

Construction noise and vibration Monthly Report – June 2021

Solihull Metropolitan District

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Non-Technical Summary

This Noise and Vibration Monitoring Report fulfils HS2 Limited's commitment detailed in the Environmental Minimum Requirements (EMRs), Annex 1, Code of Construction Practice, to present the results of noise and vibration monitoring carried out within the Solihull Metropolitan District (SMD) during the month of June 2021.

Within this period noise monitoring was undertaken in the vicinity of the following worksites:

- Birmingham Interchange Highways Worksite (ref.: WP062), where earthworks, drainage works, and highway construction were underway.
- A45 Overbridge Satellite Worksite (ref.: A45OS), where building demolition and concrete crushing works were underway.
- A452 compound (ref.: A452), where no works (or activities) were undertaken in June 2021.
- Park Lane Worksite (ref.: PL) where material deliveries were undertaken.
- Carol Green Rail Underbridge (ref.: CGRU), where construction of hardstand, general site maintenance, material delivery and installation of compound units were underway.
- Waste Lane Overbridge and Satellite (ref.: WLOS) where construction of reinforced concrete access roads and site compounds, removal of contaminated topsoil, surfacing of car park area, fencing of British Pipeline Agency pipe and earthworks were undertaken.

Further works, where monitoring did not take place, were also undertaken at the following locations:

- A452 / A446 (trial holes);
- M6 & M6 Loop Compounds (site setup).

There were no exceedances of the HS2 threshold levels for significant noise impacts, which are defined in Information Paper E23 (<https://www.gov.uk/government/publications/hs2-information-papers-environment>), during the reporting period.

There were no exceedances of trigger levels as defined in Section 61 consents during the reporting period at any monitoring position.

No complaints were received during the monitoring period.

Abbreviations and Descriptions

The abbreviations, descriptions and project terminology used within this report can be found in Table 1.

Table 1: Table of Abbreviations

Acronym/Term	Definition
$L_{Aeq,T}$	See equivalent continuous sound pressure level
Ambient sound	A description of the all-encompassing sound at a given location and time which will include sound from many sources near and far. Ambient sound can be quantified in terms of the equivalent continuous sound pressure level, $L_{pAeq,T}$
Decibel(s), or dB	Between the quietest audible sound and the loudest tolerable sound there is a million to one ratio in sound pressure (measured in Pascal (Pa)). Because of this wide range, a level scale called the decibel (dB) scale, based on a logarithmic ratio, is used in sound measurement. Audibility of sound covers a range of approximately 0-140dB.
Decibel(s) A-weighted, or dB(A)	The human ear system does not respond uniformly to sound across the detectable frequency range and consequently instrumentation used to measure sound is weighted to represent the performance of the ear. This is known as the 'A weighting' and is written as 'dB(A)'.
Equivalent continuous sound pressure level, or $L_{Aeq,T}$	An index used internationally for the assessment of environmental sound impacts. It is defined as the notional unchanging level that would, over a given period of time (T), deliver the same sound energy as the actual time-varying sound over the same period. Hence fluctuating sound levels can be described in terms of an equivalent single figure value, typically expressed as a decibel level.
Exclusion of data	Measurement of noise levels can be affected by weather conditions such as prolonged periods of rain, winds speeds higher than 5m/s and snow/ice ground cover. Noise levels measured during these periods are considered not representative of normal noise conditions at the site and, for the purposes of this report, are excluded from the assessment of exceedances and calculation of typical noise levels and are also greyed out in charts. Identifiable incongruous noise and vibration events not attributable to HS2 construction noise are also excluded.
Façade	A facade noise level is the noise level 1m in front of a large reflecting surface. The effect of reflection, is to produce a slightly higher (typically +2.5 to +3 dB) sound level than it would be if the reflecting surface was not there.
Free-field	A free-field noise level is the noise level measured at a location where no reflective surfaces, other than the ground, lies within 3.5 metres of the microphone position.
LOAEL	Lowest Observed Adverse Effect Level - the level above which adverse effects on health and quality of life can be detected.
Peak particle velocity, or PPV	Instantaneous maximum velocity reached by a vibrating element as it oscillates about its rest position. The PPV is a simple indicator of perceptibility and risk of damage to structures due to vibration. It is usually measured in mm/s.
SOAEL	Significant Observed Adverse Effect Level - the level above which significant adverse effects on health and quality of life occur.
Sound pressure level	The parameter by which sound levels are measured in air. It is measured in decibels. The threshold of hearing has been set at 0dB, while the threshold of pain is approximately 120dB. Normal speech is approximately 60dB at a distance of 1 metre and a change of 3dB in a time varying sound signal is commonly regarded as being just detectable. A change of 10dB is subjectively twice, or half, as loud.
Vibration dose value, or VDV	An index used to evaluate human exposure to vibration in buildings. While the PPV provides information regarding the magnitude of single vibration events, the VDV provides a measure of the total vibration experienced over a specified period of time (typically 16h daytime and 8h night-time). It takes into account the magnitude, the number and the duration of vibration events and can be used to quantify exposure to continuous, impulsive, occasional and intermittent vibration. The vibration dose value is measured in $m/s^{1.75}$.

1 Introduction

1.1.1 HS2 is required to undertake noise (and vibration) monitoring as necessary to comply with the requirements of the High Speed Rail (London-West Midlands) Environmental Minimum Requirements, including specifically Annex 1: Code of Construction Practice, in addition to any monitoring requirements arising from conditions imposed through consents under Section 61 of the Control of Pollution Act, 1974 or through Undertakings & Assurances given to third parties. Such monitoring may be undertaken for the following purposes:

- monitoring the impact of construction works;
- to investigate complaints, incidents and exceedance of trigger levels; or
- monitoring the effectiveness of noise and vibration control measures.

1.1.2 Monitoring data and interpretive reports are to be provided to each relevant local authority on a monthly basis and shall include a summary of the construction activities occurring, the data recorded over the monitoring period, any complaints received, any periods in exceedance of agreed trigger levels, the results of any investigations and any actions taken or mitigation measures implemented. This report provides noise data, and interpretation thereof, for monitoring carried out by HS2 within the Solihull Metropolitan District (SMD) for the period 1st to 30th June 2021.

1.1.3 Construction sites in the local authority area where monitoring was undertaken during this period include:

- Birmingham Interchange Highway / WP062 (see plan 1 in Appendix A), where work activities included:
 - earthworks for construction of ramp up to the new bridge over the M42; and
 - earthworks and drainage works for construction of the new carriageway at the existing M42 island.
- A45 Overbridge Satellite (see plan 2 in Appendix A), where work activities included:
 - building demolition and concrete crushing.
- A452 (see plan 3 in Appendix A), where the worksite was inactive with no construction activity undertaken in the month of June.
- Park Lane (see plan 4 in Appendix A), where work activities included:
 - material deliveries.

- Carol Green Rail Underbridge (see plan 5 in Appendix A), where work activities included:
 - construction of hardstand;
 - site maintenance; and
 - delivery of stone and compound units, and installation of compound units.
- Waste Lane Overbridge and Satellite (see plan 5 in Appendix A), where work activities included:
 - construction of reinforced concrete access road;
 - construction of site compound area;
 - removal of contaminated top surface soil from the existing Kenilworth Greenway;
 - surfacing of Burton Green compound car park;
 - fencing of British Pipeline Agency pipe; and
 - earthworks to form formation level

1.1.4 Further works, where monitoring did not take place, were also undertaken at the following locations:

- A452 / A446 (trial holes);
- M6 & M6 Loop Compounds (site setup).

1.1.5 Applicable standards, guidance, and monitoring methodology are outlined in the construction noise and vibration monitoring methodology report which can be found at the following location <https://www.gov.uk/government/collections/monitoring-the-environmental-effects-of-hs2>. Noise and vibration monitoring reports for previous months can also be found at this location.

1.2 Measurement Locations

1.2.1 Nine noise monitoring and two vibration monitoring installations were active in June in the SMD area. Table 2 summarises the position of noise monitoring installations within the SMD area in June 2021.

1.2.2 An additional noise monitor (ref.: A45OS-1) and vibration monitor (ref.: A45OS-V1) was installed at Traffix and Adjuvo offices, in proximity to the A45 Overbridge Satellite worksite, ref.: A45OS, on the 3rd of June.

- 1.2.3 An additional vibration monitor (ref.: WLOS-V1) was installed at 19 Hodgetts Lane, in proximity to the Waste Lane Overbridge and Satellite worksite, ref.: WLOS, on the 1st of June.
- 1.2.4 Maps showing the position of noise monitoring installations are presented in Appendix B.

Table 2: Monitoring Locations

Worksite Reference	Measurement Reference	Address
WP062	WP062-1	Birmingham Business Park, Solihull Parkway, Solihull, B37 7YU
	WP062-2	Holiday Inn Express, Bickenhill Parkway, Solihull, B40 1QA
A45 Overbridge Satellite	A45OS-1	Traffix and Adjuvo offices, Coventry Road, Solihull, B92 0DY
	A45OS-V1	Traffix and Adjuvo offices, Coventry Road, Solihull, B92 0DY
A452 compound	A452-1	Marsh House Farm, Brandocks Marsh, Solihull B92 0LB
Park Lane	PL-1	Park Lane, Balsall Common, Coventry, CV7 7BP
Carol Green Rail Underbridge	CGRU-1	The Stables, Truggist Lane, Balsall Common, Solihull, CV7 7BW
Waste Lane Overbridge and Satellite	WLOS-1	Waste Lane, Balsall Common, Solihull, CV7 7GH (East)
	WLOS-2	Waste Lane, Balsall Common, Solihull, CV7 7GH (West)
	WLOS-3	19 Hodgetts Lane, Burton Green, Warwickshire, CV8 1PH
	WLOS-V1	19 Hodgetts Lane, Burton Green, Warwickshire, CV8 1PH

2 Summary of Results

2.1 Summary of Measured Noise Levels

2.1.1 Table 3 presents a summary of the measured noise levels at each monitoring location over the reporting period. The $L_{Aeq,T}$ is presented for each of the relevant time periods averaged over the calendar month, along with the highest single period $L_{Aeq,T}$ that was found to occur within the month.

Table 3: Summary of Measured dB L_{Aeq} Data over the Monitoring Period

Worksite Reference	Measurement Reference	Site Address	Free-field or Façade Measurement	Weekly Average L _{Aeq,T} (highest day L _{Aeq,T})					Saturday Average L _{Aeq,T} (highest day L _{Aeq,T})					Sunday / Public Holiday Average L _{Aeq,T} (highest day L _{Aeq,T})	
				0700 - 0800	0800 - 1800	1800 - 1900	1900 - 2200	2200 - 0700	0700 - 0800	0800 - 1300	1300 - 1400	1400 - 2200	2200 - 0700	0700 - 2200	2200 - 0700
WP062	WP062-1	Birmingham Business Park	Free-field	63.5 (66.8)	63.4 (67.0)	60.8 (66.0)	59.1 (66.6)	57.5 (67.6)	58.7 (63.2)	59.9 (64.2)	59.2 (62.3)	59.6 (64.9)	55.3 (60.6)	59.9 (65.2)	57.7 (67.0)
	WP062-2	Holiday Inn Express	Free-field	63.3 (66.9)	62.2 (66.2)	60.3 (65.5)	60.4 (66.1)	58.4 (63.8)	57.4 (59.7)	59.2 (62.3)	58.6 (61.7)	60.2 (65.1)	56.1 (68.7)	59.1 (62.9)	57.7 (65.7)
A45 Overbridge Satellite	A45OS-1	Traffix and Adjuvo offices	Free-field	65.1 (72.5)	64.7 (69.5)	60.0 (65.5)	58.3 (63.7)	57.8 (74.7)	59.2 (61.4)	59.6 (62.7)	58.9 (63.0)	58.8 (63.7)	55.6 (58.9)	59.2 (63.8)	57.3 (64.8)
A452 Compound	A452-1	Marsh House Farm	Free-field	47.2 (48.7)	46.7 (50.5)	45.0 (48.6)	44.5 (50.3)	43.8 (54.4)	43.1 (44.2)	43.4 (45.0)	42.9 (45.2)	42.8 (46.4)	41.6 (47.2)	42.5 (48.2)	42.4 (49.5)
Park Lane	PL-1	Park Lane	Free-field	54.2 (59.1)	56.1 (68.7)	49.4 (60.8)	48.5 (85.7)	48.3 (56.1)	50.6 (52.3)	53.0 (64.4)	45.9 (49.1)	45.8 (50.3)	47.3 (52.7)	46.6 (50.4)	48.1 (55.6)
Carol Green Rail Underbridge	CGRU-1	The Stables	Free-field	50.9 (60.9)	56.0 (62.8)	49.2 (62.7)	48.8 (58.8)	47.3 (55.2)	49.9 (53.1)	50.3 (56.5)	53.9 (59.1)	50.6 (57.8)	46.8 (64.0)	50.4 (58.4)	47.2 (57.8)

Worksite Reference	Measurement Reference	Site Address	Free-field or Façade Measurement	Weekly Average $L_{Aeq,T}$ (highest day $L_{Aeq,T}$)					Saturday Average $L_{Aeq,T}$ (highest day $L_{Aeq,T}$)					Sunday / Public Holiday Average $L_{Aeq,T}$ (highest day $L_{Aeq,T}$)	
				0700 - 0800	0800 - 1800	1800 - 1900	1900 - 2200	2200 - 0700	0700 - 0800	0800 - 1300	1300 - 1400	1400 - 2200	2200 - 0700	0700 - 2200	2200 - 0700
Waste Lane Overbridge and Satellite WP062	WLOS-1	Waste Lane (East)	Free-field	54.4 (56.6)	54.5 (58.5)	53.7 (56.9)	51.1 (55.4)	46.0 (52.8)	50.4 (51.1)	53.0 (54.5)	52.1 (53.5)	51.6 (54.9)	44.0 (48.3)	51.8 (58.2)	45.2 (52.2)
	WLOS-2	Waste Lane (West)	Free-field	57.1 (61.2)	58.7 (65.0)	56.2 (60.3)	53.3 (61.0)	47.5 (55.9)	52.8 (53.9)	56.5 (58.3)	55.7 (56.3)	54.6 (56.6)	46.5 (55.2)	54.9 (61.2)	47.6 (56.9)
	WLOS-3	19 Hodgetts Lane	Free-field	46.4 (54.0)	49.4 (69.3)	44.1 (51.0)	44.4 (52.6)	42.7 (58.4)	46.8 (54.0)	46.0 (49.4)	41.0 (42.1)	44.1 (55.3)	41.2 (49.7)	44.0 (51.3)	40.5 (52.3)

2.1.2 Table 4 presents a summary of the measured vibration levels at the monitoring location over the reporting period. The highest PPV measured during the monitoring along any axis is presented in the table.

Table 4: Summary of Measured PPV Data over the Monitoring Period

Worksite Reference	Measurement Reference	Monitor Address	Highest PPV measured in any axis, mm/s
A45OS	A45OS-V1	Traffix and Adjuvo offices, Coventry Road, Solihull	7.37* (Y-axis)
WLOS	WLOS-V1	19 Hodgetts Lane, Burton Green, Warwickshire, CV8 1PH	0.99 (X-axis)

* High vibration levels are due to HS2 related building demolition and concrete crushing works carried out in the vicinity of the monitor.

2.1.3 Appendix C presents graphs of the noise and vibration monitoring data over the month for each of the measurement locations. Noise data presented consists of the hourly L_{Aeq} values and, where relevant, the $L_{Aeq,T}$ values (where the time period T has been taken to be the averaging period as specified in Table 1 of HS2 Information Paper E23). Vibration data presented consist of hourly PPV values. The full data set for the monitoring equipment can be found at the following location:

<https://data.gov.uk/dataset/24542ae7-dd44-444f-b259-871c4cc43b5e/environmental-monitoring-data>.

2.2 Exceedances of the LOAEL and SOAEL

2.2.1 The lowest observed adverse effect level (LOAEL) is defined in the Planning Practice Guidance – Noise (PPG) as the level above which "noise starts to cause small changes in behaviour and/or attitude, e.g. turning up volume of television; speaking more loudly; where there is no alternative ventilation, having to close windows for some of the time because of the noise. Potential for some reported sleep disturbance. Affects the acoustic character of the area such that there is a perceived change in the quality of life".

2.2.2 The significant observed adverse effect level (SOAEL) is defined in the 'Planning Practice Guidance – Noise' as the level above which "noise causes a material change in behaviour and/or attitude, e.g. avoiding certain activities during periods of intrusion; where there is no alternative ventilation, having to keep windows closed most of the time because of the noise. Potential for sleep disturbance resulting in difficulty in getting to sleep, premature awakening and difficulty in getting back to sleep. Quality of life diminished due to change in acoustic character of the area."

- 2.2.3 HS2 Phase One Information Paper E23: Control of Construction Noise and Vibration sets out the LOAELs and SOAELs for construction noise.
- 2.2.4 Where reported construction noise levels exceed the LOAEL and SOAEL, relevant periods will be identified. Summary statistics to evaluate ongoing qualification for noise insulation and temporary rehousing are also presented where relevant.
- 2.2.5 Table 5 presents a summary of recorded exceedances of the LOAEL and SOAEL at each measurement location over the reporting period, including the number of exceedances during each time period.

Table 5: Summary of Exceedances of LOAEL and SOAEL

Worksite Reference	Measurement Reference	Site Address	Day (Weekday, Saturday, Sunday, Night)	Time period	Number of exceedances of LOAEL	Number of exceedances of SOAEL
WP062	WP062-1	Birmingham Business Park	All Days	All Periods	Not applicable*	Not applicable*
	WP062-2	Holiday Inn Express	All Days	All Periods	Not applicable*	Not applicable*
A45 Overbridge Satellite	A45OS-1	Traffix and Adjuvo offices	Weekday	0800-1800	9	Not applicable
A452 Compound	A452-1	Marsh House Farm	Weekday	All Periods	No exceedance	No exceedance
Park Lane	PL-1**	Park Lane	Weekday	All Periods	1	No exceedance
Carol Green Rail Underbridge	CGRU-1	The Stables	Weekday	All Periods	No exceedance	No exceedance
Waste Lane Overbridge and Satellite	WLOS-1**	Waste Lane (East)	All Days	All Periods	No exceedance	No exceedance
	WLOS-2**	Waste Lane (West)	All Days	All Periods	1	No exceedance
	WLOS-3	19 Hodgetts Lane	All Days	All Periods	1	No exceedance

*The defined LOAEL and SOAEL criteria are not applicable to non-residential properties.

** A distance correction has been applied when calculating exceedances of the LOAEL and SOAEL.

2.2.6 No exceedances of SOAEL were recorded due to HS2 construction works during June 2021. Nine LOAEL exceedances were recorded at A45OS-1, one each at PL-1, WLOS-2 and WLOS-3 monitors.

2.3 Exceedances of Trigger Level

2.3.1 Table 6 provides a summary of exceedances of the S61 trigger noise levels determined to be due to HS2 related construction noise measured during the reporting period, along with the findings of any investigation.

Table 6: Summary of Exceedances of Trigger Levels

Complaint Reference Number (if applicable)	Worksite Reference	Date and Time Period	Identified Source	Results of Investigation (including noise monitoring results)	Actions Taken
-	-	-	-	-	-

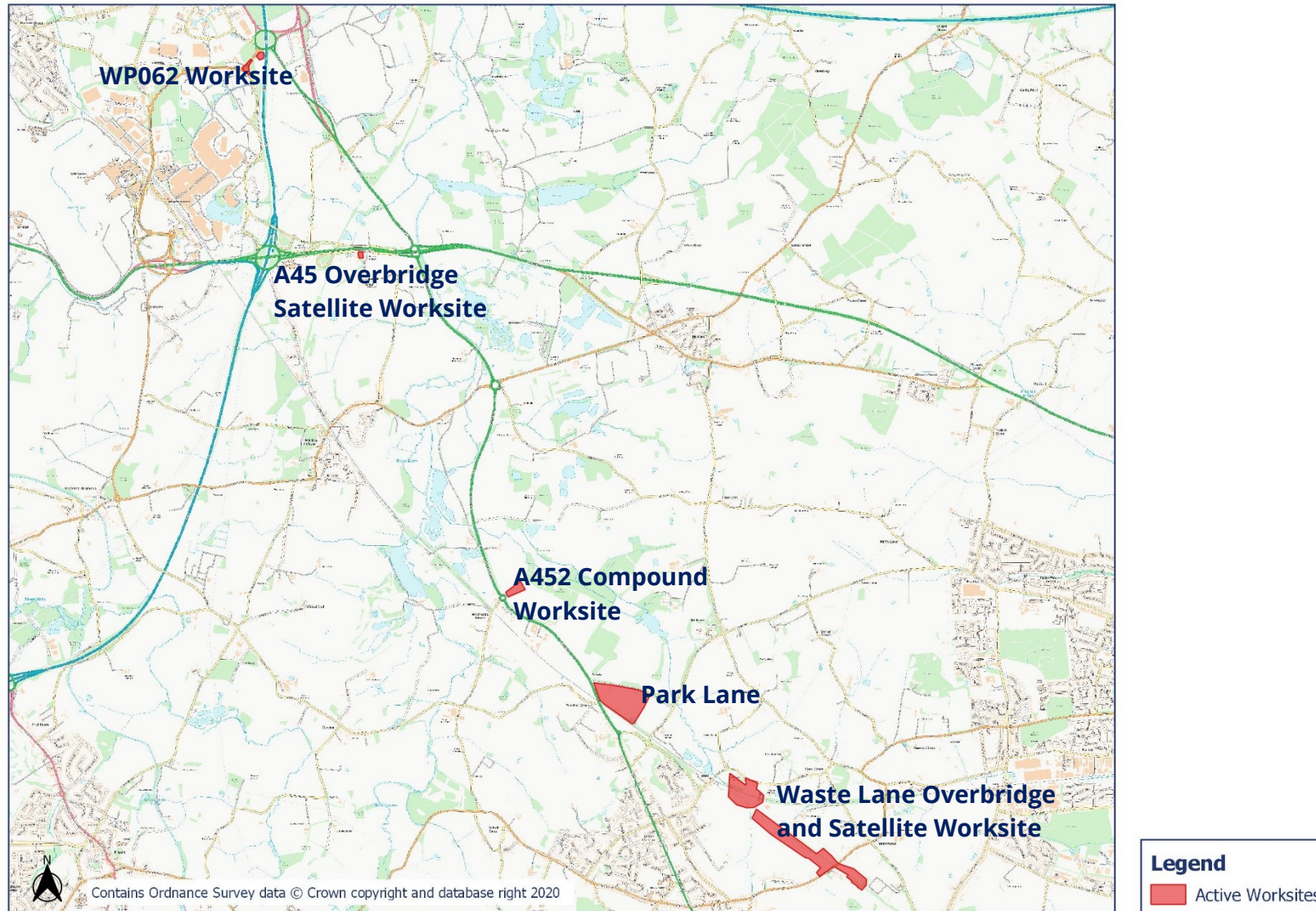
2.4 Complaints

2.4.1 Table 7 provides a summary of complaint information related to noise and vibration received during the reporting period, along with the findings of any investigation.

Table 7: Summary of Complaints

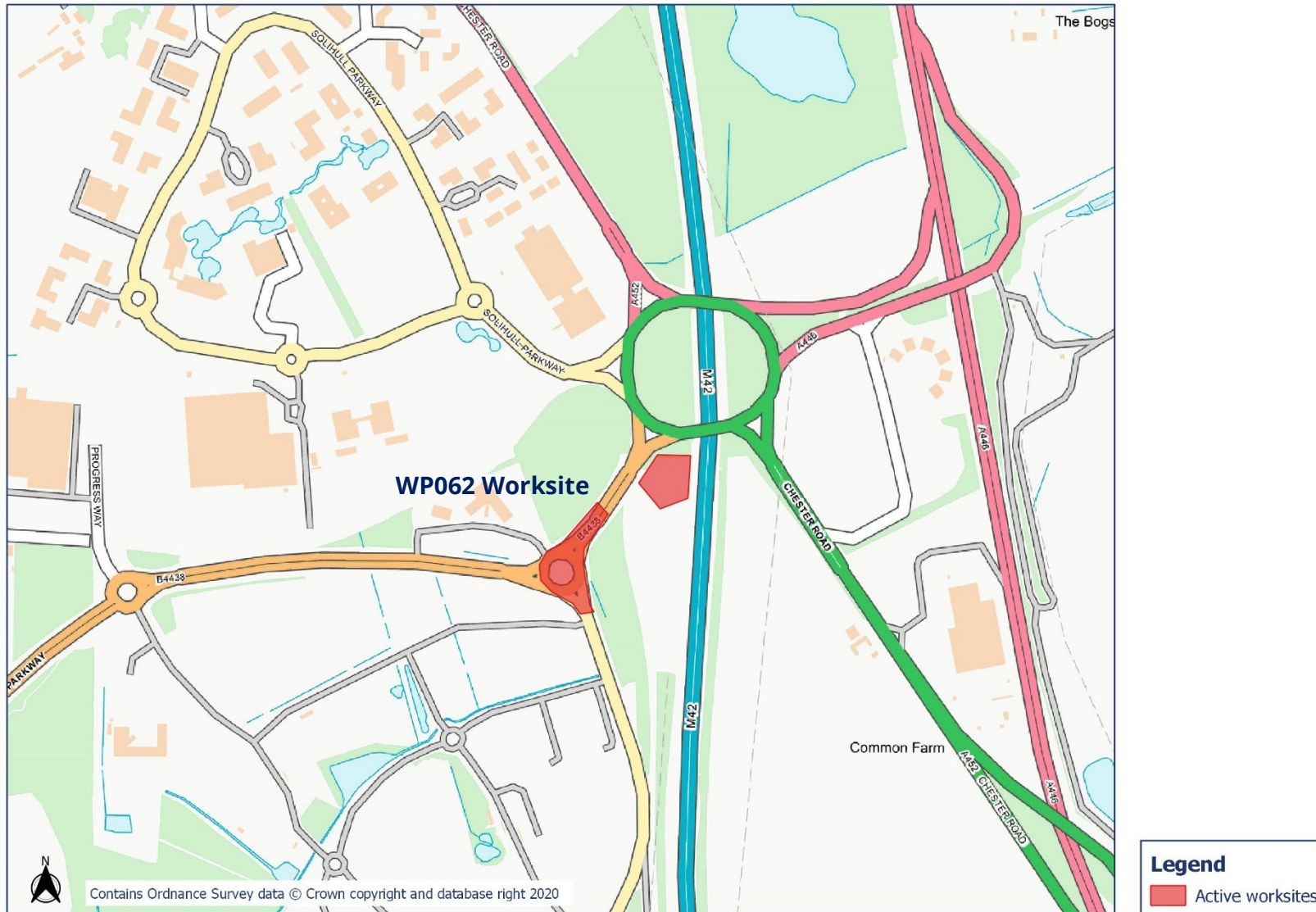
Complaint Reference Number	Worksite Reference	Description of Complaint	Results of Investigation	Actions Taken
-	-	-	-	-

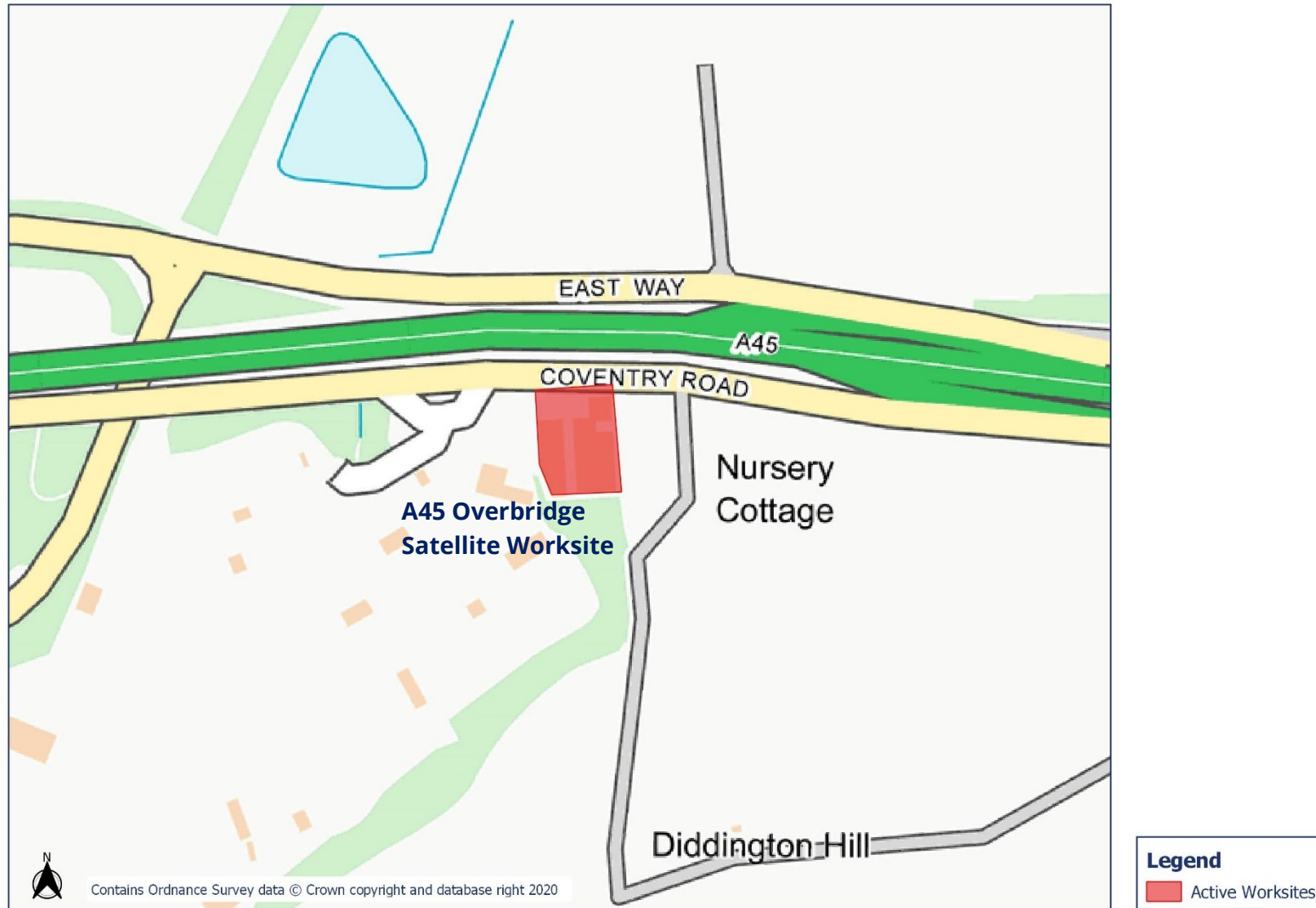
Appendix A Site Locations

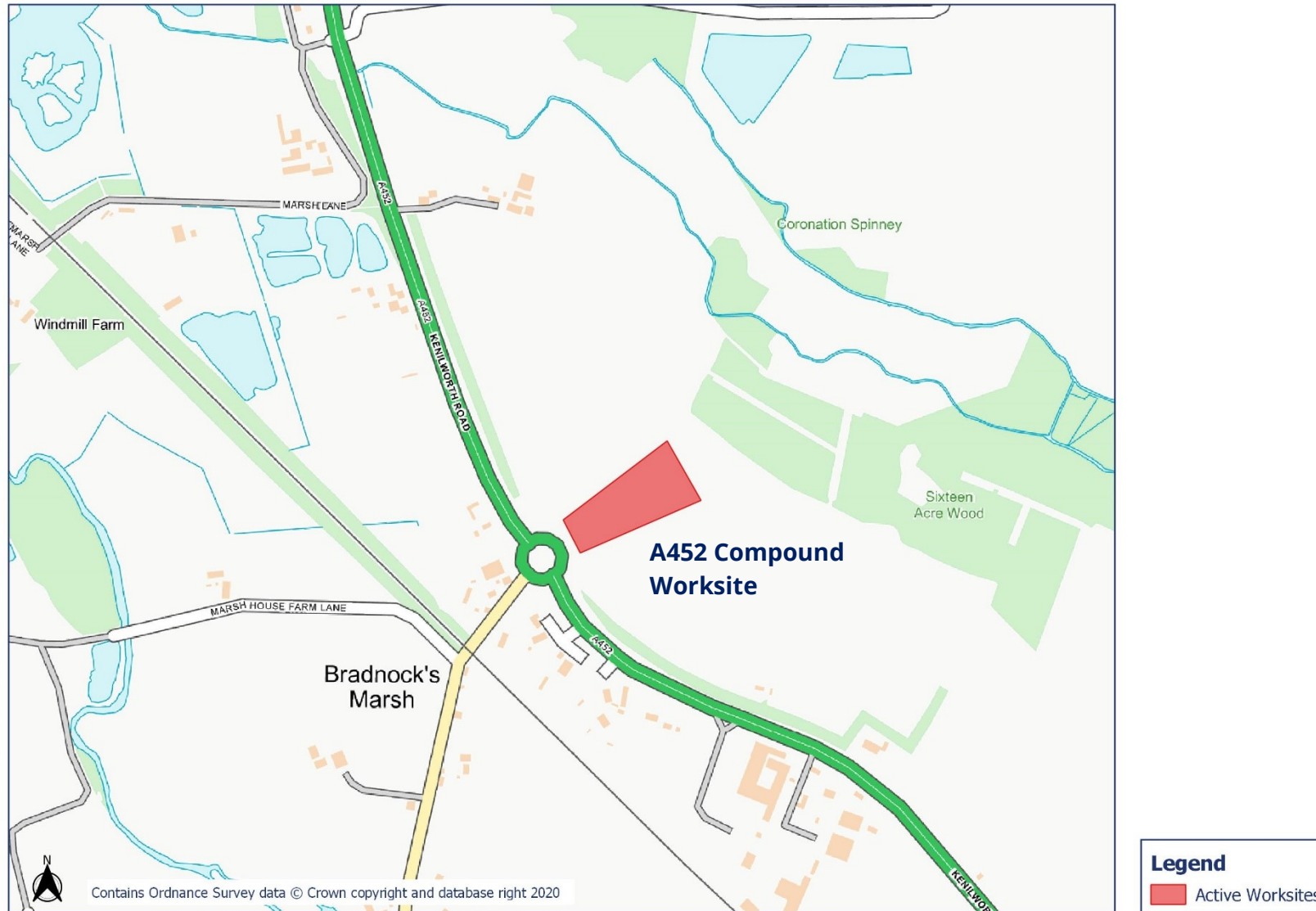


HS2

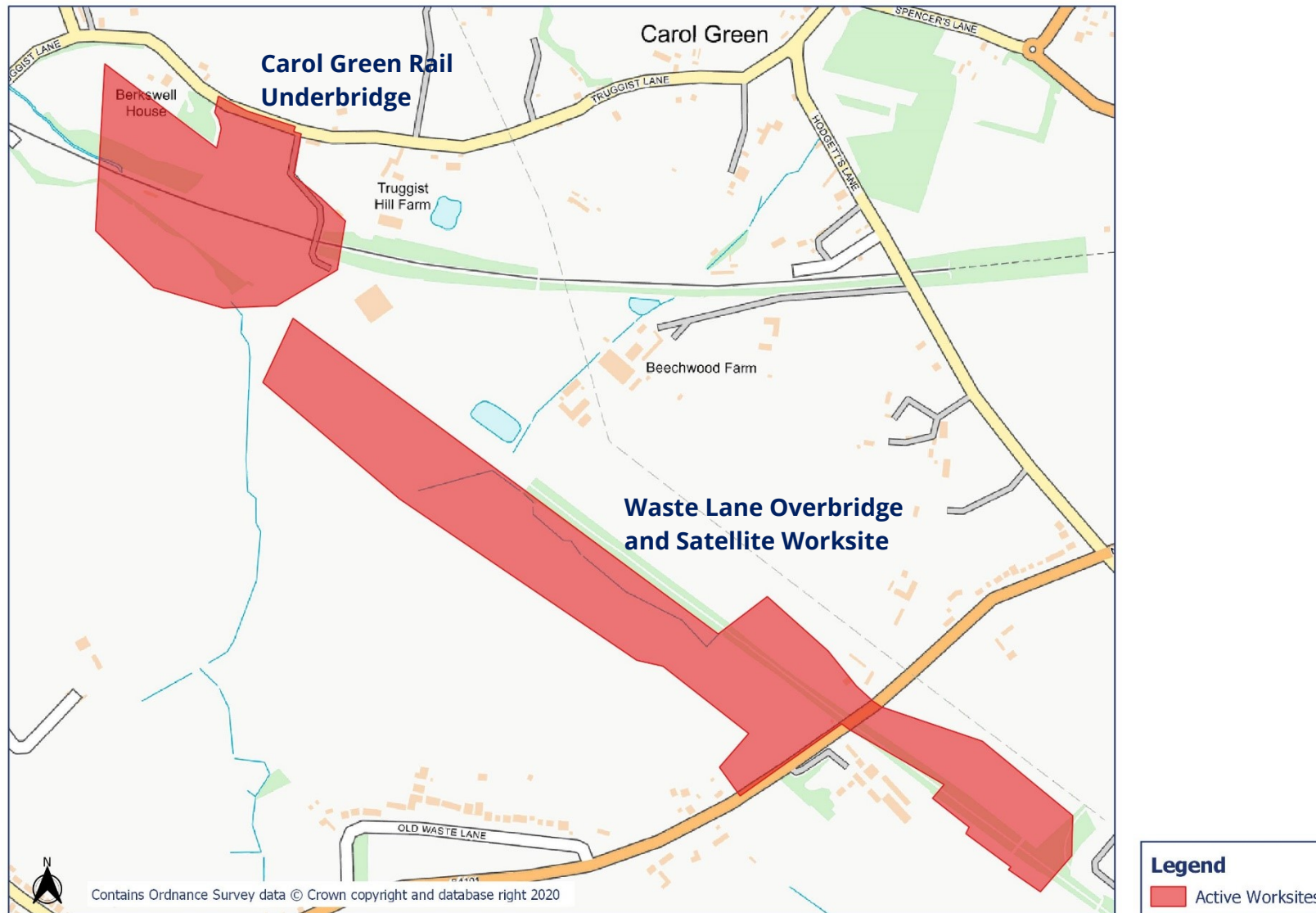
Worksite Identification Plan - 1



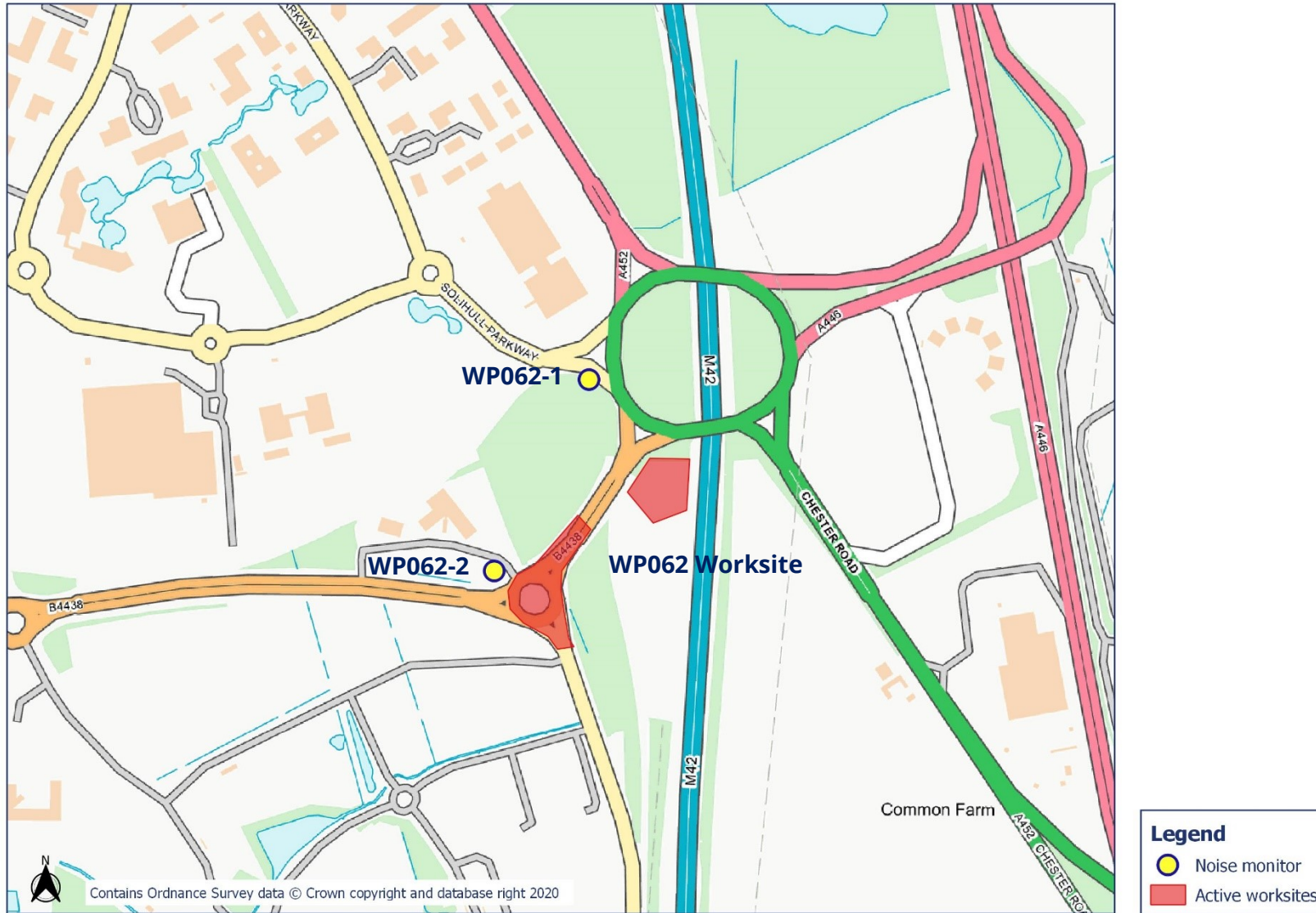


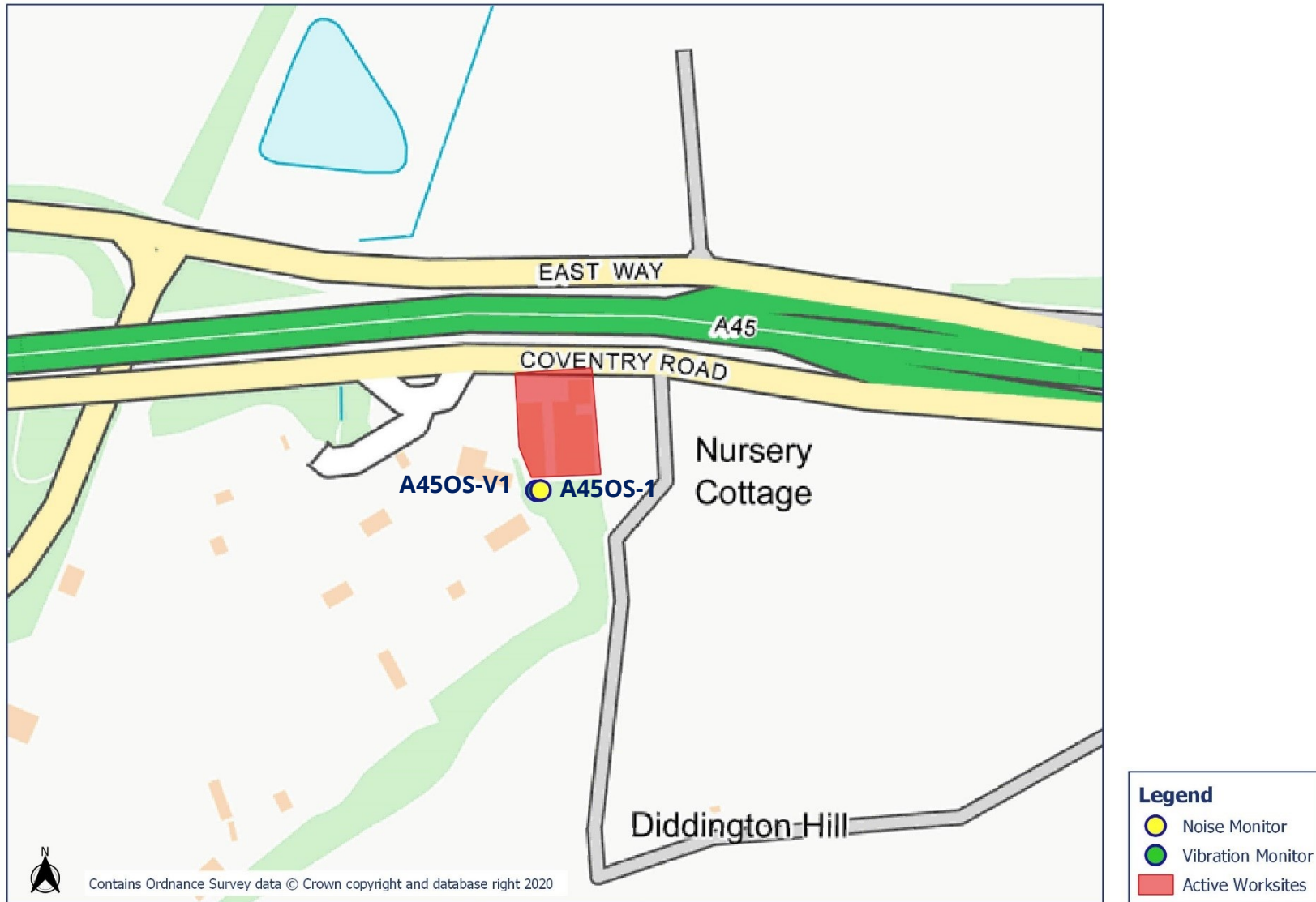






Appendix B Monitoring Locations



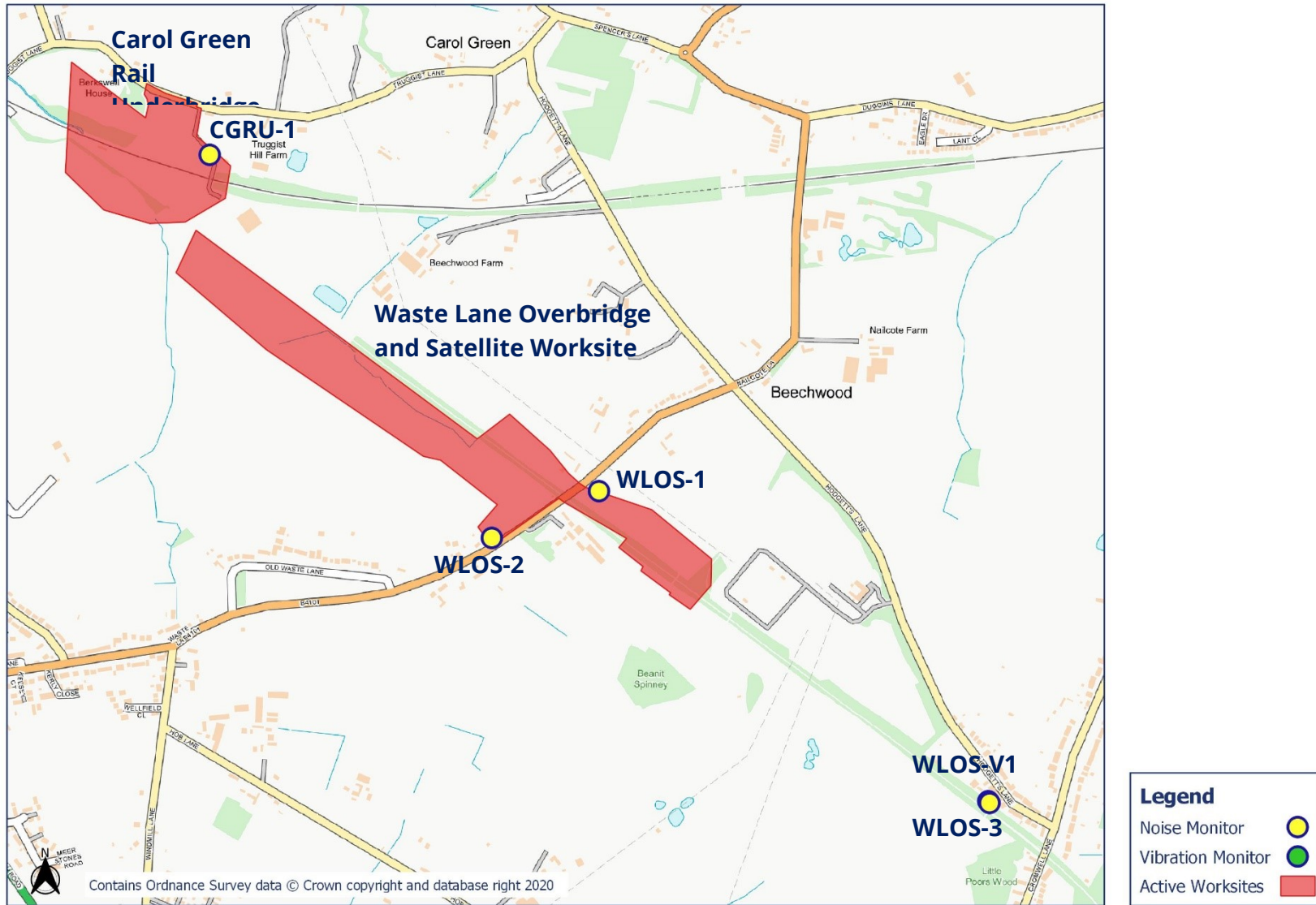






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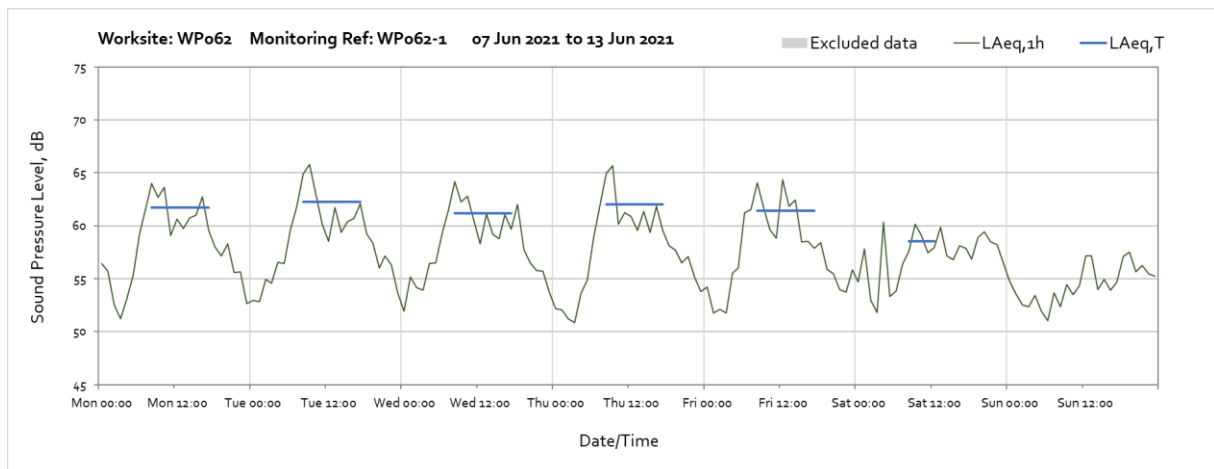
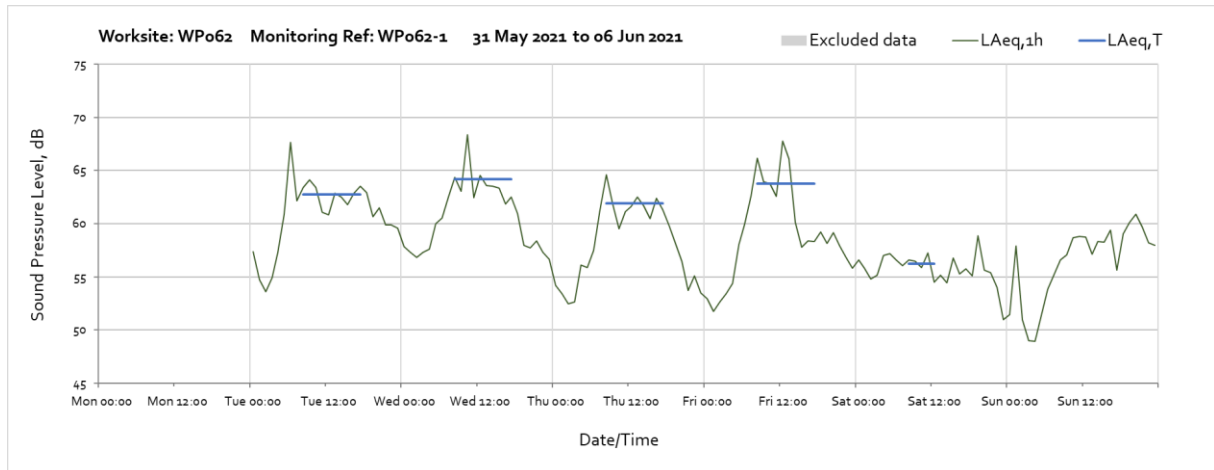
Noise Monitoring Plan - 5

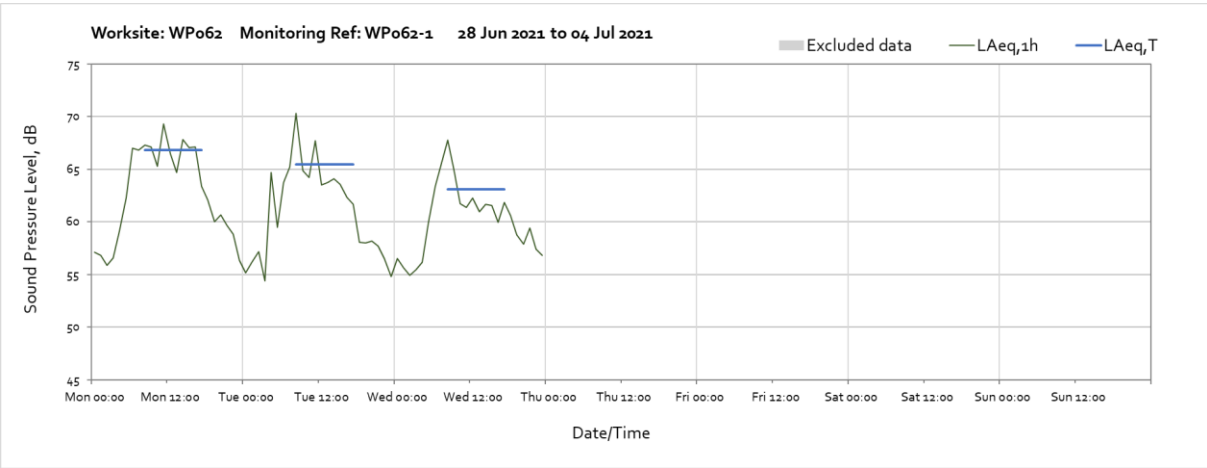
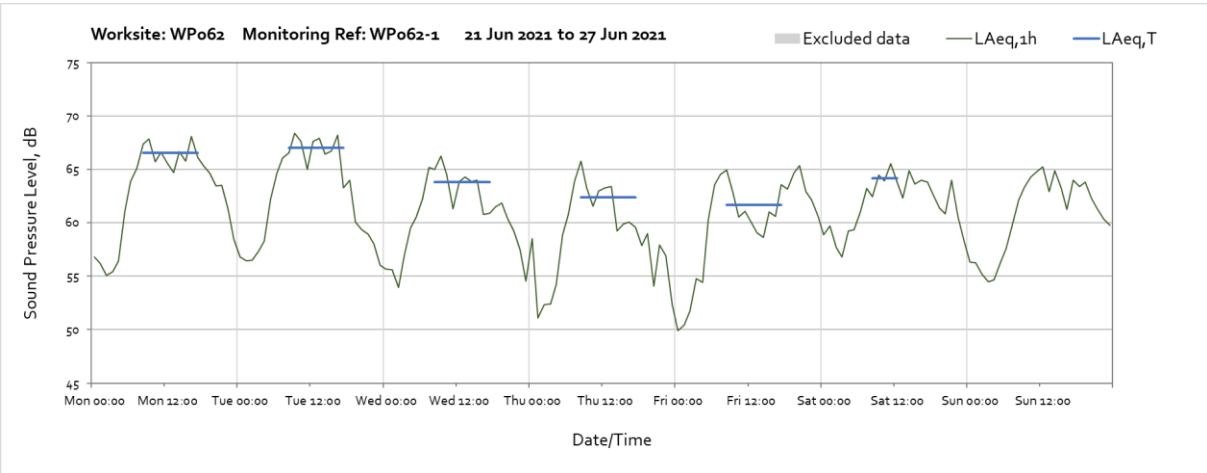
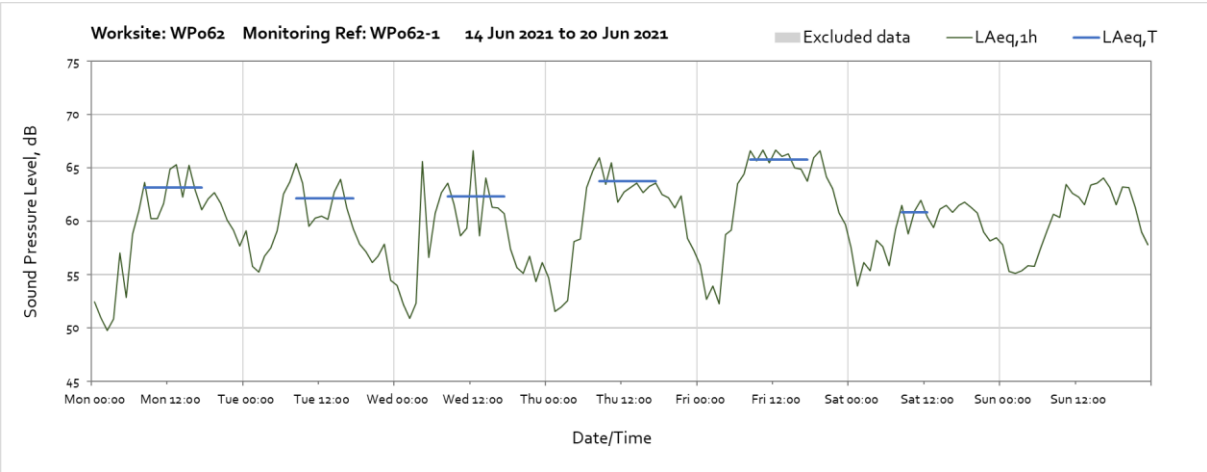


Appendix C Data

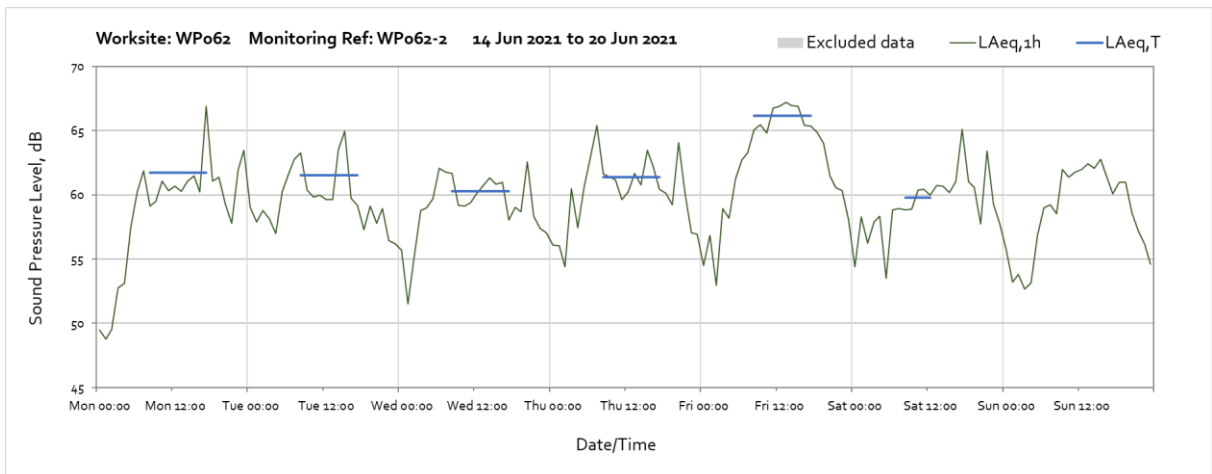
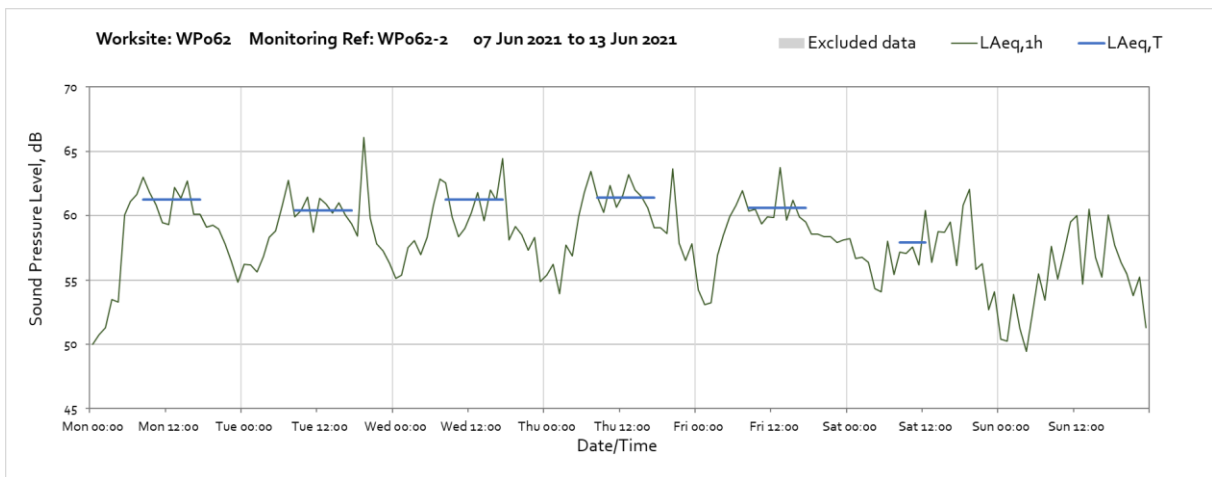
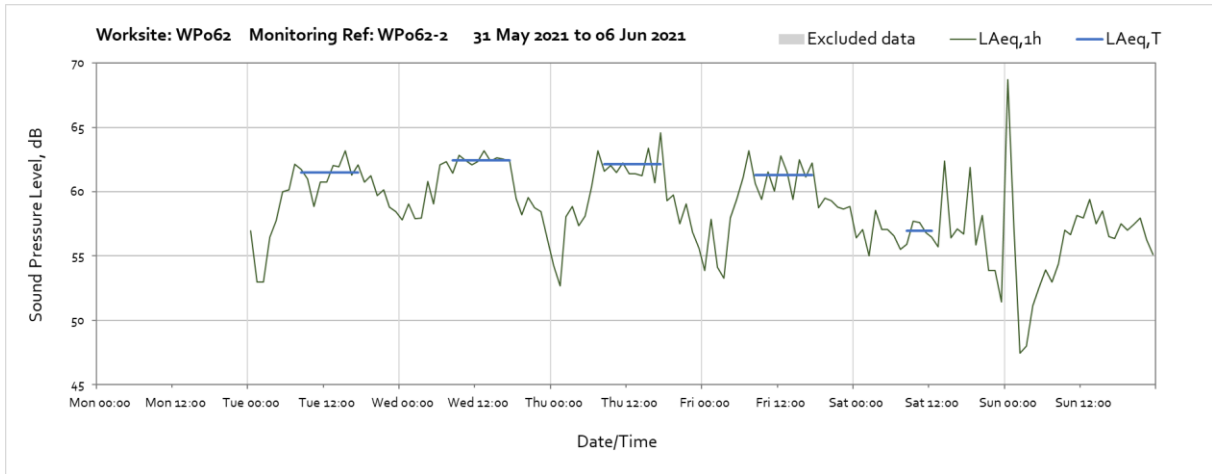
The following graphs show the hourly measured ambient noise level $L_{Aeq,1h}$ and, where relevant, the averaged noise level $L_{Aeq,T}$ values, where the time period T is as specified in Table 1 of HS2 Information Paper E23. Periods with adversely weather affected noise levels are greyed out and have been excluded from the calculation of the $L_{Aeq,T}$ values in Table 3 of the main report.

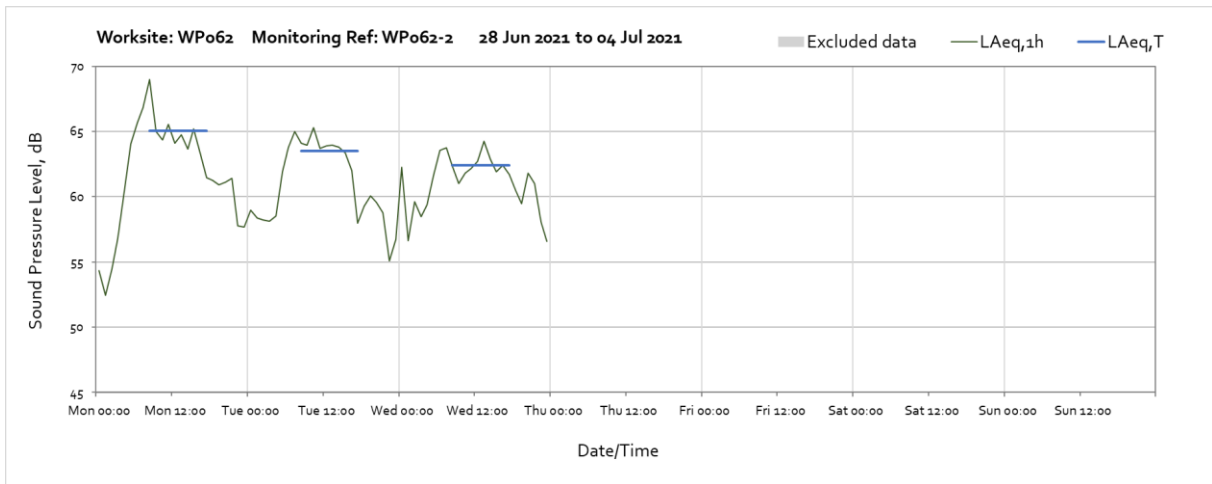
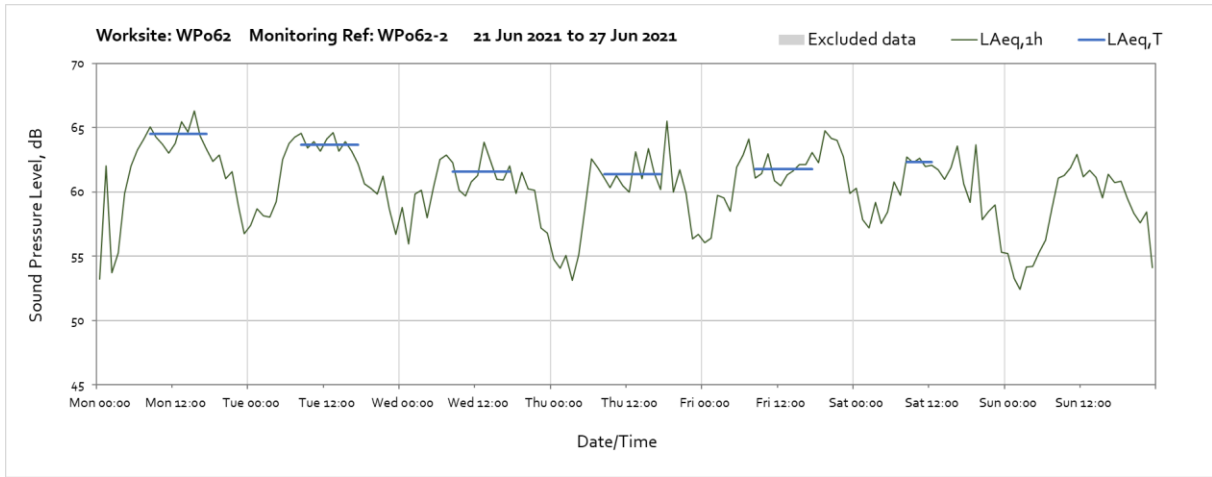
Worksite: WP062 – Monitoring Ref: WP062-1



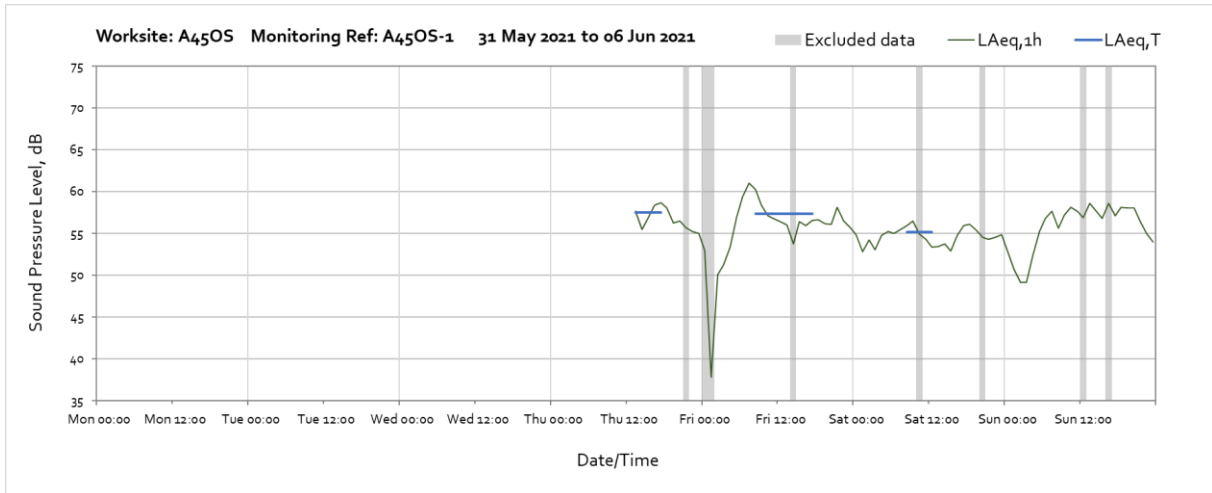


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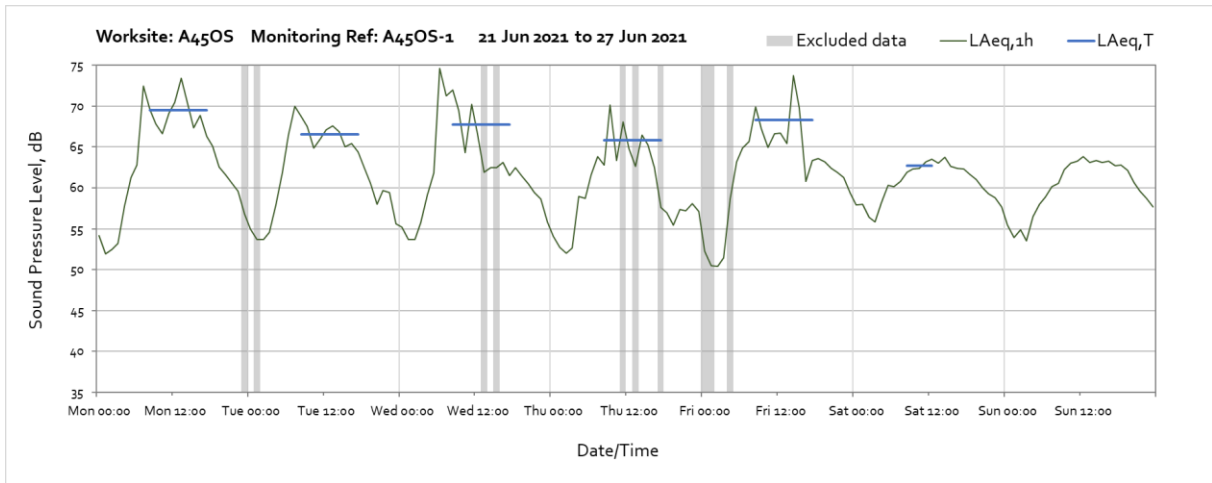
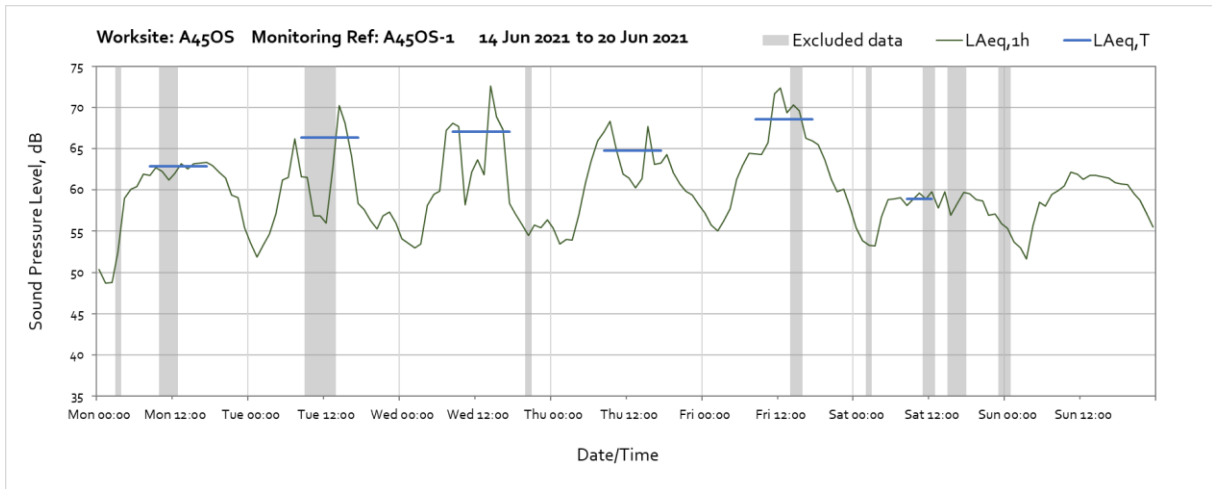
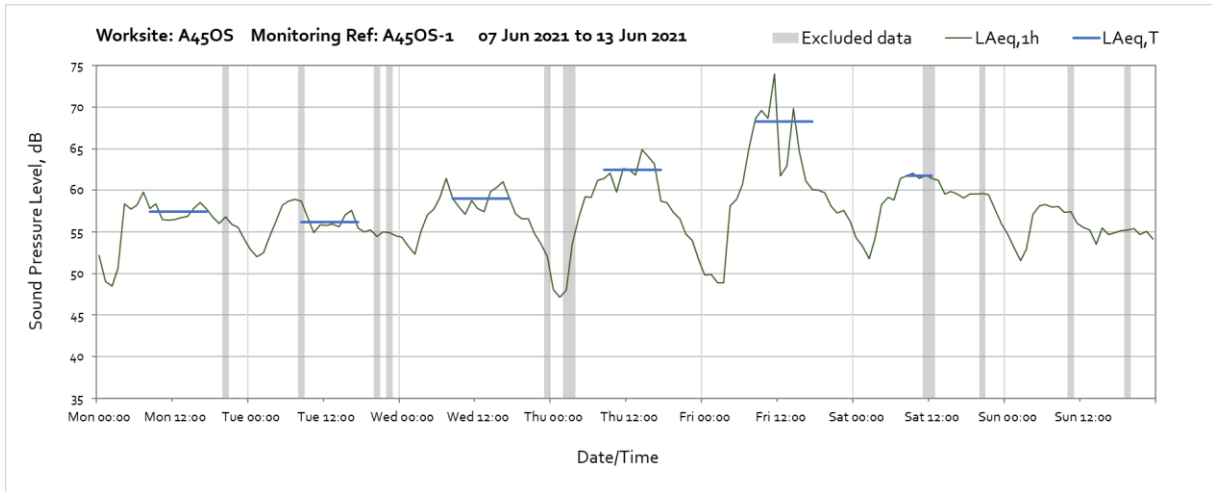


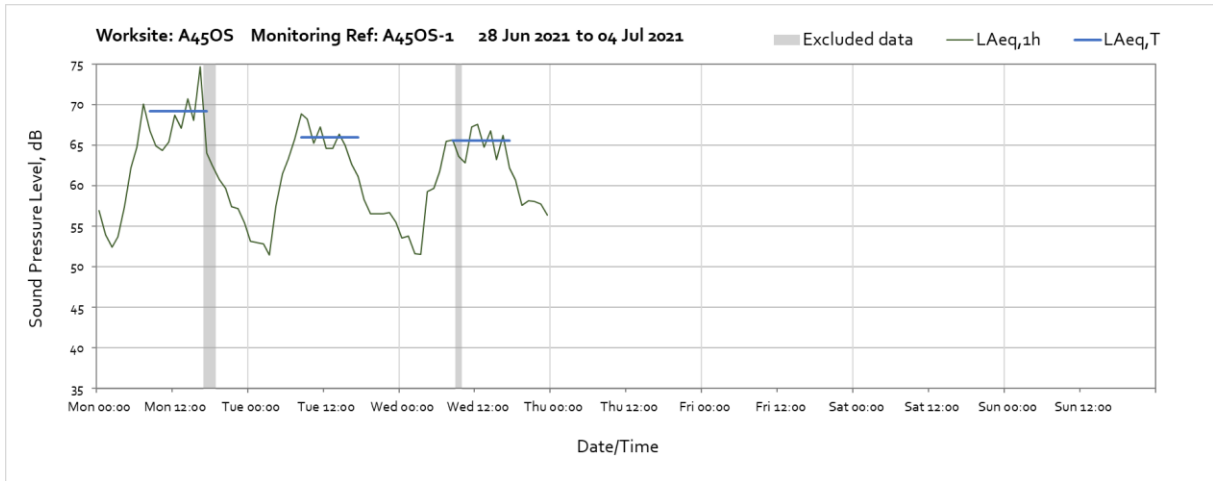


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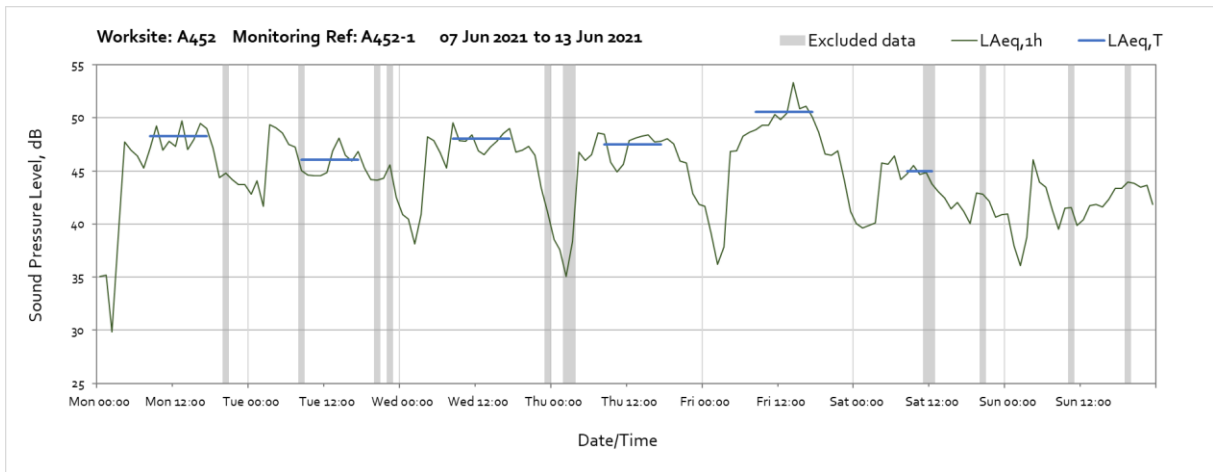
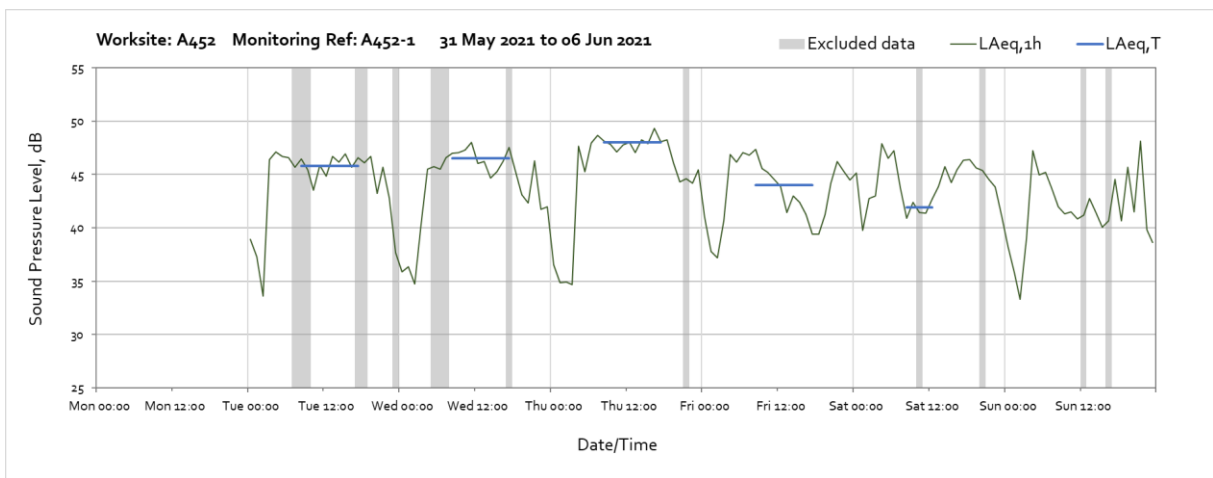


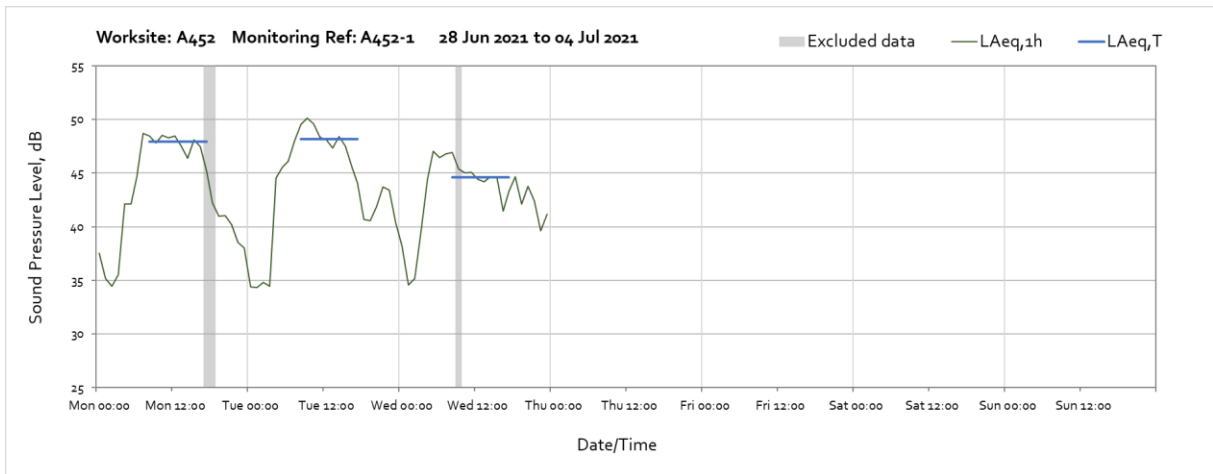
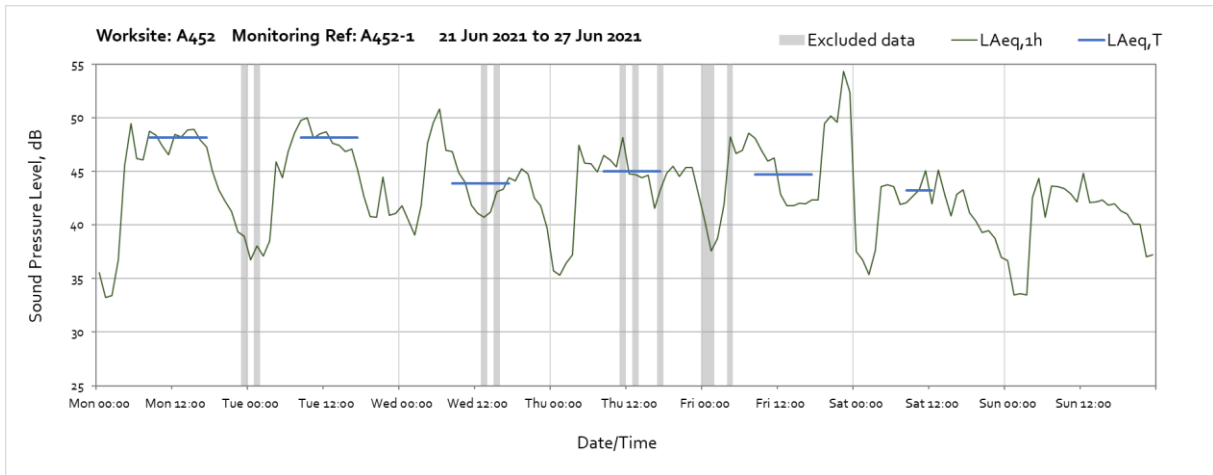
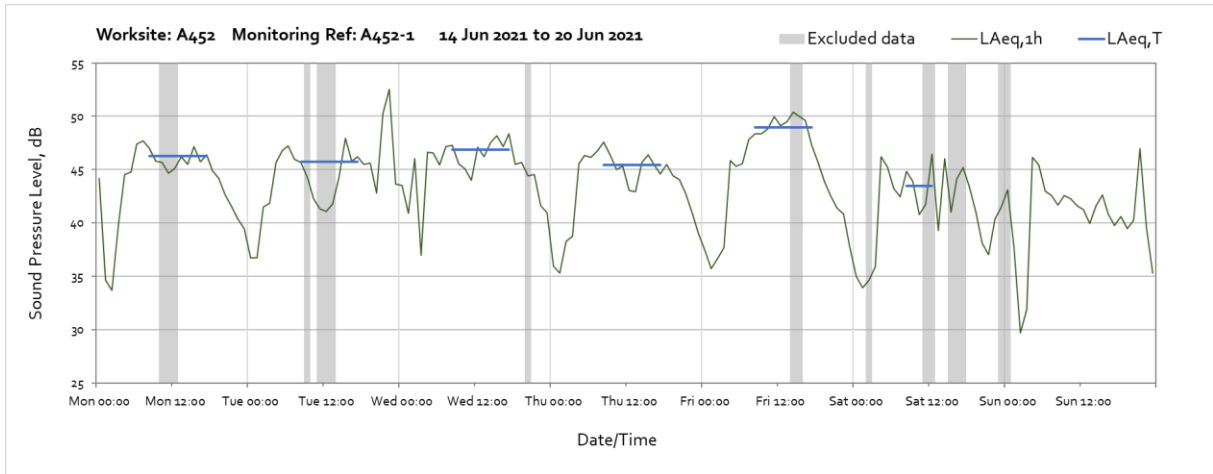
Note: The noise monitor was installed on 3rd June 2021.



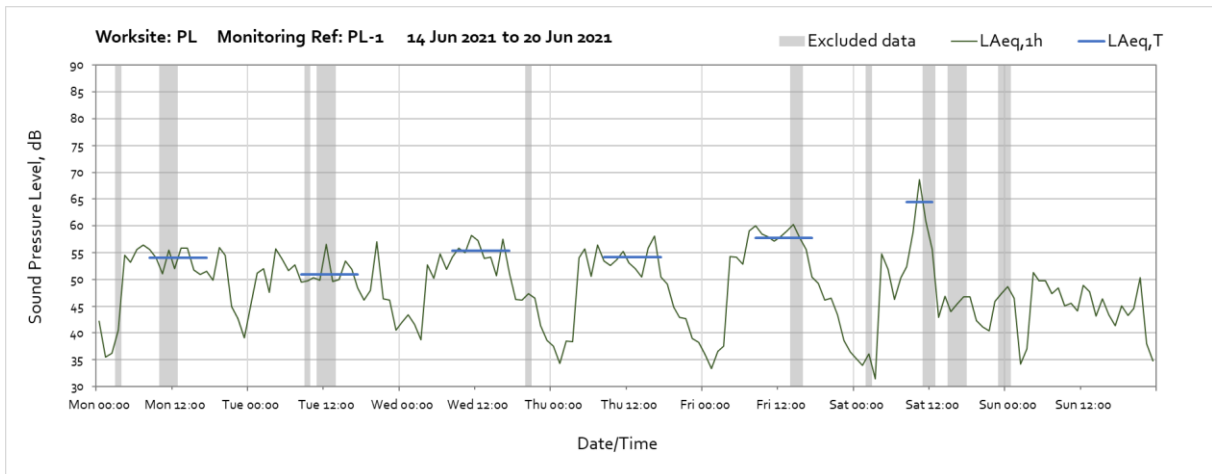
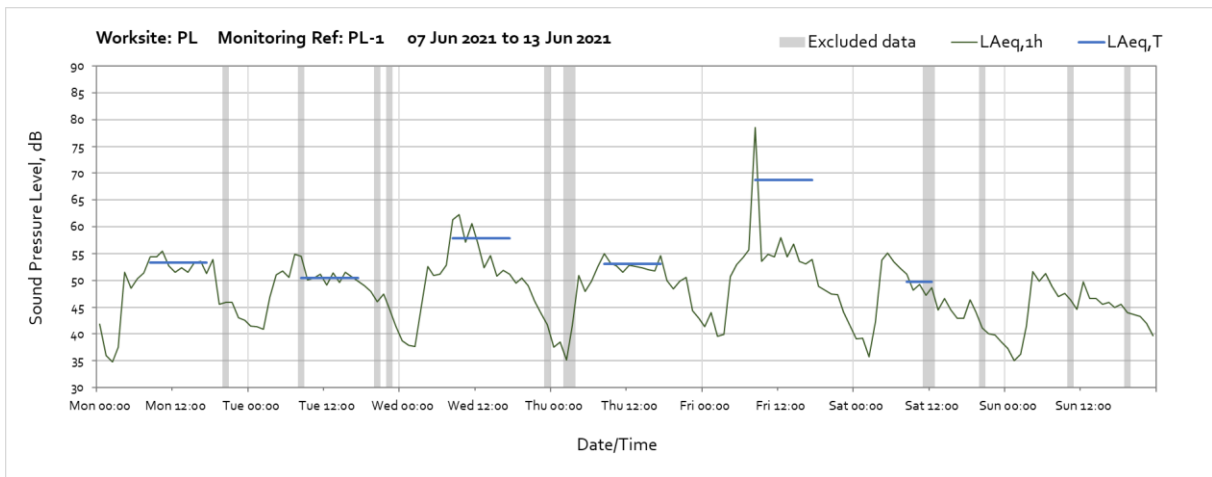
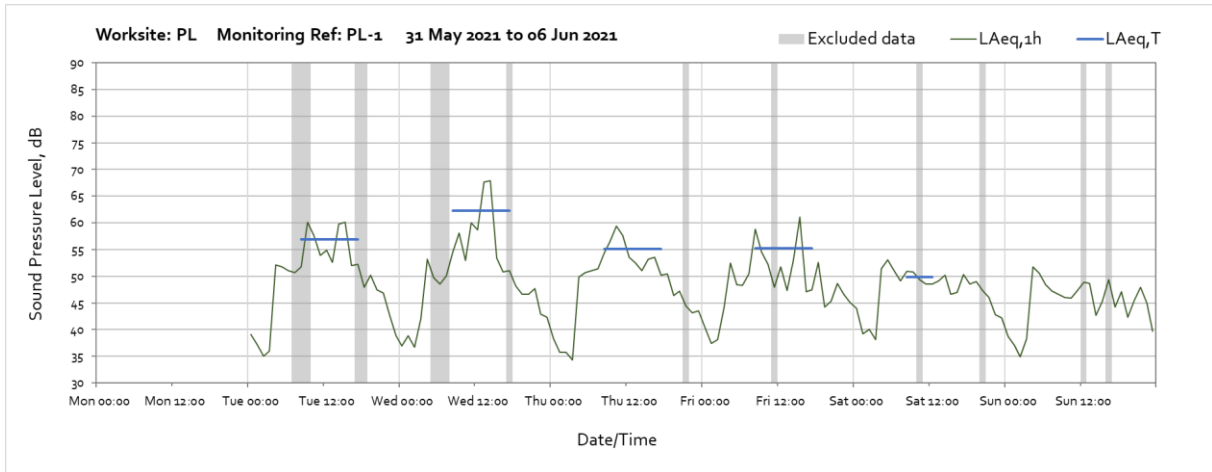


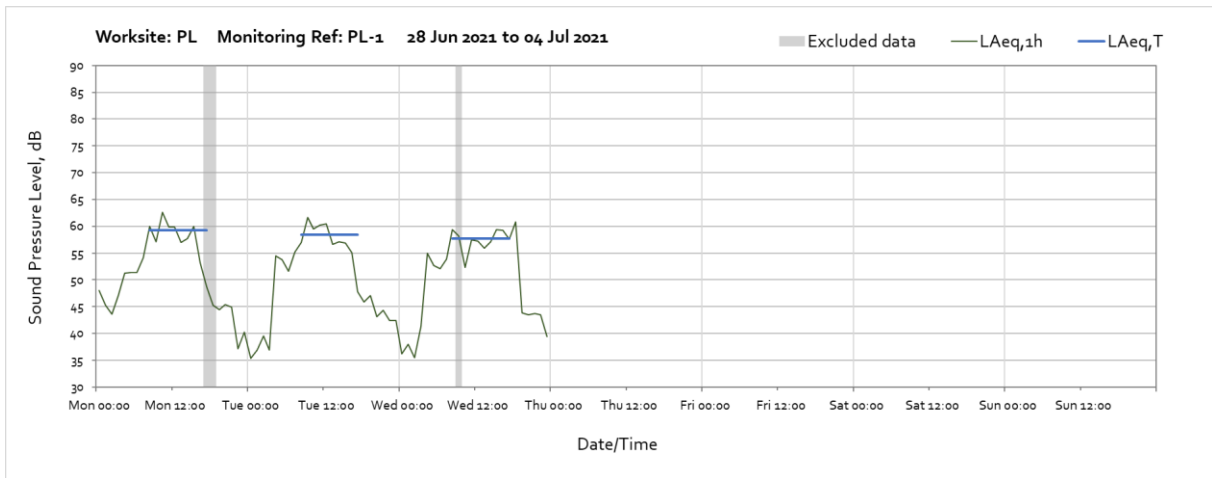
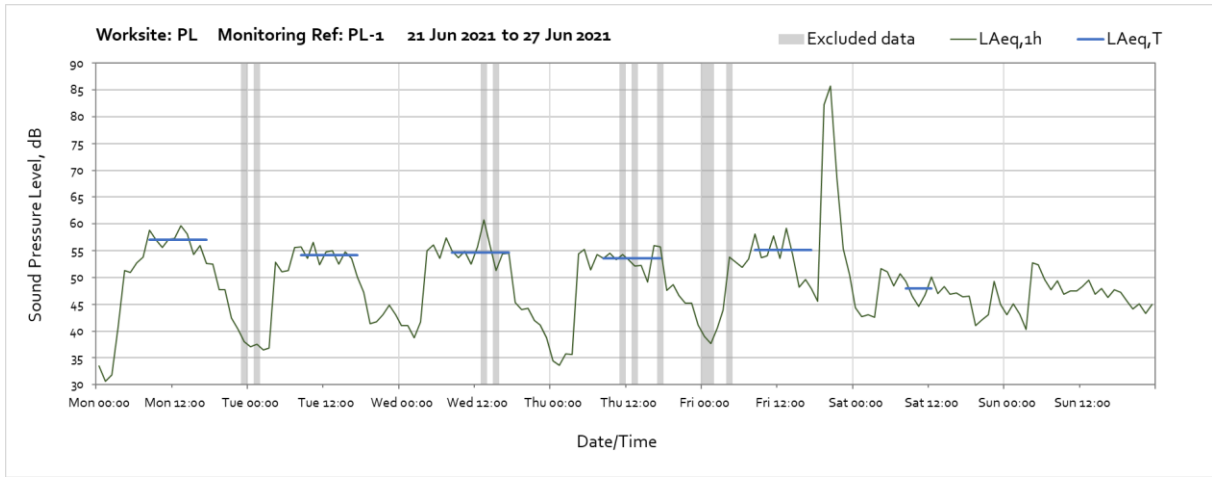
Worksite: A452 Compound – Monitoring Ref: A452-1



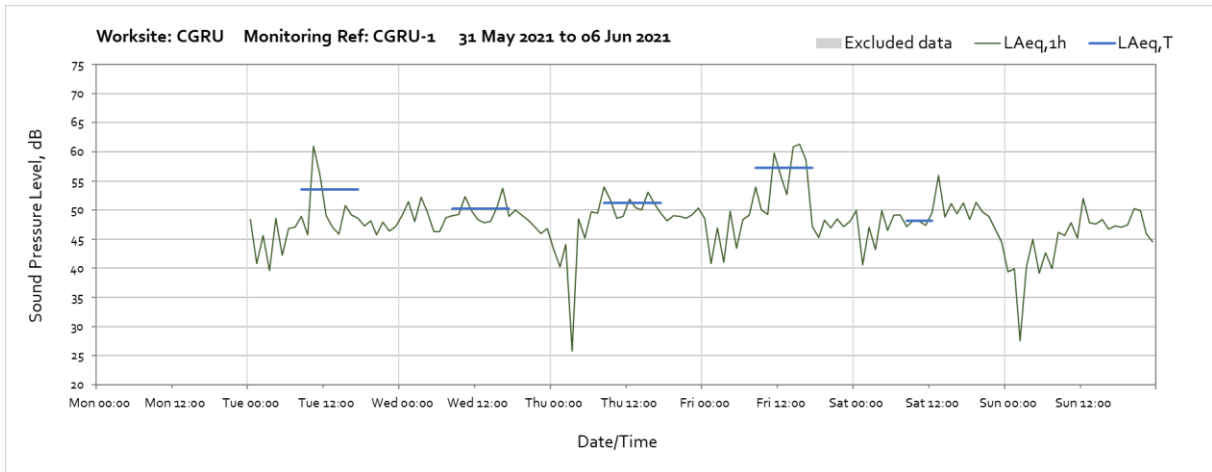


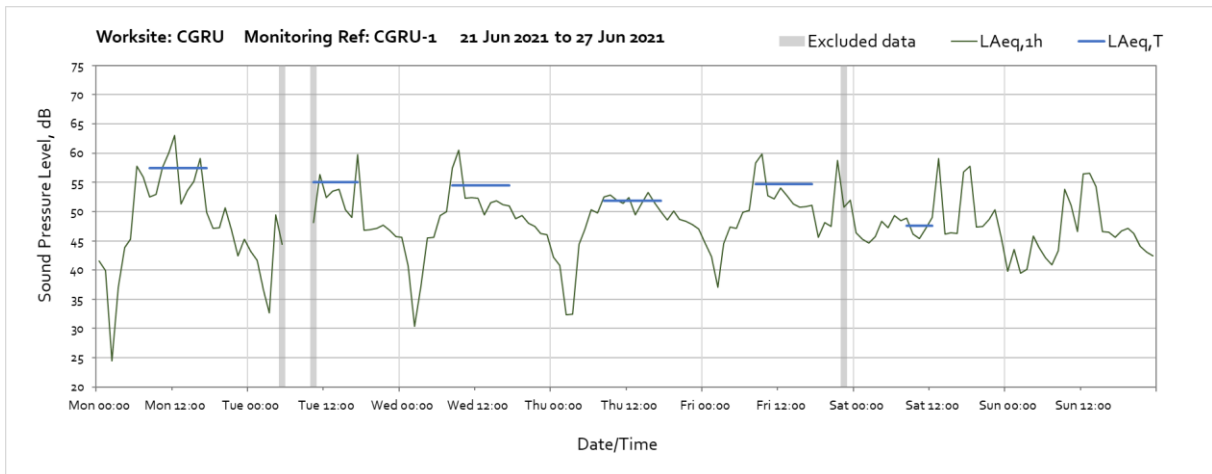
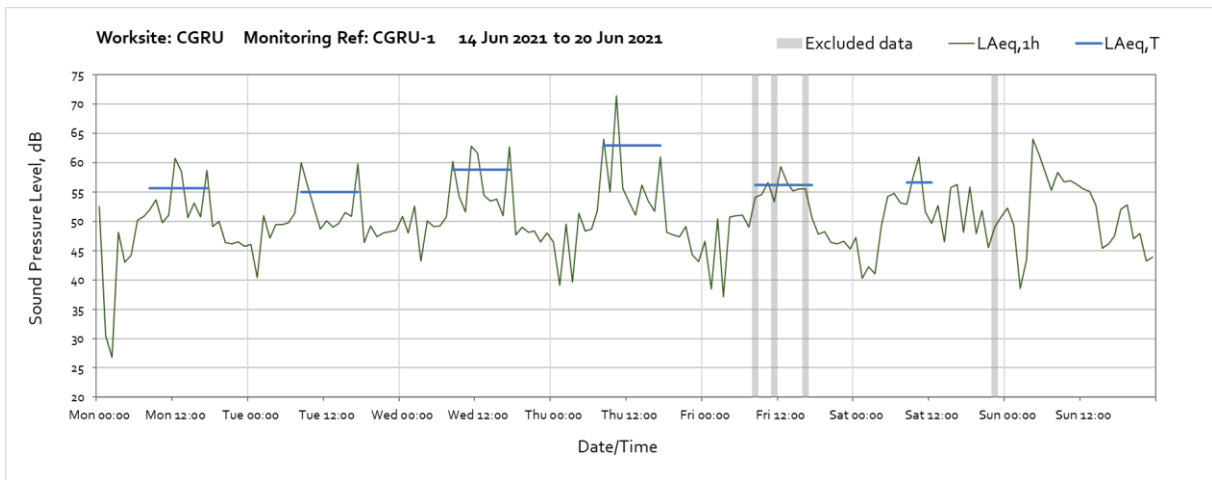
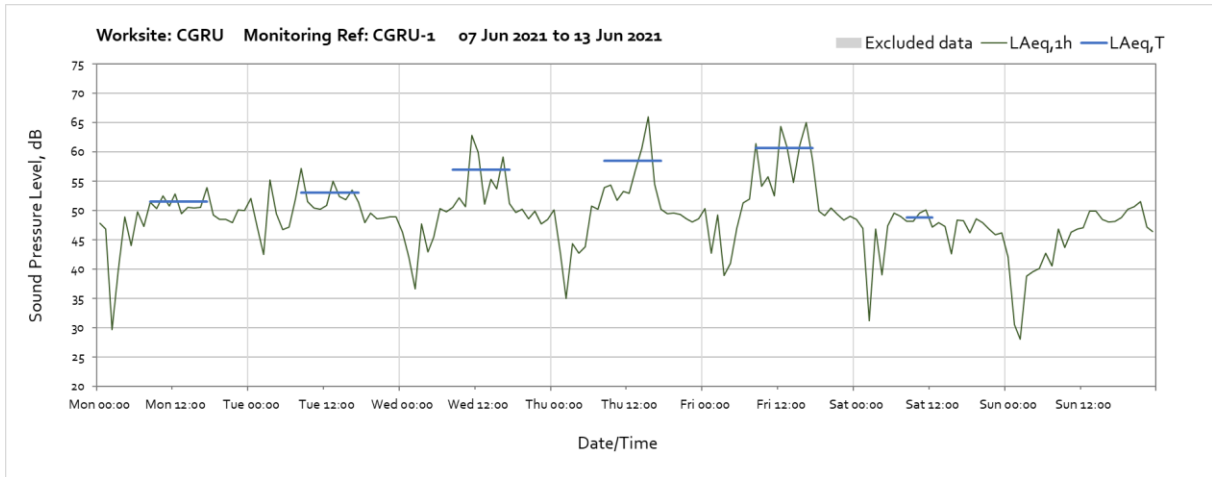
Worksite: Park Lane - Monitoring Ref: PL-1



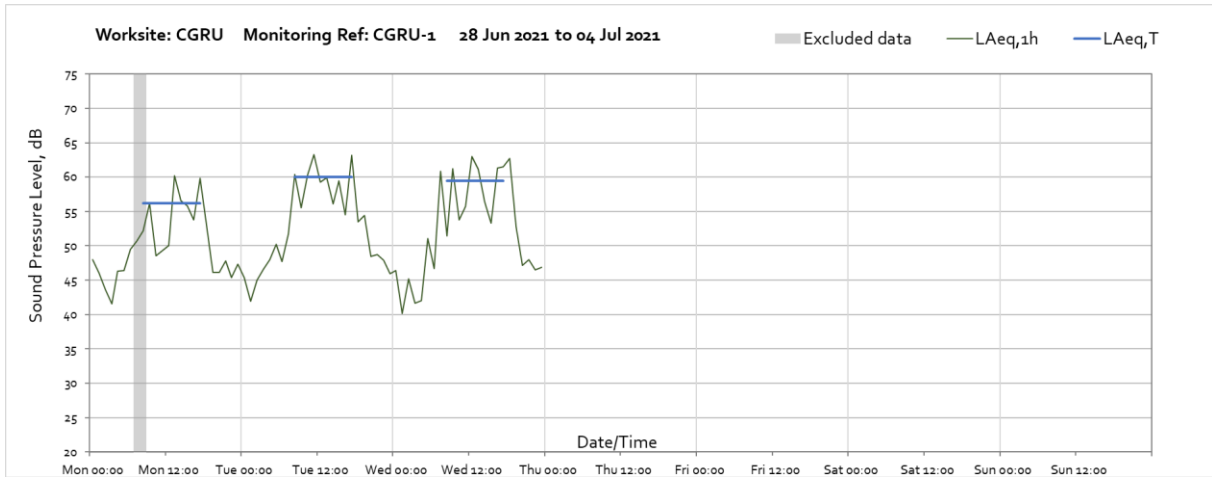


Worksite: Carol Green Rail Underbridge- Monitoring Ref: CGRU-1

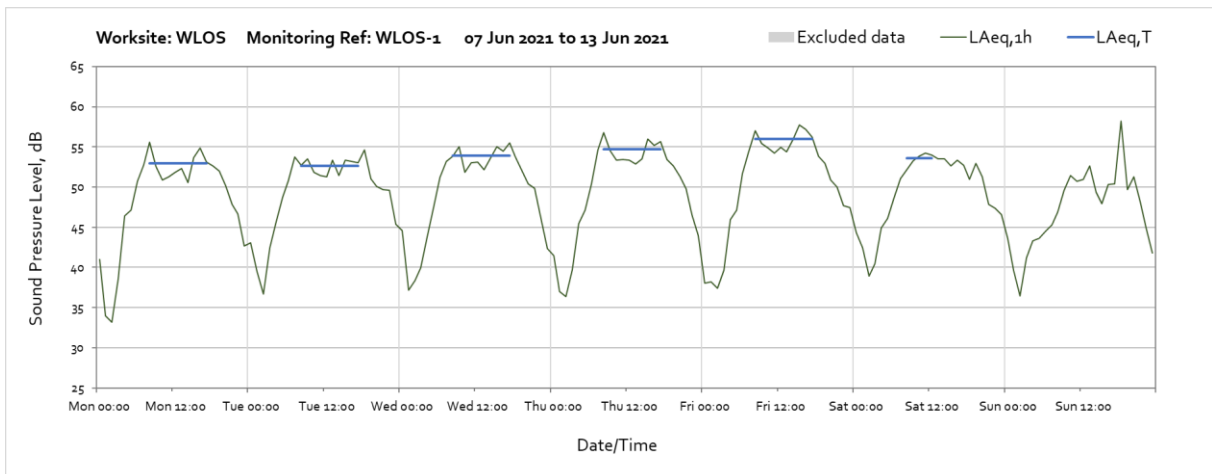
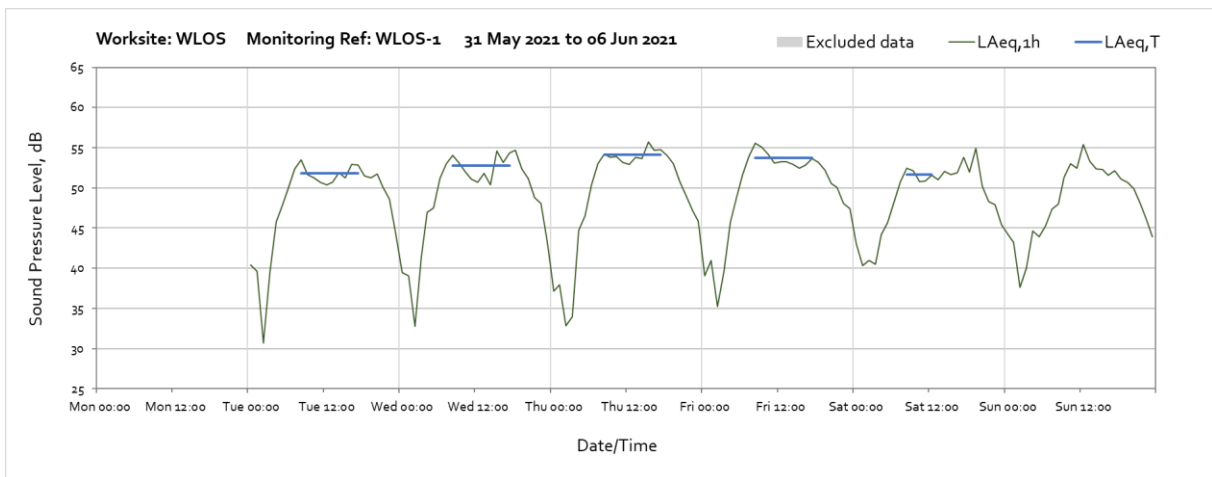


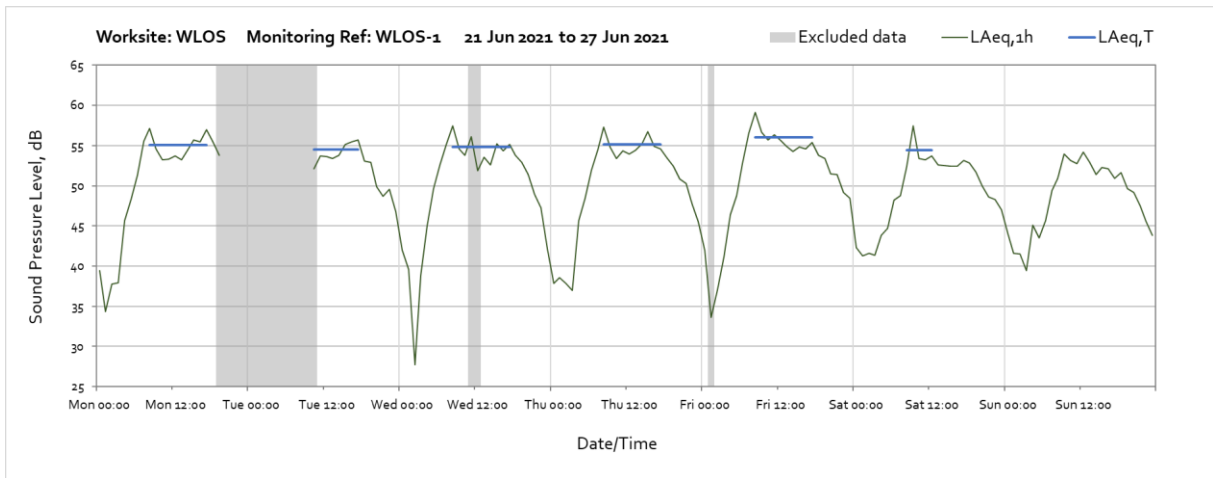
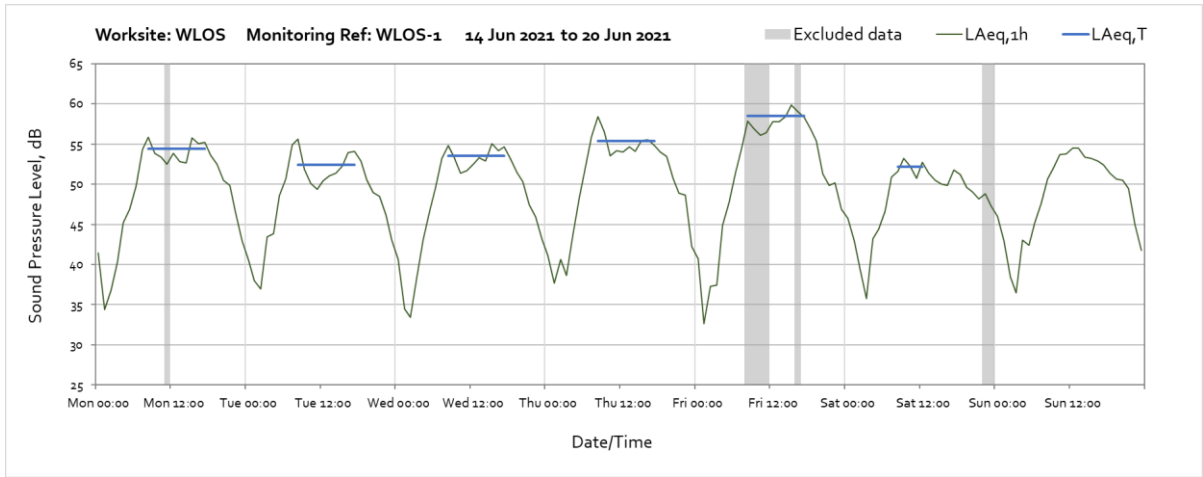


Note: Missing data between 06:00 and 10:00 on Tuesday 22nd June was due to missing data on memory card. The monitor has been updated to the latest firmware and is monitored closely to avoid any loss of data in future.



Worksite: Waste Lane Overbridge and Satellite – Monitoring Ref: WLOS-1

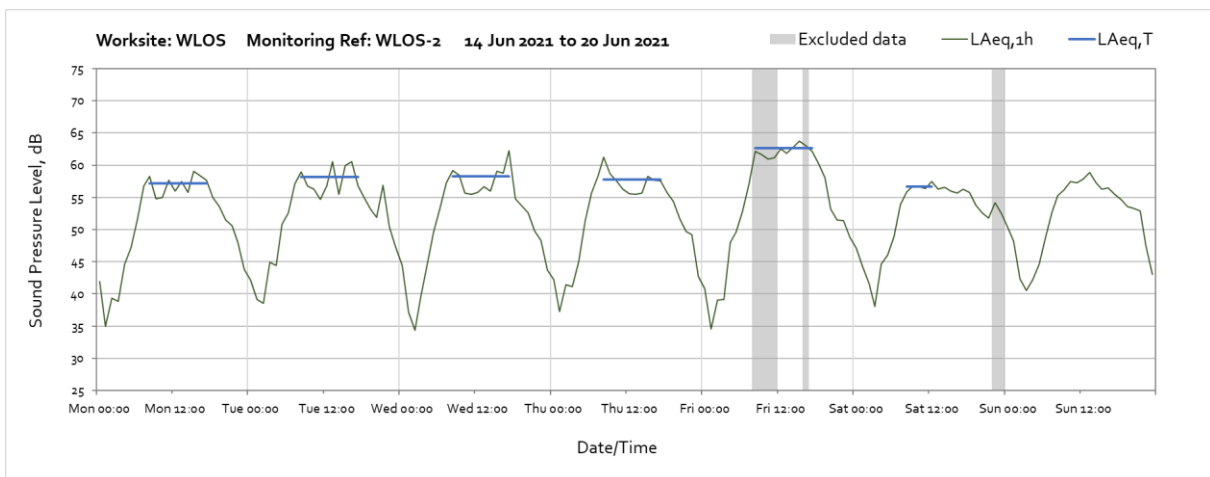
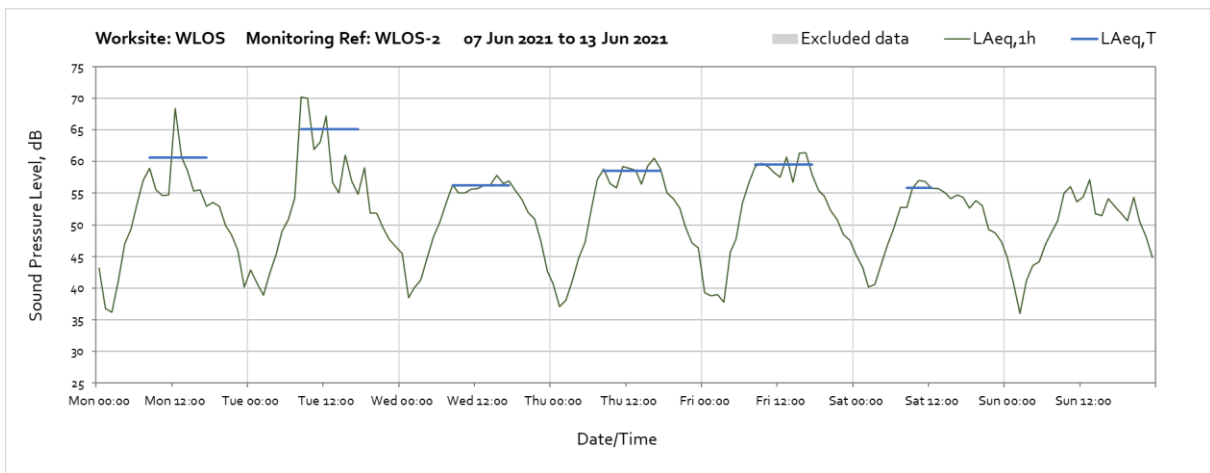
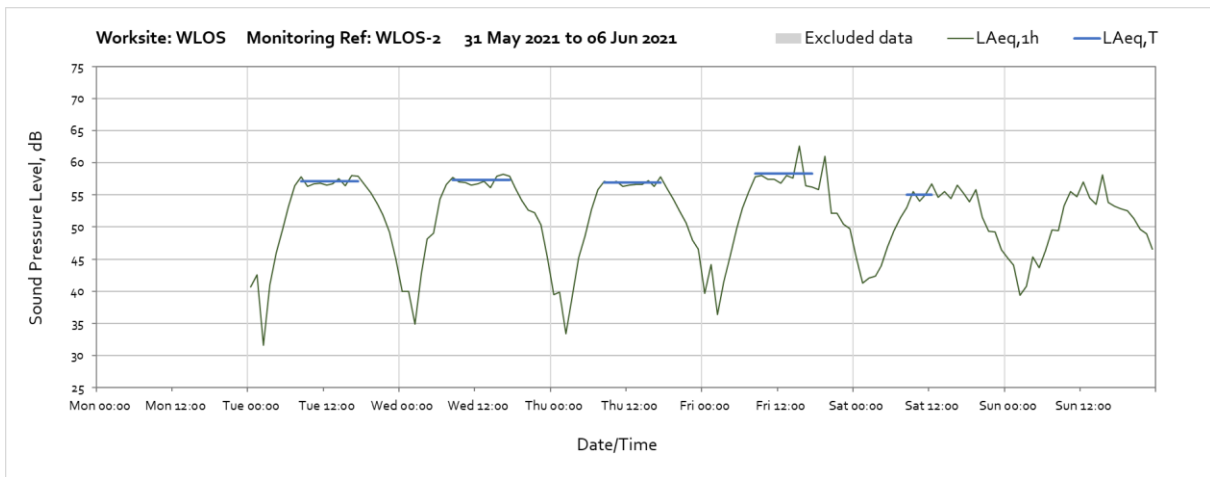


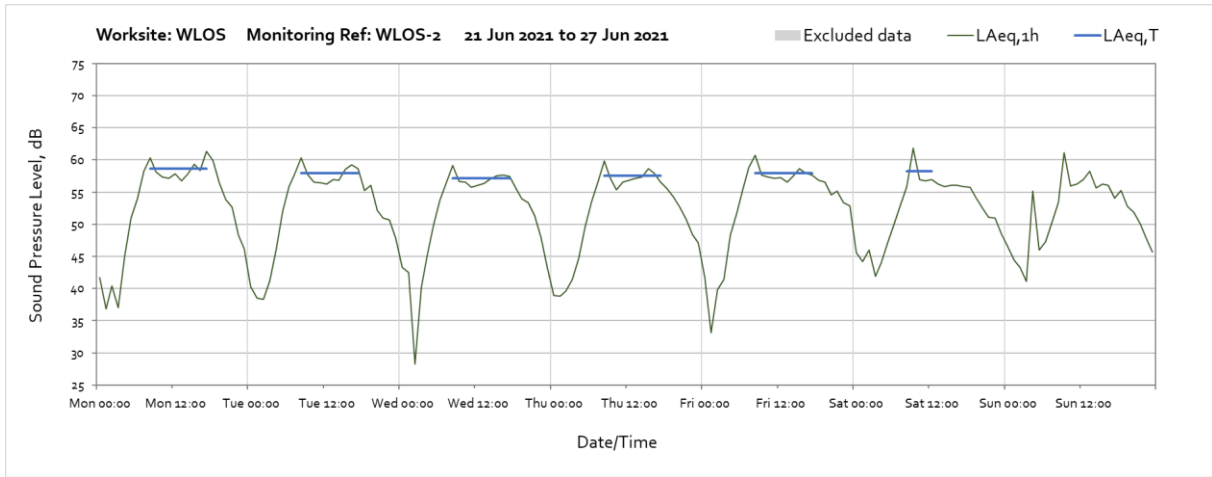


Note: Missing data between 20:00 on Monday 21st June and 10:00 on Tuesday 22nd June was due to a temporary system failure. The moniotrs are closely monitored to avoid any data loss in future.

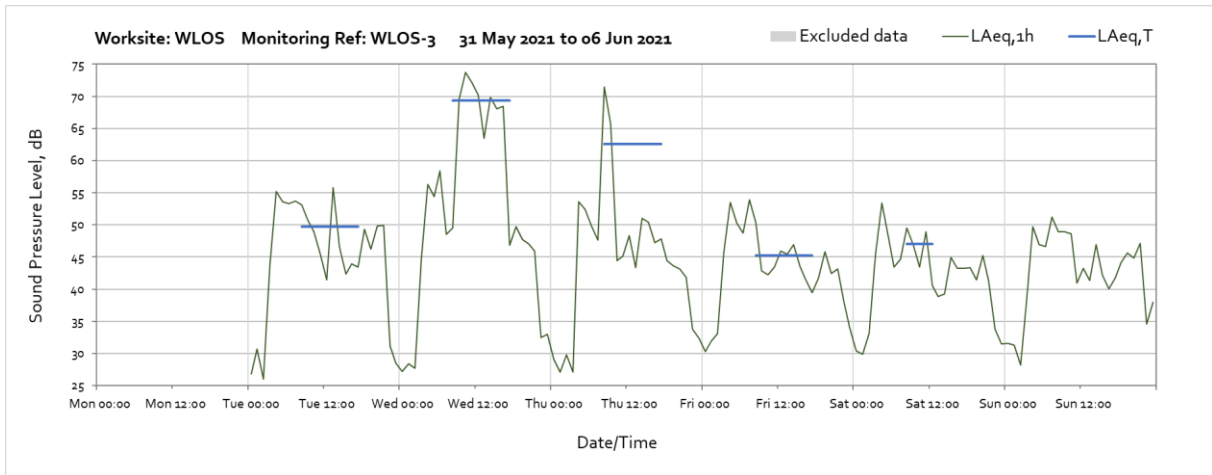


Worksite: Waste Lane Overbridge and Satellite – Monitoring Ref: WLOS-2

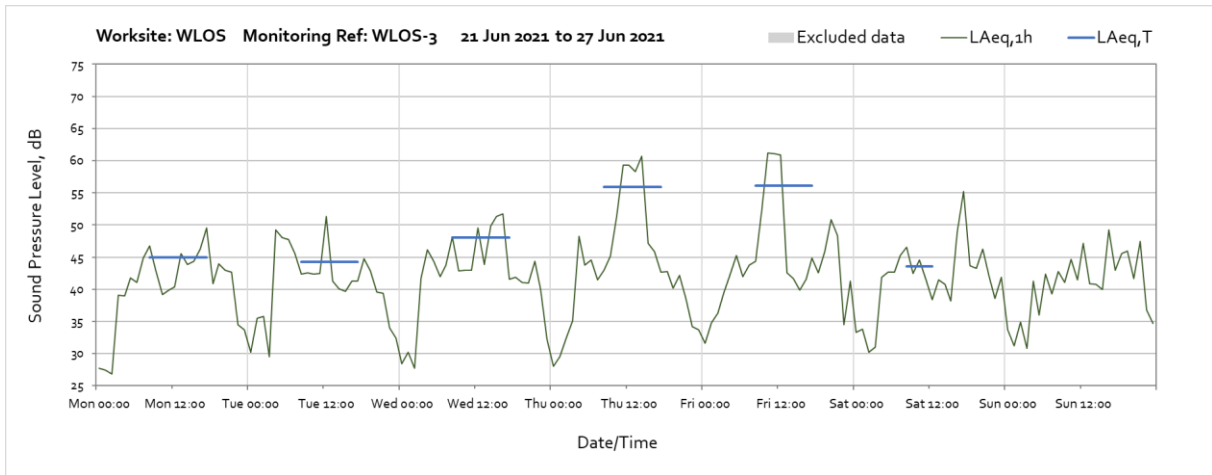
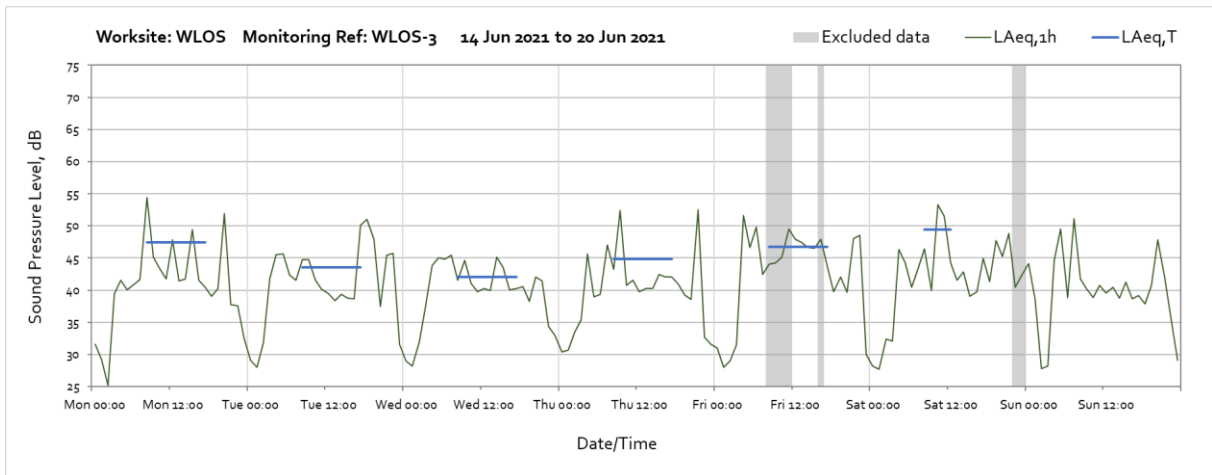
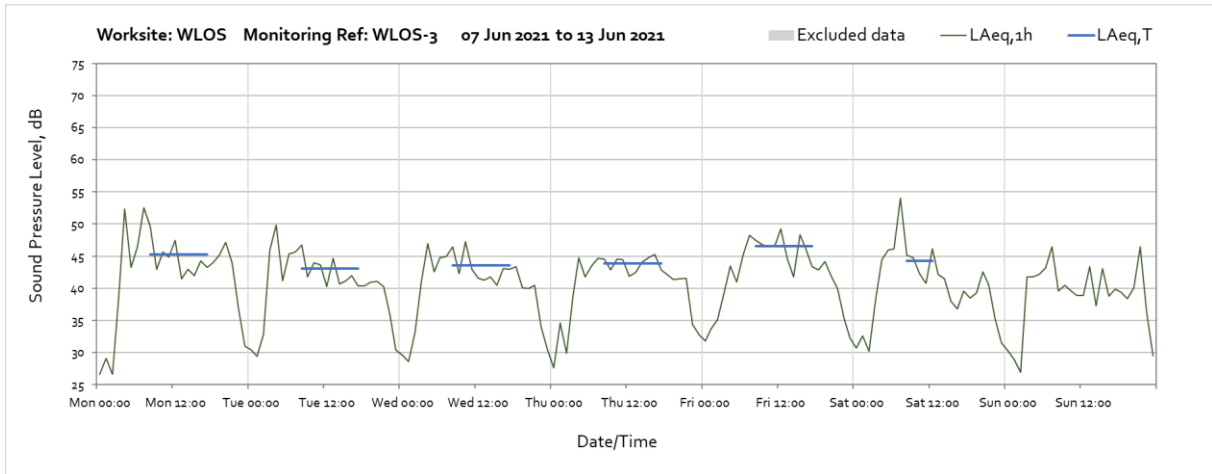




Worksite: Waste Lane Overbridge and Satellite – Monitoring Ref: WLOS-3



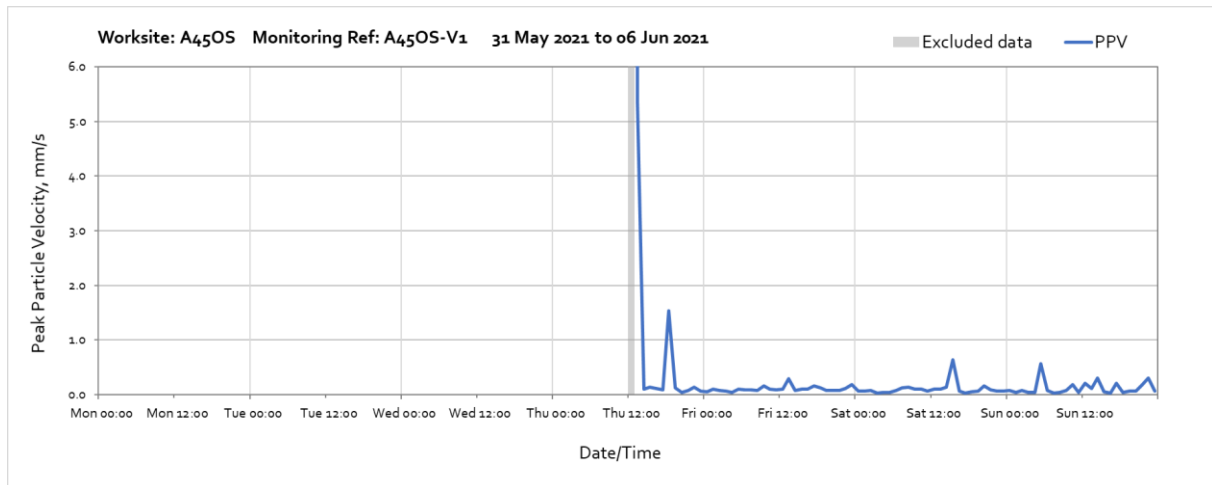
Note: The noise monitor was installed on 13th May 2021.



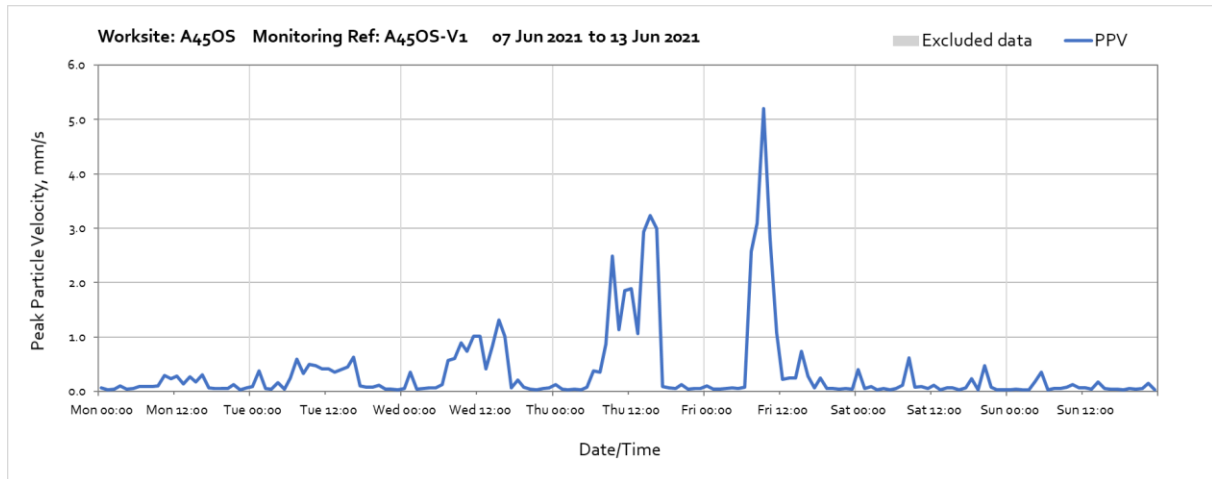
2.4.2 Vibration

2.4.3 The following graphs show the hourly measured peak particle velocity PPV recorded during the monitoring period. The graphs show the highest PPV of the three orthogonal axes x, y and z. Where high values of PPV were caused by local interference with the vibration monitor, which are not representative of HS2 construction works, these values have been greyed out in the following charts and have been excluded to calculate values in Table 4 of the main report.

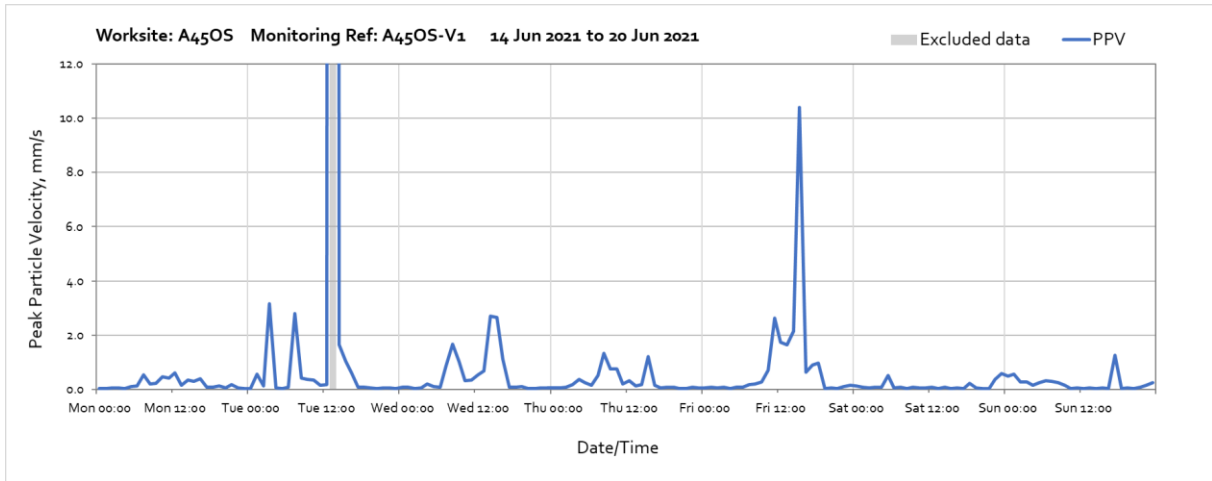
Worksite: A45OS – Monitoring Ref: A45OS-V1



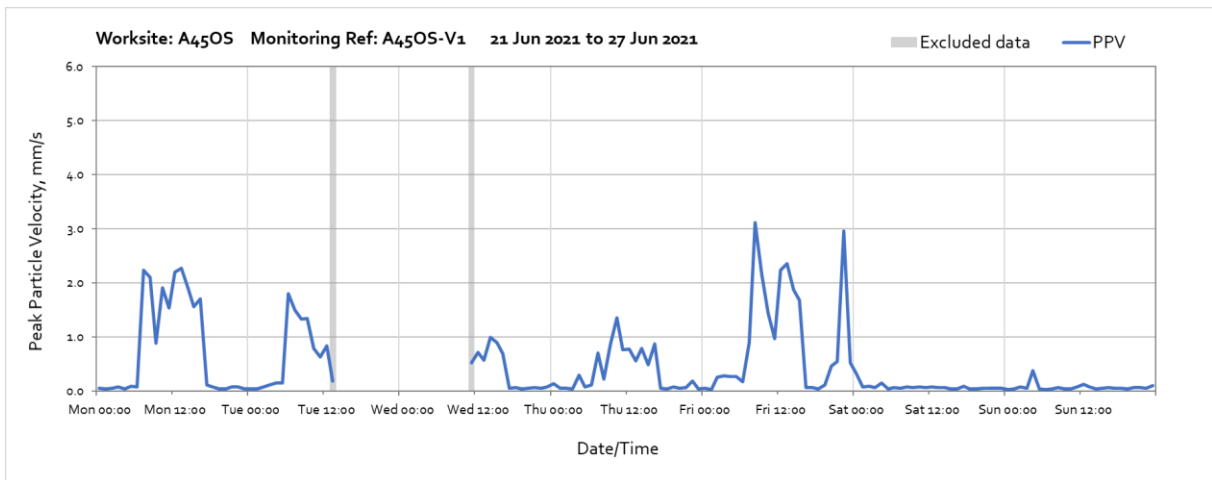
Note: High levels of vibration measured between 12:00 and 13:00 on Thursday 3rd June was due to physical disturbance to the monitor and are not representative of HS2 construction vibration levels.



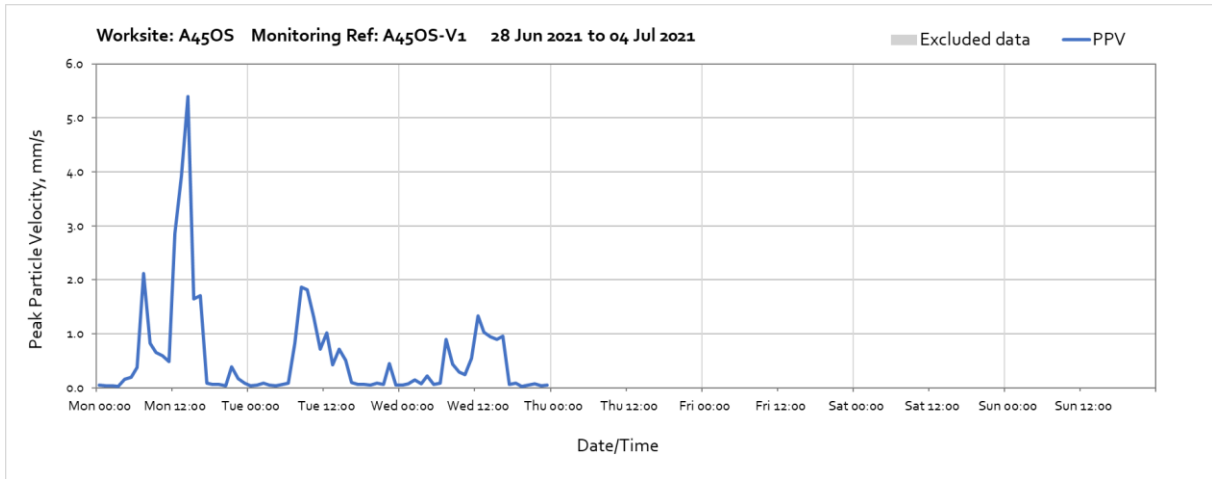
Note: High levels of vibration measured through out the week were due to HS2 related building demolition and concrete crushing works carried out in vicinity to the monitor.



Note: High levels of vibration measured between 13:00 and 14:00 on Tuesday 15th June was due to physical disturbance to the monitor while undertaking maintenance work and are not representative of HS2 construction vibration levels. High vibration levels through out the week were due to HS2 related building demolition and concrete crushing works carried out in vicinity to the monitor.

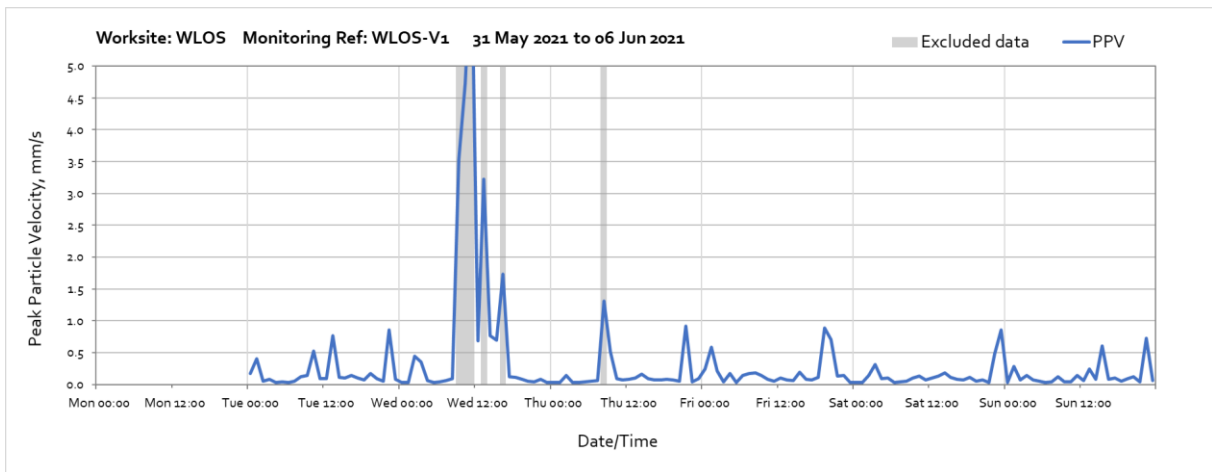


Note: High vibration levels through out the week were due to HS2 related building demolition and concrete crushing works carried out in vicinity to the monitor. The missing data between 14:00 on Tuesday 22nd June and 11:00 on Wednesday 23rd June was due to missing data on memory card. The monitor has been updated to the latest firmware and is monitored closely to avoid any loss of data in future.

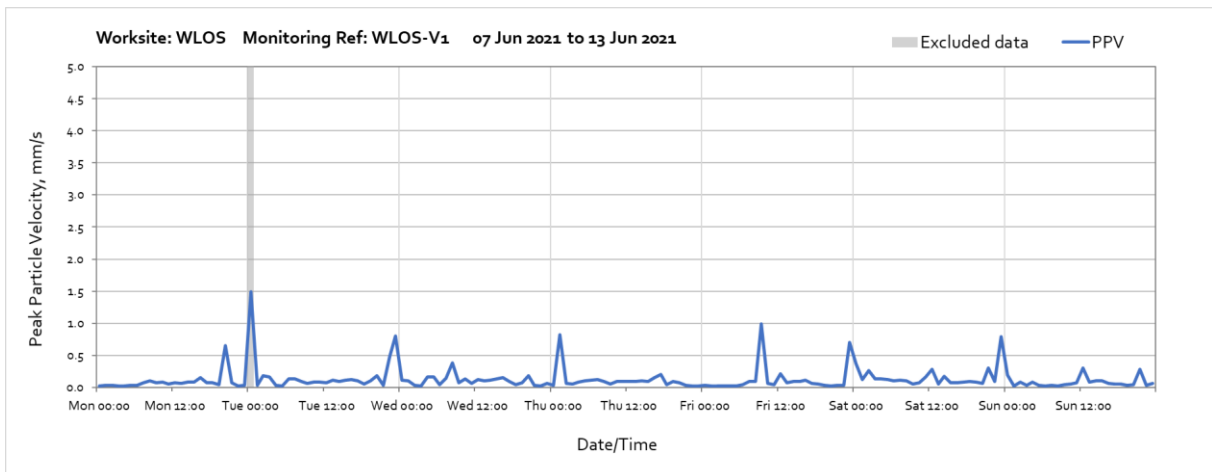


Note: High vibration levels through out the week were due to HS2 related building demolition and concrete crushing works carried out in vicinity to the monitor.

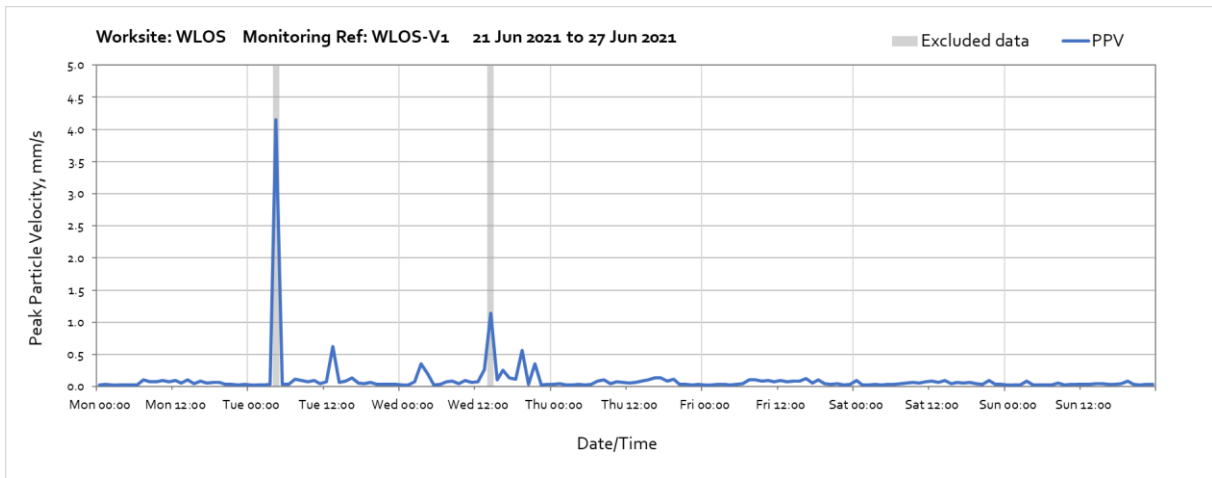
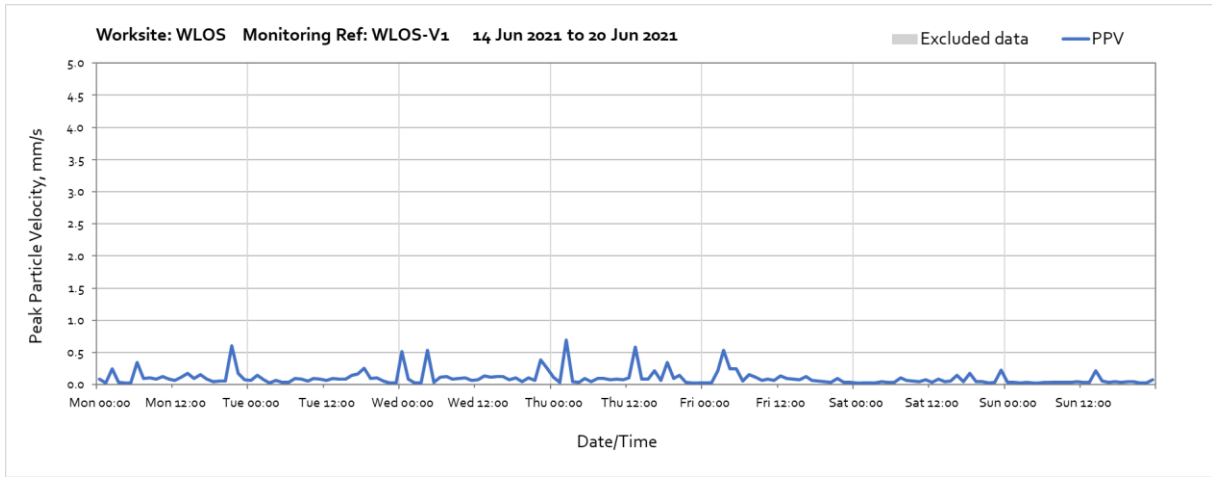
Worksite: WLOS – Monitoring Ref: WLOS-V1



Note: High levels of vibration measured on 2nd and 3rd of June were due to local disturbance of the monitor and are not representative of HS2 construction vibration levels.



Note: High levels of vibration measured between 00:00 and 01:00 on Tuesday 8th of June were due to local disturbance of the monitor and are not representative of HS2 construction vibration levels.



Note: High levels of vibration measured between 04:00 and 05:00 on Tuesday 22nd of June and between 14:00 and 15:00 on Wednesday 23rd of June were due to local disturbance of the monitor and are not representative of HS2 construction vibration levels.

