

Job No: 2024-5033
File Ref: N01-PS-Transport Note
Date: 27 September 2024
Job Title: Great Houghton

Subject: Transport Note

Introduction

1. TTP Consulting has been appointed by Great Houghton Parish Council to consider the change in traffic movement through Great Houghton as a result of approved development in the vicinity of Great Houghton.

Existing Situation

2. To determine existing levels of traffic movement through Great Houghton, traffic surveys were undertaken by video on Wednesday 20th March 2024 from 6am until 8pm. The surveys recorded the level of vehicle movement by type at two points, the High Street to the north of the village and on The Green to the south. A copy of the survey data is provided at **Appendix A**.
3. **Table 1** provides a summary of the results of the survey at each count point by direction during the morning and evening peak hour periods (8am - 9am and 5pm – 6pm) and throughout the day.

Table 1 – Total Vehicle Movements			
Count Point	Period	Northbound	Southbound
High Street	AM Peak	159	84
	PM Peak	251	140
	Daily	1393	1070
The Green	AM Peak	63	55
	PM Peak	238	62
	Daily	744	420

4. The data shows that traffic flows at the count point on The Green are significantly lower than the High Street, which indicates that the majority of trips that start or end in Great Houghton depart to or arrive from the north.
5. The survey was carried out using cameras so that vehicles could be identified entering and leaving the village by matching number plates. This enables the level of traffic that passes directly through the village without stopping to be identified. For the purpose of this assessment, it is assumed that if a vehicle passes through one count point and is then recorded passing through the second count point in less than 5 minutes, it is through traffic that is not stopping in the village. **Table 2** shows the total level of through traffic during morning and evening peak hour periods and over the course of the day.

Period	Northbound Vehicles	Southbound Vehicles
AM Peak	55	15
PM Peak	202	45
Daily	540	228

Proposed Situation

Approved/Proposed Development Traffic

6. The following major development sites have been considered for the purpose of this assessment as shown on the plan provided at **Appendix B**.

Land to the South of Brackmills/Landimore Park

7. Outline planning was granted at appeal in 2016 for the development of a sustainable urban extension to include up to 1,000 dwellings (Class C3); local centre up to 1,320 sqm net floor space of retail, professional and financial services, restaurant/cafes (Classes A1, A2 and A3); up to 375 sqm net public house (Class A4); 2.09ha of land for a two form entry primary school (Class D1); up to 750 sqm of community uses which may include a medical centre, pharmacy and community centre (Class D1).
8. Reserved matters applications have subsequently been approved for Phases one and two of the development, which comprise 385 dwellings and a community centre, primary school, playing fields and other associated works. Construction work is currently taking place and some houses are complete and occupied.
9. The Transport Assessment submitted with the outline application estimated that during morning and evening weekday peak hour periods, the development could generate 778 and 898 vehicle movements respectively. The majority of these vehicle movements were distributed to the north, south and west of the development, with only 13 vehicles heading arriving and departing via Newport Pagnall Road to the east in the morning peak hour and 7 in the evening.
10. The Transport Assessment indicates that trips have been distributed based upon the locations that people already living in the area travel to for work resulting in the majority of trips being distributed to the north and west, in and around Northampton. Logically, trips to these destinations would result in very few vehicles passing through Great Houghton as more direct routes are available. However, given the results of the March 2024 traffic survey, which indicates that a significant amount of traffic passes through Great Houghton without stopping, it may be that more development traffic would route through the village than identified in the Transport Assessment.

Hampton Green

11. A residential development of up to 525 dwellings, open space, children's play area and associated infrastructure. The site lies partly within the former South Northamptonshire Council (SNC) area and partly

with the former Northampton Borough Council (NBC) area. Outline planning applications were submitted to both authorities in 2017 and approval granted in 2020. Reserved matters applications were approved in August of this year.

12. The 2018 Transport Assessment that accompanied the outline planning applications provided an assessment of the entire site and noted that the development would add 13 two way vehicle trips to The Green in the direction of Great Houghton during the busiest one hour period. Table 6 of the same report indicates that 305 vehicles would arrive or depart the site during the morning peak hour and that 317 vehicles would arrive and depart the site in the evening peak hour. However, the flow diagrams at Appendix J of the Transport Assessment only show 61 vehicle movements to and from the site in the morning peak hour and 64 in the evening peak. Vehicle trip generation figures in the appendix indicate that only 100 dwellings have been accounted for. Extracts from this Transport Assessment are included at **Appendix C**.
13. It is unclear from the information submitted how these 13 trips toward Great Houghton have been derived, or whether they are based on trips to and from a development of 525 units, or 100. However, there is good reason to suspect that the Transport Assessment has underestimated the level of development traffic and as such, may have also underestimated the level of traffic that would pass through Great Houghton.

The Green

14. The Green is a site that is allocated within the Northampton Local Plan as suitable for a housing development of approximately 800 dwellings. In September of 2023 a request for a scoping opinion was submitted to West Northamptonshire Council (WNC) in relation to residential led development of 800 dwellings.
15. The material submitted to WNC in relation to the development at the Green does not include estimates of traffic generation and therefore, trips have been estimated based on traffic generation figures approved for the Hampton Green site as detailed in **Table 3**.

Period	Hampton Green Total Vehicle Movements – 525 Dwellings	The Green Total Vehicle Movements – 800 Dwellings
AM Peak Hour	305	465
PM Peak Hour	317	483

16. The Green is located closer to Great Houghton than either Hampton Green or Landimore Park and as such, it is likely that more traffic would travel through Great Houghton than the two developments already approved.

Hardingstone Rise

17. An Environmental Impact Assessment Screening Application was submitted to WNC in March of 2023 for up to 1000 new homes, 2 form entry Primary school, local centre, locally equipped area for play (LEAP),

allotments, landscaping and drainage, access and associated development. In June of 2023, the Council confirmed that it considers that the development proposed is EIA development and any application for planning permission needs to be accompanied by an Environmental Impact Statement.

18. As with The Green, no information of traffic generation is available at present, but basing residential vehicle trips on the Hampton Green Transport Assessment, it is estimated 1,000 dwellings could generate the following level of vehicle movement.

Period	Hampton Green Total Vehicle Movements – 525 Dwellings	The Green Total Vehicle Movements – 1,000 Dwellings
AM Peak Hour	305	581
PM Peak Hour	317	604

19. It is noted that there would also be some traffic movement associated with the school and other elements of the development, although many trips to the school and other facilities may originate from the development itself.
20. The Hardingstone Rise site is closer to Great Houghton than either Hampton Green or Landimore Park and therefore, a greater proportion of development traffic may choose to route through Great Houghton than either of those two sites.

Summary and Recommendations

21. This Transport Note presents detail of a traffic survey undertaken in the village of Great Houghton and provides information on traffic associated with the development of land to the south/south west of the village. In summary, it is considered that;
- The surveys show that a significant proportion of traffic in Great Houghton is through traffic that is not stopping in the village.
 - The Transport Assessments for the two consented development sites to the south of the village predict that very little development traffic would pass through Great Houghton.
 - It appears that one of the development schemes has significantly underestimated the level of traffic associated with the scheme and given the results of the Great Houghton traffic survey, it is considered that both schemes may have underestimated the amount of development traffic that would pass through the village.
22. Given the results of the traffic survey, it is recommended that this Transport Note is shared with developers of The Green and Hardingstone Rise to inform Transport Assessment work undertaken for those development schemes. As some of the housing at Landimore Park is built out and occupied, traffic surveys could be undertaken at the points of access to that site to determine the level of development traffic that is heading to and from Great Houghton. Transport Assessments for The Green and Hardingstone Rise should include a cumulative assessment of the effect of consented and proposed

development traffic on Great Houghton. This cumulative assessment should be based upon a reappraisal of traffic associated with Landimore Park and Hampton Green rather than taking traffic estimates from the Transport Assessments for those schemes.

Appendix A

(Plan Showing Development Sites)

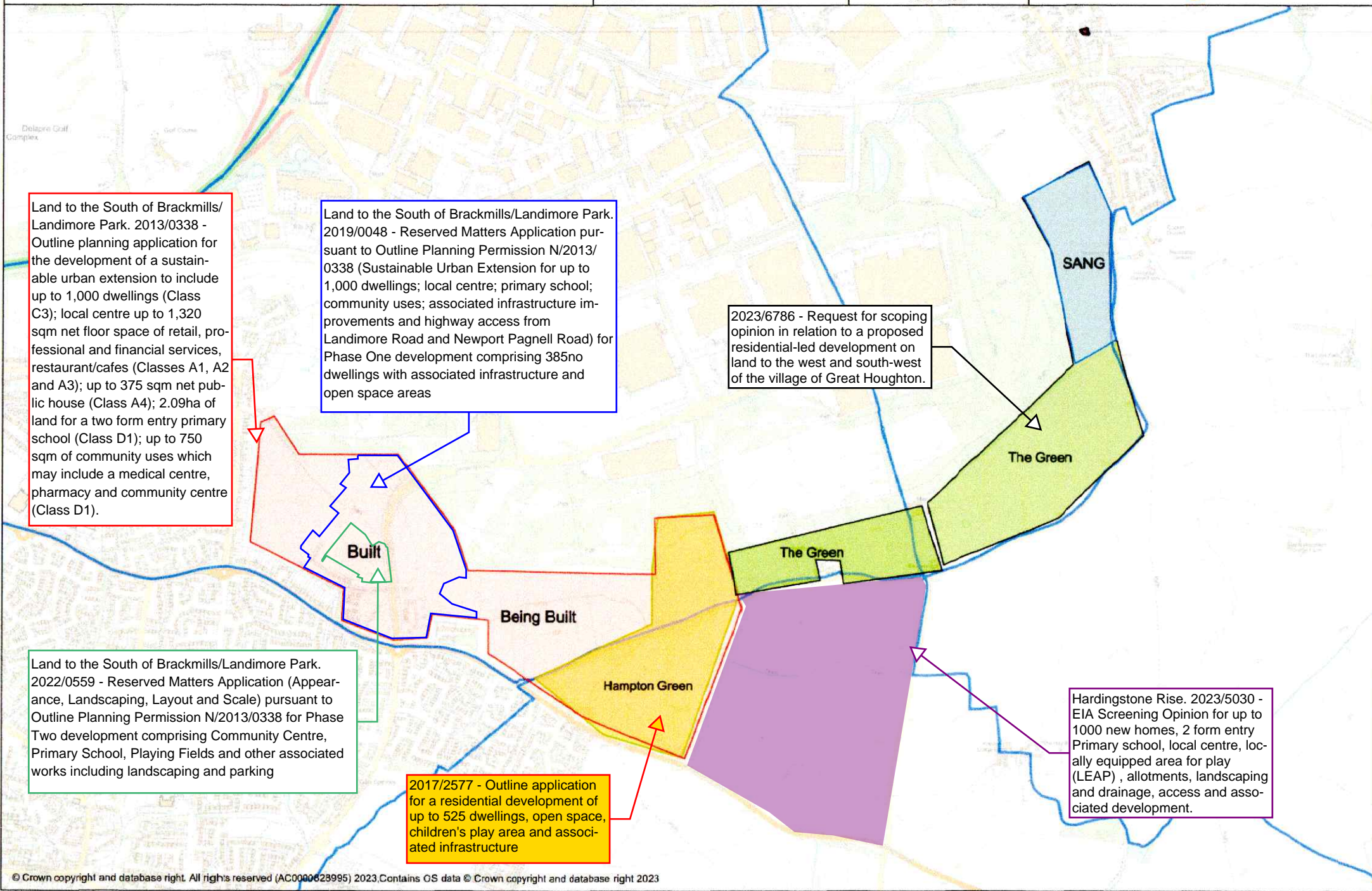
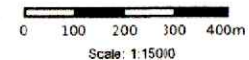
Development Map

The Green, Hampton Court, The SANG (suitable alternative natural greenspace)

Great Houghton

Author:

Date: 15/07/2023



Appendix B

(Great Houghton Traffic Survey)



Midlands

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CV35 7LS

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TTP CONSULTING GREAT HOUGHTON TRAFFIC SURVEY

SURVEY REPORT MARCH 2024

PROJECT NO.	15217
CHECKED	M. NORRIS
DATE	02/04/2024
CONTACT	N. TOONE
REVISION	



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Introduction

Drawings 15217-01

Appendix A – Vehicle Categories

Appendix B – Classified Count Data

Appendix C – Registration Plate Matrices

INTRODUCTION

Nationwide Data Collection (NDC) was instructed by TTP Consulting to undertake classified counts and registration plate surveys at Great Houghton, Northamptonshire.

A general location plan is given in Diagram 1.

Classified Counts

Two-way classified counts were undertaken at the following two locations:

Site 1 – High Street, north of Great Houghton

Site 2 – The Green, south of Great Houghton

Details of the site locations are given in Drawing 15217-01.

The surveys were carried out on Wednesday 20th March 2024, survey hours were 06:00 to 20:00. All information was collected in fifteen-minute intervals and has been tabulated with both hourly and period totals.

Vehicles were classified into the following categories:

Cars and taxis (**CAR**), Light Goods Vehicles (**LGV**), Other Goods Vehicles type 1 (**OGV1**), Other Goods Vehicles type 2 (**OGV2**), Heavy Vehicles (**HGV**) and Buses & Coaches (**PSV**).

A detailed description of the vehicles included in each category is included in Appendix A.

The results of the classified counts are contained in Appendix B.

Registration Plate Survey

Full registrations of vehicles passing each of the two survey locations were collected in real time (hh:mm:ss). Vehicle categories were the same as the classified counts, and a 100 percent vehicle sample was targeted. Details of the site locations are given in Drawing 15217-01.

Trip matrices have been produced for each 60-minute period from 06:00 to 20:00, by vehicle type. All matrices are based on inbound time only. To identify through traffic, two sets of matrices are included – one set for vehicles taking less than 5 minutes to travel between the survey points, and a second set for trips taking over 5 minutes.

All of the trip matrices are produced using Microsoft Excel pivot tables which allow the end user to tailor the results to suit their needs. For example, the matched plates have all had their trip durations calculated, and the results grouped into 10-minute bands as follows:

Less than 5 minutes, 5 to 10 minutes, 11 to 20 mins, 21 to 30 mins, 31 to 40 mins, 41 to 50 mins, 51 to 60 mins, and greater than 1 hour.

Using the drop-down boxes at the top of the pivot tables it is possible to filter the individual trip matrices using any combination of trip durations; for example, the 08:00 car matrix could be set to display all trips taking up to 10 minutes (to allow for peak hour congestion), whereas all matrices after this time could display only trips taking up to 5 minutes.

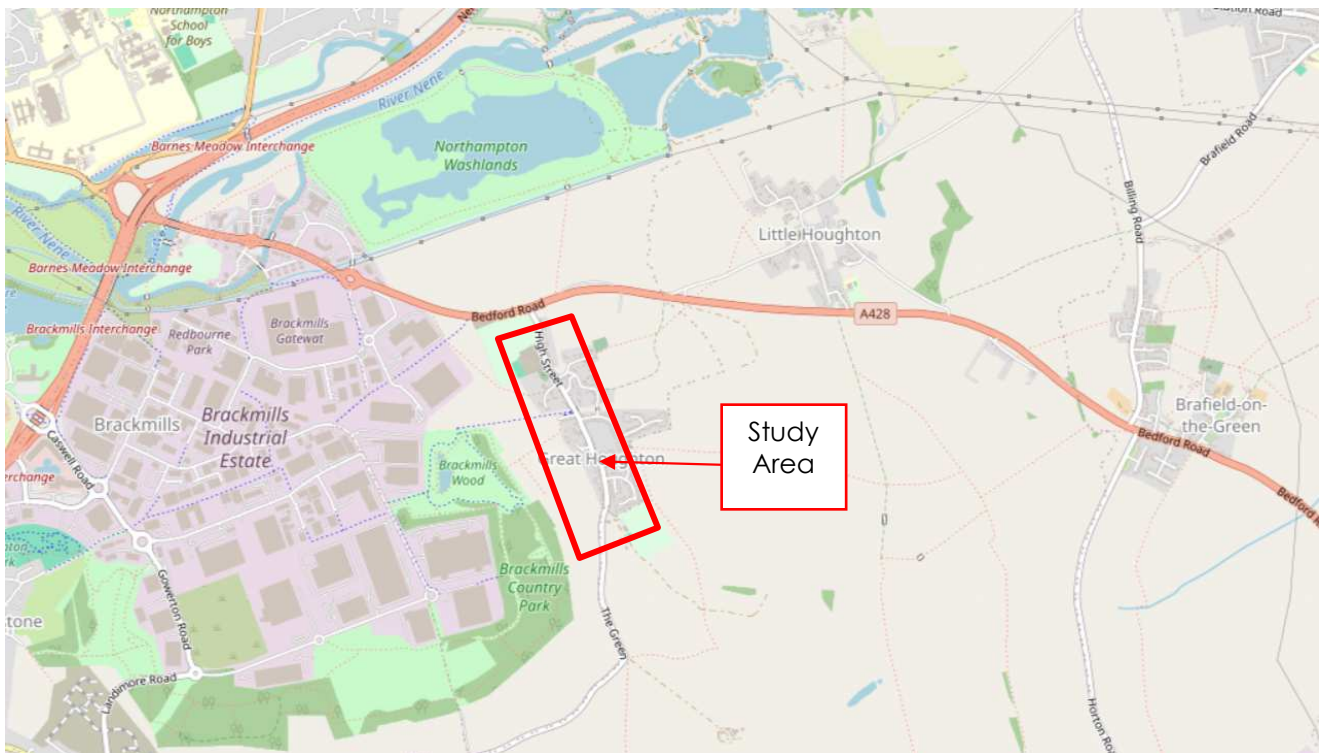
Site Notes

All data has been emailed to Peter Sturgeon, psturgeon@ftp-consulting.co.uk

There are a significant number of trips generated within the cordon which will not show as matches in the analysis because they are exiting the cordon before entering. The matching process requires an IN before an OUT for it to be a valid match.

The weather was wet until approximately 10:00, then dry until around 18:00 after which is rained for the remainder of the survey.

Diagram 1 – General Location Plan










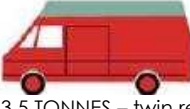







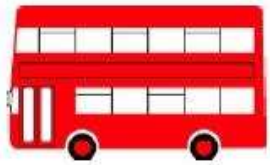
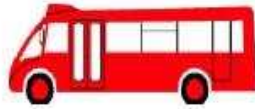


	Site / Location: ANPR Sites 1 & 2	Project No.: 15217	Drawing No.: 15217-01	Drawn By: NT
	Survey Date: Wednesday 20th March 2024	Project Name: Great Houghton		
	Survey Times: 06:00 to 20:00	Drawing Title: ANPR Camera Locations		



APPENDIX A Vehicle Categories

COBA VEHICLE CATEGORIES

<p>CAR</p>	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  SALOON </div> <div style="text-align: center;">  ESTATE </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;">  PEOPLE CARRIER </div> <div style="text-align: center;">  CAR TOWING CARAVAN / TRAILER </div> </div>
<p>LIGHT GOODS VEHICLE (LGV)</p>	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  VAN </div> <div style="text-align: center;">  <3.5 TONNES – single rear tyres </div> <div style="text-align: center;">  PICK-UP </div> </div>
<p>OTHER GOODS VEHICLE (OGV1)</p>	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  > 3.5 TONNES – twin rear tyres </div> <div style="text-align: center;">  2-AXLES RIGID </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;">  2-AXLES RIGID </div> <div style="text-align: center;">  3 AXLES-RIGID </div> </div>
<p>OTHER GOODS VEHICLE (OGV2)</p>	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  4 OR MORE AXLES RIGID </div> <div style="text-align: center;">  3-AXLES ARTIC </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;">  4 OR MORE AXLES ARTIC </div> <div style="text-align: center;">  OTHER GOODS VEHICLE WITH TRAILER </div> </div>
<p>BUSES & COACHES (PSV)</p>	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  DOUBLE DECK BUS </div> <div style="text-align: center;">  SINGLE DECK BUS OR COACH </div> </div>

COBA VEHICLE CATEGORIES

Definition of Categories

The various components of traffic have different characteristics in terms of operating costs, growth and occupancy. The most common categories into which the traffic is split in COBA; these are defined as:

Cars (CARS)

Including taxis, estate cars, 'people carriers' and other passenger vehicles (for example, minibuses and camper vans) with a gross vehicle weight of less than 3.5 tonnes, normally ones which can accommodate not more than 15 seats. Three-wheeled cars, motor invalid carriages, Land Rovers, Range Rovers and Jeeps and smaller ambulances are included. Cars towing caravans or trailers are counted as one vehicle unless included as a separate class.

Light Goods Vehicles (LGV)

Includes all goods vehicles up to 3.5 tonnes gross vehicle weight (goods vehicles over 3.5 tonnes have sideguards fitted between axles), including those towing a trailer or caravan. This includes all car delivery vans and those of the next larger carrying capacity such as transit vans. Included here are small pickup vans, three-wheeled goods vehicles, milk floats and pedestrian controlled motor vehicles. Most of this group is delivery vans of one type or another.

Other Goods Vehicles (OGV 1)

Includes all rigid vehicles over 3.5 tonnes gross vehicle weight with two or three axles Includes larger ambulances, tractors (without trailers), road rollers for tarmac pressing, box vans and similar large vans. A two or three axle motor tractive unit without a trailer is also included.

Other Goods Vehicles (OGV 2)

This category includes all rigid vehicles with four or more axles and all articulated vehicles. Also included in this class are OGV1 goods vehicles towing a caravan or trailer.

Buses and Coaches (PSV)

Includes all public service vehicles and works buses with a gross vehicle weight of 3.5 tonnes or more, usually vehicles with more than 16 seats.



APPENDIX B Classified Count Data



SITE: 1

DATE: 20/03/2024

LOCATION: High Street, north of Great Houghton

DAY: Wednesday

TIME	NORTHBOUND						ANPR COUNT	% SAMPLE	SOUTHBOUND						ANPR COUNT	% SAMPLE
	CAR	LGV	OGV1	OGV2	PSV	TOT			CAR	LGV	OGV1	OGV2	PSV	TOT		
06:00	5	0	0	0	0	5	4	80%	1	1	0	0	0	2	2	100%
06:15	6	0	0	0	0	6	6	100%	0	0	0	0	0	0	0	0%
06:30	4	0	0	0	0	4	4	100%	1	0	0	0	0	1	1	100%
06:45	6	0	0	0	0	6	5	83%	3	1	0	0	0	4	4	100%
H/TOT	21	0	0	0	0	21	19	90%	5	2	0	0	0	7	7	100%
07:00	9	0	0	0	0	9	9	100%	5	5	0	0	0	10	10	100%
07:15	12	1	1	0	0	14	14	100%	7	0	1	0	0	8	8	100%
07:30	20	5	0	0	0	25	24	96%	7	0	1	0	0	8	7	88%
07:45	36	1	0	1	1	39	38	97%	15	1	0	0	1	17	16	94%
H/TOT	77	7	1	1	1	87	85	98%	34	6	2	0	1	43	41	95%
08:00	37	6	0	1	1	45	44	98%	15	2	3	0	1	21	21	100%
08:15	39	1	1	1	1	43	42	98%	22	2	0	0	1	25	25	100%
08:30	28	3	1	1	1	34	33	97%	12	4	0	0	1	17	16	94%
08:45	36	1	0	0	0	37	37	100%	20	1	0	0	0	21	19	90%
H/TOT	140	11	2	3	3	159	156	98%	69	9	3	0	3	84	81	96%
09:00	29	3	1	0	0	33	32	97%	20	2	0	0	0	22	20	91%
09:15	14	2	0	0	0	16	16	100%	12	3	3	0	0	18	16	89%
09:30	24	0	3	0	0	27	25	93%	11	5	0	0	0	16	15	94%
09:45	14	1	2	0	0	17	14	82%	16	3	3	0	0	22	20	91%
H/TOT	81	6	6	0	0	93	87	94%	59	13	6	0	0	78	71	91%
10:00	24	0	1	0	0	25	25	100%	9	0	1	0	0	10	9	90%
10:15	13	5	0	0	0	18	17	94%	12	4	0	0	0	16	15	94%
10:30	24	4	2	0	0	30	19	63%	8	4	3	0	0	15	14	93%
10:45	19	2	1	0	0	22	22	100%	12	0	1	0	0	13	13	100%
H/TOT	80	11	4	0	0	95	83	87%	41	8	5	0	0	54	51	94%
11:00	13	1	1	0	0	15	15	100%	15	1	0	0	0	16	15	94%
11:15	9	1	1	0	0	11	11	100%	13	2	0	0	0	15	15	100%
11:30	14	3	0	0	0	17	16	94%	13	4	0	0	0	17	14	82%
11:45	13	3	0	0	0	16	14	88%	14	3	1	0	0	18	18	100%
H/TOT	49	8	2	0	0	59	56	95%	55	10	1	0	0	66	62	94%
12:00	17	2	1	0	0	20	20	100%	8	3	0	0	0	11	10	91%
12:15	11	1	0	0	0	12	12	100%	23	1	0	0	0	24	23	96%
12:30	17	3	1	0	0	21	20	95%	13	2	0	0	0	15	15	100%
12:45	20	3	0	0	0	23	23	100%	21	3	0	0	0	24	23	96%
H/TOT	65	9	2	0	0	76	75	99%	65	9	0	0	0	74	71	96%
13:00	10	2	0	0	0	12	12	100%	24	0	1	1	0	26	26	100%
13:15	9	2	1	0	0	12	12	100%	12	2	0	0	0	14	14	100%
13:30	16	0	0	0	0	16	16	100%	15	4	0	0	0	19	18	95%
13:45	17	4	0	0	0	21	21	100%	18	1	0	0	0	19	19	100%
H/TOT	52	8	1	0	0	61	61	100%	69	7	1	1	0	78	77	99%
14:00	15	3	0	0	0	18	17	94%	16	1	0	0	0	17	16	94%
14:15	18	1	0	0	0	19	19	100%	9	2	1	0	0	12	10	83%
14:30	21	1	0	0	0	22	21	95%	15	2	1	0	0	18	18	100%
14:45	15	0	0	0	0	15	15	100%	26	3	0	0	0	29	29	100%
H/TOT	69	5	0	0	0	74	72	97%	66	8	2	0	0	76	73	96%
15:00	23	1	0	0	0	24	24	100%	18	1	1	0	0	20	19	95%
15:15	17	1	0	0	0	18	18	100%	18	3	0	0	0	21	21	100%
15:30	17	3	0	0	0	20	20	100%	23	3	0	0	1	27	24	89%
15:45	23	1	0	1	1	26	26	100%	36	4	0	0	0	40	38	95%
H/TOT	80	6	0	1	1	88	88	100%	95	11	1	0	1	108	102	94%
16:00	21	2	0	1	1	25	25	100%	20	0	0	0	1	21	19	90%
16:15	27	5	0	0	0	32	30	94%	24	3	0	0	0	27	27	100%
16:30	54	12	0	0	0	66	65	98%	25	2	0	0	0	27	27	100%
16:45	53	19	0	0	0	72	70	97%	20	0	1	0	0	21	19	90%
H/TOT	155	38	0	1	1	195	190	97%	89	5	1	0	1	96	92	96%
17:00	64	8	0	0	0	72	72	100%	36	5	0	0	0	41	38	93%
17:15	70	11	0	0	0	81	81	100%	28	2	0	0	0	30	30	100%
17:30	62	5	0	0	0	67	66	99%	35	1	0	0	0	36	35	97%
17:45	29	2	0	0	0	31	31	100%	31	2	0	0	0	33	29	88%
H/TOT	225	26	0	0	0	251	250	100%	130	10	0	0	0	140	132	94%
18:00	34	3	0	0	0	37	35	95%	20	4	0	0	0	24	24	100%
18:15	19	3	0	0	0	22	21	95%	22	3	0	0	0	25	24	96%
18:30	14	0	0	0	0	14	14	100%	11	1	0	0	0	12	12	100%
18:45	19	2	0	0	0	21	21	100%	21	2	0	0	0	23	20	87%
H/TOT	86	8	0	0	0	94	91	97%	74	10	0	0	0	84	80	95%
19:00	15	0	0	0	0	15	15	100%	23	0	0	0	0	23	23	100%
19:15	8	0	0	0	0	8	8	100%	28	1	0	0	0	29	29	100%
19:30	9	0	0	0	0	9	9	100%	21	0	0	0	0	21	19	90%
19:45	8	0	0	0	0	8	8	100%	9	0	0	0	0	9	9	100%
H/TOT	40	0	0	0	0	40	40	100%	81	1	0	0	0	82	80	98%
P/TOT	1220	143	18	6	6	1393	1353	97%	932	109	22	1	6	1070	1020	95%



SITE: 2

DATE: 20/03/2024

LOCATION: The Green, south of Great Houghton

DAY: Wednesday

TIME	NORTHBOUND					TOT	ANPR COUNT	% SAMPLE	SOUTHBOUND					TOT	ANPR COUNT	% SAMPLE	
	CAR	LGV	OGV1	OGV2	PSV				CAR	LGV	OGV1	OGV2	PSV				
06:00	1	0	0	0	0	1	1	100%	0	0	0	0	0	0	0	0	0%
06:15	1	0	0	0	0	1	1	100%	1	0	0	0	0	0	1	1	100%
06:30	1	0	0	0	0	1	1	100%	3	0	0	0	0	3	3	100%	
06:45	0	0	0	0	0	0	0	0%	2	1	0	0	0	3	3	100%	
H/TOT	3	0	0	0	0	3	3	100%	6	1	0	0	0	7	7	100%	
07:00	4	0	0	0	0	4	4	100%	4	3	0	0	0	7	7	100%	
07:15	4	0	0	0	0	4	4	100%	6	0	0	0	0	6	6	100%	
07:30	11	1	0	0	0	12	12	100%	8	0	0	0	0	8	8	100%	
07:45	9	2	0	0	0	11	11	100%	11	0	0	0	0	11	11	100%	
H/TOT	28	3	0	0	0	31	31	100%	29	3	0	0	0	32	32	100%	
08:00	16	4	0	0	0	20	20	100%	10	0	0	0	0	10	10	100%	
08:15	15	2	0	0	0	17	17	100%	18	1	0	0	0	19	19	100%	
08:30	7	0	0	0	0	7	7	100%	12	3	0	0	0	15	14	93%	
08:45	19	0	0	0	0	19	19	100%	10	1	0	0	0	11	11	100%	
H/TOT	57	6	0	0	0	63	63	100%	50	5	0	0	0	55	54	98%	
09:00	11	0	2	0	0	13	13	100%	6	1	0	0	0	7	7	100%	
09:15	7	0	3	0	0	10	10	100%	2	3	6	0	0	11	11	100%	
09:30	6	0	1	0	0	7	7	100%	5	0	1	0	0	6	6	100%	
09:45	2	0	2	0	0	4	3	75%	3	1	2	0	0	6	6	100%	
H/TOT	26	0	8	0	0	34	33	97%	16	5	9	0	0	30	30	100%	
10:00	0	0	0	0	0	0	0	0%	1	0	0	0	0	1	1	100%	
10:15	1	0	0	0	0	1	1	100%	0	0	0	0	0	0	0	0%	
10:30	1	0	0	0	0	1	1	100%	0	0	0	0	0	0	0	0%	
10:45	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%	
H/TOT	2	0	0	0	0	2	2	100%	1	0	0	0	0	1	1	100%	
11:00	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%	
11:15	4	0	1	0	0	5	5	100%	4	0	0	0	0	4	4	100%	
11:30	3	0	1	0	0	4	4	100%	8	0	0	0	0	8	8	100%	
11:45	8	1	0	0	0	9	8	89%	2	4	0	0	0	6	6	100%	
H/TOT	15	1	2	0	0	18	17	94%	14	4	0	0	0	18	18	100%	
12:00	6	2	0	0	0	8	8	100%	4	0	1	0	0	5	5	100%	
12:15	7	0	0	0	0	7	7	100%	2	0	0	0	0	2	2	100%	
12:30	7	1	1	0	0	9	9	100%	5	0	0	0	0	5	5	100%	
12:45	7	0	1	0	0	8	8	100%	10	0	1	0	0	11	10	91%	
H/TOT	27	3	2	0	0	32	32	100%	21	0	2	0	0	23	22	96%	
13:00	3	1	0	0	0	4	3	75%	9	0	0	0	0	9	9	100%	
13:15	3	0	0	0	0	3	3	100%	3	1	0	0	0	4	4	100%	
13:30	3	1	0	0	0	4	4	100%	7	0	0	0	0	7	7	100%	
13:45	3	1	0	0	0	4	4	100%	9	0	0	0	0	9	9	100%	
H/TOT	12	3	0	0	0	15	14	93%	28	1	0	0	0	29	29	100%	
14:00	7	0	0	0	0	7	7	100%	5	2	0	0	0	7	7	100%	
14:15	2	0	0	0	0	2	2	100%	5	0	0	0	0	5	5	100%	
14:30	5	0	0	0	0	5	5	100%	3	2	0	0	0	5	5	100%	
14:45	6	0	0	0	0	6	6	100%	8	0	0	0	0	8	8	100%	
H/TOT	20	0	0	0	0	20	20	100%	21	4	0	0	0	25	25	100%	
15:00	6	0	0	0	0	6	6	100%	9	0	0	0	0	9	9	100%	
15:15	4	0	0	0	0	4	4	100%	13	1	1	0	0	15	15	100%	
15:30	19	4	1	0	0	24	24	100%	9	2	0	0	0	11	11	100%	
15:45	13	2	1	0	0	16	16	100%	14	2	0	0	0	16	16	100%	
H/TOT	42	6	2	0	0	50	50	100%	45	5	1	0	0	51	51	100%	
16:00	8	1	0	0	0	9	9	100%	15	1	1	0	0	17	17	100%	
16:15	26	6	0	0	0	32	31	97%	11	2	0	0	0	13	12	92%	
16:30	51	10	1	0	0	62	62	100%	12	1	0	0	0	13	13	100%	
16:45	45	16	0	0	0	61	61	100%	7	0	1	0	0	8	8	100%	
H/TOT	130	33	1	0	0	164	163	99%	45	4	2	0	0	51	50	98%	
17:00	60	9	4	0	0	73	73	100%	20	1	0	0	0	21	21	100%	
17:15	71	8	1	0	0	80	80	100%	15	1	0	0	0	16	16	100%	
17:30	52	5	2	0	0	59	58	98%	7	1	0	0	0	8	7	88%	
17:45	25	1	0	0	0	26	24	92%	14	3	0	0	0	17	16	94%	
H/TOT	208	23	7	0	0	238	235	99%	56	6	0	0	0	62	60	97%	
18:00	16	1	0	0	0	17	16	94%	6	1	0	0	0	7	7	100%	
18:15	12	0	0	0	0	12	12	100%	6	0	0	0	0	6	6	100%	
18:30	9	0	1	0	0	10	10	100%	6	0	0	0	0	6	6	100%	
18:45	9	0	0	0	0	9	9	100%	4	0	0	0	0	4	4	100%	
H/TOT	46	1	1	0	0	48	47	98%	22	1	0	0	0	23	23	100%	
19:00	7	1	0	0	0	8	8	100%	6	0	0	0	0	6	6	100%	
19:15	9	1	1	0	0	11	11	100%	2	0	0	0	0	2	2	100%	
19:30	5	0	0	0	0	5	5	100%	1	0	0	0	0	1	1	100%	
19:45	2	0	0	0	0	2	2	100%	4	0	0	0	0	4	4	100%	
H/TOT	23	2	1	0	0	26	26	100%	13	0	0	0	0	13	13	100%	
P/TOT	639	81	24	0	0	744	736	99%	367	39	14	0	0	420	415	99%	



APPENDIX C

Registration Plate Matrices



15217 / GREAT HOUGHTON
MARCH 2024
CAR - REGISTRATION PLATE MATRICES

LOCATION: Great Houghton DATE: 12/03/2024

TIME PERIOD: 06:00 to 20:00 DAY: Tuesday

UNDER 5 MINUTES TRIP TIME

Class	Car
Time Period	06:00:00
Trip Period	<5 mins

Count of Registration Plate	Out Site		
In Site	S1N	S2S	Total
S2N	3		3
Total	3		3

Class	Car
Time Period	07:00:00
Trip Period	<5 mins

Count of Registration Plate	Out Site			
In Site	S1N	S2S	S2S	Total
S1S	5	9		14
S2N	22	1		23
Total	27	10		37

Class	Car
Time Period	08:00:00
Trip Period	<5 mins

Count of Registration Plate	Out Site			
In Site	S1N	S2S	S2S	Total
S1S	3	25		28
S2N	47	1		48
Total	50	26		76

Class	Car
Time Period	09:00:00
Trip Period	<5 mins

Count of Registration Plate	Out Site			
In Site	S1N	S2S	S2S	Total
S1S	6	5		11
S2N	14			14
Total	20	5		25



15217 / GREAT HOUGHTON
MARCH 2024
CAR - REGISTRATION PLATE MATRICES

LOCATION: Great Houghton DATE: 12/03/2024

TIME PERIOD: 06:00 to 20:00 DAY: Tuesday

UNDER 5 MINUTES TRIP TIME

Class	Car
Time Period	10:00:00
Trip Period	<5 mins

Count of Registration Plate	Out Site		Total
	In Site	S1N	
S1S	4	4	
Total	4	4	

Class	Car
Time Period	11:00:00
Trip Period	<5 mins

Count of Registration Plate	Out Site		
	In Site	S1N	S2S
S1S	2	7	9
S2N	6	1	7
Total	8	8	16

Class	Car
Time Period	12:00:00
Trip Period	<5 mins

Count of Registration Plate	Out Site		
	In Site	S1N	S2S
S1S	3	12	15
S2N	14		14
Total	17	12	29

Class	Car
Time Period	13:00:00
Trip Period	<5 mins

Count of Registration Plate	Out Site		
	In Site	S1N	S2S
S1S	2	17	19
S2N	7		7
Total	9	17	26



15217 / GREAT HOUGHTON
MARCH 2024
CAR - REGISTRATION PLATE MATRICES

LOCATION: Great Houghton DATE: 12/03/2024

TIME PERIOD: 06:00 to 20:00 DAY: Tuesday

UNDER 5 MINUTES TRIP TIME

Class	Car
Time Period	14:00:00
Trip Period	<5 mins

Count of Registration Plate	Out Site			
	In Site	S1N	S2S	Total
S1S	2	14	16	
S2N	13		13	
Total	15	14	29	

Class	Car
Time Period	15:00:00
Trip Period	<5 mins

Count of Registration Plate	Out Site			
	In Site	S1N	S2S	Total
S1S	3	24	27	
S2N	21		21	
Total	24	24	48	

Class	Car
Time Period	16:00:00
Trip Period	<5 mins

Count of Registration Plate	Out Site			
	In Site	S1N	S2S	Total
S1S	7	21	28	
S2N	90	2	92	
Total	97	23	120	

Class	Car
Time Period	17:00:00
Trip Period	<5 mins

Count of Registration Plate	Out Site			
	In Site	S1N	S2S	Total
S1S	7	41	48	
S2N	166	1	167	
Total	173	42	215	



15217 / GREAT HOUGHTON
MARCH 2024
CAR - REGISTRATION PLATE MATRICES

LOCATION: Great Houghton DATE: 12/03/2024

TIME PERIOD: 06:00 to 20:00 DAY: Tuesday

UNDER 5 MINUTES TRIP TIME

Class	Car
Time Period	18:00:00
Trip Period	<5 mins

Count of Registration Plate	Out Site		
	In Site	S1N	S2S
S1S	6	7	13
S2N	20	1	21
Total	26	8	34

Class	Car
Time Period	19:00:00
Trip Period	<5 mins

Count of Registration Plate	Out Site		
	In Site	S1N	S2S
S1S	3	3	6
S2N	5	5	10
Total	8	3	11



LOCATION: Great Houghton DATE: 12/03/2024

TIME PERIOD: 06:00 to 20:00 DAY: Tuesday

OVER 5 MINUTES TRIP TIME

Class	Car
Time Period	14:00:00
Trip Period	(Multiple Items)

Count of Registration Plate	Out Site		
	In Site	S1N	S2S
S1S	15	4	19
S2N	2	1	3
Total	17	5	22

Class	Car
Time Period	15:00:00
Trip Period	(Multiple Items)

Count of Registration Plate	Out Site		
	In Site	S1N	S2S
S1S	16	4	20
S2N	7	2	9
Total	23	6	29

Class	Car
Time Period	16:00:00
Trip Period	(Multiple Items)

Count of Registration Plate	Out Site		
	In Site	S1N	S2S
S1S	9	1	10
S2N	8	3	11
Total	17	4	21

Class	Car
Time Period	17:00:00
Trip Period	(Multiple Items)

Count of Registration Plate	Out Site		
	In Site	S1N	S2S
S1S	17		17
S2N	6	8	14
Total	23	8	31



15217 / GREAT HOUGHTON
MARCH 2024
CAR - REGISTRATION PLATE MATRICES

LOCATION: Great Houghton DATE: 12/03/2024

TIME PERIOD: 06:00 to 20:00 DAY: Tuesday

OVER 5 MINUTES TRIP TIME

Class	Car
Time Period	18:00:00
Trip Period	(Multiple Items)

Count of Registration Plate	Out Site		
	In Site	S1N	S2S Total
S1S	11		11
S2N	2	2	4
Total	13	2	15

Class	Car
Time Period	19:00:00
Trip Period	(Multiple Items)

Count of Registration Plate	Out Site	
	In Site	Total
S1S	4	4
S2N	2	2
Total	6	6



15217 / GREAT HOUGHTON
MARCH 2024
LGV - REGISTRATION PLATE MATRICES

LOCATION: Great Houghton DATE: 12/03/2024

TIME PERIOD: 06:00 to 20:00 DAY: Tuesday

UNDER 5 MINUTES TRIP TIME

Class	LGV
Time Period	06:00:00
Trip Period	<5 mins

Count of Registration Plate	Out Site		
In Site	S2S	Total	
S1S	1	1	
Total	1	1	

Class	LGV
Time Period	07:00:00
Trip Period	<5 mins

Count of Registration Plate	Out Site			
In Site	S1N	S2S	Total	
S1S		2	2	
S2N	4		4	
Total	4	2	6	

Class	LGV
Time Period	08:00:00
Trip Period	<5 mins

Count of Registration Plate	Out Site			
In Site	S1N	S2S	Total	
S1S	3	2	5	
S2N	7		7	
Total	10	2	12	

Class	LGV
Time Period	09:00:00
Trip Period	<5 mins

Count of Registration Plate	Out Site			
In Site	S1N	S2S	Total	
S1S	1	7	8	
S2N	3		3	
Total	4	7	11	



15217 / GREAT HOUGHTON
MARCH 2024
LGV - REGISTRATION PLATE MATRICES

LOCATION: Great Houghton DATE: 12/03/2024

TIME PERIOD: 06:00 to 20:00 DAY: Tuesday

UNDER 5 MINUTES TRIP TIME

Class	LGV
Time Period	10:00:00
Trip Period	<5 mins

Count of Registration Plate	Out Site			
	In Site	S1N	S2S	Total
S1S	3	1	4	
Total	3	1	4	

Class	LGV
Time Period	11:00:00
Trip Period	<5 mins

Count of Registration Plate	Out Site			
	In Site	S1N	S2S	Total
S1S	1	2	3	
S2N	2		2	
Total	3	2	5	

Class	LGV
Time Period	12:00:00
Trip Period	<5 mins

Count of Registration Plate	Out Site			
	In Site	S1N	S2S	Total
S1S			1	1
S2N	2			2
Total	2	1	3	

Class	LGV
Time Period	13:00:00
Trip Period	<5 mins

Count of Registration Plate	Out Site			
	In Site	S1N	S2S	Total
S1S			4	4
S2N	1			1
Total	1	4	5	



15217 / GREAT HOUGHTON
MARCH 2024
LGV - REGISTRATION PLATE MATRICES

LOCATION: Great Houghton DATE: 12/03/2024

TIME PERIOD: 06:00 to 20:00 DAY: Tuesday

UNDER 5 MINUTES TRIP TIME

Class	LGV
Time Period	14:00:00
Trip Period	<5 mins

Count of Registration Plate	Out Site		Total
	In Site	S1N	
S1S		2	2
S2N	2		2
Total	2	2	4

Class	LGV
Time Period	15:00:00
Trip Period	<5 mins

Count of Registration Plate	Out Site		Total
	In Site	S1N	
S1S		9	9
S2N	6		6
Total	6	9	15

Class	LGV
Time Period	16:00:00
Trip Period	<5 mins

Count of Registration Plate	Out Site		Total
	In Site	S1N	
S1S		3	3
S2N	37		37
Total	37	3	40

Class	LGV
Time Period	17:00:00
Trip Period	<5 mins

Count of Registration Plate	Out Site		Total
	In Site	S1N	
S1S		4	4
S2N	34		34
Total	34	4	38



15217 / GREAT HOUGHTON
MARCH 2024
LGV - REGISTRATION PLATE MATRICES

LOCATION: Great Houghton DATE: 12/03/2024

TIME PERIOD: 06:00 to 20:00 DAY: Tuesday

UNDER 5 MINUTES TRIP TIME

Class	LGV
Time Period	18:00:00
Trip Period	<5 mins

Count of Registration Plate	Out Site		Total
	In Site	S1N	
S1S	2	1	3
S2N	4		4
Total	6	1	7

Class	LGV
Time Period	19:00:00
Trip Period	<5 mins

Count of Registration Plate	Out Site		Total
	In Site	S1N	
S2N	2		2
Total	2		2



LOCATION: Great Houghton DATE: 12/03/2024

TIME PERIOD: 06:00 to 20:00 DAY: Tuesday

OVER 5 MINUTES TRIP TIME

Class	LGV
Time Period	06:00:00
Trip Period	(Multiple Items)

Count of Registration Plate	Out Site		Total
	In Site	S1N	
S1S	1	1	2
Total	1	1	2

Class	LGV
Time Period	07:00:00
Trip Period	(Multiple Items)

Count of Registration Plate	Out Site		Total
	In Site	S1N	
S1S	3	3	3
Total	3	3	3

Class	LGV
Time Period	08:00:00
Trip Period	(Multiple Items)

Count of Registration Plate	Out Site		Total
	In Site	S1N	
S1S	2	2	2
Total	2	2	2

Class	LGV
Time Period	09:00:00
Trip Period	(Multiple Items)

Count of Registration Plate	Out Site		Total
	In Site	S1N	
S1S	7	7	7
S2N		2	2
Total	7	2	9



LOCATION: Great Houghton DATE: 12/03/2024

TIME PERIOD: 06:00 to 20:00 DAY: Tuesday

OVER 5 MINUTES TRIP TIME

Class	LGV
Time Period	10:00:00
Trip Period	(Multiple Items)

Count of Registration Plate	Out Site	
	In Site	S1N Total
S1S	6	6
S2N	1	1
Total	7	7

Class	LGV
Time Period	11:00:00
Trip Period	(Multiple Items)

Count of Registration Plate	Out Site		
	In Site	S1N	S2S Total
S1S	4	2	6
S2N		1	1
Total	4	3	7

Class	LGV
Time Period	12:00:00
Trip Period	(Multiple Items)

Count of Registration Plate	Out Site		
	In Site	S1N	S2S Total
S1S	7		7
S2N		1	1
Total	7	1	8

Class	LGV
Time Period	13:00:00
Trip Period	(Multiple Items)

Count of Registration Plate	Out Site	
	In Site	S1N Total
S1S	3	3
Total	3	3



LOCATION: Great Houghton DATE: 12/03/2024

TIME PERIOD: 06:00 to 20:00 DAY: Tuesday

OVER 5 MINUTES TRIP TIME

Class	LGV
Time Period	14:00:00
Trip Period	(Multiple Items)

Count of Registration Plate	Out Site	
	In Site	S1N
S1S	6	6
Total	6	6

Class	LGV
Time Period	15:00:00
Trip Period	(Multiple Items)

Count of Registration Plate	Out Site			
	In Site	S1N	S2S	Total
S1S			2	2
S2N		1	1	2
Total	1	3	4	

Class	LGV
Time Period	16:00:00
Trip Period	(Multiple Items)

Count of Registration Plate	Out Site	
	In Site	S1N
S1S	2	2
Total	2	2

Class	LGV
Time Period	17:00:00
Trip Period	(Multiple Items)

Count of Registration Plate	Out Site			
	In Site	S1N	S2S	Total
S1S	1	1		2
Total	1	1	2	



15217 / GREAT HOUGHTON
MARCH 2024
LGV - REGISTRATION PLATE MATRICES

LOCATION: Great Houghton DATE: 12/03/2024

TIME PERIOD: 06:00 to 20:00 DAY: Tuesday

OVER 5 MINUTES TRIP TIME

Class	LGV
Time Period	18:00:00
Trip Period	(Multiple Items)

Count of Registration Plate	Out Site		
	In Site	S1N	Total
S1S		3	3
S2N		1	1
Total		4	4

Class	LGV
Time Period	19:00:00
Trip Period	(Multiple Items)

Count of Registration Plate	Out Site	
	In Site	Total
Total		



15217 / GREAT HOUGHTON
MARCH 2024
OGV1 - REGISTRATION PLATE MATRICES

LOCATION: Great Houghton DATE: 12/03/2024

TIME PERIOD: 06:00 to 20:00 DAY: Tuesday

UNDER 5 MINUTES TRIP TIME

Class	OGV1
Trip Period	<5 mins

Count of Registration Plate	Out Site		Total
	In Site	S1N	
08:00:00		3	3
S1S	2		2
S2N	1		1
09:00:00	2	4	6
S1S		3	3
S2N	2	1	3
10:00:00	1		1
S1S	1		1
11:00:00	1	1	2
S1S	1		1
S2N		1	1
12:00:00	2		2
S1S	1		1
S2N	1		1
13:00:00	1		1
S1S	1		1
15:00:00		1	1
S1S		1	1
16:00:00	1		1
S2N	1		1
17:00:00	2		2
S2N	2		2
18:00:00	1		1
S1S	1		1
19:00:00	1		1
S2N	1		1
Total	15	6	21



15217 / GREAT HOUGHTON
MARCH 2024
OGV2 - REGISTRATION PLATE MATRICES

LOCATION: Great Houghton DATE: 12/03/2024

TIME PERIOD: 06:00 to 20:00 DAY: Tuesday

UNDER 5 MINUTES TRIP TIME

Class	OGV2
Trip Period	<5 mins

Count of Registration Plate In Site	Out Site Total
Total	

OVER 5 MINUTES TRIP TIME

Class	OGV2
Trip Period	(Multiple Items)

Count of Registration Plate In Site	Out Site S1N	Total
13:00:00	1	1
S1S	1	1
Total	1	1



15217 / GREAT HOUGHTON
MARCH 2024
PSV - REGISTRATION PLATE MATRICES

LOCATION: Great Houghton DATE: 12/03/2024

TIME PERIOD: 06:00 to 20:00 DAY: Tuesday

UNDER 5 MINUTES TRIP TIME

Class	PSV
Trip Period	<5 mins

Count of Registration Plate	Out Site		
In Site	S1N	Total	
07:00:00	1	1	
S1S	1	1	
08:00:00	3	3	
S1S	3	3	
16:00:00	1	1	
S1S	1	1	
Total	5	5	

OVER 5 MINUTES TRIP TIME

Class	PSV
Trip Period	(Multiple Items)

Count of Registration Plate	Out Site		
In Site	S1N	Total	
15:00:00	1	1	
S1S	1	1	
Total	1	1	

Appendix C

(Extract From Hampton Green Transport Assessment)

Based on this and the scale of the development it is noted that a 15 year post application future year should be applicable. This has been discussed and agreed with NCC.

7.15 The traffic data has been growthed using NTM adjusted TEMPro generated factors for the local area. To achieve a 2017 base year, the 2016 surveyed flows have been growthed using rates obtained from TEMPro 7.0/NTM dataset AF15 for Northamptonshire 028, (Zone E02005677). These 2017 rates have then been growthed to achieve a future year of 2031. These growth rates are illustrated within Table 5 below.

Table 5: Growth rates to achieve future year flows

Period	AM Peak	PM Peak
2016 – 2017	1.015	1.015
2017 – 2031	1.184	1.181

Note: rates for "All area types" have been obtained from the AF15 dataset

Trip Generation

7.16 As stated previously in this report, the development proposals comprise of up to 525 residential dwellings. The proposed development land-use is such that its transport impact is likely to be of greatest significance during the weekday AM and PM peak hours.

7.17 In order to obtain trip rates for the proposed development, the TRICS database has been interrogated to obtain appropriate trip rates for a development such as this. The full TRICS output is appended to this report as Appendix I and Table 6 provide a summary of the vehicle trip rates and resultant vehicular trip generation.

Table 6: Proposed Development trip rates (Residential)

Land Use: C3 Residential (Private)	Arrivals		Departures		Two Way	
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
AM Peak (0800 – 0900)	0.161	81 trips	0.448	224 trips	0.609	305 trips
PM Peak (1700 – 1800)	0.385	193 trips	0.249	125 trips	0.634	317 trips

7.18 For comparison purposes for the residential element, trip rates have also been derived from a donor site in the area, close to the proposed development site. The donor site is located south of Newport Pagnell Road and consists of 74 dwellings. It is accessed via Wickery Dene off Lady Hollows Drive. A turning count survey of Wickery Dene was carried out on Wednesday 17th July 2016 and the traffic counts along with the derived trip rates are outlined in Table 7, overleaf.

Table 7: Derived Trip Rates and Trips from Donor Site

Peak Hour	Arrivals			Departures		
	Observed Trips	Trip Rates	Derived Trips	Observed Trips	Trip Rates	Derived Trips
AM Peak (0800–0900)	7	0.094	47	30	0.405	203
PM Peak (1700–1800)	28	0.378	189	16	0.216	108

7.19 The results of the calculations set out in Table 6 show that the TRICS database produces a higher trip rate than the donor site for all scenarios. It has therefore been decided to use the TRICS database to produce proposed development traffic for the residential element, to allow for a more robust assessment.

Trip Distribution

7.20 All proposed development traffic to and from the proposed development has been distributed onto the local highway network on the basis of proportions obtained from Journey to Work data. The distribution and assignment assumptions described above have been discussed and agreed with NCC and the resultant distribution and assignment plans are provided in Appendix J.

7.21 The distribution of proposed development traffic onto the local highway network is outlined in Table 8:

Table 8: Development Distribution

Approach	Percentage Proposed Development Traffic
Newport Pagnell Road East	5.8%
Quinton Road South	2.6%
A45 London Road South	17.8%
Mereway	20.7%
A45 Nene Valley Way North	31.6%
A508	17.3%
Rowtree Road	2.7%
Water Lane	0.4%
Wootton Hope Drive	0.4%
Quinton Road North	0.6%

7.22 In order to ascertain development impact on the junctions raised by NCC, distribution from the development site has been assigned onto Newport Pagnell Road. No distribution has been assigned onto The Green, eastbound towards Great Houghton in order to illustrate a worst case impact for development flows along Newport Pagnell Road and associated junctions.

Great Houghton

7.23 Using the same percentages found within Table 8 for the distribution of traffic data, calculations outlined that approximately 13 two way vehicle flows during the worst peak period would utilise The Green to the east of the site, proceeding towards Great Houghton, when seeking to access the A428 Bedford Road. Such a low number of two way vehicle flows would not be considered to be a severe impact upon the village, with one vehicle trip generated approximately every 5 minutes during the peak periods.

7.24 Subject to the Section 38 design for the HCA land, some of the proposed development traffic is likely to distribute through the HCA scheme towards Brackmills Industrial estate, removing vehicle traffic travelling along Newport Pagnell Road. The assessments undertaken within this report have not taken this link into consideration, in order to provide a worst-case impact upon Newport Pagnell Road and associated junctions. However, it is likely upon completion of this link, some development traffic will proceed via the HCA land thus, removing some vehicle trips anticipated along Newport Pagnell Road and The Green.

Committed Development Traffic

7.25 Committed developments can be defined as proposed development schemes with planning permission that, upon their completion, will result in material changes to the existing traffic conditions recorded in the base surveys. Such developments may not yet be commenced and/or are currently under construction but not yet complete or fully occupied.

7.26 During pre-application discussions with NCC four sites within the local area were identified for consideration as committed development. These are as follows:

- Residential development of 231 dwellings located on Newport Pagnell Road, opposite the current site (application no. S/2015/0219/MAF).
- Industrial development consisting of 49, 095 sq. m. of distribution and warehouse development at the Brackmills Industrial Estate (application no. N.2016/0412).

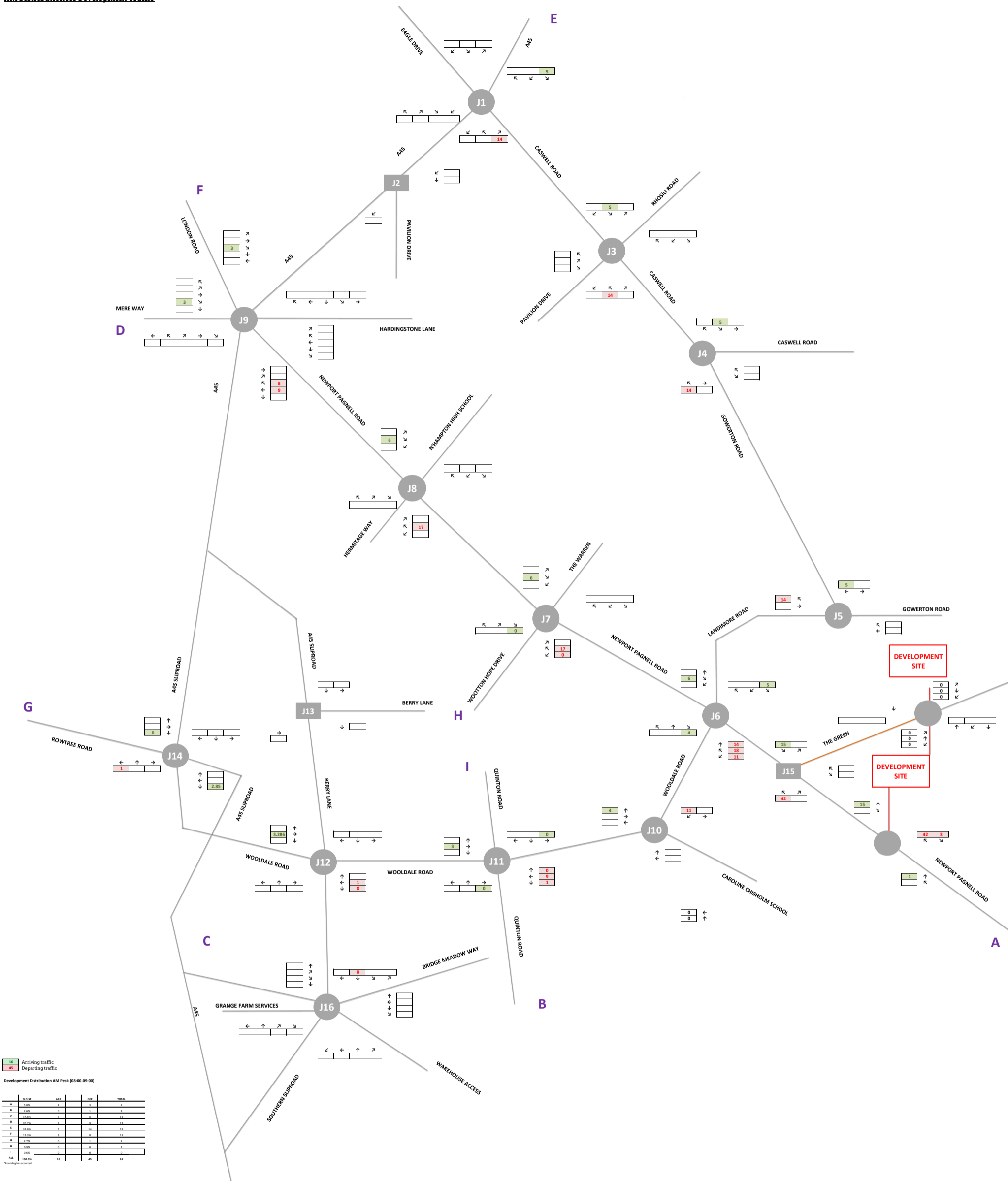
NEWPORT PAGNELL ROAD, WOOTTON TRAFFIC GENERATION

Proposed Development & Trip Rates

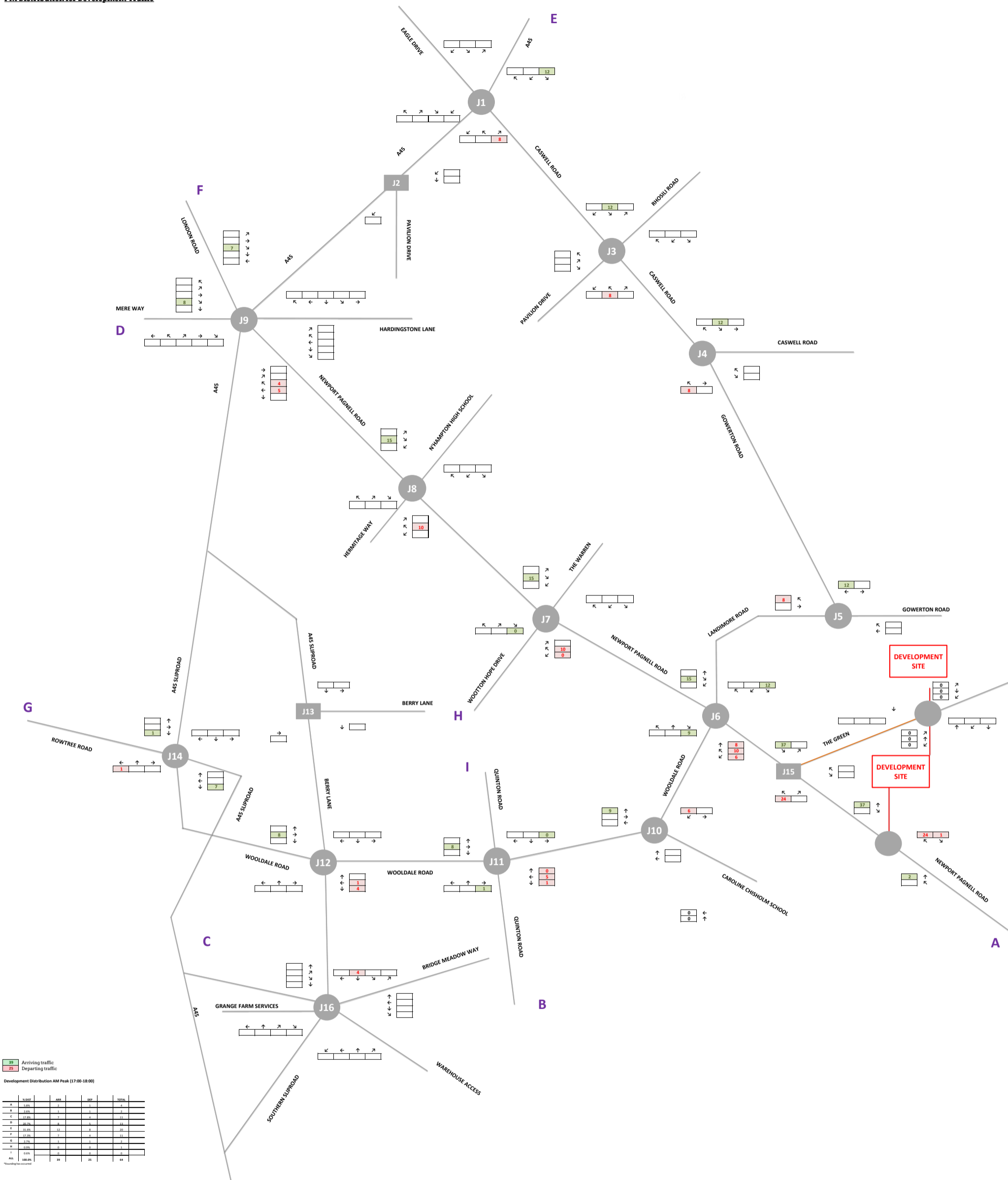
Proposed No of Dwellings: 100

Land -Use: C3 Residential (Private)	AM Peak			PM Peak		
	ARR	DEP	2-WAY	ARR	DEP	2-WAY
TRICS 7 Flows	0.161	0.448	0.609	0.385	0.249	0.634
Trip Generation	16	45	61	39	25	64

**PROPOSED RESIDENTIAL DEVELOPMENT
LAND NORTH OF NEWPORT PAGNELL ROAD, WOOTTON**
AM Distribution for Development Traffic



**PROPOSED RESIDENTIAL DEVELOPMENT
LAND NORTH OF NEWPORT PAGNELL ROAD, WOOTTON**
PM Distribution for Development Traffic



Notes:
 Highway network not to scale.
 Only junctions included in the TA study area for assessment are illustrated on the network.
 A generic 08:00-09:00 AM peak hour is indicated, however, to ensure a robust assessment of all junctions in the TA the observed actual peak hour flows at each junction are shown on this plan.
 Fully classified turning count traffic surveys were undertaken by RDS Ltd on Tuesday 12th July and Wednesday 13th July 2016.
 All flows in passenger car units (PCUs)