

APPENDIX 8

Summary of responses for application ref: 16/00424/AOP at the Land Between Wendover Road and Aston Clinton Road, Weston Turville, Buckinghamshire

(Box 1) – 413 total objections.

(Box 2) – 484 total objections.

(Box 3) – 546 total objections.

(Box 4) – 639 total objections.

(Box 5) – 1,291 total objections.

(Box 6) – 1,417 total objections.

(Box 7) – 515 total objections. 2 neutral comments. 3 in support.

(Box 8) – 80 total objections (received post 6th April 2017)

5,348 total objecting comments.

2 total neutral comments.

3 total supporting comments.

Contents:

Page 1 – Count of Responses *(above)*

Page 2 – Responses Categorised AND Summarised *(Categorised and paraphrased to provide a more concise list. Roughly ~20% shorter than the "All Responses" list.*

Page 13 – All Responses *(Unfiltered – the original list ordered as they were written straight from the letters)*

Page 23 – Ultimate Summary *(very simply lists the issues raised)*

Responses Categorised AND Summarised *(took out overlaps and paraphrased)*

Comments of Support

- Aylesbury needs more houses, especially low and medium priced. This development would help satisfy that need.
- The area between Bedgrove and Weston Turville is not even an area of beauty, let alone outstanding. So better here than further south nearer Wendover.
- It will provide another element of the much needed Aylesbury bypass, providing some traffic relief for Bedgrove and Weston Turville

Comments of Objection

Public Highways and Footpaths

- The current plan to have a small part dual carriageway with three sets of traffic lights, a roundabout and four pedestrian crossings is unacceptable, it will simply lead to more 'rat running' through Weston Turville, Aston Clinton and Bedgrove, as well as make traffic in Aylesbury worse, by moving traffic more swiftly to 'pinch-points'.
- No traffic modelling has taken place for this application without including the Eastern Link Road and Woodlands developments.
- The new development would add up to 6,000 extra cars a day, vastly increasing traffic on Aylesbury's already crowded roads, most notably the routes leading into Aylesbury, around Weston Turville, the roads leading to Halton, The A41, A413, Wendover Road, Cambourne Avenue, Marroway, Risborough Road, the Walton Street Gyratory and the Tring area having a detrimental effect on the area.
- It would turn the minor New Road in Weston Turville into a major route, which it is not suitable for, and would blight the village forever.
- Gridlock traffic would result in a mortally damaged economy, meaning there will be no jobs here for future generations.
- The area around Walton Street and Wendover Way has the biggest concentration of secondary school students anywhere in the country. Children needing to go to these secondary schools will have to travel outside of the development, leading to more traffic running in the narrow roads surrounding these schools.
- Traffic problems will mean more people will be likely to park in the areas outside of the town and walk in, causing more highway issues for local residents.

- Gyrotory system will become too crowded. Running a link road through a housing estate is not safe.
- Clearly the proposal provides inadequate provision for off-street parking, thus the within site roads will be congested with parking.
- The cycle route on the A413 into the town centre of Aylesbury is completely unusable at many times of day. Using this route regularly, you have to compete with the traffic whilst negotiating the parents parking outside the schools in Turnfurlong Road. This proposal combined with HS2, will means our lives will become a misery over the next decade with the increased amount of traffic.
- The arrangements for the junction of the proposed roads to both the Wendover Road and Marroway are dangerous and totally inadequate.
- The continued expansion of Aylesbury with large housing estates makes the possibility of a proper bypass in the future less likely.
- There are no public transport links on the new development. Separate travel is required into Aylesbury to embark on longer distance journeys (to Oxford, Milton Keynes, High Wycombe etc).
- The new housing would block off public rights of way; footpaths leading from Bedgrove to Weston Turville.
- Road and footpath maintenance is already a struggle (with regard to potholes etc), more traffic can only worsen this.
- Building more houses without Aylesbury having a bypass will be utter madness.
- New link road would be detrimental to the peace and quiet of the residents of Bedgrove Farm Estate, whose homes lie adjacent to this link road.
- The lack of a large supermarket means that an increase in population in the south of Aylesbury will increase traffic into and out of the north of the town, as this is where the majority of the food stores are located.
- Regardless of whether the link road will be single or dual carriageway, it will only benefit traffic coming from the east and going back east (from Wendover to Tring and vice versa), Any traffic heading west will still need to negotiate Wendover Road, the gyratory, Tring Road, or potentially Camborne Avenue. This has an impact on other roads, such as Limes Avenue and Regent Road.
- Link road will run close to the northern boundary of the golf course, where there is a potential for a wayward golf ball to cause a hazard to pedestrians and traffic.
- There is only 2 pedestrian crossings for 2 miles in Aston Clinton. It will become dangerous for pedestrians trying to cross.
- The link road is proposed to close to Bedgrove park.

- Stoke Mandeville and Aylesbury car parks are already close to capacity at peak times, so adding Hamden fields commuters will lead to increased parking on residential streets, especially around Stoke Mandeville and Bedgrove.

Air Pollution

- The A41 corridor is an Air Quality Management Area; all councils should be working together to reduce the carbon emissions along it, not allowing yet more traffic onto it.
- Aylesbury doesn't have a good provision of green recreational space, If this development goes forward, where else will I go without breathing in the fumes of passing or ever increasingly queueing traffic. (also a countryside value issue).
- Increased car use will spread more pollution over the existing houses to the detriment of the health of residents.
- Air and noise pollution along Wendover Road, means cycling, walking, jogging, gardening or playing tennis is not going to be a healthy option or enjoyable experience should the traffic flow increase.

Coalescence

- Development of this size and scale is not achievable in such a compacted space.
- Proposal coalesces with Stoke Mandeville and Weston Turville. Moving the football pitch by a few yards does little to prevent coalescence as you would still hear the noise from a football match within the village of Weston Turville.
- Far from being an extension of Aylesbury, it completely swamps the surrounding villages and settlements into one giant amorphous mass,
- Goes against LP RA.2 (preventing coalescence).
- Coalescence will deter people from wanting to visit or live in the effected villages.
- Taken together with applications to extend Wendover towards Weston Turville and Halton, this development will effectively create one large conurbation comprising Aylesbury, Stoke Mandeville, Wendover, Weston Turville, Halton, Aston Clinton and Buckland.

Impact on character and identity

- Nature of development (regard to density), is so out of keeping it goes against LP GP.35, and will be seen as an overcrowded location.
- It will destroy a valued landscape to local people, and result in a total loss of character in the coalesced villages.

- Unacceptable impact on the countryside and villages that surround the site.
- Weston Turville will be swallowed up, its history and unique identity lost within greater Aylesbury, you can't ever get that back.
- This application will result in Aylesbury losing its own market town character, becoming just another sprawl.
- West End Ditch is still severely and adversely affected.
- Do I still live in a place called Aston Clinton or is it now known as Aylesbury?
- This development will turn our villages into awful towns bringing crime.

Housing Availability

- The site will deliver little if any contribution to the lack of 5-year-housing land supply.
- No commitment by the developer to build affordable houses for young people who have lived here all their lives. No where does it say that they will actually build a stated number of affordable houses.
- Other currently approved housing schemes adequately cover the housing need right now, this development will saturate the market in Aylesbury, leaving more empty homes.

Loss of open Countryside

- There will be a significant loss of 'green lungs' or open countryside. Green areas provided in the plans are meagre in the extreme.
- Negative impact on the Chiltern AONB.

The value of the space

- The land and its many public footpaths is highly valued by local residents and many others as an area of recreation and amenity, if this application goes ahead this will be lost forever, severely affecting our quality of life.
- Valuable farmland, wildlife habitats, species and flood plains would all be lost under the concrete of this development.
- If you allow this application then we will have lost forever the valuable countryside around the villages of Weston Turville, Aston Clinton and Wendover.
- The land proposed for development is high quality farmland, complete with hedgerows which would be urbanised resulting in a heavy environmental impact.

Impact on Wildlife

- An insufficient environmental assessment has been raised by the local wildlife trust (BBOWT).

- 8 Red Listed and 9 Amber Listed birds of Conservation Concern have been recorded on site and are breeding. The impact on Skylarks in particular can't be mitigated because they are ground nesting, which means when site clearance commences, the birds will be killed and their dependant young destroyed.
- The construction phase would result in the permanent and total loss of nesting and foraging habitat for the all the farmland birds, including the Grey Partridge, Skylark and Yellowhammer, which are Species of Principle Importance for Conservation.
- May also hurt populations of species off-site due them needing to use the farmland as a foraging habitat.
- Noise disturbance will stress key breeding birds like the House Sparrow, Starling and Dunnock, resulting in permanent and irreversible abandonment of breeding territories and nesting sites.
- When the site is completed and in use, any remaining bird species will be subject to continuous adverse effects due to noise, lighting and visual disturbance.
- Proposal requires the felling of 3 Black Poplar trees, which the council should oppose, as stated in the Sustainability Report.
- 6 species of bat are present on the site, and all bat species and their roosts are legally protected, by both domestic and international legislation. Development on the site would create light, noise, and visual disturbance which will have a negative impact on roosting sites and affect the bat population, particularly the additional light pollution will affect the abilities of bats to utilise their highly sensitive sight.
- Roughly 8.8 km of Grade 1 hedgerow will be lost as a result of the proposed development. The hedgerow offers valuable habitat for invertebrates and nesting birds and is also used for foraging.
- There are badgers present on the site, and although they are no a species of conservation concern, they are protected by The Protection of Badgers Act 1992, which prohibits damage, destruction of obstruction of badger setts and prohibits being killed, persecuted or trapped for the badgers themselves.

Impact on services

- Schools in the area could not take the amount of children that would move into the area.
- Railway services will be increasingly crowded.
- An extra 6,000 patients would bring our hospitals and GP surgeries to their knees.

- Gird-lock streets will significantly inhibit emergency services' ability to respond on scene quickly, as well as be put under more strain due to the higher population.
- Parking provisions in the town centre are not adequate to cater for up to 6,000 cars.
- Additional footfall from 3,000 families will ruin the green flag Bedgrove Park.
- With current teacher shortages, how will the two primary schools (and the inevitably required additional secondary school), be staffed.
- Supermarkets on this side of the town will not be able to cope with the additional demand.
- It will make the golf club more vulnerable to vandalism and petty theft of flags.
- What effect would the development have on neighbouring communities utilities?

And the lack thereof

- Lack of strategic infrastructure and no real commitment to affordable housing.
- We are basically approving Hampden Fields and Woodlands in one go. This will be ~4,200 houses without a doctor's surgery, secondary school and no firm commitment to affordable housing numbers.
- Developer promoted the scheme as having a dual carriageway, but has not committed to building it. Also no commitment to build a doctors' surgery or secondary school. Overall commits far too little towards infrastructure.
- There are not enough amenities to sustain this development.
- Where is land available for burial grounds?

Flooding / drainage

- Clearly drainage and sewerage concerns as expressed by Thames Water. Condition won't suffice for such large application.
- Surface water and fluvial flooding remain a serious issue and have not been adequately addressed.
- Flooding is a serious problem that will not necessarily be a problem on the site itself, but will be more apparent upstream in parts of Weston Turville, where many properties already have high insurance premiums due to being blighted by flooding caused by a back-up of water in West End Ditch. The development would exacerbate both the severity and affected area of the flooding.

Other matters (not enough different opinions for their own section)

- Makes a mockery of the concept of sustainable development.
- Development has no regard to the Government's stated desire for localism in planning.

- It will make living in the Aylesbury area unbearable.
- Tensions occur when communities are overtaken by newcomers. Bedgrove will suffer. Weston Turville will suffer. The huge new influx will not get as good quality of life as currently enjoyed in Aylesbury.
- The difference between this application and the last are insignificant. The 'modified' proposal makes no effort to address the key concerns that resulted in the original application being rejected. Hence, those same arguments are still valid and should still stand for refusal.
- Old parish council offices to be demolished as part of the development are home to a species of bat, protected under UK law.
- The proposed housing development is under the noise abatement flight path for RAF Halton with up to 16,000 movements per year. This would not meet the requirement for planning to foresee environmental problems for prospective home owners. RAF flightpaths have been carefully agreed with surrounding villages to avoid excessive flying over existing settlements and are immovable.
- This proposed development (regarding construction) will cause years of disruption, noise, inconvenience and debris to the local residents who just want to live peacefully in their village environments.
- Not enough employment opportunities in Aylesbury, most new residents will commute outwards, not supporting Aylesbury's own economy.

Statements and Opinions

"It should be like this"

- If developers won't firmly commit to build 30% of affordable houses, then I urge the plans be rejected.
- Developers funding towards an Eastern Link road is worthless, Aylesbury needs an Eastern Link road for the number of houses it currently has now or in the pipeline. It doesn't need an Eastern Link road plus another 3,000 houses and 6,000 extra cars.
- We need space for people to get out and enjoy the countryside.
- Any remaining wild creatures are special, and provision should be made for them.
- Large developments should wait until the new VALP is finished.
- Developers should completely cover the cost of a new secondary school outside of the site, because they are the ones making all the profit from the development and creating the problem in the first place.
- Better alternative growth zone would be to the west of Aylesbury.

- Concern over the loss of good farmland, the more food we can produce the less we have to import, saving resources elsewhere.
- If more houses are needed then convert the empty offices in the centre of Aylesbury.
- Has to be a commitment to build starter homes for young people.
- Must have shops (insinuating it currently doesn't propose shops).
- Time needs to be allowed for the existing developments to be completed and embedded before embarking on another of this size.
- A new ring road around Aylesbury should be considered a necessity before any consideration is given to building more houses.
- Scale of site should be reduced. 3000 homes in one go is too much.
- Brownfield sites should be used first.
- We should be utilizing our high quality agricultural land to produce food for our people instead of concreting it over to build high density, poor quality housing that will be totally out of keeping with the surrounding areas.
- There are applications now about 6,000 houses total. These applications should be looked at as a whole, to fully consider the impact of such a large expansion within a short space of time.
- Weston Turville, Aston Clinton and Wendover should be retained as self contained villages rather than being merged into Aylesbury, in order to maintain the rural character of the county.
- The developer should be fined for the costs incurred trying to play the system. All these repeated silly applications trying 'fudge' issues in order to get approval will only result in the developers benefit and the community's pain.
- The proposed development must not be judged or decided upon in isolation from the overall Aylesbury plan.
- Consideration should not be given to how this development would potentially link up with the potential eastern link road and the potential Woodlands development. An application has not even been made yet, and it would be premature to approve this development on the basis of forming part of a 'strategic link road'. To take this into account would be to assume that the Woodlands and eastern link roads applications would be a 'fait accompli'.
- It would be useful for an impact assessment to be carried out on the combined proposals currently surrounding Aylesbury, in order to fully understand the overall effect.
- This development should be seen in the context of its size – effectively this is a town with a population the scale of Wendover being planted between Weston Turville and Bedgrove.

- This is agricultural land and our membership of the U is uncertain. We import most of our food from the EU. We need to keep existing agricultural land for our own future food production.
- The link road should be constructed as a dual carriageway with badger-proof fencing, making it safer for motorists and badgers.

"Its already really bad"

- Stoke Mandeville rail station car park and its trains are already over capacity at peak times.
- Aylesbury is being expanded so much that it is fast losing its heart and becoming more a series of 'townlets' mostly populated by commuters.
- Already incredibly difficult to exit the top of Elm Farm Road and Eastcote Road.
- Where can one exercise animals away from busy roads?
- The town of Aylesbury is in a 'smoke-hollow' which collects the fumes from traffic and heating which causes air pollution, most notably along Wendover road.
- If the average household has 4 people (2 children), where will these additional 6,000 children go for schooling? Schools are already struggling to cope.
- Stoke Mandeville hospital can barely cope with existing situation.
- Traffic noise has increased significantly along Tring road.
- Residents along Marroway have a really hard time getting out of their driveways as is.
- Aylesbury was once a small market town on a human scale that now seems to have become something much larger, too congested and too impersonal, yet it still seems to limp along on the same infrastructure!
- In the last 18 months, since the traffic lights were installed at the end of Bedgrove (and since I started walking to work during rush hour), I have developed asthma.

"The application doesn't do it the right way"

- The application has not adequately addressed the original reasons for refusal by the inspector in 2015.
- Moving the football pitches a few yards further back from West End Ditch in Weston Turville makes no discernible improvement to the unacceptable impact that was acknowledged before.
- We need the younger generation to have a start on the housing ladder in Aylesbury, else it will become a town of older people.

- Misleading use of the term "Link Road". Given the traffic lights, pedestrian crossings, and roundabout, this is uncharacteristic of a link road and it is considered progress on such a road would be very slow.
- Traffic on parts of the Aylesbury road network are expected to increase by 40% without Hampden Fields. Developer claims the 40% increase will be reduced by only 1.8% due to the development, which is questionable considering whether the traffic model is correct. In 2012, the reduction was 3.1%.
- There's no need for a park and ride facility, Aylesbury isn't a huge place, if people are willing to drive to the park and ride, they will invariably drive the extra 5 minutes into town and instead park in one of the plentiful pay and displays or multi storey car parks.

"The previous applications were terrible"

- All 3 of the last public inquiries were ruled against development. So why is I being brought back being hardly altered at all.
- Site is a highly valued landscape by local people as evidenced by the 3,811 objections to the original application in 2012. Inspector gave due weight to this in paragraph 9.647 of the report.

(About the subtitles for the second section. I thought they were a surprisingly appropriate and easy way of distinguishing the different kinds of things people had to say, if a bit informal).

All Responses *(the original list noted straight from the response letters)*

- Development of this size and scale is not achievable in such a compacted space.
- All 3 of the last public inquiries were ruled against development.
- The current plan to have a small part dual carriageway with three sets of traffic lights, a roundabout and four pedestrian crossings is unacceptable, it will simply lead to more 'rat running' through Weston Turville, Aston Clinton and Bedgrove.
- Nature of development (regard to density), is so out of keeping it goes against LP GP.35.
- Lack of strategic infrastructure and no real commitment to affordable housing skews the planning balance severely against the application to the extent that the negative impacts of the development significantly and demonstrably outweigh the benefits.
- Traffic on parts of the Aylesbury road network are expected to increase by 40% without Hampden Fields. Developer claims the 40% increase will be reduced by only 1.8% due to the development, which is questionable considering whether the traffic model is correct. In 2012, the reduction was 3.1%.
- No traffic modelling has taken place for this application without including the Eastern Link Road and Woodlands development.
- In effect this means we are approving Hampden Fields and Woodlands in one go. This will be ~4,200 houses without a doctor's surgery, secondary school and no firm commitment to affordable housing numbers.
- Site has been turned down by 3 public inquiries in the past.
- It will swallow the villages and surrounding areas as well as destroy a valued landscape to local people.
- Site is a highly valued landscape by local people as evidenced by the 3,811 objections to the original application in 2012. Inspector gave due weight to this in paragraph 9.647 of the report.
- Proposal coalesces with Stoke Mandeville and Weston Turville. Moving the football pitch by a few yards does little to prevent coalescence as you would still hear the noise from a football match within the village of Weston Turville.
- West End Ditch is still severely and adversely affected.
- The site will deliver little if any contribution to the lack of 5-year-housing land supply.

- The application has not adequately addressed the original reasons for refusal by the inspector in 2015.
- Unacceptable impact on the countryside and villages that surround the site.
- Far from being an extension of Aylesbury, it completely swamps the surrounding villages and settlements into one giant amorphous mass.
- It was only rejected last year, so why is it being brought back being hardly altered at all.
- Schools in the area could not take the amount of children that would move into the area.
- Moving the football pitches a few yards further back from West End Ditch in Weston Turville makes no discernible improvement to the unacceptable impact that was acknowledged before.
- Developer promoted the scheme as having a dual carriageway, but has not committed to building it.
- No commitment by the developer to build affordable houses for young people who have lived here all their lives. No where does it say that they will actually build a stated number of affordable houses.
- We need the younger generation to have a start on the housing ladder in Aylesbury, else it will become a town of older people.
- If developers won't firmly commit to build 30% of affordable houses, then I urge the plans be rejected.
- The traffic is unacceptable and the developer has not adequately addressed the concerns raised by the inspector in his report to the SoS in 2015.
- The application will severely affect traffic in the Tring Road area and along the A41 Tring Road. The A41 corridor is an Air Quality Management Area; all councils should be working together to reduce the carbon emissions along it, not allowing yet more traffic onto it.
- Development will have a significant impact on the routes into Aylesbury.
- Children needing to go to secondary schools will have to travel outside of the development creating more traffic.
- Does not provide enough infrastructure, no commitment to provide doctor's surgery and no space allocated for secondary school.
- We enjoy having fields and greenery very close, if this application goes ahead this will be lost forever.
- The new development would add up to 6,000 extra cars a day, vastly increasing traffic on Aylesbury's already crowded roads.
- It would turn the minor New Road in Weston Turville into a major route, which it is not suitable for, and would blight the village forever.

- Developers funding towards an Eastern Link road is worthless, Aylesbury needs an Eastern Link road for the number of houses it currently has now or in the pipeline. It doesn't need an Eastern Link road plus another 3,000 houses and 6,000 extra cars.
- Railway services will be increasingly crowded.
- An extra 6,000 patients would bring our hospitals and GP surgeries to their knees.
- This development would envelope the village Weston Turville. Valuable farmland, wildlife habitats, species and flood plains would all be lost under the concrete of this development.
- Site is currently used for the growing of food. The Hampden fields application would act against that human need for food.
- Gridlock traffic would result in a mortally damaged economy, meaning there will be no jobs here for future generations.
- The land and its many public footpaths is highly valued by local residents and many others as an area of recreation and amenity.
- Clearly drainage and sewerage concerns as expressed by Thames Water. Condition won't suffice for such large application.
- Stoke Mandeville rail station car park and its trains are already over capacity at peak times.
- Concerned about traffic problems worsening on the main road leading into Aylesbury, around Weston Turville and the roads leading to Halton.
- Weston Turville will be swallowed up, its history and unique identity lost within greater Aylesbury, you can't ever get that back.
- Grid-lock streets will significantly inhibit emergency services' ability to respond on scene quickly.
- Goes against LP RA.2 (preventing coalescence).
- Outline application leaves far too much for the reserved stage and commits far too little towards infrastructure.
- Surface water and fluvial flooding remain a serious issue and have not been adequately addressed.
- Up to 12,000 additional car journeys a day.
- Aylesbury is being expanded so much that it is fast losing its heart and becoming more a series of 'townlets' mostly populated by commuters. We need space for people to get out and enjoy the countryside.
- Soon Aylesbury will disappear and become a suburban sprawl.
- Any remaining wild creatures are special, and provision should be made for them.
- Air quality suffers due to the existing traffic issues along Wendover road.

- The area around Walton Street and Wendover Way has the biggest concentration of secondary school students anywhere in the country. More traffic into this area will simply cause more rat running in the narrow roads surrounding these schools.
- Traffic problems will mean more people will be likely to park in the areas outside of the town and walk in, causing more highway issues for local residents.
- Already incredibly difficult to exit the top of Elm Farm Road and Eastcote Road.
- Parking provisions in the town centre are not adequate to cater for another 3,000 residents and up to 6,000 cars.
- Building has already taken place on flood plains, added to the effect of global warming, flooding will only get worse, as many people in the area had their homes flooded already last year.
- Aylesbury doesn't have a good provision of green recreational space, If this development goes forward, where else will I go without breathing in the fumes of passing or ever increasingly queueing traffic.
- Where can one exercise animals away from busy roads?
- The town of Aylesbury is in a 'smoke-hollow' which collects the fumes from traffic and heating which causes air pollution.
- If the average household has 4 people (2 children), where will these additional 6,000 children go for schooling? Schools are already struggling to cope.
- Large developments should wait until the new VALP is finished.
- Gyrotory system will become too crowded. Running a link road through a housing estate is not safe.
- Building 3,000 houses is not an urban extension of Aylesbury, it is a complete envelopment of the area of historic villages. This will results in total loss of character in the area.
- Whilst the proposed development appears airy and spacious in the submitted plans, if permitted, this development would be seen as an overcrowded location with a housing density totally out of keeping with the surrounding area.
- There will be a significant loss of 'green lungs' or open countryside. Green areas provided in the plans are meagre in the extreme. Clearly the proposal provides inadequate provision for off-street parking, thus the within site roads will be congested with parking.
- Flooding is a serious problem that will not necessarily be a problem on the site itself, but will be more apparent upstream in parts of Weston Turville, where many properties already have high insurance premiums due to being blighted by flooding caused by a back-up of water in West End Ditch. The development would exacerbate both the severity and affected area of the flooding.
- Makes a mockery of the concept of sustainable development.

- The cycle route on the A413 into the town centre of Aylesbury is completely unusable at many times of day. Using this route regularly, you have to compete with the traffic whilst negotiating the parents parking outside the schools in Turnfurlong Road. This proposal combined with HS2, will mean our lives will become a misery over the next decade with the increased amount of traffic.
- It will surely be difficult to commute to work in London, due to the increased congestion resulting from the proposal.
- Deer, foxes, badgers and numerous birds – where will they be driven out to?
- Misleading use of the term “Link Road”. Given the traffic lights, pedestrian crossings, and roundabout, this is uncharacteristic of a link road and it is considered progress on such a road would be very slow.
- Developers should completely cover the cost of a new secondary school outside of the site, because they are the ones making all the profit from the development and creating the problem in the first place.
- Stoke Mandeville hospital can barely cope with existing situation.
- More strain on the emergency services, not just through increased response time due to traffic, but also having more people to cater for.
- Yet more pollution spread over the existing houses to the detriment of the health of residents.
- The arrangements for the junction of the proposed roads to both the Wendover Road and Marroway are dangerous and totally inadequate.
- Development has no regard to the Government’s stated desire for localism in planning.
- An insufficient environmental assessment has been raised by the local wildlife trust (BBOWT).
- Increased car use will impact directly on the well-being of people in the area.
- Traffic created from this proposed development will have a detrimental effect on Bedgrove, Wendover road and surrounding area.
- There are no public transport links on the new development. Separate travel is required into Aylesbury to embark on longer distance journeys (to Oxford, Milton Keynes High Wycombe etc).
- Air and noise pollution along Wendover Road, means cycling, walking, jogging, gardening or playing tennis is not going to be a healthy option or enjoyable experience should the traffic flow increase.
- If you allow this application then we will have lost forever the valuable countryside around the villages of Weston Turville, Aston Clinton and Wendover.
- Better alternative growth zone would be to the west of Aylesbury.

- Moved to Weston Turville for its village location, being quiet with low pollution levels. People suffering severe asthma since birth may experience more heart and lung problems due to the increased dust and pollutants in the air.
- Aylesbury was once a pleasant market town on a human scale, it is now already too big, too congested and too impersonal.
- Concern over the loss of good farmland, the more food we can produce the less we have to import, saving resources elsewhere.
- If more houses are needed then convert the empty offices in the centre of Aylesbury.
- Thought of 5,000 more cars joining Aylesbury's roads is frightening.
- There are not enough amenities to sustain this development.
- Has to be a commitment to build starter homes for young people.
- It will make living in the Aylesbury area unbearable.
- Other currently approved housing schemes adequately cover the housing need right now, this development will saturate the market in Aylesbury, leaving more empty homes.
- The new housing would block off public rights of way; footpaths leading from Bedgrove to Weston Turville.
- Road and footpath maintenance is already a struggle (with regard to potholes etc), more traffic can only worsen this.
- Additional footfall from 3,000 families will ruin the green flag Begrove Park.
- Must have shops (insinuating it currently doesn't propose shops).
- Air quality will suffer creating more health problems related to breathing.
- The development proposes 2 primary schools, but gives no mention of secondary schools.
- With current teacher shortages how will the two primary schools (and the inevitably required additional secondary school), be staffed.
- With the scale of the development, parking will be woefully inadequate as it is with many other new estates around the town.
- Supermarkets on this side of the town will not be able to cope with the additional demand.
- It will make the golf club more vulnerable to vandalism and petty theft of flags.
- Town is growing too big too quickly. Time needs to be allowed for the existing developments to be completed and embedded before embarking on another of this size.
- Last 15 years there has been a considerable increase in car pollution, air quality is being affected negatively.
- A new ring road around Aylesbury should be considered a necessity before any consideration is given to building more houses.

- Scale of site should be reduced. 3000 homes in one go is too much.
- Its fun to play in the fields with friends and take out the dogs. "we make dens and have fun". Please don't let that come to an end.
- The pollution from the current amount of traffic has killed 3 trees from our garden.
- Brownfield sites should be used first.
- Building more houses without Aylesbury having a bypass will be utter madness.
- What effect would the development have on neighbouring communities utilities?
- Do I still live in a place called Aston Clinton or is it now known as Aylesbury?
- Traffic noise has increased significantly along Tring road.
- Resident along Marroway have a really hard time getting out of their driveways as is.
- Where is land available for burial grounds?
- There are applications now about 6,000 houses total. These applications should be looked at as a whole, to fully consider the impact of such a large expansion within a short space of time.
- Weston Turville, Aston Clinton and Wendover should retained as self contained villages rather than being merged into Aylesbury, in order to maintain the rural character of the county.
- Tensions occur when communities are overtaken by newcomers. Bedgrove will suffer. Weston Turville will suffer. The huge new influx will not get as good quality of life as currently enjoyed in Aylesbury.
- (Neutral position) The main spinal roads and footpaths that access the site and the detailed open space / parks, should have active windows facing onto them, to ensure good natural surveillance and reduce opportunities for crime.
- (Neutral position) There may not be adequate surveillance onto some of the footpaths and play areas around the site, most particularly the one positioned west which connects existing housing on the Wendover Road and a leap positioned in the south close to the allotments).
- (Neutral position) The design for all routes should follow Secured by Design guidelines and the advice contained in Manual for Streets (page 46).
- (Neutral position) concerns over the footpath route connecting existing housing on Wendover Road into the west of the development. Concerns relate to the adequacy of width, defensible space, and the security of houses along it.
- (Neutral position) at the reserved matters stage, it is requested a condition be imposed in order to ensure the safety and security across the proposed development, whilst minimising light pollution, regarding the street lighting of the development.

- (Neutral position) applicant is requested to show commitment to ensure they achieve the Secure by Design accreditation standards.
- (Neutral position) applicant should aim to ensure parking areas are well lit, secure, safe and attempt to minimise crime while also improving the security of the properties it serves; ensure that every property has at least 1 – 1.5m of defensible space in order to create a sense of ownership and encourage natural surveillance; and ensure play areas have no potential to generate crime, requiring careful design in relation to boundary treatment, equipment selection, lighting and landscaping. Play areas should also be overlooked by at least 2 elevations of dwellings.
- The land proposed for development is high quality farmland, complete with hedgerows which would be urbanised resulting in a heavy environmental impact.
- We should be utilizing our high quality agricultural land to produce food for our people instead of concreting it over to build high density, poor quality housing that will be totally out of keeping with the surrounding areas.
- A high density development such as this, it is almost inevitable that the habitats of bats, and a rich variety of birds and other animals will be destroyed. The wildlife currently live not only in the woodland at the rear of Langdon avenue but also in the agricultural fields and hedgerows to be paved over. The demise of these creatures will be unacceptable.
- New link road would be detrimental to the peace and quiet of the residents of Bedgrove Farm Estate, whose homes lie adjacent to this link road.
- 8 Red Listed and 9 Amber Listed birds of Conservation Concern have been recorded on site and are breeding. The impact on Skylarks in particular can't be mitigated because they are ground nesting, which means when site clearance commences, the birds will be killed and their dependant you destroyed.
- The construction phase would result in the permanent and total loss of nesting and foraging habitat for the all the farmland birds, including the Grey Partridge, Skylark and Yellowhammer, which are Species of Principle Importance for Conservation.
- May also hurt populations of species off-site due them needing to use the farmland as a foraging habitat. Birds such as the Red Kite and Barn Owl.
- Noise disturbance will stress key breeding birds like the House Sparrow, Starling and Dunnock, resulting in permanent and irreversible abandonment of breeding territories and nesting sites.
- When the site is completed and in use, any remaining bird species will be subject to continuous adverse effects due to noise, lighting and visual disturbance.
- Proposal requires the felling of 3 Black Poplar trees, which the council should oppose, as stated in the Sustainability Report.

- 6 species of bat are present on the site, and all bat species and their roosts are legally protected, by both domestic and international legislation. Development on the site would create light, noise, and visual disturbance which will have a negative impact on roosting sites and affect the bat population, particularly the additional light pollution will affect the abilities of bats to utilise their highly sensitive sight.
- Roughly 8.8 km of Grade 1 hedgerow will be lost as a result of the proposed development. The hedgerow offers valuable habitat for invertebrates and nesting birds and is also used for foraging.
- There are badgers present on the site, and although they are not a species of conservation concern, they are protected by The Protection of Badgers Act 1992, which prohibits damage, destruction or obstruction of badger setts and prohibits being killed, persecuted or trapped for the badgers themselves.
- The lack of a large supermarket means that an increase in population in the south of Aylesbury will increase traffic into and out of the north of the town, as this is where the majority of the food stores are located.
- Regardless of whether the link road will be single or dual carriageway, it will only benefit traffic coming from the east and going back east (from Wendover to Tring and vice versa), Any traffic heading west will still need to negotiate Wendover Road, the gyratory, Tring Road, or potentially Camborne Avenue. This has an impact on other roads, such as Limes Avenue and Regent Road. More cars on Aylesbury's road will make the situation on these roads intolerable for residents.
- The developer should be fined for the costs incurred trying to play the system. All these repeated silly applications trying 'fudge' issues in order to get approval will only result in the developers benefit and the community's pain.
- Aylesbury was once a small market town that now seems to have become something much larger, yet it still seems to limp along on the same infrastructure!
- Had quite a few response letters that basically said "Council, you suck", but with a few more capital letters and very British words like "pathetic".
- The existing green areas are enjoyed by an enormous amount of people and to deny us this pleasure will severely affect our quality of life.
- Link road will only make traffic in Aylesbury worse, by moving traffic more swiftly to 'pinch-points'.
- Link road will run close to the northern boundary of the golf course, where there is a potential for a wayward golf ball to cause a hazard to pedestrians and traffic.
- Old parish council offices to be demolished as part of the development are home to a species of bat, protected under UK law.

- The proposed housing development is under the noise abatement flight path for RAF Halton. The RAF will have no possibility for many alternative routing. Building housing under a known flight path with up to 16,000 movements would not meet the requirement for planning to foresee environmental problems for prospective home owners.
- The proposed development must not be judged or decided upon in isolation from the overall Aylesbury plan.
- It will cause major traffic problems, in particular at the Walton Street Gyratory.
- Consideration should not be given to how this development would potentially link up with the potential eastern link road and the potential Woodlands development. An application has not even been made yet, and it would be premature to approve this development on the basis of forming part of a 'strategic link road'. To take this into account would be to assume that the Woodlands and eastern link roads applications would be a 'fait accompli'. *(a thing that has already happened or been decided before those affected hear about it, leaving them with no option but to accept it)*
- There's no need for a park and ride facility, Aylesbury isn't a huge place, if people are willing to drive to the park and ride, they will invariably drive the extra 5 minutes into town and instead park in one of the plentiful pay and displays or multi storey car parks.
- It would be useful for an impact assessment to be carried out on the combined proposals currently surrounding Aylesbury, in order to fully understand the overall effect.
- This development should be seen in the context of its size – effectively this is a town with a population the scale of Wendover being planted between Weston Turville and Bedgrove.
- This application will result in Aylesbury losing its own market town character, becoming just another sprawl.
- I have lived in Bedgrove for 17 years, and in the last 18 months, since the traffic lights were installed at the end of Bedgrove (and since I started walking to work during rush hour), I have developed asthma.
- Coalescence will deter people from wanting to visit or live in the effected villages.
- Taken together with applications to extend Wendover towards Weston Turville and Halton, this development will effectively create one large conurbation comprising Aylesbury, Stoke Mandeville, Wendover, Weston Turville, Halton, Aston Clinton and Buckland.
- This development will turn our villages into awful towns bringing crime.
- There is only 2 pedestrian crossings for 2 miles in Aston Clinton. It will become dangerous for pedestrians trying to cross.

- Our shopping centre is abysmal and very few of the potential new residents will be supporting the local shops and business, especially being situated on the far south of Aylesbury separated by gridlock traffic.
- This proposed development will cause years of disruption, noise, inconvenience and debris to the local residents who just want to live peacefully in their village environments.
- This is agricultural land and our membership of the U is uncertain. We import most of our food from the EU. We need to keep existing agricultural land for our own future food production.
- Not enough employment opportunities in Aylesbury, most new residents will commute outwards, not supporting Aylesbury's own economy.
- RAF flightpaths have been carefully agreed with surrounding villages to avoid excessive flying over existing settlements and are immovable. The development will be right under this flight path.
- Aylesbury needs more houses, especially low and medium priced. This development would help satisfy that need.
- The area between Bedgrove and Weston Turville is not even an area of beauty, let alone outstanding. So better here than further south nearer Wendover.
- The outline layout appears well balanced.
- It will provide another element of the much needed Aylesbury bypass, providing some traffic relief for Bedgrove and Weston Turville
- The negative impact on the Chiltern AONB.
- The link road is proposed to close to Bedgrove park.
- The link road should be constructed as a dual carriageway with badger-proof fencing, making it safer for motorists and badgers.
- Stoke Mandeville and Aylesbury car parks are already close to capacity at peak times, so adding Hamden fields commuters will lead to increased parking on residential streets, especially around Stoke Mandeville and Bedgrove.

Summary *(a quick list useful for knowing just what the issues are)*

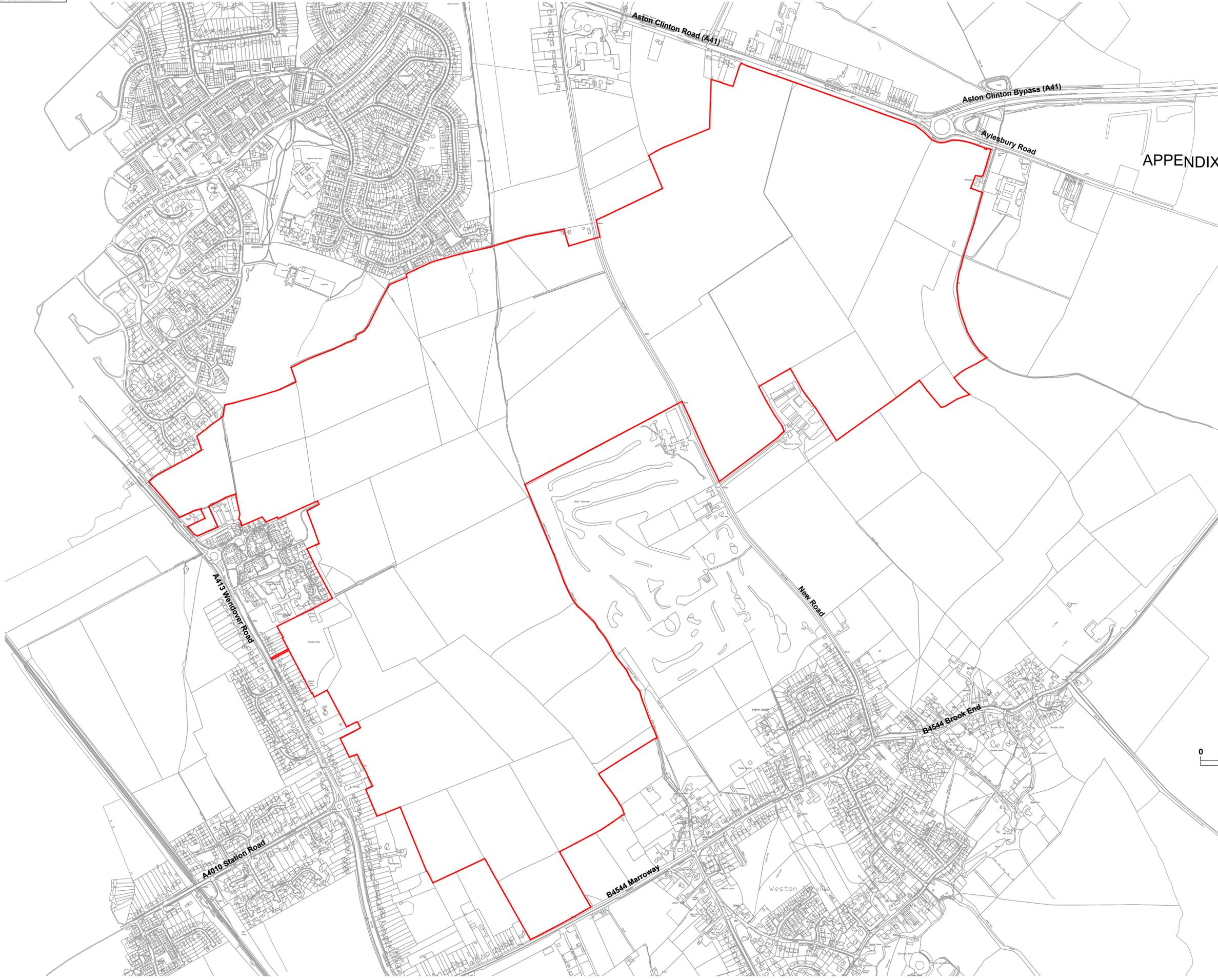
- Too much traffic
 - Roads are busy already
 - **Roads can't cope with more cars, will result in gridlock**
 - Increased traffic will further worsen the air pollution
- Rat running
 - Busier roads mean people will try to cut through quieter areas, disturbing residential amenity.
- Street safety concerns.
 - Lighting, street surveillance, active frontages and defensible space.
- Coalescence of Aylesbury and surrounding villages
 - An inherently undesirable outcome of the proposal
 - **Destruction of character and identity in villages surrounding Aylesbury.**
- Loss of open countryside – intrinsic value and value attributed by residents through their use and enjoyment.
 - Space currently used regularly by hikers, dog walkers and more casual walks.
 - The leisure and amenity it provides will be lost forever.
- Impact on wildlife diversity.
 - Irreversible unacceptable biodiversity offsetting will result, having an impact on numerous protected species, causing serious harm to their wellbeing, habitat and capacity to breed.
- Inadequate choice of quality homes.
 - No commitment to building affordable housing.
- Impact on the services.
 - **Stoke Mandeville hospital, the existing train network, the existing GP surgeries and the existing schools will all not cope.**
- Lack of services committed by developer.
 - No promise for secondary school, GP surgery, dual carriageway link road,

- Flooding
 - Flooding already a huge issue, proposal will only make things worse, putting many homes in the surrounding villages more vulnerable.
- Sustainability – as a whole of the other issues.
 - Does not promote sustainable transport, results in the total destruction of the identity and character of surrounding villages, has minimal regard for natural conservation and makes no effort to ensure a wide choice of high quality homes.

(the tone of the summary will seem strongly against, it is simply conveying the tone of the letters. 3 most commonly brought up issues are in bold)

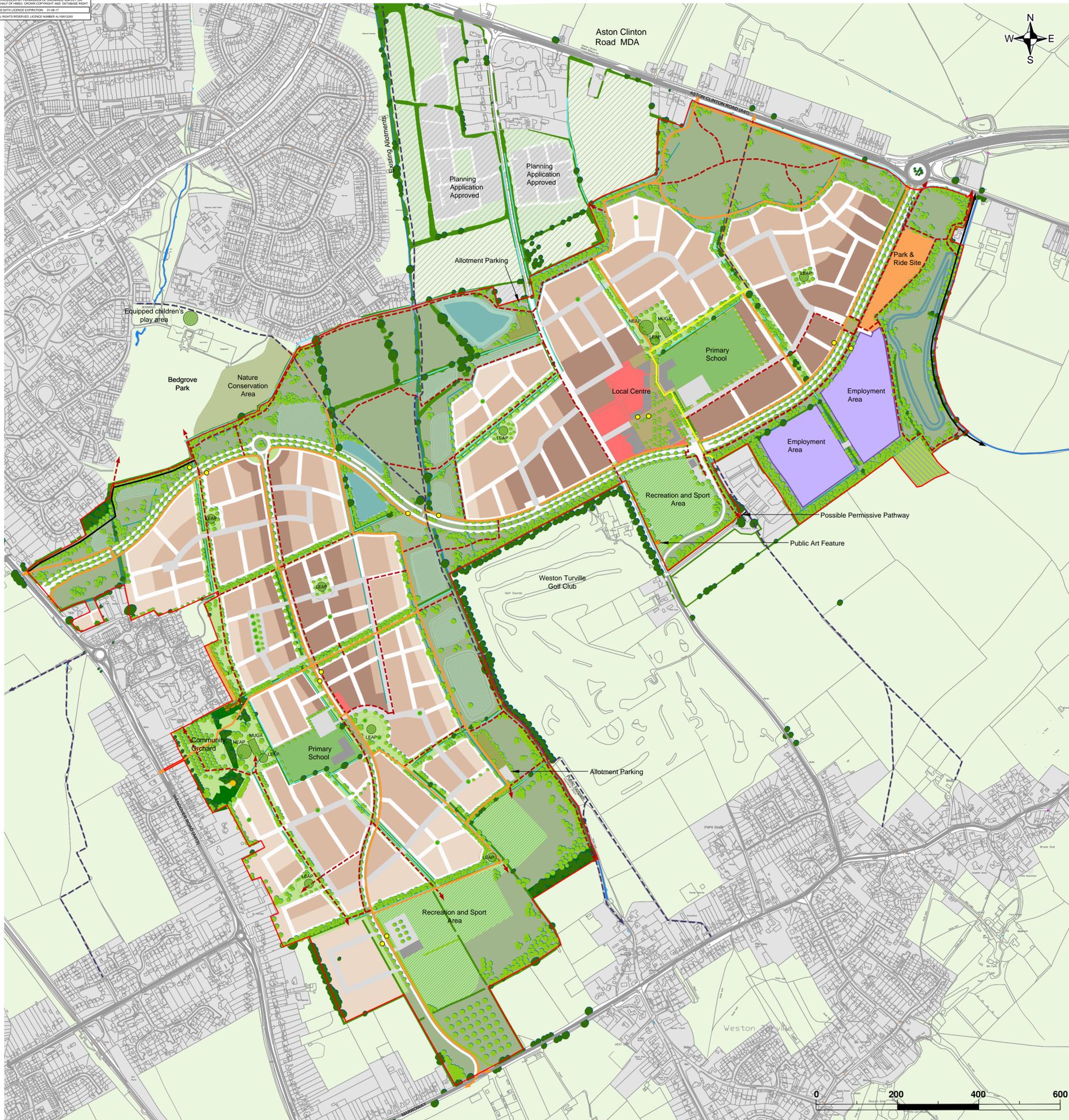


Legend
Application Site



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Scale 1:5000 @ A1	Date 13/08/2015



APPENDIX 10

- | | | | |
|--|---|--|--|
| | Application Boundary | | Indicative Key Green Streets |
| | Residential - Lower Density | | Perimeter accesses comprising access roads, shared surface accesses, private drives and footways / cycleways |
| | Residential - Medium Density | | Area of Special Surface Treatment |
| | Residential - Medium / Higher Density Urban Core | | Bus Stop |
| | Mixed Use Local Centre (inc. retail, leisure, community, residential, main square and other uses) | | Bus Only Link to Park & Ride |
| | Residential with Secondary Retail / Commercial Frontage | | Existing Watercourse |
| | Employment Land | | Existing Ditch |
| | Park & Ride (inc. Waste Recycling Facility & Electricity Substation) | | Proposed Swale |
| | Primary Schools | | Surface Water Attenuation Areas (Permanent Water Storage) |
| | Community Parks and Spaces | | Surface Water Attenuation Areas (Temporary Water Storage) |
| | Sports and Recreation Areas | | Strategic Flood Alleviation Scheme |
| | Semi-Natural Green Space | | Existing Retained Hedgerow |
| | Ecological Mitigation Area | | Existing Retained Woodland |
| | Allotments | | Existing Retained Trees |
| | Existing Public Right of Way (PROW) | | Proposed Strategic Tree Planting / Feature Trees |
| | Proposed diversion of PROW (subject to Diversion Order) with cyclway where required | | Proposed Hedgerow |
| | Publicly Accessible Route | | Equipped Children's Play Space |
| | Strategic Footway / Cycleway provision | | Existing Bee Apiaries (10 no.) |
| | Strategic Pedestrian Links | | Existing Developed Area |
| | East-West Link Road / Marroway Link | | Existing Green Spaces and Open Land |
| | Indicative Primary Residential Access Streets / Indicative Key Green Streets | | Possible Future Development Area by Others |
| | Indicative Secondary Residential Access Streets | | Domestic Garden Extension |





Hampden Fields, Aylesbury

Initial Review of Transport Assessment (16/00424/AOP)

1. Transport Planning Practice have been instructed by Hampden Fields Action Group to carry out a preliminary review of the Transport Assessment (TA) for the Hampden Fields development proposals near Aylesbury. The latest TA was prepared by consultants WSP Parsons Brinckerhoff and is dated February 2016.

Context

2. A public inquiry was held between 25 June 2013 and 9 December 2013 to consider appeals against the refusal by Aylesbury Vale District Council (AVDC) to grant outline planning permission in respect of four major development proposals and, more specifically, the failure of AVDC to determine the applications in respect of two cases (one of which was Hampden Fields).
3. The inquiry considered appeals relating to development sites at Fleet Marston Farm, Hampden Fields and Weedon Hill - the Inspector's Report set out "main considerations" which led to his recommendation that the appeals should all be dismissed. The highways and transportation considerations are summarised below.

Inspector's report

4. The Inspector noted that Wendover Road lies along a Primary Congestion Management Corridor, and that it is a policy objective for AVDC and Buckinghamshire County Council (BCC) to reduce congestion and improve journey time reliability on these strategically important parts of the network. The Inspector notes that a Baseline 2010 assessment indicates that the Walton Street gyratory, in this corridor, is currently operating above its operational capacity, as shown below.

Table 1: Walton Street Gyratory – 2010 Baseline Assessment

Time Period	Observed traffic flows per hour	Practical reserve capacity
AM Peak Hour	3831	-16.5%
PM Peak Hour	3985	-18.9%
Notes:		
1) Observed flows based on traffic surveys		
2) Practical reserve capacity (PRC) is a measure of how much additional traffic could pass through a junction (a negative PRC indicates that capacity has already been exceeded)		

5. The Inspector noted (para 9.638) that mitigation of the problems at the Walton Street gyratory is required to make the Hampden Fields development acceptable in planning terms.

6. The Hampden Fields developers would deliver the South Eastern Link Road (SELR) connecting the A41 Aston Clinton Road and the A413 Wendover Road. The SELR would have the dual purpose of serving the development and allowing through traffic to travel between the two strategic highways corridors. It might be expected that the SELR would remove some orbital traffic from the Walton Street gyratory. It might also be expected that the construction of the Eastern Link Road (ELR) and the SELR would further reduce traffic flows at the gyratory, contributing to mitigation of congestion. However, the Hampden Fields developers were required to demonstrate that the highways impact of their scheme could be mitigated without the ELR.

7. The Inspector reports that, with the Hampden Fields development and the SELR in place, in 2031 the gyratory, even with re-optimised traffic signal timings, would be operating over-capacity (para 9.501). Although the volume of development traffic from Hampden Fields that would pass through the gyratory is modest, the Inspector comments (para 9.582):

"It is evident that a number of existing junctions within the vicinity of the appeal site currently experience congestion at peak hours; notably the Walton Street gyratory. Hampden Fields would compound the difficulties and delays currently experienced on part of the network that is subject to considerable stress."

8. Four months after the inquiry opened, the developer and BCC prepared a Statement of Common Ground, and BCC withdrew their highways objection. This agreement included a requirement that the development could not commence until a Highway Works Delivery Programme was submitted to BCC for approval. The delivery programme was to include the phased delivery of improvement works at the gyratory. The schemes under consideration were as follows:

- a) Minor improvements - enhancements to the Wendover Road approach and introduction of the MOVA signal control system; and
- b) Major improvements - closure of the right turn next to the Aristocrat Public House (allowing access only for emergency vehicles, buses and possibly cyclists) and alterations to the circulatory carriageway of the gyratory.

9. For major improvement works to proceed BCC would first have to make a Traffic Regulation Order (TRO) and undertake public consultation. Under the latter scheme traffic approaching the junction from Stoke Road and wishing to access the A413 Wendover Road south would have to re-route via the Exchange Street roundabout to the north and then U-turn. This volume of traffic that would have to re-route might also necessitate improvements to the Exchange Street roundabout.

10. Regarding the importance of these highway works, the Inspector commented (para 6.15)

"The County Council has confirmed the package of changes, including the closure of the northern arm of the Walton Street gyratory, is required to make the impact of the development acceptable in highway terms. In the absence of these off-site works, the County Council remains of the view that the development would cause an unacceptable impact on the functioning of the highway network."

11. The Inspector also comments (para 6.16):

"The package of changes has been put together with undue haste and lack of clarity."

12. The Inspector refers to concerns expressed about the proposals for the gyratory concerning its use by emergency vehicles and staff and pupils who would be accessing schools in the area.

13. The Inspector concludes (para 9.584):

"Proposed works on Wendover Road showed some improvements on that arm of the junction; but already dire conditions on the approach from Stoke Road would have been made even worse. That would not be acceptable.

Reorganisation of the gyratory, with the closure of the Aristocrat link, was shown to be beneficial; but no assessment had been made of the likely impact of allowing buses and emergency vehicles to use the link; the benefits of improved traffic signalisation technology (MOVA) could not be predicted with any certainty; and modelling of consequential effects on two other junctions, of importance to public transport and of relevance to Station Road, Stoke Mandeville, had not been undertaken. The implementation of the gyratory scheme would also hang on the outcome of a Traffic Regulation Order."

And para 9.586:

"Overall, the benefits would be substantial. However, applying balance to the matter of highways and transportation, the circumstances of the Walton Street gyratory are so critical that without a comprehensive and satisfactory resolution compelling reservations remain."

Secretary of State's Decision

14. By letter of 26 January 2015, the Secretary of State (SoS) for the Department of Communities and Local Government (DCLG) accepted the Inspector's recommendation. The SoS gave very careful consideration to the Inspector's analysis of the impacts of the Hampden Fields scheme on highways and transportation issues. The SoS states that

"He also agrees that the appeal scheme would compound the difficulties and delays currently experienced on part of the network which is already subject to considerable stress, so that mitigation would be essential in order to make the development acceptable, especially with regard to the Walton Street gyratory."

15. The SoS took into account the fact that a scheme of mitigation had evolved for the Walton Street gyratory. However, as the Inspector pointed out, its final form left a number of matters uncertain and any such scheme could only be implemented, and any prior planning permission for the Hampden Fields development realised, consequent on the confirmation of a TRO which would be subject to its own consent regime.

16. The SoS agreed with the Inspector

"...that it would not make sound planning sense to approve a major urban extension with known highway deficiencies, an incomplete solution and uncertainties about deliverability until it can be demonstrated that the full effects of the appeal scheme can be mitigated, managed and implemented."

17. The SoS made the following closing remarks relating to Hampden Fields:

"In the case of Appeal B (Hampden Fields), the drawbacks of being dependent on a separate consenting regime to resolve the serious implications for the highway network

outweigh the benefits that would be provided if the scheme were able to proceed on a timely basis."

New Transport Assessment

18. The structure of the new TA, dated February 2016, is as follows:
 - Chapter 1 – Introduction
 - Chapter 2 – Policy context
 - Chapter 3 – Existing conditions – sustainable modes of transport
 - Chapter 4 – Baseline conditions – highway network
 - Chapter 5 – Personal injury accident data
 - Chapter 6 – Development proposals
 - Chapter 7 – Parking
 - Chapter 8 – Multi-modal accessibility
 - Chapter 9 – Strategic transport modelling
 - Chapter 10 – Highway impact assessment
 - Chapter 11 – Conclusion.

19. In this note we have focussed on the following chapters and appendices which deal with the transport modelling and highway impact assessment:
 - Chapters 9 and 10;
 - Appendix A: BCC correspondence;
 - Appendix E: WSP/PB modelling approach note;
 - Appendix I: WSP/PB technical note: - 2010 junction calibration;
 - Appendix J: Jacobs modelling outputs and correspondence;
 - Appendix K: Traffic flow diagrams;
 - Appendix R: Combined Stocklake/Eastern Link Road Business Case Model – Local Model Validation Report (May 2015); and
 - Appendix S: Combined Stocklake/Eastern Link Road Business Case Model – Forecasting Report (May 2015).

Strategic traffic modelling

20. The local traffic model used in preparing the TA was developed by consultants working on behalf of BCC. The software package used is called VISUM. It includes junction delay modelling and speed-flow curves on some links. It is similar to the widely used SATURN traffic model. The model Base Year is 2014. TPP have undertaken a review of the strategic modelling work to establish whether the model represents a sound basis for the further assessment of the impact of the Hampden Fields proposals on the surrounding highway network.

Model development and validation

21. TPP have briefly reviewed the Combined Stocklake and Eastern Link Roads Business Case, Local Model Validation Report (LMVR) and Forecasting Report dated May 2015. These were prepared to support the Business Case for the Stocklake and Eastern Link Roads, but we understand that they are also the basis of traffic forecasting carried out for Hampden Fields. A more extensive review is included in Appendix A.
22. In the TA (para 1.3.7) the name of the VISUM model is re-stated as the "Aylesbury Town Strategic Model", although this is, in fact, the same model which was designed to be used for the Business Case for the ELR.
23. The model forecasts were developed for 2019 and 2034.
24. In general, the traffic model validation follows the guidelines set out in the Department for Transport's (DfT) WebTAG website. However, we have some reservations about the method used to develop the trip matrices for the VISUM model. The level of data collection undertaken would be adequate to support the transport modelling and appraisal for the ELR, but it is not sufficient to support traffic forecasting over the entirety of Aylesbury.
25. We have found no confirmation from Jacobs or BCC that the model was deemed suitable for the purpose of looking at wider traffic issues in Aylesbury. Therefore, its 'fitness for purpose' to forecast the impacts of the Hampden Fields development and the operation of the Walton Street Gyrotory is questionable.

Traffic forecasting for TA

26. The traffic modelling which has been undertaken to support the new planning application, as described in Chapter 9 of the TA, includes the following scenarios:
 - Scenario 1 – 2034 Do-Nothing;
 - Scenario 2 – 2034 Do-Minimum: as Do-Nothing + Eastern Link Road;
 - Scenario 3 – 2034 Do-Something: as Do-Minimum + Hampden Fields; and
 - Scenario 4 – 2034 Cumulative Assessment: as Do-Something + Woodlands development.
27. Appendix A to the TA contains correspondence between WSP and BCC. There is an email from WSP to BCC (dated 17/11/15) querying the inclusion of the ELR in the Do-Minimum traffic model runs but suggesting that it should be included in all 'with HF' model runs. In reply Del Tester (on behalf of BCC) states:

"..I believe the consistent position of BCC is that the Southern Section of ELR will be delivered by 2019 and that is why it is in the Do-Min tests (without any Woodlands development)."
28. Given that the Southern Section of the ELR is expected to be part-funded by the Woodlands developers, there seems to be an inconsistency between the land-use and infrastructure assumptions. The TA suggests, on page 78 (para 9.3.6), that if the Woodlands development does not proceed, the Southern Section of the ELR would have to be part-funded by the Hampden Fields developers. On this issue the wording of the TA is somewhat ambiguous.

"The 2034 Do Minimum scenario has been specified by BCC as being the baseline against which the effect of Hampden Fields should be compared and assessed. This is on the basis that there is sufficient certainty in the ELR coming forward, both in terms of the policy position but also in terms of funding (see Appendix A).

The Consortium understands that the funding package for the southern section of ELR involves an element of private sector funding and that this is expected to be secured by BCC from the Woodlands development....

However, BCC have also requested that the requirement for any planning application is to demonstrate it is 'stand-alone' in respect of being independent. For Hampden Fields, this requirement translates into a need to demonstrate the deliverability of the development in serving its own needs.

This is on the understanding that should the promoters of the adjacent developers fail in their gap funding bid to achieve satisfactory consent of the Woodlands development, any shortfall could have to be secured from a re-assessment of Hampden Fields's overall planning obligations.

It is therefore reasonable that any comparison of the effects of Hampden Fields should also be made against the 2034 Do Nothing scenario when assessing the confined effects of introducing strategic infrastructure. This both helps to support its 'stand-alone' assessment and helps to show the effects on the comprehensive strategic vision of bringing forward the SLR in combination with the ELR.

A stand-alone position based on the 2034 Do Minimum situation also allows the potential consent for Hampden Fields not to be fettered by any phasing assumption being promoted by the Woodlands development which may see the ELR not be delivered immediately. Such phasing assumptions would of course have to take place when implemented, subject to the agreement over an infrastructure delivery schedule."

29. In practice, if the ELR were to be delivered separately then it would be subject to a separate planning application from the Woodlands Development, which further complicates matters (i.e. it would be interesting to know how BCC/AVDC would secure the land to deliver the ELR if Woodlands did not proceed).
30. There is no modelling scenario presented which includes the Hampden Fields development, but excludes the Eastern Link Road. Therefore, it is not possible to ascertain whether the South-Eastern Link Road alone will mitigate the impacts of the development on the A41 and A413 corridors and particularly the Walton Street gyratory. We would have expected this scenario to have been tested using the traffic model, at the very least as a sensitivity test.
31. Based on the information that has been made available so far, the ELR can only go-ahead if the Woodlands development gets planning permission. The outline planning application is due to be submitted in Spring 2016. Therefore, it would appear to be premature for the promoters of Hampden Fields to assume that the ELR will be in place. The ELR also requires government funding. We are not clear on the status of this funding at the moment.
32. Regarding the assumed standard of the SELR, there is no clear statement on the assumptions used in the VISUM model within the main body of the TA.
33. Section 6 of the TA contains some discussion of the on-going dialogue with BCC. WSP state that the developer wishes to re-enforce the strategic role of the SELR as a through

route, and that this has been achieved by providing greater capacity and higher design speeds (increased from 30 mph to 40 mph). The number of junctions has been reduced and the local centre has been relocated away from the main road. However, there is no clear guidance on whether the SELR will be a single or dual carriageway.

34. Appendix E of the TA contains some detail on the intended standards. This suggests that the SELR would be a 14.6m wide dual carriageway (described as a boulevard) between the A41 Aston Clinton Road and New Road. The remainder of the road, linking to the A413, would be 7.3m wide single carriageway. It is not clear whether these assumptions were used in the VISUM model. However, as indicated in Appendix A of this report, we suspect that it was only coded as a single carriageway throughout.

35. With regards to scenario S4, section 9.6 from the TA contains the following statement.

"While the 'stand-alone' assessment presented in this TA primarily concerns the 2034 Do Something situation, a cumulative assessment has also been carried out. The 2034 Do Cumulative scenario considers the effects of the Woodlands development, over and above the 2034 Do Something situation for Hampden Fields alone.

This 2034 Do Cumulative scenario has been subject to the same strategic modelling methodology and has been used to help inform a 'worst-case' assessment within the Environmental Statement.

Concerns have been raised by BCC relating to the network specification contained within the 2034 Do Cumulative scenarios, relating to the A41 Woodlands Roundabout. This is in addition to resolution having been achieved over the issue originally identified by WSP | PB relating to the coding of the A413/SLR access which was satisfactorily resolved in the 2034 Do Something tests and outputs. Once a decision on this has been reached, the Hampden Fields Consortium intends to submit a supplementary Technical Note which would deal with the effects of the 2034 Do Cumulative scenario on the operational performance of the junctions in the study."

36. The HF Environmental Statement (Transport and Access Chapter - para 9.26) comments:

"The basis for inclusion of the potential Woodlands development in the 2034 Do Cumulative scenario, which does not constitute 'committed development', is that it could realistically be determined within the timeframe of the planning application for the Proposed Development."

37. Since, the TA contains relatively little information from the model runs for S4, we are currently unable to offer any commentary or interpretation regarding this scenario. The omission of diagrams showing forecast traffic flows and details of the impacts on local junctions is wholly unsatisfactory.

Walton Street Gyratory

38. Regarding the Walton Street gyratory, none of the strategic transport modelling appears to include any revisions to the layout or operation of the gyratory as envisaged at the 2013 public inquiry and specifically in the Statement of Common Ground between the developers and BCC. Since the gyratory is shown to be operating at a very high level of saturation in 2034 with or without the development, this seems a major omission.

39. Chapter 10 of the TA describes how the Walton Street Gyratory was modelled using LINSIG to determine its operation in 2034 under various scenarios. LINSIG is a software

package for modelling traffic signal controlled junctions in some detail. It is possible to model a number of junctions together in LINSIG, but here it is applied to one junction at a time.

40. On Page 89 of the TA WSP make the following comment:

"The Walton Street Gyratory is an important element of the local highway network, owing to its location at the intersection of two road corridors serving areas to west and southwest of Aylesbury, the Stoke Road/Lower Road and A413 Wendover Road.

It is partly in response to the congestion issues at the Walton Street gyratory that the strategy is being pursued by BCC to provide strategic road links around the edge of Aylesbury. The expectation is that the use of these outer-routes, particularly by 'through trips', would lead to a better management of traffic at the gyratory."

41. As previously stated, the current TA does not include a scenario with Hampden Fields but without the ELR. This was the main case considered in the 2013 Public Inquiry. The 2012 TA showed that, when compared with the 2031 Reference Case (which excluded Hampden Fields and the SELR), this would result in an increase in flows at the gyratory in the order of +4.8% in the AM peak hour and +0.2% in the PM peak hour.
42. It is assumed that the traffic forecasts input to the LINSIG model were derived directly from the new VISUM model. These are summarised in the table below.

Table 2: Walton Street Gyratory – 2034 Forecast Traffic Flows

Scenario	AM Peak Hour			PM Peak Hour		
	Flows (pcu/hr)	Difference S3-S1	Difference S3-S2	Flows (pcu/hr)	Difference S3-S1	Difference S3-S2
Do-Nothing (S1)	5335	-	-	5405	-	-
Do-Minimum (S2)	5042	-293 (-5.5%)	-	5242	-163 (-3.0%)	-
Do-Something (S3)	5143	-192 (-3.6%)	+101 (2.0%)	5306	-99 (-1.8%)	+64 (1.2%)

43. The new forecasts for S3 can be compared with S1, the Do-Nothing, and S2 the so-called Do-Minimum. In comparison with the Do-Nothing, which excludes the ELR, S3 shows a reduction in traffic at the gyratory of 3.6% in the AM peak hour and 1.8% in the PM peak hour.
44. The 2031 traffic forecasts summarised in appendices to the 2012 TA also show a small reduction in traffic (3-4%) at the gyratory when the ELR and the SELR are included in the 'with Hampden Fields' test when comparing with the Reference Case. A full comparison is set out in Appendix C to this note. Hence, there is a degree of consistency between the 2012 and present model results, in terms of the direction of change between these scenarios. However, the inclusion of the ELR in S2 and S3 does not give a true 'stand-alone' test of the impact of Hampden Fields.
45. For clarity, it is important to understand how much of the traffic generated by Hampden Fields reaches the gyratory in Scenarios S3 and S4. This is not entirely clear from the diagrams provided in the TA. We recommend that this information is requested from BCC or WSP.
46. The LINSIG 2034 Do-Nothing results show the following key points:

- in the AM peak hour, the Walton Street approach would be operating over-capacity with a degree of saturation of 182% and a mean maximum queue of 361 passenger car units (pcu) in lanes 1 and 2.
- the Stoke Road approach would be operating with a degree of saturation of 130% and a mean maximum queue of 194 pcu.
- in the PM peak hour there would still be large queues on the Walton Street approach (the degree of saturation would be 139%) and the Walton Road and Stoke Road entries would be operating at a degree of saturation of above 100%.

47. The LINSIG model for the 2034 Do-Something Scenario shows the following:

- in the AM peak hour the Walton Street approach would still have a degree of saturation of 175% in lanes 1 and 2 and the Stoke Road approach would be operating at 126%.
- in the PM peak the degree of saturation on the Walton Street and Walton Road approaches would be 123% and 108% respectively. The overall delays at the junction are summarised below.

Table 3: Walton Street Gyratory – 2034 Delays

Scenario	AM Peak Hour			PM Peak Hour		
	Delays (pcu hrs)	Av delay (secs/pcu)	Practical reserve capacity (%)	Delays (pcu hrs)	Av delay (secs/pcu)	Practical reserve capacity (%)
Do-Nothing	584	394	-102.5	396	264	-54.0
Do-Minimum	573	409	-122.4	284	195	-46.1
Do-Something	554	388	-95.0	248	168	-36.8

48. In 2034, during the AM peak hour the forecast average delay per pcu in all scenarios is greater than six minutes. This level of delay occurring on a regular basis is unlikely to be acceptable to drivers. In the PM peak the forecast delays are slightly lower, but still exceed 2.5 minutes per pcu.
49. This analysis suggests that the construction of the SELR and ELR, in the form modelled in VISUM, will not be sufficient to relieve the Walton Street Gyratory. During AM and PM peak hours the junction would be operating at a high level of saturation in all scenarios.
50. If the 2034 Do-Something scenario (S3) is compared with the Do-Minimum (S2) there is forecast to be an increase in traffic flows at the gyratory of 1.2 to 2.0% in the peak hours. The LINSIG analysis presented in the TA shows that this increase in traffic flows leads to a reduction in congestion at the gyratory. This is counter-intuitive. It is possible that this is due to a redistribution of traffic between the approach arms, but further clarification is required on this point.
51. When compared with the Do-Nothing (S1), the Do-Something (S3) flows at the gyratory are reduced by 1.8% to 3.6% due to the inclusion of the ELR. In the AM peak hour this leads to a very marginal reduction in delays (6 seconds per passenger car unit (pcu)). In the PM peak the LINSIG analysis shows a larger reduction in delays which amounts to over 1.5 minutes per pcu.

52. On this basis, the developer's traffic consultants conclude that there is no requirement to provide any additional mitigation of the 2034 congestion problems at the gyratory (Paragraph 10.4.12 on page 92):

"From the above, it can be concluded that the Walton Street gyratory will continue to fulfil a strategic function as part of the local road network, its performance would worsen without the introduction of the strategic infrastructure in the form of the SLR (and also the ELR) and the associated redistribution of traffic resulting from the Hampden Fields development."

Environmental Statement

53. At this stage we have only carried out a cursory review of the Chapter 9 - Transport and Access within the Environmental Statement (ES). We note that Tables 9.16 and 9.22, which summarise 2034 Annual Average Daily Traffic (AADT) flow forecasts for the Do-Minimum (S2), Do-Something (S3) and Do-Cumulative (S4) scenarios, contain a number of errors. These tables are intended to show the percentage changes in traffic flows between scenarios. The percentages appear to have been calculated by dividing by the S3 and S4 traffic flows rather than the S2 Do-Minimum flows.
54. This finding does not inspire confidence in the authors of the ES and also suggests that the checking process followed by the developer's consultants is inadequate.

Summary

55. The strategic traffic model used to support the TA was developed using a software package called VISUM which includes junction delay modelling and speed-flow curves on some links. It is similar to the widely used SATURN traffic model. The model Base Year is 2014, and forecasts were developed for 2019 and 2034.
56. In general, the traffic model validation follows the guidelines set out in the Department for Transport's (DfT) WebTAG website. However, we have some reservations about the method used to develop the trip matrices for the VISUM model. The level of data collection undertaken would be adequate to support the transport modelling and appraisal for the ELR, but it is not sufficient to support traffic forecasting over the entirety of Aylesbury. We have found no confirmation from Jacobs or BCC that the model was deemed suitable for the purpose of looking at wider traffic issues in Aylesbury. Therefore, its 'fitness for purpose' to forecast the impacts of the Hampden Fields development and the operation of the Walton Street Gyratory could be questioned.
57. The traffic modelling which has been undertaken to support the TA includes the following scenarios:
- Scenario 1 – 2034 Do-Nothing;
 - Scenario 2 – 2034 Do-Minimum: as Do-Nothing + Eastern Link Road;
 - Scenario 3 – 2034 Do-Something: as Do-Minimum + Hampden Fields; and
 - Scenario 4 – 2034 Cumulative Assessment: as Do-Something + Woodlands development.
58. The TA contains correspondence between WSP and BCC regarding the inclusion of the ELR in the various traffic model runs. BCC appear to have advised WSP that the Southern Section of the ELR will be delivered by 2019 and should therefore be included

in all but the Do-Nothing scenario (S1). However, BCC also advised that the Woodlands development should be excluded from every scenario except S4.

59. Given that the Southern Section of the ELR is expected to be part-funded by the Woodlands developers, there seems to be an inconsistency between the land-use and infrastructure assumptions. The TA suggests, on page 78 (para 9.3.6), that if the Woodlands development does not proceed, the Southern Section of the ELR would have to be part-funded by the Hampden Fields developers.
60. There is no traffic modelling scenario in the TA which includes the Hampden Fields development, but excludes the Eastern Link Road. Therefore, it is not possible to ascertain whether the South-Eastern Link Road alone will mitigate the impacts of the development in the A41 and A413 corridors. The Hampden Fields planning application has been submitted ahead of any application for the Woodlands development. The ELR requires government funding and developer funding, neither of which has been secured at this stage. Therefore, the decision to include the ELR in the all scenarios except S1 is highly questionable. Given the uncertainties concerning the various land-use and infrastructure projects in question, we would at least have expected to see a sensitivity test with Hampden Fields included but the ELR excluded.
61. Regarding the assumed standard of the SELR, there is no clear statement on the assumptions used in the VISUM model within the main body of the TA. This is surprising given the importance of this link to the transport case. Appendix E contains some detail on the intended standards. The road would be a 14.6m wide dual carriageway (described as a boulevard) between the A41 Aston Clinton Road and New Road. The remainder of the road, linking to the A413, would be 7.3m wide single carriageway. It is not clear whether these assumptions were used in the VISUM model. However, as indicated in Appendix A of this report, we suspect that it was only coded as a single carriageway throughout.
62. The traffic forecasts prepared by Jacobs on behalf of BCC, show relatively high traffic growth to 2034 whether or not the Hampden Fields development proceeds. For example, the Core scenario, which, in theory, takes a relatively conservative view of likely traffic growth, shows 37-40% traffic growth in the AM and PM peak hours between 2014 and 2034. In practice, it is doubtful whether this level of growth can be accommodated on the local road network in Aylesbury. No attempt appears to have been made to take into account constraints on growth such as parking availability and network capacity constraints.
63. The 2034 Do-Nothing scenario traffic forecasts for the Walton Street Gyratory, when tested using LINSIG, show considerable congestion. The LINSIG analysis carried out by WSP shows that forecast AM and PM peak hour traffic flows far exceed the capacity of the junction. There would be extensive queueing on the Walton Street and Stoke Road approaches in the AM peak hour, and on the Walton Street and Walton Road approaches in the PM peak.
64. The 2034 Do-Something (S3) traffic forecasts for the Walton Street Gyratory, when compared with a Do-Nothing scenario (S1), indicate that the net impact of the introduction of the Hampden Fields development and the associated road infrastructure, including the SELR and ELR, will be a small reduction in flows (1.8 to 3.6%) in the peak hours. Considered in isolation, the incremental impact of the Hampden Fields development traffic on the junction is mitigated by the new road infrastructure. However,

although the queues lengths are reduced in the Do-Something scenario, significant congestion would remain.

65. If the 2034 Do-Something scenario is compared with the Do-Minimum (S2) there is forecast to be an increase in traffic at the gyratory of 1.2 to 2.0% in the peak hours. The LINSIG analysis presented in the TA shows that this increase in traffic flows leads to a reduction in congestion at the gyratory which is counter-intuitive. It is possible that this is due to a redistribution of traffic between the approach arms, but further clarification is required on this point.
66. The LINSIG analysis that has been provided to-date demonstrates that the construction of the SELR and ELR will not be sufficient to relieve the Walton Street Gyratory in the 2034 Do-Something scenario. During AM and PM peak hours the junction would be operating at a high level of saturation in all scenarios.
67. An additional transport model run, which includes the Hampden Fields development with the SELR but excludes the ELR, is required. Without providing this information it is impossible for the highway authority to establish that the impacts of Hampden Fields can be suitably mitigated, particularly in respect of the operation of the Walton Street gyratory.
68. No scheme to improve the capacity of the Walton Street gyratory and the Exchange Street roundabout, such as that proposed by the developers in conjunction with BCC at the 2013 public inquiry, appears to have been tested in VISUM or LINSIG. Regarding deliverability, the TA contains no mention of any TRO coming forward in respect of the proposed Walton Street gyratory since the public inquiry or any further public consultation.
69. Overall, the concerns expressed by the Inspector in his report following the 2013 public inquiry, which were fully endorsed by the SoS, appear not to have been addressed in the new TA. It would be inappropriate to approve a major urban extension of this type until it can be demonstrated that the full highways and transportation impact of the scheme can be mitigated. To-date no such evidence has been produced by the Hampden Fields developers.
70. Regarding cumulative impact analysis, a scenario (S4) is defined in the TA and we assume that transport model runs have been carried out since some limited traffic flow forecasts are provided in the Environmental Statement (ES). However, the TA contains relatively little information from the model runs for S4 we are currently unable to offer any commentary or interpretation regarding this scenario. The omission of diagrams showing forecast traffic flows and details of the impacts on local junctions is wholly unsatisfactory.
71. In addition to the above concerns with respect to the TA, we have carried out a brief review of Chapter 9 - Transport and Access within the ES. We note that tables 9.16 and 9.22, which summarise 2034 Annual Average Daily Traffic (AADT) flow forecasts for the Do-Minimum (S2), Do-Something (S3) and Do-Cumulative (S4) scenarios, contain a number of errors. This finding does not inspire confidence in the authors of the ES and also suggests that the checking process followed by the developer's consultants is inadequate.

Appendix A: Review of development and application of VISUM Transport Model

Introduction

The strategic traffic modelling used to support the TA was prepared by consultants Jacobs on behalf of Buckinghamshire County Council (BCC). Jacobs are framework consultants to the Transport for Buckinghamshire Alliance (TfB) between Ringway Jacobs and BCC.

The traffic model used by Jacobs was developed using a software package called VISUM (version 14). VISUM includes junction delay modelling and speed-flow curves on some links. It is similar to the widely used SATURN traffic model. The model Base Year is 2014. The model time periods are as follows:

- AM peak hour (08:00-09:00);
- Inter-peak (average hour between 10:00 and 16:00); and
- PM peak hour (17:00-18:00).

The model was developed to operate as a fixed demand, rather than variable demand, model. This means that traffic demand will not be suppressed by increased travel costs (e.g. as congestion increases) or induced by reductions in travel costs (e.g. as new infrastructure eases congestion). The only type of travel behaviour that the model can reflect is drivers re-routing as a response to changes in travel costs.

TPP has briefly reviewed Appendix R to the TA which is the Combined Stocklake and Eastern Link Roads Business Case, Local Model Validation Report (LMVR) dated May 2015. This was prepared to support the Business Case for the Stocklake and Eastern Link Roads, but we understand that it is also the basis of traffic forecasting carried out for Hampden Fields.

The planning application for the Eastern Link Road (ELR) was due to be submitted in late 2015. We are not currently aware of the status of this application, or the position on funding.

The model validation follows the guidelines set out in the Department for Transport's (DfT) WebTAG website

<https://www.gov.uk/guidance/transport-analysis-guidance-webtag>

WebTAG contains guidance on the conduct of transport studies including advice on how to:

- set objectives and identify problems;
- develop potential solutions;
- create a transport model for the appraisal of the alternative solutions; and
- conduct an appraisal which meets the DfT's requirements.

Projects or studies that require government approval are expected to make use of this guidance in a manner appropriate for that project or study. For projects or studies that do not require government approval, WebTAG should serve as a best practice guide.

Of particular relevance here are the validation criteria and acceptability guidelines in WebTAG. The guidance sets out measures to compare the base year model against observed independent data to quantify the level of fit. The main criteria used in the

comparisons are traffic flows across screenlines and cordons, and journey times along defined routes.

WebTAG also provides guidance with respect to the convergence between demand and supply in traffic assignment models. This is important because capacity restrained traffic assignment is an iterative process and an unstable base year model may ultimately produce unreliable forecasts.

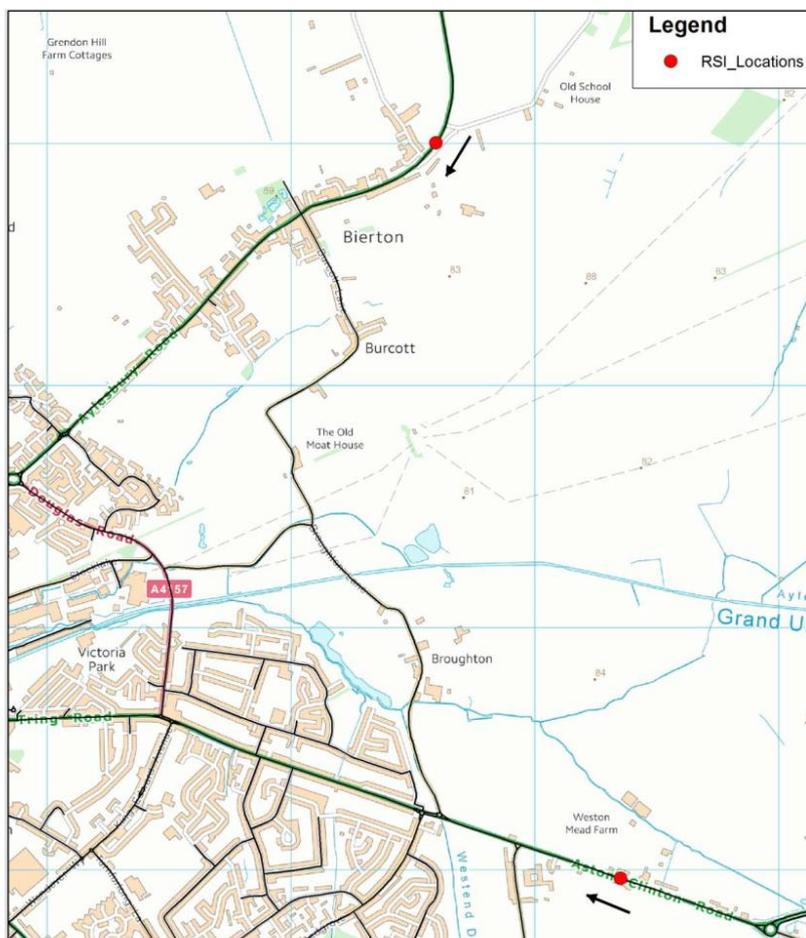
Surveys

Roadside interview (RSI) surveys (which involve collecting detailed trip origin/destination information from drivers) only appear to have been carried out on two roads:

- A418 Bierton; and
- A41 Aston Clinton Road.

The locations of these two sites are shown below.

Figure A.1 – Roadside interview survey locations



The limited number of RSI surveys conducted probably reflects the intended use of the VISUM model (preparing traffic forecasts for the ELR rather than for use across Aylesbury in general).

The survey sample sizes are summarised below. On an individual basis, these are considered adequate for a survey of this type.

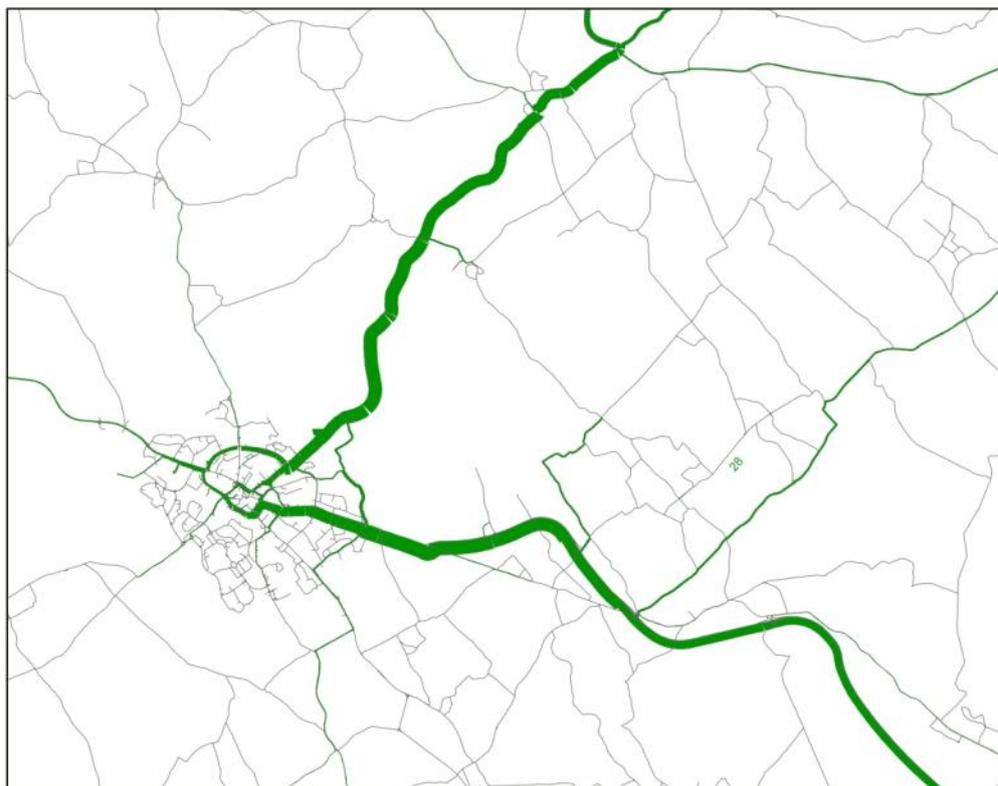
Table A.1: Roadside interviews – Sample size

Interview location	Direction	12 hour flow	Interviews	Sample size
A41 Aston Clinton Rd	Westbound	10608	1028	10%
A418 Bierton	Southbound	7602	1075	14%

Note: Observed flows are one-way (interview direction)

Once the RSI survey data had been cleaned and expanded and converted into trip matrices (origin-destination tables), the traffic was assigned back to the model road network. The results (for the interview direction) are shown below. It is interesting to note that the vast majority of the surveyed trips have one trip end within the built-up area of Aylesbury (i.e. genuine through traffic is a relatively small proportion of the total). Also, very few of the drivers interviewed were headed for the A413 Wendover Road to the south of Aylesbury.

Figure A.2: Analysis of trips captured by roadside interview surveys



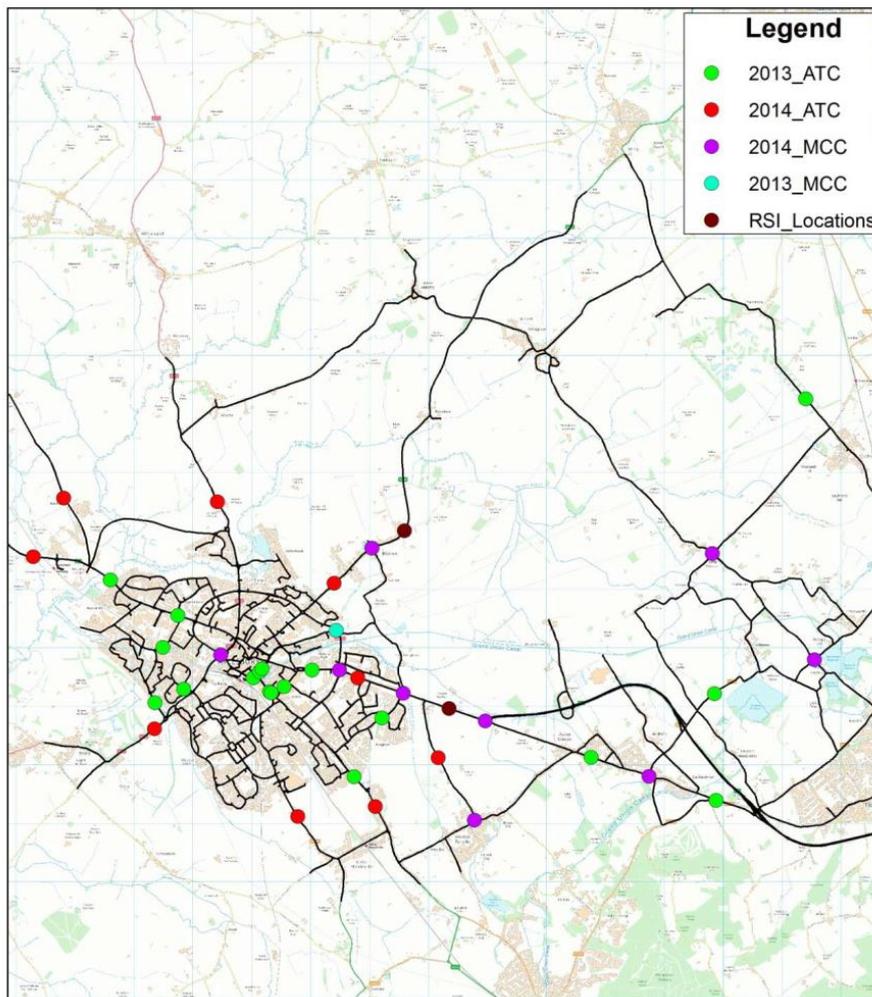
Fairly extensive manual classified counts (MCC) and automatic traffic counts (ATC) were collected by Jacobs/BCC to support the model calibration and validation processes. The figure below shows the count locations and the year in which data was collected.

Table A.2: Traffic counts by year

Year	RSI	ATC	MCC	Total
2013	0	16	1	17
2014	2	9	8	19
Total	2	25	9	36

Note: ATC and MCC data was collected at the RSI site locations.

Figure A.3: Traffic count locations



72. Nine of the count sites, including the RSI sites, were used to form an outer cordon around Aylesbury. Two shorter screenlines were also used in calibration. These included a further six count locations. Some of the MCC's appear to be junction counts. Jacobs have used these to generate a link flow for each approach, increasing the effective number of link counts.

In total, it appears that 67 directional counts were used for the matrix estimation process (this is discussed later).

Fourteen independent count sites were held back for validation checks as shown below, giving 27 directional counts for comparison with modelled flows. None of these count sites was in the A413 Wendover Road corridor, as shown below, so one has no way of determining the accuracy of the model in this critical area of the highway network.

Figure A.4 – Traffic counts used in validation



Trip matrices

The trip matrices were predominantly synthetic in nature. For car trips this means that they were developed using:

- planning data (e.g. population and household data from the 2011 census);
- trip end models developed by Jacobs but incorporating DfT programs; and
- gravity models which distribute trips between origins and destinations.

Trip length distributions were checked against information from the National Travel Survey (NTS).

A slightly different method was used to estimate light good vehicle (LGV) and other goods vehicle (OGV) matrices. This drew on the national databases which contain data on goods vehicle traffic between the English Regions, Wales and Scotland.

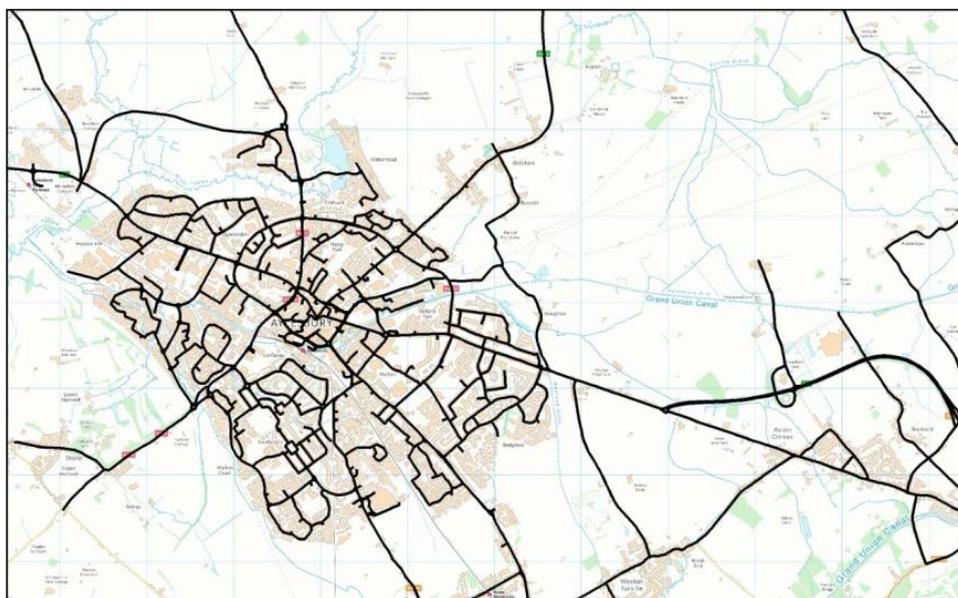
Observed and synthetic trip matrices were then merged and a process of matrix estimation was used to adjust assigned model flows to achieve a better fit with observed link flows. This is fairly standard practice, but there are now strict guidelines in WebTAG which are designed to ensure that the trip matrices are not significantly altered by matrix estimation.

The guidance recommends that the impact of the matrix estimation should be presented in terms of movements between sectors (groups of traffic zones). Individual movements should not be changed by more than $\pm 5\%$. Jacobs report that the majority of sector-to-sector movements had to be altered by more than 5%. The other checks that WebTAG recommends are that individual cell values and trip ends are not unduly altered by the matrix estimation. The model appears to satisfy these criteria.

Road network

The road network included in the 2014 base year VISUM model is shown below.

Figure A.5: VISUM model road network



Model validation

In general the model appears to meet DfT calibration and validation guidelines. The exception is with respect to the alterations made to the trip matrices in the calibration process which – at the sector-to-sector level – exceed the threshold recommended by WebTAG.

The model validation indicates that in more than 85% of cases modelled flows match well with independent count data in each of the time periods (AM, inter and PM peak). There were a total of 27 links where comparisons were made in each time period. So, in total there were 81 comparisons between modelled and observed flows and only 9 of the comparisons failed the goodness of fit test, which is based on the GEH statistic. A value of GEH below 5 is deemed acceptable.

Modelled journey times are also within $\pm 15\%$ of observed values, taken from Traffic Master, on 85% of the routes surveyed. Nine routes were surveyed (including the A413), with the two directions giving 18 observed journey times in each model time period (54 in total of which the difference between modelled and observed journey times was less than $\pm 15\%$ in 51 cases).

Model convergence

The model assignment convergence, which gives an indication of the stability of the model, is measured in terms of the Delta and %GAP statistics. Jacobs report that the Aylesbury model meets DfT convergence guidelines.

Fitness for purpose

The closing remarks in the LMVR are as follows:

"Given that the model has been demonstrated to have been constructed in a manner consistent with guidance, exceeds the calibration/validation criteria in a number of areas and is highly representative of traffic conditions in the immediate vicinity of the proposed scheme, it is expected that a high degree of confidence may be placed in the model for the purposes of scheme assessment, appraisal, economic and environmental appraisal, as described in the opening sections of this report."

There is no specific comment in the LMVR which confirms that the model is suitable to be used for assessing the impacts of major developments in south/east Aylesbury. We assume that there must be some correspondence between WSP and BCC on this issue, but have not been able to find it in the documentation that has so far been made public.

Forecasting report

We have carried out a brief review of the Appendix S to the Transport Assessment. This is entitled "Aylesbury Eastern Link Road (South) and Stocklake Urban Link – Model Forecasting Report" and dated May 2015. This report is also authored by Jacobs. Again, this review was undertaken to establish that the future year forecasting forms a sound basis on which to carry out the assessment of the impact of the Hampden Fields proposals on the surrounding highway network.

Purpose of report

The Forecasting Report (FR) was prepared to summarise the traffic forecasting work carried out for the combined Eastern Link Road (South)/Stocklake Urban Transport Scheme (referred to as ELR/SULI). It was also intended to support the various streams of appraisal (environmental and economic assessment etc) for the road scheme.

Forecasting approach

Two sets of traffic forecasts were prepared as follows:

- Core Scenario – based on National Trip End Model (NTEM) version 6.2 traffic growth; and
- Core+ Scenario – allowing for specific future developments in and around Aylesbury.

There is an interesting quote on page 3 (section 2.1) of this document:

"During the early stage of model development, it became clear that the "Core+" scenario would lead to an increase in travel demand in the future that would be beyond

what the forecast network could sensibly accommodate; this increase was mitigated to a small extent by the inclusion of the ELR/SULI scheme. It was found that the developments in the uncertainty log were implicitly dependent on the scheme. Assuming that these developments will be in place in the reference case (aka 'dominimum', in which the scheme is not in place) is therefore unrealistic and will overstate the amount of congestion which is relieved by the scheme. This will overestimate the benefits of the scheme."

This statement seems to imply that the Hampden Fields development requires that the ELR is in place for mitigation.

Traffic forecasts were prepared for 2019 and 2034 on the grounds that ELR (South) is not likely to be opened until 2019, and a forecast is usually prepared for 15 years after opening.

Land-use and growth assumptions

The local developments included in the Core+ scenario for 2034 were as shown below.

Table A.3: Core+ scenario 2034 – developments included

Description	Housing	Other	Comments
Berryfields MDA	3,213 dw	1.2 ha B1/1.2 ha B2/1.1 ha B8	Consented
North East SDA	1,560 dw	8,000 sqm A1-A5/C3/D2; 1,500 sqm A1-A6	
Gatehouse Quarter	395 dw	12,500 sqm retail	
Weedon Hill MDA	417 dw		Consented ??
NEA		4,500 sqm D1; 700 sqm A3	
Stoke Mandeville Hospital (North)	203 dw		
Stoke Mandeville Hospital (South)	330 dw		
Aston Clinton MDA	150 dw	26,000 sqm B1; 2,400 sqm retail; and 2.82 ha employment	
Land East of Aylesbury	2,450 dw	10 ha B2/B8	
Woodlands	600 dw	160,000 sqm B2	
Hampden Fields MDA	3,000 dw	9.45 ha employment; 4.09 ha mixed use centre	
Note: some of these developments, such as Berryfields, are under construction.			

The trip distribution for development zones was based on 'observed' base year distributions from neighbouring zones with similar characteristics. This method is commonly adopted in traffic modelling, but is questionable in a situation where the existing zonal distribution is 'synthesised' rather than truly 'observed', as is the case with regards to many of the zones around Hampden Fields.

The forecast traffic growth produced by the Core and Core+ scenarios is summarised below.

Table A.4: Traffic growth forecasts

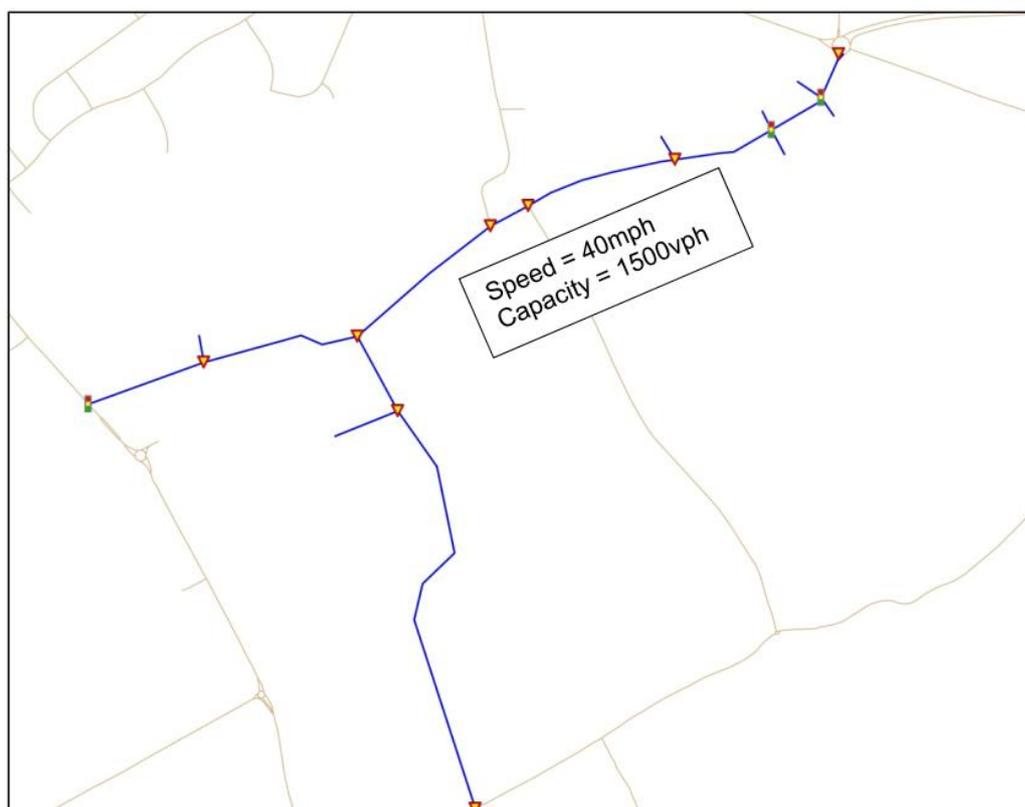
Year	Car trips			
	Core Scenario		Core+ Scenario	
	AM Peak	PM Peak	AM Peak	PM Peak
2014	22,405	23,578	22,405	23,578
2019	25,251 (+12.7%)	26,842 (+13.8%)	26,296 (+17.4%)	28,016 (+18.8%)
2034	30,782 (+37.4%)	33,039 (+40.1%)	36,562 (+63.2%)	40,248 (+70.7%)

It is not surprising that the traffic model will show overloading at some junctions with this level of traffic growth. In practice some level of behavioural response beyond traffic re-routing (e.g. trip re-timing, trip redistribution and modal shift) is likely to take place as the Aylesbury road network becomes more congested. However, Jacobs have made no attempt to model trip suppression. A 'fixed matrix' methodology has been adopted.

Network assumptions

It appears that the Hampden Fields Main Street or SELR between the A41 Aston Clinton Road and the A413 Wendover Road was coded as a single carriageway with a 40 mph speed limit in the VISUM model, as shown below.

Figure A.6: Coding of Hampden Fields South Eastern Link Road (SELR) or "Main Street" and Marrowway Link



A number of other network changes were made in association with the Hampden Fields development:

- signalisation and optimisation of A413 junctions;
- additional approach on A41 Woodlands roundabout;
- down-grading of the design speed from 40 mph to 30 mph on Wendover Road north of Hampden Hall roundabout; and
- signalisation of New Road/Aston Clinton Road junction.

Transport modelling for Hampden Fields TA

All of the traffic forecasting carried out for the Hampden Fields TA is based on the reports reviewed above and the version of the local VISUM model discussed above.

The model forecast year of 2034 was used by consultants WSP on the basis that this is consistent with the period under review for the Aylesbury Vale District Council Local Plan.

Four scenarios were modelled in VISUM:

- Scenario 1 – 2034 Do-Nothing;
- Scenario 2 – 2034 Do-Minimum: as Do-Nothing + ELR;
- Scenario 3 – 2034 Do-Something: as Do-Minimum + Hampden Fields; and
- Scenario 4 – 2034 Cumulative Assessment: as Do-Something + Woodlands development.

The 2034 Do-Minimum includes the following:

- Aston Clinton MDA;
- Land East of Aylesbury; and
- Various smaller housing developments.

The North-East SDA was excluded from the Do-Minimum scenario.

Regarding the Hampden Fields Main Street, according to Appendix E Hampden Fields, Modelling Approach Note, August 2015, the intention is that this would be split into five links with characteristics as summarised below.

Table A.5: Main Street proposed design details

Section	Length (km)	Standard	Speed limit (mph)	Features
Link 1 – Eastern Boulevard	0.9	Dual (14.6m)	40	Boulevard street with footways and cycle ways set-back
Link 2 – Western Link	Not stated	Single (7.3m)	Not stated	Footways and cycle ways set-back
Link 3 – Marroway Link Road	1.4	Single (6.5m)	Not stated	Footways both sides. Cycle path one side only.
Links 4 and 5 - New Road	Not stated	Not stated	30	

However, it is not clear from the documents provided whether the final scheme details were incorporated into the traffic modelling carried out by Jacobs for the TA and by reference to para 91, we suspect not.

Traffic forecasts

The traffic forecasts are summarised in the TA using a series of difference plots:

- Figure 9.1 – Changes between 2034 Do-Nothing and Do-Something – AM Peak
- Figure 9.2 – Changes between 2034 Do-Nothing and Do-Something – PM Peak
- Figure 9.1 – Changes between 2034 Do-Minimum and Do-Something – AM Peak
- Figure 9.2 – Changes between 2034 Do-Minimum and Do-Something – PM Peak.

These diagrams are difficult to read. However, both of the radial routes where the impacts of the Hampden Fields development would be expected to have a traffic impact – A41 east and A413 south - appear to show traffic reductions. Presumably this reflects some re-routing of orbital non-development traffic that is made possible by the SELR and ELR.

Network performance

The TA contains very little information from the VISUM model regarding junction volume/capacity ratios, delays and queuing in the various forecasting scenarios. Therefore, it is not possible to comment on the strategic impact of the Hampden Fields development and the associated infrastructure on network performance. There is evidence in Appendix E of the TA that WSP requested this information from Jacobs.

Appendix B: Status of neighbouring major developments and infrastructure

Development	Planning Status
Kingsbury	<p>10/02649/AOP: Outline planning permission granted in December 2013. 2,450 homes, 10ha employment land, a neighbourhood centre, two primary schools, construction of the Eastern Link Road (part) and the Stocklake Link Road (rural section), green infrastructure, associated community facilities and support infrastructure.</p> <p>14/03486/ADP Reserved Matters Planning Application for Oakfield Village approved by AVDC in June 2015 (492 new homes). Construction will begin in January 2016.</p> <p>14/03487/ADP Relates to landscaping, layout and scale for the road infrastructure to serve Oakfield Village and has been approved. It is expected that construction on this initial phase will begin in January 2016 with commencement of the road infrastructure works.</p>
Aylesbury Woodlands	<p>Public Exhibitions held in Bierton, Weston Turville and Aston Clinton during January 2016.</p> <p>A planning submission to Aylesbury Vale District Council is anticipated in March 2016.</p> <p>The design and delivery of the Eastern Link Road (South) will form part of the development.</p> <p>The Eastern Link Road (South) will be funded by developer contributions, with support from Central Government through the Local Growth Deal.</p>

Appendix C: Walton Street Gyratory – Forecast Turning Movements

Hampden Fields Transport Assessment 2012

Scenario/Year	Traffic Flows		% Change from Ref Case (AM)	% Change from Ref Case (PM)	Notes
	AM Peak Hour	PM Peak Hour			
2010 ⁽¹⁾	3831	3985			Observed flows
2031 Ref Case ⁽¹⁾	4314	4460			
2031 Scenario 3 with Hampden Fields Dev ⁽²⁾	4159	4323	-3.6%	-3.1%	note: Scenario 3 includes ELR
2031 with Hampden Fields Dev ⁽¹⁾	4519	4471	+4.8%	+0.2%	note: main forecast (as used in TA and considered at Public Inquiry) appears to exclude ELR

Hampden Fields Transport Assessment 2016

Scenario/Year	Traffic Flows		% Change from Do-Nothing (AM)	% Change from Do-Nothing (PM)	Notes
	AM Peak Hour	PM Peak Hour			
2013 (Thursday 28 February) ⁽³⁾	3658	3827			Observed flows
2034 S1 Do-Nothing ⁽⁴⁾	5335	5405			
2034 S2 Do-Minimum ⁽⁴⁾	5042	5242			note: Do-Minimum includes ELR
2034 S3 with Hampden Fields Dev ⁽⁴⁾	5143	5306	-3.6%	-1.8%	note: Do-Something includes ELR

Sources:

- 1) Hampden Fields Transport Assessment, WSP, November 2012, Appendix J: Aylesbury Transport Model – Traffic Forecasting and Assumptions
- 2) Hampden Fields Transport Assessment, WSP, November 2012, Appendix V: Aylesbury Strategic Modelling - Hampden Fields Results Summary
- 3) Hampden Fields, Transport Assessment, WSP, January 2016 - Appendix I: Technical Note 2010 Junction Calibration
- 4) Hampden Fields, Transport Assessment, WSP, January 2016 - Table 10-5 Total Vehicular Inflow into the Walton Street Gyratory.

APPENDIX 11

CONTINUED



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17 July 2017

By email only

Dear Sir

Hampden Fields Planning Application Ref: 16/00424/AOP Response to submissions recently added (July 2017)

TPP are providing transport planning advice to the Hampden Fields Action Group (HFAG). We have been asked to review all of the transport and traffic documents pertaining to the Hampden Fields and Aylesbury Woodlands planning applications.

Context

After various emails addressed to BCC in April and previous letters to AVDC - 1 June 2017 and 9 June 2017 - HFAG are extremely concerned with BCC's responses to the Hampden Fields developers relating to the Hampden Fields Transport Assessment Addendum and subsequent submissions. HFAG are concerned on the following grounds:

- 1) None of the BCC documents made public to-date address the fundamental questions raised by HFAG, which put the validity of the whole Transport Assessment in doubt. Mr Tester's comments on the Hampden Fields application, thus far, do not even attempt to address these fundamental issues.
- 2) Therefore, at this stage, TPP (as HFAG's transport planning consultants) have not undertaken a full analysis of the information submitted, because it will almost certainly have to be amended when the fundamental issues have been addressed. This could lead to considerable abortive work and undue costs to HFAG.

For the avoidance of doubt, HFAG and TPP feel the need to have to raise these issues again, so as to leave you in no doubt as to their importance and to express in writing for the fourth time that these concerns should be acknowledged and addressed.

Regarding the Addendum of the Hampden Fields Transport Assessment, TPP have carried out a very brief review of the documents added to the Aylesbury Vale District Council (AVDC) website in July. This letter re-iterates the concerns of our earlier correspondence, which have not been answered, and raises a number of new concerns.

Issues raised previously

In the course of reviewing the transport reports we noticed a number of apparent technical discrepancies. We understand that the trip generation (road traffic) assumptions (external vehicular trips only) used by the two consultants – on Hampden Fields and Aylesbury Woodlands were agreed by BCC. As a result the additional vehicular traffic assigned to the 2034 networks should be as follows:

- Hampden Fields 2162 AM peak trips & 2366 PM peak trips
- Aylesbury Woodlands 1734 AM peak trips & 2127 PM peak trips
- Combined (Cumulative) 3896 AM peak trips & 4493 PM peak trips.

However, when reviewing the modelling results in the TA Addendum and Cumulative Assessment report, we can't reconcile the figures. For example, Table 2-7 in the Hampden Fields Stand-Alone TA Addendum shows that, in 2034, the difference between assigned traffic flows with and without development is 1394 vehicles in the AM peak hour and 1402 in the PM. We are still seeking an explanation for this difference.

The Aylesbury Woodlands TA Addendum Table 4-1 dealing with the Cumulative Impact of both developments, shows the difference with and without development as 2521 vehicles in the AM and 2431 in the PM. In the context of a Do-Minimum 2034 trip matrix with 36,099 vehicle trips in the AM and 38,078 in the PM, these differences are important. Based on the trip generation calculations, the cumulative impact test should be adding at least 10% to the total number of vehicle trips on the Aylesbury road network.

As you will be aware, there was a Planning Appeal Public Inquiry in 2013 concerning a previous application relating to Hampden Fields. In the Inspector's Report, following this inquiry, it was noted that the A413 Wendover Road is a Primary Congestion Management Corridor (PCMC). It is a policy objective for AVDC and Buckinghamshire County Council (BCC) to reduce congestion and improve journey time reliability on these strategically important parts of the network. The Inspector noted that a Baseline 2010 assessment indicated that the Walton Street gyratory, within the PCMC, was already operating above its operational capacity, as shown in Table 1 below.

Table 1: Walton Street Gyratory – 2010 Baseline assessment

Time Period	Observed traffic flows per hour	Practical reserve capacity
AM Peak Hour	3831	-16.5%
PM Peak Hour	3985	-18.9%
Notes: 1) Observed flows based on traffic surveys 2) Practical reserve capacity (PRC) is a measure of how much additional traffic could pass through a junction (a negative PRC indicates that capacity has already been exceeded)		

The Inspector's view was that mitigation of the problems at the Walton Street gyratory is required to make the Hampden Fields development acceptable in planning terms. In his judgement, which was upheld by the Secretary of State, failure to demonstrate a



deliverable solution, which would mitigate problems at the gyratory, was one of the key reasons for refusing the appeal.

The latest version of the Aylesbury VISUM traffic model indicates considerable growth in the volumes using this junction under all scenarios, as summarised in Table 2 below. When compared with the 2010 flows reported above, the 2034 Do-Nothing forecasts indicate growth of 40% or more.

At the 2013 Public Inquiry the Do-Nothing forecasts were showing around 12% growth at the gyratory between 2010 and 2031. The with-development or Do-Something forecasts (excluding the Eastern Link Road) were in the order of 4500 vehicles per hour. In the AM peak hour the Practical Reserve Capacity (PRC) of the junction (without mitigation) was reported to be around -30%. This is against a desirable PRC of at least +10%. This is the context in which the mitigation solutions were being discussed between the developers and BCC. It should also be noted that it was at these traffic levels that the Inspector had serious concerns about the impact of the Hampden Fields development.

As shown in Table 2 below, the latest traffic modelling shows a very marginal reduction (less 60 vehicles an hour and less than 1%) in traffic flows at the gyratory when comparing a Do-Nothing scenario and a Do-Something scenario including Hampden Fields and the associated A41-A413 Link Road.

Table 2: Walton Street Gyratory – Traffic forecasts

Peak Period	2034 Forecast traffic flows			% Growth	Change in flows		% Change in flows	
	Do-Nothing (DN)	Do-Something (DS) Mixed SELR	2034 Do-Something (DS) Dual SELR	Do-Nothing (DN) Growth from 2010	DS Mixed-DN	DS Dual-DN	DS Mixed-DN	DS Dual-DN
AM	5364	5355	5321	+40%	-9	-43	-0.2%	-0.8%
PM	5631	5572	5593	+41%	-59	-38	-1.0%	-0.7%

Please note that these comments are irrespective of our first query about the methodology used in the traffic modelling and the results obtained.

The concerns of HFAG with regard to the Walton Street gyratory can be summarised as follows:

- The latest 2034 Do-Nothing traffic forecasts show very high growth (approximately 40%) in traffic flows at the gyratory, which is considered unrealistic and casts some doubt on all of the modelling results.
- Depending on the peak hour time period and scenario in question, the current 2034 forecast flows for the gyratory are 20-25% higher than the 2031 volumes at which mitigation solutions were being considered at the 2013 Public Inquiry. The 2031 forecasts considered at Inquiry led to a Practical Reserve Capacity (PRC) of around -30%. With the latest forecasts the 2034 PRC must be even worse. However, no mitigation is now being considered.
- It is reasonable to assume that under all of the current 2034 scenarios there would be extensive queueing on the approaches to the gyratory.

- These queues could conceivably block the surrounding junctions in the road network on the edge of Aylesbury town centre. This cannot be an acceptable situation for AVDC and BCC.
- HFAG are also concerned that the review of the Transport Assessment Addendum, carried out by Mr Del Tester of BCC, and dated 24 May 2017, makes no mention of the Walton Street gyratory or any requirement for additional analysis.

Issues arising from July 2017 submissions

The transport-related documents most recently posted onto the AVDC website respond to technical queries raised by Del Tester and his colleagues at BCC and by Stoke Mandeville and Aston Clinton Parish Councils. The issues raised by BCC are mainly concerned with the proposed off-site mitigation of the traffic impacts of the Hampden Fields scheme. There are separate reports relating to the Stand Alone and Cumulative Impact Assessments (including Woodlands).

The mitigation measures are focussed on the following junctions:

- A41/Woodlands roundabout (modifications);
- A413 Wendover Road/Hampden Fields Site Access (safeguarding land);
- A413 Wendover Road/A4010 Station Road roundabout (modifications);
- A4010 Station Road/B4443 Lower Road roundabout (conversion to traffic signals);
- A413 Wendover Road/Wendover Way roundabout (WSP suggest conversion to traffic signals);
- A41 Aston Clinton Road/Bedgrove/Broughton Lane traffic signals (modifications);
- A41 Tring Road/ A4157 Oakfield Road/King Edward Avenue traffic signals (modifications); and
- A418 Vale Park Drive/A41 High Street/A41 Exchange Street roundabout (modifications).

It is the view of TPP that the issues with the traffic modelling which are raised at the start of this letter need to be resolved before the detailed junction design and analysis can be properly addressed. Nevertheless TPP have carried out a brief examination of the WSP Stand Alone report.

We have focussed on the A41/Bedgrove/Broughton Lane junction which, in addition to the Walton Street gyratory, appears to act as a constraint on the overall traffic capacity of the local road network.

The table below, taken from Woodlands Transport Assessment (2016), which was prepared by Peter Brett Associates for the developer, shows that, in 2015 the A41/Broughton Lane/Bedgrove junction was operating at capacity. The A41 Tring Road approach from the west had a degree of saturation (DOS) of around 95% in both AM and PM peak hours. **The modelled DOS for the A41 Aston Clinton Road approach from the east was 64%/75% but the modelled queue lengths were much less than those observed on site. This suggests that the real DOS was also over 90%. The DOS for the Bedgrove approach was over 100%. The Broughton Lane approach also had a high DOS in the AM peak (81%).**

Table 3 – A41/Bedgrove/Broughton Lane Junction - Summary of TRANSYT Results – 2015 Observed Flows

Arm/ Stream	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	D.O.S	MMQ (PCU)	Max Observed Queue (PCU)	D.O.S	MMQ (PCU)	Max Observed Queue (PCU)
A41 Aston Clinton Road (E)	64%	12	42	75%	17	43
Broughton Lane (N)	81%	15	21	45%	6	16
Richmond Road (NW)	93%	8	-	40%	2	-
A41 Tring Road (W)	94%	21	29	95%	16	45
Bedgrove (S)	103%	31	26	102%	29	27
Total Uniform, Random and Oversaturated Delay (PCUhr-hr)	68			61		

(Source: Aylesbury Woodlands, Transport Assessment, Peter Brett Associates, March 2016.)

To put the capacity analysis in context, according to Peter Brett Associates the 2015 flows at the junction appear to be in the order 3400-3500 passenger car units (pcu) per hour.

It is clear from the above that, in peak periods, the A41/Bedgrove/Broughton Lane junction is already operating at capacity, and this corresponds with the experience of local road users as reported by HFAG. It is important to remember that, in the medium term, additional pressure on this junction will be introduced by the opening of the recently consented Aston Clinton Major Development Area, and 199 houses in New Road Weston Turville.

The existing lane allocation at the junction is shown in Table 4 below, together with WSP's proposals for mitigation of the traffic impact of the Hampden Fields development.

Table 4 – A41/Bedgrove/Broughton Lane Junction – Existing and Proposed Lane Allocation

Junction Approach	Existing	WSP Proposed
A41 Tring Rd	1 lane straight and left	1 lane straight and left
	1 lane straight and right	1 lane straight
		1 lane right
Richmond Road	1 lane	1 lane
A41 eastbound internal	1 lane straight and left	1 lane straight and left
	1 lane straight only	1 lane straight only
Broughton Lane	1 lane left	1 lane left
	1 lane right	1 lane left and right
A41 Aston Clinton Rd	2 lanes straight	2 lanes straight
	1 lane right	1 lane right
A41 westbound internal	1 lane straight and left	1 lane left
	1 lane straight and right	2 lanes straight
		1 lane right
Bedgrove	1 lane left	1 lane left
	1 lane straight and right	1 lane straight and right

TPP have not undertaken any detailed engineering review of WSP’s proposals for mitigation at this stage. Also, TPP have not reviewed the LINSIG/TRANSYT analysis, and the net effect of these modifications on the overall junction capacity is difficult to quantify. Never the less TPP have identified some important issues, as follows:

- The proposed revised junction layout requires land take on the southern side of the A41 near to Bedgrove. It is not clear whether this land is in the control of the developer or the local authority. HFAG seek clarification on this point.
- Discussion of the impact of the junction modifications on facilities for pedestrians and cyclists is limited in the documents provided. What assurances can be provided that these changes would not have any adverse impacts on these groups ? Has adequate public consultation been carried out ?
- The plans do not make any explicit allowance for any future bus priority measures (e.g. bus lanes) if any proposed park and ride scheme is introduced in the A41 corridor in conjunction with the Hampden Fields development.
- It should also be noted that, under the current proposals, the A41 between the Aston Clinton Bypass and Bedgrove would effectively operate as a 4-lane road if all of these changes are implemented. Unless bus priority measures are introduced, this is likely to attract more general traffic into the corridor.
- The suggested solution of widening the A41 between Woodlands and Bedgrove appears to be counter to the orbital road strategy being promoted by BCC. Building a 4 lane route into Aylesbury may relieve the Woodlands roundabout, but essentially it will encourage more traffic along the A41 to use the Bedgrove junction.
- There is no indication from the developer’s consultants that the mitigation A41 Bedgrove/Broughton Lane scheme, or any of the other mitigation measures mentioned in the latest WSP report (affecting the operation of seven or more junctions), have been tested using the Aylesbury Traffic Model. It seems likely that they would have a material impact on the pattern of traffic flows around the A41 corridor with consequent environmental implications.
- Most importantly, any significant mitigation schemes of the type under consideration – particularly the A41 widening proposals - should be run through the local traffic model as a package to examine their impacts on the wider network. Incidentally, the additional traffic modelling should also include proposed

traffic calming measures in Weston Turville and Aston Clinton. The results of this modelling should, of course, be made public. TPP recognise that this is an iterative approach which has to be curtailed at some point. However, the proposed changes at the A41 junctions are critical to the Hampden Fields and Woodlands schemes and need to be robustly assessed.

Summary

On behalf of HFAG, TPP have raised a number of very important concerns about the Hampden Fields Stand Alone Transport Assessment with AVDC. To-date we have received no response from the developers consultants, AVDC or BCC. This letter re-states the most pressing concerns and also the new issues, set out above, that have emerged from the latest batch of documents. All of these critical issues need to be addressed before the development proposals can be considered at Committee.

Should you require clarification on any point raised in this letter, please do not hesitate to contact TPP or Phil Yerby at HFAG.

Yours faithfully,

David Thompson

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cc Phil Yerby (Hampden Fields Action Group)