

Third Party Review of Traffic Impact and site sustainability in transport term -



A Transport Appraisal of the site and commentary on the sites lack of sustainability in transport terms.

BACKGROUND:

- BNG consulted with SLR Consulting to seek third party professional opinion on the site at Lye Green in terms of the potential traffic impact and site's sustainability in transport terms.
- Their report was asked to consider the effects of either 900 homes (as initially proposed by the LPA) and 500 homes being developed on the site in conjunction with 15 gypsy & traveller pitches, a community hub and a convenience store.
- SLR Consulting is a global multi-disciplinary firm providing expert advice on planning and environmental issues.
- Their Report dated August 2019, is attached together with the Appendices referred to therein.

The Report is followed by a brief **Viewranger Footpath Report** recording the distance and elevation climbed when walking from Chesham Station to the site gate in Lye Green Road on Sunday 18 August 2019 by BNG supporter Peter Keane, who reported that;

- The walk involved a distance of 1.08 miles from the Station to the gate on Lye Green Rd, with about a further 400+ yards to the median of the site, being the footpath on the edge of Brushwood school so 1.33 miles. in all.
It took 20 minutes to walk it, walking fast as it started raining for half of it. It took almost 30 minutes to do the whole route.
- The overall ascent was approx 181 ft. It dips 50 ft from the station then rises from the edge of the Backs to the top just by the school. That rise was in about 8 minutes of walking.
- Walking impressions; so not a very pleasant walk, no country walk for sure. I had 8 to 10 cars pass me on White Hill even on Sunday lunchtime, and all accelerating hard up the hill. So with the footpath only 3 or so feet wide, and the road narrow up White Hill, the cars are very close to you.
- Even on the flat section with your back to the cars and a wet road, it's not a pleasant stroll.

TRANSPORT APPRAISAL

Land at Lye Green Road, Chesham

Prepared for: Brown Not Green Chesham Ltd.

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1.0 Introduction and Summary

1.1 Background

Chiltern District Council and South Bucks District Council are together preparing a new joint Local Plan covering the period 2014 to 2036. The emerging Local Plan includes proposals affecting the Green Belt generally involving different sites within both the Chiltern & South Bucks Districts, which are being reviewed by the Local Planning Authorities for release from the Green Belt.

SLR Consulting Limited (SLR) has been appointed by Brown Not Green Ltd. (BNG) to undertake a transport appraisal of one of these sites; a parcel of land at Lye Green Road, Chesham. BNG seeks to retain the Lye Green Road site in the greenbelt.

1.2 Summary

This report provides a high-level desk-top review of the site's suitability for residential development having regard to accessibility and transportation aspects, supported by a site visit undertaken on the 19th March 2019.

In particular, this report includes:

- a review of the locality and surrounding highway network;
- a review of sustainable access for the site, including walking, cycling and public transport, for access to local facilities and to employment opportunities, benchmarked against adopted Council accessibility guidance or standards and in reference to the Institute of Highways and Transport (IHT) guidance;
- a person and vehicle trip generation exercise for a 115, 500 and a 900-home scenario, to establish the likely number of vehicle movements for the peak hours on the local highway network to compare against the work undertaken by Jacobs, and ascertain whether the forecasts identified are sensible; and
- a review of the likely vehicular access locations and the feasibility of providing these to serve new development of up to 900 homes, considering Council guidance / standards and any identified constraints

The following studies and publications from the Council's evidence base and other policy and guidance documents are referred to:

- Core Strategy for Chiltern District (adopted November 2011);
- Countywide Local Plan Modelling Phase 2 Forecast Modelling Report (Jacobs, March 2017);
- Chiltern and South Bucks Local Plan Modelling Phase 3a (Jacobs, March 2018);
- Chiltern and South Bucks Local Plan Modelling Phase 3b (Jacobs, March 2018);
- Draft Sustainability Appraisal of the Chiltern and South Bucks Local Plan (Lepus Consulting, May 2019);
- Highways Development Management Guidance (Buckinghamshire County Council, 2018);
- Providing for Journeys on Foot (CIHT, 2000);
- Planning for Walking (CIHT, 2015);
- How Far Do People Walk? (White Young Green, 2015);
- Buses in Urban Developments; (CIHT, 2018); and
- Local Transport Note 2/08 Cycle Infrastructure Design (DfT, 2008)

Based on the high-level assessment undertaken, and in reference to the above documents, SLR would suggest that in considering the suitability of the site at Lye Green Road in for residential development in accessibility and transport terms, the emerging Local Plan has failed to take into account of numerous relevant factors, which are discussed in this report and that the site has relatively poor accessibility and therefore does not consider the assessment to be sound.

2.0 Transport Policy

2.1 Introduction

This section sets out the main transport planning policy to provide context for the review of the site and its suitability for residential development.

2.2 National Policy

In February 2019 an update to the revised (July 2018) National Planning Policy Framework (NPPF) was published. The NPPF sets out the Government's planning policies for England and outlines how these are expected to be applied.

The revised framework, tightens definitions on the presumption in favour of sustainable development, increases the emphasis on high-quality design and place-making, while stressing the importance of digital technology and recognising the role of planning in creating healthy and safe communities.

The NPPF holds a strong presumption in favour of sustainable development. It is recognised that sustainable development is comprised of three co-dependent facets: economic, social and environmental.

Paragraph 108 states that *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

Paragraph 110 goes on to state that: *"applications for development should:*

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

- 2.3 be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

2.4 Local Policy

2.4.1 Core Strategy for Chiltern District (adopted November 2011)

Paragraph 8.5

"The targeted development of the main settlements in the District (Amersham/Amersham-on-the-Hill, Little Chalfont, Chesham and Chalfont St. Peter), will help to encourage development which is sustainable in terms of proximity to main public transport networks, public facilities and social and cultural amenities."

Paragraph 13.2

"Development must be designed so that it is easily accessible for all and well-connected to public transport, facilities for walking and cycling and community facilities and services."

Paragraph 15.2

"One way to try to reduce the future growth in traffic and thus congestion is to ensure that new development is located in areas where the need to travel by car is minimised due to the proximity to public transport and the provision of existing community facilities and services. Our Strategy is based on this. The Council's Accessibility, Community Infrastructure and Parking Standards Study shows that the most accessible areas (i.e. areas with the greatest number of essential community facilities and transport links) of the District are the main settlements of Chesham, Amersham/Amersham-on-the-Hill, Chalfont St Peter and Great Missenden (all of which have either rail links or are relatively close to rail links to London). The Core Strategy concentrates development in the most accessible settlements. Investment in communications technology which increases access to goods and services without increasing the need to travel will also be actively encouraged."

Paragraph 15.3

"Developments which are car-dependent or promote unsustainable travel behaviour will not be supported. Major developments, employers and institutions should develop travel plans to promote sustainable travel behaviour. The Council will work with partners to promote walking and cycling as an integral and highly sustainable means of transport focused on centres, schools, work-places, and public transport interchanges. The design and construction of facilities and infrastructure will be improved to make walking and cycling more attractive, direct and safe. Convenient pedestrian crossings will be promoted to facilitate safe and direct movement across busy roads. The third Local Transport Plan for Buckinghamshire covering the period 2011 to 2016 (referred to as LTP3) sets out the strategy for delivering sustainable transport solutions within the District and wider Buckinghamshire. The Council will work with Buckinghamshire County Council and other partners to ensure that the Chiltern Development Framework complements the objectives of the Local Transport Plans and will aim to provide a range of transport choices for local residents, aimed at reducing the reliance on the private car. The Council will also require all new major non-housing development proposals within the District to have green travel plans."

Paragraph 15.4

"Development will need to contribute towards transport infrastructure improvements to support the development itself, and to enhance the broader network to mitigate impacts on existing communities. The broad policies below provide the context for more specific proposals which will be set out in the Delivery DPD."

Policy CS25: Dealing with the Impact of New Development on the Transport Network

"Development proposals shall be consistent with, and contribute to, the implementation of the agreed transport strategies and priorities set out in the Buckinghamshire Local Transport Plan 3 (2011-16). Chiltern District Council will work with Buckinghamshire County Council and other relevant agencies to:

- a) Where feasible, ensure that planned development in Chiltern District will not adversely impact the transport network;*

- b) Assess the impact of development proposals on the transport network, including public transport, traffic flows, air quality, accessibility levels and road safety. Provision for any necessary improvements or mitigation measures to reduce any negative impacts must be secured prior to final occupation of the development; and*
- c) Identify and safeguard planned public transport, walking, cycling and road improvement lines from other development.”*

Policy CS26: Requirements of New Development

“Development proposals will be expected to:

- a) Provide safe, convenient and attractive access on foot and by cycle, making suitable connections with existing footways, public footpaths, bridleways, restricted byways and cycle ways, local facilities and public transport so as to maximise opportunities to use these modes;*
- b) Ensure that the convenient use and enjoyment of existing public rights of way, such as footpaths and bridleways and restricted byways, are not affected by development;*
- c) Integrate with local public transport services and also where appropriate provide direct routes protected from traffic congestion, interchange, stops and waiting areas;*
- d) Be appropriately located to the road network and provide satisfactory vehicular access(es) to and from the area of development so that the convenience, safety, and free flow of traffic using public highways (including pedestrians, riders and cyclists) are not adversely affected;*
- e) Provide appropriate and effective vehicular and cycle parking and servicing arrangements;*
- f) Ensure that all vehicular traffic generated by future development does not materially increase traffic problems, for example, congestion and local air quality, taking account of off-site improvements or contributions towards them which may be secured; and*
- g) Secure the preparation and implementation of measures which minimise and manage parking and travel demand, including as appropriate travel plans, parking management plans and car clubs”*

Policy CS4: Ensuring that Development is Sustainable

“To ensure long-term sustainability of development and help contribute towards national targets to reduce overall CO2 emissions, the Council will expect all new developments to have regard to the sustainable development principles set out in Table 1 below.

- a) Locations which are easily accessible by public transport, walking and cycling and which are provided with fast broadband services to reduce reliance on the car;*
- b) Maximum use of previously developed land, achieving higher densities in accessible locations, making the best use of existing transport infrastructure and services; and*
- c) Safer access for all types of transport and pedestrians*

We will measure success with the assistance of the following indicators:

75% of all completed dwellings to be within one mile of a railway/underground station or within 400 metres of a bus stop with daily services”

2.5 Summary

National and local transport planning policy supports the increased use of sustainable transport as a means to achieving a reduction in vehicular traffic congestion and environmental impact.

The above policy is referred to throughout this report in terms of a high-level assessment of the suitability of the site at Lye Green Road for residential development and the potential to meet the policy requirements.

3.0 Baseline Conditions

3.1 Site Location

The site is shown in Figure 3-1 below, in the context of Chesham town centre and the local highway network.

Figure 3-1: Site Location



3.2 Local Highway Network

The B4505 connects the A41 to the northeast of Chesham to the A416 to the north of Chesham town centre. The section of the B4505 running past the site is called Lye Green Road, subject to a 40mph speed limit for the majority of its length past the site, reducing to 30mph approximately 100m north of the junction with Warrender Road.

Lye Green Road is predominantly rural, with limited or no footways for the majority of its length past the site. and connects with the B4505 Eskdale Avenue, White Hill and Botley Road at a mini roundabout, which also provide access to Chesham Grammar School. Both Eskdale Avenue and White Hill provide a route into Chesham town centre, with Eskdale Avenue signed as 'Town Centre'. Eskdale Avenue is residential in nature with a 30mph speed limit. White Hill is more rural with a 14% gradient, although serves residential properties for the majority of its length.

The A416 to the south, through Chesham town centre, connects with Eskdale Avenue at a priority junction and White Hill at a four-arm roundabout and is known as Broad Street between these two junctions. Broad Street is subject to a 30mph speed limit. There are a number of residential properties, shop and services on Broad Street and has a number of pedestrian crossing facilities (formal and informal).

The A416 becomes St. Mary's Way to the south of the White Hill roundabout and has two lanes in each direction, which are narrow, and HGV's/buses tend to straddle both lanes. Approximately 230m south of the White Hill roundabout there is a four-arm roundabout connecting with St. Mary's Road (south), Park Road and Blucher Street, which provides access to the town centre.

To the north, the A416 Broad Street turns into Berkhamstead Road and connects with the A416 Nasleigh Hill and Vale Road at a three-arm mini roundabout. Vale Road continues north and turn into a rural road, providing access to a number of villages to the south of Tring and to the A41.

Nasleigh Hill is the main route to the A41, which is approximately 2km to the northeast of the junction with the A416 Berkhamstead Road and has a steep gradient. Approximately 800m northeast of the junction with the A416 Berkhamstead Road is a priority junction with Lycrome Road.

Lycrome Road is a minor residential distributor road running along the northern perimeter of the site, which becomes more rural in nature further west. It has varying widths of carriageway and footway, with sections of no footway. This includes a Grade 2 listed building (The White House), the plot for which is right against the back of carriageway, on a particularly narrow section of Lycrome Road, which would be a significant constraint for any additional traffic and for any options to improve the carriageway width or providing suitable footways.

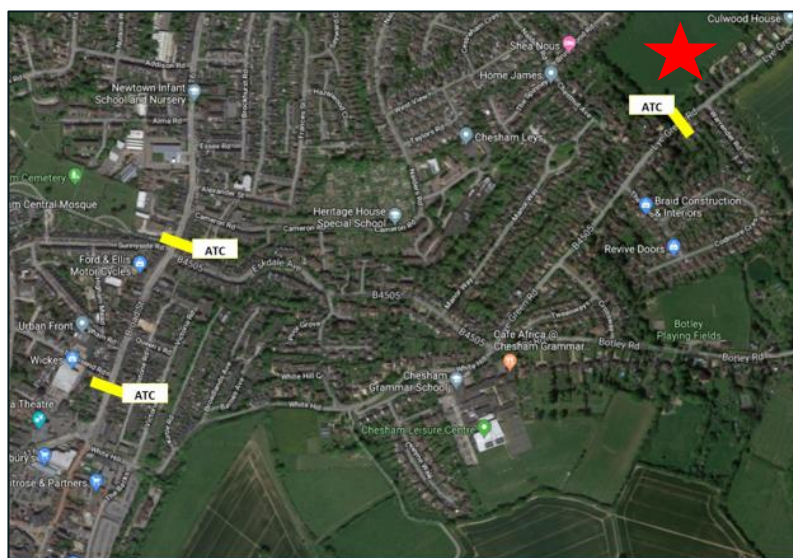
3.3 Traffic Flows

SLR instructed Road Data Services (RDS) to install three Automatic Traffic Counters (ATCs) at the following sites, to collect traffic volume and speed data:

- Lye Green Road;
- A416 Broad Street (North); and
- A416 Broad Street (South)

The locations are shown in Figure 3-2 below and the results are provided in **Appendix 01**.

Figure 3-2: ATC Locations



The ATC on Lye Green Road was installed predominantly to consider the speeds at this location to identify visibility splays that would be required for a vehicular access to serve development at the site, which is discussed in Section 4.

The resulting average and 85th percentile speeds are:

- Northbound – 34.0 mph (average), 39.5 mph (85th percentile); and
- Southbound – 33.3 mph (average), 39.2mph (85th percentile).

Since Lye Green Road has a 30-mph speed limit in this location, the evidence indicates there is an existing issue of high speeds.

The ATCs on the A416 Broad Street were installed to collect some baseline traffic data to provide some context for traffic flow volumes in Chesham. A summary of traffic flows at the three ATCs is provided in Table 3-1:

Table 3-1: ATC Vehicle Flow Data

Link	Direction	5-Day Weekday Average			
		08:00-09:00	17:00-18:00	07:00-19:00	00:00-23:59
Lye Green Road	Northbound	256	248	2,336	2,837
Lye Green Road	Southbound	368	255	2,653	3,111
Broad Street North	Northbound	670	730	8,249	10,376
Broad Street North	Southbound	652	825	8,070	9,129
Broad Street South	Northbound	741	676	8,162	10,232
Broad Street South	Southbound	530	855	8,073	10,101

3.4 Local Facilities

The Institute of Highways and Transport (IHT) provides guidance on suggested acceptable walking distances to various types of facilities, in a document called 'Providing for Journeys on Foot' (2000), as shown in Figure 3-3:

Figure 3-3: IHT Suggested Acceptable Walking Distances

Table 3.2: Suggested Acceptable Walking Distance.			
	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

Below is a review of the distances to a range of facilities from the site, with a comparison to the suggested walking distances within the IHT guidance.

The steep gradients within the vicinity of the site will impact on the suitable walking distances to local facilities and will prohibit journeys on foot by many, particularly the elderly and people with impaired mobility.

The IHT report 'Providing for Journeys on Foot' lists "steep gradients and/or steps" as a "Poor Quality Pedestrian Environment" and in Paragraph 3.36 states:

"Additional walking distances or gradients can be crucial in determining whether a development is pedestrian friendly. Layouts that require pedestrians to walk through car parks or to follow indirect footpaths should be avoided as far as possible. These are issues that should be addressed jointly by planners and engineers involved in development control."

The same issues with gradient and walking are also reiterated in the more recent IHT report 'Planning for Walking' (2015).

3.4.1 Town Centres

Chesham town centre is between 1.5km and 2.5km from the site, which is above the preferred maximum of 800m in the IHT Guidance. Taking into account the steep gradients between the site and the town centre, the distance is amplified.

3.4.2 Schools

- Brushwood Junior School is adjacent to the site and pedestrian access to this would be good; however additional school places are likely to be required to serve a new residential development, as it is understood the school is currently at capacity;
- Chesham Grammar School is between 500m and 1.2km from the site; and
- Chesham Preparatory School is between 500m and 1.4km from the site.

Although the schools are within the 2km preferred maximum distance in the IHT Guidance, pedestrian access to Chesham Grammar School and Chesham Preparatory School would need to be improved, particularly to the latter as there are no footways between the site and the school and therefore all journeys would most likely be by car.

3.4.3 Local shops

There are no local shops in close proximity of the site. The closest shop is the Shell Petrol Filling Station (PFS) on the Nasleigh Hill / A416 Berkhamsted Road junction, between 700m and 1.6km from the site; however, unless pedestrian access to the site could be provided onto Nasleigh Hill, the distance would be 1.2km to 1.8km. In either scenario, the majority of the site would be over the preferred maximum of 800m in the IHT guidance and the impact of the steep gradients on Nasleigh Hill will make the distance seem much greater for many people.

3.4.4 Supermarkets

There is a Sainsbury's and Waitrose in the centre of Chesham, which are between 1.6- and 2.6 km from the site. Given the majority of people will use a car for trips to a supermarket, the IHT guidance is less relevant; however, it is worth noting that as the supermarkets are in the town centre, this will result in a greater number of vehicle movements on the most congested sections of highway network.

3.4.5 Health facilities

The closest health facilities (doctor's surgeries and dentists) are in Chesham town centre and therefore over 1.5km from the site, which is over the preferred maximum of 1.2km in the IHT guidance.

3.4.6 Summary

With the lack of local facilities in the immediate vicinity of the site, additional vehicle movements to and from the site would be encouraged, further reinforcing the unsuitability of the site for residential development in

terms of sustainability. Also, the facilities that do exist are generally over the suggested maximum walking distances in the IHT guidance.

It is worth noting that, although the IHT guidance is still applicable, there is a lack of suitable evidence supporting the data and in fact more recent research undertaken has shown that people will in fact walk a greater distance than the IHT maximums, such as the 'How Far Do People Walk?' document, prepared by White Young Green in 2015, which identified an average of 1.15km and an 85th percentile of 1.95km for all walking journeys. That said, taking the topography in the area and current pedestrian infrastructure serving the site (see Section 4.31), SLR considers access to the majority of facilities from the site to be very poor.

Additionally, the Draft Sustainability Appraisal of the Chiltern and South Bucks Local Plan (May 2019) states:

"a site that is located within 600m of a local service, such as a post office or a local shop, would be expected to be able to provide site end users with access to essential services. Development proposals located within this target distance are assumed to have a minor positive impact on local accessibility."

Clearly the site does not meet this criterion as stated in Appendix B (paragraph B.3.9.5) of the report:

"B.3.9.5 Local Services: Site 1.01 is located outside of the 600m target distance to local services. The closest shop to the site is Londis, located approximately 1.2km north west of the site. The development proposed at this site would be expected to locate site end users in an area with restricted access to local services and as such, have a minor negative impact on accessibility."

Taking analysis undertaken to inform this report, SLR would disagree with the conclusion that the impact is 'minor negative' and would suggest the negative impact is much greater.

4.0 Access Appraisal

4.1 Introduction

The following section provides a high-level analysis of the site's accessibility, vehicular and sustainable, with a commentary on the feasibility of a residential development at the site based on the findings.

The appraisal considers:

- 115 dwellings, which was originally proposed by a third-party consultant (Terra Firma) in 2017, before the Local Plan was published;
- 500 dwellings, which is now being proposed; and
- 900 dwellings, which was a scenario identified in a previous Local Plan consultation.

4.2 Vehicular Access

4.2.1 115 Dwellings

For a development of 115 dwellings, one point of access is likely to be required. Based on the supposition that the land closest to the existing urban settlement would be the preferred location for any new development in this location, SLR has assumed this would be the field in the southwestern corner of the site, with access taken from Lye Green Road as shown in Figure 4-1 below:

Figure 4-1: Assumed Site Access for 115 dwellings



The requirements for an access here in terms of a new access at this location include:

- Minimum distance for a left / right stagger of 50m; and
- Visibility splay of 2.4m x 90m, using DMRB, due to the 85th percentile speeds recorded.

SLR has undertaken an initial check of the above and can confirm that providing a suitable access in this location is likely to be possible, although highway boundary information from the Local Highway Authority would be required to verify this.

Figure 4-2: 2.4m x 90m Visibility Splays



4.2.2 500 or 900 Dwellings

For a development of 500 to 900 dwellings, multiple accesses would be required onto the wider local highway network, for suitable connectivity and to enable suitable access by emergency service vehicles, should one access be blocked.

In addition to an access in the location shown in Figure 4-2, further access(es) would most likely be required.

Access onto Lycrome Road is unlikely to be supported by the Local Highway Authority for any large number of dwellings (if at all) given the nature of the road, the variation in widths and lack of existing or future potential to provide suitable footways.

The other possibility for a second access is at another point on Lye Green Road to the east of the site, where achieving appropriate visibility splays and a larger junction (such as ghost island right turn lane) may be achievable.

4.3 Pedestrian and Cycle Access

4.3.1 Pedestrian Accessibility

Chesham town centre is between a 1.5 to 2.5km walking distance from the site, depending on the starting point within the site, and the main pedestrian routes are likely to be:

1. Lye Green Road, White Hill, High Street;
2. Lye Green Road, Eskdale Avenue; Broad Street, High Street
3. Brushwood Road, The Spinney, Cameron Road, Broad Street, High Street; and
4. Hillcroft Road, Nalders Road, Cameron Road, Broad Street, High Street

An audit of the above routes, per road, is provided below:

Lye Green Road

- Varying footway width, with the majority less than 2m (the standard width required to serve new developments), with several pinch-points where the width reduces to around 1m. The absolute minimum acceptable footway width is 1.5m to give sufficient space for a wheelchair user and a walker to pass one another (Inclusive mobility DfT). Such narrow footways will disadvantage disabled and other vulnerable road users (parents with push chairs, the elderly etc.);
- No footway for the majority of Lye Green Road as it passes the site;
- No street lighting; and
- Potential highway boundary restrictions in terms of providing suitable footway widths to serve new development



Lye Green Road / Eskdale Avenue / White Hill / Botley Road junction

- Substandard roundabout with poor visibility resulting in conflicts as a result of drivers on Lye Green Rd & White Hill failing to give-way;
- Vehicles observed approaching at high speed; and
- Poor pedestrian crossing facilities, which are wide with no tactile paving;



White Hill

- Varying footway widths, with the majority less than 2m, with several pinch-points where the width reduces to around 1m. The footway is less than 1m in width on a section immediately west of the junction with White Hill Close;
- The vegetation which reduces the effective width of the footways further creates an unsafe environment for pedestrians due to the proximity of passing vehicles to pedestrians and the risk of wing mirror strike, particularly given the relatively narrow carriageway;
- There is only a footway on one side and therefore, a very restrictive capacity for any increase in pedestrian movements; and
- Steep gradient, which would discourage residents from walking, particularly residents with mobility challenges or who are carrying shopping. The gradient is such that it is unlikely to be used and during our site visit nobody was observed walking back from the town centre with bags of shopping.



Eskdale Avenue

- Varying footway widths, with the majority less than 2m, with several pinch-points where trees narrow the footway, making it almost impassable without walking on the carriageway; and
- Steep gradient



Brushwood Road / The Spinney / Cameron Road

- Access from the site adjacent to a school;
- Poor quality footways on Brushwood Road;
- Access to a footpath at the end of The Spinney cul-de-sac, connecting to Cameron Road, as shown in the photos, has a poor surface condition, awkward alignment horizontally and vertically and is not lit; and
- There is a pinch-point at the footway at the Cameron Road / Broad Street junction, potential safety issue with pedestrians likely to be swept out onto the busy Broad Street if passing a group of pedestrians or pedestrian with a pushchair



In paragraph B.3.9.3 of Appendix B of the Draft Sustainability Appraisal of the Chiltern and South Bucks Local Plan (May 2019) it states:

“Site 1.01 is well connected to the existing footpath network. The proposed development would therefore be likely to provide site end users with good access to this network, resulting in a minor positive impact on accessibility.”

Given the audit above, SLR would disagree with this conclusion.

In SLR's view, particularly having regard to the gradient, it is highly unlikely this network will receive much use and would suggest that this is negative impact on accessibility.

4.3.2 Cycle Accessibility

There is no formal cycle path infrastructure in the vicinity of the site or within Chesham town centre. Any residential development proposals at the site would most likely be required to be supported by new cycle infrastructure, particularly within the immediate vicinity of the site.

Table 1.3 in DfT's Local Transport Note 2/08 Cycle Infrastructure Design (2008) gives an approximate indication of suitable types of provision for cyclists depending on traffic speed and volume and is shown in Figure 4-2:

Figure 4-2: Cycle Infrastructure Design

Traffic flow	85th percentile speeds			
	<20 mph	20-30 mph	30-40 mph	>40 mph
<1,500 vpd, or <150 vph				Cycle lanes or tracks
1,500-3,000 vpd, or 150-300 vph			Cycle lanes or tracks	Cycle lanes or tracks
3,000-8,000 vpd, or 300-800 vph	Cycle lanes may be appropriate	Cycle lanes may be appropriate	Cycle lanes or tracks	Cycle tracks
8,000-10,000 vpd , or 800-1,000 vph	Cycle lanes	Cycle lanes	Cycle lanes or tracks	Cycle tracks
>10,000 vpd	Cycle lanes or tracks	Cycle lanes or tracks	Cycle lanes or tracks	Cycle tracks

Notes:

- 1 vpd = number of motor vehicles in typical 24-hour weekday.
- 2 vph = number of motor vehicles in typical morning peak hour.
- 3 Where traffic speeds/flows are low, the designer should assume a default position of no signs/markings specifically for cyclists. However, there may be situations where it is appropriate to indicate the cycle route using cycle symbol markings to diagram 1057 with advisory route signs to diagram 967.
- 4 Cycle lanes used in the higher speed/flow situations should provide good separation between cyclists and motorists. Wide cycle lanes or buffer zones can help here.
- 5 Where cycle lanes or tracks are shown in the table, cycle lanes should be considered first. In general, cycle tracks should only be considered if cycle lanes cannot be made to work.
- 6 In congested areas cycle lanes can be useful even when traffic speeds/flows are low.

Lye Green Road has around 6,000 two-way vehicles per day and 85th speeds of 39.2mph and 39.5mph (which is likely to be greater to the east of the ATC location) and therefore taking the Table in Figure 4-2 into consideration, cycle lanes or tracks would ideally be provided to ensure cycling is encouraged.

Notwithstanding the above, it is worth noting that there is the potential for cycling to occur via quieter roads to avoid Lye Green Road (this would also apply to walking), such as Brushwood Road, Chestnut Avenue and Manor Way.

Cycle parking at Chesham Underground Station was observed to be almost full during the site visit. In order to encourage cycling to and from the site, such facilities would need to be significantly improved. SLR notes that Local Plan Policy SP EPS states that permission will be granted for approximately 2,500 square metres of retail at the Underground Station approach, which requires the existing car park to be retained; however, makes no reference to the retention of the cycle parking located here and whether this allocation would prejudice any expansion of the cycle parking facilities.



4.4 Public Transport Access

The following section provides an audit of the public transport options available within proximity of the application site.

4.4.1 Bus Services

The requirement for new homes to be with a 400m walking distance to a bus stop is set out in the Chiltern Core Strategy.

The nearest bus stops to the site are located on Nalders Road, Lycrome Road and Nasleigh Hill. There are currently no bus services on Lye Green Road.

A summary of the services operating from the closest bus stops is provided in Table 4-1 to Table 4-3

Table 4-1: Summary of Bus Services on Nalders Road

Service	Route	Approximate Frequency (combined 71/73)		
		Weekday	Saturday	Sunday
71/73	Whelpley Hill – Chesham – Ammersham – Little Chalfont/Penn Street	1 per hour Daytime only	1 per 2 hours Daytime only	No service

Table 4-2: Summary of Bus Services on Lycrome Road / Nasleigh Hill

Service	Route	Approximate Frequency		
		Weekday	Saturday	Sunday
1a	High Wycombe – Hazlemere – Holmer Green – Amersham – Chesham	2 per hour Until 14:30	2 per hour Until 19:30	1 per hour
105 Chiltern Hundreds	Uxbridge - Amersham - Chesham - Hemel Hempstead	1 per hour Until 19:30	1 per hour Until 19:30	No service

Table 4-3: Summary of Bus Services on Nasleigh Hill

Service	Route	Approximate Frequency		
		Weekday	Saturday	Sunday
354/354a	Chesham – Ashley Green – Berkhamsted – Northchurch	1 per hour Until 17:30	1 per hour Until 16:30	No service

In summary, the bus services available from the site are limited and low frequency.

The 71/73, 105 and 354/354a have very low frequencies, which would discourage use of the bus for many people, particularly for commuting and linking to train times from Chesham Underground Station.

The 1a is a higher frequency service, however it is only accessible from Lycrome Road / Nasleigh Hill, which is remote from the parcels of land closest to Lye Green Road, which is closest to existing residential areas and where any first phases of development would most likely be located. As discussed above, this is outside the recommended maximum walking distances to bus stops.

The IHT's 'Buses in Urban Developments; (2018) document, Table 4 provides a breakdown of maximum walking distances to bus stops according to bus service frequency and is replicated in Figure 4-3 below:

Figure 4-3: Table 4 Recommended Maximum Walking Distances to Bus Stops (IHT, 2018)

Situation	Maximum walking distance
Core bus corridors with two or more high-frequency services	500 metres
Single high-frequency routes (every 12 minutes or better)	400 metres
Less frequent routes	300 metres
Town/city centres	250 metres

The Table identifies a maximum of 300m to low frequency bus services (which are currently available in the vicinity of the site) and therefore the site can be considered very poor in terms of suitable access by bus and contrary to Core Strategy Policies CS4 and CS26.

Additionally, Paragraph B.3.9.1 in Appendix B of the Draft Sustainability Appraisal of the Chiltern and South Bucks Local Plan (May 2019) states:

"Part of Site 1.01 to the south east is located outside the 400m target distance of a bus stop providing hourly services. The development proposed at this site could potentially restrict the access of some site end users to a regular bus service and therefore have a minor negative impact on local transport and accessibility."

SLR would suggest that around a third of the site is over 400m from a bus stop, and taking the Table in Figure 4-3 into consideration, the minor negative impact on transport and accessibility is an underestimation. The combination of the distance required to walk to a bus stop for a proportion of the site and the irregularity of services from those bus stops, results in a scenario that would significantly discourage residents living at the site from using the bus, particularly for journeys to and from work in the morning and evening peak hours.

The site falls well short of meeting the requirements for maximum walking distances to a bus stop in the Buckinghamshire County Council development Management Guidance, which refers to the CIHT distances shown in Figure 4-3.

4.4.2 Rail Services

The document "Guidelines for Planning for Public Transport in Developments" produced by the Institution of Highways & Transportation (IHT) advises that reasonable walking distance between a proposed development site and a railway station should be no more than 800 metres.

The requirements in the Core Strategy for Chiltern District states for a site to be considered sustainable it should be located within 1 mile of a Railway or Underground Station.

Chesham Underground Station is between 1.1 and 1.8 miles (with the majority of the site over 1.4 miles) from the site and therefore does not meet this requirement and therefore contrary to Core Strategy Policy CS4. Furthermore, such a distance needs to take into account the steep gradient in this particular case, which will discourage walking to and from the station.

The Draft Sustainability Appraisal of the Chiltern and South Bucks Local Plan (May 2019) states:

"In line with Barton et al.'s sustainable distances, residents should be situated within 2km of a railway station and 400m of a bus stop offering a frequent service.....In order for a positive impact to be anticipated with regard to access to public transport, consideration has been given to the proportion of a site within the target

distance of these key transport services. To be sustainable, the bus stop should provide users with regular services."

Although the overall assessment of transport and accessibility in the Draft Sustainability Appraisal is classified as 'minor negative', it should be noted that the 2km referenced is greater than the 1 mile stated in the Core Strategy (2km = 1.243 miles).

Paragraph B.3.9.2 of Appendix B states:

"The closest railway station to Site 1.01 is Chesham Underground Station which is located approximately 2.4km to the south west. Part of Site 1.01 is located outside the target distance to this railway station. Therefore, the development proposed at this site would be expected to locate some site end users in an area with poor access to rail services and as such, have a minor negative impact on transport and accessibility."

SLR would point out that none of the site is within 1 mile to Chesham Underground Station and that this description inaccurately indicates the very large portion of the site which is considerably over the higher threshold of 1.243 miles. Further, the analysis entirely fails to take into account the nature of this route in terms of poor footway and steep gradient.

Taking this into consideration and the fact that access to Chesham Underground Station is fundamental to ensure the site is sustainable, SLR strongly disagrees with this aspect of the appraisal.

Furthermore, currently there is a train every 30 minutes, which, together with the potential capacity issues resulting from additional demand from a residential development at the site, reinforces the conclusion that the site has poor accessibility and constraints.

5.0 Trip Forecasting

5.1 Introduction

The following section provides a summary of three development scenarios of 115, 500 and 900 dwellings at the site in terms of the likely trip generation and a comparison of this to the trip generation used in the modelling undertaken by Jacobs to inform the Local Plan.

5.2 Trip Rate Comparison

The morning and evening peak residential trip rates derived by Jacobs to inform the modelling work are replicated in Table 5-1 below, with the resulting vehicular trip generation for 100, 500 and 900 dwelling scenarios:

Table 5-1: Jacobs Peak Hour Vehicle Trip Rates and Forecasts

	AM peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Vehicle Trip Rate	0.161	0.389	0.361	0.204
115 Dwellings	19	45	42	23
500 Dwellings	81	195	181	102
900 Dwellings	145	350	325	184

SLR has undertaken an independent TRICS enquiry to establish suitable trip rates for a residential development at the site, using multi-modal sites. Journey to Work data was taken from the NOMIS website at Census Middle Super Output Area (MSOA) level to derive a car driver mode split for existing residents within the locality of the site (from the Census 2011).

The resulting vehicle trip rates and forecast are shown in Table 5-2, using the identified 67.9% for car driver for the Chiltern 003 MSOA, which the site is located.

Table 5-2: SLR Peak Hour Vehicle Trip Rates and Forecasts

	AM peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Person Trip Rate	0.161	0.389	0.361	0.204
Vehicle Trip Rate	0.128	0.570	0.347	0.186
115 Dwellings	15	66	40	21
500 Dwellings	64	285	174	93
900 Dwellings	116	513	312	167

As shown in Table 5-2:

- the morning peak departure trip rate, is around 50% greater and therefore an additional 21, 90 and 163 vehicle departures in the morning peak for the 115, 500 and 900 dwelling scenarios; and
- other vehicular trip rates are broadly similar to those used by Jacobs

The morning trip departure rate is particularly significant as the morning peak period is generally considered the period during a typical weekday with highest traffic flows and the most congestion.

It is possible that with a higher number of dwellings such as the 900-dwelling scenario, some peak hour vehicle trip rates may reduce slightly as a result of internalisation, with less external vehicle trips to schools and local shops and facilities, should these be provided on the site, however the site is still likely to remain dependent on the car.

5.3 Trip Distribution and Assignment

Whilst the scope of this report does not include a detailed assessment of trip generation, distribution and assignment, or review of the modelling undertaken by Jacobs, SLR has undertaken a broad analysis of the likely proportion of peak hour traffic associated with a residential development at the site that may travel through Chesham town centre, using data from the NOMIS website; WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level), from the Census 2011.

Given the comments regarding the potential for vehicular access to the site, it is assumed that the majority, if not all of the housing would be accessed via one or more locations on Lye Green Lane.

This broad analysis shows that around 44% of vehicle movements would be via Chesham town centre. Increased congestion can result in re-routing and this estimated figure could reduce, however there are limited alternative options in this locality for re-routing. be less for scenarios with a greater number of dwellings.

For the 115 dwellings at the site tested in the work undertaken by Jacobs, together with the HELAA sites, in the morning peak hour, an additional 29 vehicles are forecast on the A146 between the White Hill and Park Road roundabouts as shown in Figure 5-1 below:

Figure 5-1: Figure 5-B, Phase 3b Modelling Report



Assuming the Chesham sites that impact on this link (A146 between the White Hill and Park Road roundabouts) total 170 dwellings in (115 from Land at Lye Green Lane and the remaining 45 dwellings from Site CD0210: Amersham and Wycombe College site) and applying the SLR trip rate for morning departures and the 44% assigned through Chesham town centre, the number of vehicle trips estimated is 43. Therefore, it can be surmised that the impact through Chesham town centre is underestimated in the Jacobs modelling,

Using the 44% of vehicle trips through Chesham town centre, an estimate of the impact on the A416 through Chesham town centre might be for a 115, 500 or 900 dwellings scenario at the site is shown in Table 5-3. Taking the earlier comment regarding potential internalisation for a higher number of dwellings, the Jacobs vehicle trip rate have been applied to the 900 dwellings scenario here.

Table 5-3: Estimated impact on the A416

	AM peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
115 Dwellings	6	29	18	9
500 Dwellings	28	125	76	41
900 Dwellings	64	154	143	81

Table 5-4 shows the percentage impact on Lye Green Road and Broad Street in Chesham town Centre in the morning and evening peak hours, for each of the 115, 500 and 900 dwelling scenarios using the baseline ATC data. The impacts estimated are up to around 8% on a link for the 115-dwelling scenario, which could still be considered significant on an already constrained highway network, with up to 35% in the 500 dwellings scenario and 55% in the 900-dwelling scenario, which can be considered very significant.

Table 5-4 Percentage Impact of Development Scenarios

Link	Direction	115 Dwellings		500 Dwellings		900 Dwellings	
		AM	PM	AM	PM	AM	PM
Lye Green Road	Northbound	2.5%	7.1%	11.0%	30.8%	19.9%	55.4%
Lye Green Road	Southbound	7.8%	3.7%	34.1%	16.1%	61.3%	28.9%
Broad Street North	Northbound	0.5%	1.2%	2.1%	5.2%	3.8%	9.4%
Broad Street North	Southbound	2.2%	0.6%	9.6%	2.5%	17.3%	4.5%
Broad Street South	Northbound	0.9%	2.6%	3.8%	11.3%	6.9%	20.3%
Broad Street South	Southbound	5.4%	1.1%	23.7%	4.8%	42.6%	8.6%

5.4 Forecast Impact and Mitigation

The modelling work undertaken by Jacobs identifies that there are significant increases in travel time (more than four times (>400%) higher than in the uncongested situation) through Chesham town centre with the inclusion of the Local Plan growth developments, particularly in the morning peak with the roundabouts on the A416 over capacity with large queues. Although investigations by Jacobs into mitigating this have been undertaken and tested, through signalisation of the White Hill and Park Road roundabouts, even with this mitigation implemented, detriment is identified to users of minor roads within the vicinity of the A416 corridor. Therefore, given the forecast number of vehicle trips on the A416 through Chesham town centre (departures only) for the 500 and 900 dwelling scenarios is forecast to be up to around 150 in the morning peak, SLR would suggest that mitigating this impact through any physical improvements within the A416 corridor unlikely to be feasible, taking the results from the 115 dwellings scenario into consideration, including the potential underestimation of vehicle trips through Chesham town centre.

Access to the highway network has been reviewed as part of the Sustainability Assessment of the Chiltern and South Bucks Local Plan (May 2019) in Appendix B, paragraph B.3.9.4 states:

“Site 1.01 is well connected to the existing road network. The proposed development would therefore provide site end users with good access to existing roads, resulting in a minor positive impact on accessibility.”

SLR disagree that the location of the site and access to existing roads would result in a minor positive impact.

Given the existing and projected increase in congestion within Chesham town centre and the surrounding area, taking the above into consideration, SLR considers a negative impact would be more appropriate. Also, with the likely impacts of residential development through Chesham town centre and limited potential to mitigate, it is unlikely that Core Strategies CS25 and CS26 would be met.

Whilst this review has been undertaken on a high-level basis, there are a clearly a number of factors such as the potential underestimation of vehicle trips in the morning peak and lack of assessment for a greater number of dwellings than 115 and SLR would conclude that once these are taken into account, there is no basis to suggest that development on this site would result in a “minor positive” impact on accessibility. There would clearly be a negative vehicular impact, the degree of which would require more detailed assessment in any detailed site appraisal and therefore the conclusion should be interpreted with caution.

6.0 Conclusions

This report has provided a high-level of review of the suitability of the land at Lye Green Road for residential development in terms of transport and accessibility.

The key conclusions are:

- Bus services serving the site are very infrequent, do not operate later than around 19:30, and a large proportion of the site is over the 300m maximum walking time to a bus stop with an infrequent bus service as set out in Buckinghamshire County Council's Highways Development Management Guidance (2018);
- The whole of the site area is located greater than the required 1 mile to a railway station as set out in the Core Strategy for Chiltern District, with a large proportion over 1.5 miles from Chesham Underground Station;
- With the exception of a primary school (which is understood to be over-capacity), there are no existing local facilities within acceptable walking distance from the site, which will result in the use of the car for the majority of journeys to and from the site;
- The nearest local facilities are in Chesham town Centre (including two supermarkets) around 1.5 miles from the centre of the site and therefore the additional vehicular movements will add to an already congested highway network;
- Access to and from the site (routes to and from Chesham town centre in particular) is constrained due to the existing infrastructure, including very narrow footways in poor condition, with some routes considered inaccessible for people with physical disabilities, or the elderly, worsened by the steep gradients, which would most likely be difficult to upgrade to provide a suitable level of infrastructure;
- The morning peak hour departure trip rate used in the Jacobs modelling is considered to be low and therefore the number of trips forecast through Chesham town centre is therefore likely to be underestimated; and
- The results of the modelling undertaken by Jacobs to inform the Local Plan show that even with mitigation implemented, detriment is identified to users of within the vicinity of the A416 corridor. Therefore, as SLR suggests the number of vehicle movements forecast in the morning peak hour by Jacobs is low and taking into account the larger 500 or 900 dwelling scenarios, the impacts will be significant and the feasibility of fully mitigating the impact of such residential developments at junctions in Chesham town centre is questionable

Given the above, SLR concludes that the site is unsustainable, very poor in terms of accessibility and therefore contrary to Core Strategy Policies CS4 and CS26 and does not meet various accessibility guidance and criteria, sited in the various documents referred to. In order for a residential development of the scale being proposed through the Local Plan should the site be released from the greenbelt to be considered acceptable in transport and accessibility terms, SLR would suggest that significant improvements to the existing sustainable transport network in Chesham, including new and more frequent bus services, would be required in addition to the need for a wide range of new services outside of Chesham town centre itself.

Whilst more detailed investigations would be required to ascertain the feasibility of providing such improvements or new infrastructure associated with any development proposals, given the existing scenario set out in this review and the likely constraints for delivering such improvements to bring accessibility up to the required standards, SLR would question the suitability of the site for residential development.

APPENDIX 01

ATC Data

Chesham ATC, Broad Street

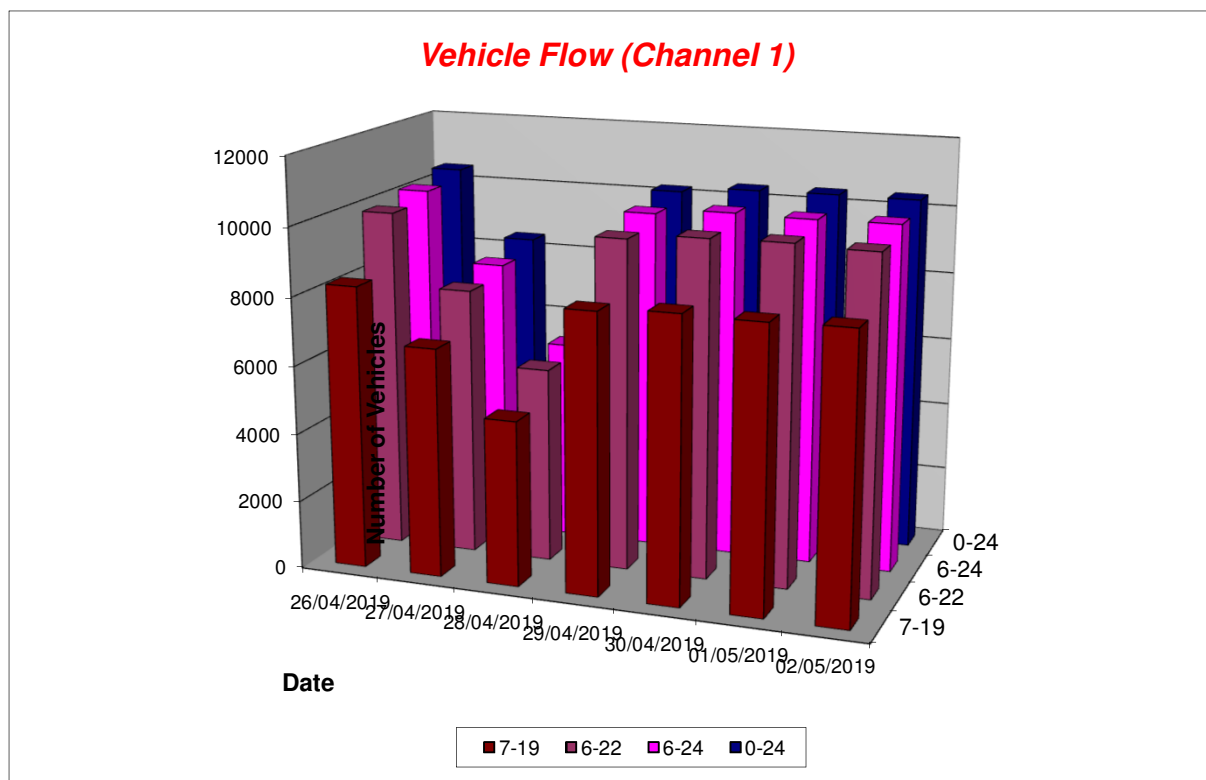
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Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	26/04/2019 Friday	27/04/2019 Saturday	28/04/2019 Sunday	29/04/2019 Monday	30/04/2019 Tuesday	01/05/2019 Wednesday	02/05/2019 Thursday	5 Day Ave	7 Day Ave
1	55	85	95	34	38	80	48	51	62
2	27	57	59	24	19	31	19	24	34
3	16	40	39	13	18	16	11	15	22
4	23	40	44	18	21	26	21	22	28
5	40	41	30	40	31	42	43	39	38
6	115	69	46	114	119	107	132	117	100
7	439	209	63	437	435	435	415	432	348
8	808	270	106	760	797	795	803	793	620
9	666	281	140	652	665	733	636	670	539
10	703	516	285	688	683	706	703	697	612
11	673	703	518	651	666	715	700	681	661
12	707	782	693	659	717	703	678	693	706
13	662	724	590	668	681	638	685	667	664
14	605	655	452	589	602	600	550	589	579
15	703	699	558	655	651	695	665	674	661
16	666	591	416	710	715	641	710	688	636
17	746	529	386	692	701	685	737	712	639
18	714	473	347	775	746	693	724	730	639
19	627	466	340	655	658	640	696	655	583
20	557	411	312	496	524	570	501	530	482
21	400	298	269	336	351	391	348	365	342
22	268	221	220	257	261	247	269	260	249
23	215	182	110	174	191	189	210	196	182
24	34	94	37	116	96	32	99	75	73
7-19	8280	6689	4831	8154	8282	8244	8287	8249	7538
6-22	9944	7828	5695	9680	9853	9887	9820	9837	8958
6-24	10193	8104	5842	9970	10140	10108	10129	10108	9212
0-24	10469	8436	6155	10213	10386	10410	10403	10376	9496



Chesham ATC, Broad Street

Produced by Road Data Services Ltd.

Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	26/04/2019 Friday	27/04/2019 Saturday	28/04/2019 Sunday	29/04/2019 Monday	30/04/2019 Tuesday	01/05/2019 Wednesday	02/05/2019 Thursday
1	26.4	17.4	17.4	25.5	27.3	25.8	26.8
2	27.1	15.3	15.3	29.3	30.0	28.5	29.9
3	30.0	17.0	16.1	27.0	28.6	27.2	27.5
4	25.9	18.2	17.3	27.2	24.8	26.7	25.4
5	27.4	17.0	16.0	29.0	29.2	27.3	28.2
6	28.9	18.6	16.8	28.2	27.2	28.7	27.7
7	24.8	17.1	16.8	24.3	23.8	24.8	24.4
8	20.3	18.0	17.3	20.5	20.2	20.4	20.1
9	14.8	17.1	16.6	15.1	14.6	14.4	15.0
10	18.9	17.2	16.3	18.7	18.8	18.8	18.3
11	19.5	16.6	17.0	19.3	19.4	19.8	20.0
12	20.1	17.2	16.5	20.4	20.0	20.2	20.2
13	19.9	16.6	16.5	20.2	19.9	19.7	20.0
14	19.3	17.1	16.5	19.3	19.3	19.5	19.4
15	17.6	16.6	16.4	17.8	17.6	17.0	17.8
16	15.1	16.5	16.4	15.1	15.3	15.3	15.2
17	16.2	17.2	16.7	16.2	16.3	16.3	16.6
18	17.1	16.6	16.3	19.2	19.4	16.7	19.2
19	19.2	17.6	17.3	19.4	19.4	19.1	19.0
20	20.1	16.7	17.0	22.1	22.2	20.3	21.8
21	21.6	17.4	16.8	23.1	22.8	21.6	22.2
22	22.1	16.9	16.8	22.0	22.9	21.8	23.5
23	22.5	16.8	17.0	24.7	23.9	21.6	24.2
24	24.1	17.5	17.2	25.8	27.3	22.0	26.6

10-12	19.8	16.9	16.7	19.9	19.7	20.0	20.1
14-16	16.4	16.6	16.4	16.4	16.4	16.2	16.5
0-24	19.2	17.0	16.7	19.5	19.5	19.1	19.5

Average	18.8
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Channel 1 - Northbound

85th Percentile

Hr Ending	26/04/2019 Friday	27/04/2019 Saturday	28/04/2019 Sunday	29/04/2019 Monday	30/04/2019 Tuesday	01/05/2019 Wednesday	02/05/2019 Thursday
1	32.8	26.0	25.9	31.3	32.2	30.4	34.1
2	34.8	22.2	21.0	33.3	34.9	33.8	37.4
3	35.7	23.7	23.8	31.0	34.2	32.4	31.8
4	32.7	24.7	22.9	33.6	30.8	34.4	28.0
5	35.2	26.9	24.4	33.9	33.5	34.4	32.3
6	34.9	27.7	22.0	33.0	33.1	35.2	33.5
7	30.7	23.5	22.8	30.7	30.2	31.3	30.5
8	27.3	26.3	24.3	27.0	27.4	27.2	27.1
9	20.8	25.1	24.6	20.8	20.5	20.4	21.2
10	25.3	25.4	23.3	24.4	24.5	24.8	24.2
11	26.6	24.4	26.0	26.0	26.1	26.4	27.1
12	26.0	25.5	23.5	26.4	26.2	26.3	26.2
13	26.0	23.7	24.6	26.2	26.0	26.3	26.3
14	25.8	24.5	22.0	26.0	25.4	26.2	25.8
15	24.2	23.1	23.6	24.3	24.2	22.9	23.8
16	19.8	23.9	23.5	19.6	19.8	19.8	19.6
17	22.4	24.1	23.7	22.2	23.0	22.6	22.9
18	23.0	24.7	23.9	25.1	25.5	22.5	26.1
19	25.1	26.5	25.6	25.7	26.6	25.1	25.3
20	26.9	23.1	24.9	28.0	28.2	26.8	27.9
21	27.2	25.8	23.8	28.8	28.4	27.6	27.7
22	27.8	23.8	25.0	28.5	29.6	27.9	29.4
23	28.6	25.4	25.0	30.9	29.3	28.8	29.9
24	28.7	26.8	24.0	32.3	33.0	27.2	33.2

10-12	26.3	25.1	24.3	26.2	26.2	26.3	26.8
14-16	22.3	23.6	23.6	21.7	21.8	21.5	22.1
0-24	26.3	24.9	24.0	26.6	26.7	26.3	26.8

85th %ile	26.3
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Chesham ATC, Broad Street

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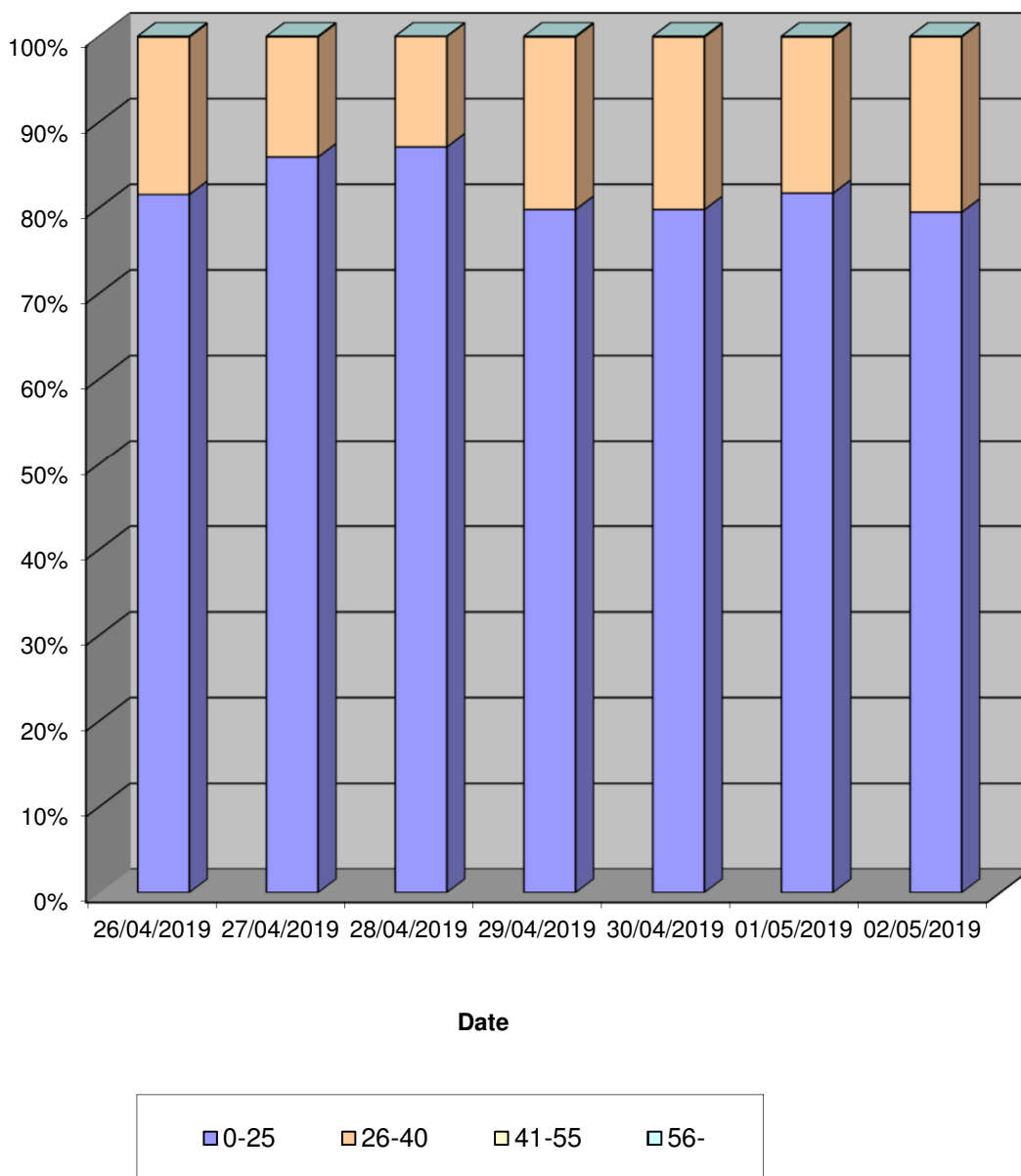
Channel 1 - Northbound

Speed Summary

Week 1

Speed (MPH)	26/04/2019 Friday	27/04/2019 Saturday	28/04/2019 Sunday	29/04/2019 Monday	30/04/2019 Tuesday	01/05/2019 Wednesday	02/05/2019 Thursday
0-25	8536	7247	5360	8148	8285	8504	8267
26-40	1925	1183	794	2057	2091	1896	2131
41-55	8	6	1	8	10	10	5
56-	0	0	0	0	0	0	0
TOTAL	10469	8436	6155	10213	10386	10410	10403

Speed Summary (MPH)

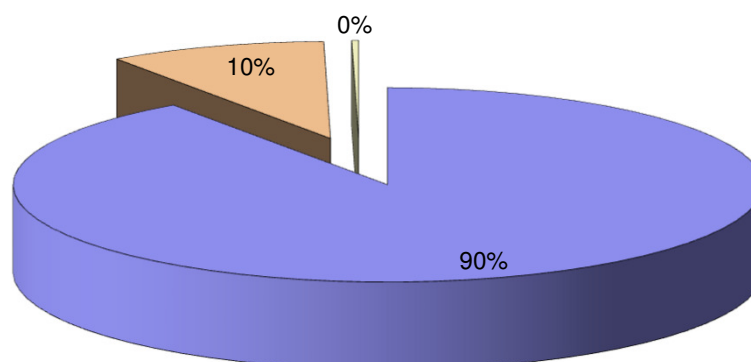


Chesham ATC, Broad Street

Produced by Road Data Services Ltd.

Channel 1 - Northbound		Vehicle Class			Week 1
Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13	
26/04/2019					
7-19	7494	762	24		8280
6-22	9016	899	29		9944
6-24	9251	913	29		10193
0-24	9475	963	31		10469
27/04/2019					
7-19	6134	540	15		6689
6-22	7153	656	19		7828
6-24	7411	674	19		8104
0-24	7674	742	20		8436
28/04/2019					
7-19	4363	458	10		4831
6-22	5163	518	14		5695
6-24	5297	531	14		5842
0-24	5590	551	14		6155
29/04/2019					
7-19	7331	800	23		8154
6-22	8721	932	27		9680
6-24	8996	947	27		9970
0-24	9192	988	33		10213
30/04/2019					
7-19	7449	811	22		8282
6-22	8872	954	27		9853
6-24	9133	980	27		10140
0-24	9341	1017	28		10386
01/05/2019					
7-19	7455	761	28		8244
6-22	8973	881	33		9887
6-24	9179	895	34		10108
0-24	9413	962	35		10410
02/05/2019					
7-19	7461	803	23		8287
6-22	8836	957	27		9820
6-24	9123	979	27		10129
0-24	9342	1029	32		10403
Average					
7-19	6812	705	21		7538
6-22	8105	828	25		8958
6-24	8341	846	25		9212
0-24	8575	893	28		9496

Total Vehicle Class Distribution



Chesham ATC, Broad Street

Produced by Road Data Services Ltd.

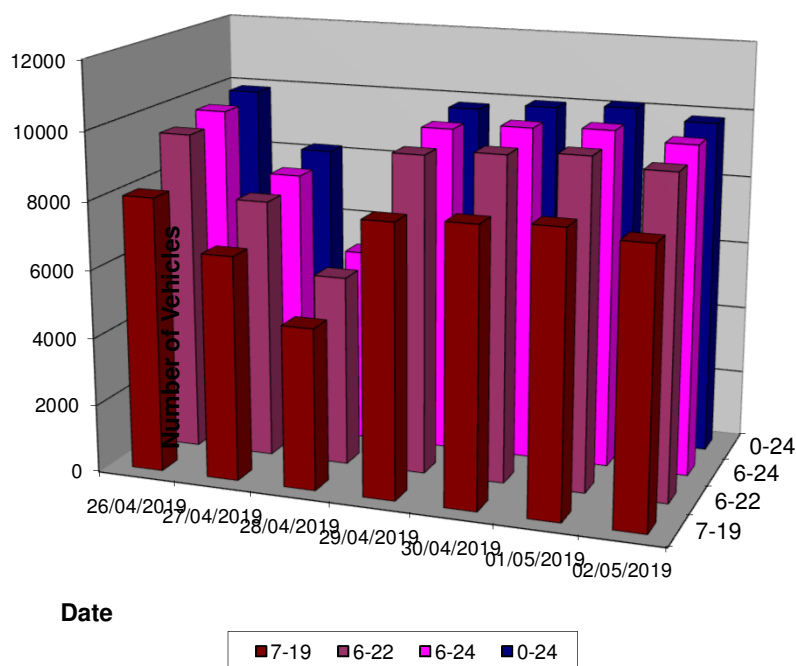
Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	26/04/2019 Friday	27/04/2019 Saturday	28/04/2019 Sunday	29/04/2019 Monday	30/04/2019 Tuesday	01/05/2019 Wednesday	02/05/2019 Thursday	5 Day Ave	7 Day Ave
1	47	85	106	36	47	59	41	46	60
2	36	83	90	36	30	33	39	35	50
3	13	26	33	14	8	10	11	11	16
4	15	31	35	22	15	13	16	16	21
5	26	24	21	15	22	35	21	24	23
6	63	35	22	48	57	65	48	56	48
7	182	87	24	199	207	186	199	195	155
8	518	162	61	454	465	532	490	492	383
9	642	263	133	654	663	651	652	652	523
10	585	425	230	576	547	642	554	581	508
11	578	601	430	583	557	587	566	574	557
12	657	730	635	644	682	660	645	658	665
13	660	719	577	610	650	678	612	642	644
14	586	655	451	556	614	594	614	593	581
15	686	702	555	651	672	704	644	671	659
16	729	616	431	715	677	757	742	724	667
17	840	633	454	902	862	824	893	864	773
18	833	536	390	804	855	834	799	825	722
19	758	548	395	818	858	756	779	794	702
20	559	432	324	538	568	610	554	566	512
21	328	276	250	336	340	329	331	333	313
22	287	244	244	296	296	306	311	299	283
23	227	182	108	191	213	213	176	204	187
24	42	100	38	108	99	48	101	80	77
7-19	8072	6590	4742	7967	8102	8219	7990	8070	7383
6-22	9428	7629	5584	9336	9513	9650	9385	9462	8646
6-24	9697	7911	5730	9635	9825	9911	9662	9746	8910
0-24	9897	8195	6037	9806	10004	10126	9838	9934	9129

Vehicle Flow (Channel 2)



Chesham ATC, Broad Street

Produced by Road Data Services Ltd.

Channel 2 - Southbound

Average Speed

Week 1

Hr Ending	26/04/2019 Friday	27/04/2019 Saturday	28/04/2019 Sunday	29/04/2019 Monday	30/04/2019 Tuesday	01/05/2019 Wednesday	02/05/2019 Thursday
1	28.2	23.7	23.0	28.4	28.9	29.0	26.5
2	28.4	22.1	22.6	29.7	28.4	30.1	29.2
3	27.9	22.4	22.2	26.0	25.3	29.4	27.4
4	29.0	24.0	21.8	27.9	27.2	29.1	28.1
5	30.6	22.6	20.8	28.9	30.2	30.5	31.6
6	28.8	22.9	21.1	26.3	25.6	28.0	27.7
7	27.4	21.3	21.3	26.4	27.3	27.9	27.4
8	24.4	22.2	21.3	24.6	24.7	24.5	24.7
9	17.5	22.1	21.1	17.4	17.7	17.5	17.8
10	21.5	21.8	21.3	21.5	21.5	21.8	21.3
11	22.3	21.9	22.3	22.7	21.8	21.6	21.8
12	21.7	22.2	21.8	21.8	21.6	21.8	21.6
13	20.9	21.5	22.5	20.7	21.1	21.3	20.7
14	22.0	22.1	22.0	21.4	21.9	21.9	21.6
15	19.7	21.8	21.8	19.8	19.7	19.6	19.6
16	15.5	21.7	22.2	15.6	15.7	15.3	15.4
17	18.1	21.8	21.7	17.9	18.0	18.6	17.8
18	18.8	21.9	22.0	18.6	18.5	18.4	18.4
19	20.4	21.8	22.1	19.7	19.7	20.0	19.7
20	21.6	21.8	21.5	23.0	23.6	21.9	23.5
21	24.0	22.3	22.0	25.4	24.3	25.0	25.1
22	24.0	21.3	22.0	24.0	24.7	23.7	23.9
23	26.1	21.4	23.1	26.1	26.2	26.3	26.2
24	27.0	22.4	22.4	27.2	28.3	26.9	27.1

10-12	22.0	22.1	22.0	22.2	21.6	21.7	21.7
14-16	17.5	21.8	22.0	17.6	17.7	17.4	17.3
0-24	20.8	21.9	22.0	20.8	20.9	20.9	20.8

Average	21.1
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Channel 2 - Southbound

85th Percentile

Hr Ending	26/04/2019 Friday	27/04/2019 Saturday	28/04/2019 Sunday	29/04/2019 Monday	30/04/2019 Tuesday	01/05/2019 Wednesday	02/05/2019 Thursday
1	33.5	33.4	29.7	33.8	32.9	35.0	33.3
2	33.2	29.1	30.7	34.0	34.2	33.5	34.8
3	33.7	32.2	29.0	33.5	30.3	34.1	31.0
4	33.8	33.1	30.4	32.7	29.7	32.0	32.6
5	34.7	26.7	29.9	33.4	33.4	36.3	34.7
6	34.6	30.4	25.3	32.5	31.2	35.1	32.7
7	32.3	29.7	29.3	30.8	32.3	33.3	32.8
8	29.7	30.3	28.9	29.9	29.6	30.0	29.9
9	23.8	29.4	29.7	23.6	23.6	23.8	24.3
10	27.3	29.4	28.5	27.2	27.5	27.4	27.1
11	28.0	29.5	29.8	28.4	27.0	27.0	27.3
12	27.6	29.9	29.7	27.8	27.1	27.5	27.5
13	26.2	29.5	29.6	25.7	26.6	26.5	26.1
14	27.8	30.8	29.3	26.9	27.3	28.2	27.0
15	25.3	29.7	30.2	25.4	25.3	25.3	25.1
16	19.8	30.2	30.3	20.1	20.6	19.9	19.9
17	24.3	28.8	28.5	24.0	24.3	24.9	24.0
18	24.2	30.1	29.7	24.4	24.4	24.3	24.2
19	25.8	29.5	29.5	25.4	25.6	25.6	25.6
20	26.9	29.7	29.1	28.8	29.6	27.2	28.9
21	29.7	29.9	31.1	30.2	30.0	30.3	30.1
22	29.5	29.5	30.1	29.3	30.6	28.7	28.8
23	30.9	29.2	31.3	31.7	31.7	30.9	31.7
24	32.7	30.7	30.5	32.3	33.2	30.9	33.0

10-12	27.8	29.7	29.7	28.2	27.0	27.3	27.5
14-16	24.0	29.9	30.2	24.1	24.2	24.1	23.6
0-24	27.4	29.8	29.7	27.5	27.7	27.5	27.5

85th %ile	28.0
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Chesham ATC, Broad Street

Produced by Road Data Services Ltd.

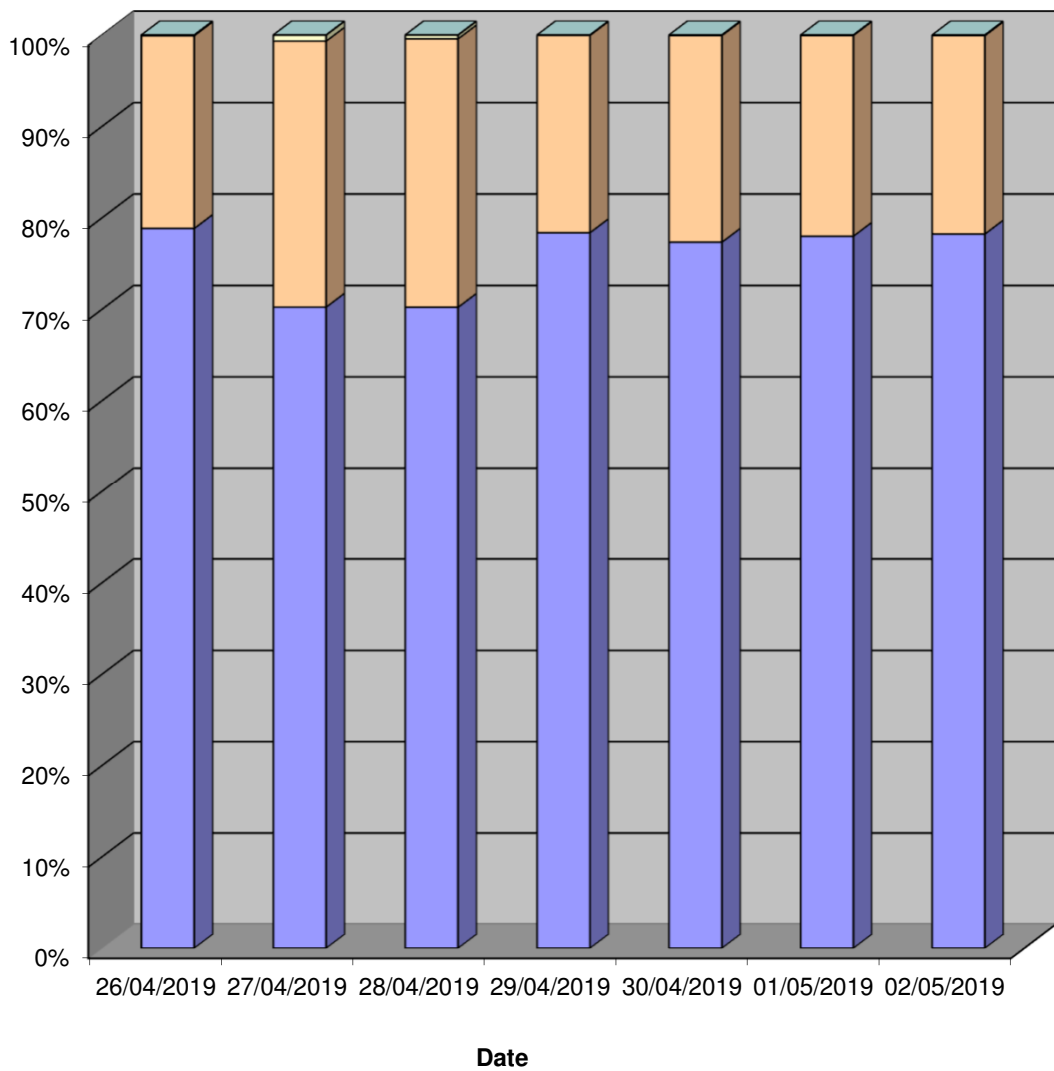
Channel 2 - Southbound

Speed Summary

Week 1

Speed (MPH)	26/04/2019 Friday	27/04/2019 Saturday	28/04/2019 Sunday	29/04/2019 Monday	30/04/2019 Tuesday	01/05/2019 Wednesday	02/05/2019 Thursday
0-25	7804	5757	4240	7687	7738	7899	7698
26-40	2086	2384	1772	2116	2261	2223	2134
41-55	7	54	25	3	5	4	6
56-	0	0	0	0	0	0	0
TOTAL	9897	8195	6037	9806	10004	10126	9838

Speed Summary (MPH)



■ 0-25

■ 26-40

■ 41-55

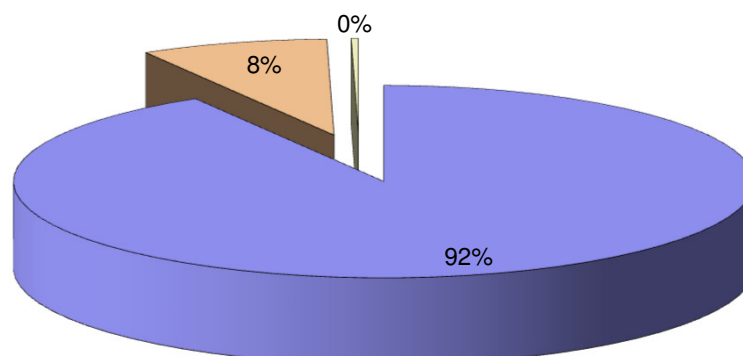
■ 56-

Chesham ATC, Broad Street

Produced by Road Data Services Ltd.

Channel 2 - Southbound		Vehicle Class			Week 1
Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13	
26/04/2019					
7-19	7353	695	24		8072
6-22	8642	759	27		9428
6-24	8900	770	27		9697
0-24	9081	789	27		9897
27/04/2019					
7-19	5999	570	21		6590
6-22	6955	652	22		7629
6-24	7230	659	22		7911
0-24	7490	682	23		8195
28/04/2019					
7-19	4330	401	11		4742
6-22	5133	439	12		5584
6-24	5275	443	12		5730
0-24	5579	446	12		6037
29/04/2019					
7-19	7221	718	28		7967
6-22	8501	805	30		9336
6-24	8796	809	30		9635
0-24	8950	823	33		9806
30/04/2019					
7-19	7322	751	29		8102
6-22	8630	851	32		9513
6-24	8934	859	32		9825
0-24	9096	874	34		10004
01/05/2019					
7-19	7417	776	26		8219
6-22	8770	847	33		9650
6-24	9022	853	36		9911
0-24	9215	874	37		10126
02/05/2019					
7-19	7320	640	30		7990
6-22	8626	727	32		9385
6-24	8897	733	32		9662
0-24	9058	745	35		9838
Average					
7-19	6709	650	24		7383
6-22	7894	726	27		8646
6-24	8151	732	27		8910
0-24	8353	748	29		9129

Total Vehicle Class Distribution



Chesham ATC, Broad Street (Southern Site)

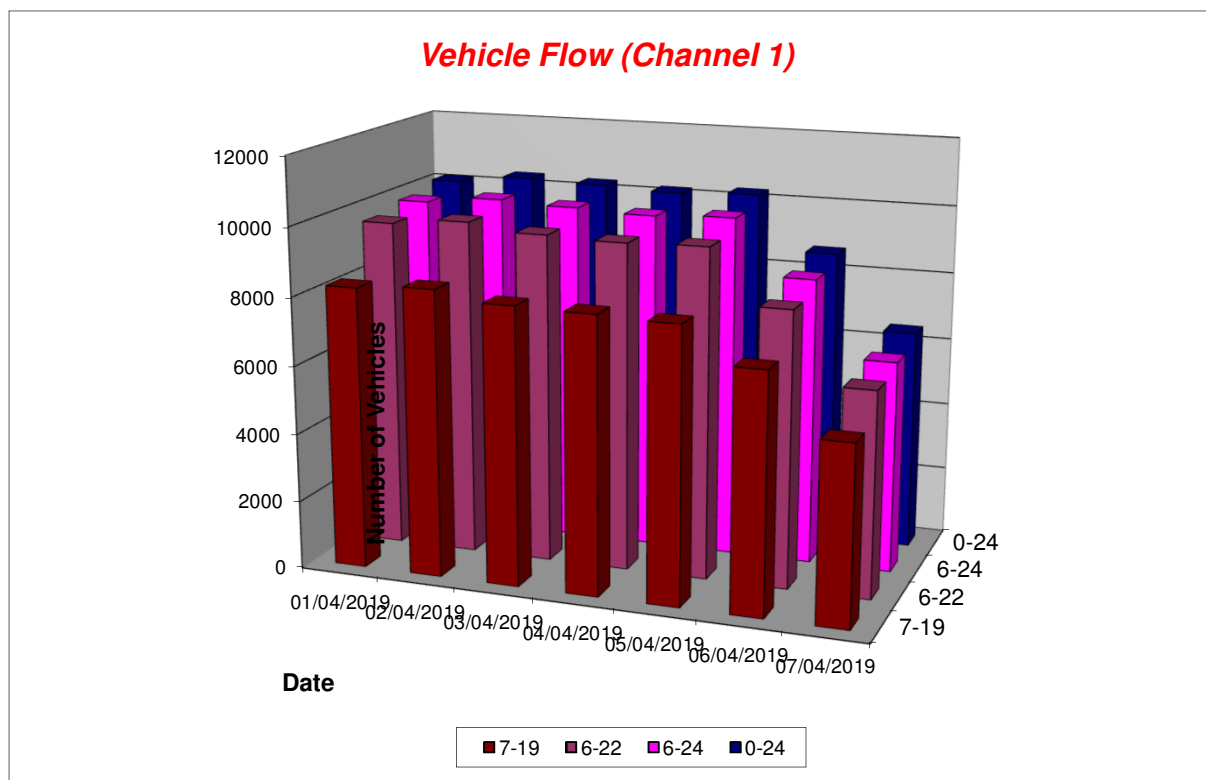
Produced by Road Data Services Ltd.

Channel 1 - Southbound

Vehicle Flow

Week 1

Hr Ending	01/04/2019 Monday	02/04/2019 Tuesday	03/04/2019 Wednesday	04/04/2019 Thursday	05/04/2019 Friday	06/04/2019 Saturday	07/04/2019 Sunday	5 Day Ave	7 Day Ave
1	19	49	68	61	58	94	123	51	67
2	17	22	21	19	21	46	61	20	30
3	8	12	5	6	7	25	21	8	12
4	22	18	17	15	15	25	23	17	19
5	32	27	30	33	31	29	18	31	29
6	142	133	137	136	134	52	33	136	110
7	497	544	490	462	441	137	89	487	380
8	937	883	771	746	734	258	109	814	634
9	738	835	701	715	714	460	215	741	625
10	712	787	735	721	725	640	369	736	670
11	707	720	604	602	598	635	606	646	639
12	702	702	591	602	614	700	547	642	637
13	669	665	665	663	667	668	631	666	661
14	633	637	697	680	654	719	630	660	664
15	594	592	567	570	560	656	515	577	579
16	631	624	720	723	688	618	484	677	641
17	664	657	749	745	723	543	400	708	640
18	675	685	655	671	694	559	374	676	616
19	582	597	656	632	631	506	334	620	563
20	402	416	486	477	557	475	279	468	442
21	284	277	286	297	365	266	233	302	287
22	220	217	257	257	258	214	192	242	231
23	154	166	258	248	229	179	111	211	192
24	68	76	105	94	145	155	76	98	103
7-19	8244	8384	8111	8070	8002	6962	5214	8162	7570
6-22	9647	9838	9630	9563	9623	8054	6007	9660	8909
6-24	9869	10080	9993	9905	9997	8388	6194	9969	9204
0-24	10109	10341	10271	10175	10263	8659	6473	10232	9470



Chesham ATC, Broad Street (Southern Site)

Produced by Road Data Services Ltd.

Channel 1 - Southbound

Average Speed

Week 1

Hr Ending	01/04/2019 Monday	02/04/2019 Tuesday	03/04/2019 Wednesday	04/04/2019 Thursday	05/04/2019 Friday	06/04/2019 Saturday	07/04/2019 Sunday
1	26.1	24.9	26.4	26.3	27.9	26.8	26.0
2	31.7	25.9	29.8	29.0	29.6	25.5	27.5
3	26.9	29.5	26.1	27.6	27.4	26.4	28.7
4	28.0	27.4	24.9	25.8	25.5	27.5	27.6
5	27.9	28.4	28.1	28.4	27.9	28.1	25.3
6	27.8	28.7	27.5	28.0	27.3	27.8	27.7
7	23.5	22.5	24.4	24.3	24.4	26.2	26.3
8	17.5	18.2	20.4	20.4	20.2	24.9	26.2
9	20.2	18.1	12.1	12.0	12.1	22.8	24.8
10	18.9	16.8	17.7	17.8	17.7	18.8	23.3
11	18.2	18.0	18.8	19.0	19.2	15.5	20.3
12	18.0	18.5	16.5	16.3	16.5	12.7	20.9
13	18.8	18.2	16.6	16.5	16.4	13.2	19.9
14	17.7	17.5	13.3	13.5	13.4	16.6	20.4
15	18.9	19.0	16.6	16.7	16.6	17.7	21.1
16	18.8	18.7	16.8	17.2	17.5	18.2	22.0
17	19.1	19.3	16.1	16.1	16.0	20.4	23.1
18	16.3	16.2	14.8	14.8	14.9	20.0	23.3
19	20.4	20.4	19.0	18.8	17.1	21.7	24.0
20	22.3	22.0	21.1	20.9	19.8	20.8	24.2
21	22.9	22.3	23.4	23.2	21.5	23.0	23.9
22	24.2	24.1	24.3	24.1	23.0	23.5	24.7
23	24.7	24.6	24.6	24.4	24.3	23.7	26.5
24	26.8	26.6	26.1	26.2	24.9	24.0	26.5

10-12	18.1	18.3	17.7	17.7	17.8	14.0	20.6
14-16	18.9	18.9	16.7	17.0	17.1	17.9	21.6
0-24	19.5	19.2	18.1	18.1	17.9	19.0	22.4

Average	19.0
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Channel 1 - Southbound

85th Percentile

Hr Ending	01/04/2019 Monday	02/04/2019 Tuesday	03/04/2019 Wednesday	04/04/2019 Thursday	05/04/2019 Friday	06/04/2019 Saturday	07/04/2019 Sunday
1	31.1	30.0	32.7	31.8	33.4	32.2	31.4
2	36.9	31.6	36.0	33.6	34.8	31.5	33.2
3	35.3	33.3	28.7	31.3	34.1	30.9	34.6
4	32.3	30.4	29.4	30.5	31.2	33.4	35.2
5	34.3	33.6	33.8	35.2	33.6	34.3	32.7
6	33.7	34.3	32.9	33.3	32.2	32.8	32.0
7	29.1	28.1	30.2	29.9	29.8	31.4	32.5
8	23.2	23.4	26.0	26.5	26.2	30.5	31.3
9	25.2	23.4	19.2	18.7	18.4	27.5	29.2
10	23.9	22.0	23.4	22.9	23.1	23.8	28.5
11	23.0	22.6	24.1	24.0	24.3	21.5	25.1
12	23.0	23.1	22.9	22.4	22.9	16.9	26.0
13	23.9	23.9	21.8	21.5	21.6	18.8	24.8
14	23.0	23.1	19.1	19.4	19.3	21.7	25.2
15	23.7	23.3	22.0	21.9	22.0	22.9	25.8
16	23.9	23.6	22.7	22.9	23.0	24.0	26.6
17	23.9	24.9	20.9	21.1	21.1	25.2	28.2
18	21.4	21.6	20.2	20.3	20.7	25.0	28.3
19	26.1	25.4	23.9	23.4	23.4	26.3	29.3
20	27.3	26.9	25.5	25.6	25.3	25.8	29.3
21	28.1	27.5	28.3	28.2	26.6	27.8	29.4
22	29.5	29.2	29.1	29.0	28.6	28.9	29.6
23	28.8	29.0	29.3	29.4	29.3	29.3	32.3
24	32.7	32.1	31.5	31.5	29.3	29.1	31.7

10-12	23.0	22.9	23.7	23.3	23.6	19.8	25.6
14-16	23.8	23.5	22.5	22.5	22.7	23.4	26.4
0-24	25.5	24.9	24.8	24.8	24.7	25.6	27.9

85th %ile	25.5
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Chesham ATC, Broad Street (Southern Site)

Produced by Road Data Services Ltd.

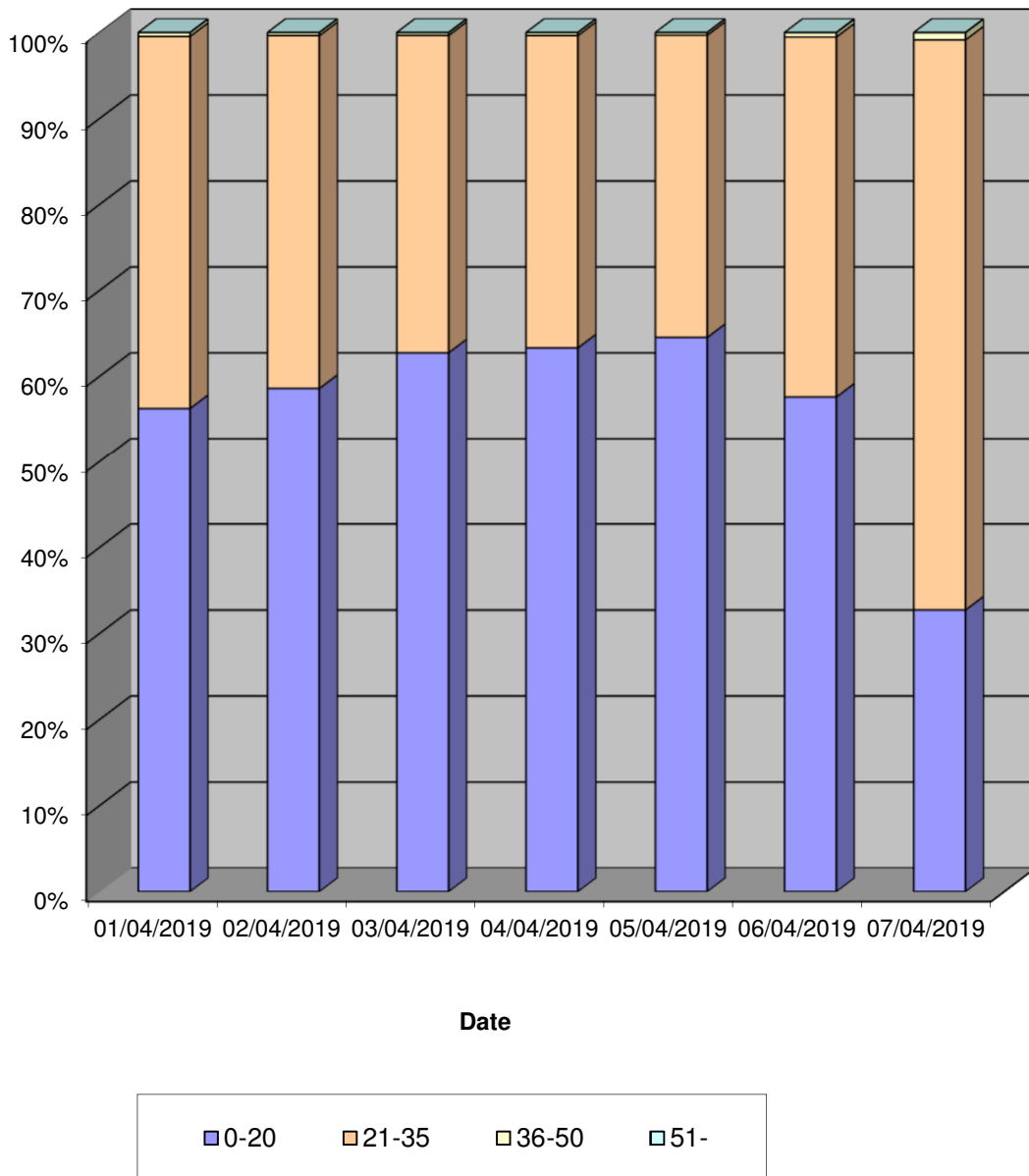
Channel 1 - Southbound

Speed Summary

Week 1

Speed (MPH)	01/04/2019 Monday	02/04/2019 Tuesday	03/04/2019 Wednesday	04/04/2019 Thursday	05/04/2019 Friday	06/04/2019 Saturday	07/04/2019 Sunday
0-20	5687	6059	6444	6442	6622	4987	2119
21-35	4376	4244	3792	3697	3608	3627	4299
36-50	46	38	34	36	33	44	55
51+	0	0	1	0	0	1	0
TOTAL	10109	10341	10271	10175	10263	8659	6473

Speed Summary (MPH)

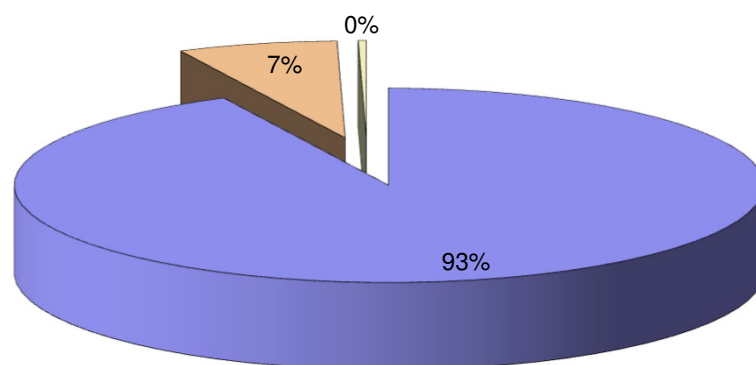


Chesham ATC, Broad Street (Southern Site)

Produced by Road Data Services Ltd.

Channel 1 - Southbound		Vehicle Class			Week 1
Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13	
01/04/2019					
7-19	7494	718	32		8244
6-22	8792	819	36		9647
6-24	9003	830	36		9869
0-24	9215	858	36		10109
02/04/2019					
7-19	7666	686	32		8384
6-22	9020	782	36		9838
6-24	9247	797	36		10080
0-24	9478	827	36		10341
03/04/2019					
7-19	7424	652	35		8111
6-22	8838	754	38		9630
6-24	9192	760	41		9993
0-24	9437	793	41		10271
04/04/2019					
7-19	7396	640	34		8070
6-22	8798	728	37		9563
6-24	9130	738	37		9905
0-24	9373	765	37		10175
05/04/2019					
7-19	7380	592	30		8002
6-22	8908	679	36		9623
6-24	9272	689	36		9997
0-24	9507	720	36		10263
06/04/2019					
7-19	6648	292	22		6962
6-22	7682	346	26		8054
6-24	8011	351	26		8388
0-24	8260	372	27		8659
07/04/2019					
7-19	4995	203	16		5214
6-22	5768	221	18		6007
6-24	5943	232	19		6194
0-24	6208	246	19		6473
Average					
7-19	7000	540	29		7570
6-22	8258	618	32		8909
6-24	8543	628	33		9204
0-24	8783	654	33		9470

Total Vehicle Class Distribution



Chesham ATC, Broad Street (Southern Site)

Produced by Road Data Services Ltd.

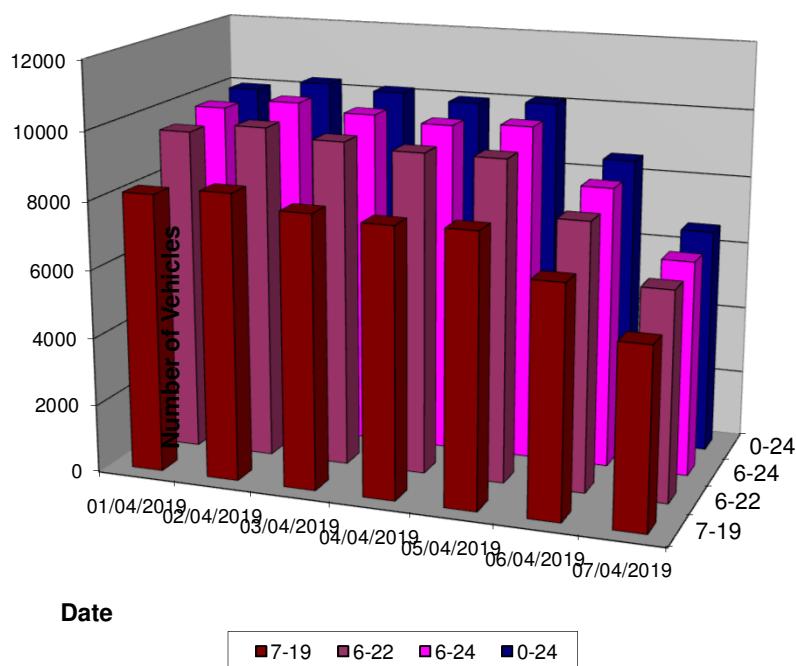
Channel 2 - Northbound

Vehicle Flow

Week 1

Hr Ending	01/04/2019 Monday	02/04/2019 Tuesday	03/04/2019 Wednesday	04/04/2019 Thursday	05/04/2019 Friday	06/04/2019 Saturday	07/04/2019 Sunday	5 Day Ave	7 Day Ave
1	35	56	54	50	58	115	133	51	72
2	12	26	43	37	35	66	70	31	41
3	10	9	21	20	25	32	43	17	23
4	6	10	17	20	17	32	26	14	18
5	29	25	32	30	26	24	14	28	26
6	77	59	90	85	78	40	19	78	64
7	196	239	181	184	199	83	37	200	160
8	456	501	590	559	547	205	97	531	422
9	535	562	498	517	538	357	176	530	455
10	588	579	578	567	571	533	310	577	532
11	596	632	622	611	612	618	466	615	594
12	668	659	600	584	569	653	583	616	617
13	680	757	672	635	664	595	671	682	668
14	643	650	713	702	716	666	593	685	669
15	739	773	552	578	585	640	533	645	629
16	789	785	722	700	730	612	537	745	696
17	812	825	803	780	790	637	506	802	736
18	908	872	849	841	803	660	474	855	772
19	759	797	808	796	798	550	330	792	691
20	542	562	643	640	573	474	327	592	537
21	338	336	416	396	425	316	315	382	363
22	265	264	299	305	279	244	178	282	262
23	172	182	210	213	274	245	131	210	204
24	122	130	143	134	187	169	65	143	136
7-19	8173	8392	8007	7870	7923	6726	5276	8073	7481
6-22	9514	9793	9546	9395	9399	7843	6133	9529	8803
6-24	9808	10105	9899	9742	9860	8257	6329	9883	9143
0-24	9977	10290	10156	9984	10099	8566	6634	10101	9387

Vehicle Flow (Channel 2)



Chesham ATC, Broad Street (Southern Site)

Produced by Road Data Services Ltd.

Channel 2 - Northbound

Average Speed

Week 1

Hr Ending	01/04/2019 Monday	02/04/2019 Tuesday	03/04/2019 Wednesday	04/04/2019 Thursday	05/04/2019 Friday	06/04/2019 Saturday	07/04/2019 Sunday
1	27.7	26.2	28.2	28.4	27.9	26.1	26.5
2	27.7	27.4	27.0	26.8	27.1	26.3	26.8
3	31.0	24.8	28.4	27.9	28.2	25.9	26.3
4	25.8	26.9	31.2	29.8	30.1	27.4	25.4
5	29.2	27.6	29.1	28.6	29.2	28.5	25.5
6	28.2	25.9	28.1	27.4	26.9	26.8	31.1
7	25.7	25.3	25.8	25.5	25.3	25.5	24.5
8	22.3	21.9	23.6	23.6	23.3	25.3	26.5
9	22.7	22.1	20.4	20.7	20.6	24.5	25.6
10	21.6	21.1	22.0	22.3	22.1	22.1	24.5
11	20.8	19.9	21.6	21.6	21.4	20.1	23.3
12	21.0	20.6	21.1	21.4	20.9	17.8	22.3
13	20.6	20.2	20.1	20.5	20.5	18.9	21.0
14	21.2	21.2	17.9	18.2	17.9	20.1	22.2
15	20.3	20.2	14.8	14.9	14.8	20.7	23.2
16	19.1	19.0	20.5	20.4	20.4	20.6	22.9
17	20.8	20.9	18.9	19.1	19.0	21.2	23.1
18	19.2	19.3	17.9	18.2	18.1	21.8	23.7
19	21.4	21.4	20.2	20.0	19.4	22.0	24.6
20	22.8	22.9	22.0	22.0	22.2	22.3	24.9
21	23.9	23.8	23.9	23.6	23.5	24.0	24.0
22	25.2	24.8	24.5	24.7	24.0	24.3	25.6
23	25.8	25.0	24.5	24.5	23.8	24.0	26.2
24	25.1	25.6	26.0	26.2	25.5	25.4	24.6

10-12	20.9	20.2	21.3	21.5	21.2	18.9	22.7
14-16	19.7	19.6	18.0	17.9	17.9	20.7	23.1
0-24	21.5	21.2	20.8	20.9	20.7	21.6	23.5

Average	21.3
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Channel 2 - Northbound

85th Percentile

Hr Ending	01/04/2019 Monday	02/04/2019 Tuesday	03/04/2019 Wednesday	04/04/2019 Thursday	05/04/2019 Friday	06/04/2019 Saturday	07/04/2019 Sunday
1	33.1	30.3	33.0	35.1	33.2	30.8	31.7
2	32.5	33.7	31.5	31.3	33.0	29.9	31.0
3	34.2	30.7	30.5	31.0	32.7	29.1	30.3
4	31.7	33.2	34.2	33.1	32.6	30.9	31.0
5	36.0	31.5	33.4	32.6	32.1	32.7	32.9
6	32.5	30.7	33.3	31.9	32.2	31.4	34.6
7	30.2	29.9	29.7	30.0	29.4	31.0	29.8
8	27.1	26.7	27.9	28.1	27.9	29.6	31.0
9	27.2	26.6	25.0	25.3	25.1	28.9	30.1
10	25.9	25.4	26.9	26.8	26.9	26.6	28.8
11	25.5	24.9	25.6	25.8	25.6	25.0	27.4
12	26.4	25.7	25.7	25.7	25.3	23.3	26.9
13	25.5	25.0	24.9	25.1	25.0	24.3	25.6
14	25.6	25.3	23.8	24.1	23.8	25.0	26.3
15	25.0	25.0	22.5	23.3	22.9	25.0	27.8
16	24.9	24.7	24.9	25.3	25.0	25.1	27.5
17	25.4	25.3	24.3	24.5	24.3	25.6	27.4
18	24.6	24.9	23.2	23.7	23.5	26.4	28.0
19	25.9	25.9	25.0	24.9	25.0	26.7	29.1
20	27.4	27.0	26.0	26.1	26.8	26.6	29.1
21	28.3	27.8	28.4	27.6	28.0	28.8	28.2
22	29.9	29.5	28.6	28.9	28.6	29.6	31.4
23	30.7	29.8	28.3	28.0	28.2	28.4	31.3
24	30.4	30.2	29.7	29.9	29.9	29.8	31.7

10-12	25.9	25.3	25.6	25.7	25.5	24.4	27.1
14-16	25.0	24.9	24.4	24.5	24.6	25.1	27.7
0-24	26.4	26.1	25.9	26.0	25.9	26.6	28.2

85th %ile	26.4
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Chesham ATC, Broad Street (Southern Site)

Produced by Road Data Services Ltd.

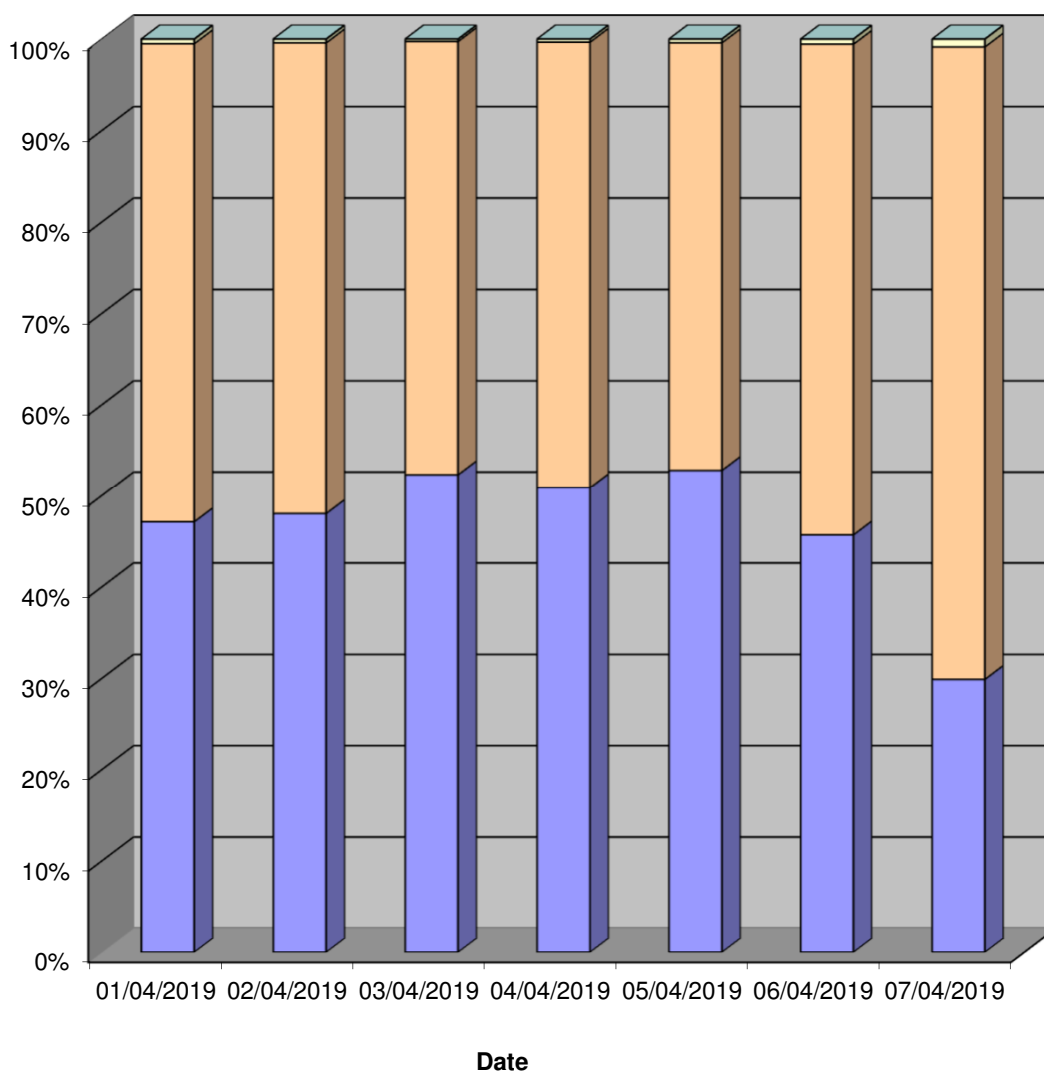
Channel 2 - Northbound

Speed Summary

Week 1

Speed (MPH)	01/04/2019 Monday	02/04/2019 Tuesday	03/04/2019 Wednesday	04/04/2019 Thursday	05/04/2019 Friday	06/04/2019 Saturday	07/04/2019 Sunday
0-20	4701	4942	5314	5082	5333	3913	1983
21-35	5225	5305	4815	4868	4725	4605	4594
36-50	50	42	27	34	41	48	57
51+	1	1	0	0	0	0	0
TOTAL	9977	10290	10156	9984	10099	8566	6634

Speed Summary (MPH)



0-20

21-35

36-50

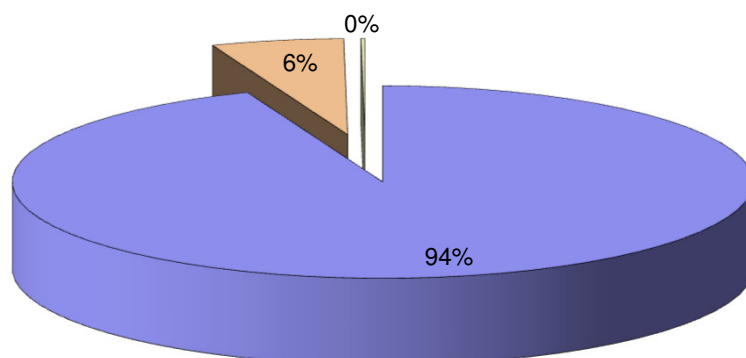
51+

Chesham ATC, Broad Street (Southern Site)

Produced by Road Data Services Ltd.

Channel 2 - Northbound		Vehicle Class			Week 1
Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13	
01/04/2019					
7-19	7476	680	17		8173
6-22	8745	751	18		9514
6-24	9030	759	19		9808
0-24	9189	769	19		9977
02/04/2019					
7-19	7689	686	17		8392
6-22	9030	745	18		9793
6-24	9332	754	19		10105
0-24	9498	772	20		10290
03/04/2019					
7-19	7461	531	15		8007
6-22	8976	553	17		9546
6-24	9322	560	17		9899
0-24	9572	566	18		10156
04/04/2019					
7-19	7328	527	15		7870
6-22	8827	551	17		9395
6-24	9168	557	17		9742
0-24	9404	562	18		9984
05/04/2019					
7-19	7380	529	14		7923
6-22	8814	570	15		9399
6-24	9270	575	15		9860
0-24	9503	580	16		10099
06/04/2019					
7-19	6433	280	13		6726
6-22	7511	318	14		7843
6-24	7917	326	14		8257
0-24	8211	340	15		8566
07/04/2019					
7-19	5090	181	5		5276
6-22	5927	201	5		6133
6-24	6119	205	5		6329
0-24	6414	214	6		6634
Average					
7-19	6980	488	14		7481
6-22	8261	527	15		8803
6-24	8594	534	15		9143
0-24	8827	543	16		9387

Total Vehicle Class Distribution



Chesham ATC, Lye Green Road

Produced by Road Data Services Ltd.

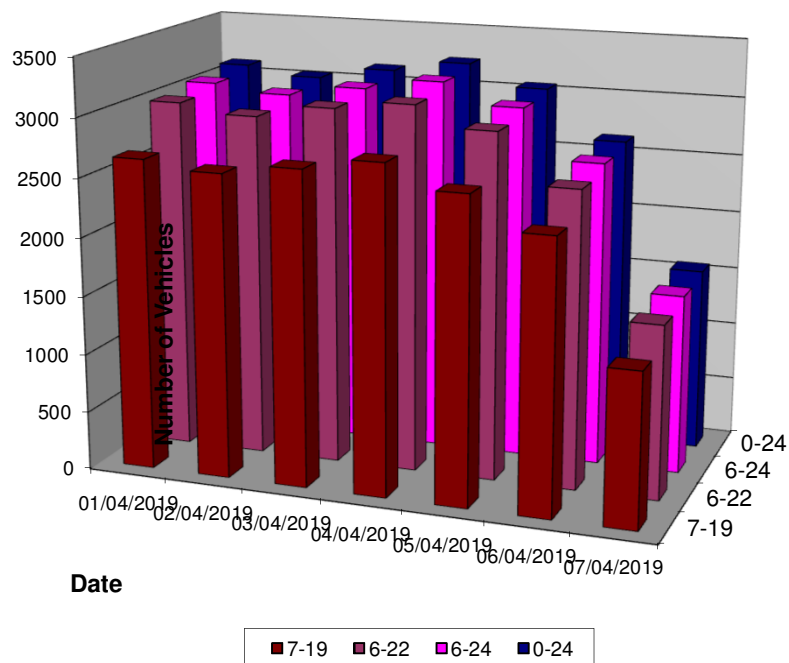
Channel 1 - Southbound

Vehicle Flow

Week 1

Hr Ending	01/04/2019 Monday	02/04/2019 Tuesday	03/04/2019 Wednesday	04/04/2019 Thursday	05/04/2019 Friday	06/04/2019 Saturday	07/04/2019 Sunday	5 Day Ave	7 Day Ave
1	4	13	10	12	8	17	11	9	11
2	14	0	10	5	6	10	9	7	8
3	7	4	2	4	3	6	8	4	5
4	1	3	1	2	2	4	4	2	2
5	5	1	2	3	3	2	2	3	3
6	22	20	23	22	21	10	2	22	17
7	86	93	88	84	89	28	16	88	69
8	244	239	228	272	280	67	29	253	194
9	368	338	376	380	379	116	34	368	284
10	184	174	182	193	182	222	79	183	174
11	135	136	147	154	146	204	141	144	152
12	166	155	168	174	167	263	127	166	174
13	204	199	192	209	189	263	155	199	202
14	233	268	236	253	255	236	125	249	229
15	159	152	152	164	164	236	154	158	169
16	199	183	224	218	194	221	146	204	198
17	250	249	275	246	226	203	126	249	225
18	277	249	271	263	215	147	110	255	219
19	232	242	221	249	184	129	79	226	191
20	132	143	147	137	139	94	66	140	123
21	86	80	91	78	83	53	51	84	75
22	43	25	39	38	48	40	38	39	39
23	36	37	29	46	31	37	35	36	36
24	18	29	21	27	38	31	17	27	26
7-19	2651	2584	2672	2775	2581	2307	1305	2653	2411
6-22	2998	2925	3037	3112	2940	2522	1476	3002	2716
6-24	3052	2991	3087	3185	3009	2590	1528	3065	2777
0-24	3105	3032	3135	3233	3052	2639	1564	3111	2823

Vehicle Flow (Channel 1)



Chesham ATC, Lye Green Road

Produced by Road Data Services Ltd.

Channel 1 - Southbound

Average Speed

Week 1

Hr Ending	01/04/2019 Monday	02/04/2019 Tuesday	03/04/2019 Wednesday	04/04/2019 Thursday	05/04/2019 Friday	06/04/2019 Saturday	07/04/2019 Sunday
1	30.8	33.7	34.8	36.1	34.5	34.0	36.4
2	36.9	-	35.5	34.7	40.4	37.8	39.9
3	24.7	33.3	20.3	28.9	32.0	39.8	41.5
4	35.5	36.1	38.3	33.8	33.4	33.9	38.2
5	36.9	30.0	35.5	32.5	32.2	31.9	32.6
6	39.3	37.2	40.0	39.8	41.0	34.0	37.6
7	36.3	36.8	36.0	36.2	36.0	36.1	39.9
8	32.4	32.3	32.4	32.5	33.0	37.2	33.1
9	32.7	33.1	32.5	32.7	32.7	34.7	33.6
10	33.9	32.7	33.6	32.9	33.3	33.7	34.8
11	31.6	32.1	31.8	32.4	32.3	33.4	33.2
12	32.8	32.5	32.2	32.6	33.0	32.9	35.5
13	34.4	34.8	33.7	34.3	33.4	33.5	33.8
14	33.1	33.2	33.3	32.8	32.8	33.3	33.6
15	31.8	32.3	32.4	33.1	32.9	33.2	34.0
16	33.8	34.3	33.7	34.1	34.0	34.9	33.6
17	33.9	34.0	34.0	33.9	33.8	33.6	33.9
18	33.2	32.8	32.4	33.7	33.5	34.5	34.5
19	33.4	32.7	32.4	33.5	34.0	34.4	36.4
20	28.0	28.1	28.0	27.7	35.8	35.4	34.2
21	33.8	33.3	33.3	33.4	34.7	36.4	33.9
22	34.8	36.5	36.8	34.5	33.6	34.1	36.9
23	32.9	30.9	31.4	32.5	33.3	33.9	35.6
24	31.5	32.1	31.8	33.1	36.2	35.0	34.8

10-12	32.3	32.3	32.0	32.5	32.7	33.1	34.3
14-16	32.9	33.4	33.2	33.6	33.5	34.0	33.8
0-24	33.1	33.0	32.9	33.1	33.6	34.0	34.4

Average	33.3
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Channel 1 - Southbound

85th Percentile

Hr Ending	01/04/2019 Monday	02/04/2019 Tuesday	03/04/2019 Wednesday	04/04/2019 Thursday	05/04/2019 Friday	06/04/2019 Saturday	07/04/2019 Sunday
1	35.2	36.2	38.6	39.7	38.8	39.3	43.2
2	42.3	-	39.4	41.8	50.1	45.6	42.4
3	31.2	38.0	25.7	43.6	44.2	44.2	51.3
4	-	40.0	-	35.6	34.7	38.8	43.7
5	41.2	-	36.8	33.5	37.2	36.2	34.5
6	45.3	43.5	45.6	47.3	46.5	39.9	40.2
7	41.2	42.8	41.5	42.5	42.4	45.4	44.7
8	37.9	37.3	37.9	37.6	38.2	44.9	41.9
9	37.8	38.7	37.0	38.2	37.7	41.7	42.3
10	39.4	37.8	39.2	38.7	39.1	39.6	40.2
11	38.1	37.9	38.0	38.3	38.7	38.7	40.7
12	38.6	38.5	37.2	38.1	38.0	39.0	42.5
13	39.4	41.1	38.8	39.8	39.5	38.8	39.4
14	38.4	37.7	38.9	38.1	38.6	39.3	40.3
15	36.1	37.6	38.0	38.6	38.5	39.0	40.1
16	39.4	39.7	38.9	40.3	40.7	40.1	40.1
17	38.7	38.8	39.1	38.5	38.7	38.1	38.8
18	39.7	38.7	38.0	39.7	40.1	38.4	42.2
19	38.7	38.4	38.4	40.1	39.4	41.5	42.9
20	35.5	36.0	35.5	35.2	42.4	41.4	42.4
21	39.6	40.8	38.8	39.0	42.1	41.8	39.0
22	43.3	44.2	43.2	41.0	38.7	39.8	44.5
23	39.4	35.7	37.0	38.4	40.3	38.3	41.2
24	35.8	37.4	36.0	36.6	43.8	40.4	42.8

10-12	38.3	38.2	37.5	38.3	38.4	38.9	41.5
14-16	38.2	38.6	38.5	39.5	39.5	39.6	40.1
0-24	38.9	38.7	38.5	38.9	39.4	40.0	41.2

85th %ile	39.2
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Chesham ATC, Lye Green Road

Produced by Road Data Services Ltd.

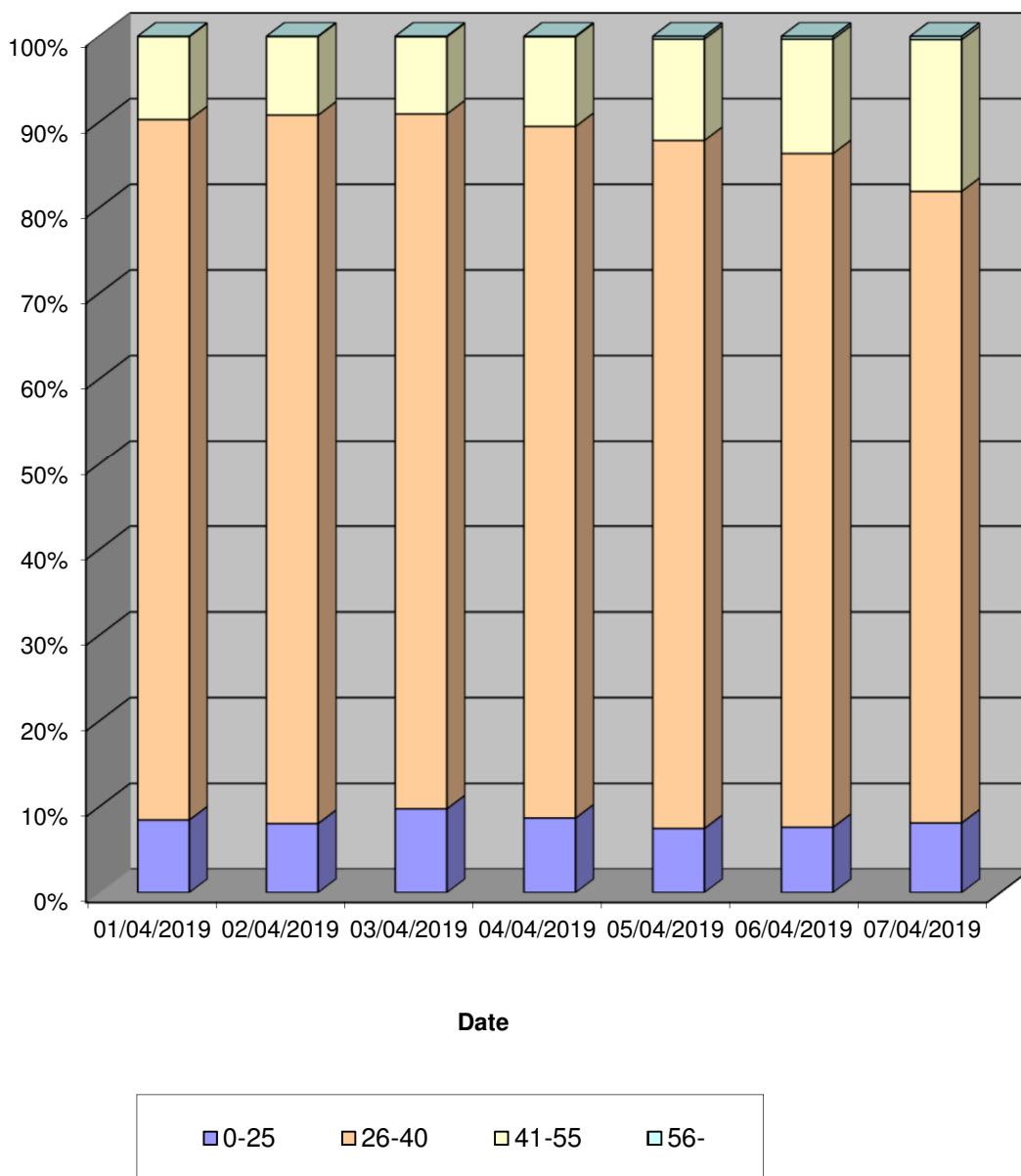
Channel 1 - Southbound

Speed Summary

Week 1

Speed (MPH)	01/04/2019 Monday	02/04/2019 Tuesday	03/04/2019 Wednesday	04/04/2019 Thursday	05/04/2019 Friday	06/04/2019 Saturday	07/04/2019 Sunday
0-25	263	244	306	281	228	201	127
26-40	2540	2509	2545	2612	2453	2077	1154
41-55	301	278	282	338	361	352	277
56+	1	1	2	2	10	9	6
TOTAL	3105	3032	3135	3233	3052	2639	1564

Speed Summary (MPH)

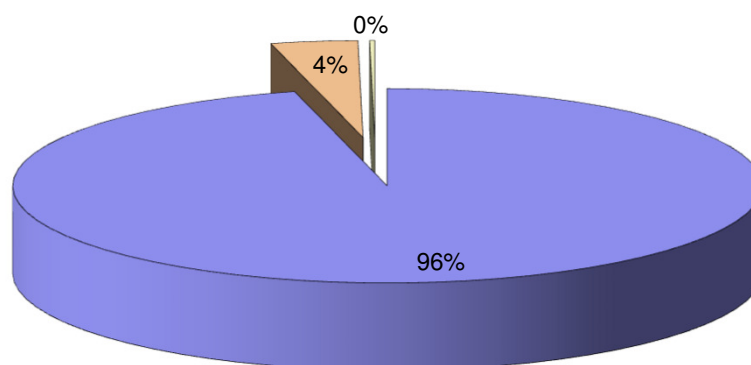


Chesham ATC, Lye Green Road

Produced by Road Data Services Ltd.

Channel 1 - Southbound		Vehicle Class			Week 1
Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13	
01/04/2019					
7-19	2524	120	7		2651
6-22	2847	143	8		2998
6-24	2898	145	9		3052
0-24	2945	150	10		3105
02/04/2019					
7-19	2482	97	5		2584
6-22	2808	111	6		2925
6-24	2872	113	6		2991
0-24	2907	118	7		3032
03/04/2019					
7-19	2553	112	7		2672
6-22	2896	133	8		3037
6-24	2944	134	9		3087
0-24	2987	137	11		3135
04/04/2019					
7-19	2659	111	5		2775
6-22	2984	122	6		3112
6-24	3057	122	6		3185
0-24	3103	124	6		3233
05/04/2019					
7-19	2470	107	4		2581
6-22	2817	119	4		2940
6-24	2885	120	4		3009
0-24	2925	123	4		3052
06/04/2019					
7-19	2251	50	6		2307
6-22	2460	56	6		2522
6-24	2528	56	6		2590
0-24	2574	59	6		2639
07/04/2019					
7-19	1280	25	0		1305
6-22	1446	30	0		1476
6-24	1498	30	0		1528
0-24	1534	30	0		1564
Average					
7-19	2317	89	5		2411
6-22	2608	102	5		2716
6-24	2669	103	6		2777
0-24	2711	106	6		2823

Total Vehicle Class Distribution



Chesham ATC, Lye Green Road

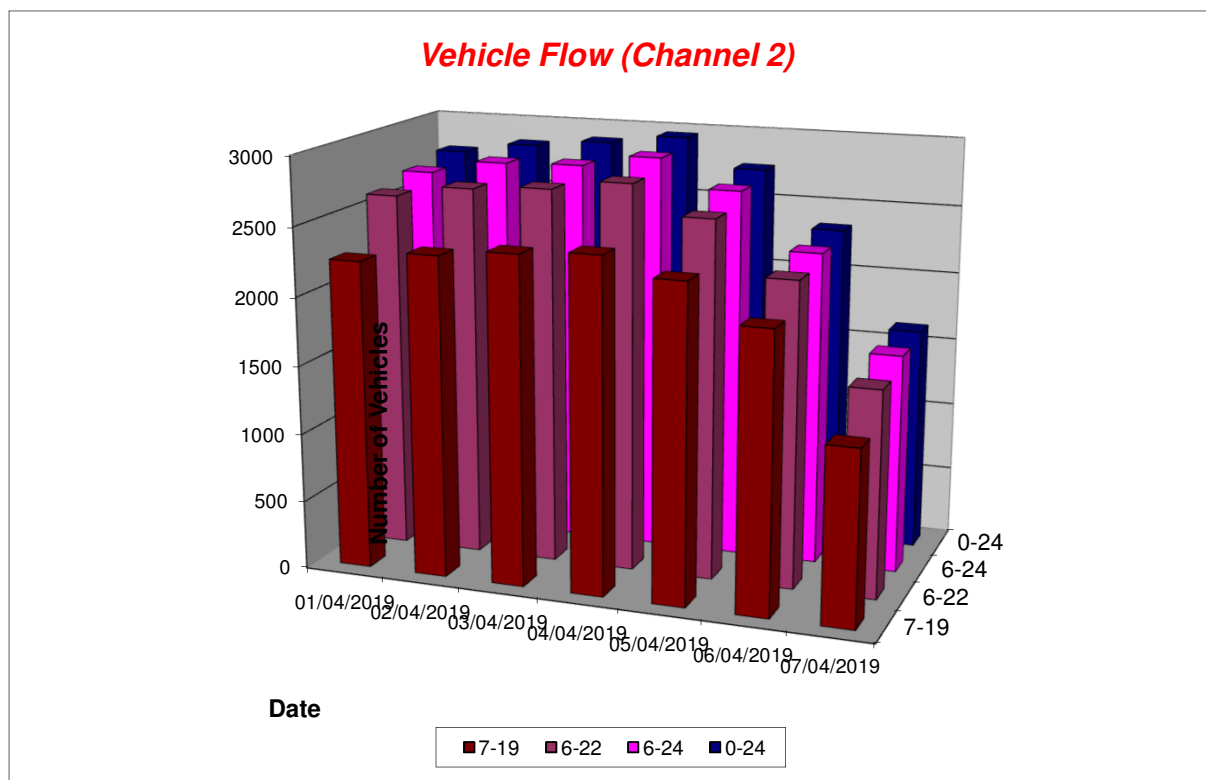
Produced by Road Data Services Ltd.

Channel 2 - Northbound

Vehicle Flow

Week 1

Hr Ending	01/04/2019 Monday	02/04/2019 Tuesday	03/04/2019 Wednesday	04/04/2019 Thursday	05/04/2019 Friday	06/04/2019 Saturday	07/04/2019 Sunday	5 Day Ave	7 Day Ave
1	9	4	16	13	13	20	13	11	13
2	3	0	5	6	5	4	13	4	5
3	2	0	1	1	1	6	5	1	2
4	13	11	16	7	6	5	1	11	8
5	8	11	6	5	6	8	1	7	6
6	33	19	36	29	27	9	2	29	22
7	69	60	56	76	72	23	14	67	53
8	212	185	200	202	197	63	40	199	157
9	253	247	285	254	242	136	42	256	208
10	132	153	129	149	144	179	73	141	137
11	146	153	178	158	151	233	122	157	163
12	169	189	164	178	161	234	168	172	180
13	145	153	151	147	148	241	164	149	164
14	225	259	236	250	250	216	143	244	226
15	192	188	196	223	203	168	133	200	186
16	164	185	185	183	176	177	110	179	169
17	189	213	197	203	200	138	89	200	176
18	247	235	265	268	223	116	103	248	208
19	176	173	200	207	196	117	81	190	164
20	127	129	139	138	125	88	71	132	117
21	111	99	91	114	60	49	62	95	84
22	55	78	60	57	51	39	91	60	62
23	55	64	52	59	53	36	60	57	54
24	22	28	23	29	39	32	29	28	29
7-19	2250	2333	2386	2422	2291	2018	1268	2336	2138
6-22	2612	2699	2732	2807	2599	2217	1506	2690	2453
6-24	2689	2791	2807	2895	2691	2285	1595	2775	2536
0-24	2757	2836	2887	2956	2749	2337	1630	2837	2593



Chesham ATC, Lye Green Road

Produced by Road Data Services Ltd.

Channel 2 - Northbound

Average Speed

Week 1

Hr Ending	01/04/2019 Monday	02/04/2019 Tuesday	03/04/2019 Wednesday	04/04/2019 Thursday	05/04/2019 Friday	06/04/2019 Saturday	07/04/2019 Sunday
1	30.3	37.9	32.2	33.1	33.4	37.6	36.0
2	38.0	-	41.5	37.4	37.2	38.3	40.7
3	16.3	-	24.2	11.1	24.7	35.4	38.4
4	37.9	35.6	40.5	38.6	44.4	30.3	27.2
5	37.4	37.9	41.5	39.9	39.2	36.8	32.9
6	39.3	32.1	39.7	39.4	39.4	38.1	38.2
7	37.1	36.5	37.5	37.5	38.5	32.8	28.9
8	34.6	35.0	34.3	34.7	35.1	37.5	35.2
9	34.0	34.0	34.0	34.1	34.0	35.1	31.9
10	33.8	33.7	33.9	34.2	33.1	33.9	35.5
11	34.2	34.1	34.0	34.4	33.6	33.2	34.2
12	32.8	32.8	32.0	33.1	33.5	33.2	34.2
13	33.9	33.6	34.3	33.4	33.3	33.7	34.8
14	34.4	34.2	34.6	34.3	34.3	32.8	33.7
15	33.5	33.3	33.7	33.8	33.5	33.5	33.7
16	33.7	33.8	33.6	33.9	34.0	33.8	33.4
17	33.8	33.4	32.9	33.7	33.6	34.6	36.1
18	33.8	34.6	33.7	33.2	33.5	35.8	34.8
19	34.7	35.1	33.8	34.7	34.5	35.4	34.7
20	30.4	31.5	31.4	30.8	33.4	34.4	34.3
21	34.6	34.4	34.0	33.4	33.7	34.6	34.5
22	29.8	30.0	28.9	29.6	34.3	34.0	35.5
23	34.6	34.8	34.6	34.5	34.4	31.3	35.8
24	32.5	34.3	34.0	34.2	36.1	36.5	35.6

10-12	33.5	33.4	33.0	33.7	33.6	33.2	34.2
14-16	33.6	33.5	33.7	33.8	33.7	33.7	33.6
0-24	33.9	33.8	33.8	33.9	34.1	34.1	34.5

Average	34.0
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Channel 2 - Northbound

85th Percentile

Hr Ending	01/04/2019 Monday	02/04/2019 Tuesday	03/04/2019 Wednesday	04/04/2019 Thursday	05/04/2019 Friday	06/04/2019 Saturday	07/04/2019 Sunday
1	32.1	43.8	35.1	35.5	37.1	41.5	40.2
2	42.6	-	50.6	47.1	41.9	40.2	45.2
3	16.4	-	-	-	-	41.7	40.1
4	42.1	40.4	44.0	40.8	52.9	35.3	-
5	39.8	41.3	45.7	43.2	44.3	43.0	-
6	44.0	38.2	44.9	45.5	44.2	41.6	38.7
7	41.5	42.3	41.2	42.6	44.7	36.3	39.6
8	39.5	40.7	39.8	40.0	40.4	42.5	41.5
9	39.1	38.8	38.8	38.9	38.8	39.9	41.1
10	39.1	39.5	40.0	39.9	38.8	40.5	42.2
11	39.9	38.9	38.9	39.4	39.1	38.5	39.8
12	38.1	38.3	37.5	37.6	38.8	38.9	39.7
13	39.0	38.4	39.0	39.4	38.6	38.9	39.8
14	39.5	39.5	39.3	39.9	39.8	39.0	39.0
15	39.0	38.4	39.4	39.4	39.0	39.6	40.1
16	38.8	39.7	39.6	39.8	39.9	39.2	39.3
17	39.0	39.3	38.5	39.1	39.1	40.0	41.0
18	39.1	39.6	39.4	38.9	38.7	40.8	39.1
19	40.8	41.3	40.3	40.2	39.3	40.6	40.3
20	36.8	38.4	36.8	36.4	39.4	41.5	40.5
21	39.8	39.6	39.0	37.8	39.3	41.2	39.6
22	34.8	35.6	34.3	34.0	39.3	39.0	40.5
23	38.5	38.0	38.7	38.1	39.0	36.9	41.5
24	35.2	39.2	38.4	37.7	42.4	40.9	42.5

10-12	39.1	38.9	38.4	38.9	39.1	38.8	39.8
14-16	38.8	39.1	39.6	39.7	39.4	39.3	39.8
0-24	39.3	39.4	39.3	39.4	39.6	39.8	40.3

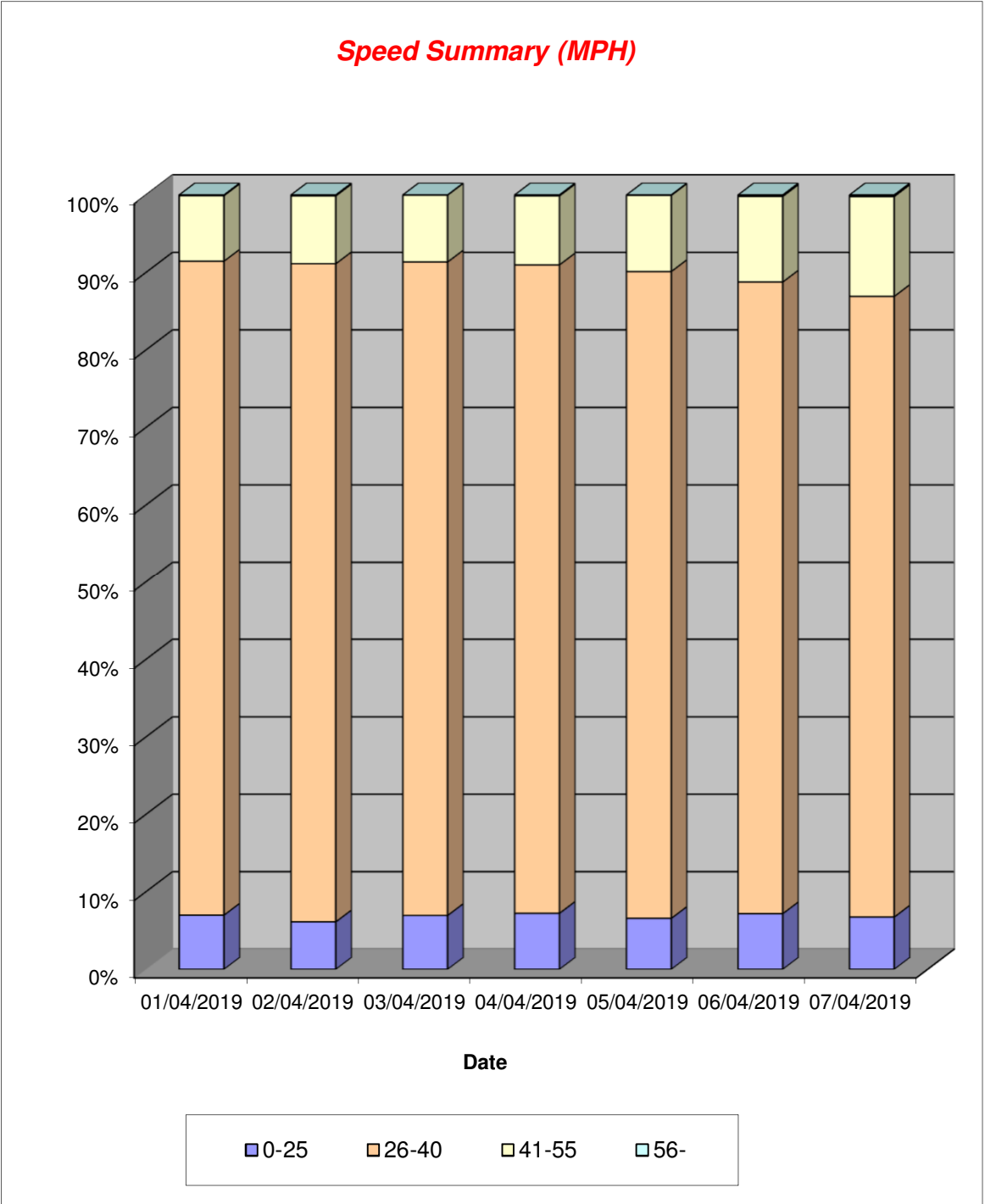
85th %ile	39.5
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Chesham ATC, Lye Green Road

Produced by Road Data Services Ltd.

Channel 2 - Northbound Speed Summary Week 1

Speed (MPH)	01/04/2019 Monday	02/04/2019 Tuesday	03/04/2019 Wednesday	04/04/2019 Thursday	05/04/2019 Friday	06/04/2019 Saturday	07/04/2019 Sunday
0-25	193	174	201	214	181	168	110
26-40	2329	2411	2437	2476	2297	1907	1307
41-55	233	248	249	263	270	258	210
56-	2	3	0	3	1	4	3
TOTAL	2757	2836	2887	2956	2749	2337	1630

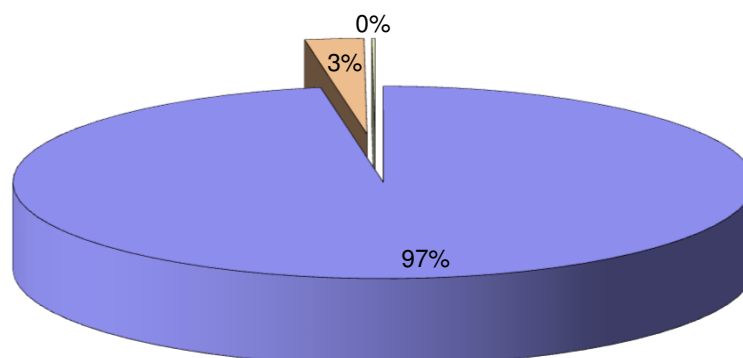


Chesham ATC, Lye Green Road

Produced by Road Data Services Ltd.

Channel 2 - Northbound		Vehicle Class			Week 1
Classes	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13	
Day / Time					
01/04/2019					
7-19	2163	85	2		2250
6-22	2520	89	3		2612
6-24	2597	89	3		2689
0-24	2659	93	5		2757
02/04/2019					
7-19	2240	91	2		2333
6-22	2598	98	3		2699
6-24	2690	98	3		2791
0-24	2729	104	3		2836
03/04/2019					
7-19	2313	72	1		2386
6-22	2654	74	4		2732
6-24	2728	74	5		2807
0-24	2801	76	10		2887
04/04/2019					
7-19	2353	68	1		2422
6-22	2735	71	1		2807
6-24	2823	71	1		2895
0-24	2881	73	2		2956
05/04/2019					
7-19	2218	72	1		2291
6-22	2521	77	1		2599
6-24	2613	77	1		2691
0-24	2668	79	2		2749
06/04/2019					
7-19	1996	21	1		2018
6-22	2194	22	1		2217
6-24	2261	23	1		2285
0-24	2309	27	1		2337
07/04/2019					
7-19	1253	13	2		1268
6-22	1490	14	2		1506
6-24	1579	14	2		1595
0-24	1614	14	2		1630
Average					
7-19	2077	60	1		2138
6-22	2387	64	2		2453
6-24	2470	64	2		2536
0-24	2523	67	4		2593

Total Vehicle Class Distribution



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Buckinghamshire Walking 18 Aug 2019 at 12:03

Peter Keane



Track Overview



Category: Walking

Length: 1.73 km / 1.08 mi

Total Time: %1\$s mins

Average Speed: 5.18 kph / 3.22 mph

Track Start Time: 12:03:27 18th August 2019

Track End Time: 12:22:58 18th August 2019

Last Modified: 18th August 2019

Date Published: 18th August 2019

