

EXHIBIT LIST

Reference No: HOC/10513

Petitioner: Thursday_17_Sept_2015 Petitioners

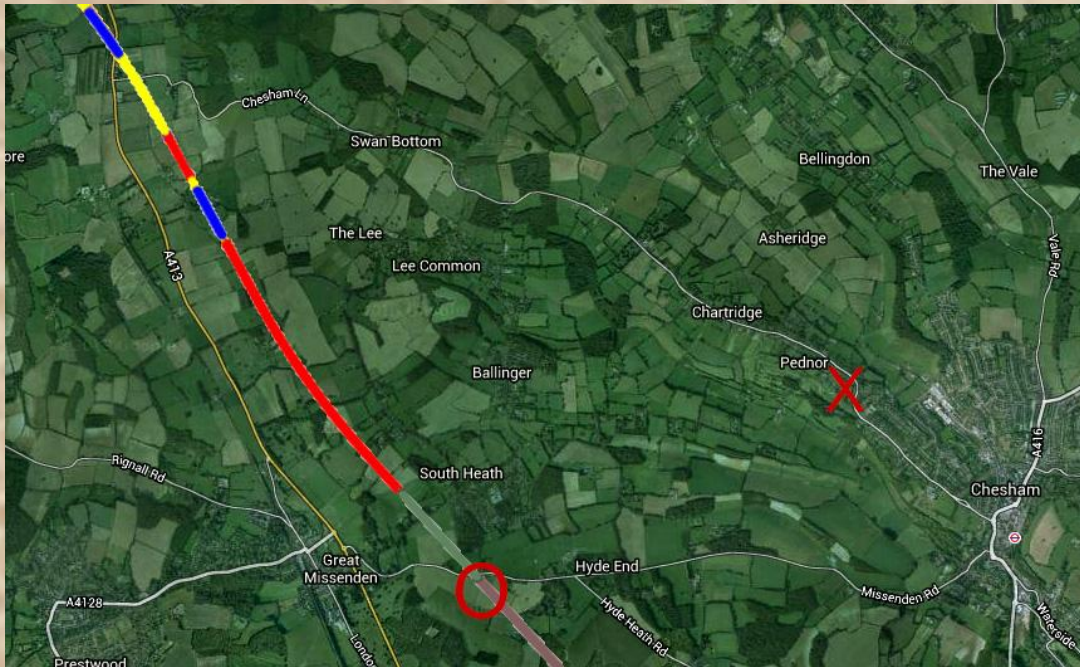
Published to Collaboration Area: Tuesday 15-Sep-2015

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Dr Jim Conboy



of Chartridge Lane, Chesham , HP5 2SG

Personal Impact

Recreational use of the AONB reduced –

**Cycling and walking around
Chesham, Great Missenden, Wendover**



Travel

**Contracted to provide computing services at the Culham
Centre for Fusion Energy (near Abingdon)**

- Route crosses HS2 at Rocky Lane, Smalldean and Nash Lee Road.
- A413, B4009, A4010 and A418 all used by HS2 construction traffic.

**Travel to Chesham, Amersham, Chalfont and Latimer
Stations would be impeded if traffic congestion is
worsened by journeys displaced from the A413**

Travel from Berkhamstead – disruption at Euston !

The A413

Gerrards Cross - Towcester

A1361 (3)

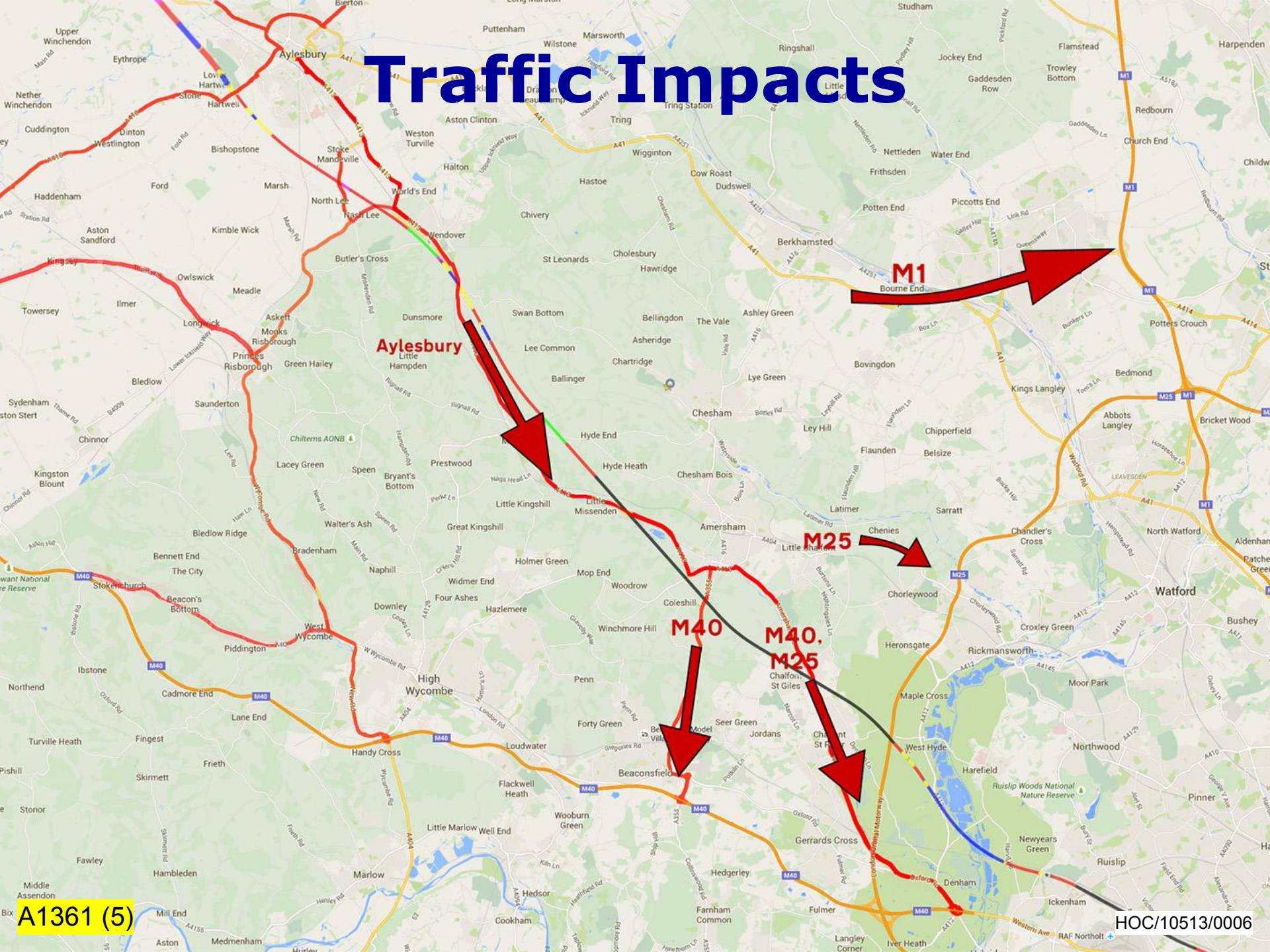
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The A413

Commuter route from Aylesbury vale to M25 & M40 at Gerrards Cross



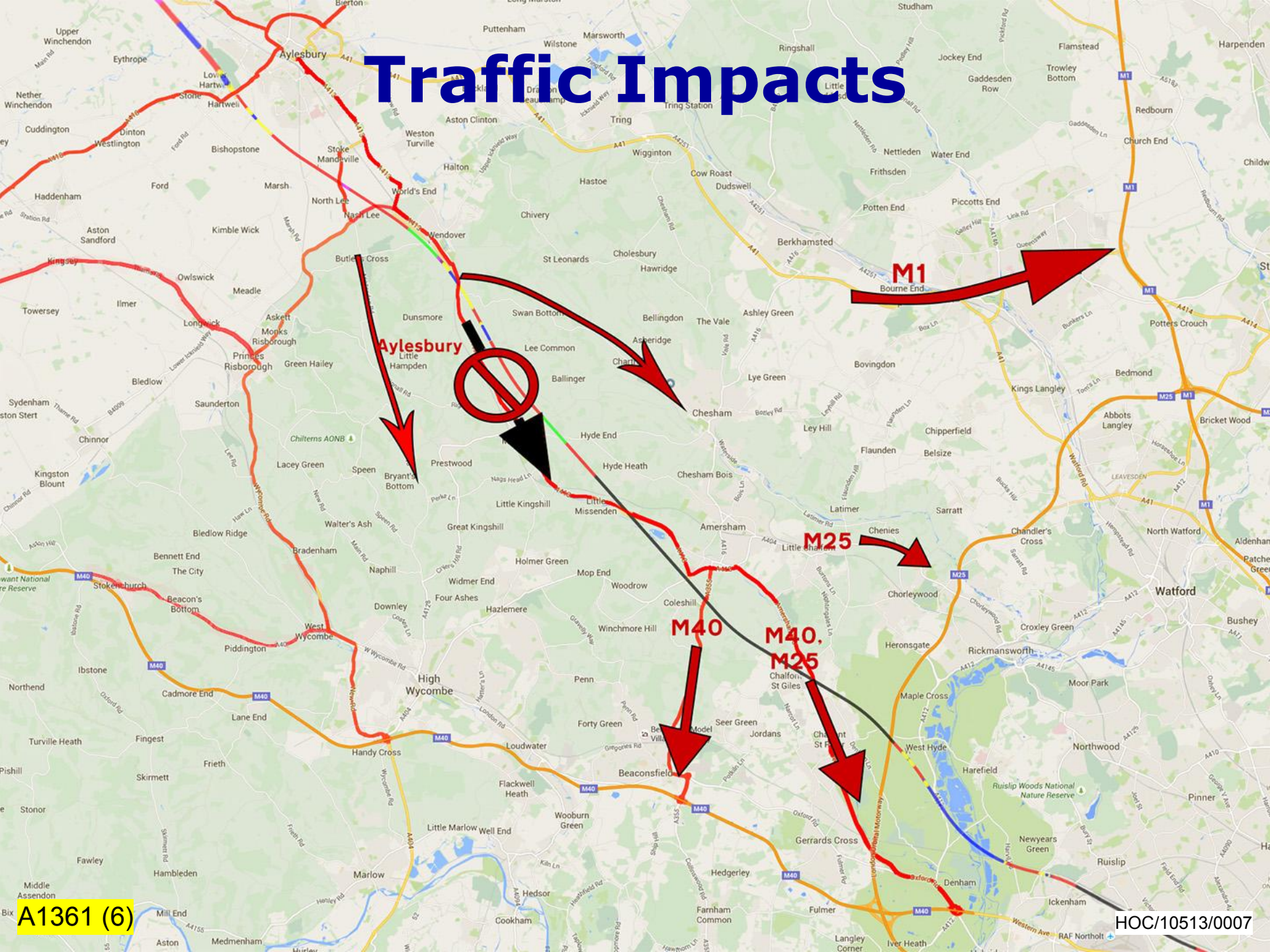
Traffic Impacts



A1361 (5)

HOC/10513/0006

Traffic Impacts



A1361 (6)

HOC/10513/0007

How much Congestion ?

“Prediction is difficult, particularly about the future”

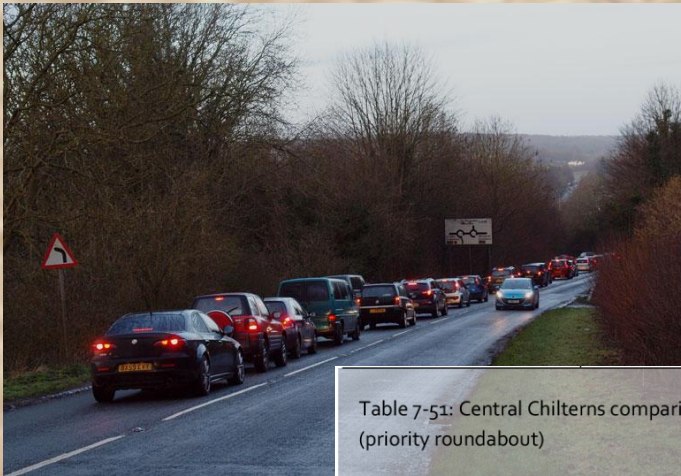
1. Junction analysis

2. Traffic generated by construction compounds

3. “Peak hour” traffic flows

Junction Analysis

- Where junction assessments have been made, the results seriously underestimate even the current congestion levels

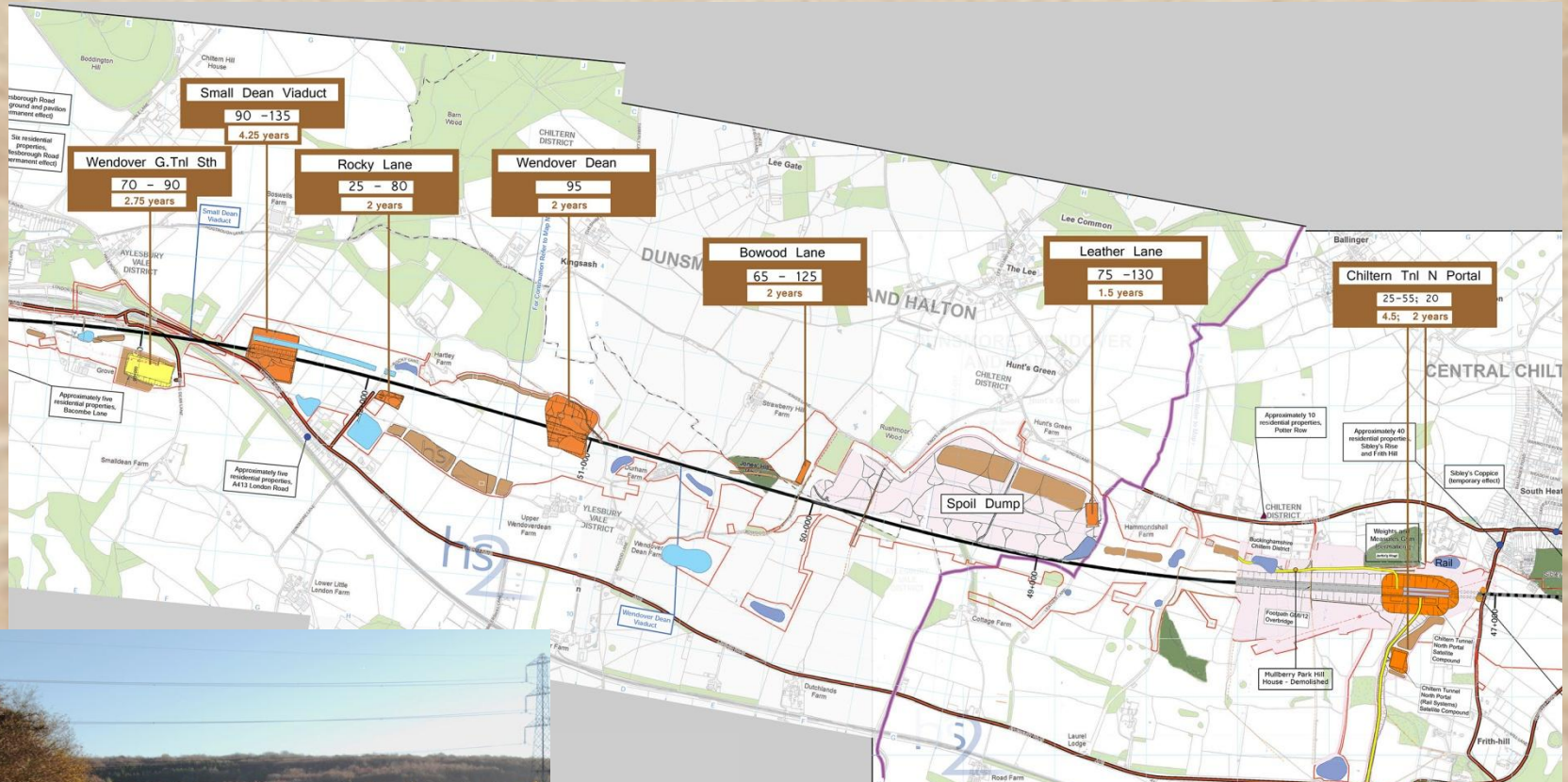


The ES predicts a peak hour queue of 2 vehicles, at the junction of the B485 and A413.

Table 7-51: Central Chilterns comparison forecast baseline and construction scenario performance at A413/B485 Frith Hill/Chesham Road junction (priority roundabout)

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
B485 Frith Hill	426	36%	1	648	56%	2

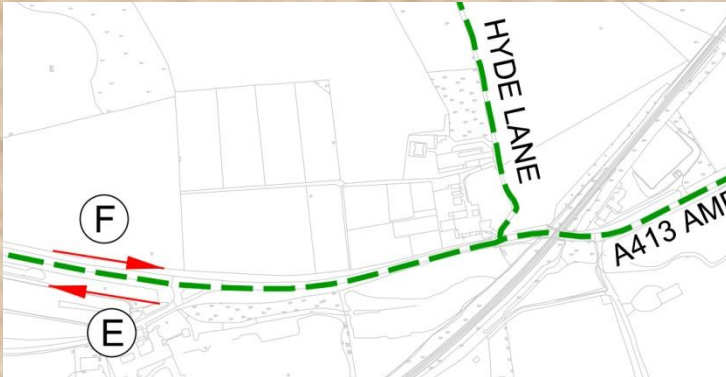
Traffic by Compound



Rocky Lane underbridge satellite compound (civil engineering) / Wendover auto-transformer station satellite compound (rail systems)

Start Date	2018
Duration of Use	6 Years 9 Months
Duration of Busy Movements	16 Months
Peak daily vehicles Cars & LGV	20-30
Peak daily vehicles HGV	300-450

Daily Traffic flows



A413 Missenden Bypass (South of B485)					
E	Northbound	2021 daily weekday	HS2*	2021 daily flow plus HS2	% increase
	Cars & LGVs	8330	204	8534	2%
	HGVs	223	203	426	91%
A413 Missenden Bypass (South of B485)					
F	Southbound	2021 daily weekday	HS2*	2021 daily flow plus HS2	% increase
	Cars & LGVs	9498	202	9700	2%
	HGVs	318	203	521	64%

➤ How does this translate to congestion at peak times ?



"Peak Hour" Traffic flows

ES gives figures for peak
(am, pm) traffic flows

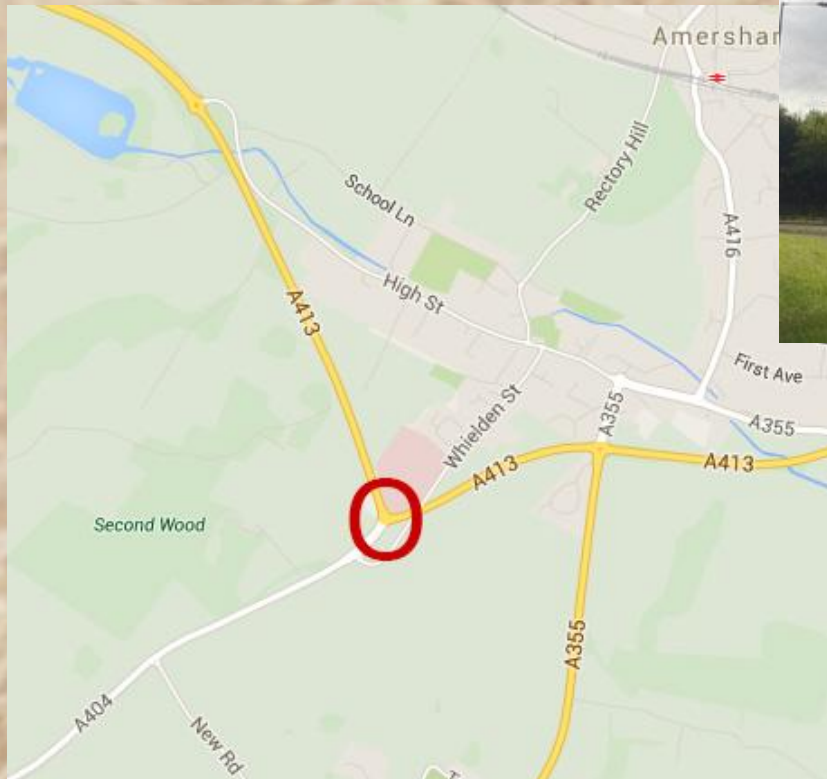
- For construction routes only
- Figures are internally inconsistent

A413 (S) Traffic Flow Analysis - AM peak

		NB		SB			
				Missenden Bypass (N)			
				820	1245		
				33	62		
				^	v		
				-179	17	< 36	612
						> 19	689
				^	v	B485	
				40	69		
				919	1446		
				Missenden Bypass (S)			
London Road	?	?	>				
	?	?	<				
				Little Missenden			
				839	1264		
				26	43		
				^	v		
A404 Whielden Lane	1026	55	>	122	62		
	813	11	<				
				^	v		
				102	101		
				1040	1556		
				^	v		
A355 Gore Hill	961	22	>	852	5	< ?	?
	1033	16	<			> ?	?
						< ?	?
						> ?	?
						< ?	?
						> ?	?
				^	v	A355 Gore Hill	
				21	21	London Road W	
				900	492	A404 Stanley Hill	
				Chalfont St Giles			
				^	v		

Traffic Assessments

The A413-A404 junction is one example of problems encountered with the “Peak Hour” traffic assessments.




Traffic Assessments

HGV traffic, morning peak, from ES Vol 5 (TA), table 7-30 :

HGV traffic	A413 N	A404	A413 S	Total
Into jn	43	55	102	200
Out of jn	26	11	101	138

**Should
be
equal !**



Around 1/3rd of HGVs entering the roundabout do not exit from it. Two FOI requests (14-016, 14-016R) produced an explanation –

“As previously noted, the A413 count ... and the A404 count ... were undertaken at the same time in September 2012 and therefore should be entirely consistent. The A413 (Amersham by-pass) count data was derived from Buckinghamshire County Council counts. Due to the primary counts used not distinguishing HGVs we had to use average HGV counts from April and May 2011.”

- No survey data taken for A413 Amersham Bypass !**
- No effective quality control**

How much Congestion ?

What is the evidence ?

1. Junction analysis

Results completely at variance with everyday experience

2. Traffic generated by construction compounds

Peak daily LGV & HGV trips –

- At what time of day ?
- When during the construction period ?

3. “Peak hour” traffic flows

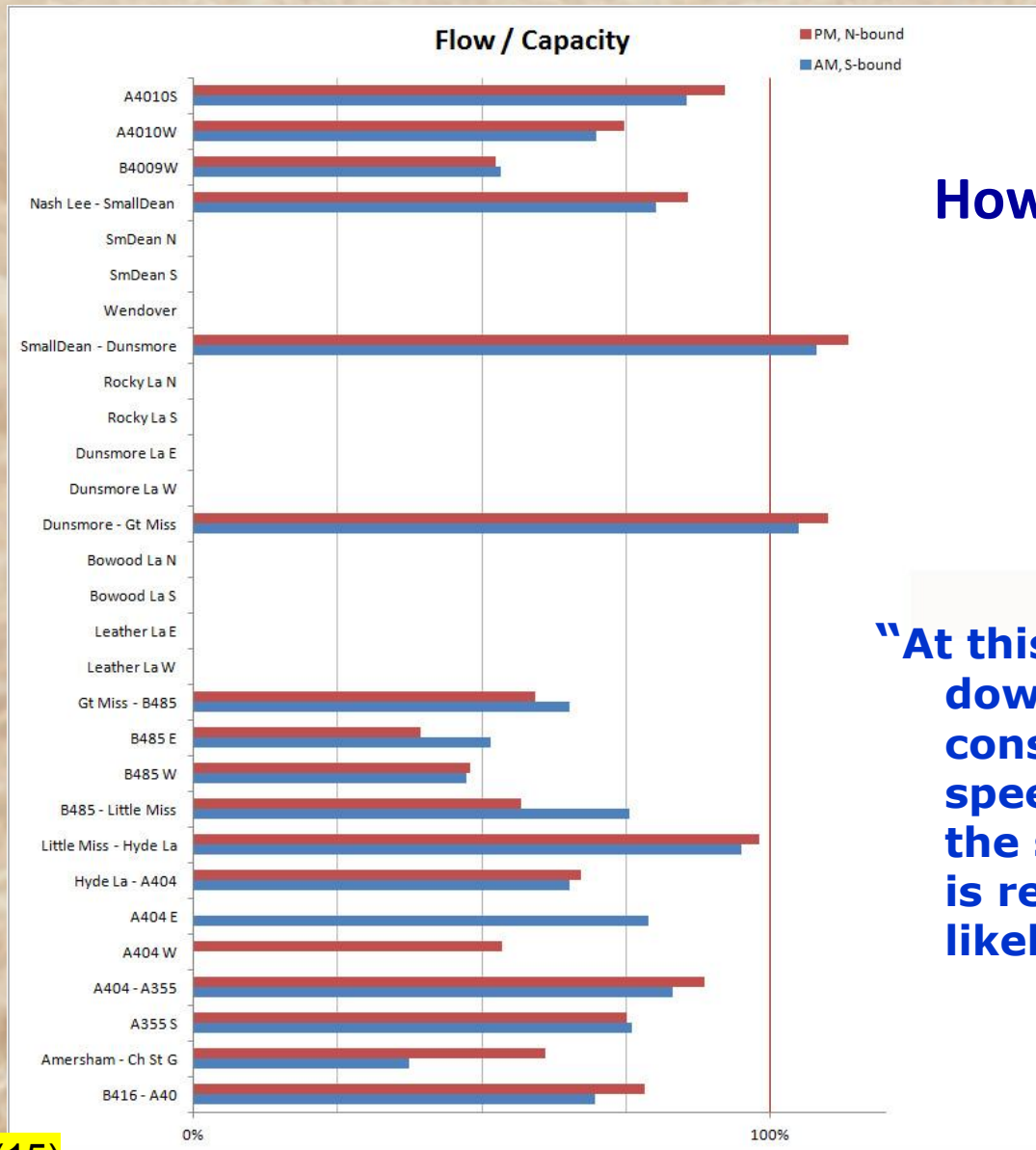
Would be useful, but –

- Limited (road) coverage
- Serious flaws in the data

4. Road load factors

Evaluation of peak hour flows ..

Road (Over-)Loading



How much is too much ?

“At this point .. flow breaks down with speeds varying considerably, average speeds drop significantly, the sustainable throughput is reduced and queues are likely to form”

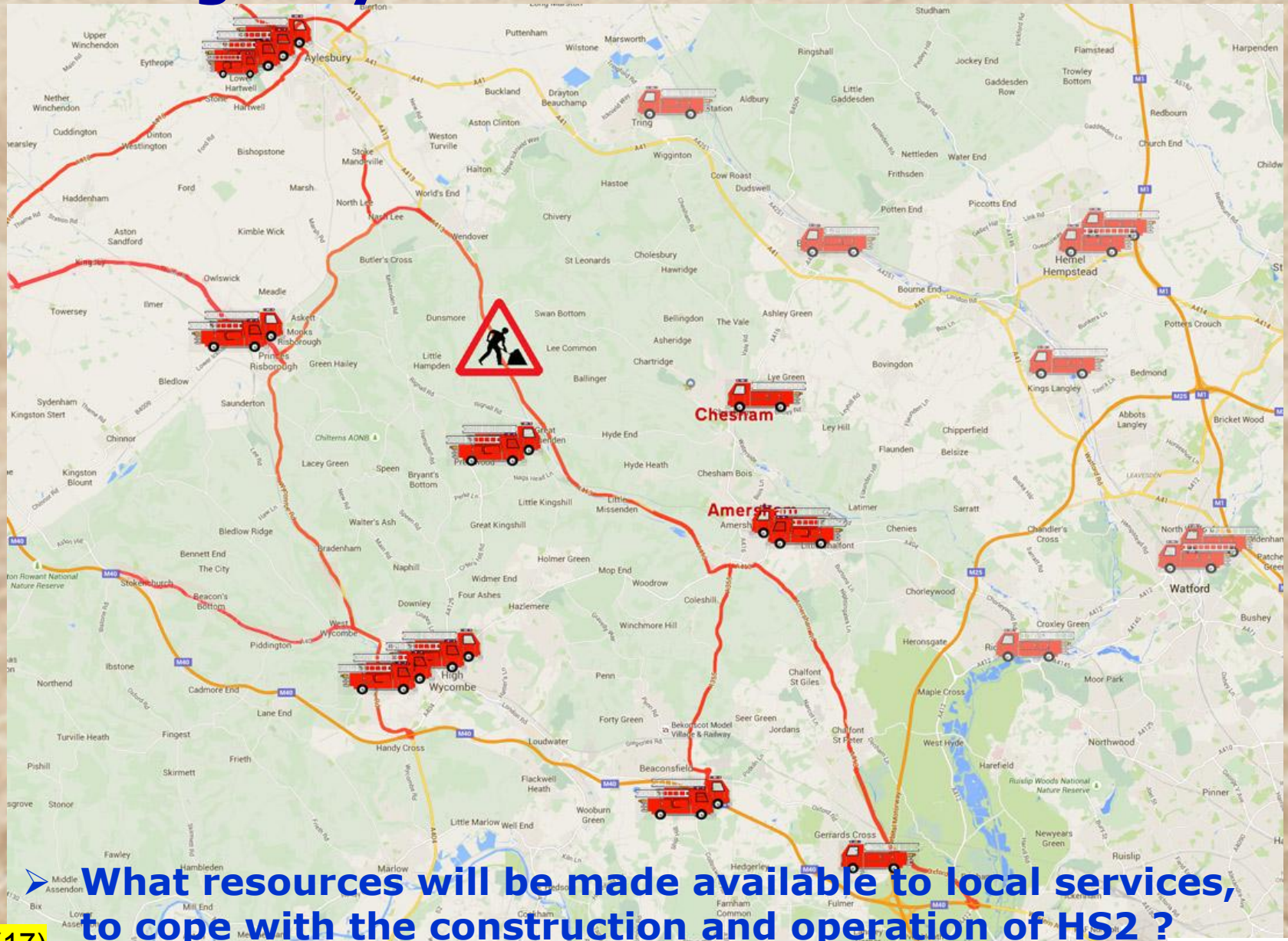
Emergency Services - Ambulances



A1361 (16)

HOC/10513/0017

Emergency Services – Fire & Rescue



Information

Requests for AP4 -

- 1) Use consistent timescale – calendar or project year
- 2) Undertake realistic Junction Assessments
- 3) Extend Traffic figures to roads at risk from displaced traffic
- 4) Provide peak hour traffic flows (on A413) as % of capacity – quarterly for entire construction period
- 5) Provide Vol 5 tables as spreadsheets

Mitigation

- **Remove spoil and supply bulk materials by rail; a railhead might be established near the Smalldean compound**
- **Prohibit HGV movements during peak hours (before 9am or after 4pm)**
- **Enforce travel plans – Park & Ride, not Car Share**
- **Halt all HGV movements for any emergency (“blue light”) incident**
- **Provide additional Air Ambulance cover**