

HS2

High Speed Rail (London – West Midlands)

Supplementary environmental information report

Banbury Road, Stoneton Lane and Wormleighton Road

November 2023



Department
for Transport

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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 Boddington (within Community Forum Area 16) 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 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 Stratford on Avon District 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 at the boundary of Community Forum Area (CFA) 15 and 16, along the West Northamptonshire and Warwickshire border, at approximate chainage 115+400 to 116+700.
- 3.1.2 The road network in this area serves a rural region and plays a vital role in connecting several villages including Lower Boddington, Upper Boddington, Priors Hardwick, Wormleighton, and Aston le Walls. These villages rely on the road network to access the A-road network and larger urban areas such as Southam, Daventry, and Banbury.
- 3.1.3 The road network serves as a crucial link for residents of the mentioned villages, enabling them to access essential services, amenities, and employment opportunities in nearby towns. Furthermore, the road network serves as a connection point to the broader regional transportation infrastructure, ensuring access to major A-roads and supporting regional mobility and economic activities. The site is presented in the in Figure 1 and Figure 2 below.

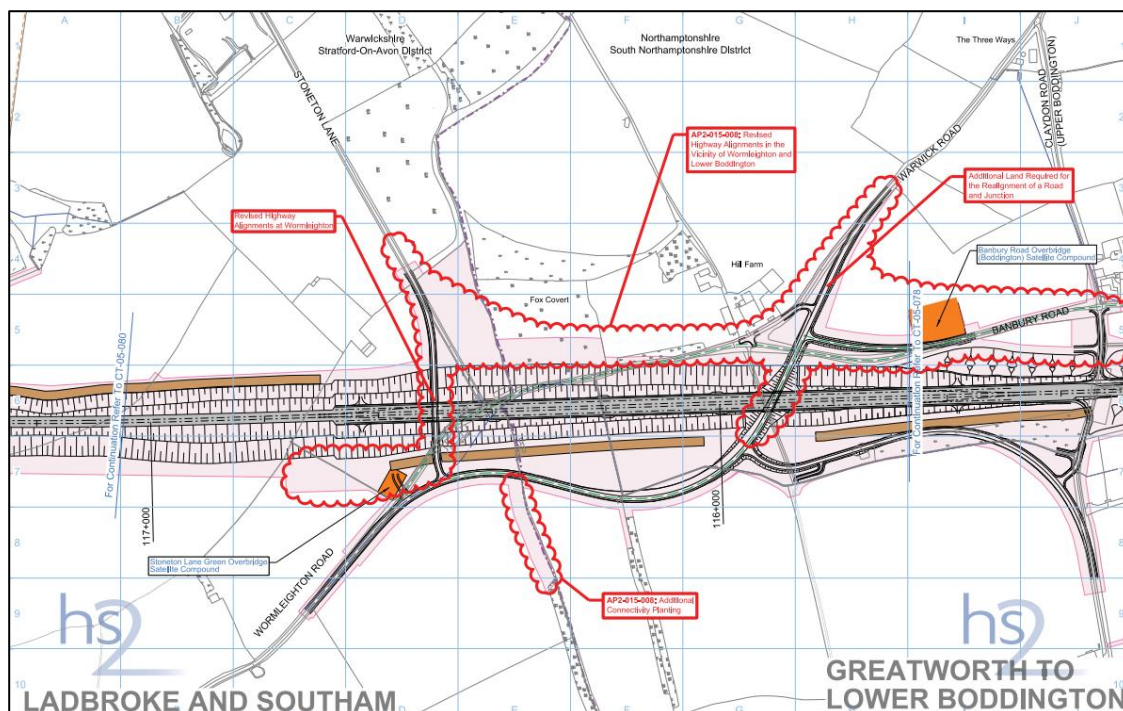


Figure 1. Additional Provisions 2 (AP2) CFA 16 Map

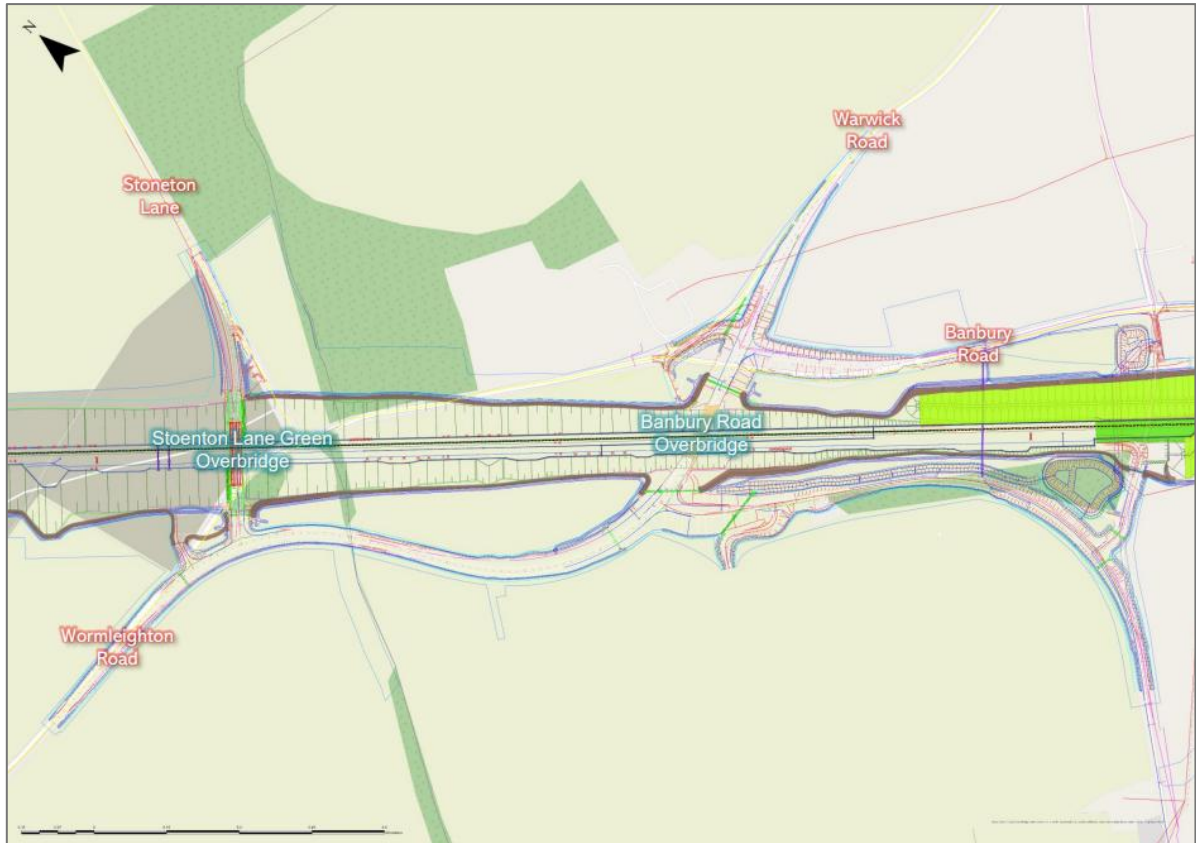


Figure 2. Layout design of road network affected by the proposed works

3.1.4 The works assessed in this report include the following:

- Banbury Road will be closed for up to 24 months starting in Q3 2023, for the construction of the Banbury Road Overbridge and related earthworks. The overbridge is expected to open to public traffic in Q2 2025. If additional work is required, the closure may be extended by up to 11 more months, making the total closure period 35 months.
 - If the closure extends beyond 24 months, a temporary link road will be built south of the Banbury Road Overbridge. If necessary, this road will be open for public use in Q2 2025.
- Wormleighton Road will be closed for up to five weeks in Q2 2025 to undergo full-depth reconstruction and completion of its tie-in to the existing highway.
- Stoneton Lane will be closed for up to 24 months, from Q2 2025 to Q2 2027, to allow for the construction of the Stoneton Lane Green Overbridge and related earthworks. This closure will not take place until either the Banbury Road Overbridge or the temporary link road is open.

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 including and surrounding Boddington Cutting. These changes have resulted in the temporary closures of Banbury Road, Stoneton Lane and Wormleighton Road. 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 a track level of between 16-18 m below existing ground level in the Boddington Cutting Area and included provision of Stoneton Lane Green Overbridge, Banbury Road Overbridge and tie-ins into the existing Wormleighton Road.

4.1.3 Structures and earthworks constructions programs were assumed to run consecutively, with works on structures being completed prior to commencement of main earthworks. The combined program comprised 10 months for structures and 14 months for earthworks.

4.1.4 Structures and tie-ins were to be completed largely offline and would be completed 'top down', meaning that the new bridges diversions would be completed offline and opened to traffic prior to commencement of excavations beneath the structures. Consequently, it was assumed that all works in this area could be completed with only overnight and weekend highway closures.

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

4.1.5 During the development of the design, the decision was made to raise the track bed by 3 m to reduce the depth of the Boddington Cutting and minimise the permanent loss of Ancient Woodland. This change was within the Limits of Deviation, but required some adjustment to the designs of interfacing roads, structures and tie-ins.

Banbury Road (Q3 2023)

4.1.6 The track bed raise during the design development has resulted in a requirement for a 2.5 m raise in Banbury Road Overbridge. This raise is within the limits of deviation and does not give rise to new significant effects in the permanent design. The footprint of earthworks required to support the higher structure is greater than that

included within the ES design (as amended). The embankment footprint on each side of the carriageway has expanded by 10 m, doubling the size of the tie-in to Banbury Road from 22 m to 44 m at its maximum. This means that the earthwork embankments now encroach into the existing Banbury Road carriageway, and it is not possible to maintain the road as open during the full construction period.

- 4.1.7 It is not possible to divert the highway safely around the carriageway embankments as the Banbury Road Overbridge embankments reach around 4 m in height and create a separation from the existing Banbury Road, making it impractical to maintain a carriageway through or around these embankments.
- 4.1.8 Due to these changes, Banbury Road will be temporarily closed for up to 24 months starting in Q3 2023 to allow for the construction of the Banbury Road Overbridge.
- 4.1.9 The reopening of Banbury Road depends on safety and structural testing of the Banbury Road Overbridge. If additional work is required, the closure may be extended by up to 11 months, delaying reopening until Q2 2026. In this case, a temporary link road will be built south of the Banbury Road Overbridge to connect Banbury Road with Wormleighton Road. This temporary route will allow motorised traffic to cross the HS2 trace if the overbridge is not open. If needed, the temporary link road will open in Q2 2025.
- 4.1.10 The location of the temporary link road is shown in Figure 3.

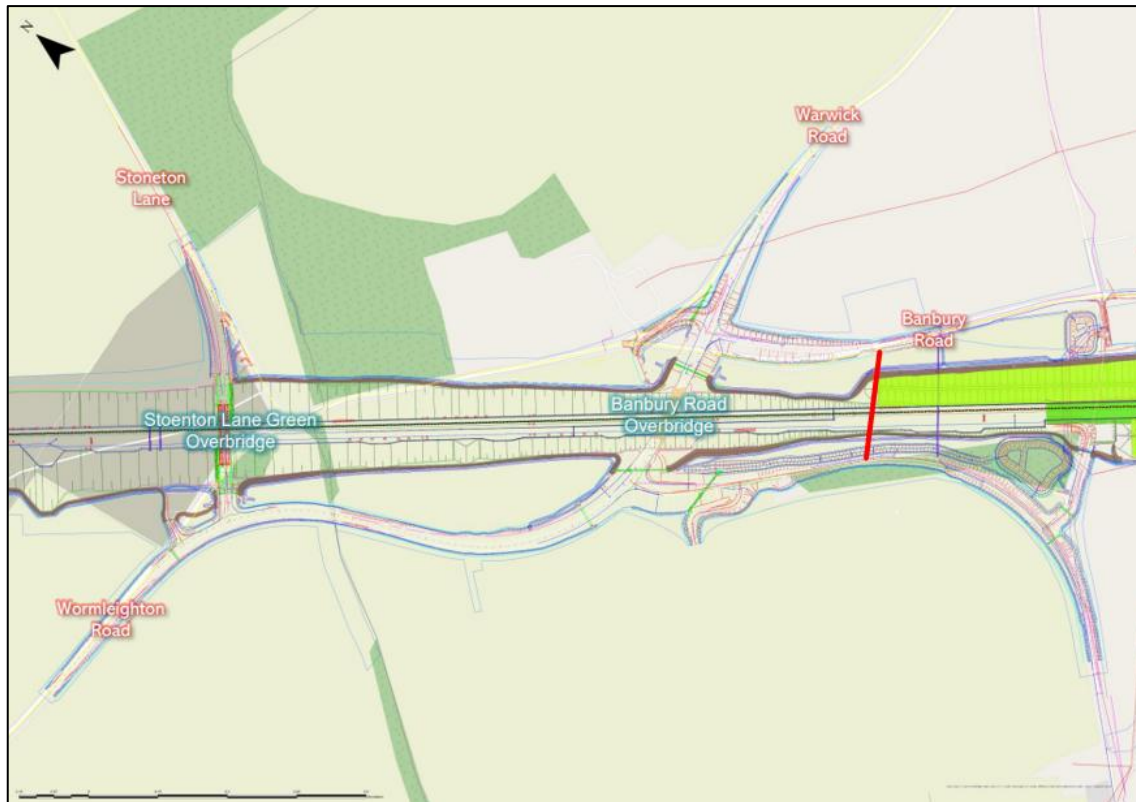


Figure 3. Temporary link road (red) connecting Banbury Road and Wormleighton Road

Wormleighton Road (Q2 2025)

- 4.1.11 The ES (as amended) assumed that the existing Wormleighton Road carriageway was in a suitable condition to enabling tie-in works to the Banbury Road Overbridge to be completed through night-time and/or weekend closures.
- 4.1.12 Geotechnical surveys conducted since the publication of the ES (as amended) have identified that the existing Wormleighton Road carriageway is in poor condition. As a result, the Banbury Road Overbridge cannot be directly connected to the current Wormleighton Road carriageway.
- 4.1.13 To ensure a safe and stable connection between the new and existing highway sections, Wormleighton Road must undergo full-depth reconstruction. This reconstruction and subsequent tie-in will require a temporary closure of approximately five weeks.

Stoneton Lane (Q2 2025)

- 4.1.14 The ES (as amended) anticipated that the Stoneton Lane Green Overbridge would be constructed before excavation work on Boddington Cutting began. This would of allowed motorised and non-motorised users to cross the HS2 trace and be unaffected by construction of the Boddington Cutting.

- 4.1.15 A heave trial conducted in 2019 to assess soil settlement in the area determined that a 14 month settlement period is required after excavation before construction can begin. This is necessary to ensure stable and long-lasting foundations for the structures throughout HS2's design life. As a result, the originally planned 'top-down' construction method and the proposed diversion route in the ES (as amended) are no longer feasible.
- 4.1.16 The Stoneton Lane Green Overbridge will now be built simultaneously with the earthworks for Boddington Cutting. As a result, the land previously designated for the highway diversion will be excavated as part of Boddington Cutting. This means that the proposed short diversion between Stoneton Lane and Wormleighton Road can no longer be constructed or maintained.
- 4.1.17 To enable the construction of Boddington Cutting and the Stoneton Lane Green Overbridge, Stoneton Lane will be temporarily closed for up to 24 months. During this time, public traffic will undergo a temporary diversion crossing the HS2 trace by via either the Banbury Road Overbridge or a temporary link road.

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:
- community;
 - traffic and transport.
- 4.2.2 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 SMR Report and Addendum.
- 4.2.3 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). Environmental topics that have been assessed as not experiencing NSE are not considered further in this report.
- 4.2.4 A review of the environmental topics identified above is reported in Section 5 of this report.

5 Assessment of changes

5.1 Community

5.1.1 This section of the report describes the environmental baseline in relation to community 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 compared to those of the ES scheme.

5.1.2 The assessment draws on information gathered from a combination of desktop studies, site surveys and through engagement with local organisations.

Scope, assumptions and limitation

Methodology

5.1.3 The assessment scope, methodology, key assumptions and limitations for the community assessment are set out in Volume 1, the SMR (see Volume 5: Appendix CT-001-000/1) and the SMR Addendum (see Volume 5: Appendix CT-001-000/2).

Assumptions and limitations

5.1.4 Local assumptions and limitations for community are set out in the main ES (Volume 2, CFA16, Section 5).

Environmental baseline

5.1.5 The existing baseline for community information for this area is described in the main ES (Volume 2, CFA16, Section 5).

Effects arising during construction

Avoidance and mitigation measures

5.1.6 The CoCP includes a range of provisions that will help mitigate community effects associated with construction within this area, including the following (see Volume 5: Appendix CT-003-000/1):

- appointment of community relations personnel (CoCP, Section 5);
- community helpline to handle enquires from the public (CoCP, Section 5);
- sensitive layout of construction sites to minimise nuisance (CoCP, Section 5);
- where reasonably practicable, maintenance of public right of way (PRoW) for pedestrians, cyclists and equestrians around the perimeter of construction sites and across entry and exit points (CoCP, Section 5);

- a requirement for contractors to pay due consideration to the impacts of extreme weather events and related conditions which may affect community resources during construction (CoCP, Section 5);
- specific measures in relation to air quality and noise will also serve to reduce impacts for the neighbouring communities including discretionary noise insulation for sensitive community resources and, in special circumstances, temporary rehousing (CoCP Sections 7 and 13); and
- where reasonably practicable, the avoidance of large goods vehicles operating adjacent to schools during drop off and pick up periods. (CoCP, Section 14).

Assessment of impacts and effect

Temporary effects

Banbury Road

- 5.1.7 The temporary closure of Banbury Road will require a signed diversion route of up to 32 km for HGVs and non-local traffic (Figure A 1). This is the shortest available route suitable for all vehicle types and is the same route designated for weekend and overnight closures in the ES (as amended).
- 5.1.8 Most traffic is expected to take shorter alternative routes, reducing overall diversion distances. While these routes are not suitable for HGVs and non-local traffic, they will help minimise potential isolation effects for local communities. The residual impact is of low magnitude affecting local communities of medium sensitivity and is not significant.

Stoneton Lane

- 5.1.9 The temporary closure of Stoneton Lane for up to 24 months will reduce connectivity between the villages of Priors Hardwick and Wormleighton. The users of Stoneton Lane will be required to undergo a 15 km diversion route via Hardwick Road, Byfield Road, and Banbury Road Overbridge (or temporary link road) – see Figures A 2 and A 3. This diversion will increase travel time between Priors Hardwick and Wormleighton by up to 10 minutes.
- 5.1.10 The primary groups affected by this closure are local communities in Priors Hardwick and Wormleighton who regularly use Stoneton Lane for commuting to work, healthcare, schools, leisure activities, and church services.
- 5.1.11 These communities will experience increased travel distances, which may discourage some residents from making certain trips. Given the extended closure period, this will result in a temporary isolation effect, generating a moderate

significant effect on the affected communities that was not identified in the ES (as amended).

Wormleighton Road

- 5.1.12 Wormleighton Road will be temporarily closed for up to five weeks starting in Q2 2025 to facilitate the construction of its tie-in to the Banbury Road Overbridge works.
- 5.1.13 The closure will create a temporary isolation effect for the villages of Wormleighton, Priors Hardwick, and Priors Marston, reducing their connectivity with other local communities and Banbury. A signed diversion route, suitable for all vehicle types, will be in place, adding up to 32 km to the journey, the same as the Banbury Road closure (Figure A 1).
- 5.1.14 The closure will temporarily restrict access between residents and essential services in neighbouring communities that they typically rely on daily or weekly. As a result, the closures will have a moderate significant effect on local communities, an effect that was not previously assessed in the ES (as amended).

Recreational PRoW

- 5.1.15 No PRoW is affected by the closures.

Permanent Effects

- 5.1.16 No permanent effects on residential or community facilities have been identified in this area because of changes to engineering design and/or construction methodology.

Other mitigation

- 5.1.17 Continual efforts will be made to develop construction methodologies and mitigation measures to minimise the noise impacts of the works. Additionally, local solutions will be implemented to partially alleviate the impact on the affected communities.

5.2 Traffic and transport

Introduction

- 5.2.1 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

- 5.2.2 The assessment scope, methodology, 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.

Assumptions and limitations

- 5.2.3 Local assumptions and limitations for traffic and transport are set out in the main ES (Volume 2, CFA16, Section 12).

Environmental baseline

- 5.2.4 The existing baseline for traffic and transport is as set out in Volume 2, CFA16, Section 12 of the main ES, updated by the additional traffic surveys.

Effects arising during construction

Avoidance and mitigation measures

- 5.2.5 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.
- 5.2.6 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

Traffic Flows

Banbury Road

- 5.2.7 The temporary closure of Banbury Road will be for a maximum period of up to 35 months affecting between 1,000 to 10,000 vehicles per day. HGVs and non-local traffic will be instructed to follow a 32 km signed diversion route (Figure A 1). This is the shortest suitable route for all vehicle classifications using Banbury Road.
- 5.2.8 The diversion is expected to lead to an increase in traffic volume along the designated route. With careful planning, active engagement, and strategic placement of signage, the increased traffic will be managed to prevent any significant adverse effects on diversion routes caused by the rerouted traffic.
- 5.2.9 Given the traffic volume on the Banbury Road (ranging from 1,000 to 10,000 vehicles per day), the diversion route for motorised users being over 4 km, and the closure lasting beyond 4 months, the proposed closure is expected to create a major significant effect related to traffic flow.

Stoneton Lane

- 5.2.10 The temporary closure of Stoneton Lane will last for up to 24 months.
- 5.2.11 If the Banbury Road Overbridge is open to public traffic, users of Stoneton Lane will follow a 15 km diversion via Hardwick Road, Byfield Road, and Banbury Road Overbridge (Figure A 2). If the Banbury Road Overbridge is closed for ongoing works, users will follow the same diversion and cross HS2 trace via the temporary link road (Figure A 3).
- 5.2.12 The diversions are expected to lead to an increase in traffic volume along the designated route. With careful planning, active engagement, and strategic placement of signage, the increased traffic will be managed to prevent any significant adverse effects on diversion routes caused by the rerouted traffic.
- 5.2.13 Given the traffic volume on the Stoneton Lane (ranging from 100 to 1000 vehicles daily), the diversion route for motorised users being over 4 km, and the closure lasting beyond 4 months, the closure is expected to create a moderate significant effect related to traffic flow.

Wormleighton Road

- 5.2.14 The temporary closure of Wormleighton Road for up to five weeks in Q2 2025 will impact over 1,000 motorised users each day. Throughout the closure, motorised users will be instructed to follow a signed 32 km diversion route, the same alternative route used during the Banbury Road closure (Figure A 1).

- 5.2.15 Given the traffic volume on the Wormleighton Road (ranging from 1,000 to 10,000 vehicles per day) and the diversion route for motorised users being over 4 km, the closure are expected to create a major significant effect related to traffic flow.

Severance

There are no public footpaths along Banbury Road, Stoneton Lane and Wormleighton Road.

Banbury Road

- 5.2.16 The temporary closure of Banbury Road for a maximum period of up to 35 months will affect fewer than 200 daily non-motorised users. There is no suitable diversion route for non-motorised users during the closure of Banbury Road.
- 5.2.17 Given the low number of non-motorised users on the Banbury Road (fewer than 200 per day), the closure lasting beyond 4 months, and the diversion for non-motorised users exceeding 1,500 m, the closure is expected to create a moderate significant effect on non-motorised users related to severance.

Stoneton Lane

- 5.2.18 The temporary closure of Stoneton Lane for a period up to 24 months will affect fewer than 200 daily non-motorised users. There is no suitable diversion route for non-motorised users during the closure of Stoneton Lane.
- 5.2.19 Given the low number of non-motorised users on Stoneton Lane (fewer than 200 per day), the closure lasting beyond 4 months, and the diversion for non-motorised users exceeding 1,500 m, the closure is expected to create a moderate significant effect on non-motorised users related to severance.

Wormleighton Road

- 5.2.20 The temporary closure of Wormleighton Road for up to five weeks in Q2 2025 will affect fewer than 200 daily non-motorised users. There is no suitable diversion route for non-motorised users during the closure of Wormleighton Road.
- 5.2.21 Given the low number of affected users (fewer than 200 per day), each of the closure durations of no more than four months, and the diversion for non-motorised users exceeding 1,500 m, the closures are expected to create a moderate significant effect on non-motorised users related to severance.

Other mitigation measures

- 5.2.22 The closures have been phased to minimise the total duration of impact, whilst maintaining local access where possible.

- 5.2.23 EKFB 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

Environmental Discipline/Category	Effect
Community – Isolation	The closures of Stoneton Lane and Wormleighton Road will generate a moderate significant effect on local communities and community infrastructure.
Traffic & Transport – Traffic Flows	<p>The temporary closure of Banbury Road for a maximum period up to 35 months will generate a major significant effect on motorised users related to traffic flows.</p> <p>The closure of Stoneton Lane for up to 24 months will generate a moderate significant effect on motorised users related to traffic flows.</p> <p>The temporary closure of Wormleighton Road for up to 5 weeks will generate a major significant effect on motorised users related to traffic flows.</p>
Traffic & Transport – Severance	<p>The temporary closure of Banbury Road for a maximum period up to 35 months will generate a moderate significant effect on non-motorised users related to severance.</p> <p>The temporary closure of Stoneton Lane for up to 24 months will generate a moderate significant effect on non-motorised users related to severance.</p> <p>The temporary closure of Wormleighton Road for up to 5 weeks will generate a moderate significant effect on non-motorised users related to severance.</p>

7 List of acronyms and abbreviations

Table 2: Acronyms and abbreviations

Acronym	Description
AP	Additional Provisions

**Supplementary environmental information report
Banbury Road, Stoneton Lane and Wormleighton Road**

Acronym	Description
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: CFA16 | Ladbroke and Southam

Supplementary Environmental Statement and Additional Provision 2
Environmental Statement, Community Forum Area Report: CFA16 | Ladbroke and Southam

Supplementary Environmental Statement and Additional Provision 2
Environmental Statement, Community Forum Area Mapbook: CFA16 | Ladbroke and Southam

High Speed Rail (London West Midlands), Environmental Minimum Requirements General Principles

9 Appendix A

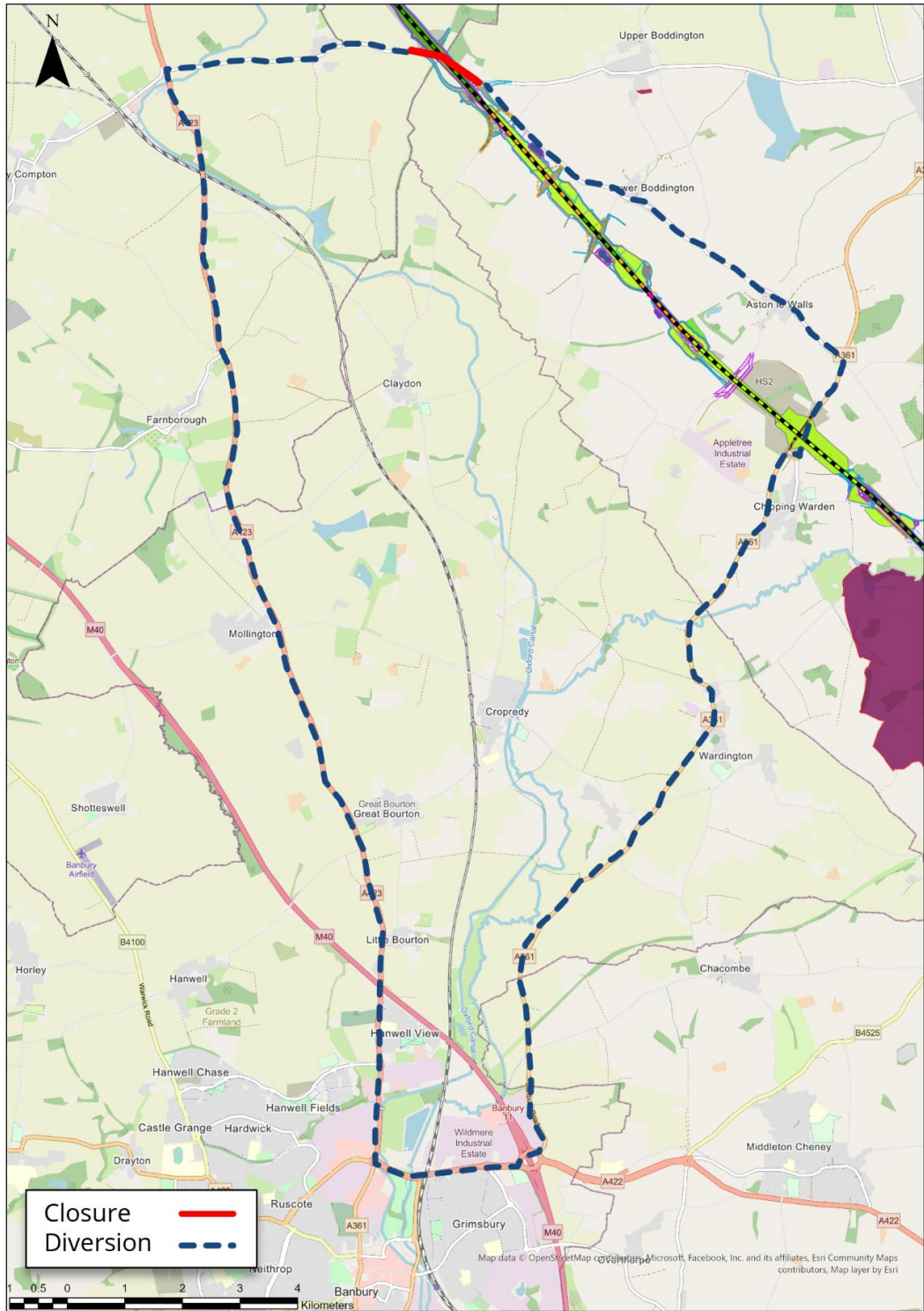


Figure A 1. Banbury Road and Wormleighton Road closure and subsequent 32 km diversion route for all motorised traffic types.

Supplementary environmental information report Banbury Road, Stoneton Lane and Wormleighton Road

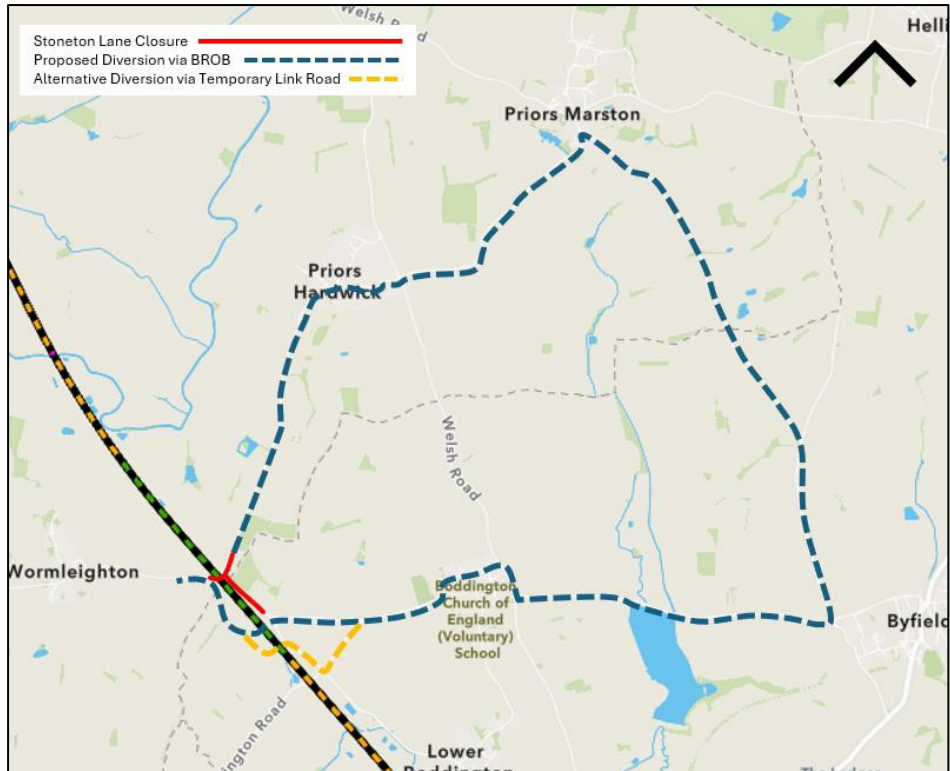


Figure A 2. Stoneton Lane closure and subsequent 15 km diversion for motorised users via the Banbury Road Overbridge (BROB) or the temporary link road.

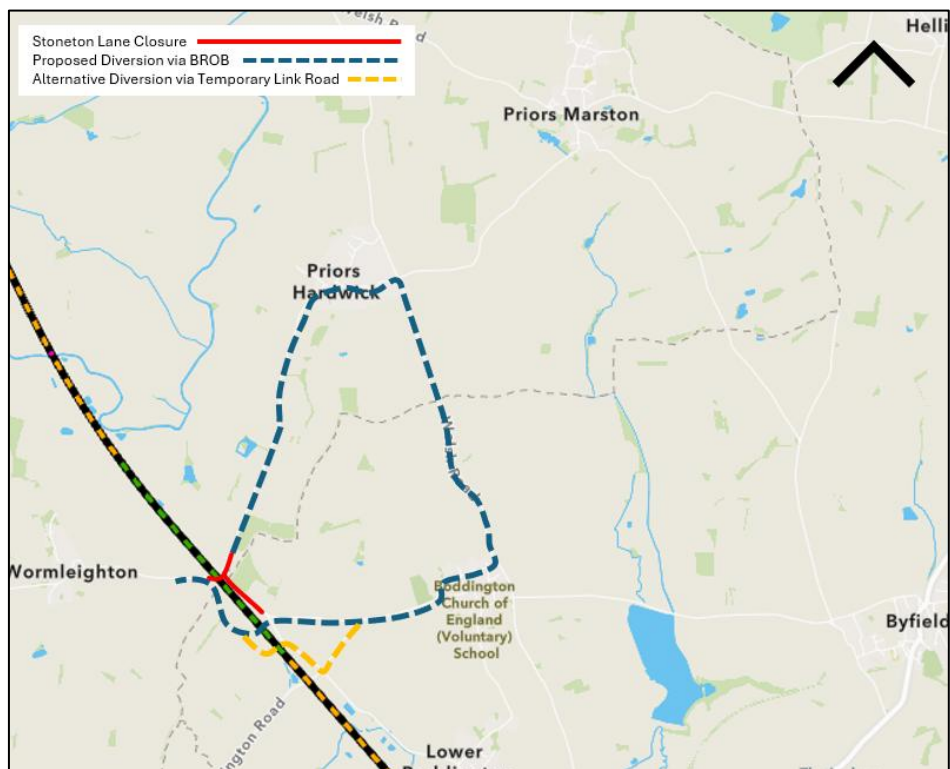


Figure A 3. Stoneton Lane closure and subsequent 8.4 km diversion for non-motorised users via Welsh Lane.

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