

HS2

High Speed Rail (London – West Midlands)

Supplementary environmental information report

Temporary Closure of Public Rights of Way in CFA 15

April 2025





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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 (SEs). 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 changes to temporary closures of Public Rights of Way in Community Forum Area (CFA) 15 during the construction phase of HS2 and assesses the likely significant effects of these changes on environmental receptors
- 1.2.2 Where likely significant effects are predicted to exceed those reported in the ES (as amended) and, despite the implementation of the controls set out in the Environmental Minimum Requirements (EMRs), are predicted to remain, these are reported 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 ES¹;
 - would not be likely to do be environmentally significant²;
 - 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 Directive³ ; or (ii) article 4(2) of and paragraph 13 of Annex 2 to the EIA Directive⁴; or
 - would be considered as part of a separate consent process (and therefore further EIA if required).

¹ 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

² 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)

³ 2011 consolidated EIA Directive (2011/92/EU)

⁴ 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 authorities, West Northamptonshire Council and 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

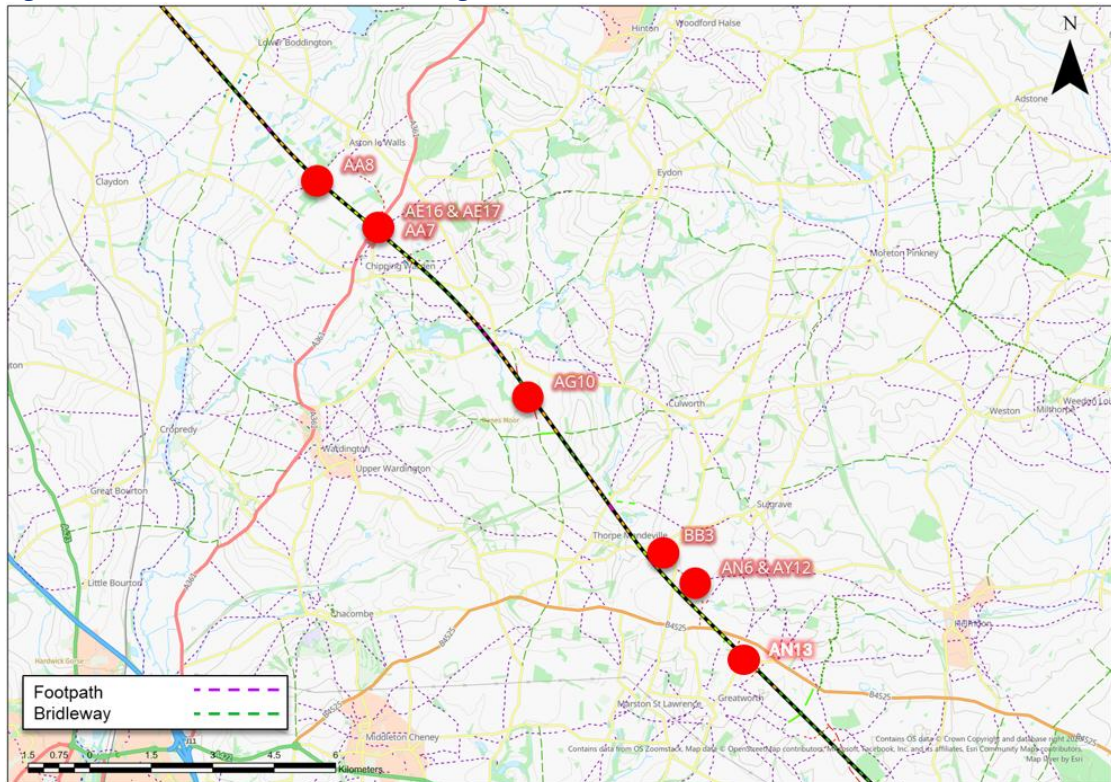
- 3.1.1 This SEI report specifically addresses the temporary closure of eight Public Rights of Way (PRoW) in the Community Forum Area (CFA) 15.
- 3.1.2 The PRoW are located in a rural setting and are integral components of broader Public Rights of Way networks in the local vicinity. The closures of these PRoW took place from April 2021 to July 2022.
- 3.1.3 This report serves as a retrospective assessment, focusing on any new or distinct significant effects that have already transpired and continue until the completion of permanent diversions for the PRoW.
- 3.1.4 Details regarding the PRoW, their closure and opening dates (dependent on the completion of permanent diversions), can be found in Appendix A.
- 3.1.5 The PRoW closures assessed in this report area as follows:
- The temporary closure of Footpath AN6 for approximately 5 years is to facilitate the safe construction of Greatworth Green Tunnel.
 - The temporary closure of Footpath AY12 for approximately 5 years is to facilitate the safe construction of Greatworth Green Tunnel.
 - The temporary closure of Footpath BB3 for approximately 5 years is to facilitate the safe construction of Greatworth Green Tunnel and Greatworth Green Tunnel Compound.
 - The temporary closure of Footpath AN13 for approximately 3 to 3.5 years is to facilitate the safe construction of the Greatworth Green Tunnel and portal buildings.
 - The temporary closure of Bridleway AG10 for approximately 2.5 years is to facilitate the safe construction of Culworth Cutting, the AG10 diversion and a drainage system.
 - The temporary closure of Footpath AE16 for approximately 4 years is to facilitate the safe construction of Chipping Warden Green Tunnel and the A361 diversion.
 - The temporary closure of Footpath AE17 for approximately 4 years is to facilitate the safe construction of Chipping Warden Green Tunnel and the A361 diversion.

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- The temporary closure of Footpath AA7 for approximately 4 years is to facilitate the safe construction of Chipping Warden Green Tunnel.
- The temporary closure of Footpath AA8 for approximately 4 years is to facilitate the safe construction of Chipping Warden Green Tunnel North Portal and the Appletree Lane diversion

3.1.6 The locations of the affected PRoW are illustrated in Figure 1

Figure 1: CFA 15 PRoW - New of Different Significant Effects



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 within CFA 15. These changes have resulted in the temporary closures of twenty one PRow. These changes are described below.

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

- 4.1.2 The scheme as assessed by the ES (as amended) assumed the completion of PRow or their associated diversions before significant construction earthworks commenced.
- 4.1.3 This approach aimed to create a safe and secure area for PRow and associated diversions to cross the construction site while earthworks occurred around the PRow area.
- 4.1.4 Additionally, the scheme expected that earth excavated from other parts of the route would be placed on-site for building embankments and landscaping, with the goal of retaining as much material on-site as possible. However, this would be done in phases, to enable areas close to PRow crossings to remain at ground level until permanent diversions had been completed.
- 4.1.5 Taking these factors into account, the scheme, as evaluated in the ES (as amended), assumed PRow crossings in the construction area at ground level, specifically avoiding intersections with embankments, cuttings, or other landscaping features.

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

- 4.1.6 During the development of the design several changes to the design, constructability, safety changes to the design, constructability, safety risks and programme have occurred. The changes are similar for each PRow in the departure and are summarised below.
- 4.1.7 Since the ES (as amended) was published, the construction programme has been adjusted to minimise the use of imported and exported aggregates. This adjustment focuses on reusing the majority of excavated material for

embankments and landscaping, aiming to keep as much material on-site as possible. An ES-proposed borrow pit and materials processing centre was not realised meaning excavated material was required earlier in the programme.

- 4.1.8 As a consequence, cuttings, embankments, and earthworks are now constructed earlier in the programme, occurring before the completion of PRow and associated diversions. This leads to PRow crossings that are not at ground level, making them unsafe to cross while construction activities are ongoing.
- 4.1.9 Due to the commencement of earthworks, structures construction, stockpiling, and other activities related to permanent works, it is currently not feasible to reopen footpaths and bridleways in most locations across CFA 15 where PRow crosses the construction site. This decision is based on safety and security considerations. The reopening of PRow will only be feasible after the completion of permanent assets, such as overbridges and viaducts.

PRow-Specific Interfaces and Constraints

Footpath AN6, AY12, BB3 and AN13 – Greatworth Green Tunnel

- 4.1.10 In the ES (as amended), the plan was to position the south portal of the Green Tunnel south of Helmdon Road, and the north portal approximately 100 m north of Sulgrave Road. The updated design now extends from the same south portal site to approximately 100 m north of Banbury Road. This change has led to adjustments in the planned temporary road diversions, including the introduction of a diversion to the B4525 and Sulgrave Road. The reasons for this modification are related to construction feasibility, engagement with local authorities, and broader considerations due to changes in track levels.
- 4.1.11 As a result of this design change, there are additional challenges in managing or redirecting PRow during the construction of the green tunnel and road diversions. The Greatworth Green Tunnel Compound, initially proposed to be south of Sulgrave Road in the ES (as amended), has been relocated between Sulgrave and Banbury Roads. This has led to the closure of Footpath BB3 due to a severance caused by the new location.
- 4.1.12 To ensure the safe and efficient excavation and construction of the tunnel, all PRow have been closed. The Contractor will continuously assess the potential feasibility of implementing a footway alongside to the B4525 and Sulgrave Road, which may partially mitigate some of the effects on public access.

Footpath AE16, AE17, AA7 and AA8 – Chipping Warden Green Tunnel

- 1.1.1 The construction of Chipping Warden Green Tunnel has a direct impact on specific footpaths due to various interfaces and complexities. The works associated with the Green Tunnel, including access roads, portal areas, and main excavation, directly intersect with PRow, making it unsafe to segregate people, machinery, excavations, and major construction activities in this region.
- 1.1.2 Footpath AE16 is directly affected by the A361 realignment and green tunnel excavation. It has been determined that diverting people along the A361 during construction would be unsafe due to increased vehicle presence and the temporary overbridge for the Haul Road, which narrows the verges that might have been used for pedestrian access.
- 1.1.3 Footpath AE17 and AA7 are impacted by the main excavation of the Green Tunnel, service roads, access roads, compound access, and a storage area for the pre-cast green tunnel segments. Segregating people from these works is deemed impractical, and the pre-HS2 alignment for the PRow crosses the main excavation for the green tunnel. This area will subsequently be utilised to facilitate the completion of the A361 diversion. Limited land availability also prevents the maintenance of the PRow around the green tunnel's eastern side, as the Access Road and Haul Roads utilise all available within the construction boundary.
- 1.1.4 Footpath AA8 is directly affected by the North Portal works for the green tunnel. Both Footpath AA8 and Appletree Lane remain closed throughout the construction phase due to earthworks and excavation, making it unsafe for any user to cross. Alternative links have been established on either side of the HS2 route, allowing people to complete a circular route using Appletree Lane and Footpath AA8 on both sides of the construction boundary.

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 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 topic identified above is reported in Section 5 of this report.
- 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).
- 4.2.4 It should be noted that the SMR specifies that effects to local communities relating to the severance of public rights of way (PRoWs) (public footpaths and bridleways) and highway and pedestrian diversions, are assessed under the Traffic and Transport topic except where PRoWs are a "promoted" destination in their own right as a recreational resource. None of the PRoW closures considered in this report comprises a "promoted" destination and therefore the potential for impacts to the local community are therefore included within Section 5 (ES Volume 5, Appendix CT-001-000/2).
- 4.2.5 As stated in Section 1.2, the purpose of this document is to report new or different likely significant effects that exceed those reported in the ES (as amended).

5 Assessment of changes

5.1 Traffic and transport

Introduction

- 5.1.1 This section of the report describes the environmental baseline in relation to 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, CFA 15, Section 12).

Environmental baseline

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

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 PRow affected by the works as necessary.

Assessment of significant effects

Footpath AN6

- 5.1.8 The ES initially assessed a temporary diversion for Footpath AN6 lasting approximately two years and six months, with a negligible increase in distance. Due to modifications in the construction schedule and risk to user safety, Footpath AN6 will now be closed for approximately five years without any diversion.
- 5.1.9 As a result, a new adverse effect of moderate significance is identified, and this effect was not assessed for PRow in the ES (as amended).

Footpath AY12

- 5.1.10 The ES assumed that Footpath AY12 would experience a temporary diversion lasting approximately two years and six months, with a negligible increase in distance. Due to user safety and alterations in the construction programme, Footpath AY12 will now be closed for approximately five years without any diversion.
- 5.1.11 As a result, a new adverse effect of moderate significance is identified, and this effect was not assessed for the PRow in the ES (as amended).

Footpath BB3

- 5.1.12 The ES assumed that Footpath BB3 would undergo a permanent diversion, adding a negligible distance. Due to changes in the construction programme and risk to user safety, Footpath BB3 will be closed for approximately five years without diversion.
- 5.1.13 As a result, a new adverse effect of moderate significance is identified, and this effect was not assessed for the PRow in the ES (as amended).

Footpath AN13

- 5.1.14 The ES assumed that Footpath AN13 would undergo a temporary diversion, adding an additional 400 m distance. Due to changes in the construction programme and risk to user safety, Footpath AN13 will be closed for approximately 38 months and diverted using the existing PRow network. The diversion will add approximately 2.6 km of additional distance for users.

- 5.1.15 As a result, a new adverse effect of moderate significance is identified, and this effect was not assessed for the PRow in the ES (as amended).

Bridleway AG10

- 5.1.16 The ES assumed that Bridleway AG10 would experience a temporary diversion lasting around six to nine months, with an additional 100 m added to the route. Due to alterations in the construction programme and risk to user safety, Bridleway AG10 will now be closed for approximately 2.5 years without any diversion.
- 5.1.17 As a consequence, a new adverse effect of moderate significance is identified, deviating from the initially identified minor effect in the amended ES. This leads to a change in the overall significant effect

Footpath AE16

- 5.1.18 The ES assumed that Footpath AE16 would undergo temporary diversion for approximately three years, adding a negligible distance. Due to changes in the construction programme and risk to user safety, Footpath AE16 will be closed for approximately four years without diversion.
- 5.1.19 As a result, a new adverse effect of moderate significant is identified, and this effect was not assessed for the PRow in the ES (as amended).

Footpath AE17

- 5.1.20 The ES assumed that Footpath AE17 would undergo a temporary diversion for a period of approximately one year and six months, adding an additional 50 m. Due to changes in the construction programme and risk to user safety, Footpath AE17 will be closed for approximately four years without diversion.
- 5.1.21 Consequently, a new adverse effect of moderate significant is identified, and this effect was not assessed for the PRow in the ES (as amended).

Footpath AA7

- 5.1.22 The ES assumed that Footpath AA7 would not be affected by works associated with the HS2 project. Due to changes in the construction programme and risk to user safety, Footpath AA7 will be closed for approximately four years without diversion.
- 5.1.23 As a result, a new adverse effect of moderate significant is identified, and this effect was not assessed for the PRow in the ES (as amended).

Bridleway AA8

- 5.1.24 The ES assumed that Footpath AA8 would undergo a temporary diversion for a period of approximately four years, adding an additional 400 m. Due to changes in the construction programme and risk to user safety, Bridleway AA8 will be closed for approximately 4.5 years without diversion across the HS2 route.
- 5.1.25 Consequently, a new adverse effect of moderate significance is identified, differing from the previously identified minor effect in the ES (as amended), resulting in a change in the overall significant effect.

Assessment of Effects with No Changes in Significance

- 5.1.26 This SEI report acknowledges PRow within CFA 15 that will undergo alterations in user or length but will not introduce any new significant effects that was not identified in the ES. These PRow are Bridleways AN14, AG9 and Footpaths AN39, AN42, AE5, AE28, AE12, AE20, AE21, AC2, AC1, AN19 and AN28.

Other mitigation measures

- 5.1.27 Throughout the construction programme, continuous efforts will be made to keep PRow open for as long as reasonably practicable and safe. Closures have been strategically phased throughout 2021 and 2022 as construction progresses, ensuring that closures only began when earthworks activities approached the vicinity of the PRow.
- 5.1.28 While this approach doesn't eliminate or mitigate the significant impact, it does minimise the duration of closure to the shortest feasible timeframe.
- 5.1.29 The reopening of PRow will commence promptly after the completion of permanent diversions. This reopening will also be phased, gradually increasing connectivity over a two-year period.
- 5.1.30 EKFB has restricted closures to PRow within its construction area limits, limiting closure extents. This allows the public to walk along PRow up to the edge of the construction area. While this doesn't fully address the issue of severance, it allows the public to use PRow networks in their local area and reduces the overall community impact from the loss of amenity.
- 5.1.31 Strategic signage has been placed to inform PRow users about upcoming closures, reducing the likelihood of them reaching the closure without prior knowledge of severe route changes.

6 Conclusions

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

It is not expected that any further new or different significant effects are likely due to changes to PRow during the construction phase.

Table 1. Summary of new significant effects

| Environmental Disciple/Category | Effect |
|---------------------------------|--|
| Traffic & Transport – Severance | <p><u>No effect to Moderate (New Significant Effect)</u></p> <ul style="list-style-type: none"> • Footpath AN6 • Footpath AY12 • Footpath BB3 • Footpath AN13 • Footpath AE16 • Footpath AE17 • Footpath AA7 <p><u>Minor effect in ES to Moderate (New Significant Effect)</u></p> <ul style="list-style-type: none"> • Bridleway AG10 • Footpath AA8 |

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 |
| SMR | Scope and Methodology Report |
| 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: CFA15 I Greatworth to Lower Boddington
- High Speed Rail (London West Midlands), Environmental Minimum Requirements General Principal

Appendix A

Table 3. PRoW Closure and Reopening Dates

| Public Right of Way | CFA | Closure Date | Reopening Date |
|---------------------|-----|--------------|----------------|
| AN6 | 15 | 29/03/2021 | Q2-2026 |
| AY12 | 15 | 29/03/2021 | Q2-2026 |
| BB3 | 15 | 29/03/2021 | Q2-2026 |
| AN13 | 15 | 01/05/2022 | Q4-2025 |
| AG10 | 15 | 11/07/2022 | Q3-2024 |
| AE16 | 15 | 26/01/2022 | Q4-2025 |
| AE17 | 15 | 26/01/2022 | Q4-2025 |
| AA7 | 15 | 26/01/2022 | Q4-2025 |
| AA8 | 15 | 13/04/2021 | Q3-2025 |

Appendix B

Figure 2: Location of PRoW Footpaths BB3, AY12 and AN6

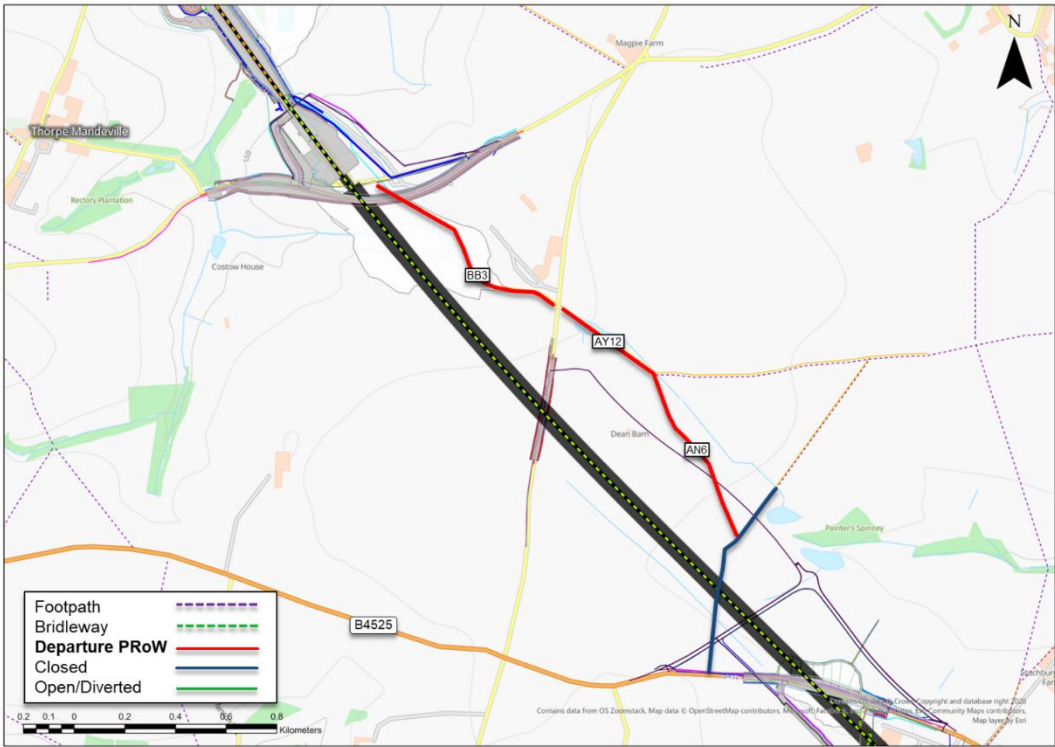
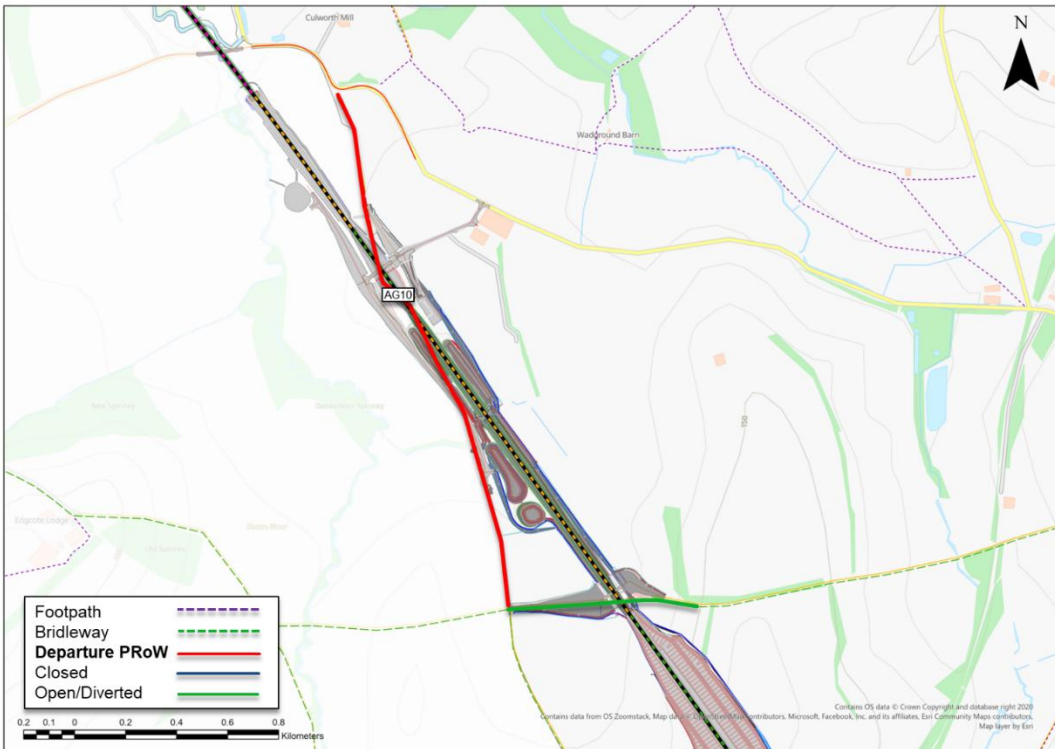


Figure 3: Location of PRoW Bridleway AG10



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Figure 4: Location of PRoW Footpaths AA8, AA7 and AE17 and AE16

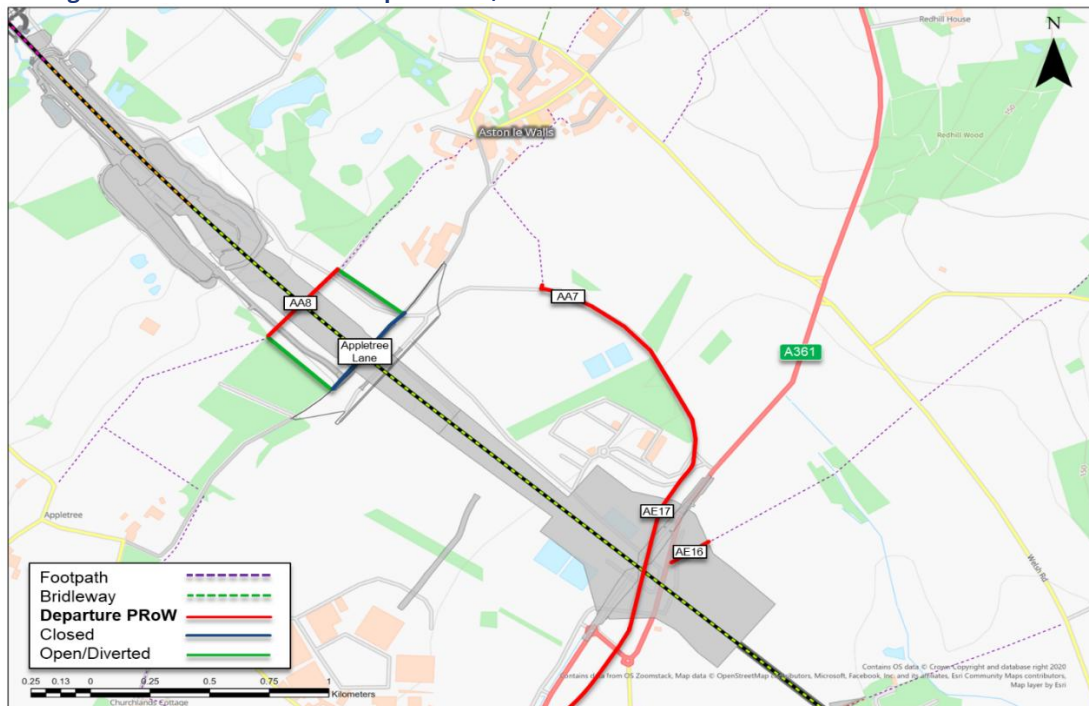
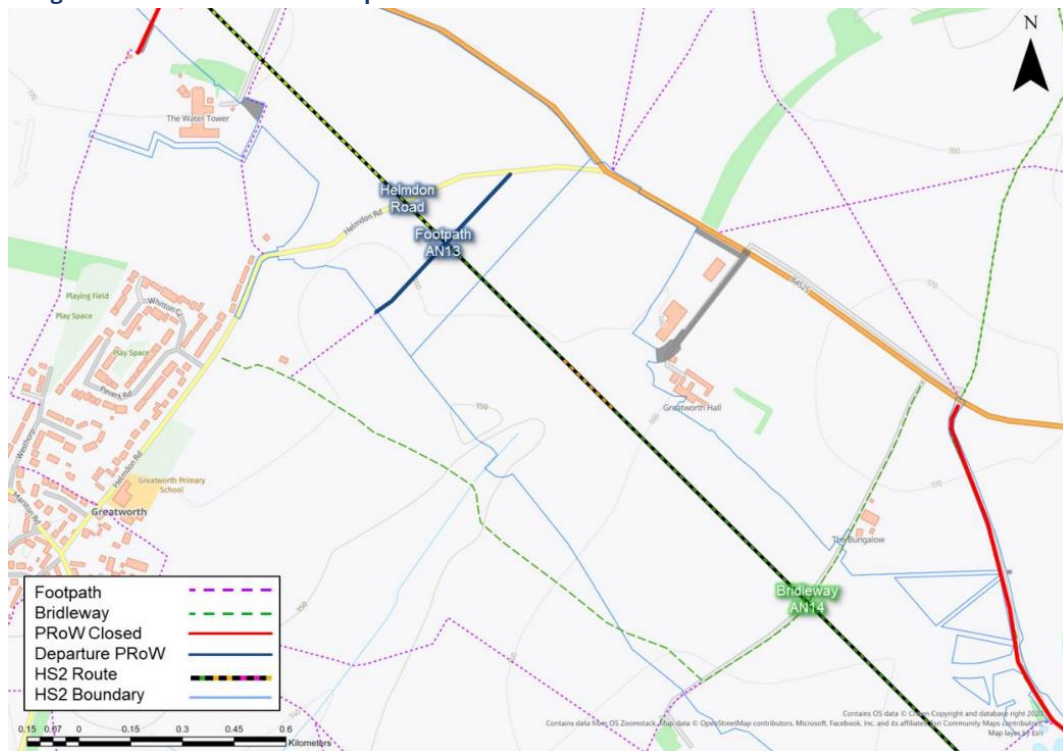


Figure 5: Location of PRoW footpath AN13



Appendix C

Table 4. Works compared to the ES

| Public Right of Way | ES Proposal | New Proposal | Significant Effect | | Reason(s) for Changes | Permanent Works Associated with Change |
|---------------------|---------------------------------------|---|--------------------|----------|---|---|
| | | | ES | New | | |
| AN6 | Diverted – Negligible distance | Closed for approximately 5 years, no diversion | No Effect | Moderate | Earthworks Programme Structures Programme Mass Haul Safety Security | Greatworth Green Tunnel |
| AY12 | Diverted – Negligible distance | Closed for approximately 5 years, no diversion | No Effect | Moderate | | Greatworth Green Tunnel |
| BB3 | Diverted – Negligible distance | Closed for approximately 5 years, no diversion | No Effect | Moderate | | Greatworth Green Tunnel Greatworth Green Tunnel Compound |
| AG10 | Diverted – 100m for up to 9 months | Closed for approximately 2.5 years, no diversion | Minor | Moderate | | Culworth Cutting AG10 diversion Drainage system |
| AN13 | Diverted – 2.6 km for up to 38 months | Closed for approximately 3 to 3.5 years, no diversion | No effect | Moderate | | Greatworth Green Tunnel |
| AE16 | Diverted – Negligible distance | Closed for approximately 4 years, no diversion | No Effect | Moderate | | Chipping Warden Green Tunnel A361 diversion |
| AE17 | Diverted – 50m for up to 18 months | Closed for approximately 4 years, no diversion | No Effect | Moderate | | Chipping Warden Green Tunnel A361 diversion |
| AA7 | Not affected | Closed for approximately 4 years, no diversion | No Effect | Moderate | | Chipping Warden Green Tunnel A361 diversion |
| AA8 | Diverted – 400m for up to 4 years | Closed for approximately 4.5 years, no diversion across the HS2 Route | Minor | Moderate | | Chipping Warden Green Tunnel South Portal Appletree Lane diversion |