



Existing Building Stock

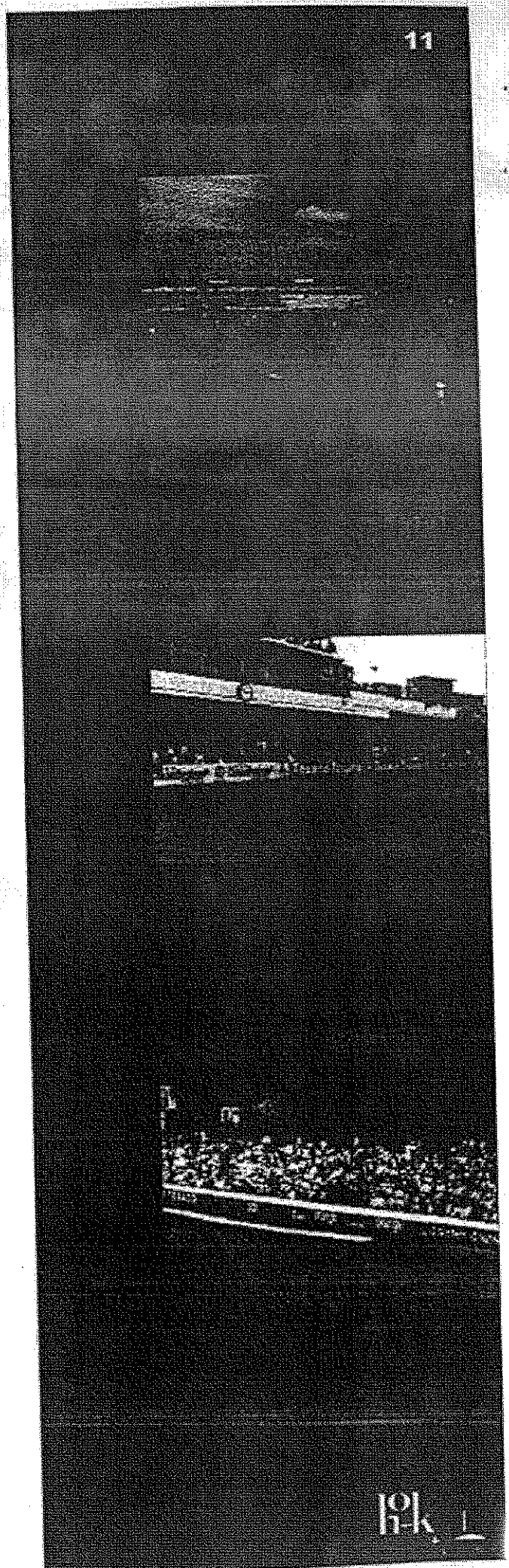
The most recent building is the RES Wyatt Stand providing an uncovered seating tier and 2 levels of hospitality boxes and Press Box facilities.

Buildings in most need of attention are the Pavilion, Eric Hollies, Raglan and Priory stands, which are likely to require work in the near future.

The material forming the seating tiers to the front of some of the stands may contain contaminated fill.

The least effective stand from a capacity point of view is the Pavilion as can be identified on the drawing: Existing Capacities.

Much of the existing building stock has reached an age where substantial maintenance work will be necessary to maintain adequate function and amenity standards in the light of current regulatory and spectator expectations.



Site Access

The main vehicular access throughout the year is from Edgbaston Road via the Members Car Park Entrance. All other access points can only be effectively used for a restricted number of occasions because of a variety of problems.

- The Constance Road Entrance is reached through a housing area.
- The Pershore Road gates are accessed from the main Birmingham feeder road, Pershore Road
- The entrance to the Colt's Ground is close to the bridge over the River Rea where the road narrows and the sightlines are restricted.

Any major redevelopment of the site will require analysis of the relationship of the main road with the Edgbaston/Pershore Road junction. Any co-related development possibilities in the South West of the site will be inextricably linked to the performance of this junction.

Please refer to the transport report by Mott MacDonald, the summary of which is set out in the following section.





Transportation

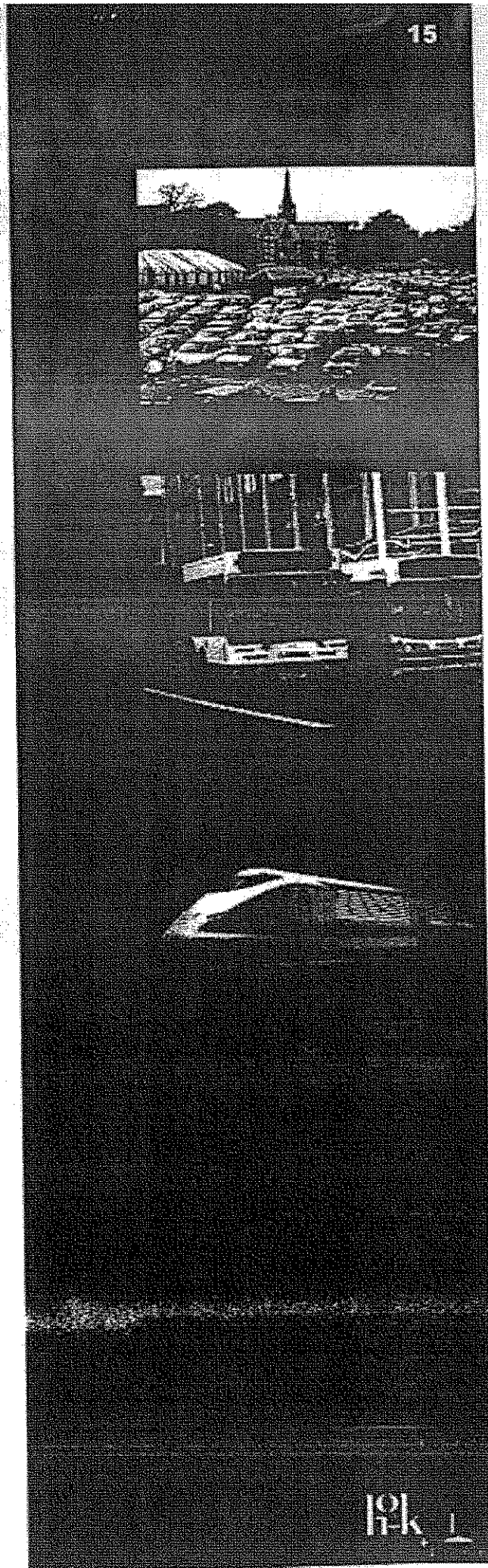
Any increase in the capacity of the Ground or the provision of floodlighting can be expected to result in changes to the traffic and parking patterns. The report Warwickshire County Cricket Club "Traffic effects on Development" dated November 1999, together with the earlier report 'Traffic effects of the installation of floodlights' dated September 1999 have been prepared to provide the appropriate information.

Improvements are being considered to the stands on their existing sites within the County Ground. These will give rise to a series of incremental increases in seating capacity as refurbishment work on each stand is completed in succession. The proposals do not include any sudden large increases in seating capacity.

The maximum number of seats available for use during a match will rise to 25,000; this level being reached over a number of years. It is planned to continue to play cricket, on dates known well in advance, starting usually in late morning but sometimes in the early afternoon and continuing into the early or late evening. They could be on weekdays or weekends, but will always be in the summer cricket season (April to September). The time of day at which the matches are played could affect the traffic patterns in this part of the City of Birmingham.

While there are adequate records of traffic flows in the area around the Ground for normal day times additional data has been obtained relating to the times at which the matches are expected to be played. Traffic flows on the adjacent arterial roads (Bristol Road, Pershore Road and Edgbaston Road) are very heavy in the peak times, and continue to be busy all day, into the evening and at weekends. They are, however, provided with high capacity junctions and have considerable spare capacity away from the peak times. Traffic can be expected to arrive for a match over an extended period, part of which continues into the evening peak hour. During this time there is an impact on traffic flows, increasing them on the main roads by a very few percent, but for practically all the time staying below the level of traffic flow recorded in the surveys at the height of the daily peak. Traffic is not thereby expected to suffer undue additional delay.

Consideration of the likely extent of use of all modes of travel based on survey results has led to an estimate of the modal split, giving the number of spectators arriving by each mode and the number of cars. Records of the home locations of Club Members and those who bought test match tickets in 1997 and 1998 have been used to derive a distribution pattern for spectators and traffic arriving for a match. The pattern has been applied to the numbers of cars expected to produce traffic flows on each of the adjacent streets and junctions. These flows attracted by the match have been compared with the existing flows to derive the extent of the impact of development on the existing traffic flows.



Transportation (cont/d)

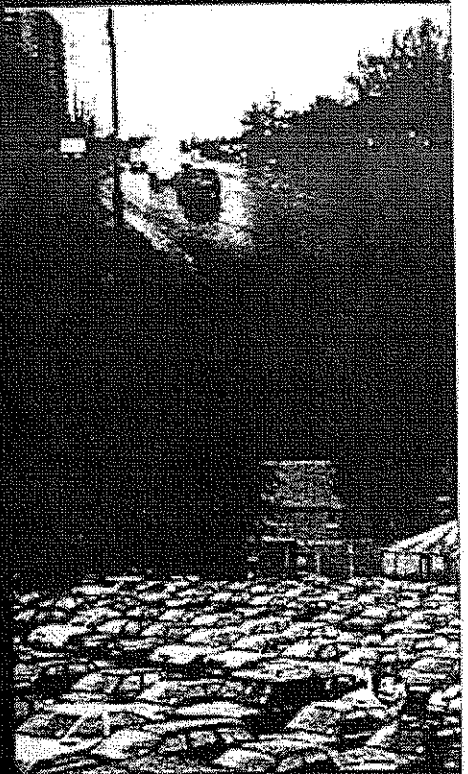
The existing agreements relating to parking areas for use during cricket matches have been reviewed and found to provide more than enough spaces for the calculated demand without excessive use of on-street spaces. The Club intend to continue their policy of arranging off-street car parking with a variety of local landowners so that there is always a surplus of capacity. A residents-only area close to the Ground to reduce the adverse impact on local residents from spectators' parked cars would be possible.

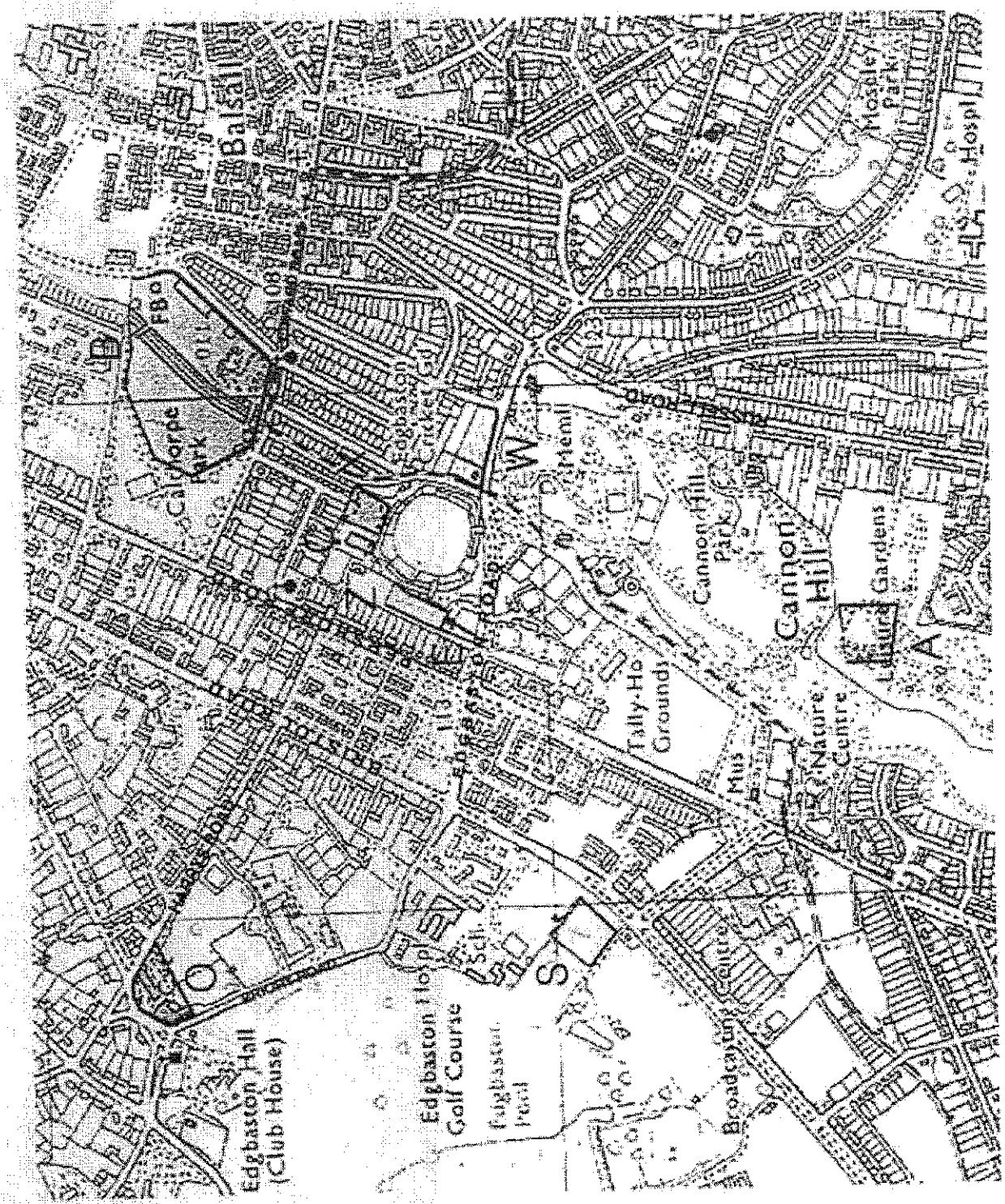
There is no evidence of a change in accident rates associated with the cricket season or with the times of the week on which matches are played. Accident rates vary widely in an apparently random way and any finer division of categories is incapable of yielding significant results.

Suggestions for reducing the impact of traffic resulting from increased capacity at the ground and in particular from matches with significant attendance, such as international and flood lit matches, include:

- Joint ticketing schemes to encourage greater use of public transport
- Advice with tickets to encourage use of a particular car park on the approach to the Ground, to avoid excessive traffic close to it.
- Make cycling to the Ground advantageous to the cyclist
- Continue to provide organised car parks
- Residents-only parking scheme for a residential area close to the ground, subject to local approval
- Provide the police with assistance and cones to limit on street parking in a wide area around the Ground
- Enforce left turn and one-way systems for traffic leaving the Ground.
- Continue to provide taxi facilities

With the inclusion of an agreed package including some of these proposals the impact of the traffic arising from the use of floodlights at the County Ground at Edgbaston will not be excessive.





PARKING SPACES	
A	500
B	> 1500
C	120
E	50
O	460
S	480
T	500
W	320
X	388
Z	600

Playing Area

The England & Wales Cricket Board (ECB) requirement states "The playing area of each Test Match Ground must be capable of having a 75-80 yard boundary from the middle of a Test pitch and a square holding at least 15-20 pitches". "There must be a minimum distance of 1.5 metres between the boundary line/rope and the perimeter fence/barrier".

A key feature to the existing facility is the complete bowl with seating close to the action. The current relationship of the Test Wicket and the Pavilion means the Test boundary is approximately 3.5 metres short of the 75 yards. The proximity of spectators to the action is crucial to the atmosphere of the ground and hence it should be the strategic aim to provide the most compact playing area commensurate with First Class cricket.

The scheme indicates a perimeter fence set out on a radius of 72 metres. This provides a playing area offering the following boundaries:-

1 Test wicket
 (75 yard – 68.85 metres radius boundary)
 10 wickets with 60 yard –
 54.864 metres radius boundaries)
 17 wickets total
 6 wickets with 50 yard – 45.729 metres radius boundaries

If 2 Test wickets are required the perimeter fence would increase to 73.525 metres at east and west.

If 3 Test wickets are required the perimeter fence would increase to 75.050 metres to the East and West to provide full size boundaries, or 2 wickets would have a locally reduced boundary.

