



# Transport Assessment

Proposed Relocation of Wendover Cricket Club to Tring Road, Wendover Site

Tring Road, Wendover, Aylesbury HP22 5PN

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ENVIRONMENTAL AND  
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## Executive Summary

This report has been prepared in connection with the full planning application for the relocation of Wendover Cricket Club, Wendover, Aylesbury which will be lost as a result of the HS2 project. This includes the construction of a cricket pitch, car parking, access road and a cricket pavilion.

From investigations in respect of existing traffic, accident data, sustainable accessibility, car parking provision, and traffic generation the main findings are:

- The existing site is currently arable farmland off the B4009 Tring Road/Upper Icknield Way. The site access will be located off Upper Icknield Way, with car parking for 59 vehicles.
- The proposed development is for a cricket ground with training nets and a cricket pavilion meeting ECB and Sport England requirements, comprising changing rooms, toilets, kitchen, clubroom with bar and storage areas.
- The proposal provides a new access road and 59 parking spaces. 3 disabled only spaces and 2 electric vehicle only spaces (with a dual charging point) are also recommended.
- Investigations into the proposed quantum of car parking for the development concluded the amount of parking space is sufficient to strike the requisite balance between parking provision and restraint in order to encourage alternative sustainable modes of travel and will adequately serve the needs of the cricket club without leading to indiscriminate on-street parking within the vicinity of the site.
- The site also proposes cycle parking provision for 10 bikes to encourage cycling as a mode of transport.
- The location of the site provides good accessibility by sustainable modes, with a bus stop located within walking distance of the site. The train station is located a 23 minute walk south of the site and provides good viability for visitors from Aylesbury and the surrounding areas, as opposed to driving. The town centre and a wide range of local amenities are also accessible within a 20 minute walk of the development.
- Traffic surveys have been undertaken to understand the current traffic flows of Tring Road/Upper Icknield Way B4009 which demonstrates that on average 11,623 vehicles travel in both directions each weekday, dropping to 8,392 on weekends.
- Investigations into the number and severity of accidents recorded in the vicinity of the site indicate that whilst there is an average accident rate of 1.2 accidents per year over the last 5 years for the study area, no accidents occurred from April 2019 to March 2021.

- The TRICS database has been examined but the data identified was not considered comparable to this cricket club. Therefore details from the applicant have been used to assess levels of existing and proposed usage. Upper Icknield Way has an AADF (annual average daily flow) on a Saturday of 9,930. The additional 122 trips represents a 1.2% increase in traffic. The midweek AADF on Upper Icknield Way is 11,623. The worst case additional daily trips on a midweek match day is predicted to be up to 108 between 5:30pm and 9:00pm during the summer months, which represents a 2% increase in traffic during that pm period. Such a low increase would not result in a demonstrable impact to the existing traffic flows experienced on adjacent highway and is unlikely to cause any issues to visitors to the site or other highway users.
- To conclude, the amount of predicted vehicle movement is unlikely to have any discernible impact to the current traffic flows on the adjacent highways within the vicinity of the site and as such, in accordance with paragraph 109 of the NPPF, will not create an unacceptable impact on highway safety, and the residual cumulative impacts on the road network are not severe.

The Local Authority can rest assured that the impact on the local roads from the proposed development has been assessed in terms of traffic generation, sustainable accessibility and highway safety and would not present a detrimental impact to the highway network.

## 1 Introduction

- 1.1 This Transport Assessment (TA) has been submitted in connection with an application to relocate Wendover Cricket Club in order to assess the impact of the proposed development on the existing highway network. The proposals involve the construction of a cricket pavilion, cricket pitch, access road and parking.
- 1.2 The proposal has been discussed with Buckinghamshire Council and those discussions have been used to inform the scope of this report.
- 1.3 The report has been produced in line with the 'Travel Plans, Transport Assessments and Statements' (Ministry of Housing, Communities & Local Government 2014) and takes into account current Government policy within the revised National Planning Policy Framework (CLG 2019) and best practice guidance within 'Manual for Streets' (DfT 2007) and 'Manual for Streets 2 - Wider Application of the Principles' (CIHT 2010), the Design Manual for Roads and Bridges (Highways Agency 2002). The report has also been produced in line with local planning policy, including The Buckinghamshire Local Transport Plan 2016-2036.

## 2 Background

- 2.1 The planning application to be submitted includes the development of a new cricket club site to replace the existing Ellesborough Road ground which will be lost due to HS2. The proposal includes a cricket pitch, two sets of training nets, pavilion building, access road and car parking.
- 2.2 The site is located off the B4009 Upper Icknield Way/Tring Road, less than 1 mile from the town centre of Wendover. The site is currently arable farmland with a pedestrian footpath and the B4009 on the south eastern boundary and a veterinary centre adjacent to the north eastern edge of the site.
- 2.3 The site covers an approximate area of 2.8 hectares and has been designated in the High Speed Rail Act as a compulsory purchase if the landowner is unwilling to sell. There is one vehicular access point from Upper Icknield Way.
- 2.4 The site is bounded on one side by the B4009 Upper Icknield Way/Tring Road, a main route between Wendover and RAF Halton. The B4009 links 2 major A roads: the A413 providing access to Aylesbury and on to London; and the A41 with access to Watford and the M1.
- 2.5 Wendover is a town in the Aylesbury Vale District of Buckinghamshire. The town lies at the foot of the Chiltern Hills and is popular with commuters being 35 miles north west of London.

- 2.6 Wendover CC are a community based cricket club who currently occupy two sites in Wendover. Ellesborough Road is the main ground and will be lost to HS2. Witchell is the second ground which will be retained.
- 2.7 The club has three Senior teams and eleven Junior and Youth playing sides across various age categories. The Senior teams train on Tuesday and Thursday evenings between 6pm and 8pm with matches taking place on Saturday and Sunday afternoons starting at 1:00pm. The Juniors and Youth teams mainly train on Saturdays between 8am and 12.45pm whilst matches are played on weekday evenings and Sunday mornings. There are also some ad hoc training sessions on weekday evenings and Sunday mornings.
- 2.8 The cricket season starts in April and finishes by the end of September.
- 2.9 The club recruit players and coaches from the local area, with many living in close proximity to the existing ground.

### 3 Scope of Assessment

3.1 This Transport Assessment has been produced to consider the following issues:

- Existing traffic flows
- Highway safety and existing accident data for the local area
- Sustainable accessibility of the current site
- Proposed development including access and parking provision
- Calculation of trips from the proposed development

3.2 Existing traffic data for the B4009 Upper Icknield Way/Tring Road, the highway from which the development is to be accessed, was collected via an ATC (automatic traffic count) survey installed on Tring Road at the current access point to the site. The survey equipment was left in-situ for 7 days between 00:00 10<sup>th</sup> June 2021, and 24:00 16<sup>th</sup> June 2021.

3.3 This Assessment considers the extent of the transport and movement needs and implications of the proposed development for the use of the site. In particular, the likely vehicle trip generation and the accessibility of the site in terms of sustainable transport options and an assessment of the suitability of the proposed access from the site exit are all examined.

3.4 In order to calculate the likely trip rates generated by the proposed development, details from the applicant with regards to level of existing and proposed usage of the site has been collected which draws upon the existing situation of this site.

3.5 The TRICS (Trip Rate Information Computer System) database has been interrogated to establish if there is any data available from comparable sports clubs in order to further understand the likely traffic generation for the site. The TRICS data identified was not considered comparable to this club and therefore was not deemed suitable for use in this assessment.

3.6 The report comprises the following sections:

**Section 4-** Provides a description of the existing highway and pedestrian conditions in the site vicinity, including a site description, existing traffic conditions, accident data analysis, and assessments of the existing public transport and walking networks.

**Section 5 -** Sets out the development proposals for the amount and type, including a description of the development, proposed access and level of on-site parking provision.

**Section 6-** Sets out the existing and proposed traffic generation for the site.

**Section 7-** Summarises the key findings and concludes the report.



## 4 Description of Existing Conditions

4.1 This section describes the existing:

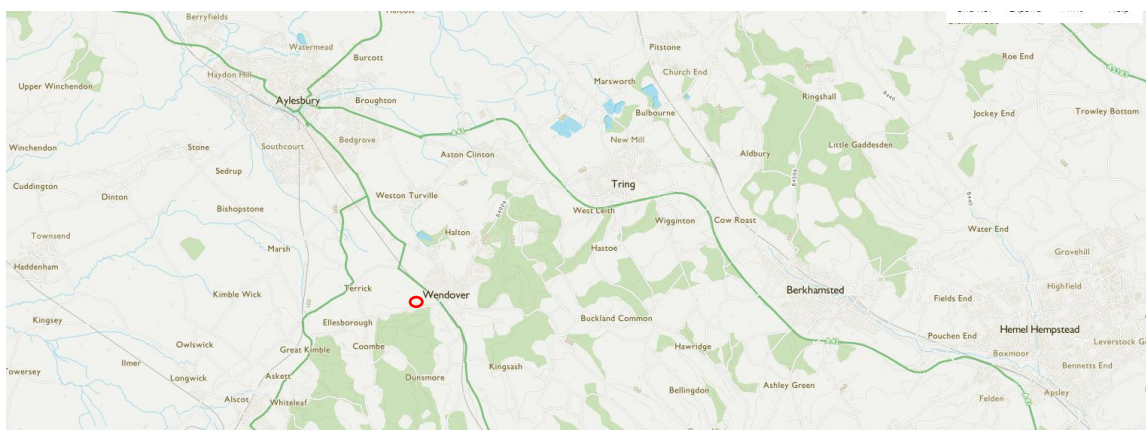
- site location and surrounding area
- development site
- local highway network
- traffic flows
- accident data
- sustainable modes of transport
  - bus travel
  - rail travel
  - walking
  - cycling

### 4.2 Site Location and Surrounding Area

The application site is located 0.8 miles north east of Wendover town centre and falls within the planning jurisdiction of Buckinghamshire Council, and the Local Highways Authority of Buckinghamshire Council.

4.3 Wendover is located within Buckinghamshire at the foot of the Chiltern Hills and 35 miles north west of London.

*Figure 1: OS map showing context of the site*



4.4 The map above demonstrates that the site is located 0.8 miles north east of the market town of Wendover with RAF Halton 0.4 miles to the north. Aylesbury is 5.6 miles to the north and London is 35 miles to the south east.

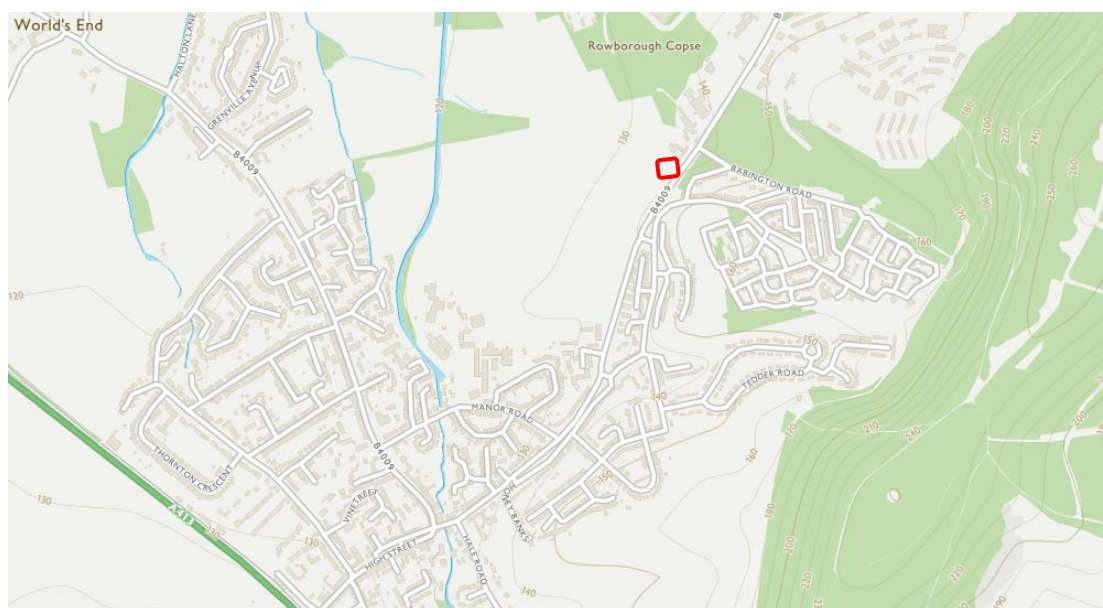
4.5 Wendover is well connected to the surrounding area, The site itself is located on the B4009 Upper Icknield Way/Tring Road, a main route between Wendover and RAF Halton. The B4009

links directly to the A413 providing access to Aylesbury to the north and Amersham in the south, providing a link to the M40, M25 and routes into London; The A41 is also accessed from the B4009 with direct links to Watford and the M1.

#### 4.6 Development Site

The application site is currently arable farmland located just off the B4009 Upper Icknield Way/Tring Road, with the existing vehicular access directly from the road. The B4009 runs along the south east boundary and a veterinary centre is adjacent to the eastern boundary. There are residential areas to the south and the east of the site. RAF Halton is 0.4 miles to the north, a training site for military and civil personnel and one of the largest RAF stations with approximately 2,100 personnel living on site. There is also a primary school, children's nursery, garage, nursing home and takeaway food outlet located within 200 metres of the proposed site. The junction with Babington Road is 106 metres to the north of the current vehicle access with footpaths and a pedestrian crossing providing access to the school and local businesses.

Figure 2: Map showing the study area



#### 4.7 Local Highway Network

The application site is accessed from the B4009 Upper Icknield Way and is currently used for agricultural vehicles working on the farmland. Residential roads lie to the south and east of the farmland.

4.8 The B4009 Upper Icknield Way runs along the south eastern site boundary. At the site access and continuing north there are footpaths on both sides of the road with street lighting present. A pedestrian crossing is located 32 metres from the junction with Babington Road

(106 metres from the application site) to connect the residential area with the school, nursery and local businesses.

- 4.9 Upper Icknield Way (B4009) links Wendover to RAF Halton within the village of Halton, and beyond to the villages of Aston Clinton and Buckland. The speed limit on the B4009 varies from 40mph to 30mph. There are no speed limit signs close to the site location but at this point the road is a single carriageway with street lights and, in accordance with the Highway Code, the speed limit is 30mph. There is a continuous footpath, mostly on both sides, and it is shared between pedestrians and cyclists.
- 4.10 The B4009 links to the A413 to Aylesbury and Amersham and the A41 to Aylesbury and Watford. These A roads provide junctions onto other main roads such as the A40, M40, M25 and M1 which provide routes into London and also lead north
- 4.11 **Existing Traffic Flows - Upper Icknield Way/Tring Road**

To ascertain the existing traffic flows in proximity to the site, an ATC traffic survey was carried out. The ATC was installed on Upper Icknield Way B4009 just outside the existing site access, and data was collected between 00:00 on Thursday 10<sup>th</sup> June 2021 and 24:00 on Wednesday 16<sup>th</sup> June 2021. The photograph below shows the ATC device in-situ on Upper Icknield Way/Tring Road B4009:



## 4.12 Automatic Traffic Count Vehicle Flow - Northbound

Hr Ending	10/06/21 Thurs	11/06/21 Fri	12/06/21 Sat	13/06/21 Sun	14/06/21 Mon	15/06/21 Tues	16/06/21 Wed
1	13	6	19	32	10	8	3
2	5	7	13	13	3	3	1
3	1	5	5	7	2	5	3
4	4	8	5	3	8	8	10
5	13	16	16	7	9	15	12
6	45	44	19	14	44	53	55
7	138	152	47	43	155	144	158
8	422	370	148	78	404	425	427
9	534	461	245	158	491	537	496
10	350	374	361	279	319	335	348
11	337	301	406	295	306	318	335
12	331	291	414	363	324	330	322
13	397	426	338	375	342	311	345
14	372	357	362	318	272	382	289
15	372	447	373	284	367	364	373
16	507	556	348	221	479	446	490
17	527	582	376	296	573	565	528
18	582	609	317	287	507	583	540
19	440	485	276	244	347	421	388
20	261	275	229	194	211	208	245
21	161	181	157	144	134	157	174
22	118	125	113	91	103	94	108
23	76	73	69	67	41	67	59
24	36	51	61	31	22	27	23
<b>0-24</b>	<b>6042</b>	<b>6202</b>	<b>4717</b>	<b>3844</b>	<b>5473</b>	<b>5806</b>	<b>5732</b>

The data above shows that a total of 37,816 vehicles travelled past the site along Upper Icknield Way/Tring Road in a northerly direction during the 7-day survey period. The average weekday 24-hour total was 5851 vehicles. The weekday AM peak hour was consistently between 08:00 - 09:00, and the average weekday AM peak hour volume flow was 503 vehicles. The PM peak was consistently between 17:00 - 18:00 on Tuesday, Wednesday, Thursday & Friday and between 16:00 - 17:00 on Monday. The average PM peak volume flow was 577 vehicles.

## 4.13 Automatic Traffic Count Vehicle Flow - Southbound

Hour Ending	10/06/21 Thurs	11/06/21 Fri	12/06/21 Sat	13/06/21 Sun	14/06/21 Mon	15/06/21 Tues	16/06/21 Wed
1	16	13	25	29	10	11	10
2	6	6	11	11	2	4	2
3	5	3	2	9	5	5	4
4	2	3	7	3	2	3	4
5	13	15	8	7	11	11	6
6	57	50	25	16	45	49	41
7	192	170	63	46	196	191	197
8	540	502	129	93	523	544	546
9	673	544	248	146	662	644	621
10	414	363	278	212	357	337	400
11	347	351	370	271	314	321	327
12	349	363	391	341	310	314	333
13	383	373	404	386	355	314	338
14	320	386	415	307	285	356	304
15	391	411	378	224	327	331	373
16	452	474	356	234	365	347	427
17	481	491	323	265	430	481	411
18	501	447	311	263	467	494	454
19	419	396	286	242	300	337	361
20	245	230	220	186	184	169	204
21	148	163	137	150	121	146	130
22	120	114	92	89	84	89	119
23	54	85	76	60	41	54	53
24	36	53	58	20	28	25	22
<b>0-24</b>	<b>6164</b>	<b>6006</b>	<b>4613</b>	<b>3610</b>	<b>5424</b>	<b>5577</b>	<b>5687</b>

The above data shows that a total of 37,081 vehicles travelled past the site along Upper Icknield Way/Tring Road in a southerly direction during the 7-day survey period. The average weekday 24-hour total was 5,772 vehicles. The weekday AM peak hour was consistently between 08:00-09:00 and the weekday AM Peak hour average volume flow was 629 vehicles. The PM peak was consistently between 17:00 - 18:00 on Monday, Tuesday, Wednesday & Thursday and between 16:00 - 17:00 on Friday. The average PM peak volume flow was 481 vehicles.

4.14 The surveyed traffic data also included vehicle types and travelling speeds. Full details are included in Appendix B but are summarised below.

**4.15 Vehicle Class**

Northbound

Southbound

Car/LGV/Caravan = 86 %

Car/LGV/Caravan = 87 %

OGV1/Bus = 14 %

OGV1/Bus = 13 %

OGV2 = <1 %

OGV2 = <1 %

4.16 The vehicle class survey illustrates that the vast majority of vehicles travelling on Upper Icknield Way/Tring Road are in the car/LGV/caravan category. The number of OGV 1/bus vehicles travelling southbound and northbound was very similar. The proportion of larger goods vehicles and articulated HGVs was insignificant.

**4.17 Vehicle Speed**

A summary of the speed data recorded is given below:

**Speed Survey - Northbound**

	<b>5-DAY MEAN</b>
0000-2400 Vehicle Flow	<b>5851</b>
85%ile Speed	<b>38.4</b>
% Vehicles >30 MPH Limit	<b>68.5</b>

**Speed Survey - Southbound**

	<b>5-DAY MEAN</b>
0000-2400 Vehicle Flow	<b>5772</b>
85%ile Speed	<b>38.3</b>
% Vehicles >30 MPH Limit	<b>61</b>

4.18 The results above demonstrate that the majority of vehicles travelling in both direction along Upper Icknield Way/Tring Road were above the 30 mph speed limit. The 85<sup>th</sup> percentile speed of vehicles travelling northbound was 38.40 mph (61.80 kph) and travelling southbound was 38.36 mph (61.73 kph).

#### 4.19 Visibility Splays

- 4.20 In accordance with Manual for Streets 2, based on the 85<sup>th</sup> percentile speed recorded in the survey above, the Stopping Sight Distance for 38mph is 73m. The drawing in Appendix F shows the proposed access layout and associated visibility splays and demonstrates compliance with the required SSD as per MfS2.

#### 4.21 Summary of Existing Traffic Survey

The ATC survey data reveals that the 5-day average of vehicles travelling in both directions past the site on Upper Icknield Way/Tring Road is 11,623 vehicles. The weekday AM peak occurs between 08:00 - 09:00 for both directions, and the weekday PM peak varies slightly, between 16:00 - 17:00 and 17:00 - 18:00. A significant proportion of vehicles recorded in the survey were classed as Car/LGV/ Caravan. The majority of vehicles recorded travelling in both directions were above the 30mph speed limit. The speeds of vehicles travelling in either direction were the same, with the 85<sup>th</sup> percentile of northbound vehicles travelling at 38.4mph, compared to 38.3mph for southbound vehicles.

#### 4.22 Local Car Parking Opportunities

This section briefly summarises the availability of on-street parking within the vicinity of the site. The B4009 Upper Icknield Way does not have any official parking restrictions but it is a single lane highway with restricted overtaking and it is a bus route meaning parking would be inappropriate and does not appear to be customary. The businesses located within the vicinity of the application site have their own car parking provision.

- 4.23 Babington Road, 106 metres north of the site, does not have any restrictions but it is a rural road which becomes one way after 100 metres with no entry from the direction of the B4009. Babington Road leads to a residential area with parking bays used by residents, therefore, the chances of finding parking spaces on a regular basis is likely to be limited.

- 4.24 In general, there are a number of residential roads within 200 metres of the site, which do not have parking restrictions, but are likely to be used by the residents of these roads.

- 4.25 There is one public car park at Halton Stores, off Rowborough Road, a 400 metre (5 minute walk) from the site. This car park has approximately 30 parking spaces

#### 4.26 Accident Data

Accident data for the highway network surrounding the site access was requested from Buckinghamshire County Council: Network Safety Team, Transport for Buckinghamshire. This data covers the latest 5-year period available, between 01.04.2016 to 31.03.2021. Analysis of this data is carried out to identify if any patterns or trends exist and to investigate if there

are existing highway safety issues that could be exacerbated by the proposed development on the site.

- 4.27 Please note that the data provided is classified as sensitive so has been used for this analysis but cannot be shared due to the sensitive nature of the information. It is permitted to share the accident location map, which has been appended to this report. However, the collision details cannot be included in public documents because they contain sensitive information on the age of the casualty, contributory factors and accident descriptions. The content is collated by the attending officer using the information available to them at the time. This information is not public because it can be interpreted as assigning blame or allegations and that is not why the STATS19 data is collected.
- 4.28 The following tables provide a summary of the accidents to assist analysis without deductions being possible over which accident is which, in accordance with the above restrictions.

#### 4.29 Accident Data Study area

The data for those accidents within the vicinity of the site (as shown in Appendix C), focuses on a 500m radius around the site to capture the safety of the wider area, including the pedestrian crossing to the north of the site, and the nearest bus stops to the site.

- 4.30 The data reveals that there have been 6 accidents within the study area during the 5 year period (up to 31<sup>st</sup> March 2021).
- 4.31 The locations of the accidents are indicated on the map in Appendix C. All of the accidents were all classed as slight. There have been no serious or fatal accidents. The accidents are distributed fairly evenly throughout the study area.
- 4.32 1 accident has taken place close to the entrance to the site on Upper Icknield Way B4009, this accident was classed as slight. 1 further slight accident has taken place on Upper Icknield Way B4009 but this was 600m north of the site entrance.
- 4.33 The frequency of accidents is as follows:

Table 1: Frequency of Accidents

Severity	01.04.16 - 31.03.17	01.04.17 - 31.03.18	01.04.18 - 31.03.19	01.04.19 - 31.03.20	01.04.20 - 31.03.21
Slight	2	2	2	0	0
Serious	0	0	0	0	0
Fatal	0	0	0	0	0
<b>Totals</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>



## 4.34 The 6 accidents involved the following:

Table 2: Accidents involving:

	Fatal	Serious	Slight	Total
Car	0	0	6	6
Cycle	0	0	3	3
Goods Vehicle <3.5 Tonne	0	0	0	0
Motorcycle >500cc	0	0	0	0
Motorcycle <125cc	0	0	0	0
Bus/coach	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9</b>

## 4.35 The 6 accidents involved the following casualties:

Table 3: Accidents involving:

	Fatal	Serious	Slight	Total
Car driver	0	0	1	1
Cyclist	0	0	3	3
Pedestrian	0	0	2	2
Good vehicle <3.5 tonne driver	0	0	0	0
Motorcycle >500 cc	0	0	0	0
Motorcycle <125 cc	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>

## 4.36 Summary and Analysis

A 500m radius of the site has been examined to provide a wider picture of the safety record for the area. 6 accidents to take place in the 5 year period up to the 31st March 2021, they were all classed as slight.

## 4.37 Taking all accidents into account, the accident rate equates to 2 accidents per year between April 2016 and March 2019, with no accidents occurring from April 2019 to March 2021. The average volume of vehicles travelling on Upper Icknield Way B4009 (According to the ATC survey data) over 7 days is 10,700 vehicles in both directions per day.

4.38 The 6 accidents all involved cars, and 50% of accidents also involved cycles. The footpath adjacent to Upper Icknield Way B4009 directly accessible from the site entrance is a shared space for pedestrians and cycles.

4.39 One accident has taken place at the exit of the veterinary centre 30 metres north east of the existing site access on Upper Icknield Way B4009. The accident occurred in 2019 and was classed as slight, involving a car and cycle. The safety record of the site does not highlight any specific problems associated with the proposed site access onto Upper Icknield Way B4009.

#### 4.40 **Sustainable Accessibility**

An investigation into the provision of sustainable travel options for potential users of the application site has been carried out to assess the sustainable accessibility of the site. The following modes of transport have been investigated:

- Bus travel
- Rail travel
- Walking
- Cycling

#### 4.41 **Bus Travel**

The Institute of Highways and Transportation (IHT) Guidelines for "Planning for Public Transport in New Developments" state that the maximum walking distance to a bus stop should not exceed 400m if bus travel is to be maximised.

4.42 The nearest bus stops to the site are located 18 metres to the east of the site access on either side of Upper Icknield Way B4009. The bus stops 'Veterinary Surgery' on both sides of the road are served by bus route 50, operated by Red Rose Travel.

4.43 A summary of the frequency of bus services in proximity to the site are summarised below:

Table 4: Bus services

Bus service	Bus stop	Route	Weekday				Weekend	
			Frequency		Times		Frequency	
			On-peak	Off-peak	First	Last	Sat	Sun
50	Veterinary Surgery, Upper Icknield Way	Aylesbury to Chesham	20 mins	30 mins	09:41	19:10	30 mins	3 services between 10:25 & 16:45
50	Veterinary Surgery, Upper Icknield Way	Chesham to Aylesbury	15 mins	30 mins	06:55	18:36	30-60 mins	2 services at 11:06 & 14:41

4.44 There are bus stops within walking distance of the site that provide access between Aylesbury and Chesham in both directions of travel with reasonable service frequency, except on Sundays. Bus travel provides some opportunity for site users to travel from within the local area to the cricket club. It should be noted however that the last bus service is timed before the end of matches and training sessions, meaning people could arrive by bus but could not make the return journey.

#### 4.45 Rail Travel

Wendover train station is located 1.1 miles south west of the site for pedestrian access via Station Approach.

4.46 Rail Services are operated by Chiltern Railways with 2 platforms. The ticket office is open Monday-Friday 06:30 - 19:05; on Saturdays 07:10 - 12:50 and on Sundays 08:30 - 16:00. Ticket machines are available outside these hours. There is a chargeable car park at the station with 206 spaces. In addition, there is sheltered cycle storage for 104 bicycles. Step free access to the platforms is provided by the lifts.

4.47 Trains run regularly to local destinations such as Aylesbury, Stoke Mandeville, Amersham and on to London Marylebone. Trains run roughly every half an hour with an 8 minute duration to Aylesbury and a 50 minute duration into London.

4.48 Wendover train station is a 23 minute walk from the site offering regular services to the local area. Rail travel has a reasonable viability for travel on a regular basis for the various site users, who may need to travel to and from the surrounding region. However, it may be that

this is a more viable option for spectators rather than players due to the kit they are required to bring with them and the distance from the train station to the ground.

#### 4.49 **Walking**

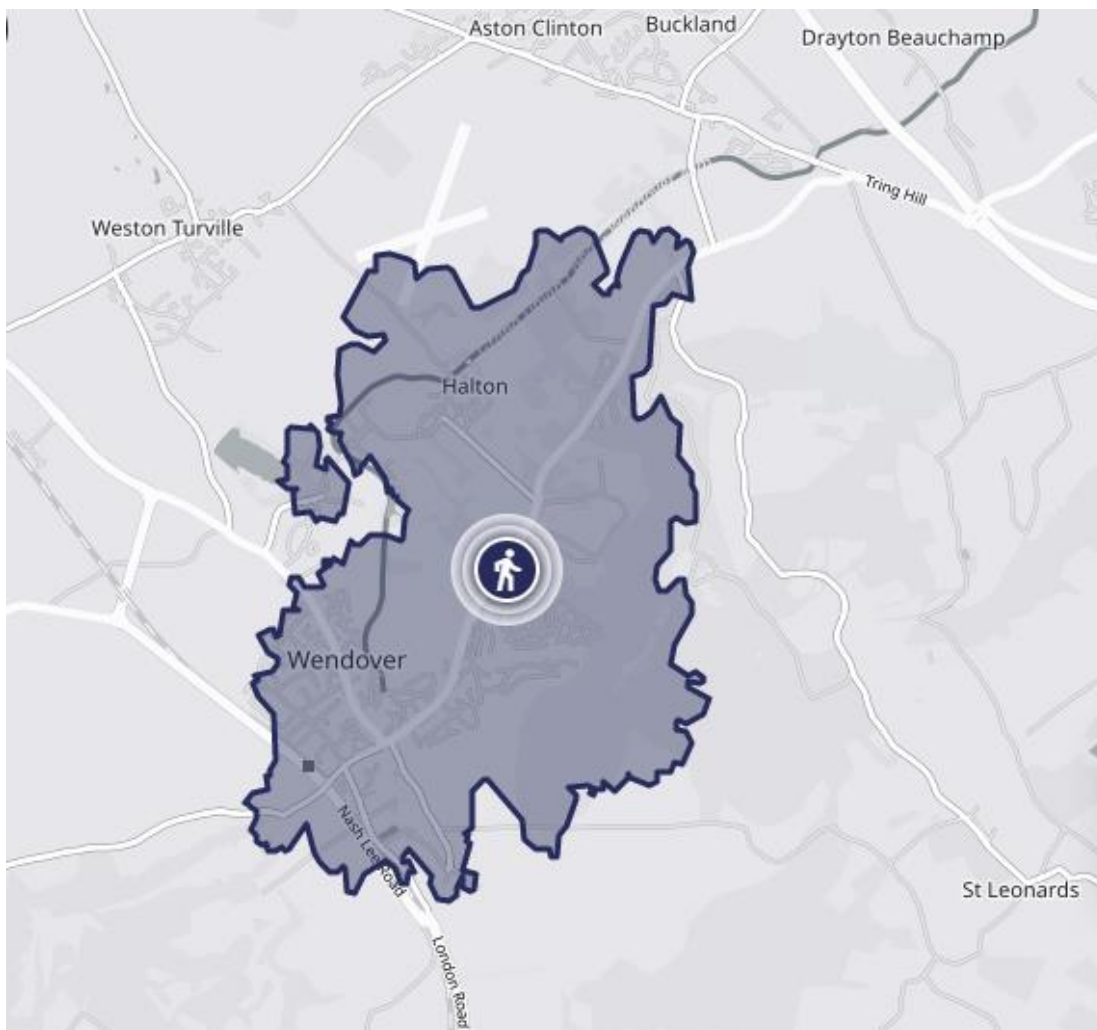
A person's willingness to walk is dependent on many factors including access to a car, safety, road congestion, weather, gradients, parking, health, direction of route and purpose of journey.

4.50 National Planning Policy Framework (NPPF) makes reference to the importance of encouraging walking as an alternative mode of travel which offers the greatest potential to replace short car trips, particularly under 2.0 km, (approximately 1.5 miles).

4.51 The Institution of Highways and Transportation (IHT) publication "Guidelines for Providing for Journeys on Foot" note that walking accounts for over 25% of all journeys and 80% of journeys up to 2km.

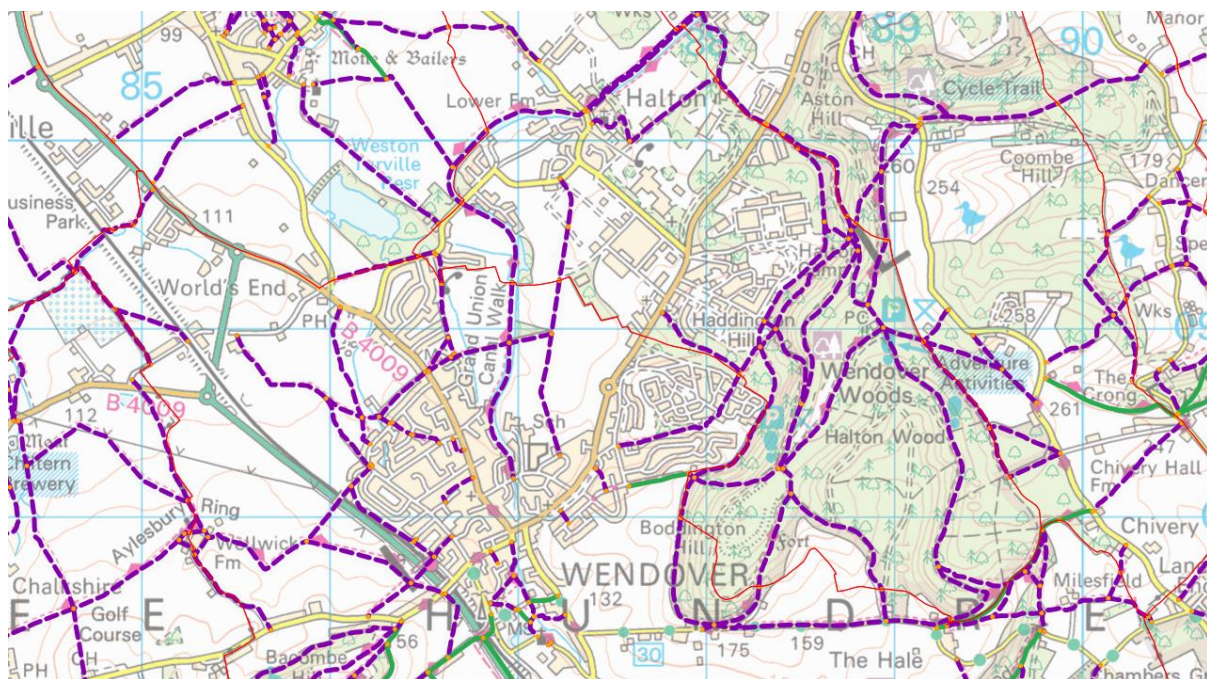
4.52 The 2.0 km walking isochrone map below shows that majority of Wendover and Halton are within walking distance. Wendover town centre including the train station is within walking distance, as are a large proportion of residential areas.

Figure 3: 2km Walking Isochrone Map



- 4.53 The B4009 Upper Icknield Way/Tring Road has footpaths on both sides of the road with streetlighting present. There is a traffic light controlled pedestrian crossing across Upper Icknield Way at the junction of Babington Road, 106 metres north of the site. Tactile paving is provided at crossing points on main roads surrounding the site.
- 4.54 The following map demonstrates the availability of Public Rights of Way within Wendover and Halton.

Figure 4: Public Rights of Way



4.55 Given the close proximity of the site to a range footpaths to residential areas and transport interchanges, walking is considered to have a high viability for the variety of site users. It should be noted though that walking may not be a suitable option for players when they are required to bring kit bags.

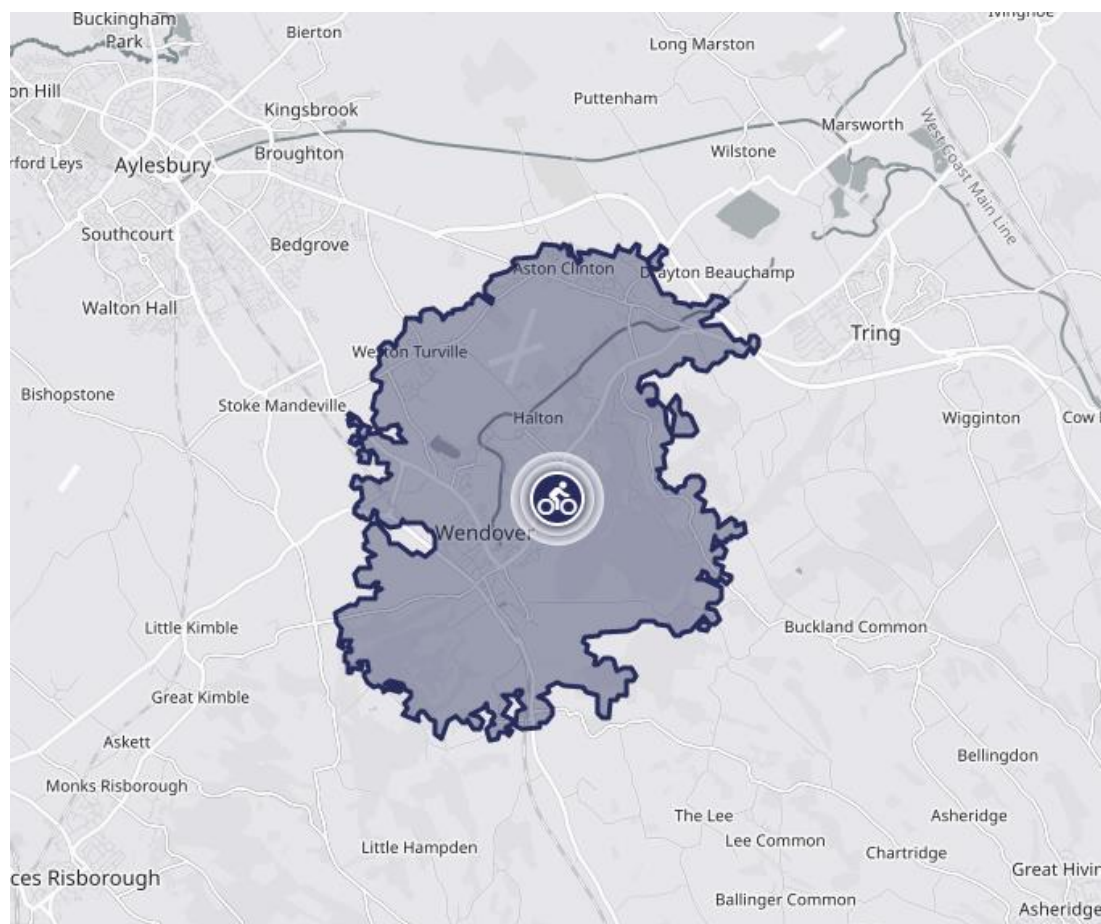
#### 4.56 Cycling

National Planning Policy Framework makes reference to the importance of encouraging cycling as an alternative mode of travel which has the potential to be a substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport.

4.57 The location of the site provides a wide catchment area, including local residential areas within an acceptable cycling distance from the site.

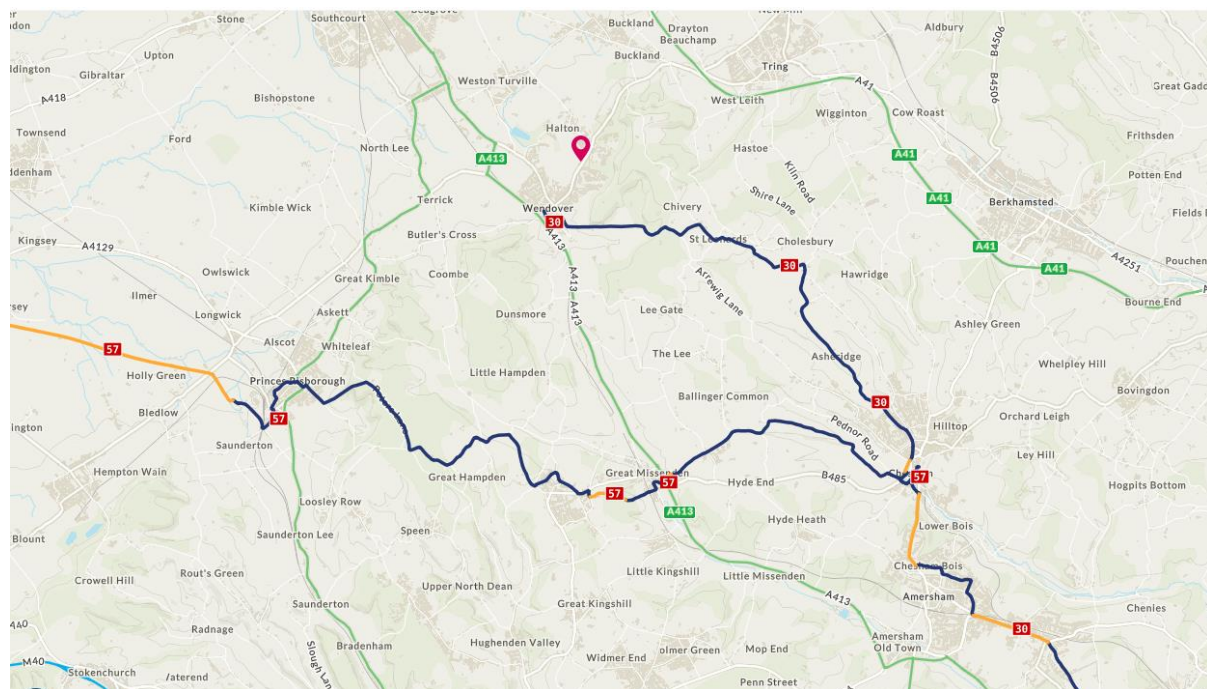
- 4.58 The "Cycling Isochrone Map" below shows that a 5km cycle catchment area, centred on the site, includes Wendover and Halton as well as other local villages such as Buckland, Aston Clinton and Weston Turville.

Figure 5: 5km Cycling Isochrone Map



- 4.59 National Cycle Route 30 runs south east from the centre of Wendover to Amersham. Buckinghamshire Council have also introduced cycle routes across the county with the Amber Way running from Wendover to Aylesbury. The council are also undertaking cycleway improvements in Wendover, mostly funded by HS2. These are due to be completed in 2021 and will improve railway station access. Within the vicinity of the site there are footpaths on both sides of the road creating a shared space for pedestrians and cyclists.

Figure 6: Cycle Routes



- 4.60 Cycle parking is located outside the entrance to the pavilion.
- 4.61 For those planning a bike ride, the Cycle Streets website and app propose the latest route information and are designed to encourage people to take up cycling as an alternative to using their cars.
- 4.62 The existing road network is considered good to encourage cyclists and offers links to residential areas within an acceptable cycling distance.
- 4.63 **Sustainable Accessibility Conclusion**

The location of the site provides good accessibility by sustainable modes, with a bus stop and train station located within walking distance of the site that are viable for regular travel to the wider area. An off-road cycle path is directly accessible from the site and this provides great access to the cycle network to provide a safe option for cyclists. There is therefore a variety of modes of sustainable modes of transport available to site users to propose a valid alternative to using the car. Again, consideration should be given to the requirement for players to bring kitbags on certain days which may reduce the opportunity for trips by sustainable modes.



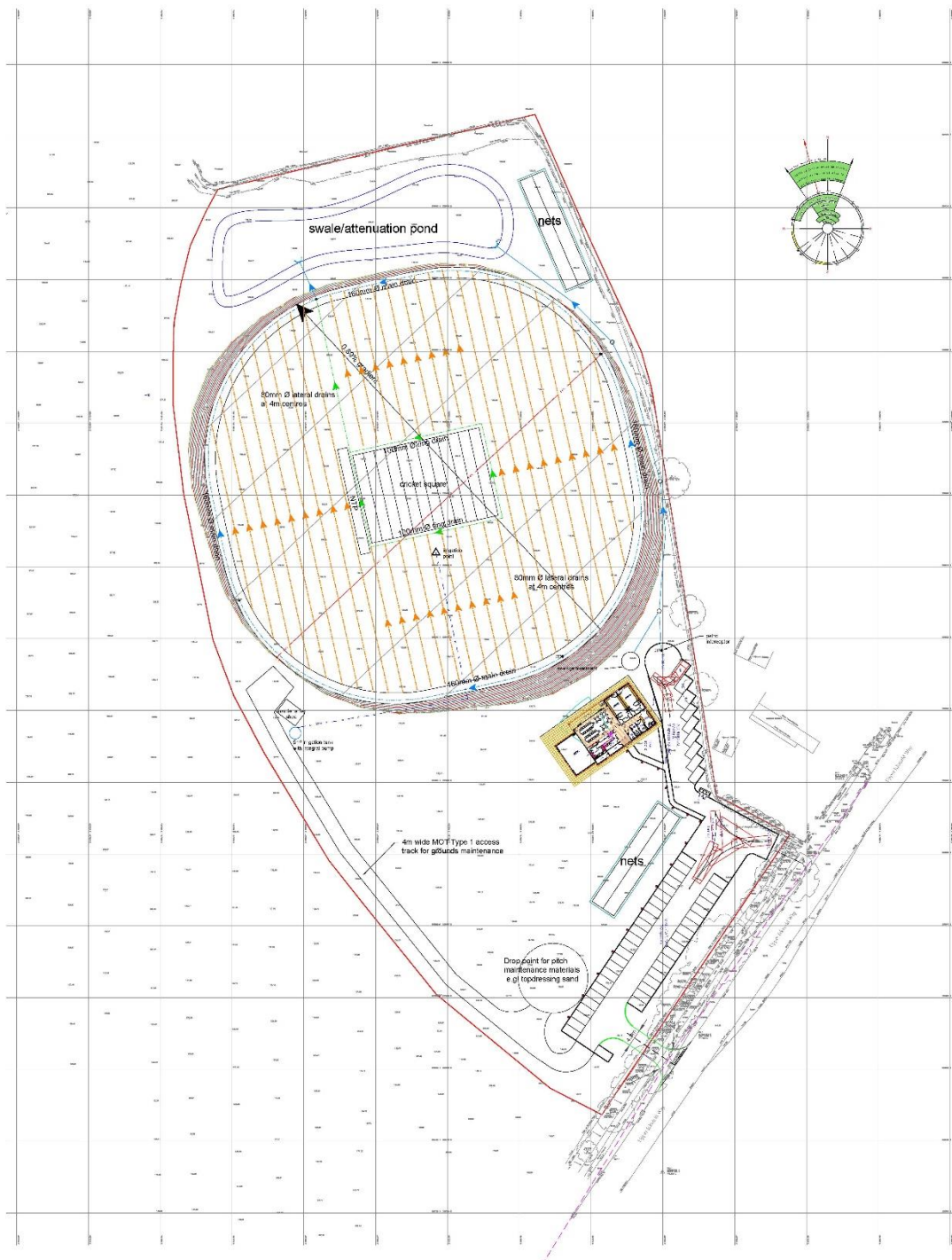
## 5 Development Proposals

5.1 This section sets out the development proposals for the site in greater detail.

A full planning application is to be submitted for the development of agricultural land to relocate Wendover Cricket Club which will be lost due to the HS2 project. The proposed development is for a cricket pitche with training nets, cricket pavilion, access road and car parking.

5.2 The following plan shows the layout of the proposed development, with the full proposed plan included in Appendix A:

Figure 7: Proposed Site Plan



 <p>Agripower Contractors Est. 1964</p>	<p>Wendover Cricket Club Relocation Scheme</p> <p>Proposed Layout</p>	<p>21045-01</p> <p>drawing title planning</p> <p>size scale coord created</p> <p>S 3 21 1:500 A1 JA GL</p>	<p>Wendover Cricket Club</p> <p>Agripower Ltd. Broomfield Farm, Rignall Road Great Missenden, Bucks. HP16 9PE 01494 866776 info@agripower.co.uk - www.agripower.c</p>
	<p>date: 21/07/21 by: JA checked: JA approved: JA</p>	<p>date: 21/07/21 by: JA checked: JA approved: JA</p>	<p>date: 21/07/21 by: JA checked: JA approved: JA</p>

5.2 The development of the new ground comprises:

- One pitch suitable for first XI standard cricket
- Two sets of cricket nets are proposed, each with two lanes

5.3 The design also provides for scoreboard facilities; grounds equipment & storage facilities and security fencing.

5.4 The proposed new cricket pavilion will be designed to ECB standards and will be located to the south east of the pitch, accessible from the car park. The pavilion will provide changing rooms, toilets, kitchen, clubroom and bar.

#### 5.5 **Proposed Access (Vehicles)**

A new access road is proposed from the B4009 via a new junction. The road is proposed to be constructed using a reinforced gravel surface such as BodPave (or similar). The first 15m and the bellmouth entrance will be surfaced with tarmac and concrete kerbs. The drawing in Appendix F shows the proposed access arrangements, designed in accordance with Design Manual for Roads and Bridges - Road Layout Design CD 123 (formerly TD 41/95), August 2020.

5.6 The drawing illustrates a 4.5m wide access with 6m radius bellmouth.

#### 5.7 **Proposed Access (Pedestrian/Cyclist)**

Due to the sustainable location of the development, the proposals are keen to incorporate adequate pedestrian and cyclist facilities. The pedestrian access for the site is via the footpath on Upper Icknield Way B4009. A pedestrian crossing is located 138 metres north of the entrance to the development to allow access from the residential areas accessible via Babington Road.

5.8 Cycle storage is to be provided for ten bicycles and the site provides direct access onto the shared cycle and pedestrian path on Upper Icknield Way B4009.

#### 5.9 **Cycle Parking Standards**

Cycle parking guidance is set out in Buckinghamshire County Council Countywide Parking Guidance (2015), and states that:

*“Cycle parking should be easily accessible, visible and in locations where it will be well used. They should be covered, and where possible and appropriate, in specially constructed cycle sheds”*

**Table 3. Cycle Parking Spaces**

Land Use - new developments	BCC recommended number of cycle spaces
D2 Assembly and Leisure*:  Leisure Centre	1 space per 400 sqm

\*Class D2 (Town & Country Planning Order 1987) includes an area for indoor or outdoor sports and recreation.

5.10 The new pavilion has a floor area of approximately 300m<sup>2</sup> and therefore, based on the standards set out in the table above, there is no requirement to include cycle parking.

**5.11 Cycle Parking Provision**

Taking into account Government objectives for carbon reduction, encouragement for use of alternative modes of transport such as cycling is important to achieve that aim and therefore the proposals include a cycle store where two tiered storage for 10 cycles is to be provided.

**5.12 Car Parking Standards**

The Buckinghamshire County Council Countywide Parking Guidance (2015) sets out parking guidance for new developments to ensure that sufficient parking is provided to meet the needs of the development while maintaining highway network operations, protecting surrounding communities and pursuing opportunities to encourage use of sustainable modes of transport.

5.13 Guidance is provided for non-residential developments as follows:

**Table 7. Non Residential Car Parking Standards**

Land Use - new developments	Zone 1 (more accessible)	Zone 2 (less accessible)
*D2 Leisure Centre	1 space per 62 sqm	1 space per 26 sqm

\*Class D2 (Town & Country Planning Order 1987) includes an area for indoor or outdoor sports and recreation.

5.14 The location of the development is identified as Zone 2, as per the map in Appendix 3 of the guidance. The pavilion has a floor area of approximately 300m<sup>2</sup> and therefore based on the standards set out above, 8 car parking spaces should be provided.

### 5.15 Car Parking Provision

The calculation above is based on the standards for leisure centres and not specific to a cricket club and is based on the floor area of the pavilion only and not the cricket field itself. If the area of the field is taken into account, the area is approximately 11,000m<sup>2</sup>. Based on the above table and a total area of 11,215m<sup>2</sup>, 431 spaces would be required.

5.16 As previously outlined, parking will be provided in the main car park and additional parking provision close to the pavilion, both accessed directly from Upper Icknield Way B4009. Therefore in total, 59 car parking spaces are proposed. The main car park provides 50 parking spaces and a drop off point and there is a further parking with 9 additional spaces and a turning area.

5.17 Vehicle parking provision is slightly increased from the capacity at the current cricket club site to reflect the location of the new club being out of town rather than centrally located and caters for increased usage from existing age groups and special occasions such as end of season events when parking demand is higher than usual.

5.18 The extent of parking required at the cricket club varies on different days of the week throughout the cricket season from April to September. The club hosts matches and training sessions during the day at weekends and in the evening's midweek. The number of visitors/site users will vary depending on the event but can include parents/spectators as well as players.

5.19 The County Council Guidance also introduced “‘optimum’ parking standards, which aim to reflect the right amount of parking to meet demand”. In addition the guidance provides flexibility “for developers to provide the right amount of parking in situations where there is evidence that applying specific standards would not be appropriate. This flexibility acknowledges that parking standards need to be sensitive to local circumstances and concerns and ensure parking restrictions do not encourage migration to other areas, or suppress development”.

### 5.20 Disabled Only Parking Spaces

Table 12 - Blue Badge Parking Standards within Buckinghamshire Countywide Parking Guidance (2015) states:

“Where the public normally have access (e.g. shopping areas, leisure facilities, railway stations) 3 bays or 6% of parking capacity (whichever is greater)”

5.21 Based on this requirement, 3 disabled parking spaces should be included.

5.22 There are 3 disabled spaces proposed to be located close to the pavilion.

### 5.23 **Electric Vehicle Parking & Charging Points**

The Buckinghamshire County Council Countywide Parking Guidance (2015) includes guidance on the provision of electric vehicle charging points to be included in new developments. The guidance states: “The guidance proposal is not prescriptive, but aims to make sure developments do what they realistically can to provide for this emerging technology”

- 5.24 Although EV charging points are not a direct requirement of Buckinghamshire Council, the client is keen to promote sustainable travel and would like to install charging points within their budget constraints. Therefore it is recommended that 2 electric vehicles only parking spaces with a dual charging point are provided.

### 5.25 **Promotion of Sustainable Modes of Travel**

The cricket club is to provide information to ground users on alternative modes of travel, including marketing public transport information, promoting cycling and walking routes and encouraging lift sharing.

- 5.26 The proposed quantum of car parking for the development is therefore considered to be sufficient to strike the requisite balance between parking provision and restraint in order to encourage alternative sustainable modes of travel and will adequately serve the needs of the site users without leading to indiscriminate on-street parking within the vicinity of the site.

## 6 Trip Generation

### 6.1 Introduction

This section sets out details about trip generation for the existing site and proposed development to provide an understanding of how the site will operate.

### 6.2 Existing Site Traffic

The current cricket club is located on two different grounds. The Ellesborough Road ground is 2.4 miles south west (1.1 miles as the crow flies) of the proposed re-located ground and closer to the town centre. The Witchell ground is 1.1 miles south west of the proposed re-located ground. Initially, only the training sessions and matches taking place at Ellesborough Road will move to the new site. This may change over time as training capacity increases.

Therefore, this report is based on current activity at Ellesborough Road. In the longer term, when there is a second training area operational at the new ground, more groups and/or some existing groups could switch to the new site, resulting in additional trips.

Traffic generated by the existing site is derived from current club data on training sessions & matches at Ellesborough Road and a user survey undertaken in June 2021.

### 6.3 Training Sessions

Training sessions for the youth teams take place on Saturday mornings and Wednesday evenings from April to July.

Three age groups attend on a Saturday morning between 8am and 1pm with between 10 and 20 players and up to 4 coaches.

One age group attends on a Wednesday evening between 6pm and 7.30pm with up to 15 players and 3 coaches.

Two other age groups train in the evenings but these are ad hoc sessions with up to 10 players and 2 coaches.

Players in these age groups tend to be dropped off and picked up, very few parents will stay for the entire session.

Most players in the youth teams are from the Wendover and Aylesbury areas and local villages, generally within a 10 mile radius. Responses to the survey recorded 21 people travelling by car, 9 walking, 4 cycling and 4 car sharing.

The senior training sessions take place on Tuesday and Thursday evenings from 6pm - 8pm from April to August. Although there are around 50 senior players, there are generally only around 10 players and 4 coaches attending each training session. The survey responses showed that only 10 players regularly drive, 9 walk and there was 1 response each for cycling, car sharing and public transport. Again, most players are from the Wendover & Aylesbury area and local villages, although some are travelling from Buckingham, Oxford and High Wycombe.

#### **6.4 Matches - Senior Teams**

There are currently three Senior XIs meaning there is a home game every Saturday and Sunday beginning at 1.30pm at Ellesborough Road from the beginning of May through to September. There is also occasionally a midweek evening game. 11 players for each team will attend the matches with 4 officials and around 20 spectators. The home team players generally live locally and most travel by car, sometimes sharing with other team members. Some players will walk or use public transport but this is more difficult on match days due to the kit required.

Visiting teams are based 5-17 miles away from Wendover and generally arrive in cars with some car sharing.

#### **6.5 Matches - Youth Teams**

Youth matches take place currently on various midweek evenings between 5.30pm and 9pm and on Sunday mornings. There are usually around 40 home matches between May and July. 11 players for each team will attend plus 1 or 2 coaches and up to 20 spectators/parents.

As with the senior teams, most players live locally and most travel by car, sometimes car sharing. Some players and parents will walk or use public transport but the requirement to bring kit on match days makes these options less likely.

Visiting teams are based 4-18 miles away and generally arrive in cars with some car sharing.

#### **6.6 Ground Maintenance & Cleaning**

From April to August there will be one volunteer per day undertaking ground maintenance plus a second volunteer on 2 days per week. During this period there will also be a cleaner attending daily.

In March, September & October there is one volunteer attending 3 days per week.

From November to February there is only one visit per week for maintenance.



## 6.7 Special Events & Other Activities

A weekly Bridge evening takes place at the current Witchell ground from 7.15pm to 10.45pm. This is likely to move to the new ground. The pavilion also has ad-hoc bookings throughout the year for small scale meetings and social events.

The Ellesborough Road ground occasionally hosts Cricket Finals and there may be potential at the new ground to host county junior matches.

## 6.8 Deliveries

The existing Witchell ground currently has one delivery most weeks between May and August and intermittently through the rest of the year and this is likely to be the same for the new ground.

## 6.9 Existing Traffic

The existing traffic going into the site is minimal as it is currently an arable farm field. The data from the ATC traffic survey shows that traffic flow on Upper Icknield Way B4009 is as follows:

Day	Time	Average Vehicle Flow North Bound	Average Vehicle Flow South Bound	Total
Weekday	6pm-8pm	328	285	613
Saturday	AM	353	338	691
Saturday	PM	355	357	712

## 6.10 Proposed Site Traffic

From the Travel Mode Questionnaire undertaken by the Wendover Cricket Club in June 2021 we know that there is a mix of journey types for players and spectators which include travelling by car, car sharing, cycling, walking and public transport. The club has 475 members and 116 of them responded to the survey. 10 people responded to say that the location of the new ground would mean they are more likely to walk or cycle than use the car. 19 people responded to say that they would be more likely to have to use the car given the new location. This will result in an increase of vehicle trips compared to mode of travel to the current ground.

6.11 The new cricket ground will generate most trips on Saturdays with the peak periods at changeover times between training sessions and matches.

- Between 9.00am and 9.15am up to 17 people leaving and 21 people arriving
- Between 10.45am and 11.00am up to 21 people are leaving and 30 people arriving
- Between 12.30pm and 1.00pm up to 30 people leaving and 46 people arriving\*

\*Arrival times at this period may be spread as players will arrive earlier than spectators for the senior matches starting at 1.30pm. Spectators may live locally and choose to walk or cycle.

Midweek training takes place between 6pm and 7.30pm with 6 to 14 people generally attending.

Midweek matches take place between 5.30pm and 9pm with 22 players across the two teams and around 15 to 20 spectators. The spectators are generally parents of players so no additional trips are generated.

#### 6.12 Increase in Potential Traffic

The new ground has the potential to increase the weekly traffic travelling to the site as illustrated in the table overleaf:

Traffic Source	Day/Time	Existing Traffic Flow North & South*	Estimated Number of additional Vehicles**
U15 Training	Saturday 8am-9am	493	16
U13 Training	Saturday 9.15am-10.45am	1,415	22
U14 Training	Saturday 11am-12.30pm	1,547	26
Senior Matches	Saturday 1.30pm - 6pm	4,121	27
Junior Youth Matches	Sunday 10am - 2pm	2,656	27
Senior Training	Tuesday 6pm-7.30pm	1,556	12
U16 Training	Wednesday 6pm - 7.30pm	1,198	27
Senior Training	Thursday 6pm-7.30pm	1,365	12
Junior/Youth Matches	Various weekday evenings between 5.30pm and 9pm. Matches take place between 2 and 4 times per week during the season	2,552 (mean)	54 - 108
<b>Total</b>			<b>223 - 277</b>

\* Taken from the ATC Traffic Count undertaken June 2021

\*\*Based on percentage figures from Wendover CC Travel Mode Questionnaire June 2021

In addition there will be 14 trips per week for maintenance & cleaning and one for delivery.

- 6.13 The new ground has the potential to generate between 223 - 277 (depending on schedule of matches) additional weekly trips for training and matches plus an additional 15 trips for maintenance and delivery. 122 trips are on a Saturday spread throughout the day between 8am and 6pm. The peak time is between 12pm and 1pm on a Saturday with the potential for 30 vehicles leaving and 46 arriving, although this is very much a worst case scenario as people arriving for the Senior match are likely to be spread over a longer period.
- 6.14 Upper Icknield Way has an AADF (annual average daily flow) on a Saturday of 9,930. The additional 122 trips represents a 1.2% increase in traffic. The midweek AADF on Upper Icknield Way is 11,623. The worst case additional daily trips on a midweek match day is predicted to be up to 108 between 5:30pm and 9:00pm during the summer months, which represents a 2% increase in traffic during that pm period. Such a low increase would not result

in a demonstrable impact to the existing traffic flows experienced on adjacent highway and is unlikely to cause any issues to visitors to the site or other highway users.

## 7 Summary and Conclusions

7.1 This report has been prepared in connection with the full planning application for the relocation of Wendover Cricket Club, Wendover, Aylesbury which will be lost as a result of the HS2 project. This includes the construction of a cricket pitch, access road, car parking and a cricket pavilion.

7.2 From investigations in respect of existing traffic, accident data, sustainable accessibility, car parking provision, and traffic generation the main findings are:

- The existing site is currently arable farmland off the B4009 Tring Road/Upper Icknield Way. The site access will be located off Upper Icknield Way, with car parking for 59 vehicles.
- The proposed development is for a cricket ground with one pitch and training nets and a cricket pavilion meeting ECB and Sport England requirements, comprising changing rooms, toilets, kitchen, clubroom with bar and storage areas.
- The proposal provides a new access road and 59 parking spaces. It is recommended that 3 disabled only spaces and 2 electric vehicle only spaces, with a dual charging point, are provided.
- Investigations into the proposed quantum of car parking for the development concluded the amount of parking space is sufficient to strike the requisite balance between parking provision and restraint in order to encourage alternative sustainable modes of travel and will adequately serve the needs of the cricket club without leading to indiscriminate on-street parking within the vicinity of the site.
- The site also proposes cycle parking provision for 10 bikes to encourage cycling as a mode of transport.
- The location of the site provides good accessibility by sustainable modes, with a bus stop located within walking distance of the site. The train station is located a 23 minute walk south of the site and provides good viability for visitors from Aylesbury and the surrounding areas, as opposed to driving. The town centre and a wide range of local amenities are also accessible within a 20 minute walk of the development.
- Traffic surveys have been undertaken to understand the current traffic flows of Tring Road/Upper Icknield Way B4009 which demonstrates that on average 11,623 vehicles travel in both directions each weekday, dropping to 8,392 on weekends.

- Investigations into the number and severity of accidents recorded in the vicinity of the site indicate that whilst there is an average accident rate of 1.2 accidents per year over the last 5 years for the study area, no accidents occurred from April 2019 to March 2021.
- The TRICS database has been examined but the data identified was not considered comparable to this cricket club. Therefore details from the applicant have been used to assess levels of existing and proposed usage. Upper Icknield Way has an AADF (annual average daily flow) on a Saturday of 9,930. The additional 122 trips represents a 1.2% increase in traffic. The midweek AADF on Upper Icknield Way is 11,623. The worst case additional daily trips on a midweek match day is predicted to be up to 108 between 5:30pm and 9:00pm during the summer months, which represents a 2% increase in traffic during that pm period. Such a low increase would not result in a demonstrable impact to the existing traffic flows experienced on adjacent highway and is unlikely to cause any issues to visitors to the site or other highway users.
- To conclude, the amount of predicted vehicle movement is unlikely to have any discernible impact to the current traffic flows on the adjacent highways within the vicinity of the site and as such, in accordance with paragraph 109 of the NPPF, will not create an unacceptable impact on highway safety, and the residual cumulative impacts on the road network are not severe.

7.3 The Local Authority can rest assured that the impact on the local roads from the proposed development has been assessed in terms of traffic generation, sustainable accessibility and highway safety and would not present a detrimental impact to the highway network.

This Report has been prepared by:

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**Signed for and on behalf of Encon Associates Limited**

A handwritten signature in black ink, appearing to read 'M. J. Bentley'.

**Mark Bentley MCIHT**

**Traffic and Transportation Division**

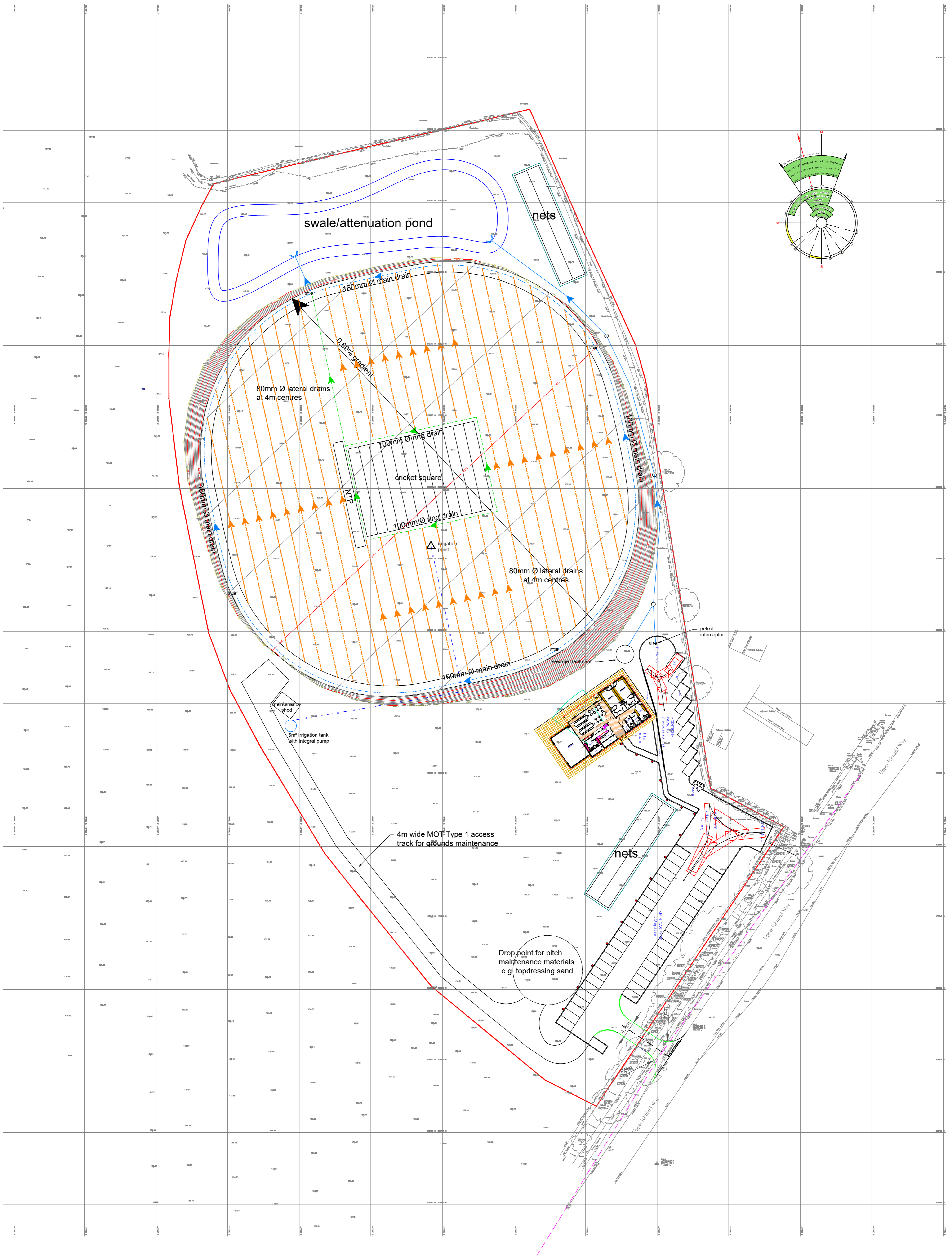
**Date:** 9 July 2021

**Revision A:** 30 July 2021

**Revision B:** 7 September 2021

## Appendix A - Proposed Plans





rev	detail	by	date	project title
				Wendover Cricket Club Relocation Scheme
				Proposed Layout

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JA	GL

Wendover Cricket Club	client
Agripower Ltd. Broomfield Farm, Rignall Road Great Missenden, Bucks HP16 9PE 01494 866776 info@agripower.co.uk - www.agripower.co.uk	

## Appendix B - Automatic Traffic Count Data

## Wendover ATC 01, B4009 Tring Road

Produced by Streetwise Services Ltd.



### Channel 1 - Northbound

	10/06/2021 Thursday	11/06/2021 Friday	12/06/2021 Saturday	13/06/2021 Sunday	14/06/2021 Monday	15/06/2021 Tuesday	16/06/2021 Wednesday	5-DAY MEAN	7-DAY MEAN
<b>0000-2400 Vehicle Flow</b>	<b>6042</b>	<b>6202</b>	<b>4717</b>	<b>3844</b>	<b>5473</b>	<b>5806</b>	<b>5732</b>	<b>5851</b>	<b>5402</b>
Mean Speed	32.6	32.2	33.5	34.7	32.4	32.5	33.0	32.5	33.0
85%ile Speed	38.6	38.9	38.6	38.2	38.1	38.3	38.0	38.4	38.4
No. Vehicles > 30 MPH Limit	4126	4141	3484	3196	3694	3998	4088	4009	3818
% Vehicles > 30 MPH Limit	68.3	66.8	73.9	83.1	67.5	68.9	71.3	68.5	71.4
No. Vehicles > 45 MPH	72	81	93	77	62	59	82	71	75
% Vehicles > 45 MPH	1.2	1.3	2.0	2.0	1.1	1.0	1.4	1.2	1.4

### Channel 2 - Southbound

	10/06/2021 Thursday	11/06/2021 Friday	12/06/2021 Saturday	13/06/2021 Sunday	14/06/2021 Monday	15/06/2021 Tuesday	16/06/2021 Wednesday	5-DAY MEAN	7-DAY MEAN
<b>0000-2400 Vehicle Flow</b>	<b>6164</b>	<b>6006</b>	<b>4613</b>	<b>3610</b>	<b>5424</b>	<b>5577</b>	<b>5687</b>	<b>5772</b>	<b>5297</b>
Mean Speed	31.9	31.9	32.3	33.3	31.6	32.1	32.1	31.9	32.2
85%ile Speed	38.4	38.0	38.1	38.5	38.3	38.7	38.1	38.3	38.3
No. Vehicles > 30 MPH Limit	3768	3653	2887	2577	3168	3481	3545	3523	3297
% Vehicles > 30 MPH Limit	61.1	60.8	62.6	71.4	58.4	62.4	62.3	61.0	62.7
No. Vehicles > 45 MPH	55	54	64	80	52	53	44	52	57
% Vehicles > 45 MPH	0.9	0.9	1.4	2.2	1.0	1.0	0.8	0.9	1.2

### Channels 1+2 - Northbound & Southbound

	10/06/2021 Thursday	11/06/2021 Friday	12/06/2021 Saturday	13/06/2021 Sunday	14/06/2021 Monday	15/06/2021 Tuesday	16/06/2021 Wednesday	5-DAY MEAN	7-DAY MEAN
<b>0000-2400 Vehicle Flow</b>	<b>12206</b>	<b>12208</b>	<b>9330</b>	<b>7454</b>	<b>10897</b>	<b>11383</b>	<b>11419</b>	<b>11623</b>	<b>10700</b>
Mean Speed	32.3	32.1	32.9	34.0	32.0	32.3	32.6	32.2	32.6
85%ile Speed	38.5	38.5	38.3	38.4	38.2	38.5	38.0	38.3	38.3
No. Vehicles > 30 MPH Limit	7894	7794	6371	5773	6862	7479	7633	7532	7115
% Vehicles > 30 MPH Limit	64.7	63.8	68.3	77.4	63.0	65.7	66.8	64.8	67.1
No. Vehicles > 45 MPH	127	135	157	157	114	112	126	123	133
% Vehicles > 45 MPH	1.0	1.1	1.7	2.1	1.0	1.0	1.1	1.1	1.3

# Wendover ATC 01, B4009 Tring Road

Produced by Streetwise Services Ltd.

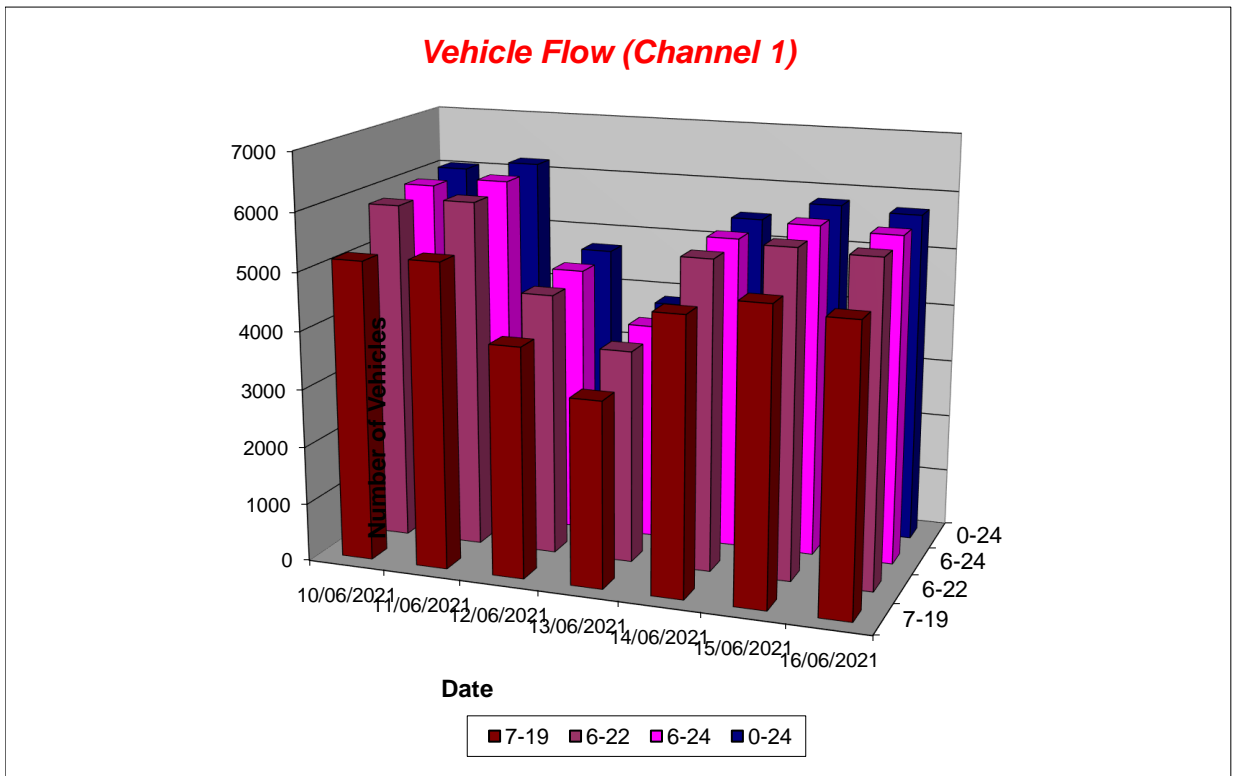


Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	10/06/2021 Thursday	11/06/2021 Friday	12/06/2021 Saturday	13/06/2021 Sunday	14/06/2021 Monday	15/06/2021 Tuesday	16/06/2021 Wednesday	5 Day Ave	7 Day Ave
1	13	6	19	32	10	8	3	8	13
2	5	7	13	13	3	3	1	4	6
3	1	5	5	7	2	5	3	3	4
4	4	8	5	3	8	8	10	8	7
5	13	16	16	7	9	15	12	13	13
6	45	44	19	14	44	53	55	48	39
7	138	152	47	43	155	144	158	149	120
8	422	370	148	78	404	425	427	410	325
9	534	461	245	158	491	537	496	504	417
10	350	374	361	279	319	335	348	345	338
11	337	301	406	295	306	318	335	319	328
12	331	291	414	363	324	330	322	320	339
13	397	426	338	375	342	311	345	364	362
14	372	357	362	318	272	382	289	334	336
15	372	447	373	284	367	364	373	385	369
16	507	556	348	221	479	446	490	496	435
17	527	582	376	296	573	565	528	555	492
18	582	609	317	287	507	583	540	564	489
19	440	485	276	244	347	421	388	416	372
20	261	275	229	194	211	208	245	240	232
21	161	181	157	144	134	157	174	161	158
22	118	125	113	91	103	94	108	110	107
23	76	73	69	67	41	67	59	63	65
24	36	51	61	31	22	27	23	32	36
7-19	5171	5259	3964	3198	4731	5017	4881	5012	4603
6-22	5849	5992	4510	3670	5334	5620	5566	5672	5220
6-24	5961	6116	4640	3768	5397	5714	5648	5767	5321
0-24	6042	6202	4717	3844	5473	5806	5732	5851	5402



# Wendover ATC 01, B4009 Tring Road

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	10/06/2021 Thursday	11/06/2021 Friday	12/06/2021 Saturday	13/06/2021 Sunday	14/06/2021 Monday	15/06/2021 Tuesday	16/06/2021 Wednesday
1	35.3	33.8	37.2	38.5	39.2	30.5	41.3
2	37.5	34.4	35.3	37.6	39.7	41.3	23.0
3	33.0	36.0	35.0	37.3	33.0	36.0	41.3
4	38.0	38.6	36.0	34.7	39.6	37.4	38.2
5	36.3	36.6	39.4	38.0	33.6	38.7	39.2
6	39.2	39.6	42.6	37.8	40.7	40.4	38.3
7	38.4	36.8	38.4	37.4	36.6	37.4	37.8
8	33.3	32.9	35.5	37.5	32.1	31.8	32.5
9	29.6	30.3	33.9	34.3	29.4	30.2	30.4
10	30.8	32.4	31.2	34.1	31.3	32.3	32.4
11	31.2	32.3	31.9	34.4	32.0	32.3	32.2
12	32.8	32.4	32.1	34.3	32.8	32.0	32.9
13	32.7	32.5	33.1	34.0	32.8	32.3	32.8
14	32.5	32.6	33.7	35.3	32.4	32.8	33.6
15	32.2	31.1	34.1	35.0	31.1	31.1	32.2
16	31.3	30.0	33.7	35.2	30.7	31.4	31.7
17	32.8	32.1	33.6	34.7	31.7	31.7	32.5
18	32.5	31.2	33.7	33.9	33.2	32.5	32.9
19	33.3	32.4	34.0	35.2	33.8	34.4	34.2
20	34.5	32.5	34.2	34.1	35.4	34.4	34.5
21	34.7	35.3	33.7	34.9	35.2	34.4	36.1
22	34.8	34.7	35.1	34.6	34.4	33.9	34.3
23	35.7	34.5	35.6	35.4	36.5	33.5	36.1
24	37.8	36.7	35.1	35.7	35.7	37.1	36.9

10-12	32.0	32.4	32.0	34.4	32.4	32.2	32.5
14-16	31.7	30.5	33.9	35.1	30.8	31.3	31.9
0-24	32.6	32.2	33.5	34.7	32.4	32.5	33.0

7 Day Ave 33.0

85th Percentile

Hr Ending	10/06/2021 Thursday	11/06/2021 Friday	12/06/2021 Saturday	13/06/2021 Sunday	14/06/2021 Monday	15/06/2021 Tuesday	16/06/2021 Wednesday
1	43.7	38.6	44.0	48.7	43.9	33.7	48.2
2	56.0	48.3	43.4	43.9	48.7	43.9	23.5
3	33.6	48.3	43.3	43.8	43.5	48.5	43.3
4	43.3	43.8	43.2	38.0	43.4	38.1	43.3
5	48.3	43.8	43.2	38.5	38.1	48.8	48.0
6	48.8	48.6	56.1	48.9	48.8	48.4	48.5
7	43.0	44.0	48.4	43.4	43.5	43.5	43.2
8	38.8	38.9	43.4	43.7	38.8	38.5	38.9
9	33.8	38.2	43.7	38.5	33.6	33.2	33.6
10	38.7	38.7	38.3	38.5	38.8	38.3	38.8
11	38.0	39.0	38.6	38.5	38.0	38.1	38.9
12	38.4	38.2	38.2	38.4	38.2	38.6	38.3
13	38.9	38.5	38.2	38.4	38.1	38.2	38.5
14	38.8	38.1	38.6	38.3	38.1	38.9	38.1
15	38.4	39.0	38.1	38.1	38.3	38.1	38.6
16	39.0	33.7	38.5	38.2	33.1	38.4	38.4
17	38.9	38.0	38.9	39.0	38.0	38.3	39.0
18	38.1	38.6	38.3	38.1	38.5	38.9	38.1
19	38.9	38.1	38.8	43.4	38.7	38.8	38.9
20	38.4	38.1	38.4	38.4	43.5	38.3	38.6
21	38.5	43.8	43.3	38.5	43.8	43.7	43.3
22	38.8	38.3	38.9	38.2	38.1	38.3	38.1
23	43.1	38.0	43.6	43.5	43.2	38.1	43.5
24	48.6	43.3	43.6	43.3	38.7	43.0	43.2

10-12	38.5	38.4	38.4	38.6	38.5	38.3	39.0
14-16	38.3	38.3	38.1	38.5	38.4	38.8	38.1
0-24	38.6	38.9	38.6	38.2	38.1	38.3	38.0

7 Day Ave 38.4

# Wendover ATC 01, B4009 Tring Road

Produced by Streetwise Services Ltd.



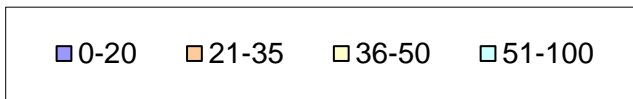
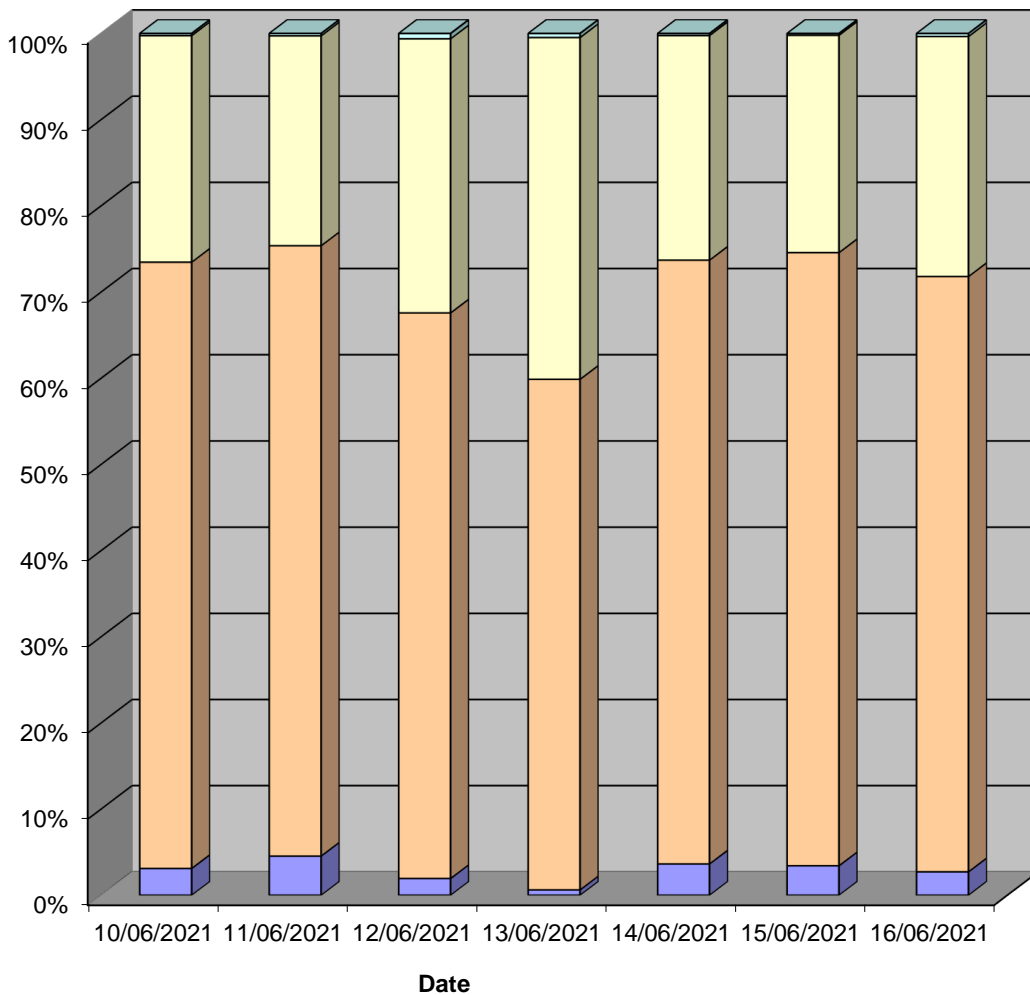
Channel 1 - Northbound

Speed Summary

Week 1

Speed (MPH)	10/06/2021 Thursday	11/06/2021 Friday	12/06/2021 Saturday	13/06/2021 Sunday	14/06/2021 Monday	15/06/2021 Tuesday	16/06/2021 Wednesday
0-20	188	282	92	24	199	199	156
21-35	4251	4393	3096	2278	3835	4131	3960
36-50	1588	1510	1500	1524	1426	1464	1596
51-100	15	17	29	18	13	12	20
<b>TOTAL</b>	<b>6042</b>	<b>6202</b>	<b>4717</b>	<b>3844</b>	<b>5473</b>	<b>5806</b>	<b>5732</b>

Speed Summary (MPH)



# Wendover ATC 01, B4009 Tring Road

Produced by Streetwise Services Ltd.



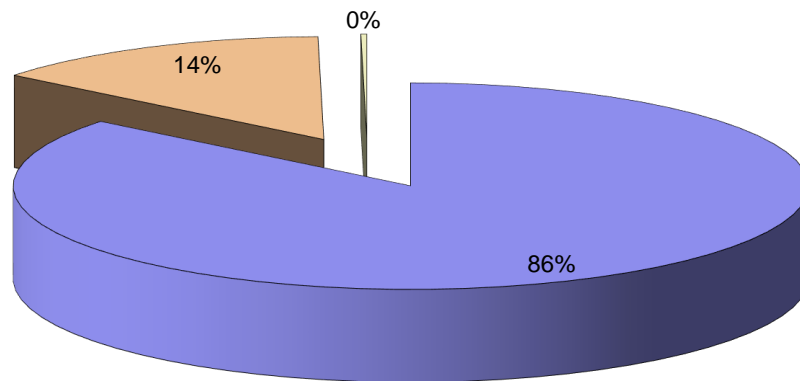
Channel 1 - Northbound

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
10/06/2021				
7-19	4347	804	20	5171
6-22	4936	893	20	5849
6-24	5036	905	20	5961
0-24	5098	924	20	6042
11/06/2021				
7-19	4467	775	17	5259
6-22	5107	866	19	5992
6-24	5213	884	19	6116
0-24	5281	902	19	6202
12/06/2021				
7-19	3559	398	7	3964
6-22	4049	454	7	4510
6-24	4166	467	7	4640
0-24	4229	481	7	4717
13/06/2021				
7-19	2924	266	8	3198
6-22	3348	314	8	3670
6-24	3430	330	8	3768
0-24	3496	340	8	3844
14/06/2021				
7-19	3977	741	13	4731
6-22	4487	832	15	5334
6-24	4539	843	15	5397
0-24	4597	861	15	5473
15/06/2021				
7-19	4236	771	10	5017
6-22	4745	863	12	5620
6-24	4836	866	12	5714
0-24	4911	882	13	5806
16/06/2021				
7-19	4076	797	8	4881
6-22	4677	880	9	5566
6-24	4747	892	9	5648
0-24	4813	910	9	5732
Average				
7-19	3941	650	12	4603
6-22	4478	729	13	5220
6-24	4567	741	13	5321
0-24	4632	757	13	5402

**Total Vehicle Class Distribution**



# Wendover ATC 01, B4009 Tring Road

Produced by Streetwise Services Ltd.

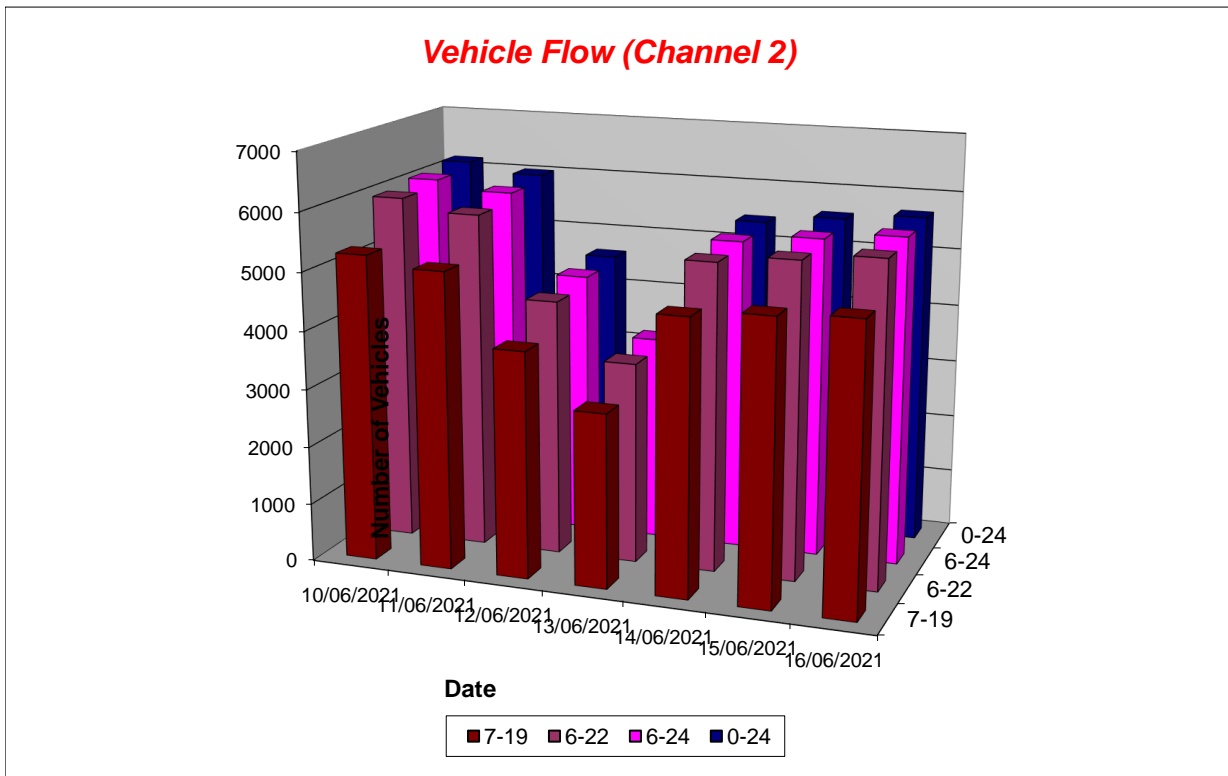


Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	10/06/2021 Thursday	11/06/2021 Friday	12/06/2021 Saturday	13/06/2021 Sunday	14/06/2021 Monday	15/06/2021 Tuesday	16/06/2021 Wednesday	5 Day Ave	7 Day Ave
1	16	13	25	29	10	11	10	12	16
2	6	6	11	11	2	4	2	4	6
3	5	3	2	9	5	5	4	4	5
4	2	3	7	3	2	3	4	3	3
5	13	15	8	7	11	11	6	11	10
6	57	50	25	16	45	49	41	48	40
7	192	170	63	46	196	191	197	189	151
8	540	502	129	93	523	544	546	531	411
9	673	544	248	146	662	644	621	629	505
10	414	363	278	212	357	337	400	374	337
11	347	351	370	271	314	321	327	332	329
12	349	363	391	341	310	314	333	334	343
13	383	373	404	386	355	314	338	353	365
14	320	386	415	307	285	356	304	330	339
15	391	411	378	224	327	331	373	367	348
16	452	474	356	234	365	347	427	413	379
17	481	491	323	265	430	481	411	459	412
18	501	447	311	263	467	494	454	473	420
19	419	396	286	242	300	337	361	363	334
20	245	230	220	186	184	169	204	206	205
21	148	163	137	150	121	146	130	142	142
22	120	114	92	89	84	89	119	105	101
23	54	85	76	60	41	54	53	57	60
24	36	53	58	20	28	25	22	33	35
7-19	5270	5101	3889	2984	4695	4820	4895	4956	4522
6-22	5975	5778	4401	3455	5280	5415	5545	5599	5121
6-24	6065	5916	4535	3535	5349	5494	5620	5689	5216
0-24	6164	6006	4613	3610	5424	5577	5687	5772	5297





# Wendover ATC 01, B4009 Tring Road

Produced by Streetwise Services Ltd.



Channel 2 - Southbound

Average Speed

Week 1

Hr Ending	10/06/2021 Thursday	11/06/2021 Friday	12/06/2021 Saturday	13/06/2021 Sunday	14/06/2021 Monday	15/06/2021 Tuesday	16/06/2021 Wednesday
1	36.8	34.2	34.2	36.4	39.2	35.3	38.0
2	37.2	40.1	35.5	36.2	38.0	38.6	28.0
3	33.0	39.7	40.5	34.7	35.5	33.0	36.1
4	35.5	44.7	33.7	38.0	40.5	36.3	44.9
5	37.6	38.5	39.6	39.1	40.0	46.4	40.9
6	37.8	37.8	43.1	39.6	39.1	38.5	38.0
7	35.2	35.3	35.8	38.0	34.9	34.8	36.2
8	31.9	32.1	35.0	36.8	31.5	31.9	32.2
9	30.2	30.2	32.5	34.2	29.4	30.5	30.1
10	31.4	31.2	29.2	32.2	30.8	31.6	31.8
11	31.0	31.6	29.5	32.2	30.7	31.1	32.0
12	31.5	31.3	30.9	32.7	31.5	31.3	31.2
13	32.2	31.6	31.7	32.4	32.0	32.0	31.2
14	31.6	31.9	31.9	33.9	31.7	31.9	32.2
15	31.0	32.4	31.9	33.7	31.4	31.5	32.0
16	31.0	30.8	33.3	32.6	30.6	31.6	31.9
17	31.8	32.0	32.2	33.3	31.5	32.1	32.6
18	31.8	31.1	32.7	32.9	32.4	32.4	32.3
19	32.5	31.7	33.7	33.1	32.4	33.0	31.9
20	33.6	33.1	34.4	33.5	33.3	34.1	34.3
21	33.1	33.2	33.9	33.7	33.1	33.3	33.1
22	33.8	32.8	32.2	34.7	33.4	34.3	32.6
23	34.2	33.4	33.1	33.5	33.2	34.1	32.5
24	33.6	35.3	34.1	34.8	36.1	34.8	34.4

10-12	31.2	31.4	30.3	32.5	31.1	31.2	31.6
14-16	31.0	31.5	32.6	33.1	31.0	31.5	31.9
0-24	31.9	31.9	32.3	33.3	31.6	32.1	32.1

7 Day Ave	32.2
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85th Percentile

Hr Ending	10/06/2021 Thursday	11/06/2021 Friday	12/06/2021 Saturday	13/06/2021 Sunday	14/06/2021 Monday	15/06/2021 Tuesday	16/06/2021 Wednesday
1	48.3	48.3	43.7	43.6	55.7	38.6	48.8
2	48.5	55.8	48.5	43.3	48.2	56.3	33.3
3	38.9	43.2	43.6	43.1	55.8	38.5	56.2
4	38.5	48.5	43.2	48.2	43.8	38.2	55.9
5	48.4	48.2	43.5	55.6	48.1	56.4	56.3
6	48.8	48.6	56.2	48.4	48.5	48.4	43.7
7	43.8	43.4	43.8	49.0	43.8	38.3	43.4
8	38.7	38.9	43.4	43.5	38.8	38.8	38.1
9	33.7	33.5	38.9	38.5	33.3	33.2	33.4
10	39.0	38.2	33.7	39.0	34.0	38.4	38.3
11	33.3	38.7	33.1	38.2	38.8	38.2	38.7
12	33.5	38.7	38.6	38.4	38.7	38.9	38.3
13	38.4	38.6	38.7	38.4	38.9	38.6	38.8
14	38.7	38.8	38.0	38.3	38.9	38.4	38.2
15	33.2	38.2	38.4	38.5	38.4	38.4	38.6
16	38.4	38.8	38.4	38.1	33.1	38.9	39.0
17	38.5	38.2	38.3	38.5	39.0	38.6	38.2
18	38.8	34.0	39.0	39.0	38.8	38.9	38.9
19	38.5	38.1	38.8	38.6	38.7	38.5	38.1
20	38.4	38.1	38.7	38.9	38.4	38.3	39.0
21	38.5	38.8	38.4	38.7	38.0	38.9	38.6
22	38.2	38.4	38.7	38.4	38.2	43.3	38.6
23	38.6	38.5	38.3	38.7	38.2	38.3	38.9
24	38.5	43.1	38.4	38.1	48.5	43.2	43.6

10-12	33.7	38.1	33.4	38.8	38.4	38.3	38.2
14-16	33.9	38.2	38.9	38.7	38.1	38.0	38.9
0-24	38.4	38.0	38.1	38.5	38.3	38.7	38.1

7 Day Ave	38.3
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# Wendover ATC 01, B4009 Tring Road

Produced by Streetwise Services Ltd.

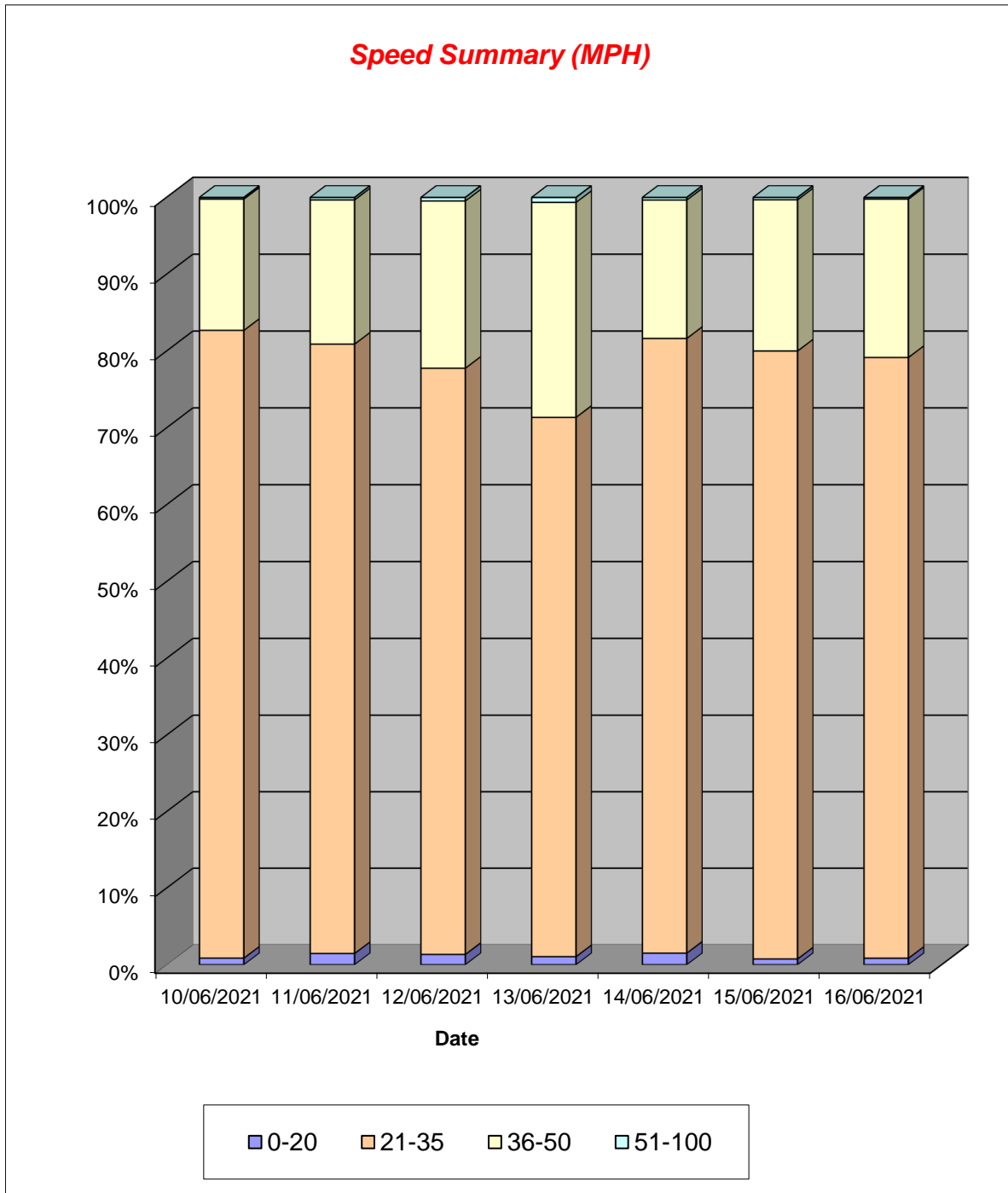


Channel 2 - Southbound

Speed Summary

Week 1

Speed (MPH)	10/06/2021 Thursday	11/06/2021 Friday	12/06/2021 Saturday	13/06/2021 Sunday	14/06/2021 Monday	15/06/2021 Tuesday	16/06/2021 Wednesday
0-20	53	88	62	38	82	42	48
21-35	5045	4772	3526	2539	4347	4421	4455
36-50	1053	1127	1004	1010	977	1097	1172
51-100	13	19	21	23	18	17	12
<b>TOTAL</b>	<b>6164</b>	<b>6006</b>	<b>4613</b>	<b>3610</b>	<b>5424</b>	<b>5577</b>	<b>5687</b>



# Wendover ATC 01, B4009 Tring Road

Produced by Streetwise Services Ltd.



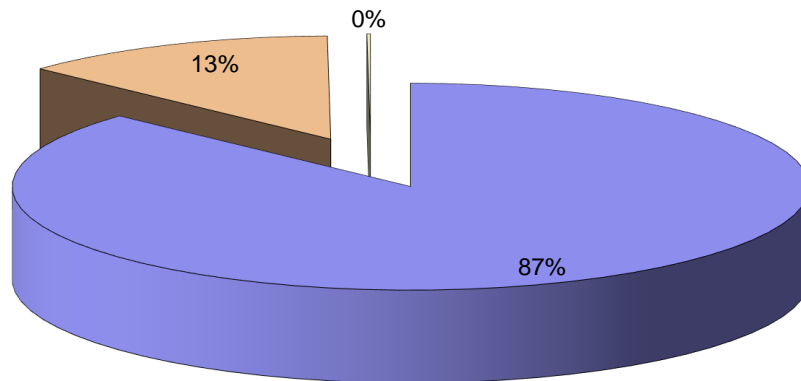
Channel 2 - Southbound

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
<b>10/06/2021</b>				
7-19	4483	781	6	5270
6-22	5098	870	7	5975
6-24	5180	878	7	6065
0-24	5264	893	7	6164
<b>11/06/2021</b>				
7-19	4394	699	8	5101
6-22	5003	767	8	5778
6-24	5125	783	8	5916
0-24	5200	798	8	6006
<b>12/06/2021</b>				
7-19	3523	359	7	3889
6-22	3993	401	7	4401
6-24	4115	413	7	4535
0-24	4178	428	7	4613
<b>13/06/2021</b>				
7-19	2775	208	1	2984
6-22	3207	247	1	3455
6-24	3275	259	1	3535
0-24	3343	266	1	3610
<b>14/06/2021</b>				
7-19	3994	694	7	4695
6-22	4500	773	7	5280
6-24	4565	777	7	5349
0-24	4626	791	7	5424
<b>15/06/2021</b>				
7-19	4143	665	12	4820
6-22	4666	737	12	5415
6-24	4736	746	12	5494
0-24	4799	765	13	5577
<b>16/06/2021</b>				
7-19	4146	740	9	4895
6-22	4715	820	10	5545
6-24	4780	830	10	5620
0-24	4831	846	10	5687
<b>Average</b>				
7-19	3923	592	7	4522
6-22	4455	659	7	5121
6-24	4539	669	7	5216
0-24	4606	684	8	5297

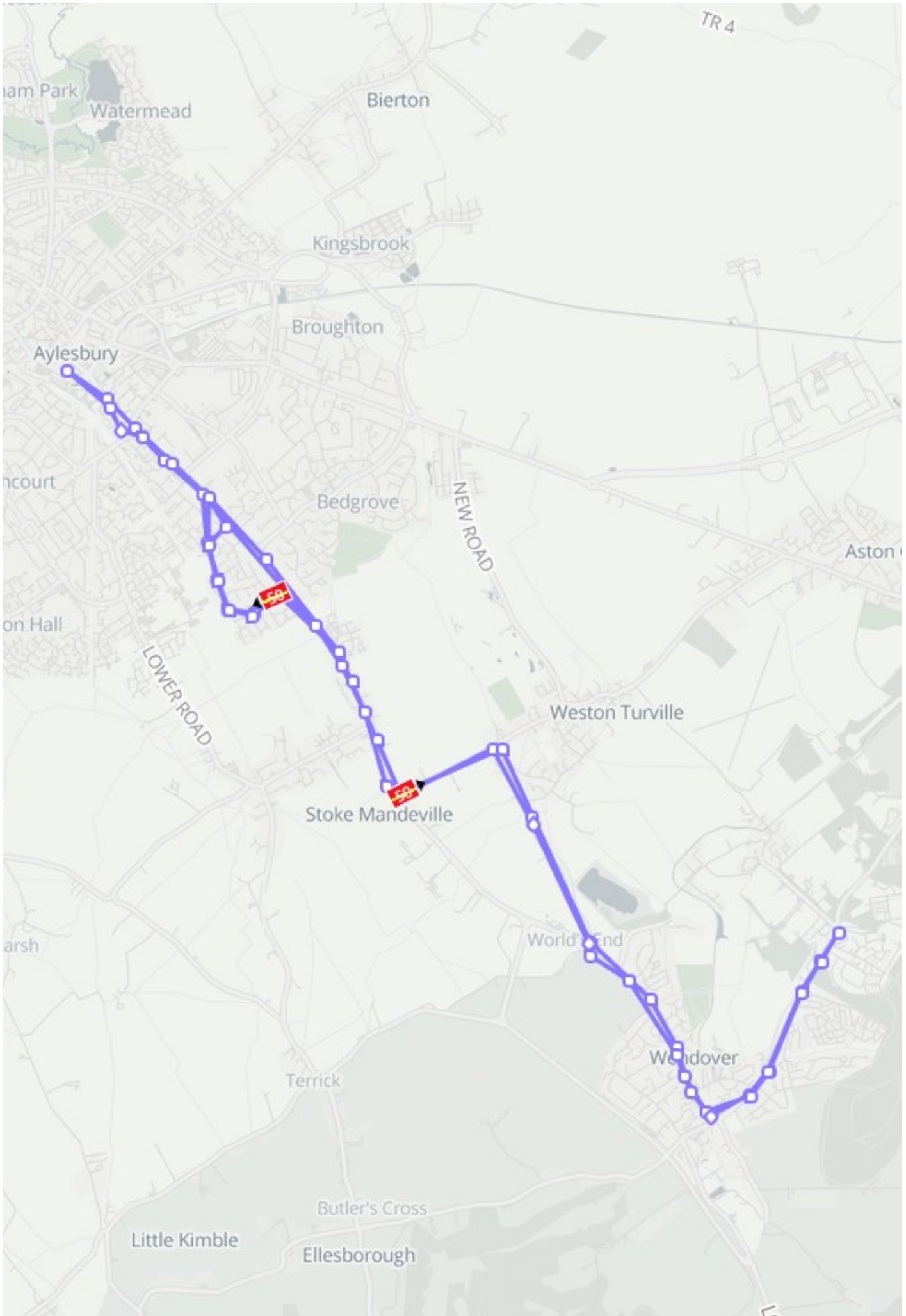
**Total Vehicle Class Distribution**



## Appendix C - Accident Map



## Appendix D - Sustainable Transport Information



### Halton Camp - Aylesbury

<a href="#">Halton, adj Main Point</a>	06:55	08:10	09:15	09:44	10:14	10:42		12:12	12:42	13:12	13:42	15:04	16:20	16:49	17:37	18:06	18:36
<a href="#">Halton, adj Trinity Church</a>	06:55	08:10	09:15	09:44	10:14	10:42		12:12	12:42	13:12	13:42	15:04	16:20	16:49	17:37	18:06	18:36
<a href="#">Halton, opp Veterinary Surgery</a>	06:56	08:11	09:16	09:45	10:15	10:43		12:13	12:43	13:13	13:43	15:05	16:21	16:50	17:38	18:07	18:37
<a href="#">Wendover, adj The Rose &amp; Crown PH</a>	06:56	08:11	09:16	09:45	10:15	10:43		12:13	12:43	13:13	13:43	15:05	16:21	16:50	17:38	18:07	18:38
<a href="#">Wendover, opp Tring Road Shops</a>	06:57	08:12	09:17	09:46	10:16	10:44		12:14	12:44	13:14	13:44	15:06	16:22	16:52	17:39	18:08	18:38
<a href="#">Wendover, opp Clock Tower</a>	06:58	08:15	09:19	09:47	10:17	10:45		12:15	12:45	13:15	13:45	15:08	16:24	16:53	17:40	18:09	18:39
<a href="#">Wendover, opp Health Centre</a>	06:58	08:16	09:19	09:47	10:17	10:45		12:15	12:45	13:15	13:45	15:08	16:24	16:53	17:40	18:09	18:39
<a href="#">Wendover, adj Perry Street</a>	06:59	08:17	09:20	09:48	10:18	10:46	then every 30 minutes until	12:16	12:46	13:16	13:46	15:09	16:25	16:54	17:41	18:10	18:40
<a href="#">Wendover, opp Castle Park Road</a>	07:00	08:18	09:21	09:49	10:19	10:47		12:17	12:47	13:17	13:47	15:10	16:26	16:55	17:42	18:11	18:41
<a href="#">World's End, o/s The Village Gate</a>	07:01	08:19	09:22	09:50	10:20	10:48		12:18	12:48	13:18	13:48	15:11	16:27	16:56	17:43	18:12	18:42
<a href="#">World's End, adj Nursing Home</a>	07:01	08:20	09:22	09:50	10:20	10:48		12:18	12:48	13:18	13:48	15:11	16:27	16:56	17:43	18:12	18:42
<a href="#">Weston Turville, opp Church Lane</a>	07:03	08:21	09:24	09:52	10:22	10:50		12:20	12:50	13:20	13:50	15:13	16:29	16:58	17:45	18:14	18:44
<a href="#">Weston Turville, opp The Chandos Arms PH</a>	07:05	08:25	09:26	09:54	10:24	10:52		12:22	12:52	13:22	13:52	15:15	16:32	17:01	17:47	18:16	18:46
<a href="#">Weston Turville Marroway (o/s 8)</a>	07:06	08:26	09:27	09:55	10:25	10:53		12:23	12:53	13:23	13:53	15:16	16:33	17:02	17:48	18:17	18:47
<a href="#">Stoke Mandeville Weston Turville Turn (N-bound)</a>	07:06	08:27	09:27	09:55	10:25	10:53		12:23	12:53	13:23	13:53	15:16	16:33	17:02	17:48	18:17	18:47
<a href="#">Stoke Mandeville, adj Station Road Turn</a>	07:07	08:28	09:28	09:56	10:26	10:54		12:24	12:54	13:24	13:54	15:17	16:34	17:03	17:49	18:18	18:48



<a href="#">Stoke Mandeville, opp Hampden Hall</a>	07:08	08:29	09:29	09:57	10:27	10:55		12:25	12:55	13:25	13:55	15:18	16:35	17:04	17:50	18:19	18:49
<a href="#">Stoke Mandeville, opp Silver Birch Way</a>	07:09	08:30	09:30	09:58	10:28	10:56		12:26	12:55	13:25	13:55	15:18	16:35	17:04	17:50	18:19	18:49
<a href="#">Aylesbury Eascote Road (opp 8)</a>	07:10		09:31	09:59	10:29	10:57		12:27	12:57	13:27	13:57		16:36	17:06		18:21	
<a href="#">Aylesbury Elham Way (Opp 10)</a>	07:10		09:32	09:59	10:29	10:57		12:27	12:57	13:27	13:57		16:37	17:06		18:21	
<a href="#">Aylesbury Dalesford Road (opp 21)</a>	07:11		09:33	10:00	10:30	10:58		12:28	12:58	13:28	13:58		16:38	17:08		18:22	
<a href="#">Aylesbury Waivers Way (o/s 40)</a>	07:11		09:34	10:01	10:31	10:59		12:29	12:59	13:29	13:59		16:39	17:09		18:23	
<a href="#">Aylesbury, o/s Elm Farm Shops</a>	07:12		09:35	10:02	10:32	11:00		12:30	13:00	13:30	14:00		16:42	17:11		18:25	
<a href="#">Aylesbury, opp Sports Club</a>	07:13	08:37	09:37	10:04	10:33	11:01		12:31	13:01	13:31	14:01	15:22	16:43	17:12	17:54	18:26	18:53
<a href="#">Aylesbury, adj Chaucer Drive</a>	07:15	08:38	09:38	10:05	10:34	11:02		12:32	13:02	13:32	14:02	15:24	16:44	17:13	17:56	18:27	18:54
<a href="#">Aylesbury, opp Police Station</a>	07:16	08:39	09:39	10:06	10:34	11:02		12:32	13:02	13:32	14:02	15:24	16:45	17:14	17:56	18:27	18:54
<a href="#">Aylesbury, o/s Magistrates Court</a>	07:18	08:40	09:40	10:07	10:35	11:03		12:33	13:03	13:33	14:03	15:25	16:46	17:15	17:57	18:28	18:55
<a href="#">Aylesbury Walton Street (NW-bound)</a>	07:19	08:41	09:41	10:07	10:35	11:04		12:34	13:04	13:34	14:04	15:26	16:47	17:16	17:58	18:28	18:55
<a href="#">Aylesbury Bus Stn (Bay 5)</a>	07:22	08:45	09:44	10:10	10:38	11:08		12:38	13:08	13:38	14:08	15:32	16:52	17:21	18:00	18:35	18:58

**Aylesbury - Halton Camp**

<a href="#">Aylesbury Bus Stn (Bay 5)</a>	07:40	09:15	09:45	10:15	10:45		13:15	14:15	15:45	16:15	17:05	17:35	18:05	18:40
<a href="#">Aylesbury Walton Street (SE-bound)</a>	07:41	09:17	09:47	10:16	10:46		13:16	14:16	15:46	16:16	17:06	17:36	18:06	18:41
<a href="#">Aylesbury, adj Police Station</a>	07:42	09:18	09:49	10:18	10:48		13:18	14:18	15:49	16:19	17:09	17:38	18:08	18:43
<a href="#">Aylesbury, opp Chaucer Drive</a>	07:43	09:20	09:50	10:19	10:49		13:19	14:19	15:51	16:21	17:11	17:39	18:09	18:44
<a href="#">Aylesbury, adj Sports Club</a>	07:45	09:21	09:52	10:21	10:51		13:21	14:21	15:53	16:23	17:13	17:41	18:11	18:46
<a href="#">Aylesbury, adj Charmfield Road</a>		09:23	09:53	10:22	10:52		13:22	14:22	15:55	16:25	17:15	17:42	18:12	18:47
<a href="#">Aylesbury, adj Camborne Avenue</a>	07:47													
<a href="#">Aylesbury, opp Elm Farm Shops</a>		09:24	09:54	10:23	10:53		13:23	14:23	15:57	16:27	17:17	17:43	18:13	18:48
						then every 30 minutes until								
<a href="#">Aylesbury Waivers Way (o/s 35)</a>		09:24	09:54	10:23	10:53		13:23	14:23	15:57	16:27	17:17	17:43	18:13	18:48
<a href="#">Aylesbury Dalesford Road (o/s 21)</a>		09:25	09:55	10:24	10:54		13:24	14:24	15:58	16:28	17:18	17:44	18:14	18:49
<a href="#">Aylesbury Elham Way (o/s 10)</a>		09:26	09:56	10:25	10:55		13:25	14:25	15:59	16:29	17:19	17:45	18:15	18:50
<a href="#">Aylesbury Eascote Road (o/s 6)</a>		09:26	09:56	10:25	10:55		13:25	14:25	16:00	16:30	17:20	17:45	18:15	18:50
<a href="#">Stoke Mandeville, adj Hampden Hall</a>	07:50	09:28	09:58	10:27	10:57		13:27	14:27	16:01	16:31	17:21	17:47	18:17	18:52
<a href="#">Stoke Mandeville, opp Castlefields</a>	07:50	09:28	09:58	10:27	10:57		13:27	14:27	16:02	16:32	17:22	17:47	18:17	18:52
<a href="#">Stoke Mandeville, opp Station Road Turn</a>	07:52	09:29	09:59	10:28	10:58		13:28	14:28	16:03	16:33	17:23	17:48	18:18	18:53
<a href="#">Weston Turville Marroway (o/s 1)</a>	07:54	09:30	10:00	10:29	10:59		13:29	14:29	16:05	16:35	17:25	17:49	18:19	18:54

<a href="#">Weston Turville, nr The Chandos Arms PH</a>	07:57	09:33	10:03	10:32	11:00	13:30	14:30	16:07	16:37	17:27	17:50	18:20	18:55
<a href="#">Weston Turville, adj Church Lane</a>	07:58	09:34	10:04	10:33	11:01	13:31	14:31	16:08	16:38	17:28	17:51	18:21	18:56
<a href="#">World's End, opp Nursing Home</a>	08:00	09:36	10:06	10:35	11:03	13:33	14:33	16:10	16:40	17:30	17:53	18:23	18:58
<a href="#">Wendover, adj Castle Park Road</a>	08:02	09:37	10:07	10:36	11:04	13:34	14:34	16:11	16:41	17:31	17:54	18:24	18:59
<a href="#">Wendover, opp Perry Street</a>	08:03	09:38	10:08	10:37	11:05	13:35	14:35	16:12	16:42	17:32	17:55	18:25	19:00
<a href="#">Wendover, adj Health Centre</a>	08:04	09:39	10:09	10:38	11:06	13:36	14:36	16:13	16:43	17:33	17:56	18:26	19:01
<a href="#">Wendover, adj Clock Tower</a>	08:05	09:40	10:10	10:39	11:07	13:37	14:37	16:14	16:44	17:34	17:57	18:27	19:02
<a href="#">Wendover, adj Tring Road Shops</a>	08:06	09:41	10:11	10:40	11:08	13:38	14:38	16:15	16:45	17:35	17:58	18:28	19:03
<a href="#">Wendover, opp The Rose &amp; Crown PH</a>	08:06	09:41	10:11	10:40	11:08	13:38	14:38	16:15	16:45	17:35	17:58	18:28	19:03
<a href="#">Halton, adj Veterinary Surgery</a>	08:07	09:42	10:12	10:41	11:09	13:39	14:39	16:16	16:46	17:36	17:59	18:29	19:04
<a href="#">Halton, opp Trinity Church</a>	08:07	09:42	10:12	10:41	11:09	13:39	14:39	16:16	16:46	17:36	17:59	18:29	19:04
<a href="#">Halton, adj Main Point</a>	08:08	09:43	10:13	10:42	11:10	13:40	14:40	16:17	16:47	17:37	18:00	18:30	19:05

Timetable data from [Red Rose Travel/Bus Open Data Service](#), 29 May 2021.

## Appendix E - Travel Questionnaire Results

**Wendover Cricket Club**

**Ground Usage & Current Playing Members in 2021**

	<b>U7</b>	<b>U8-9</b>	<b>U10</b>	<b>U11</b>	<b>U12</b>	<b>Village Cup</b>	<b>Dynamos</b>	<b>Totals</b>
Day of practices	Saturday	Saturday	Saturday	Saturday	Saturday	Sat/ Sunday	Sunday	Witchell
Time of practices	9.00-10.15	9.00-10.15	10.15-11.30	10.15-11.30	11.45-13.00	Ad hoc eves	9.00-10.30	
Venue	Witchell	Witchell	Witchell	Witchell	Witchell	Witchell	Witchell	
No. of players in squad	45	27	15	30	40	130	36	323
Average No. of players attending sessions	42	22	12	28	36	n/a	28	
No. of coaches attending sessions / matches	10	4	4	4	8	0	10	
No. of WCC spectators/parents attending	50	16	20	20	25	25	20	

No matches

	<b>U13</b>	<b>U14</b>	<b>U15</b>	<b>U16</b>	<b>U17</b>	<b>U19</b>	<b>Seniors</b>	<b>Totals</b>
Day of practices	Saturday	Saturday	Saturday	Wednesday	Ad hoc eves	Ad hoc eves	Tues/Thurs	ERG
Time of practices	9.15-10.45	11.00-12.30	8.00-9.00	18.00-19.30	18.00-19.30	18.00-19.30	18.00-19.30	
Venue	ERG	ERG	ERG mainly	ERG	ERG	ERG	ERG	
No. of players in squad	14	20	13	15	10	7	50	129
Average No. of players attending sessions	12	17	10	11	8	4	10	
No. of coaches attending sessions / matches	4	3	2	3	2	2	4	
No. of WCC spectators/parents attending	5	10	5	20	15	6	20	

ERG = The Ellesborough Road Ground.

**NOTES**

- 1 Each season, the U12 age group from the previous season becomes the U13 age group and switches practices and matches from Witchell to the ERG.
- 2 As Note 1, all age groups from U7 to U12 will eventually switch grounds and a new intake comes in at U7.
- 3 The Dynamos group is a new girls section formed in 2021 and training has been squeezed in to Sunday mornings, with any home matches having a delayed start at 10.45. With more space at Tring Road, this practice could well switch grounds when it becomes available. As has happened with the other age groups over the years, the new Girls Section could well expand and have more training sessions and some matches.
- 4 The U7 to U12 age groups will continue to train and play matches at Witchell, as will the annual Village Cup tournament.
- 5 The U7's are not scheduled to play any U7 matches.
- 6 Due to squad numbers this season, the U15's training has had to be squeezed in on early Saturday mornings, but they do have some additional ad hoc sessions, which can be at either ground depending on availability.
- 7 No. of WCC spectators/parents attending:
  - a) At practices at Witchell, one or more parents will usually stay for the duration, but very few for the older age groups at the ERG.
  - b) For matches, numbers vary and at some age groups, parents are more supportive than others. The numbers given are for WCC supporters but there will also be the parents/supporters of the visiting teams - for junior/ youth matches, there will usually be at least as many parents as players, since there is only limited car-sharing. (Most teams will have 10 or 11 players.)
  - c) For senior matches, there will be up to 4 officials (2 from each team) and up to 20 spectators come and go, some staying throughout.
- 8 The Village Cup has 12 teams and 130 players overall; there are usually 4 teams playing during an afternoon for 32 players in total (8-a-side); some teams have a lot of supporters.
- 9 Senior players number 50, excluding those up to U19.

Wendover Cricket Club - Questionnaire 25-28/06/2021										
Timestamp	Are you a player?	If yes, which teams? (Tick all that apply)	Are you a parent/guardian of a junior?	If you are a parent which age range is/are the children in? (Tick all that apply)	Are you an official (umpire or scorer) or spectator?	Where do you play or watch most of your matches or practice? If a parent, where for your children? (Tick all that apply)	How do you usually get to the ground or parents get their children to the ground? (If more than one usual way, tick all that apply)	The new cricket ground will be located behind the Vets on Tring Road, Halton HP22 5PN. Assuming only the cricket played or practiced at Ellesborough Road will be transferred to the new ground, do you think your method of getting to there will change?	If yes, how do you think you will get to the new ground?	Comments if any on the above
2021/06/25 11	Yes	Seniors	No		Yes	Ellesborough Road	Walk	No	No change	
2021/06/25 11	No		Yes	Juniors up to under 12;Juniors under 13 to under 19	Yes	Both grounds	Car	Yes	Walk	
2021/06/25 11	No		Yes	Juniors up to under 12	Yes	Witchell	Walk;Car	No	No change	Junior coach, so often hauling kit hence the need to drive
2021/06/25 11	No		Yes	Juniors under 13 to under 19	Yes	Ellesborough Road	Car;Car share	No	No change	
2021/06/25 11	Yes	Village Cup	Yes	Juniors under 13 to under 19	Yes	Both grounds	Walk	Yes	Car	
2021/06/25 11	Yes	Seniors	Yes	Juniors up to under 12;Juniors under 13 to under 19	Yes	Both grounds	Cycle;Car;Car share	No	Walk;Car	
2021/06/25 11	No		Yes	Juniors under 13 to under 19	Yes	Ellesborough Road	Walk	Yes	Car	
2021/06/25 11	Yes	Seniors	No		No	Ellesborough Road	Car	No	Car	
2021/06/25 11	Yes	Seniors	Yes	Juniors up to under 12	No	Both grounds	Car	No	Car	
2021/06/25 11	Yes	Seniors	Yes	Juniors up to under 12	Yes	Both grounds	Car	No	No change	
2021/06/25 11	Yes	Seniors	No		No	Ellesborough Road	Car	No	No change	
2021/06/25 11	No		Yes	Juniors up to under 12	No	Witchell	Cycle	No	No change	
2021/06/25 11	No		Yes	Juniors up to under 12	No	Both grounds	Car	No	Car	
2021/06/25 11	No		Yes	Juniors under 13 to under 19	Yes	Both grounds	Car;Car share	No	No change	
2021/06/25 11	No		Yes	Juniors under 13 to under 19	Yes	Ellesborough Road	Walk;Car	Yes	Car	I am a junior coach of the U17 and U19 teams. Former player and life vice-president
2021/06/25 11	No		No		Yes	Both grounds	Walk;Car	Yes	Car	Due to health issues will be unable to walk to location of new ground.
2021/06/25 11	Yes	Seniors	No		Yes	Ellesborough Road	Walk	Yes	Car	
2021/06/25 11	Yes	Seniors	No		No	Ellesborough Road	Walk;Car;Car share	Yes	Car;Car share	
2021/06/25 11	Yes	Seniors	No		No	Ellesborough Road	Car;Car share;Public transport	No	Car;Car share	
2021/06/25 11	No		Yes	Juniors under 13 to under 19	Yes	Both grounds	Walk;Cycle;Car;Car share	Yes	Car;Car share	Currently we try not to drive if possible but as the new ground would be further away we would drive and need parking more often. If there is access from the canal we may be more likely to walk or cycle
2021/06/25 11	No		Yes	Juniors under 13 to under 19	Yes	Ellesborough Road	Car	No	No change	
2021/06/25 11	No		Yes	Juniors up to under 12	Yes	Witchell	Car	No	No change	
2021/06/25 11	No		Yes	Juniors up to under 12	Yes	Both grounds	Car	No	No change	
2021/06/25 11	No		Yes	Juniors up to under 12	Yes	Both grounds	Car	No	Car	
2021/06/25 11	Yes	Seniors	No		No	Ellesborough Road	Car	No	No change	So long as adequate parking, the ground move should be fine
2021/06/25 11	No		Yes	Juniors up to under 12	Yes	Both grounds	Walk;Cycle;Car	No	No change	
2021/06/25 11	No		Yes	Juniors under 13 to under 19	No	Ellesborough Road	Car	No	No change;Car	New location will result in having to use the car to go local shopping whilst juniors are training - currently car drop off park and walk into Wendover shops very easily from both grounds, this new location will likely result in additional driving when going shopping during training
2021/06/25 11	No		Yes	Juniors up to under 12	No	Witchell	Car	No	Car	
2021/06/25 11	Yes	Seniors	No		Yes	Ellesborough Road	Car;Car share	No	No change	
2021/06/25 11	Yes	Seniors	No		Yes	Ellesborough Road	Car	No	No change	
2021/06/25 12	Yes	Village Cup	Yes	Juniors up to under 12;Juniors under 13 to under 19	Yes	Both grounds	Cycle;Car	Yes	Walk;Car	
2021/06/25 12	No		Yes	Juniors up to under 12	Yes	Both grounds	Car	No	No change	I'm a coach so need to travel by car with the kit bag
2021/06/25 12	No		Yes	Juniors up to under 12	No	Witchell	Walk;Car	No	No change	
2021/06/25 12	Yes	Seniors	No		No	Ellesborough Road	Car	Yes	Walk	
2021/06/25 12	Yes	Seniors	No		No	Ellesborough Road	Walk;Car	No	No change	
2021/06/25 12	Yes	Village Cup	No		No	Both grounds	Car	No	Car	
2021/06/25 12	Yes	Village Cup	No		No	Ellesborough Road	Car	No	No change	
2021/06/25 12	No		No		Yes	Ellesborough Road	Car	No	Car	

2021/06/25 1:	No		Yes	Juniors up to under 12	Yes	Witchell	Car	No	No change	
2021/06/25 1:	No		Yes	Juniors under 13 to under 19	No	Ellesborough Road	Car	No	No change	
2021/06/25 1:	No		Yes	Juniors up to under 12	Yes	Witchell	Walk;Car	No	No change	Spectator
2021/06/25 1:	No		Yes	Juniors up to under 12	Yes	Witchell	Car;Car share	No	No change	Parking can be an issue at the Witchell at busy times. It would be good to have a different entrance and exit to the new cricket ground to ease congestion.
2021/06/25 1:	No		No		Yes	Witchell	Walk	No	No change	
2021/06/25 1:	No		Yes	Juniors up to under 12;Juniors under 13 to under 19	No	Both grounds	Car	No	Car	
2021/06/25 2:	No		Yes	Juniors up to under 12	Yes	Witchell	Car	No	Car	
2021/06/25 2:	No		Yes	Juniors up to under 12;Juniors under 13 to under 19	Yes	Both grounds	Walk;Car	Yes	Walk	The location of the new ground is approximately 1/4 mile from our house. Therefore, walking is likely to be preferred option for travelling to the new ground. However, if we are taking cricket bags plus chairs etc, the car may be an option on occasion, depending upon exact location of the car park and ground. The nearer the ground or car park in the direction of the canal, this could be nearer 1/2 mile which may favour using the car.
2021/06/25 2:	Yes	Seniors	No		Yes	Ellesborough Road	Car	No	Car	
2021/06/25 2:	No		Yes	Juniors up to under 12	Yes	Witchell	Car	No	No change	
2021/06/25 3:	Yes	Village Cup	No		No	Witchell	Walk;Cycle;Car	Yes	Cycle;Car	
2021/06/25 3:	Yes	Seniors	No		Yes	Ellesborough Road	Walk;Car	Yes	Car	
2021/06/25 3:	Yes	Seniors	No	Juniors under 13 to under 19	No	Ellesborough Road	Car	No	No change;Car	
2021/06/25 3:	Yes	Seniors	No		No	Ellesborough Road	Car	No	No change	
2021/06/25 3:	Yes	Seniors	No		No	Both grounds	Car	No	No change	
2021/06/25 4:	No		Yes	Juniors up to under 12	No	Witchell	Car	No	No change	
2021/06/25 4:	No		No		Yes	Ellesborough Road	Car	No	No change	
2021/06/25 5:	Yes		No	Juniors under 13 to under 19	No	Ellesborough Road	Car	Yes	Car	
2021/06/25 5:	Yes		No		No	Ellesborough Road	Car	No	No change	
2021/06/25 5:	No		Yes	Juniors up to under 12	Yes	Witchell	Car;Car share	No	No change	
2021/06/25 6:	Yes	Seniors	Yes	Juniors under 13 to under 19	Yes	Ellesborough Road	Walk;Cycle;Car	Yes	Cycle;Car	I am also a coach. The move is unfortunate in sustainability terms, as the existing ground is convenient for a good proportion of current Wendover players and spectators to walk or cycle to (I'd estimate 60-70% of my core coached age group) but the new ground will see many more needing to resort to a car.
2021/06/25 7:	Yes	Village Cup	Yes	Juniors up to under 12;Juniors under 13 to under 19	No	Both grounds	Walk	Yes	Car	
2021/06/25 7:	Yes	Seniors	No		No	Ellesborough Road	Walk;Car	No	No change	
2021/06/25 8:	No		Yes	Juniors up to under 12	Yes	Witchell	Car	No	No change	
2021/06/25 8:	No		Yes	Juniors under 13 to under 19	No	Ellesborough Road	Walk;Car	No	No change	
2021/06/25 9:	Yes	Seniors	No		Yes	Ellesborough Road	Walk	No	Car	
2021/06/25 10:	No		Yes	Juniors under 13 to under 19	Yes	Ellesborough Road	Car	No	No change	
2021/06/26 1:	No		Yes	Juniors under 13 to under 19	Yes	Ellesborough Road	Car	No	No change	
2021/06/26 6:	No		Yes	Juniors up to under 12	No	Witchell	Car	No	No change	
2021/06/26 7:	No		Yes	Juniors up to under 12	No	Witchell	Walk;Car	No	No change	
2021/06/26 7:	No		Yes	Juniors up to under 12	Yes	Witchell	Car	No	No change	
2021/06/26 7:	No		Yes	Juniors up to under 12	Yes	Both grounds	Walk	Yes	Car	
2021/06/26 8:	Yes	Seniors;Village Cup	No		Yes	Both grounds	Walk	Yes	Car share	
2021/06/26 8:	Yes	Seniors	No		No	Both grounds	Walk	Yes	Car	
2021/06/26 8:	No		Yes	Juniors up to under 12	No	Witchell	Car	No	Car	
2021/06/26 8:	Yes	Village Cup	No		No	Witchell	Car	Yes	Car share	
2021/06/26 8:	No	Village Cup	Yes	Juniors under 13 to under 19	Yes	Both grounds	Car	No	No change	
2021/06/26 8:	Yes	Village Cup	Yes	Juniors up to under 12	Yes	Witchell	Car	No	No change;Car	
2021/06/26 8:	Yes	Village Cup	Yes	Juniors up to under 12	No	Witchell	Walk	No	Walk;Cycle	
2021/06/26 8:	Yes	Seniors	Yes	Juniors under 13 to under 19	Yes	Ellesborough Road	Car	No	No change	
2021/06/26 8:	No		Yes	Juniors up to under 12	Yes	Witchell	Walk	Yes	Car	
2021/06/26 8:	No		Yes	Juniors up to under 12	Yes	Witchell	Car	No	No change	
2021/06/26 9:	No		No		Yes	Witchell	Car	No	Car	
2021/06/26 9:	No		No		Yes	Ellesborough Road	Walk;Car	Yes	Car	
2021/06/26 9:	Yes	Village Cup	No		No	Witchell	Walk	Yes	Car	Such a loss to move Wendover's cricket ground out of the village centre. Will lose passing spectators, reduced income for the club in bar sales as more players will drive and therefore not drink.

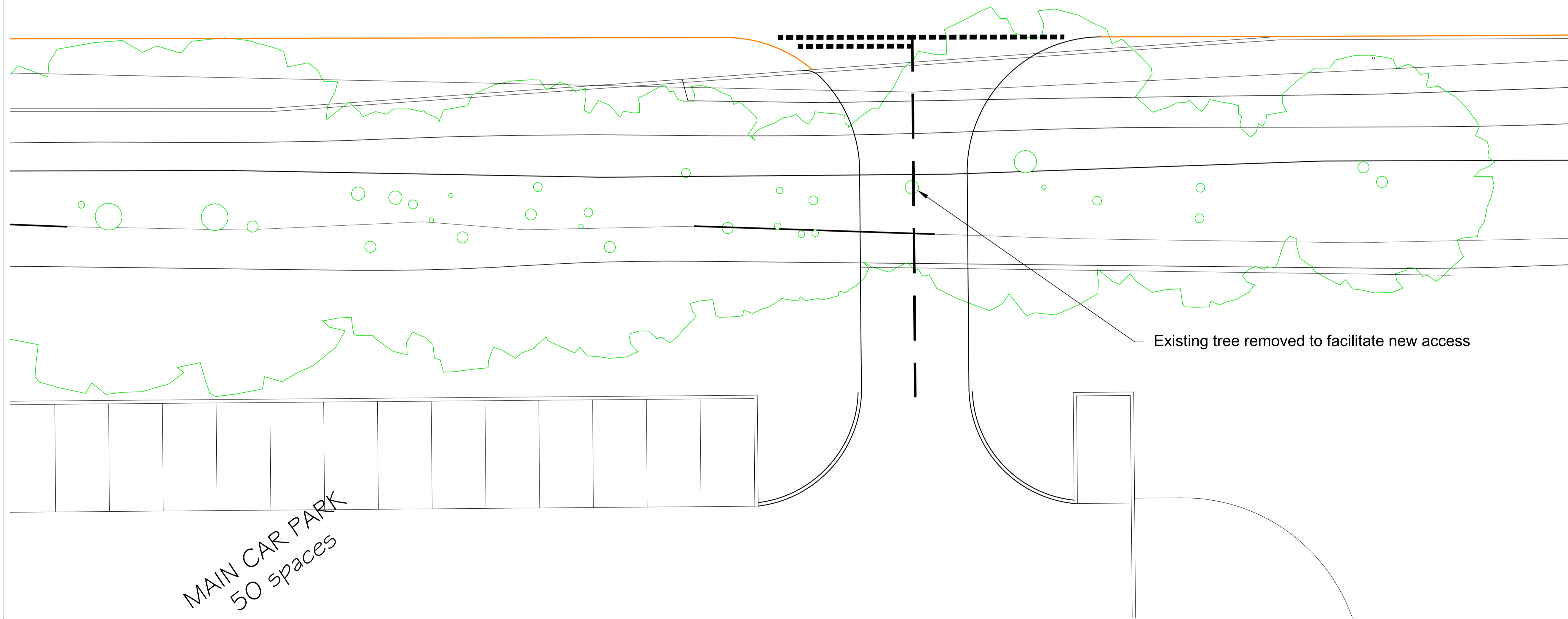
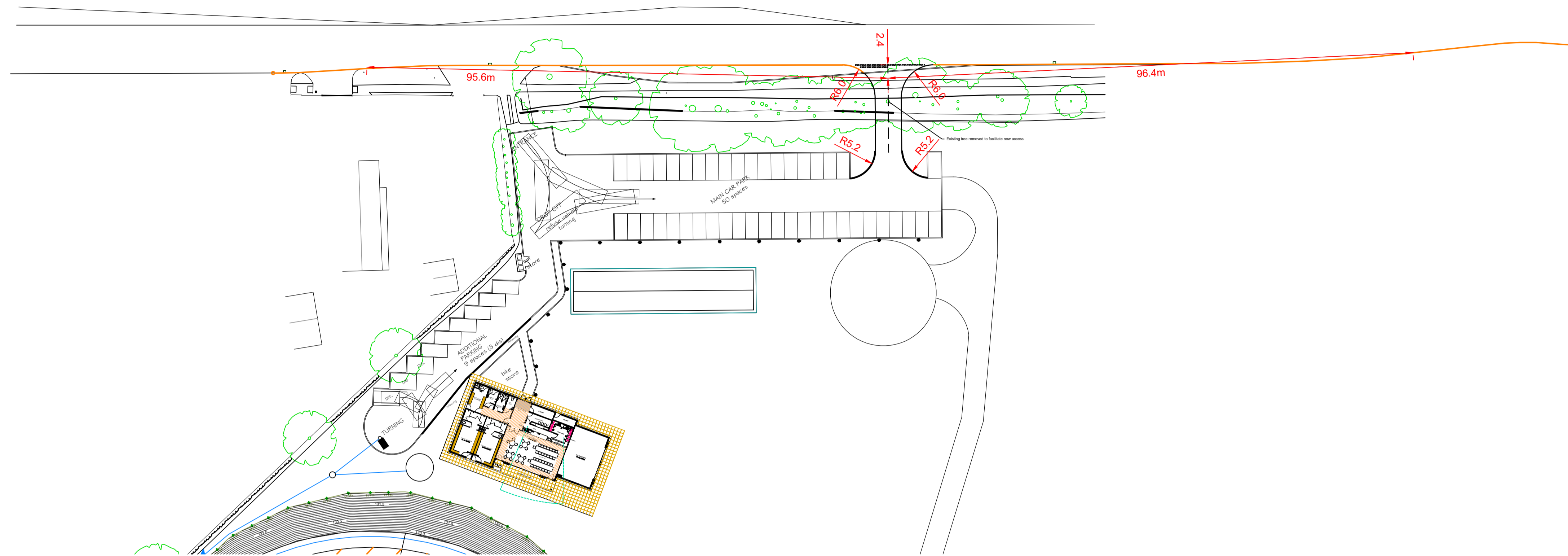
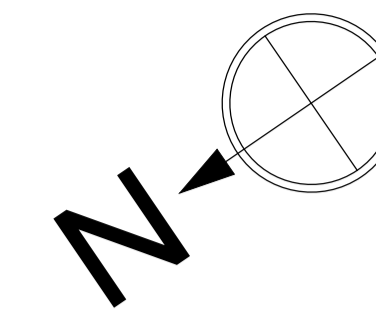
2021/06/26 10	Yes	Village Cup	No		Yes	Witchell	Walk	No	No change	
2021/06/26 10	No		Yes	Juniors under 13 to under 19	Yes	Ellesborough Road	Car	No	No change	
2021/06/26 1:	Yes	Village Cup	Yes	Juniors up to under 12	Yes	Both grounds	Car	Yes	Walk	
2021/06/26 2:	Yes	Village Cup	No		Yes	Both grounds	Walk	No	Walk;Cycle	
2021/06/26 4:	No		Yes	Juniors up to under 12	Yes	Witchell	Walk	Yes	Car	
2021/06/26 6:	No	Village Cup	Yes	Juniors under 13 to under 19	Yes	Both grounds	Car	No	No change	
2021/06/26 6:	No		Yes	Juniors up to under 12	Yes	Witchell	Walk	No	No change;Walk	
2021/06/27 8:	Yes	Village Cup	Yes	Juniors up to under 12	Yes	Witchell	Walk	Yes	Car	
2021/06/27 8:	No		Yes	Juniors up to under 12	Yes	Witchell	Car	No	Cycle;Car	We will be able to cycle to the new ground but May choose to drive
2021/06/27 8:	No		Yes	Juniors under 13 to under 19	Yes	Ellesborough Road	Car;Car share	No	No change	
2021/06/27 9:	Yes	Village Cup	No		Yes	Witchell	Car	No	Car	Great that a new ground and club is going to be built. Good on HS2 ☺☺
2021/06/27 9:	Yes	Village Cup	Yes	Juniors up to under 12	Yes	Both grounds	Car	No	No change	
2021/06/27 9:	No		Yes	Juniors up to under 12	No	Witchell	Car	No	No change	
2021/06/27 10	Yes	Village Cup	Yes	Juniors under 13 to under 19	No	Witchell	Car	No	No change	I live in Butlers Cross so require car to get to either ground.
2021/06/27 10	Yes	Village Cup	No		No	Witchell	Walk;Car	No	No change	Poorly designed questionnaire - making me give answers to non applicable questions. I said no to penultimate question but it is forcing me to give answer to last question
2021/06/27 10	Yes	Seniors	No		Yes	Both grounds	Walk	Yes	Car	For me, the new ground will be walkable without cricket gear but not with it. Currently I can walk to Ellesborough with kit.
2021/06/27 11	Yes	Village Cup	No		No	Witchell	Car	No	No change	
2021/06/27 11	Yes	Village Cup	Yes	Juniors up to under 12	Yes	Both grounds	Car	No	No change	Most parents have the family with them to watch so at least one car is generally required per player.
2021/06/27 11	Yes	Village Cup	No		Yes	Witchell	Car	No	Car	Great that a new ground and club is going to be built. Good on HS2☺
2021/06/27 12	No		Yes	Juniors up to under 12	Yes	Both grounds	Car	No	No change	Have to travel via car so would need parking
2021/06/27 12	Yes	Village Cup	No		Yes	Witchell	Car	No	Car	
2021/06/27 2:	Yes	Village Cup	Yes	Juniors up to under 12	No	Witchell	Cycle;Car	No	No change	
2021/06/27 2:	Yes	Village Cup	No		No	Witchell	Walk;Cycle;Car	No	Walk;Cycle;Car	
2021/06/27 2:	Yes	Village Cup	Yes	Juniors up to under 12	Yes	Both grounds	Car	No	Car	
2021/06/27 3:	Yes	Village Cup	No		No	Witchell	Walk	No	No change	
2021/06/27 3:	Yes	Village Cup	No		No	Witchell	Car	No	Car	
2021/06/27 4:	Yes	Village Cup	No		No	Witchell	Car	No	No change	
2021/06/27 4:	Yes	Village Cup	No		Yes	Witchell	Car	No	Car	
2021/06/27 5:	Yes	Village Cup	Yes	Juniors under 13 to under 19	Yes	Ellesborough Road	Car	No	Car	
2021/06/27 5:	No		Yes	Juniors under 13 to under 19	Yes	Both grounds	Car	No	No change	
2021/06/27 5:	Yes	Village Cup	No		No	Witchell	Car	No	No change	
2021/06/27 7:	Yes	Seniors	No		No	Ellesborough Road	Car	No	Car	
2021/06/27 7:	No		Yes	Juniors up to under 12	Yes	Both grounds	Car	No	No change	
2021/06/27 7:	No		Yes	Juniors up to under 12	No	Both grounds	Car	No	No change	
2021/06/27 7:	Yes	Village Cup	Yes	Juniors under 13 to under 19	Yes	Both grounds	Walk;Car	No	No change	The Cricket Club is an integral part of the fabric of and the heart of the community and there are now three generations of my family who have enjoyed the comradery and enjoyment of being involved in the club. It is critical that it remains close to the centre of Wendover and accessible for current and future generations.
2021/06/27 8:	Yes	Village Cup	No		No	Witchell	Car	No	No change	
2021/06/27 9:	Yes	Seniors	Yes	Juniors under 13 to under 19	Yes	Ellesborough Road	Cycle;Car	No	No change	
2021/06/27 9:	Yes	Village Cup	No		No	Witchell	Car	No	No change	
2021/06/27 10	No		Yes	Juniors up to under 12	Yes	Witchell	Walk;Car share	No	No change	
2021/06/27 7:	No		Yes	Juniors under 13 to under 19	Yes	Both grounds	Walk;Cycle;Car;Car share	No	No change	
2021/06/28 7:	Yes	Village Cup	No		No	Witchell	Car	No	No change	
2021/06/28 7:	Yes	Village Cup	Yes	Juniors under 13 to under 19	Yes	Both grounds	Walk;Cycle;Car;Car share	No	No change	
2021/06/28 7:	Yes	Village Cup	Yes	Juniors up to under 12	No	Both grounds	Car	No	Car	
2021/06/28 7:	Yes	Village Cup	No		No	Witchell	Car	No	No change	
2021/06/28 10	No		Yes	Juniors up to under 12	Yes	Both grounds	Car	Yes	Car	
2021/06/28 10	No		Yes	Juniors up to under 12	Yes	Witchell	Cycle;Car;Car share	Yes	Walk;Cycle;Car;Car share	



## Appendix F - Proposed Access & Visibility Splays

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Notes:

A 13.08.21 Updated in line with revised proposed access MJB GM

Rev	Date	Description	Drawn	Checked
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Client  
Wendover Cricket Club

Project  
New Pavilion and Cricket Field  
Wendover  
Buckinghamshire

Title  
Proposed Site Access & Visibility Splays

Drawing Status  
FOR PLANNING APPROVAL

Drawn	MJB	Checked	LB
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Date	08.07.21	Scale (A1)	1:200
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- Life Cycle Costing - Energy Assessment - SAP - EPC - SDEM - Daylight Calculations

Job Number	Drawing Number	Rev
A3618	01	A