

# HS2

## High Speed Rail (London – West Midlands)

**Supplementary environmental information report**

Temporary closure of Leather Lane

May 2025

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## Department for Transport

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

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# Acronyms and abbreviations

**Table 1: Acronyms and abbreviations**

Acronym	Description
AADT	Average Daily Traffic Count
AAWT	Annual Average Weekday Traffic
ADT	Articulated Dumper Truck
AONB	Area of Outstanding Natural Beauty
AP	Additional Provision
CFA	Community Forum Area
CoCP	Code of Construction Practice (Annex 1 of the EMRs)
DMRB	Design Manual for Roads and Bridges
EB	East bound
EIA	Environmental Impact Assessment
EMR	Environmental Minimum Requirements
ES	Environmental Statement
HGV	Heavy Goods Vehicle
LLAG	Leather Lane Action Group
PRoW	Public Right of Way
SEI	Supplementary Environmental Information
SES	Supplemental Environmental Statement
SMR	Scope and Methodology Report
SoS	Secretary of State for Transport
WB	West bound

# 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'<sup>1</sup>). 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 (SEEs).
- 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 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, which will travel at speeds of up to 360kph (225 mph).

## 1.2 Introduction to this Supplementary Environmental Information and its purpose

- 1.2.1 This Supplementary Environmental Information (SEI) relates to the construction phase of the Leather Lane overbridge within Community Forum Area (CFA) CFA9, 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 Environmental Minimum Requirements (EMRs) set out the high-level environmental and sustainability commitments that the Government has entered into through the hybrid Bill process.

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<sup>1</sup> High Speed Two Ltd (2013), High Speed Rail (London – West Midlands), Environmental Statement: Documents. Available online at: <https://www.gov.uk/government/collections/hs2-phase-one-environmental-statement-documents>.

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- 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 main ES will not be exceeded, unless any new impact or impacts in excess of those assessed in the main ES:
- result from a change in circumstances which was not likely at the time of the main ES<sup>2</sup>; or
  - would not be likely to be environmentally significant<sup>3</sup>; or
  - result from a change or extension to the project, where that change or extension does not itself require Environmental Impact Assessment (EIA) under either (i) Paragraph 24 of Schedule 1 to the Town and Country Planning (EIA) Regulations 2017<sup>4</sup>; or (ii) Section 13 of the table under Paragraph 1 of Schedule 2 to the Town and Country Planning (EIA) Regulations 2017; or
  - would be considered as part of a separate consent process (and therefore further EIA if required).

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<sup>2</sup> In addition, Supplementary Environmental Statements and Additional Provision Environmental Statements were published and tabled by the Promotor in July 2015, September 2015, October 2015 and December 2015.

<sup>3</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 adverse) where those effects are simply of no environmental significance.

<sup>4</sup> Town and Country Planning (2017), The Town and Country Planning (Environmental Impact Assessment) Regulations 2017. Available online at: <https://www.legislation.gov.uk/uksi/2017/571/made>.

## 2 Scope

- 2.1.1 Section 63(3) of the High Speed Rail (London to West Midlands) Act 2017 ('the HS2 Act') amends Regulation 9 (relating to subsequent applications) of the EIA Regulations. In particular Regulation 9, paragraph (1)(b)(ii) of the EIA Regulations is amended to specifically reference the HS2 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 In anticipation of a Regulation 25 Notice under the EIA Regulations by Buckinghamshire Council this SEI has been written to provide such further environmental information to the main ES as is required.
- 2.1.4 Additionally, Paragraph 1.1.3 of the High Speed Rail (London – West Midlands) EMR General Principles state 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 provides a report to meet the requirements of paragraph 3.1.8 of the EMR General Principles.



## 3 Site description and context

### 3.1 Overview of asset

- 3.1.1 Leather Lane overbridge and associated aspects of HS2 are covered within the main ES, Volume 2 CFA9 Central Chilterns. The Leather Lane overbridge and associated works are associated with Scheduled Work number 2/20 within the HS2 Act.
- 3.1.2 The construction works relating to Leather Lane are to be found in Sections 2.2.16 – 2.6.44 of the main ES, as amended by SES3, AP4.
- 3.1.3 Leather Lane is situated approximately 1.8 kilometres to the north of Great Missenden, located in the Chiltern Hills National Landscape (previously the Chilterns Hills Area of Outstanding Natural Beauty (AONB)). Leather Lane (shown in Figure 1) runs from east to west across the route of HS2 and is a single carriageway road which is bordered for much of its length, and all of the length in proximity to the HS2 route with a line of mature trees (mostly oak *Quercus robur*), which form a corridor across a fairly open area of arable and pasture fields. This rural lane connects the A413, a major trunk road serving several towns including Wendover and Great Missenden to Potter Row, serving several local villages. These roads are as shown in Figure 2.

**Figure 1: Leather Lane at the location of the HS2 crossing area**



- 3.1.4 Leather Lane is one of three main local highways used to access The Lee and beyond. It's used by the local community who also use neighbouring roads, Rocky Lane and Bowood Lane to the north of Leather Lane, and Frith Hill, South Heath Leg to the south.
- 3.1.5 Frith Hill is the principal link connecting the villages of South Heath and Ballinger Common (both to the east of the Proposed Scheme) and the larger community of Great Missenden (to the west). South Heath and Ballinger Common have very limited community infrastructure

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and therefore residents need to make daily use of the community infrastructure in Great Missenden, which includes shopping, schooling, medical care, a post office, a library, and other recreational and social facilities.

- 3.1.6 No demolitions, temporary closures or realignment of Public Right of Ways (PRoW), utilities or watercourses will be required with the proposed works. However, a new water main will be installed.
- 3.1.7 The proposed works assessed in this SEI comprise a temporary, 14-month closure of Leather Lane in its entirety, and associated diversion route to enable the construction of the revised Leather Lane overbridge, anticipated to commence from Summer / Autumn 2025, which exceeds the duration of that assumed in the main ES (as amended). The design and construction of the Leather Lane overbridge itself have been assessed separately and do not result in any new significant effects and therefore do not form part of the scope of this SEI.

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**Figure 2: Leather Lane area context map, including the proposed diversion route roads of Potter Row, Frith Hill and the A413**





## **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 main ES (as amended), it has been necessary to make changes to the Leather Lane overbridge engineering design and associated construction methodology due to new ecological information that wasn't known at the time of the main ES (as amended). These changes are summarised below.

#### **Engineering design and construction methodology as described in the main ES (as amended)**

- 4.1.2 The scheme assessed by the main ES (as amended) assumed that Leather Lane overbridge would be a standard overbridge constructed offline.
- 4.1.3 According to the main ES (as amended) due to the structure being constructed offline, only the road realignment (onto the completed structure) would require a road closure.
- 4.1.4 Subsequently there is no road closure explicitly referred to in the main ES (as amended) for Leather Lane and it was assumed that road realignment works would be undertaken within a 28-day road closure.

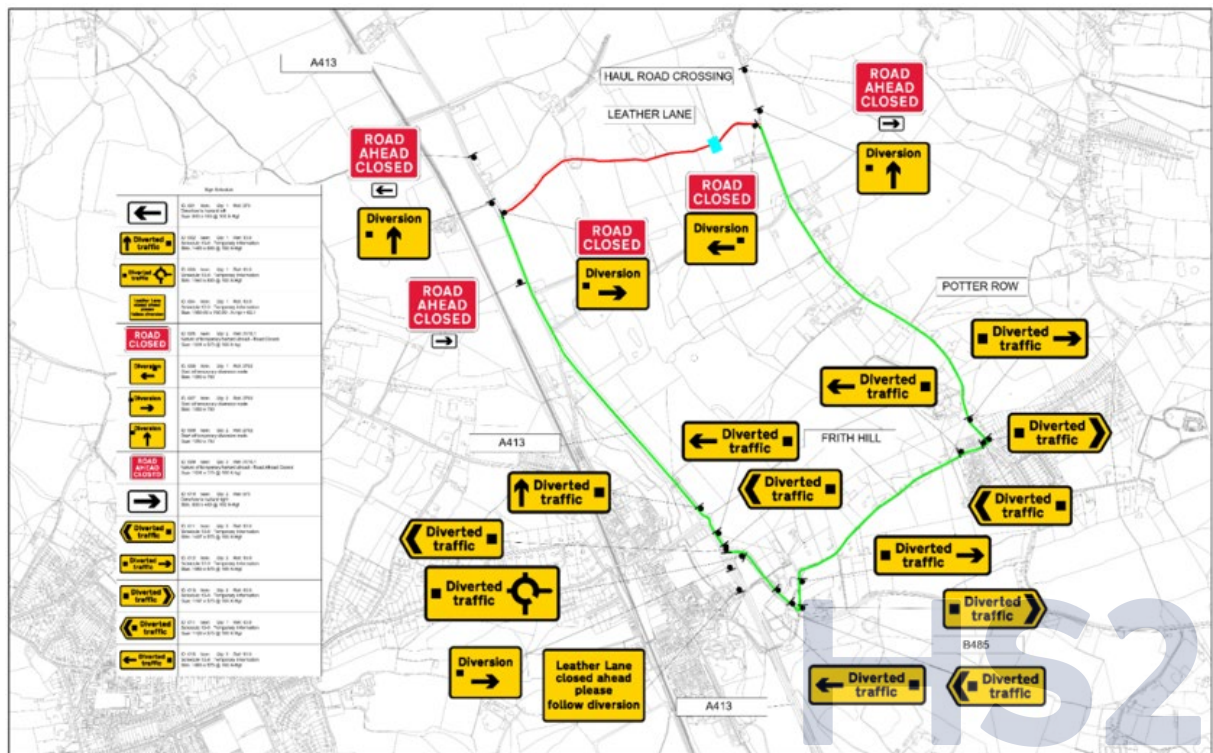
#### **Engineering and design changes since the time of the ES (as amended)**

- 4.1.5 During design development sensitive ecological receptors were identified leading to the requirement for a green overbridge to mitigate impacts. With the development of the structure's design to accommodate ecological and landscape requirements the resulting structure is much larger. Accordingly, the construction footprint required to safely deliver the Leather Lane overbridge is also much larger and intersects the existing public highway. Subsequently the intended "offline" construction is not possible and the construction method now requires the closure of Leather Lane for up to 14 months.
- 4.1.6 The proposed design does not result in new or different permanent significant effects and therefore is not considered further within this SEI.

## 4.2 Proposed closure details for east and west traffic

- 4.2.1 Leather Lane is one of three main local highways used to access the Lee and surrounding areas. It's used by the local community who also use neighbouring roads, Rocky Lane, Bowood Lane to the north, and Frith Hill, South Heath Leg to the south. There are currently highway impacts on Rocky Lane taking place associated with HS2. As such, highway users are dependent on Leather Lane and Frith Hill predominantly as Bowood Lane is not road worthy for standard vehicles. Bowood Lane is also currently closed for a period of 18 months.
- 4.2.2 The proposed diversion route for the duration of the closure of Leather Lane for east and west traffic will follow official and signed routes, utilising existing highways and is shown in Figure 3. The closure of Leather Lane covers its full extent, 1.2km in length. The proposed diversion length is an additional 4.8km for road users and has been selected as it provides the shortest alternative route. The diversion route utilises Frith Hill, a principal link road and the widest of the local highways to access The Lee and surrounding areas which can both handle the flow of traffic, as well as minimising the delay to journey times.
- 4.2.3 For west bound Leather Lane traffic travelling south on Potter Row, the diversion route would comprise:
- traffic travelling along Potter Row will be informed of the road closure and be routed to continue along Potter Row;
  - traffic will turn right onto Frith Hill at the Frith Hill/ Kings Lane, Ballinger Road junction;
  - traffic will access the A413 at the Frith Hill Roundabout; and
  - east bound traffic travelling south along the A413 the diversion route described would be reversed.
- 4.2.4 Any cyclists that utilise Leather Lane would be diverted via the same route as vehicular traffic. There is no impact on PRow as a result of the proposed works and no public transport services use Leather Lane.
- 4.2.5 It is proposed that the planned HS2 Rocky Lane road works are completed, and the road is accessible before the closure of Leather Lane. This will enable the use of Rocky Lane as well as the official diversion route along Frith Hill/Potter Row during the Leather Lane closure to ensure there is more than one access route to The Lee and beyond. This means local motorists would still have access from the north and south.

Figure 3: Proposed Leather Lane diversion route



## 4.3 Topics potentially impacted

4.3.1 Following a review of the combined changes in circumstances detailed in the preceding paragraphs and the topics assessed within the main ES (as amended); the potential for new significant effects has been identified with the following topics and these are discussed in more detail in Section 5 of this SEI:

- Traffic and transport.

4.3.2 Effects for other topics assessed in the ES (as amended) as a result of the changes were not identified to have the potential for new significant effects and have therefore been scoped out of this assessment.

## 4.4 Construction programme

4.4.1 The scope of this assessment is limited to the impacts arising from the closure of Leather Lane and associated traffic diversion that were not assessed as part of the main ES (as amended). These are temporary impacts during the construction phase only. The overall construction programme is not impacted by the proposed change.

4.4.2 Construction phase impacts arising from the construction of the Leather Lane overbridge itself are not assessed in further detail in this SEI.

## **5 Assessment of changes**

### **5.1 Temporary effects**

- 5.1.1 The proposed changes to the construction methodology assumptions in the main ES relate to the construction phase only and therefore effects will be temporary.
- 5.1.2 No operational effects are predicted to occur arising from the proposed changes and therefore operational effects are not considered further.
- 5.1.3 The proposed changes arising from the closure of Leather Lane for 14 months, currently anticipated to commence from Summer / Autumn 2025 are anticipated to give rise to the following temporary effects.

### **5.2 Traffic and transport**

#### **Introduction**

- 5.2.1 This section of the SEI describes the environmental baseline relevant to the traffic and transport assessment. Any new or different likely significant environmental effects as a result of the proposed works set out within this SEI are then identified, compared to those reported in the main ES (as amended).

#### **Scope, methodology, assumptions and limitations**

- 5.2.2 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. Annex I: Traffic and transport – technical note, guidance on further development of significance criteria provides detailed guidance on how traffic and transport effects have been determined, based on criteria specified in the Scope and Methodology Report. This detailed guidance is referenced in the assessment of NSEs associated with the Leather Lane closure.
- 5.2.3 The assessment is limited to the effects arising from the temporary closure of Leather Lane and the associated diversion for a period of up to 14 months, during the construction works associated with Leather Lane overbridge.
- 5.2.4 The assessment has been based on the local traffic data from the assessment undertaken in 2012 as part of the main ES alongside updated traffic data collected during a 7-day survey undertaken in mid July 2024.
- 5.2.5 The calculations of the volume of traffic of 24 hours were based on a calculation of an hour average and calculating over 24 hours. This method is precautionary and has the potential to

over-estimate the traffic volume as the overnight volumes are not anticipated to be as high as the daytime volumes.

## Environmental baseline

- 5.2.6 The existing baseline for traffic and transport is as set out in Volume 2, CFA9, Section 12 of the main ES.
- 5.2.7 The local traffic data from the 2012 assessment within the main ES (within Volume 5, Traffic and Transport, Technical Appendices CFA7-15, Transport Assessment (TR-001-000) Annex B(iii): Baseline Survey Report) for the area is summarised in Table 2 below. This provided vehicle count metrics for Leather Lane and the main road network it is connected to.

**Table 2: Modified table from CFA9 Central Chilterns and CFA10 Dunsmore, Wendover and Halton. Vehicle counts are from 2012**

Location	AADT*	AAWT**	AM Peak***	PM Peak****
Leather Lane All Vehicles	511	451	61	39
Leather Lane HGV	4	3	0	0
Chesham Rd / Frith Hill West of Kings Lane All Vehicles	9844	8707	914	870
Chesham Rd / Frith Hill West of Kings Lane HGV	368	375	39	8
Frith Hill All Vehicles	2094	1772	206	165
Frith Hill HGV	6	6	0	0
Potter Row All Vehicles	599	576	71	53
Potter Row HGV	9	9	1	0

\*AADT – Annual average daily traffic

\*\*AAWT – Annual average weekday traffic

\*\*\*AM Peak – Morning Peak (1 hour), EB/WB combined

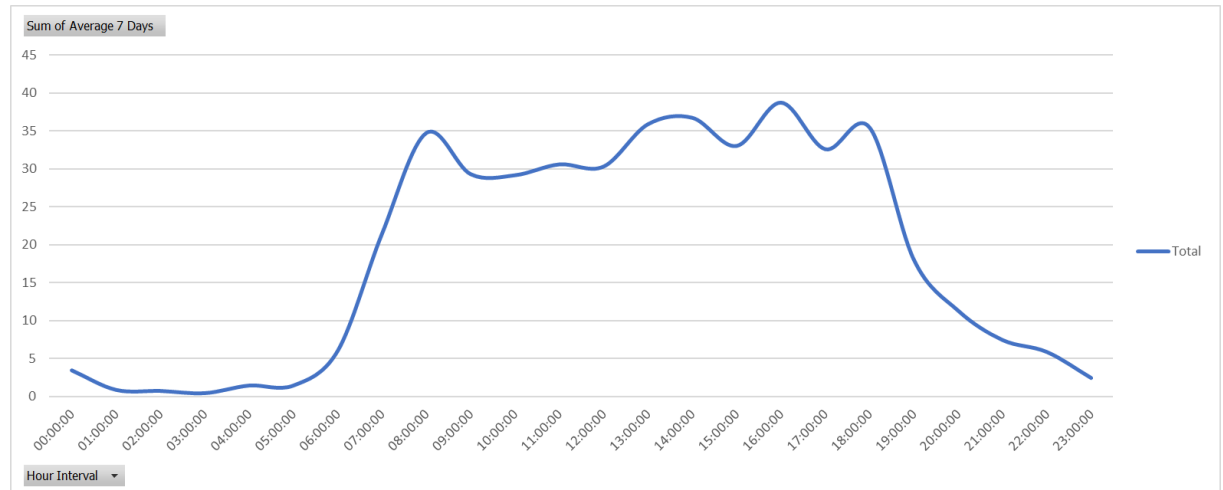
\*\*\*\*PM Peak – Afternoon Peak (1 hour), EB/WB combined

- 5.2.8 Given that the local road layout has not changed substantially since 2012, the data was considered a suitable baseline that needed corroboration with more recent figures. A 7-day traffic survey on Leather Lane was undertaken in mid-July 2024. The survey was conducted before the school summer holidays to represent typical traffic scenarios, including school drop off and pick up.
- 5.2.9 The survey indicates low flow rates, and similar flows to the data reported in the Main ES. The average hourly flow rates for combined traffic (east bound and west bound) on Leather Lane is summarised in Figure 4 below, which indicate a total of c.410 movements (AAWT).
- 5.2.10 The use of differing routes as an alternative to Leather Lane being closed was calculated using the proximity to the alternative routes with c.65% using Frith Hill and 35% using Rocky Lane.
- 5.2.11 Using the available data and information, it was suggested that 100% of the Leather Lane impacted traffic will use Frith Hill as a diversion route. As set out in Table 2, the baseline traffic flow on Frith Hill is 1772 (AAWT). Details on the peak flow rates for vehicles on Leather



Lane, Frith Hill and the associated change in flow rate during the diversion are shown in Table 2, within Section 5.2.

**Figure 4: Average hourly flow rates for combined (east and west bound) traffic, along Leather Lane**



## Effects arising during construction

### Avoidance and mitigation measures

- 5.2.12 The CoCP (see Annex 1 of the HS2 Phase One EMRs: Code of Construction Practice) 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.
- 5.2.13 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. In order to achieve this, generic and site-specific management measures will be implemented during the construction of the Proposed Scheme on or adjacent to public roads, bridleways, footpaths and other PRoW affected by the Proposed Scheme as necessary.

### Assessment of significant effects

- 5.2.14 The HS2 SMR Vol 5 Appendix CT-001-000/1 (Para 15.6.9) for the ES states that traffic flows and delays to vehicle occupants generate effects when:
- 5.2.15 A significant increase in traffic levels and driver/vehicle passenger delay (including delays to bus and coach passengers) is defined as any one of the following:
- a 30% increase in traffic flows (i.e. HGVs or all vehicles), where the increase is greater than 40 vehicles per day in urban areas or ten vehicles per day in rural areas;
  - a diversion for more than four consecutive weeks in any 12-month period that leads to an increase in journey length of more than 1km on a route carrying more than 100

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vehicles per day or 5km on a route carrying more than 40 vehicles per day, or 10km on any other route; and

- where a significant change in delay relating to junction congestion resulting from the construction of the Proposed Scheme is forecast in the traffic and transport assessment and the outputs from the traffic modelling. The junctions for consideration will be discussed with the local Highways Authority based on the increase in the level of congestion at the relevant location. This will be measured either as the forecast ratio of flow to capacity or degree of saturation.

- 5.2.16 Traffic flows: diversions: The proposed works comprise a change to the construction methodology assumed in the main ES (as amended). The main ES only considered short-term road closures of Leather Lane, of no more than 28-consecutive days within a 12-month period. This was based on the design of the Leather Lane overbridge at the time of the main ES (as amended). The HS2 SMR detailed that a general assessment criterion for closures not lasting longer than 4 weeks in any consecutive 12-month period, a significant effect would not be created.
- 5.2.17 Due to the change in design requirements for the Leather Lane overbridge as a result of new ecological information, there has been a change to the construction methodology assumed in the main ES (as amended). The reassessment of the Leather Lane overbridge design and construction methodology has resulted in a change to the closure duration of Leather Lane to approximately 14 months.
- 5.2.18 The closure of Leather Lane as part of the HS2 related works will result in a diversion of an additional 4.8km in length, that will last for approximately 14 months, affecting approximately 451 vehicle movements per day (based on the 2012 data, which is the highest of the two figures). The roads utilised for the diversion all carry more than 100 vehicles per day, as shown in Table 2.
- 5.2.19 Based on the criteria stated within Table 10 (Criteria for Stage 2 assessment - traffic flows and delays to vehicle occupants (traffic diversions) in the SMR Addendum Annex I Note, as the length of the proposed diversion is expected to be up to 4.8km, while affecting roads carrying >100 vehicles per day, the magnitude of this impact is expected to be major.
- 5.2.20 The number of travellers diverted is expected to affect is between 100 - 1,000 vehicles /day, for 4 months or more, which will result in a moderate adverse effect on journey times.
- 5.2.21 Traffic flows: severance: Based on the traffic counts from 2012 (and 2024) and on the precautionary assumption that 100% of the impacted traffic from Leather Lane utilise Frith Hill, the increase in traffic flows would be below 30%. As per the criteria of Table 9 (Criteria for Stage 2 assessment – traffic flows and delays to vehicle occupants (traffic severance)) within the SMR Addendum Annex I Note, an increase in traffic flows of <30% are not significant. Given only a limited proportion of the diverted traffic is expected to utilise Potter Row, and the nature of the road, which is not suitable for pedestrian use, HS2 do not consider there are any new significant effects for traffic severance on Potter Row.

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- 5.2.22 Severance: vulnerable road users: Leather Lane is not suitable for pedestrian movements, with no verges or refuges available along the course of its route. The route is available for use by cyclists, though traffic survey data indicate that the use of Leather Lane by cyclists is very limited. Any cyclists would be diverted along the same route as vehicles, as set out within Section 4.3. In relation to equestrian use, 2012 survey data indicated no use by horse riders on Leather Lane, Frith Hill and the surrounding roads and PRow.
- 5.2.23 Based on the criteria of Table 19 (Criteria for Stage 2 assessment – severance) within the SMR Addendum Annex I note, the temporary closure of Leather Lane for up to 14 months will impact fewer than 200 daily non-motorised users, for a period of more than 4 months, with a change in journey length of 1,500m or more, which would result in a moderate adverse effect.
- 5.2.24 No other traffic and transport construction effects are considered likely as a result of the proposed works, based on the information available and set out within this SEI.

## **Mitigation measures**

- 5.2.25 Although the effect cannot be mitigated, measures will be implemented to minimise the impact of the extended duration and associated diversion route as far as possible, including:
- advanced notice of closure;
  - clear diversion signs that are regularly inspected;
  - regular monitoring and adjustment of traffic management strategies as required;
  - reducing the closure length to as short as reasonably required; and
  - regular updates on work progress at community meetings.
- 5.2.26 It is considered that a consistent diversion of Potter Row traffic onto Frith Hill using the A413 and Frith Hill will give better certainty regarding the route to the properties rather than regular changes to traffic management along Leather Lane.

## 6 Summary of changes to significant effects

### 6.1 Traffic and transport

- 6.1.1 The traffic and transport assessment has identified the following temporary significant effects as a result of the closure of Leather Lane and associated diversion route for approximately 14 months:
- 6.1.2 Traffic flows; diversions: there will be a moderate adverse effect on journey times for diversion users.
- 6.1.3 Severance; vulnerable road users: there will be a moderate adverse effect for vulnerable road user journey times.

### 6.2 Permanent effects

- 6.2.1 The proposed changes to the assumptions in the main ES (as amended) regarding construction methodology relate to the construction phase only and the associated effects will be temporary. No permanent effects have been identified.
- 6.2.2 No operational effects are predicted to occur as a result of the proposed works considered as part of this SEI and therefore operational effects have not been considered further.

### 6.3 Summary of likely new or different significant effects

- 6.3.1 The proposed works comprising a 14-month closure of Leather Lane and associated diversion will result in the following new temporary significant effects for traffic and transport:
- 6.3.2 Traffic flows; diversions: there will be a moderate adverse effect on journey times for diversion users.
- 6.3.3 Severance; vulnerable road users: there will be a moderate adverse effect for vulnerable road user journey times.

## 6.4 Summary of mitigation and avoidance measures

6.4.1 Whilst the new temporary significant effect cannot be mitigated, a number of measures will be implemented to minimise the impact of the extended duration as far as possible, including:

- advanced notice of the closure;
- clear diversion signs that are regularly inspected;
- regular monitoring and adjustment of traffic management strategies as required;
- reducing the closure length to as short as reasonably required; and
- regular updates on work progress at community meetings.

## **7 Conclusion**

- 7.1.1 For the reasons outlined within this SEI report, a change to the construction methodology at Leather Lane is required which differs from that previously assumed in the main ES (as amended).
- 7.1.2 The proposed closure of Leather Lane and associated traffic diversion gives rise to new temporary significant adverse effects for traffic and transport only.
- 7.1.3 Whilst these effects cannot be mitigated, measures will be put in place to minimise the impact of the extended closure and diversion route as far as reasonably practicable.

## 8 References

High Speed Two Ltd (2013), High Speed Rail (London – West Midlands), *Environmental Statement: documents*.

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