

# **APPENDIX A**

## **Land Use Tables**

Wellingborough Town Centre AAP: Draft Preferred Option

Matrix Partnership 10 12 07

Accommodation schedule (2001 to 2021)

Site Ref	Parcel Ref	Site Names	Building			Land use																			Comments													
			Site area	Footprint	Heights	Retail					Residential				Innovation Centre	Office	Library / Ideas Store	Mixed commercial / community / leisure / culture / community / secondary retail	Hotel	Tresham College	Parking																	
						Existing retail to be demolished	New anchor retail	New non-anchor retail	Tot. new retail	Net additional retail on existing (new retail - existing retail to be demolished)		Gross Floor Area (sq.m)	Houses (units)	Flats (units)							Total (units)	GFA (Sq.m)	GFA (Sq.m)	GFA (Sq.m)		GFA (Sq.m)	GFA (Sq.m)	GFA (Sq.m)	Multi Storey			Surface (in curtilage allocated)		Surface (on-street unallocated)	Undercroft	Integral garages (allocated)	Underground basement	Total parking
										Gross Floor Area (sq.m)	Net Floor Area (sq.m)																		Existing	Proposed public	Proposed private	Existing	Proposed					
A		Railway Club, Broad Green	2665	2 to 3				0			7995	45	47	92																				120	Mainly residential			
B		Vauxhall dealership and Reach Out Centre site	4420	2 to 3				0			12888	105	32	137																				186	Incorporates new nursery			
C	1	High Street site	11035	2 to 6			947	947	947	805	22174	19	218	237	1316	1278																			713	Assumes hotel guests utilise multi-storey. Hotel 50% of 2360 GFA assumed non-room. 50% net lettable room space 1180sqm = 47 rooms (@25sqm per room)		
D		Queen Street site	841	2 to 3			0				2429	1	30	31																					31	Although retail is excluded in schedule the landuse plan indicates some potential for retail on this site		
E1		Tresham College site	8524	3 to 4		2500	9281	11781	11781	10014	7720		103	103																					590	Multi-storey e/park serves sites E1 and E2		
E2	2	Market Square	7625	2 to 4	4000		13817	13817	9817	8344	7569		101	101																					0			
F		West End DIY and Fiddlers Elbow	597	3	1004				-1004	-853	597		8	8																						27		
G	3	Alma St/Cambridge St backlands	2270	2 to 3					0	0	3635	6	44	50																						63	Potential to accommodate community uses	
H		Cannon Street/York Road site	130	3					0	0	260		3	3																					3			
I	4	PO Sorting Depot Site	2500	5			843	843	843	717	3930		73	73																						73	Existing parking figures relate to Aldi / Matalan (exact fbc)	
J		Castle Mews site	538	2					0																											10	Potential new leisure / cultural / community uses. 26 spaces in existing theatre car park utilised	
<b>TOTALS</b>																																				0		
<b>2021</b>			41145			5004	2500	24888	27388	22384	19026	69197	176	659	835	1316	1278	990	3402	2360	8470	0	823		0	526	132	73	43	80					1634			

Additional existing car parks used for general retail purposes

Ref	Site Name	Site area	Footprint	Heights	Existing retail to be demolished	New anchor retail	New non-anchor retail	Tot. new retail	Net additional retail on existing	Gross Floor Area (sq.m)	Houses (units)	Flats (units)	Total (units)	GFA (Sq.m)	GFA (Sq.m)	GFA (Sq.m)	GFA (Sq.m)	GFA (Sq.m)	GFA (Sq.m)	Existing	Proposed public	Proposed private	Existing	Proposed	Proposed	Existing	Proposed	Proposed	Proposed	Proposed	Proposed	Proposed	Proposed	Total parking	Comments		
K	Swansgate Centre car park																			950															950		
L	New Theatre car park																						126														
M	Morrisons car park																						545													545	

Notes

- 1 Based on Option 5 Northern Interceptor proposal ( includes a link road through West End DIY Site F)
- 2 RSS requires a min net gain on existing retail of 15500 sqm (2001-2021)
- 3 Residential unit calculations based on dividing average 75 sq m per unit flats from gross residential 100 sqm per unit houses
- 4 Parking calculations generally use following parking standards, and then apply NCC accessibility matrix:  
Resi 1.3 per unit (AAP target standard)

950

671

Tot. public retail car parking (existing and proposed)

2444

Proposed private car parking  
Total parking (Tot public + proposed private)

854  
3298

## **APPENDIX B**

### **Highway Options**

WELLINGBOROUGH TOWN CENTRE BASELINE SCENARIO

'AS EXISTING'

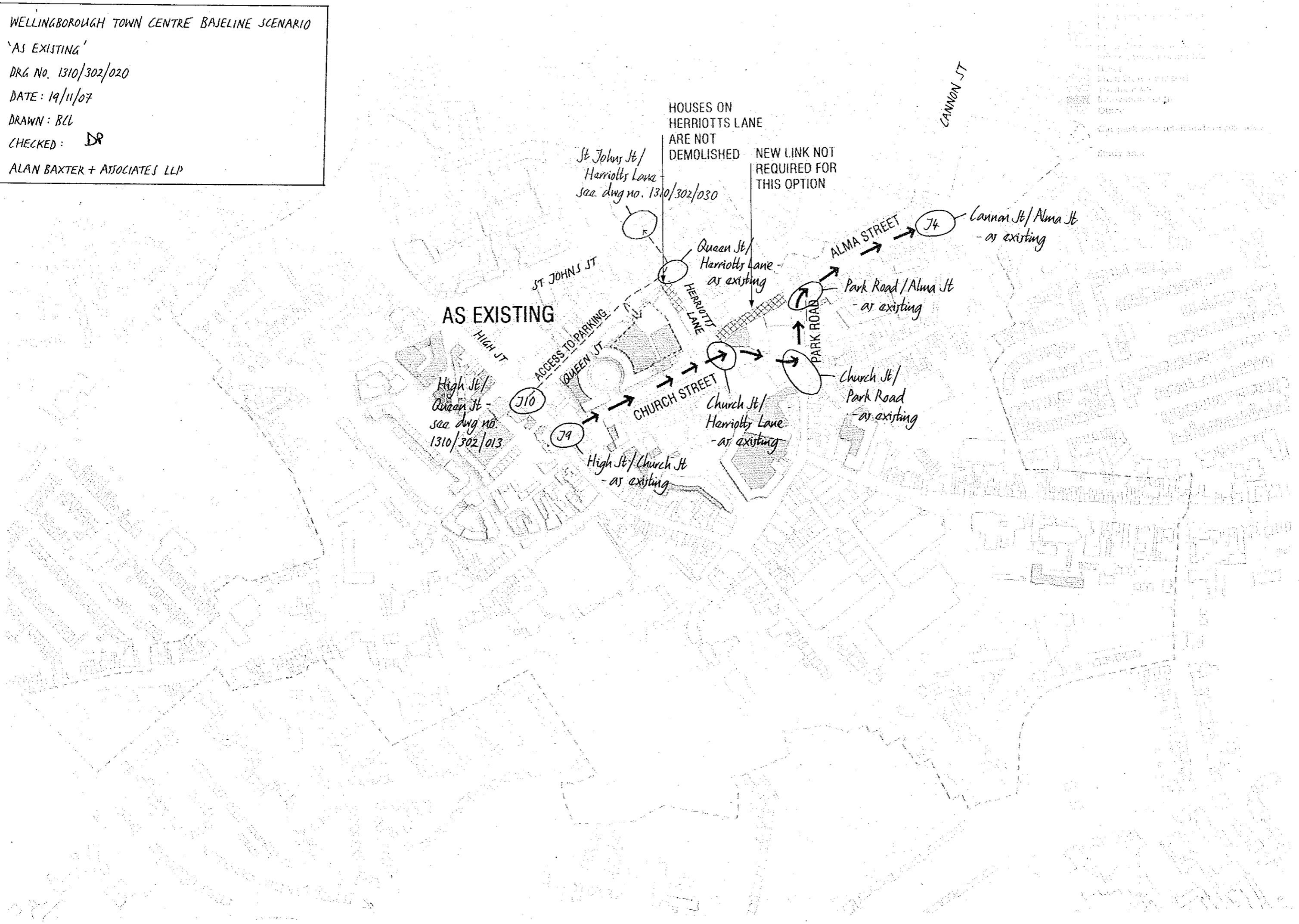
DRG NO. 1310/302/020

DATE: 19/11/07

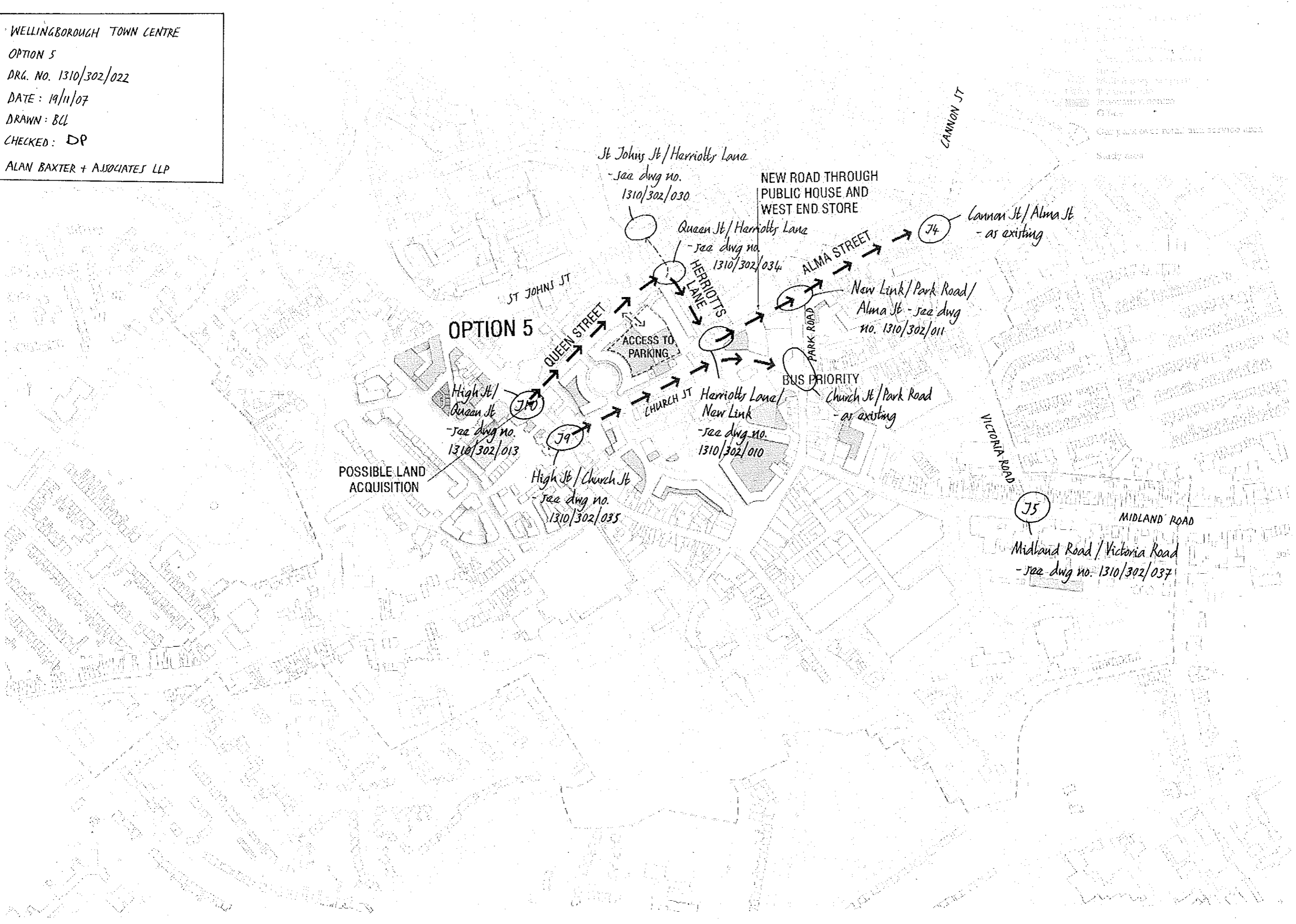
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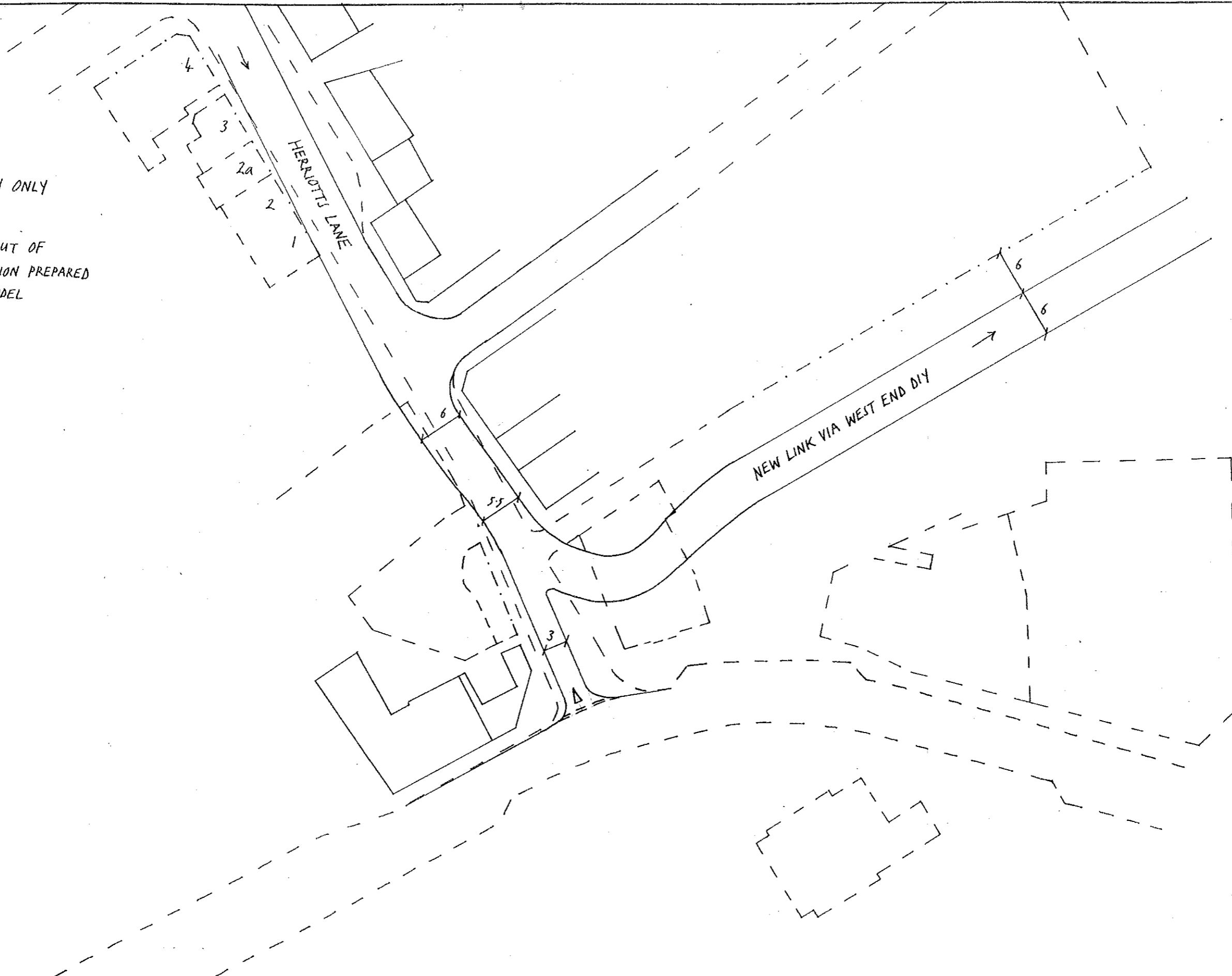
WELLINGBOROUGH TOWN CENTRE  
OPTION 5  
DRG. NO. 1310/302/022  
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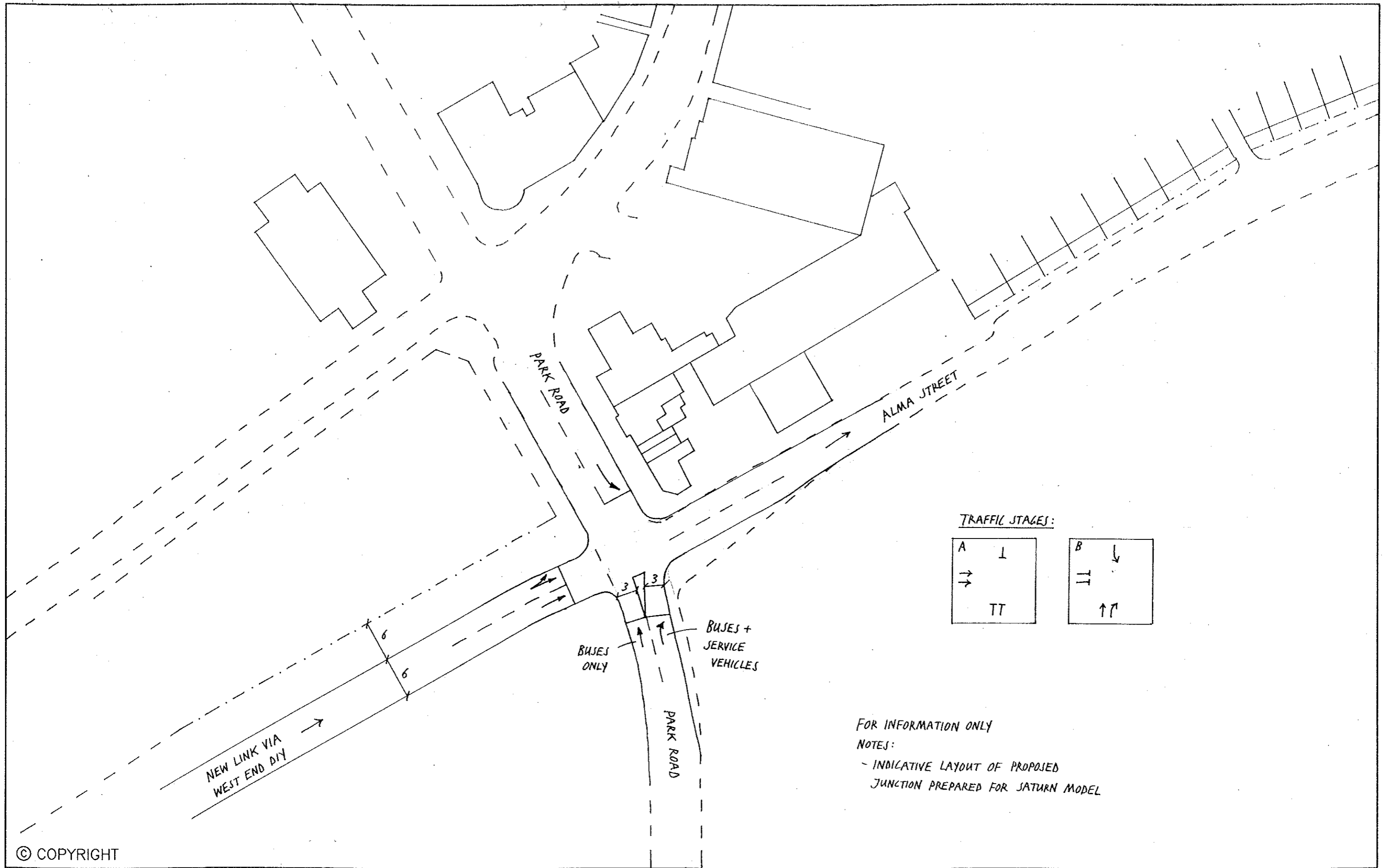
NOTES:

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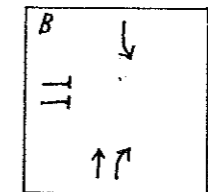
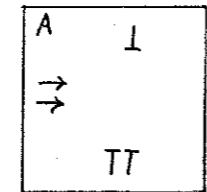


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					WELLINGBOROUGH TOWN CENTRE	1:500	26/10/07	BCL
					Drg. Title:	Drg.No.	Rev.	Checked:
					HERRIOTTS LANE/NEW LINK VIA WEST END DIY INTERJECTION	1310/302/010		DP



TRAFFIC STAGES:



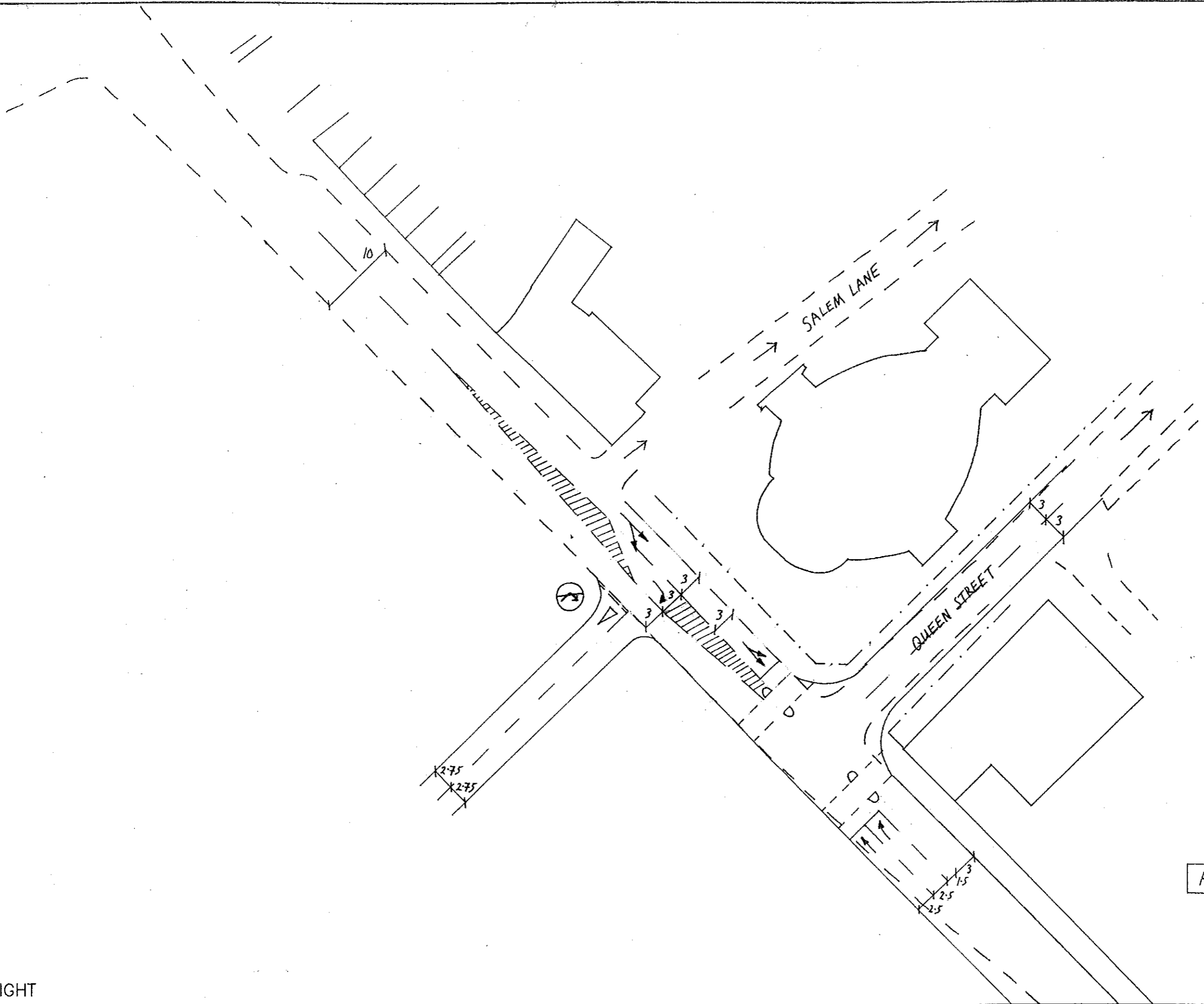
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Rev:	Date:	Amendment:	Chk'd:			Drg.No. 1310/302/011		Rev.

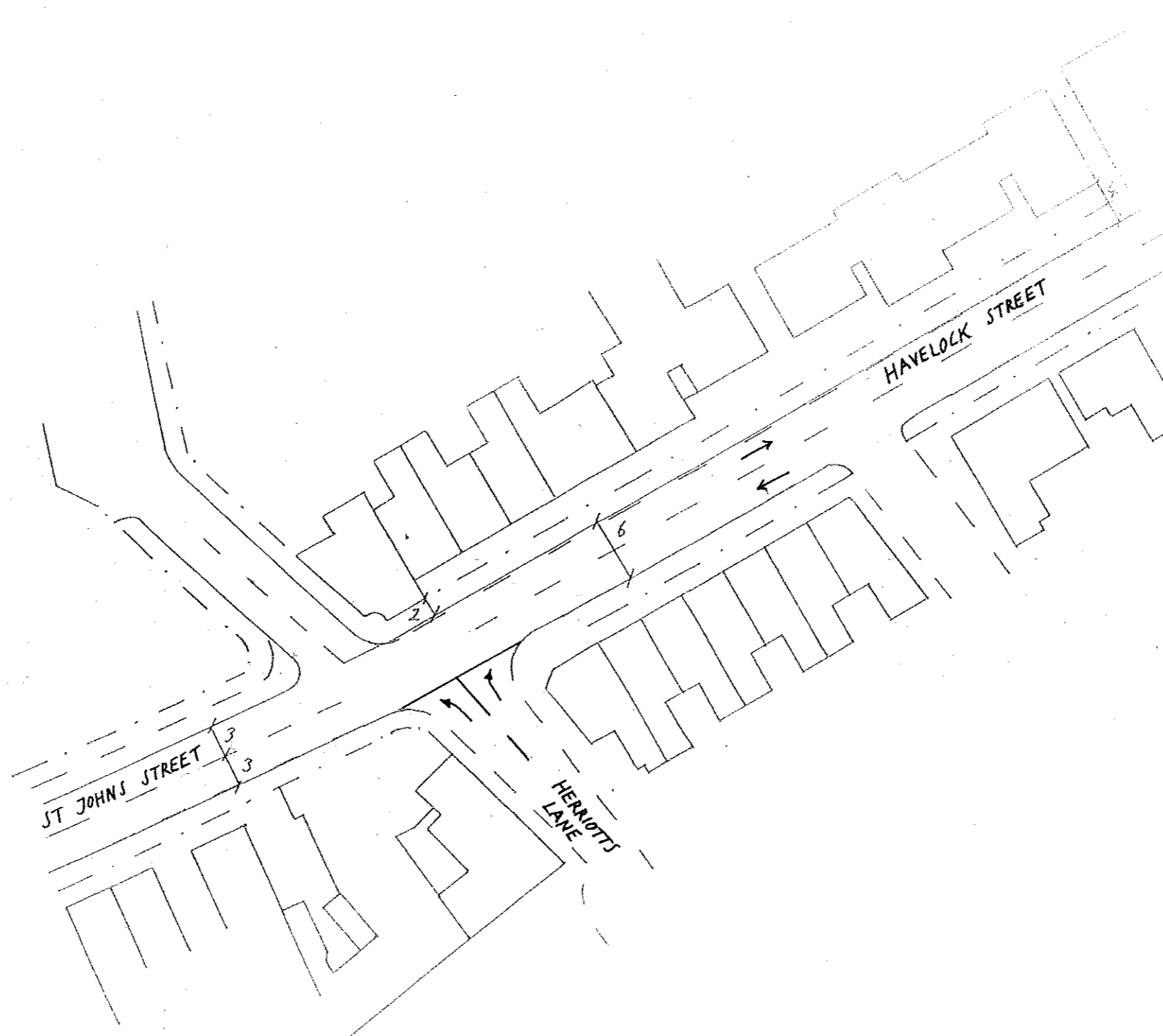


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			Drg. Title: INTERSECTIONS OF HIGH STREET WITH SALEM LANE, QUEEN ST + NEW LINK OPPOSITE CONGREGATIONAL CHURCH		Drg.No. 1310/302/013		Checked: DP
Rev:	Date:	Amendment:	Chk'd:				Rev.

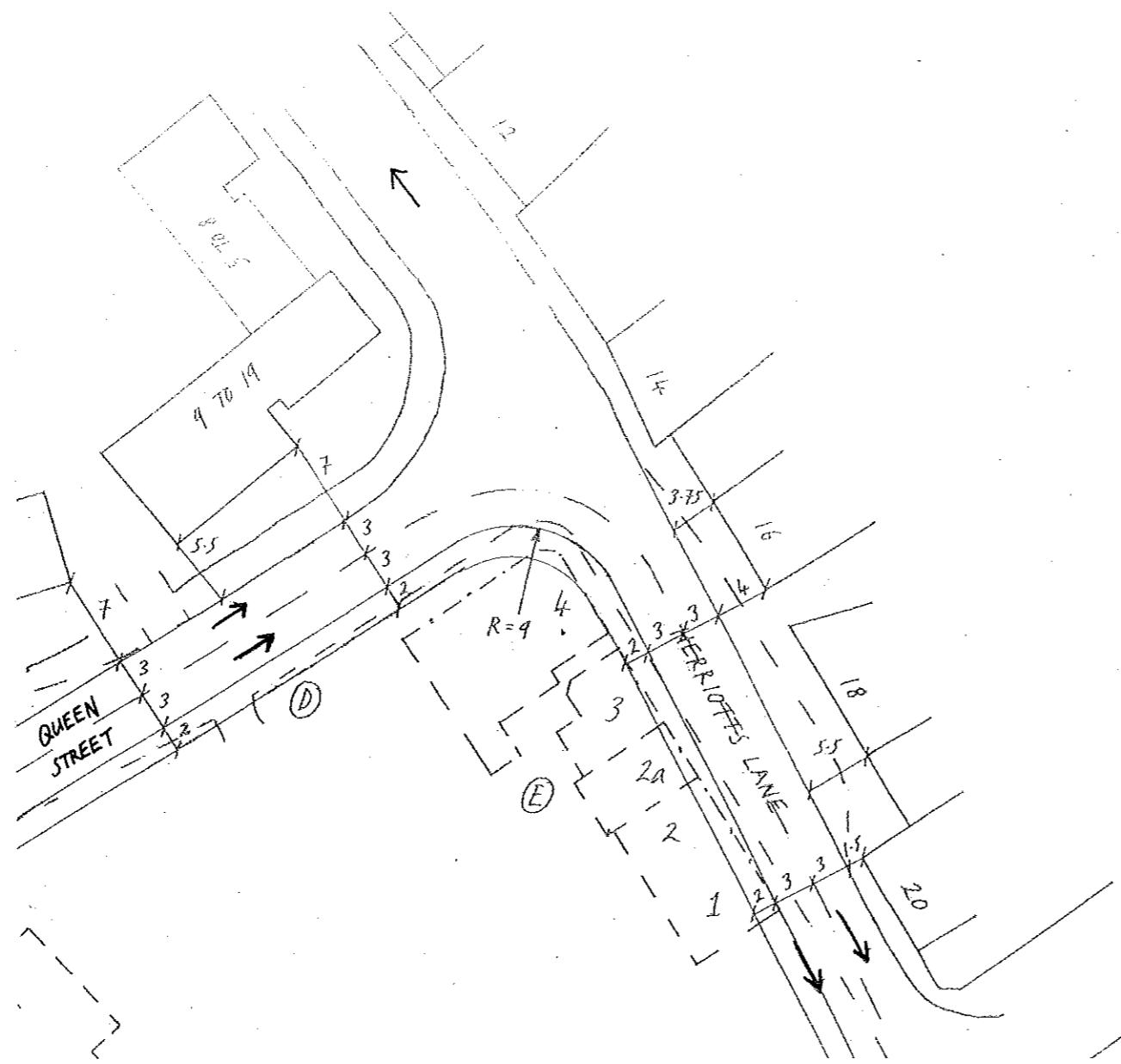




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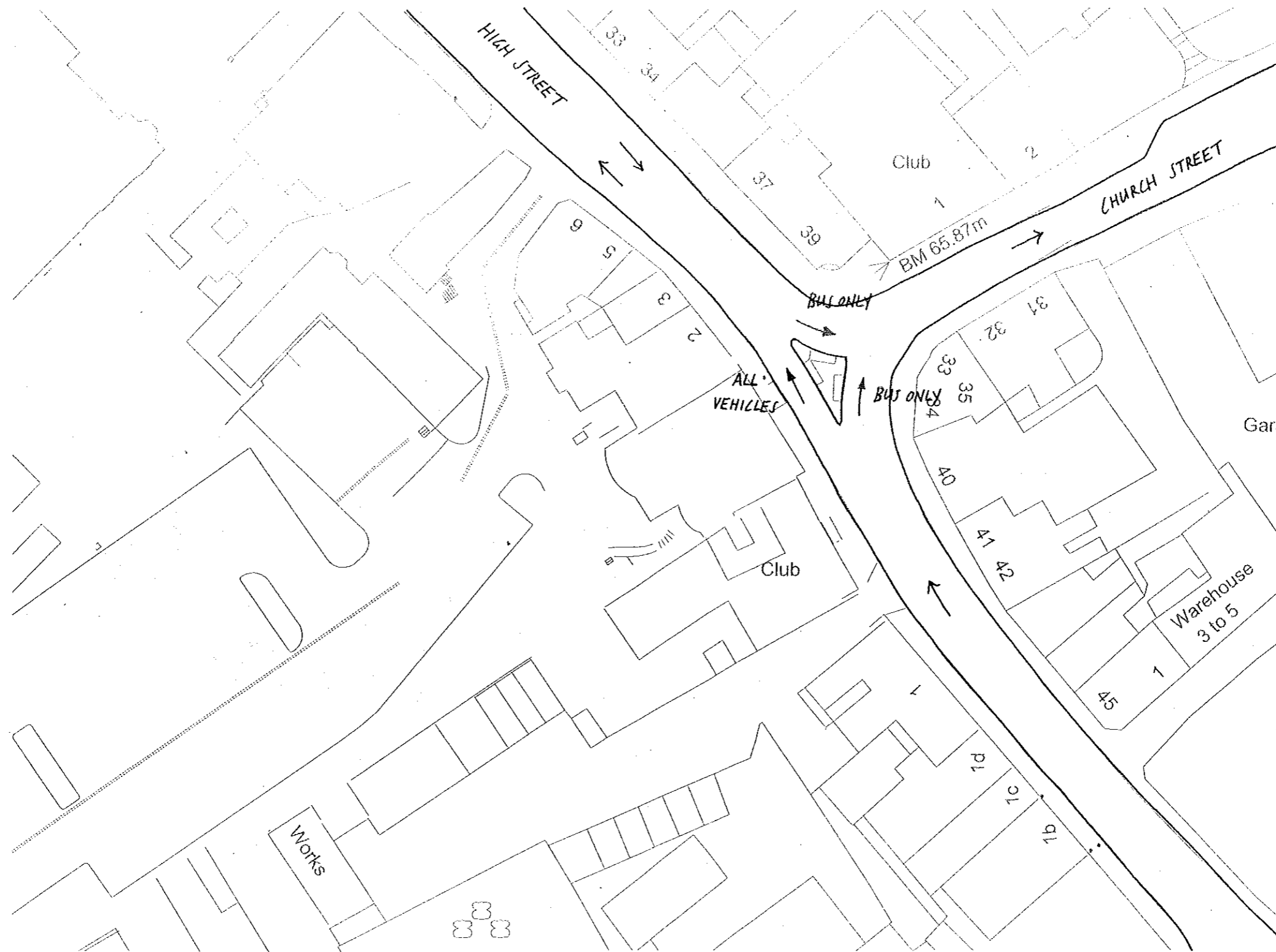
				<b>ALAN BAXTER &amp; ASSOCIATES</b> INTEGRATED DESIGN FOR THE BUILT ENVIRONMENT ALAN BAXTER & ASSOCIATES LLP 75 COWCROSS STREET, LONDON EC1M 6EL TELEPHONE 020 7250 1555 FAX 020 7250 3022 EMAIL: aba@alanbaxter.co.uk		Job: <i>WELLINGBOROUGH TOWN CENTRE</i>		Scale: (original - A3) <i>1:500</i>		Date: <i>16/11/07</i>		Drawn: <i>BCL</i>	
				Drg. Title: <i>INTERSECTION OF ST JOHNS STREET, (2-WAY)          HAVELOCK STREET + HERRIOTTS LANE</i>		Drg.No. <i>1310/302/030</i>				Checked: <i>OP</i>		Rev.	
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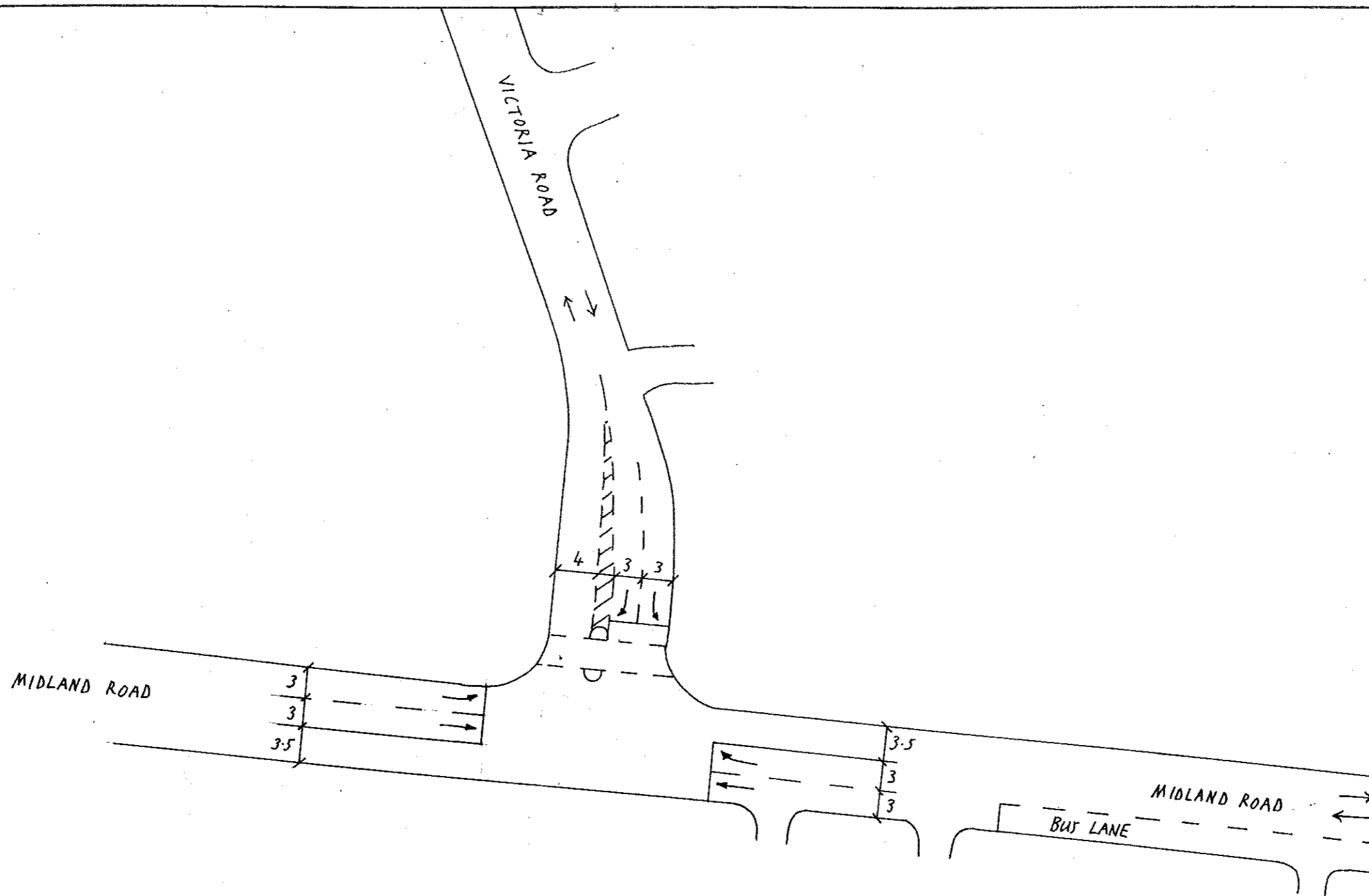
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Rev:	Date:	Amendment:	Chkd:		Drg. Title: QUEEN STREET/HERRIOTT'S LANE INTERSECTION FOR OPTION 5	Drg.No. 1310/302/034	Rev.	



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					WELLINGBOROUGH TOWN CENTRE  Drg. Title: HIGH STREET/CHURCH STREET INTERSECTION FOR OPTIONS 2 AND 5	1:500	19/11/07	BCL
						Drg.No.	Rev.	
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				Drg. Title: <b>MIDLAND ROAD/VICTORIA ROAD INTERSECTION FOR OPTIONS 2 AND 5</b>		Drg.No. <b>1310/302/037</b>	Checked: <b>DP</b>	Rev.
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## **APPENDIX C**

### **Trip Rates and Generation**

**Wellingborough Town Centre - Preferred Option - With Mode-Shift**  
Residential Land Use

INCLUDING 12% PT TRANSFER FOR LIGHTS

**Site A**

		High Density Residential		TOTAL RESIDENTIAL TRIPS		
		Trip Rates per dwelling				
		Arrivals	Departures	Arrivals	Departures	Two Way
<b>AM Peak</b>	Housing 92 dwellings	0.08	0.22	7	20	28
<b>PM Peak</b>	Housing 92 dwellings	0.21	0.11	19	10	29

TOTAL CAR TRIPS (vehs)		
Arrivals	Departures	Two Way
6	18	24
17	9	26

TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way
0	0	0
0	0	0

**Site B**

		High Density Residential		TOTAL RESIDENTIAL TRIPS		
		Trip Rates per dwelling				
		Arrivals	Departures	Arrivals	Departures	Two Way
<b>AM Peak</b>	Housing 137 dwellings	0.08	0.22	11	30	41
<b>PM Peak</b>	Housing 137 dwellings	0.21	0.11	29	15	44

TOTAL CAR TRIPS (vehs)		
Arrivals	Departures	Two Way
10	26	36
25	13	38

TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way
0	0	0
0	0	0

**Site C**

		High Density Residential		TOTAL RESIDENTIAL TRIPS		
		Trip Rates per dwelling				
		Arrivals	Departures	Arrivals	Departures	Two Way
<b>AM Peak</b>	Housing 237 dwellings	0.08	0.22	19	52	71
<b>PM Peak</b>	Housing 237 dwellings	0.21	0.11	50	26	76

TOTAL CAR TRIPS (vehs)		
Arrivals	Departures	Two Way
17	45	62
43	23	66

TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way
0	1	1
0	0	1

**Site D**

		High Density Residential		TOTAL RESIDENTIAL TRIPS		
		Trip Rates per dwelling				
		Arrivals	Departures	Arrivals	Departures	Two Way
<b>AM Peak</b>	Housing 31 dwellings	0.08	0.22	2	7	9
<b>PM Peak</b>	Housing 31 dwellings	0.21	0.11	7	3	10

TOTAL CAR TRIPS (vehs)		
Arrivals	Departures	Two Way
2	6	8
6	3	9

TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way
0	0	0
0	0	0

**Site E**

		High Density Residential		TOTAL RESIDENTIAL TRIPS		
		Trip Rates per dwelling				
		Arrivals	Departures	Arrivals	Departures	Two Way
<b>AM Peak</b>	Housing 204 dwellings	0.08	0.22	16	45	61
<b>PM Peak</b>	Housing 204 dwellings	0.21	0.11	43	22	65

TOTAL CAR TRIPS (vehs)		
Arrivals	Departures	Two Way
14	39	53
37	20	57

TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way
0	0	1
0	0	1

**Site F**

		High Density Residential		TOTAL RESIDENTIAL TRIPS		
		Trip Rates per dwelling				
		Arrivals	Departures	Arrivals	Departures	Two Way
<b>AM Peak</b>	Housing 8 dwellings	0.08	0.22	1	2	2
<b>PM Peak</b>	Housing 8 dwellings	0.21	0.11	2	1	3

TOTAL CAR TRIPS (vehs)		
Arrivals	Departures	Two Way
1	2	2
1	1	2

TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way
0	0	0
0	0	0

**Site G**

		High Density Residential		TOTAL RESIDENTIAL TRIPS		
		Trip Rates per dwelling				
		Arrivals	Departures	Arrivals	Departures	Two Way
<b>AM Peak</b>	Housing 50 dwellings	0.08	0.22	4	11	15
<b>PM Peak</b>	Housing 50 dwellings	0.21	0.11	11	6	16

TOTAL CAR TRIPS (vehs)		
Arrivals	Departures	Two Way
3	10	13
9	5	14

TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way
0	0	0
0	0	0

**Site H**

		High Density Residential		TOTAL RESIDENTIAL TRIPS		
		Trip Rates per dwelling				
		Arrivals	Departures	Arrivals	Departures	Two Way
<b>AM Peak</b>	Housing 3 dwellings	0.08	0.22	0	1	1
<b>PM Peak</b>	Housing 3 dwellings	0.21	0.11	1	0	1

TOTAL CAR TRIPS (vehs)		
Arrivals	Departures	Two Way
0	1	1
1	0	1

TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way
0	0	0
0	0	0

**Site I**

		High Density Residential		TOTAL RESIDENTIAL TRIPS		
		Trip Rates per dwelling				
		Arrivals	Departures	Arrivals	Departures	Two Way
<b>AM Peak</b>	Housing 73 dwellings	0.08	0.22	6	16	22
<b>PM Peak</b>	Housing 73 dwellings	0.21	0.11	15	8	23

TOTAL CAR TRIPS (vehs)		
Arrivals	Departures	Two Way
5	14	19
13	7	20

TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way
0	0	0
0	0	0

**Wellingborough Town Centre - Preferred Option - With Mode-Shift**  
Non-Residential Land Uses

INCLUDING 12% PT TRANSFER FOR LIGHTS

**Site B**

		Trip Rates (per 100sqm GFA)		TOTAL TRIPS		
		Arrivals	Departures	Arrivals	Departures	Two Way
AM Peak	Community	1.57	0.39	4	1	5
	248 sqm GFA					
PM Peak	Community	0.74	1.93	2	5	7
	248 sqm GFA					

TOTAL CAR TRIPS (vehs)			TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
3	1	4	0	0	0
2	4	6	0	0	0

**Site C**

		Trip Rates (per 100sqm GFA)		TOTAL TRIPS		
		Arrivals	Departures	Arrivals	Departures	Two Way
AM Peak	Retail	1.30	0.67	12	6	19
	947 sqm GFA					
	Innovation	2.17	0.27	29	4	32
	1316 sqm GFA					
	Office	2.17	0.27	28	3	31
	1278 sqm GFA					
PM Peak	College	0.88	0.19	74	16	91
	8470 sqm GFA					
	Hotel	0.23	0.24	5	6	11
	2360 sqm GFA					
	Retail	1.31	1.80	12	17	29
	947 sqm GFA					
PM Peak	Innovation	0.30	1.68	4	22	26
	1316 sqm GFA					
	Office	0.30	1.68	4	21	25
	1278 sqm GFA					
	College	0.31	0.49	26	42	68
	8470 sqm GFA					
PM Peak	Hotel	0.21	0.19	5	4	9
	2360 sqm GFA					

TOTAL CAR TRIPS (vehs)			TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
11	5	16	0	0	1
25	3	28	1	0	1
24	3	27	1	0	1
65	14	79	1	0	1
5	5	9	0	0	0
11	15	25	0	1	1
3	19	22	0	0	1
3	19	22	0	0	1
23	36	59	0	0	1
4	4	8	0	0	0

**Site E**

		Trip Rates (per 100sqm GFA)		TOTAL TRIPS		
		Arrivals	Departures	Arrivals	Departures	Two Way
AM Peak	Retail	1.30	0.67	281	145	425
	21598 sqm GFA					
PM Peak	Library	0.75	0.58	7	6	13
	990 sqm GFA					
PM Peak	Retail	1.31	1.80	283	389	672
	21598 sqm GFA					
PM Peak	Library	0.62	0.77	6	8	14
	990 sqm GFA					

TOTAL CAR TRIPS (vehs)			TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
240	124	363	8	4	13
7	5	12	0	0	0
242	332	573	8	12	20
5	7	12	0	0	0

**Site F**

		Trip Rates (per 100sqm GFA)		TOTAL TRIPS		
		Arrivals	Departures	Arrivals	Departures	Two Way
AM Peak	Retail	1.30	0.67	-13	-7	-20
	-1004 sqm GFA					
PM Peak	Community	1.57	0.39	19	5	23
	1194 sqm GFA					
PM Peak	Retail	1.31	1.80	-13	-18	-31
	-1004 sqm GFA					
PM Peak	Community	0.74	1.93	9	23	32
	1194 sqm GFA					

TOTAL CAR TRIPS (vehs)			TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
-11	-6	-17	0	0	-1
16	4	20	1	0	1
-11	-15	-27	0	-1	-1
8	20	27	0	1	1

**Site G**

		Trip Rates (per 100sqm GFA)		TOTAL TRIPS		
		Arrivals	Departures	Arrivals	Departures	Two Way
AM Peak	Community	1.57	0.39	12	3	15
	754 sqm GFA					
PM Peak	Community	0.74	1.93	6	15	20
	754 sqm GFA					

TOTAL CAR TRIPS (vehs)			TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
10	3	13	0	0	0
5	12	17	0	0	1

**Site H**

		Trip Rates (per 100sqm GFA)		TOTAL TRIPS		
		Arrivals	Departures	Arrivals	Departures	Two Way
AM Peak	Community	1.57	0.39	2	1	3
	130 sqm GFA					
PM Peak	Community	0.74	1.93	1	3	3
	130 sqm GFA					

TOTAL CAR TRIPS (vehs)			TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
2	0	2	0	0	0
1	2	3	0	0	0

**Site I**

		Trip Rates (per 100sqm GFA)		TOTAL TRIPS		
		Arrivals	Departures	Arrivals	Departures	Two Way
AM Peak	Retail	1.30	0.67	11	6	17
	843 sqm GFA					
PM Peak	Retail	1.31	1.80	11	15	26
	843 sqm GFA					

TOTAL CAR TRIPS (vehs)			TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
9	5	14	0	0	0
9	13	22	0	0	1

**Site J**

		Trip Rates (per 100sqm GFA)		TOTAL TRIPS		
		Arrivals	Departures	Arrivals	Departures	Two Way
AM Peak	Community	1.57	0.39	17	4	21
	1076 sqm GFA					
PM Peak	Community	0.74	1.93	8	21	29
	1076 sqm GFA					

TOTAL CAR TRIPS (vehs)			TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
14	4	18	1	0	1
7	18	25	0	1	1

**Wellingborough Town Centre - Preferred Option - without Mode-Shift**  
Residential Land Use

**Site A**

		High Density Residential		TOTAL RESIDENTIAL TRIPS		
		Trip Rates per dwelling				
		Arrivals	Departures	Arrivals	Departures	Two Way
<b>AM Peak</b>	Housing 92 dwellings	0.08	0.22	7	20	28
<b>PM Peak</b>	Housing 92 dwellings	0.21	0.11	19	10	29

TOTAL CAR TRIPS (vehs)		
Arrivals	Departures	Two Way
7	20	27
19	10	29

TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way
0	0	0
0	0	0

**Site B**

		High Density Residential		TOTAL RESIDENTIAL TRIPS		
		Trip Rates per dwelling				
		Arrivals	Departures	Arrivals	Departures	Two Way
<b>AM Peak</b>	Housing 137 dwellings	0.08	0.22	11	30	41
<b>PM Peak</b>	Housing 137 dwellings	0.21	0.11	29	15	44

TOTAL CAR TRIPS (vehs)		
Arrivals	Departures	Two Way
11	30	41
28	15	43

TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way
0	0	0
0	0	0

**Site C**

		High Density Residential		TOTAL RESIDENTIAL TRIPS		
		Trip Rates per dwelling				
		Arrivals	Departures	Arrivals	Departures	Two Way
<b>AM Peak</b>	Housing 237 dwellings	0.08	0.22	19	52	71
<b>PM Peak</b>	Housing 237 dwellings	0.21	0.11	50	26	76

TOTAL CAR TRIPS (vehs)		
Arrivals	Departures	Two Way
19	52	70
49	26	75

TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way
0	1	1
0	0	1

**Site D**

		High Density Residential		TOTAL RESIDENTIAL TRIPS		
		Trip Rates per dwelling				
		Arrivals	Departures	Arrivals	Departures	Two Way
<b>AM Peak</b>	Housing 31 dwellings	0.08	0.22	2	7	9
<b>PM Peak</b>	Housing 31 dwellings	0.21	0.11	7	3	10

TOTAL CAR TRIPS (vehs)		
Arrivals	Departures	Two Way
2	7	9
6	3	10

TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way
0	0	0
0	0	0

**Site E**

		High Density Residential		TOTAL RESIDENTIAL TRIPS		
		Trip Rates per dwelling				
		Arrivals	Departures	Arrivals	Departures	Two Way
<b>AM Peak</b>	Housing 204 dwellings	0.08	0.22	16	45	61
<b>PM Peak</b>	Housing 204 dwellings	0.21	0.11	43	22	65

TOTAL CAR TRIPS (vehs)		
Arrivals	Departures	Two Way
16	44	61
42	22	65

TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way
0	0	1
0	0	1

**Site F**

		High Density Residential		TOTAL RESIDENTIAL TRIPS		
		Trip Rates per dwelling				
		Arrivals	Departures	Arrivals	Departures	Two Way
<b>AM Peak</b>	Housing 8 dwellings	0.08	0.22	1	2	2
<b>PM Peak</b>	Housing 8 dwellings	0.21	0.11	2	1	3

TOTAL CAR TRIPS (vehs)		
Arrivals	Departures	Two Way
1	2	2
2	1	3

TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way
0	0	0
0	0	0

**Site G**

		High Density Residential		TOTAL RESIDENTIAL TRIPS		
		Trip Rates per dwelling				
		Arrivals	Departures	Arrivals	Departures	Two Way
<b>AM Peak</b>	Housing 50 dwellings	0.08	0.22	4	11	15
<b>PM Peak</b>	Housing 50 dwellings	0.21	0.11	11	6	16

TOTAL CAR TRIPS (vehs)		
Arrivals	Departures	Two Way
4	11	15
10	5	16

TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way
0	0	0
0	0	0

**Site H**

		High Density Residential		TOTAL RESIDENTIAL TRIPS		
		Trip Rates per dwelling				
		Arrivals	Departures	Arrivals	Departures	Two Way
<b>AM Peak</b>	Housing 3 dwellings	0.08	0.22	0	1	1
<b>PM Peak</b>	Housing 3 dwellings	0.21	0.11	1	0	1

TOTAL CAR TRIPS (vehs)		
Arrivals	Departures	Two Way
0	1	1
1	0	1

TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way
0	0	0
0	0	0

**Site I**

		High Density Residential		TOTAL RESIDENTIAL TRIPS		
		Trip Rates per dwelling				
		Arrivals	Departures	Arrivals	Departures	Two Way
<b>AM Peak</b>	Housing 73 dwellings	0.08	0.22	6	16	22
<b>PM Peak</b>	Housing 73 dwellings	0.21	0.11	15	8	23

TOTAL CAR TRIPS (vehs)		
Arrivals	Departures	Two Way
6	16	22
15	8	23

TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way
0	0	0
0	0	0



**Wellingborough Town Centre - Preferred Option - Without Mode-Shift**  
Non-Residential Land Uses

**Site B**

		Trip Rates (per 100sqm GFA)		TOTAL TRIPS		
		Arrivals	Departures	Arrivals	Departures	Two Way
AM Peak	Community 248 sqm GFA	1.57	0.39	4	1	5
	Community 248 sqm GFA	0.74	1.93	2	5	7

TOTAL CAR TRIPS (vehs)		
Arrivals	Departures	Two Way
4	1	5
2	5	6

TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way
0	0	0
0	0	0

**Site C**

		Trip Rates (per 100sqm GFA)		TOTAL TRIPS		
		Arrivals	Departures	Arrivals	Departures	Two Way
AM Peak	Retail 947 sqm GFA	1.30	0.67	12	6	19
	Innovation 1316 sqm GFA	2.17	0.27	29	4	32
	Office 1278 sqm GFA	2.17	0.27	28	3	31
	College 8470 sqm GFA	0.88	0.19	74	16	91
	Hotel 2360 sqm GFA	0.23	0.24	5	6	11
PM Peak	Retail 947 sqm GFA	1.31	1.80	12	17	29
	Innovation 1316 sqm GFA	0.30	1.68	4	22	26
	Office 1278 sqm GFA	0.30	1.68	4	21	25
	College 8470 sqm GFA	0.31	0.49	26	42	68
	Hotel 2360 sqm GFA	0.21	0.19	5	4	9

TOTAL CAR TRIPS (vehs)		
Arrivals	Departures	Two Way
12	6	18
28	3	31
27	3	31
74	16	90
5	5	11
12	17	29
4	22	26
4	21	25
26	41	67
5	4	9

TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way
0	0	1
1	0	1
1	0	1
1	0	1
0	0	0
0	1	1
0	0	1
0	0	1
0	0	1
0	0	0

**Site E**

		Trip Rates (per 100sqm GFA)		TOTAL TRIPS		
		Arrivals	Departures	Arrivals	Departures	Two Way
AM Peak	Retail 21598 sqm GFA	1.30	0.67	281	145	425
	Library 990 sqm GFA	0.75	0.58	7	6	13
PM Peak	Retail 21598 sqm GFA	1.31	1.80	283	389	672
	Library 990 sqm GFA	0.62	0.77	6	8	14

TOTAL CAR TRIPS (vehs)		
Arrivals	Departures	Two Way
272	140	413
7	6	13
274	377	652
6	8	14

TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way
8	4	13
0	0	0
8	12	20
0	0	0

**Site F**

		Trip Rates (per 100sqm GFA)		TOTAL TRIPS		
		Arrivals	Departures	Arrivals	Departures	Two Way
AM Peak	Retail -1004 sqm GFA	1.30	0.67	-13	-7	-20
	Community 1194 sqm GFA	1.57	0.39	19	5	23
PM Peak	Retail -1004 sqm GFA	1.31	1.80	-13	-18	-31
	Community 1194 sqm GFA	0.74	1.93	9	23	32

TOTAL CAR TRIPS (vehs)		
Arrivals	Departures	Two Way
-13	-7	-19
18	5	23
-13	-18	-30
9	22	31

TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way
0	0	-1
1	0	1
0	-1	-1
0	1	1

**Site G**

		Trip Rates (per 100sqm GFA)		TOTAL TRIPS		
		Arrivals	Departures	Arrivals	Departures	Two Way
AM Peak	Community 754 sqm GFA	1.57	0.39	12	3	15
	Community 754 sqm GFA	0.74	1.93	6	15	20

TOTAL CAR TRIPS (vehs)		
Arrivals	Departures	Two Way
11	3	14
5	14	20

TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way
0	0	0
0	0	1

**Site H**

		Trip Rates (per 100sqm GFA)		TOTAL TRIPS		
		Arrivals	Departures	Arrivals	Departures	Two Way
AM Peak	Community 130 sqm GFA	1.57	0.39	2	1	3
	Community 130 sqm GFA	0.74	1.93	1	3	3

TOTAL CAR TRIPS (vehs)		
Arrivals	Departures	Two Way
2	0	2
1	2	3

TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way
0	0	0
0	0	0

**Site I**

		Trip Rates (per 100sqm GFA)		TOTAL TRIPS		
		Arrivals	Departures	Arrivals	Departures	Two Way
AM Peak	Retail 843 sqm GFA	1.30	0.67	11	6	17
	Retail 843 sqm GFA	1.31	1.80	11	15	26

TOTAL CAR TRIPS (vehs)		
Arrivals	Departures	Two Way
11	5	16
11	15	25

TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way
0	0	0
0	0	1

**Site J**

		Trip Rates (per 100sqm GFA)		TOTAL TRIPS		
		Arrivals	Departures	Arrivals	Departures	Two Way
AM Peak	Community 1076 sqm GFA	1.57	0.39	17	4	21
	Community 1076 sqm GFA	0.74	1.93	8	21	29

TOTAL CAR TRIPS (vehs)		
Arrivals	Departures	Two Way
16	4	20
8	20	28

TOTAL HGV TRIPS (vehs)		
Arrivals	Departures	Two Way
1	0	1
0	1	1

## **APPENDIX D**

### **Global Statistics**

**Wellingborough Town Centre AAP: SATURN Model Statistics for cordoned area**

<b>Land Use Option</b>	<b>Highway Option</b>	<b>Time Period</b>	<b>Travel Time (PCU.Hrs)</b>	<b>Travel Distance (PCU.Kms)</b>	<b>Average Speed (Kph)</b>
Preferred without mode-shift	Baseline	AM	1836	79962	43.6
Preferred without mode-shift	Baseline	PM	2026	85402	42.2
Preferred with mode-shift	Baseline	AM	1745	77235	44.3
Preferred with mode-shift	Baseline	PM	1895	82160	43.4
Preferred without mode-shift	Option 5	AM	1847	80153	43.4
Preferred without mode-shift	Option 5	PM	2015	85240	42.3
Preferred with mode-shift	Option 5	AM	1743	77368	44.4
Preferred with mode-shift	Option 5	PM	1895	82057	43.3

### Wellingborough Cordoned Area

