

High Speed Rail (West Midlands - Crewe) Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

Volume 5: Technical appendices map book

Traffic and transport
(TR-03, TR-04, TR-08)

High Speed Rail (West Midlands - Crewe)

Supplementary Environmental Statement 2 and
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Traffic and transport

(TR-03, TR-04, TR-08)



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.

High Speed Two (HS2) Limited,
Two Snowhill
Snow Hill Queensway
Birmingham B4 6GA

Telephone: 08081 434 434

General email enquiries: HS2enquiries@hs2.org.uk

Website: www.hs2.org.uk

A report prepared for High Speed Two (HS2) Limited:

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Map series name	TR-03 - Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes	TR-04 - Significant Residual Transport Effects Arising from Operation	TR-08 - Construction Routes to the Strategic Network
Map series description	<i>This map series identifies the significant residual transport effects arising from construction of the Proposed Scheme and the construction traffic routes. Traffic routes are the identified routes which Heavy Goods Vehicles (HGVs) will use between compounds and the main A road/ strategic road network within each CA. 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>Identifies the significant residual transport effects during the operation of HS2 for each CA. 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 2027 (Opening Year) and 2041 (Design Year).</i>	<i>This map series identifies the main construction access routes for construction compounds to and from the strategic highway network. Construction routes are the identified routes which Heavy Goods Vehicles (HGVs) will use between compounds and the main road network within each CA. Also shown is construction compound data which provides the transport activity at each compound including start-up date and duration of use of compound. For each compound the peak month of activity is the month within which HGV traffic is at its highest for that compound. The busy period is that period during which HGV traffic serving that compound will be greater than 50% of the HGV traffic in the peak month. The average daily combined two-way vehicle trips shown for the busy period is the lower end of the range shown in the table. The average daily combined two-way vehicle trips shown for the peak month is the upper end of the range shown in the table.</i>
Community Area name			
CA1 Fradley to Colton	✓	✓	✓
CA2 Colwich to Yarlet	✓	✓	✓
CA3 Stone and Sywnnerton	✓	✓	✓
CA4 Whitmore Heath to Madeley	✓	✓	✓
CA5 South Cheshire	✓	✗	✓

Mapping explanatory notes

Structure of the HS2 Phase 2a Supplementary Environmental Statement 2 and the Additional Provision 2 Environmental Statement

This map book is part of the suite of documents that make up the Supplementary Environmental Statement 2 (SES2) and the Additional Provision Environmental Statement 2 (AP2 ES) for Phase 2a of the proposed High Speed Two (HS2) rail network between the West Midlands and Crewe.

The SES2 and the AP2 ES are separate documents. However, they are bound together and presented in a number of volumes as described below:

- Non-technical summary (NTS). This provides a summary in non-technical language of the SES2 (Part 1) and the AP2 ES (Part 2). It presents a summary of any likely residual significant environmental effects (i.e. effects that are likely to remain after mitigation measures are put in place), both beneficial and adverse, which are new or different to those reported in the Environmental Statement (ES) submitted to Parliament in July 2017 in support of the hybrid Bill for Phase 2a of HS2 ('the main ES'), as amended by SES1 and, where relevant, AP1 ES;
- Glossary of terms and list of abbreviations. This contains any new or different terms and abbreviations used throughout the SES2 and the AP2 ES, which are not already explained in the main ES or SES1 and AP1 ES;
- Volume 1: Introduction to the SES2 and the AP2 ES. This introduces the supplementary environmental information and changes to the design and construction assumptions included within the SES2 and amendments within the AP2 ES. The report explains the environmental impact assessment (EIA) process that has been applied;
- Volume 2: Community area reports and map books. These report the supplementary environmental information and changes to the design and construction assumptions included within the SES2 (Part 1), amendments within the AP2 ES (Part 2) and any new or different likely significant environmental effects arising from these changes or assumptions and amendments in each community area. These effects are compared to those reported in the main ES, as amended by SES1 (and by SES2 for AP2). The AP1 amendments are also taken into account where relevant. The maps relevant to each community area are provided in separate Volume 2 map books and should be read in conjunction with the relevant community area report;
- Volume 3: Route-wide effects. This describes any new or different likely significant environmental effects arising at a route-wide level from the supplementary environmental information and changes to the design and construction assumptions included within the SES2 (Part 1) and the amendments within the AP2 ES (Part 2) compared to those reported in the main ES, as amended by SES1 (and by SES2 for the AP2 amendments). The AP1 amendments are also taken into account where relevant; and
- Volume 5: Appendices and map books. These contain supporting environmental information and associated maps.

A Volume 4: Off-route effects report was produced as part of the main ES. A separate Volume 4 has not been produced as part of the SES2 and AP2 ES. Any new or different significant effects arising from the AP2 amendments are reported in the most relevant Volume 2 community area report.

Certain reports and maps containing background information and data (BID) have been produced, which do not form part of the SES2 and AP2 ES. These documents are available online at www.gov.uk/hs2. The BID documents and maps present background survey information and other relevant background material.

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 SES2 and the AP2 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 SES2 and the AP2 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. 192+000 or 239+500.

Chainage (known as reference chainage) is referenced from Euston Station, which is 0+000, and the value presented is in metres. E.g. 192+000 refers to the point, 192,000m, or 192km, 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 1:20,000, 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 July 2017) on the left hand page, where relevant, and the SES2 and the AP2 ES map on the right. For the maps which show the amendment to the Handsacre Junction connection the map from the relevant Phase One Additional Provision Environmental Statement (e.g. AP2 or AP4) is on the left hand page. For the CT-05 and CT-06 map series, the SES2 and the AP2 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 SES2 and the AP2 ES reference number. Only maps which have been amended as a result of the SES2 and the AP2 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 SES2 (Part 1 of each Volume 2 report).
Red	Proposed amendments relating to the AP2 ES (Part 2 of each Volume 2 report).
Grey	Proposed design changes and amendments relating to SES1 changes and AP1 amendments, provided for reference.

SES changes and AP amendments (now referred to as SES1 changes and AP1 amendments) were denoted in the SES and AP ES documents and maps as follows: SES-00X-00X or AP-00X-00X. In order to clearly distinguish between SES1 and SES2 changes and AP1 and AP2 amendments, references in the SES2 and AP2 ES documents and maps relating to SES1 changes and AP1 amendments are now denoted as follows: SES1-00X-00X or AP1-00X-00X.

Each Volume 5 map is annotated to describe the change to a receptor or significant effect, and to give the SES2 and the AP2 ES reference number. For more detailed information about the SES2 and the AP2 ES annotation, refer to the map series legend. Only maps which have been amended as a result of the SES2 and the AP2 ES are included within the map book. Changes to receptors or significant effects relating to SES1 or AP1 ES are also provided for reference. Where this is the case they are shown in a faded box.

Further details on the approach to mapping is set out in Section 6 of Volume 1 of the SES2 and AP2 ES.

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 Crewe 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 Crewe to the top.

Map books

In total there are 16 map books which make up the SES2 and the AP2 ES, spread across volumes 2 and 5. A list of the titles is provided below for reference.

Name
Volume 2: Map book – CA1: Fradley to Colton
Volume 2: Map book – CA2: Colwich to Yarlet
Volume 2: Map book – CA3: Stone and Swynnerton
Volume 2: Map book – CA4: Whitmore Heath to Madeley
Volume 2: Map book – CA5: South Cheshire
Volume 5: Map book – Agriculture, forestry and soils (AG-01, AG-02, AG-04)
Volume 5: Map book – Air quality (AQ-01)
Volume 5: Map book – Community (CM-01)
Volume 5: Map book – Committed developments (CT-13)
Volume 5: Map book – Cultural heritage (CH-01, CH-02, CH-03)
Volume 5: Map book – Ecology - designated sites (EC-01)
Volume 5: Map book – Landscape and visual (LV-00, LV-02, LV-07, LV-08)
Volume 5: Map book – Socio-economics (SE-01)
Volume 5: Map book – Sound, noise and vibration (SV-01, SV-02, SV-03, SV-04)
Volume 5: Map book – Traffic and transport (TR-03, TR-04, TR-08)
Volume 5: Map book – Water resources (WR-05, WR-06)

High Speed Rail (West Midlands - Crewe)

**Supplementary Environmental Statement 2 and
Additional Provision 2 Environmental Statement**

Data dictionary and definitions

Data dictionary and definitions

Legend features	Definition	Source	Copyright
Community area boundary	The Environmental Statement has been split into 5 sections called Community Areas.	High Speed Two (HS2) Ltd	© Crown copyright and database rights 2017 OS 100049190. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.
Compound Traffic Routes	Public highways which may be used for HGV construction traffic to construction compounds.	High Speed Two (HS2) Ltd	
Construction Compounds	Main construction compounds in which main contractors offices and welfare facilities will be located. Satellite construction compounds which serve local works for major construction elements within a main contract.	High Speed Two (HS2) Ltd	
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 traffic route	Public highways which may be used for HGV construction traffic.	High Speed Two (HS2) Ltd	© Crown copyright and database rights 2017 OS 100049190. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.
County boundary	County boundaries from Ordnance Survey boundary mapping.	Ordnance Survey	© Crown copyright and database rights 2017 OS 100049190. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.
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 and database rights 2017 OS 100049190. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.
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	

Legend features	Definition	Source	Copyright
Movement of Excavated Material	Public highways which may be used for HGV movements of excavated material to construction compounds.	High Speed Two (HS2) Ltd	
Onward Construction Routes	Directional symbol that indicates the construction routes continuing along the Strategic Road Network.	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 2027, 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 effects reference	Identifier code for transport-related residual significant effects, including - SMR category of effect, CA 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	
Site Haul to Compound	Construction traffic access or movement of excavated materials that may use the site haul road, usually from public highway to construction compound.	High Speed Two (HS2) Ltd	
Through Construction Traffic Routes (To/From Other Scheme Compounds)	Compound traffic routes from neighbouring CAs that may use the public highways within the represented CA.	High Speed Two (HS2) Ltd	
Through Site Haul to Compound (To/From Other Scheme Compounds)	Construction traffic access or movement of excavated materials from neighbouring CAs that may use site haul roads within the represented CA.	High Speed Two (HS2) Ltd	
Water body	Any mass of water having definite hydrological, physical, chemical and biological characteristics.	Ordnance Survey	© Crown copyright and database rights 2017 OS 100049190. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.
Watercourse	Any channel through which water flows, can be natural or manmade. They are split into two categories (main rivers or ordinary watercourses) in England and Wales for regulation purposes.	Environment Agency	© Environment Agency copyright and/or database right 2018. All rights reserved.
Woodland	Woodland areas derived from Ordnance Survey MasterMap data.	Ordnance Survey	© Crown copyright and database rights 2017 OS 100049190. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

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High Speed Rail (West Midlands - Crewe)

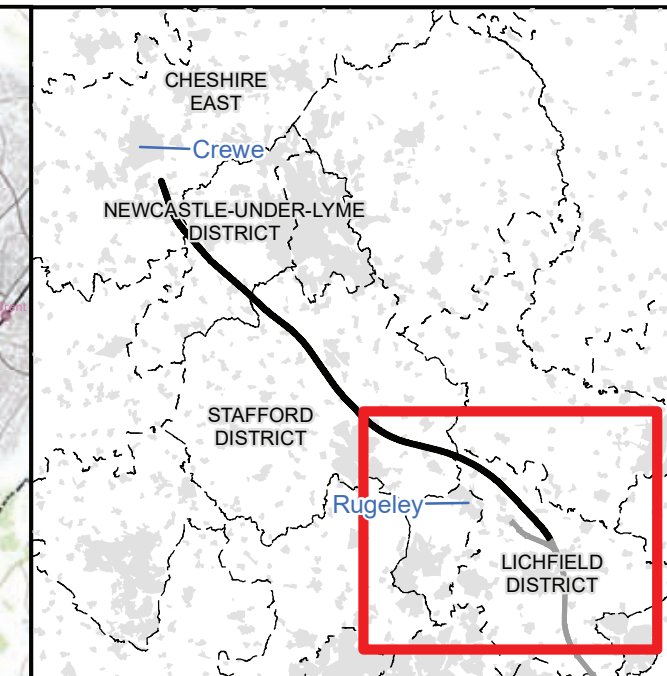
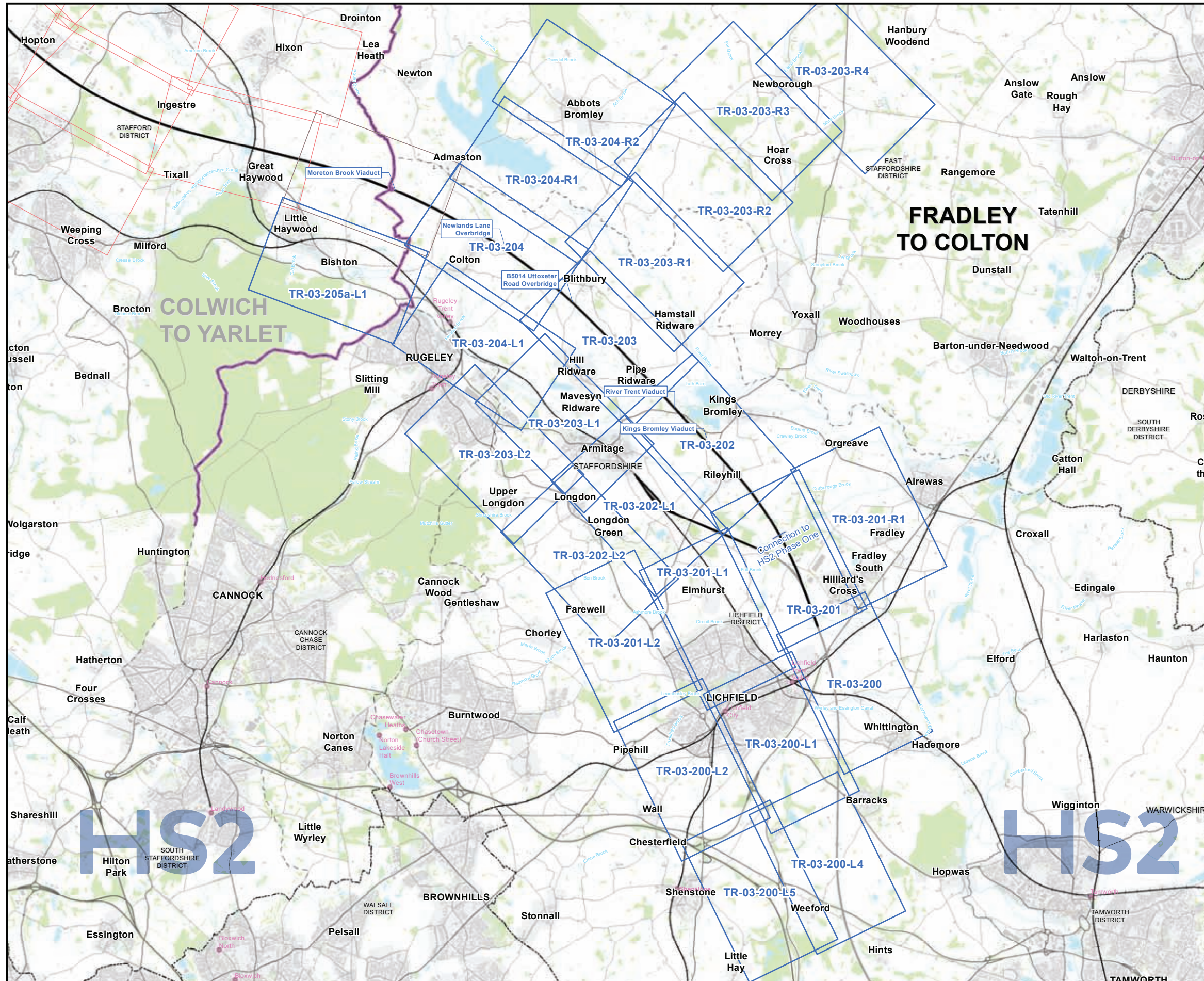
Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

CA1 Fradley to Colton

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

TR-04 - Significant Residual Transport Effects Arising from Operation

TR-08 - Construction Routes to the Strategic Network



Map Series Information:

This map series identifies the significant residual transport effects arising from construction of the Proposed Scheme and the construction traffic routes. Traffic routes are the identified routes which Heavy Goods Vehicles (HGVs) will use between compounds and the main A road/ strategic road network within each CA. 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 area boundary
 - Existing railway station
 - County boundary
 - District/Borough boundary
 - Map sheets included in this community area with amendment
 - Map sheets included in this community area with no amendment
 - Map sheets not included in this community area

Map Number	TR-03-INDEX-CA1
Map Name	Index Map of: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES
	Community Area CA1: Fradley to Colton

HS2

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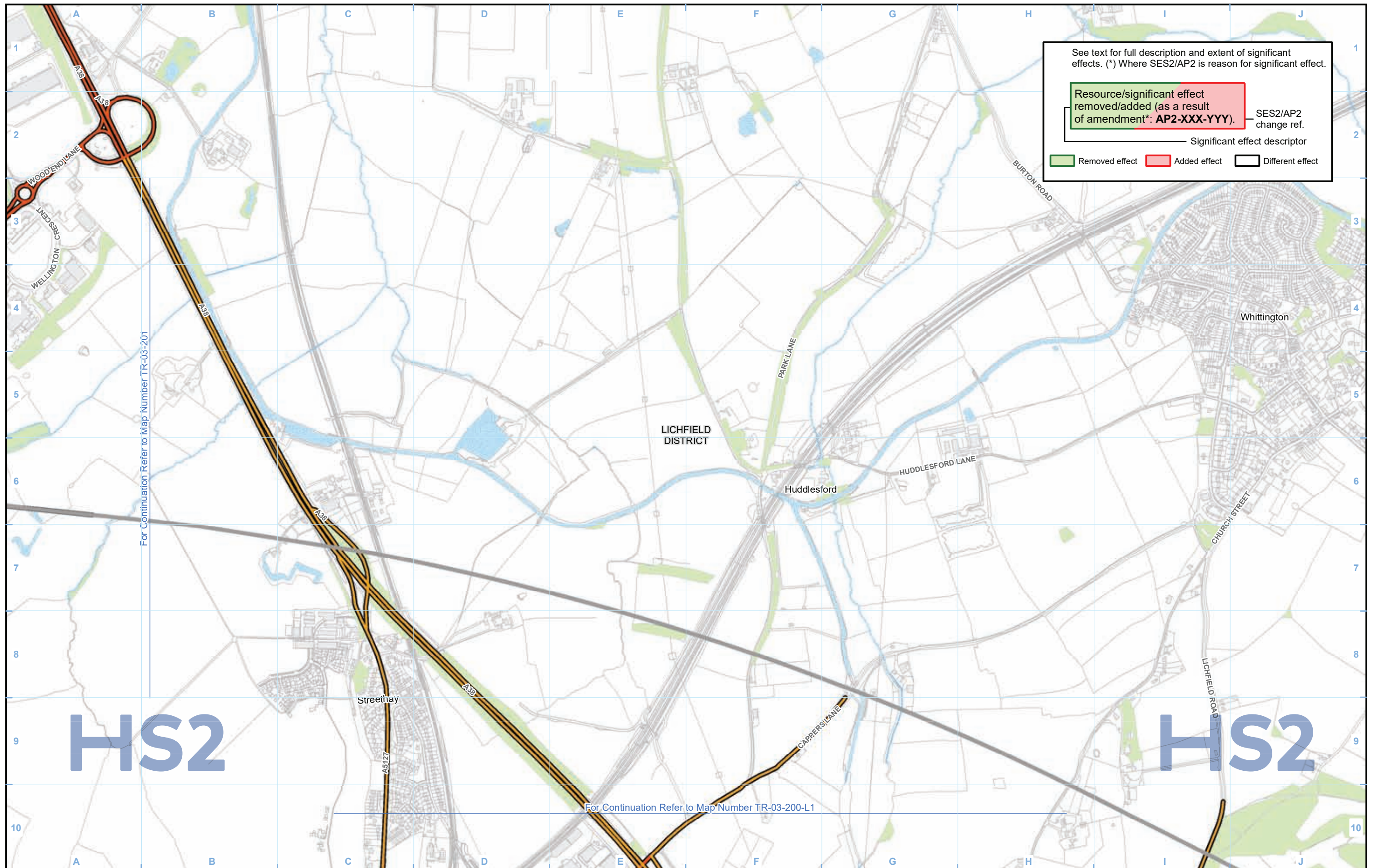
Scale at A3: 1:100,000

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Doc Number: 2PT02-ARP-EV-MAP-000-643001-P03

Date: 23/01/19

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



See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

For Continuation Refer to Map Number TR-03-201

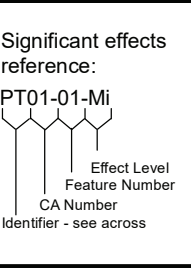
For Continuation Refer to Map Number TR-03-200-L1

Hs2

Hs2

- Legend**
- Route in tunnel
 - Route on surface
 - Depot, station, headhouse or portal building
 - Community area boundary
 - County boundary
 - District/Borough boundary
 - Land potentially required during construction
 - Watercourse
 - Water body
 - Woodland
 - Construction traffic route
 - Removed construction traffic route
 - Additional construction traffic route

- Construction significant effects arising from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent
- Construction significant effects unchanged from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent



- Construction Effects Identifiers:
- PT - Public transport delay
 - D - Disruption at stations / interchanges
 - Tc - Traffic flows and delays to vehicle occupants
 - Td - Traffic diversion
 - Ts - Traffic severance - non-motorised users
 - 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

Map Number: TR-03-200

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 1: Fradley to Colton

HS2

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Doc Number:: 2PT02-ARP-EV-MAP-000-643100-P03

Date: 22/01/19

Scale at A3: 1:10,000

Metres

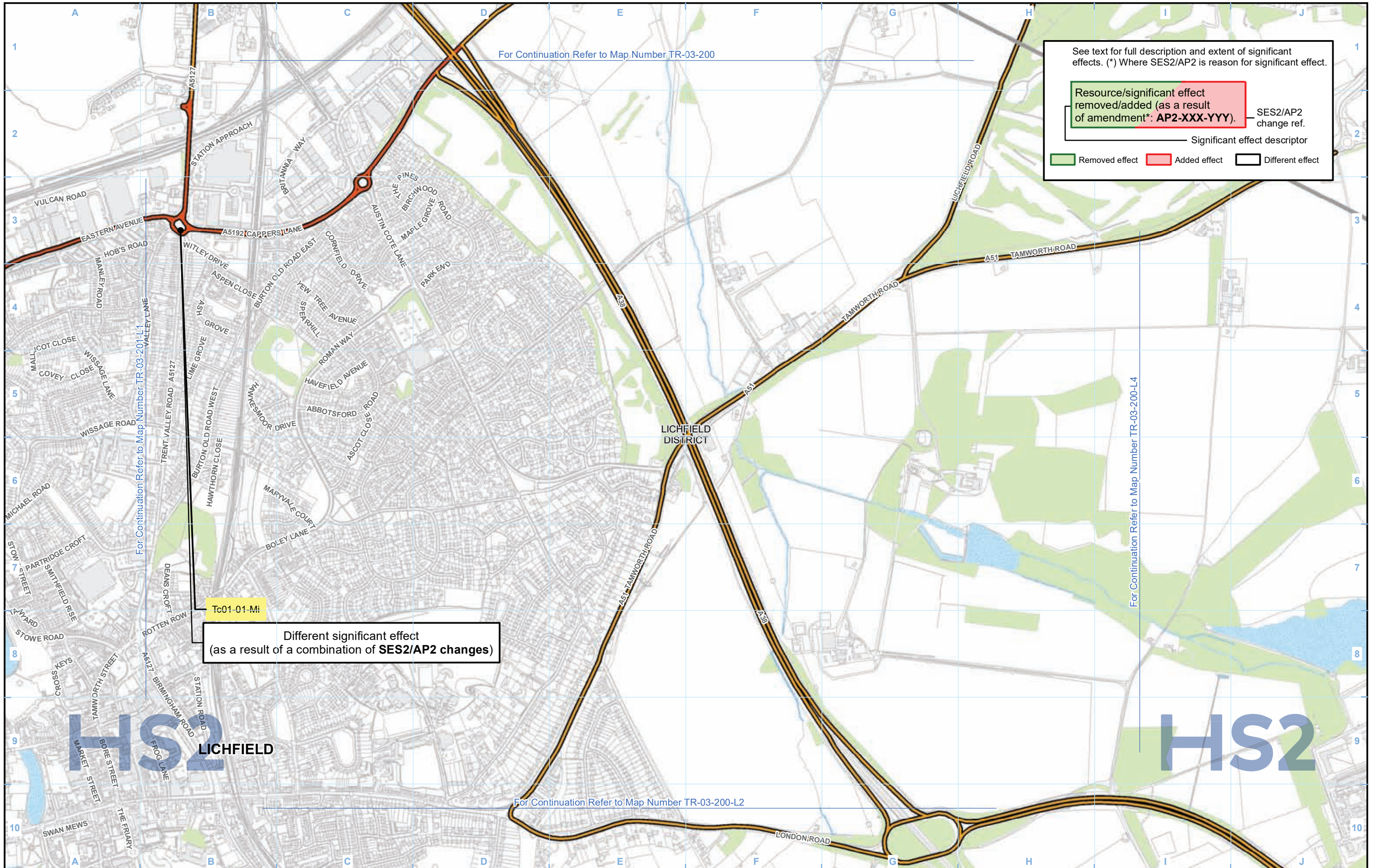
For Continuation Refer to Map Number TR-03-200

See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect



For Continuation Refer to Map Number TR-03-201-L1

For Continuation Refer to Map Number TR-03-200-L4

For Continuation Refer to Map Number TR-03-200-L2

Legend

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

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi

Effect Level
Feature Number
CA Number
Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-200-L1

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 1: Fradley to Colton

HS2

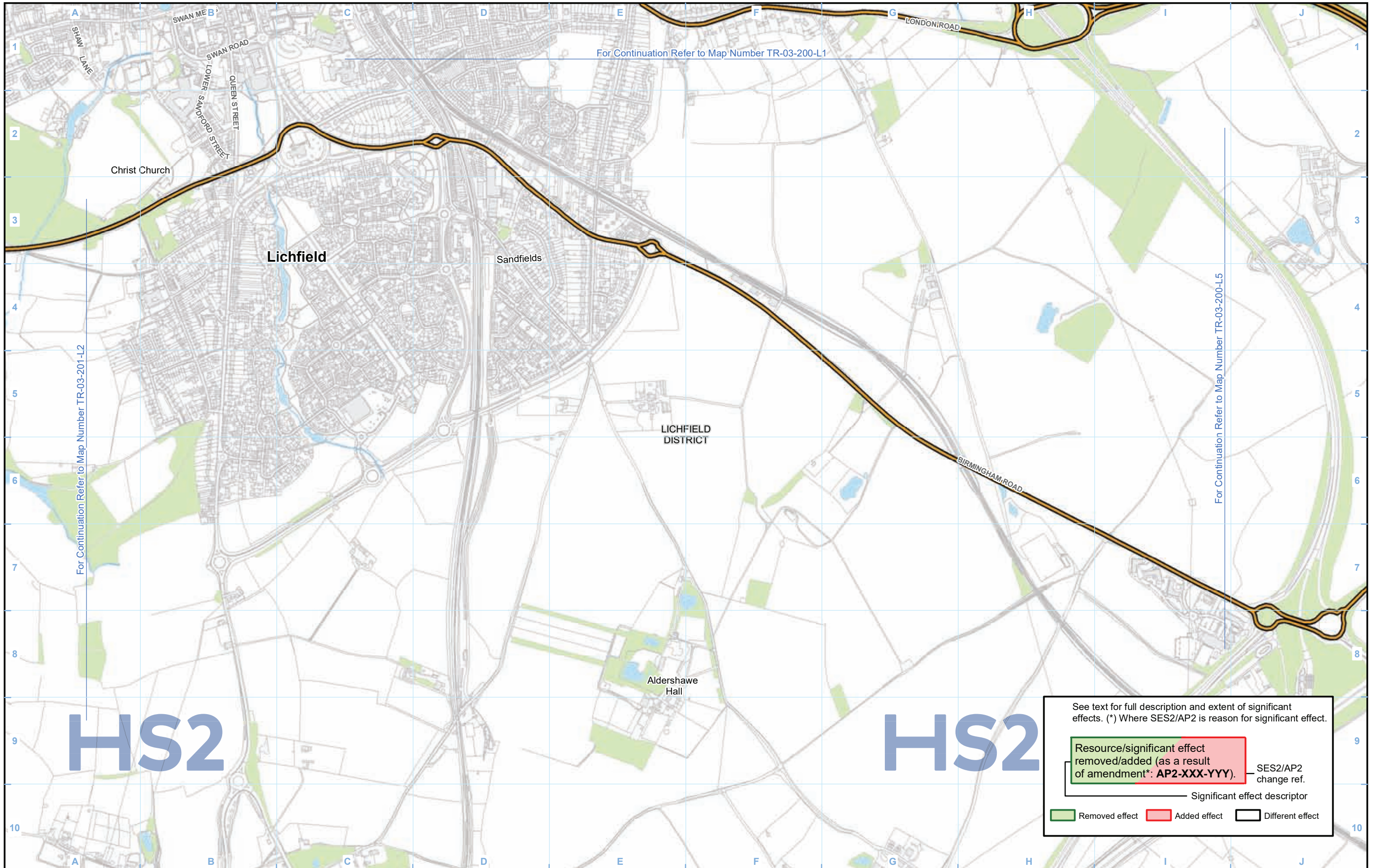
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Scale at A3: 1:10,000

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Doc Number:: 2PT02-ARP-EV-MAP-000-643200-P03

Date: 22/01/19



For Continuation Refer to Map Number TR-03-200-L1

For Continuation Refer to Map Number TR-03-201-L2

For Continuation Refer to Map Number TR-03-200-L5

HS2

HS2

See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

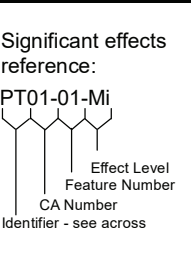
Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect
 Added effect
 Different effect

- Legend**
- Route in tunnel
 - Route on surface
 - Depot, station, headhouse or portal building
 - Community area boundary
 - County boundary
 - District/Borough boundary
 - Land potentially required during construction
 - Watercourse
 - Water body
 - Woodland
 - Construction traffic route
 - Removed construction traffic route
 - Additional construction traffic route

- Construction significant effects arising from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent
- Construction significant effects unchanged from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent



- Construction Effects Identifiers:
- PT - Public transport delay
 - D - Disruption at stations / interchanges
 - Tc - Traffic flows and delays to vehicle occupants
 - Td - Traffic diversion
 - Ts - Traffic severance - non-motorised users
 - 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

Map Number: TR-03-200-L2

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 1: Fradley to Colton

HS2

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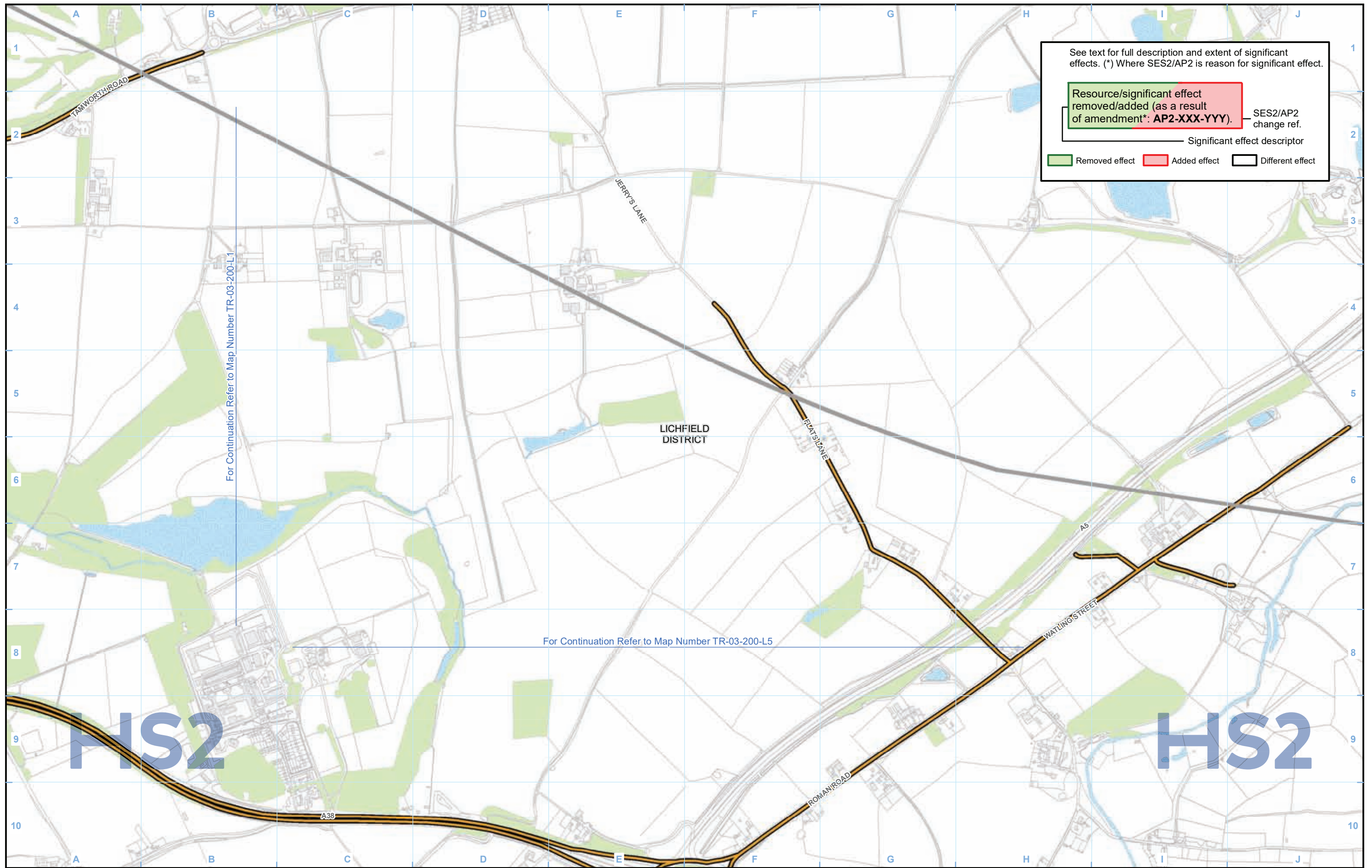
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Date: 22/01/19

Scale at A3: 1:10,000

0 100 200 300 400 Metres



See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

For Continuation Refer to Map Number TR-03-200-L1

For Continuation Refer to Map Number TR-03-200-L5

HS2

HS2

Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community area boundary
- County boundary
- District/Borough boundary
- boundary

- Land potentially required during construction
- Watercourse
- Water body
- Woodland
- Construction traffic route
- Removed construction traffic route
- Additional construction traffic route

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi

Effect Level
Feature Number
CA Number
Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-200-L4

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 1: Fradley to Colton

HS2

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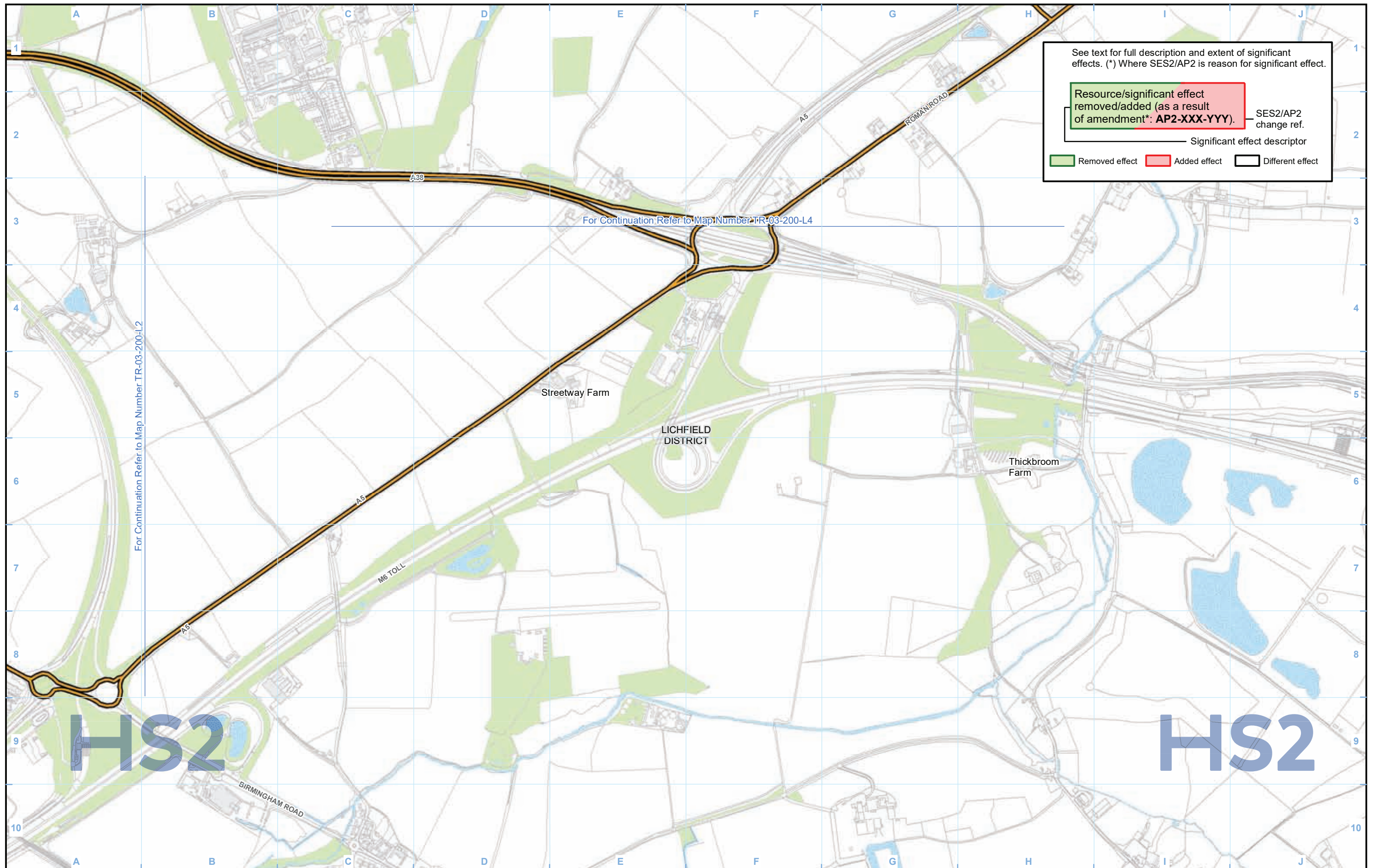
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Doc Number:: 2PT02-ARP-EV-MAP-000-643500-P03

Date: 22/01/19

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Metres



See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

Legend

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

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi

Effect Level
Feature Number
CA Number
Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-200-L5

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 1: Fradley to Colton

HS2

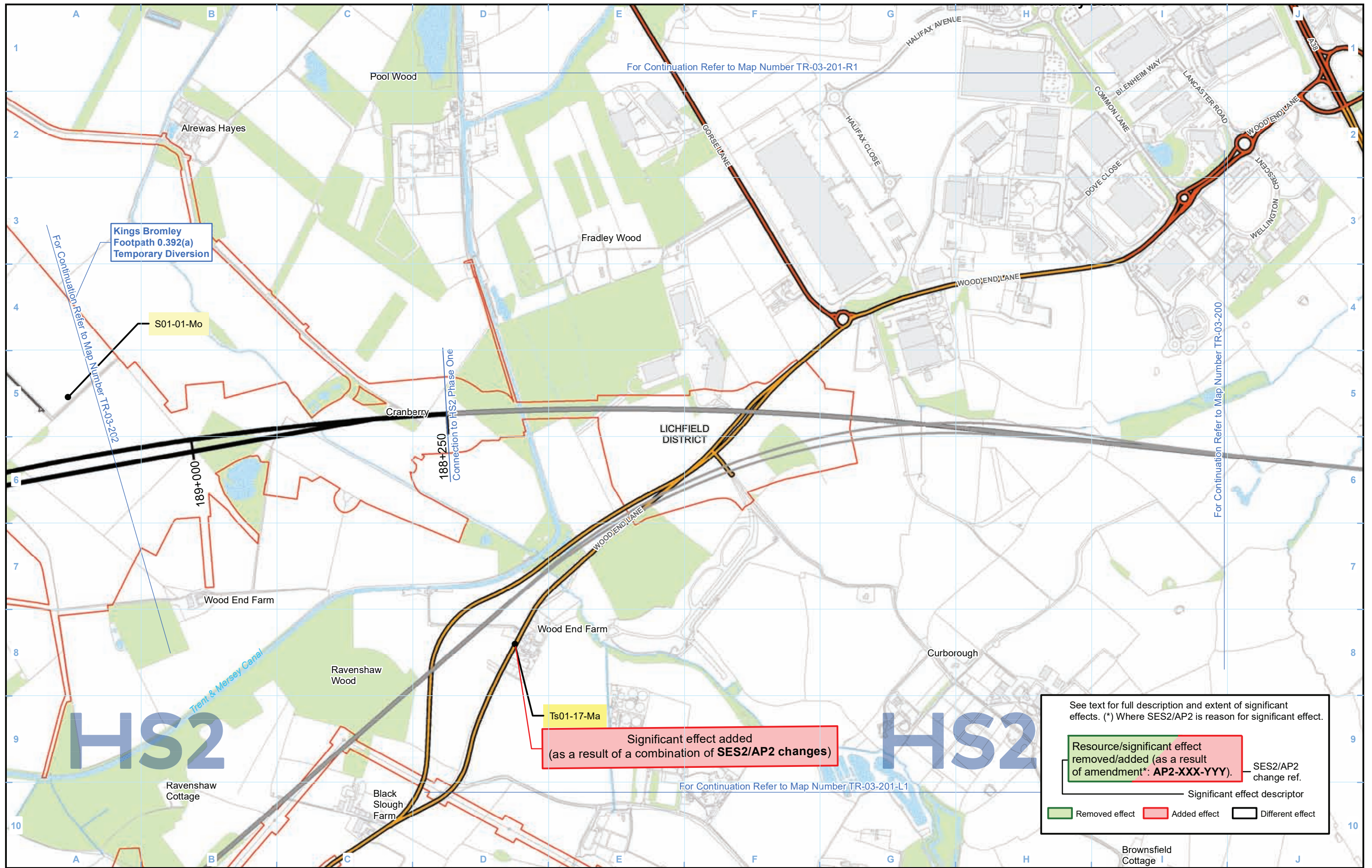
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Doc Number:: 2PT02-ARP-EV-MAP-000-643600-P03

Date: 22/01/19



Significant effect added
(as a result of a combination of SES2/AP2 changes)

See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

Significant effect descriptor

Removed effect (Green box) Added effect (Red box) Different effect (Black box)

- Legend**
- Route in tunnel
 - Route on surface
 - Depot, station, headhouse or portal building
 - Community area boundary
 - District/Borough boundary
 - Land potentially required during construction
 - Watercourse
 - Water body
 - Woodland
 - Construction traffic route
 - Removed construction traffic route
 - Additional construction traffic route

- Construction significant effects arising from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent

- Construction significant effects unchanged from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent

- Construction Effects Identifiers:
- PT - Public transport delay
 - D - Disruption at stations / interchanges
 - Tc - Traffic flows and delays to vehicle occupants
 - Td - Traffic diversion
 - Ts - Traffic severance - non-motorised users
 - 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

Map Number: TR-03-201

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 1: Fradley to Colton

HS2

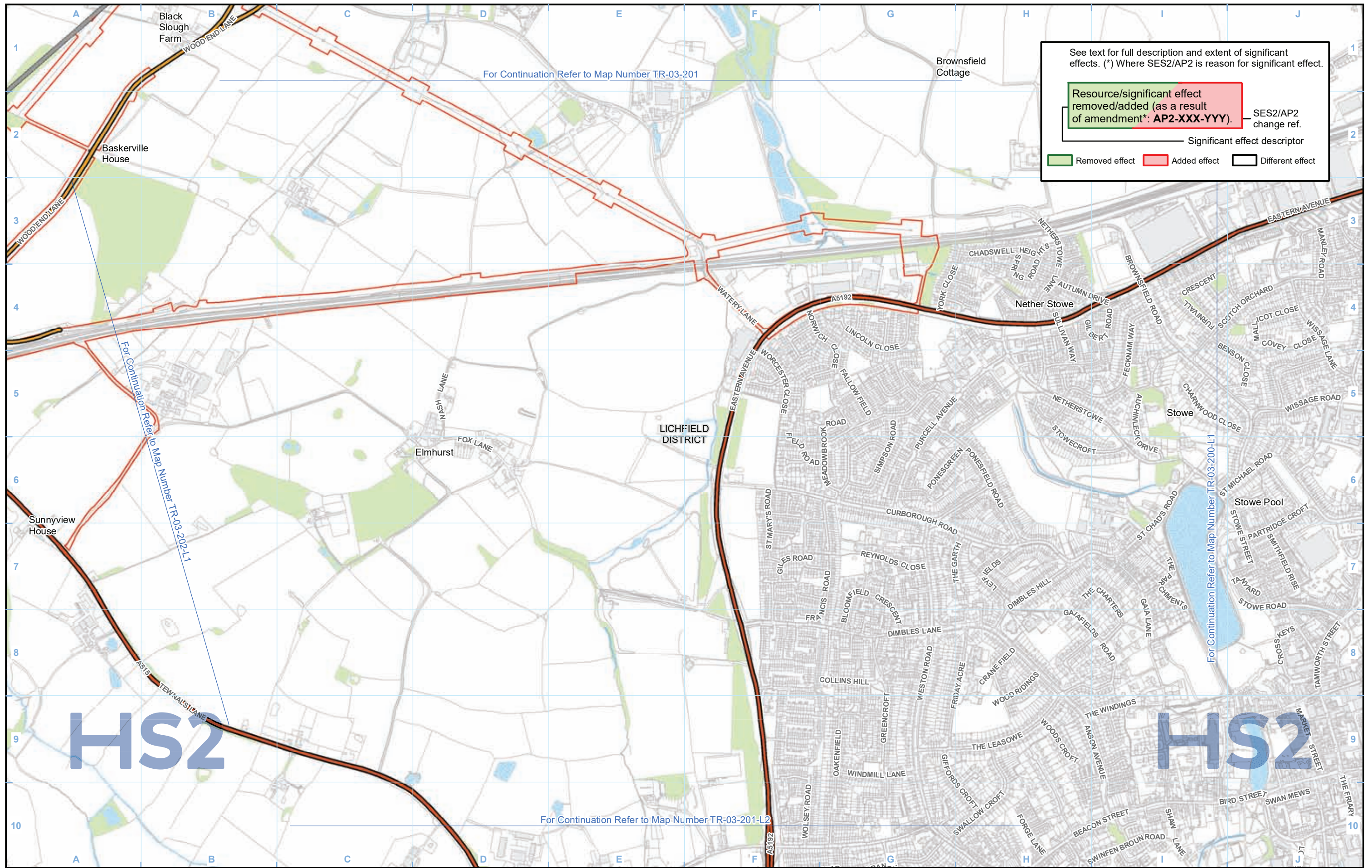
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Doc Number: 2PT02-ARP-EV-MAP-000-643101-P03

Date: 22/01/19



See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

Legend

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

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:
PT01-01-Mi
Effect Level
CA Number
Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-201-L1

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 1: Fradley to Colton

HS2

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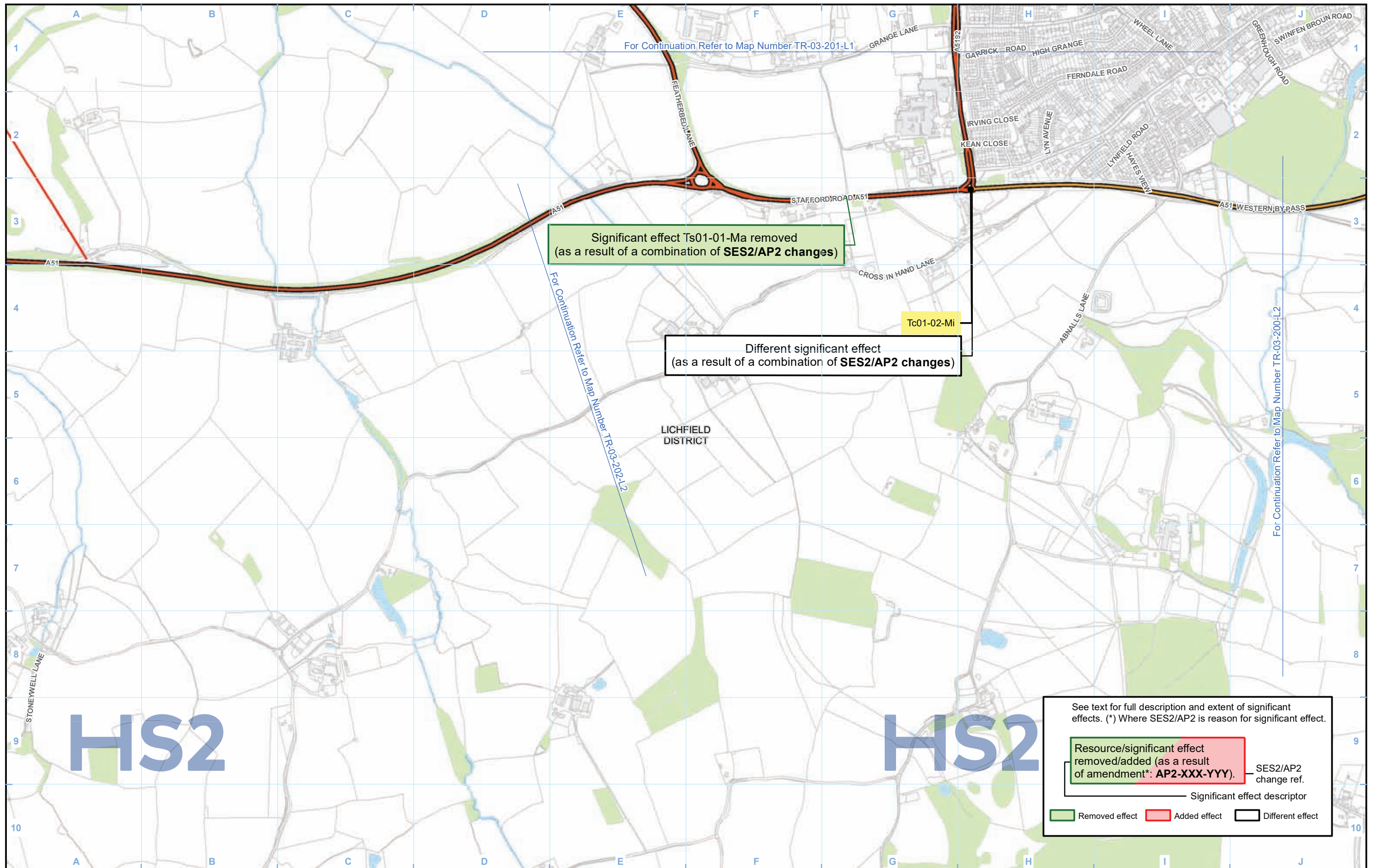
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Date: 22/01/19

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Metres



Significant effect Ts01-01-Ma removed
(as a result of a combination of SES2/AP2 changes)

Different significant effect
(as a result of a combination of SES2/AP2 changes)

Tc01-02-Mi

See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

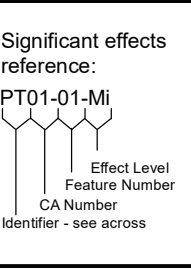
Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

- Legend**
- Route in tunnel
 - Route on surface
 - Depot, station, headhouse or portal building
 - Community area boundary
 - District/Borough boundary
 - Land potentially required during construction
 - Watercourse
 - Water body
 - Woodland
 - Construction traffic route
 - Removed construction traffic route
 - Additional construction traffic route

- Construction significant effects arising from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent
- Construction significant effects unchanged from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent



- Construction Effects Identifiers:
- PT - Public transport delay
 - D - Disruption at stations / interchanges
 - Tc - Traffic flows and delays to vehicle occupants
 - Td - Traffic diversion
 - Ts - Traffic severance - non-motorised users
 - 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

Map Number: TR-03-201-L2

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 1: Fradley to Colton

HS2

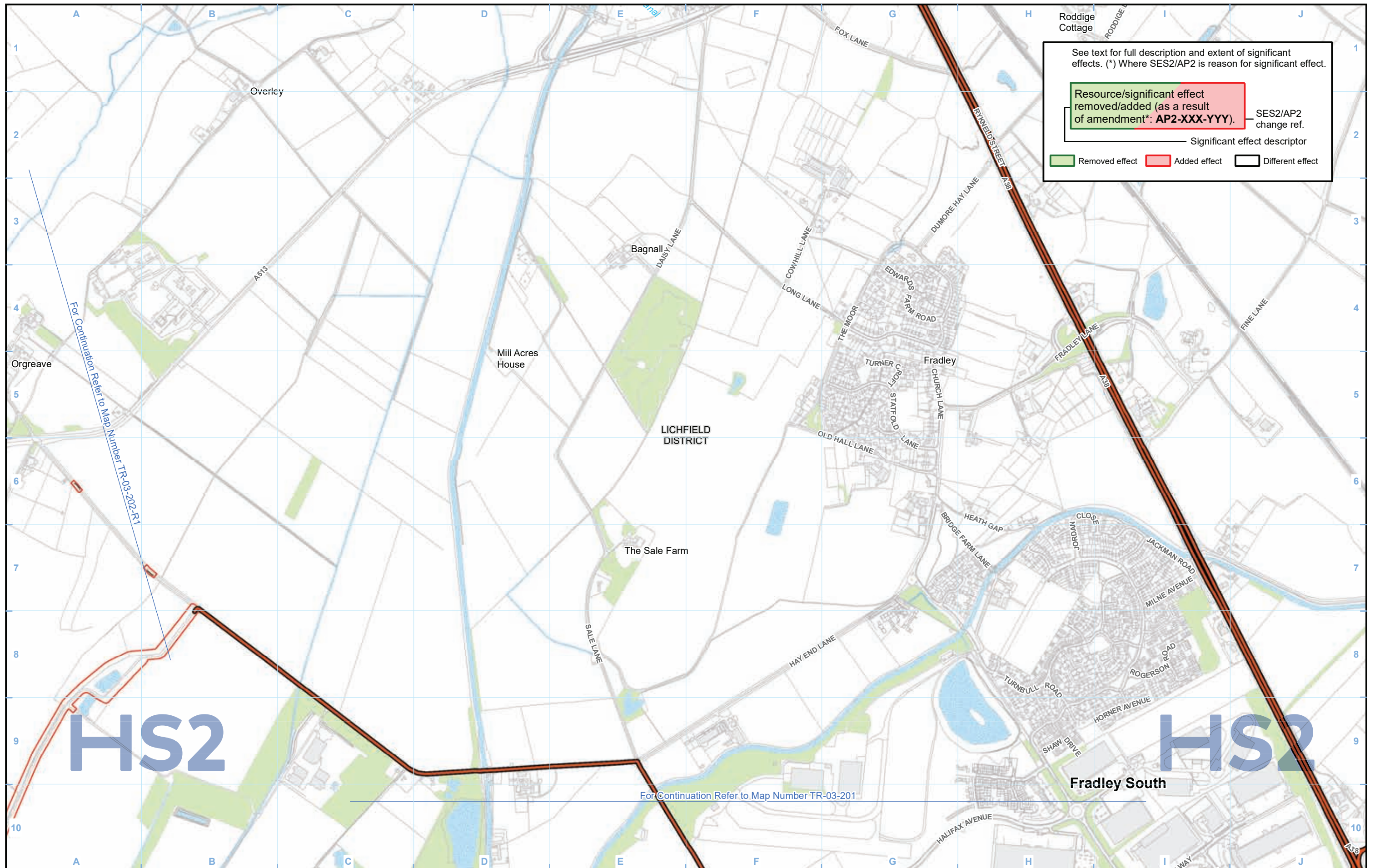
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Date: 22/01/19



See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community area boundary
- District/Borough boundary
- Land potentially required during construction
- Watercourse
- Water body
- Woodland
- Construction traffic route
- Removed construction traffic route
- Additional construction traffic route

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:
PT01-01-Mi
Effect Level
Feature Number
CA Number
Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-201-R1

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 1: Fradley to Colton

HS2

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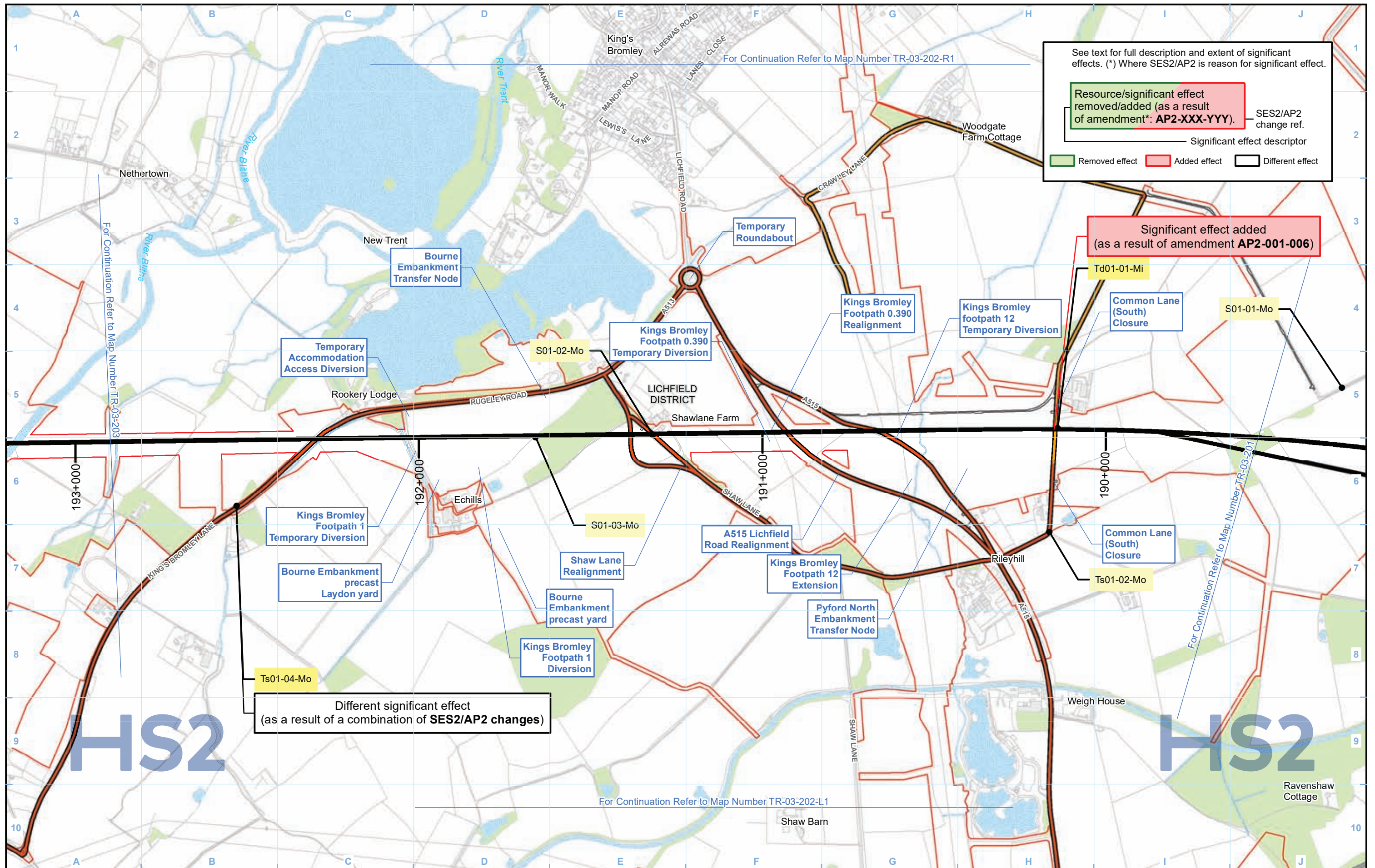
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Date: 22/01/19

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Metres



See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

Significant effect descriptor

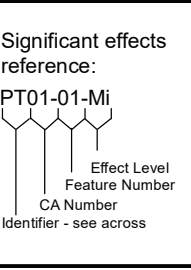
Removed effect Added effect Different effect

Significant effect added (as a result of amendment AP2-001-006)

Different significant effect (as a result of a combination of SES2/AP2 changes)

- Legend**
- Route in tunnel
 - Route on surface
 - Depot, station, headhouse or portal building
 - Community area boundary
 - County boundary
 - District/Borough boundary
 - Land potentially required during construction
 - Watercourse
 - Water body
 - Woodland
 - Construction traffic route
 - Removed construction traffic route
 - Additional construction traffic route

- Construction significant effects arising from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent
- Construction significant effects unchanged from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent



- Construction Effects Identifiers:
- PT - Public transport delay
 - D - Disruption at stations / interchanges
 - Tc - Traffic flows and delays to vehicle occupants
 - Td - Traffic diversion
 - Ts - Traffic severance - non-motorised users
 - 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

Map Number: TR-03-202

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 1: Fradley to Colton

HS2

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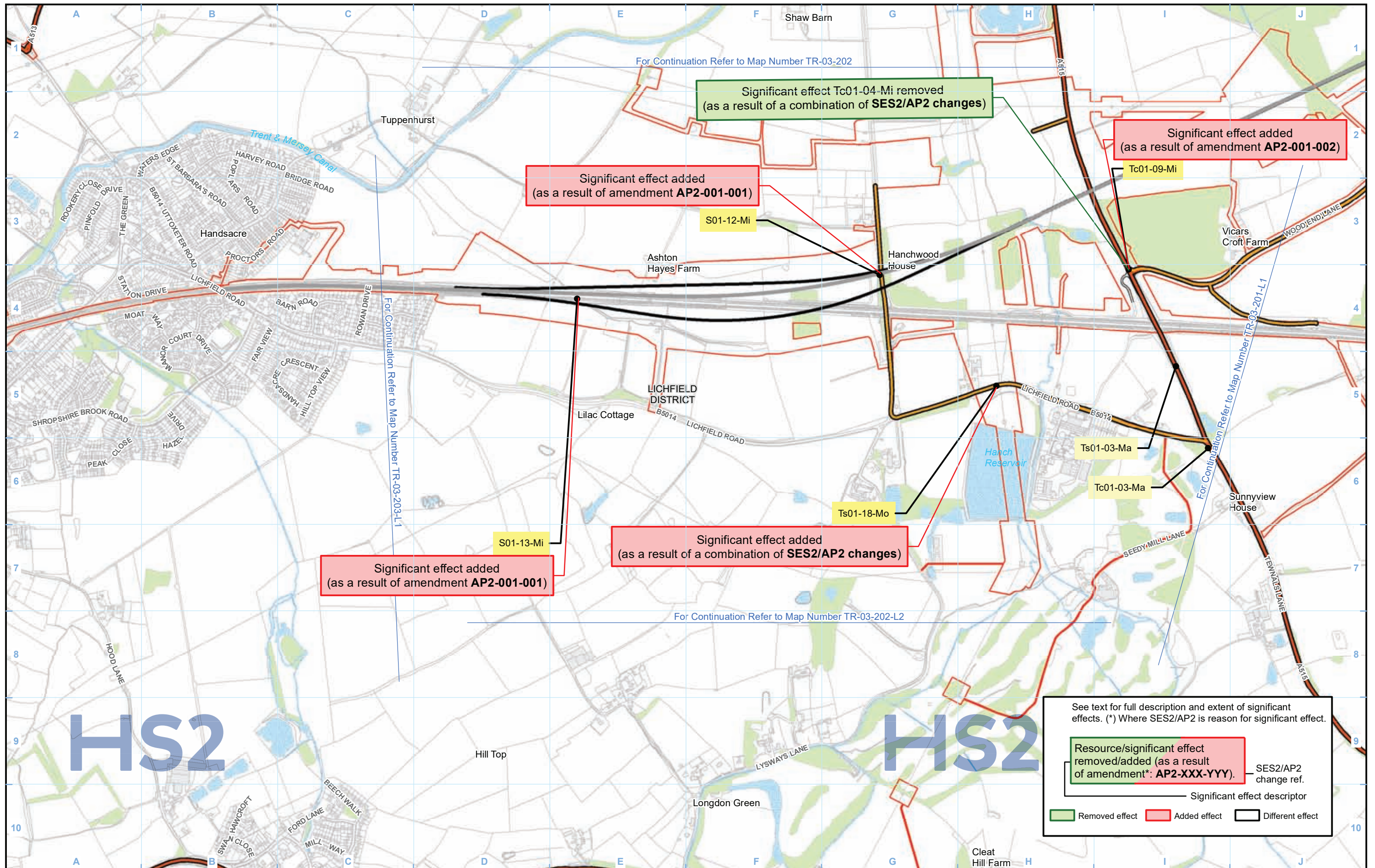
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Doc Number: 2PT02-ARP-EV-MAP-000-643102-P03

Date: 25/01/19

Scale at A3: 1:10,000

Metres



Significant effect added
(as a result of amendment AP2-001-001)

Significant effect added
(as a result of amendment AP2-001-001)

Significant effect Tc01-04-Mi removed
(as a result of a combination of SES2/AP2 changes)

Significant effect added
(as a result of amendment AP2-001-002)

Significant effect added
(as a result of a combination of SES2/AP2 changes)

See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

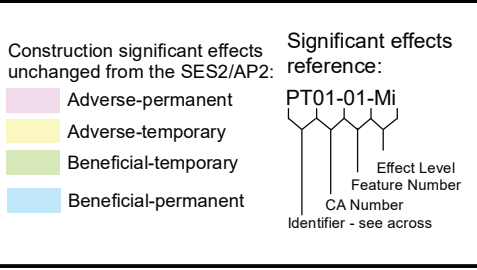
Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

- Legend**
- Route in tunnel
 - Route on surface
 - Depot, station, headhouse or portal building
 - Community area boundary
 - District/Borough boundary
 - Land potentially required during construction
 - Watercourse
 - Water body
 - Woodland
 - Construction traffic route
 - Removed construction traffic route
 - Additional construction traffic route

- Construction significant effects arising from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent
- Construction significant effects unchanged from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent



- Construction Effects Identifiers:
- PT - Public transport delay
 - D - Disruption at stations / interchanges
 - Tc - Traffic flows and delays to vehicle occupants
 - Td - Traffic diversion
 - Ts - Traffic severance - non-motorised users
 - 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

Map Number: TR-03-202-L1

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 1: Fradley to Colton

HS2

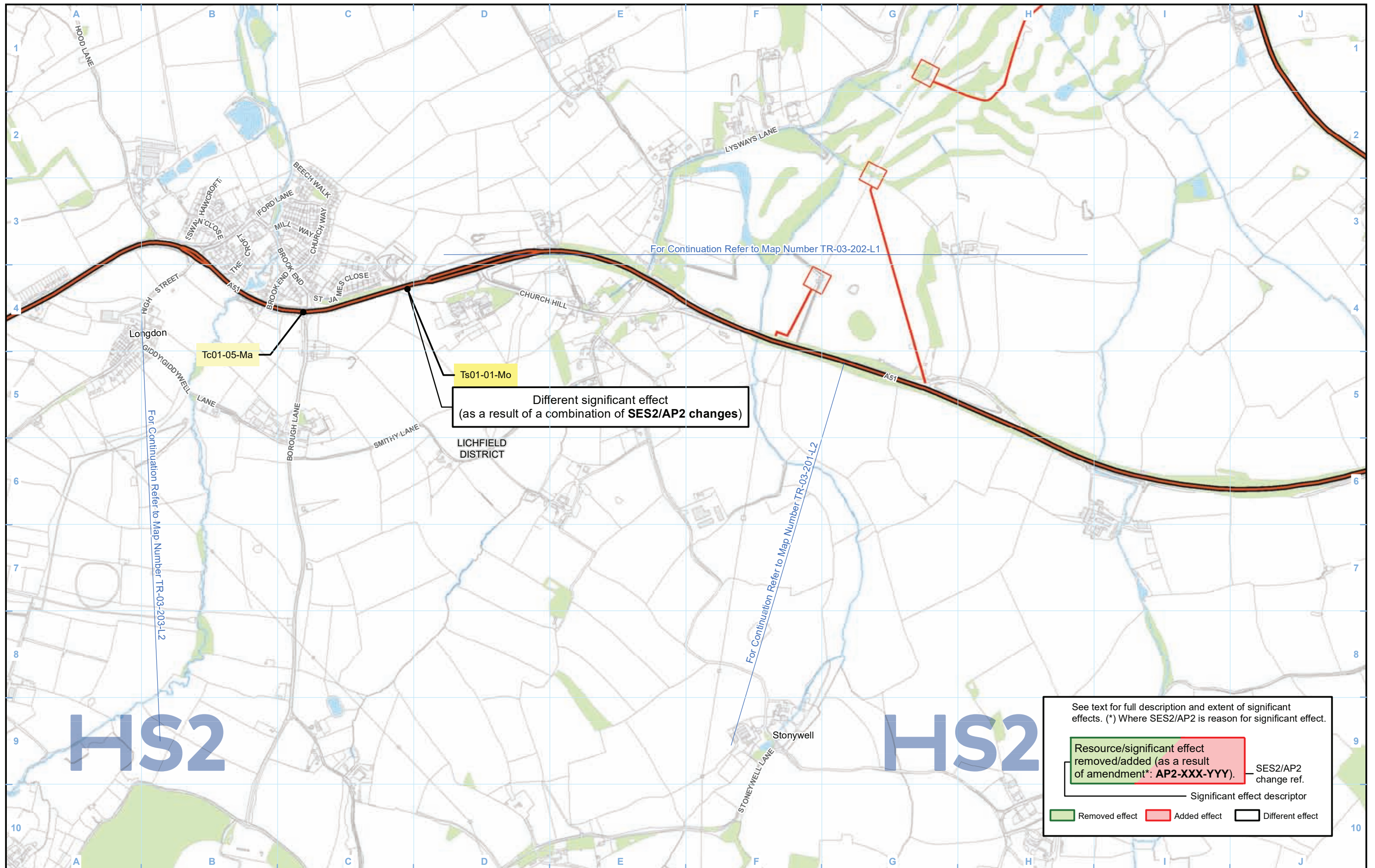
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Date: 22/01/19



For Continuation Refer to Map Number TR-03-202-L1

For Continuation Refer to Map Number TR-03-203-L2

For Continuation Refer to Map Number TR-03-201-L2

Different significant effect
(as a result of a combination of SES2/AP2 changes)

See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

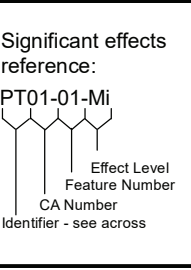
Removed effect Added effect Different effect

- Legend**
- Route in tunnel
 - Route on surface
 - Depot, station, headhouse or portal building
 - Community area boundary
 - County boundary
 - District/Borough boundary

- Land potentially required during construction
- Watercourse
- Water body
- Woodland
- Construction traffic route
- Removed construction traffic route
- Additional construction traffic route

- Construction significant effects arising from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent

- Construction significant effects unchanged from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent



- Construction Effects Identifiers:
- PT - Public transport delay
 - D - Disruption at stations / interchanges
 - Tc - Traffic flows and delays to vehicle occupants
 - Td - Traffic diversion
 - Ts - Traffic severance - non-motorised users
 - 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

Map Number: TR-03-202-L2

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 1: Fradley to Colton

HS2

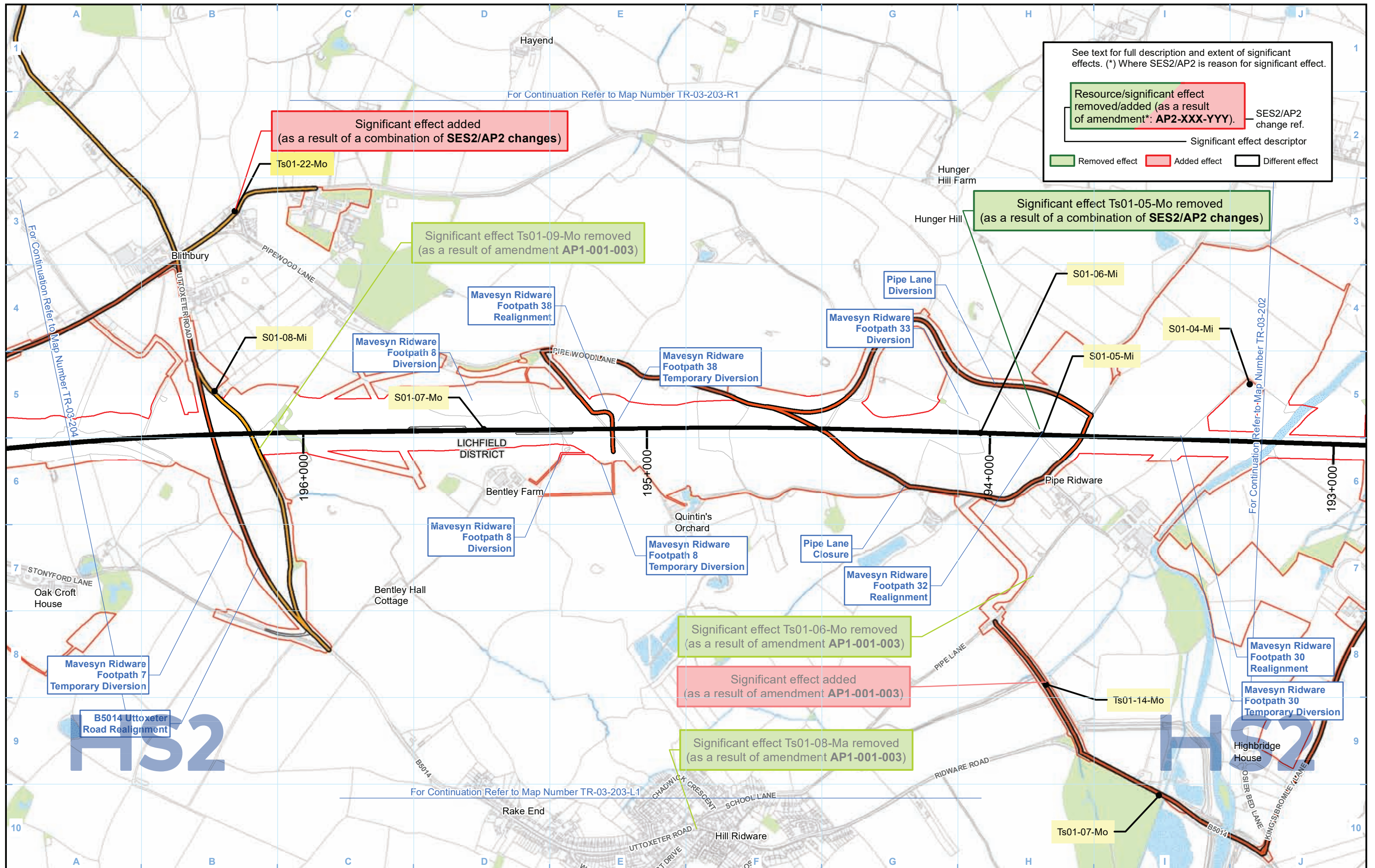
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Date: 22/01/19



See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

Significant effect descriptor

Removed effect Added effect Different effect

Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community area boundary
- District/Borough boundary
- Land potentially required during construction
- Watercourse
- Water body
- Woodland
- Construction traffic route
- Removed construction traffic route
- Additional construction traffic route

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi

Effect Level

Feature Number

CA Number

Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-203

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 1: Fradley to Colton

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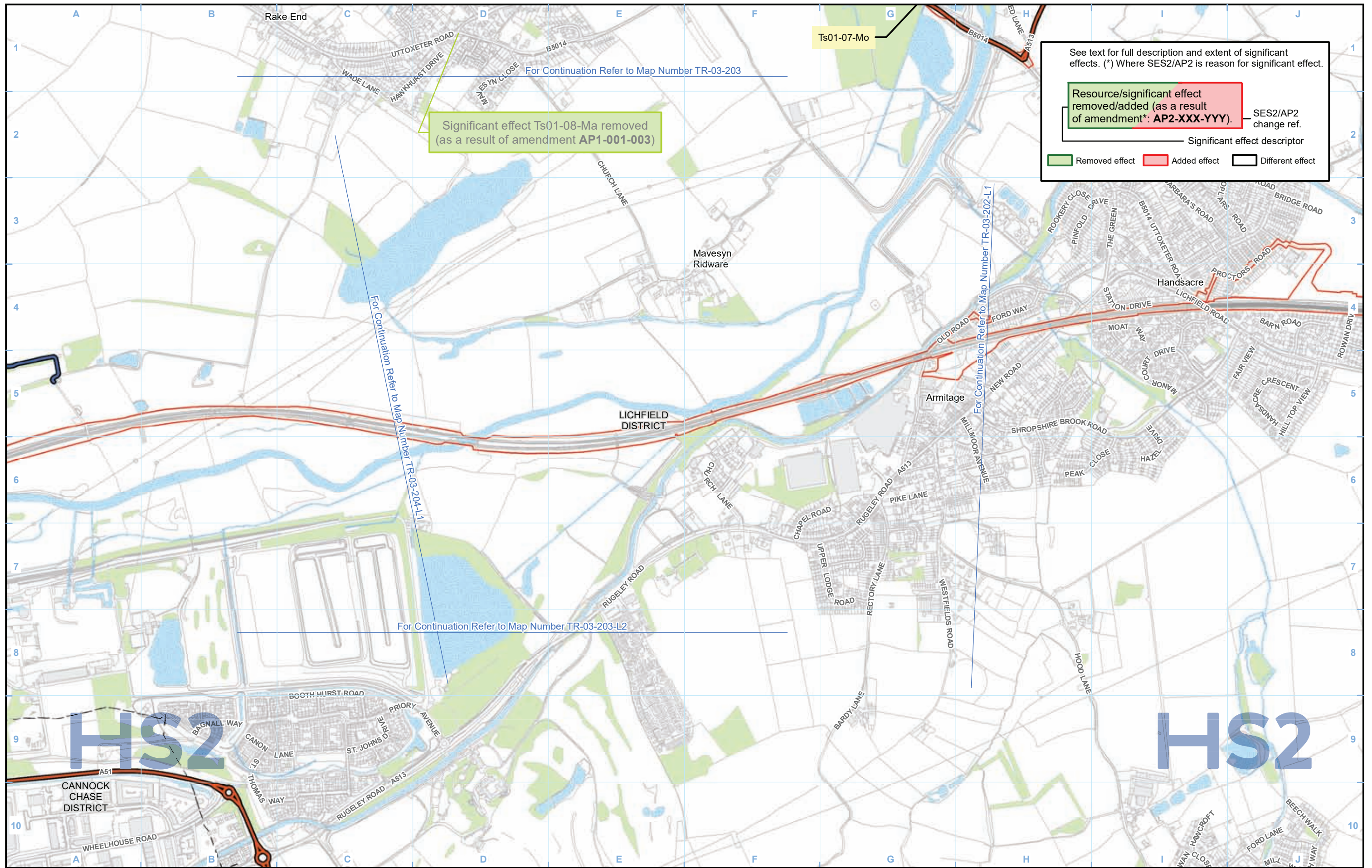
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Date: 22/01/19

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Metres



Legend

Route in tunnel	Land potentially required during construction	Construction significant effects arising from the SES2/AP2:	Construction significant effects unchanged from the SES2/AP2:
Route on surface	Watercourse	Adverse-permanent	Adverse-permanent
Depot, station, headhouse or portal building	Water body	Adverse-temporary	Adverse-temporary
Community area boundary	Woodland	Beneficial-temporary	Beneficial-temporary
County boundary	Removed construction traffic route	Beneficial-permanent	Beneficial-permanent
District/Borough boundary	Additional construction traffic route		
boundary			

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- P - Parking and loading
- V - Vulnerable road user delays, amenity and ambience
- A - Accidents and safety
- S - Severance
- W - Waterways

Significant effects reference:

PT01-01-Mi

Effect Level
Mi - Minor
Mo - Moderate
Ma - Major

CA Number
Identifier - see across

Map Number TR-03-203-L1

Map Name Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 1: Fradley to Colton

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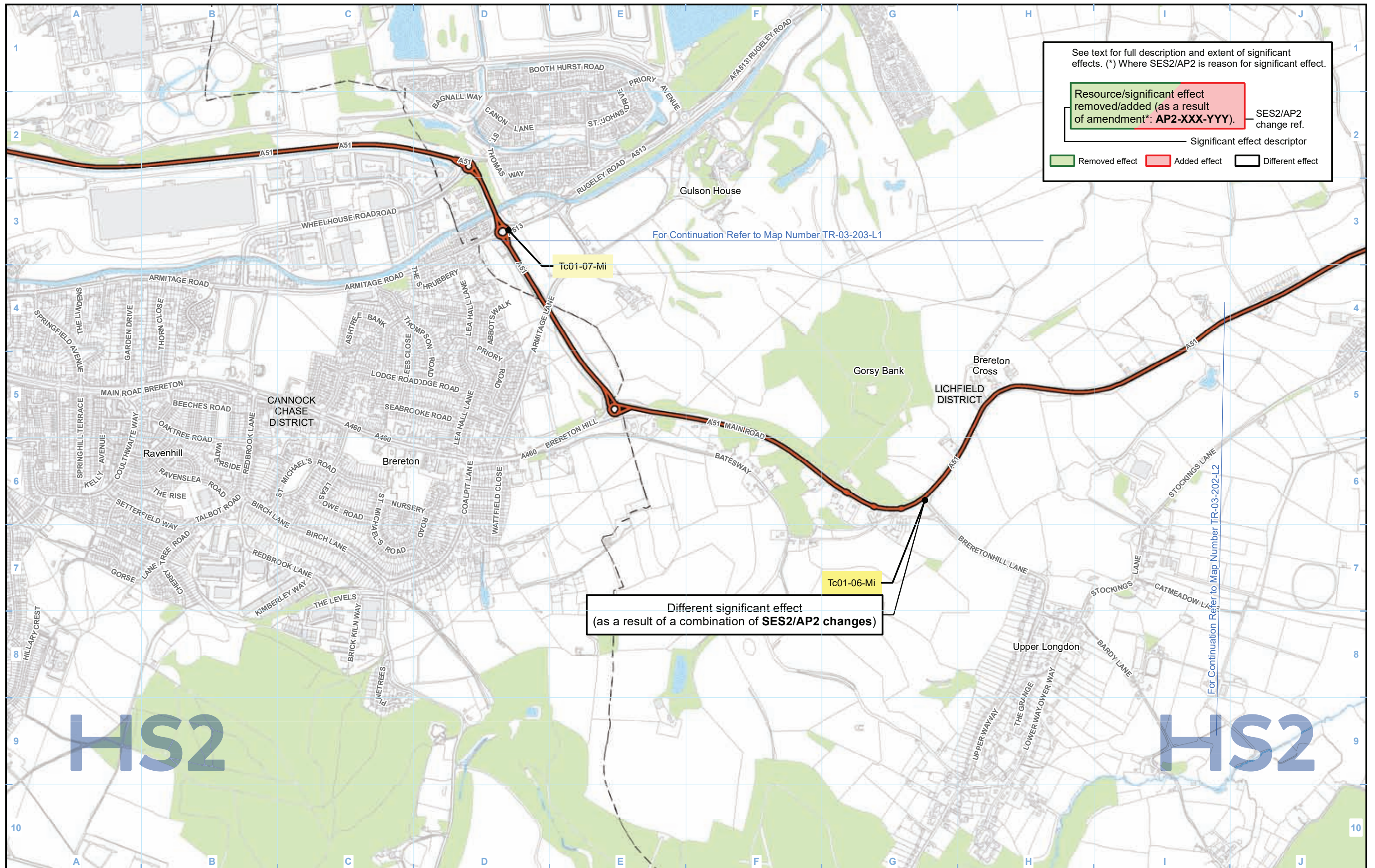
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0 100 200 300 400 Metres



See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

Different significant effect
(as a result of a combination of SES2/AP2 changes)

Legend

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

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi

Effect Level
Feature Number
CA Number
Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-203-L2

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 1: Fradley to Colton

HS2

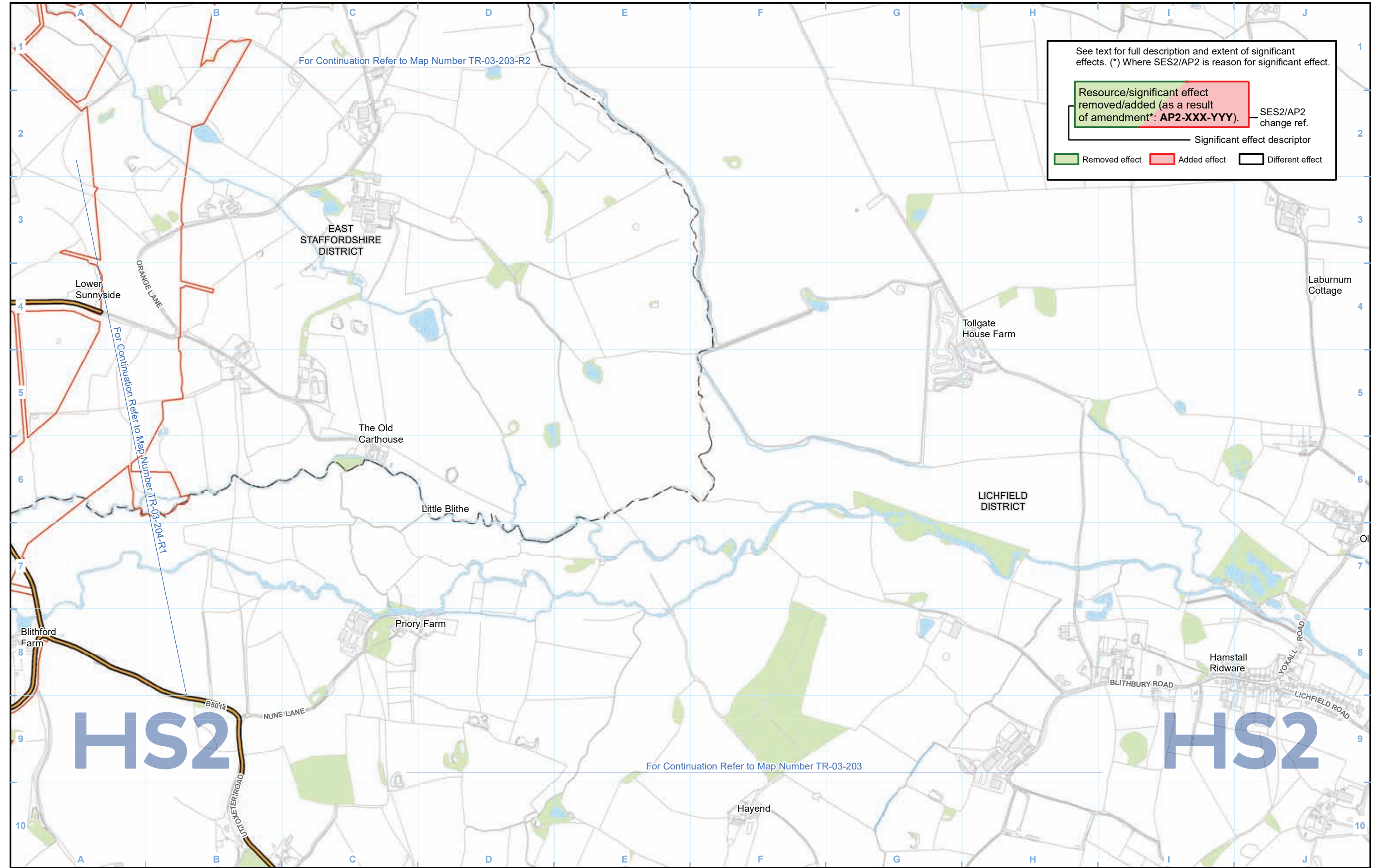
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Date: 22/01/19



For Continuation Refer to Map Number TR-03-203-R2

For Continuation Refer to Map Number TR-03-204-R1

For Continuation Refer to Map Number TR-03-203

See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY).	SES2/AP2 change ref.	
—	Significant effect descriptor	
Removed effect	Added effect	Different effect

Legend

Route in tunnel	Land potentially required during construction	Construction significant effects arising from the SES2/AP2: Adverse-permanent	Construction significant effects unchanged from the SES2/AP2: Adverse-permanent
Route on surface	Watercourse	Construction significant effects arising from the SES2/AP2: Adverse-temporary	Construction significant effects unchanged from the SES2/AP2: Adverse-temporary
Depot, station, headhouse or portal building	Water body	Construction significant effects arising from the SES2/AP2: Beneficial-temporary	Construction significant effects unchanged from the SES2/AP2: Beneficial-temporary
Community area boundary	Woodland	Construction significant effects arising from the SES2/AP2: Beneficial-permanent	Construction significant effects unchanged from the SES2/AP2: Beneficial-permanent
County boundary	Removed construction traffic route		
District/Borough boundary	Additional construction traffic route		

Significant effects reference:

PT01-01-Mi

Effect Level
Feature Number
CA Number
Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-203-R1

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 1: Fradley to Colton

HS2

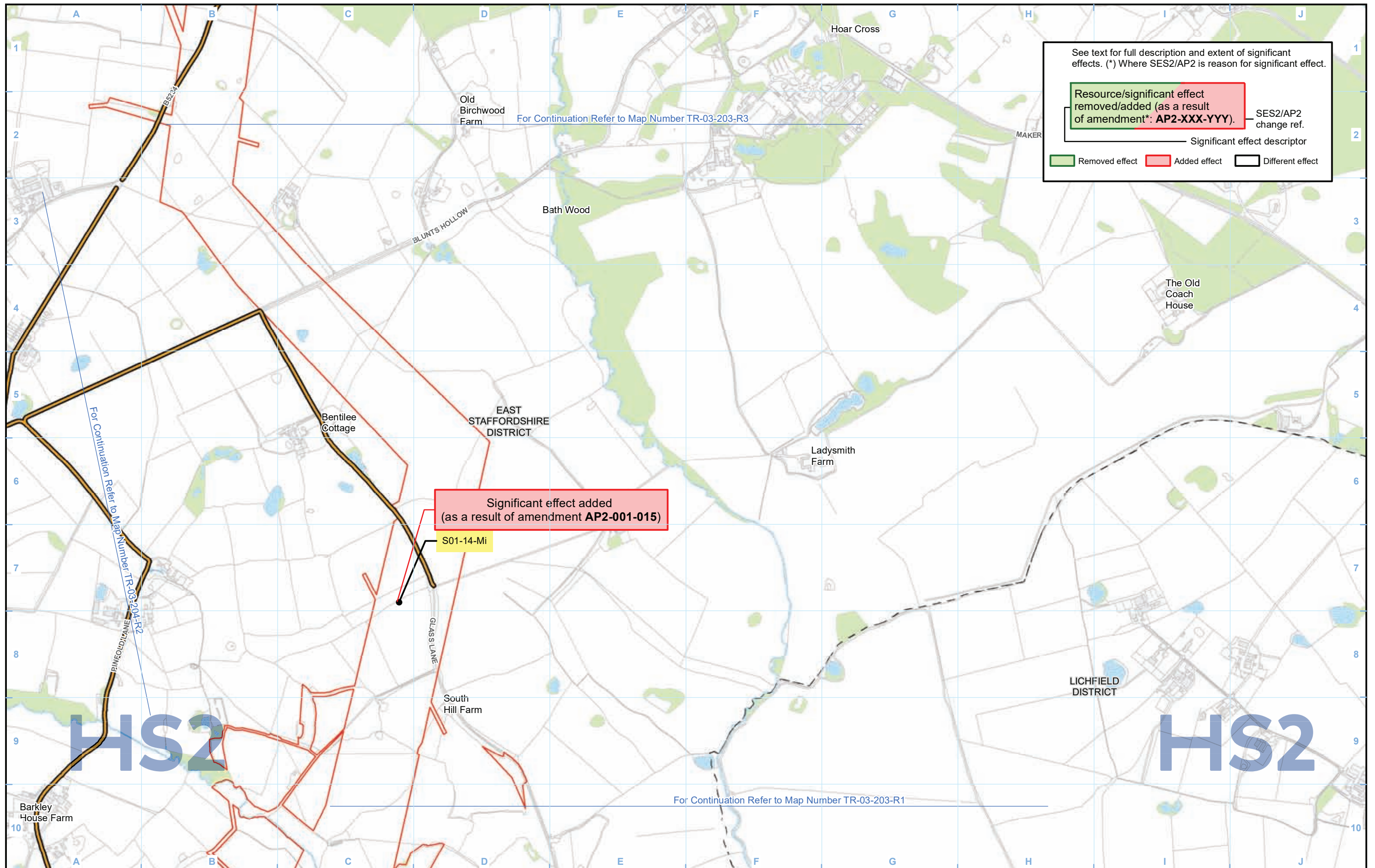
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Date: 22/01/19



See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community area boundary
- District/Borough boundary
- boundary
- Land potentially required during construction
- Watercourse
- Water body
- Woodland
- Construction traffic route
- Removed construction traffic route
- Additional construction traffic route

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi

Effect Level
Feature Number
CA Number
Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-203-R2

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 1: Fradley to Colton

HS2

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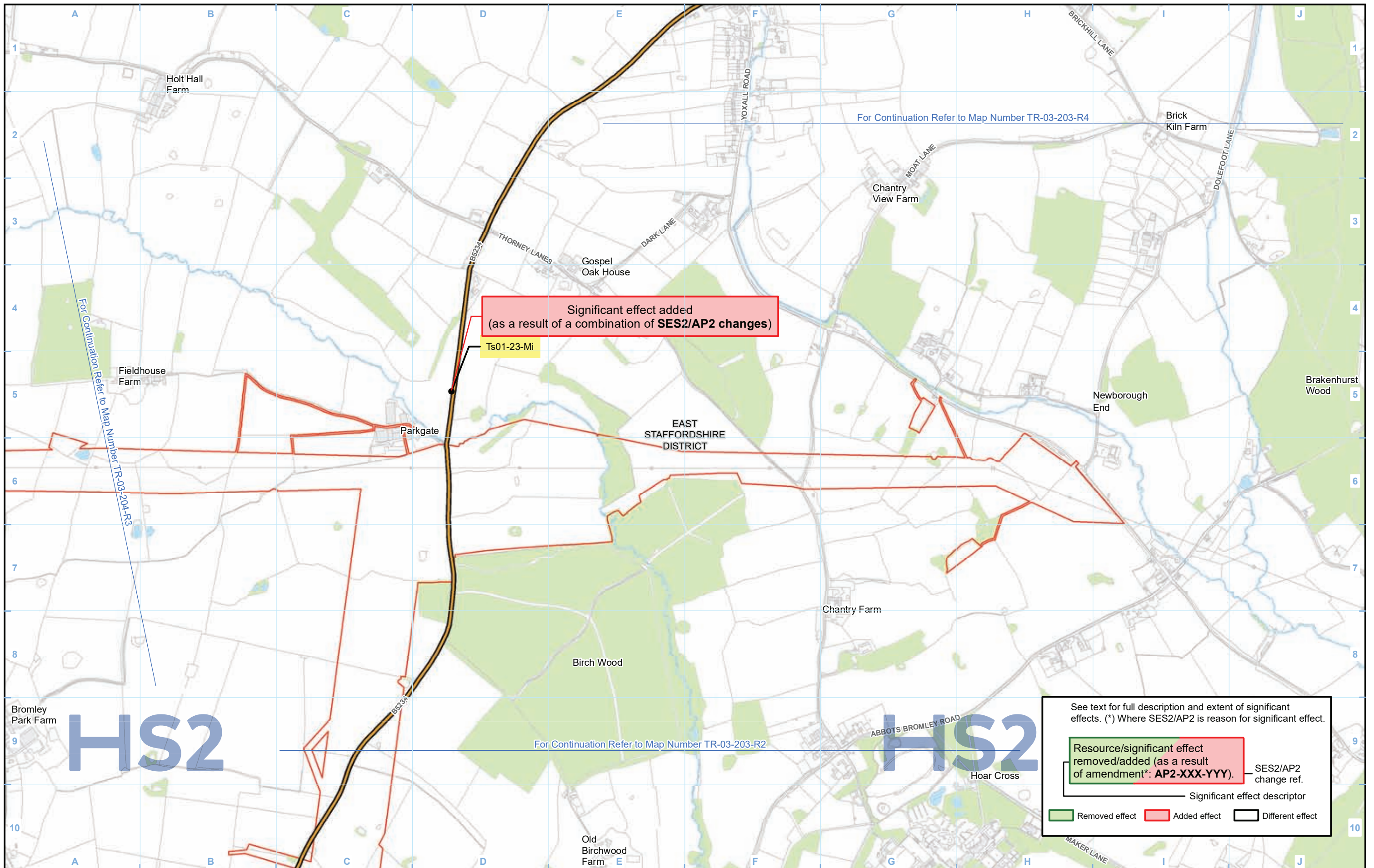
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Doc Number:: 2PT02-ARP-EV-MAP-000-643503-P03

Date: 22/01/19

Scale at A3: 1:10,000

Metres



Significant effect added
(as a result of a combination of SES2/AP2 changes)

Ts01-23-Mi

See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

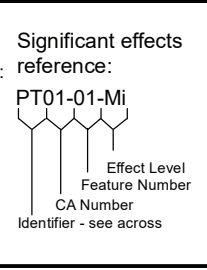
Removed effect Added effect Different effect

- Legend**
- Route in tunnel
 - Route on surface
 - Depot, station, headhouse or portal building
 - Community area boundary
 - County boundary
 - District/Borough boundary

- Land potentially required during construction
- Watercourse
- Water body
- Woodland
- Construction traffic route
- Removed construction traffic route
- Additional construction traffic route

- Construction significant effects arising from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent

- Construction significant effects unchanged from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent



- Construction Effects Identifiers:
- PT - Public transport delay
 - D - Disruption at stations / interchanges
 - Tc - Traffic flows and delays to vehicle occupants
 - Td - Traffic diversion
 - Ts - Traffic severance - non-motorised users
 - 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

Map Number: TR-03-203-R3

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 1: Fradley to Colton

HS2

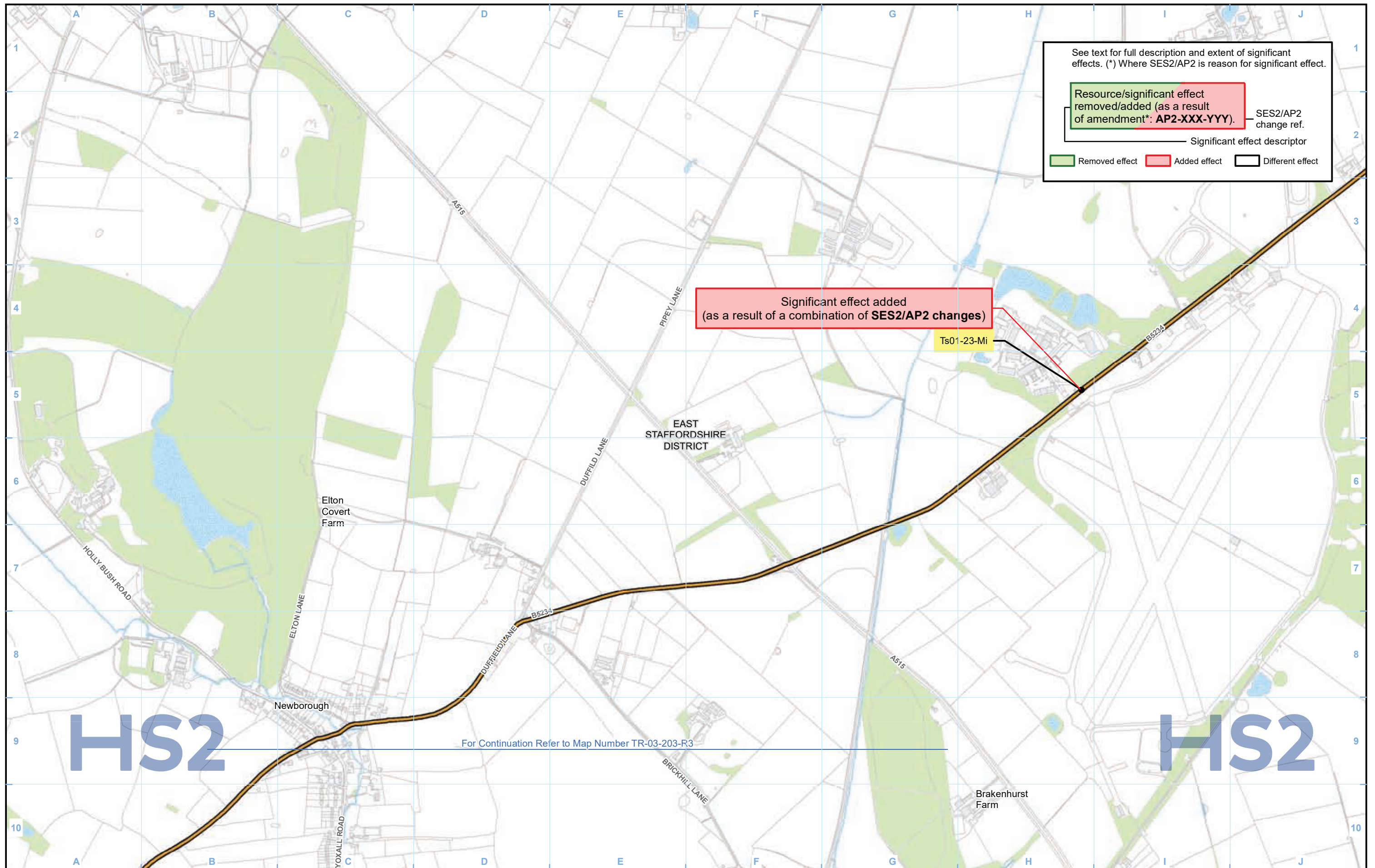
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Date: 22/01/19



See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

Significant effect added
(as a result of a combination of SES2/AP2 changes)

Ts01-23-Mi

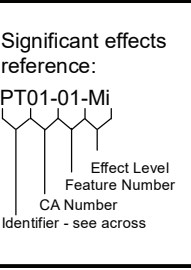
Hs2

Hs2

For Continuation Refer to Map Number TR-03-203-R3

- Legend**
- Route in tunnel
 - Route on surface
 - Depot, station, headhouse or portal building
 - Community area boundary
 - County boundary
 - District/Borough boundary
 - Land potentially required during construction
 - Watercourse
 - Water body
 - Woodland
 - Construction traffic route
 - Removed construction traffic route
 - Additional construction traffic route

- Construction significant effects arising from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent
- Construction significant effects unchanged from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent



- Construction Effects Identifiers:
- PT - Public transport delay
 - D - Disruption at stations / interchanges
 - Tc - Traffic flows and delays to vehicle occupants
 - Td - Traffic diversion
 - Ts - Traffic severance - non-motorised users
 - 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

Map Number TR-03-203-R4

Map Name
Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 1:
Fradley to Colton

Hs2

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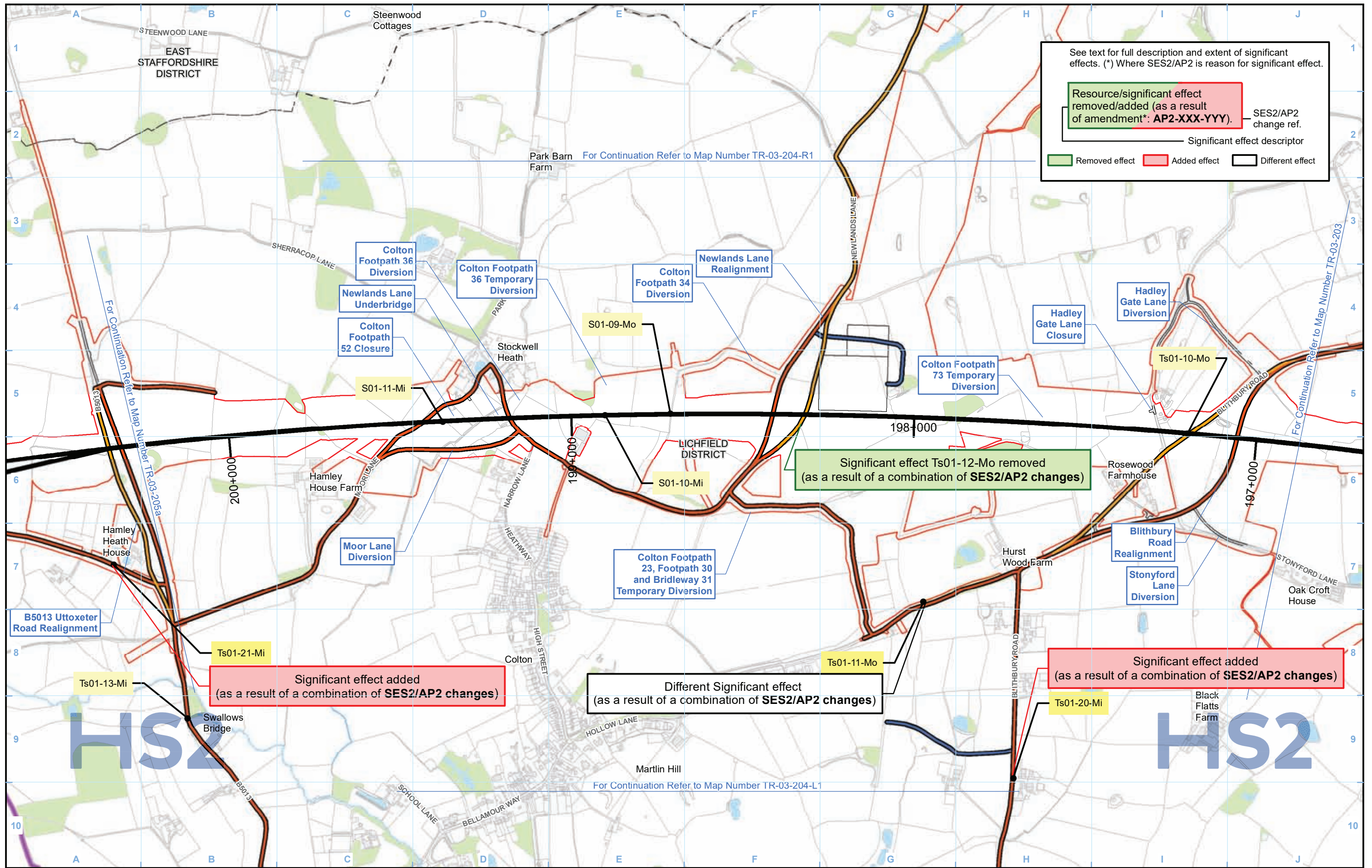
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Doc Number:: 2PT02-ARP-EV-MAP-000-643703-P03

Date: 22/01/19

Scale at A3: 1:10,000

0 100 200 300 400 Metres



Legend

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

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi

Effect Level

CA Number

Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-204

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 1: Fradley to Colton

HS2

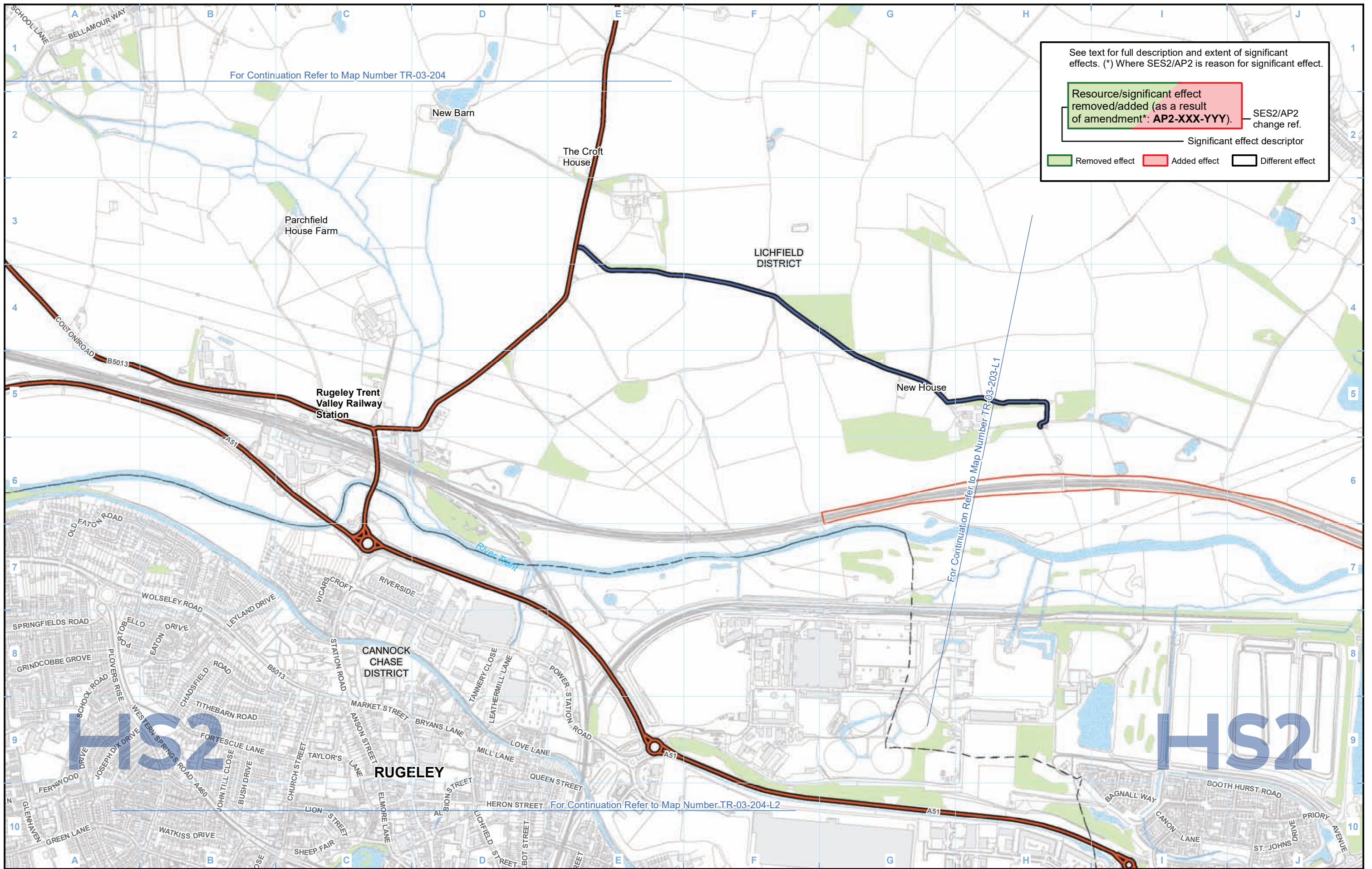
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Date: 22/01/19



For Continuation Refer to Map Number TR-03-204

For Continuation Refer to Map Number TR-03-203-L1

For Continuation Refer to Map Number TR-03-204-L2

See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community area boundary
- County boundary
- District/Borough boundary

- Land potentially required during construction
- Watercourse
- Water body
- Woodland
- Construction traffic route
- Removed construction traffic route
- Additional construction traffic route

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi

Effect Level
Feature Number
CA Number
Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-204-L1

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 1: Fradley to Colton

HS2

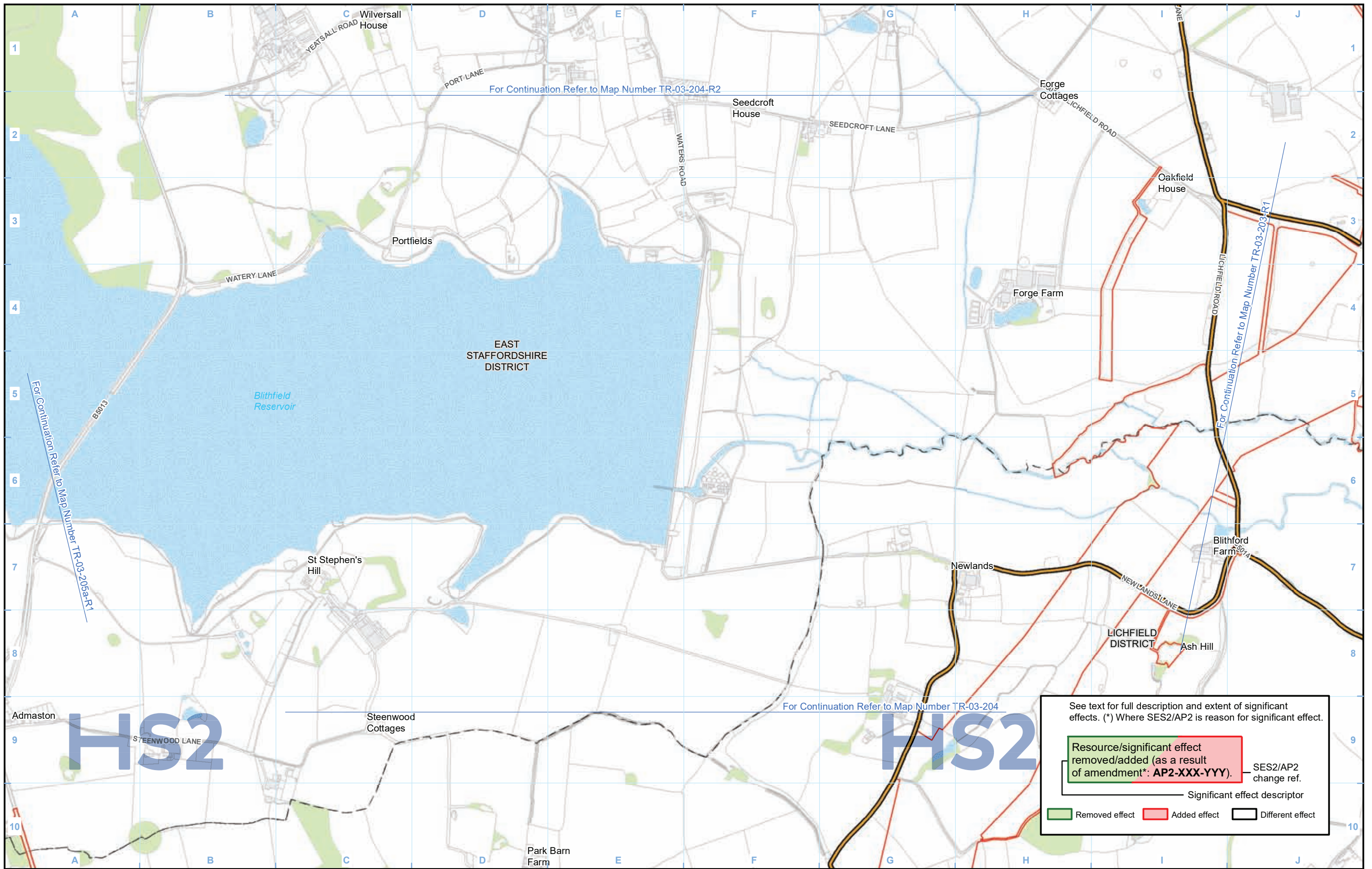
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Date: 22/01/19

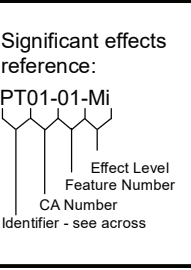


See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY).	SES2/AP2 change ref.
Significant effect descriptor	
Removed effect	Added effect
Different effect	

- Legend**
- Route in tunnel
 - Route on surface
 - Depot, station, headhouse or portal building
 - Community area boundary
 - County boundary
 - District/Borough boundary
 - Land potentially required during construction
 - Watercourse
 - Water body
 - Woodland
 - Construction traffic route
 - Removed construction traffic route
 - Additional construction traffic route

- Construction significant effects arising from the SES2/AP2:**
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent
- Construction significant effects unchanged from the SES2/AP2:**
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent



- Construction Effects Identifiers:**
- PT - Public transport delay
 - D - Disruption at stations / interchanges
 - Tc - Traffic flows and delays to vehicle occupants
 - Td - Traffic diversion
 - Ts - Traffic severance - non-motorised users
 - 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

Map Number: TR-03-204-R1

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 1: Fradley to Colton

HS2

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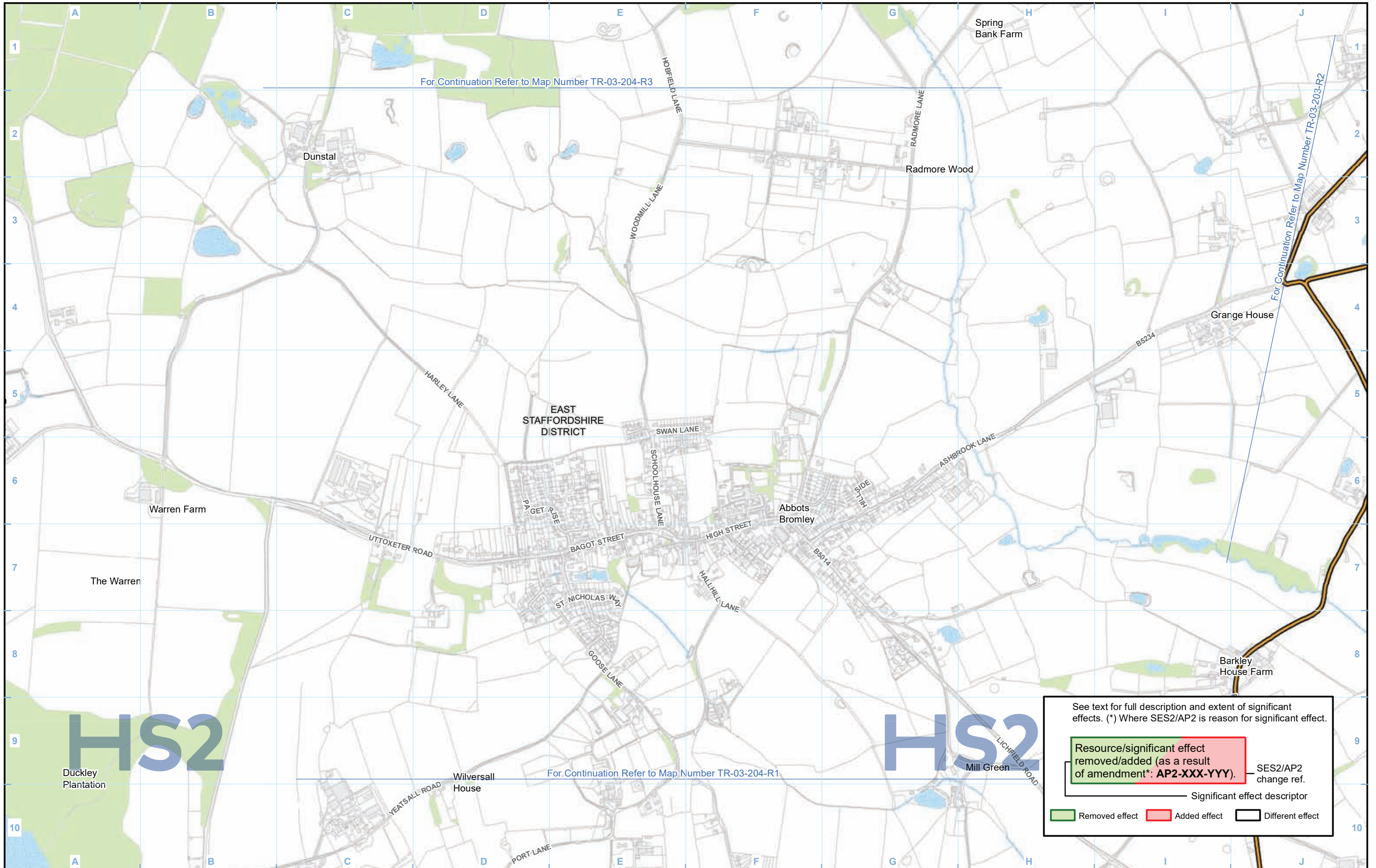
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Date: 22/01/19

Scale at A3: 1:10,000

Metres



For Continuation Refer to Map Number TR-03-204-R3

For Continuation Refer to Map Number TR-03-203-R2

For Continuation Refer to Map Number TR-03-204-R1

See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

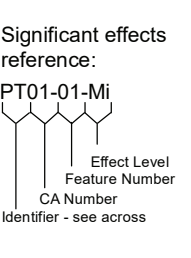
Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect
 Added effect
 Different effect

- Legend**
- Route in tunnel
 - Route on surface
 - Depot, station, headhouse or portal building
 - Community area boundary
 - County boundary
 - District/Borough boundary
 - Land potentially required during construction
 - Watercourse
 - Water body
 - Woodland
 - Construction traffic route
 - Removed construction traffic route
 - Additional construction traffic route

- Construction significant effects arising from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent
- Construction significant effects unchanged from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent



- Construction Effects Identifiers:
- PT - Public transport delay
 - D - Disruption at stations / interchanges
 - Tc - Traffic flows and delays to vehicle occupants
 - Td - Traffic diversion
 - Ts - Traffic severance - non-motorised users
 - 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

Map Number: TR-03-204-R2

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 1: Fradley to Colton

HS2

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Doc Number:: 2PT02-ARP-EV-MAP-000-643504-P03

Date: 22/01/19

Scale at A3: 1:10,000

Metres

For Continuation Refer to Map Number TR-03-205a

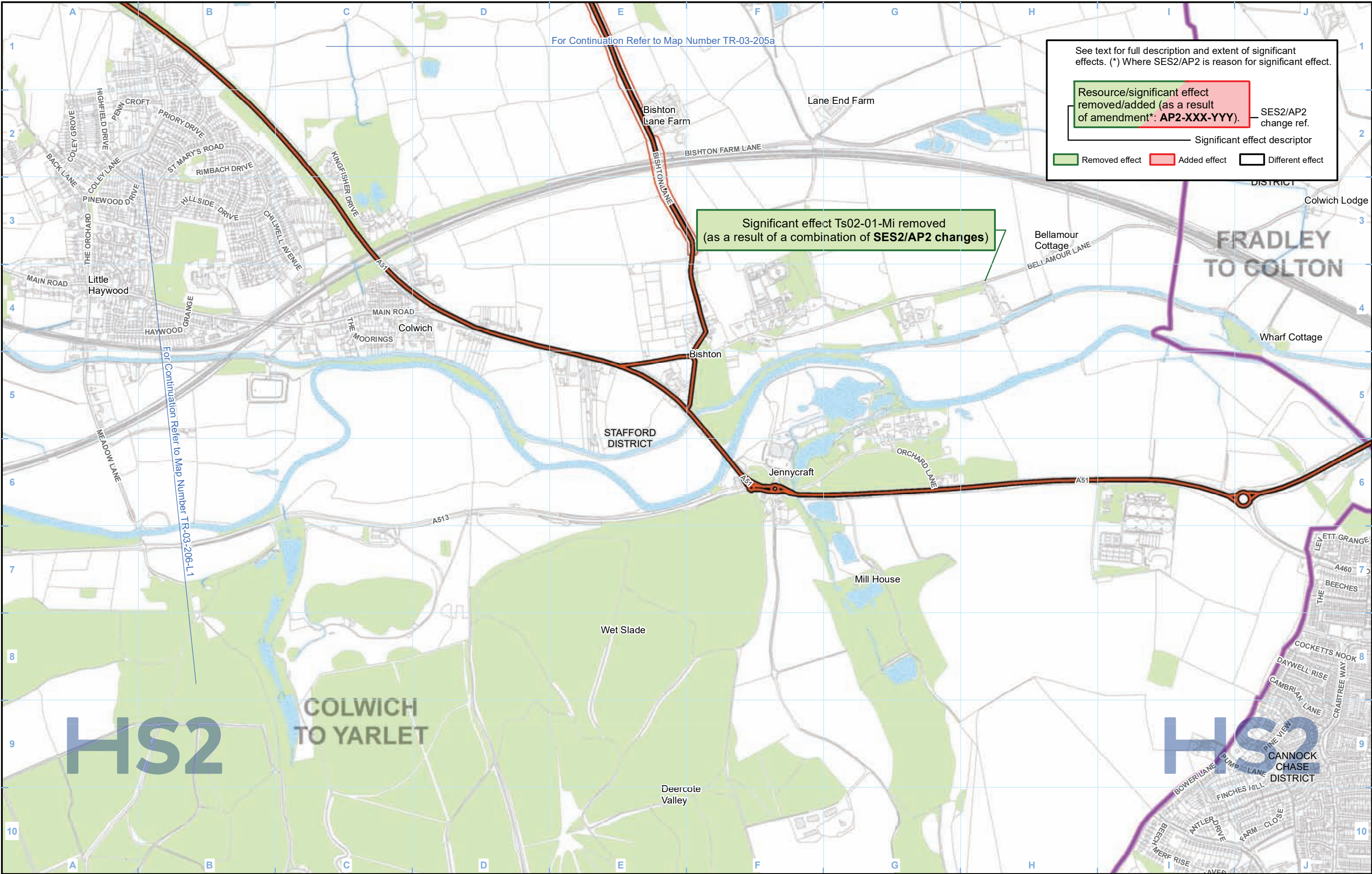
See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

Significant effect Ts02-01-Mi removed (as a result of a combination of SES2/AP2 changes)



Legend

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

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi

Effect Level
Feature Number
CA Number
Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-205a-L1

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 1: Fradley to Colton

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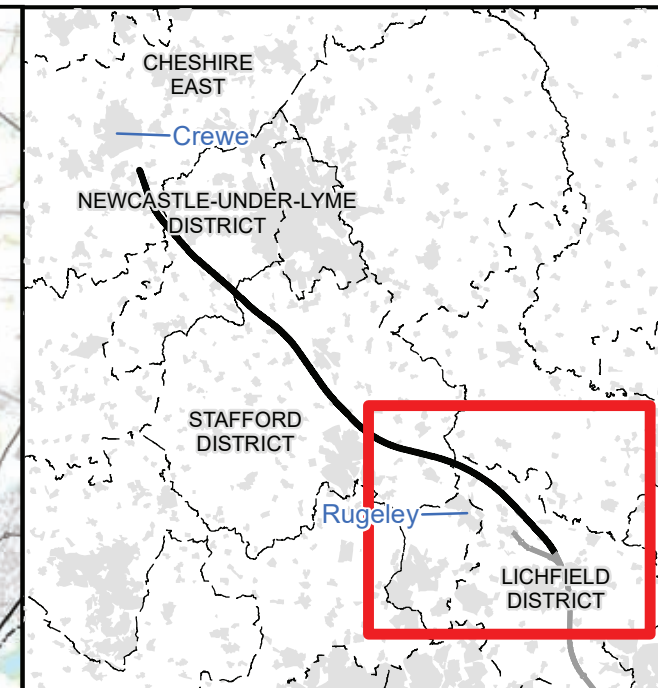
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Doc Number:: 2PT02-ARP-EV-MAP-000-643205-P03

Scale at A3: 1:10,000

Date: 22/01/19

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Map Series Information:

Identifies the significant residual transport effects during the operation of HS2 for each CA. 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 2027 (Opening Year) and 2041 (Design Year).

<p>Main Map Legend</p> <ul style="list-style-type: none"> Route in Tunnel Route on surface Depot, station, headhouse or portal building Community area boundary Existing railway station County boundary District/Borough boundary Map sheets included in this community area with amendment Map sheets included in this community area with no amendment Map sheets not included in this community area 		<p>Map Number: TR-04-INDEX-CA1</p> <p>Map Name: Index Map of: Significant Residual Transport Effects Arising from Operation SE2S and AP2 ES</p> <p>Community Area 1: Fradley to Colton</p>
<p>HS2</p>		
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HS2

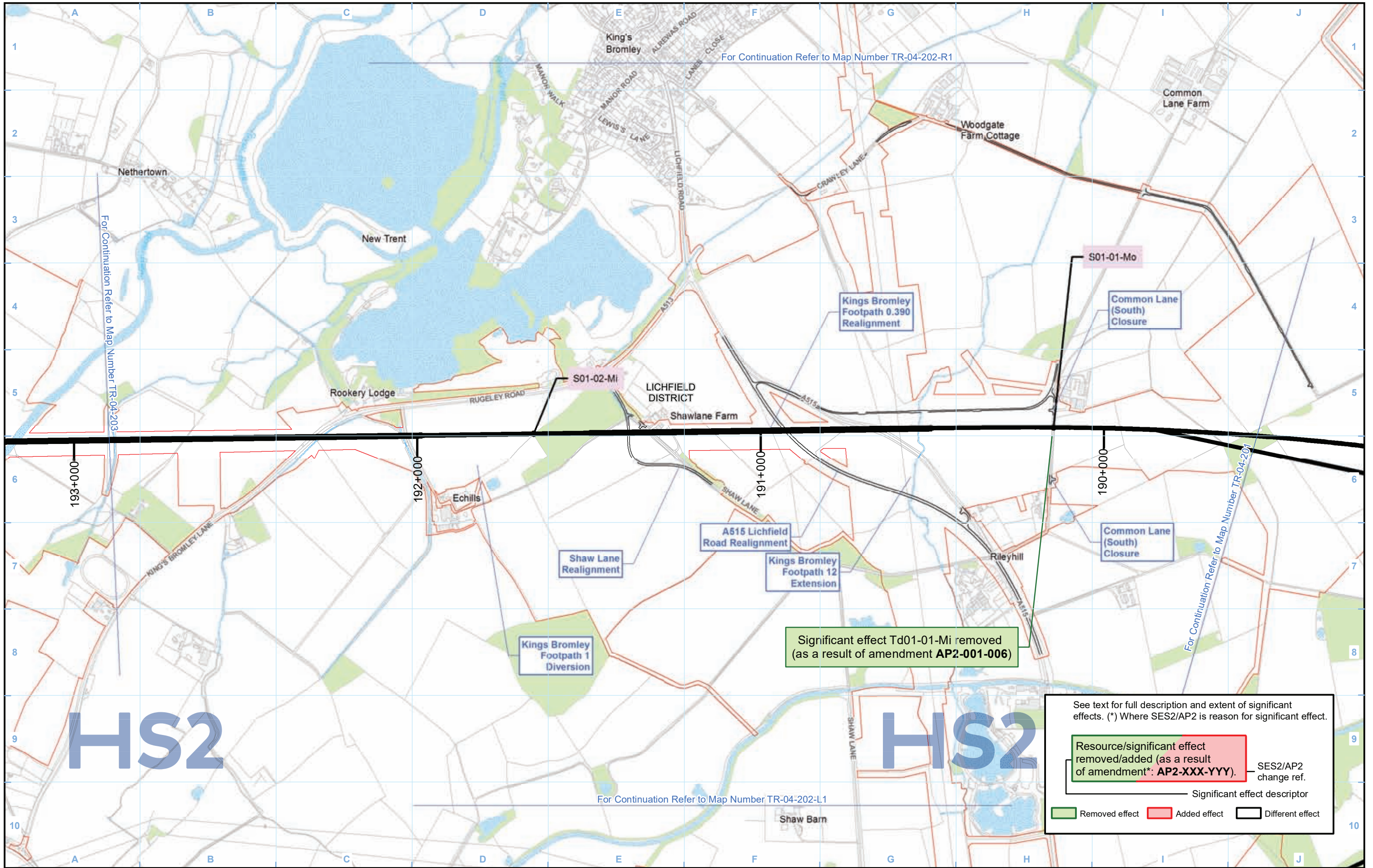
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0 900 1,800 2,700 3,600 Metres

Doc Number: 2PT02-ARP-EV-MAP-000-644001-P03

Date: 23/01/19



For Continuation Refer to Map Number TR-04-202-R1

For Continuation Refer to Map Number TR-04-203

For Continuation Refer to Map Number TR-04-201

For Continuation Refer to Map Number TR-04-202-L1

See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

Significant effect descriptor

Removed effect (Green box) Added effect (Red box) Different effect (Black box)

Legend

Route in tunnel	Watercourse	Operation significant effects arising from the SES2/AP2:	Operation significant effects unchanged from the SES2/AP2:
Route on surface	Water body	Adverse-permanent	Adverse-permanent
Depot, station, headhouse or portal building	Woodland	Adverse-temporary	Adverse-temporary
Community area boundary		Beneficial-temporary	Beneficial-temporary
County boundary		Beneficial-permanent	Beneficial-permanent
District/Borough boundary			

Significant effects reference:

PT01-01-Mi-27

Forecast Year: 27

Effect Level: Mi

Feature Number: 01

CA Number: 01

Identifier - see across

Operational Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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:

- 27 - Significant effect in 2027
- 41 - Significant effect in 2041
- Missing - Significant effect in both forecast years

Map Number: TR-04-202

Map Name: Significant Residual Transport Effects Arising from Operation SES2 and AP2 ES

Community Area 1: Fradley to Colton

HS2

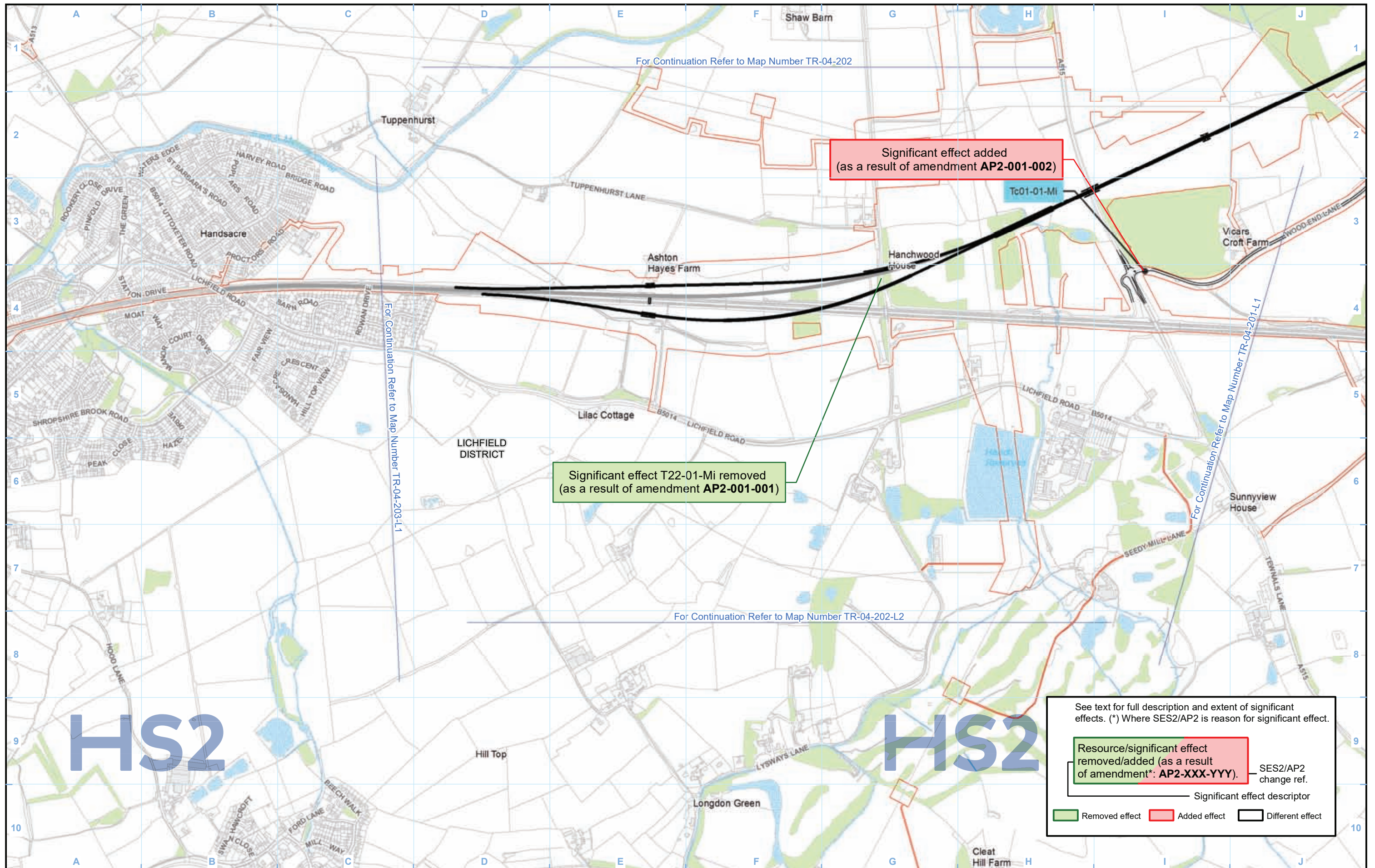
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Date: 18/01/19



See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

Legend

Route in tunnel	Watercourse	Operation significant effects arising from the SES2/AP2:	Operation significant effects unchanged from the SES2/AP2:
Route on surface	Water body	Adverse-permanent	Adverse-permanent
Depot, station, headhouse or portal building	Woodland	Adverse-temporary	Adverse-temporary
Community area boundary		Beneficial-temporary	Beneficial-temporary
County boundary		Beneficial-permanent	Beneficial-permanent
District/Borough boundary			

Significant effects reference:

PT01-01-Mi-27

Forecast Year
Effect Level
Feature Number
CA Number
Identifier - see across

Operational Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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:

- 27 - Significant effect in 2027
- 41 - Significant effect in 2041
- Missing - Significant effect in both forecast years

Map Number: TR-04-202-L1

Map Name: Significant Residual Transport Effects Arising from Operation SES2 and AP2 ES

Community Area 1: Fradley to Colton

Hs2

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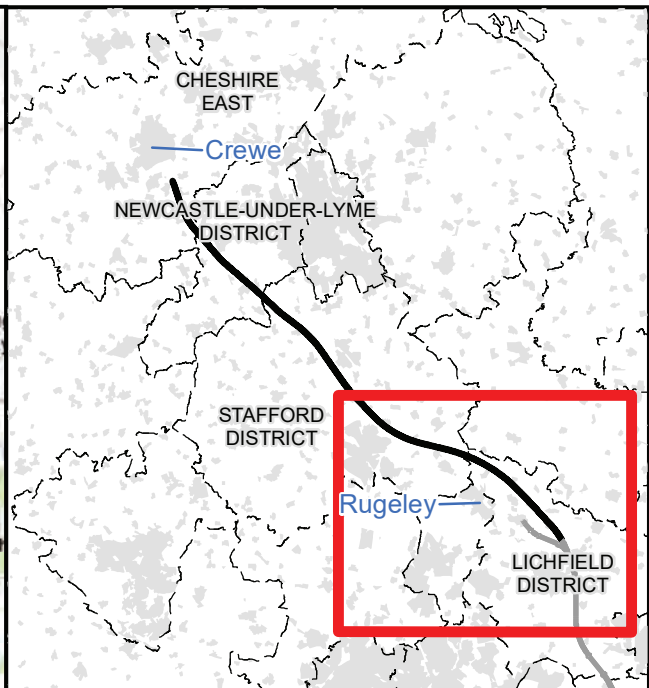
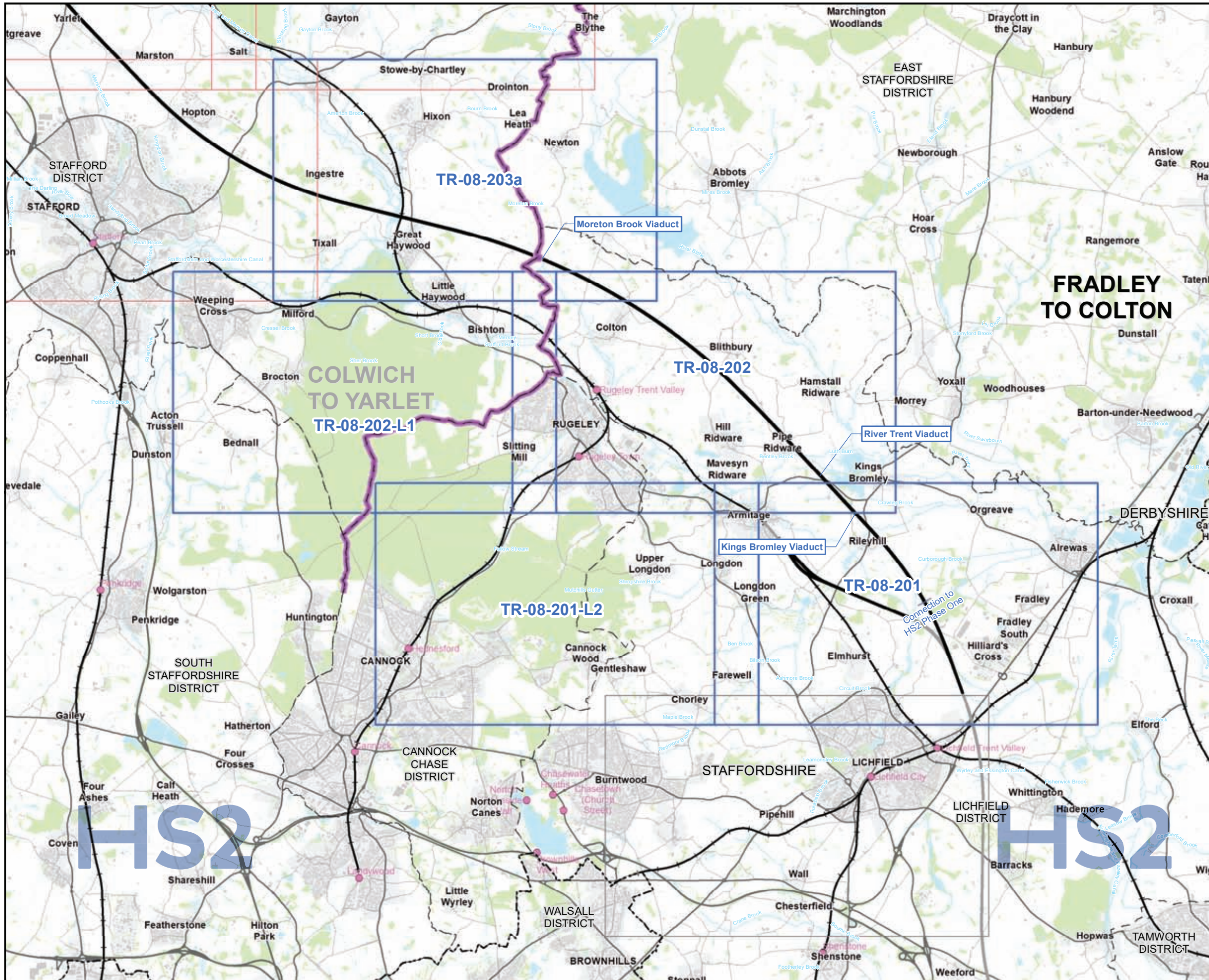
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Doc Number: 2PT02-ARP-EV-MAP-000-644202-P03

Date: 18/01/19

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Map Series Information:

This map series identifies the main construction access routes for construction compounds to and from the strategic highway network. Construction routes are the identified routes which Heavy Goods Vehicles (HGVs) will use between compounds and the main road network within each CA. Also shown is construction compound data which provides the transport activity at each compound including start-up date and duration of use of compound. For each compound the peak month of activity is the month within which HGV traffic is at its highest for that compound. The busy period is that period during which HGV traffic serving that compound will be greater than 50% of the HGV traffic in the peak month. The average daily combined two-way vehicle trips shown for the busy period is the lower end of the range shown in the table. The average daily combined two-way vehicle trips shown for the peak month is the upper end of the range shown in the table.

Main Map Legend

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

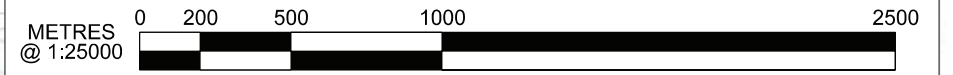
Map Number	TR-08-INDEX-CA1
Map Name	Index Map of: Construction Routes to the Strategic Network SES2 and AP2 ES
Community Area 1:	Fradley to Colton

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Bourne embankment satellite compound		
Civil	Start date	Jan-21
	Duration of use	54
	Duration of busy movements	14
	Peak daily vehicles - Cars & LGV	88-88
Reinstatement	Start date	Jan-26
	Duration of use	3
	Duration of busy movements	1
	Peak daily vehicles - HGV	74-74

Transfer node associated with Bourne embankment satellite compound		
Civil	Start date	Jan-22
	Duration of use	24
	Duration of busy movements	4
	Peak daily vehicles - HGV	439-498

Transfer node associated with Pyford North embankment satellite compound		
Civil	Start date	Jan-22
	Duration of use	30
	Duration of busy movements	6
	Peak daily vehicles - HGV	249-499

Pyford North embankment satellite compound		
Civil	Start date	Jul-20
	Duration of use	51
	Duration of busy movements	4
	Peak daily vehicles - Cars & LGV	55-55
Reinstatement	Start date	Jan-26
	Duration of use	3
	Duration of busy movements	2
	Peak daily vehicles - HGV	94-94
Railway systems	Start date	Dec-24
	Duration of use	15
	Duration of busy movements	4
	Peak daily vehicles - Cars & LGV	46-65
	Peak daily vehicles - HGV	160-162

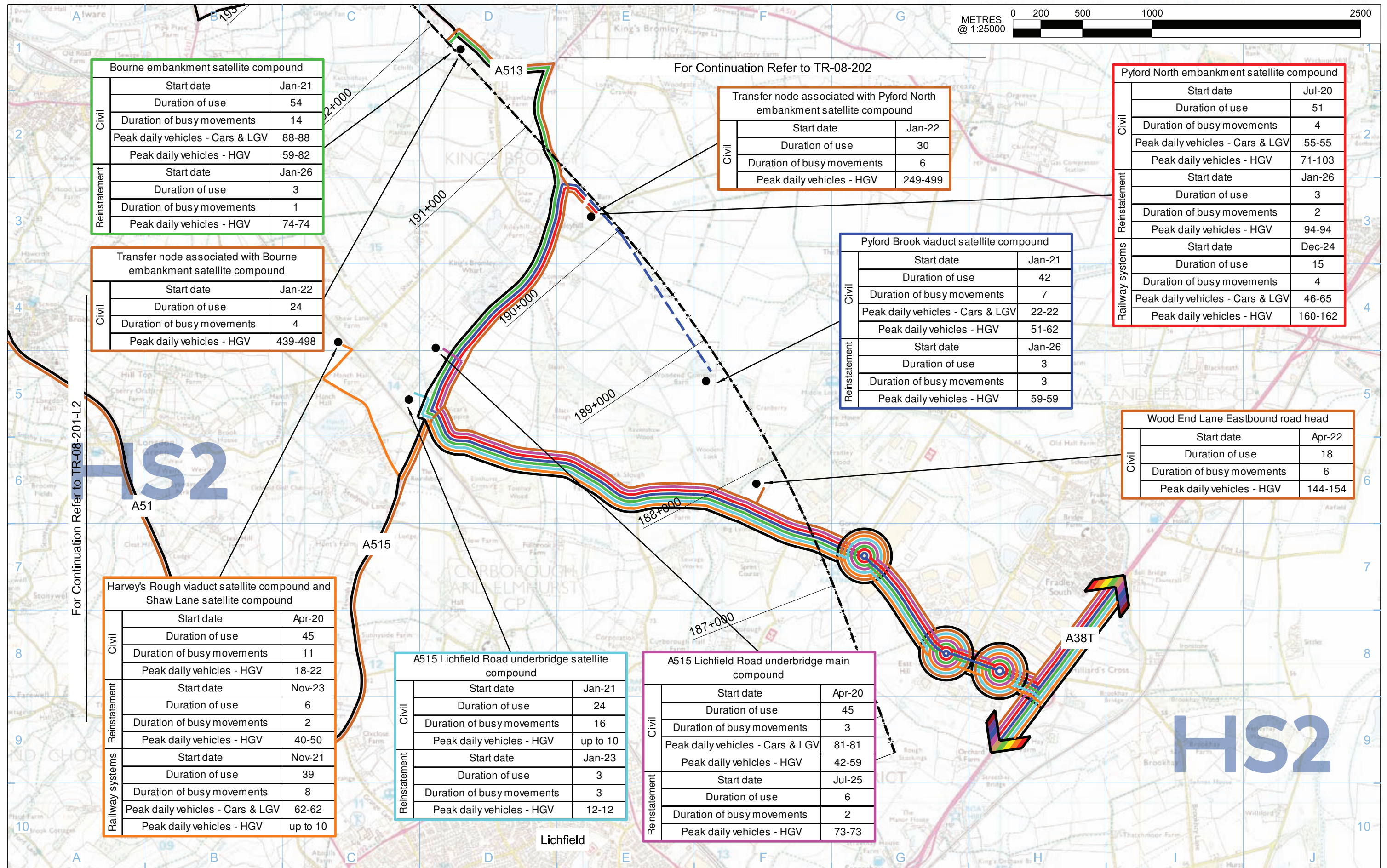
Pyford Brook viaduct satellite compound		
Civil	Start date	Jan-21
	Duration of use	42
	Duration of busy movements	7
	Peak daily vehicles - Cars & LGV	22-22
Reinstatement	Start date	Jan-26
	Duration of use	3
	Duration of busy movements	3
	Peak daily vehicles - HGV	59-59

Wood End Lane Eastbound road head		
Civil	Start date	Apr-22
	Duration of use	18
	Duration of busy movements	6
	Peak daily vehicles - HGV	144-154

Harvey's Rough viaduct satellite compound and Shaw Lane satellite compound		
Civil	Start date	Apr-20
	Duration of use	45
	Duration of busy movements	11
	Peak daily vehicles - HGV	18-22
Reinstatement	Start date	Nov-23
	Duration of use	6
	Duration of busy movements	2
	Peak daily vehicles - HGV	40-50
Railway systems	Start date	Nov-21
	Duration of use	39
	Duration of busy movements	8
	Peak daily vehicles - Cars & LGV	62-62
	Peak daily vehicles - HGV	up to 10

A515 Lichfield Road underbridge satellite compound		
Civil	Start date	Jan-21
	Duration of use	24
	Duration of busy movements	16
	Peak daily vehicles - HGV	up to 10
Reinstatement	Start date	Jan-23
	Duration of use	3
	Duration of busy movements	3
	Peak daily vehicles - HGV	12-12

A515 Lichfield Road underbridge main compound		
Civil	Start date	Apr-20
	Duration of use	45
	Duration of busy movements	3
	Peak daily vehicles - Cars & LGV	81-81
Reinstatement	Start date	Jul-25
	Duration of use	6
	Duration of busy movements	2
	Peak daily vehicles - HGV	73-73



Legend

- Compound Traffic Routes
- Site Haul to Compound
- Through Construction Traffic Routes (To/From Other Scheme Compounds)
- HS2 Route
- Onward Construction Routes
- Community Area boundary
- Through Site Haul to Compound (To/From Other Scheme Compounds)
- Movement of Excavated Material
- Construction Compounds

Rail system compounds are shown where they are likely to generate more than 24 HGV movements a day in the peak month (average two-way) or are associated with a construction civil engineering works compound. Peak daily HGVs refer to the total peak trip generation by compound. These include HGV traffic accessing and egressing construction compounds by both the site haul road and local roads.

Map Number: **TR-08-201**

Map Name: **Construction Routes to the Strategic Network**

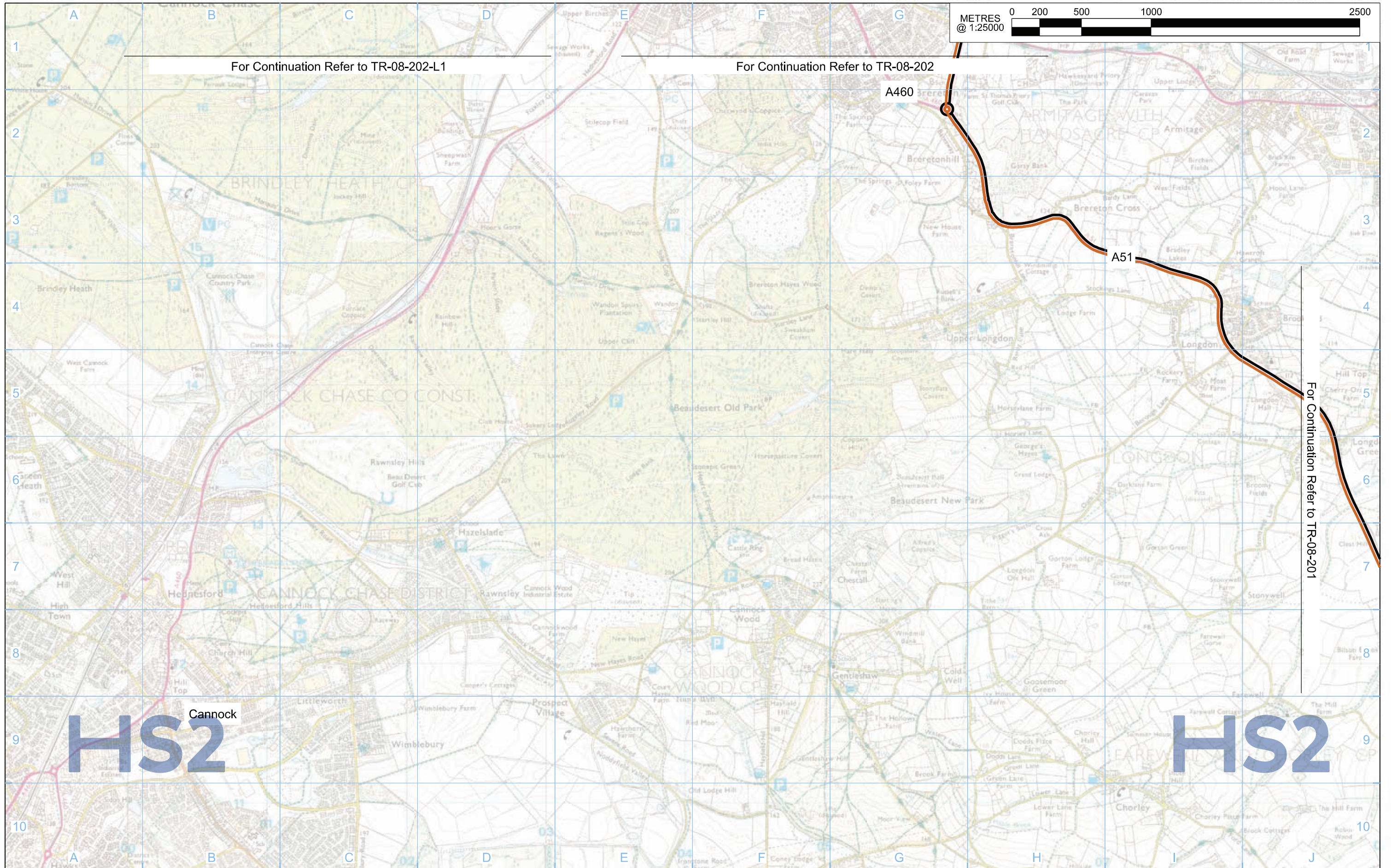
Community Area: CA1 Fradley to Colton

HS2

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Legend

	Compound Traffic Routes		HS2 Route		Through Site Haul to Compound (To/From Other Scheme Compounds)
	Site Haul to Compound		Onward Construction Routes		Movement of Excavated Material
	Through Construction Traffic Routes (To/From Other Scheme Compounds)		Community Area boundary		Construction Compounds

Rail system compounds are shown where they are likely to generate more than 24 HGV movements a day in the peak month (average two-way) or are associated with a construction civil engineering works compound. Peak daily HGVs refer to the total peak trip generation by compound. These include HGV traffic accessing and egressing construction compounds by both the site haul road and local roads.

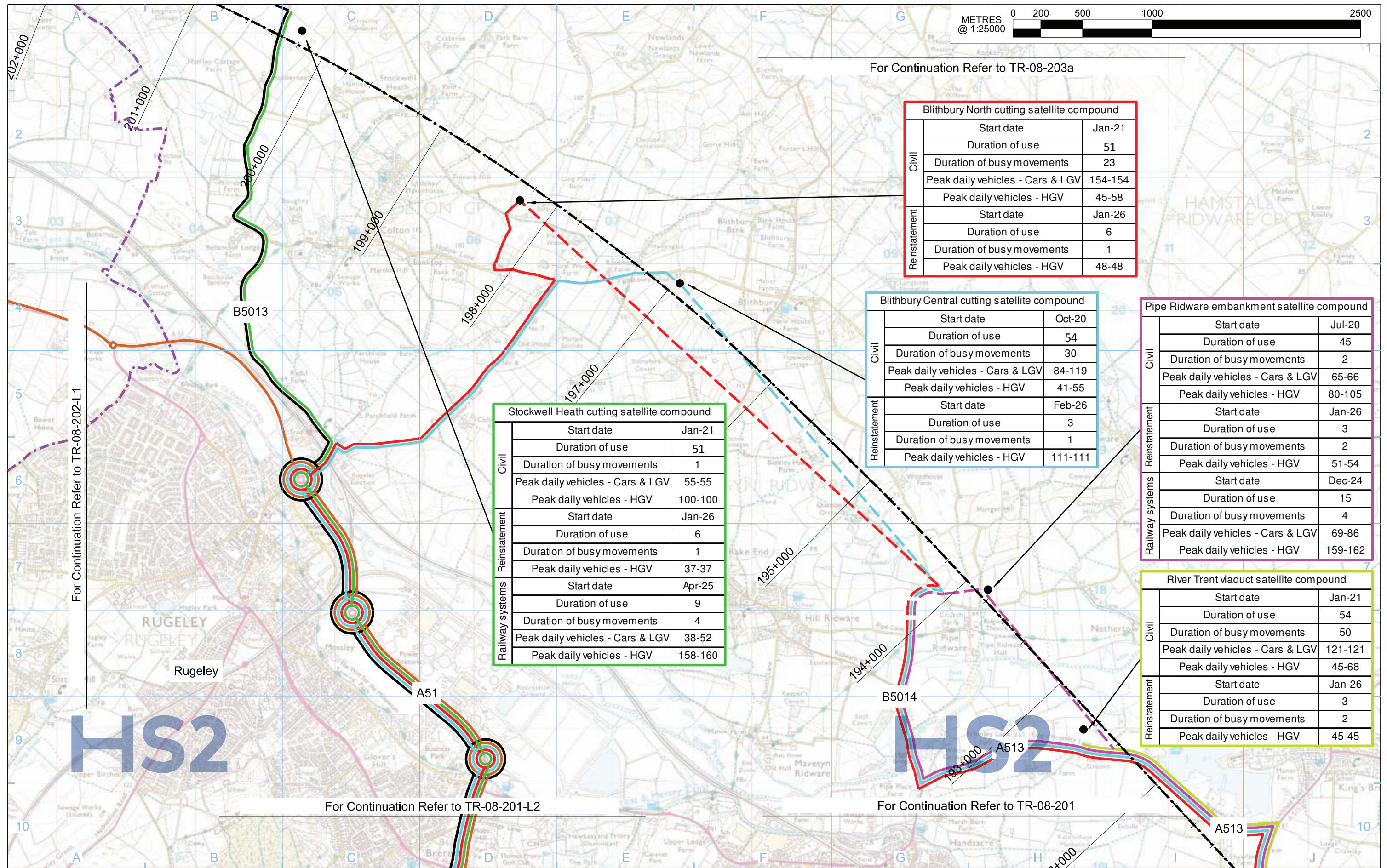
Map Number	TR-08-201-L2
Map Name	Construction Routes to the Strategic Network
Community Area	CA1 Fradley to Colton

HS2

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For Continuation Refer to TR-08-203a

Blithbury North cutting satellite compound		
Civil	Start date	Jan-21
	Duration of use	51
	Duration of busy movements	23
Reinstatement	Peak daily vehicles - Cars & LGV	154-154
	Peak daily vehicles - HGV	45-58
	Start date	Jan-26
Reinstatement	Duration of use	6
	Duration of busy movements	1
	Peak daily vehicles - HGV	48-48

Blithbury Central cutting satellite compound		
Civil	Start date	Oct-20
	Duration of use	54
	Duration of busy movements	30
Reinstatement	Peak daily vehicles - Cars & LGV	84-119
	Peak daily vehicles - HGV	41-55
	Start date	Feb-26
Reinstatement	Duration of use	3
	Duration of busy movements	1
	Peak daily vehicles - HGV	111-111

Pipe Ridware embankment satellite compound		
Civil	Start date	Jul-20
	Duration of use	45
	Duration of busy movements	2
	Peak daily vehicles - Cars & LGV	65-66
Reinstatement	Peak daily vehicles - HGV	80-105
	Start date	Jan-26
	Duration of use	3
	Duration of busy movements	2
Railway systems	Peak daily vehicles - HGV	51-54
	Start date	Dec-24
	Duration of use	15
	Duration of busy movements	4
Railway systems	Peak daily vehicles - Cars & LGV	69-86
	Peak daily vehicles - HGV	159-162

Stockwell Heath cutting satellite compound		
Civil	Start date	Jan-21
	Duration of use	51
	Duration of busy movements	1
Reinstatement	Peak daily vehicles - Cars & LGV	55-55
	Peak daily vehicles - HGV	100-100
	Start date	Jan-26
Railway systems	Duration of use	6
	Duration of busy movements	1
	Peak daily vehicles - HGV	37-37
Railway systems	Start date	Apr-25
	Duration of use	9
	Duration of busy movements	4
Railway systems	Peak daily vehicles - Cars & LGV	38-52
	Peak daily vehicles - HGV	158-160

River Trent viaduct satellite compound		
Civil	Start date	Jan-21
	Duration of use	54
	Duration of busy movements	50
	Peak daily vehicles - Cars & LGV	121-121
Reinstatement	Peak daily vehicles - HGV	45-68
	Start date	Jan-26
	Duration of use	3
	Duration of busy movements	2
Reinstatement	Peak daily vehicles - HGV	45-45

For Continuation Refer to TR-08-202-L1

For Continuation Refer to TR-08-201-L2

For Continuation Refer to TR-08-201

Legend

- Compound Traffic Routes
- Site Haul to Compound
- Through Construction Traffic Routes (To/From Other Scheme Compounds)
- HS2 Route
- Onward Construction Routes
- Community Area boundary
- Through Site Haul to Compound (To/From Other Scheme Compounds)
- Movement of Excavated Material
- Construction Compounds

Rail system compounds are shown where they are likely to generate more than 24 HGV movements a day in the peak month (average two-way) or are associated with a construction civil engineering works compound. Peak daily HGVs refer to the total peak trip generation by compound. These include HGV traffic accessing and egressing construction compounds by both the site haul road and local roads.

Map Number: **TR-08-202**

Map Name: **Construction Routes to the Strategic Network**

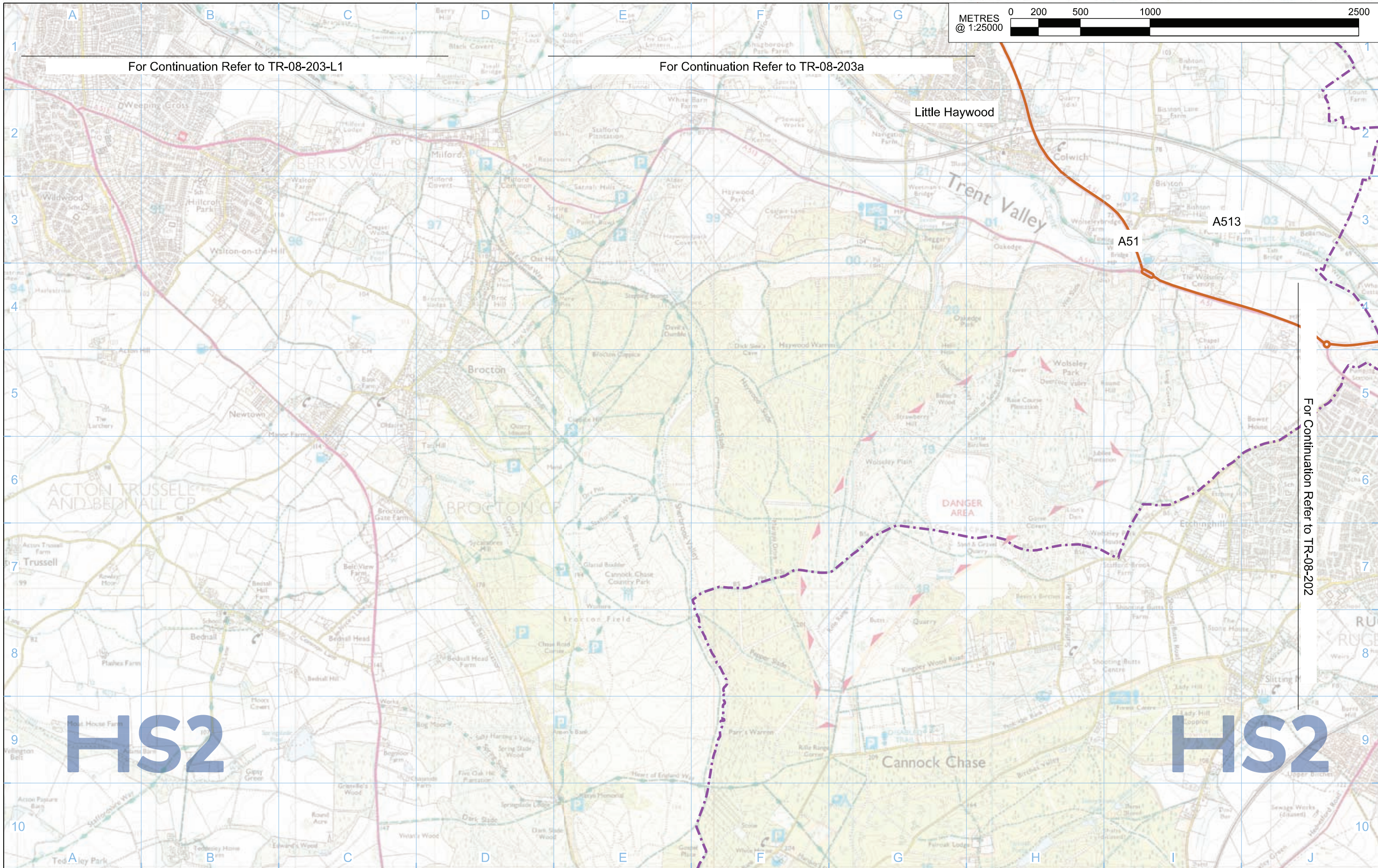
Community Area: CA1 Fradley to Colton

HS2

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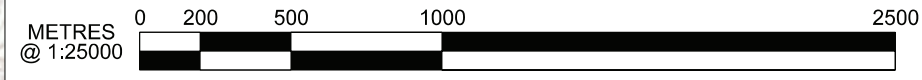
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For Continuation Refer to TR-08-203-L1

For Continuation Refer to TR-08-203a



For Continuation Refer to TR-08-202

HS2

HS2

Legend		
	Compound Traffic Routes	
	Site Haul to Compound	
	Through Construction Traffic Routes (To/From Other Scheme Compounds)	
	Through Site Haul to Compound (To/From Other Scheme Compounds)	
	Movement of Excavated Material	
	Construction Compounds	

Rail system compounds are shown where they are likely to generate more than 24 HGV movements a day in the peak month (average two-way) or are associated with a construction civil engineering works compound. Peak daily HGVs refer to the total peak trip generation by compound. These include HGV traffic accessing and egressing construction compounds by both the site haul road and local roads.

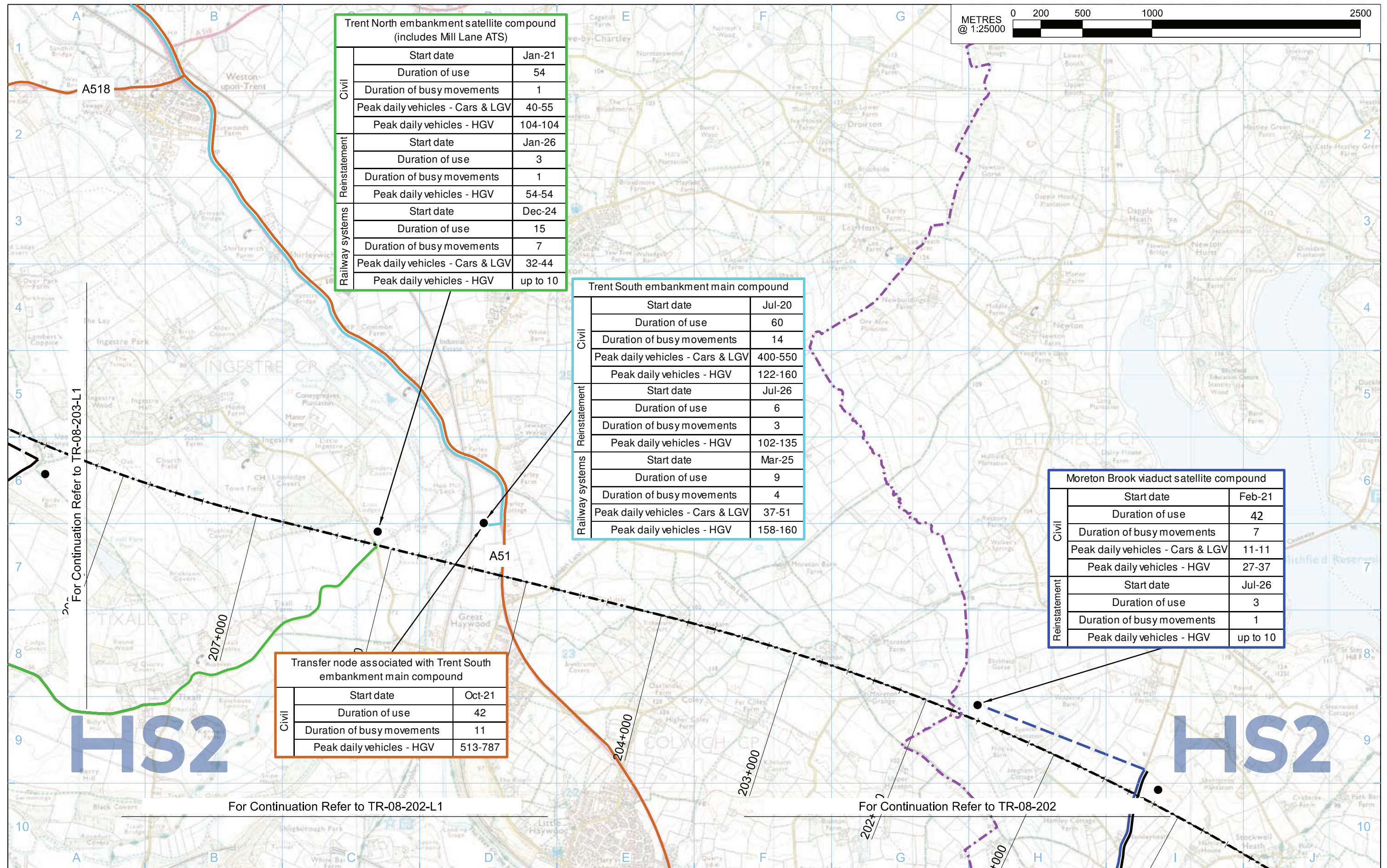
Map Number	TR0-08-202-L1
Map Name	Construction Routes to the Strategic Network
Community Area	CA1 Fradley to Colton

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Trent North embankment satellite compound (includes Mill Lane ATS)		
Civil	Start date	Jan-21
	Duration of use	54
	Duration of busy movements	1
	Peak daily vehicles - Cars & LGV	40-55
Reinstatement	Start date	Jan-26
	Duration of use	3
	Duration of busy movements	1
Railway systems	Start date	Dec-24
	Duration of use	15
	Duration of busy movements	7
	Peak daily vehicles - Cars & LGV	32-44
	Peak daily vehicles - HGV	up to 10

Trent South embankment main compound		
Civil	Start date	Jul-20
	Duration of use	60
	Duration of busy movements	14
	Peak daily vehicles - Cars & LGV	400-550
Reinstatement	Start date	Jul-26
	Duration of use	6
	Duration of busy movements	3
Railway systems	Start date	Mar-25
	Duration of use	9
	Duration of busy movements	4
	Peak daily vehicles - Cars & LGV	37-51
	Peak daily vehicles - HGV	158-160

Moreton Brook viaduct satellite compound		
Civil	Start date	Feb-21
	Duration of use	42
	Duration of busy movements	7
	Peak daily vehicles - Cars & LGV	11-11
Reinstatement	Start date	Jul-26
	Duration of use	3
	Duration of busy movements	1
	Peak daily vehicles - HGV	up to 10

Transfer node associated with Trent South embankment main compound		
Civil	Start date	Oct-21
	Duration of use	42
	Duration of busy movements	11
	Peak daily vehicles - HGV	513-787

For Continuation Refer to TR-08-203-L1

207+000

204+000

203+000

For Continuation Refer to TR-08-202

HS2

HS2

For Continuation Refer to TR-08-202-L1

- Legend**
- Compound Traffic Routes
 - Site Haul to Compound
 - Through Construction Traffic Routes (To/From Other Scheme Compounds)
 - HS2 Route
 - Onward Construction Routes
 - Community Area boundary
 - Through Site Haul to Compound (To/From Other Scheme Compounds)
 - Movement of Excavated Material
 - Construction Compounds

Rail system compounds are shown where they are likely to generate more than 24 HGV movements a day in the peak month (average two-way) or are associated with a construction civil engineering works compound. Peak daily HGVs refer to the total peak trip generation by compound. These include HGV traffic accessing and egressing construction compounds by both the site haul road and local roads.

Map Number: **TR-08-203a**

Map Name: **Construction Routes to the Strategic Network**

Community Area: **CA1 Fradley to Colton**

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High Speed Rail (West Midlands - Crewe)

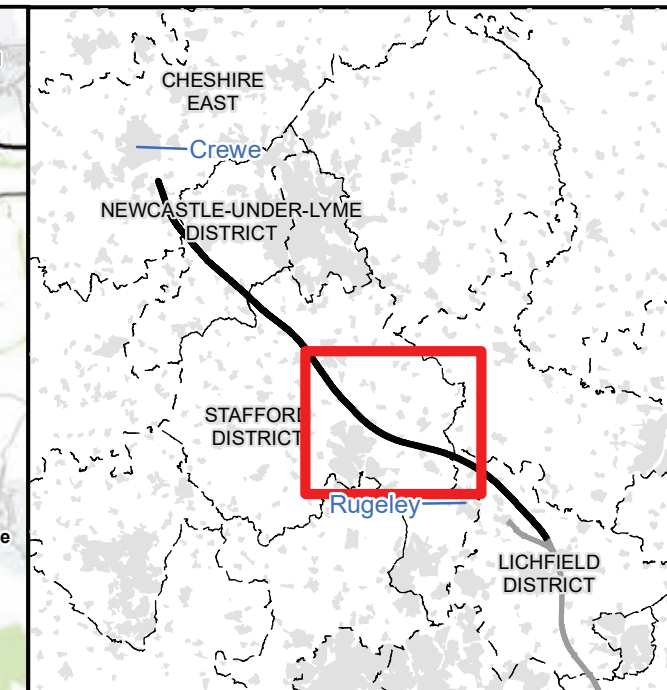
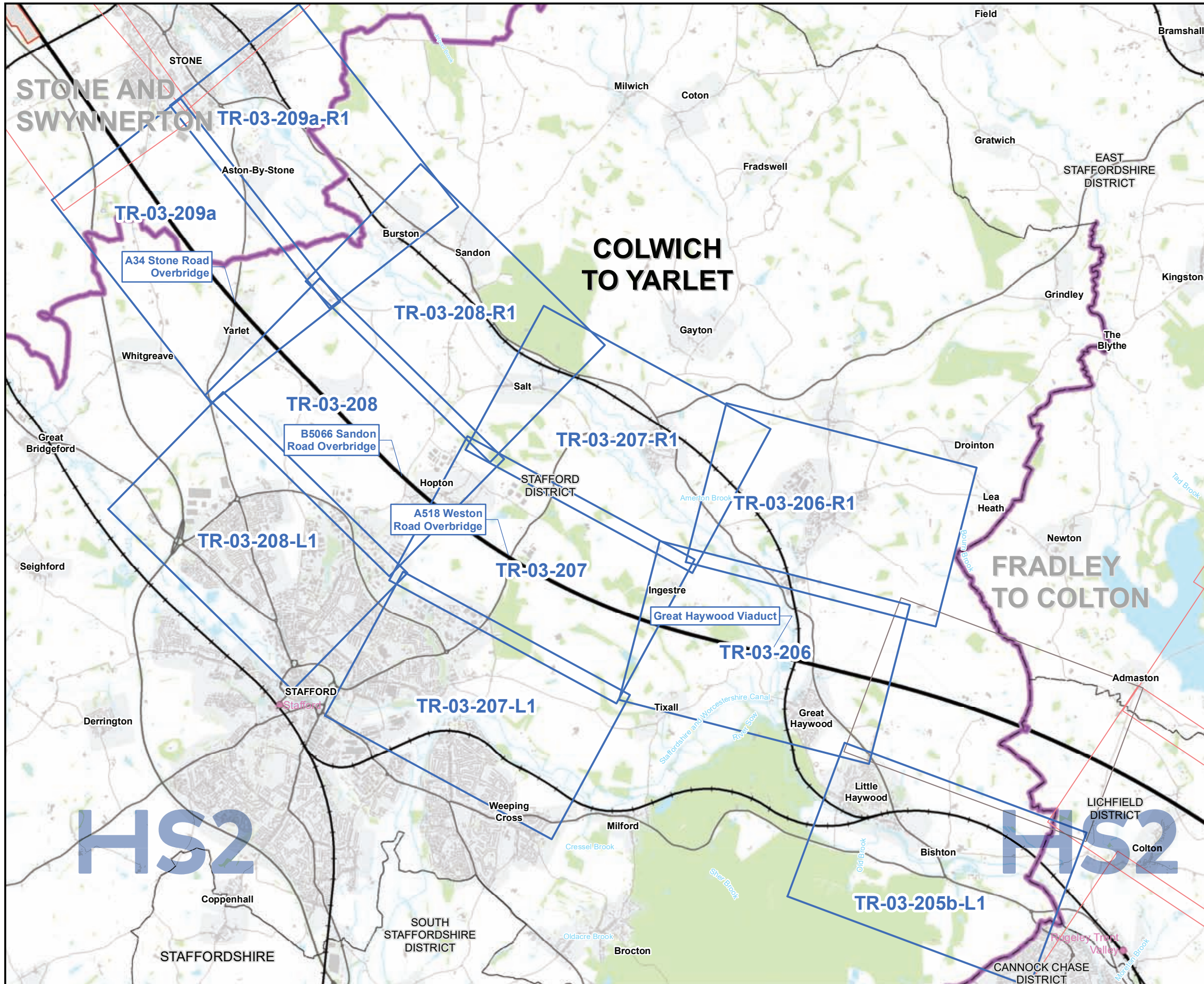
Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

CA2 Colwich to Yarlet

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

TR-04 - Significant Residual Transport Effects Arising from Operation

TR-08 - Construction Routes to the Strategic Network



Map Series Information:

This map series identifies the significant residual transport effects arising from construction of the Proposed Scheme and the construction traffic routes. Traffic routes are the identified routes which Heavy Goods Vehicles (HGVs) will use between compounds and the main A road/ strategic road network within each CA. 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 area boundary
- Existing railway station
- County boundary
- District/Borough boundary
- Map sheets included in this community area with amendment
- Map sheets included in this community area with no amendment
- Map sheets not included in this community area

Map Number **TR-03-INDEX-CA2**

Map Name
**Index Map of:
 Significant Residual Transport Effects Arising
 during Construction and Construction Traffic Routes
 SES2 and AP2 ES**

Community Area CA2:
 Colwich to Yarlet

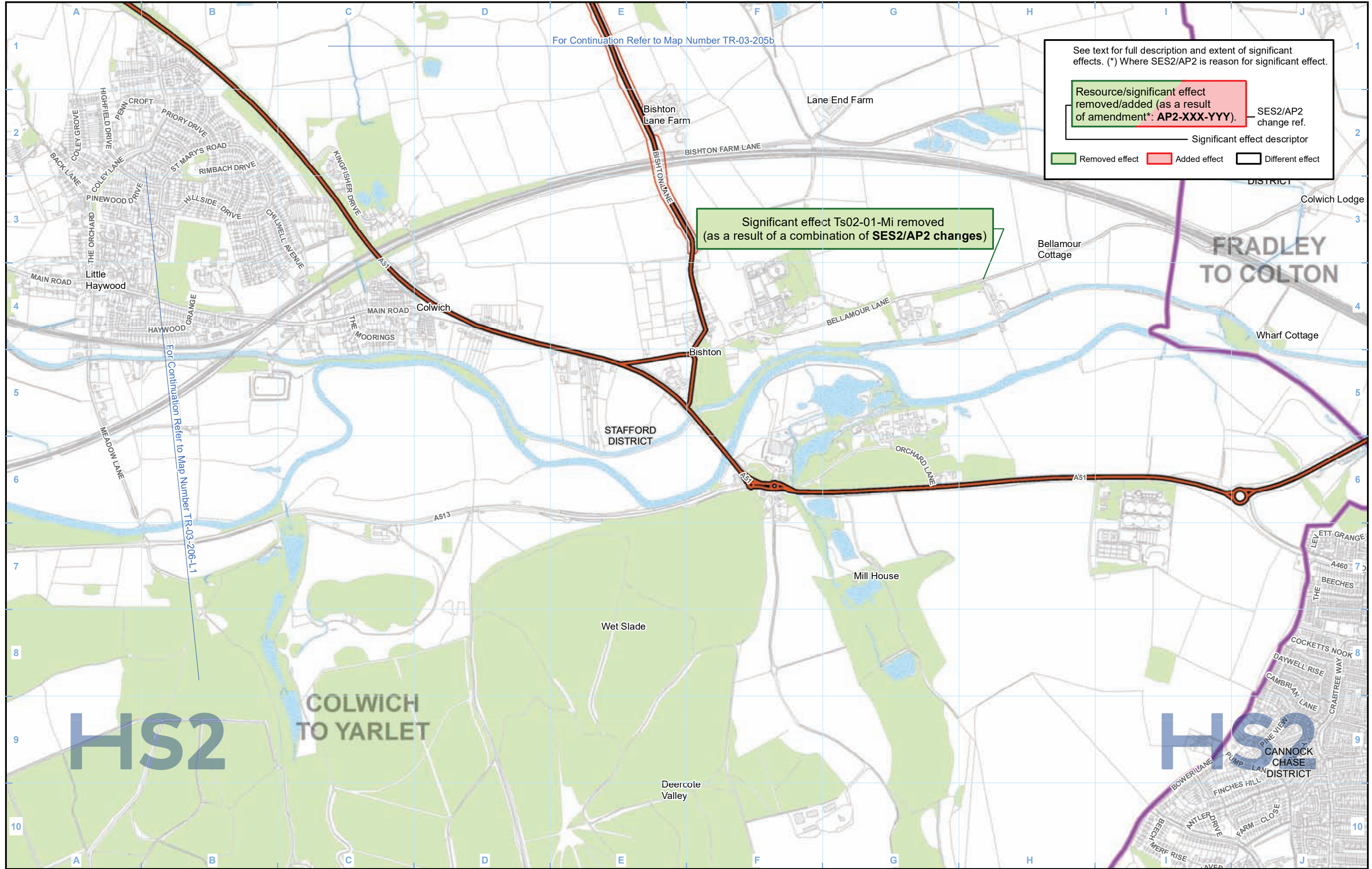
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For Continuation Refer to Map Number TR-03-205b

See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

Significant effect Ts02-01-Mi removed (as a result of a combination of SES2/AP2 changes)

For Continuation Refer to Map Number TR-03-206-L1

Legend

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

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi

Effect Level Feature Number

CA Number

Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-205b-L1

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 2: Colwich to Yarlet

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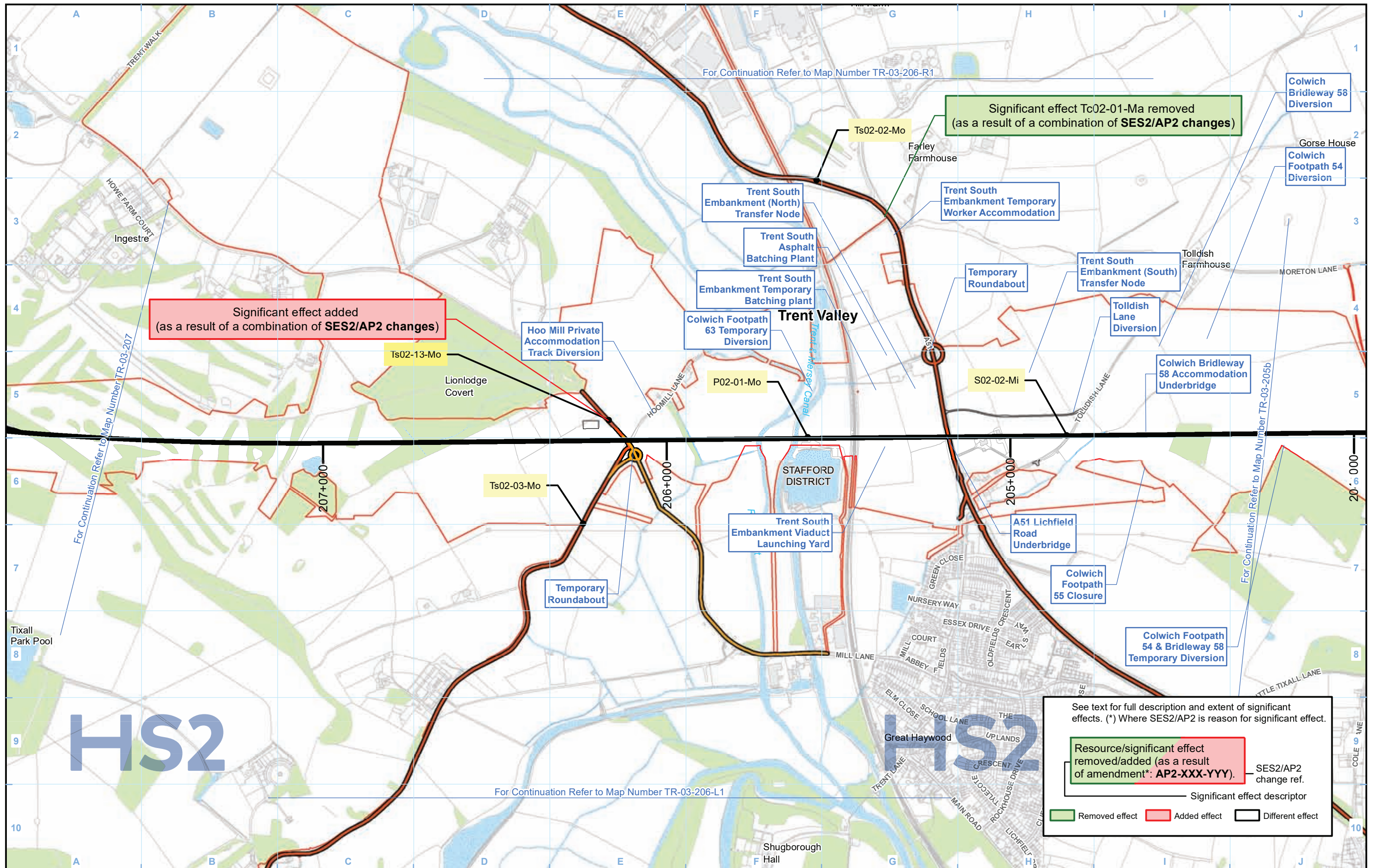
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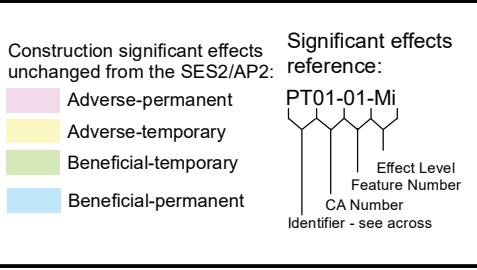
Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

Significant effect descriptor

Removed effect Added effect Different effect

- Legend**
- Route in tunnel
 - Route on surface
 - Depot, station, headhouse or portal building
 - Community area boundary
 - District/Borough boundary
 - Land potentially required during construction
 - Watercourse
 - Water body
 - Woodland
 - Construction traffic route
 - Removed construction traffic route
 - Additional construction traffic route

- Construction significant effects arising from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent
- Construction significant effects unchanged from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent



- Construction Effects Identifiers:
- PT - Public transport delay
 - D - Disruption at stations / interchanges
 - Tc - Traffic flows and delays to vehicle occupants
 - Td - Traffic diversion
 - Ts - Traffic severance - non-motorised users
 - 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

Map Number: TR-03-206

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 2: Colwich to Yarlet

HS2

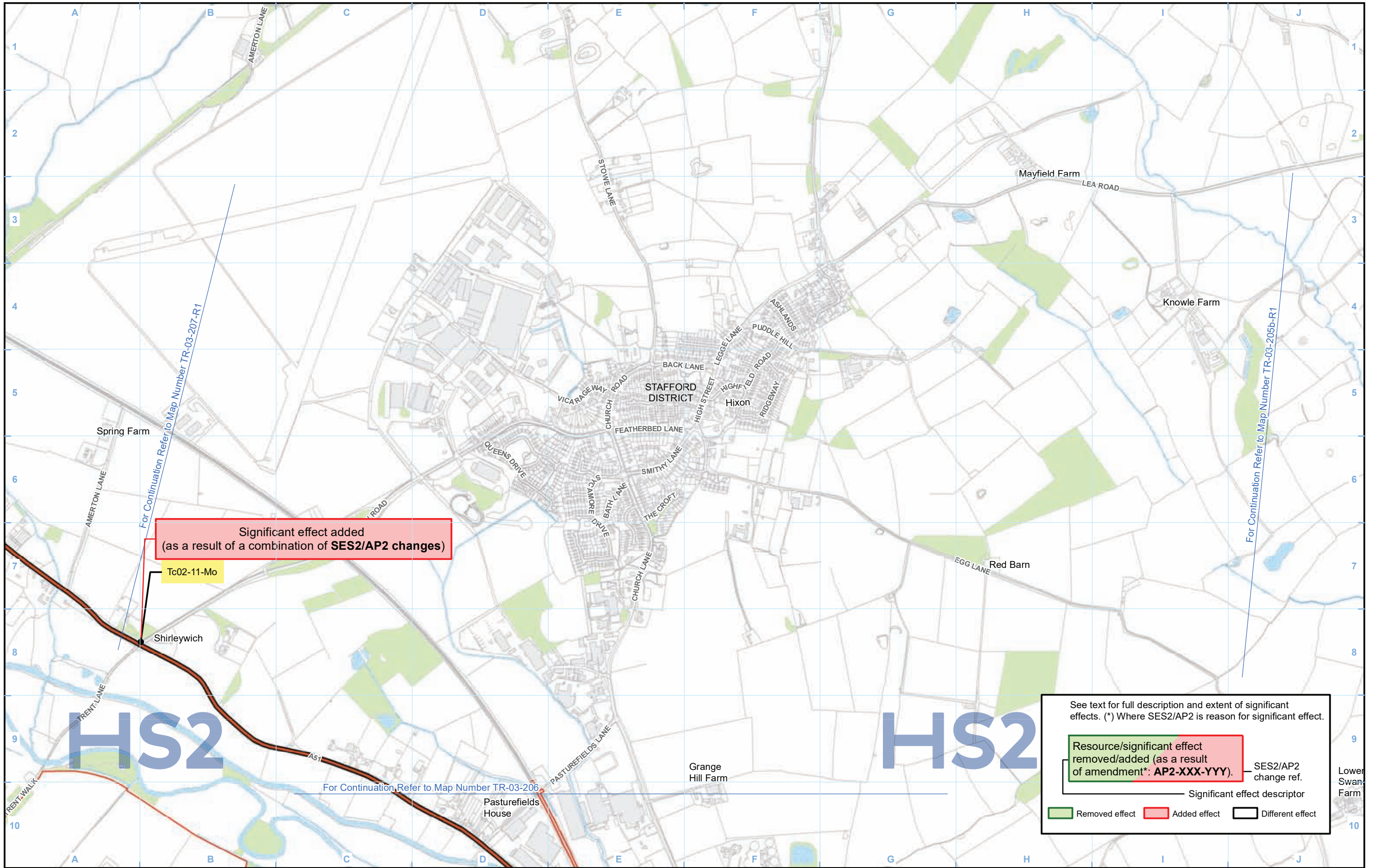
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Significant effect added
(as a result of a combination of SES2/AP2 changes)

Tc02-11-Mo

Shirleywich

See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

Significant effect descriptor

Removed effect Added effect Different effect

- Legend**
- Route in tunnel
 - Route on surface
 - Depot, station, headhouse or portal building
 - Community area boundary
 - County boundary
 - District/Borough boundary
 - Land potentially required during construction
 - Watercourse
 - Water body
 - Woodland
 - Construction traffic route
 - Removed construction traffic route
 - Additional construction traffic route

- Construction significant effects arising from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent

- Construction significant effects unchanged from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent

- Construction Effects Identifiers:
- PT - Public transport delay
 - D - Disruption at stations / interchanges
 - Tc - Traffic flows and delays to vehicle occupants
 - Td - Traffic diversion
 - Ts - Traffic severance - non-motorised users
 - 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

Map Number: TR-03-206-R1

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 2: Colwich to Yarlet

HS2

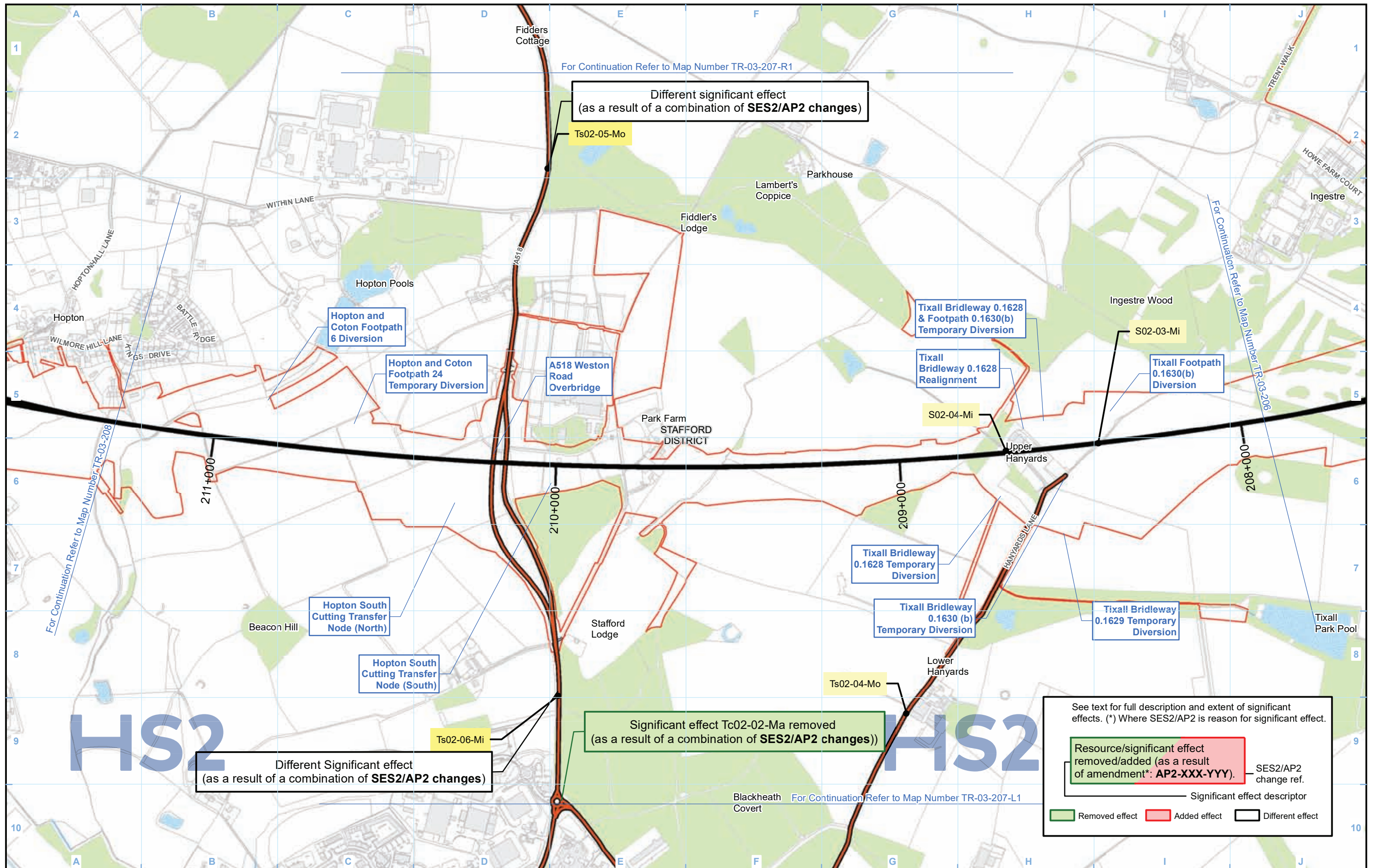
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Date: 22/01/19



Legend

Route in tunnel	Land potentially required during construction	Construction significant effects arising from the SES2/AP2:	Construction significant effects unchanged from the SES2/AP2:
Route on surface	Watercourse	Adverse-permanent	Adverse-permanent
Depot, station, headhouse or portal building	Water body	Adverse-temporary	Adverse-temporary
Community area boundary	Woodland	Beneficial-temporary	Beneficial-temporary
County boundary	Removed construction traffic route	Beneficial-permanent	Beneficial-permanent
District/Borough boundary	Additional construction traffic route		

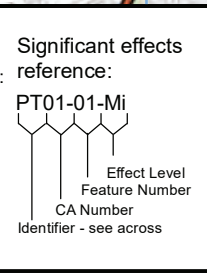
Construction Effects Identifiers:	Effect Level:
PT - Public transport delay	Mi - Minor
D - Disruption at stations / interchanges	Mo - Moderate
Tc - Traffic flows and delays to vehicle occupants	Ma - Major
Td - Traffic diversion	
Ts - Traffic severance - non-motorised users	
P - Parking and loading	
V - Vulnerable road user delays, amenity and ambience	
A - Accidents and safety	
S - Severance	
W - Waterways	

Significant effects reference:

PT01-01-Mi

CA Number

Identifier - see across



Map Number	TR-03-207
Map Name	Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES
Community Area 2:	Colwich to Yarlet

See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

Significant effect descriptor

Removed effect (Green box) Added effect (Red box) Different effect (Black box)

HS2

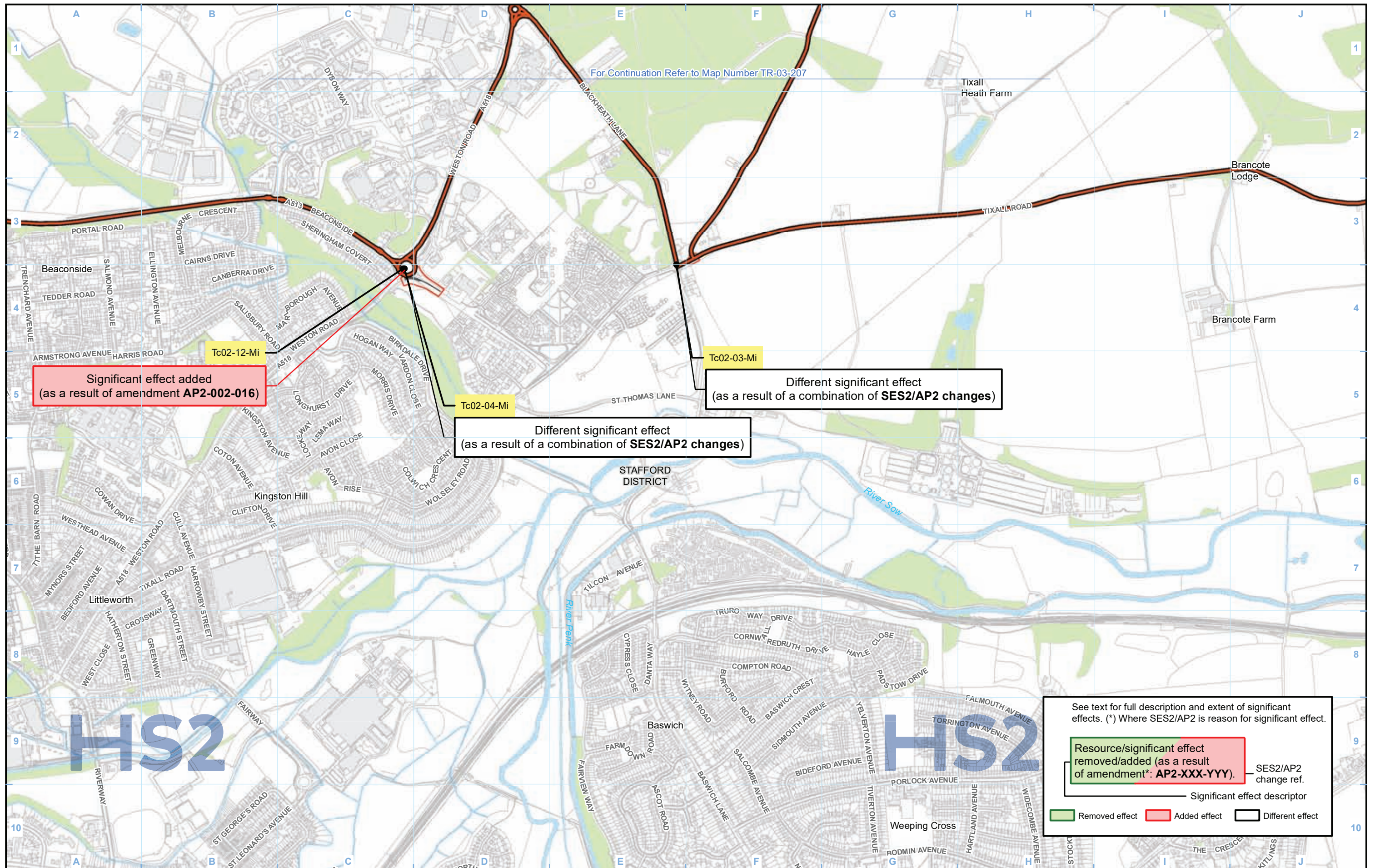
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Doc Number:: 2PT02-ARP-EV-MAP-000-643107-P03

Date: 22/01/19



For Continuation Refer to Map Number TR-03-207

Tixall Heath Farm

Brancote Lodge

Brancote Farm

Significant effect added
(as a result of amendment AP2-002-016)

Different significant effect
(as a result of a combination of SES2/AP2 changes)

Different significant effect
(as a result of a combination of SES2/AP2 changes)

See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

Significant effect descriptor

Removed effect Added effect Different effect

Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community area boundary
- District/Borough boundary
- boundary

- Land potentially required during construction
- Watercourse
- Water body
- Woodland
- Construction traffic route
- Removed construction traffic route
- Additional construction traffic route

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi

Effect Level
Mi - Minor
Mo - Moderate
Ma - Major

CA Number
Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- P - Parking and loading
- V - Vulnerable road user delays, amenity and ambience
- A - Accidents and safety
- S - Severance
- W - Waterways

Map Number: TR-03-207-L1

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 2: Colwich to Yarlet

HS2

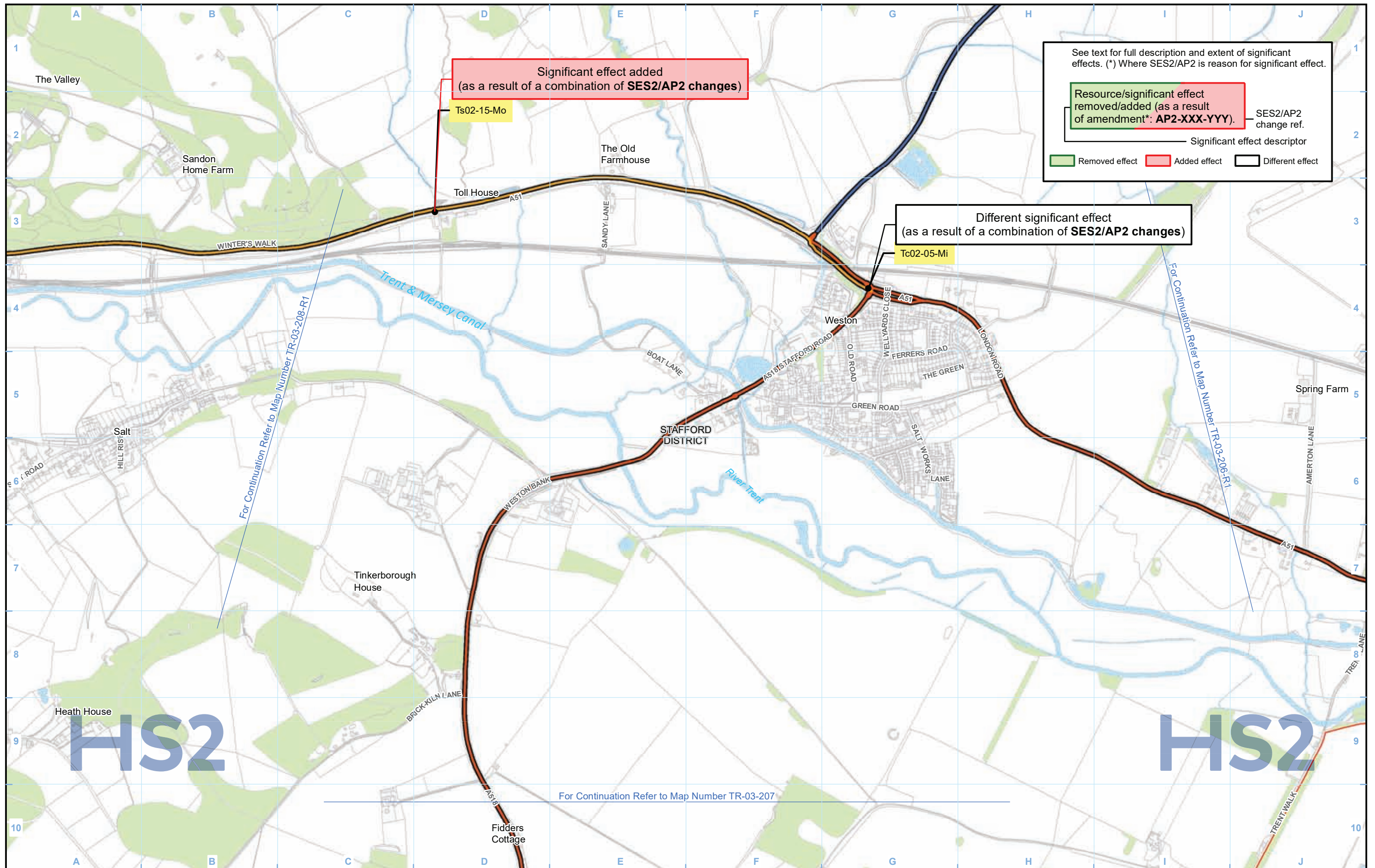
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Doc Number:: 2PT02-ARP-EV-MAP-000-643207-P03

Date: 22/01/19



See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

Different significant effect (as a result of a combination of SES2/AP2 changes)

Significant effect added (as a result of a combination of SES2/AP2 changes)

Legend

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

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi

Effect Level
CA Number
Feature Number
Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-207-R1

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 2: Colwich to Yarlet

HS2

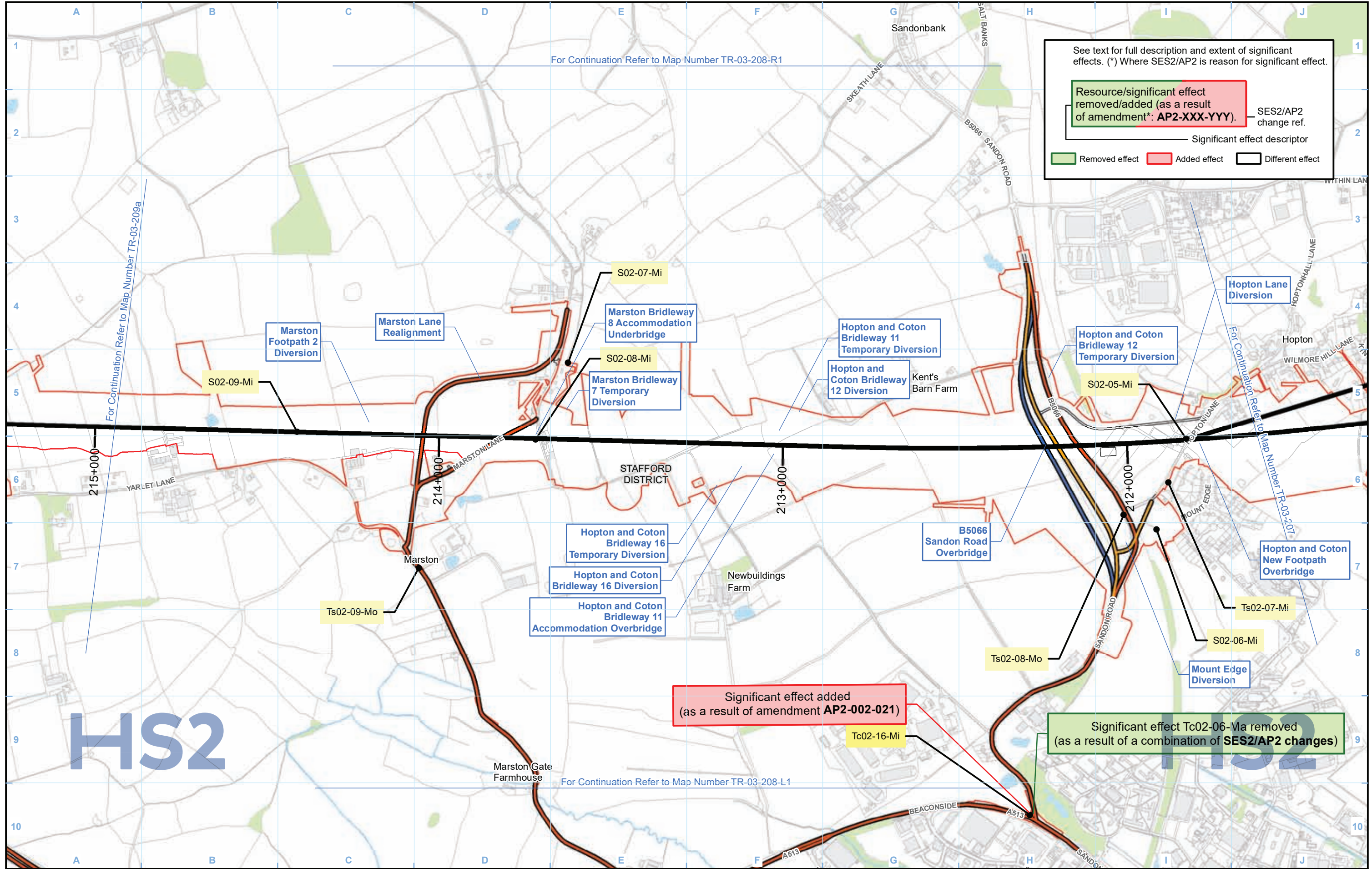
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Doc Number: 2PT02-ARP-EV-MAP-000-643307-P03

Date: 22/01/19



See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

For Continuation Refer to Map Number TR-03-208-R1

For Continuation Refer to Map Number TR-03-208-L1

Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community area boundary
- District/Borough boundary
- Land potentially required during construction
- Watercourse
- Water body
- Woodland
- Construction traffic route
- Removed construction traffic route
- Additional construction traffic route

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi

Effect Level
CA Number
Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-208

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 2: Colwich to Yarlet

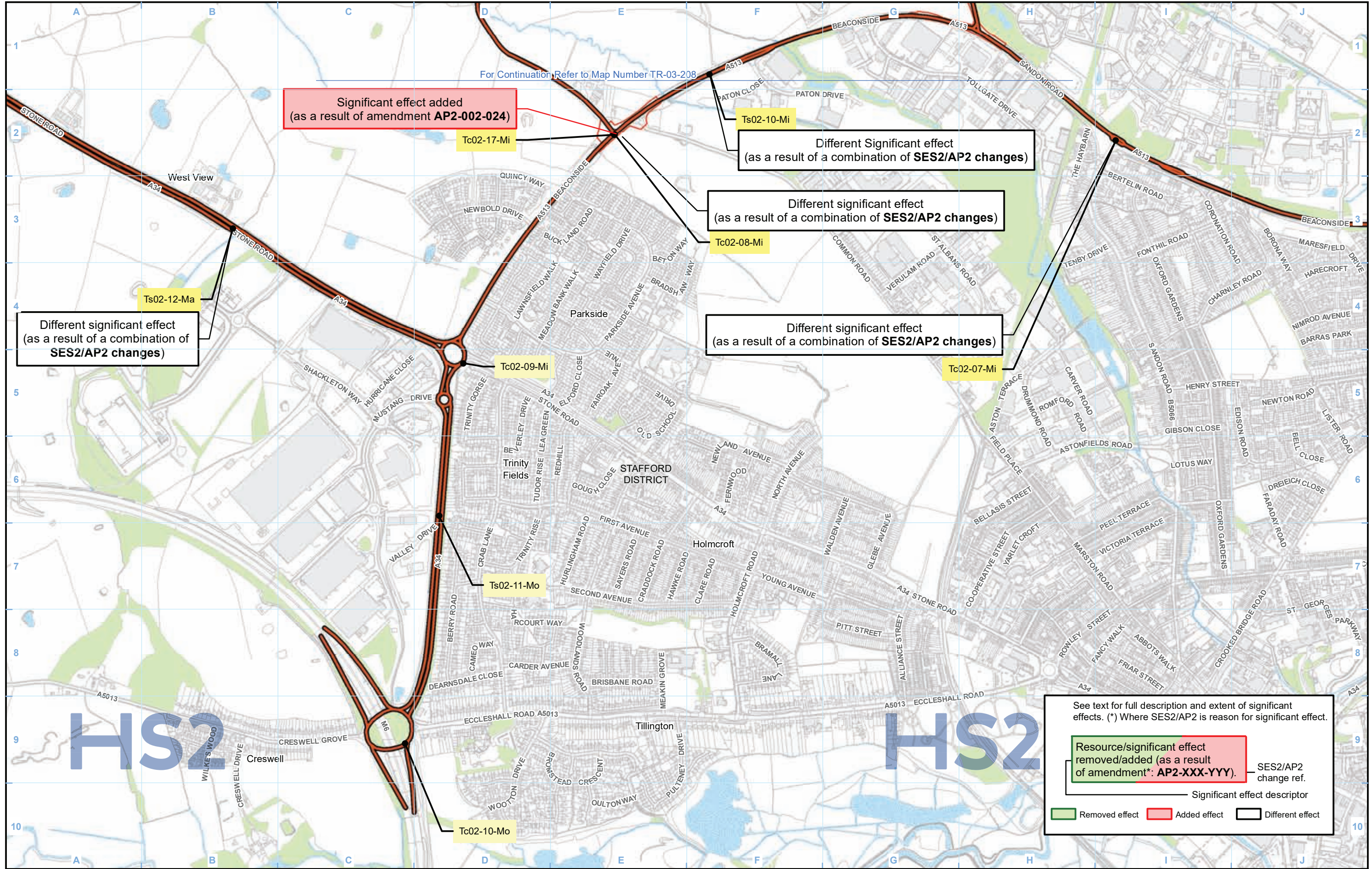
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Doc Number: 2PT02-ARP-EV-MAP-000-643108-P03

Date: 23/01/19



Significant effect added
(as a result of amendment AP2-002-024)

Different Significant effect
(as a result of a combination of SES2/AP2 changes)

Different significant effect
(as a result of a combination of SES2/AP2 changes)

Different significant effect
(as a result of a combination of SES2/AP2 changes)

See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

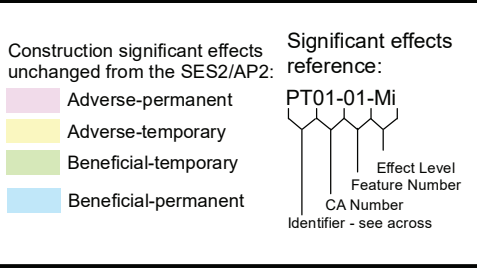
Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

- Legend**
- Route in tunnel
 - Route on surface
 - Depot, station, headhouse or portal building
 - Community area boundary
 - County boundary
 - District/Borough boundary
 - Land potentially required during construction
 - Watercourse
 - Water body
 - Woodland
 - Construction traffic route
 - Removed construction traffic route
 - Additional construction traffic route

- Construction significant effects arising from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent
- Construction significant effects unchanged from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent



- Construction Effects Identifiers:
- PT - Public transport delay
 - D - Disruption at stations / interchanges
 - Tc - Traffic flows and delays to vehicle occupants
 - Td - Traffic diversion
 - Ts - Traffic severance - non-motorised users
 - 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

Map Number: TR-03-208-L1

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 2: Colwich to Yarlet

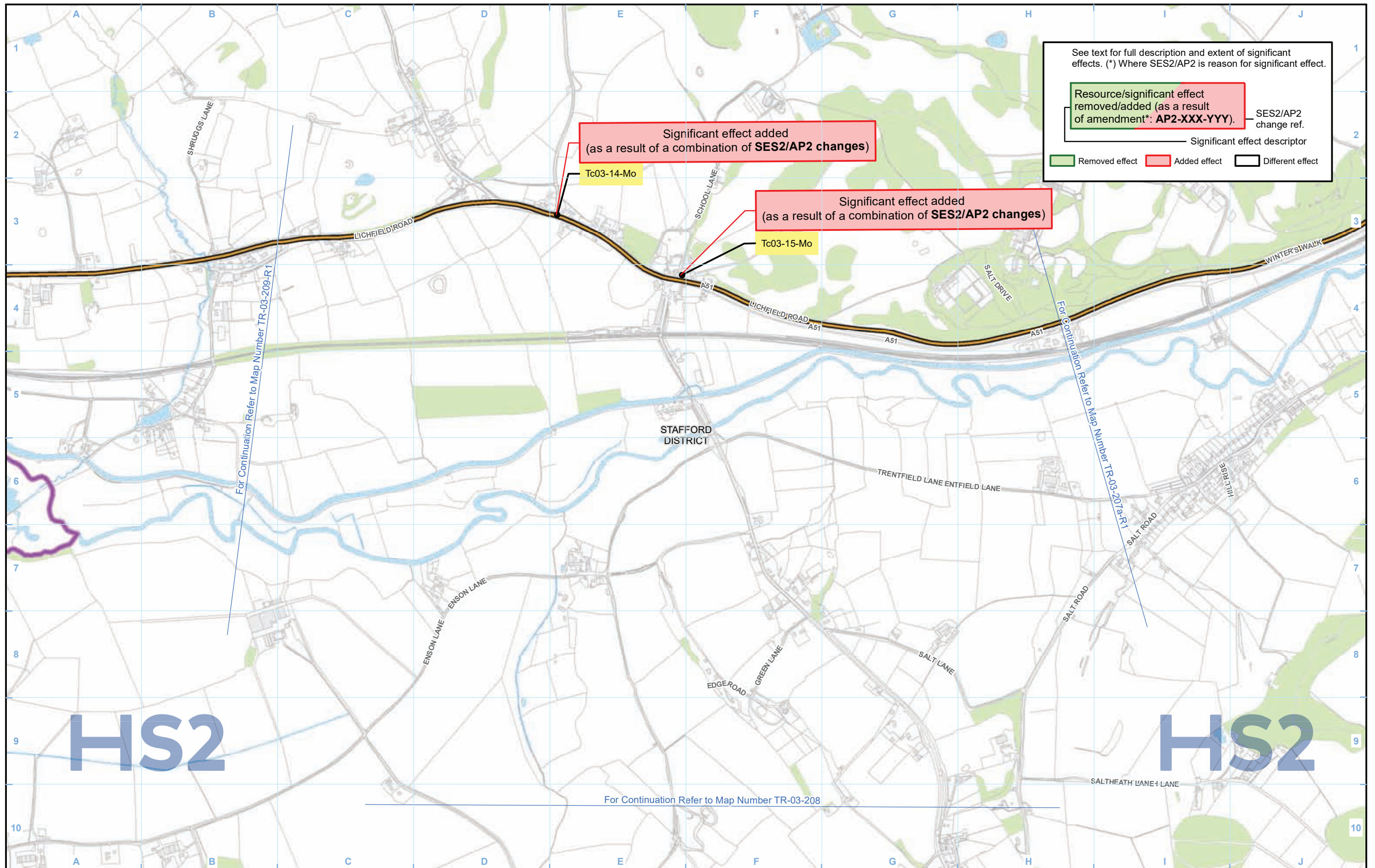
HS2

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Scale at A3: 1:10,000

Doc Number: 2PT02-ARP-EV-MAP-000-643208-P03

Date: 22/01/19



See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

Significant effect added
(as a result of a combination of SES2/AP2 changes)

Tc03-14-Mo

Significant effect added
(as a result of a combination of SES2/AP2 changes)

Tc03-15-Mo

HS2

HS2

Legend

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

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi

Effect Level
Feature Number
CA Number
Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-208-R1

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 2: Colwich to Yarlet

HS2

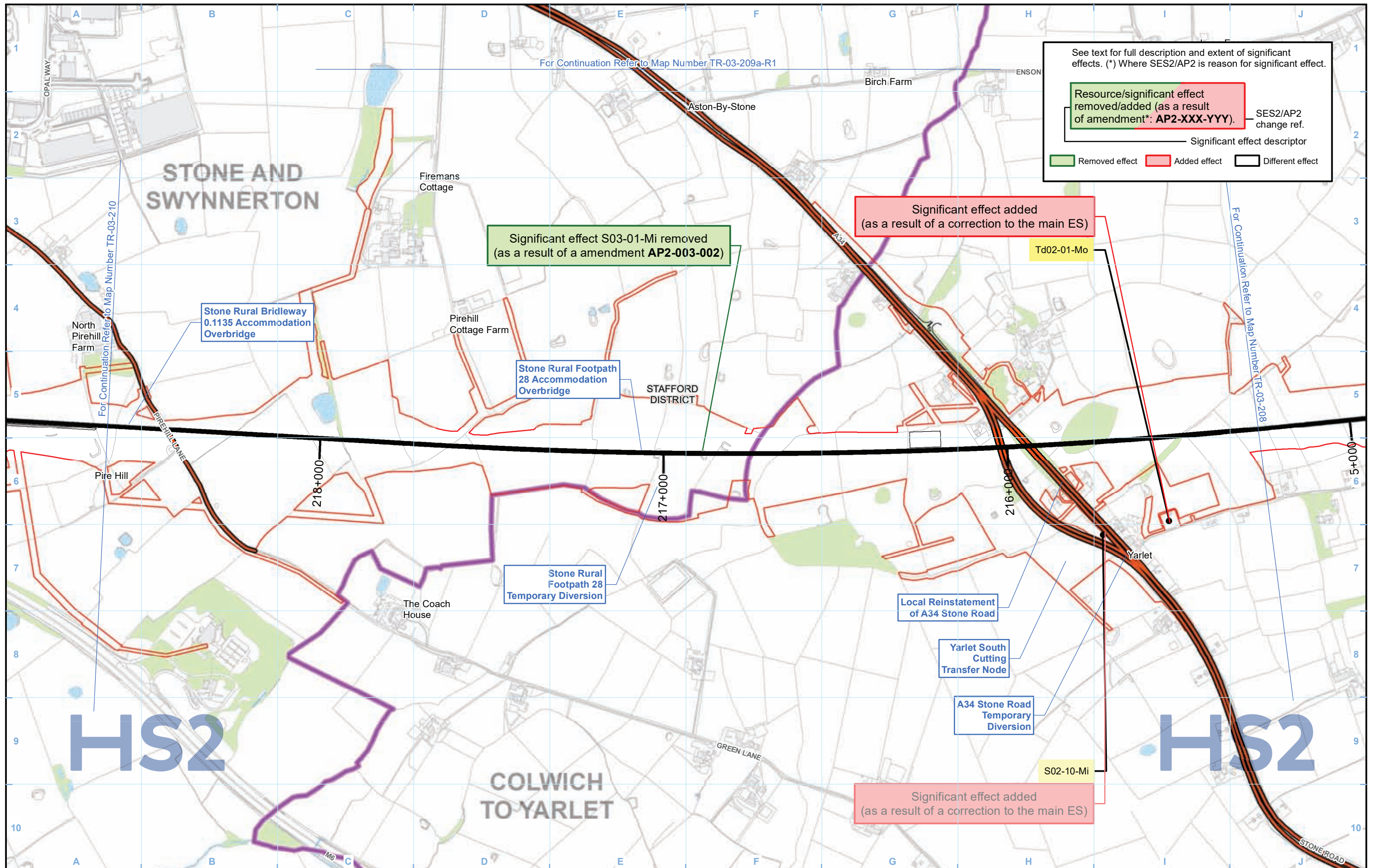
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Doc Number: 2PT02-ARP-EV-MAP-000-643308-P03

Date: 22/01/19



See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community area boundary
- County boundary
- District/Borough boundary

- Land potentially required during construction
- Watercourse
- Water body
- Woodland
- Construction traffic route
- Removed construction traffic route
- Additional construction traffic route

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi

Effect Level
Feature Number
CA Number
Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-209a

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 2: Colwich to Yarlet

HS2

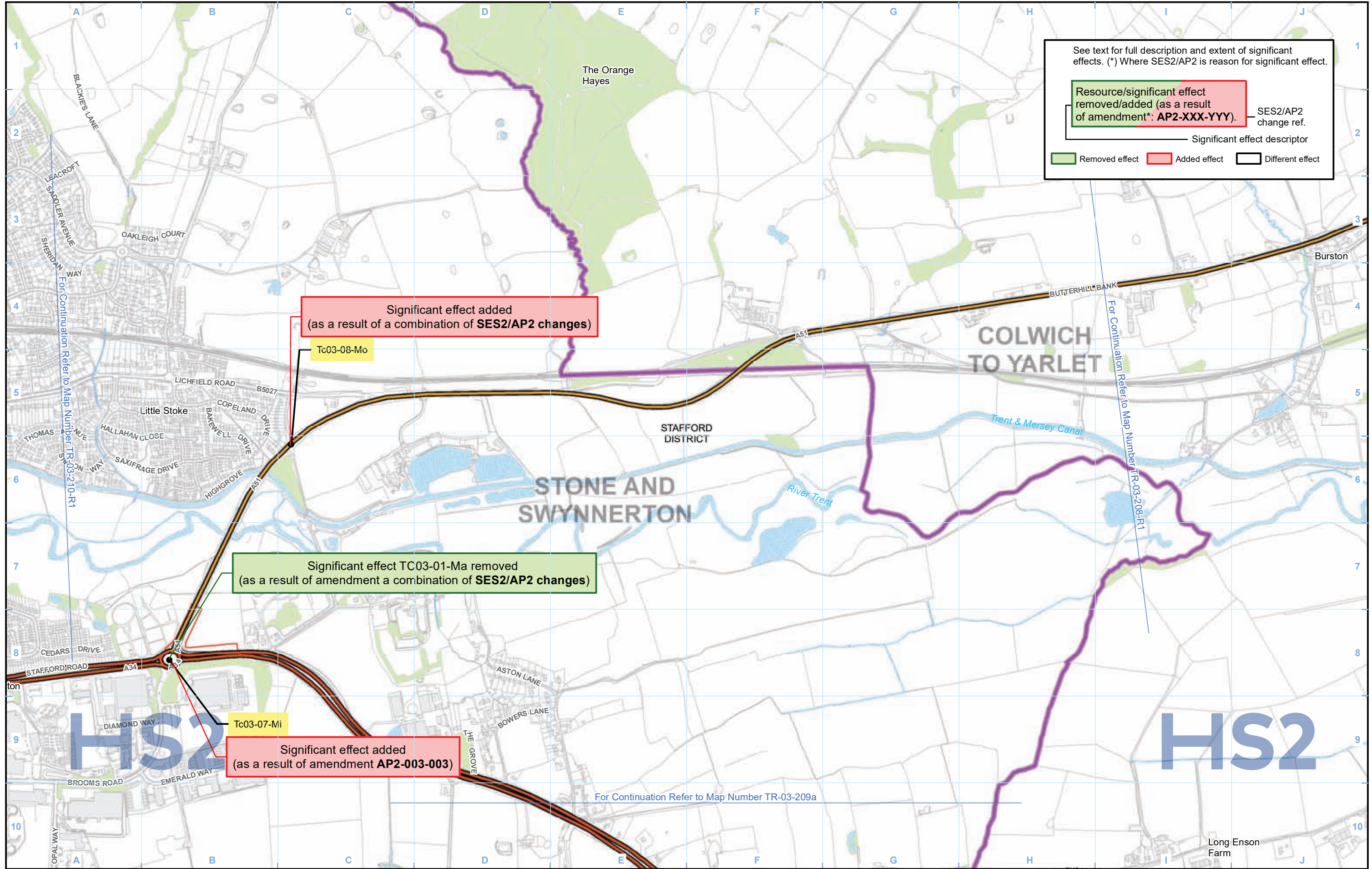
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Doc Number: 2PT02-ARP-EV-MAP-000-643109-P03

Date: 22/01/19



See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

Legend

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

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi

Effect Level
Feature Number
CA Number
Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-209a-R1

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 2: Colwich to Yarlet

HS2

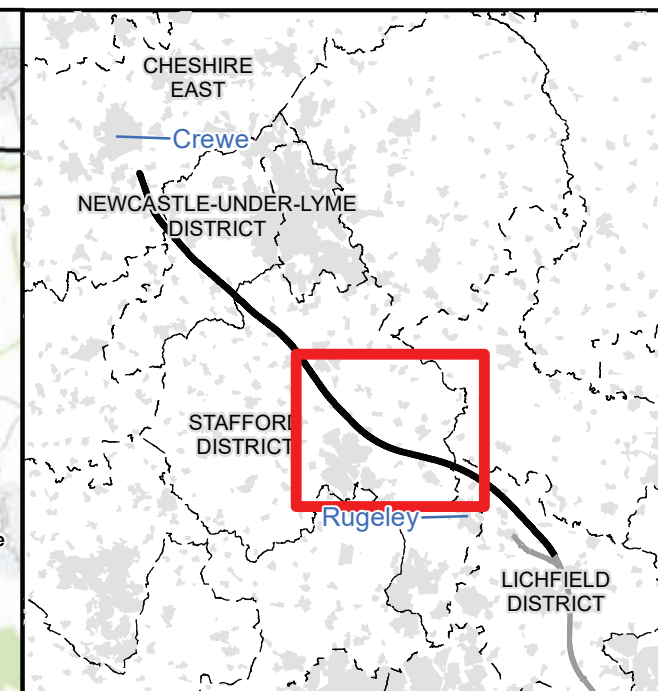
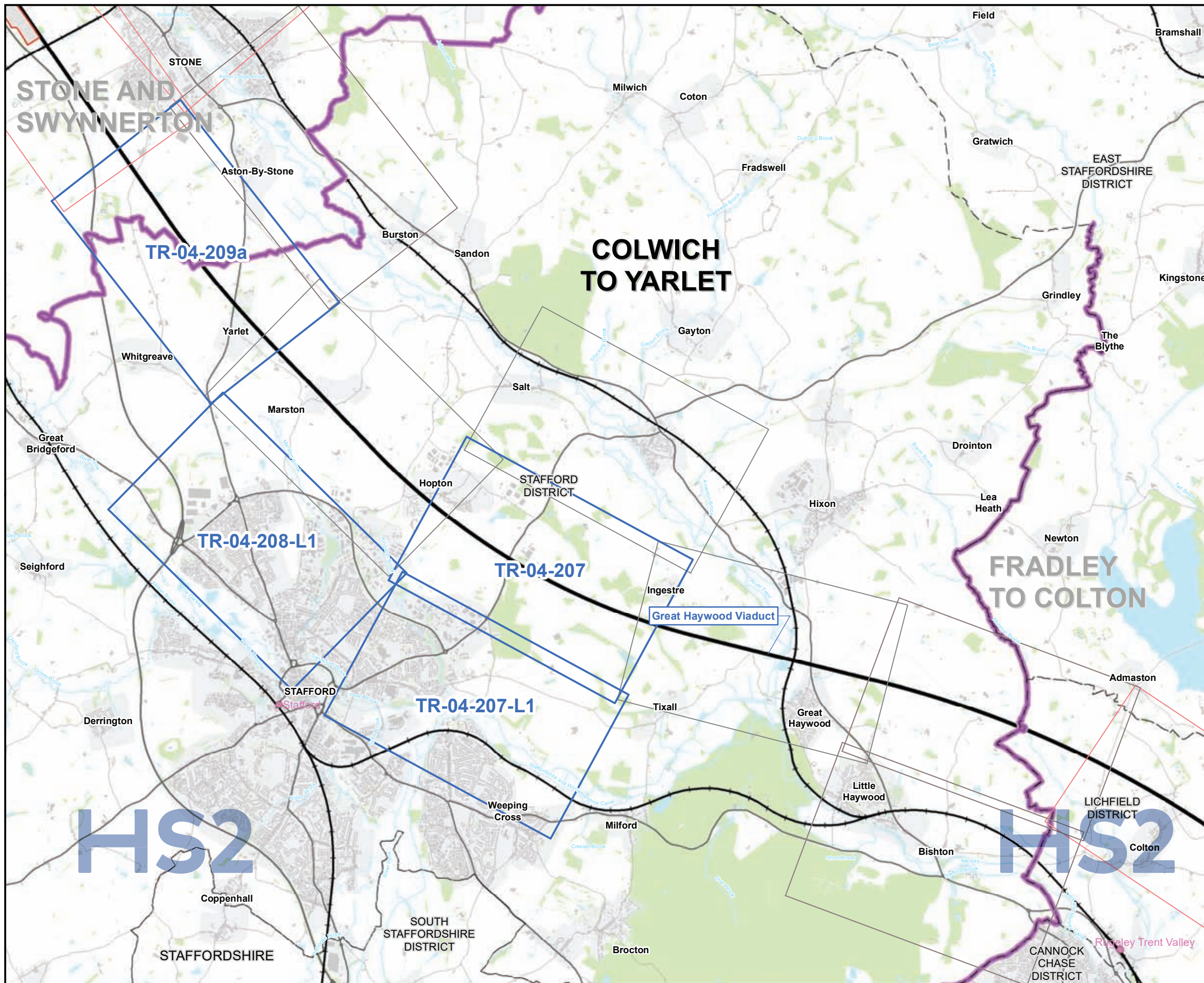
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Doc Number: 2PT02-ARP-EV-MAP-000-643209-P03

Date: 22/01/19



Map Series Information:

Identifies the significant residual transport effects during the operation of HS2 for each CA. 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 2027 (Opening Year) and 2041 (Design Year).

Main Map Legend

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

Map Number: TR-04-INDEX-CA2

Map Name: Index Map of: Significant Residual Transport Effects Arising from Operation SE2S and AP2 ES

Community Area 2: Colwich to Yarlet

HS2

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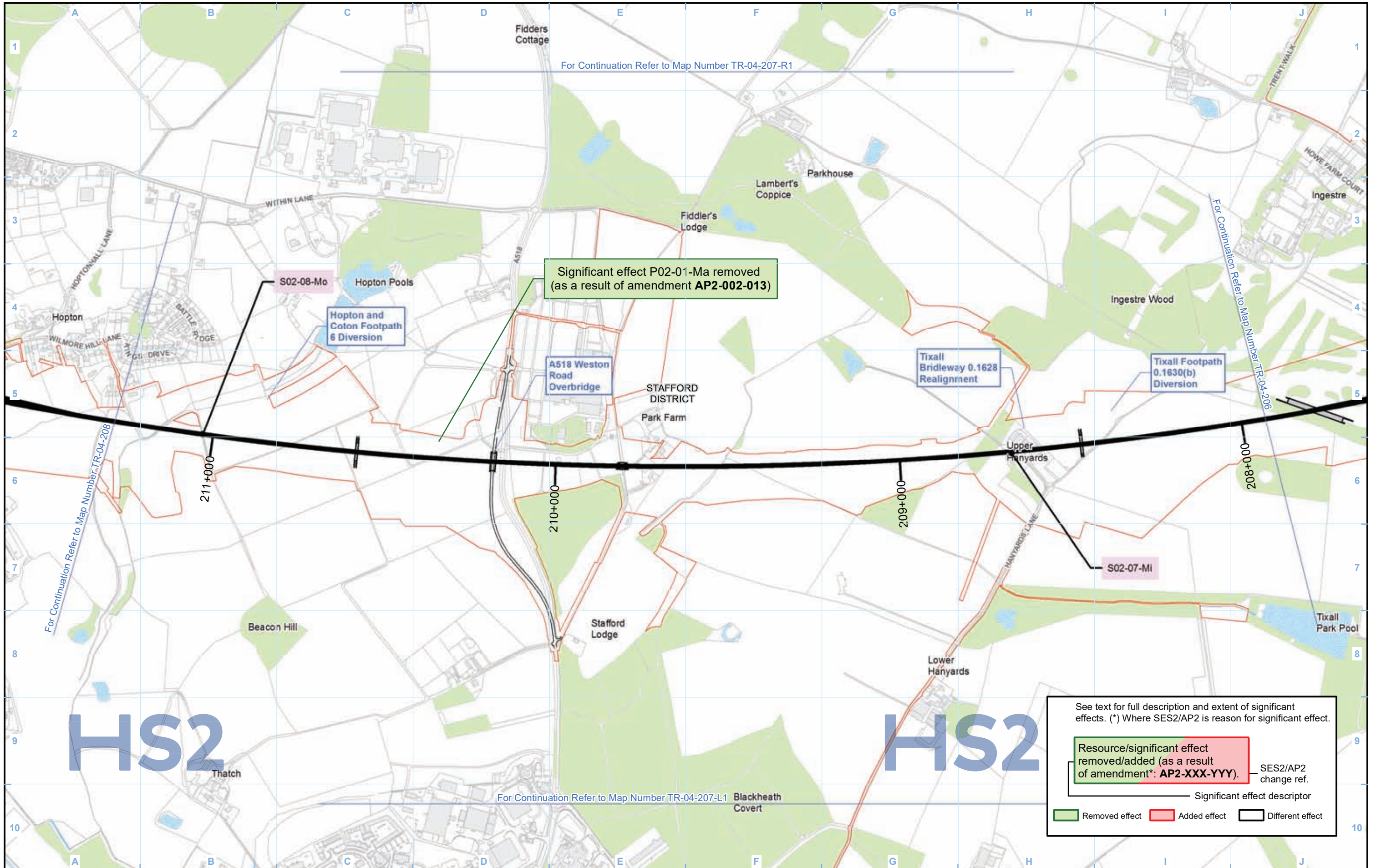
Scale at A3: 1:60,000

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Doc Number: 2PT02-ARP-EV-MAP-000-644002-P03

Date: 23/01/19

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



See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

Legend		Operation significant effects arising from the SES2/AP2:		Operation significant effects unchanged from the SES2/AP2:	
	Route in tunnel		Watercourse		Adverse-permanent
	Route on surface		Water body		Adverse-temporary
	Depot, station, headhouse or portal building		Woodland		Beneficial-temporary
	Community area boundary		Beneficial-permanent		Beneficial-permanent
	County boundary				
	District/Borough boundary				

Significant effects reference:		Operational Effects Identifiers:		Effect Level:	
PT01-01-Mi-27	Forecast Year	PT - Public transport delay	Mi - Minor	27 - Significant effect in 2027	
	Effect Level	D - Disruption at stations / interchanges	Mo - Moderate	41 - Significant effect in 2041	
	Feature Number	Tc - Traffic flows and delays to vehicle occupants	Ma - Major	Missing - Significant effect in both forecast years	
	CA Number	Td - Traffic diversion			
	Identifier - see across	Ts - Traffic severance - non-motorised users			
		P - Parking and loading			
		V - Vulnerable road user delays, amenity and ambience			
		A - Accidents and safety			
		S - Severance			
		W - Waterways			

Map Number	TR-04-207
Map Name	Significant Residual Transport Effects Arising from Operation SES2 and AP2 ES
Community Area 2: Colwich to Yarlet	

HS2

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Doc Number: 2PT02-ARP-EV-MAP-000-644107-P03

Date: 18/01/19

For Continuation Refer to Map Number TR-04-207

See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

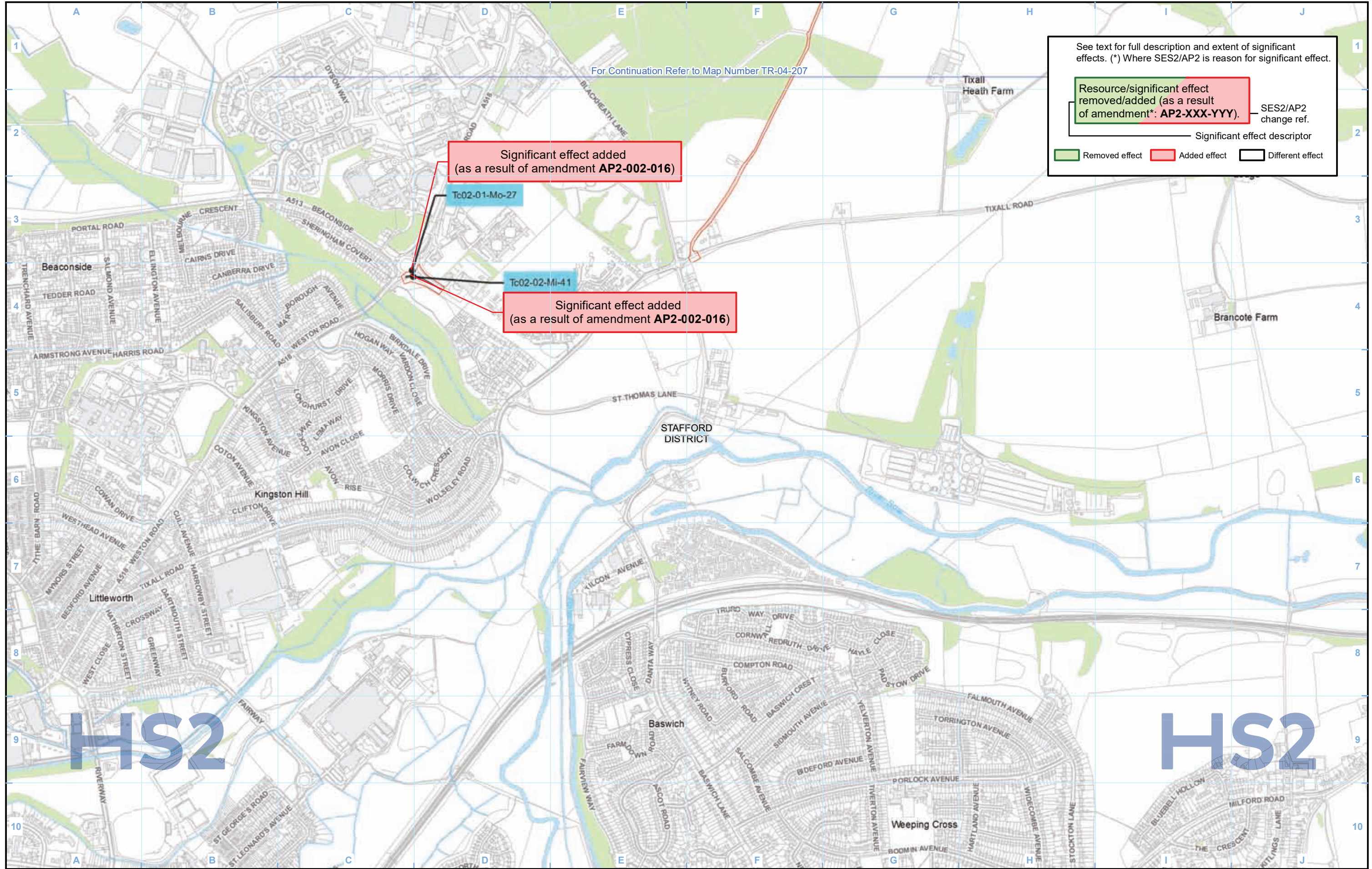
Removed effect Added effect Different effect

Significant effect added (as a result of amendment AP2-002-016)

Tc02-01-Mo-27

Tc02-02-Mi-41

Significant effect added (as a result of amendment AP2-002-016)



HS2

HS2

Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community area boundary
- County boundary
- District/Borough boundary
- Watercourse
- Water body
- Woodland
- Operation significant effects arising from the SES2/AP2:
 - Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent
- Operation significant effects unchanged from the SES2/AP2:
 - Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent

Significant effects reference:

PT01-01-Mi-27

Forecast Year
Effect Level
Feature Number
CA Number
Identifier - see across

Operational Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- P - Parking and loading
- V - Vulnerable road user delays, amenity and ambience
- S - Severance
- W - Waterways

Effect Level:

- Mi - Minor
- Mo - Moderate
- Ma - Major

Forecast Year:

- 27 - Significant effect in 2027
- 41 - Significant effect in 2041
- Missing - Significant effect in both forecast years

Map Number: TR-04-207-L1

Map Name: Significant Residual Transport Effects Arising from Operation SES2 and AP2 ES

Community Area 2: Colwich to Yarlet

HS2

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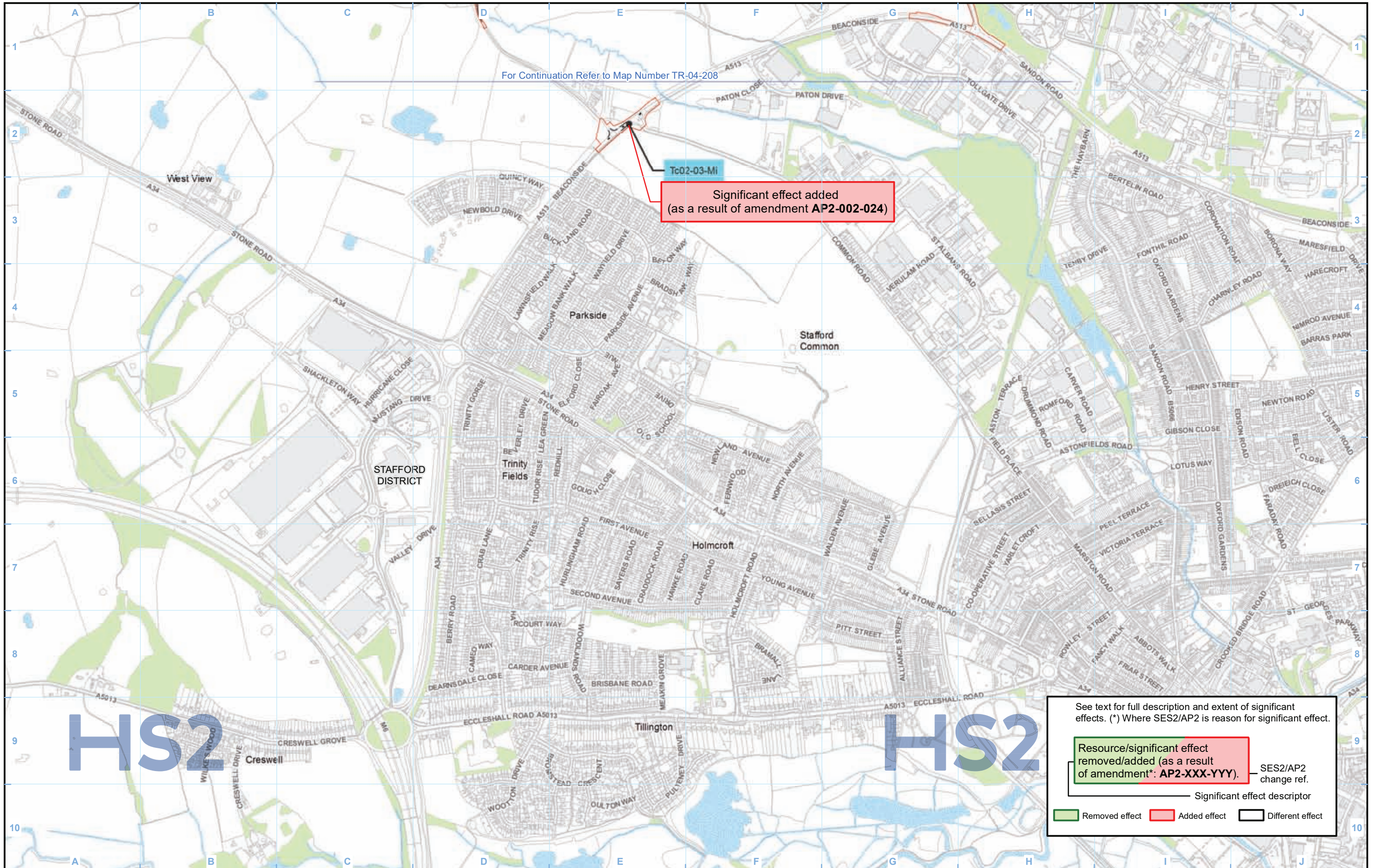
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Doc Number: 2PT02-ARP-EV-MAP-000-644207-P03

Scale at A3: 1:10,000

Date: 18/01/19

For Continuation Refer to Map Number TR-04-208



Significant effect added
(as a result of amendment AP2-002-024)

See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community area boundary
- County boundary
- District/Borough boundary
- Watercourse
- Water body
- Woodland

Operation significant effects arising from the SES2/AP2:

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

Operation significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi-27

Forecast Year
Effect Level
Feature Number
CA Number
Identifier - see across

Operational Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- P - Parking and loading
- V - Vulnerable road user delays, amenity and ambience
- S - Severance
- W - Waterways

Effect Level:

- Mi - Minor
- Mo - Moderate
- Ma - Major

Forecast Year:

- 27 - Significant effect in 2027
- 41 - Significant effect in 2041
- Missing - Significant effect in both forecast years

Map Number: TR-04-208-L1

Map Name: Significant Residual Transport Effects Arising from Operation SES2 and AP2 ES

Community Area 2: Colwich to Yarlet

HS2

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Scale at A3: 1:10,000

Doc Number: 2PT02-ARP-EV-MAP-000-644208-P03

Date: 18/01/19

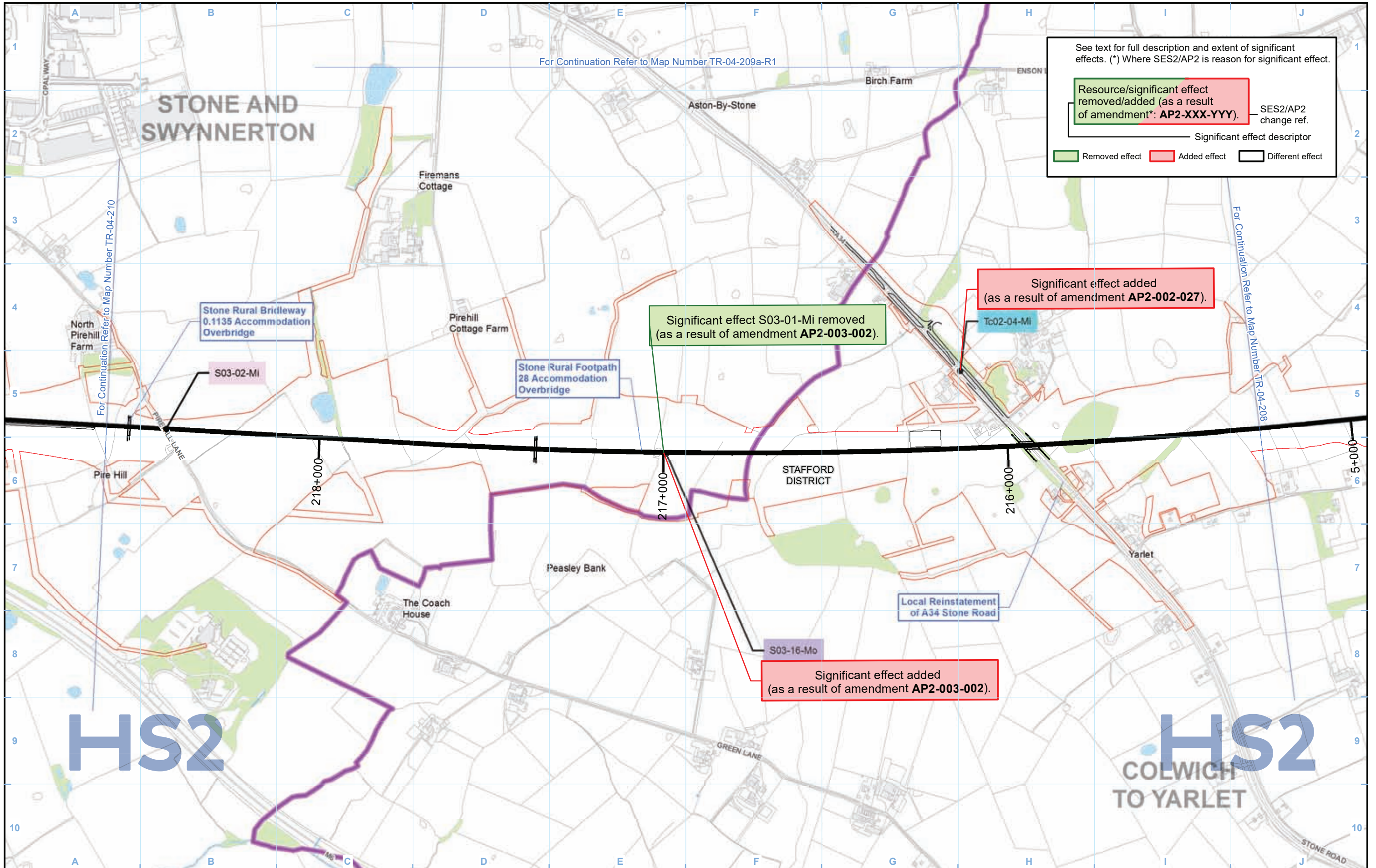
For Continuation Refer to Map Number TR-04-209a-R1

See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

Significant effect descriptor

Removed effect Added effect Different effect



HS2

HS2

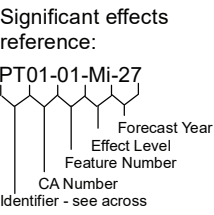
COLWICH TO YARLET

- Legend**
- Route in tunnel
 - Route on surface
 - Depot, station, headhouse or portal building
 - Community area boundary
 - County boundary
 - District/Borough boundary

- Watercourse
- Water body
- Woodland

- Operation significant effects arising from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent

- Operation significant effects unchanged from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent



- Operational Effects Identifiers:
- PT - Public transport delay
 - D - Disruption at stations / interchanges
 - Tc - Traffic flows and delays to vehicle occupants
 - Td - Traffic diversion
 - Ts - Traffic severance - non-motorised users
 - 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:
- 27 - Significant effect in 2027
 - 41 - Significant effect in 2041
 - Missing - Significant effect in both forecast years

Map Number: TR-04-209a

Map Name: Significant Residual Transport Effects Arising from Operation SES2 and AP2 ES

Community Area 2: Colwich to Yarlet

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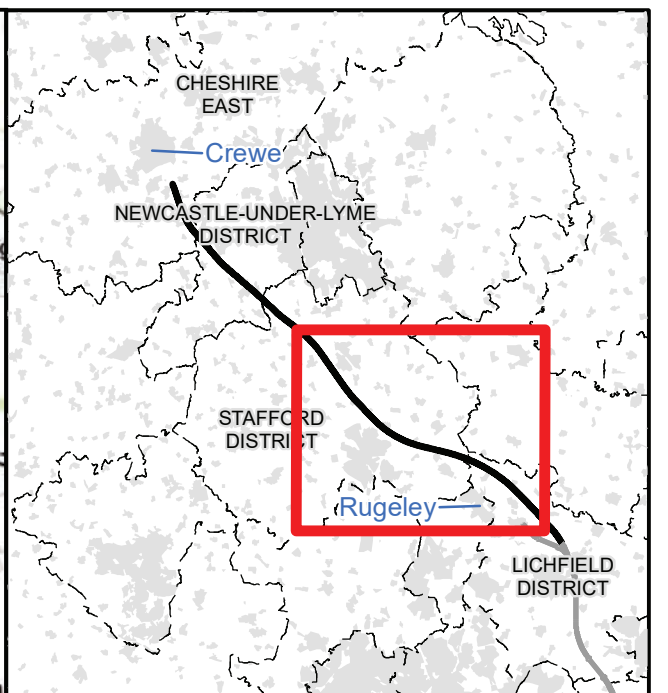
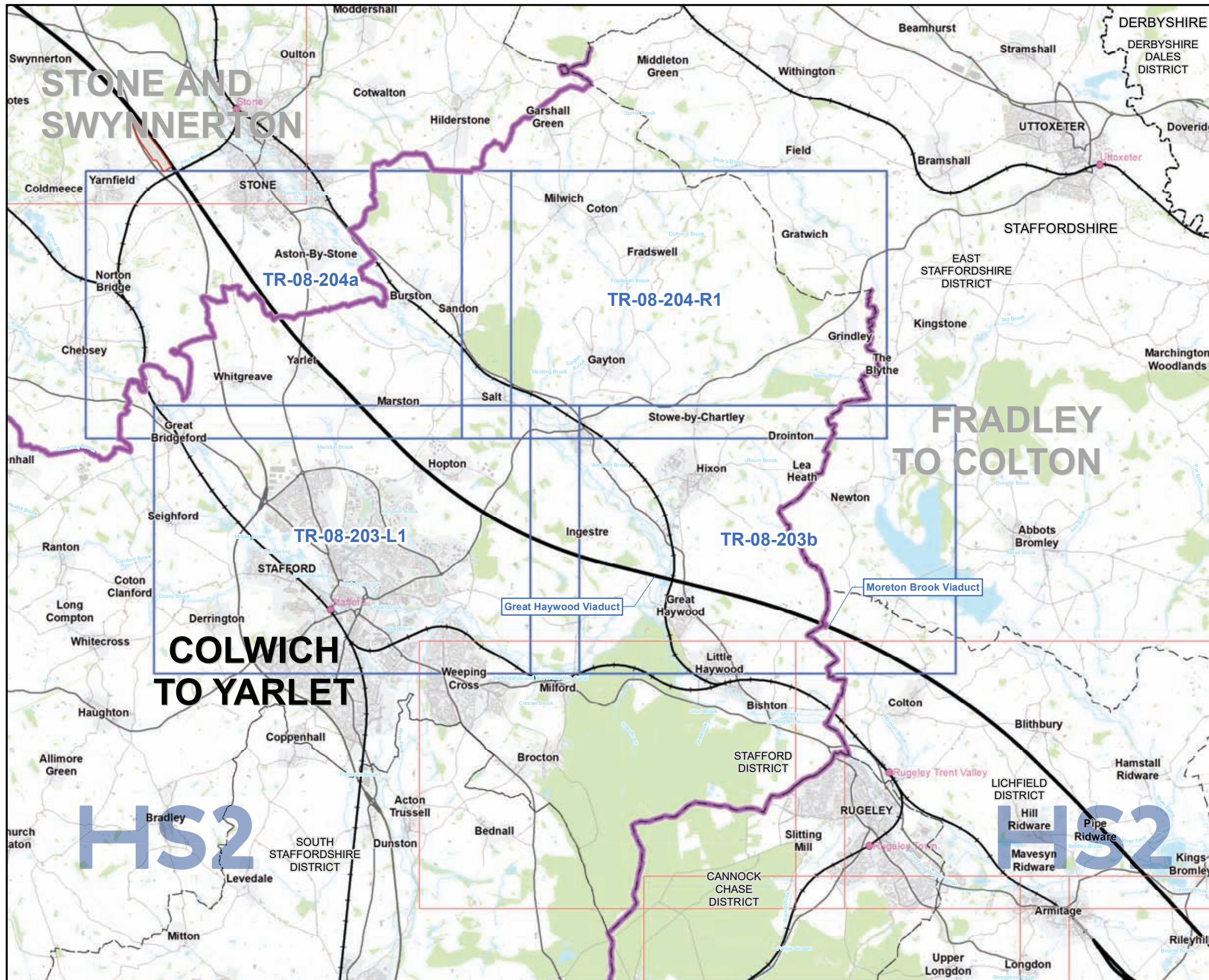
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Doc Number: 2PT02-ARP-EV-MAP-000-644109-P03

Date: 18/01/19

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Map Series Information:

This map series identifies the main construction access routes for construction compounds to and from the strategic highway network. Construction routes are the identified routes which Heavy Goods Vehicles (HGVs) will use between compounds and the main road network within each CA. Also shown is construction compound data which provides the transport activity at each compound including start-up date and duration of use of compound. For each compound the peak month of activity is the month within which HGV traffic is at its highest for that compound. The busy period is that period during which HGV traffic serving that compound will be greater than 50% of the HGV traffic in the peak month. The average daily combined two-way vehicle trips shown for the busy period is the lower end of the range shown in the table. The average daily combined two-way vehicle trips shown for the peak month is the upper end of the range shown in the table.

Main Map Legend

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

Map Number	TR-08-INDEX-CA2
Map Name	Index Map of: Construction Routes to the Strategic Network SES2 and AP2 ES
Community Area 2:	Colwich to Yarlet

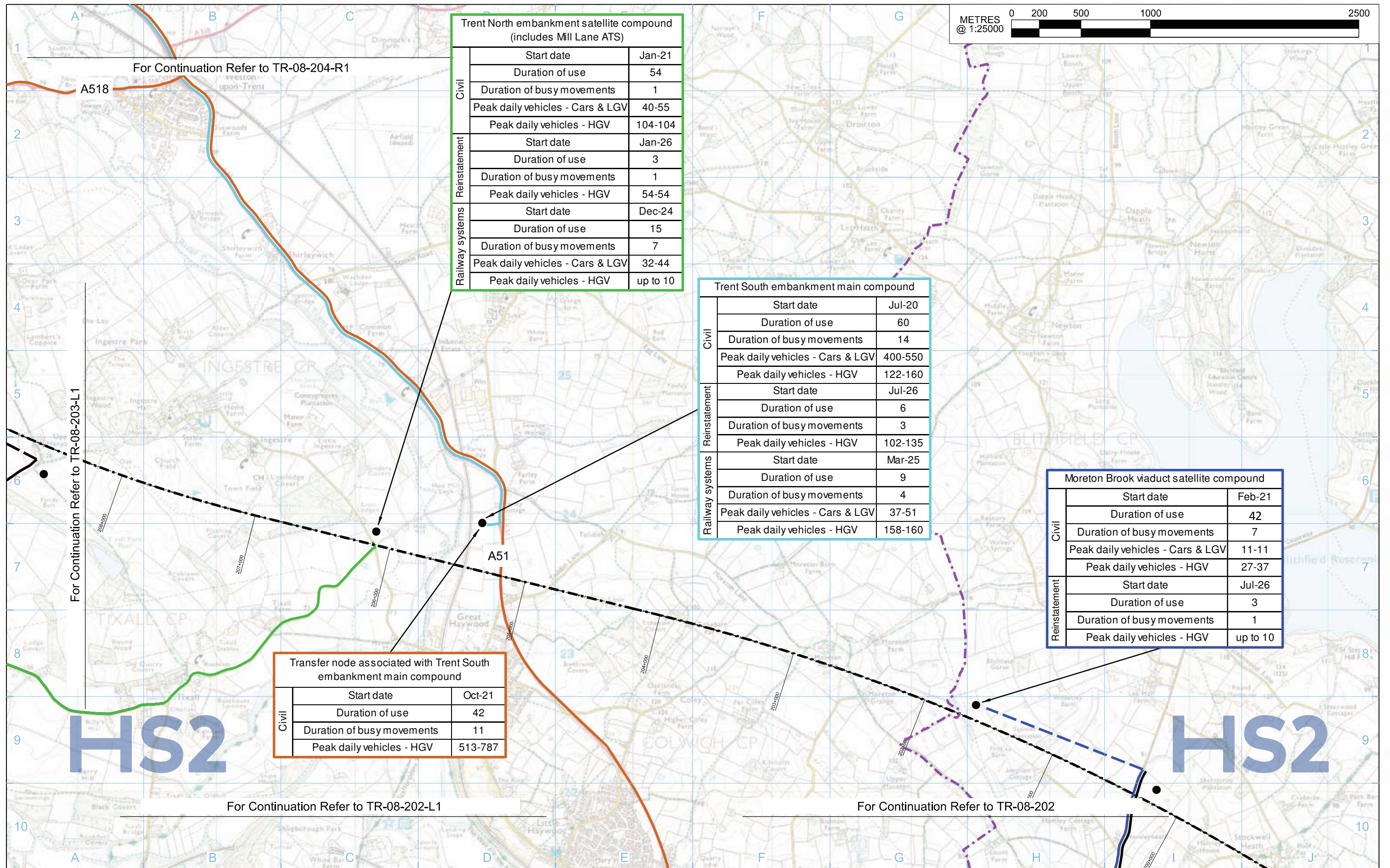
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Doc Number: 2PT02-ARP-EV-MAP-000-148002-P03 **Date: 28/01/19**



Trent North embankment satellite compound (includes Mill Lane ATS)		
Civil	Start date	Jan-21
	Duration of use	54
	Duration of busy movements	1
	Peak daily vehicles - Cars & LGV	40-55
Reinstatement	Peak daily vehicles - HGV	104-104
	Start date	Jan-26
	Duration of use	3
Railway systems	Duration of busy movements	1
	Peak daily vehicles - HGV	54-54
	Start date	Dec-24
	Duration of use	15
	Duration of busy movements	7
Peak daily vehicles - Cars & LGV		32-44
Peak daily vehicles - HGV		up to 10

Trent South embankment main compound		
Civil	Start date	Jul-20
	Duration of use	60
	Duration of busy movements	14
	Peak daily vehicles - Cars & LGV	400-550
Reinstatement	Peak daily vehicles - HGV	122-160
	Start date	Jul-26
	Duration of use	6
Railway systems	Duration of busy movements	3
	Peak daily vehicles - HGV	102-135
	Start date	Mar-25
	Duration of use	9
	Duration of busy movements	4
Peak daily vehicles - Cars & LGV		37-51
Peak daily vehicles - HGV		158-160

Moreton Brook viaduct satellite compound		
Civil	Start date	Feb-21
	Duration of use	42
	Duration of busy movements	7
	Peak daily vehicles - Cars & LGV	11-11
Reinstatement	Peak daily vehicles - HGV	27-37
	Start date	Jul-26
	Duration of use	3
Duration of busy movements		1
Peak daily vehicles - HGV		up to 10

Transfer node associated with Trent South embankment main compound		
Civil	Start date	Oct-21
	Duration of use	42
	Duration of busy movements	11
	Peak daily vehicles - HGV	513-787

Legend

- Compound Traffic Routes
- Site Haul to Compound
- Through Construction Traffic Routes (To/From Other Scheme Compounds)
- HS2 Route
- Onward Construction Routes
- Community Area boundary
- Through Site Haul to Compound (To/From Other Scheme Compounds)
- Movement of Excavated Material
- Construction Compounds

Map Number: **TR-08-203b**

Map Name: **Construction Routes to the Strategic Network**

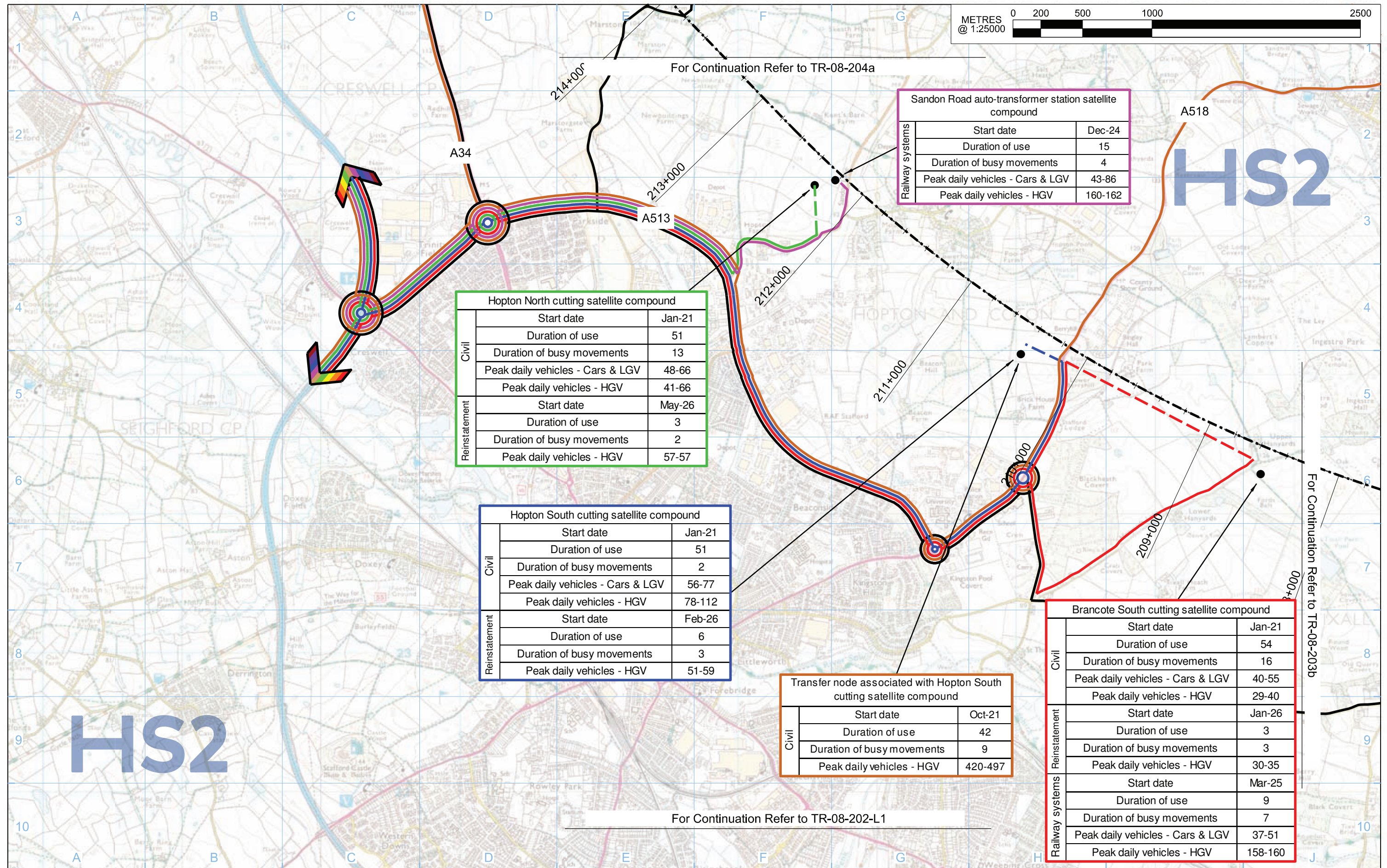
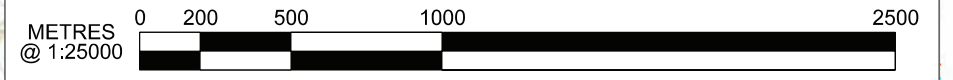
Community Area: CA2 Colwich to Yarlet

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Doc Number: 2PT02-ARP-TM-DLO-000-200303 P03 Date: 30/01/19

Rail system compounds are shown where they are likely to generate more than 24 HGV movements a day in the peak month (average two-way) or are associated with a construction civil engineering works compound. Peak daily HGVs refer to the total peak trip generation by compound. These include HGV traffic accessing and egressing construction compounds by both the site haul road and local roads.



Sandon Road auto-transformer station satellite compound	
Start date	Dec-24
Duration of use	15
Duration of busy movements	4
Peak daily vehicles - Cars & LGV	43-86
Peak daily vehicles - HGV	160-162

Hopton North cutting satellite compound		
Civil	Start date	Jan-21
	Duration of use	51
	Duration of busy movements	13
	Peak daily vehicles - Cars & LGV	48-66
Reinstatement	Start date	May-26
	Duration of use	3
	Duration of busy movements	2
	Peak daily vehicles - HGV	57-57

Hopton South cutting satellite compound		
Civil	Start date	Jan-21
	Duration of use	51
	Duration of busy movements	2
	Peak daily vehicles - Cars & LGV	56-77
Reinstatement	Start date	Feb-26
	Duration of use	6
	Duration of busy movements	3
	Peak daily vehicles - HGV	51-59

Transfer node associated with Hopton South cutting satellite compound		
Civil	Start date	Oct-21
	Duration of use	42
	Duration of busy movements	9
Peak daily vehicles - HGV	420-497	

Brancote South cutting satellite compound		
Civil	Start date	Jan-21
	Duration of use	54
	Duration of busy movements	16
Reinstatement	Start date	Jan-26
	Duration of use	3
	Duration of busy movements	3
Railway systems	Peak daily vehicles - HGV	30-35
	Start date	Mar-25
	Duration of use	9
	Duration of busy movements	7
Peak daily vehicles - Cars & LGV	37-51	
Peak daily vehicles - HGV	158-160	

HS2

HS2

Legend

- Compound Traffic Routes
- Site Haul to Compound
- Through Construction Traffic Routes (To/From Other Scheme Compounds)
- HS2 Route
- Onward Construction Routes
- Community Area boundary
- Through Site Haul to Compound (To/From Other Scheme Compounds)
- Movement of Excavated Material
- Construction Compounds

Map Number	TR-08-203-L1	<p>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.</p> <p>Registered in England Registration No. 06791686 Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6GA</p> <p>© Crown copyright and database rights 2018. Ordnance Survey Licence Number 100049190.</p> <p>Doc Number: 2PT02-ARP-TM-DLO-000-200103</p>
Map Name	Construction Routes to the Strategic Network	
Community Area	CA2 Colwich to Yarlet	

P03 Date: 29/01/19



Yarlet North cutting satellite compound		
Civil	Start date	Sep-20
	Duration of use	57
	Duration of busy movements	17
	Peak daily vehicles - Cars & LGV	152-209
Reinstatement	Start date	Sep-26
	Duration of use	3
	Peak daily vehicles - HGV	49-49

Yarlet embankment satellite compound (including Stone crossovers satellite compound)		
Civil	Start date	Jan-21
	Duration of use	51
	Duration of busy movements	9
	Peak daily vehicles - Cars & LGV	56-77
Reinstatement	Start date	Jan-26
	Duration of use	3
	Peak daily vehicles - HGV	44-44
Railway systems	Start date	Dec-25
	Duration of use	3
	Duration of busy movements	2
	Peak daily vehicles - Cars & LGV	07-Sep
	Peak daily vehicles - HGV	up to 10

Yarlet South cutting satellite compound		
Civil	Start date	Jan-21
	Duration of use	48
	Duration of busy movements	6
	Peak daily vehicles - Cars & LGV	32-44
Reinstatement	Start date	Aug-26
	Duration of use	3
	Peak daily vehicles - HGV	54-64

Transfer node associated with Yarlet South cutting satellite compound (north)		
Civil	Start date	Oct-21
	Duration of use	42
	Duration of busy movements	4
	Peak daily vehicles - HGV	488-607

Transfer node associated with Yarlet South cutting satellite compound (south)		
Civil	Start date	Dec-21
	Duration of use	39
	Duration of busy movements	6
	Peak daily vehicles - HGV	698-920

Marston North embankment satellite compound		
Civil	Start date	Jan-21
	Duration of use	51
	Duration of busy movements	3
	Peak daily vehicles - Cars & LGV	16-22
Reinstatement	Start date	Jul-26
	Duration of use	3
	Peak daily vehicles - HGV	34-34
Railway systems	Start date	Mar-25
	Duration of use	9
	Duration of busy movements	4
	Peak daily vehicles - Cars & LGV	37-51
	Peak daily vehicles - HGV	158-160

Marston South embankment satellite compound		
Civil	Start date	Jan-21
	Duration of use	51
	Duration of busy movements	6
	Peak daily vehicles - Cars & LGV	32-44
Reinstatement	Start date	Jun-26
	Duration of use	3
	Peak daily vehicles - HGV	45-45

- Legend**
- Compound Traffic Routes
 - Site Haul to Compound
 - Through Construction Traffic Routes (To/From Other Scheme Compounds)
 - HS2 Route
 - Onward Construction Routes
 - Community Area boundary
 - Through Site Haul to Compound (To/From Other Scheme Compounds)
 - Movement of Excavated Material
 - Construction Compounds

Rail system compounds are shown where they are likely to generate more than 24 HGV movements a day in the peak month (average two-way) or are associated with a construction civil engineering works compound. Peak daily HGVs refer to the total peak trip generation by compound. These include HGV traffic accessing and egressing construction compounds by both the site haul road and local roads.

Map Number: **TR-08-204a**

Map Name: **Construction Routes to the Strategic Network**

Community Area: **CA2 Colwich to Yarlet**

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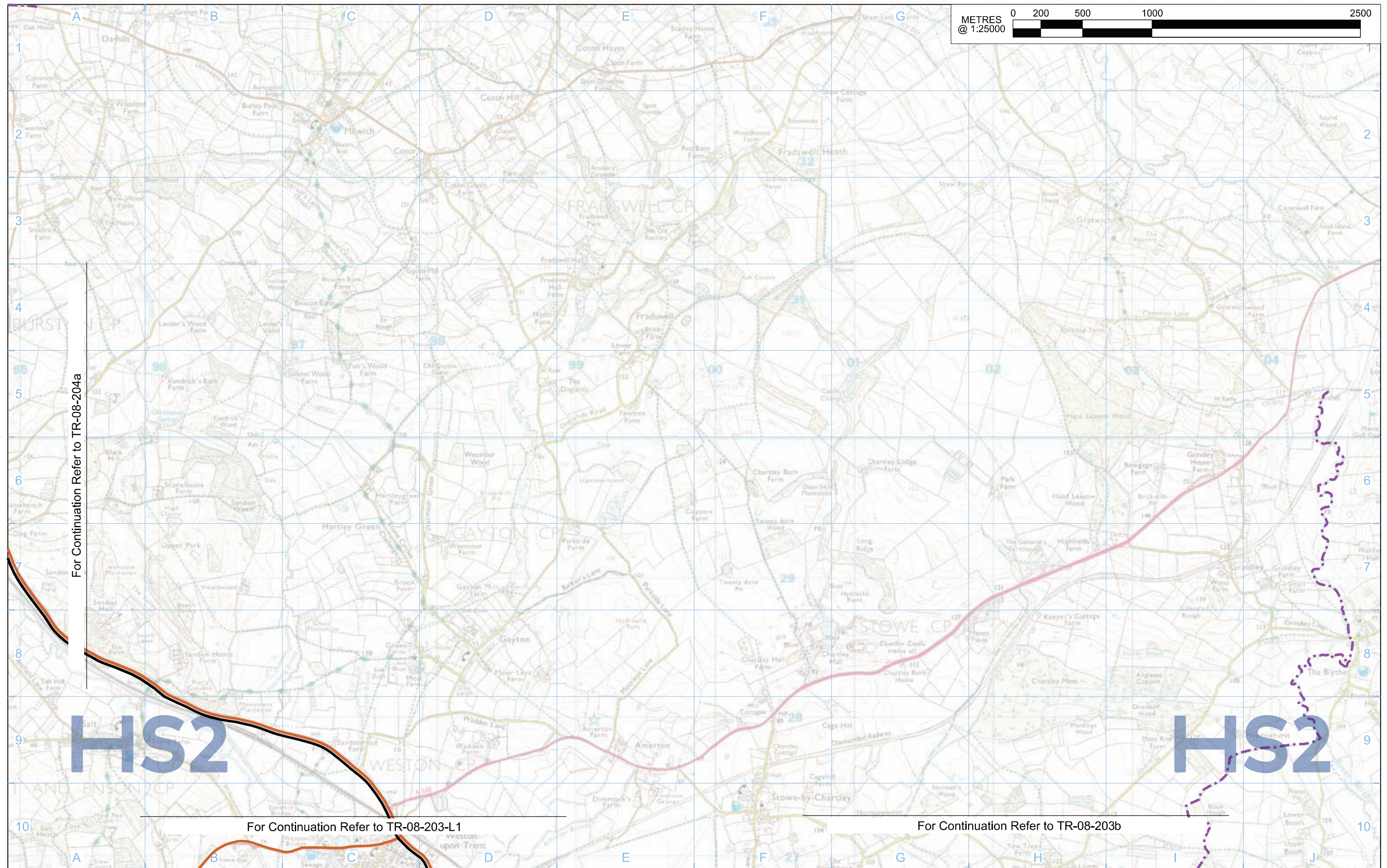
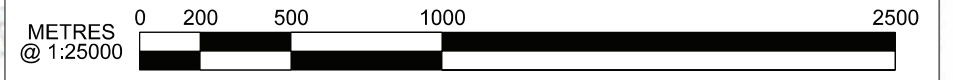
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For Continuation Refer to TR-08-204-R1

For Continuation Refer to TR-08-205b

For Continuation Refer to TR-08-203-L1



For Continuation Refer to TR-08-204a

For Continuation Refer to TR-08-203-L1

For Continuation Refer to TR-08-203b

Legend		
	Compound Traffic Routes	
	Site Haul to Compound	
	Through Construction Traffic Routes (To/From Other Scheme Compounds)	
	Through Site Haul to Compound (To/From Other Scheme Compounds)	
	Movement of Excavated Material	
	Construction Compounds	

Rail system compounds are shown where they are likely to generate more than 24 HGV movements a day in the peak month (average two-way) or are associated with a construction civil engineering works compound. Peak daily HGVs refer to the total peak trip generation by compound. These include HGV traffic accessing and egressing construction compounds by both the site haul road and local roads.

Map Number	TR-08-204-R1
Map Name	Construction Routes to the Strategic Network
Community Area	CA2 Colwich to Yarlet

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P03 Date: 29/01/19

High Speed Rail (West Midlands - Crewe)

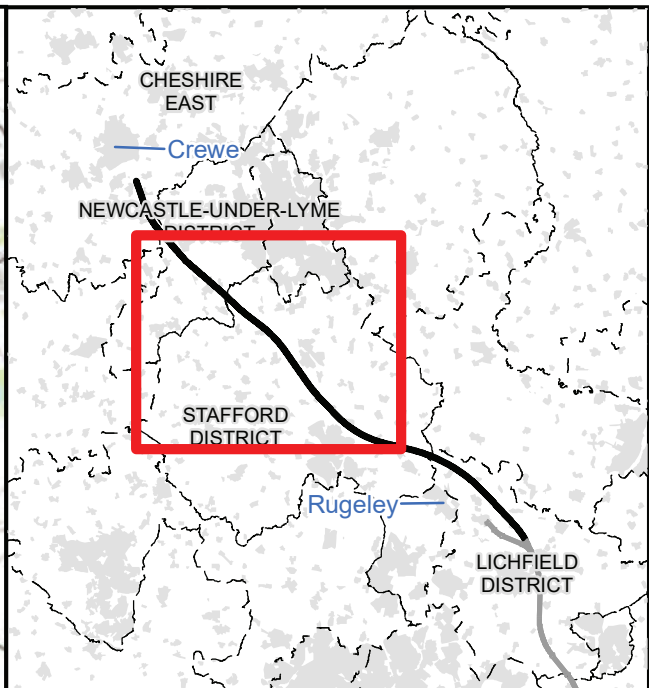
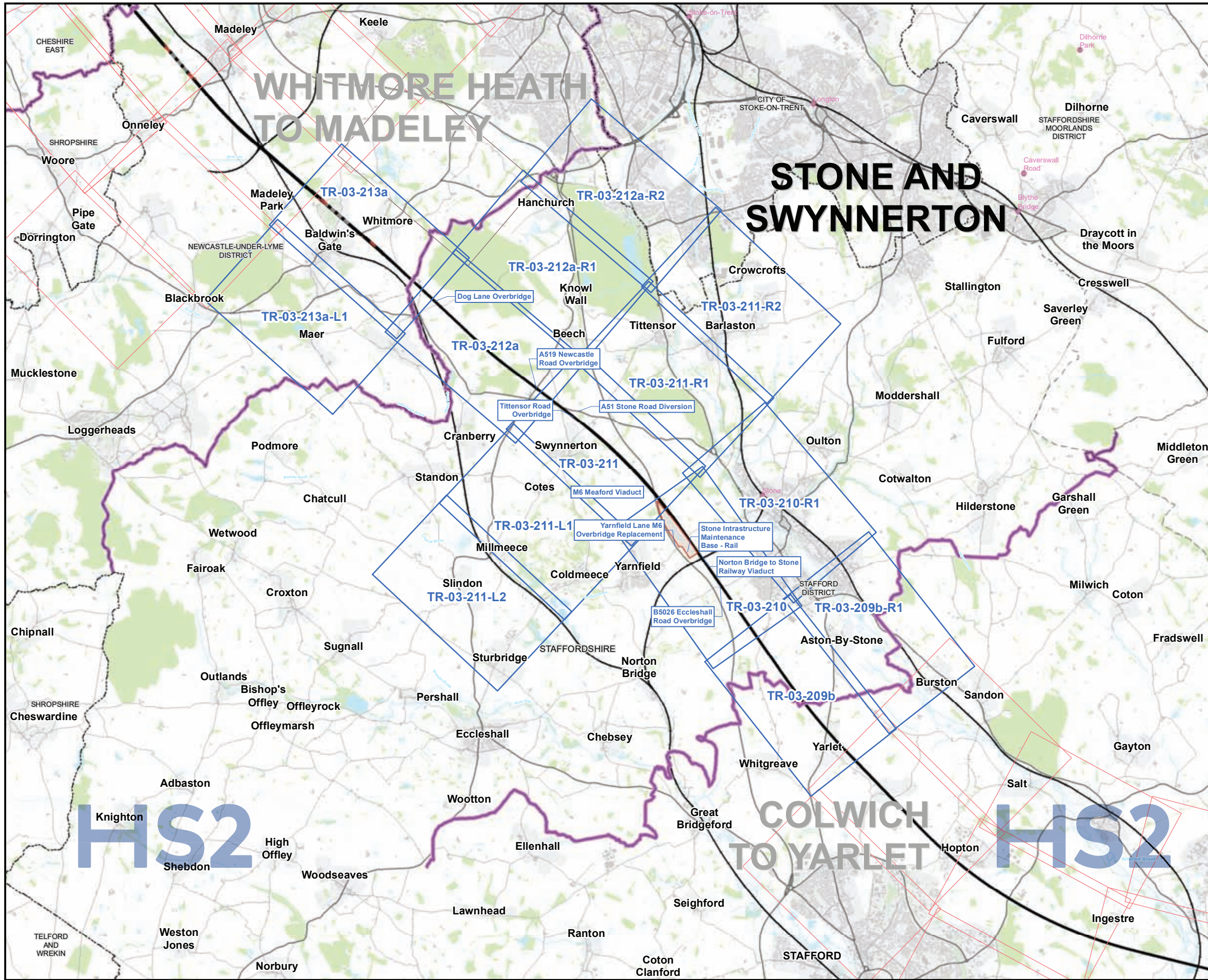
Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

CA3 Stone and Swynnerton

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

TR-04 - Significant Residual Transport Effects Arising from Operation

TR-08 - Construction Routes to the Strategic Network



Map Series Information:

This map series identifies the significant residual transport effects arising from construction of the Proposed Scheme and the construction traffic routes. Traffic routes are the identified routes which Heavy Goods Vehicles (HGVs) will use between compounds and the main A road/ strategic road network within each CA. 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		Map sheets included in this community area with amendment
	Route on surface		Map sheets included in this community area with no amendment
	Depot, station, headhouse or portal building		Map sheets not included in this community area
	Community area boundary		
	Existing railway station		
	County boundary		
	District/Borough boundary		

Map Number	TR-03-INDEX-CA3
Map Name	Index Map of: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES
	Community Area CA3: Stone and Swynnerton

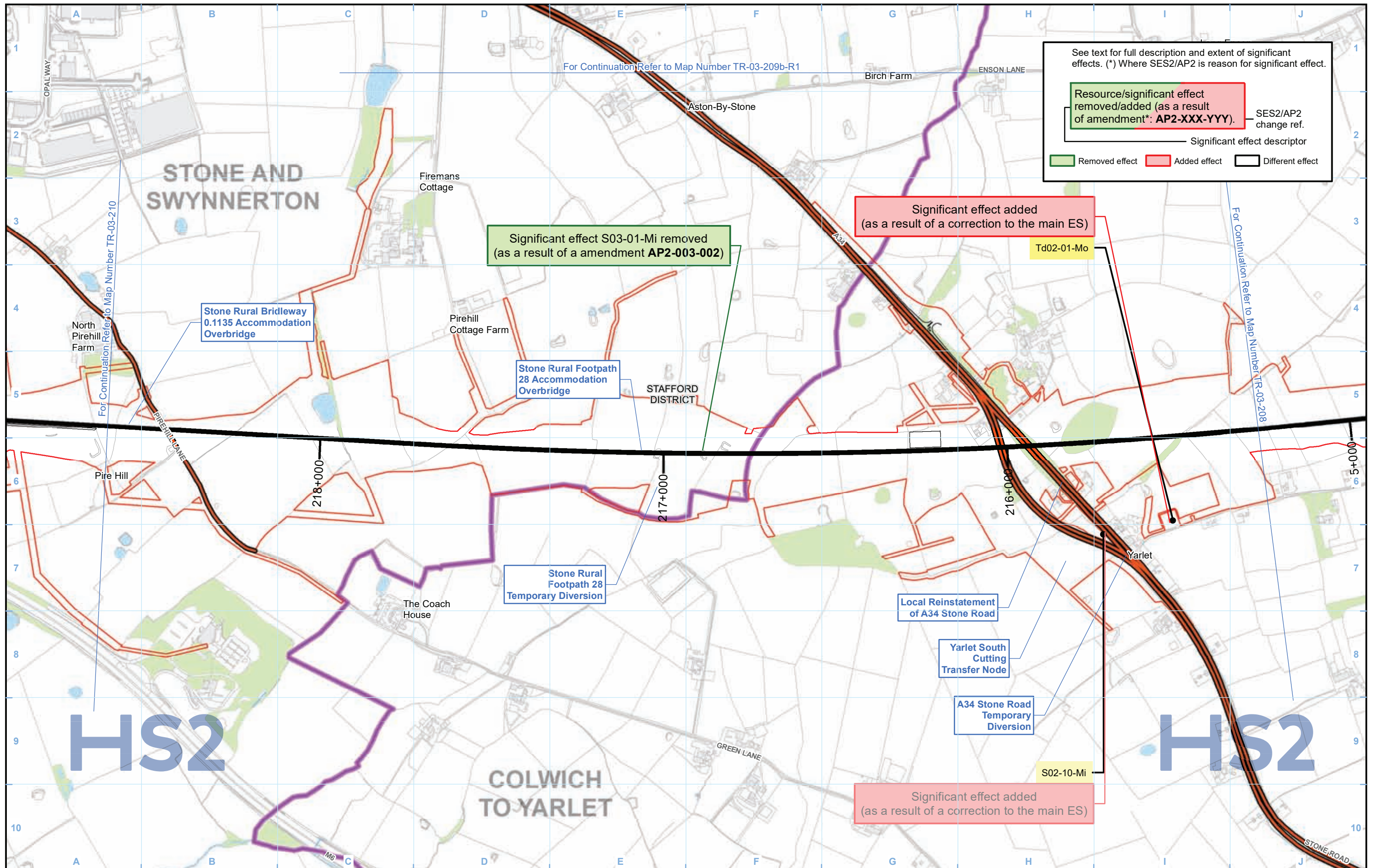
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Doc Number: 2PT02-ARP-EV-MAP-000-643003-P03 Date: 23/01/19



See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community area boundary
- District/Borough boundary
- Land potentially required during construction
- Watercourse
- Water body
- Woodland
- Construction traffic route
- Removed construction traffic route
- Additional construction traffic route

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi

Effect Level
Feature Number
CA Number
Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-209b

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 3: Stone and Swynnerton

HS2

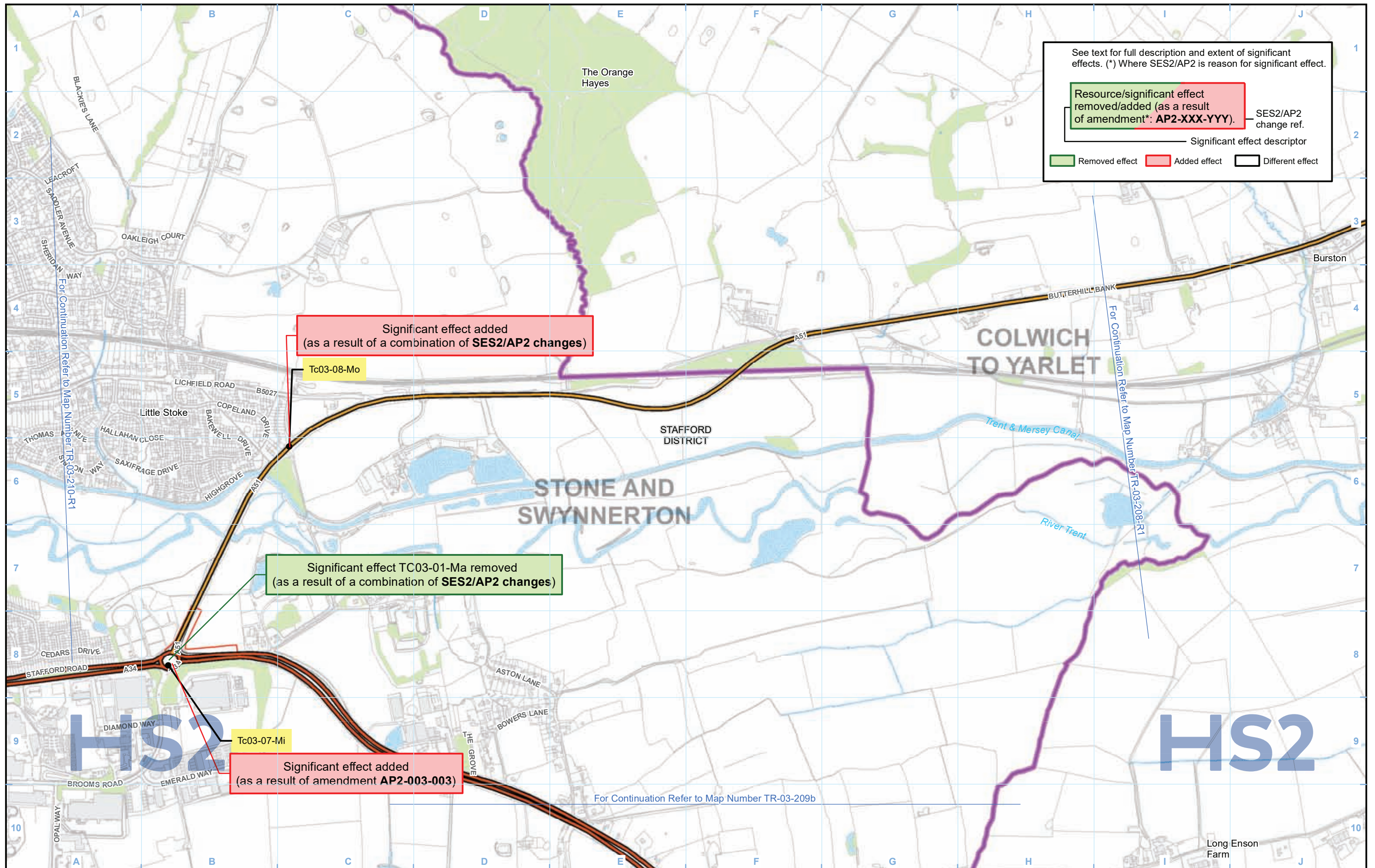
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Date: 22/01/19



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Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

Legend

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

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi

Effect Level
Feature Number
CA Number
Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-209b-R1

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 3: Stone and Swynnerton

Map Number: TR-03-209b-R1

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 3: Stone and Swynnerton

HS2

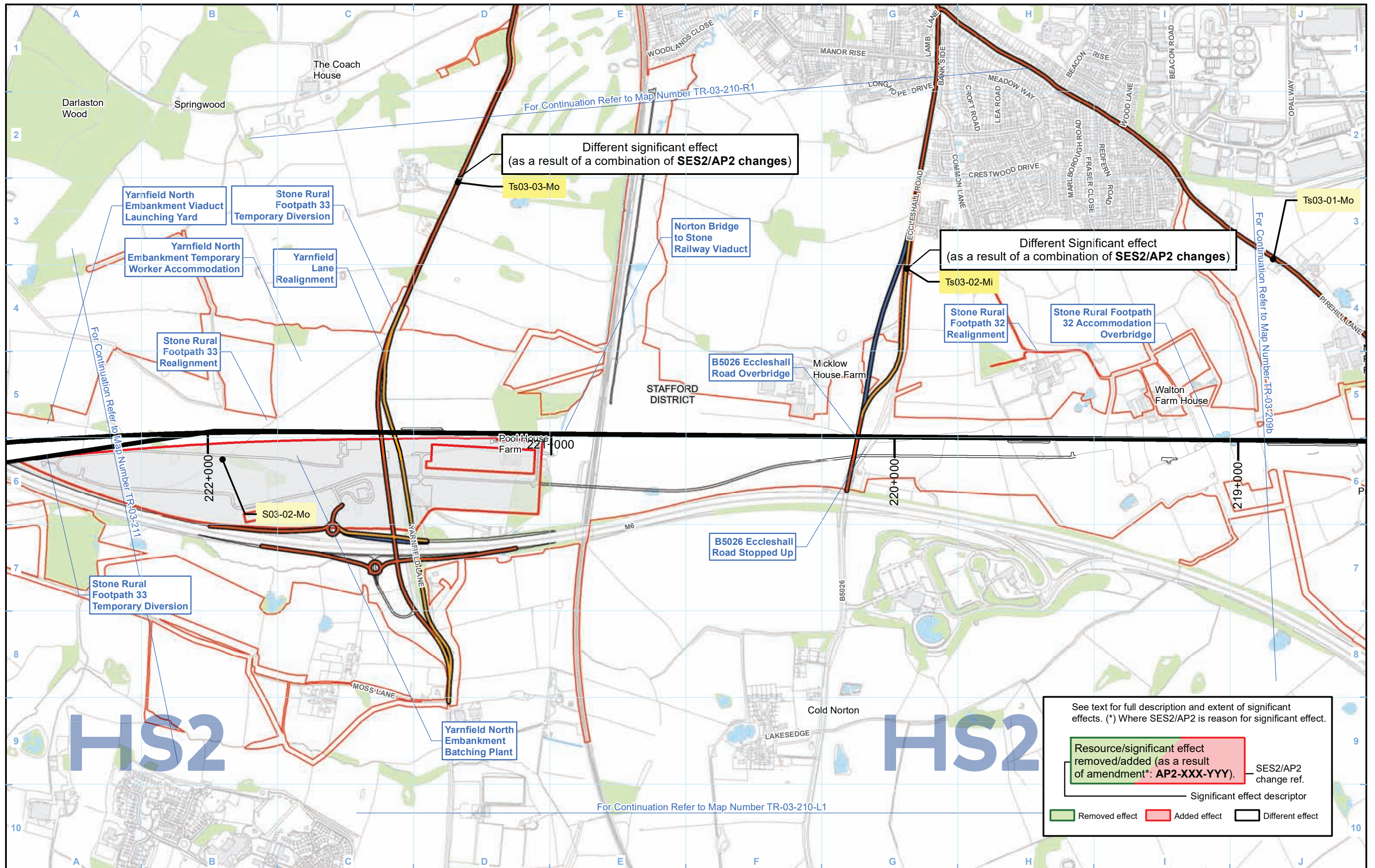
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Date: 22/01/19



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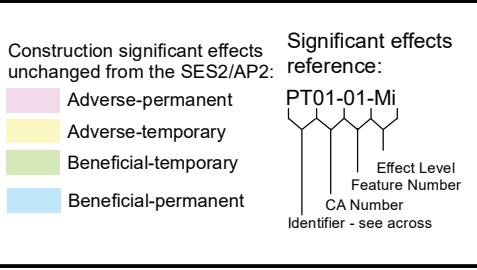
Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

Significant effect descriptor

Removed effect Added effect Different effect

- Legend**
- Route in tunnel
 - Route on surface
 - Depot, station, headhouse or portal building
 - Community area boundary
 - County boundary
 - District/Borough boundary
 - Land potentially required during construction
 - Watercourse
 - Water body
 - Woodland
 - Construction traffic route
 - Removed construction traffic route
 - Additional construction traffic route

- Construction significant effects arising from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent
- Construction significant effects unchanged from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent



- Construction Effects Identifiers:
- PT - Public transport delay
 - D - Disruption at stations / interchanges
 - Tc - Traffic flows and delays to vehicle occupants
 - Td - Traffic diversion
 - Ts - Traffic severance - non-motorised users
 - 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

Map Number: TR-03-210

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 3: Stone and Swynnerton

HS2

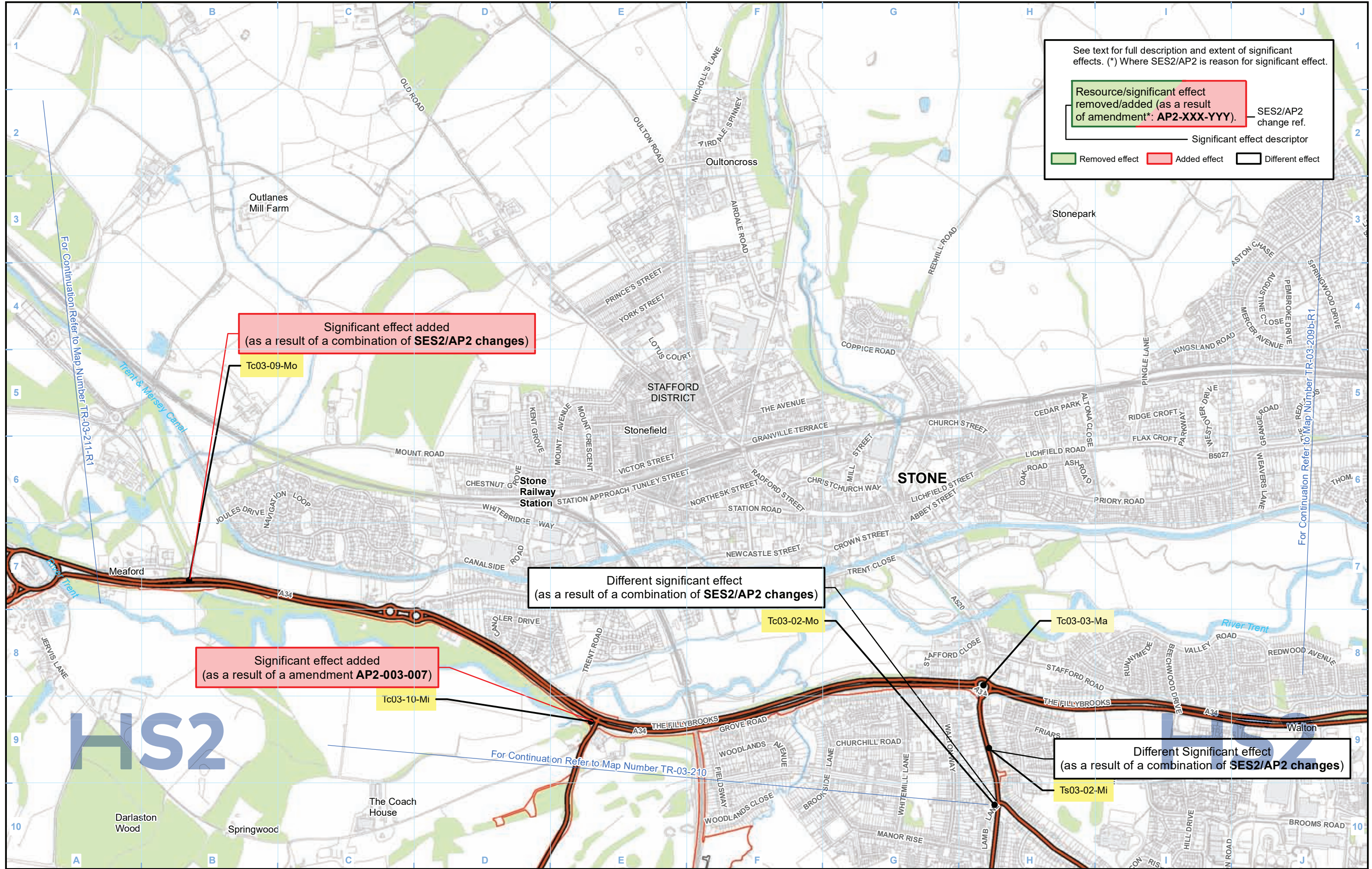
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Date: 22/01/19



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Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

Significant effect descriptor

Removed effect Added effect Different effect

Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community area boundary
- District/Borough boundary
- Land potentially required during construction
- Watercourse
- Water body
- Woodland
- Construction traffic route
- Removed construction traffic route
- Additional construction traffic route

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi

Effect Level: CA Number Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-210-R1

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 3: Stone and Swynnerton

HS2

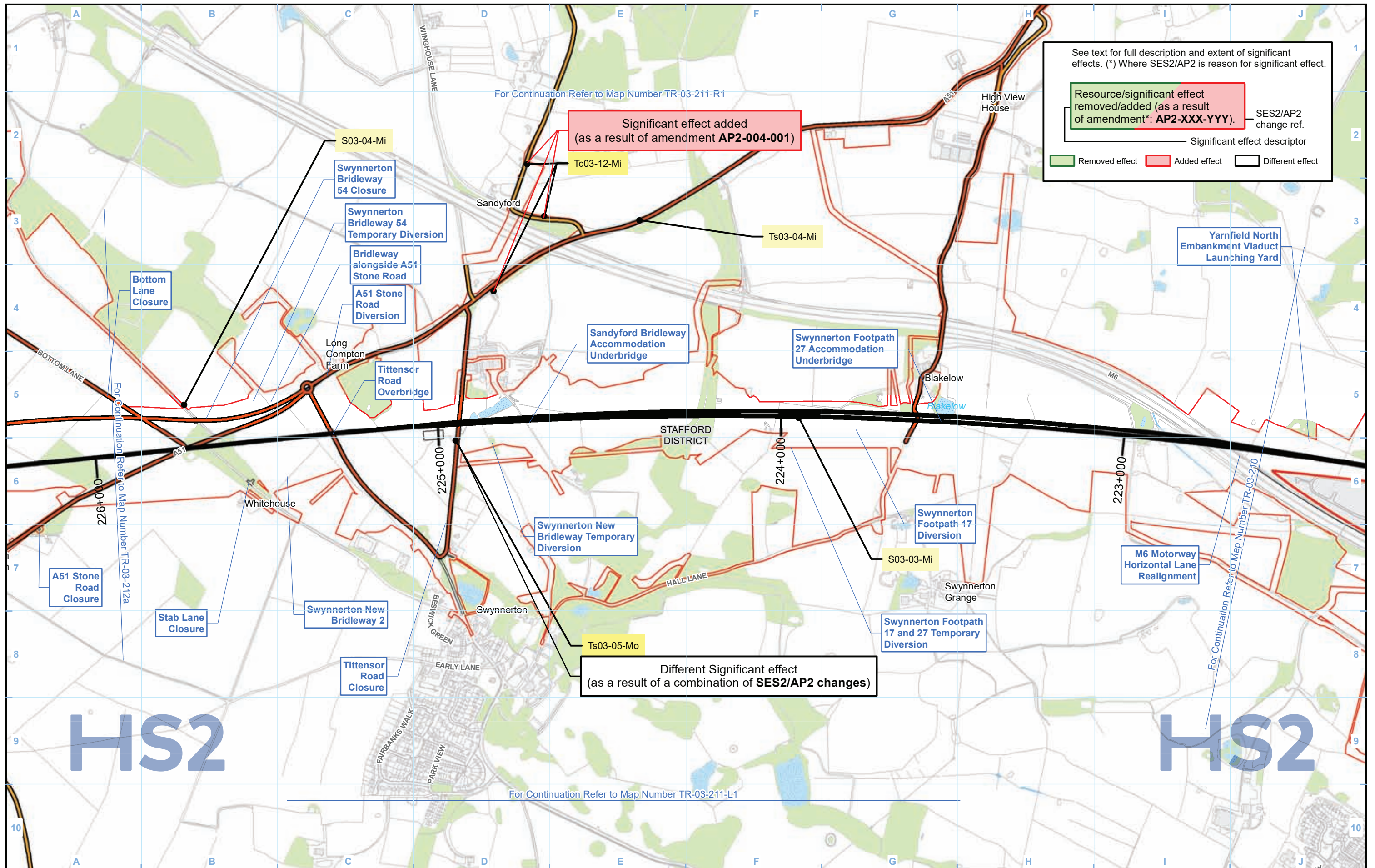
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Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

Significant effect descriptor

Removed effect Added effect Different effect

Legend

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

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi

Effect Level
CA Number
Feature Number
Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-211

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 3: Stone and Swynnerton

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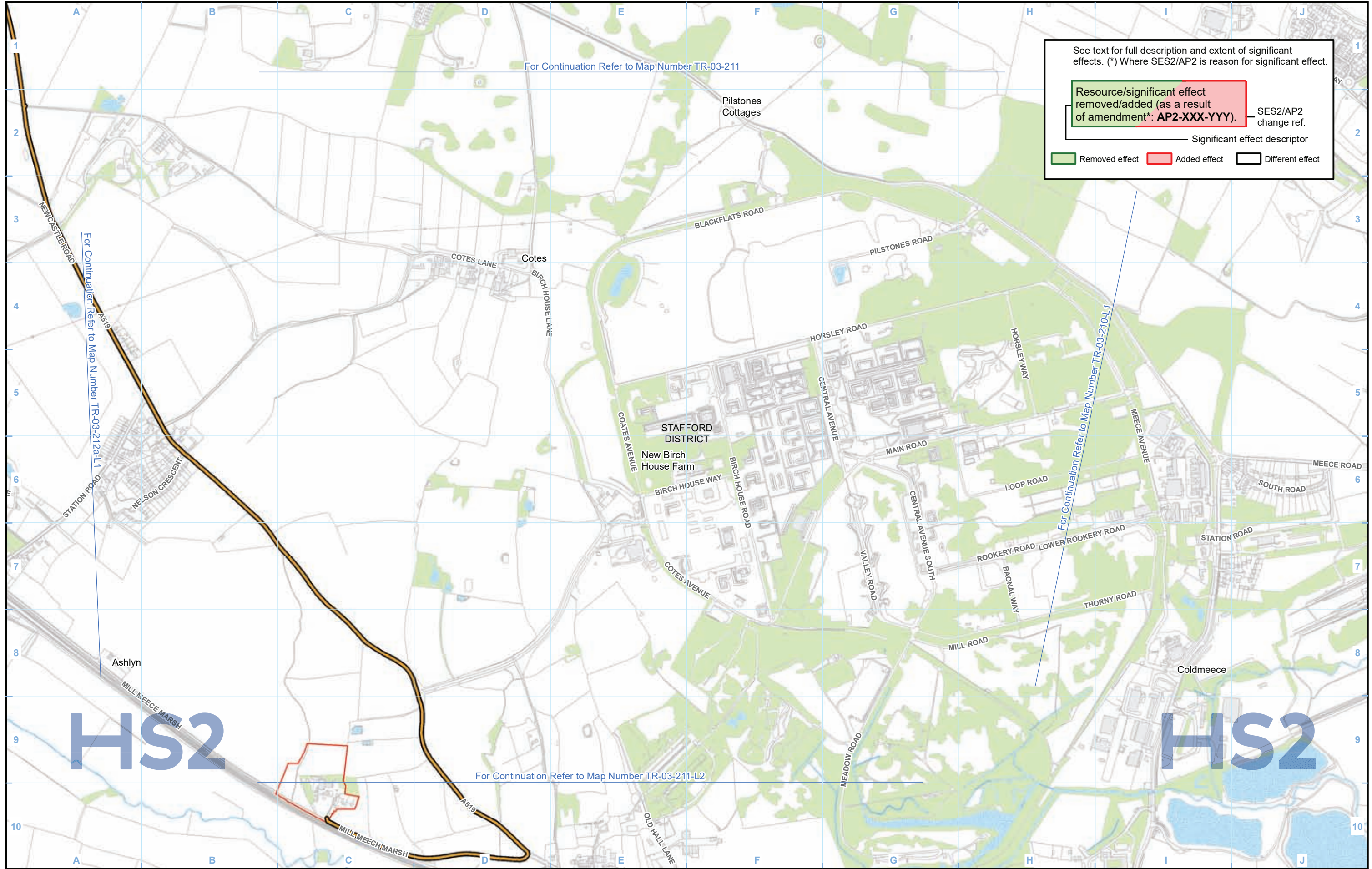
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Doc Number:: 2PT02-ARP-EV-MAP-000-643111-P03

Date: 22/01/19

Scale at A3: 1:10,000

Metres



See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community area boundary
- District/Borough boundary
- boundary
- Land potentially required during construction
- Watercourse
- Water body
- Woodland
- Construction traffic route
- Removed construction traffic route
- Additional construction traffic route

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi

Effect Level

Feature Number

CA Number

Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-211-L1

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 3: Stone and Swynnerton

HS2

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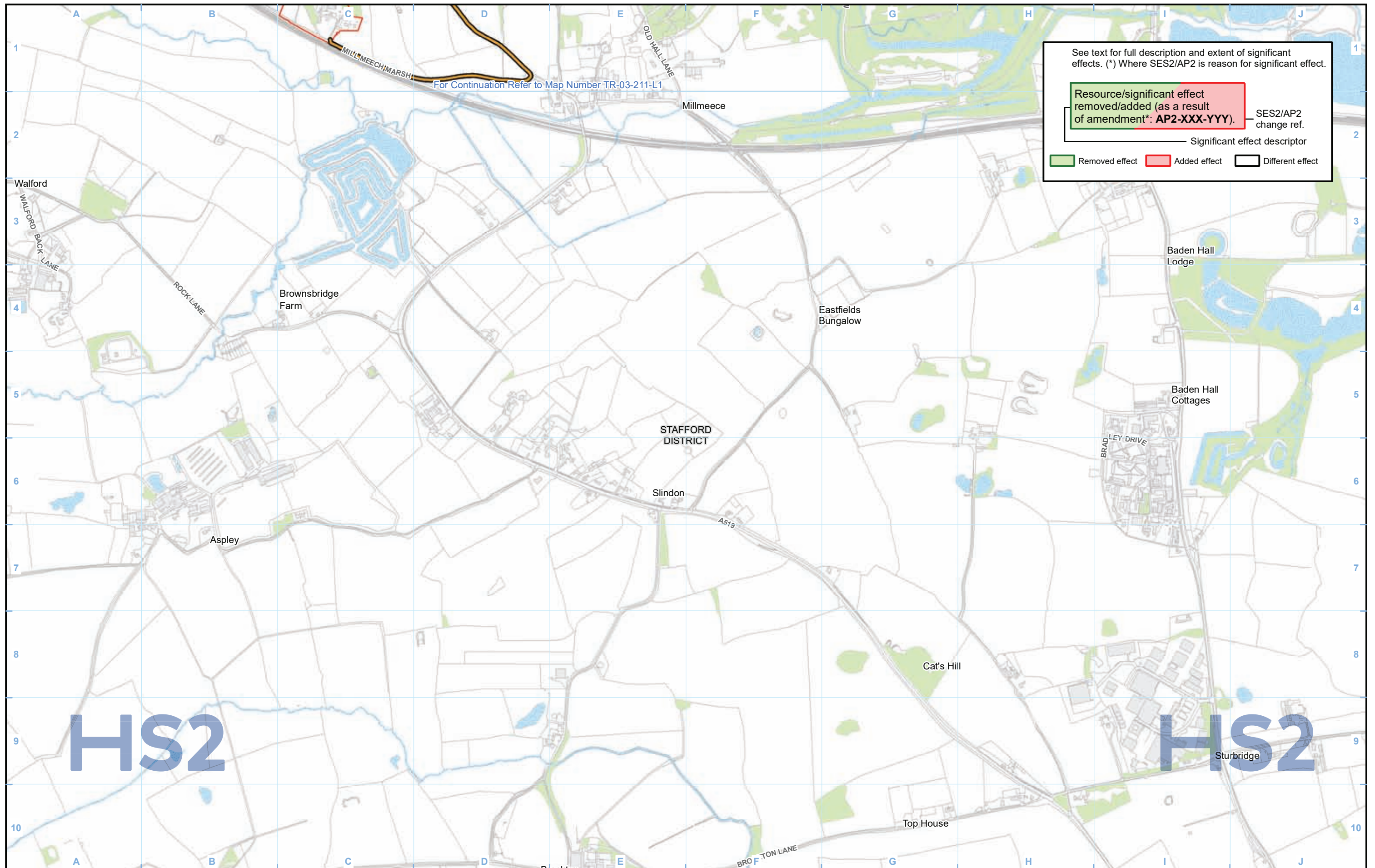
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Doc Number:: 2PT02-ARP-EV-MAP-000-643211-P03

Date: 22/01/19

Scale at A3: 1:10,000

Metres



Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community area boundary
- County boundary
- District/Borough boundary
- boundary

- Land potentially required during construction
- Watercourse
- Water body
- Woodland
- Construction traffic route
- Removed construction traffic route
- Additional construction traffic route

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:
 PT01-01-Mi
 CA Number
 Feature Number
 Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-211-L2
 Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES
 Community Area 3: Stone and Swynnerton

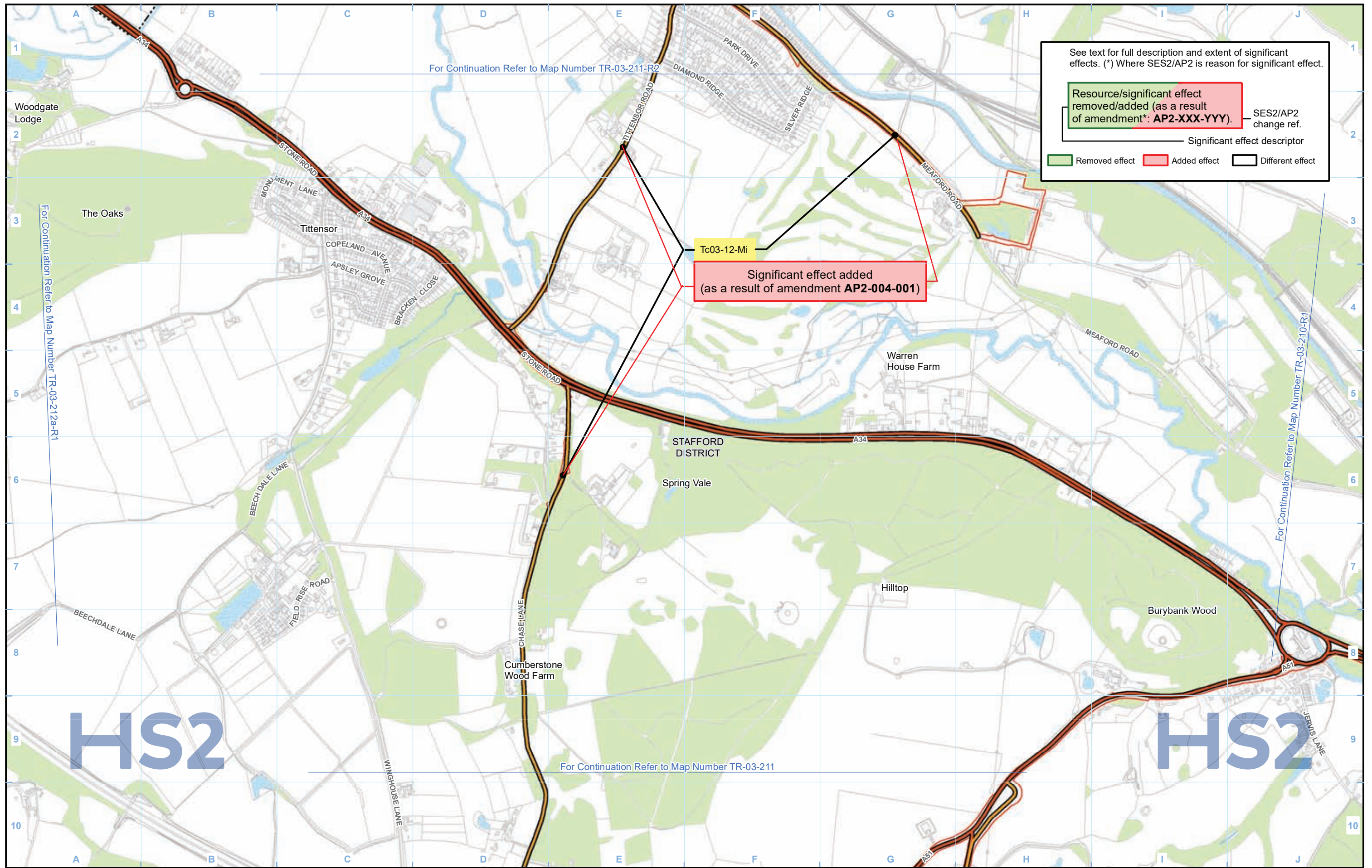
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 Date: 22/01/19



See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

Tc03-12-Mi

Significant effect added (as a result of amendment AP2-004-001)

Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community area boundary
- District/Borough boundary
- Land potentially required during construction
- Watercourse
- Water body
- Woodland
- Construction traffic route
- Removed construction traffic route
- Additional construction traffic route

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi

Effect Level

Feature Number

CA Number

Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-211-R1

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 3: Stone and Swynnerton

HS2

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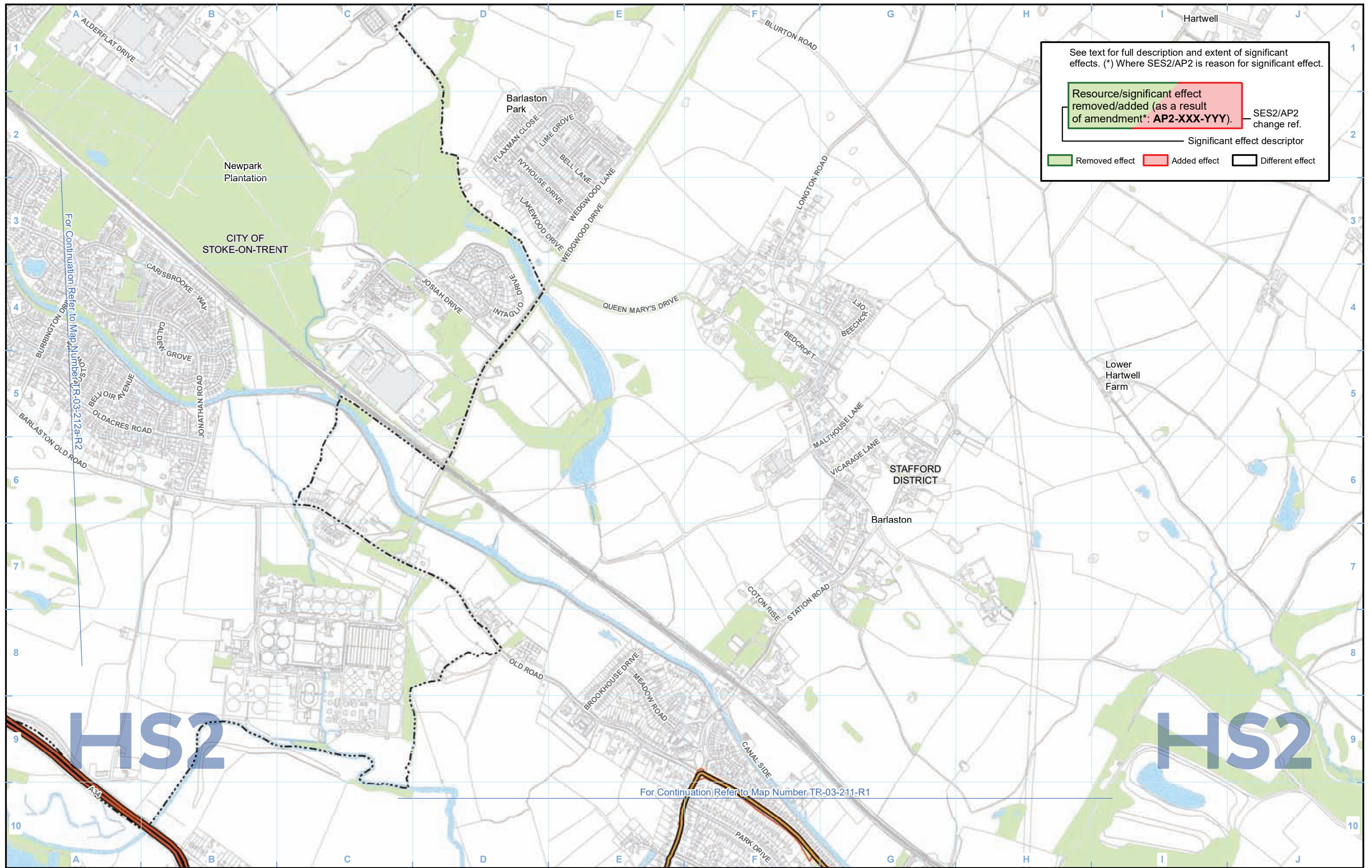
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Date: 22/01/19

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Metres



See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

HS2

HS2

Legend

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

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:
PT01-01-Mi
Effect Level
Feature Number
CA Number
Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-211-R2

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 3: Stone and Swynnerton

HS2

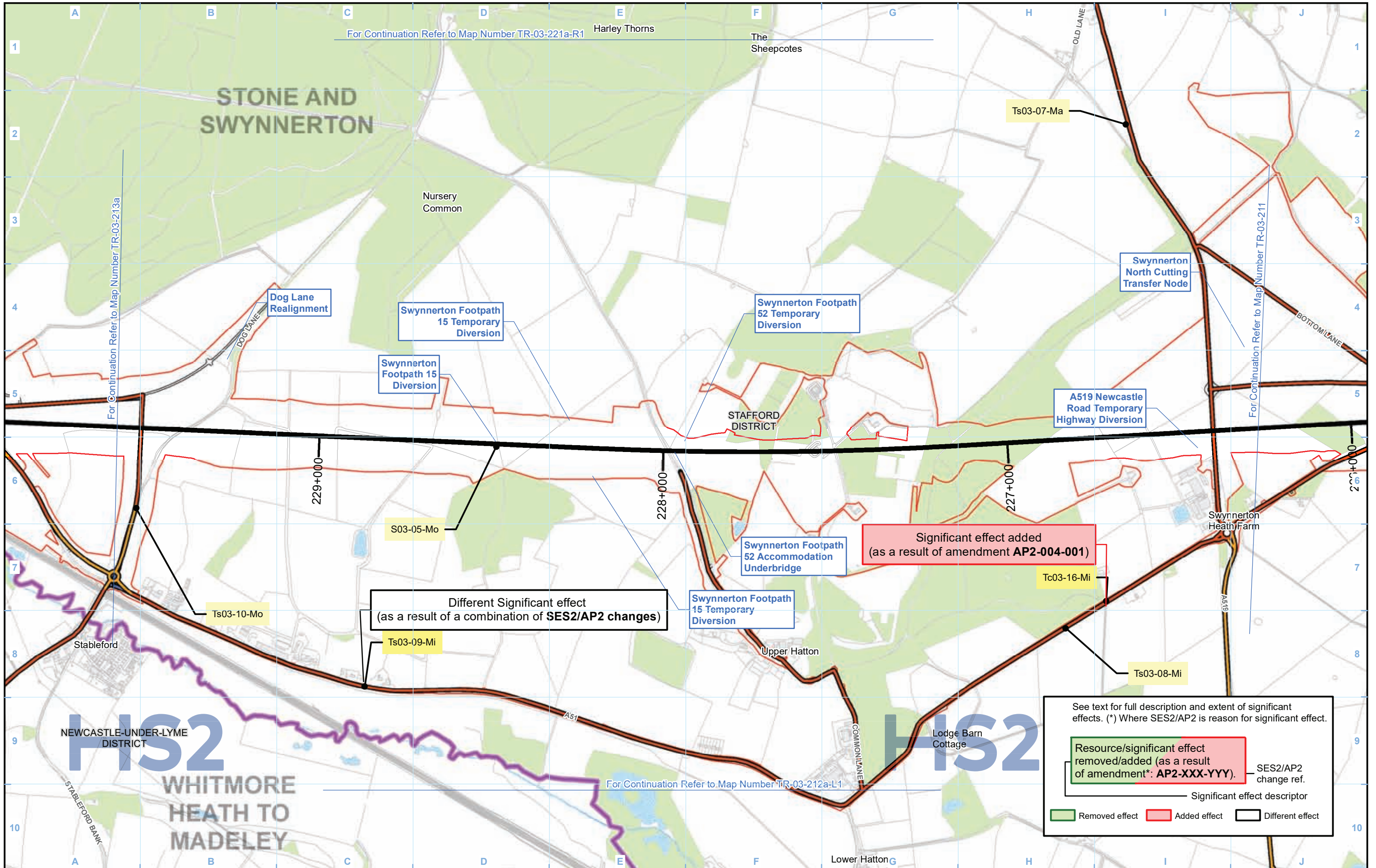
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Date: 22/01/19

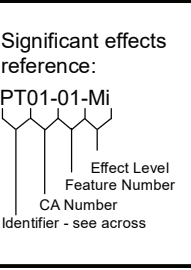


Legend

	Route in tunnel
	Route on surface
	Depot, station, headhouse or portal building
	Community area boundary
	County boundary
	District/Borough boundary
	Land potentially required during construction
	Watercourse
	Water body
	Woodland
	Construction traffic route
	Removed construction traffic route
	Additional construction traffic route

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

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



Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-212a

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 3: Stone and Swynnerton

HS2

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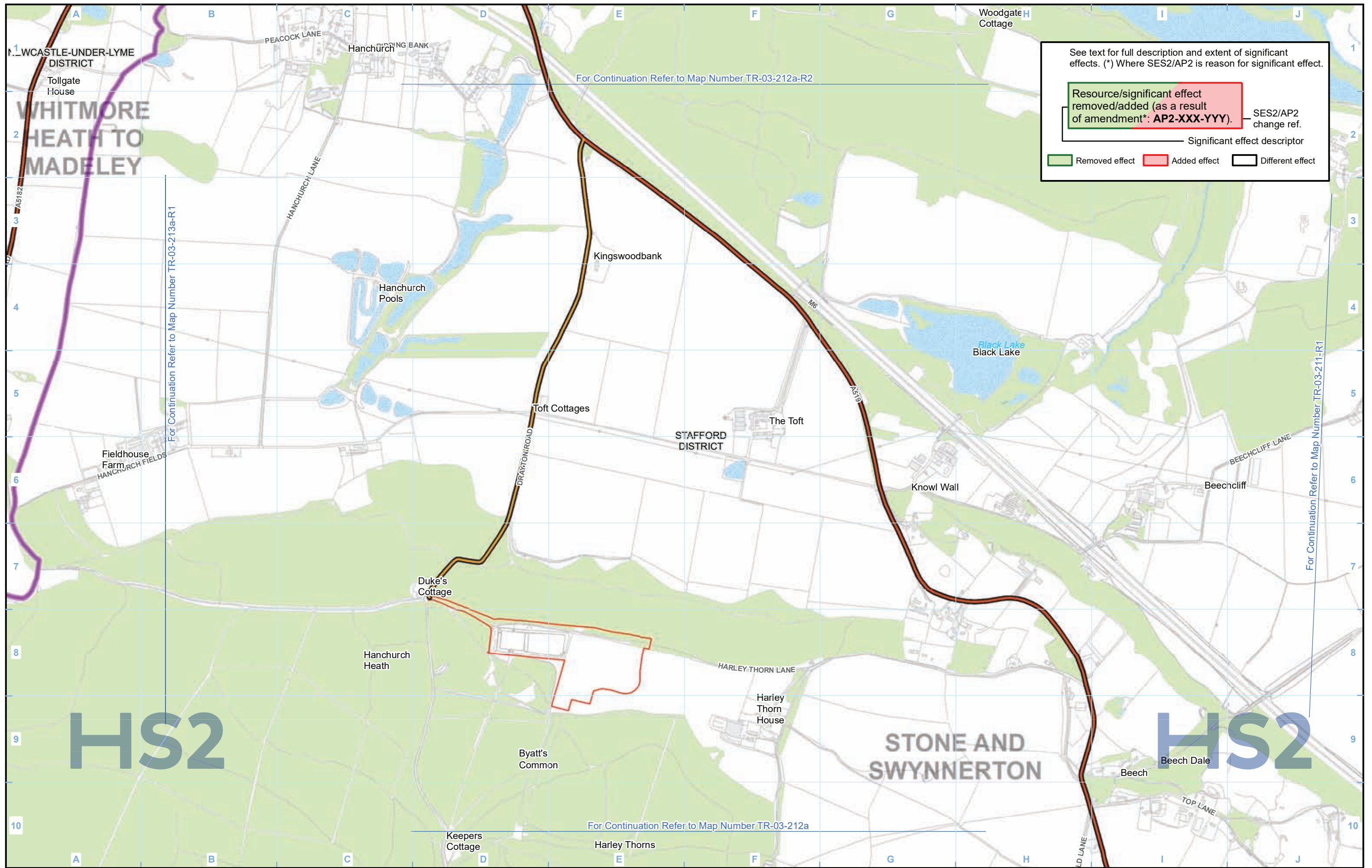
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Doc Number: 2PT02-ARP-EV-MAP-000-643112-P03

Date: 22/01/19

Scale at A3: 1:10,000

Metres



See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community area boundary
- District/Borough boundary
- Land potentially required during construction
- Watercourse
- Water body
- Woodland
- Construction traffic route
- Removed construction traffic route
- Additional construction traffic route

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi

Effect Level
Mi - Minor
Mo - Moderate
Ma - Major

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- P - Parking and loading
- V - Vulnerable road user delays, amenity and ambience
- A - Accidents and safety
- S - Severance
- W - Waterways

Map Number: TR-03-212a-R1

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 3: Stone and Swynnerton

HS2

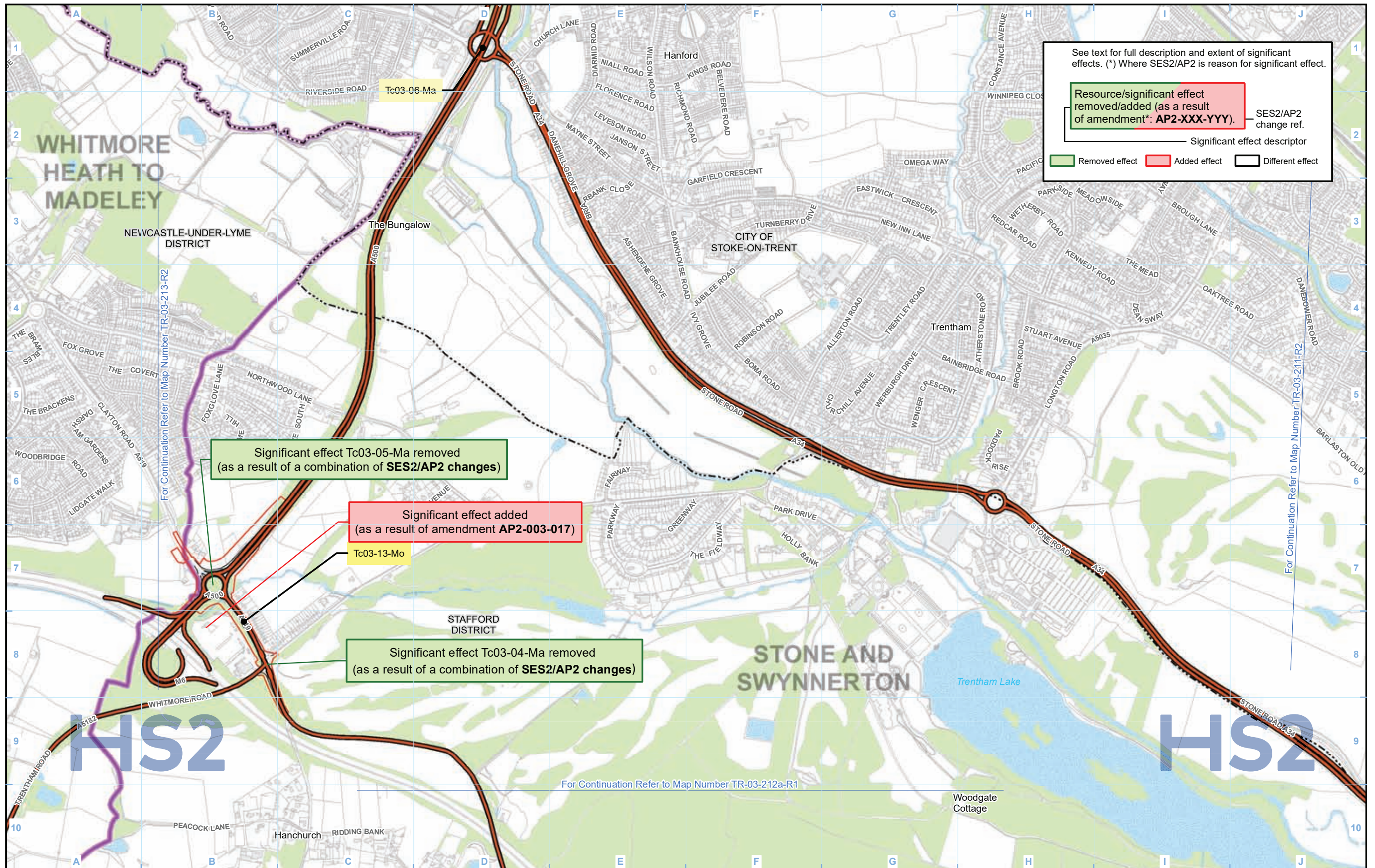
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Date: 22/01/19



See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

Legend

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

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi

Effect Level
Mi - Minor
Mo - Moderate
Ma - Major

CA Number
Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- P - Parking and loading
- V - Vulnerable road user delays, amenity and ambience
- A - Accidents and safety
- S - Severance
- W - Waterways

Map Number: TR-03-212a-R2

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 3: Stone and Swynnerton

HS2

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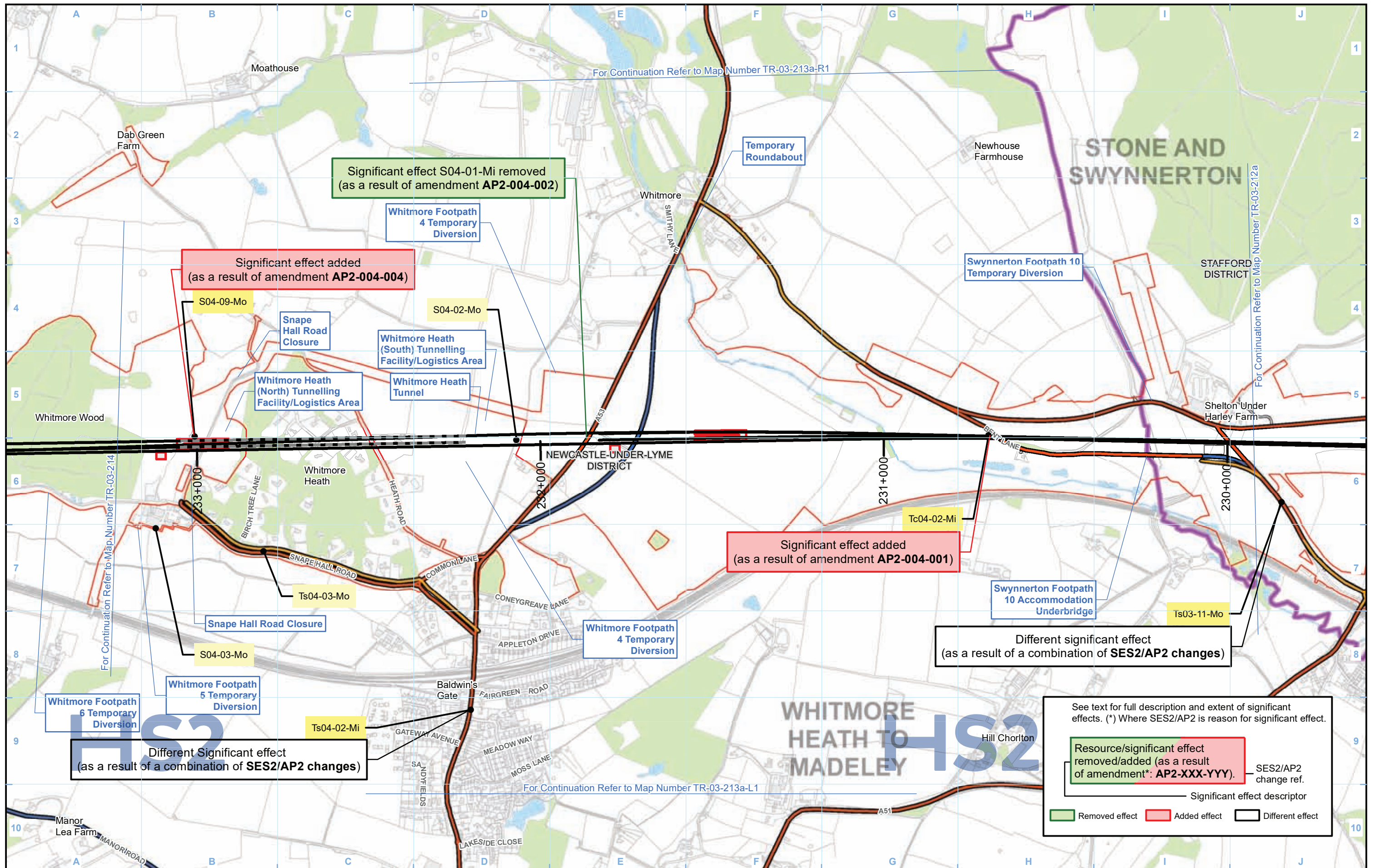
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Date: 22/01/19

Scale at A3: 1:10,000

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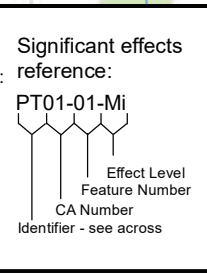
Legend

	Route in tunnel		Land potentially required during construction
	Route on surface		Watercourse
	Depot, station, headhouse or portal building		Water body
	Community area boundary		Woodland
	County boundary		Construction traffic route
	District/Borough boundary		Removed construction traffic route
	boundary		Additional construction traffic route

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

Construction significant effects arising from the SES2/AP2:

Construction significant effects unchanged from the SES2/AP2:



Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-213a

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 3: Stone and Swynnerton

HS2

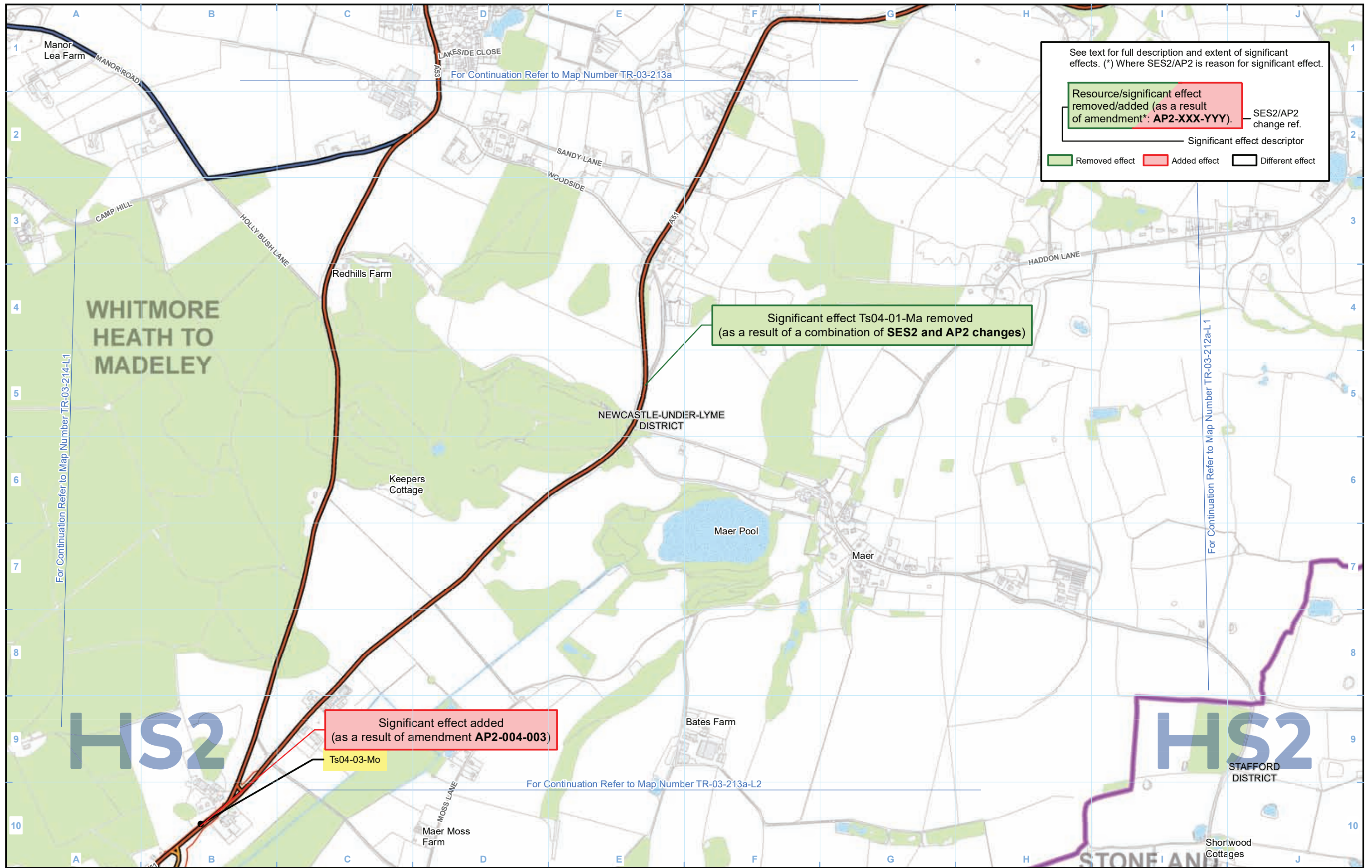
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Date: 22/01/19



See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

Significant effect Ts04-01-Ma removed (as a result of a combination of SES2 and AP2 changes)

Significant effect added (as a result of amendment AP2-004-003)
Ts04-03-Mo

Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community area boundary
- County boundary
- District/Borough boundary

- Land potentially required during construction
- Watercourse
- Water body
- Woodland
- Construction traffic route
- Removed construction traffic route
- Additional construction traffic route

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi

Effect Level
Feature Number
CA Number
Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-213a-L1

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 3: Stone and Swynnerton

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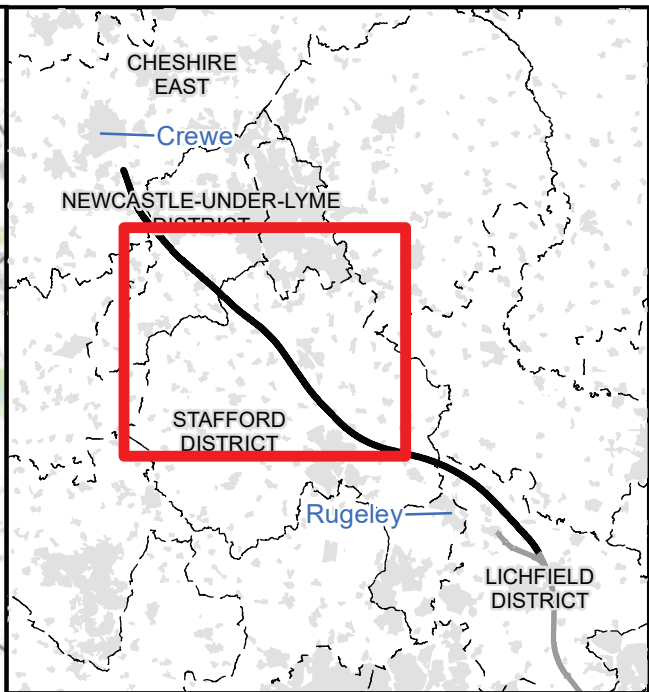
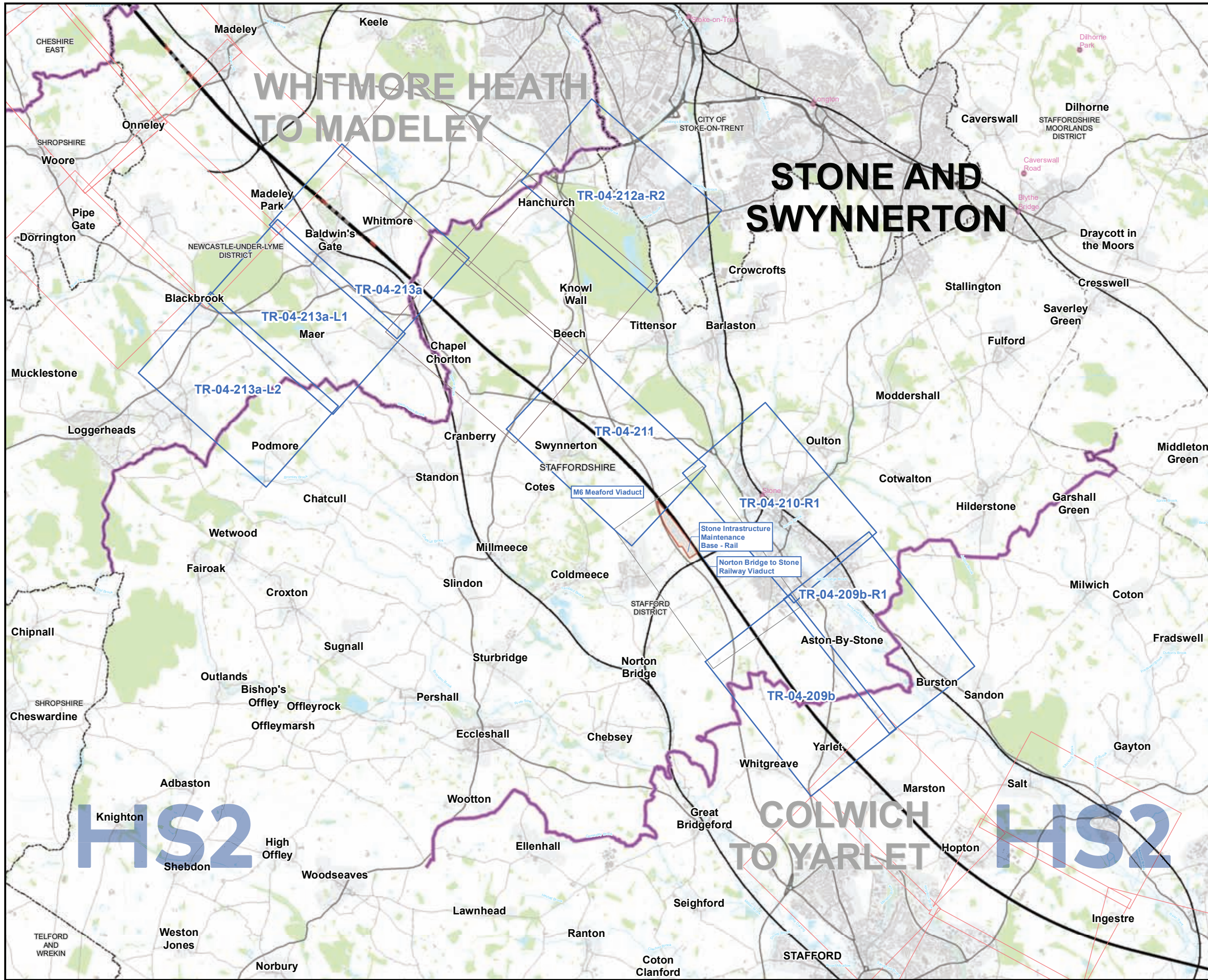
Doc Number:: 2PT02-ARP-EV-MAP-000-643213-P03

Date: 22/01/19

Scale at A3: 1:10,000

Metres

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Map Series Information:

Identifies the significant residual transport effects during the operation of HS2 for each CA. 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 2027 (Opening Year) and 2041 (Design Year).

Main Map Legend

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

Map Number	TR-04-INDEX-CA3
Map Name	Index Map of: Significant Residual Transport Effects Arising from Operation SE2S and AP2 ES
	Community Area 3: Stone and Swynnerton

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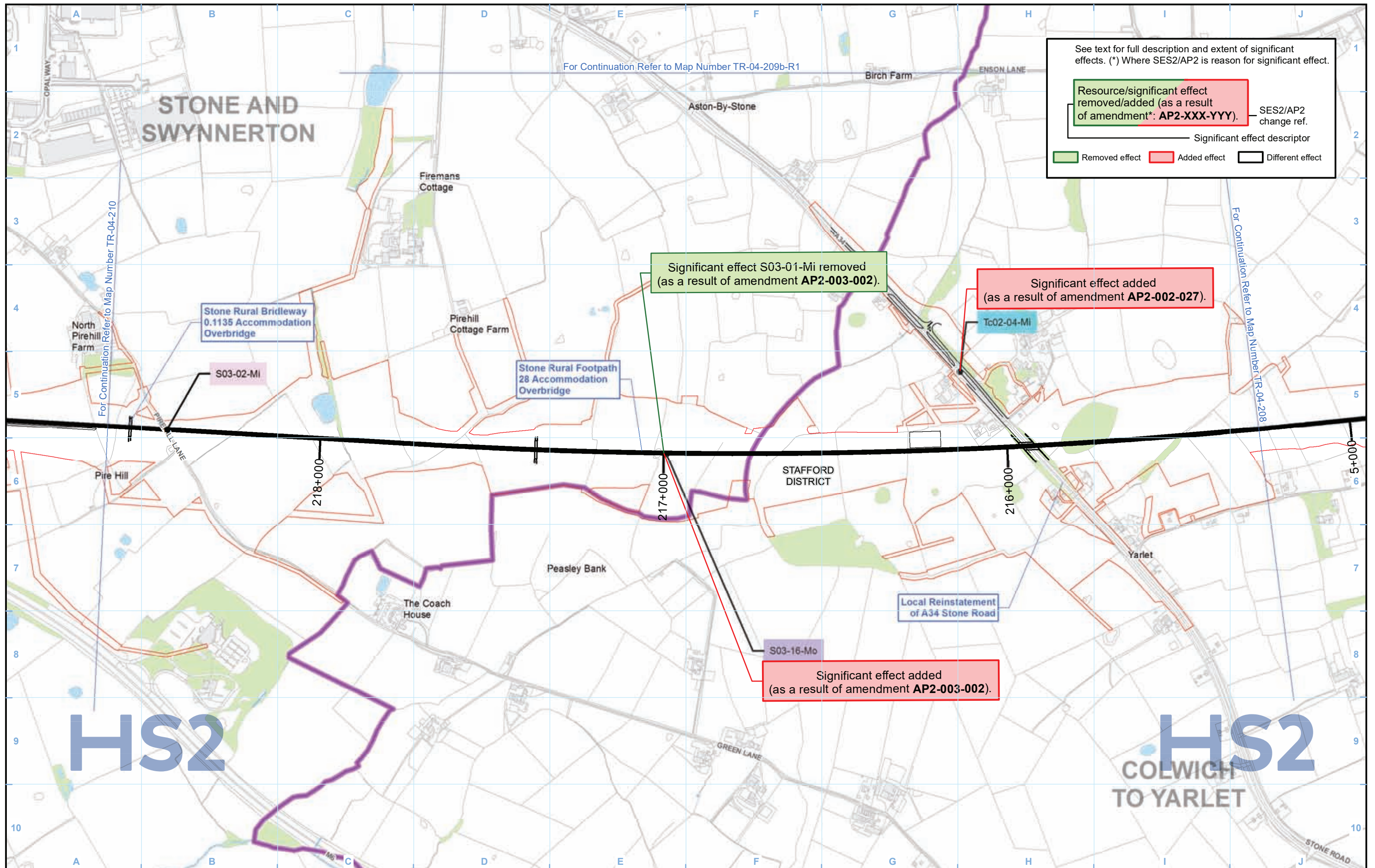
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Doc Number: 2PT02-ARP-EV-MAP-000-644003-P03

Date: 23/01/19

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



For Continuation Refer to Map Number TR-04-209b-R1

See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

For Continuation Refer to Map Number TR-04-210

For Continuation Refer to Map Number TR-04-208

HS2

HS2 COLWICH TO YARLET

Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community area boundary
- County boundary
- District/Borough boundary
- Watercourse
- Water body
- Woodland

Operation significant effects arising from the SES2/AP2:

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

Operation significant effects unchanged from the SES2/AP2:

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

Operational Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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:

- 27 - Significant effect in 2027
- 41 - Significant effect in 2041
- Missing - Significant effect in both forecast years

Significant effects reference:

PT01-01-Mi-27

Forecast Year
Effect Level
Feature Number
CA Number
Identifier - see across

Map Number: TR-04-209b

Map Name: Significant Residual Transport Effects Arising from Operation SES2 and AP2 ES

Community Area 3: Stone and Swynnerton

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Doc Number: 2PT02-ARP-EV-MAP-000-644309-P03

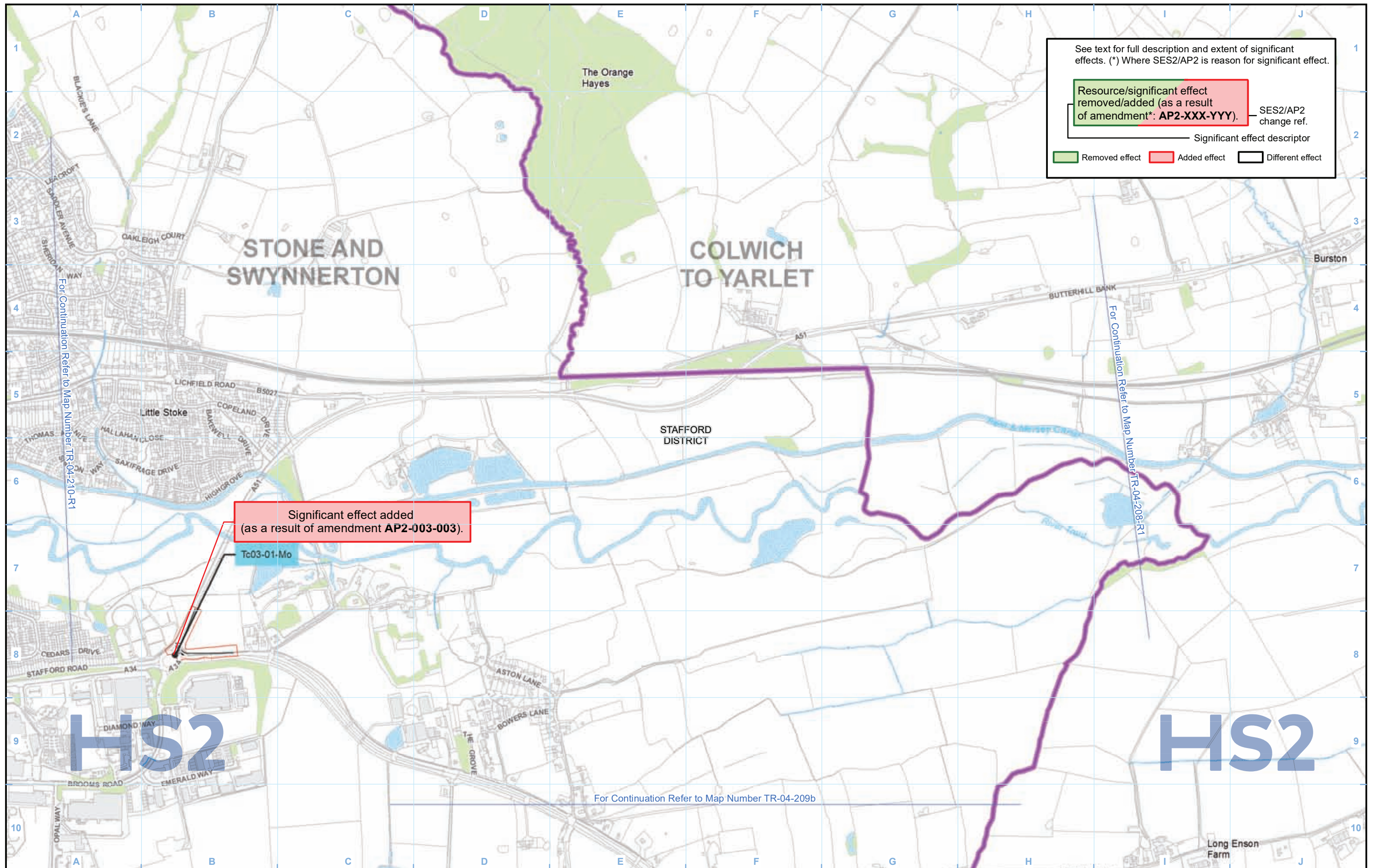
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Scale at A3: 1:10,000

Metres

Date: 18/01/19



See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

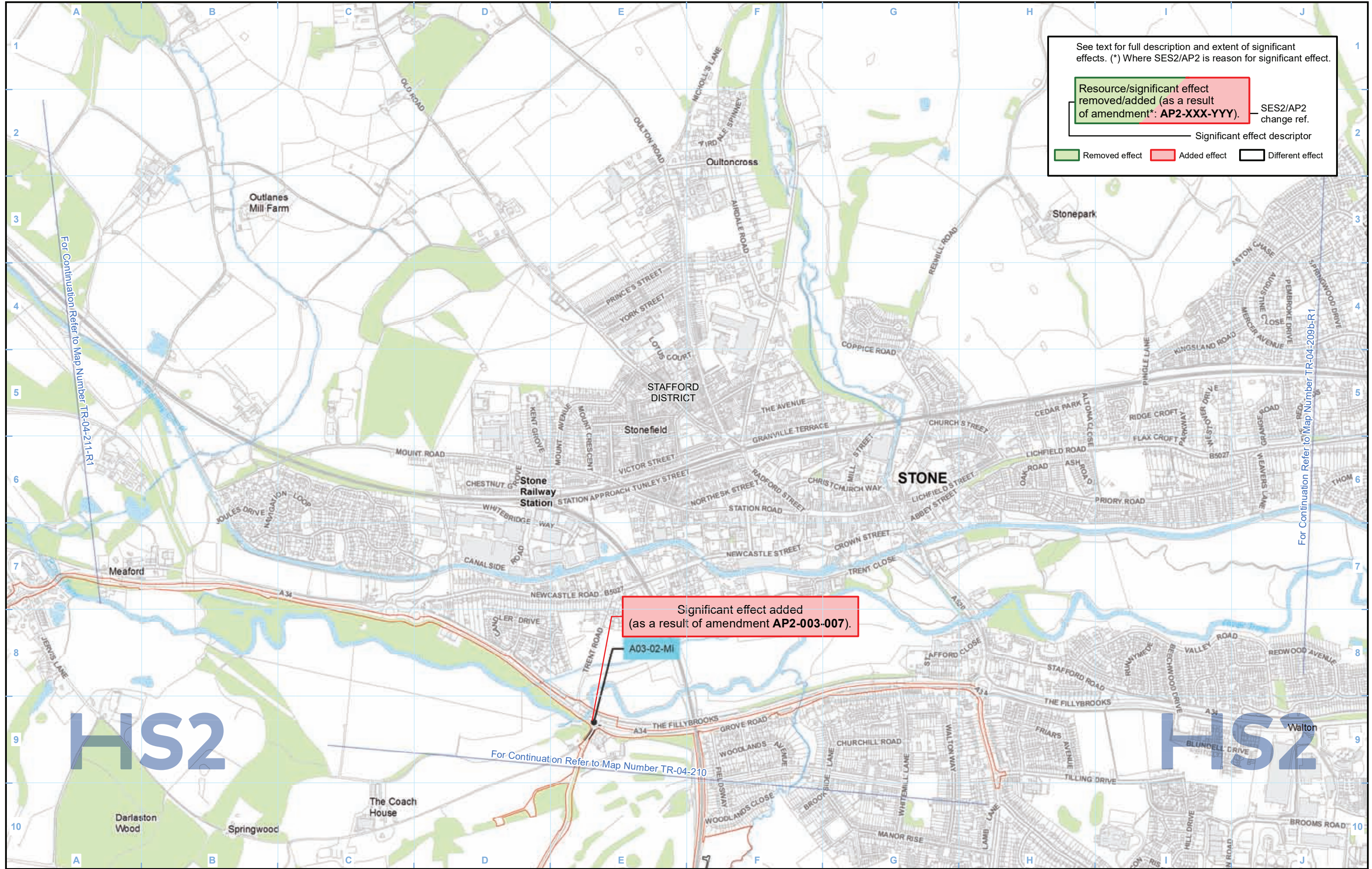
— Significant effect descriptor

Removed effect Added effect Different effect

Significant effect added
(as a result of amendment AP2-003-003).

Tc03-01-Mo

<p>Legend</p> <ul style="list-style-type: none"> Route in tunnel Route on surface Depot, station, headhouse or portal building Community area boundary County boundary District/Borough boundary 	<ul style="list-style-type: none"> Watercourse Water body Woodland 	<p>Operation significant effects arising from the SES2/AP2:</p> <ul style="list-style-type: none"> Adverse-permanent Adverse-temporary Beneficial-temporary Beneficial-permanent 	<p>Operation significant effects unchanged from the SES2/AP2:</p> <ul style="list-style-type: none"> Adverse-permanent Adverse-temporary Beneficial-temporary Beneficial-permanent 	<p>Significant effects reference:</p> <p>PT01-01-Mi-27</p> <p>Forecast Year</p> <p>Effect Level</p> <p>Feature Number</p> <p>CA Number</p> <p>Identifier - see across</p>	<p>Operational Effects Identifiers:</p> <ul style="list-style-type: none"> PT - Public transport delay D - Disruption at stations / interchanges Tc - Traffic flows and delays to vehicle occupants Td - Traffic diversion Ts - Traffic severance - non-motorised users 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 <p>Forecast Year:</p> <ul style="list-style-type: none"> 27 - Significant effect in 2027 41 - Significant effect in 2041 Missing - Significant effect in both forecast years 	<p>Map Number: TR-04-209b-R1</p> <p>Map Name: Significant Residual Transport Effects Arising from Operation SES2 and AP2 ES</p> <p>Community Area 3: Stone and Swynnerton</p>	<p>HS2</p> <p>Registered in England. Registration number 06791686. Registered office: 2 Snowhill, Queensway, Birmingham B4 6GA.</p> <p>© Crown copyright and database rights 2018. OS 100049190</p> <p>Scale at A3: 1:10,000</p> <p>Doc Number: 2PT02-ARP-EV-MAP-000-644409-P03</p> <p>Date: 18/01/19</p>
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See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

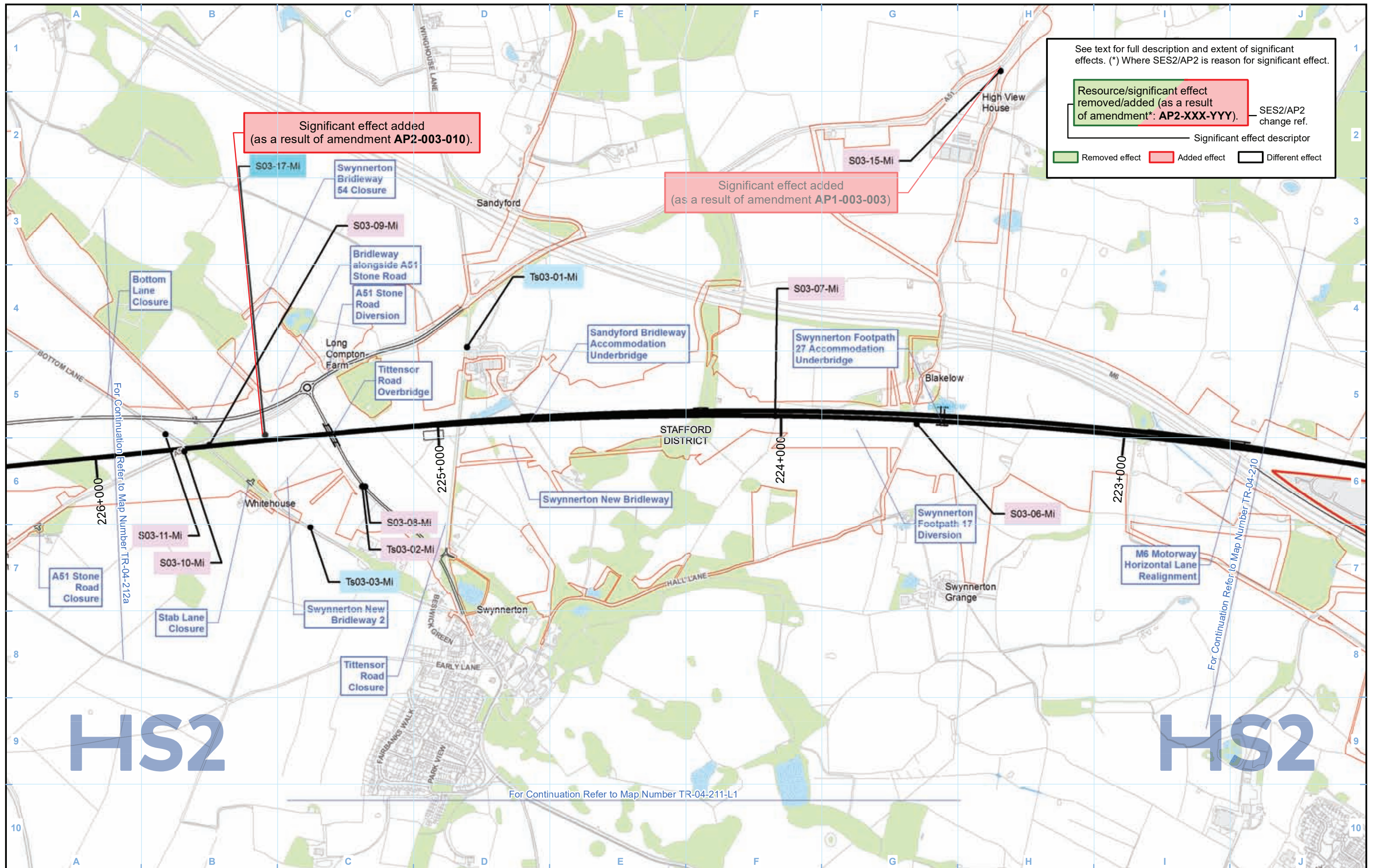
Removed effect Added effect Different effect

Significant effect added (as a result of amendment AP2-003-007).

HS2

HS2

<p>Legend</p> <ul style="list-style-type: none"> Route in tunnel Route on surface Depot, station, headhouse or portal building Community area boundary County boundary District/Borough boundary 	<ul style="list-style-type: none"> Watercourse Water body Woodland 	<p>Operation significant effects arising from the SES2/AP2:</p> <ul style="list-style-type: none"> Adverse-permanent Adverse-temporary Beneficial-temporary Beneficial-permanent 	<p>Operation significant effects unchanged from the SES2/AP2:</p> <ul style="list-style-type: none"> Adverse-permanent Adverse-temporary Beneficial-temporary Beneficial-permanent 	<p>Significant effects reference:</p> <p>PT01-01-Mi-27</p> <p>Forecast Year</p> <p>Effect Level</p> <p>Feature Number</p> <p>CA Number</p> <p>Identifier - see across</p>	<p>Operational Effects Identifiers:</p> <ul style="list-style-type: none"> PT - Public transport delay D - Disruption at stations / interchanges Tc - Traffic flows and delays to vehicle occupants Td - Traffic diversion Ts - Traffic severance - non-motorised users P - Parking and loading V - Vulnerable road user delays, amenity and ambience S - Severance W - Waterways 	<p>Effect Level:</p> <ul style="list-style-type: none"> Mi - Minor Mo - Moderate Ma - Major <p>Forecast Year:</p> <ul style="list-style-type: none"> 27 - Significant effect in 2027 41 - Significant effect in 2041 Missing - Significant effect in both forecast years 	<p>Map Number: TR-04-210-R1</p> <p>Map Name: Significant Residual Transport Effects Arising from Operation SES2 and AP2 ES</p> <p>Community Area 3: Stone and Swynnerton</p>	<p>HS2</p> <p>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.</p> <p>Registered in England. Registration number 06791686. Registered office: 2 Snowhill, Queensway, Birmingham B4 6QA.</p> <p>Scale at A3: 1:10,000</p> <p>© Crown copyright and database rights 2018. OS 100049190</p> <p>Doc Number: 2PT02-ARP-EV-MAP-000-644310-P03</p> <p>Date: 18/01/19</p>
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See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

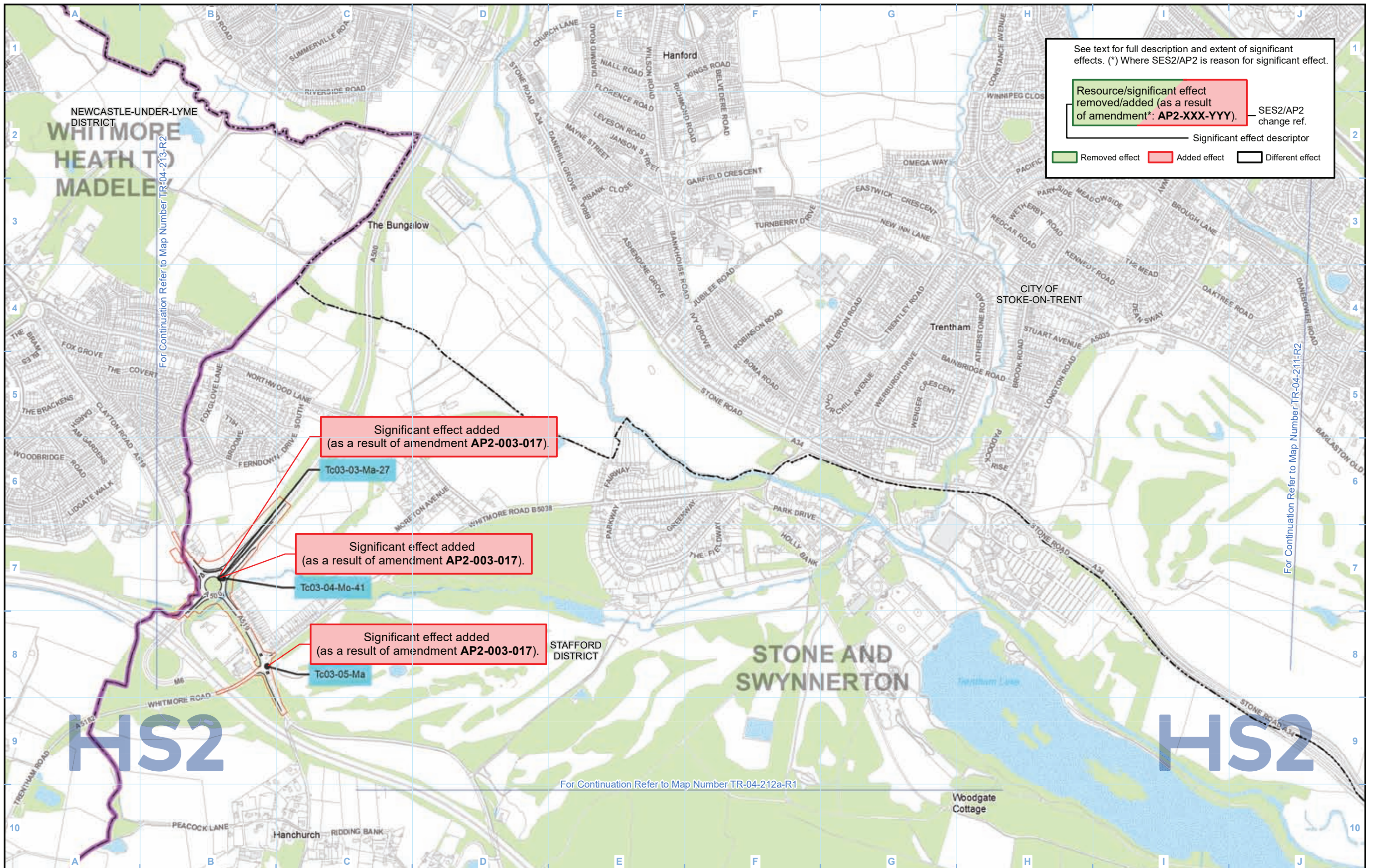
Significant effect descriptor

Removed effect Added effect Different effect

HS2

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Legend <ul style="list-style-type: none"> Route in tunnel Route on surface Depot, station, headhouse or portal building Community area boundary County boundary District/Borough boundary 		<ul style="list-style-type: none"> Watercourse Water body Woodland 		Operation significant effects arising from the SES2/AP2: <ul style="list-style-type: none"> Adverse-permanent Adverse-temporary Beneficial-temporary Beneficial-permanent 		Operation significant effects unchanged from the SES2/AP2: <ul style="list-style-type: none"> Adverse-permanent Adverse-temporary Beneficial-temporary Beneficial-permanent 		Significant effects reference: PT01-01-Mi-27 Forecast Year Effect Level Feature Number CA Number Identifier - see across		Operational Effects Identifiers: PT - Public transport delay D - Disruption at stations / interchanges Tc - Traffic flows and delays to vehicle occupants Td - Traffic diversion Ts - Traffic severance - non-motorised users 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: 27 - Significant effect in 2027 41 - Significant effect in 2041 Missing - Significant effect in both forecast years		Map Number: TR-04-211 Map Name: Significant Residual Transport Effects Arising from Operation SES2 and AP2 ES Community Area 3: Stone and Swynnerton		<p>Registered in England. Registration number 06791686. Registered office: 2 Snowhill, Queensway, Birmingham B4 6GA.</p> <p>© Crown copyright and database rights 2018. OS 100049190</p> <p>Scale at A3: 1:10,000</p> <p>Doc Number: 2PT02-ARP-EV-MAP-000-644111-P03</p> <p>Date: 18/01/19</p>	
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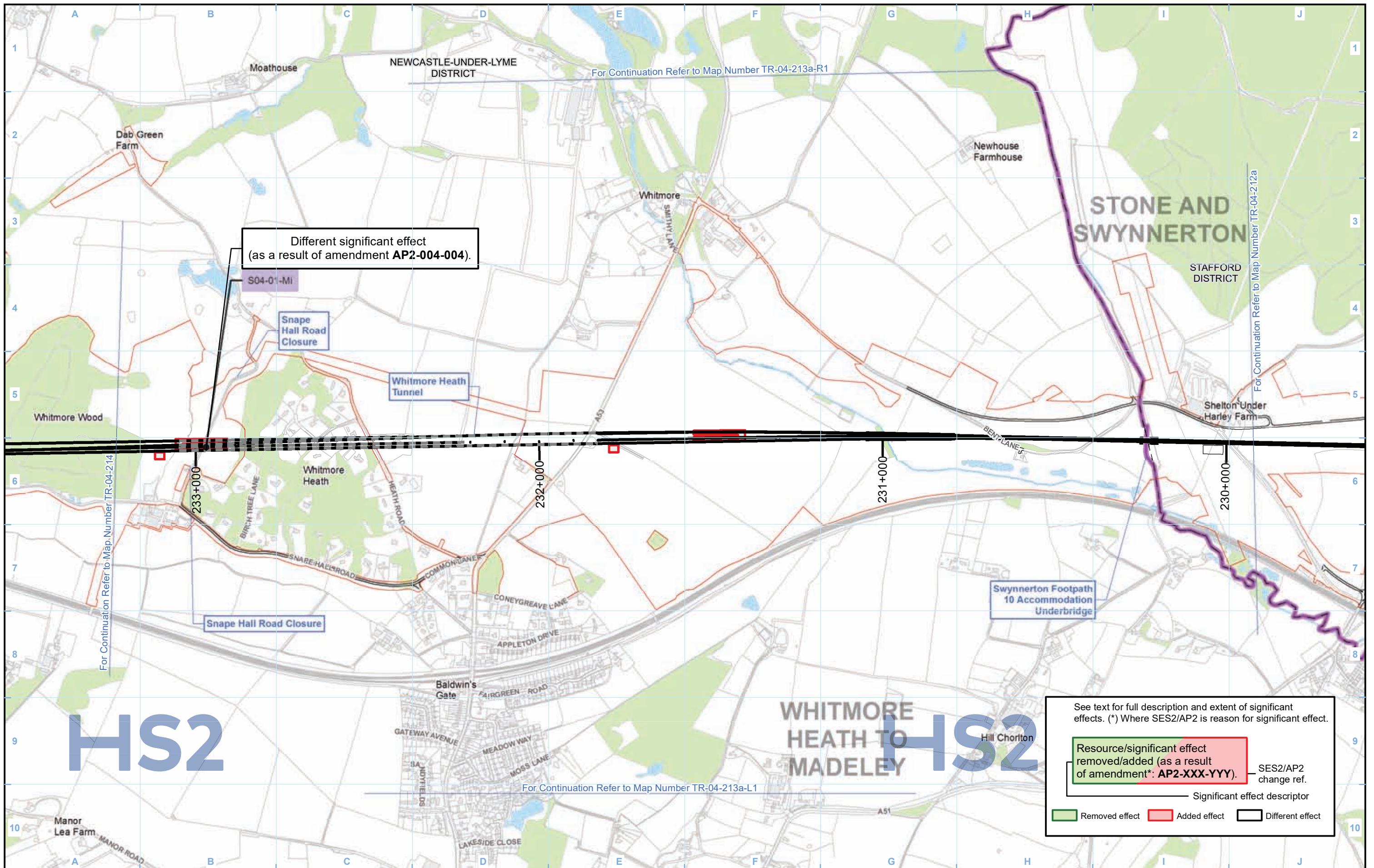
See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

<p>Legend</p> <ul style="list-style-type: none"> Route in tunnel Route on surface Depot, station, headhouse or portal building Community area boundary County boundary District/Borough boundary 	<ul style="list-style-type: none"> Watercourse Water body Woodland 	<p>Operation significant effects arising from the SES2/AP2:</p> <ul style="list-style-type: none"> Adverse-permanent Adverse-temporary Beneficial-temporary Beneficial-permanent 	<p>Operation significant effects unchanged from the SES2/AP2:</p> <ul style="list-style-type: none"> Adverse-permanent Adverse-temporary Beneficial-temporary Beneficial-permanent 	<p>Significant effects reference:</p> <p>PT01-01-Mi-27</p> <p>Forecast Year</p> <p>Effect Level</p> <p>Feature Number</p> <p>CA Number</p> <p>Identifier - see across</p>	<p>Operational Effects Identifiers:</p> <ul style="list-style-type: none"> PT - Public transport delay D - Disruption at stations / interchanges Tc - Traffic flows and delays to vehicle occupants Td - Traffic diversion Ts - Traffic severance - non-motorised users 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 <p>Forecast Year:</p> <ul style="list-style-type: none"> 27 - Significant effect in 2027 41 - Significant effect in 2041 Missing - Significant effect in both forecast years 	<p>Map Number: TR-04-212a-R2</p> <p>Map Name: Significant Residual Transport Effects Arising from Operation SES2 and AP2 ES</p> <p>Community Area 3: Stone and Swynnerton</p>	<p>HS2</p> <p>Registered in England. Registration number 06791686. Registered office: 2 Snowhill, Queensway, Birmingham B4 6QA.</p> <p>© Crown copyright and database rights 2018. OS 100049190</p> <p>Scale at A3: 1:10,000</p> <p>Doc Number: 2PT02-ARP-EV-MAP-000-644412-P03</p> <p>Date: 18/01/19</p>
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See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

Significant effect descriptor

Removed effect Added effect Different effect

Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community area boundary
- County boundary
- District/Borough boundary

- Watercourse
- Water body
- Woodland

Operation significant effects arising from the SES2/AP2:

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

Operation significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi-27

Forecast Year

Effect Level

Feature Number

CA Number

Identifier - see across

Operational Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- P - Parking and loading
- V - Vulnerable road user delays, amenity and ambience
- S - Severance
- W - Waterways

Effect Level:

- Mi - Minor
- Mo - Moderate
- Ma - Major

Forecast Year:

- 27 - Significant effect in 2027
- 41 - Significant effect in 2041
- Missing - Significant effect in both forecast years

Map Number: TR-04-213a

Map Name: Significant Residual Transport Effects Arising from Operation SES2 and AP2 ES

Community Area 3: Stone and Swynnerton

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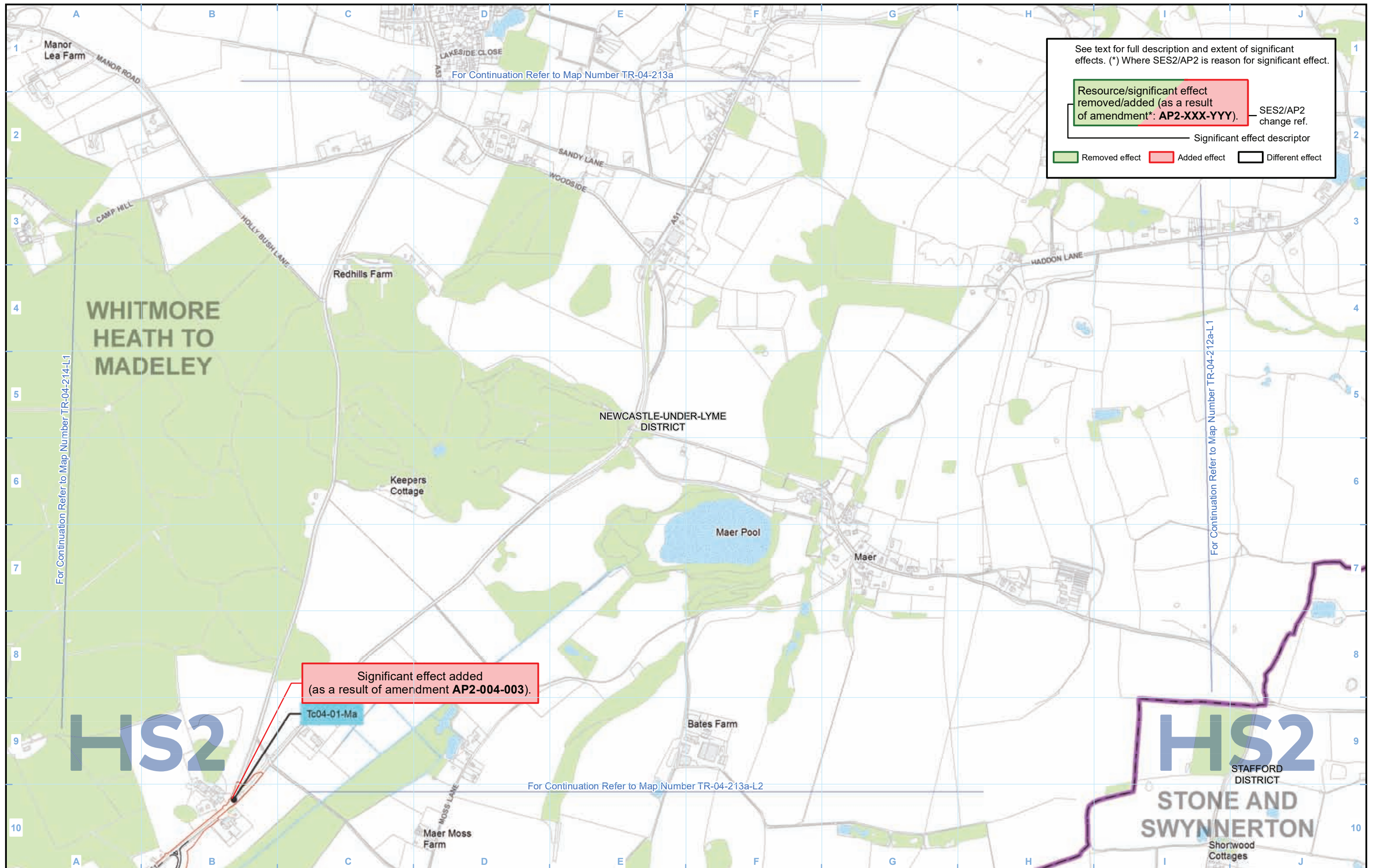
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Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

Significant effect added (as a result of amendment AP2-004-003).

Tc04-01-Ma

Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community area boundary
- County boundary
- District/Borough boundary

- Watercourse
- Water body
- Woodland

Operation significant effects arising from the SES2/AP2:

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

Operation significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi-27

Forecast Year

Effect Level

Feature Number

CA Number

Identifier - see across

Operational Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- P - Parking and loading
- V - Vulnerable road user delays, amenity and ambience
- S - Severance
- W - Waterways

Effect Level:

- Mi - Minor
- Mo - Moderate
- Ma - Major

Forecast Year:

- 27 - Significant effect in 2027
- 41 - Significant effect in 2041
- Missing - Significant effect in both forecast years

Map Number: TR-04-213a-L1

Map Name: Significant Residual Transport Effects Arising from Operation SES2 and AP2 ES

Community Area 3: Stone and Swynnerton

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STONE AND SWYNNERTON

Shortwood Cottages

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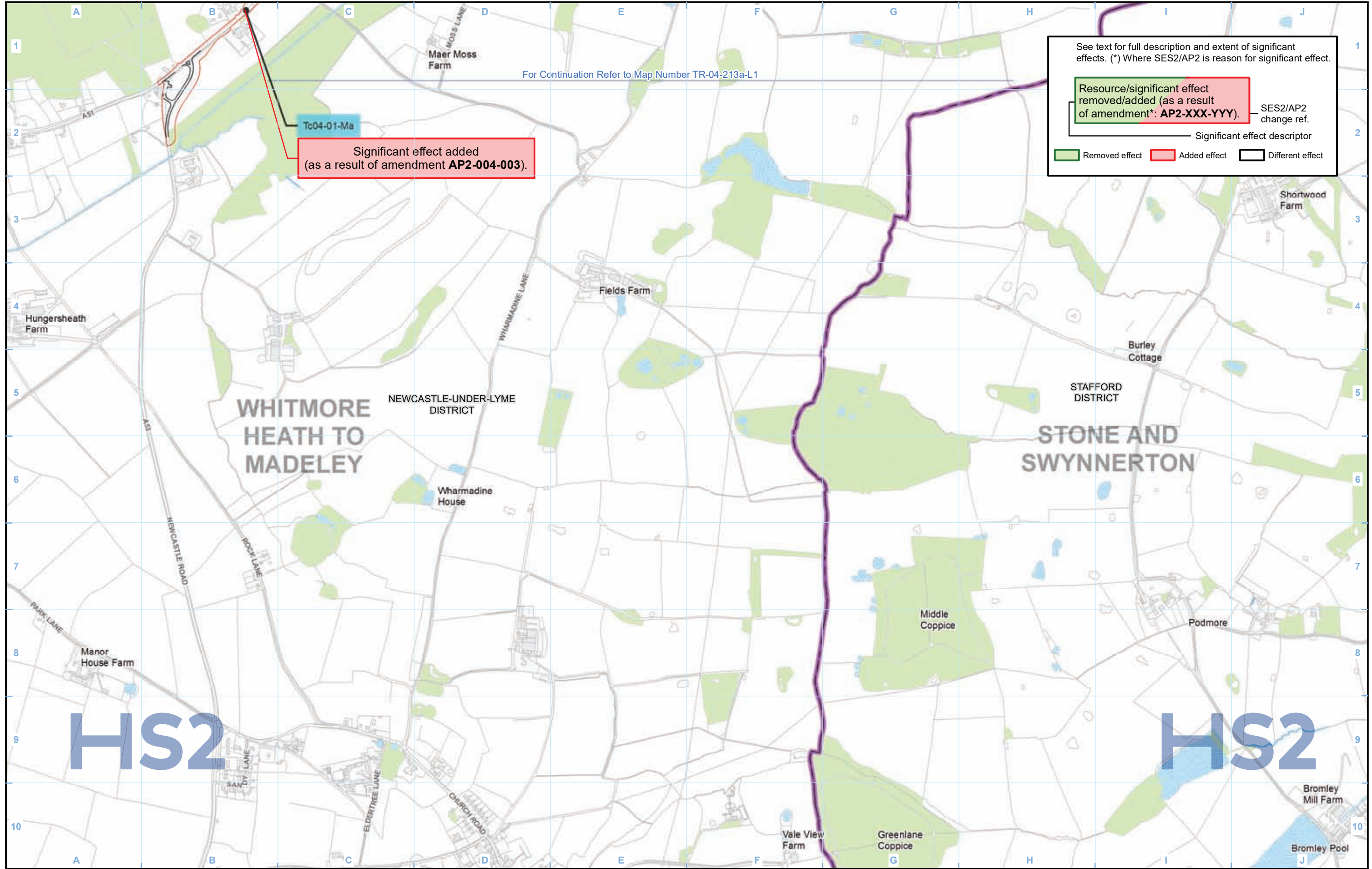
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For Continuation Refer to Map Number TR-04-213a-L1

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Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

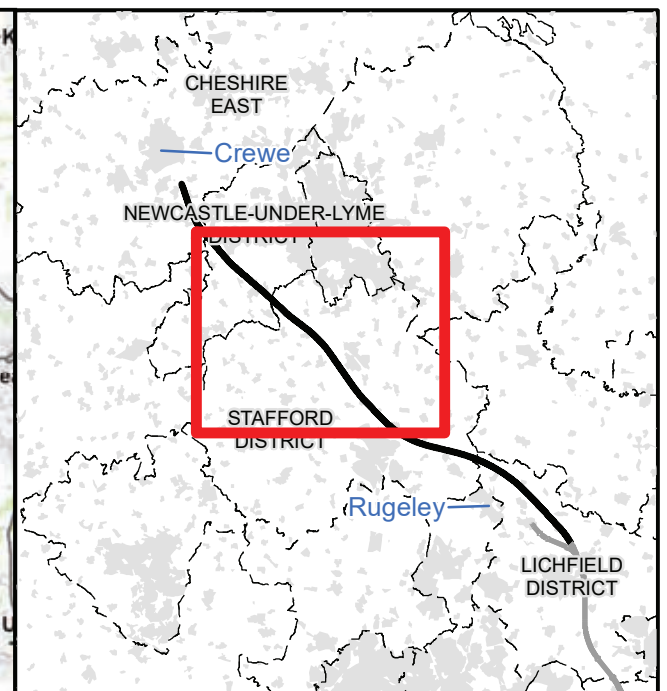
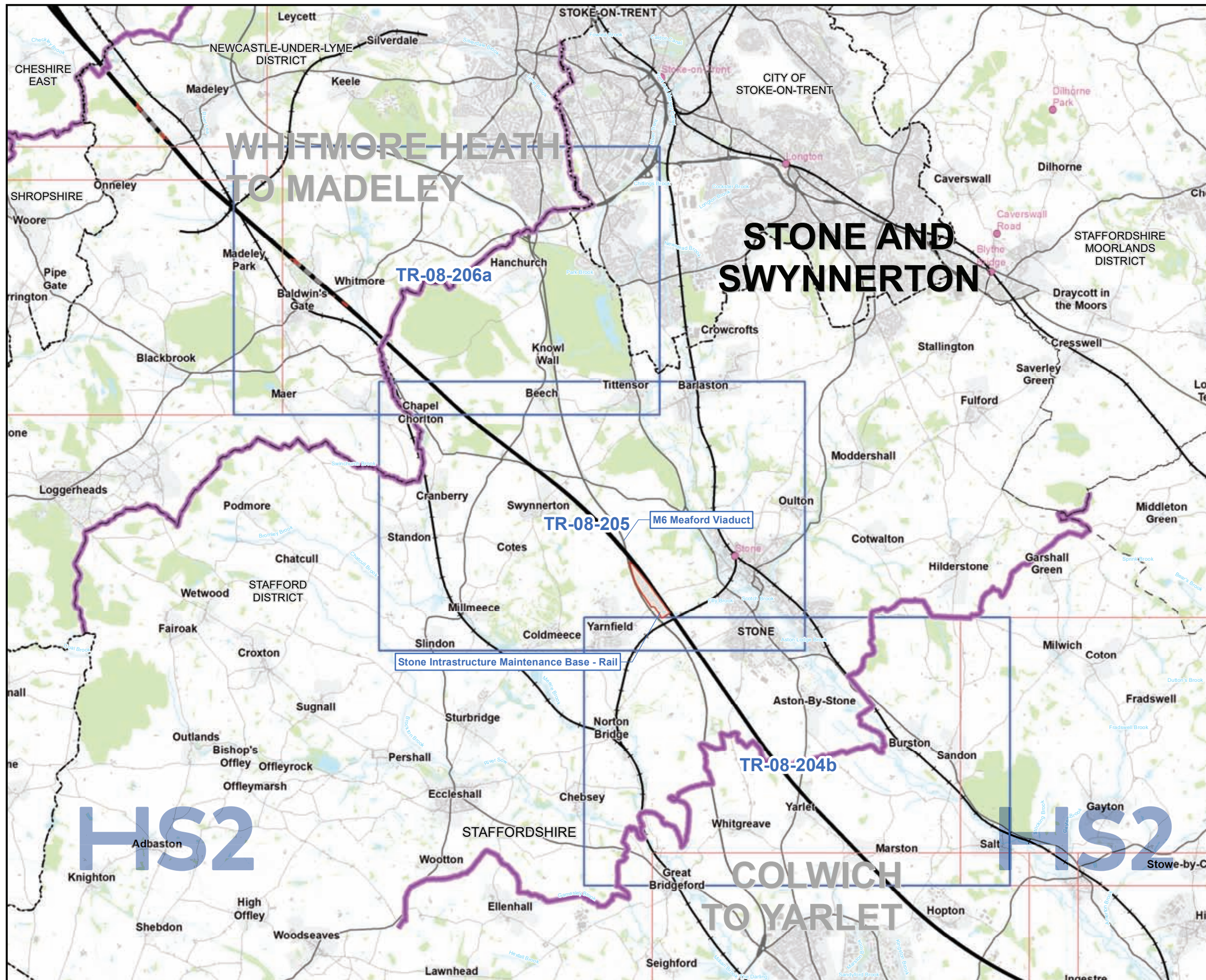
— Significant effect descriptor

Removed effect Added effect Different effect

Significant effect added (as a result of amendment AP2-004-003).

Legend <ul style="list-style-type: none"> Route in tunnel Route on surface Depot, station, headhouse or portal building Community area boundary County boundary District/Borough boundary 		<ul style="list-style-type: none"> Watercourse Water body Woodland 		Operation significant effects arising from the SES2/AP2: <ul style="list-style-type: none"> Adverse-permanent Adverse-temporary Beneficial-temporary Beneficial-permanent 		Operation significant effects unchanged from the SES2/AP2: <ul style="list-style-type: none"> Adverse-permanent Adverse-temporary Beneficial-temporary Beneficial-permanent 		Significant effects reference: PT01-01-Mi-27 Forecast Year Effect Level Feature Number CA Number Identifier - see across		Operational Effects Identifiers: PT - Public transport delay D - Disruption at stations / interchanges Tc - Traffic flows and delays to vehicle occupants Td - Traffic diversion Ts - Traffic severance - non-motorised users 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: 27 - Significant effect in 2027 41 - Significant effect in 2041 Missing - Significant effect in both forecast years		Map Number: TR-04-213a-L2 Map Name: Significant Residual Transport Effects Arising from Operation SES2 and AP2 ES Community Area 3: Stone and Swynnerton		HS2 Registered in England. Registration number 06791686. Registered office: 2 Snowhill, Queensway, Birmingham B4 6QA. © Crown copyright and database rights 2018 OS 100049190 Scale at A3: 1:10,000 Metres Doc Number: 2PT02-ARP-EV-MAP-000-644313-P03 Date: 18/01/19	
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Map Series Information:

This map series identifies the main construction access routes for construction compounds to and from the strategic highway network. Construction routes are the identified routes which Heavy Goods Vehicles (HGVs) will use between compounds and the main road network within each CA. Also shown is construction compound data which provides the transport activity at each compound including start-up date and duration of use of compound. For each compound the peak month of activity is the month within which HGV traffic is at its highest for that compound. The busy period is that period during which HGV traffic serving that compound will be greater than 50% of the HGV traffic in the peak month. The average daily combined two-way vehicle trips shown for the busy period is the lower end of the range shown in the table. The average daily combined two-way vehicle trips shown for the peak month is the upper end of the range shown in the table.

Main Map Legend

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

Map Number	TR-08-INDEX-CA3
Map Name	Index Map of: Construction Routes to the Strategic Network SES2 and AP2 ES
	Community Area 3: Stone and Swynnerton

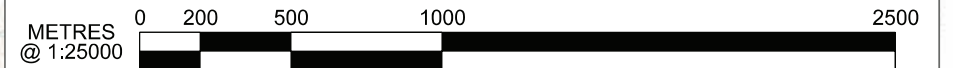
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Doc Number: 2PT02-ARP-EV-MAP-000-148003-P03 **Date: 28/01/19**



Yarlet North cutting satellite compound		
Civil	Start date	Sep-20
	Duration of use	57
	Duration of busy movements	17
	Peak daily vehicles - Cars & LGV	152-209
Reinstatement	Start date	Sep-26
	Duration of use	3
	Peak daily vehicles - HGV	49-49

Yarlet embankment satellite compound (including Stone crossovers satellite compound)		
Civil	Start date	Jan-21
	Duration of use	51
	Duration of busy movements	9
	Peak daily vehicles - Cars & LGV	56-77
Reinstatement	Start date	Jan-26
	Duration of use	3
	Peak daily vehicles - HGV	44-44
Railway systems	Start date	Dec-25
	Duration of use	3
	Duration of busy movements	2
	Peak daily vehicles - Cars & LGV	07-Sep
	Peak daily vehicles - HGV	up to 10

Yarlet South cutting satellite compound		
Civil	Start date	Jan-21
	Duration of use	48
	Duration of busy movements	6
	Peak daily vehicles - Cars & LGV	32-44
Reinstatement	Start date	Aug-26
	Duration of use	3
	Peak daily vehicles - HGV	54-64

Transfer node associated with Yarlet South cutting satellite compound (north)		
Civil	Start date	Oct-21
	Duration of use	42
	Duration of busy movements	4
	Peak daily vehicles - HGV	488-607

Transfer node associated with Yarlet South cutting satellite compound (south)		
Civil	Start date	Dec-21
	Duration of use	39
	Duration of busy movements	6
	Peak daily vehicles - HGV	698-920

Marston North embankment satellite compound		
Civil	Start date	Jan-21
	Duration of use	51
	Duration of busy movements	3
	Peak daily vehicles - Cars & LGV	16-22
Reinstatement	Start date	Jul-26
	Duration of use	3
	Peak daily vehicles - HGV	34-34
Railway systems	Start date	Mar-25
	Duration of use	9
	Duration of busy movements	4
	Peak daily vehicles - Cars & LGV	37-51
	Peak daily vehicles - HGV	158-160

Marston South embankment satellite compound		
Civil	Start date	Jan-21
	Duration of use	51
	Duration of busy movements	6
	Peak daily vehicles - Cars & LGV	32-44
Reinstatement	Start date	Jun-26
	Duration of use	3
	Peak daily vehicles - HGV	45-45

Legend

- Compound Traffic Routes
- Site Haul to Compound
- Through Construction Traffic Routes (To/From Other Scheme Compounds)
- HS2 Route
- Onward Construction Routes
- Community Area boundary
- Through Site Haul to Compound (To/From Other Scheme Compounds)
- Movement of Excavated Material
- Construction Compounds

Rail system compounds are shown where they are likely to generate more than 24 HGV movements a day in the peak month (average two-way) or are associated with a construction civil engineering works compound. Peak daily HGVs refer to the total peak trip generation by compound. These include HGV traffic accessing and egressing construction compounds by both the site haul road and local roads.

Map Number: **TR-08-204b**

Map Name: **Construction Routes to the Strategic Network**

Community Area: **CA3 Stone and Swynnerton**

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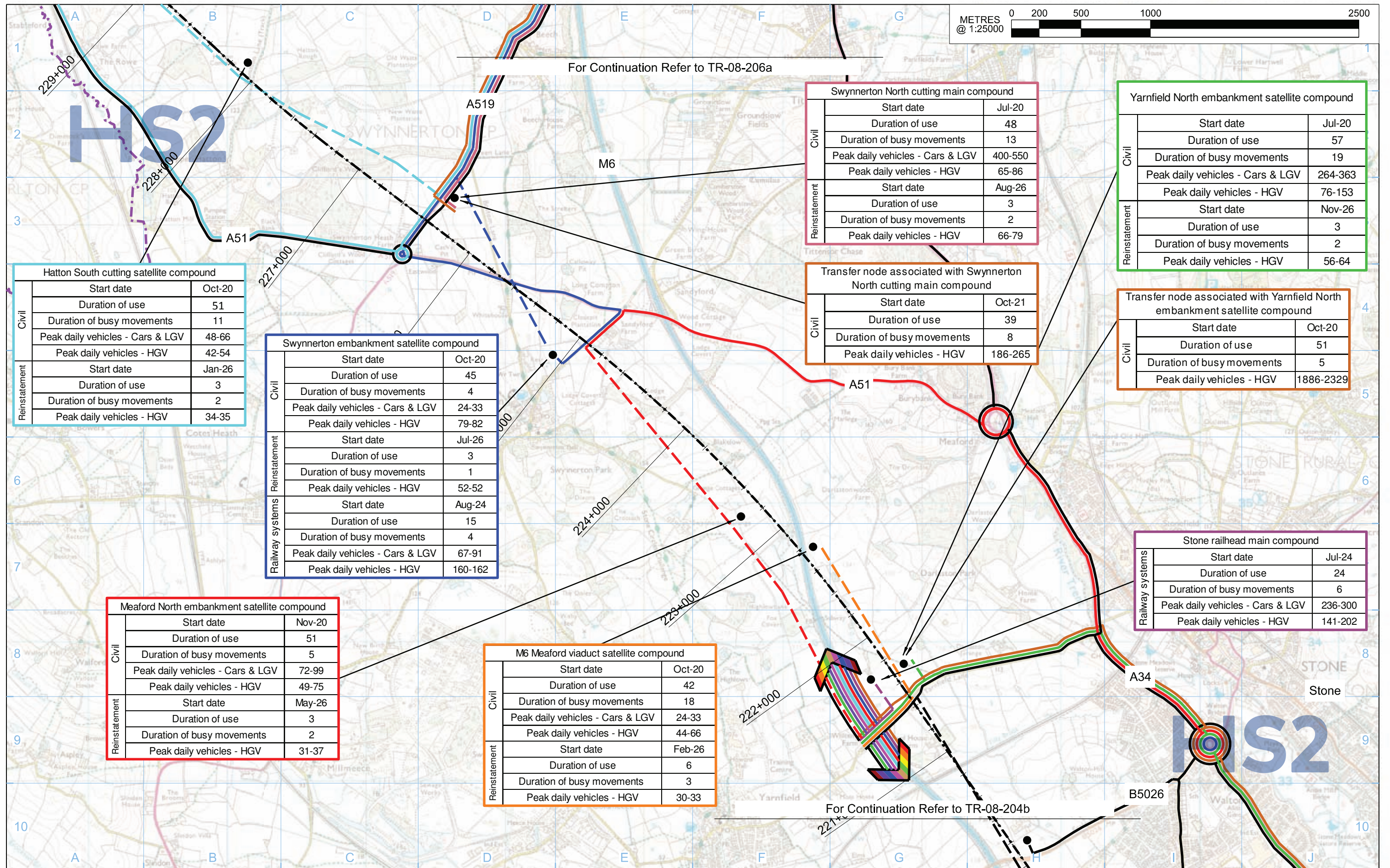
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For Continuation Refer to TR-08-204-R1

For Continuation Refer to TR-08-205

For Continuation Refer to TR-08-203-L1



For Continuation Refer to TR-08-206a

Swynnerton North cutting main compound		
Civil	Start date	Jul-20
	Duration of use	48
	Duration of busy movements	13
Reinstatement	Peak daily vehicles - Cars & LGV	400-550
	Peak daily vehicles - HGV	65-86
	Start date	Aug-26
Reinstatement	Duration of use	3
	Duration of busy movements	2
	Peak daily vehicles - HGV	66-79

Yarnfield North embankment satellite compound		
Civil	Start date	Jul-20
	Duration of use	57
	Duration of busy movements	19
Reinstatement	Peak daily vehicles - Cars & LGV	264-363
	Peak daily vehicles - HGV	76-153
	Start date	Nov-26
Reinstatement	Duration of use	3
	Duration of busy movements	2
	Peak daily vehicles - HGV	56-64

Hatton South cutting satellite compound		
Civil	Start date	Oct-20
	Duration of use	51
	Duration of busy movements	11
Reinstatement	Peak daily vehicles - Cars & LGV	48-66
	Peak daily vehicles - HGV	42-54
	Start date	Jan-26
Reinstatement	Duration of use	3
	Duration of busy movements	2
	Peak daily vehicles - HGV	34-35

Swynnerton embankment satellite compound		
Civil	Start date	Oct-20
	Duration of use	45
	Duration of busy movements	4
Reinstatement	Peak daily vehicles - Cars & LGV	24-33
	Peak daily vehicles - HGV	79-82
	Start date	Jul-26
Reinstatement	Duration of use	3
	Duration of busy movements	1
	Peak daily vehicles - HGV	52-52
Railway systems	Start date	Aug-24
	Duration of use	15
	Duration of busy movements	4
Railway systems	Peak daily vehicles - Cars & LGV	67-91
	Peak daily vehicles - HGV	160-162

Transfer node associated with Swynnerton North cutting main compound		
Civil	Start date	Oct-21
	Duration of use	39
	Duration of busy movements	8
Civil	Peak daily vehicles - HGV	186-265

Transfer node associated with Yarnfield North embankment satellite compound		
Civil	Start date	Oct-20
	Duration of use	51
	Duration of busy movements	5
Civil	Peak daily vehicles - HGV	1886-2329

Stone railhead main compound		
Railway systems	Start date	Jul-24
	Duration of use	24
	Duration of busy movements	6
Railway systems	Peak daily vehicles - Cars & LGV	236-300
	Peak daily vehicles - HGV	141-202

Meaford North embankment satellite compound		
Civil	Start date	Nov-20
	Duration of use	51
	Duration of busy movements	5
Reinstatement	Peak daily vehicles - Cars & LGV	72-99
	Peak daily vehicles - HGV	49-75
	Start date	May-26
Reinstatement	Duration of use	3
	Duration of busy movements	2
	Peak daily vehicles - HGV	31-37

M6 Meaford viaduct satellite compound		
Civil	Start date	Oct-20
	Duration of use	42
	Duration of busy movements	18
Reinstatement	Peak daily vehicles - Cars & LGV	24-33
	Peak daily vehicles - HGV	44-66
	Start date	Feb-26
Reinstatement	Duration of use	6
	Duration of busy movements	3
	Peak daily vehicles - HGV	30-33

For Continuation Refer to TR-08-204b

Legend

- Compound Traffic Routes
- Site Haul to Compound
- Through Construction Traffic Routes (To/From Other Scheme Compounds)
- HS2 Route
- Onward Construction Routes
- Community Area boundary
- Through Site Haul to Compound (To/From Other Scheme Compounds)
- Movement of Excavated Material
- Construction Compounds

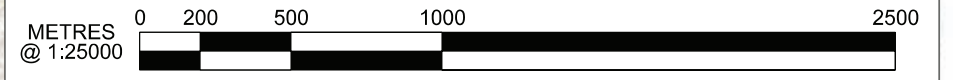
Rail system compounds are shown where they are likely to generate more than 24 HGV movements a day in the peak month (average two-way) or are associated with a construction civil engineering works compound. Peak daily HGVs refer to the total peak trip generation by compound. These include HGV traffic accessing and egressing construction compounds by both the site haul road and local roads.

Map Number: TR_08-205
 Map Name: Construction Routes to the Strategic Network
 Community Area: CA3 Stone and Swynnerton

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Whitmore North cutting satellite compound		
Civil	Start date	Oct-20
	Duration of use	42
	Duration of busy movements	6
Reinstatement	Start date	Jan-26
	Duration of use	3
	Duration of busy movements	2
Peak daily vehicles - Cars & LGV		
77-77		
Peak daily vehicles - HGV		
60-96		
Peak daily vehicles - HGV		
46-48		

A53 Newcastle Road Transfer Node and Whitmore South Transfer Node		
Civil	Start date	Oct-21
	Duration of use	39
	Duration of busy movements	14
Peak daily vehicles - HGV		
382-550		

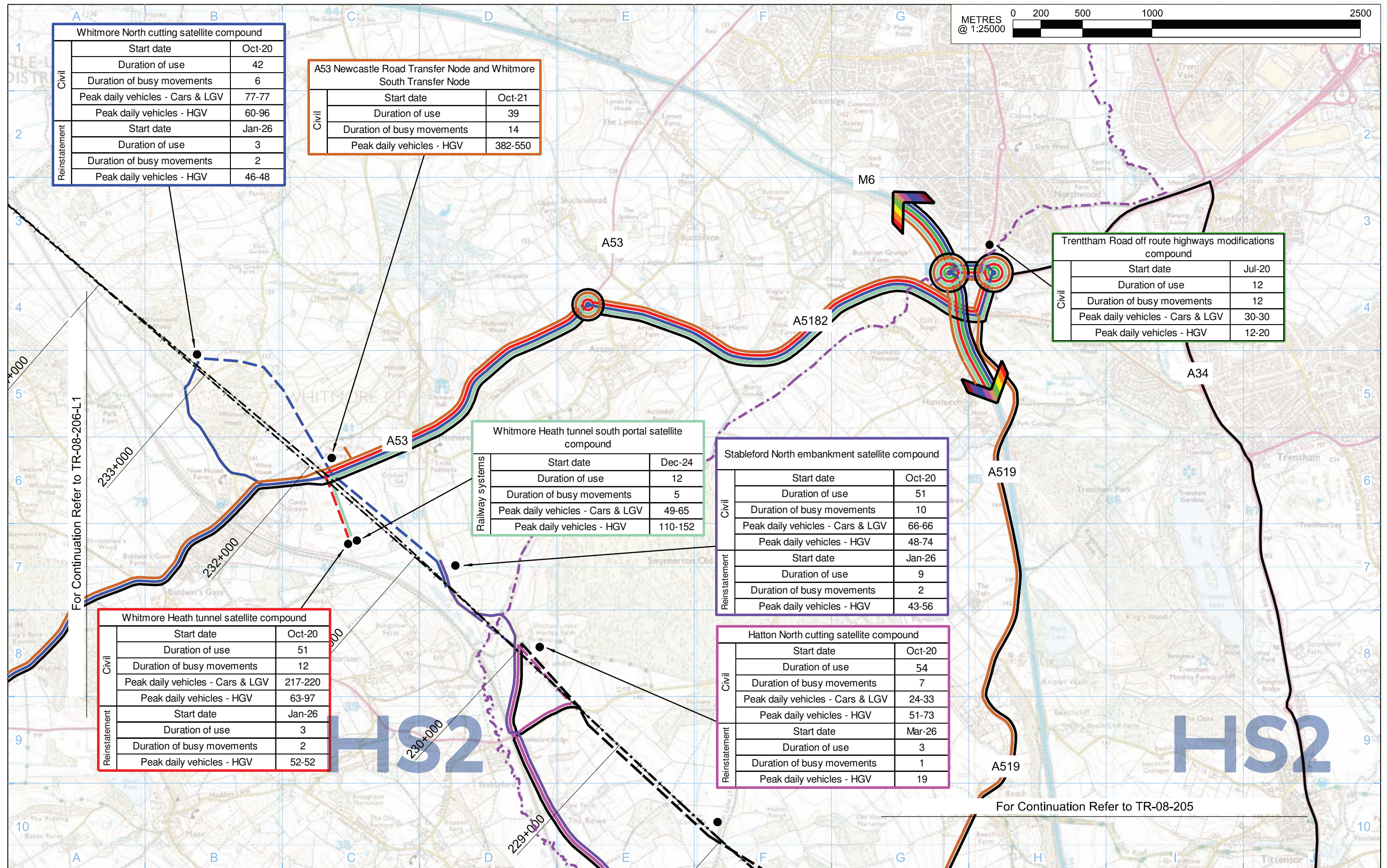
Trenttham Road off route highways modifications compound		
Civil	Start date	Jul-20
	Duration of use	12
	Duration of busy movements	12
Peak daily vehicles - Cars & LGV		
30-30		
Peak daily vehicles - HGV		
12-20		

Whitmore Heath tunnel south portal satellite compound		
Railway systems	Start date	Dec-24
	Duration of use	12
	Duration of busy movements	5
	Peak daily vehicles - Cars & LGV	49-65
Peak daily vehicles - HGV		
110-152		

Stableford North embankment satellite compound		
Civil	Start date	Oct-20
	Duration of use	51
	Duration of busy movements	10
	Peak daily vehicles - Cars & LGV	66-66
Peak daily vehicles - HGV		
48-74		
Reinstatement	Start date	Jan-26
	Duration of use	9
	Duration of busy movements	2
Peak daily vehicles - HGV		
43-56		

Whitmore Heath tunnel satellite compound		
Civil	Start date	Oct-20
	Duration of use	51
	Duration of busy movements	12
	Peak daily vehicles - Cars & LGV	217-220
Peak daily vehicles - HGV		
63-97		
Reinstatement	Start date	Jan-26
	Duration of use	3
	Duration of busy movements	2
Peak daily vehicles - HGV		
52-52		

Hatton North cutting satellite compound		
Civil	Start date	Oct-20
	Duration of use	54
	Duration of busy movements	7
	Peak daily vehicles - Cars & LGV	24-33
Peak daily vehicles - HGV		
51-73		
Reinstatement	Start date	Mar-26
	Duration of use	3
	Duration of busy movements	1
Peak daily vehicles - HGV		
19		



Legend

- Compound Traffic Routes
- Site Haul to Compound
- Through Construction Traffic Routes (To/From Other Scheme Compounds)
- HS2 Route
- Onward Construction Routes
- Community Area boundary
- Through Site Haul to Compound (To/From Other Scheme Compounds)
- Movement of Excavated Material
- Construction Compounds

Rail system compounds are shown where they are likely to generate more than 24 HGV movements a day in the peak month (average two-way) or are associated with a construction civil engineering works compound. Peak daily HGVs refer to the total peak trip generation by compound. These include HGV traffic accessing and egressing construction compounds by both the site haul road and local roads.

Map Number: TR-08-206a

Map Name: Construction Routes to the Strategic Network

Community Area: CA3 Stone and Swynnerton

HS2

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High Speed Rail (West Midlands - Crewe)

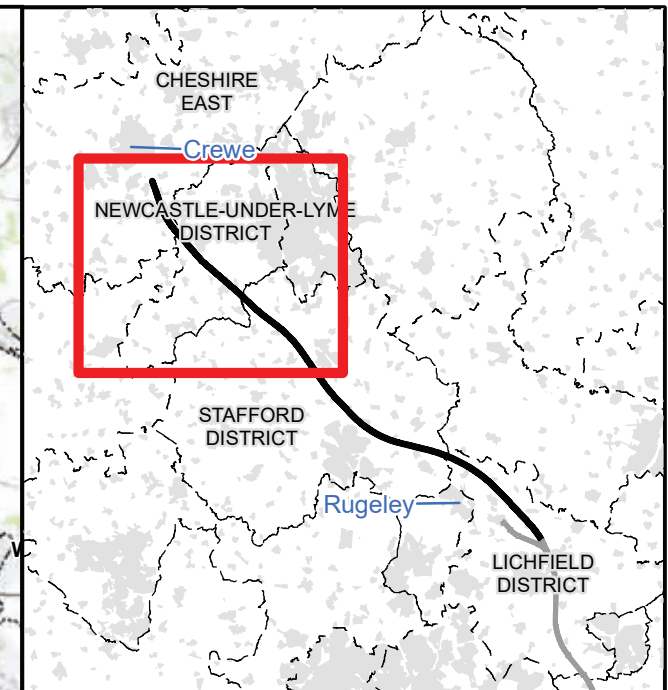
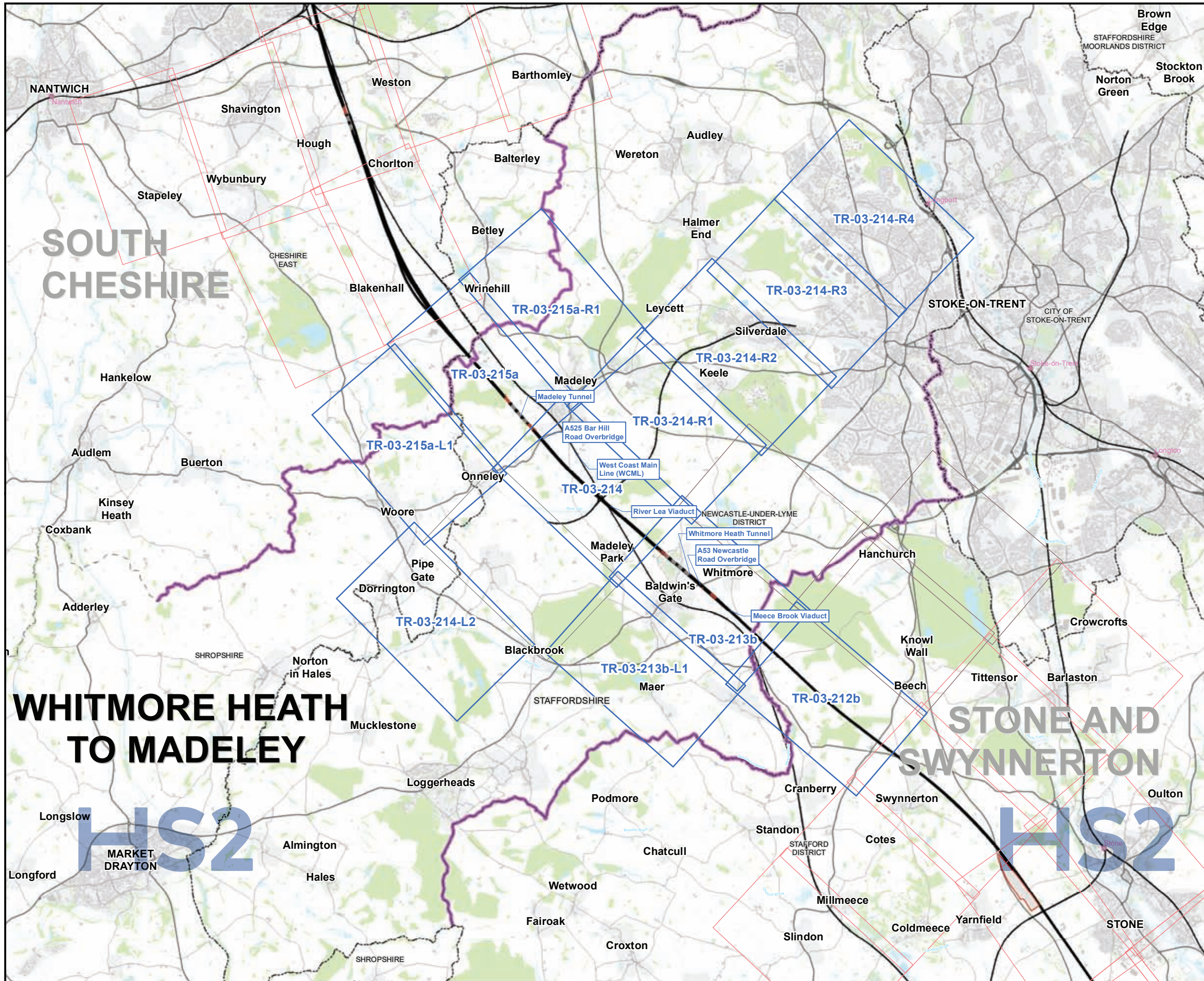
Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

CA4 Whitmore Heath to Madeley

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

TR-04 - Significant Residual Transport Effects Arising from Operation

TR-08 - Construction Routes to the Strategic Network



Map Series Information:

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

WHITMORE HEATH TO MADELEY

HS2
MARKET DRAYTON

STONE AND SWYNNERTON

HS2

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

Map Number	TR-03-INDEX-CA4
Map Name	Index Map of: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES
	Community Area CA4: Whitmore Heath to Madeley

HS2

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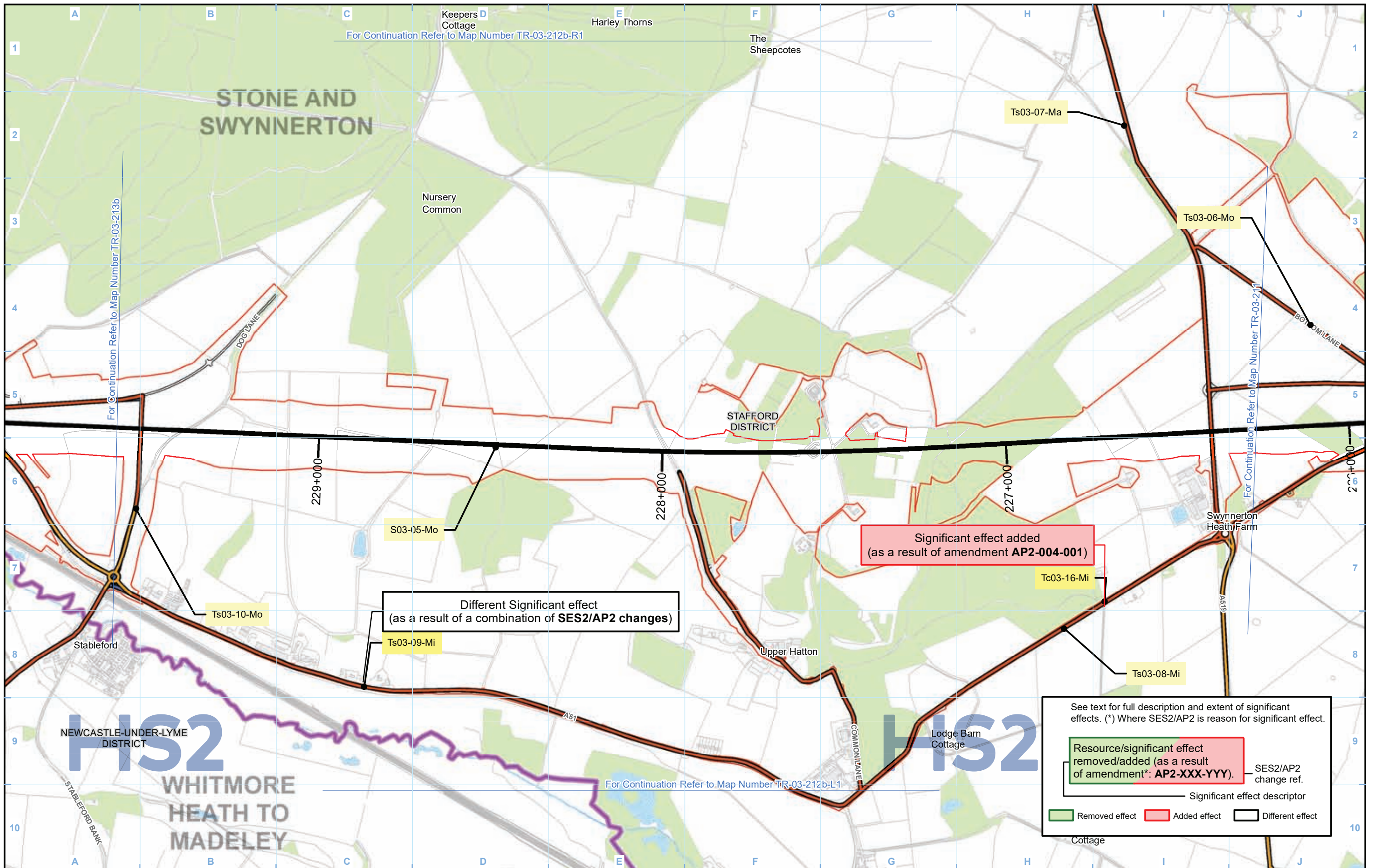
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Date: 23/01/19

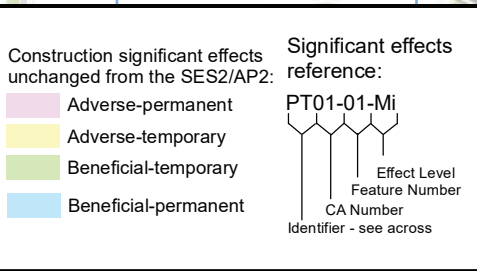
Note: Not all data layers in the legend are represented on every map.



Legend

	Route in tunnel		Land potentially required during construction
	Route on surface		Watercourse
	Depot, station, headhouse or portal building		Water body
	Community area boundary		Woodland
	County boundary		Construction traffic route
	District/Borough boundary		Removed construction traffic route
	boundary		Additional construction traffic route

	Construction significant effects arising from the SES2/AP2: Adverse-permanent		Construction significant effects unchanged from the SES2/AP2: Adverse-permanent
	Construction significant effects arising from the SES2/AP2: Adverse-temporary		Construction significant effects unchanged from the SES2/AP2: Adverse-temporary
	Construction significant effects arising from the SES2/AP2: Beneficial-temporary		Construction significant effects unchanged from the SES2/AP2: Beneficial-temporary
	Construction significant effects arising from the SES2/AP2: Beneficial-permanent		Construction significant effects unchanged from the SES2/AP2: Beneficial-permanent



Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-212b

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 4: Whitmore Heath to Madeley

HS2

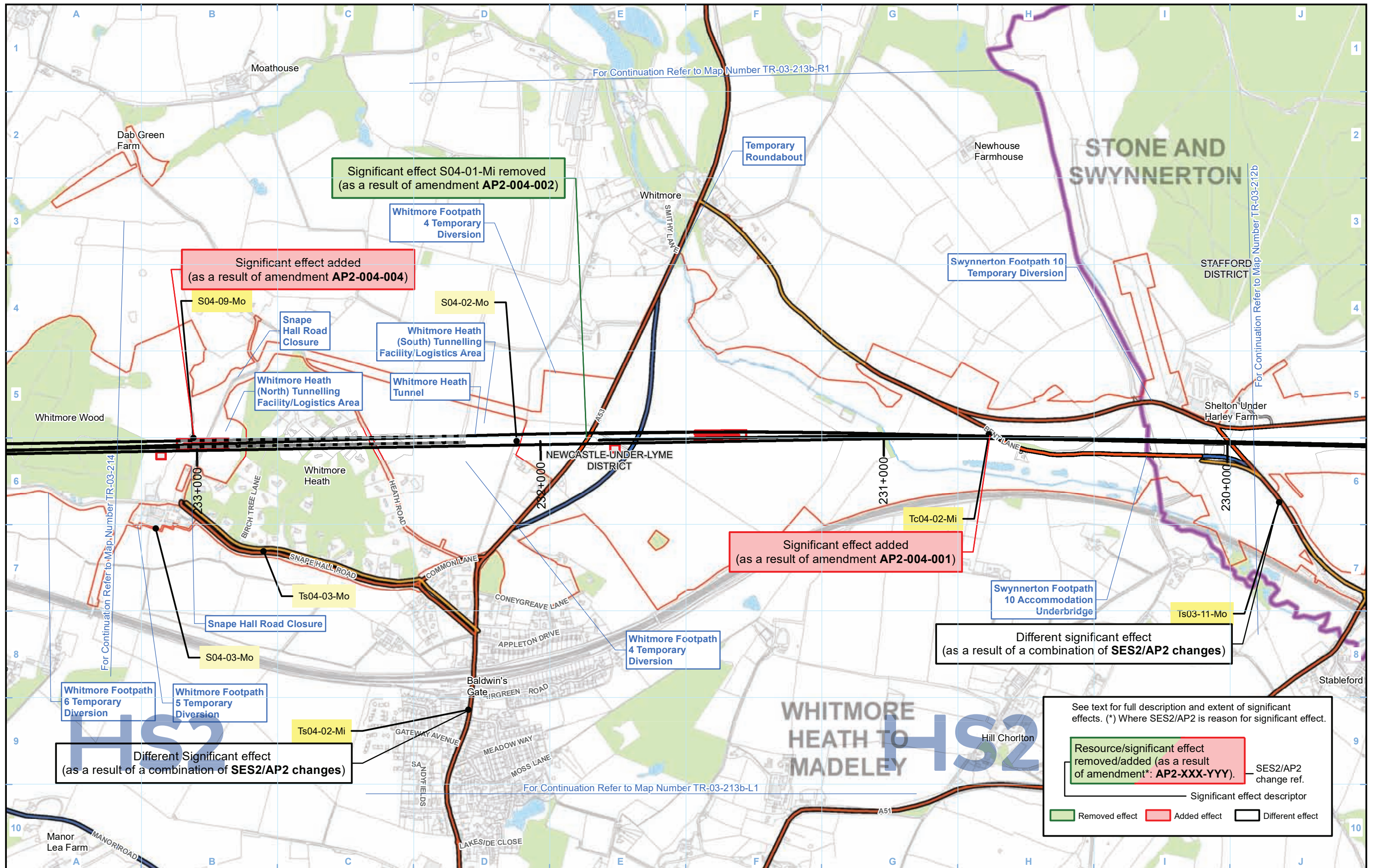
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Date: 22/01/19



Legend

Route in tunnel	Land potentially required during construction	Construction significant effects arising from the SES2/AP2:	Construction significant effects unchanged from the SES2/AP2:
Route on surface	Watercourse	Adverse-permanent	Adverse-permanent
Depot, station, headhouse or portal building	Water body	Adverse-temporary	Adverse-temporary
Community area boundary	Woodland	Beneficial-temporary	Beneficial-temporary
County boundary	Construction traffic route	Beneficial-permanent	Beneficial-permanent
District/Borough boundary	Removed construction traffic route		
boundary	Additional construction traffic route		

Significant effects reference:

PT01-01-Mi

Effect Level
Mi - Minor
Mo - Moderate
Ma - Major

CA Number
Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- P - Parking and loading
- V - Vulnerable road user delays, amenity and ambience
- A - Accidents and safety
- S - Severance
- W - Waterways

Map Number TR-03-213b

Map Name Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 4: Whitmore Heath to Madeley

See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

Significant effect descriptor

Removed effect Added effect Different effect

HS2

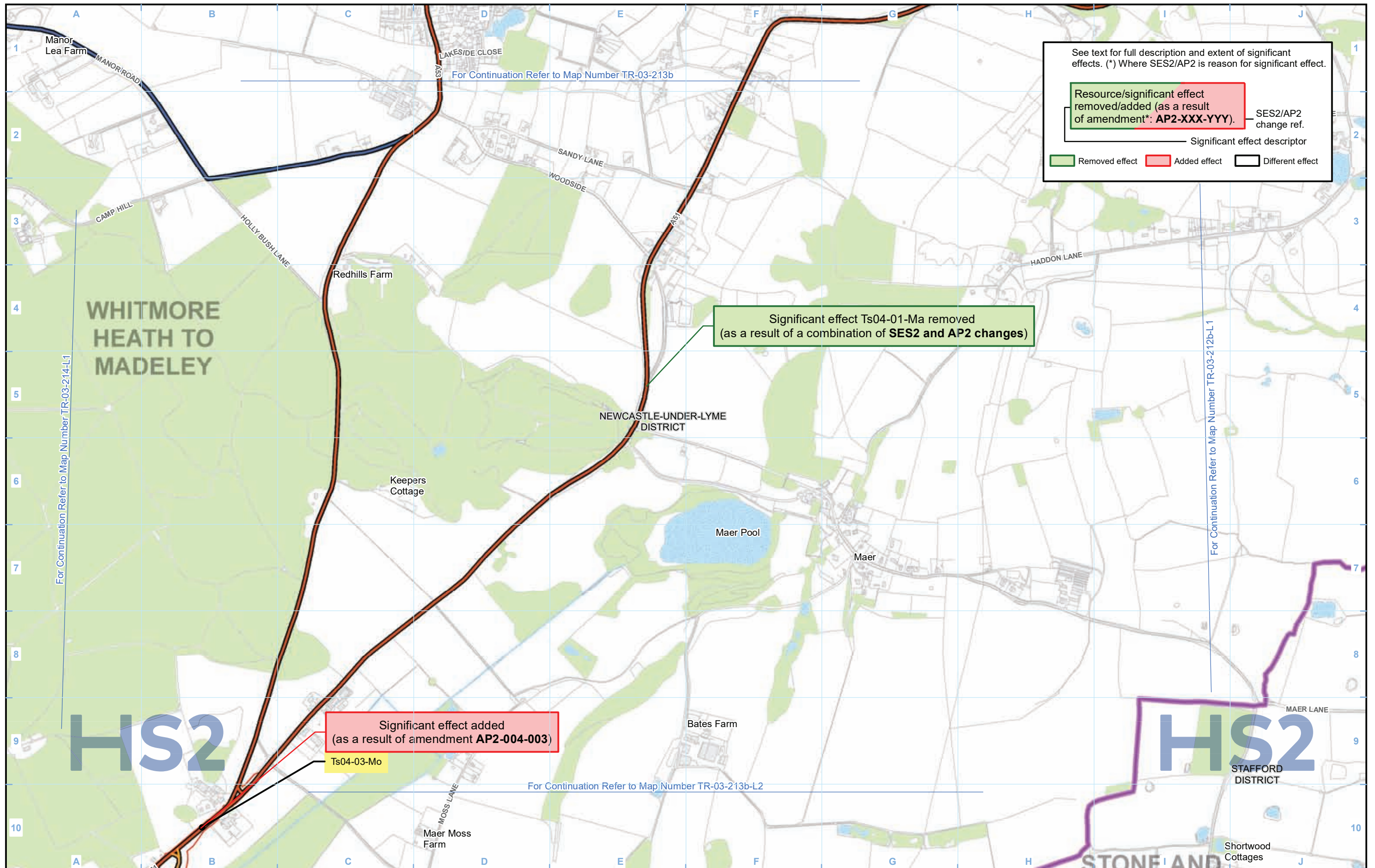
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Date: 22/01/19



See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

Significant effect Ts04-01-Ma removed (as a result of a combination of SES2 and AP2 changes)

Significant effect added (as a result of amendment AP2-004-003) Ts04-03-Mo

Legend

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

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi

Effect Level Feature Number CA Number Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-213b-L1

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 4: Whitmore Heath to Madeley

HS2

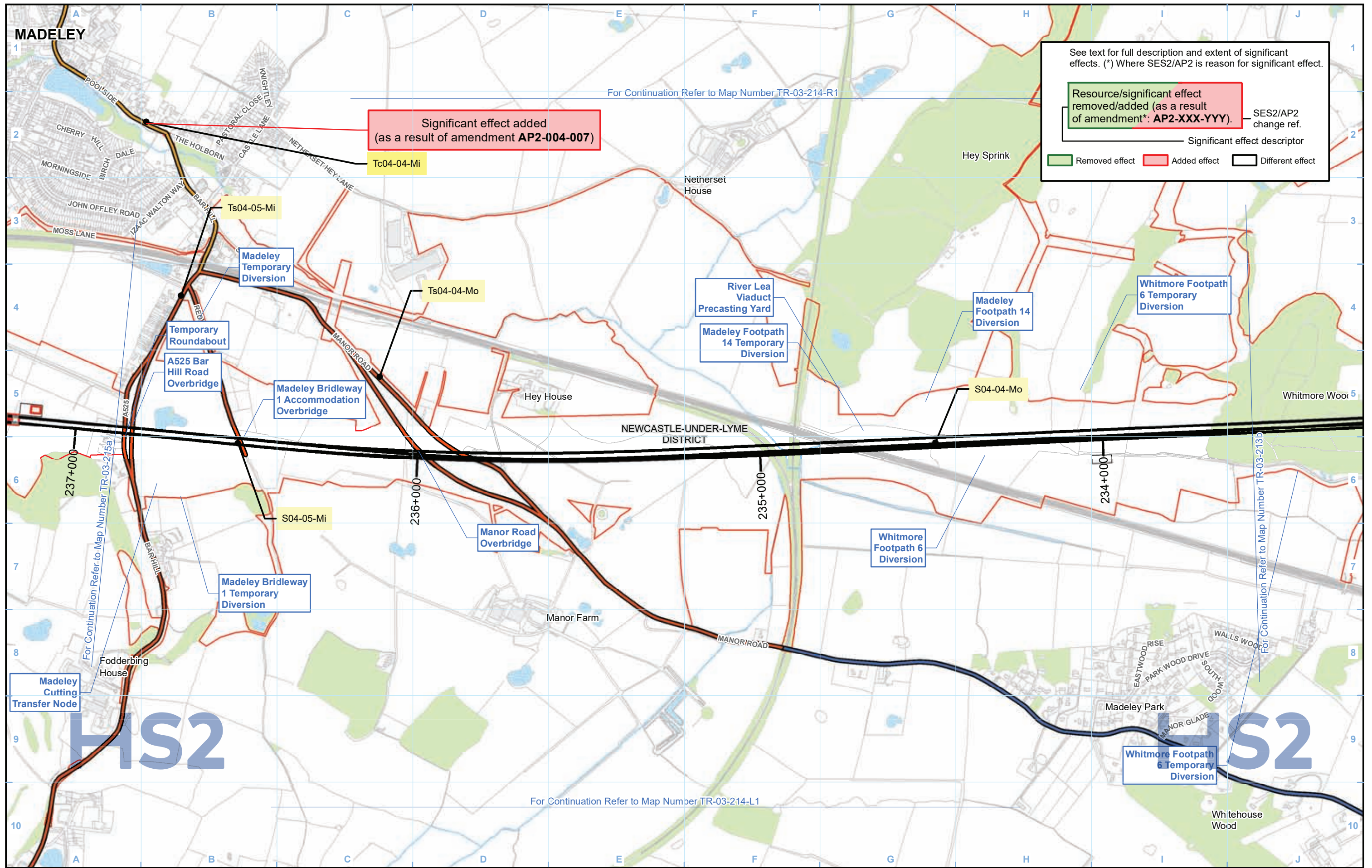
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Legend

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

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:
 PT01-01-Mi
 Effect Level
 Feature Number
 CA Number
 Identifier - see across

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

Map Number: TR-03-214
 Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES
 Community Area 4: Whitmore Heath to Madeley

HS2

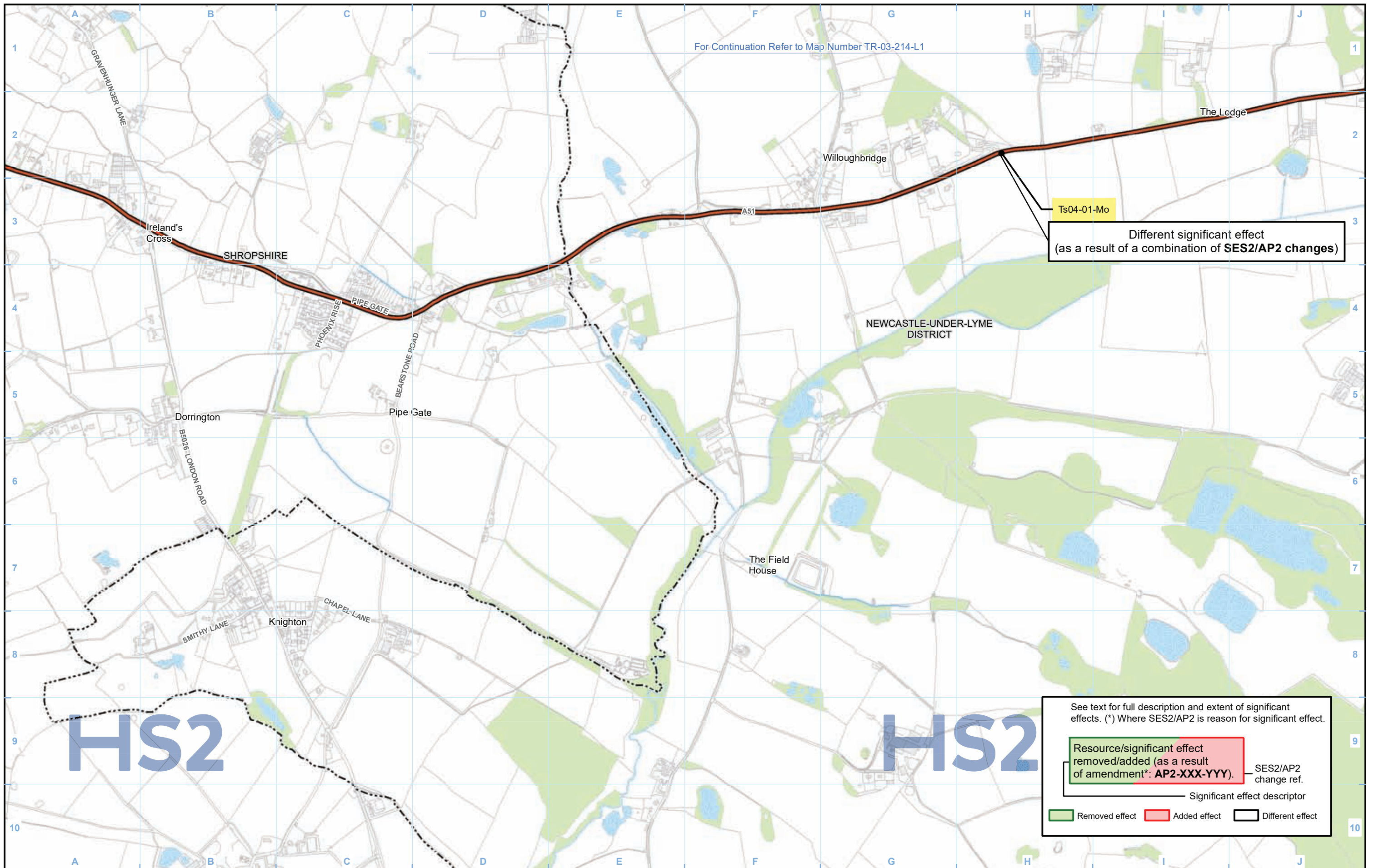
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Date: 22/01/19



Ts04-01-Mo
 Different significant effect
 (as a result of a combination of SES2/AP2 changes)

See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

- Legend**
- Route in tunnel
 - Route on surface
 - Depot, station, headhouse or portal building
 - Community area boundary
 - County boundary
 - District/Borough boundary
 - Land potentially required during construction
 - Watercourse
 - Water body
 - Woodland
 - Construction traffic route
 - Removed construction traffic route
 - Additional construction traffic route

- Construction significant effects arising from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent

- Construction significant effects unchanged from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent

- Construction Effects Identifiers:
- PT - Public transport delay
 - D - Disruption at stations / interchanges
 - Tc - Traffic flows and delays to vehicle occupants
 - Td - Traffic diversion
 - Ts - Traffic severance - non-motorised users
 - 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

Map Number: TR-03-214-L2

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 4: Whitmore Heath to Madeley

HS2

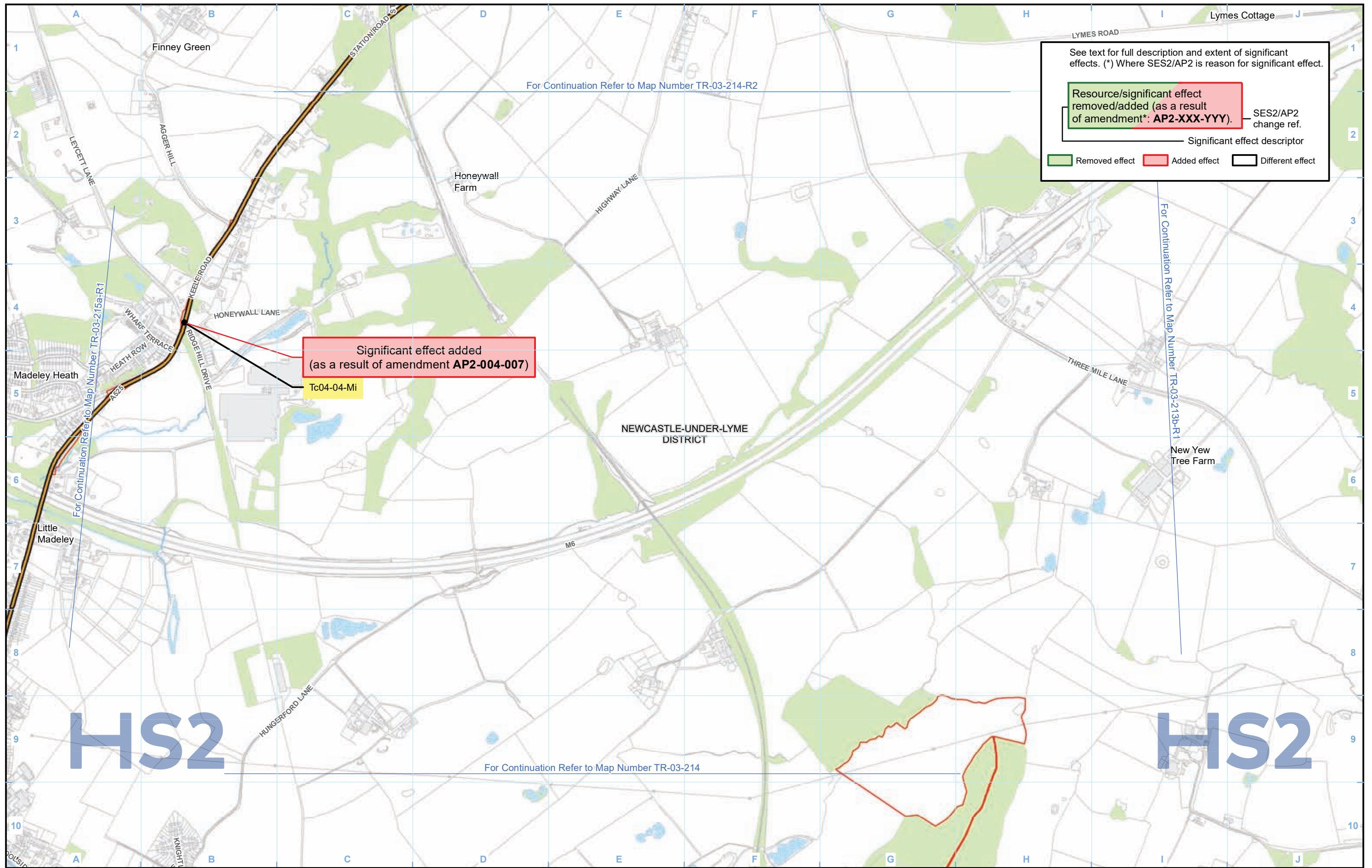
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Date: 22/01/19



See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

Significant effect added
(as a result of amendment AP2-004-007)

Tc04-04-Mi

HS2

HS2

Legend

Route in tunnel	Land potentially required during construction	Construction significant effects arising from the SES2/AP2:	Construction significant effects unchanged from the SES2/AP2:
Route on surface	Watercourse	Adverse-permanent	Adverse-permanent
Depot, station, headhouse or portal building	Water body	Adverse-temporary	Adverse-temporary
Community area boundary	Woodland	Beneficial-temporary	Beneficial-temporary
County boundary	Removed construction traffic route	Beneficial-permanent	Beneficial-permanent
District/Borough boundary	Additional construction traffic route		
boundary			

Significant effects reference:

PT01-01-Mi

Effect Level
Feature Number
CA Number
Identifier - see across

Construction Effects Identifiers:

PT - Public transport delay
D - Disruption at stations / interchanges
Tc - Traffic flows and delays to vehicle occupants
Td - Traffic diversion
Ts - Traffic severance - non-motorised users
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

Map Number: TR-03-214-R1

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 4:
Whitmore Heath to Madeley

HS2

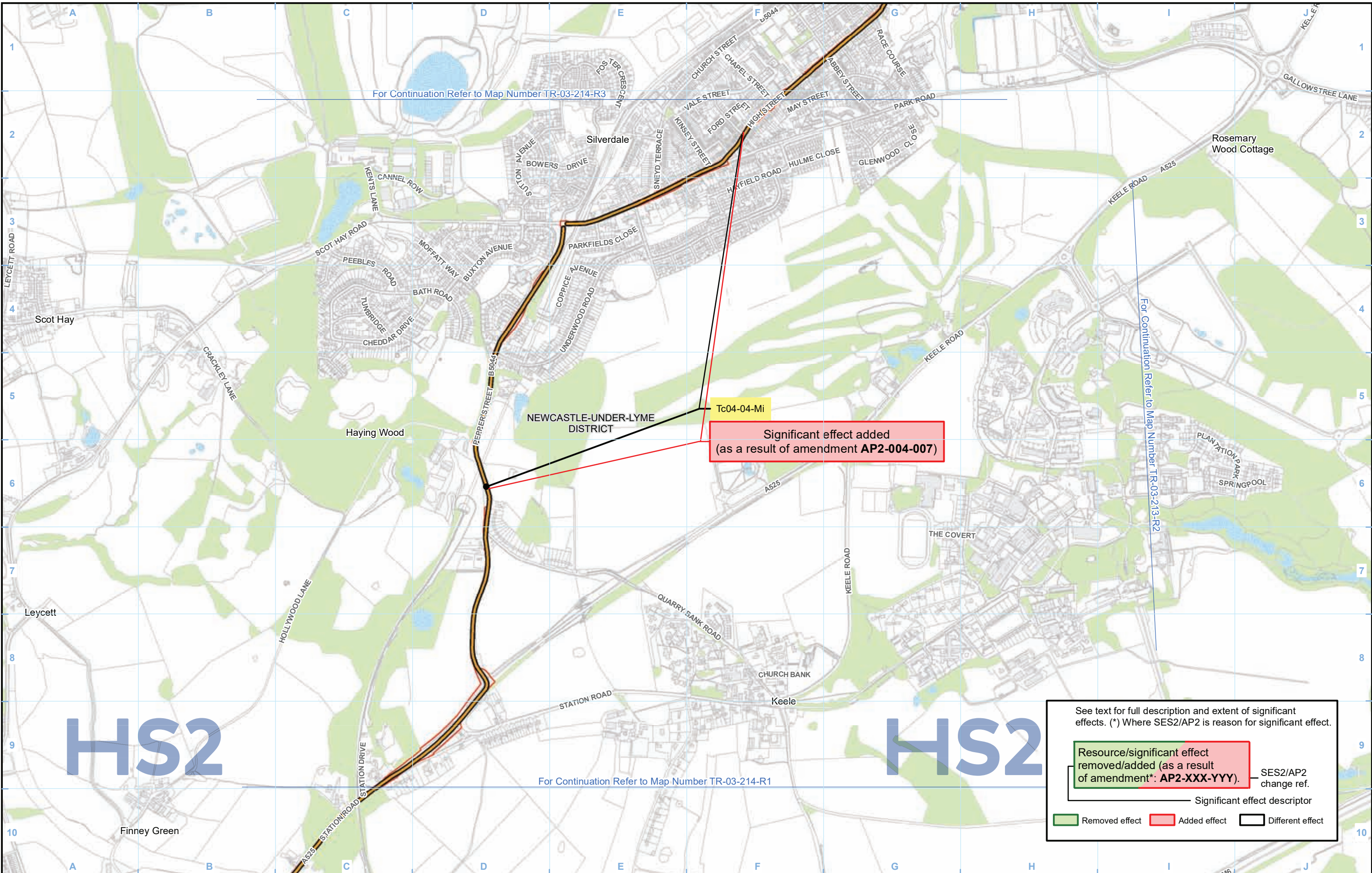
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For Continuation Refer to Map Number TR-03-213-R2

For Continuation Refer to Map Number TR-03-214-R1

**Significant effect added
(as a result of amendment AP2-004-007)**

Tc04-04-Mi

See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

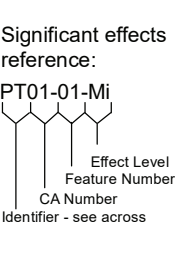
Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

- Legend**
- Route in tunnel
 - Route on surface
 - Depot, station, headhouse or portal building
 - Community area boundary
 - County boundary
 - District/Borough boundary
 - Land potentially required during construction
 - Watercourse
 - Water body
 - Woodland
 - Construction traffic route
 - Removed construction traffic route
 - Additional construction traffic route

- Construction significant effects arising from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent
- Construction significant effects unchanged from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent



- Construction Effects Identifiers:
- PT - Public transport delay
 - D - Disruption at stations / interchanges
 - Tc - Traffic flows and delays to vehicle occupants
 - Td - Traffic diversion
 - Ts - Traffic severance - non-motorised users
 - 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

Map Number: TR-03-214-R2

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 4: Whitmore Heath to Madeley

HS2

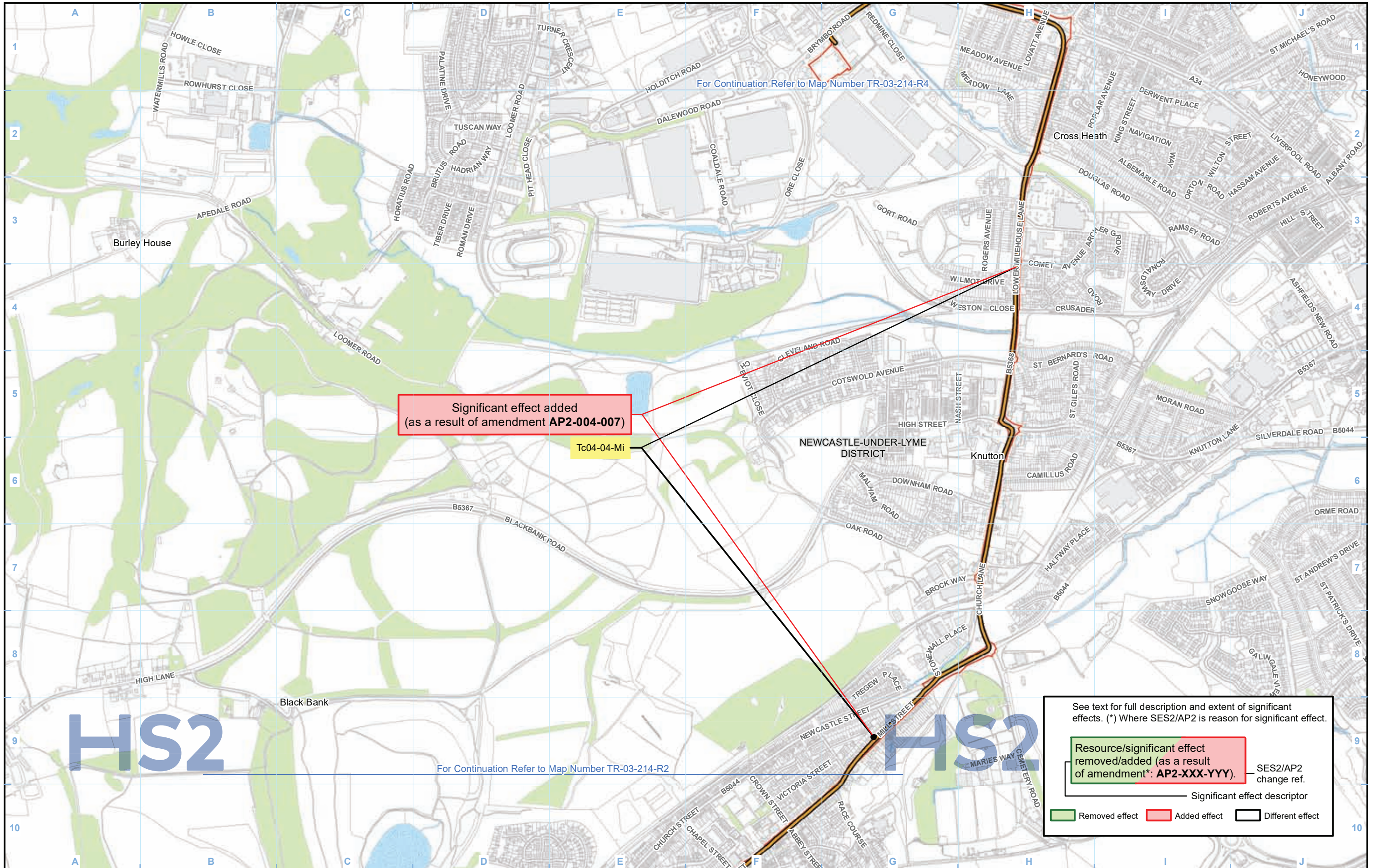
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Date: 22/01/19



For Continuation Refer to Map Number TR-03-214-R4

Significant effect added
(as a result of amendment AP2-004-007)

Tc04-04-Mi

See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

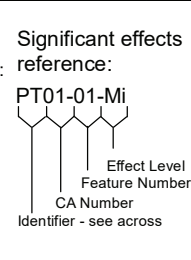
Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

- Legend**
- Route in tunnel
 - Route on surface
 - Depot, station, headhouse or portal building
 - Community area boundary
 - County boundary
 - District/Borough boundary
 - Land potentially required during construction
 - Watercourse
 - Water body
 - Woodland
 - Construction traffic route
 - Removed construction traffic route
 - Additional construction traffic route

- Construction significant effects arising from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent
- Construction significant effects unchanged from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent



- Construction Effects Identifiers:
- PT - Public transport delay
 - D - Disruption at stations / interchanges
 - Tc - Traffic flows and delays to vehicle occupants
 - Td - Traffic diversion
 - Ts - Traffic severance - non-motorised users
 - 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

Map Number: TR-03-214-R3

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 4: Whitmore Heath to Madeley

HS2

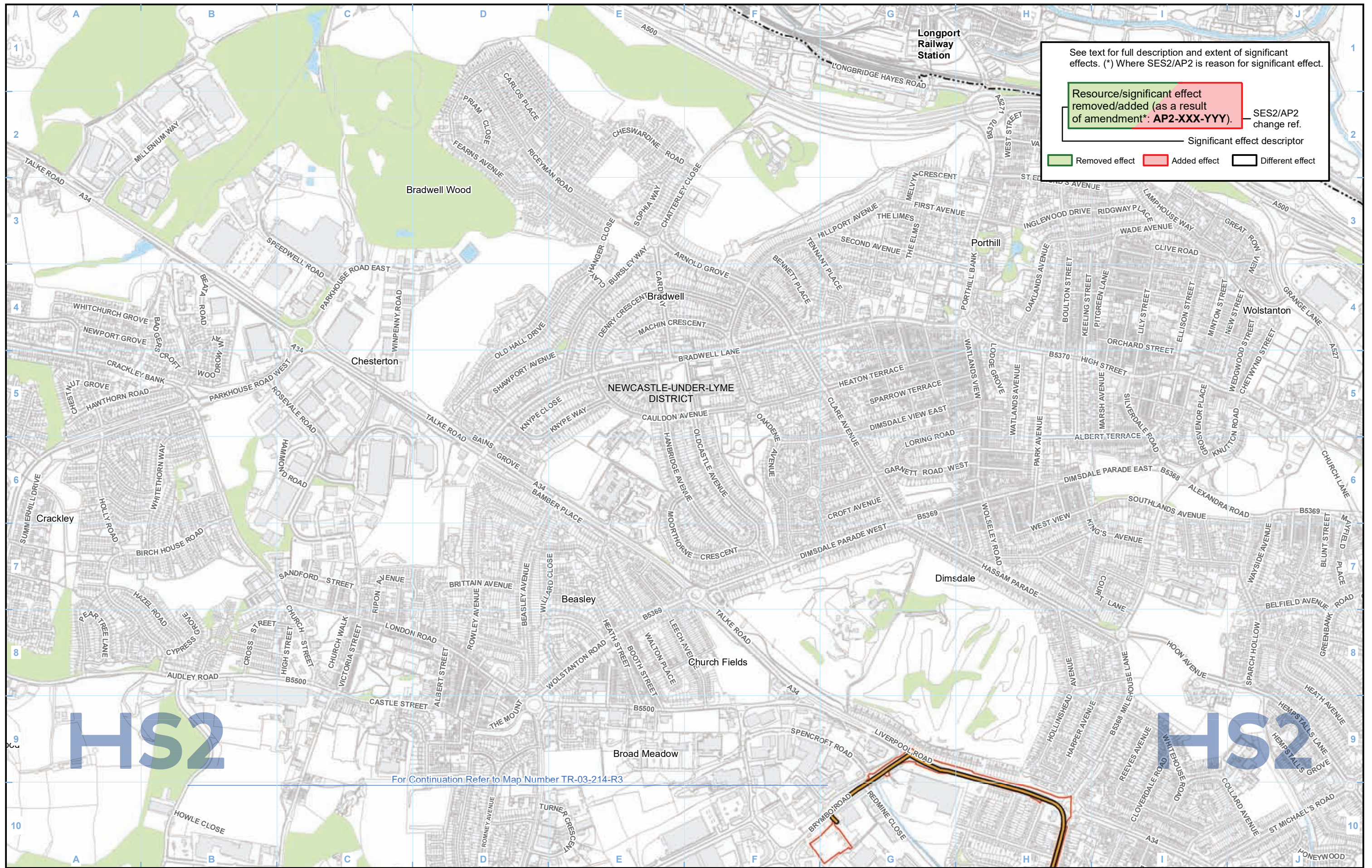
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See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

Significant effect descriptor

Removed effect Added effect Different effect

HS2

HS2

For Continuation Refer to Map Number TR-03-214-R3

Legend

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

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:
PT01-01-Mi
Effect Level
CA Number
Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-214-R4

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 4: Whitmore Heath to Madeley

HS2

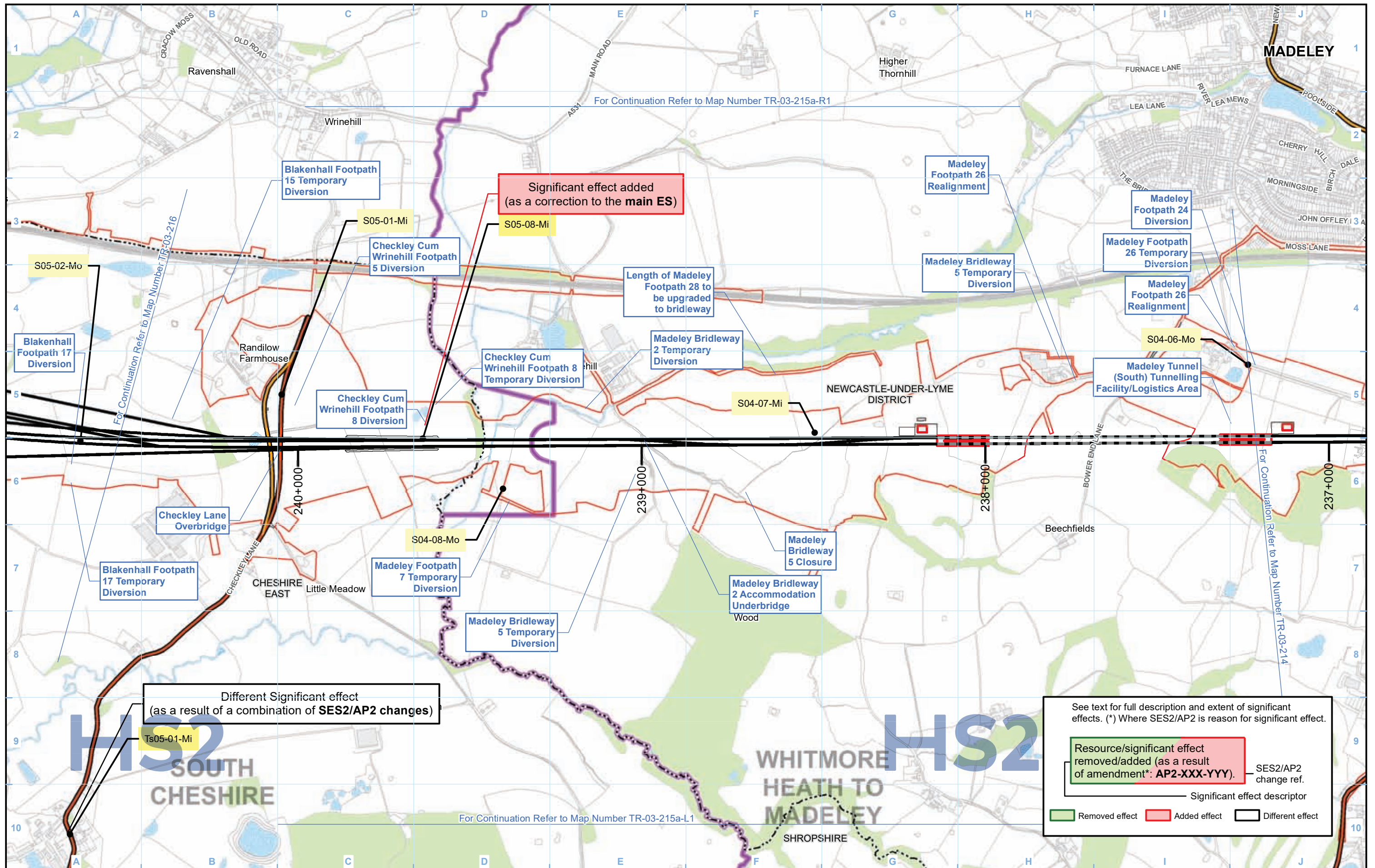
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Date: 22/01/19



Legend

Route in tunnel	Land potentially required during construction	Construction significant effects arising from the SES2/AP2:	Construction significant effects unchanged from the SES2/AP2:
Route on surface	Watercourse	Adverse-permanent	Adverse-permanent
Depot, station, headhouse or portal building	Water body	Adverse-temporary	Adverse-temporary
Community area boundary	Woodland	Beneficial-temporary	Beneficial-temporary
County boundary	Removed construction traffic route	Beneficial-permanent	Beneficial-permanent
District/Borough boundary	Additional construction traffic route		

Construction Effects Identifiers:

PT - Public transport delay	Effect Level:
D - Disruption at stations / interchanges	Mi - Minor
Tc - Traffic flows and delays to vehicle occupants	Mo - Moderate
Td - Traffic diversion	Ma - Major
Ts - Traffic severance - non-motorised users	
P - Parking and loading	
V - Vulnerable road user delays, amenity and ambience	
A - Accidents and safety	
S - Severance	
W - Waterways	

Significant effects reference:

PT01-01-Mi	Effect Level
CA Number	Feature Number
Identifier - see across	

Map Number TR-03-215a

Map Name Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 4: Whitmore Heath to Madeley

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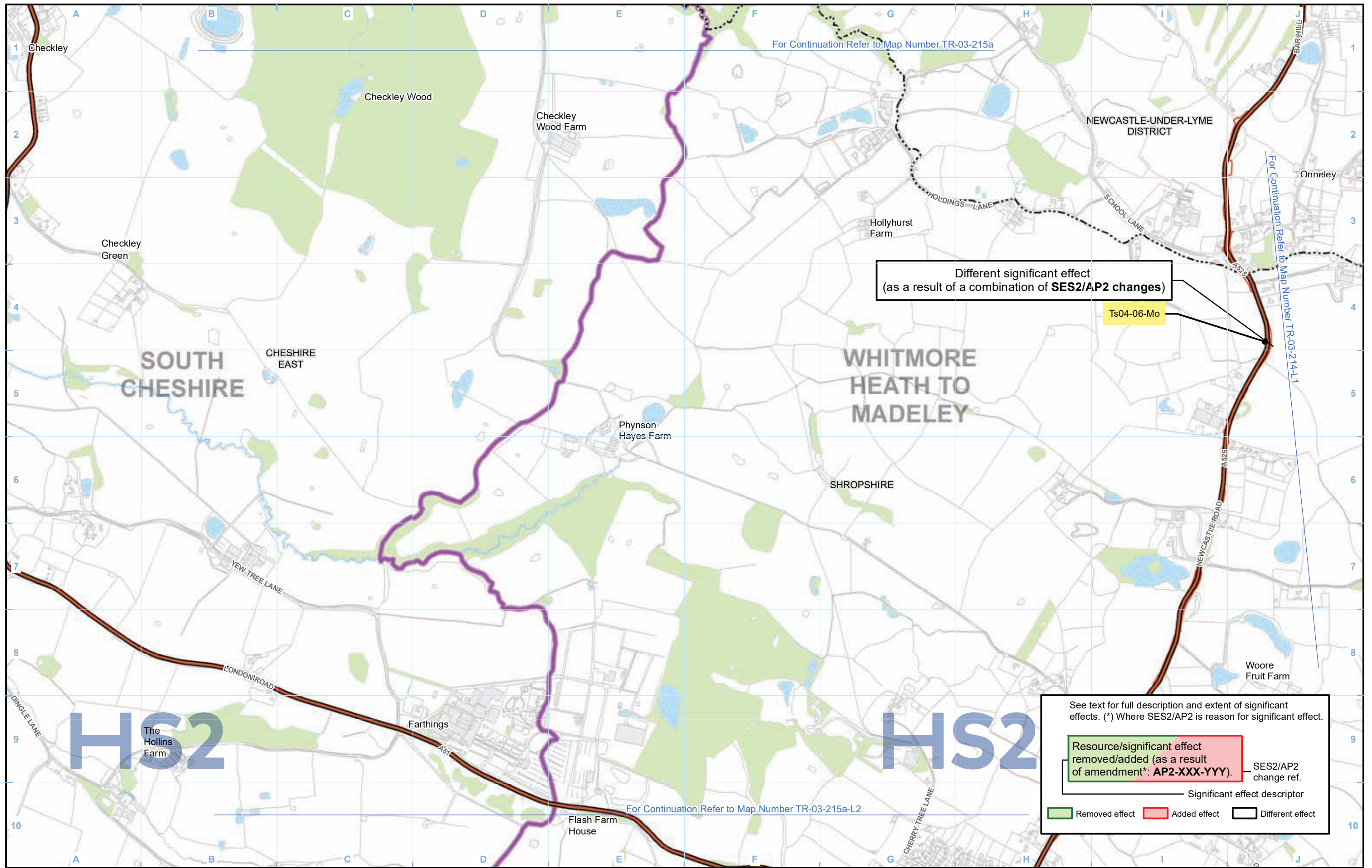
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Metres

Date: 22/01/19



Different significant effect
(as a result of a combination of SES2/AP2 changes)

Ts04-06-Mo

See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

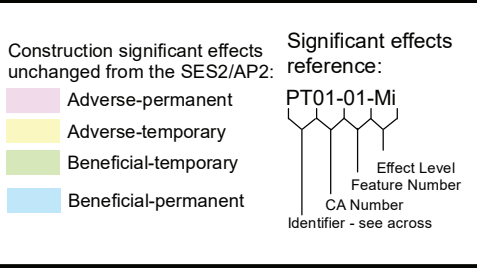
Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

- Legend**
- Route in tunnel
 - Route on surface
 - Depot, station, headhouse or portal building
 - Community area boundary
 - County boundary
 - District/Borough boundary
 - Land potentially required during construction
 - Watercourse
 - Water body
 - Woodland
 - Construction traffic route
 - Removed construction traffic route
 - Additional construction traffic route

- Construction significant effects arising from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent
- Construction significant effects unchanged from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent



- Construction Effects Identifiers:
- PT - Public transport delay
 - D - Disruption at stations / interchanges
 - Tc - Traffic flows and delays to vehicle occupants
 - Td - Traffic diversion
 - Ts - Traffic severance - non-motorised users
 - 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

Map Number: TR-03-215a-L1

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 4: Whitmore Heath to Madeley

HS2

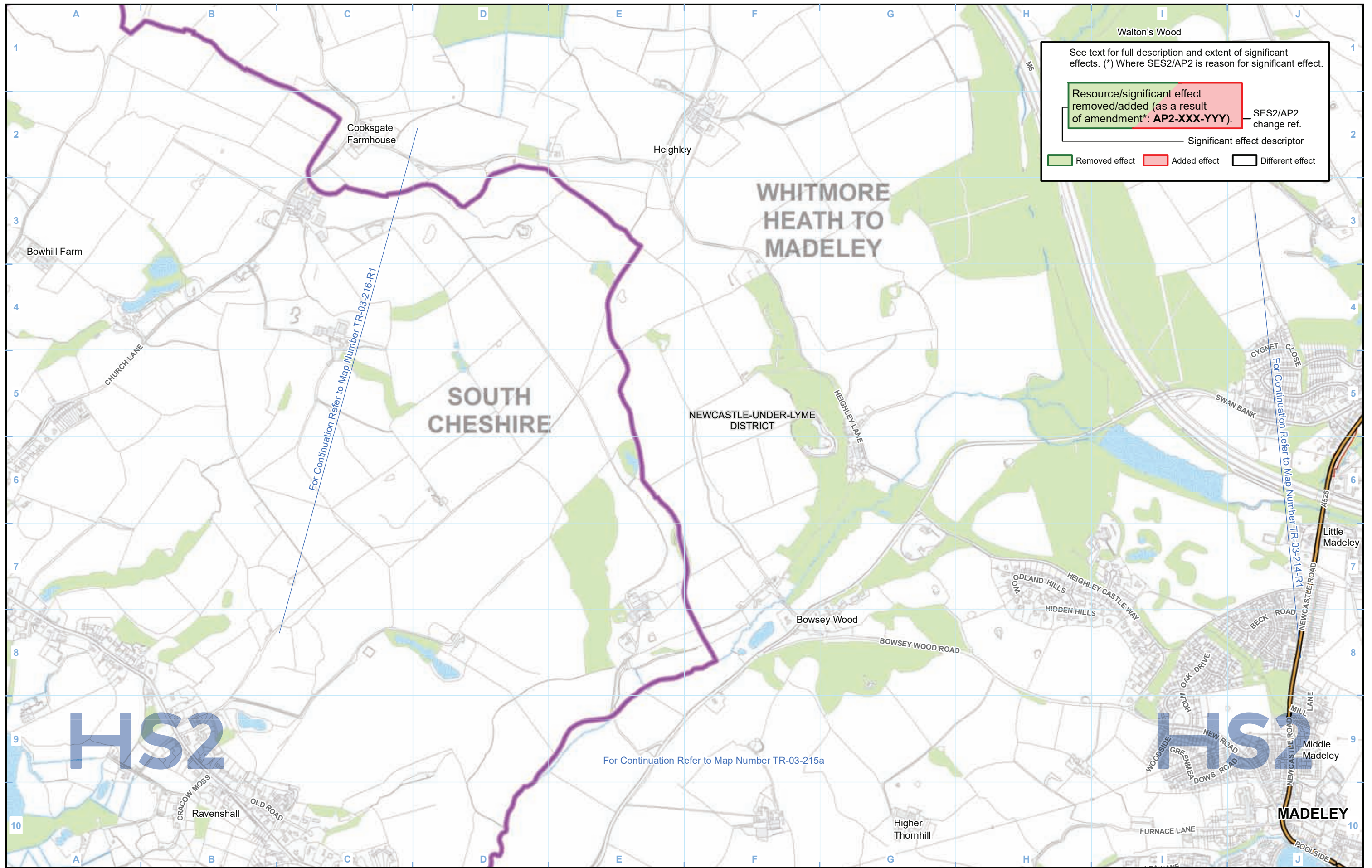
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Doc Number:: 2PT02-ARP-EV-MAP-000-643215-P03

Date: 22/01/19



See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

Legend

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

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi

Effect Level
Mi - Minor
Mo - Moderate
Ma - Major

CA Number
Feature Number
Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-215a-R1

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 4:
Whitmore Heath to Madeley

HS2

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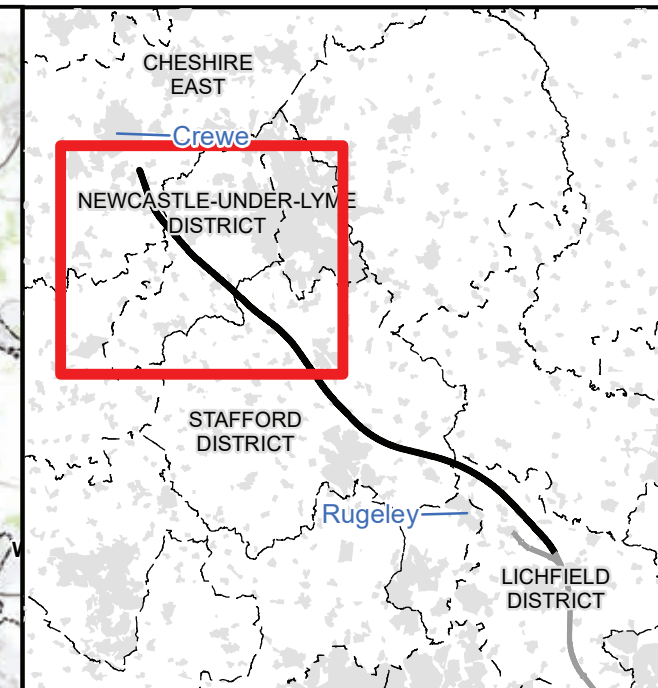
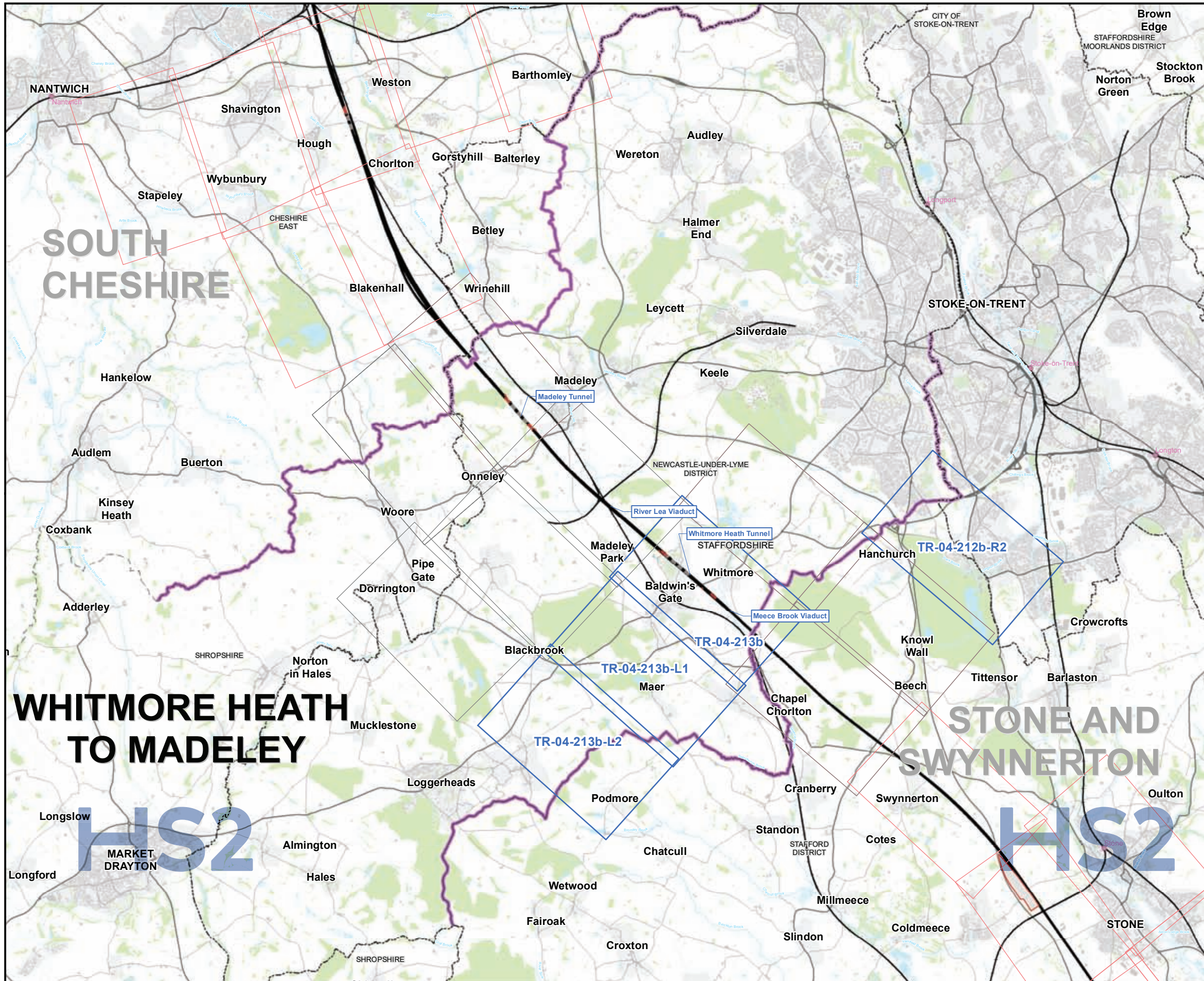
Doc Number:: 2PT02-ARP-EV-MAP-000-643415-P03

Date: 22/01/19

Scale at A3: 1:10,000

Metres

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Map Series Information:

Identifies the significant residual transport effects during the operation of HS2 for each CA. 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 2027 (Opening Year) and 2041 (Design Year).

<p>Main Map Legend</p> <ul style="list-style-type: none"> Route in Tunnel Route on surface Depot, station, headhouse or portal building Community area boundary Existing railway station County boundary District/Borough boundary Map sheets included in this community area with amendment Map sheets included in this community area with no amendment Map sheets not included in this community area 		<p>Map Number: TR-04-INDEX-CA4</p> <p>Map Name: Index Map of: Significant Residual Transport Effects Arising from Operation SE2S and AP2 ES</p> <p>Community Area 4: Whitmore Heath to Madeley</p>
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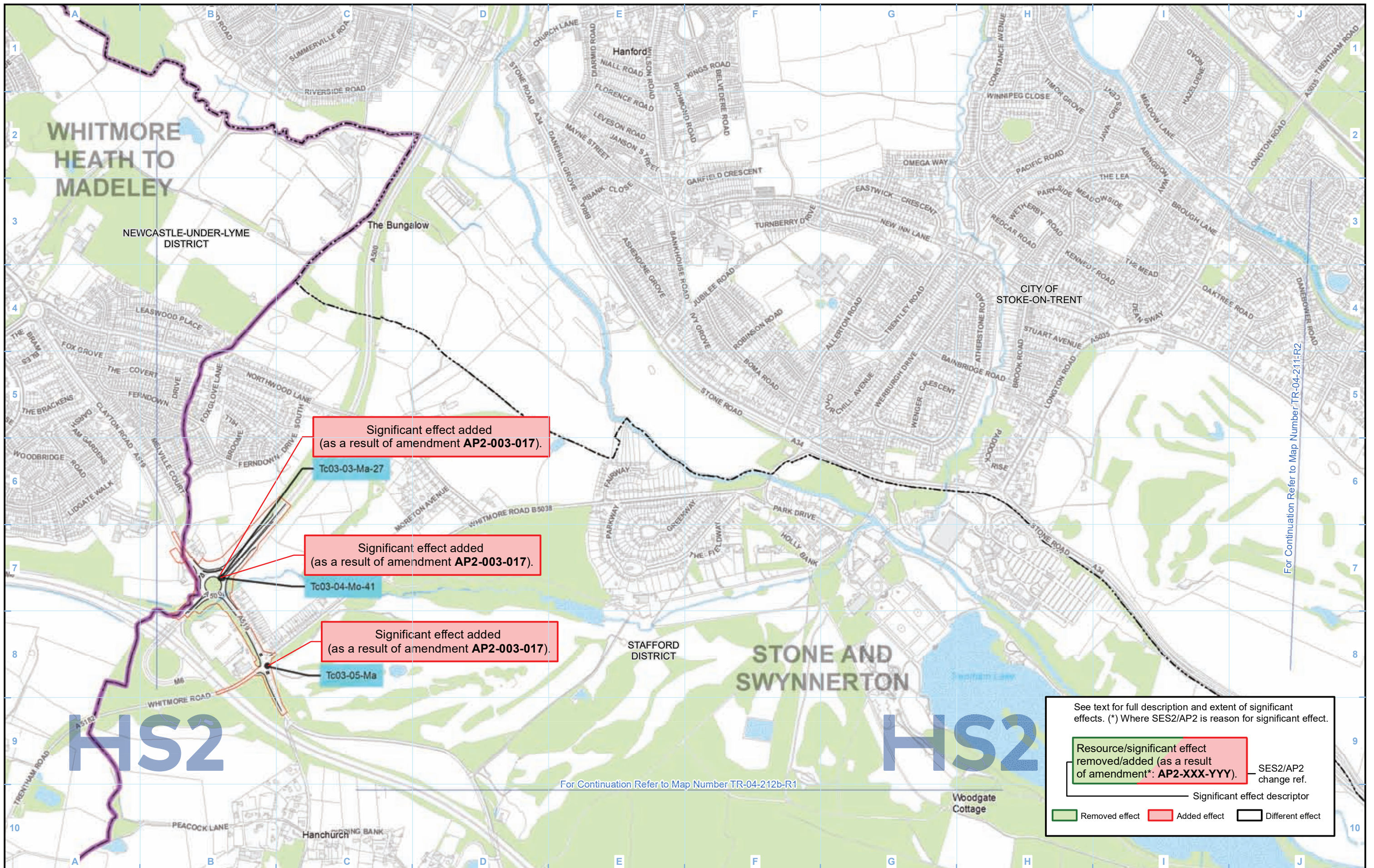
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Scale at A3: 1:90,000

Metres

Date: 23/01/19



For Continuation Refer to Map Number TR-04-211-R2

For Continuation Refer to Map Number TR-04-212b-R1

See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

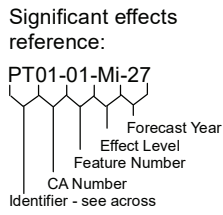
Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

Legend

Route in tunnel	Watercourse	Operation significant effects arising from the SES2/AP2:	Operation significant effects unchanged from the SES2/AP2:
Route on surface	Water body	Adverse-permanent	Adverse-permanent
Depot, station, headhouse or portal building	Woodland	Adverse-temporary	Adverse-temporary
Community area boundary		Beneficial-temporary	Beneficial-temporary
County boundary		Beneficial-permanent	Beneficial-permanent
District/Borough boundary			



- Operational Effects Identifiers:
- PT - Public transport delay
 - D - Disruption at stations / interchanges
 - Tc - Traffic flows and delays to vehicle occupants
 - Td - Traffic diversion
 - Ts - Traffic severance - non-motorised users
 - P - Parking and loading
 - V - Vulnerable road user delays, amenity and ambience
 - S - Severance
 - W - Waterways

- Effect Level:
- Mi - Minor
 - Mo - Moderate
 - Ma - Major
- Forecast Year:
- 27 - Significant effect in 2027
 - 41 - Significant effect in 2041
 - Missing - Significant effect in both forecast years

Map Number: TR-04-212b-R2

Map Name: Significant Residual Transport Effects Arising from Operation SES2 and AP2 ES

Community Area 4: Whitmore Heath to Madeley

HS2

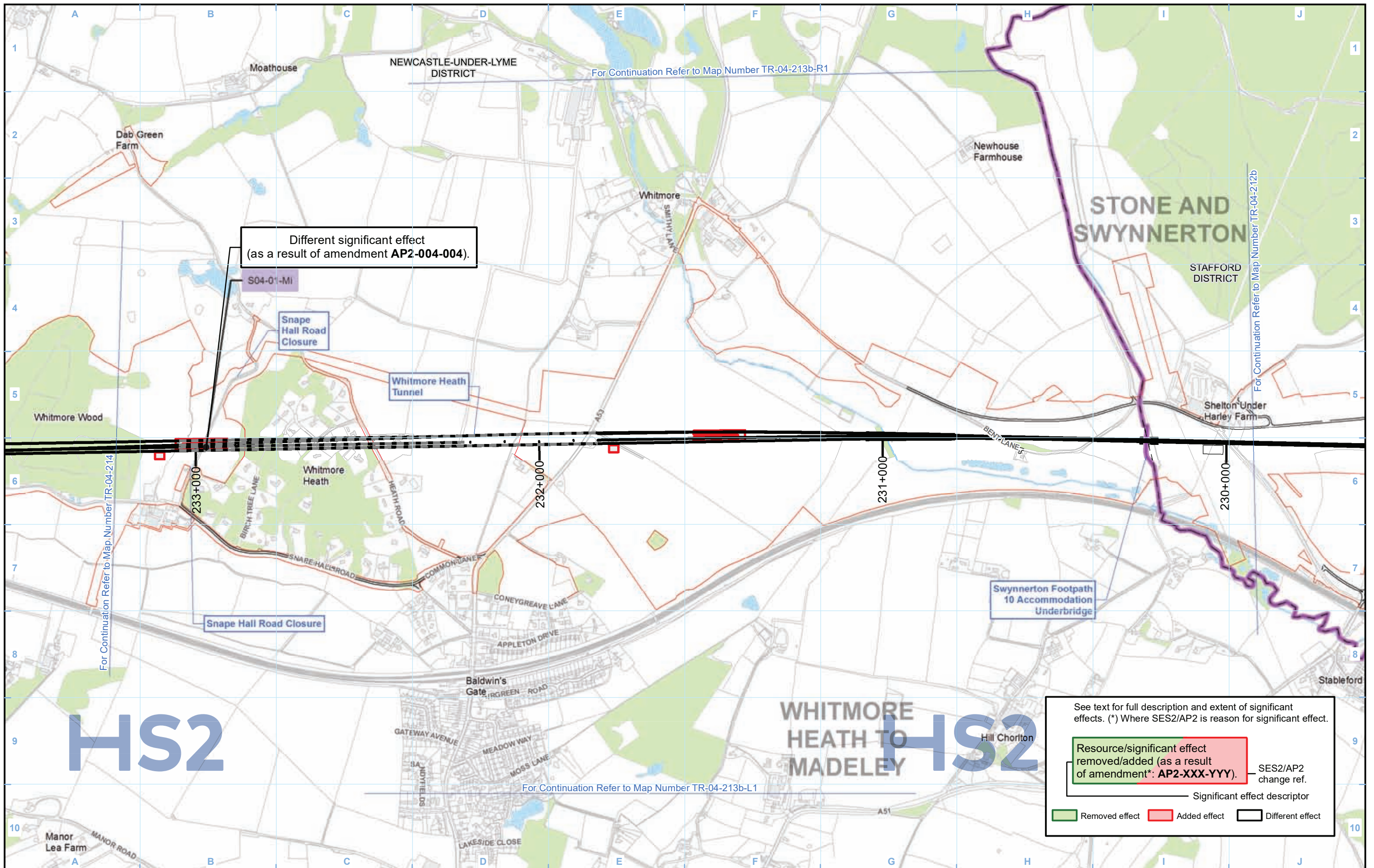
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Date: 18/01/19



See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

Significant effect descriptor

Removed effect Added effect Different effect

Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community area boundary
- County boundary
- District/Borough boundary
- Watercourse
- Water body
- Woodland

Operation significant effects arising from the SES2/AP2:

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

Operation significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi-27

Forecast Year

Effect Level

Feature Number

CA Number

Identifier - see across

Operational Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- P - Parking and loading
- V - Vulnerable road user delays, amenity and ambience
- S - Severance
- W - Waterways

Effect Level:

- Mi - Minor
- Mo - Moderate
- Ma - Major

Forecast Year:

- 27 - Significant effect in 2027
- 41 - Significant effect in 2041
- Missing - Significant effect in both forecast years

Map Number: TR-04-213b

Map Name: Significant Residual Transport Effects Arising from Operation SES2 and AP2 ES

Community Area 4: Whitmore Heath to Madeley

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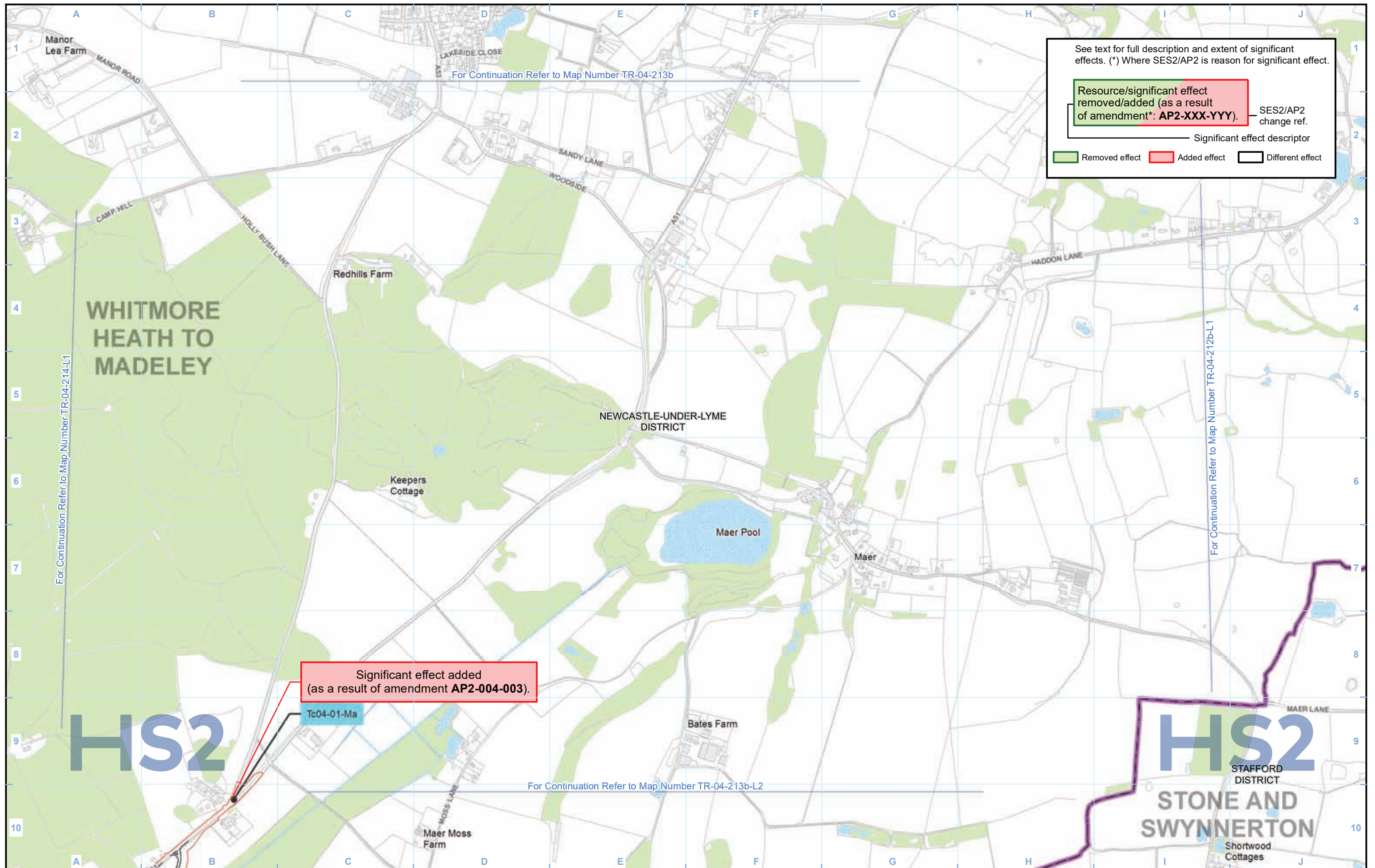
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Date: 18/01/19



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Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

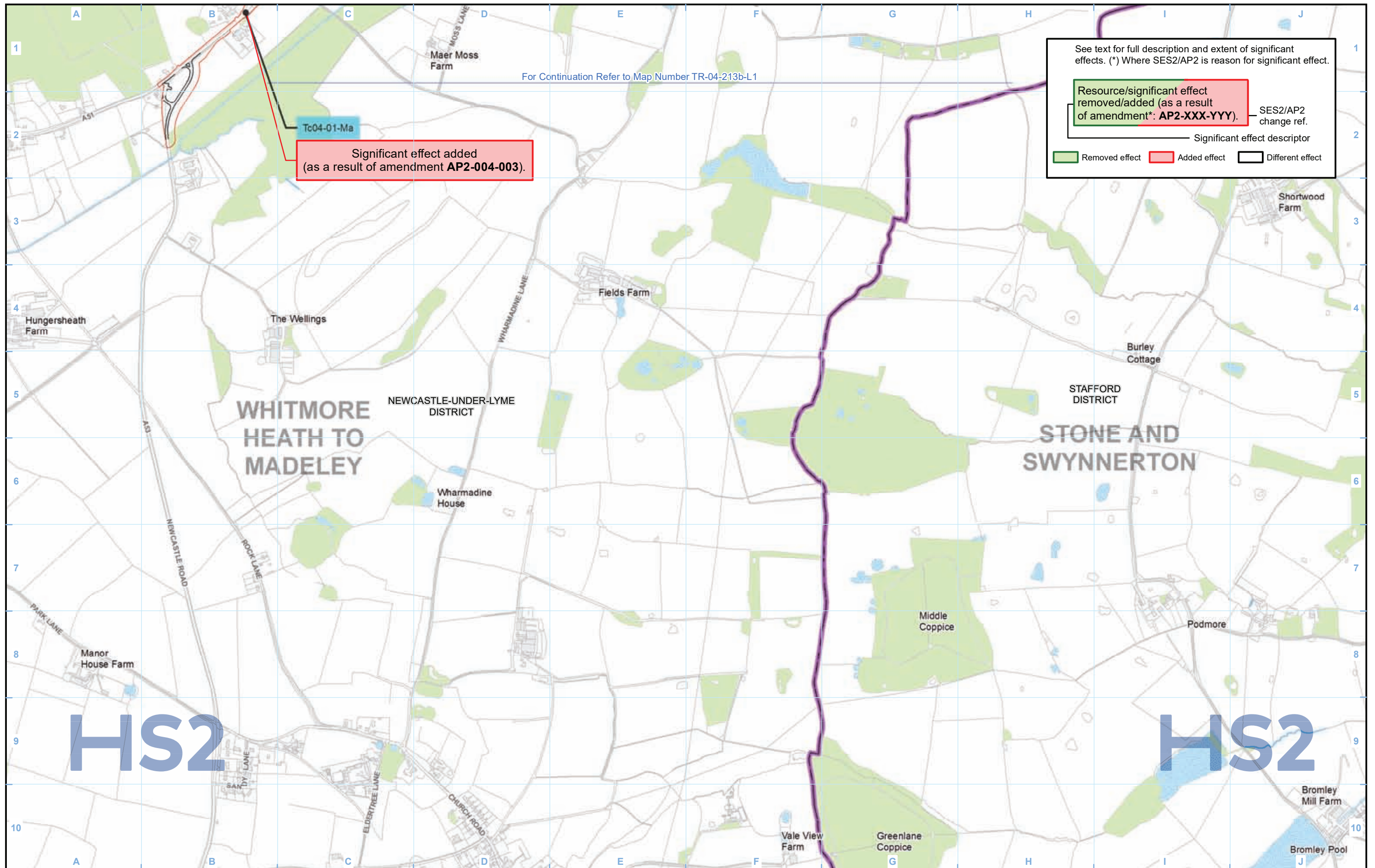
— Significant effect descriptor

Removed effect Added effect Different effect

Significant effect added (as a result of amendment AP2-004-003).

Tc04-01-Ma

Legend <ul style="list-style-type: none"> Route in tunnel Route on surface Depot, station, headhouse or portal building Community area boundary County boundary District/Borough boundary 		<ul style="list-style-type: none"> Watercourse Water body Woodland 		Operation significant effects arising from the SES2/AP2: <ul style="list-style-type: none"> Adverse-permanent Adverse-temporary Beneficial-temporary Beneficial-permanent 		Operation significant effects unchanged from the SES2/AP2: <ul style="list-style-type: none"> Adverse-permanent Adverse-temporary Beneficial-temporary Beneficial-permanent 		Significant effects reference: PT01-01-Mi-27 Forecast Year Effect Level Feature Number CA Number Identifier - see across		Operational Effects Identifiers: PT - Public transport delay D - Disruption at stations / interchanges Tc - Traffic flows and delays to vehicle occupants Td - Traffic diversion Ts - Traffic severance - non-motorised users P - Parking and loading V - Vulnerable road user delays, amenity and ambience S - Severance W - Waterways		Effect Level: Mi - Minor Mo - Moderate Ma - Major Forecast Year: 27 - Significant effect in 2027 41 - Significant effect in 2041 Missing - Significant effect in both forecast years		Map Number: TR-04-213b-L1 Map Name: Significant Residual Transport Effects Arising from Operation SES2 and AP2 ES Community Area 4: Whitmore Heath to Madeley		HS2 STAFFORD DISTRICT STONE AND SWYNNERTON Shortwood Cottages Registered in England. Registration number 06791686. Registered office: 2 Snowhill, Queensway, Birmingham B4 6GA. © Crown copyright and database rights 2018 OS 100049190 Scale at A3: 1:10,000 Doc Number: 2PT02-ARP-EV-MAP-000-644713-P03 Date: 18/01/19	
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See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY) — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

For Continuation Refer to Map Number TR-04-213b-L1

Significant effect added (as a result of amendment AP2-004-003).

Tc04-01-Ma

HS2

HS2

Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community area boundary
- County boundary
- District/Borough boundary

- Watercourse
- Water body
- Woodland

Operation significant effects arising from the SES2/AP2:

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

Operation significant effects unchanged from the SES2/AP2:

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

Significant effects reference:
PT01-01-Mi-27

Forecast Year
Effect Level
Feature Number
CA Number
Identifier - see across

Operational Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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:

- 27 - Significant effect in 2027
- 41 - Significant effect in 2041
- Missing - Significant effect in both forecast years

Map Number: TR-04-213b-L2

Map Name: Significant Residual Transport Effects Arising from Operation SES2 and AP2 ES

Community Area 4: Whitmore Heath to Madeley

HS2

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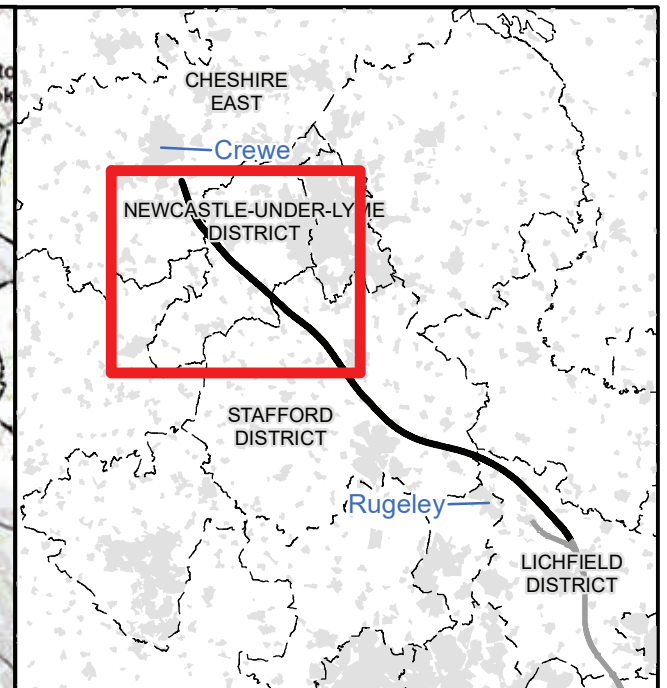
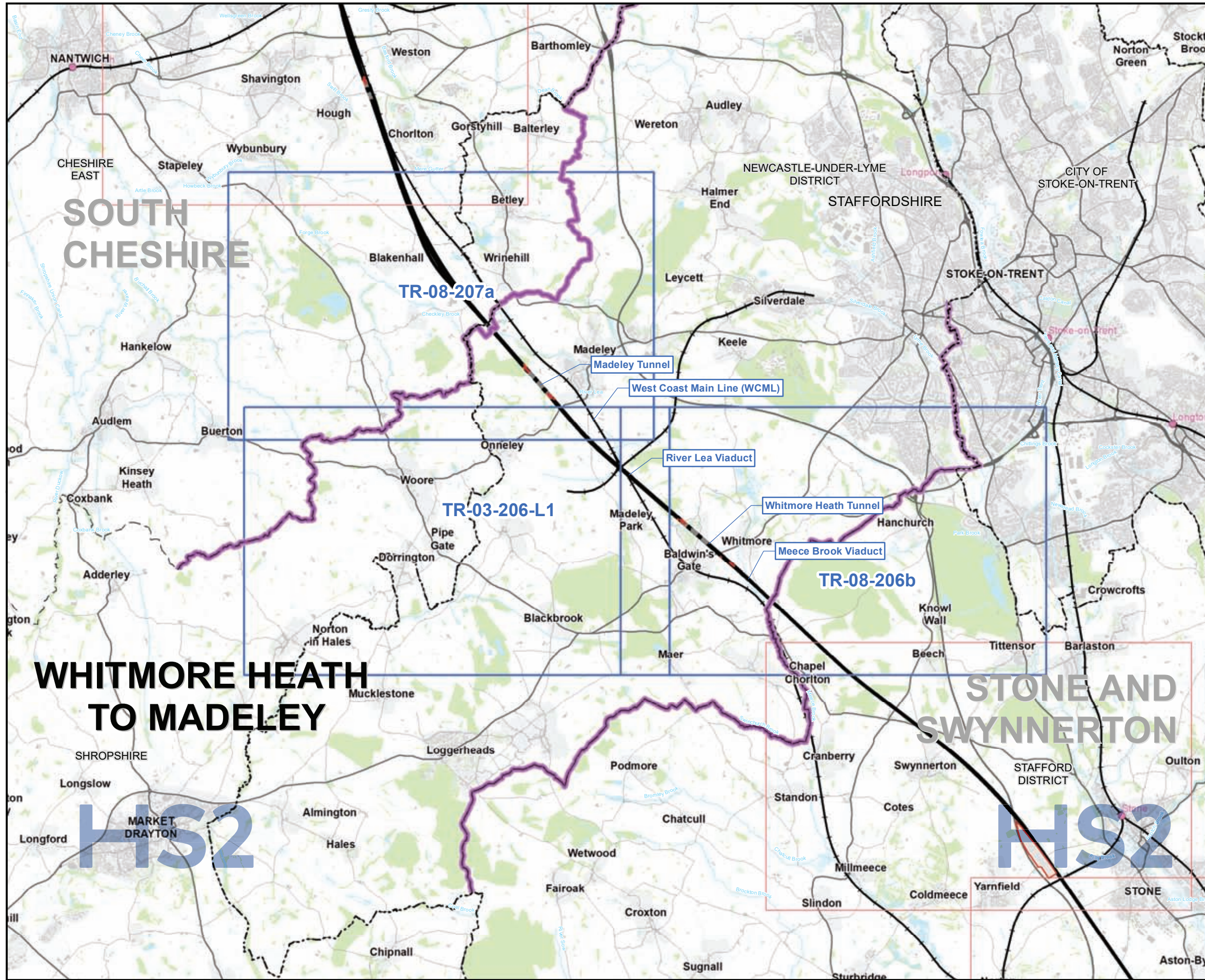
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Doc Number: 2PT02-ARP-EV-MAP-000-644813-P03

Date: 18/01/19

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Map Series Information:

This map series identifies the main construction access routes for construction compounds to and from the strategic highway network. Construction routes are the identified routes which Heavy Goods Vehicles (HGVs) will use between compounds and the main road network within each CA. Also shown is construction compound data which provides the transport activity at each compound including start-up date and duration of use of compound. For each compound the peak month of activity is the month within which HGV traffic is at its highest for that compound. The busy period is that period during which HGV traffic serving that compound will be greater than 50% of the HGV traffic in the peak month. The average daily combined two-way vehicle trips shown for the busy period is the lower end of the range shown in the table. The average daily combined two-way vehicle trips shown for the peak month is the upper end of the range shown in the table.

<p>Main Map Legend</p> <ul style="list-style-type: none"> Route in tunnel Route on surface Depot, station, headhouse or portal building Community area boundary Existing railway station County boundary District/Borough boundary Map sheets included in this community area with amendment Map sheets included in this community area with no amendment Map sheets not included in this community area 		<p>Map Number: TR-08-INDEX-CA4</p> <p>Map Name: Index Map of: Construction Routes to the Strategic Network SES2 and AP2 ES</p> <p>Community Area 4: Whitmore Heath to Madeley</p>
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HS2

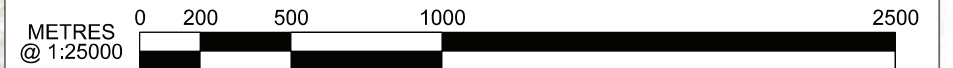
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0 900 1,800 2,700 3,600 Metres

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Doc Number: 2PT02-ARP-EV-MAP-000-148004-P03 Date: 28/01/19



Whitmore North cutting satellite compound		
Civil	Start date	Oct-20
	Duration of use	42
	Duration of busy movements	6
Reinstatement	Start date	Jan-26
	Duration of use	3
	Duration of busy movements	2
Peak daily vehicles - Cars & LGV		
Peak daily vehicles - HGV		

A53 Newcastle Road Transfer Node and Whitmore South Transfer Node		
Civil	Start date	Oct-21
	Duration of use	39
	Duration of busy movements	14
Peak daily vehicles - HGV		

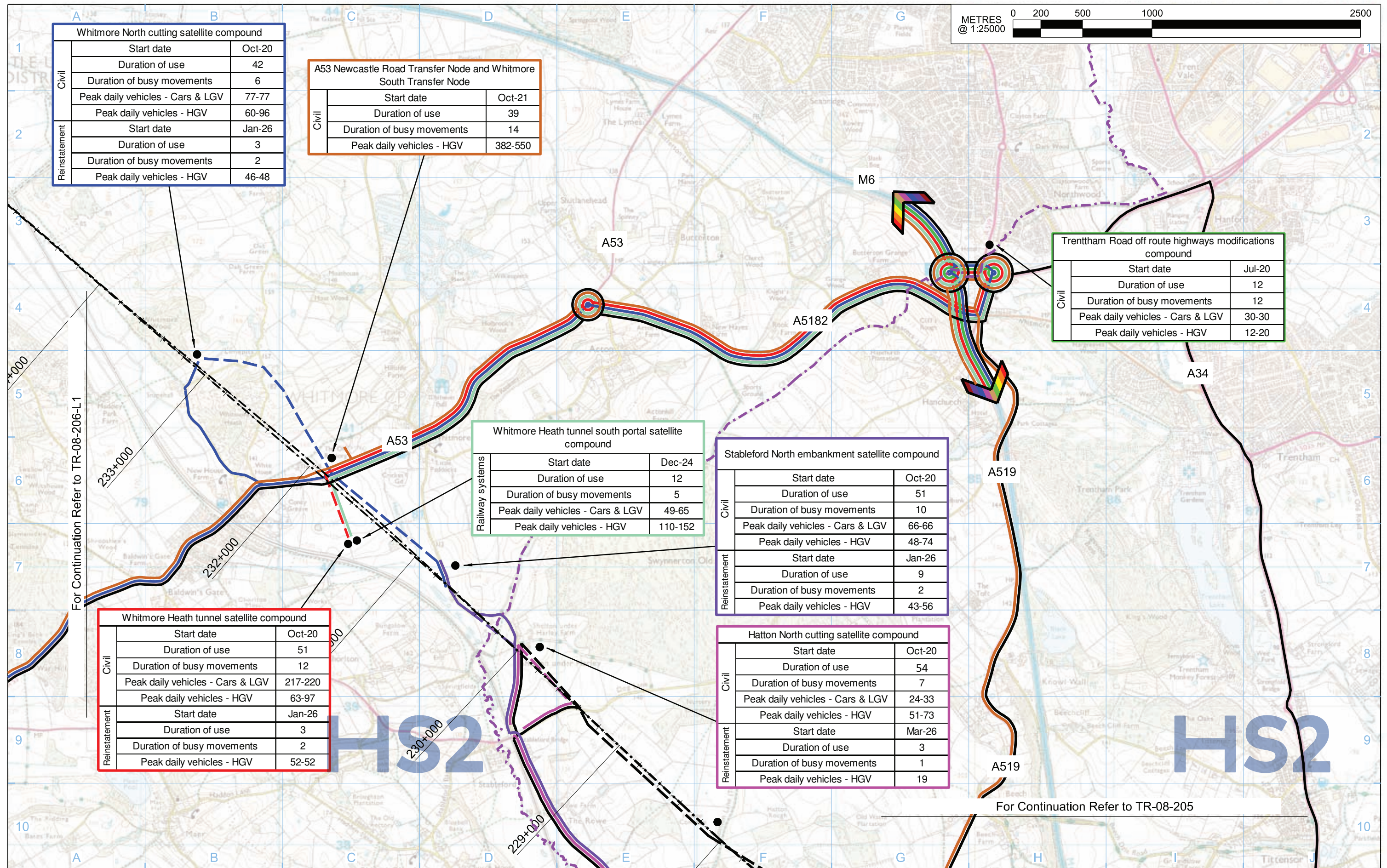
Trenttham Road off route highways modifications compound		
Civil	Start date	Jul-20
	Duration of use	12
	Duration of busy movements	12
Peak daily vehicles - Cars & LGV		
Peak daily vehicles - HGV		

Whitmore Heath tunnel south portal satellite compound		
Railway systems	Start date	Dec-24
	Duration of use	12
	Duration of busy movements	5
	Peak daily vehicles - Cars & LGV	49-65
Peak daily vehicles - HGV		

Stableford North embankment satellite compound		
Civil	Start date	Oct-20
	Duration of use	51
	Duration of busy movements	10
	Peak daily vehicles - Cars & LGV	66-66
Peak daily vehicles - HGV		
Reinstatement	Start date	Jan-26
	Duration of use	9
	Duration of busy movements	2
Peak daily vehicles - HGV		

Whitmore Heath tunnel satellite compound		
Civil	Start date	Oct-20
	Duration of use	51
	Duration of busy movements	12
	Peak daily vehicles - Cars & LGV	217-220
Peak daily vehicles - HGV		
Reinstatement	Start date	Jan-26
	Duration of use	3
	Duration of busy movements	2
Peak daily vehicles - HGV		

Hatton North cutting satellite compound		
Civil	Start date	Oct-20
	Duration of use	54
	Duration of busy movements	7
	Peak daily vehicles - Cars & LGV	24-33
Peak daily vehicles - HGV		
Reinstatement	Start date	Mar-26
	Duration of use	3
	Duration of busy movements	1
Peak daily vehicles - HGV		



Legend

- Compound Traffic Routes
- Site Haul to Compound
- Through Construction Traffic Routes (To/From Other Scheme Compounds)
- HS2 Route
- Onward Construction Routes
- Community Area boundary
- Through Site Haul to Compound (To/From Other Scheme Compounds)
- Movement of Excavated Material
- Construction Compounds

Rail system compounds are shown where they are likely to generate more than 24 HGV movements a day in the peak month (average two-way) or are associated with a construction civil engineering works compound. Peak daily HGVs refer to the total peak trip generation by compound. These include HGV traffic accessing and egressing construction compounds by both the site haul road and local roads.

Map Number: TR-08-206b

Map Name: Construction Routes to the Strategic Network

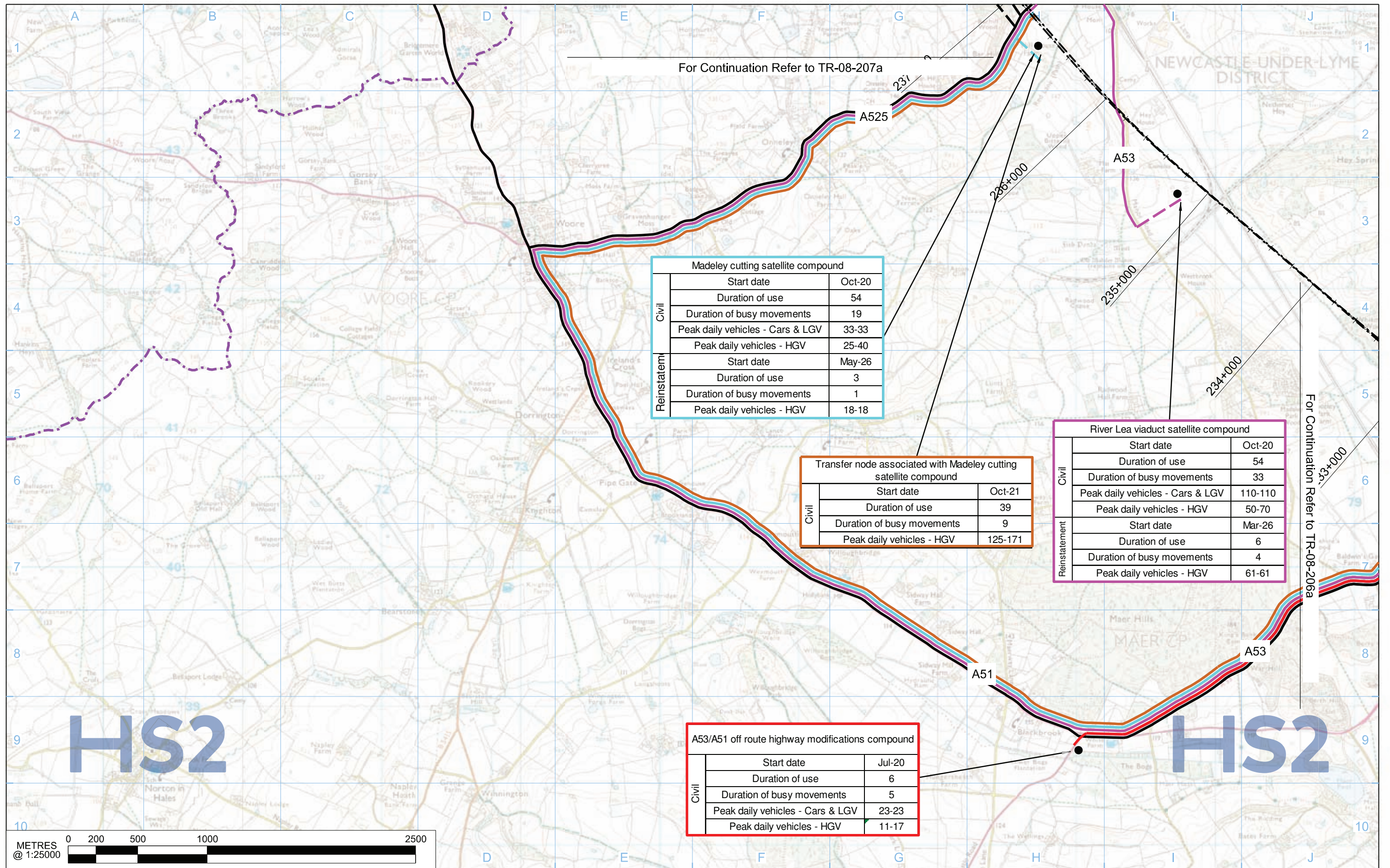
Community Area: CA4 Whitmore Heath to Madeley

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Doc Number: 2PT02-ARP-TM-DLO-000-200306 P03 Date: 30/01/19



For Continuation Refer to TR-08-207a

Madeley cutting satellite compound		
Civil	Start date	Oct-20
	Duration of use	54
	Duration of busy movements	19
	Peak daily vehicles - Cars & LGV	33-33
Reinstatement	Start date	May-26
	Duration of use	3
	Peak daily vehicles - HGV	18-18

Transfer node associated with Madeley cutting satellite compound		
Civil	Start date	Oct-21
	Duration of use	39
	Duration of busy movements	9
	Peak daily vehicles - HGV	125-171

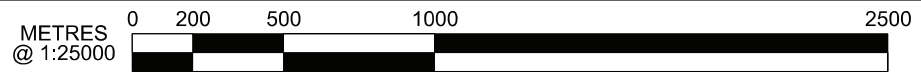
River Lea viaduct satellite compound		
Civil	Start date	Oct-20
	Duration of use	54
	Duration of busy movements	33
	Peak daily vehicles - Cars & LGV	110-110
Reinstatement	Start date	Mar-26
	Duration of use	6
	Peak daily vehicles - HGV	61-61

A53/A51 off route highway modifications compound		
Civil	Start date	Jul-20
	Duration of use	6
	Duration of busy movements	5
	Peak daily vehicles - Cars & LGV	23-23
	Peak daily vehicles - HGV	11-17

For Continuation Refer to TR-08-206a

HS2

HS2



- Legend**
- Compound Traffic Routes
 - Site Haul to Compound
 - Through Construction Traffic Routes (To/From Other Scheme Compounds)
 - HS2 Route
 - Onward Construction Routes
 - Community Area boundary
 - Through Site Haul to Compound (To/From Other Scheme Compounds)
 - Movement of Excavated Material
 - Construction Compounds

Rail system compounds are shown where they are likely to generate more than 24 HGV movements a day in the peak month (average two-way) or are associated with a construction civil engineering works compound. Peak daily HGVs refer to the total peak trip generation by compound. These include HGV traffic accessing and egressing construction compounds by both the site haul road and local roads.

Map Number: **TR-08-206-L1**

Map Name: **Construction Routes to the Strategic Network**

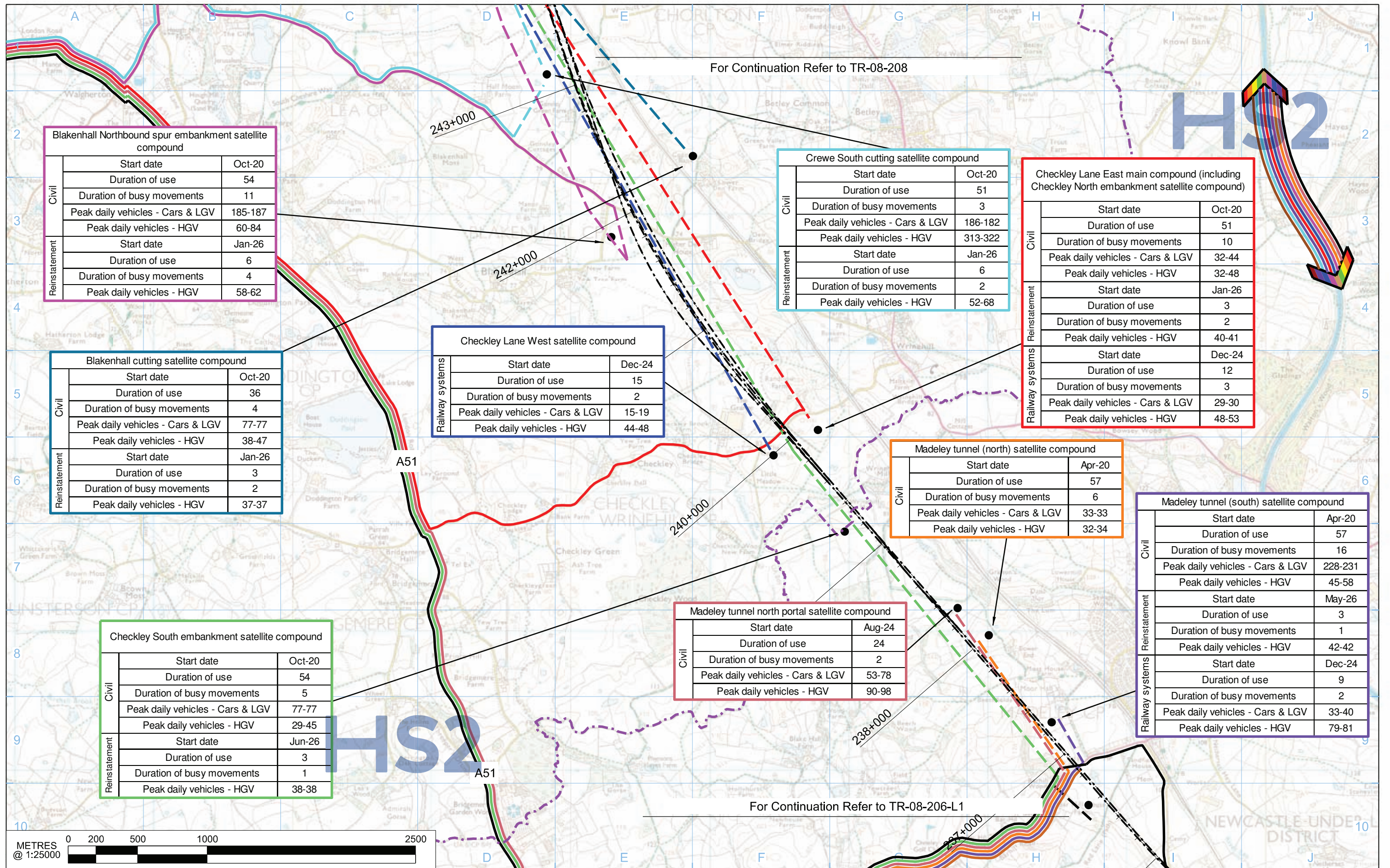
Community Area: **CA4 Whitmore Heath to Madeley**

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For Continuation Refer to TR-08-208

Blakenhall Northbound spur embankment satellite compound		
Civil	Start date	Oct-20
	Duration of use	54
	Duration of busy movements	11
	Peak daily vehicles - Cars & LGV	185-187
	Peak daily vehicles - HGV	60-84
Reinstatement	Start date	Jan-26
	Duration of use	6
	Duration of busy movements	4
	Peak daily vehicles - HGV	58-62

Crewe South cutting satellite compound		
Civil	Start date	Oct-20
	Duration of use	51
	Duration of busy movements	3
	Peak daily vehicles - Cars & LGV	186-182
	Peak daily vehicles - HGV	313-322
Reinstatement	Start date	Jan-26
	Duration of use	6
	Duration of busy movements	2
	Peak daily vehicles - HGV	52-68

Checkley Lane East main compound (including Checkley North embankment satellite compound)		
Civil	Start date	Oct-20
	Duration of use	51
	Duration of busy movements	10
	Peak daily vehicles - Cars & LGV	32-44
	Peak daily vehicles - HGV	32-48
Reinstatement	Start date	Jan-26
	Duration of use	3
	Duration of busy movements	2
	Peak daily vehicles - HGV	40-41
Railway systems	Start date	Dec-24
	Duration of use	12
	Duration of busy movements	3
	Peak daily vehicles - Cars & LGV	29-30
	Peak daily vehicles - HGV	48-53

Checkley Lane West satellite compound		
Railway systems	Start date	Dec-24
	Duration of use	15
	Duration of busy movements	2
	Peak daily vehicles - Cars & LGV	15-19
	Peak daily vehicles - HGV	44-48

Blakenhall cutting satellite compound		
Civil	Start date	Oct-20
	Duration of use	36
	Duration of busy movements	4
	Peak daily vehicles - Cars & LGV	77-77
	Peak daily vehicles - HGV	38-47
Reinstatement	Start date	Jan-26
	Duration of use	3
	Duration of busy movements	2
	Peak daily vehicles - HGV	37-37

Madeley tunnel (north) satellite compound		
Civil	Start date	Apr-20
	Duration of use	57
	Duration of busy movements	6
	Peak daily vehicles - Cars & LGV	33-33
	Peak daily vehicles - HGV	32-34

Madeley tunnel (south) satellite compound		
Civil	Start date	Apr-20
	Duration of use	57
	Duration of busy movements	16
	Peak daily vehicles - Cars & LGV	228-231
	Peak daily vehicles - HGV	45-58
Reinstatement	Start date	May-26
	Duration of use	3
	Duration of busy movements	1
	Peak daily vehicles - HGV	42-42
Railway systems	Start date	Dec-24
	Duration of use	9
	Duration of busy movements	2
	Peak daily vehicles - Cars & LGV	33-40
	Peak daily vehicles - HGV	79-81

Madeley tunnel north portal satellite compound		
Civil	Start date	Aug-24
	Duration of use	24
	Duration of busy movements	2
	Peak daily vehicles - Cars & LGV	53-78
	Peak daily vehicles - HGV	90-98

Checkley South embankment satellite compound		
Civil	Start date	Oct-20
	Duration of use	54
	Duration of busy movements	5
	Peak daily vehicles - Cars & LGV	77-77
	Peak daily vehicles - HGV	29-45
Reinstatement	Start date	Jun-26
	Duration of use	3
	Duration of busy movements	1
	Peak daily vehicles - HGV	38-38



- Legend**
- Compound Traffic Routes
 - Site Haul to Compound
 - Through Construction Traffic Routes (To/From Other Scheme Compounds)
 - HS2 Route
 - Onward Construction Routes
 - Community Area boundary
 - Through Site Haul to Compound (To/From Other Scheme Compounds)
 - Movement of Excavated Material
 - Construction Compounds

Rail system compounds are shown where they are likely to generate more than 24 HGV movements a day in the peak month (average two-way) or are associated with a construction civil engineering works compound. Peak daily HGVs refer to the total peak trip generation by compound. These include HGV traffic accessing and egressing construction compounds by both the site haul road and local roads.

Map Number: **TR-08-207a**

Map Name: **Construction Routes to the Strategic Network**

Community Area: **CA3 Stone and Swynnerton**

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Doc Number: 2PT02-ARP-TM-DLO-000-200007 P03 Date: 29/01/19

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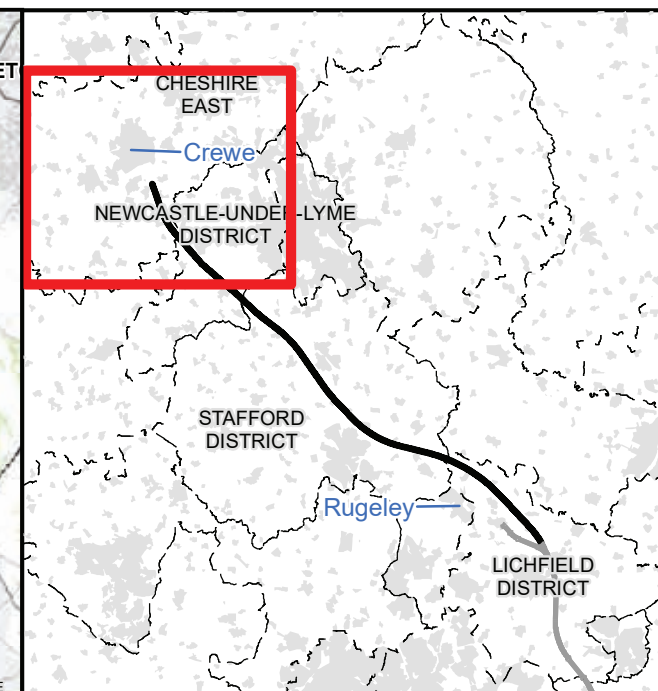
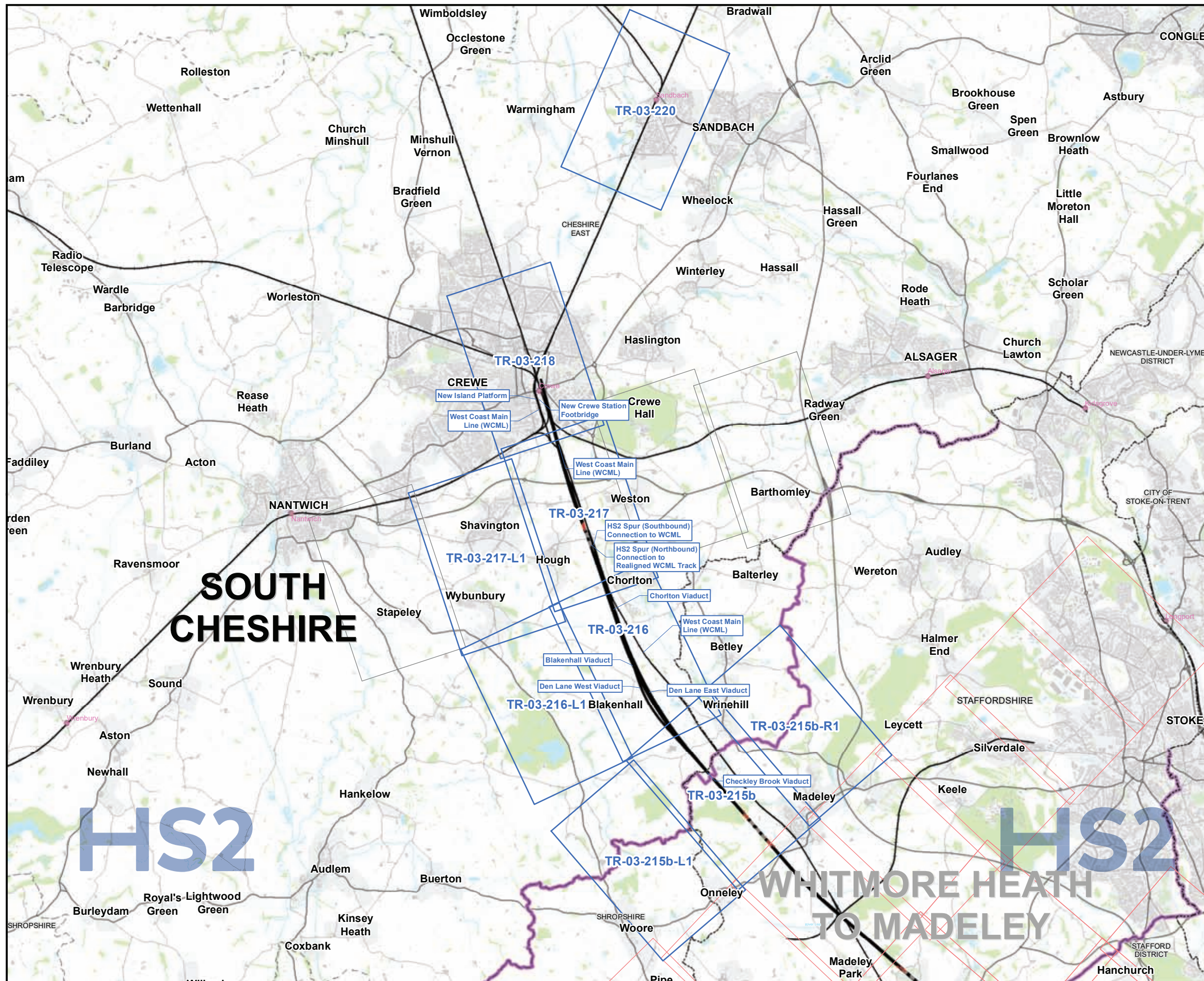
High Speed Rail (West Midlands - Crewe)

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

CA5 South Cheshire

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

TR-08 - Construction Routes to the Strategic Network

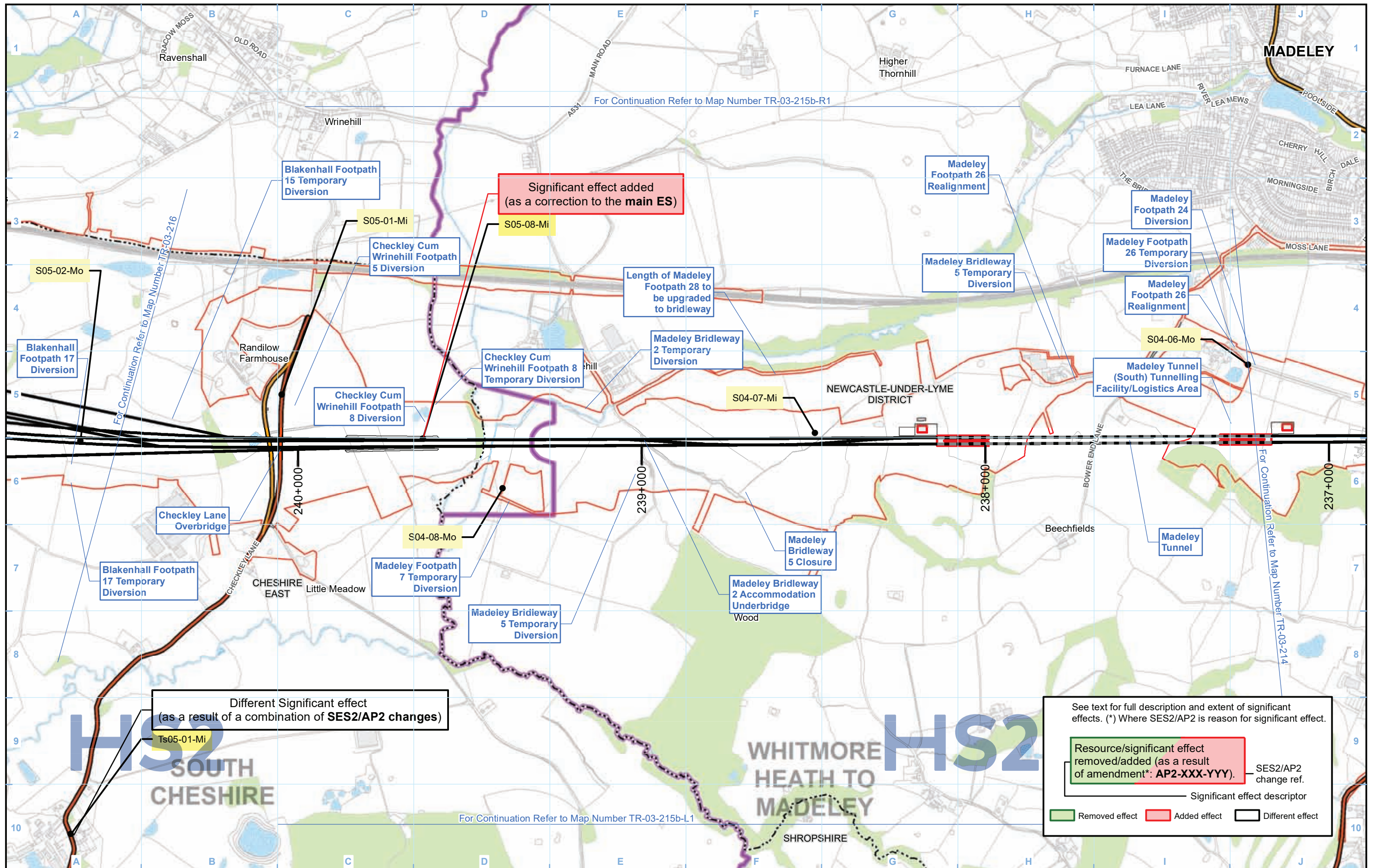


Map Series Information:

This map series identifies the significant residual transport effects arising from construction of the Proposed Scheme and the construction traffic routes. Traffic routes are the identified routes which Heavy Goods Vehicles (HGVs) will use between compounds and the main A road/ strategic road network within each CA. 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 			
Map Number TR-03-INDEX-CA5 Map Name Index Map of: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES Community Area CA5: South Cheshire		<p>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.</p> <p>Registered in England. Registration number 06791686. Registered office: 2 Snowhill, Queensway, Birmingham B4 6GA.</p> <p>© Crown copyright and database rights 2018 OS 100049190</p> <p>Scale at A3: 1:90,000</p> <p>0 900 1,800 2,700 3,600 Metres</p> <p>Doc Number: 2PT02-ARP-EV-MAP-000-643005-P03</p> <p>Date: 23/01/19</p>	

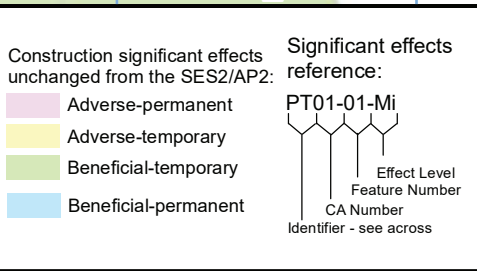
Note: Not all data layers in the legend are represented on every map.



Legend

Route in tunnel	Land potentially required during construction
Route on surface	Watercourse
Depot, station, headhouse or portal building	Water body
Community area boundary	Woodland
County boundary	Construction traffic route
District/Borough boundary	Removed construction traffic route
boundary	Additional construction traffic route

Construction significant effects arising from the SES2/AP2:	Construction significant effects unchanged from the SES2/AP2:
Adverse-permanent	Adverse-permanent
Adverse-temporary	Adverse-temporary
Beneficial-temporary	Beneficial-temporary
Beneficial-permanent	Beneficial-permanent



Construction Effects Identifiers:

PT - Public transport delay
D - Disruption at stations / interchanges
Tc - Traffic flows and delays to vehicle occupants
Td - Traffic diversion
Ts - Traffic severance - non-motorised users
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

Map Number: TR-03-215b

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 5: South Cheshire

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Doc Number: 2PT02-ARP-EV-MAP-000-643515-P03

Date: 22/01/19

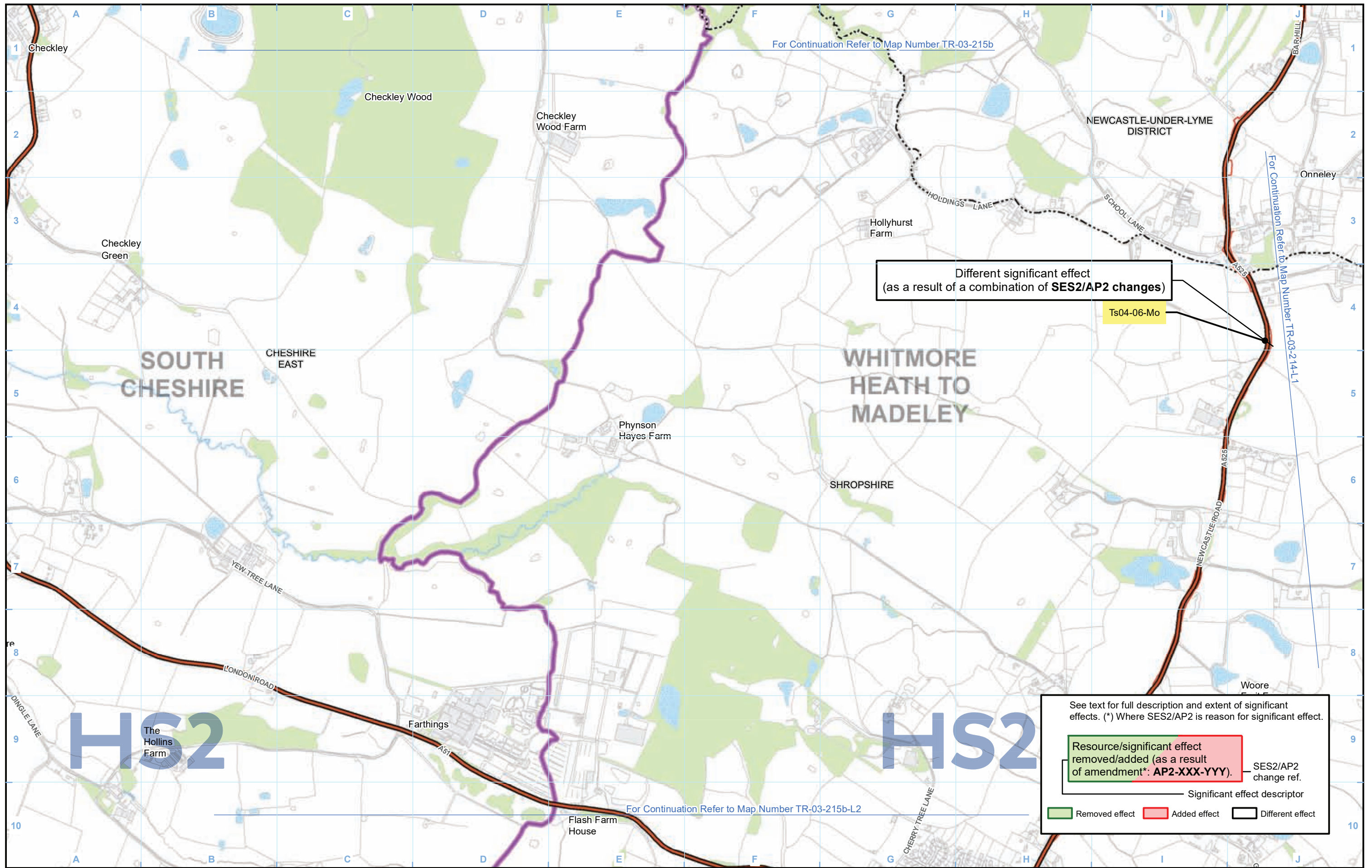
See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY).

SES2/AP2 change ref.

Significant effect descriptor

Removed effect (Green) Added effect (Red) Different effect (Black)



Different significant effect
(as a result of a combination of SES2/AP2 changes)

Ts04-06-Mo

See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

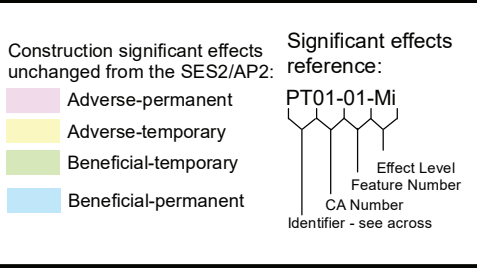
Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

- Legend**
- Route in tunnel
 - Route on surface
 - Depot, station, headhouse or portal building
 - Community area boundary
 - County boundary
 - District/Borough boundary
 - Land potentially required during construction
 - Watercourse
 - Water body
 - Woodland
 - Construction traffic route
 - Removed construction traffic route
 - Additional construction traffic route

- Construction significant effects arising from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent
- Construction significant effects unchanged from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent



- Construction Effects Identifiers:
- PT - Public transport delay
 - D - Disruption at stations / interchanges
 - Tc - Traffic flows and delays to vehicle occupants
 - Td - Traffic diversion
 - Ts - Traffic severance - non-motorised users
 - 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

Map Number: TR-03-215b-L1

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 5: South Cheshire

HS2

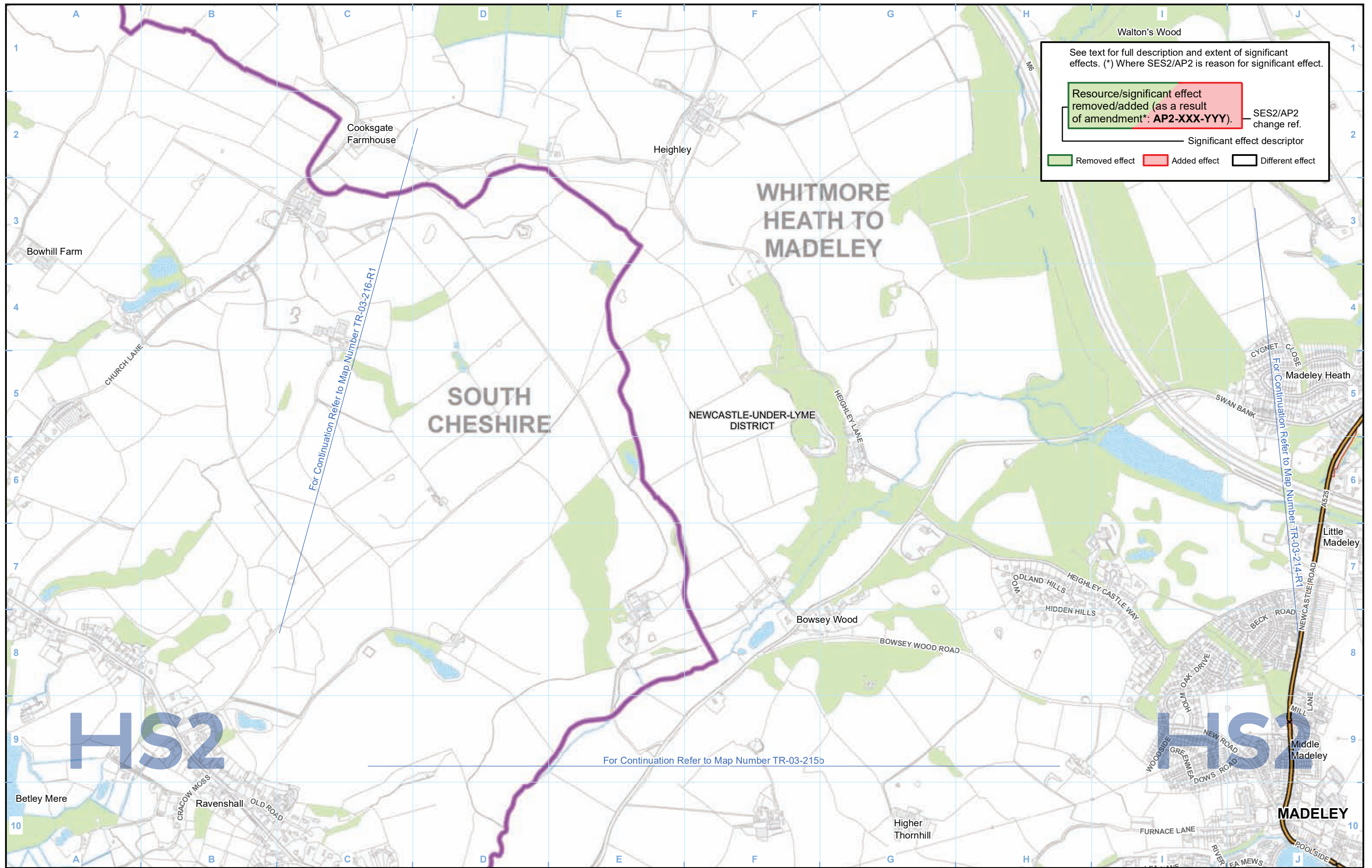
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Doc Number:: 2PT02-ARP-EV-MAP-000-643615-P03

Date: 22/01/19



See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community area boundary
- County boundary
- District/Borough boundary

- Land potentially required during construction
- Watercourse
- Water body
- Woodland
- Construction traffic route
- Removed construction traffic route
- Additional construction traffic route

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi

Effect Level
Feature Number
CA Number
Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-215b-R1

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 5: South Cheshire

HS2

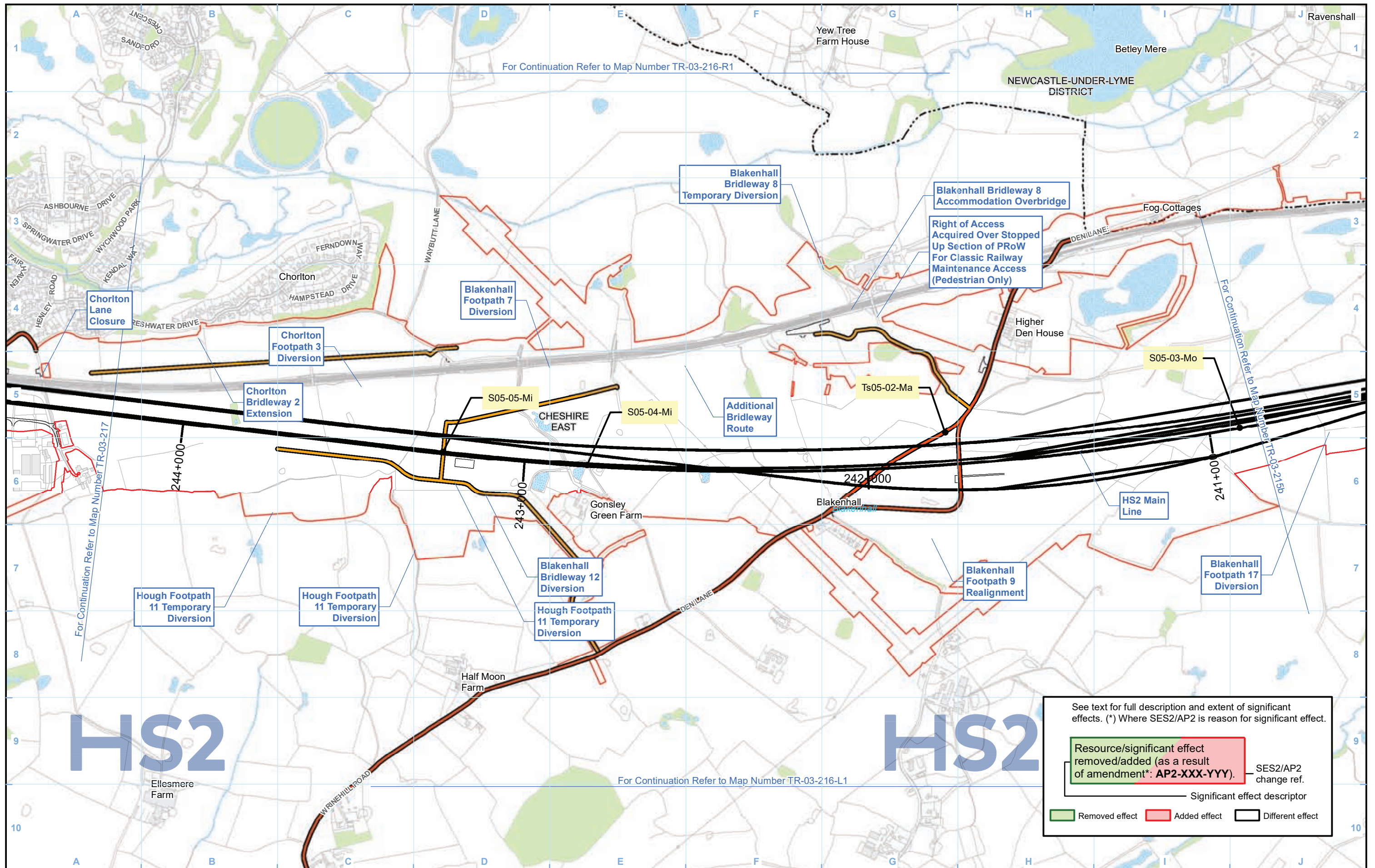
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Date: 22/01/19



See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

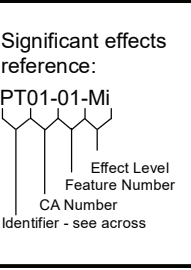
Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

- Legend**
- Route in tunnel
 - Route on surface
 - Depot, station, headhouse or portal building
 - Community area boundary
 - County boundary
 - District/Borough boundary
 - Land potentially required during construction
 - Watercourse
 - Water body
 - Woodland
 - Construction traffic route
 - Removed construction traffic route
 - Additional construction traffic route

- Construction significant effects arising from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent
- Construction significant effects unchanged from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent



- Construction Effects Identifiers:
- PT - Public transport delay
 - D - Disruption at stations / interchanges
 - Tc - Traffic flows and delays to vehicle occupants
 - Td - Traffic diversion
 - Ts - Traffic severance - non-motorised users
 - 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

Map Number: TR-03-216

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 5: South Cheshire

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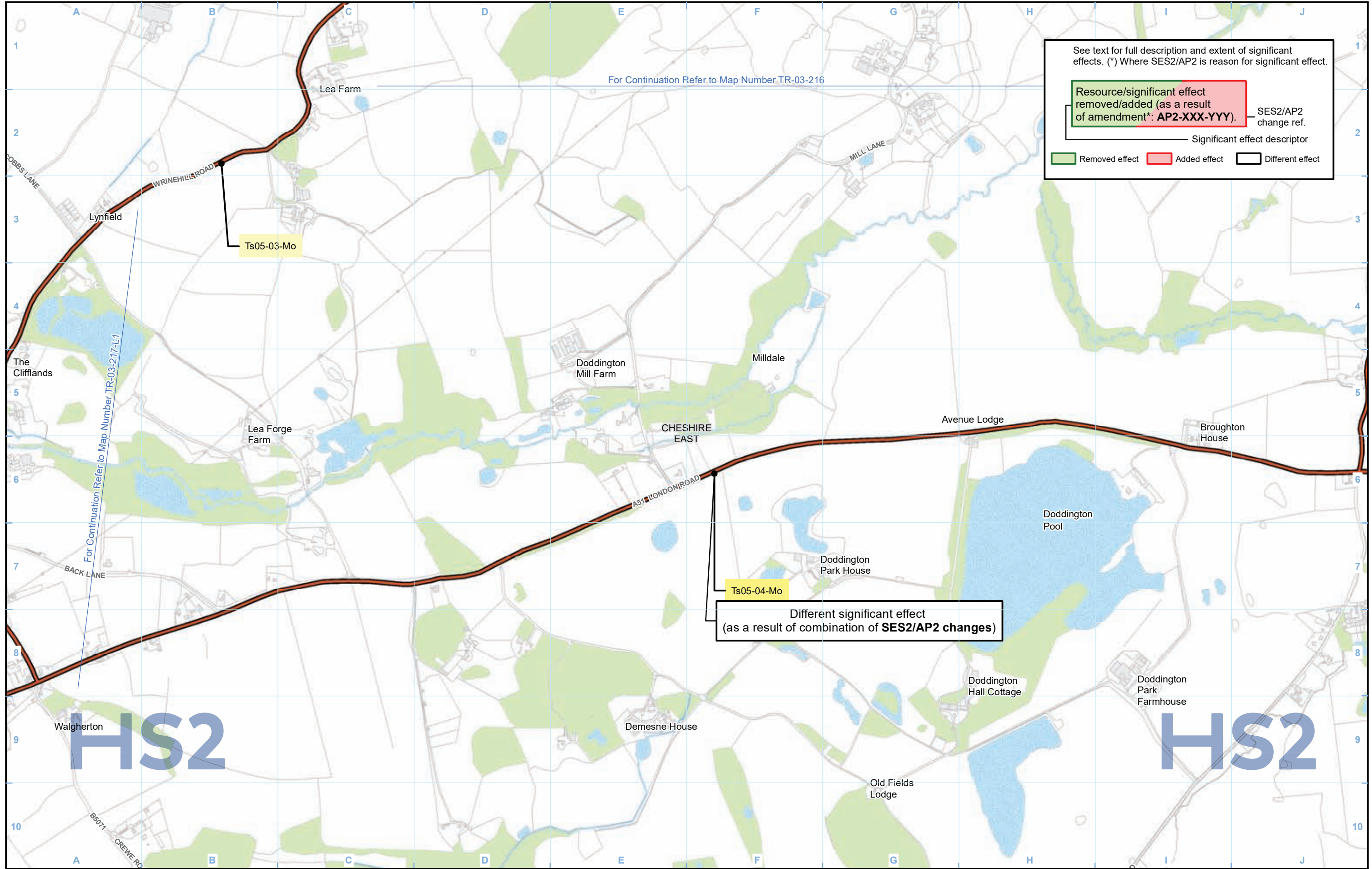
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Doc Number: 2PT02-ARP-EV-MAP-000-643116-P03

Date: 22/01/19

Scale at A3: 1:10,000

Metres



See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

Different significant effect (as a result of combination of SES2/AP2 changes)

Legend

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

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi

Effect Level
Feature Number
CA Number
Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-216-L1

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 5: South Cheshire

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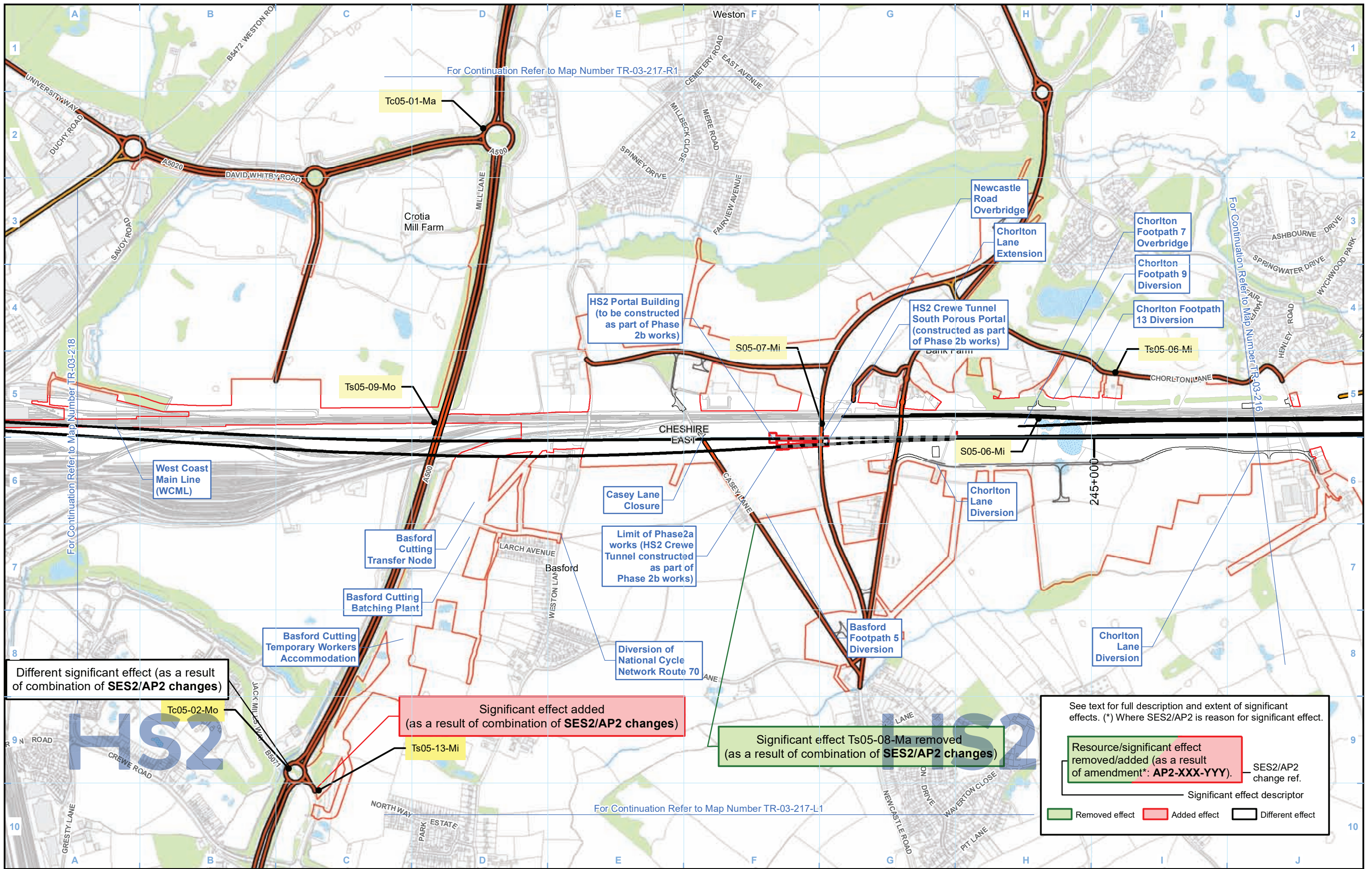
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Date: 22/01/19

HS2



Legend

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

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi

Effect Level
CA Number
Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- P - Parking and loading
- V - Vulnerable road user delays, amenity and ambience
- A - Accidents and safety
- S - Severance
- W - Waterways

Map Number: TR-03-217

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 5: South Cheshire

HS2

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Doc Number: 2PT02-ARP-EV-MAP-000-643117-P03

Date: 22/01/19

Different significant effect (as a result of combination of SES2/AP2 changes)

Significant effect added (as a result of combination of SES2/AP2 changes)

Significant effect Ts05-08-Ma removed (as a result of combination of SES2/AP2 changes)

See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY).

SES2/AP2 change ref.

Significant effect descriptor

- Removed effect
- Added effect
- Different effect

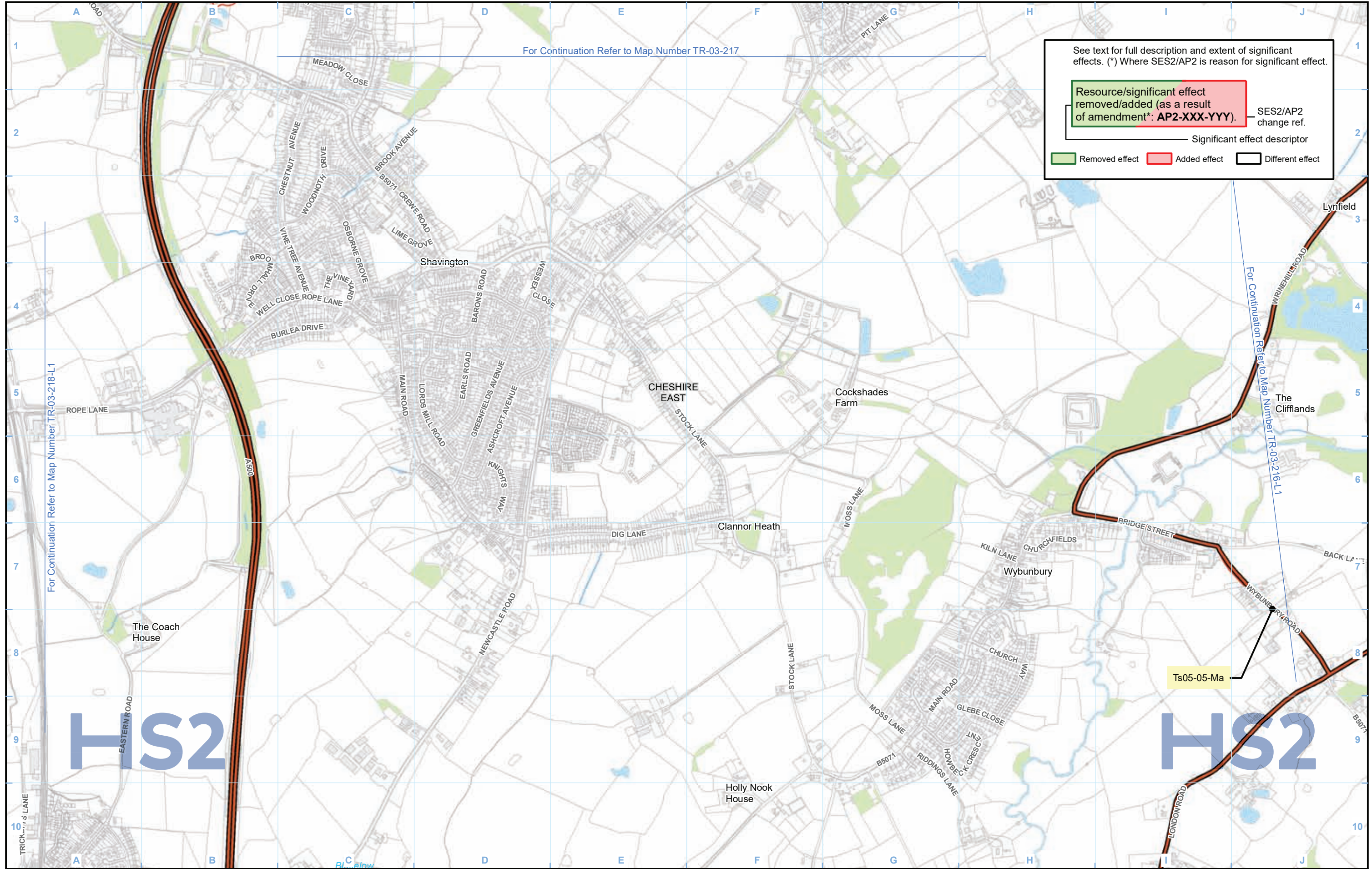
For Continuation Refer to Map Number TR-03-217

See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

Significant effect descriptor

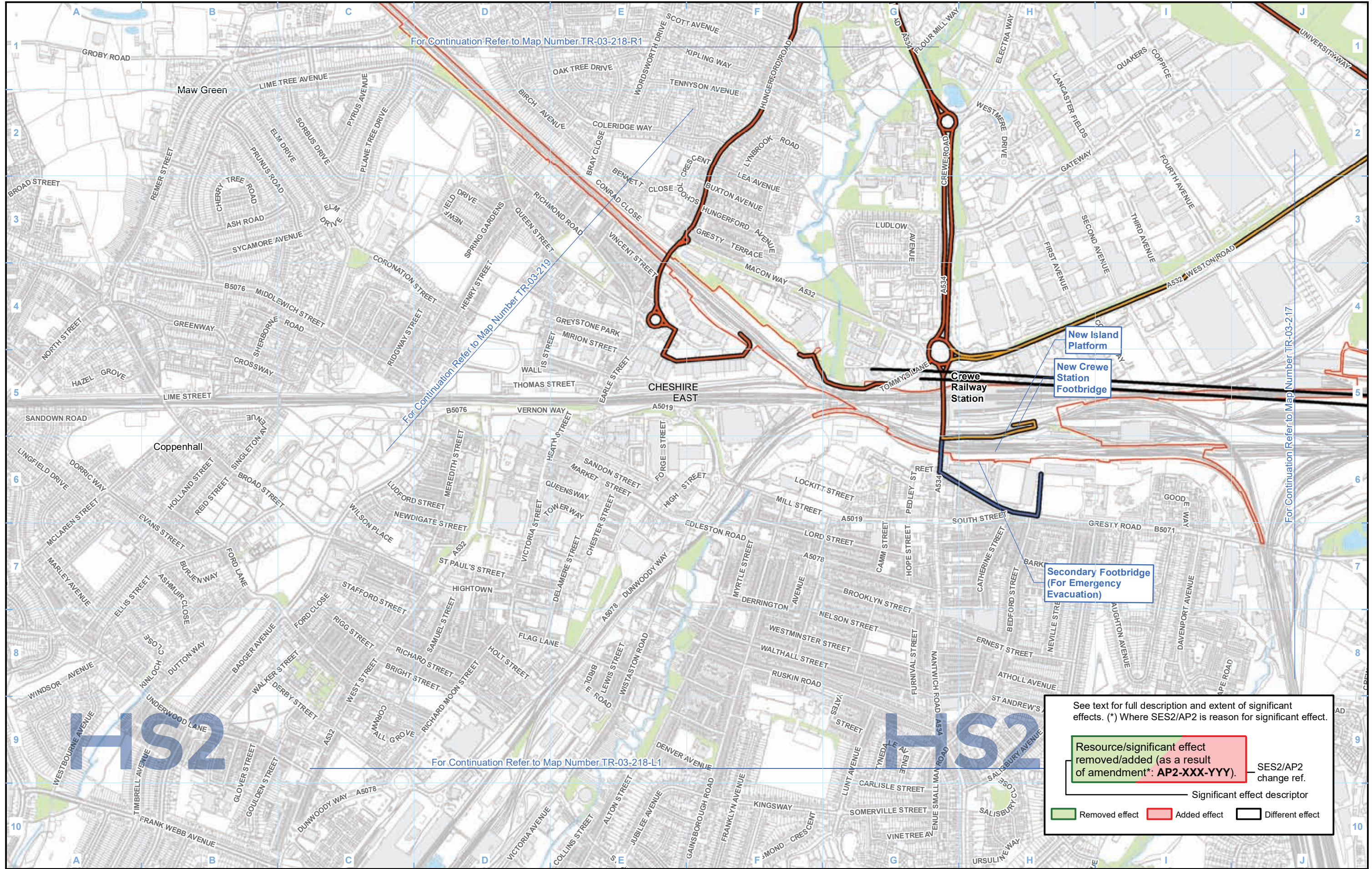
Removed effect Added effect Different effect



For Continuation Refer to Map Number TR-03-218-L1

For Continuation Refer to Map Number TR-03-216-L1

Legend <ul style="list-style-type: none"> Route in tunnel Route on surface Depot, station, headhouse or portal building Community area boundary County boundary District/Borough boundary Land potentially required during construction Watercourse Water body Woodland Construction traffic route Removed construction traffic route Additional construction traffic route 		Construction significant effects arising from the SES2/AP2: <ul style="list-style-type: none"> Adverse-permanent Adverse-temporary Beneficial-temporary Beneficial-permanent 		Construction significant effects unchanged from the SES2/AP2: <ul style="list-style-type: none"> Adverse-permanent Adverse-temporary Beneficial-temporary Beneficial-permanent 		Significant effects reference: 		Construction Effects Identifiers: <ul style="list-style-type: none"> PT - Public transport delay D - Disruption at stations / interchanges Tc - Traffic flows and delays to vehicle occupants Td - Traffic diversion Ts - Traffic severance - non-motorised users P - Parking and loading V - Vulnerable road user delays, amenity and ambience A - Accidents and safety S - Severance W - Waterways 		Effect Level: <ul style="list-style-type: none"> Mi - Minor Mo - Moderate Ma - Major 		Map Number TR-03-217-L1				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.	
Map Name Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES						Community Area 5: South Cheshire		Registered in England. Registration number 06791686. Registered office: 2 Snowhill, Queensway, Birmingham B4 6GA.		Scale at A3: 1:10,000		© Crown copyright and database rights 2018 OS 100049190		Doc Number:: 2PT02-ARP-EV-MAP-000-643217-P03		Date: 22/01/19	



For Continuation Refer to Map Number TR-03-218-R1

For Continuation Refer to Map Number TR-03-219

For Continuation Refer to Map Number TR-03-218-L1

For Continuation Refer to Map Number TR-03-217

See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY).	SES2/AP2 change ref.
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Significant effect descriptor

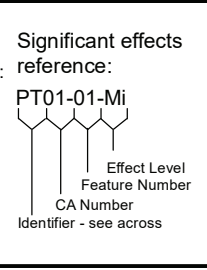
Removed effect	Added effect	Different effect
----------------	--------------	------------------

- Legend**
- Route in tunnel
 - Route on surface
 - Depot, station, headhouse or portal building
 - Community area boundary
 - County boundary
 - District/Borough boundary

- Land potentially required during construction
- Watercourse
- Water body
- Woodland
- Construction traffic route
- Removed construction traffic route
- Additional construction traffic route

- Construction significant effects arising from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent

- Construction significant effects unchanged from the SES2/AP2:
- Adverse-permanent
 - Adverse-temporary
 - Beneficial-temporary
 - Beneficial-permanent



- Construction Effects Identifiers:
- PT - Public transport delay
 - D - Disruption at stations / interchanges
 - Tc - Traffic flows and delays to vehicle occupants
 - Td - Traffic diversion
 - Ts - Traffic severance - non-motorised users
 - 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

Map Number: TR-03-218

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 5: South Cheshire

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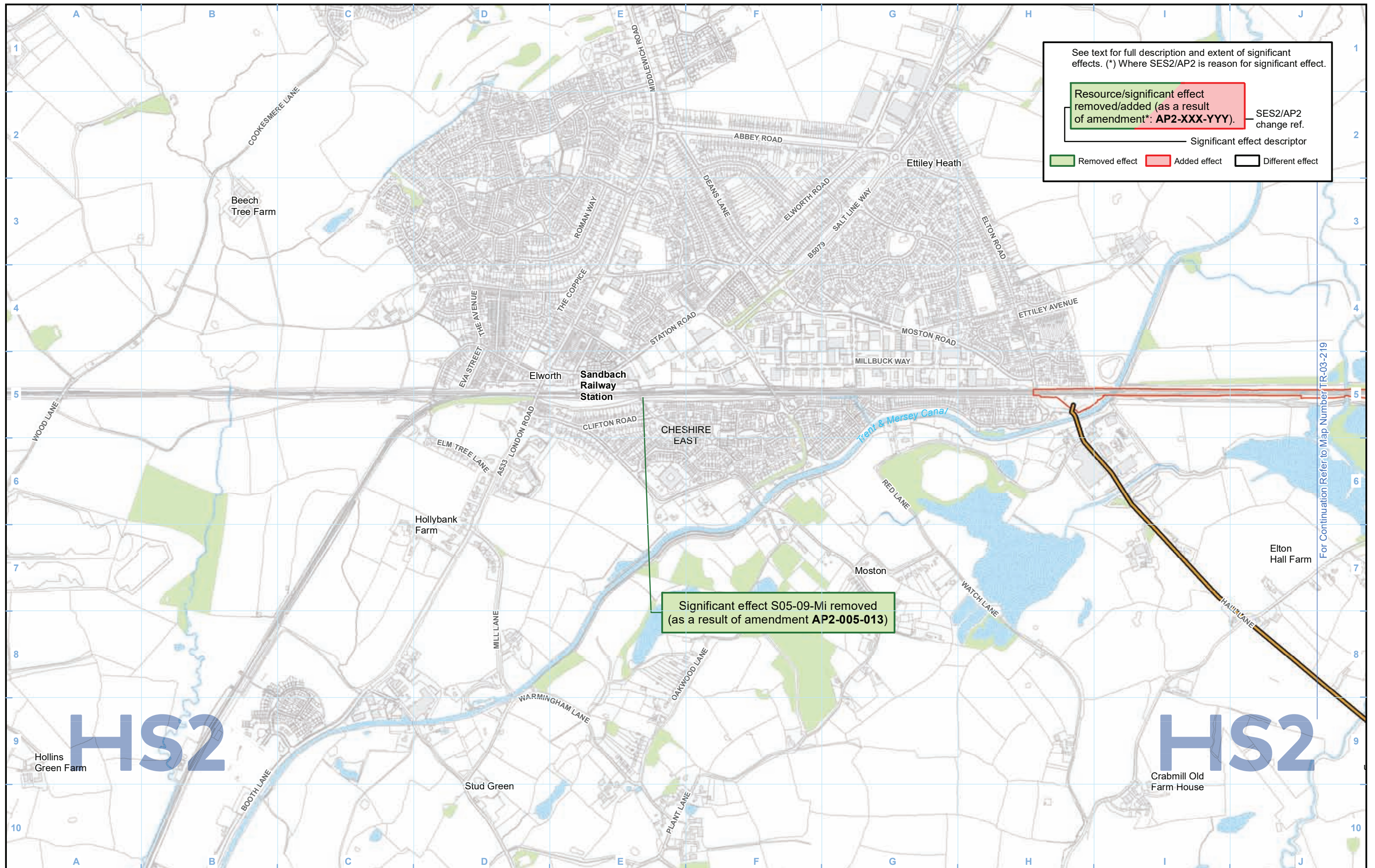
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Date: 22/01/19



See text for full description and extent of significant effects. (*) Where SES2/AP2 is reason for significant effect.

Resource/significant effect removed/added (as a result of amendment*: AP2-XXX-YYY). — SES2/AP2 change ref.

— Significant effect descriptor

Removed effect Added effect Different effect

Significant effect S05-09-Mi removed (as a result of amendment AP2-005-013)

Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community area boundary
- County boundary
- District/Borough boundary

- Land potentially required during construction
- Watercourse
- Water body
- Woodland
- Construction traffic route
- Removed construction traffic route
- Additional construction traffic route

Construction significant effects arising from the SES2/AP2:

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

Construction significant effects unchanged from the SES2/AP2:

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

Significant effects reference:

PT01-01-Mi

Effect Level
Feature Number
CA Number
Identifier - see across

Construction Effects Identifiers:

- PT - Public transport delay
- D - Disruption at stations / interchanges
- Tc - Traffic flows and delays to vehicle occupants
- Td - Traffic diversion
- Ts - Traffic severance - non-motorised users
- 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

Map Number: TR-03-220

Map Name: Significant Residual Transport Effects Arising during Construction and Construction Traffic Routes SES2 and AP2 ES

Community Area 5: South Cheshire

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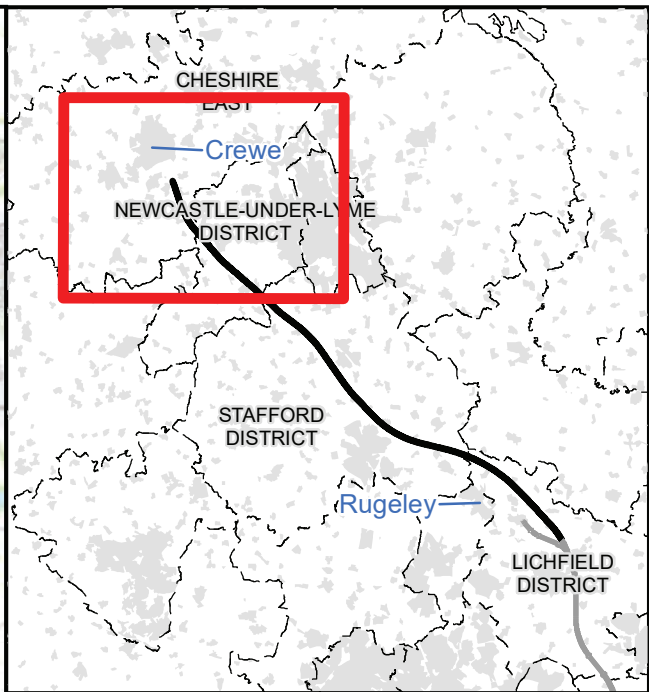
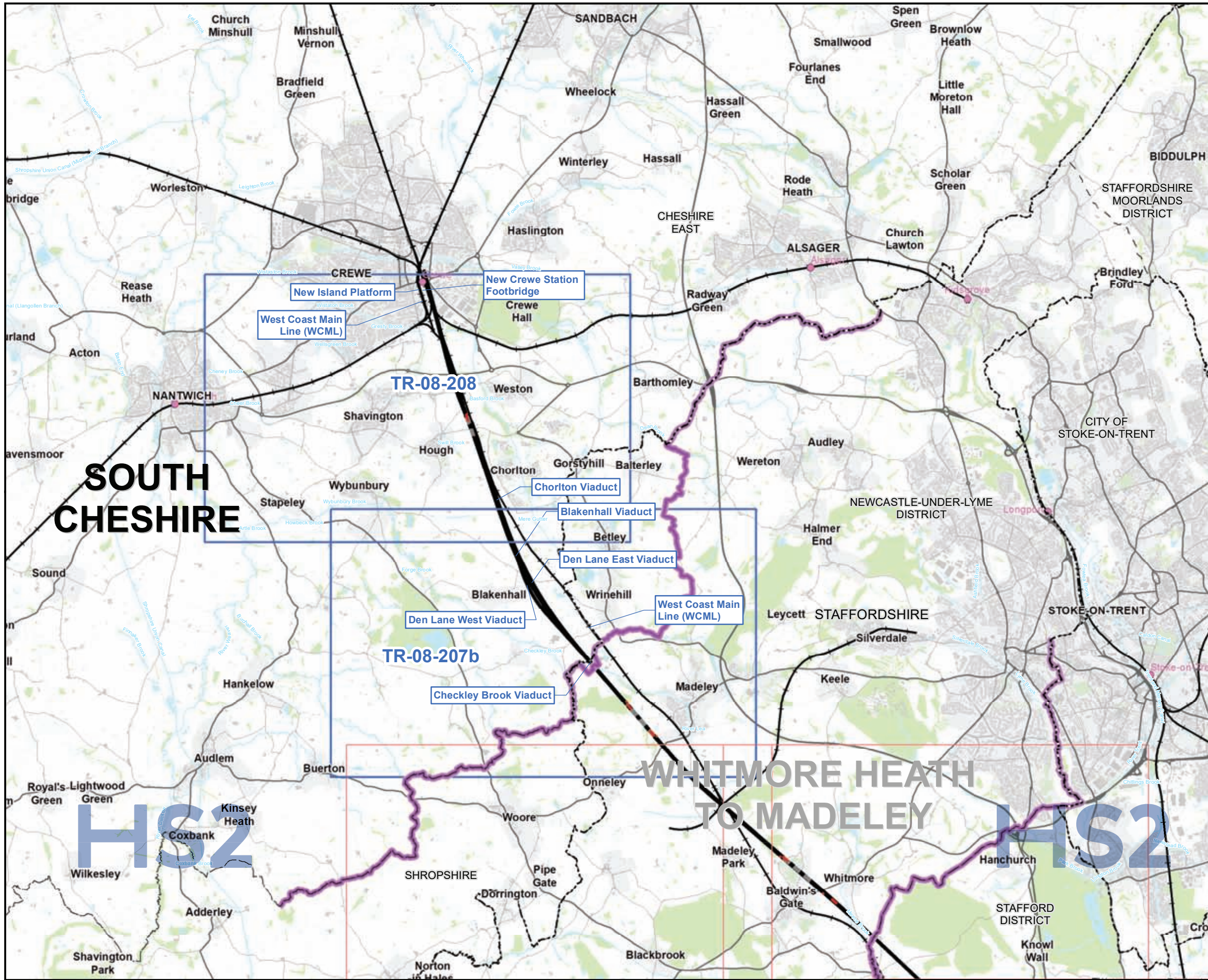
Doc Number: 2PT02-ARP-EV-MAP-000-643120-P03

Date: 22/01/19

Scale at A3: 1:10,000

Metres

For Continuation Refer to Map Number TR-03-219



Map Series Information:

This map series identifies the main construction access routes for construction compounds to and from the strategic highway network. Construction routes are the identified routes which Heavy Goods Vehicles (HGVs) will use between compounds and the main road network within each CA. Also shown is construction compound data which provides the transport activity at each compound including start-up date and duration of use of compound. For each compound the peak month of activity is the month within which HGV traffic is at its highest for that compound. The busy period is that period during which HGV traffic serving that compound will be greater than 50% of the HGV traffic in the peak month. The average daily combined two-way vehicle trips shown for the busy period is the lower end of the range shown in the table. The average daily combined two-way vehicle trips shown for the peak month is the upper end of the range shown in the table.

Main Map Legend

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

Map Number	TR-08-INDEX-CA5
Map Name	Index Map of: Construction Routes to the Strategic Network SES2 and AP2 ES
	Community Area 5: South Cheshire

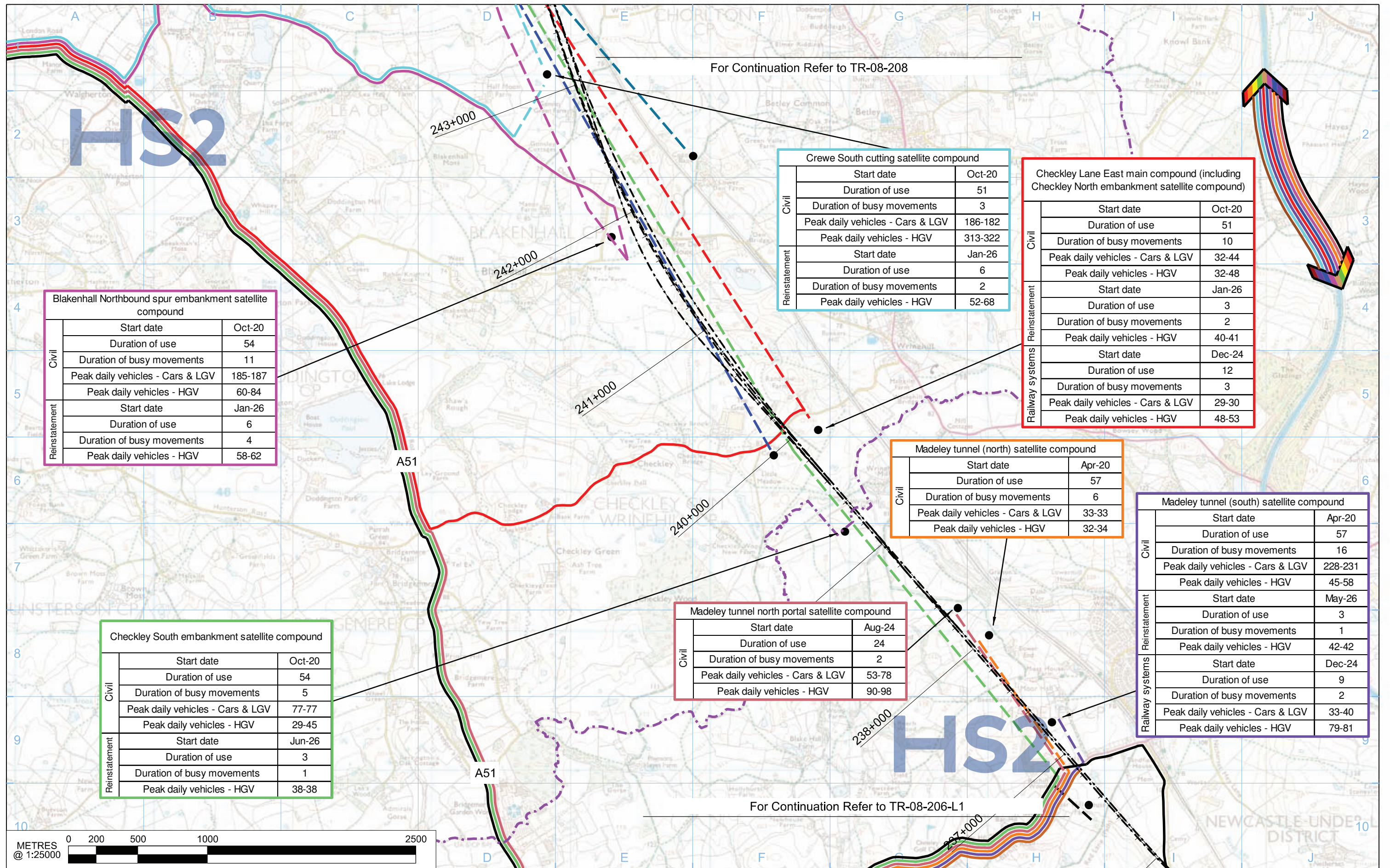
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For Continuation Refer to TR-08-208

	Start date	Oct-20
Civil	Duration of use	54
	Duration of busy movements	11
	Peak daily vehicles - Cars & LGV	185-187
Reinstatement	Peak daily vehicles - HGV	60-84
	Start date	Jan-26
	Duration of use	6
Reinstatement	Duration of busy movements	4
	Peak daily vehicles - HGV	58-62

	Start date	Oct-20
Civil	Duration of use	51
	Duration of busy movements	3
	Peak daily vehicles - Cars & LGV	186-182
Reinstatement	Peak daily vehicles - HGV	313-322
	Start date	Jan-26
	Duration of use	6
Reinstatement	Duration of busy movements	2
	Peak daily vehicles - HGV	52-68

	Start date	Oct-20
Civil	Duration of use	51
	Duration of busy movements	10
	Peak daily vehicles - Cars & LGV	32-44
Reinstatement	Peak daily vehicles - HGV	32-48
	Start date	Jan-26
	Duration of use	3
Reinstatement	Duration of busy movements	2
	Peak daily vehicles - HGV	40-41
Railway systems	Start date	Dec-24
	Duration of use	12
	Duration of busy movements	3
Railway systems	Peak daily vehicles - Cars & LGV	29-30
	Peak daily vehicles - HGV	48-53

	Start date	Apr-20
Civil	Duration of use	57
	Duration of busy movements	6
	Peak daily vehicles - Cars & LGV	33-33
Civil	Peak daily vehicles - HGV	32-34

	Start date	Apr-20
Civil	Duration of use	57
	Duration of busy movements	16
	Peak daily vehicles - Cars & LGV	228-231
Reinstatement	Peak daily vehicles - HGV	45-58
	Start date	May-26
	Duration of use	3
Reinstatement	Duration of busy movements	1
	Peak daily vehicles - HGV	42-42
Railway systems	Start date	Dec-24
	Duration of use	9
	Duration of busy movements	2
Railway systems	Peak daily vehicles - Cars & LGV	33-40
	Peak daily vehicles - HGV	79-81

	Start date	Oct-20
Civil	Duration of use	54
	Duration of busy movements	5
	Peak daily vehicles - Cars & LGV	77-77
Reinstatement	Peak daily vehicles - HGV	29-45
	Start date	Jun-26
	Duration of use	3
Reinstatement	Duration of busy movements	1
	Peak daily vehicles - HGV	38-38

	Start date	Aug-24
Civil	Duration of use	24
	Duration of busy movements	2
	Peak daily vehicles - Cars & LGV	53-78
Civil	Peak daily vehicles - HGV	90-98



- Legend**
- Compound Traffic Routes
 - Site Haul to Compound
 - Through Construction Traffic Routes (To/From Other Scheme Compounds)
 - HS2 Route
 - Onward Construction Routes
 - Community Area boundary
 - Through Site Haul to Compound (To/From Other Scheme Compounds)
 - Movement of Excavated Material
 - Construction Compounds

Rail system compounds are shown where they are likely to generate more than 24 HGV movements a day in the peak month (average two-way) or are associated with a construction civil engineering works compound. Peak daily HGVs refer to the total peak trip generation by compound. These include HGV traffic accessing and egressing construction compounds by both the site haul road and local roads.

Map Number: **TR-08-207b**

Map Name: **Construction Routes to the Strategic Network**

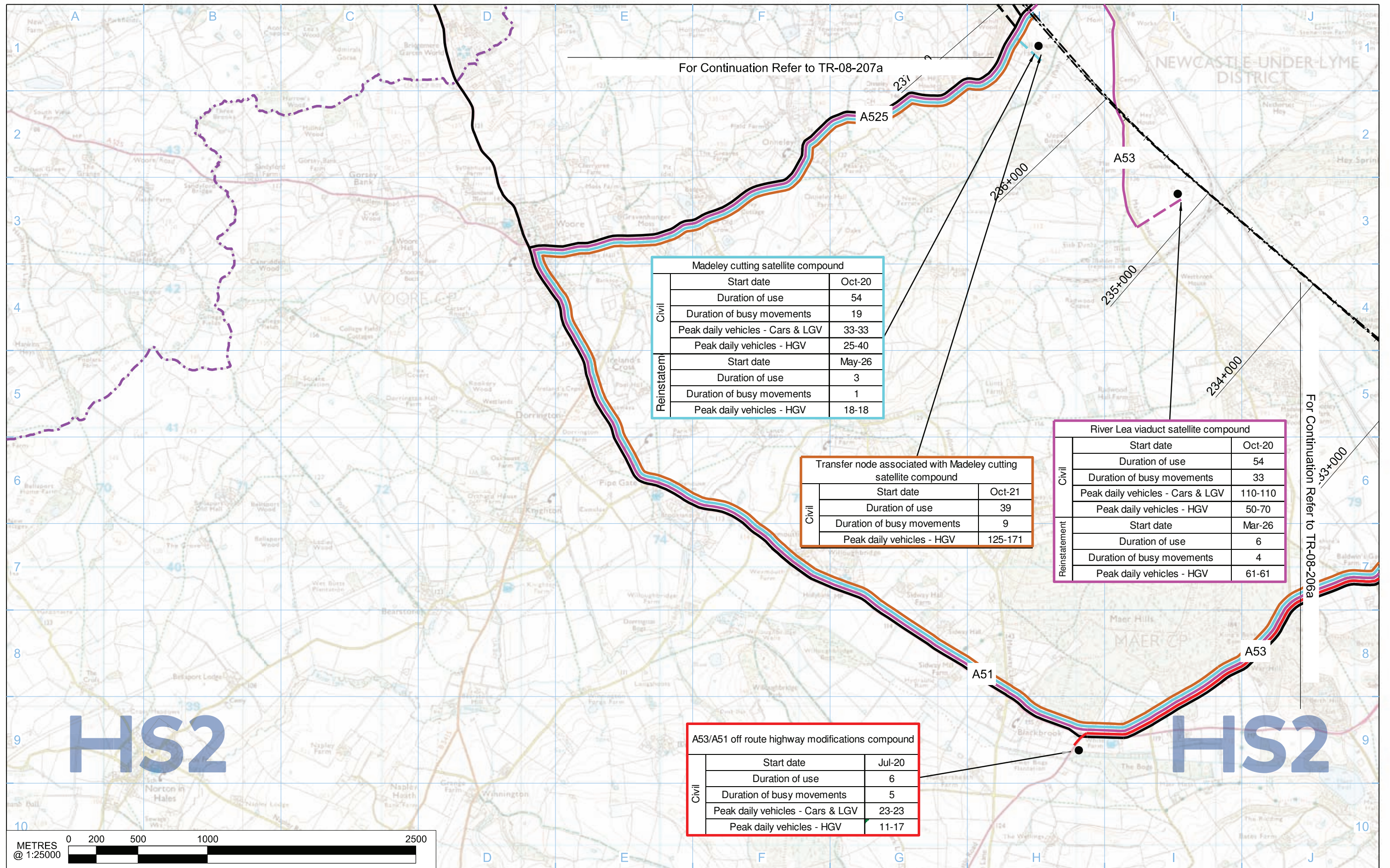
Community Area: **CA5 South Cheshire**

HS2

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Madeley cutting satellite compound		
Civil	Start date	Oct-20
	Duration of use	54
	Duration of busy movements	19
	Peak daily vehicles - Cars & LGV	33-33
Reinstatement	Start date	May-26
	Duration of use	3
	Peak daily vehicles - HGV	18-18

Transfer node associated with Madeley cutting satellite compound		
Civil	Start date	Oct-21
	Duration of use	39
	Peak daily vehicles - HGV	125-171

River Lea viaduct satellite compound		
Civil	Start date	Oct-20
	Duration of use	54
	Duration of busy movements	33
Reinstatement	Peak daily vehicles - Cars & LGV	110-110
	Start date	Mar-26
	Duration of use	6
Reinstatement	Duration of busy movements	4
	Peak daily vehicles - HGV	61-61

A53/A51 off route highway modifications compound		
Civil	Start date	Jul-20
	Duration of use	6
	Duration of busy movements	5
	Peak daily vehicles - Cars & LGV	23-23
Civil	Peak daily vehicles - HGV	11-17

Legend

- Compound Traffic Routes
- Site Haul to Compound
- Through Construction Traffic Routes (To/From Other Scheme Compounds)
- HS2 Route
- Onward Construction Routes
- Community Area boundary
- Through Site Haul to Compound (To/From Other Scheme Compounds)
- Movement of Excavated Material
- Construction Compounds

Rail system compounds are shown where they are likely to generate more than 24 HGV movements a day in the peak month (average two-way) or are associated with a construction civil engineering works compound. Peak daily HGVs refer to the total peak trip generation by compound. These include HGV traffic accessing and egressing construction compounds by both the site haul road and local roads.

Map Number: **TR-08-206-L1**

Map Name: **Construction Routes to the Strategic Network**

Community Area: CA4 Whitmore Heath to Madeley

HS2

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