

The Residents of London Road Wendover

AP4\172



In case you forgot



- 26 Households
- Ages 14-87 years
 - 7 between 70-80
 - 9 between 80-90
- Our employment status
 - 12 self employed
 - 12 retired
 - Lawyers, engineers, builders, consultants, teachers, carers, football manager etc.



Pylon



Heavy Traffic



Traffic flow

Time	North - Wendover all vehicles excl. emergency vehicles		North - Wendover emergency vehicles		South - Missenden all vehicles excl. emergency vehicles		South - Missenden emergency vehicles	
Dates	13 Aug	8 Sep	13 Aug	8 Sep	13 Aug	8 Sep	13 Aug	8 Sep
7.00-8.00	525	655	0	0	1265	1532	0	1
8.00-9.00	666	788	0	3	1155	1287	1	1
9.00-10.00	566	637	0	0	744	890	0	0
10.00-11.00	467	455	1	2	538	492	0	0
11.00-12.00	506	532	0	2	535	534	0	1
12.00-13.00	589	512	3	3	527	477	3	2
13.00-14.00	586	560	1	2	523	511	2	1
14.00-15.00	582	540	1	0	579	700	1	2
15.00-16.00	678	774	0	2	478	626	0	2
16.00-17.00	1003	1038	3	1	716	690	2	1
17.00-18.00	1340	1395	3	4	750	849	4	2
18.00-19.00	1048	1203	1	1	582	616	5	2
TOTALS	8556	9080	13	20	8392	9671	18	15
HS2 2021 predictions excl.haulage	10,195				10,252			

13 Aug:
16,979 or
1,415/ hour
24/minute
1/4 seconds

8 Sept:
18,796 or
1,565/hour
26/minute
1/2.30 seconds

HS2 predictions
20,447
+ Rocky Lane est.
1,271
21,718 or
1,000 over 6 years

P80 of Volume 5 Technical appendices

Transport Assessment Para 3.4.11

The average peak daily two-way HGV trips generated for the Small Dean Viaduct launch satellite compound is 20-30, in relation to 290-450 in the SES and AP2 TA. Likewise, the HGV trip generation for Rocky Lane underbridge/Wendover auto-transformer station satellite is 140-230, in relation to less than 10 in the SES and AP2 TA.

These changes are due to the revised construction assumptions within this area, relating to 50% of excavated material trips previously using Rocky Lane to be routed via new A413 link road. It is also due to now assigning excavated material trips to the Rocky Lane underbridge/Wendover autotransformer station satellite compound, rather than Small Dean viaduct launch satellite compound to reflect site activities, although this has no impact upon the traffic and transport assessment



A413 London Road, between Rocky Lane & Small Dean Lane

Table 7-64:Dunsmore, Wendover & Halton local road network construction traffic flows (vehicles) – AM peak – partial replacement

Direction	2012 baseline	2021 baseline	2021 with HS2 construction traffic		With HS2 action change from 2021 baseline		With HS2 % change from 2021 baseline	
	All vehicles		All vehicles	HGV's	All Vehicles	HGV's	All Vehicles	HGV's
NB	749	875	927	44	52	35	6%	348%
SB	1156	1351	1457	59	107	35	8%	139%

Source: P83 SES3 and AP4 ES Appendix TR-001-000 (CFA10)



A413 London Road, between Rocky Lane & Small Dean Lane

Table 7-65 Dunsmore, Wendover & Halton local road network construction traffic flows (vehicles) – PM peak – partial replacement

Direction	2012 baseline	2021 baseline	2021 with HS2 construction traffic		With HS2 actual change from 2021 baseline		With HS2 % change from 2021 baseline	
	All vehicles		All Vehicles	HGV's	All Vehicles	HGV's	All Vehicles	HGV's
NB	1232	1453	1560	38	107	30	7%	398%
SB	776	916	968	36	52	30	6%	542%

Source: P84 SES3 and AP4 ES Appendix TR-001-000 (CFA10)



illustrations of.com #212283

Rocky Lane (aka Chesham Lane), between the A413 London Road & Rocky Lane underbridge satellite compound

Table 7-66: Dunsmore, Wendover & Halton local road network construction traffic flows (vehicles) – AM – partial replacement

Direction	2012 baseline		2021 baseline		2021 with HS2 construction traffic		With HS2 actual change from 2021 baseline		With HS2 % change from 2021 baseline	
	All Vehicles				All Vehicles	HGV's	All Vehicles	HGV's	All Vehicles	HGV's
NB	77	85	127	19	42	19	50%	4241%		
SB	63	68	115	19	47	19	68%	5655%		

Table 7-67: Dunsmore, Wendover & Halton local road network construction traffic flows (vehicles) – PM – partial replacement

Direction	2012 baseline		2021 baseline		2021 with HS2 construction traffic		With HS2 actual change from 2021 baseline		With HS2 % change from 2021 baseline	
	All Vehicles				All Vehicles	HGV's	All Vehicles	HGV's	All Vehicles	HGV's
NB	67	73	115	16	42	15	58%	14125%		
SB	48	53	91	15	39	15	73%	-		

Source: P85 SES3 and AP4 ES Appendix

TP 001-000 (CFA10)

HGV's Passing on Rocky Lane



- Concerns on the ability of HGV's to pass
- It is a country lane not a main road
- Expect damage to water services
- Concerns on safety of the junction



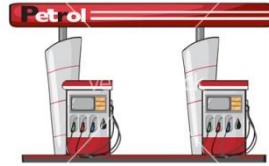
Rush Hour



Severance Community

- “A situation where one part of a town or settlement would be cut off from another due to transportation infrastructure. The severed area typically contains properties that are cut off from the main community or from essential services and the effects may be temporary or permanent”

Harvest Petrol Station





Recognise Our Blight

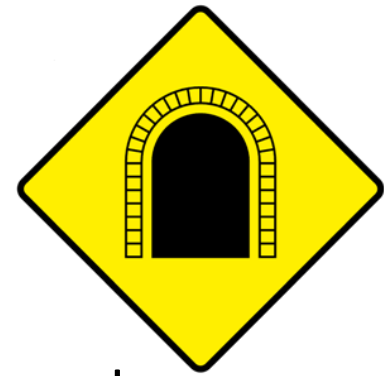
During the construction & running of HS2

- ✓ Our community will be a severance community
- ✓ We will be in the middle of a vast construction site
- ✓ We will incur increased risk going about our daily business
- ✓ For years we will suffer nuisances from
 - ✓ Noise blight
 - ✓ Visual blight
 - ✓ Increase in air pollution
 - ✓ Safety fears
 - ✓ Harmful impact with access to emergency services
 - ✓ A detrimental change in our living environment (pre & post construction)
- ✓ The current compensations schemes are inadequate for the blight our community is facing

What Do We Want?



What Do We Want?



- ✓ Tunnel
- ✓ Special case or improved compensation – Express purchase for those who wish to move
- ✓ Need to sell – inadequate, valuations on realistic sale value
- ✓ Mitigation for Noise – all properties to be protected at no cost to residents against the noise blight from HS2 (pre & post construction)
- ✓ Mitigate for Visual Blight – Agree suitable solutions
- ✓ Improved Compensation
- ✓ Extend the walkable path into Wendover enabling access our local community services
- ✓ Continued dialogue every step of the way

Thank You For Listening

