

From: [HS2Enquiries](#)
To: "Jim Conboy"
Subject: RE: Error in the AP4 ES TR-001-000
Date: 27 October 2015 11:13:00
Attachments: [image002.png](#)
[image005.png](#)
[image003.png](#)

Dear Dr Conboy,

Thank you for bringing this issue to our attention. We have investigated and set out our response below (the text in *black italic* font is taken from your email and the text in **blue** is our response).

Table 7-33.4 describes the junction with Whielden Lane (the road on which Amersham hospital stands) and the main A404 Amersham-High Wycombe road.

Correct, it relates to the junction below. The results presented and supporting text in paragraph 3.2.25 are correct.

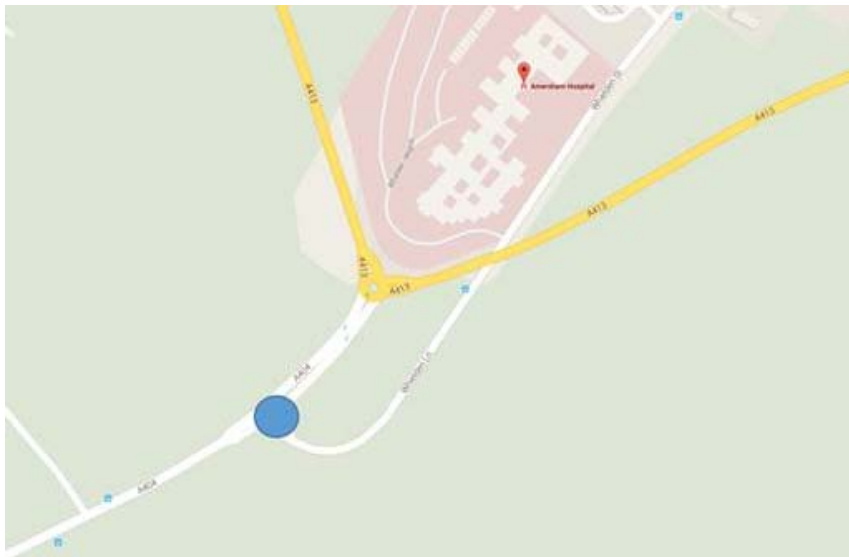


Table 7-33.2 should describe the junction of the A404 and A413, but contains the same figures as table 7-33.4, with no reference to the A413 – this is clearly incorrect. Can you provide the correct figures for this table ?

Table 7-33.2 is correctly titled "at A413 Amersham Bypass/ A404 Whielden Lane junction". However, the data in that table are a repeat of those for the A404 Whielden Lane/Whielden Street junction above, as you have correctly identified. Please find results for A413 Amersham Bypass/ A404 Whielden Lane junction below.

0800-09:00	2021 baseline			2021 with HS2 construction traffic		
Approach (from)	Flow (All PCU)	Flow/capacity %	Max queue	Flow (All PCU)	Flow/capacity %	Max queue
A413 East	1136	71%	3	1250	78%	4
Whielden Ln.	914	52%	1	977	58%	2
A413 West	1384	52%	1	1437	53%	1
Total	N/A	71%	N/A	N/A	78%	N/A
17:00-18:00	2021 baseline			2021 with HS2 construction traffic		
Approach	Flow	Flow/		Flow	Flow/	

(from)	(all PCU)	capacity %	Max queue	(all PCU)	capacity %	Max queue
A413 East	1804	101%	53	1868	106%	125
Whielden Ln.	1170	81%	4	1199	83%	5
A413 West	606	11%	0	717	17%	0
Total	N/A	101%	N/A	N/A	106%	N/A

The statement in paragraph 3.2.23 relating to the A413/A404 junction erroneously quotes the 45% capacity figure from the A404/Whielden Lane junction, and so is also incorrect. Does 3.2.23 of AP4 (which amends 3.2.20 of AP2 Vol 5 TR, which in turn amends 7.4.72 of Vol 5 TR of the original ES) still stand ?

Correct – the duplicated table entry above led to the wrong text being inserted in para 3.2.23 (which related to the A404 Whielden Lane/Whielden Street junction). Paragraph 3.2.23 should be replaced by:

“The modelling results indicate that the A413 with Whielden Lane junction is predicted to operate within capacity during construction of the revised scheme in the AM Peak, with the highest percentage of flow to capacity predicted as 78% on the A413 (east) arm. Within the PM Peak, however, the highest percentage of flow to capacity is predicted as 106% on the A413 (east) arm. This indicates that the junction will experience significant traffic congestion and delay during the evening peak, during construction. However, the junction is forecast to operate over capacity in the 2021 baseline (101%) and therefore, although there is an increase in maximum queue lengths, there would be significant delays regardless of HS2 construction.”

Please note that paragraph 3.1.10 of the Volume 2 (CFA8) report for the AP4 ES confirms that the revised assessment has not identified any new or different likely residual significant effects compared to those reported in the main ES and the SES and AP2 ES. (This junction was reported as major adverse in the AP2 ES and this is unchanged as a result of AP4).

Please note that HS2 Ltd is actively engaging with Buckinghamshire County Council to understand the expected HS2 traffic impacts along A413, including at the A413/A404 and A355/A413 junctions and that BCC has already received the correct data as part of that engagement. HS2 Ltd and DfT will take steps to ensure that the corrected information is widely available in an appropriate format as soon as possible.

If you would like to comment on the ES please respond to the AP4 consultation where comments made will be reflected in a report written by the independent assessor presented to MPs in due course. The deadline for responses is 27 November. Petitioning is possible only for those directly and specially affected by the Additional Provision and its ES/SES. The last date for petitions against AP4 is 13 November. If you are directly and specially affected you do not need to make detailed points in your petition – Parliamentary guidance explains that petitions need only set out issues of concern in brief, general terms. There would be time for analysis before any appearance at Select Committee.

We have also received 2 further enquiries from you in relation to the traffic assessments. We will investigate these and respond to you as quickly as possible.

Kind regards,
David

David Willoughby | HS2 Helpdesk | HS2 Ltd

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From: Jim Conboy [mailto:cheshamsociety@jimconboy.com]

Sent: 22 October 2015 22:41

To: HS2Enquiries
Cc: Widdows, Sarah
Subject: Error in the AP4 ES TR-001-000

Dear HS2 –

May I draw your attention to an error in TR-001-000 relating to traffic flow in CFA8 ? This relates to tables 7-33.2 (page 52), and 7-33.4 (page 54). I have attached these for your convenience. Both tables contain identical data, but relate to different junctions. I downloaded the data from

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/466976/Transport_Assessment_TR-001-000.pdf

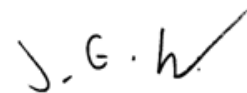
Table 7-33.4 describes the junction with Whielden Lane (the road on which Amersham hospital stands) and the main A404 Amersham-High Wycombe road.

Table 7-33.2 should describe the junction of the A404 and A413, but contains the same figures as table 7-33.4 , with no reference to the A413 – this is clearly incorrect. Can you provide the correct figures for this table ?

The statement in paragraph 3.2.23 relating to the A413/A404 junction erroneously quotes the 45% capacity figure from the A404/Whielden Lane junction, and so is also incorrect. Does 3.2.23 of AP4 (which amends 3.2.20 of AP2 Vol 5 TR, which in turn amends 7.4.72 of Vol 5 TR of the original ES) still stand ?

May I remind you that the A413-A404 junction is the intersection of the main Aylesbury-Amersham and High Wycombe-Amersham routes, and its capacity is a significant factor In assessing whether the proposed scheme can be delivered. My analysis of your data is severely hampered by this error, and by other omissions (such as an assessment of the A355-A413 junction). Once I have identified all of these, I intend to request an extension of the petitioning deadline to allow sufficient time for an analysis of complete and adequate data.

Regards,



Jim Conboy
[The Chesham Society](#)



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