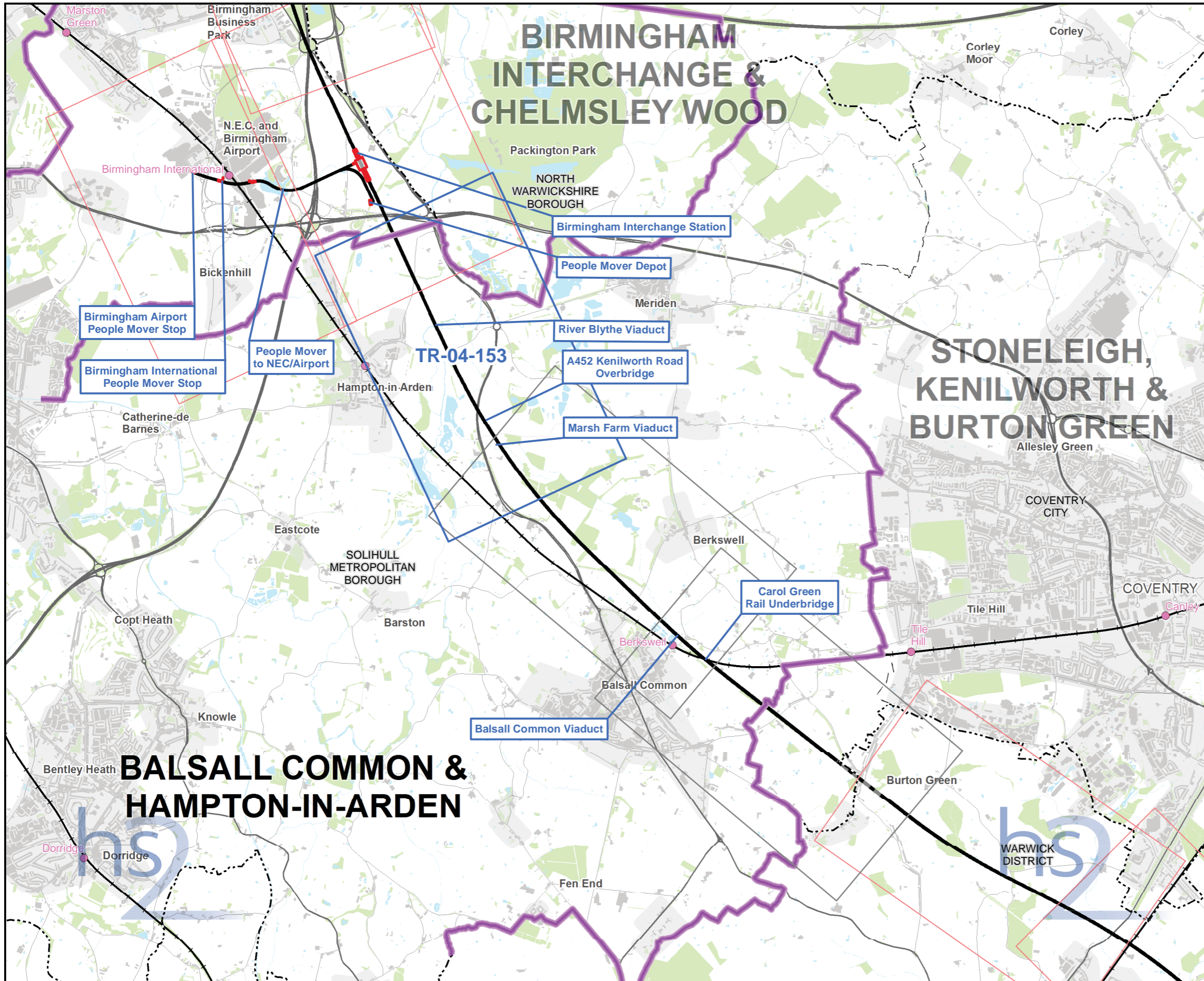
BIRMINGHAM INTERCHANGE & CHELMSLEY WOOD

BALSALL COMMON & HAMPTON-IN-ARDEN



Significant effects reference:	Construction Effects Identifiers:	Effect Level:
PT24-01-Ma	PT - Public transport delay	Mi - Minor
	D - Disruption at stations / interchanges	Mo - Moderate
	T - Traffic flows and delays to vehicle occupants	Ma - Major
	P - Parking and loading	
	V - Vulnerable road user delays, amenity and ambience	
	A - Accidents and safety	
	S - Severance	
	W - Waterways	

Legend <ul style="list-style-type: none"> Route in tunnel Route on surface Depot, station, headhouse or portal building Land potentially required during construction Community forum boundary County boundary District/Borough boundary Watercourse Water body Woodland Construction lorry routes Additional construction lorry routes Removed construction lorry routes 		<ul style="list-style-type: none"> Construction significant effects arising from the SES/AP: <ul style="list-style-type: none"> Adverse, permanent Adverse, temporary Beneficial, temporary Beneficial, permanent Construction significant effects unchanged from the SES/AP: <ul style="list-style-type: none"> Adverse, permanent Adverse, temporary Beneficial, temporary Beneficial, permanent 		See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect. Receptor/significant effect removed/added (as a result of amendment*: AP4-XXX-YYY) - SES/AP change ref. Significant effect descriptor Reduced effect Increased effect	
Map Number: TR-03-153 Map Name: Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes SES3 and AP4 ES Community Forum Area CFA23: Balsall Common & Hampton in Arden		HS2 Ltd accept no responsibility for any circumstances, which arise from the reproduction of this map after alteration, amendment or abbreviation or if it is issued in part or issued incomplete in any way. Registered in England. Registration number 06791686. Registered office: One Canada Square, London, E14 5AB. © Crown copyright and database rights 2015. Ordnance Survey Licence Number 100049190. Scale at A3: 1:10,000 Date: 15/09/15			



Map Series Information:

This map series identifies the significant residual transport effects during the operation of HS2 for each CFA. The effects include those that are permanent (adverse/beneficial) from transport-related impacts as a result of the Proposed Scheme (and mitigation) on the existing transport network and the level of significance of those effects (minor, moderate or major) for the two forecast years 2026 (Opening Year) and 2041 (Design Year).

Note: Not all data layers in the legend are represented on every map.

Main Map Legend	
	Route in tunnel
	Route on surface
	Depot, station, headhouse or portal building
	Community forum boundary
	Existing railway station
	County boundary
	District/Borough boundary
	Map sheets included in this community forum with amendment
	Map sheets included in this community forum with no amendment
	Map sheets not included in this community forum

Map Number	TR-04-INDEX-CFA23
Map Name	Index Map of: Significant Residual Transport Effects Arising from Operation SES3 and AP4 ES
	Community Forum Area CFA23: Balsall Common & Hampton-in-Arden

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Doc Number: C224-ARP-EV-MAP-040-000026-AP04-P01 Date: 15/09/15

BIRMINGHAM INTERCHANGE & CHIELMSLEY WOOD

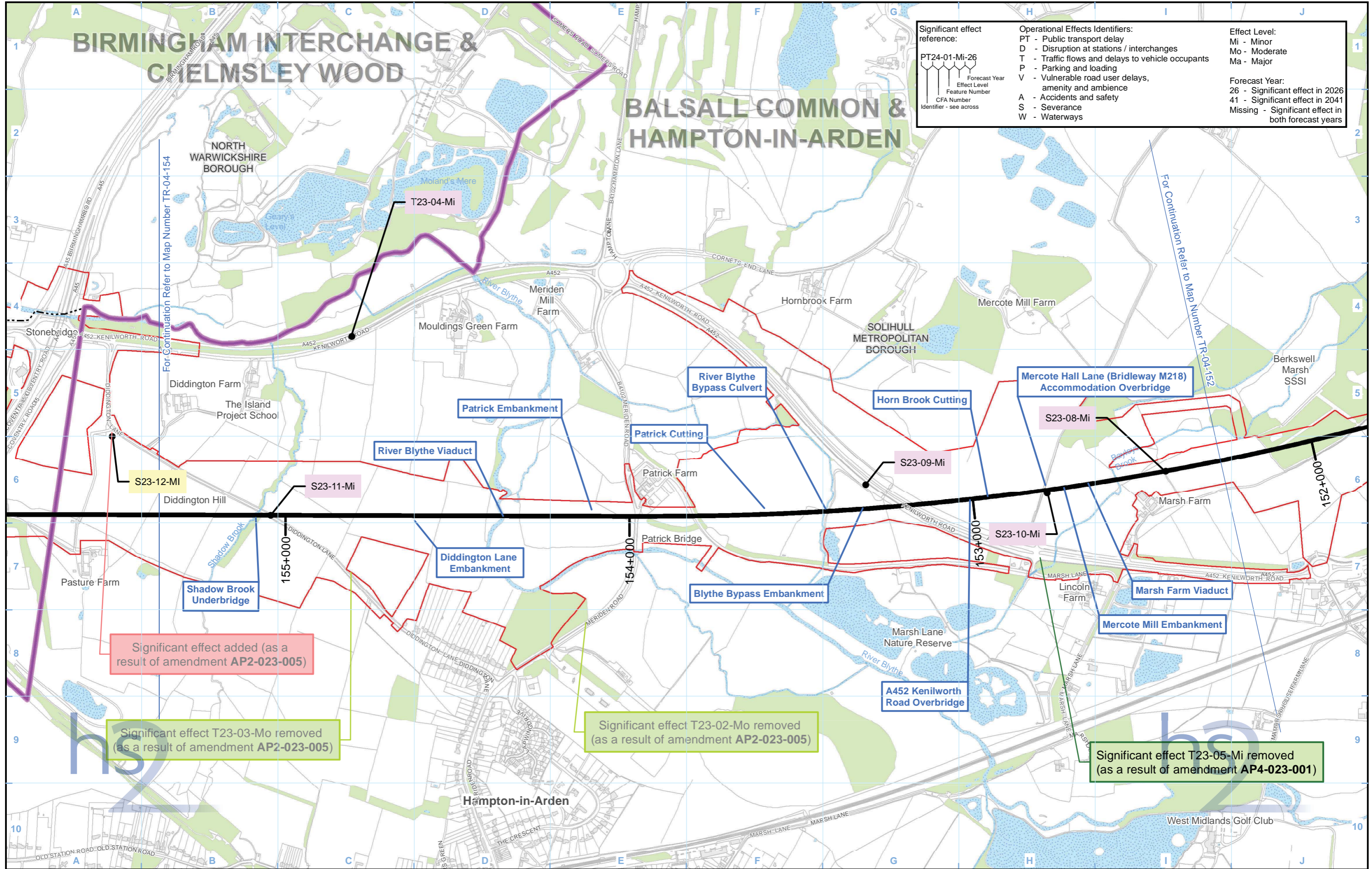
BALSALL COMMON & HAMPTON-IN-ARDEN

Significant effect reference:
 PT24-01-Mi-26
 Forecast Year
 Effect Level
 Feature Number
 CFA Number
 Identifier - see across

Operational Effects Identifiers:
 PT - Public transport delay
 D - Disruption at stations / interchanges
 T - Traffic flows and delays to vehicle occupants
 P - Parking and loading
 V - Vulnerable road user delays, amenity and ambience
 A - Accidents and safety
 S - Severance
 W - Waterways

Effect Level:
 Mi - Minor
 Mo - Moderate
 Ma - Major

Forecast Year:
 26 - Significant effect in 2026
 41 - Significant effect in 2041
 Missing - Significant effect in both forecast years



Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Land potentially required during construction
- Community forum boundary
- County boundary
- District/Borough boundary
- Watercourse
- Water body
- Woodland

Operational significant effects arising from the SES/AP:

- Adverse, permanent
- Adverse, temporary
- Beneficial, temporary
- Beneficial, permanent

Operational significant effects unchanged from the SES/AP:

- Adverse, permanent
- Adverse, temporary
- Beneficial, temporary
- Beneficial, permanent

See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added (as a result of amendment*: AP4-XXX-YYY) - SES/AP change ref.

Significant effect descriptor

- Reduced effect
- Increased effect

Map Number: TR-04-153

Map Name: Significant Residual Transport Effects Arising from Operation SES3 and AP4 ES

Community Forum Area CFA23: Balsall Common & Hampton-in-Arden

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Doc Number: C224-ARP-EV-MAP-040-000018-AP04-P01

Date: 15/09/15

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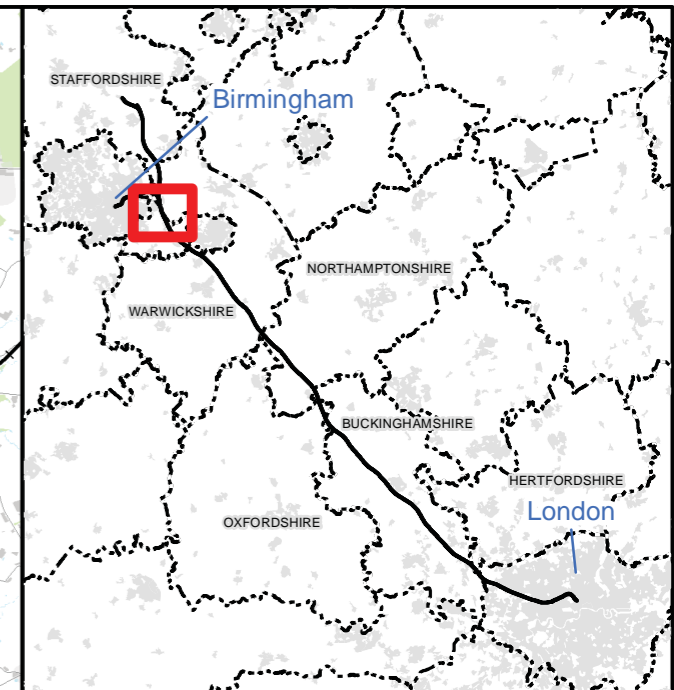
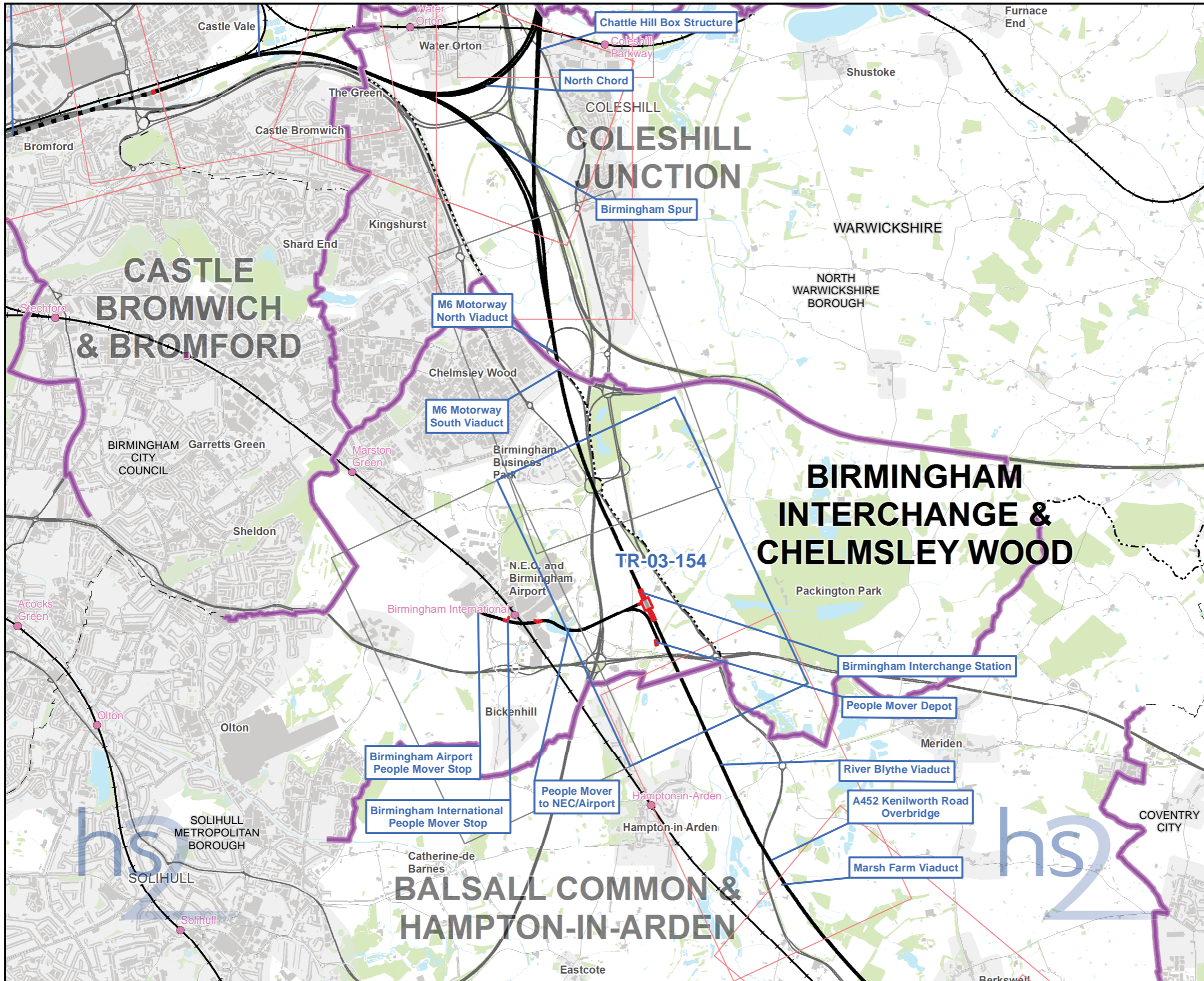
HIGH SPEED RAIL (LONDON - WEST MIDLANDS)

Supplementary Environmental Statement 3 and
Additional Provision 4 Environmental Statement

Volume 5 | CFA24 Birmingham Interchange and Chelmsley Wood

TR-03 - Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes

October 2015



Map Series Information:

This map series identifies the significant residual transport effects arising from construction of the Proposed Scheme and the construction lorry routes. Lorry routes are identified routes which Heavy Goods Vehicles (HGVs) will use between compounds and the main road or strategic road network within each CFA. The effects include those that are temporary (adverse/beneficial) from transport-related impacts as a result of the Proposed Scheme on the transport network and the level of significance of those effects (minor, moderate or major).

Main Map Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community forum boundary
- Existing railway station
- County boundary
- District/Borough boundary
- Map sheets included in this community forum with amendment
- Map sheets included in this community forum with no amendment
- Map sheets not included in this community forum

Map Number **TR-03-INDEX-CFA24**

Map Name
**Index Map of:
 Significant Residual Transport Effects Arising during
 Construction and Construction Lorry Routes
 SES3 and AP4 ES**

Community Forum Area CFA24:
 Birmingham Interchange & Chelmsley Wood

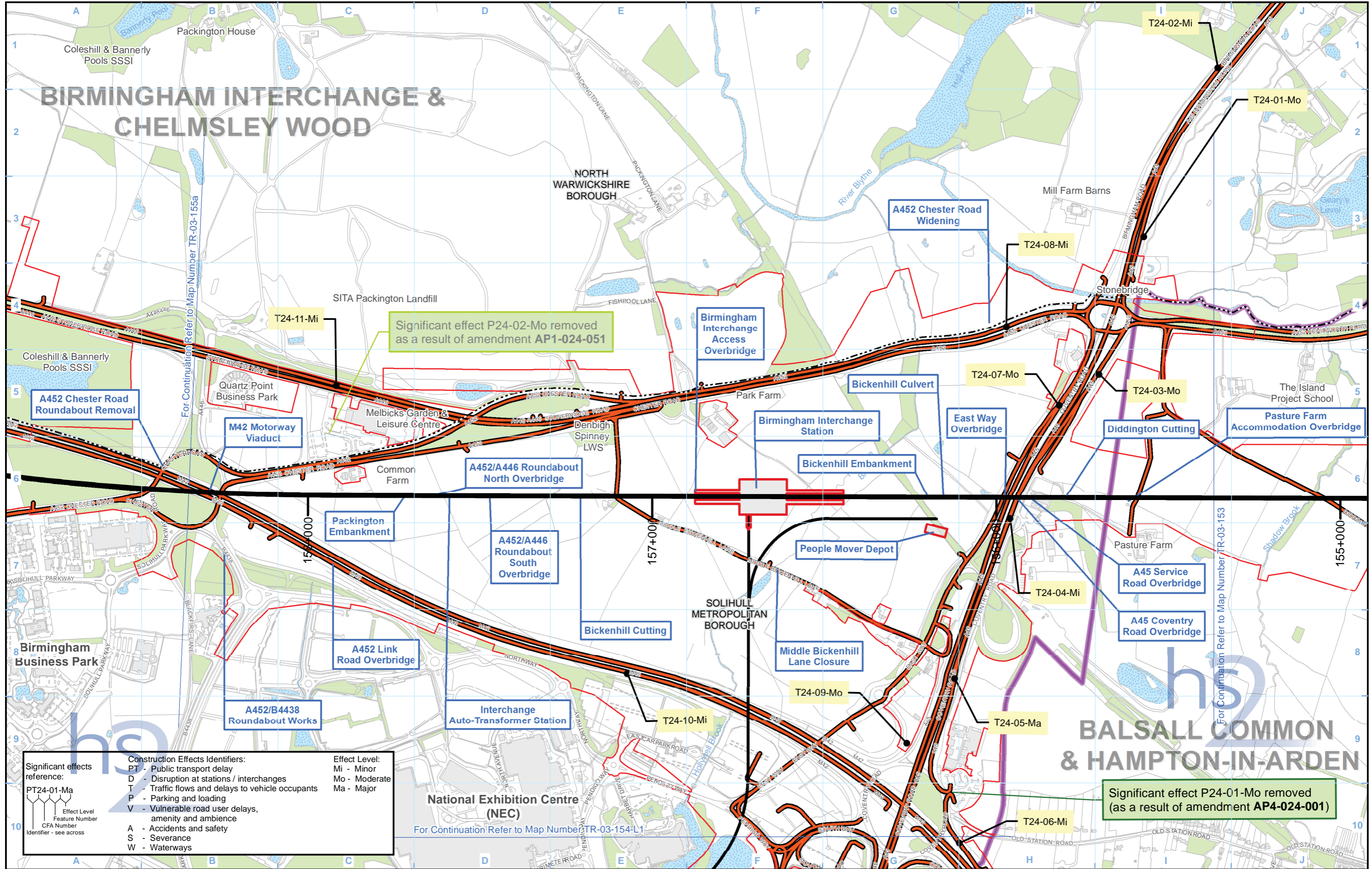
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Doc Number: C224-ARP-EV-MAP-040-000025-AP04-P01 **Date:** 15/09/15

BIRMINGHAM INTERCHANGE & CHELMSLEY WOOD



Significant effects reference:	Construction Effects Identifiers:	Effect Level:
PT24-01-Ma	PT - Public transport delay	Mi - Minor
	D - Disruption at stations / interchanges	Mo - Moderate
	T - Traffic flows and delays to vehicle occupants	Ma - Major
	P - Parking and loading	
	V - Vulnerable road user delays, amenity and ambience	
	A - Accidents and safety	
	S - Severance	
	W - Waterways	

Legend <ul style="list-style-type: none"> Route in tunnel Route on surface Depot, station, headhouse or portal building Land potentially required during construction Community forum boundary County boundary District/Borough boundary Watercourse Water body Woodland Construction lorry routes Additional construction lorry routes Removed construction lorry routes 		<ul style="list-style-type: none"> Construction significant effects arising from the SES/AP: <ul style="list-style-type: none"> Adverse, permanent Adverse, temporary Beneficial, temporary Beneficial, permanent Construction significant effects unchanged from the SES/AP: <ul style="list-style-type: none"> Adverse, permanent Adverse, temporary Beneficial, temporary Beneficial, permanent 		See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect. Receptor/significant effect removed/added (as a result of amendment): AP4-XXX-YYY. - SES/AP change ref. Significant effect descriptor Reduced effect (Green) / Increased effect (Red)	
Map Number: TR-03-154 Map Name: Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes SES3 and AP4 ES Community Forum Area CFA24: Birmingham Interchange & Chelmsley Wood		Scale at A3: 1:10,000 Registered in England. Registration number 06791686. Registered office: One Canada Square, London, E14 5AB. © Crown copyright and database rights 2015. Ordnance Survey Licence Number 100049190. Doc Number: C224-ARP-EV-MAP-040-000023-AP04-P01 Date: 15/09/15			

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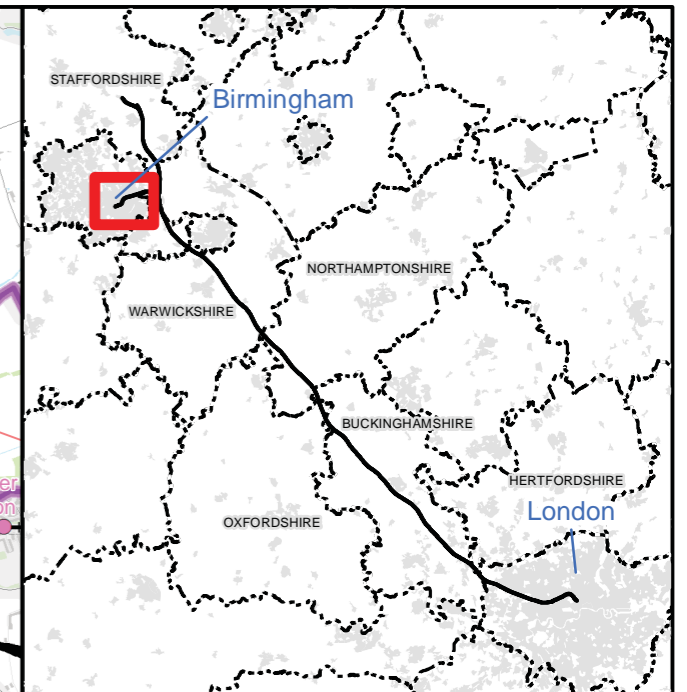
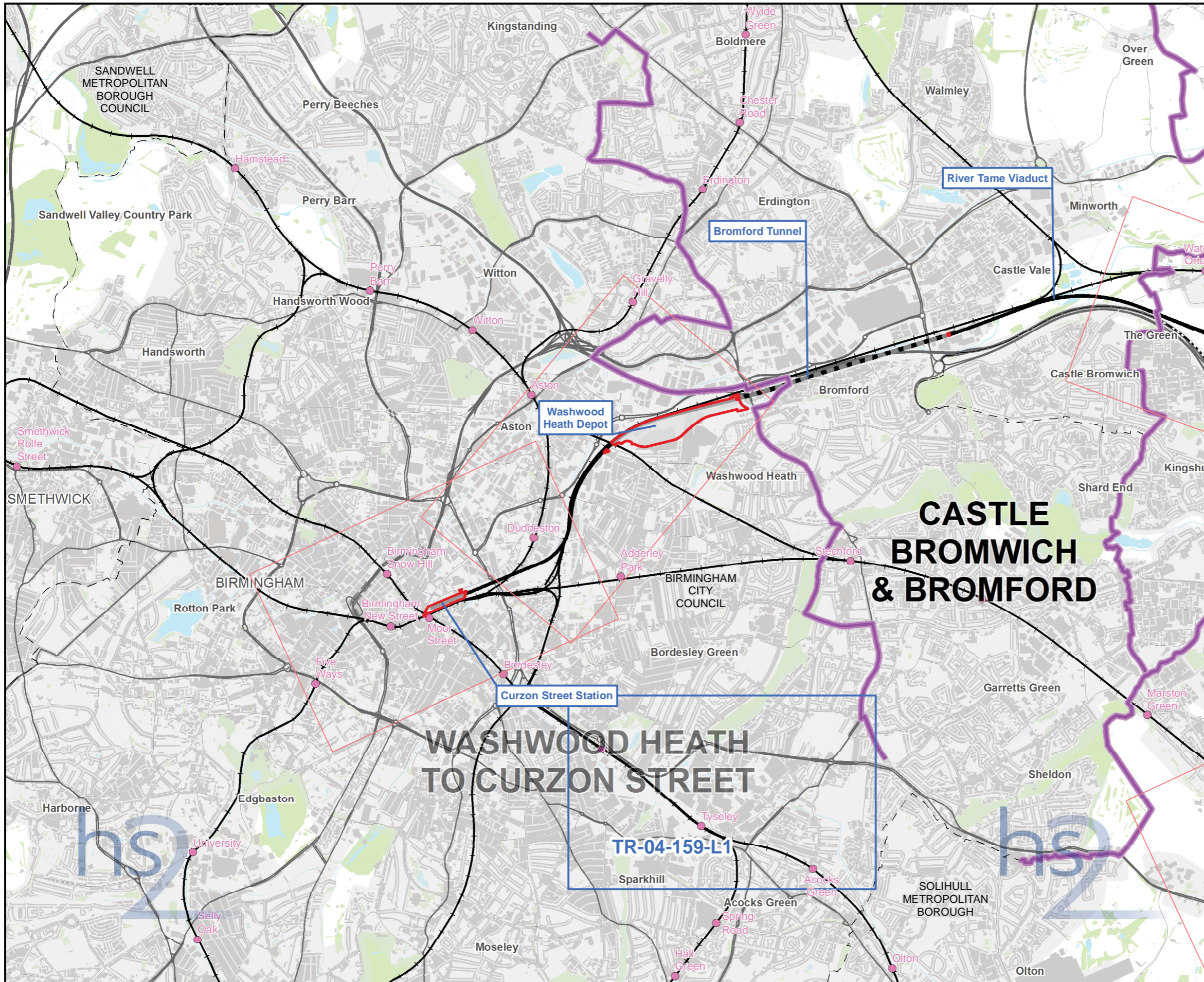
HIGH SPEED RAIL (LONDON - WEST MIDLANDS)

Supplementary Environmental Statement 3 and
Additional Provision 4 Environmental Statement

Volume 5 | CFA25 Castle Bromwich and Bromford

TR-04 - Significant Residual Transport Effects Arising from Operation

October 2015



Map Series Information:

This map series identifies the significant residual transport effects during the operation of HS2 for each CFA. The effects include those that are permanent (adverse/beneficial) from transport-related impacts as a result of the Proposed Scheme (and mitigation) on the existing transport network and the level of significance of those effects (minor, moderate or major) for the two forecast years 2026 (Opening Year) and 2041 (Design Year).

Main Map Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community forum boundary
- Existing railway station
- County boundary
- District/Borough boundary
- Map sheets included in this community forum with amendment
- Map sheets included in this community forum with no amendment
- Map sheets not included in this community forum

Map Number	TR-04-INDEX-CFA25
Map Name	Index Map of: Significant Residual Transport Effects Arising from Operation SES3 and AP4 ES
Community Forum Area CFA25: Castle Bromwich & Bromford	

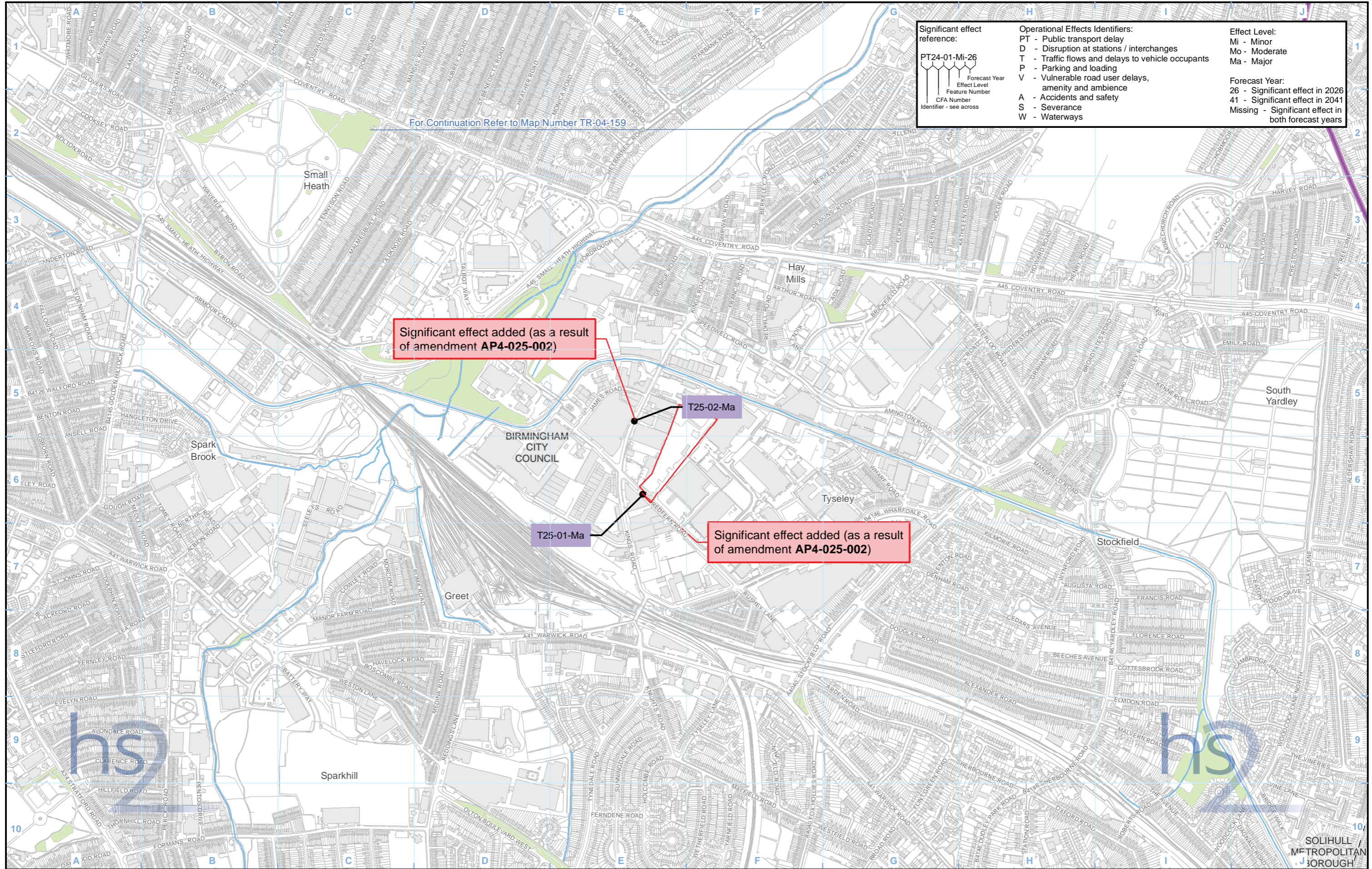
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Doc Number: C224-ARP-EV-MAP-040-000027-AP04-P01 Date: 15/09/15



For Continuation Refer to Map Number TR-04-159

Significant effect reference:
 PT24-01-Mi-26
 Forecast Year: 26
 Effect Level: Mi
 Feature Number: 01
 CFA Number: 24
 Identifier - see across

Operational Effects Identifiers:
 PT - Public transport delay
 D - Disruption at stations / interchanges
 T - Traffic flows and delays to vehicle occupants
 P - Parking and loading
 V - Vulnerable road user delays, amenity and ambience
 A - Accidents and safety
 S - Severance
 W - Waterways

Effect Level:
 Mi - Minor
 Mo - Moderate
 Ma - Major

Forecast Year:
 26 - Significant effect in 2026
 41 - Significant effect in 2041
 Missing - Significant effect in both forecast years

Significant effect added (as a result of amendment AP4-025-002)

Significant effect added (as a result of amendment AP4-025-002)

Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Land potentially required during construction
- Community forum boundary
- County boundary
- District/Borough boundary
- Watercourse
- Water body
- Woodland

Operational significant effects arising from the SES/AP:

- Adverse, permanent
- Adverse, temporary
- Beneficial, temporary
- Beneficial, permanent

Operational significant effects unchanged from the SES/AP:

- Adverse, permanent
- Adverse, temporary
- Beneficial, temporary
- Beneficial, permanent

See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added (as a result of amendment*: AP4-XXX-YYY) - SES/AP change ref.

Significant effect descriptor

- Reduced effect
- Increased effect

Map Number: TR-04-159-L1

Map Name: Significant Residual Transport Effects Arising from Operation SES3 and AP4 ES

Community Forum Area CFA25: Castle Bromwich & Bromford

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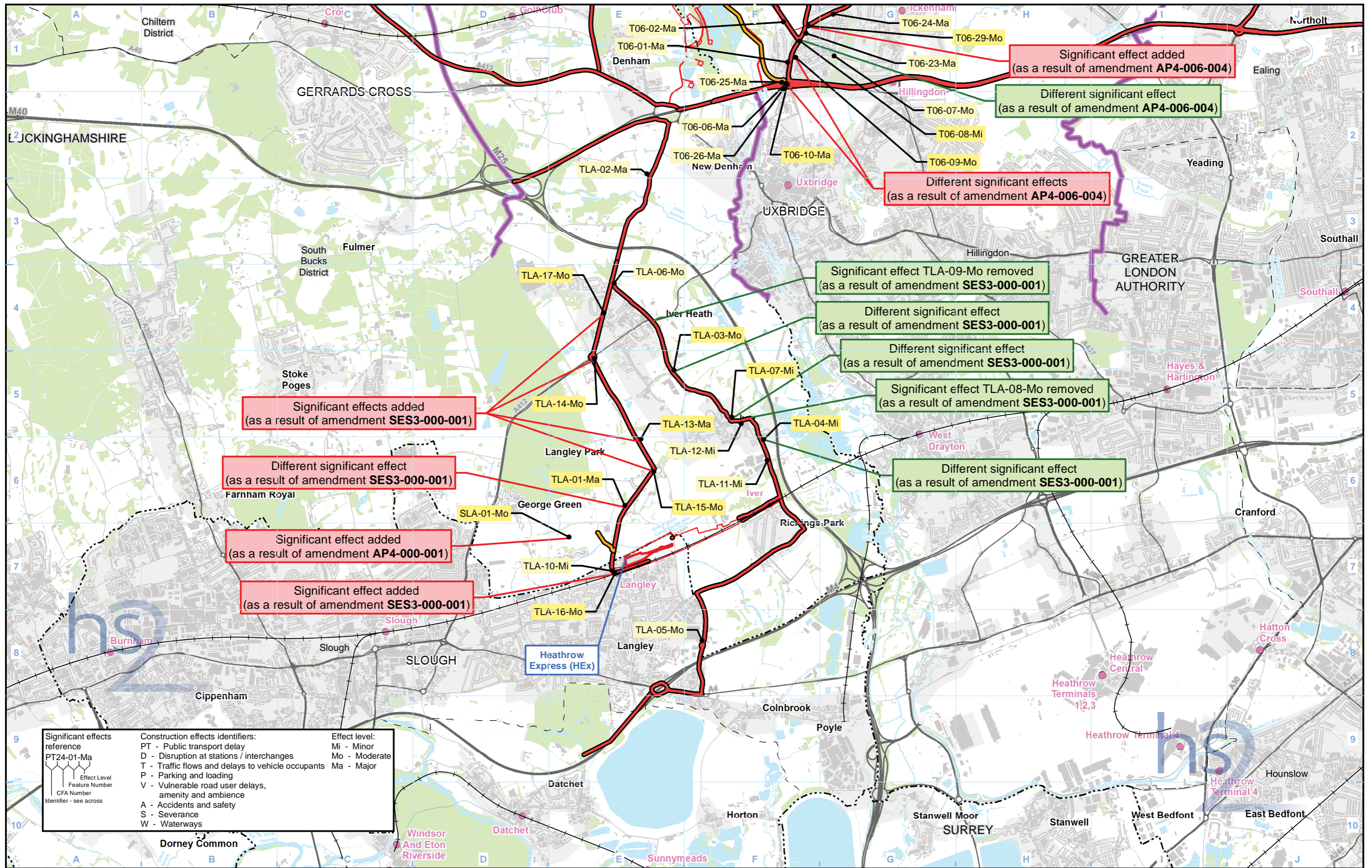
HIGH SPEED RAIL (LONDON - WEST MIDLANDS)

Supplementary Environmental Statement 3 and
Additional Provision 4 Environmental Statement

Volume 5 | Off Route - Proposed Site for Relocation of Heathrow Express (HEX) Depot

TR-03 - Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes

October 2015



Significant effects reference	Construction effects identifiers:	Effect level:
PT24-01-Ma	PT - Public transport delay	Mi - Minor
Feature Number	D - Disruption at stations / interchanges	Mo - Moderate
CFA Number	T - Traffic flows and delays to vehicle occupants	Ma - Major
Identifier - see across	P - Parking and loading	
	V - Vulnerable road user delays, amenity and ambience	
	A - Accidents and safety	
	S - Severance	
	W - Waterways	

Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Land potentially required during construction
- Community forum boundary
- County boundary
- District/Borough boundary

- Watercourse
- Water body
- Woodland
- Construction lorry routes
- Additional construction lorry routes
- Removed construction traffic routes

Construction significant effects arising from the SES/AP:

- Adverse-permanent
- Adverse-temporary
- Beneficial-temporary
- Beneficial-permanent

Construction significant effects unchanged from the SES/AP:

- Adverse-permanent
- Adverse-temporary
- Beneficial-temporary
- Beneficial-permanent

See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added (as a result of amendment*: AP4-XXX-YYY).

SES/AP change ref.

Significant effect descriptor

- Reduced effect
- Increased effect

Map Number: TR-03-HEX

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Lorry Routes SES3 and AP4 ES

Off Route: Heathrow Express (HEx) Depot Relocation

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