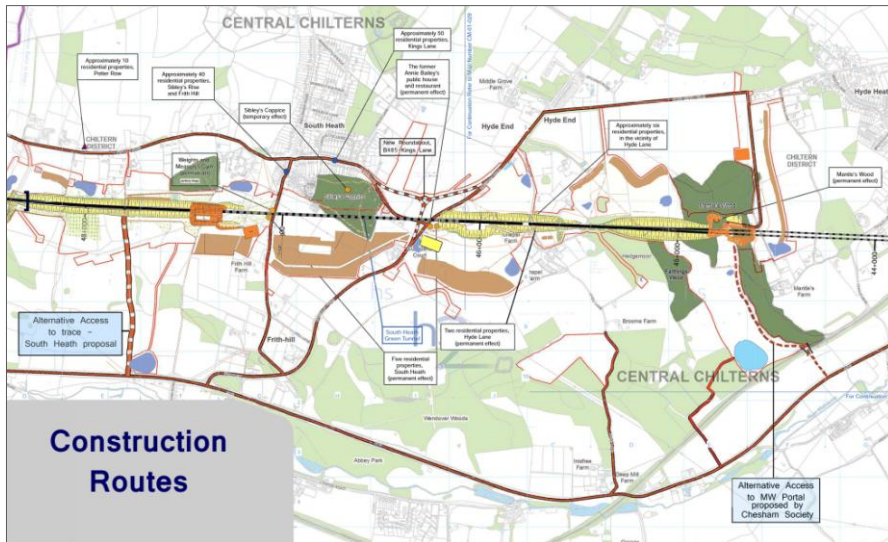


AONB access roads

- All HGV journey numbers taken from Environmental Survey
- Assume compounds beyond Bowood Lane use B4009-A4129 route
- Objective – to get HGVs off the A413 & onto the trace wherever possible
- White Vans (contractors) – we petitioned for an enforced “park & ride” scheme, so not considered further here

Local Roads Inappropriate for HS2 construction traffic

- Not strong enough (BCC report needed)
- Too narrow
- Too dangerous – conflict with
 - School busses
 - Walkers
 - Cyclists
- Widespread congestion, particularly when Frith Hill closed
- ~150 properties on route
 - Noise/dust/vibration
 - Effect on health
- Corner/hill too steep for HGVs, low loaders



Mantles Wood – Deep Mill

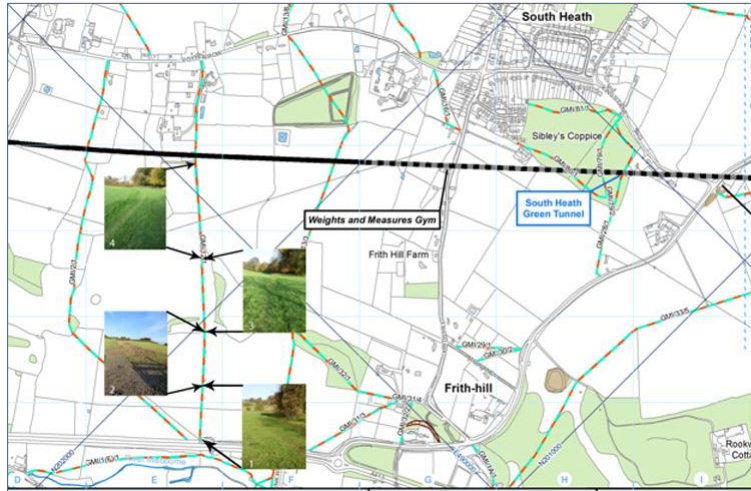
Access to the portal (& balancing pond ?)
, *without* passing through Mantles Wood

Possible site for a bridge
over the Chiltern Line ➤

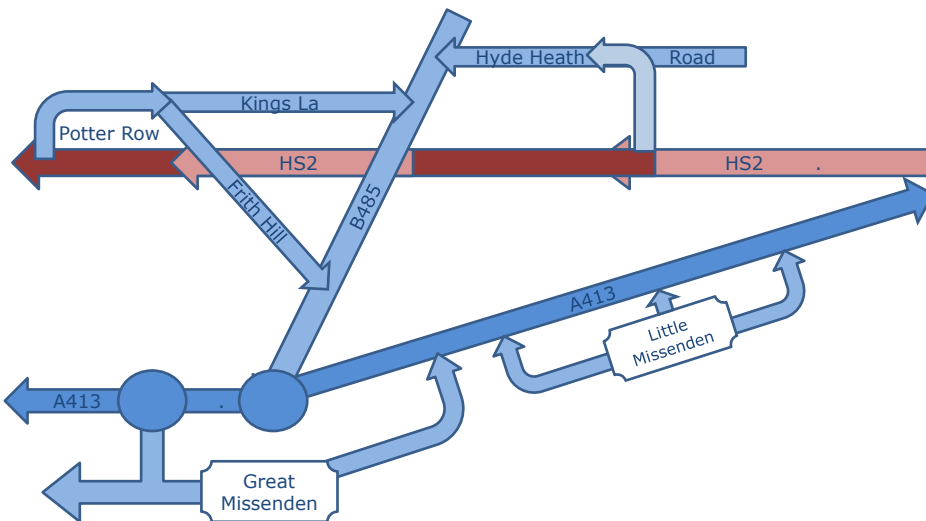


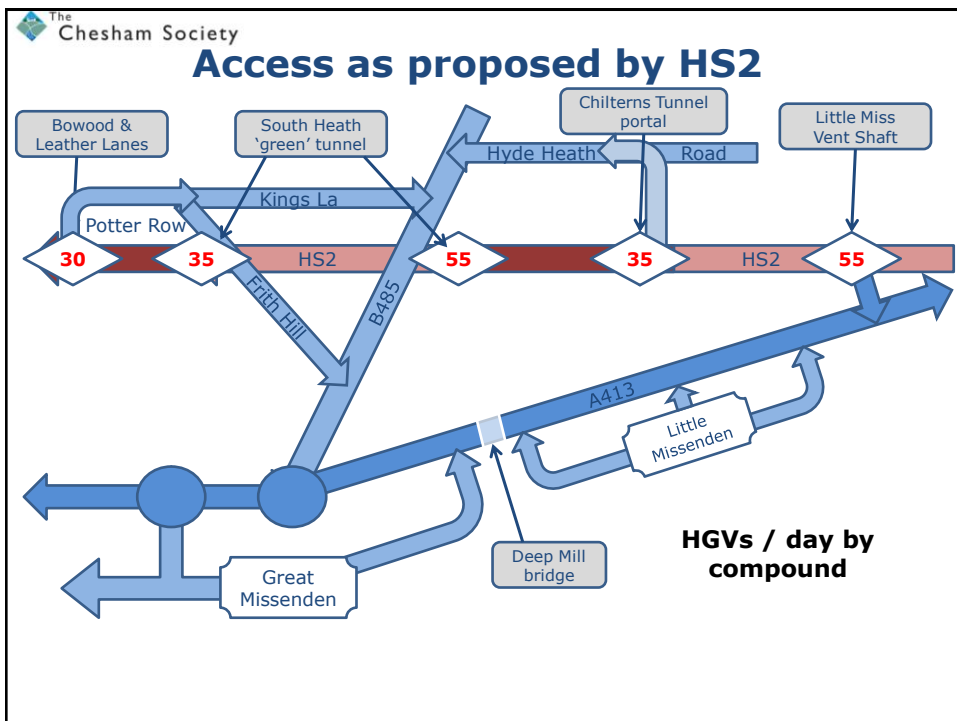
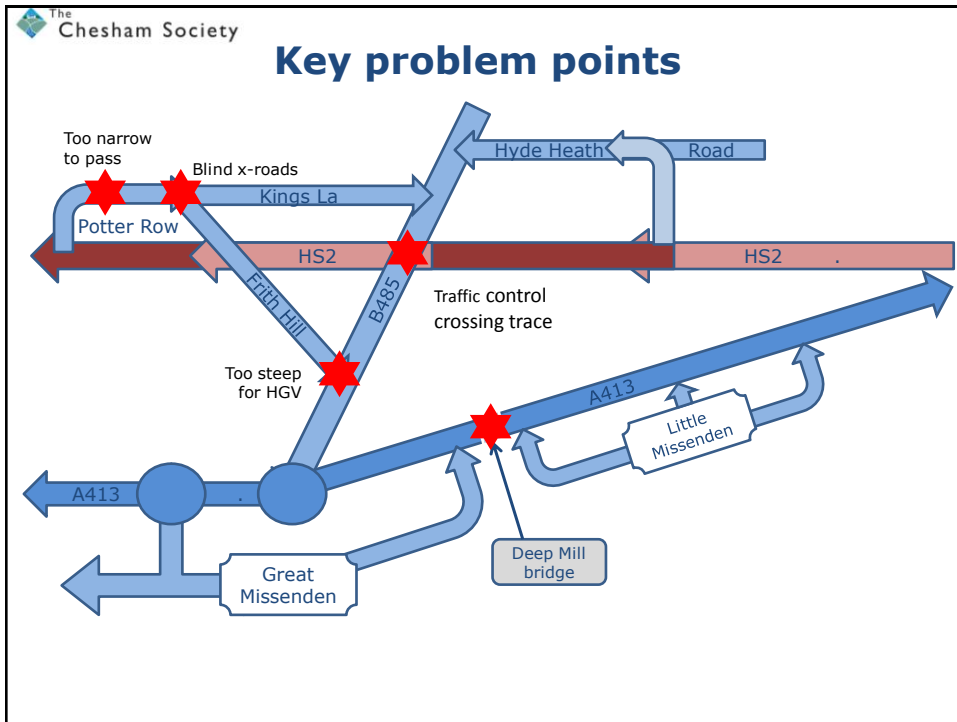
◀ Corner of the field
extending to the tunnel
portal

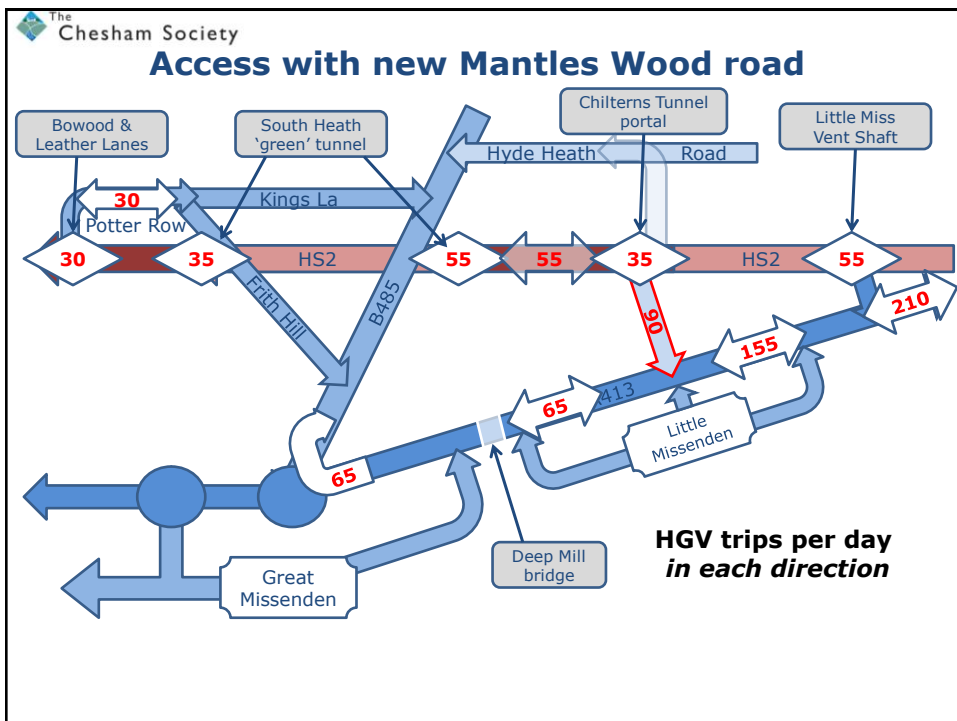
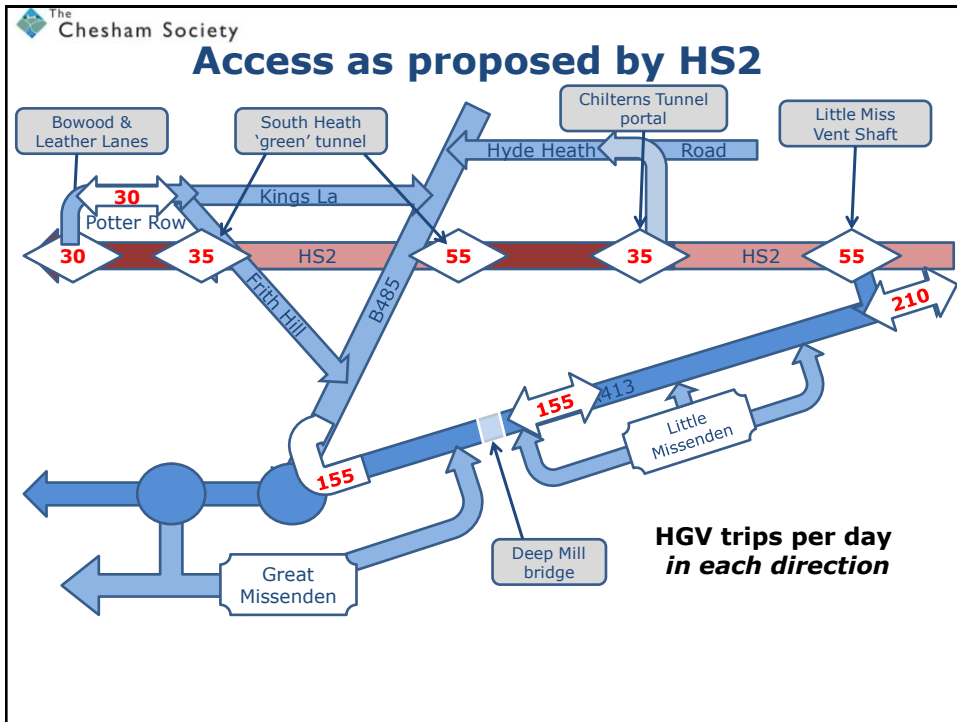
South Heath Tunnel Access – Route following GM20

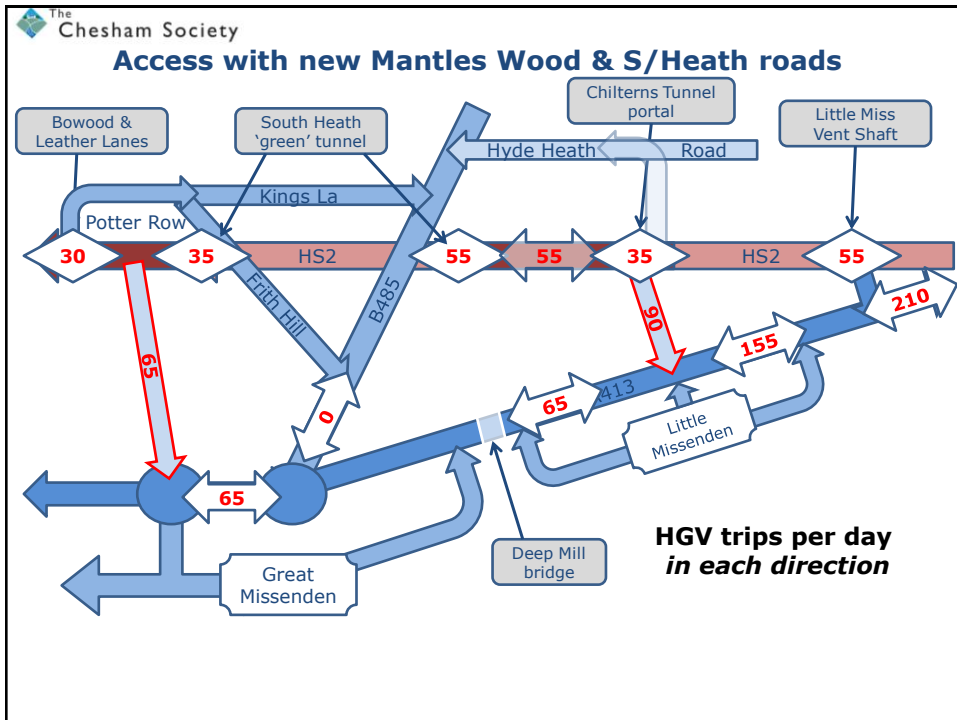


Access roads & the trace









The Chesham Society

Saves the villages

- Reduced numbers of HGVs on A413 –
 - 2 x 90/day fewer – Deep Mill to B485
 - 2 x 65/day more – between the B485 & Link Road
- Impact on Great & Little Missenden otherwise unchanged
- Villages saved from 7+ years destruction