

# HS2

# High Speed Rail (London – West Midlands)

**Supplementary environmental information report**

Station Road - Quainton

November 2023

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Department  
for Transport

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

Telephone: 08081 434 434

General email enquiries: [HS2enquiries@hs2.org.uk](mailto:HS2enquiries@hs2.org.uk)

Website: [www.hs2.org.uk](http://www.hs2.org.uk)

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# 1 Introduction

## 1.1 Background to High Speed Two

- 1.1.1 The hybrid Bill for High Speed Rail between London and the west Midlands ('the Bill') was submitted to Parliament together with an Environmental Statement (ES) in November 2013 ('the main ES'). The Bill was amended a number of times following its submission resulting in five Additional Provisions (APs) which were each accompanied by Supplementary Environmental Statements (SES).
- 1.1.2 Any new or different significant effects that were likely to result from changes to the design which did not require amendments to the Bill; changes to construction assumptions, new environmental baseline information and corrections to the main ES were reported in Supplementary Environmental Statements (SEEs). These were deposited alongside the APs.
- 1.1.3 The Bill was enacted in February 2017 to become the High Speed Rail (London – west Midlands) Act 2017 ('the HS2 Act'). The HS2 Act confers the necessary powers required to construct, maintain and operate the HS2 railway from London to the west Midlands.
- 1.1.4 HS2 comprises the construction of a new railway approximately 230km (143 miles) in length between London and the west Midlands. Passenger services will be provided by new high speed trains from 2026, which will travel at speeds of up to 360kph (225 mph).

## 1.2 Introduction to this SEI and its purpose

- 1.2.1 This Supplementary Environmental Information (SEI) report describes new or different likely significant effects at Quinton (within Community Forum Area 12) arising from changes to construction methodology and that exceed those reported in the ES (as amended) and that, despite the implementation of the controls set out in the Environmental Minimum Requirements (EMRs), are predicted to remain as new significant effects (NSE).

## 1.3 The Environmental Minimum Requirements

- 1.3.1 The HS2 EMRs set out the high-level environmental and sustainability commitments that the Government has entered into through the hybrid Bill process.
- 1.3.2 The EMRs consist of a suite of framework documents which: (i) define the mechanisms by which the nominated undertaker will engage with communities and other key stakeholders; and (ii) implement environmental and sustainability

management measures designed to protect communities and the environment during detailed design development and construction. The nominated undertaker is the body, appointed by the Secretary of State for Transport (SoS), responsible for delivering Phase One of HS2.

- 1.3.3 The nominated undertaker, taking forward the detailed design and implementation of Phase One of HS2, is required by the SoS to comply with the EMRs. The components of the EMRs are described in the EMR General Principles (CS755 02/17, February 2017).
- 1.3.4 The controls contained in the EMRs, along with powers contained in the HS2 Act and the Undertakings given by the Secretary of State, will ensure that impacts which have been assessed in the ES (as amended) will not be exceeded, unless any new impact or impacts in excess of those assessed in the ES:
- results from a change in circumstances which was not likely at the time of the ES<sup>1</sup>;
  - would not be likely to do be environmentally significant<sup>2</sup>;
  - results from a change or extension to the project, where that change or extension does not itself require environmental impact assessment (EIA) under either (i) article 4(1) of and paragraph 24 of Annex 1 to the EIA Directive<sup>3</sup> ; or (ii) article 4(2) of and paragraph 13 of Annex 2 to the EIA Directive<sup>4</sup>; or
  - would be considered as part of a separate consent process (and therefore further EIA if required).

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<sup>1</sup> In addition, Supplementary Environmental Statements and Additional Provision Environmental Statements were published and tabled by the Promoter in July 2015, September 2015, October 2015 and December 2015

<sup>2</sup> i.e. a situation that could not reasonably have been anticipated at the time of the Environmental Statement. This covers all effects (both positive and negative)

<sup>3</sup> 2011 consolidated EIA Directive (2011/92/EU)

<sup>4</sup> Broadly, this would not allow those changes or extensions to the project (once it has received Royal Assent) which would give rise to adverse environmental effects within the EIA

## 2 Scope

- 2.1.1 Section 63(3) of the High Speed Rail (London – west Midlands) Act 2017 Act (“the Act”) amends Regulation 9 (relating to subsequent applications) of the Environmental Impact Assessment Regulations. In particular Regulation 9, paragraph (1)(b)(ii) of the Environmental Impact Assessment Regulations is amended to specifically reference the Act.
- 2.1.2 Regulation 9(3) allows the relevant planning authority to request further environmental information (under Regulation 25) where they believe environmental information currently provided is deemed not adequate to assess the significant effects of the development on the environment.
- 2.1.3 This Supplementary Environmental Information Report (SEI) provides further environmental information to the ES (as amended) so as to satisfy any requests under paragraphs 9 and 25 of the EIA Regs by the relevant planning authority, Buckinghamshire Council when considering any relevant subsequent applications.
- 2.1.4 Additionally, Paragraph 1.1.3 of the High Speed Rail (London – west Midlands) Environmental Minimum Requirements (EMR) General Principles states that:
- “The controls contained within the Environmental Minimum Requirements (EMRs) [...] will ensure that impacts which have been assessed in the ES will not be exceeded, unless any new impact in excess of those assessed in the ES results from a change in circumstances which was not likely at the time of the ES...”
- 2.1.5 Furthermore paragraph 3.1.8 states:
- “In the circumstances in the first bullet point of paragraph 1.1.3, if the significant adverse impacts identified in the ES are likely to be exceeded, the nominated undertaker will take all reasonable steps to minimise or eliminate those additional impacts. If despite these reasonable steps, significant impacts remain the nominated undertaker will report them.”
- 2.1.6 Consequently, this document also provides a report to meet the requirements of paragraph 3.1.8 of the EMR General Principles.

### 3 Site and works description

- 3.1.1 The site is located within the Community Forum Area (CFA) 12, near Quainton, Buckinghamshire at approximate chainage 71+500.
- 3.1.2 The road network in this area serves a rural region and connects the villages of Quainton, Westcott, and Waddesdon with the A-road network and larger towns of Aylesbury and Bicester.
- 3.1.3 A public bus service operates along Station Road. This is Route 16 operated by Red Rose Travel, connecting Aylesbury to Steeple Claydon and serving Waddesdon, Quainton, Grendon Underwood, Edgcott, and Calvert.
- 3.1.4 The Route 16 bus service on Quainton Road/Station Road has a peak weekday frequency of up to one bus per hour.
- 3.1.5 The site is presented in Figure 1 and Figure 2 below.

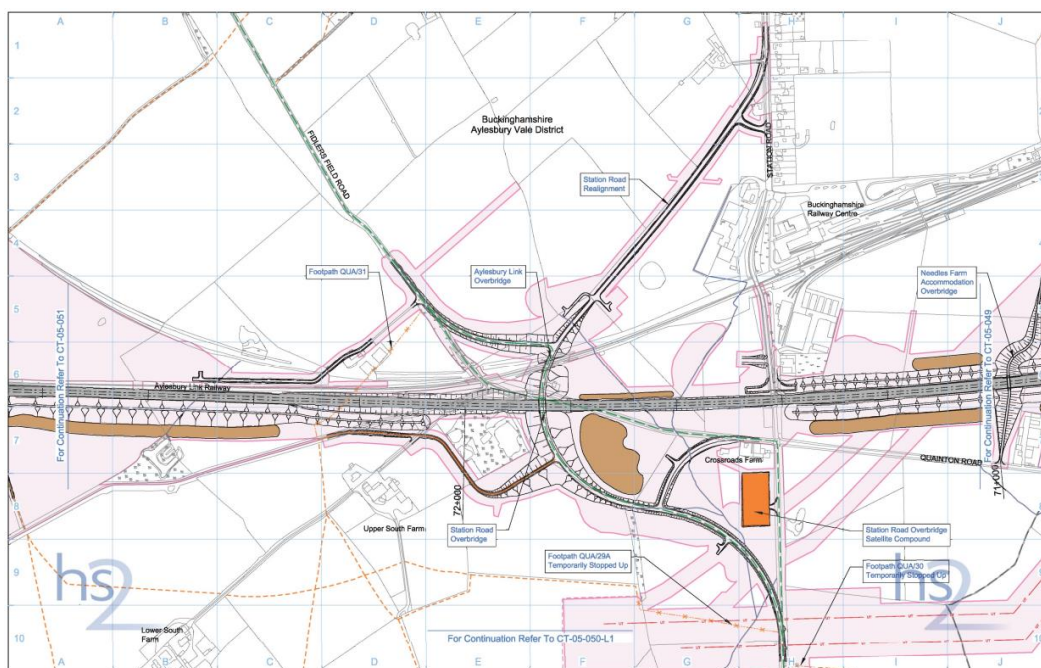


Figure 1. ES CFA 12 Map

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Figure 2. Post-HS2 highway network and associated construction works

3.1.6 The works assessed in this report include the following:

- The permanent closure of a 650 m section of Fidlers Field Road, Quinton, from January 2, 2024, for construction of the of the Station Road permanent realignment.
- The temporary phased closures of Station Road, Quinton over a period of ten months from November 2024 to August 2025 will involving the following:
  - Closure of Station Road (west), Quinton, for a period of up to three months starting from November 1, 2024, for utility works associated with the Station Road permanent realignment west tie-in.
  - Closure of Station Road (east), Quinton, for a period of up to three months starting from March 1 to May 31, 2025, for construction of the Station Road permanent realignment east tie-in and associated works utilities.
  - Closure of Station Road (east), Quinton, for a period of up to three months starting from June 1, 2025, for utility works along Station Road.



- Closure of Station Road (west), Quainton, for a period of up to three months starting from June 1, 2025, for construction of Station Road permanent realignment west tie-in.

## 4 Summary of changes from the ES (as amended)

### 4.1 Changes to the engineering design and construction methodology from the ES (as amended)

4.1.1 Since the submission of the ES (as amended), it has been necessary to make changes to engineering design and construction methodology for works Station Road permanent realignment. These changes have resulted in the closure of Fidlers Field Road, and the four separate temporary closures along Station Road. These changes are described below.

#### **Engineered Design and Construction Methodology as described in the ES (as amended)**

- 4.1.2 The ES (as amended) assumed that the structures and earthworks construction programs would run consecutively. This meant that the structures would be completed before the start of the main earthworks.
- 4.1.3 The ES (as amended) assumed that the Station Road permanent realignment would be completed largely offline and 'top-down,' allowing it to be open for traffic before excavations began beneath the structure. It was also assumed that any tie-in works between the Station Road permanent realignment onto the existing Station Road would be completed with only overnight and weekend closures.
- 4.1.4 The ES (as amended) assumed that a 650 m section of Fidlers Field Road, from its crossroad junction with Quainton Road and Station Road northwards to the existing Fidlers Field bridge, would remain open throughout the construction of the permanent realignment, including the construction of the Station Road permanent realignment.
- 4.1.5 After the construction of the Station Road permanent realignment, Fidlers Field Road will be diverted to the permanent realignment for use by public traffic.
- 4.1.6 The ES (as amended) initially assessed utilities only considered major and likely to significantly impact traffic and transport. It acknowledges that Station Road will be affected by utility works. At the time of the ES publication, none of these utility works

were deemed major; it notes that temporary local traffic management may be necessary to minimise additional traffic and transportation impacts.

### **Engineering and design changes since the time of the ES (as amended)**

4.1.7 During the development of the design, the decision was made to complete the earthworks for the Quainton Cutting before constructing the structures associated with the Station Road permanent realignment. Due to the changes in structures and the project schedule, it has become not feasible to construct the Station Road permanent realignment "off-line" and open it to traffic before starting excavations beneath the permanent realignment.

#### **Fidlers Field Road**

4.1.8 Since the ES (as amended), the excavation works for the Quainton Cutting, which passes beneath the Station Road permanent realignment, have been rescheduled to occur simultaneously with the construction of the Station Road permanent realignment. Rescheduling was required in order to meet key handover dates in the Calvert section, which is affected by the East West Rail interface.

4.1.9 A 650 m section of Fidlers Field Road, which passes through the Quainton Cutting area and beneath the Station Road permanent realignment, will be closed during this construction period.

4.1.10 It is not safe to keep this section of Fidlers Field Road open to the general public while significant construction work is taking place in the immediate vicinity.

4.1.11 This section of Fidlers Field Road has been closed since January 2, 2024, and Fidlers Field Road will eventually be diverted onto the Station Road permanent realignment in accordance with the ES design.

4.1.12 When Station Road is open, the diversion for cyclists and motorised traffic will be 4.1 km via Station Road, illustrated in Figure A 1. A shorter diversion is available for pedestrians via the PRow network with a total distance of 2.87 km, see Figure A 2.

#### **Station Road**

4.1.13 Since the ES (as amended) was published, it has been identified that a BT Openreach cable and an asbestos Thames Water main require work before the Station Road permanent realignment east and west tie-in can proceed. These utilities, which belong to third parties, can only be addressed by BT and Thames Water.

- 4.1.14 The BT Openreach cable running along Station Road needs to be exposed and lowered before constructing the Station Road west highway tie-in. Only BT can perform this task, which introduces a risk of program delay.
- 4.1.15 The asbestos Thames Water main running requires realignment beneath the HS2 route along Station Road and has been found to have higher pressure than previously known. This poses a risk of a high-force water release if the main breaks, which could cause injury. Only Thames Water can complete this task, which with the health and safety concerns from asbestos, introduces a risk of program delay.
- 4.1.16 To enable the permanent realignment of Station Road and allow third parties to complete utility work, phased closures will take place along Station Road between November 2024 and August 2025. These closures will occur in four phases, each affecting different sections of Station Road temporarily:
- Station Road (west) in Quainton will be closed temporarily for up to three months starting on November 1, 2024, to complete utility works associated with the permanent realignment west tie-in. The diversion route will include Station Road, A41, Blackgrove Road, The Strand, Lower Street, and then back to Station Road, totalling 10.6 km. See Figure A 3.
  - Station Road (east) will be closed temporarily for up to 3.5 months from March 1, 2025, to complete construction of the Station Road permanent realignment east tie-in. During this period, traffic will be diverted via the A41 and Station Road, covering 11.2 km. See Figure A 5.
  - Station Road (east) in Quainton will be closed temporarily for up to three months from June 1, 2025, to complete utility works associated with the permanent realignment east tie tie-in. The diversion route will follow Station Road, A41, Blackgrove Road, The Strand, Lower Street, and back to Station Road, covering 11.4 km. See Figure A 4.
  - Station Road (west) in Quainton will be closed temporarily for up to three months from June 1, 2025, for construction of the Station Road permanent realignment west tie-in. The diversion route will follow Station Road, A41, Blackgrove Road, The Strand, Lower Street, and back to Station Road, covering 10.6 km. See Figure A 3.

## **4.2 Topics impacted**

- 4.2.1 The effects of the changes detailed above have been assessed in respect of all environmental topics reported in the ES (as amended) following the appropriate assessment methodologies as set out in the Scope and Methodology Report and Addendum, inclusive of Technical Appendices where relevant. Following a review of

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the combined changes in circumstances detailed in the preceding paragraphs new significant effects have been identified with respect to the following:

- traffic and transport.

4.2.2 A review of the environmental topics identified above is reported in Section 5.

4.2.3 None of the other environmental topics reported in the ES (as amended) will experience additional environmental impacts as a consequence of these changes that result in new or different significant environmental effects when assessed in line with the methodologies specified in the Scope and Methodology Report (SMR).

## 5 Assessment of changes

### 5.1 Traffic and transport

#### Introduction

- 5.1.1 This section of the report describes the environmental baseline in relation traffic and transport that is relevant to the assessment. It then identifies any new or different likely significant environmental effects as a result of the changes introduced in Section 4, compared to the ES (as amended).

#### Scope, assumptions and limitations

##### Methodology

- 5.1.2 The assessment scope, key assumptions and limitations for traffic and transport are as set out in Volume 1, the SMR (Volume 5: Appendix CT-001-000/1) and the SMR Addendum (Volume 5: Appendix CT-001-000/2). This report follows the standard assessment methodology.
- 5.1.3 Definitions as defined in the Scope and Methodology Report Addendum (CT-001-000/2), Annex I, Section 3.

##### Assumptions and limitations

- 5.1.4 Local assumptions and limitations for traffic and transport are set out in the main ES (Volume 2, CFA12, Section 12).

##### Environmental baseline

- 5.1.5 The existing baseline for traffic and transport is as set out in Volume 2, CFA12, Section 12 of the ES (as amended).

##### Effects arising during construction

##### Avoidance and mitigation measures

- 5.1.6 The CoCP (see Volume 5: Appendix CT-003-000/1) will include measures which seek to reduce the impacts and effects of deliveries of construction materials and equipment, including construction lorry trips during peak background traffic periods. The CoCP includes HGV management and control measures.
- 5.1.7 Other measures in the CoCP include clear controls on vehicle types, hours of site operation, and routes for heavy goods vehicles, to reduce the impacts of road-based construction traffic. To achieve this, generic and site-specific management measures will be implemented during the construction of the works on or adjacent

to public roads, bridleways, footpaths, and other Public Right of Way (PRoW) affected by the works as necessary.

### **Assessment of significant effects**

#### ***Traffic Flows***

##### **Fidlers Field Road**

- 5.1.8 The 650 m section of Fidlers Field Road, from its junction with Station Road to the Fidlers Field bridge, has been closed since January 2, 2024. This section will remain closed during the construction of the Station Road realignment, after which it will be permanently removed.
- 5.1.9 During the closure, between 100 and 1,000 daily motorised vehicle users will be affected and undergo a maximum 4.1 km diversion (Figure A 1), resulting in a moderate adverse significant effect on traffic flows.

##### **Station Road**

- 5.1.10 Station Road will undergo phased closures over a period of ten months, affecting between 1,000 and 10,000 motorised vehicles that use Station Road daily.
- 5.1.11 During the phased closures of Station Road, the maximum diversion required for all vehicles will be 11.4 km via the A41 and Station Road. The diversion, between 10.6 km and 11.4 km over a period of ten months is expected to have a major adverse significant effect. The 11.4 km diversion route is shown in Figure A 4.

#### ***Severance***

##### **Fidlers Field Road**

- 5.1.12 The ES (as amended) baseline surveys recorded an average daily usage of 14 cyclists and six pedestrians on Fidlers Field Road. The Fidlers Field Road does not have a public footpath.
- 5.1.13 The diversion for cyclists is approximately 4.1 km and is the same route required for all motorised vehicles. A shorter diversion is available for pedestrians via the PRoW network, with a total distance of 2.87 km. The maximum 4.1 km diversion required by non-motorised users will generate a moderate adverse significant effect from severance.

##### **Station Road**

- 5.1.14 The baseline surveys from the ES (as amended) recorded an average daily usage of 11 cyclists and ten pedestrians on Station Road.
- 5.1.15 The diversion route for cyclists and pedestrians is approximately 11.4 km, which is the same route required for motorised vehicles. Station Road will undergo phased closures over a period of ten months. The combination of this extended closure, the number of non-motorised users affected, and the length of the diversion will result in a moderate adverse significant effect from severance.
- 5.1.16 No PRoW is impacted by the phased closures along Station Road.

***Public Transport Delay***

- 5.1.17 There are no public transport routes that use Fidlers Field Road.
- 5.1.18 The Red Rose Travel-operated Route 16 bus, which is an hourly service connecting Aylesbury to Steeple Claydon is routed down Station Road, stopping three times over a 500 m distance, at Station Road, Railway Centre, and Crossroads Farm and towards additional stops in Quainton Village.
- 5.1.19 Due to the phased closures on Station Road, the Route 16 bus service will not be able to operate between the A41/Station Road junction and Quainton Village. Instead, the bus will use Blackgrove Road to pick up passengers from Quainton Road and Station Road. This diversion will add 7.4 km to the end-to-end journey time of the Route 16 bus service creating a moderate adverse significant effect on public transport delay.
- 5.1.20 The 7.4 km diversion route is shown in Figure A 6.

***Disruption at Stations/Interchanges***

- 5.1.21 The phased closures on Station Road will cause temporary closure of one or more bus stops located there (Station Road, Railway Centre, and Crossroads Farm).
- 5.1.22 During the phased closures, the nearest alternative bus stop will be over 400 m. The distance to an alternative bus stop, combined with the low frequency of buses (fewer than three per hour) and the phased closures of Station Road (ten months), will result in a moderate adverse significant effect, leading to disruption at bus stations and interchanges.

**Other mitigation measures**

- 5.1.23 Closures have been phased to minimise the total duration of impact, whilst maintaining local access where possible.

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- 5.1.24 The contractor will continue to develop their construction methodology and mitigation measures to minimise the duration of closures, whilst implementing of local solutions to partially mitigate for local communities.



## 6 Conclusions

Table 1 provides a summary of the new significant effects anticipated because of the changes described in Section 4.

Table 1. Summary of new significant effects

<b>Environmental Discipline/Category</b>	<b>Effect</b>
Traffic & Transport Traffic Flows	<p>The permanent closure of Fidlers Field Road and resulting 4.1 km diversion will have a moderate adverse significant effect on traffic flows.</p> <p>Station Road will undergo phased closures over a period of ten months affecting between 1,000 to 10,000 motorised users each day. The diversion, between 10.6 km and 11.4 km over the ten month period is expected to have a major adverse significant effect.</p>
Traffic & Transport Severance	<p>The permanent closure of Fidlers Field Road result in the 2.9 km diversion of fewer than ten daily pedestrian users and a 4.1 km diversion for fewer than 20 cyclists, resulting in a moderate adverse significant severance effect.</p> <p>Station Road will undergo phased closures over a period of ten months affecting fewer than 200 non-motorised users each day. The 11.4 km diversion required by non-motorised users over the ten month period is expected to have a moderate adverse significant effect.</p>
Traffic & Transport Public Transport Delay	<p>Due to the phased closures on Station Road, the Route 16 bus will not be able to operate between the A41/Station Road junction and Quainton Village. Instead, the bus will use Blackgrove Road to pick up passengers from Quainton Road and Station Road.</p> <p>This diversion will add 7.4 km to the total Route 16 journey creating a moderate adverse significant effect on public transport delay.</p>
Traffic & Transport Disruption at Stations/interchanges	<p>The phased closures on Station Road will cause temporary closure of one or more bus stops located there (Station Road, Railway Centre, and Crossroads Farm).</p> <p>During the phased closures, the nearest alternative bus stop will be over 400 m. The distance to an alternative bus stop, combined with the low frequency of buses (fewer than three per hour) and the phased closures of Station Road (10 months), will result in a moderate adverse significant effect to disruption at bus stations and interchanges.</p>

# 7 List of acronyms and abbreviations

Table 2: Acronyms and abbreviations

Acronym	Description
AP	Additional Provisions
BPM	Best Practicable Means
CFA	Community Forum Area
CoCP	Code of Construction Practice (Annex 1 of the EMRs)
CoPA	Control of Pollution Act
EIA	Environmental Impact Assessment
EMR	Environmental Minimum Requirements
ES	Environmental Statement
SES	Supplementary Environmental Statement
SoS	Secretary of State for Transport
PRoW	Public Right of Way

## 8 References

HS2 Environmental Statement, Volume 5: Appendix CT-001-000/1); Scope and Methodology Report (SMR).

HS2 Environmental Statement, Volume 5: Appendix CT-001-000/2); Scope and Methodology Report (SMR) Addendum.

HS2 Environmental Statement, Volume 2, Community Forum Area Report: CFA12 | Waddesdon and Quainton

High Speed Rail (London west Midlands), Environmental Minimum Requirements General Principal

## 9 Appendix A



Figure A 1. Fidlers Field Road permanent closure and 4.1km diversion for cyclists and motorised traffic (already implemented)

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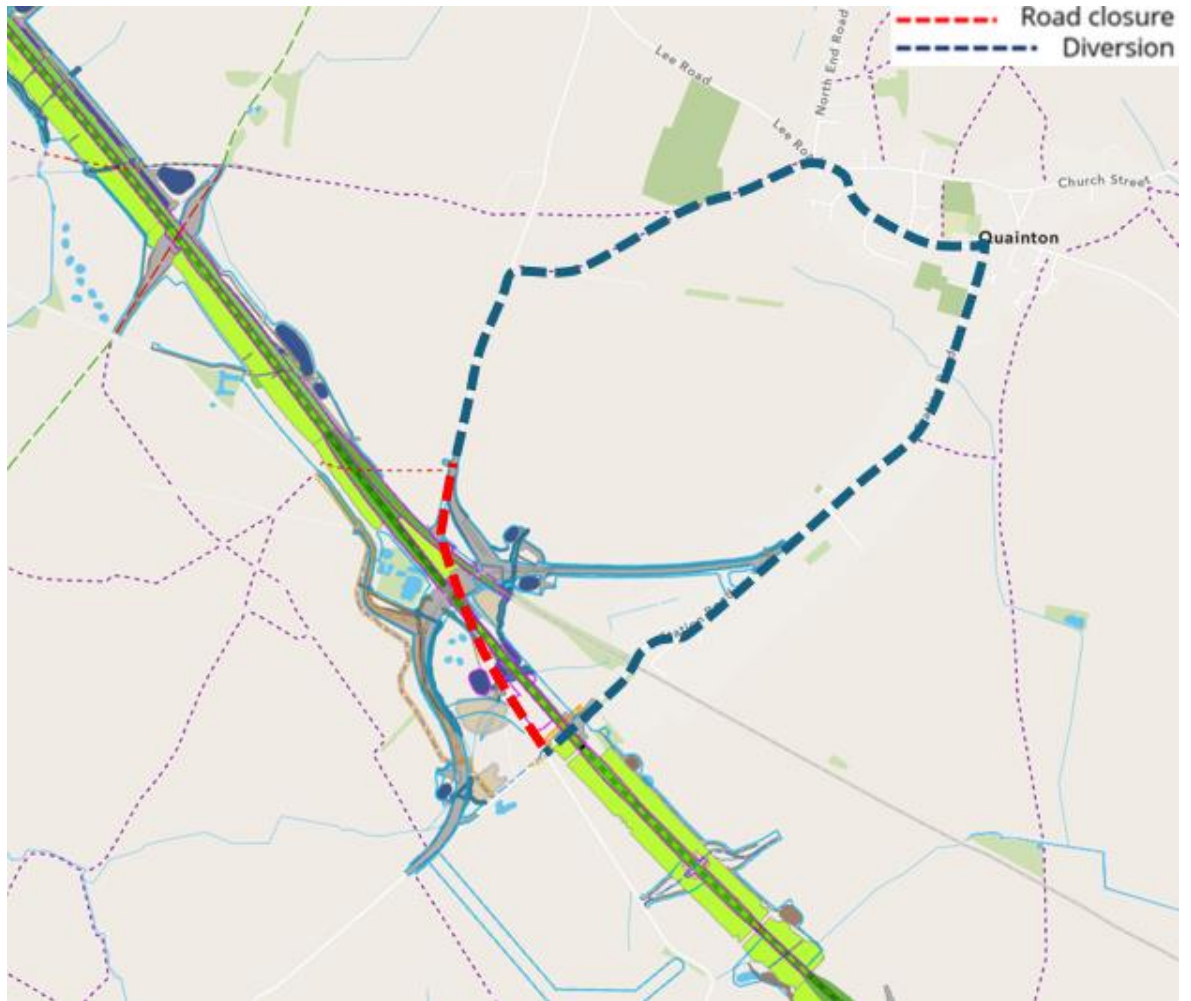


Figure A 2. Fidlers Field Road permanent closure and 2.87 km diversion for pedestrians (already implemented)

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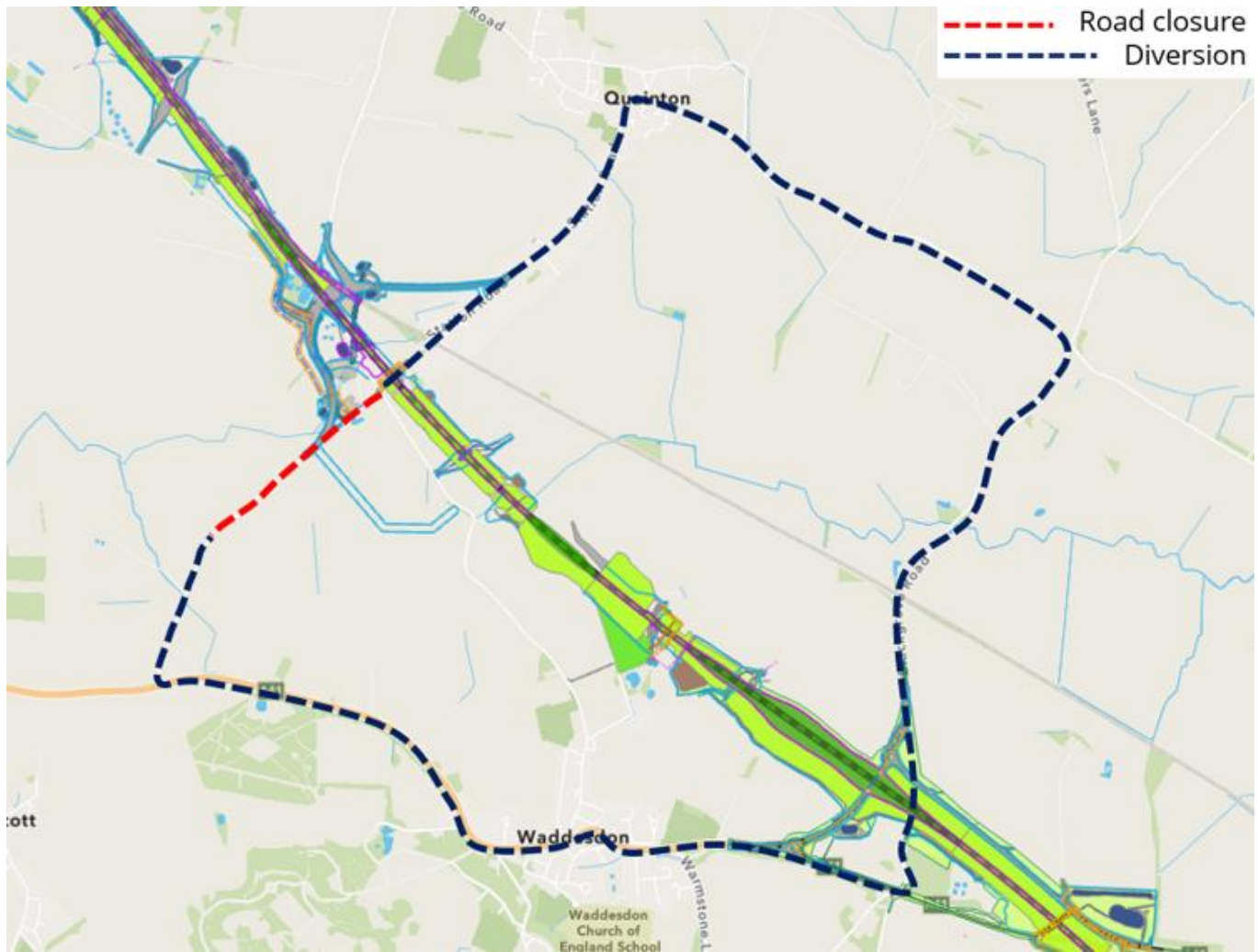


Figure A 3. Temporary closure of Station Road (west) and 10.6 km diversion

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Figure A 4. Temporary closure of Station Road (east) and 11.4 km diversion

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Figure A 5. Temporary closure of Station Road (east) and 11.2 km diversion



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Figure A 6. The 7.4 km diversion required by Route 16 bus during closure periods along Station Road