

BSTM2 2045 BASELINE SCENARIO

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Contents

Abbreviations	8
1. Introduction	11
1.1 Background	11
1.2 Purpose of this report	11
1.3 Report structure	11
2. Overview of approach	12
2.1 Present year (2024)	12
2.1.1 VDM outcomes	13
2.1.2 HAM outcomes	15
2.2 Forecast year model	27
2.2.1 Defining the forecast year scenario	27
2.2.2 Forecasting approach	27
3. Forecast year assumptions	29
3.1 Uncertainty and the Uncertainty Log	29
3.1.1 Sources of uncertainty	29
3.1.2 National uncertainty	29
3.1.3 Local uncertainty (Uncertainty Log)	29
3.2 Development sites	30
3.3 Highway schemes	35
3.4 Economic parameters	41
3.4.1 Values of time and vehicle operating costs	41
3.4.2 PT fares	42
3.4.3 Parking charges	42
4. Forecast network updates	43
4.1 Highway changes	43
4.2 PT changes	44
4.2.1 Bus services	44
4.2.2 Rail services	45
5. Forecast Year Demand	47
5.1 Land use and trip end assumptions	47
5.1.1 Dwelling and jobs completions	47
5.1.2 Forecast year population and worker calculation	48
5.1.3 Trip ends estimation: productions	49
5.1.4 Trip ends estimation: attractions	52
5.2 Car exogenous and freight growth factors	55
5.2.1 Car external-external trips	55
5.2.2 Goods vehicles trips	55
6. Forecast Year – VDM results	57
6.1 Trip matrices	57



6.2	Mode shares	57
6.2.1	Mode shares by purpose	57
6.2.2	Mode shares by former districts.....	59
6.3	Trip patterns	61
6.4	Trip lengths.....	61
6.5	VDM convergence	63
7.	Forecast year – HAM assignment results.....	64
7.1	Trip matrix totals	64
7.2	Overall network statistics	65
7.3	Screenline / cordon flows.....	65
7.4	Traffic volume	67
7.5	Flow difference	71
7.6	Link V/C ratios	90
7.7	Traffic delays (congestion).....	94
7.8	Convergence	98
8.	Summary	99
8.1	Overview of model inputs	99
8.1.1	Limitations of input assumptions.....	99
8.2	Overview of model outputs	100
8.2.1	Demand changes	100
8.2.2	Highway assignment.....	100
8.2.3	PT outcomes	100
8.3	Appropriate use	101
Appendix A.	Land use UL (2019–2045)	103
Appendix B.	Highway scheme UL (2019-2045).....	123
Appendix C.	Screenline traffic flows.....	125
Appendix D.	Trip patterns by purpose.....	127

Tables

Table 2-1 – PYV 2024: 24 hour P/A trips and mode share (%) by purpose (excluding E-I).....	13
Table 2-2 – PYV 2024: 24-hour trip productions and mode shares by LAD, all purposes	14
Table 2-3 – PYV 2024: 24-hour trip attraction mode shares by LAD, all purposes	14
Table 2-4 – PYV 2024: average trip length (kms) by purpose by mode	14
Table 3-1 – Uncertainty Log – classification of future input (see TAG Unit M4 Table A2).....	30
Table 3-2 – Employment densities used to calculate jobs in employment and mixed-use developments	31
Table 3-3 – Baseline 2045: land use change between 2019 and 2045 for former LAD	32
Table 3-4 – Baseline 2045: Modelled future highway schemes between 2024 - 2045.....	35
Table 3-5 – HAM impedance (VOC/VoT) coefficients (ppk/ ppm) for 2045.....	41
Table 3-6 – VDM Values of time (ppm per person, 2045 values in 2019 prices)	41



Table 3-7 – Rail fare index (constant prices, GB).....	42
Table 3-8 – Bus fare index (constant prices, GB).....	42
Table 4-1 – Baseline 2045: Additional Bus Services between 2024 – 2045	44
Table 5-1 – Baseline 2045: Households growth from 2019 to 2045 for explicitly modelled versus all developments, 2025 Uncertainty Log	48
Table 5-2 – Baseline 2045: Jobs growth for explicitly modelled versus all developments, 2025 UL.....	48
Table 5-3 – NTEM (v8.1 Core scenario) population per household in Buckinghamshire	49
Table 5-4 – Population growth from BSTM2 2019 base year to 2045 Baseline by former districts.....	49
Table 5-5 – BSTM2 2019 base year, 2024 PYV and 2045 Baseline: 24-hour trip productions by purpose	50
Table 5-6 – BSTM2 BY 2019 vs 2045 Baseline: 24-hour Productions by LAD	50
Table 5-7 – Estimates of school places per dwelling	52
Table 5-8 – BSTM2 BY 2019 to PYV 2024 and 2045 Baseline: Attractions by LAD.....	53
Table 5-9 – DfT NRTP22 derived growth for car external-external movements and resulting trips	55
Table 5-10 – DfT NRTP22 derived growth rates for LGV and HGV trips	55
Table 5-11 – Baseline 2045: Explicitly modelled developments' goods vehicle trips (in vehicles per hour).....	56
Table 6-1 – Future changes in total daily PA trips by mode (I-I, I-E and E-I)	57
Table 6-2 – PYV 2024 vs 2045 Baseline: daily P/A trips by purpose and mode	58
Table 6-3 – Baseline 2045: Mode share by purpose, comparison to PYV 2024	58
Table 6-4 – Baseline 2045: 24-hour Production mode shares by LAD, all purposes	60
Table 6-5 – Baseline 2045: 24-hour Attraction mode shares by LAD, all purposes	60
Table 6-6 – Change in 24-hour P/A trip patterns from PYV 2024 to 2045 Baseline for all purposes and modes.....	61
Table 6-7 – Baseline 2045 vs PYV 2024: Average trip length by purpose by mode	62
Table 6-8 – 2045 Baseline: %Gap values by purpose	63
Table 6-9 – Baseline 2045: Change in trips between penultimate and final iteration of VDM, by purpose and mode	63
Table 7-1 – Matrix totals in vehicle trips: AM peak hour (08:00 to 09:00).....	64
Table 7-2 – Matrix totals in vehicle trips: IP average hour (10:00 to 16:00)	64
Table 7-3 – Matrix totals in vehicle trips: PM peak hour (17:00 to 18:00).....	65
Table 7-4 – Overall network statistics, AoDM.....	65
Table 7-5 – Percentage change in total traffic flows from 2024 to 2045 Baseline across screenlines	67
Table 7-6 – Summary of 2045 Baseline highway model convergence.....	98
Table A-1 – Explicitly Modelled Developments	103
Table A-2 – Background Growth Developments	106
Table B-1 – Highway Schemes	123
Table C-1 – Baseline 2045 AM Peak screenline traffic flow differences from 2024 PYV	125
Table C-2 – Baseline 2045 IP screenline traffic flow differences.....	126
Table C-3 – Baseline 2045 PM Peak screenline traffic flow differences	126
Table D-1 – Change in trip pattern from PYV 2024 to 2045 Baseline across all modes for 24 hours – HBW.....	127
Table D-2 – Change in trip pattern from PYV 2024 to 2045 Baseline across all modes for 24 hours – HBEB	127
Table D-3 – Change in trip pattern from PYV 2024 to 2045 Baseline across all modes for 24 hours – HBEd.....	127



Table D-4 – Change in trip pattern from PYV 2024 to 2045 Baseline across all modes for 24 hours – HBPS	127
Table D-5 – Change in trip pattern from PYV 2024 to 2045 Baseline across all modes for 24 hours – HBL	128
Table D-6 – Change in trip pattern from PYV 2024 to 2045 Baseline across all modes for 24 hours – NHBEB	128
Table D-7 – Change in trip pattern from PYV 2024 to 2045 Baseline across all modes for 24 hours – NHBO	128

Figures

Figure 2-1 - BSTM2 modelled area	12
Figure 2-2 - Traffic volume – PYV 2024, AM peak hour	16
Figure 2-3 - Traffic volume – PYV 2024, IP average hour	17
Figure 2-4 - Traffic volume – PYV 2024, PM peak hour	18
Figure 2-5 - Link V/C – PYV 2024, AM peak hour	20
Figure 2-6 - Link V/C – PYV 2024, IP average hour	21
Figure 2-7 - Link V/C – PYV 2024, PM peak hour	22
Figure 2-8 - Link mean delay – PYV 2024, AM peak hour	24
Figure 2-9 - Link mean delay – PYV 2024, IP average hour	25
Figure 2-10 - Link mean delay – PYV 2024, PM peak hour	26
Figure 2-11 - Overview of forecast model components and structure	27
Figure 3-1 - Locations of 2045 Baseline explicitly modelled residential developments	33
Figure 3-2 - Locations of 2045 Baseline explicitly modelled employment developments	34
Figure 3-3 - Locations of modelled highway schemes in 2045 Baseline	37
Figure 3-4 - Locations of modelled highway schemes in 2045 Baseline surrounding Aylesbury	38
Figure 3-5 - Locations of modelled highway schemes in 2045 Baseline surrounding High Wycombe	39
Figure 3-6 - Locations of modelled highway schemes in 2045 Baseline surrounding Buckingham	40
Figure 4-1 - New bus service routes added in 2045 Baseline	45
Figure 4-2 - New Railway Route – Cambridge to Oxford added in BSTM2 2045 Baseline	46
Figure 5-1 - Percentage change in total productions from PYV 2024 to 2045 Baseline by sector – 24hr, all modes and purposes	51
Figure 5-2 - Percentage change in total trip attractions from PYV 2024 to 2045 Baseline by sector – 24hr, all modes and purposes	54
Figure 7-1 - Screenlines and cordons	66
Figure 7-2 - Traffic volume – 2045 Baseline, AM peak hour	68
Figure 7-3 - Traffic volume – 2045 Baseline, IP average hour	69
Figure 7-4 - Traffic volume – 2045 Baseline, PM peak hour	70
Figure 7-5 - Baseline 2045 vs. PYV 2024: AM peak hour traffic flow difference	72
Figure 7-6 - Baseline 2045 vs. PYV 2024: IP average hour traffic flow difference	73
Figure 7-7 - Baseline 2045 vs. PYV 2024: PM peak hour traffic flow difference	74
Figure 7-8 - Baseline 2045 vs. BSTM2 PYV 2024: AM peak hour traffic flow difference (Aylesbury)	75
Figure 7-9 – Baseline 2045 vs. PYV 2024: IP average hour traffic flow difference (Aylesbury)	76
Figure 7-10 – Baseline 2045 vs. PYV 2024: PM peak hour traffic flow difference (Aylesbury)	77
Figure 7-11 - Baseline 2045 vs. PYV 2024: AM peak hour traffic flow difference (High Wycombe)	78



Figure 7-12 - Baseline 2045 vs. PYV 2024: IP average hour traffic flow difference (High Wycombe)	79
Figure 7-13 - Baseline 2045 vs. PYV 2024: PM peak hour traffic flow difference (High Wycombe)	80
Figure 7-14 - Baseline 2045 vs. PYV 2024: AM peak hour traffic flow difference (Buckingham)	81
Figure 7-15 - Baseline 2045 vs. PYV 2024: IP average hour traffic flow difference (Buckingham)	82
Figure 7-16 - Baseline 2045 vs. PYV 2024: PM peak hour traffic flow difference (Buckingham)	83
Figure 7-17 - Baseline 2045 vs. PYV 2024: AM peak hour traffic flow difference (Bourne End)	84
Figure 7-18 - Baseline 2045 vs. PYV 2024: IP average hour traffic flow difference (Bourne End)	85
Figure 7-19 - Baseline 2045 vs. PYV 2024: PM peak hour traffic flow difference (Bourne End)	86
Figure 7-20 - Baseline 2045 vs. PYV 2024: AM peak hour traffic flow difference (Marlow)	87
Figure 7-21 - Baseline 2045 vs. PYV 2024: IP average hour traffic flow difference (Marlow)	88
Figure 7-22 – Baseline 2045 vs. PYV 2024: PM peak hour traffic flow difference (Marlow)	89
Figure 7-23 - Link V/C ratios – 2045 Baseline, AM peak hour	91
Figure 7-24 - Link V/C ratios - 2045 Baseline, IP average hour	92
Figure 7-25 - Link V/C ratios - 2045 Baseline, PM peak hour	93
Figure 7-26 - Link mean delay – 2045 Baseline, AM peak hour	95
Figure 7-27 - Link mean delay –2045 Baseline, IP average hour	96
Figure 7-28 - Link mean delay – 2045 Baseline, PM peak hour	97



Abbreviations

AoDM	Area of Detailed Modelling
AUC	Assignment User Class
AMAI	Absolute Model Applied Incrementally
BC	Buckinghamshire Council
BL	Baseline
BSTM	Buckinghamshire Strategic Transport Model
BY	Base Year
CAVs	Connected and Automated Vehicles
CB	Car Employers Business
CC	Car Commute
CO	Car Other
DfT	Department for Transport
DM	Do-Minimum
E-E	External-to-External
E-I	External-to-Internal
EWR	East West Rail
FC	Full car availability
FH	From-home trip
FTE	Full Time Equivalent
FT	Full-time (employment)
FY	Forecast Year
GDP	Gross Domestic Product
GFA	Gross floor area
HAM	Highway Assignment Model
HB	Home-Based (trip)
HBEB	Home-Based Employers Business
HBEd	Home-Based Education
HL	Home-Based Leisure
HBPS	Home-Based Shopping & Personal Business
HBW	Home-Based Work
HGV	Heavy Goods Vehicle
HH	Households
ICA	Intersection Capacity Analysis
I-E	Internal-to-External



I-I	Internal-to-Internal
IP	Inter-peak
JTW	Journey to Work
LAD	Local Authority District (Former)
LGV	Light Goods Vehicle
LP	Local Plan
LP4B	Local Plan for Buckinghamshire
MaaS	Mobility as a Service
MIA	Model Improvement Areas
MSOA	Middle Super Output Area (Census geography)
MTL	More Than Likely
NB	Northbound
NC	Near Certain
NHB	Non-Home Based
NHBEB	Non-Home Based Employers Business
NHBO	Non-Home Based Other
NRTP	National Road Traffic Projections, produced by DfT
NTEM	National Trip End Model
NTS	National Travel Survey
OA	Census Output Area
OB	Outbound
O-D	Origin-Destination
OGV	Other Goods Vehicle
ONS	Office for National Statistics
ORR	Office of Rail and Road
P/A	Production-Attraction
PC	Part car availability
P&R	Park & Ride
PCU	Passenger Car Unit
PRPT	Proxy Representation of a PT model
PTAM	PT Assignment Model
PuT/PT	Public Transport
RF	Reasonably Foreseeable
RPI	Retail Prices Index
SDT	Short Distance Trips (those < 2 miles)
SWLR	South-Western Link Road



TAG	Transport Analysis Guidance
TH	To-home
TLD	Trip length distribution
TOD	Time of day
UL	Uncertainty Log
UC	User Class
V/C	Volume/Capacity
VDF	Volume Delay Function
VDM	Variable Demand Model
VOC	Vehicle Operating Cost
VoT	Value of Time

1. Introduction

1.1 Background

AtkinsRéalis, the framework consultants to Buckinghamshire Council, was commissioned to undertake a Present Year Validation (PYV) for the existing Buckinghamshire Strategic Transport Model (BSTM2). The BSTM2 model developed by AtkinsRéalis comprises a HAM, a VDM and limited PT elements. It retains a 2019 base year and extends across the Buckinghamshire boundary to reflect travel to and from the county, with particular emphasis and detail for MIAs within key urban areas, namely Buckingham, Aylesbury, High Wycombe, Marlow, Bourne End and outside the MIAs. AtkinsRéalis have validated BSTM2 for the year 2024 (PYV 2024) using PTV Visum 2021 to provide a more up-to-date and realistic representation of travel patterns, reflecting the impacts of events such as the COVID-19 pandemic and other economic changes that occurred between 2019 and 2024 along with updated parameters from the Department for Transport (DfT) Transport Analysis Guidance (TAG) data book released in May 2025.

AtkinsRéalis was also commissioned to model planned development in Buckinghamshire using BSTM2. This modelling work represents development that could be delivered by 2045 in line with the adopted Local Plans for the former Buckinghamshire districts and is referred to as the DM scenario. To support this, a 2045 forecast year model scenario has been built, providing an updated and realistic representation of travel demand and network conditions relative to the PYV 2024 model, including the effects of future development and improvements to the highway network between the 2024 and 2045. Below is the list of reports submitted as part of previous works on BSTM2 Present Year Validation:

- Phase1: Technical Note on Present Year (2024) Data Analysis and Trends dated 22nd July 2026
- Phase2: BSTM2 Present Year Validation Technical Report dated 22nd July 2026
- Phase3: BSTM2 Forecast Year Model Development Report dated 22nd July 2026

A further forecast model scenario has been commissioned to model a **Baseline scenario** for the subsequent testing of proposed developments which is being referred here as the BSTM2 2045 Baseline Scenario and abbreviated as BL 2045.

1.2 Purpose of this report

This document outlines the BSTM2 2045 Baseline Scenario development by providing an outline of PYV 2024 and details of input assumptions for the 2045 forecast year. Information is provided on how the forecast scenario was developed and presents overall model outputs.

1.3 Report structure

Following this introduction, the report is structured as follows:

- Chapter 2 – outlines the PYV 2024 and forecasting approach, including user classes and time periods;
- Chapter 3 – describes the assumptions for the Baseline 2045 forecast year;
- Chapter 4 – describes the infrastructure schemes and network coding to reflect the forecast year conditions;
- Chapter 5 – describes the input assumptions determining forecast year travel demand;
- Chapter 6 – provides a summary of the forecast year travel demand characteristics as modelled by BSTM2;
- Chapter 7 – describes the impact of the travel demand on the highway network in 2045 for the Baseline; and
- Chapter 8 – concludes the report with a summary of the key findings.



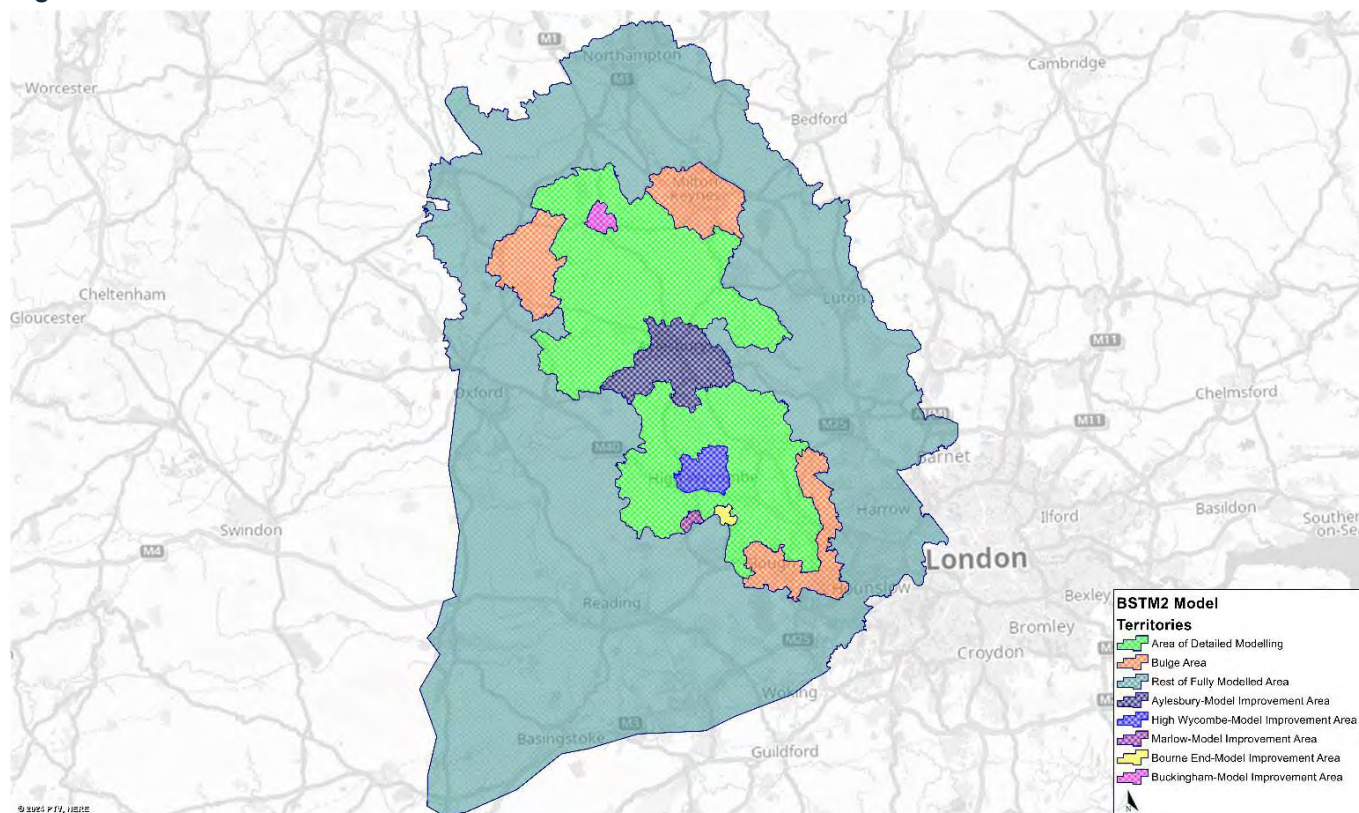
2. Overview of approach

2.1 Present year (2024)

PYV 2024 is a validated model updated for 2024 using BSTM2 2019 base model to incorporate changes in behaviour post-COVID 19. These updates reflect observed changes in travel patterns, such as trip rates and mode choices. The validation of the BSTM2 for the 2024 present year has been detailed in the BSTM2 PYV Phase 2 report, dated 03 June 2026. This updated model provides a realistic foundation for analysing present-day commuting trends and supports short and medium-term planning. By validating against observed data, it enhances accuracy and confidence in future scenario forecasting.

As shown in Figure 2-1, the BSTM2 AoDM forms the BSTM2 internal area referenced throughout the remaining chapters. The wider modelled area is also depicted, encompassing locations outside and in close proximity to the Buckinghamshire boundary.

Figure 2-1 - BSTM2 modelled area



The BSTM2 represents an average weekday (Tuesday to Thursday) during a neutral month with 2024 as a present year forecast. The HAM simulates the following time periods:

- **AM Peak hour (08:00 to 09:00):** represents the busiest hour of the morning peak across the modelled area;
- **IP (10:00 to 16:00):** represents an average hour across this six-hour period; and
- **PM Peak hour (17:00 to 18:00):** represents the busiest hour of the evening peak across the modelled area.

The user classes used in the HAM for representing highway demand were defined across five distinct categories:

- UC1 – Car Commute;
- UC2 – Car Employer’s Business (EB work);
- UC3 – Car Other;
- UC4 – LGV; and
- UC5 – HGV.

2.1.1 VDM outcomes

This section summarises analysis of PYV 2024 VDM outputs.

2.1.1.1 Mode shares

Mode shares by purpose

The mode shares by trip purpose for the 2024 present year are shown in Table 2-1. This table represents the daily P/A trips by purpose and mode and the mode share in PYV 2024. Overall, car trips are dominant accounting for 62%, followed by walk trips at 24%. PT makes up 12% of trips, while cycling has the smallest share at less than 3%.

Table 2-1 – PYV 2024: 24 hour P/A trips and mode share (%) by purpose (excluding E-I)

Purpose	Car trips	PT trips	Walk trips	Cycle trips	Car %	PT %	Walk %	Cycle %
HBW	90,562	19,297	11,226	6,101	71%	15%	9%	5%
HBEB	12,519	2,200	1,032	325	78%	14%	6%	2%
HBEd	61,181	28,088	57,730	4,952	40%	19%	38%	3%
HBPS	109,334	20,233	57,301	991	58%	11%	31%	0%
HBL	108,409	7,512	24,114	6,075	74%	5%	17%	4%
NHBEB	8,041	925	2,023	37	73%	8%	18%	0%
NHBO	76,176	8,145	22,163	349	71%	8%	21%	0%
Total	466,221	86,400	175,591	18,830	62%	12%	24%	3%

Mode shares by LAD

The mode shares for trips produced and attracted from / to each LAD for all purposes, are shown in Table 2-2 and Table 2-3. The tables below indicate that the mode share remains consistent across all the LADs, where car is the dominant mode, accounting for 61% to 66%, followed by walk trips, accounting for 20% to 25%. Trips from/to external areas (excluding E-E through trips) are primarily made by car accounting for 61% to 80%, followed by PT accounting for 11% and 17%.



Table 2-2 – PYV 2024: 24-hour trip productions and mode shares by LAD, all purposes

Production LAD	Car trips	PT trips	Walk trips	Cycle trips	Car %	PT %	Walk %	Cycle %
Aylesbury Vale	173,691	34,439	65,777	7,247	62%	12%	23%	3%
Wycombe	80,624	14,654	28,957	2,746	63%	12%	23%	2%
Chiltern	64,235	11,385	20,049	2,246	66%	12%	20%	2%
South Bucks	147,671	25,921	60,807	6,591	61%	11%	25%	3%
External	102,305	21,481	2,363	1,607	80%	17%	2%	1%
Total	568,526	107,880	177,954	20,436	65%	12%	20%	2%

Table 2-3 – PYV 2024: 24-hour trip attraction mode shares by LAD, all purposes

Attraction LAD	Car trips	PT trips	Walk trips	Cycle trips	Car %	PT %	Walk %	Cycle %
Aylesbury Vale	182,340	32,795	66,030	7,356	63%	11%	23%	3%
Wycombe	169,030	28,343	60,786	6,720	64%	11%	23%	3%
Chiltern	80,635	13,016	28,730	2,648	64%	10%	23%	2%
South Bucks	76,318	13,507	21,588	2,312	67%	12%	19%	2%
External	60,204	20,219	821	1,400	73%	24%	1%	2%
Total	568,526	107,880	177,954	20,436	65%	12%	20%	2%

2.1.1.2 Trip lengths

Average trip lengths across the 24-hour modelled period (at P/A level) are considered for each trip purpose and mode shown in Table 2-4. It is observed that rail mode is used for long distance trips followed by car mode. For car trips, those made for HBW are the longest, followed by trips for HBPS and HBEB.

Table 2-4 – PYV 2024: average trip length (kms) by purpose by mode

Purpose	Car	Bus	Rail	Walk	Cycle
HBW	22.3	9.6	69.7	1.7	4.6
HBEB	18.4	8.6	65.9	0.7	3.1
HBEd	10.8	8.3	16.8	1.4	2.6
HBPS	18.6	8.0	56.5	1.3	3.3
HBL	17.0	8.7	82.7	1.7	6.7
NHBEB	16.1	10.1	49.2	0.6	2.8
NHBO	14.4	10.6	31.4	1.2	2.4
Total	17.4	8.7	54.8	1.4	4.7



2.1.2 HAM outcomes

This section sets out the analysis of PYV 2024 HAM outputs.

2.1.2.1 Traffic volume

Figure 2-2 to Figure 2-4 illustrate the distribution of traffic volumes, in total vehicles, across the highway network during the AM peak hour, IP average hour, and PM peak hour. The analysis highlights that the most significant traffic concentrations occur within key urban centres: Buckingham, Aylesbury, High Wycombe, Marlow and Bourne End, as well as on the primary routes connecting these locations.

Across all three time periods, the highest volumes are consistently observed on major corridors within Buckinghamshire. These routes serve as critical links for commuter and through traffic, reflecting their strategic importance in the regional transport network.

- A421 between Buckingham and Milton Keynes;
- A422 between Buckingham and Brackley;
- A413 between Buckingham and Aylesbury;
- A418 between Aylesbury and Leighton Buzzard;
- A41 between Aylesbury and Hemel Hempstead;
- A41 between Aylesbury and Bicester;
- A418 between Aylesbury and Thame;
- A4010 between Aylesbury and Princes Risborough/High Wycombe;
- A404 between Amersham and High Wycombe;
- M40 through Buckinghamshire;
- A4155 between Marlow and Wooburn Green;
- A404 between High Wycombe and Marlow/Maidenhead;
- A413 between Aylesbury and Amersham/Chalfont St Giles/Gerrards Cross; and
- A355 between Amersham and Beaconsfield.



Figure 2-2 - Traffic volume – PYV 2024, AM peak hour

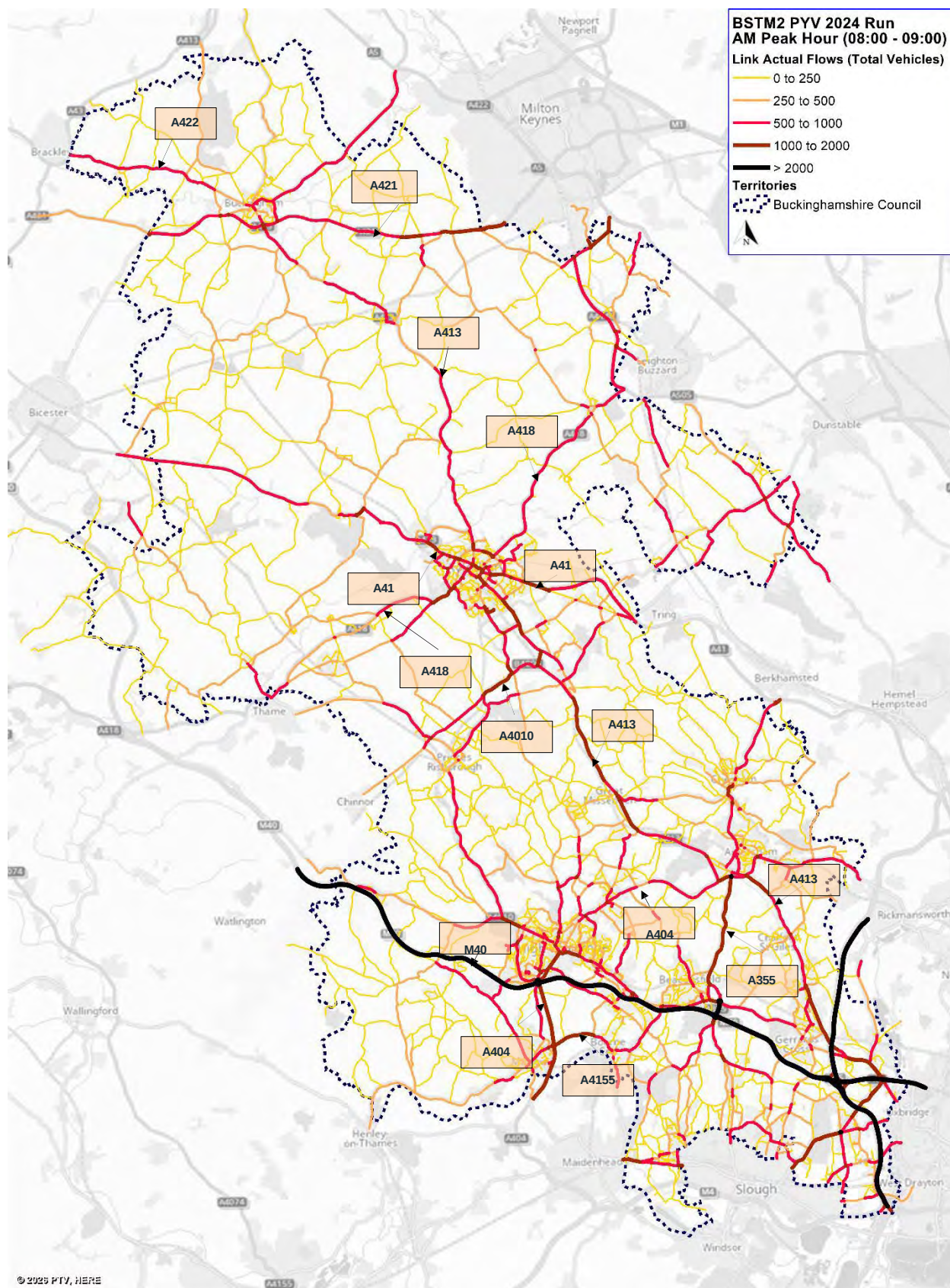


Figure 2-3 - Traffic volume – PYV 2024, IP average hour

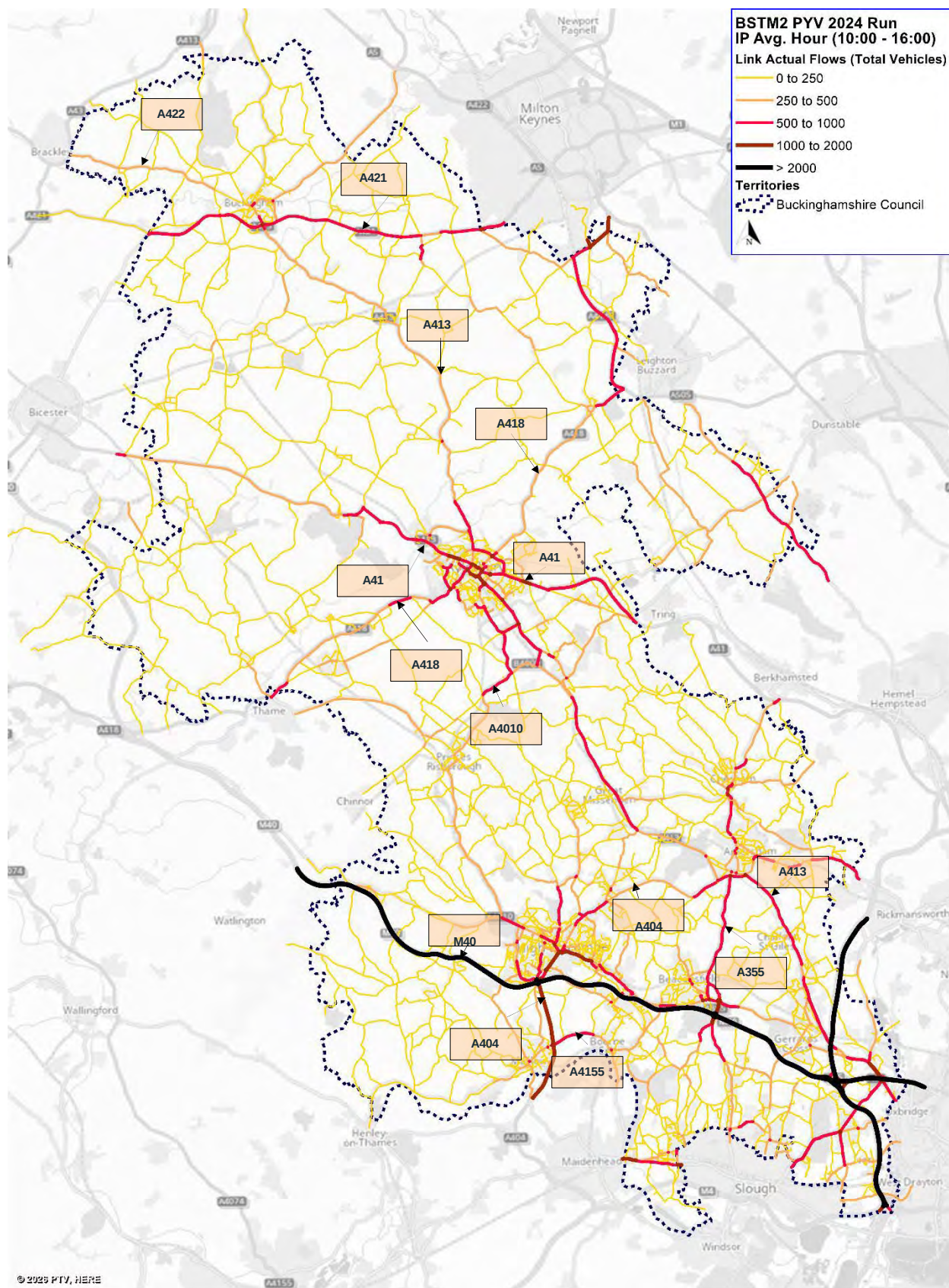
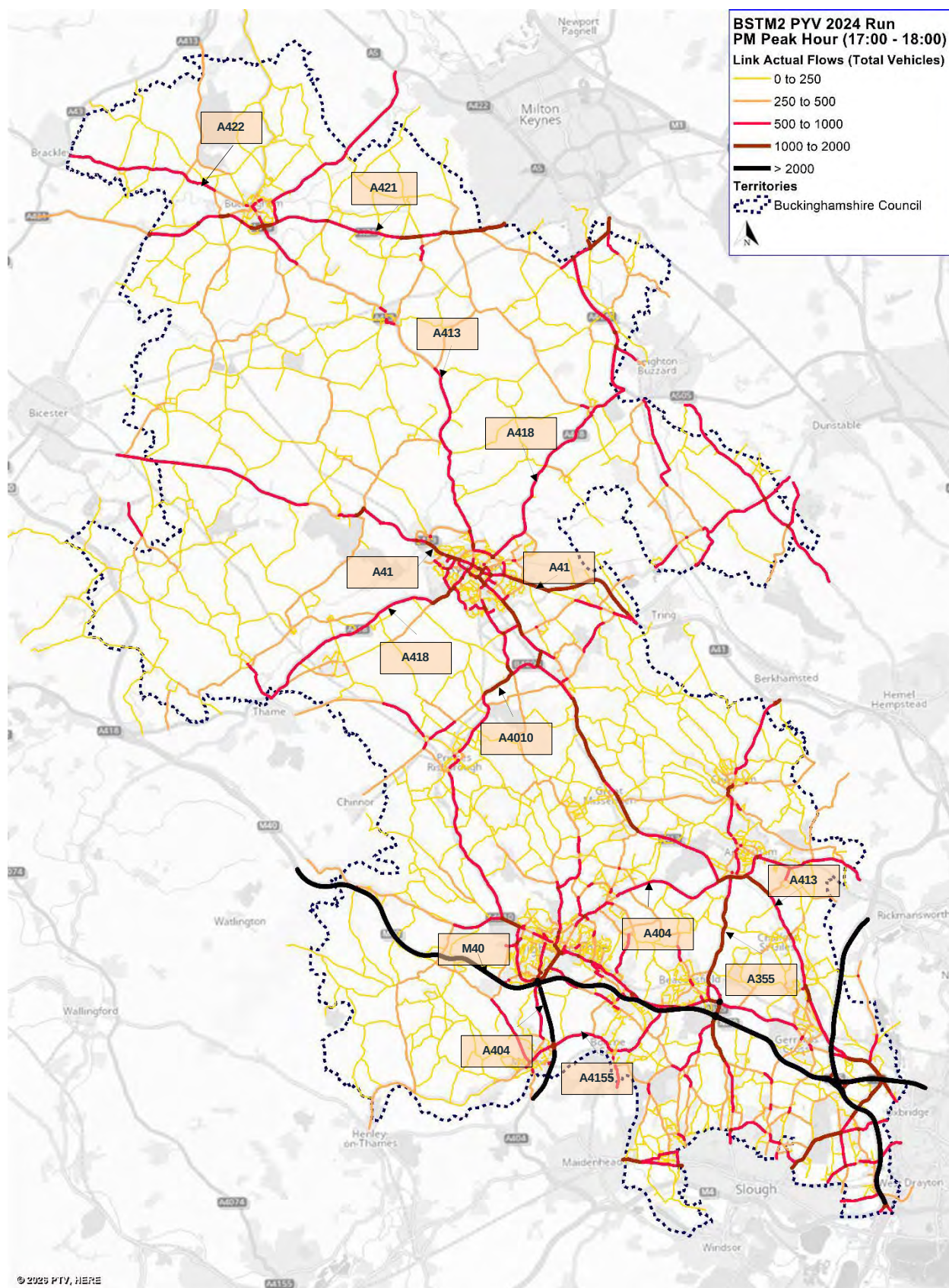


Figure 2-4 - Traffic volume – PYV 2024, PM peak hour



2.1.2.2 Link V/C

The volume-to-capacity ratio (V/C ratio) is a widely used metric for assessing congestion levels on road links. It represents the proportion of traffic volume relative to the capacity of a link. Figure 2-5 to Figure 2-7 present the V/C ratios across the highway network during the AM peak hour, IP average hour, and PM peak hour.

A V/C ratio on a link exceeding 85% typically indicates significant congestion, as vehicle speeds begin to decline noticeably. When the ratio reaches 100%, the link is operating at full capacity, leaving little or no room for additional traffic. It is important to note that while the V/C ratio provides insight into link performance, it does not account for downstream junction capacity, which often influences traffic flow and speed on upstream sections.

The analysis shown in Figure 2-5 to Figure 2-7 identifies several links approaching or exceeding capacity during peak periods, resulting in localised delays. The most critical links with high V/C (>85%) ratios are summarised below:

- West Street/Castle Street/Bridge Street/Market Hill roads of Buckingham;
- A421 between Buckingham and Milton Keynes;
- A413 London Road, between Wendover and Great Missenden;
- A4010 Risborough Road/B4443 Lower Road, Stoke Mandeville;
- A41 Tring Road of Aylesbury;
- A41 near Berryfields of Aylesbury;
- A418 Oxford Road, Aylesbury;
- A40 London Road, High Wycombe;
- M40, High Wycombe;
- A404 between High Wycombe and Hazlemere;
- A412 near Denham Roundabout of Denham; and
- A413 between Amersham and Chalfont St Giles.

Figure 2-5 - Link V/C- PYV 2024, AM peak hour

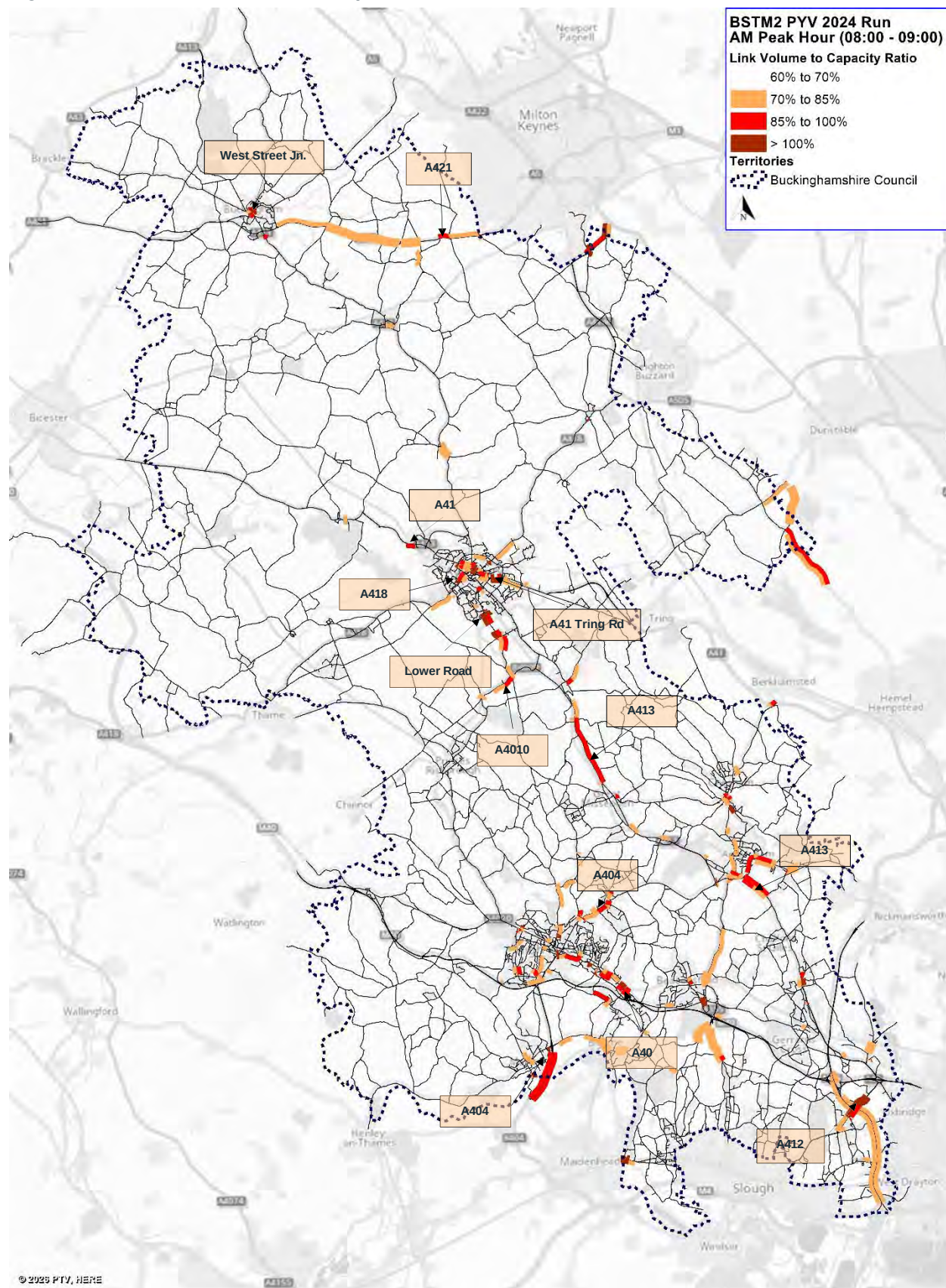


Figure 2-6 - Link V/C – PYV 2024, IP average hour

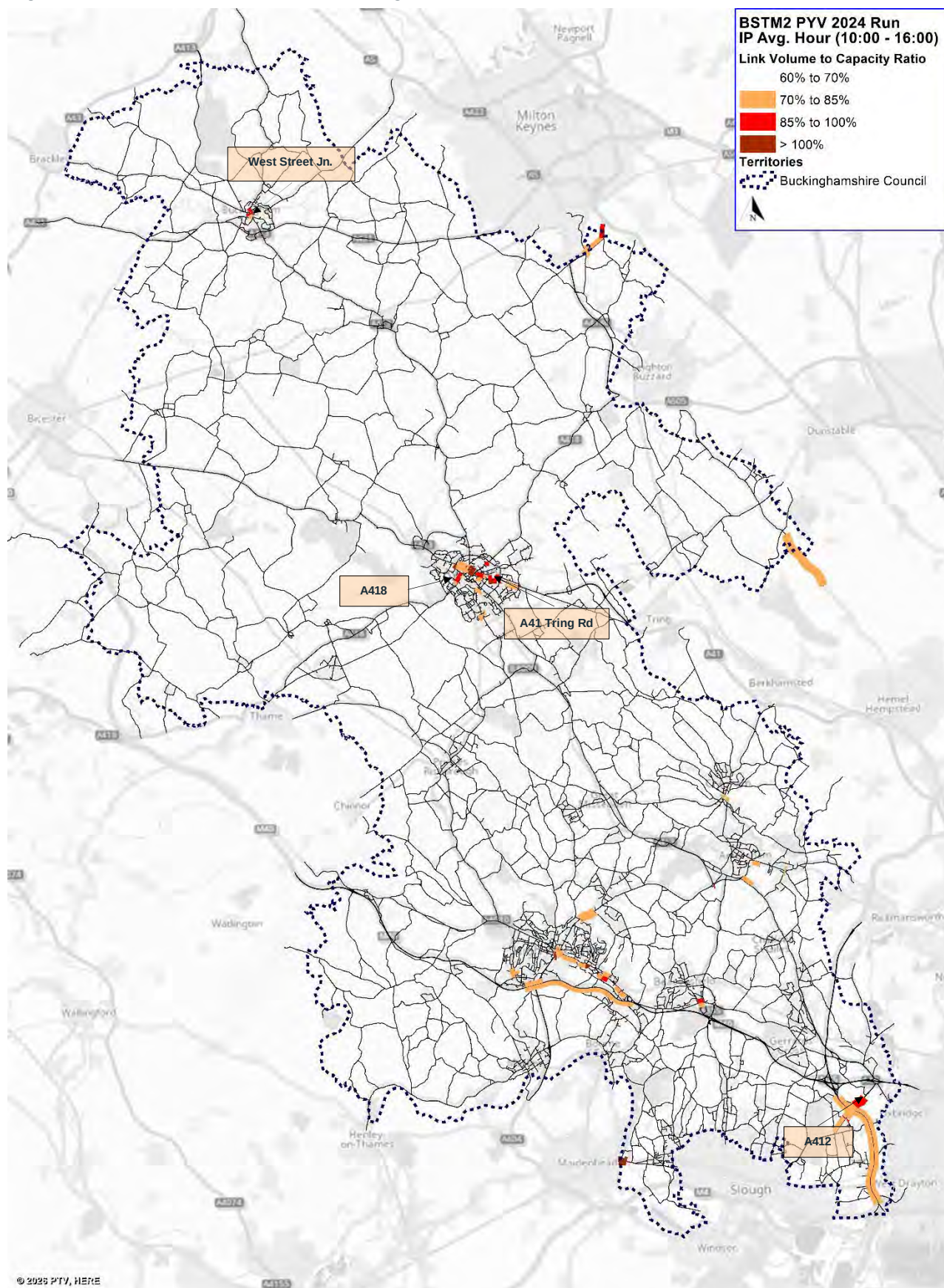
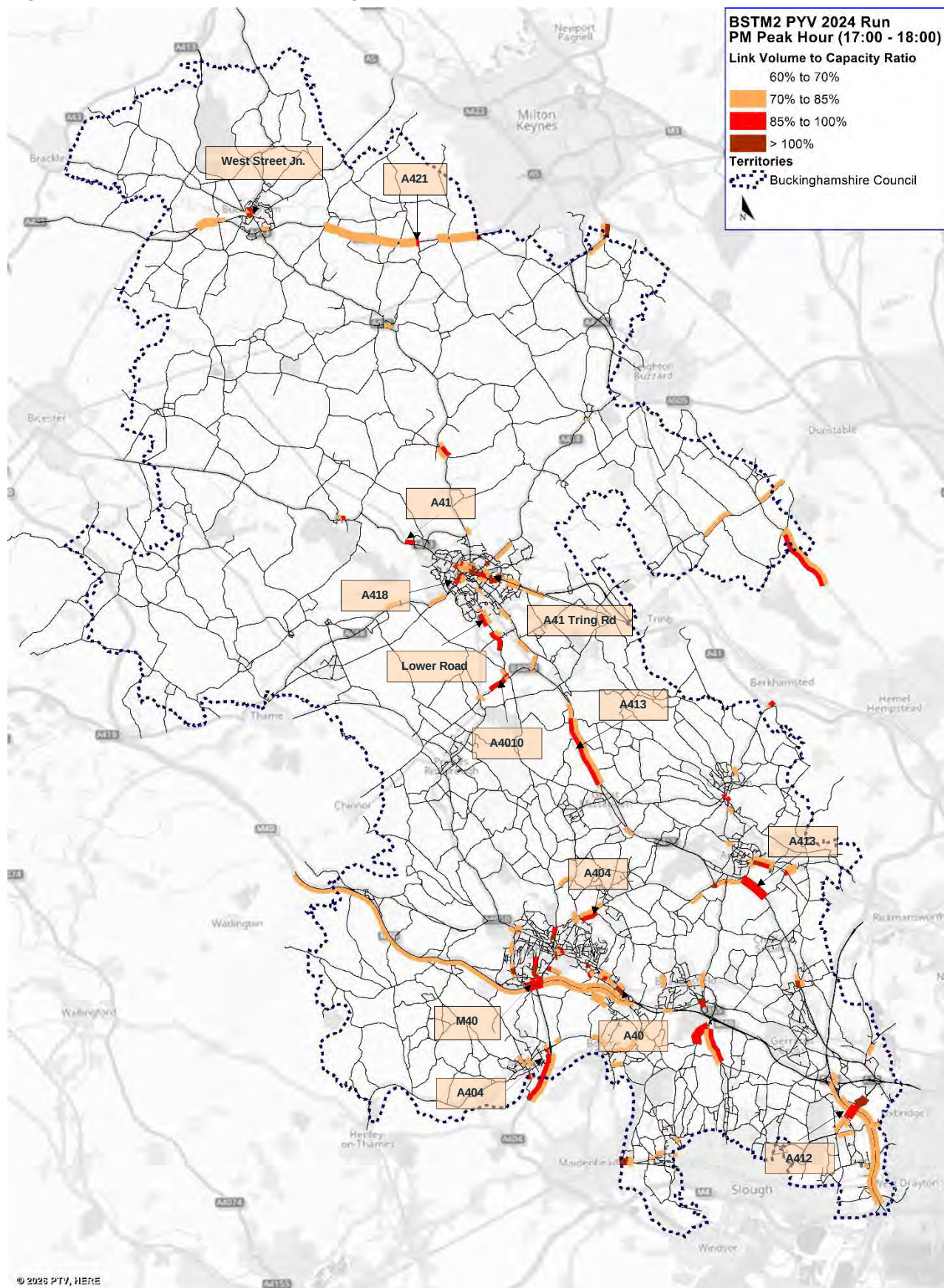


Figure 2-7 - Link V/C – PYV 2024, PM peak hour



2.1.2.3 Traffic delays (congestion)

Delays on the modelled links within the highway network for 2024 have been derived from the PYV 2024. These delays are presented in Figure 2-8 to Figure 2-10, corresponding to the AM peak hour, IP average hour, and PM peak hour. The figures illustrate the distribution and severity of delays across different areas of Buckinghamshire, including those occurring at junctions.

The key locations where traffic congestion in the PYV 2024 modelled scenario results in significant delays are as follows:

- Links in Buckingham town centre;
- Links in Aylesbury on A413, A418, A41, Lower Road, North Lee Lane, Bicester Road, The Willows Road, Berryfields Road and A4010;
- Links in High Wycombe on London Road, M40 and A404;
- Links in Marlow town centre; and
- Links in Beaconsfield on A355 Road and in Iver Heath on M25.



Figure 2-8 - Link mean delay – PYV 2024, AM peak hour

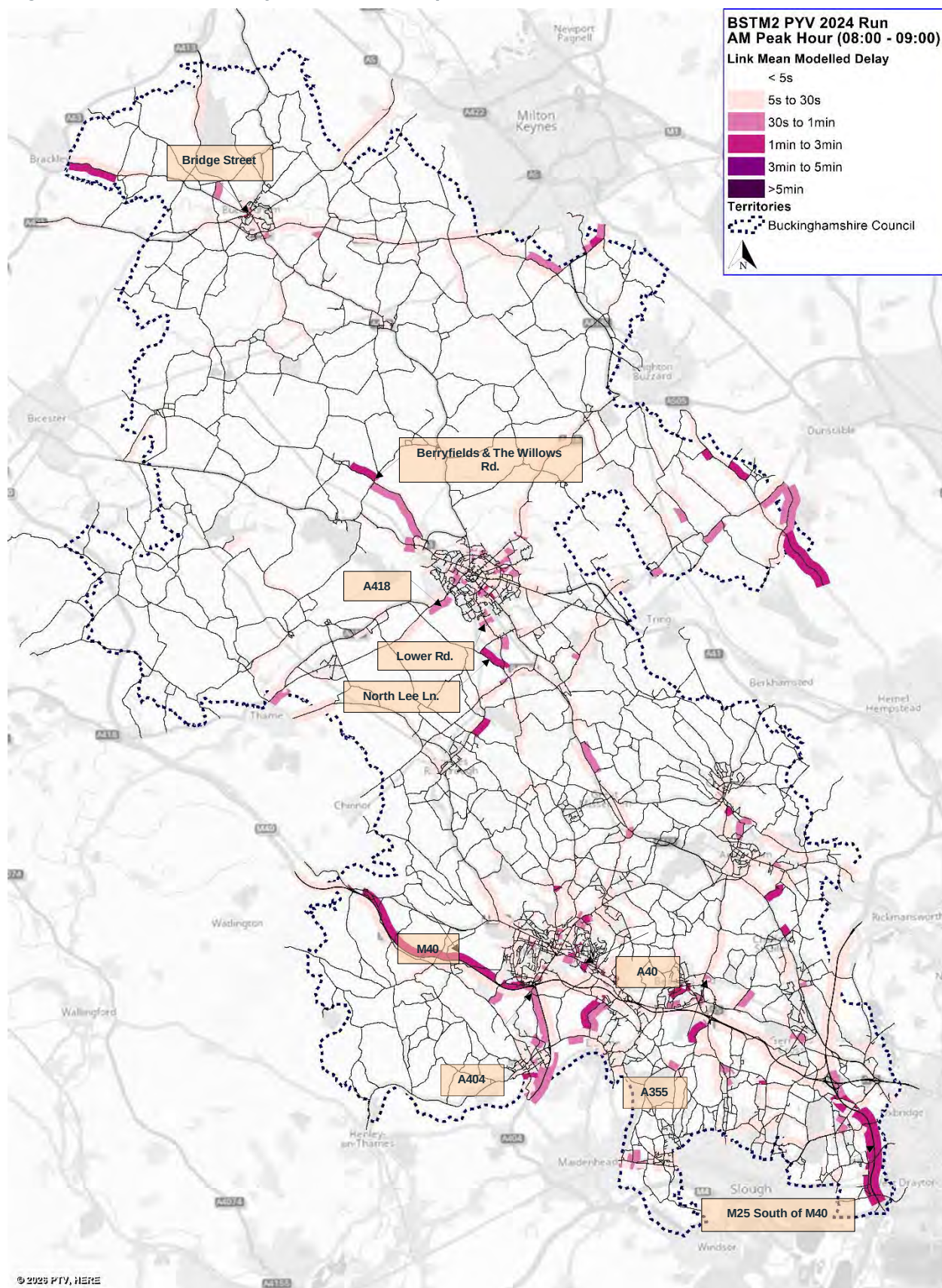


Figure 2-9 - Link mean delay – PYV 2024, IP average hour

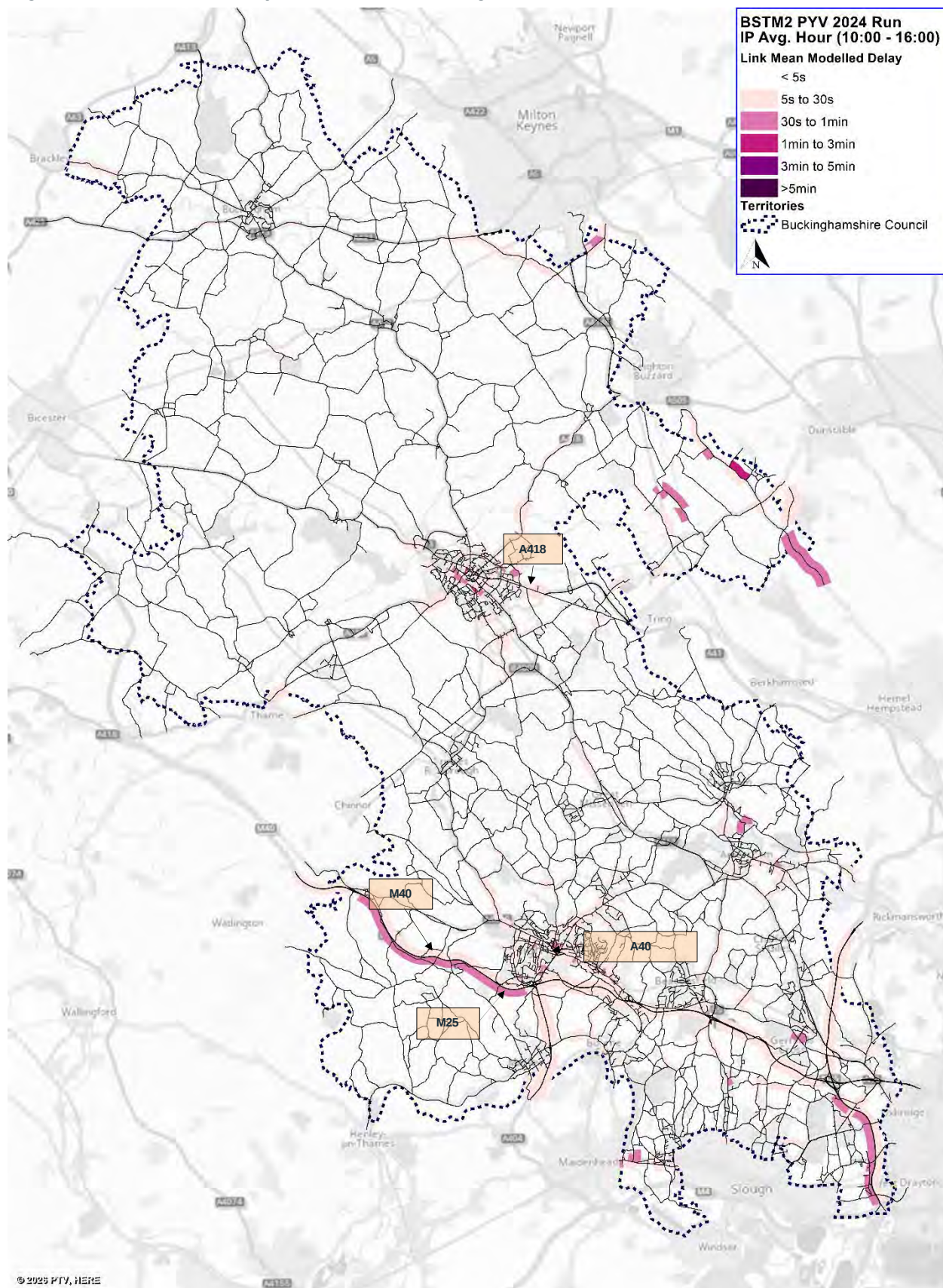
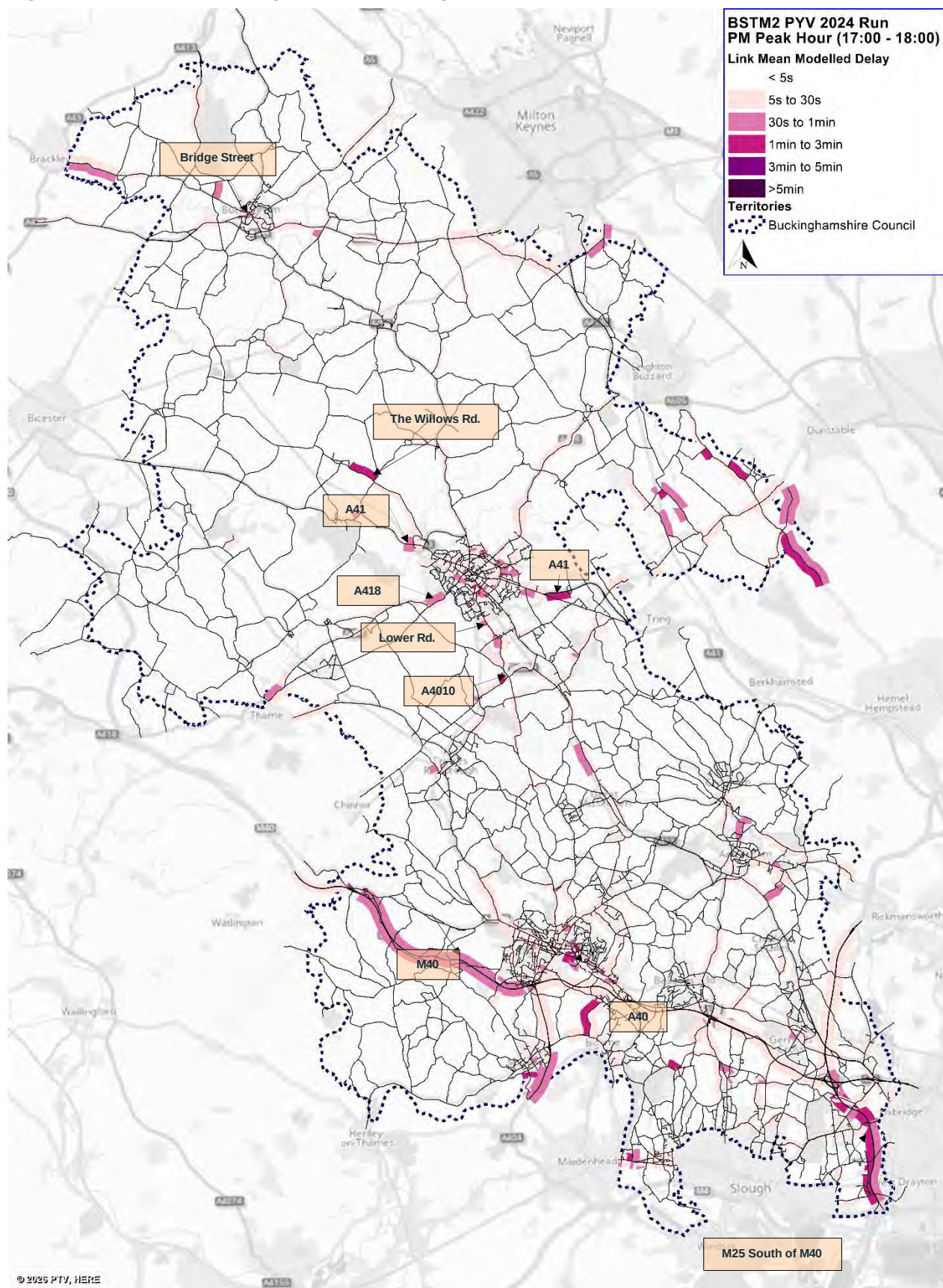


Figure 2-10 - Link mean delay – PYV 2024, PM peak hour



2.2 Forecast year model

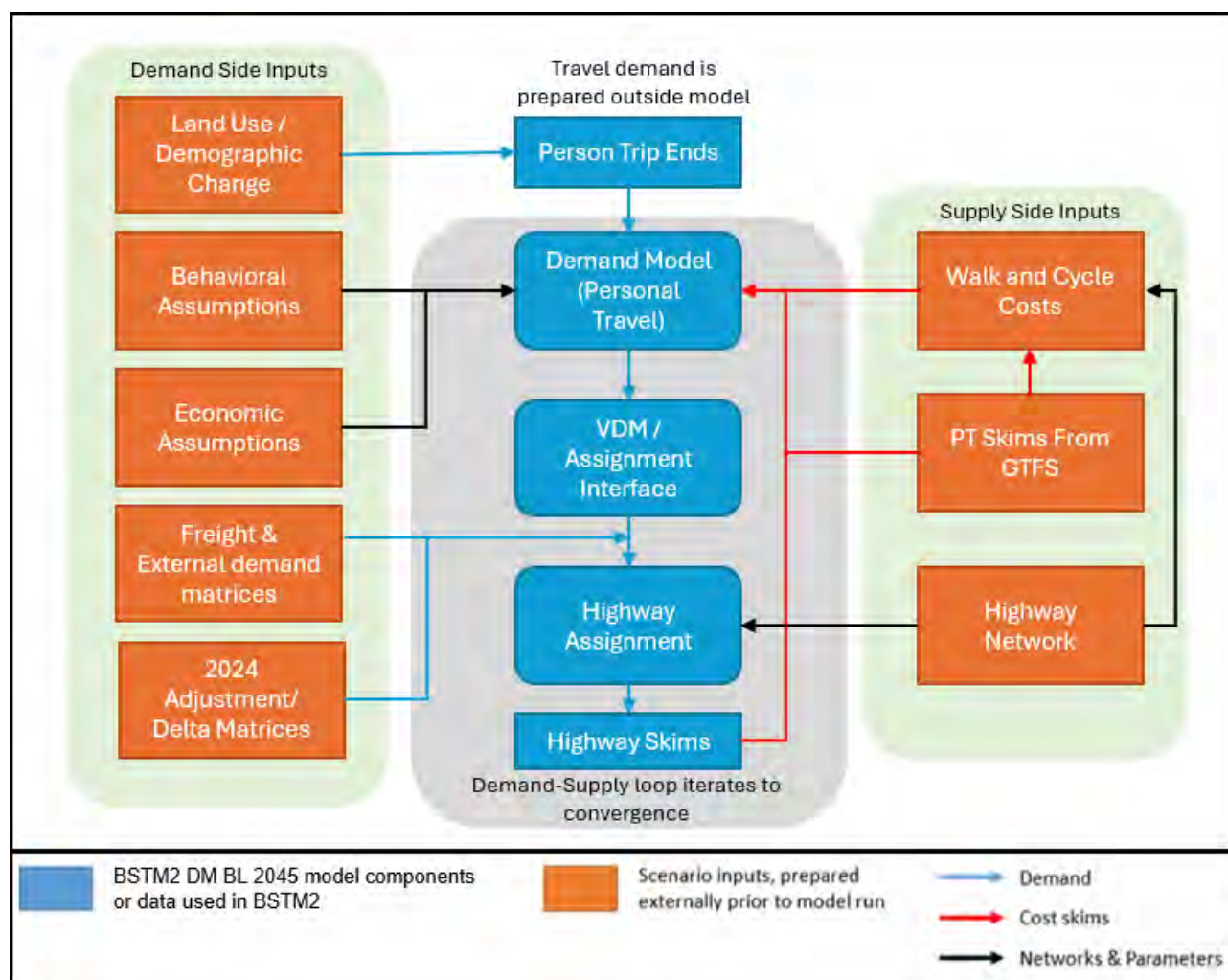
2.2.1 Defining the forecast year scenario

All forecasts are expected to be based on evidence for changes that are credible, transparent, consistent and unbiased. Based on the scope agreed with Buckinghamshire Council, this 2045 forecast year scenario provides a baseline for the subsequent developer testing of proposed developments. This Baseline scenario which is based on the existing (adopted) Local Plans covering Buckinghamshire. This scenario considers committed developments and the transport networks supporting existing local plan growth, and other development and infrastructure improvements specified by Buckinghamshire to provide a basis for its use for scheme and developer testing.

2.2.2 Forecasting approach

This section outlines the key assumptions and inputs used to develop the 2045 Baseline scenario. The forecasting methodology follows guidance from TAG Unit M2.1 on VDM and TAG Unit M4 on Forecasting and Uncertainty, ensuring a robust and consistent approach. The structure of the model used for forecasting is identical to that in the PYV 2024, though updated input assumptions are provided. Iteration between the VDM and HAM components is used to account for the impacts of congestion on travel choices. Figure 2-11 below illustrates the key aspects of the forecasting operation.

Figure 2-11 - Overview of forecast model components and structure



The model structure is designed to accommodate changes in land use and trip ends, economic variables, and transport supply (highway only). Comprehensive details of the overall structure were previously outlined in the PYV 2024 documentation. The approach aims to remain as consistent as possible with the conventional TAG framework for a four-stage transport demand and assignment model as described below:

- **Forecast year travel demand:** Travel demand for the forecast year is estimated in terms of person trip ends, derived from projected land use data. This includes factors such as population, employment, and school-related attractions (e.g. jobs, student locations, leisure, and retail activities). Trip rates from the National Travel Survey (NTS), consistent with those applied in the PYV 2024, are used to generate forecast trip productions and attractions for each zone, categorised by travel purpose and person type.
- **Economic and behavioural assumptions:** Key assumptions - such as value of time and vehicle operating costs - are updated in line with the DfT TAG data book. These updates are incorporated into the VDM and assignment models.
- **Car External-to-External, LGV and HGV Trips:** Growth factors for these trips are derived using National Road Traffic Projections 2022 (NRTP22) and applied to the BSTM2 2019 base year matrices.
- **Development zone LGV and HGV Trips:** Trips for development zones are calculated using Trip Rate Information Computer System (TRICS) trip rates applied to the development floorspace and dwellings.
- **Assignment Network Changes:** Necessary modifications to highway assignment networks are implemented, and the HAM is re-run to produce updated travel distances, times, and costs.
- **PT fares and parking charges:** Fares are projected in nominal terms using Table A5.3.1 of TAG data book for rail and historical bus fare trends from DfT's local bus fare index. Travel distances and times remain consistent with the PYV 2024. Parking charges are assumed constant in real terms.
- **Model iteration:** The model is run iteratively to reflect the impact of changes in vehicle flows within HAM on congestion and hence travel times and costs which are input to the VDM.
- **VDM/Assignment Interface:** A pivoting process, known as AMAI, is applied to the BSTM2 BY 2019 assignment matrices.

3. Forecast year assumptions

This chapter of the report summarises the Uncertainty log and proposed land use developments and transport schemes to be included in the Baseline scenario; and the economic parameters considered for the development of forecast year model.

3.1 Uncertainty and the Uncertainty Log

3.1.1 Sources of uncertainty

The 2045 Baseline has been developed using multiple sources to represent future transport conditions. While these assumptions provide a robust basis for forecasting, they involve inherent uncertainty and risk, which can be grouped into the following categories:

- Model Parameter errors – These arise from inaccuracies in the base model or realism tests. However, BSTM2 2019 base year demonstrates that these parameters are credible and within acceptable limits;
- National Uncertainty in Travel Demand – Future demographic changes and traveller behaviour patterns for external area are uncertain and based on NTEM V8.1 projections, which provide a standardised national reference;
- National Uncertainty in Travel Costs – Variations in fuel prices and government policy can significantly impact travel costs; assumptions follow TAG Data Book v2.01 (May 2025);
- Local Uncertainty in Travel Demand – Proposed land use developments introduce variability in trip generation, as documented in the 2045 UL in Appendix A;
- Local Uncertainty in Travel Supply (Cost) – Planned transport infrastructure schemes may alter network performance and costs; these are detailed in the 2045 UL in Appendix B; and
- Economic Cost Assumptions – Changes in PT fares, parking charges, and tolls are projected using Retail Price Index adjusted for GDP deflation to maintain economic realism.

3.1.2 National uncertainty

National uncertainty for the external areas of the BSTM2 in 2045 relates to long-term projections of demographic changes, GDP growth, and fuel price trends, all of which influence future travel demand and costs. To address this, the model uses the NTEM v8.1 dataset for external area, which provides the latest available nationally consistent forecasts of population, employment, and traveller behaviour from the DfT. These inputs form the basis for estimating future trip patterns for the external zones, as detailed in Chapter 5 of the report.

Assumptions regarding travel costs, including travellers' values of time and fuel prices, are derived from the DfT's TAG Data Book (version 2.01, May 2025). These cost parameters are critical for accurately modelling route choice, mode choice, and overall travel behaviour in the forecast year. A detailed explanation of these assumptions and their application within the model framework is provided in Section 3.4.

3.1.3 Local uncertainty (Uncertainty Log)

In line with TAG Unit M4, all key assumptions and uncertainties within the modelling and forecasting process are documented in an UL. This log serves to record the central forecasting assumptions underpinning the forecast scenario and to indicate the degree of uncertainty associated with each assumption. These assumptions form the basis for developing alternative BSTM2 forecast scenarios.



For analysis covering a broad geographical area, TAG recommends focusing local uncertainties on a specific region will equally be important to understand its impact in the network. In this case, the focus is on the four former LADs within Buckinghamshire: Aylesbury Vale, Wycombe, Chiltern, and South Bucks. The sources of the local development sites assumptions are detailed in Section 3.2, with the full UL provided in Appendix A for developments and Appendix B for transport schemes.

TAG guidance also recommends classifying each forecast local land use or infrastructure change according to its likelihood of occurrence. The classification definitions are summarised in Table 3-1. Developments or schemes with “near certain”, “more than likely”, or “reasonably foreseeable” have been included in the Baseline 2045 scenario. This inclusion is based on discussions and agreement with Buckinghamshire Council, who requested modelling of all developments falling under these categories in the Uncertainty Log received in May 2026. Buckinghamshire Council also provided an UL for transport schemes, identifying those to be modelled in support of the committed growth areas.

Table 3-1 – Uncertainty Log – classification of future input (see TAG Unit M4 Table A2)

Probability of Input	Status	2045 Baseline
Near certain (NC): The outcome will happen or there is a high probability that it will happen	Intent announced by proponent to regulatory agencies. Approved development proposals. Projects under construction.	Included in 2045 Baseline scenario for developments and schemes
More than likely (MTL): The outcome is likely to happen but there is some uncertainty	Submission of planning or consent application imminent. Development application within the consent process.	Included in 2045 Baseline scenario for developments and schemes
Reasonably foreseeable (RF): The outcome may happen, but there is significant uncertainty	Identified within a development plan. Not directly associated with the transport strategy/scheme but may occur if the strategy/scheme is implemented. Development conditional upon the transport strategy/scheme proceeding. Or, a committed policy goal, subject to tests (e.g. of deliverability) whose outcomes are subject to significant uncertainty.	Included in 2045 Baseline scenario for developments only
Hypothetical (H): There is considerable uncertainty whether the outcome will ever happen	Conjecture based upon currently available information. Discussed on a conceptual basis. One of a number of possible inputs in an initial consultation process. Or a policy aspiration.	Excluded from the 2045 Baseline scenario

3.2 Development sites

BC provided a 2025 UL for future developments, including details such as size, type, permission date, level of uncertainty and completions by 2045 along with the data prior to 2019. Construction of a few developments listed in the 2025 UL commenced prior to 2019, where the data was adjusted to include remaining portion of these developments expected to be delivered beyond 2019. The following assumptions and steps were applied:

- Sites appearing in both the 2025 UL and the 2019–2023 completion dataset were identified and adjusted to prevent duplication; and
- For sites that commenced before 2019, the following build-out profiles were applied (consistent with assumptions agreed during the LP4B study undertaken in 2023–2024):



- o For residential sites: No development in the first year of commencement, half the annual build-out rate in the second and third years and then uniform build-out rate for remaining years until completion; and
- o For employment sites: No development in the first year of commencement, uniform build-out rate for remaining years until completion.

Residential developments of 75 dwellings or more and employment sites exceeding 1,000 sqm GFA (equivalent to approximately 40 two-way peak hour trips based on TRICS rates) were explicitly represented in the model as separate development zones. Smaller developments were included within background growth which were added to the parent zone based on geographical location of the development.

Job numbers for employment sites were derived using GFA and standard employment densities from the Homes and Communities Agency Employment Density Guide (3rd Edition) and densities shared by the client. For the Chiltern LAD, information was not available so NTEM v8.1 job values were used to keep it consistent with PYV 2024. The following assumptions were applied:

- For those employment or mixed-use developments: where only total site area was provided, GFA was assumed to be 40% of site area;
- For those employment or mixed-use developments: where no employment land-use split was specified, an equal split between Office (B1), Industrial (B2), and Warehousing/Distribution (B8) was assumed; and
- Employment densities from the HCA guide were applied to convert GFA into job numbers and are presented in Table 3-2.

Table 3-2 – Employment densities used to calculate jobs in employment and mixed-use developments

Use Class	Use Class Description	Density (Area m2 per FTE)
B1	General Office	12.5
B2	General Industrial	36
B8	Warehousing	70
A1-3	Retail	20
D1	Non-Residential Institutions	36
D2	Assembly & Leisure	70
Film Studios	Film Studios	54
E(g) (i) and (ii)	Offices	12.5
E(g) (iii)	Light Industrial	47

A detailed breakdown of the developments explicitly modelled in 2045 Baseline, including their size, land-use type, and uncertainty classification is provided in Appendix A. Where a new zone number was required, the following numbering system was utilised starting from 10001:

10XXX for explicitly modelled development zone

Table 3-3 presents a summary of the number of additional households and jobs identified from developments considered as “Near Certain”, “More than Likely” and “Reasonably Foreseeable” included in each LAD in the 2045 Baseline.



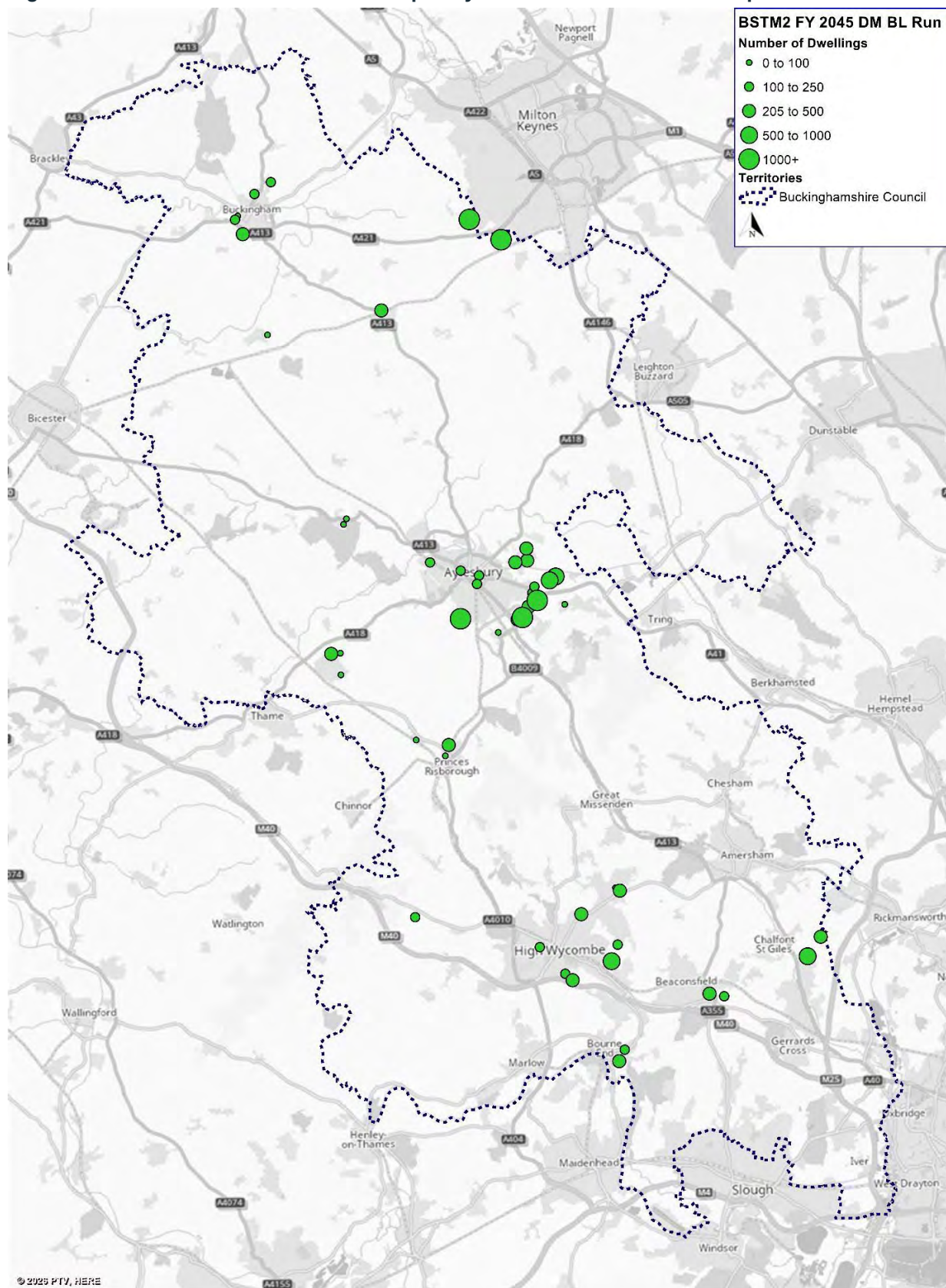
Table 3-3 – Baseline 2045: land use change between 2019 and 2045 for former LAD

Based on the 2025 UL, between 2019 and PYV 2024, both jobs and dwellings show a 4% increase. By 2045, compared with the 2019 base year, households increase by 13% and jobs by 10% in the Baseline scenario across Buckinghamshire.

The spatial distribution of the larger residential and employment developments which are explicitly modelled in the 2045 Baseline are illustrated in Figure 3-1 and Figure 3-2, respectively.



Figure 3-1 - Locations of 2045 Baseline explicitly modelled residential developments



[illegible]

3.3 Highway schemes

As there is no PTAM in the BSTM2, only future highway schemes were considered in the 2045 Baseline scenario. These schemes were incorporated using the PYV 2024 network as a starting point.

Information on future highway schemes and their associated certainty levels was provided by BC. Table 3-4 lists the highway schemes selected by BC in AoDM for inclusion in the 2045 Baseline, drawn from the full UL of transport schemes presented in Appendix B.

Table 3-4 – Baseline 2045: Modelled future highway schemes between 2024 - 2045

Reference	Scheme	Details	Uncertainty
1	South East Aylesbury Link Road	New dual carriageway road connecting Lower Road, Aylesbury, and Wendover Road (Hampden Fields Roundabout)	NC
2	Stoke Mandeville Bypass, Aylesbury	New single carriageway road from A4010 (near Fremantle Court) to South Western Link Road, Aylesbury (SWLR) bypassing Stoke Mandeville	NC
3	HS2_Network Changes - Waddesdon to Quainton	Waddesdon to Quainton highway network scheme as per HS2 plans.	NC
4	South West Aylesbury Link Road	New single carriageway road from Stoke Mandeville Bypass, Aylesbury to A418 Roundabout near Coldharbour Way Roundabout Junction.	NC
5	Richmond Rd / A41 junction improvement	New single carriageway road between Richmond Road and A41, rationalising the A41 junction arrangement.	NC
6	Shenley Park Link Rd & severance of Shenley Road	New single carriageway road between A421 Road and H6 Childs Way Road of Shenley Park, Buckingham.	NC
7	Gomm Valley	A new single carriageway road between Cock Lane and Gomm road.	NC
8	Hollands Farm Spine Rd / Jacksons Field access	New single carriageway road between Cores End Road and Hedsor Road of Bourne End.	NC
9	Rabans Lane and Griffin Lane signalisation	Improvements in Rabans Lane and Griffin Lane signalisation	NC
10	Marlow Film Studio works to A404 roundabout	Addition of a four-arm roundabout connecting the A4155 Marlow Road with Pump Lane South (north arm) and Westthorpe House (south arm) and Highway network updates between the A404 Westthorpe Interchange and Westthorpe Farm Lane.	NC
11	Highways mitigation associated with South West Milton Keynes (within AoDM)	Improvements to A421 including the highway access arrangements and mitigations associated with South West Milton Keynes.	NC
12	Eastern Link Road (S), Aylesbury	New single carriageway road connecting Bellingham Way/Mike Griffin Way with A41	MTL



Reference	Scheme	Details	Uncertainty
13	Southern Link Road, Aylesbury	New dual carriageway road from A41 (Woodlands Roundabout) to Wendover Road (Hampden Fields Roundabout) and new single carriageway road from SLR to Marroway.	MTL
14	Link b/w Longwick Rd & Mill Lane	New single carriageway between Longwick Rd & Mill Lane associated with Bloor development, PREA.	MTL
15	Terriers Farm Access	A roundabout entry/exit arms for roads A404 Amersham Road, Kingshill Road and Totteridge Lane are coded as per mitigation drawing by adding flares taking road markings as reference. Improvements in signalisation on the A404 Amersham Road to the east of Totteridge Lane & on the A404 Amersham Road to the west of Kingshill Road. Addition of access for Terriers farm in line with the schemes received and BSTM2 DS2 2045 Local Plan.	NC
16	Wycombe Film studios	Improvements on B482 Marlow Road. The site access which is present on ground from Wycombe Air Park Road is to be included.	MTL
17	Epilepsy Society	Accesses to the development from Rickmansworth Lane, Chesham Lane - North and Chesham Lane - South	NC
18	Beeches Park	Accesses to the development from Amersham Road North, Amersham Road South and Eastern Relief Road (A355)	NC
19	Traffic calming through Weston Turville	Traffic calming through Weston Turville between Wendover Road junction and Halton village junction is coded.	NC

Figure 3-3 to Figure 3-6 shows the locations of the highway schemes included in the 2045 Baseline with the legend showing the reference number from Table 3-4.

Figure 3-3 - Locations of modelled highway schemes in 2045 Baseline

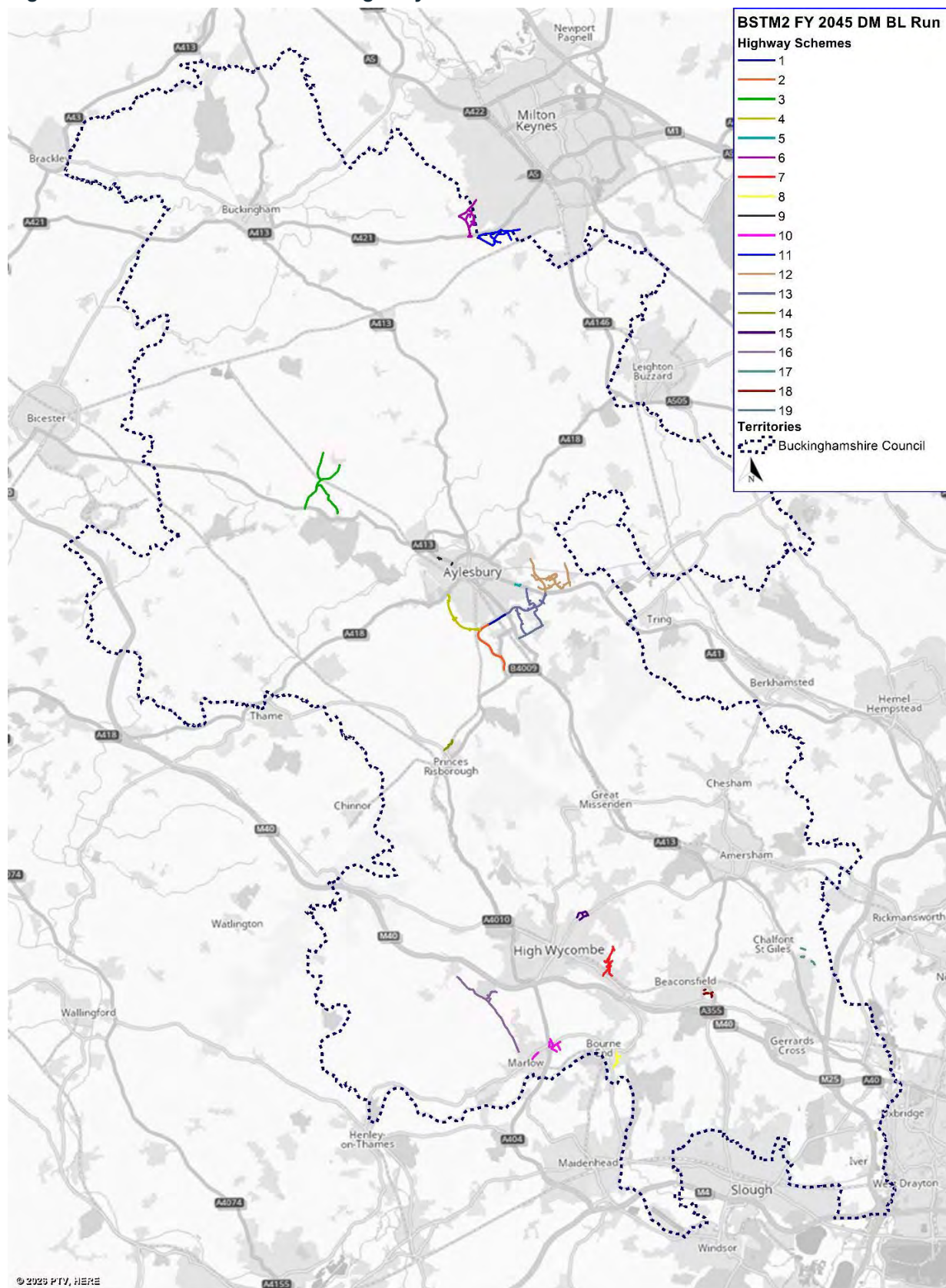


Figure 3-4 - Locations of modelled highway schemes in 2045 Baseline surrounding Aylesbury

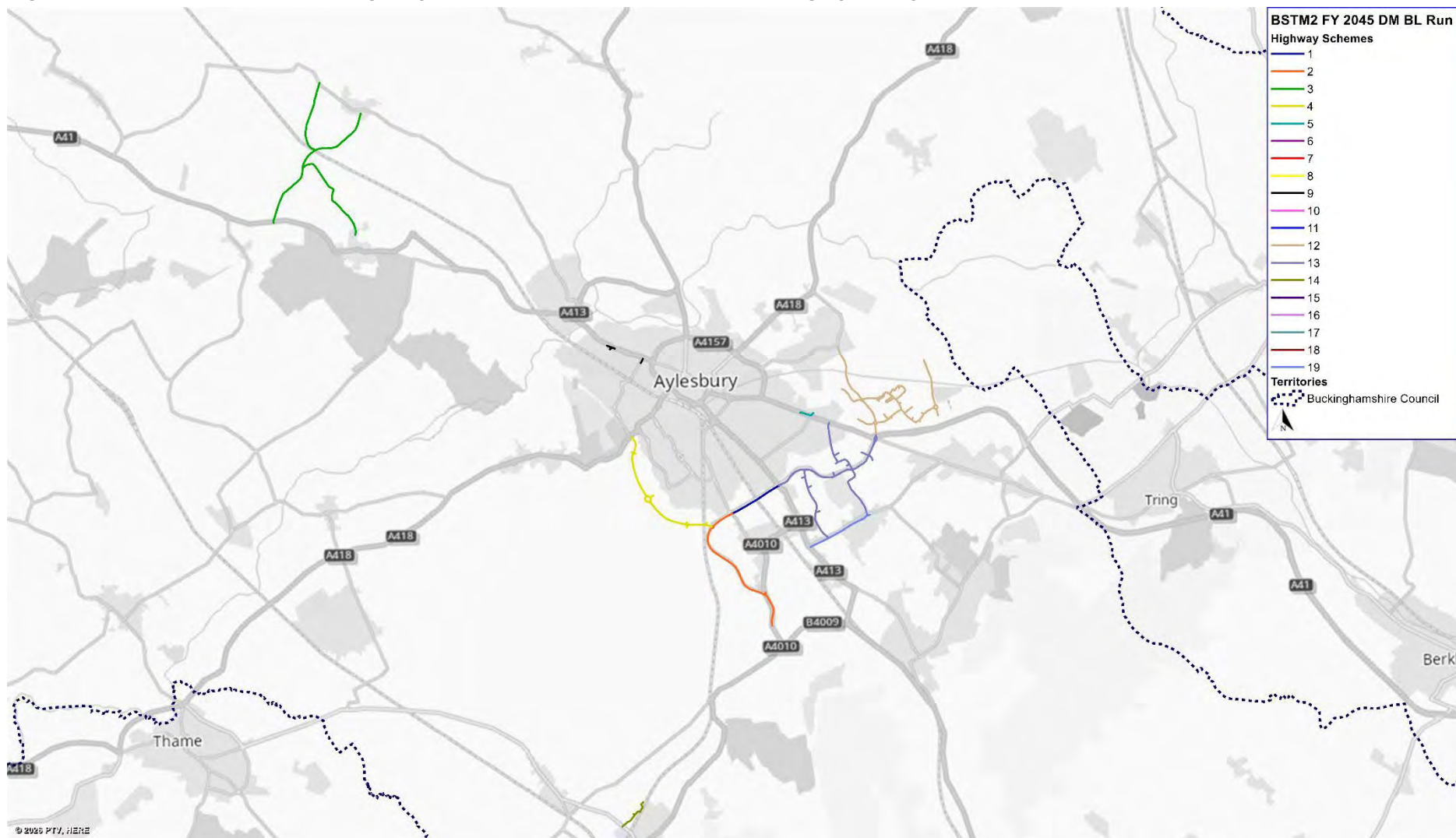


Figure 3-5 - Locations of modelled highway schemes in 2045 Baseline surrounding High Wycombe

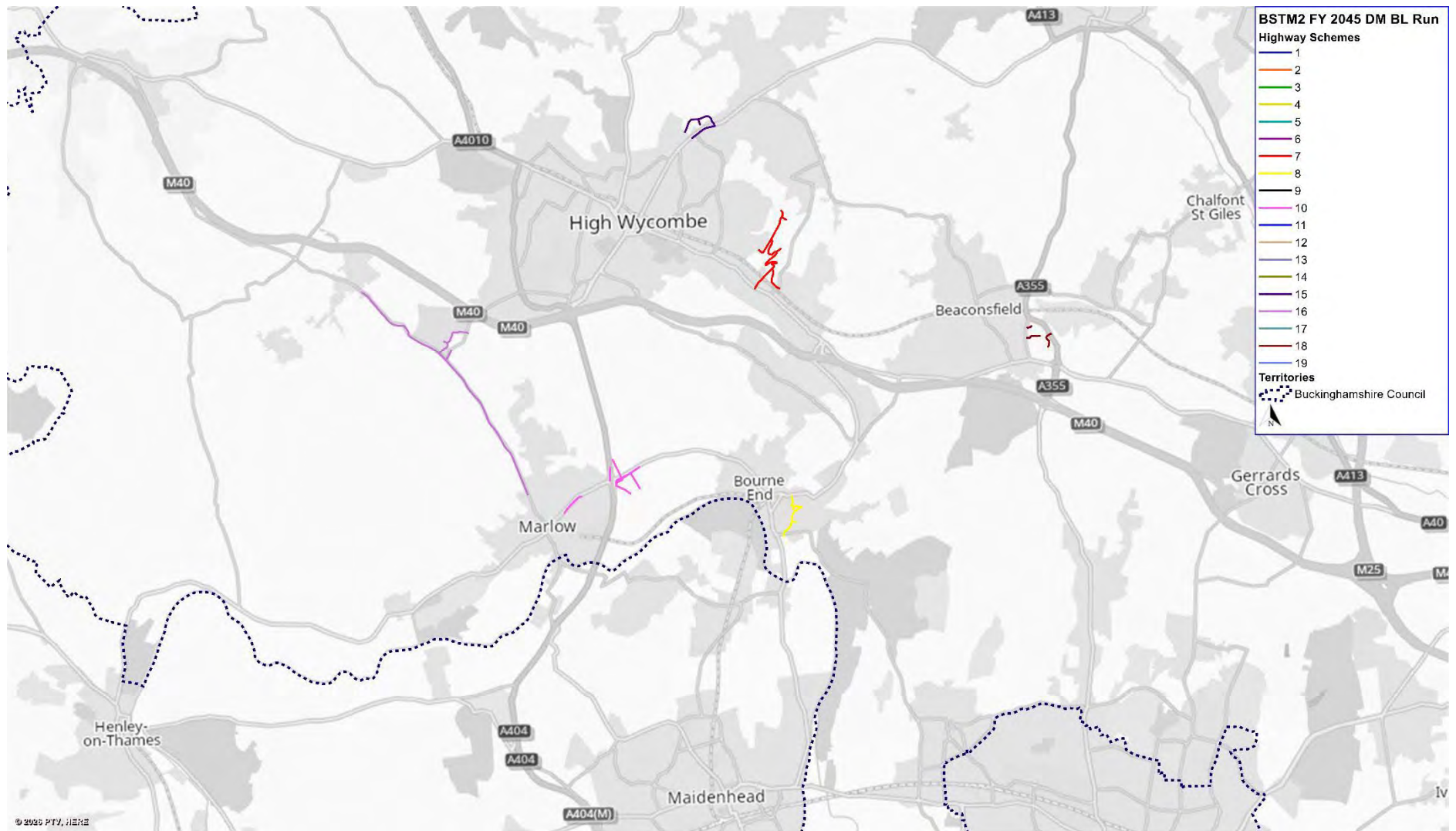
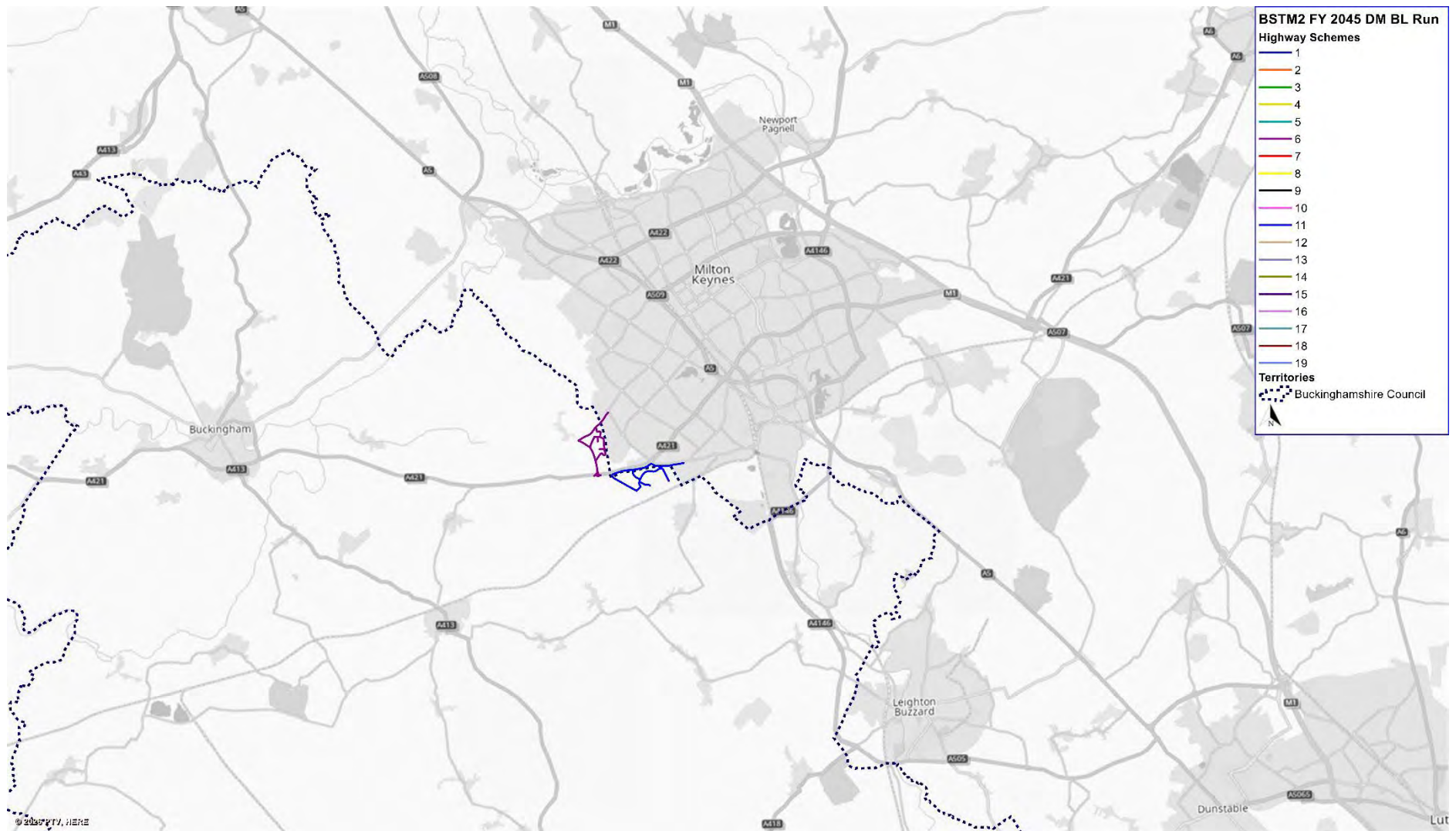


Figure 3-6 - Locations of modelled highway schemes in 2045 Baseline surrounding Buckingham



3.4 Economic parameters

The economic assumptions for the forecast model are based on the TAG Data Book (v2.01, May 2025), consistent with those applied in the base year model. All monetary values are expressed in 2019 prices, which is the price base for the model. In line with TAG guidance (i) value of time is assumed to increase in proportion to GDP growth, (ii) vehicle operating costs is expected to decrease over time due to improvements in fuel efficiency and the transition to electric vehicles, (iii) PT fares are assumed to rise in line with the RPI, adjusted for GDP inflation (see Section 3.4.2), resulting in a relatively greater increase in PT costs compared to car costs in the region and (iv) car parking charges are assumed to increase with inflation, remaining constant in real terms.

3.4.1 Values of time and vehicle operating costs

The HAM uses impedance coefficients that are derived from VOC in pence per kilometre (ppk), and VoT in pence per minute (ppm) to determine the attractiveness of alternative routes. The coefficients applied in the HAM for the AM peak hour, IP average hour, and PM peak hour in the 2045 Baseline are presented in Table 3-5. The VoTs for HGVs have been doubled in the assignment to reflect the importance of time for HGV routing, in accordance with TAG Unit M3.1 guidance and consistent with the BSTM2 2019 base year. The VOCs for HGVs were calculated assuming an average network speed of 54kmph and a 50:50 split between OGV1 and OGV2, again unchanged from the BSTM2 2019 base year. Car occupancy rates for 2045 were assumed to remain unchanged from the 2019 base year which is in line with TAG. Table 3-6 presents the VoTs per person adopted in the VDM for BSTM2 2045 Baseline.

Table 3-5 – HAM impedance (VOC/VoT) coefficients (ppk/ ppm) for 2045

User Class	AM peak hour	IP average hour	PM peak hour
Car - Commuting	0.0070	0.0069	0.0070
Car - Business	0.0097	0.0095	0.0096
Car - Other	0.0101	0.0095	0.0097
LGV	0.0178	0.0178	0.0178
HGV	0.0301	0.0301	0.0301

Table 3-6 – VDM Values of time (ppm per person, 2045 values in 2019 prices)

Purpose	Car	Rail	Bus, Walk & Cycle
HBW	29.15	29.15	29.15
HBEB	43.53	71.81	24.67
HBEd	13.30	13.30	13.30
HBL	13.30	13.30	13.30
HBPS	13.30	13.30	13.30
NHBEB	43.53	71.81	24.67
NHBO	13.30	13.30	13.30

Source: TAG Data Book (May 2025 v2.01), A1.3.1



3.4.2 PT fares

Future fare structures are inherently uncertain, particularly where pricing decisions rest with operators. TAG Unit M4 provides guidance on how to approach this uncertainty:

- For public services, fares are generally expected to maintain a stable operating surplus, while private operators aim to preserve profit margins. Adjustments should reflect changes in passenger demand and operating costs;
- If it is likely that the change is held constant in nominal terms until the forecast year, the charge will then be decreasing in real terms because of the impacts of inflation; and
- Where neither scenario applies, the recommended approach is to assume fares remain constant in real terms.

3.4.2.1 Rail fares

According to TAG Unit A5.3 paragraph 2.3.6 states: “Demand and revenue forecasts should be based on current fares policy (usually a nominal increase of RPI+X%). Nominal fare increases should be converted to real terms using the GDP deflator. TAG Data Book Table A5.3.1 provides the relevant GDP deflator and RPI series”.

Projected rail fares are assumed to increase at the same rate as RPI in nominal terms and is converted to real terms using the GDP deflator. The summary of fare index in real terms is shown in Table 3-7. The analysis shows that the rail fare increases by 18% in real terms over 26 years from 2019 to 2045 which is an annual average increase of approximately 0.7%.

Table 3-7 – Rail fare index (constant prices, GB)

Financial Year	Rail Fare Index (Constant Prices)
2019/20	100
2044/45	118

3.4.2.2 Bus Fares

The changes in the bus fares over time in nominal terms were derived using historical fare data taken from DfT's local bus fare index table BUS0405a¹. The bus fare index indicates a notable decline in fares, with a 2% reduction in 2022 followed by a further 17% decrease in 2023. This trend in nominal terms is extrapolated for the forecast years and is adjusted using GDP deflator to convert to real terms. Bus fare index in real terms is summarised in Table 3-8 which shows an average annual real decrease by 0.4% from 2019 to 2045.

Table 3-8 – Bus fare index (constant prices, GB)

Financial Year	Bus Fare Index (Constant Prices)
2019/20	102
2044/45	90

Additionally, to reflect Buckinghamshire's 2024 fare policy, a £2.00 cap was applied to internal bus journeys (i.e., trips where both origin and destination are within the Buckinghamshire) with a journey distance under 32 km. The result of this process is a fare matrix that shows the cost of travelling between different O-D pairs, based on journey distance and zone type.

3.4.3 Parking charges

The parking charges included in the model were assumed to remain constant in real terms.

¹ Bus statistics ([Bus statistics - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/bus-statistics))



4. Forecast network updates

The Baseline 2045 network has been designed to include future highway schemes agreed with BC, selected from the full UL and the existing Local Plan transport schemes listed in Appendix B. In addition, the Proxy Representation of a PT model (PRPT) has been updated to reflect explicit connectivity for new developments to PT. The following sections describe how these schemes and development access arrangements have been incorporated into the Baseline 2045 model.

4.1 Highway changes

Changes to the PYV 2024 highway network to produce the Baseline network include:

- Schemes for building new roads;
- Schemes for upgrading existing roads;
- New development access arrangements and mitigation proposals; and
- Signal optimisation for all the traffic signals.

As outlined in Chapter 3, all future highway schemes identified by BC to support the Baseline 2045 scenario development were included. For new road construction and upgrades to existing routes, the latest design drawings were requested from BC and provided in PDF format to ensure accurate representation within the Baseline 2045 network.

HS2-related road schemes were incorporated into the network based on the official plans provided by BC. These drawings were used to accurately code the HS2 adjustments within the AoDM, including road realignments, closures, and associated changes.

For other major schemes such as Southern Link Road Aylesbury (SLR), few assumptions applied in the BSTM 2040 forecast year model² were retained, as no updated design information was received from BC.

For developments explicitly modelled in the 2045 Baseline HAM network, a structured approach was adopted to implement access arrangements, ensuring consistency with the overall network design.

Review of development UL: The 2025 UL provided by BC was examined for each development to confirm post-2019 build size, location, and planning reference. Where available, associated planning documents were also checked to validate details:

- **Coding in Visum:** The existing road layout in the PYV 2024 network around each development site was reviewed to identify and apply the necessary modifications for providing appropriate access; and
- **Connectivity Checks:** After coding each development, shortest-path tests were performed from the new zone to the highway network and vice versa to ensure full connectivity. These checks confirmed that trips could load correctly onto the network without routing issues.

² BSTM 2040 Forecast Model - Bucks_Traffic Forecasting Technical Note_V1.pdf (Doc - BRJ10193-TFTN dated 08/10/2021).



Throughout the development of the Baseline 2045 scenario, HAM runs were carried out whenever updates were made to model inputs. These interim assignments served as a quality check, allowing the team to verify network coding and identify any issues that emerged when traffic flows were loaded onto the network.

The metrics like delay and queue length are highly sensitive to signal timings. Delays could be significantly overestimated if flow patterns have changed and signal optimisation is not carried out. For more realistic evaluation of congestion and reliability, signal optimisation is carried out in the 2045 Baseline model run to represent realistic interactions under future traffic conditions. This has been implemented in Visum procedure sequence involving both cycle time and green time optimisation, keeping minimum green time unchanged between model iterations.

4.2 PT changes

Although the BSTM2 model does not include a PTAM and relies solely on PT skims, efforts were undertaken during the PYV update to code relevant PT schemes and generate updated skims. In the 2045 Baseline model, the PT travel distances and travel times skims are extracted by coding the new bus and rail services in addition to PYV 2024. However, given the limitations of using GTFS for future scenarios, PT distance and time skims for explicitly modelled development zones are taken from the donor zone corresponding to their geographic location.

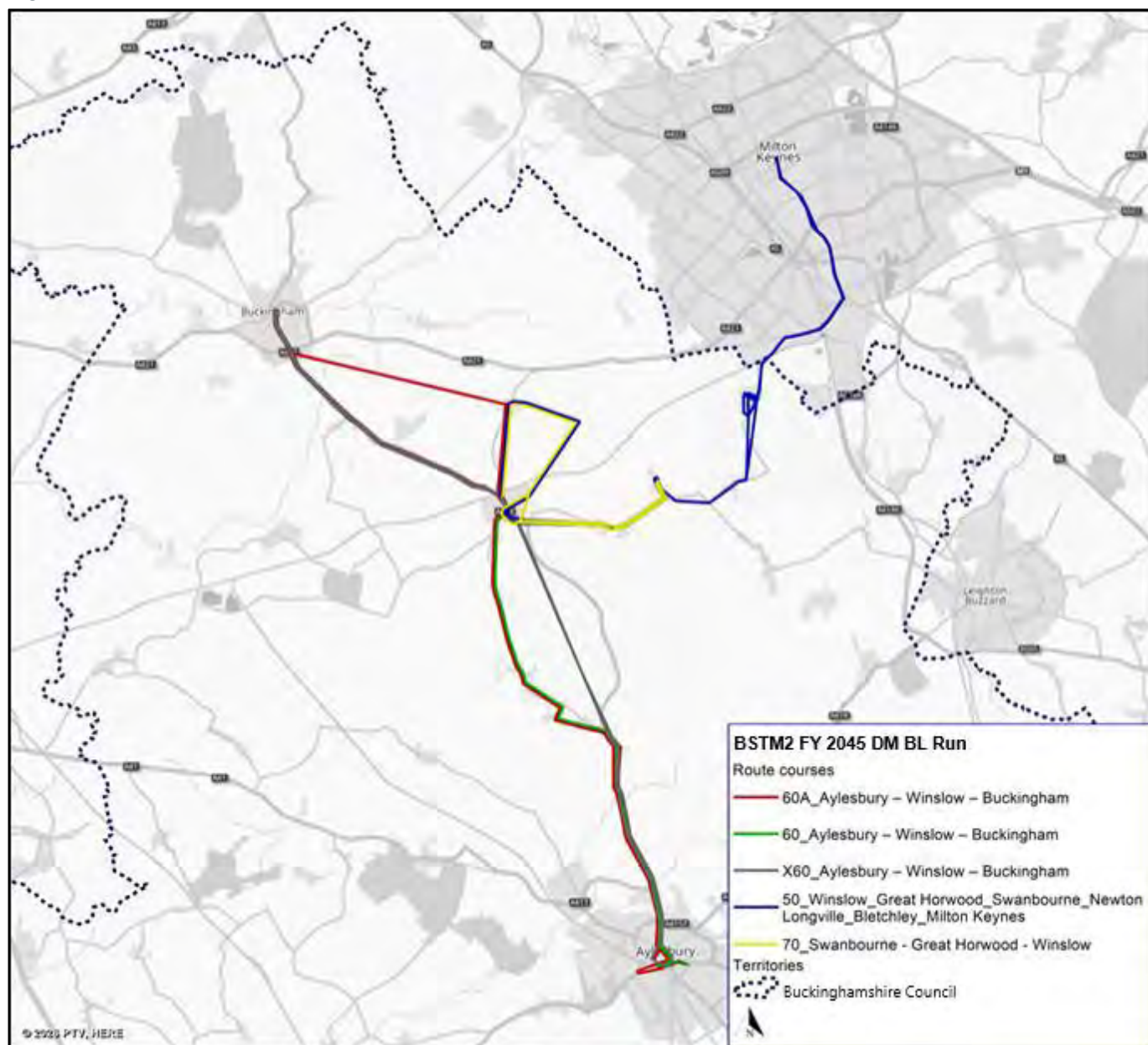
4.2.1 Bus services

The primary dataset for bus schedules was sourced from PYV 2024. Details on bus service data extraction is presented in section 4.2 of BSTM2 PYV Phase 2 report. Additional bus routes provided by BC were integrated into the existing PT network. The newly introduced routes include 50, 60, 60A, X60 and 70 respectively. Routes 60, 60A and X60 have services operating between Buckingham and Aylesbury via Winslow, while the route 50 services operate between under-construction Winslow Station and the City Centre in Milton Keynes via Swanbourne and Newton Longville. Route 70 operates between Winslow and Swanbourne via Great Horwood. The service details are presented in the Table 4-1 below. The bus schedules and associated stop locations for these new routes were shared by BC (i.e. routes that are received from BC) and subsequently used in the modelling process. Services operating during non-school days and holidays were excluded from modelling. The map illustrating the newly added bus routes is presented in Figure 4-1.

Table 4-1 – Baseline 2045: Additional Bus Services between 2024 – 2045

Service Number	From	Via	To
50	Winslow	Swanbourne and Newton Longville	Milton Keynes
	Milton Keynes	Swanbourne and Newton Longville	Winslow
60	Aylesbury	Winslow	Buckingham
	Buckingham	Winslow	Aylesbury
60A	Aylesbury	Winslow	Buckingham
	Buckingham	Winslow	Aylesbury
X60	Aylesbury	Winslow	Buckingham
	Buckingham	Winslow	Aylesbury
70	Winslow	Great Horwood	Swanbourne
	Swanbourne	Great Horwood	Winslow

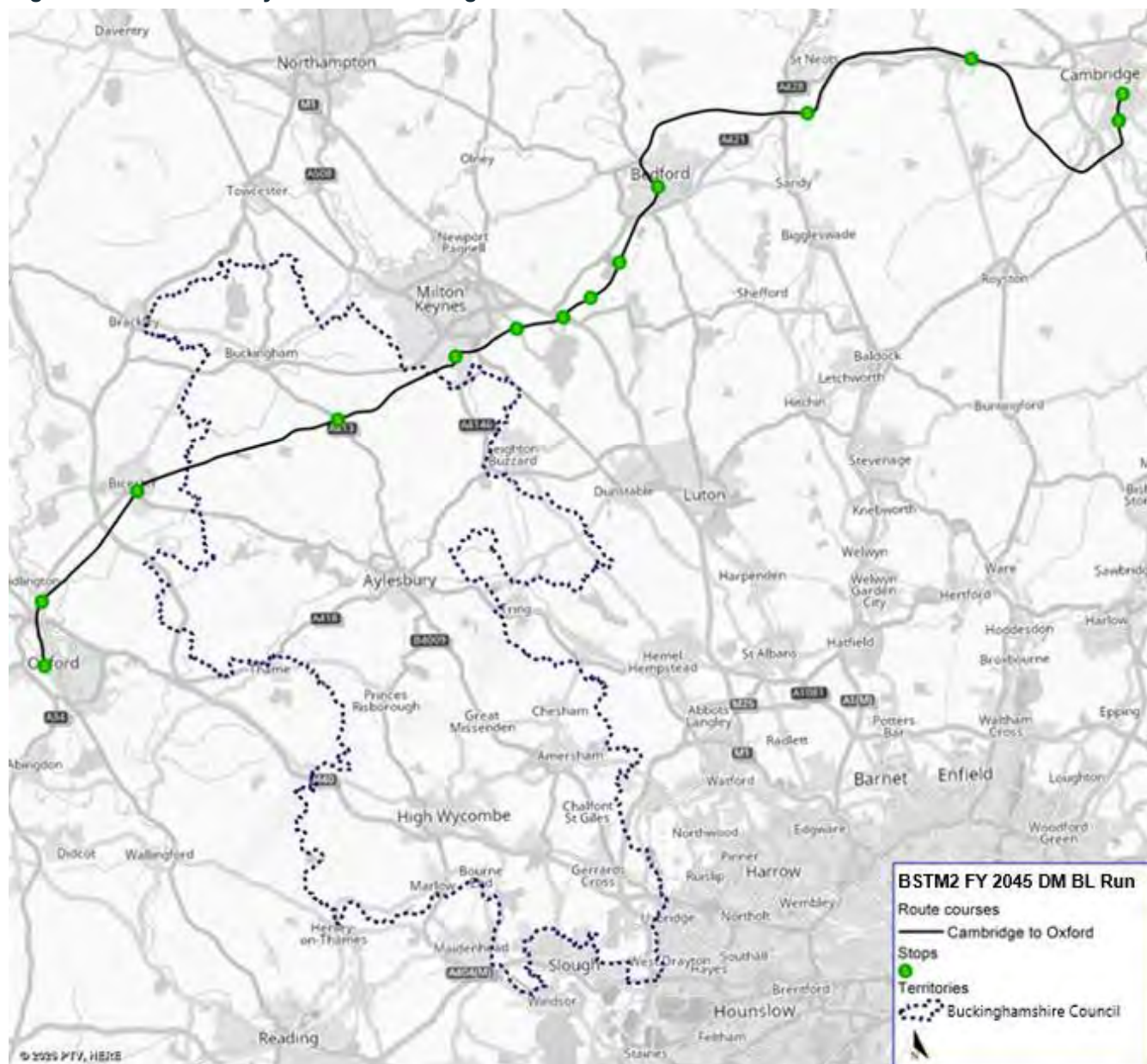
Figure 4-1 - New bus service routes added in 2045 Baseline



4.2.2 Rail services

The rail services dataset was also sourced from PYV 2024 and details are provided in section 4.3 of BSTM2 PYV Phase 2 report. As part of the 2045 Baseline scenario development, an additional rail service has been incorporated into the network representing the new East West Rail (EWR) route operating between Cambridge Railway Station and Oxford Railway Station, travelling via Cambourne and Winslow. The alignment of this new service is illustrated in Figure 4-2.

Figure 4-2 - New Railway Route – Cambridge to Oxford added in BSTM2 2045 Baseline



5. Forecast Year Demand

This chapter details the process of deriving future trip ends as used in the 2045 Baseline VDM. It also includes the assumptions used to estimate growth in external car movements (which do not start or end within the AoDM) and for freight vehicles which are not included as part of the VDM process.

5.1 Land use and trip end assumptions

For forecasting transport impacts, it was first necessary to derive the future changes in travel demand and trip ends from the BSTM2 2019 assumptions. The change in demand is a direct result of changes in the numbers of people living, working, and engaging in shopping, recreational, educational, and other activities across the study area. To estimate the forecast year 2045 travel demand, it was therefore important to estimate the levels and patterns of land use activities which in turn generate person trips. These levels were then translated into trip ends for the BSTM2 2045 Baseline using the assumptions and methodology described below.

5.1.1 Dwelling and jobs completions

For any forecast year modelling scenario, the numbers of new dwellings and new jobs within the study area are required to forecast resident population and determine job locations. The following assumptions were considered for BSTM2 2045 Baseline:

- **Within Buckinghamshire:**
 - Dwellings and employment data of the development sites completed between 2019 to 2045 was captured in the 2025 full UL shared by BC considering for each of the former districts: Aylesbury Vale, Wycombe, Chiltern, and South Bucks. Since the 2045 Baseline model builds upon the BSTM2 2019, the additional dwellings and jobs identified in the full UL as shown in Table 5-1, were added to the BSTM2 2019 values;
 - Developments comprising more than 75 dwellings or more than 1,000 sqm of employment area were explicitly modelled. However, the explicitly modelled growth from 2019 to 2024 was added to the base zones, to keep it consistent with PYV 2024 for retaining present year validation and the remaining growth from PYV 2024 to 2045 is added to new development zones; and
 - To determine background growth, the total number of dwellings and jobs from the full UL was compared against those in the explicitly modelled developments. The residual growth - i.e., the difference - was treated as background growth for each former district and distributed to base zones as described in sections 5.1.1.1 and 5.1.1.2.
- **For external areas outside AoDM:** Employment and population for 2045 Baseline were derived by applying NTEM growth factors from 2019 to 2045 to the base-year population and employment.

5.1.1.1 Application of household growth

Based on the 2025 UL and assumptions agreed for the Baseline scenario, the target level of household growth calculated from 2019 to 2045 for each former district is presented in Table 5-1. The residual difference between the growth contributed by explicitly modelled developments and the total growth from BSTM2 2019 to 2045 Baseline was then determined. Residual or background growth is allocated to the respective base zones in which they are originally situated, ensuring more accurate distribution of even the smaller developments.



Table 5-1 – Baseline 2045: Households growth from 2019 to 2045 for explicitly modelled versus all developments, 2025 Uncertainty Log

Former District	Uncertainty Log (Full)	Uncertainty Log (Explicitly modelled developments)	Residual Growth (Full minus explicitly modelled developments)
Aylesbury Vale	19,195	13,753	2,777
Chiltern	1,611	1,281	330
South Bucks	1,356	799	557
Wycombe	5,893	4,206	1,687
Total	28,055	22,704	5,350

5.1.1.2 Application of job growth

The relative jobs growth in explicitly modelled sites and residual (smaller site) growth is shown in Table 5-2, which shows a positive residual growth in employment is anticipated only within Aylesbury Vale and Chiltern. Negative growth in South Bucks and Wycombe indicates a decline in employment associated with the proposed removal of specific existing sites. This reduction was applied to the base-year employment for the zones in which these sites are located. Similar to dwelling growth, residual or background growth for jobs is assigned to the respective geographical parent zone.

It should be noted that for Chiltern, the target growth level was derived from NTEM Version 8.1 to keep consistent with PYV 2024 and distributed to all base zones within the district based on the BSTM2 base year 2019 employment proportions.

Table 5-2 – Baseline 2045: Jobs growth for explicitly modelled versus all developments, 2025 UL

Former District	Uncertainty Log (Full)	Uncertainty Log (Explicitly modelled developments)	Residual Growth (Full minus explicitly modelled developments)
Aylesbury Vale	15,599	12,203	3,396
Chiltern	2,629*	0	2,629*
South Bucks	3,689	3,922	-233
Wycombe	8,513	9,403	-890
Total	30,430	25,528	4,902

*This value has been taken from NTEM Version 8.1 to keep it consistent with PYV 2024

5.1.2 Forecast year population and worker calculation

The population of Buckinghamshire's internal base zones for Baseline 2045 is estimated by applying NTEM 8.1 growth factors to the BSTM2 BY 2019 population and adjusting for UL household growth, as detailed in Equation 5-1. The calculation methodology differs for base zones and new development zones, as development zones do not have a base year population. For development zones, the household size, i.e., population per household from NTEM was applied to the 2045 dwelling growth, as outlined in Section 5.1.1.1, to derive the forecast population for Baseline 2045, as shown in Equation 5-2. Population estimates are produced for all NTEM traveller types. Workers for BSTM2 Baseline 2045 are the working traveller type within the total population, i.e., $(P_d^{WS} = \sum_{T \in W} P_d^{TS})$ where, P_d^{WS} = 2045 Baseline Working Population, P_d^{TS} = 2045 Baseline Total Population.



Equation 5-1 - Formula to calculate zonal population 2045 for base zones

$$\text{Zonal Projected Population 2045} = (\text{Base Pop 2019})_{\text{zone}} \times \left(\frac{\text{NTEM Pop 2045}}{\text{NTEM Pop 2019}} \right)_{\text{MSOA}} \times \left(\frac{\text{Base HH 2019} + \text{UL HH Growth 2045}}{\text{NTEM HH 2045}} \right)_{\text{zone}}$$

Equation 5-2 - Formula to calculate zonal population 2045 for development zones

$$\text{Zonal Projected Population 2045} = [\text{UL HH Growth (2019 to 2045)}]_{\text{zone}} \times \left(\frac{\text{NTEM Pop 2045}}{\text{NTEM HH 2045}} \right)_{\text{LA}}$$

In the former districts of Buckinghamshire, changes in household size from NTEM 8.1 are presented in Table 5-3. For Buckinghamshire, NTEM projects the average household size declining from 2.47 in 2019 to 2.33 in 2045 which contributes to the decrease in population for Chiltern and South Bucks as shown in Table 5-4, despite the marginal increase in households from BSTM2 2019 to 2045 Baseline as set out in the Table 5-1.

Table 5-3 – NTEM (v8.1 Core scenario) population per household in Buckinghamshire

LAD	2019 Pop/HH	2045 Pop/HH	% Change in Pop/HH
Aylesbury Vale	2.46	2.30	-7%
Chiltern	2.46	2.34	-5%
South Bucks	2.49	2.37	-5%
Wycombe	2.48	2.34	-6%
Total (Buckinghamshire)	2.47	2.33	-6%

Table 5-4 – Population growth from BSTM2 2019 base year to 2045 Baseline by former districts

LAD	Population BSTM2 BY 2019	Population BSTM2 Baseline 2045	% Population growth
Aylesbury Vale	201,080	233,654	16%
Chiltern	95,288	94,253	-1%
South Bucks	70,435	69,906	-1%
Wycombe	173,418	176,653	2%
Total (Buckinghamshire)	540,221	574,465	6%

5.1.3 Trip ends estimation: productions

The dwellings and population information and assumptions detailed in section 5.1.1 directly influence trip growth at the trip production level. To calculate trip productions for the 2045 Baseline scenario, the following process was applied:

- Within the AoDM, population growth at the zonal level was calculated based on the number of new dwellings;
- The calculation of population growth (section 5.1.2) was applied at person group level to capture the changes in car ownership, population per dwelling trends and the aging of population;
- For external zones outside the AoDM, the NTEM 2019 to 2045 growth was applied on base year population at person group level using the same journey to work proportions for external-internal interaction applied during the BSTM2 2019 development;
- Trip rates were kept the same as PYV 2024, reflecting post-COVID 19 behavioural changes as captured in the National Travel Survey (NTS), detailed in BSTM2 PYV Phase 2 report issued on 03 June 2026. These trip rates



were applied to BSTM2 Baseline 2045 population to calculate trip productions for each purpose and traveller segment;

- The non-home-based trip productions are generated within the VDM by applying the NHB trip rates (gamma factors) to the modelled zonal home-based trip attractions by purpose. As with home-based trip rates, the gamma factors for BSTM2 Baseline 2045 remain unchanged from the values applied in PYV 2024.

Table 5-5 shows the difference in the trip production levels by purpose between the BSTM2 2019, PYV 2024 and 2045 Baseline scenarios. The comparison between BSTM2 2019 and PYV 2024 shows a decrease in trip productions for commute, business and shopping trips, while the NHBO trips show a significant increase over the same period. These changes reflect post-COVID-19 travel behaviour, as discussed in the Phase 1 technical note "Present Year (2024) Data Analysis and Trends". Between PYV 2024 and 2045 Baseline, all purposes exhibit a nominal increase in trip productions, with the sole exception of education-related outputs. The reduction observed in the education trip productions is attributable to the projected decline in the school-age population, as indicated by the NTEM V8.1 forecasts. Overall, total production increases by approximately 2.4% from BSTM2 2019 to 2045 Baseline.

Table 5-5 – BSTM2 2019 base year, 2024 PYV and 2045 Baseline: 24-hour trip productions by purpose

Purpose	2019 trips	PYV 2024 trips	Baseline 2045 trips	2019 to 2024 PYV % change	2024 PYV to 2045 Baseline % change
HBW	188,695	158,387	164,580	-16%	4%
HBEB	25,464	19,729	21,102	-23%	7%
HBEd	145,120	151,951	139,868	5%	-8%
HBPS	235,479	230,331	240,146	-2%	4%
HBL	169,060	177,802	184,122	5%	4%
NHBEB	15,282	13,985	14,746	-9%	5%
NHBO	92,234	122,610	127,553	33%	4%
Total	871,335	874,796	892,116	0%	2%

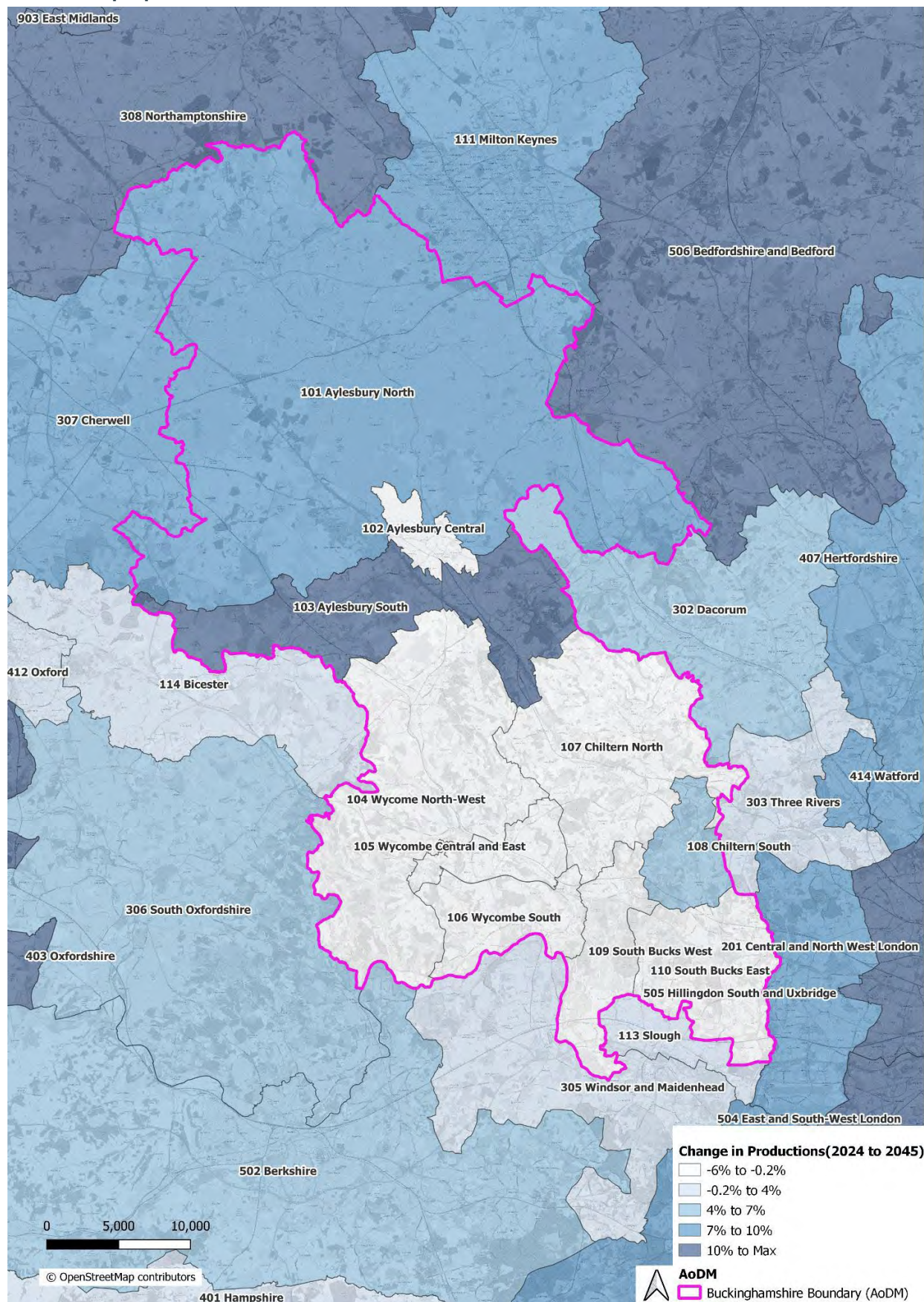
Table 5-6 shows the trip production growth by internal LADs (former districts). All the internal LADs have a decrease in trip productions from BSTM2 PYV 2024 to 2045 Baseline, except Aylesbury Vale with 4.2% increase from BSTM2 BY 2019 to PYV 2024 and 6.5% from BSTM2 PYV 2024 to Baseline 2045, which is attributable to the 16% increase in population from BSTM2 BY 2019 to Baseline 2045 (as shown in Table 5-4). Figure 5-1 shows the percentage change in productions from BSTM2 BY 2019 to 2045 Baseline for the 10 internal sectors and the surrounding external sectors, showing the largest growth area in Buckinghamshire internal area is to the south of Aylesbury.

Table 5-6 – BSTM2 BY 2019 vs 2045 Baseline: 24-hour Productions by LAD

LAD	2019 trips	PYV 2024 trips	Baseline 2045 trips	2019 to 2024 PYV % change	2024 PYV to 2045 Baseline % change
Aylesbury Vale	269,938	281,155	299,471	4%	7%
Chiltern	130,372	126,981	123,656	-3%	-3%
South Bucks	98,661	97,915	93,832	-1%	-4%
Wycombe	239,699	240,989	237,443	1%	-2%
Internal Total	738,670	747,040	754,402	1%	1%
External	132,665	127,756	137,714	-4%	8%
Total	871,335	874,796	892,116	0%	2%



Figure 5-1 - Percentage change in total productions from PYV 2024 to 2045 Baseline by sector – 24hr, all modes and purposes



5.1.4 Trip ends estimation: attractions

Attractions for all purposes act as weighting factors except for HBEd and HBW that are treated as targets to be matched. The following methodology was used to forecast attraction weights for each journey purpose:

- **HBW, HBEB, NHBEB:**
 - Growth in number of jobs was calculated from the UL for all the zones which fall within the AoDM;
 - The calculated employment growth was subsequently added to the base-year job figures; and
 - For external zones, attractions were proportioned using the same JTW internal–external interaction proportions applied during the development of the BSTM2 BY 2019.
- **HBEd** – Due to limited data on forecast school provision, school place estimates were used to calculate the 2045 Baseline land use developments as shown in Table 5-7. These estimates were based on the assumption that new schools would be constructed in developments exceeding certain size thresholds (detailed in Table 5-7). The additional school places were then added to the base year school places. It is worth noting that the total education places are implicitly scaled within PTV Visum to match the number of education trips produced by the projected school pupil population).

Table 5-7 – Estimates of school places per dwelling

Education Stage	School places (per dwelling)	Minimum size of the development (dwellings)
Primary School	0.20	100
Secondary School	0.13	200
Sixth form	0.04	200

- **HBPS** – Base-year zonal attractions were scaled according to the growth in non-B class jobs between the base year and the forecast year. For development zones with zero base-year attractions, forecast-year attractions were calculated by multiplying the forecast-year non-B class jobs by the ratio of forecast-year attractions to non-B class jobs at district level.
- **HBL** – Base-year zonal attractions were scaled using population growth between the base year and the forecast year. For development zones with zero base-year attractions, forecast-year attractions were calculated by multiplying the forecast-year population by the ratio of forecast-year attractions to forecast-year population at district level.
- **NHBO** – Base-year zonal attractions were scaled using the combined growth in population and jobs between the base year and the forecast year. For development zones with zero base-year attractions, forecast-year attractions were calculated by multiplying the forecast-year population and jobs by the ratio of forecast-year attractions to forecast-year population and jobs at district level.

External trip attractions were calculated by applying job growth from 2019 to 2045 in line with NTEM forecasts. Consistent with BSTM2 2019 and PYV 2024, for all purposes except HBW, external zone attractions were capped at flat 30% rather than zone wise JTW proportions. This cap reflects JTW data indicating that the proportion of trips originating from Buckinghamshire to all external zones remains within 29%.

The categorisation of attractions by purpose is balanced to the respective productions. This demonstrates a clear and precise correspondence between the distribution of trips by purpose attracted and those produced, confirming consistency in the travel demand.

The distribution of the trip attractions indicates that the most substantial increase among the internal LADs is concentrated in Aylesbury district with maximum employment growth recorded in the UL (as shown in Table 5-2). The Aylesbury district records a 4.2% increase in attractions between BSTM2 2019 and PYV 2024, followed by a further 3.5% increase from PYV 2024 to 2045 Baseline. In contrast, all other internal LADs exhibit a decline in attraction over

the same periods, as documented in Table 5-8. External attractions have increased significantly due to the enhanced connectivity provided by the East-West Rail, which can also be observed in the Figure 5-2.

Table 5-8 – BSTM2 BY 2019 to PYV 2024 and 2045 Baseline: Attractions by LAD

LAD	BSTM2 BY 2019	PYV 2024	2045 Baseline	% difference: PYV 2024– BY 2019	% difference: 2045 Baseline – PYV 2024
Aylesbury Vale	276,942	288,521	298,572	4%	4%
Chiltern	125,056	125,029	121,223	0%	-3%
South Bucks	112,523	113,725	109,874	1%	-3%
Wycombe	264,659	264,878	261,164	0%	-1%
Internal Total	779,179	792,152	790,832	2%	0%
External	92,155	82,644	101,284	-10%	23%
Total	871,335	874,796	892,116	0%	2%

Figure 5-2 shows the percentage change in attractions between the PYV 2024 and the 2045 Baseline for internal sectors and surrounding external sectors. The increased attractions in Oxfordshire to the west and in Bedfordshire and Bedford to the east reflect the impact of the East–West Rail, which links Oxford and Cambridge and supports a better-connected future for communities between Oxford, Milton Keynes, Bedford and Cambridge.

Change in Attractions(2024 to 2045)

- 5% - -1.2%
- 1.2% - 4.2%
- 4.2% - 15.4%
- 15.4% - 26%
- 26% - Max

AoDM
 Buckinghamshire Boundary (AoDM)

0 5,000 10,000

© OpenStreetMap contributors

903 East Midlands

308 Northamptonshire

111 Milton Keynes

506 Bedfordshire and Bedford

307 Cherwell

101 Aylesbury North

102 Aylesbury Central

103 Aylesbury South

407 Hertfordshire

302 Dacorum

412 Oxford

114 Bicester

107 Chiltern North

414 Watford

104 Wycombe North-West

105 Wycombe Central and East

108 Chiltern South

303 Three Rivers

306 South Oxfordshire

403 Oxfordshire

106 Wycombe South

109 South Bucks West

201 Central and North West London

110 South Bucks East

505 Hillingdon South and Uxbridge

113 Slough

305 Windsor and Maidenhead

504 East and South-West London

502 Berkshire

401 Hampshire

5.2 Car exogenous and freight growth factors

When both the origin and destination of car trips are outside of the AoDM and modelled as passing through Buckinghamshire, these trips are excluded from the demand model process. In such cases, growth factors are applied to base year HAM matrices using DfT's NRTP22 to reflect forecast year changes. The same approach is used to account for the growth of goods vehicle trips. Details of these adjustments are provided in the following sub-sections.

5.2.1 Car external-external trips

External-to-external HAM car trips refer to movements that either cross the Buckinghamshire boundary or bypass the council entirely. Growth factors by region, vehicle type, and road type are sourced from the NRTP22 dataset. For external-to-external car movements in BSTM2, growth rates for cars in the Southeast region, across all road types, were adopted as the most appropriate statistics for estimating changes between the BSTM2 2019 base year and 2045 Baseline matrices. Table 5-9 sets out the growth rates and the resulting changes in external-to-external car trips by time period.

Table 5-9 – DfT NRTP22 derived growth for car external-external movements and resulting trips

Description	2019	2045
NRTP22 Growth Rate (%)	-	20%
AM peak trips	310,099	372,770
IP trips	165,562	199,023
PM peak trips	318,310	382,640

5.2.2 Goods vehicles trips

For goods vehicle trips, growth was applied to all LGV and HGV movements both within and outside the AoDM. For external-to-external movements, the same approach as for car trips was adopted by applying growth factors for goods vehicles to their base-year matrices, using rates derived from NRTP22 forecasts for all road types combined (A roads, minor roads, motorways, and trunk roads). Table 5-10 summarises the overall growth rates from the NRTP22 forecasts. These indicate a substantial increase in LGV trips, reflecting expected growth in local deliveries and online shopping, while growth in HGV trips is comparatively modest.

Table 5-10 – DfT NRTP22 derived growth rates for LGV and HGV trips

Vehicle Type	2019-2045 growth
LGV	41%
HGV	16%

For internal movements - journeys starting or ending within the BSTM2 AoDM - the overall growth was aligned with NRTP22 forecast levels, after first accounting for trips generated by new development sites using trip rates from TRICS. These development-related trips were added directly to the forecast matrices, applying TRICS rates consistent with those used in PYV 2024, as detailed in the BSTM2 PYV Phase 2 report (Table 6-9 and Table 6-10), to the quantum of the proposed development by type in the zone. The development related trips generated are distributed based on the demand distribution proportion of the respective zones in base-year LGV and HGV matrices. For zones with zero representative trips, an alternative nearby zone having non-zero freight trips was considered.

The quantum of development goods vehicles trips generated by explicitly modelled developments in each time period in the 2045 Baseline is shown in Table 5-11.

Table 5-11 – Baseline 2045: Explicitly modelled developments' goods vehicle trips (in vehicles per hour)

LGV	AM peak Arrivals	AM peak Departures	IP average Arrivals	IP average Departures	PM peak Arrivals	PM peak Departures
Residential	684	1,002	517	492	1,222	494
Employment/ Retail	284	183	219	229	76	145
HGV	AM peak Arrivals	AM peak Departures	IP average Arrivals	IP average Departures	PM peak Arrivals	PM peak Departures
Residential	41	49	12	12	0	0
Employment/ Retail	103	115	102	99	83	66

6. Forecast Year – VDM results

Chapter 5 outlined the assumptions and methodologies used to generate trip-end estimates for the forecast year. These trip ends, when combined with updated transport networks and cost parameters within the BSTM2 VDM framework, produce forecast trip matrices categorised by travel purpose and mode. This chapter presents a comprehensive analysis of the VDM outputs for 2045 Baseline and provides a comparative assessment against PYV 2024, as documented in the BSTM2 PYV Phase 2 report.

6.1 Trip matrices

Table 6-1 presents the PYV 2024 and Baseline 2045 demand matrices at the 24-hour Production/Attraction (P/A) level. A more detailed breakdown of trips by mode and purpose, focusing on journeys originating within Buckinghamshire, is provided in Table 6-2. These results are compared against the PYV 2024 for reference.

Table 6-1 – Future changes in total daily PA trips by mode (I-I, I-E and E-I)

Mode	PYV 2024	Base line 2045	% Difference
Car	568,427	601,872	6%
Bus	50,763	45,282	-11%
Rail	57,217	67,886	19%
Walk	177,954	159,343	-11%
Cycle	20,437	17,735	-13%
Total	874,798	892,118	2%

The data in the above table indicates an overall increase of 2% in total trips between 2024 and 2045, as set out in chapter 5. Mode-specific changes reveal a notable shift in travel behaviour, with reductions in bus, walking, and cycling trips, and corresponding increases in car and rail usage. In the 2045 Baseline scenario, car trips are projected to rise by approximately 5.9% from 2024, while rail trips show a more significant growth of 18.6%.

6.2 Mode shares

6.2.1 Mode shares by purpose

The analysis of trips by mode and purpose presented in Table 6-2, reveals variations by journey purpose between PYV 2024 and Baseline 2045. The most significant increase is observed in HBEB trips with about 7%. In contrast, HBEd trips are projected to decline, primarily due to demographic changes reflected in the NTEM V8.1 dataset, which assumes an aging population and lower birth-rate.

Table 6-3 presents the mode share by purpose in the 2045 Baseline and the change in mode shares (percentage point change) by trip purpose between the PYV 2024 and Baseline 2045. The data indicate a notable increase in the proportion of trips made by car in the 2045 Baseline relative to PYV 2024 with an increase in overall mode share of about 2.5%. Conversely, walk and cycle modes exhibit an overall decline in share. PT shows a marginal increase in mode share for home-based employer business, education, personal business, leisure and non-home-based employer business.



Table 6-2 – PYV 2024 vs 2045 Baseline: daily P/A trips by purpose and mode

Purpose	BSTM2 PYV 2024: 24hr P/A Trips					BSTM2 DM BL 2045: 24hr P/A Trips					% Difference (BSTM2 DM BL 2045 - BSTM2 PYV 2024)				
	Car	PT	Walk	Cycle	Total	Car	PT	Walk	Cycle	Total	Car	PT	Walk	Cycle	Total
HBW	114,904	25,346	11,459	6,678	158,387	122,448	26,104	10,094	5,934	164,580	7%	3%	-12%	-11%	4%
HBEB	15,344	3,003	1,037	345	19,729	16,503	3,299	974	326	21,102	8%	10%	-6%	-6%	7%
HBEd	61,181	28,088	57,730	4,952	151,951	58,405	26,630	51,053	3,780	139,868	-5%	-5%	-12%	-24%	-8%
HBPS	142,543	28,327	58,387	1,074	230,331	154,154	31,904	53,103	985	240,146	8%	13%	-9%	-8%	4%
HBL	134,688	11,236	24,893	6,985	177,802	141,915	12,852	22,992	6,363	184,123	5%	14%	-8%	-9%	4%
NHBEB	10,350	1,568	2,026	40	13,985	11,296	1,689	1,727	33	14,746	9%	8%	-15%	-18%	5%
NHBO	89,516	10,314	22,421	362	122,613	97,150	10,689	19,399	314	127,553	9%	4%	-13%	-13%	4%
Total	568,526	107,881	177,954	20,437	874,798	601,872	113,168	159,343	17,735	892,118	6%	5%	-10%	-13%	2%

Table 6-3 – Baseline 2045: Mode share by purpose, comparison to PYV 2024

Purpose	BSTM2 DM BL 2045: 24hr P/A Trips				Mode Share				Difference in Mode share (BSTM2 DM BL 2045 - BSTM2 PYV 2024)			
	Car	PT	Walk	Cycle	Car	PT	Walk	Cycle	Car	PT	Walk	Cycle
HBW	122,448	26,104	10,094	5,934	74%	16%	6%	4%	2%	0%	-1%	-1%
HBEB	16,503	3,299	974	326	78%	16%	5%	2%	0%	0%	-1%	0%
HBEd	58,405	26,630	51,053	3,780	42%	19%	37%	3%	1%	1%	-1%	-1%
HBPS	154,154	31,904	53,103	985	64%	13%	22%	0%	2%	1%	-3%	0%
HBL	141,915	12,852	22,992	6,363	77%	7%	12%	3%	1%	1%	-2%	0%
NHBEB	11,296	1,689	1,727	33	77%	11%	12%	0%	3%	0%	-3%	0%
NHBO	97,150	10,689	19,399	314	76%	8%	15%	0%	3%	0%	-3%	0%
Total	601,872	113,168	159,343	17,735	67%	13%	18%	2%	2%	0%	-2%	0%



There are various reasons that explain the rise in car mode share whilst the PT and walk shares fall. These include:

- Underlying trend in car availability as forecasted by NTEM and incorporated into land-use assumptions.
- A reduction in car operating costs due to improved fuel efficiency and the adoption of electric vehicles, alongside a rise in rail fares.
- Increase in travellers value of time (VoT), indicating that time savings will become more important than monetary savings, thereby favouring faster modes such as the car over slower alternatives like bus, walking, or cycling.

6.2.2 Mode shares by former districts

Table 6-4 and Table 6-5 present the mode shares for trip productions and attractions for former districts across all trip purposes. Overall, the mode share in 2045 remains broadly similar to PYV 2024, with the former Buckinghamshire districts continuing to exhibit a predominant car share, followed by walk and PT. Car mode share increases across all districts, with the shift primarily occurring from walk to car trips for internal (local) movements. For external areas, the mode share change is minimal with a slight growth in car and PT trips at production end and only PT at attraction end. The significant rise in PT mode share for external attractions is primarily driven by improved rail connectivity along the EWR corridor.

Table 6-4 – Baseline 2045: 24-hour Production mode shares by LAD, all purposes

Production LAD	FY 2045: 24hrs P/A Trips				Mode Shares				Difference in Mode Share (BSTM2 DM BL 2045 - BSTM2 PYV 2024)			
	Car	PT	Walk	Cycle	Car	PT	Walk	Cycle	Car	PT	Walk	Cycle
Aylesbury Vale	191,553	39,443	61,873	6,601	64.0%	13.2%	20.7%	2.2%	2.2%	0.9%	-2.7%	-0.4%
Chiltern	82,534	14,118	24,701	2,303	66.7%	11.4%	20.0%	1.9%	3.3%	-0.1%	-2.8%	-0.3%
South Bucks	64,547	10,592	16,872	1,821	68.8%	11.3%	18.0%	1.9%	3.2%	-0.3%	-2.5%	-0.4%
Wycombe	152,678	25,491	53,670	5,604	64.3%	10.7%	22.6%	2.4%	3.0%	0.0%	-2.6%	-0.4%
External	110,559	23,523	2,227	1,406	80.3%	17.1%	1.6%	1.0%	0.2%	0.3%	-0.2%	-0.2%
Total	601,871	113,167	159,343	17,735	67.5%	12.7%	17.9%	2.0%	2.5%	0.4%	-2.5%	-0.3%

Table 6-5 – Baseline 2045: 24-hour Attraction mode shares by LAD, all purposes

Attraction LAD	FY 2045: 24hrs P/A Trips				Mode Shares				Difference in Mode Share (BSTM2 DM BL 2045 - BSTM2 PYV 2024)			
	Car	PT	Walk	Cycle	Car	PT	Walk	Cycle	Car	PT	Walk	Cycle
Aylesbury Vale	196,237	33,796	61,939	6,601	65.7%	11.3%	20.7%	2.2%	2.5%	0.0%	-2.1%	-0.3%
Chiltern	81,749	12,718	24,545	2,211	67.4%	10.5%	20.2%	1.8%	2.9%	0.1%	-2.7%	-0.3%
South Bucks	76,604	13,071	18,258	1,941	69.7%	11.9%	16.6%	1.8%	2.6%	0.0%	-2.4%	-0.3%
Wycombe	174,147	27,692	53,609	5,716	66.7%	10.6%	20.5%	2.2%	2.9%	-0.1%	-2.4%	-0.3%
External	73,135	25,891	993	1,265	72.2%	25.6%	1.0%	1.2%	-0.6%	1.1%	0.0%	-0.4%
Total	601,871	113,167	159,343	17,735	67.5%	12.7%	17.9%	2.0%	2.5%	0.4%	-2.5%	-0.3%



6.3 Trip patterns

Table 6-6 below shows the change in trip pattern in terms of productions and attractions for all purposes combined, from PYV 2024 to 2045 Baseline.

Between PYV 2024 and 2045 Baseline, trips attracted to Aylesbury Vale increase substantially from all other internal LADs as well as from external areas, this is due to the increased attractions in the Aylesbury Vale district. The largest increase, 52.4%, is observed for trips originating from South Bucks.

Productions from Aylesbury Vale to other LADs also show strong growth, with trips rising by 29.8% to Wycombe, 32.6% to Chiltern, and 63% to South Bucks. It is observed that inter-sectoral trips are higher than intra-sectoral trips. External interactions with Buckinghamshire are forecast to strengthen over the period, with E–I trips increasing by 8% and I–E trips by 23%. Purpose-wise trip patterns are presented in Appendix D.

Table 6-6 – Change in 24-hour P/A trip patterns from PYV 2024 to 2045 Baseline for all purposes and modes

LAD	Aylesbury Vale	Chiltern	South Bucks	Wycombe	External	Total
Aylesbury Vale	-1%	33%	63%	30%	36%	7%
Chiltern	22%	-13%	2%	4%	17%	-3%
South Bucks	52%	-3%	-14%	4%	7%	-4%
Wycombe	23%	8%	10%	-7%	20%	-2%
External	15%	5%	-1%	10%	-	8%
Total	4%	-3%	-3%	-1%	23%	2%

6.4 Trip lengths

Trip lengths at the 24-hour Production/Attraction level have been assessed for each purpose and mode to determine impact on journeys between PYV 2024 and 2045. Comparison of average trip lengths between PYV 2024 and 2045 Baseline are presented in Table 6-7. Car trip lengths are increasing by 13%, with the most notable growth observed for home-based and non-home-based employer's business (HBEB and NHBEB) purposes accounting for 18% and 19% respectively.

Bus trips are becoming shorter for all purposes, except for HBEB. Rail trips for HBEd and NHBO purposes become longer on average, whereas rail trips for all other purposes tend to shorten. The changes in trip length are largely due to the increased opportunities within the Aylesbury Vale district resulting from the introduction of EWR, which connects Oxford and Cambridge via Winslow in Aylesbury Vale. Commute trips remain doubly constrained, influenced by external attractions assumed for the forecast year and the balance of workers and jobs within the study area, as discussed in Section 5.1.

The primary drivers of longer car trips in 2045 are the reduction in vehicle operating costs and the increase in values of time, as outlined in Section 3.4.1.

Table 6-7 – Baseline 2045 vs PYV 2024: Average trip length by purpose by mode

Purpose	BSTM2 PYV 2024 Average Trip Length (Kms)					BSTM2 DM BL 2045 Average Trip Length (Kms)					% Difference in ATL (BSTM2 DM BL 2045 - BSTM2 PYV 2024)				
	Car	Bus	Rail	Walk	Cycle	Car	Bus	Rail	Walk	Cycle	Car	Bus	Rail	Walk	Cycle
HBW	22.34	9.55	69.70	1.65	4.55	23.57	9.19	66.86	1.64	4.53	5%	-4%	-4%	0%	-1%
HBEB	18.38	8.61	65.86	0.74	3.12	21.67	8.62	61.37	0.73	3.14	18%	0%	-7%	-1%	1%
HBEd	10.83	8.26	16.80	1.44	2.57	12.10	8.19	18.38	1.41	2.54	12%	-1%	9%	-2%	-1%
HBPS	18.62	8.02	56.48	1.25	3.33	21.28	7.84	49.85	1.26	3.32	14%	-2%	-12%	0%	0%
HBL	16.95	8.65	82.67	1.67	6.71	19.87	8.52	69.61	1.67	6.49	17%	-1%	-16%	0%	-3%
NHBEB	16.14	10.06	49.22	0.56	2.78	19.22	9.87	48.47	0.54	2.80	19%	-2%	-2%	-4%	1%
NHBO	14.36	10.62	31.37	1.20	2.35	16.70	10.44	32.52	1.20	2.37	16%	-2%	4%	0%	1%
Total	17.42	8.68	54.81	1.38	4.68	19.76	8.52	51.13	1.37	4.68	13%	-2%	-7%	-1%	0%



6.5 VDM convergence

The demand/supply % gap convergence statistics for the 2045 Baseline scenario by purpose are presented in Table 6-8. The percentage gap values are shown separately for each purpose, and convergence is assessed by ensuring that the maximum gap across all the choices remains below 0.2%. The model achieved convergence after six iterations, with a maximum gap of 0.193% for HBEB mode and destination choice as shown in Table 6-8 and a weighted percentage gap across all choices of 0.101%.

Table 6-8 – 2045 Baseline: %Gap values by purpose

Purpose	Mode and destination choice
%GAP for HBW	0.176
%GAP for HBEB	0.193
%GAP for HBEd	0.153
%GAP for HBPS	0.046
%GAP for HBL	0.045
%GAP for NHBEB	0.104
%GAP for NHBO	0.057
%GAP across all the choices	0.101

The differences between consecutive iterations of the VDM - specifically the penultimate and final iterations are minimal. Table 6-9 summarises these differences by purpose and mode for 2045 Baseline, demonstrating how small the variations are between the two final iterations.

Table 6-9 – Baseline 2045: Change in trips between penultimate and final iteration of VDM, by purpose and mode

Purpose	Car	PT	Cycle	Walk	Total
HBW	0.003%	-0.011%	0.000%	-0.009%	0.000%
HBEB	0.001%	-0.006%	0.002%	0.000%	0.000%
HBEd	0.007%	-0.004%	-0.006%	-0.006%	0.000%
HBPS	0.002%	-0.003%	-0.003%	-0.004%	0.000%
HBL	0.002%	-0.005%	-0.006%	-0.006%	0.000%
NHBEB	0.003%	-0.013%	-0.009%	0.000%	0.000%
NHBO	0.001%	-0.004%	-0.004%	-0.003%	0.000%
Total	0.002%	-0.006%	-0.004%	-0.007%	0.000%

7. Forecast year – HAM assignment results

This chapter details results for HAM assignment for the 2045 Baseline. The focus of the analysis is on changes of the 2045 Baseline relative to the PYV 2024 assignments, considering the impacts of future land use and transport scheme changes on the performance of the transport networks. Comparisons are presented for each of the different assignment time periods (AM peak hour, IP average hour and PM peak hour). This section presents results focusing on the following:

- HAM trip matrix totals;
- Overall highway network statistics;
- Flows across screenlines;
- Traffic flows;
- Link V/C ratios;
- Traffic delays; and
- HAM convergence

7.1 Trip matrix totals

Table 7-1 to Table 7-3 show the overall HAM matrix totals by AUC for the PYV 2024 and the 2045 Baseline for the AM peak hour, IP average hour and PM peak hour respectively. The percentage change in matrix totals is also illustrated. These tables show that overall, car growth for commute and business purposes increase by 14-17% between 2024 and 2045. LGV growth is higher, reaching 25% whilst HGV growth is notably lower reaching 12.8% between PYV 2024 and 2045 Baseline across all three modelled hours.

Table 7-1 – Matrix totals in vehicle trips: AM peak hour (08:00 to 09:00)

User Class	BSTM2 PYV 2024	BSTM2 DM BL 2045	% Change
Car - Commuting	169,312	194,110	14.65%
Car - Business	25,837	30,170	16.77%
Car - Other	218,087	249,760	14.52%
LGV	646,148	809,884	25.34%
HGV	279,171	314,866	12.79%
Total	1,338,554	1,598,791	19.44%

Table 7-2 – Matrix totals in vehicle trips: IP average hour (10:00 to 16:00)

User Class	BSTM2 PYV 2024	BSTM2 DM BL 2045	% Change
Car - Commuting	49,042	56,016	14.22%
Car - Business	18,052	20,802	15.24%
Car - Other	165,641	189,996	14.70%
LGV	624,196	782,099	25.30%
HGV	268,363	302,588	12.75%
Total	1,125,294	1,351,502	20.10%



Table 7-3 – Matrix totals in vehicle trips: PM peak hour (17:00 to 18:00)

User Class	BSTM2 PYV 2024	BSTM2 DM BL 2045	% Change
Car - Commuting	158,110	181,266	14.65%
Car - Business	25,819	29,999	16.19%
Car - Other	239,247	274,164	14.59%
LGV	515,050	645,613	25.35%
HGV	175,758	198,224	12.78%
Total	1,113,985	1,329,267	19.33%

7.2 Overall network statistics

The overall network assignment summary statistics for the PYV 2024 and 2045 Baseline runs in the AM peak, average IP, and PM peak hours for AoDM are presented in Table 7-4. In general, average journey speed indicates the overall level of performance of the highway network. The assignment values are shown as a total and not as average per vehicle.

As would be expected, Table 7-4 shows a gradual increase in the overall trip totals, travel time and distance, and total delay per vehicle in the AoDM. Meanwhile the average network speeds have remained fairly constant in the AM and PM peak hours from the PYV 2024 to BSTM2 2045 Baseline. Average speeds show increase of 1% in IP average hour.

Table 7-4 – Overall network statistics, AoDM

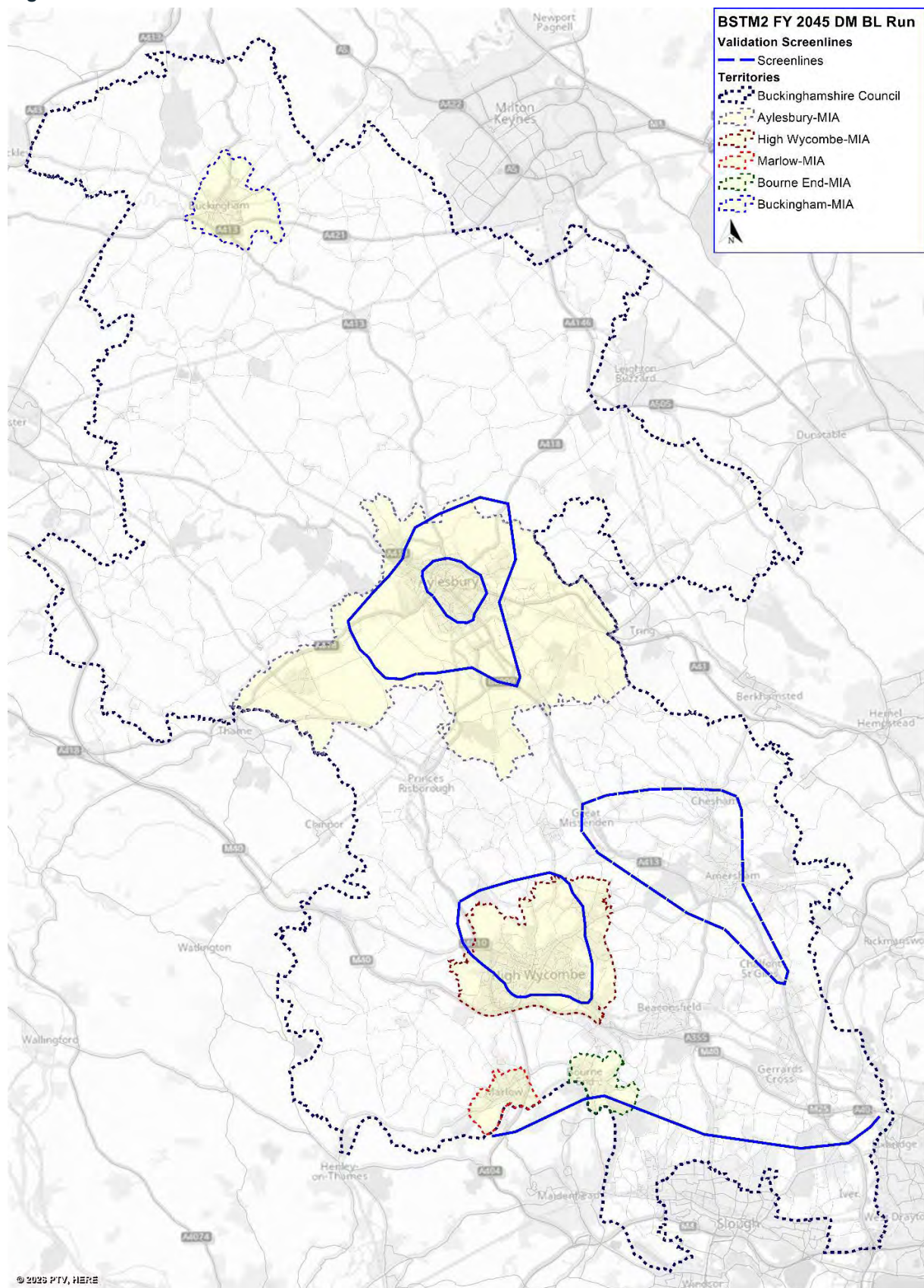
Peak	Statistic	PYV 2024	DM BL 2045	Absolute Difference: DM BL 2045 minus PYV 2024	% Difference: DM BL 2045 minus PYV 2024
AM Peak	Total Travel Time (veh-hrs)	32,914	39,796	6,882	21%
	Total delay (vehicle hours)	5,448	7,883	2,435	45%
	Travel Distance (veh-kms)	1,633,528	1,941,349	307,820	19%
	Average Journey Speed (kmph)	49.6	48.8	0.8	-2%
	Average delay per vehicle km (seconds)	12.0	14.6	2.6	22%
IP Peak	Total Travel Time (veh-hrs)	21,500	25,812	4,312	20%
	Total delay (vehicle hours)	1,979	2,797	818	41%
	Travel Distance (veh-kms)	1,233,743	1,484,243	250,500	20%
	Average Journey Speed (kmph)	57.4	57.5	0.1	0%
	Average delay per vehicle km (seconds)	5.8	6.8	1.0	17%
PM Peak	Total Travel Time (veh-hrs)	32,261	38,497	6,235	19%
	Total delay (vehicle hours)	4,928	7,005	2,077	42%
	Travel Distance (veh-kms)	1,677,709	1,968,323	290,614	17%
	Average Journey Speed (kmph)	52.0	51.1	0.9	-2%
	Average delay per vehicle km (seconds)	10.6	12.8	2.2	21%

7.3 Screenline / cordon flows

As part of the PYV 2024 development, screenlines and cordons were created to compare model flows against equivalent observed traffic volumes by direction. The five screenlines, shown in Figure 7-1, provide a summary of traffic flows into and out of the key urban areas. Inner and outer cordons were included for the Aylesbury area due to the focus of the area for future development.



Figure 7-1 - Screenlines and cordons



The changes in total flow across each screenline / cordon by direction in each modelled time period are shown in Table 7-5. More detailed flow comparisons between PYV 2024 and 2045 Baseline by vehicle type (car, LGV and HGV) are provided in Appendix C, Table C-1 to Table C-3.

Table 7-5 – Percentage change in total traffic flows from 2024 to 2045 Baseline across screenlines

Cordon / Screenline	Direction	AM peak hour	IP average hour	PM peak hour
Aylesbury Inner Cordon	Inbound	0%	3%	4%
Aylesbury Inner Cordon	Outbound	2%	4%	4%
Aylesbury Outer Cordon	Inbound	4%	7%	7%
Aylesbury Outer Cordon	Outbound	8%	6%	6%
High Wycombe Cordon	Inbound	8%	5%	6%
High Wycombe Cordon	Outbound	2%	8%	4%
Amersham Cordon	Inbound	9%	12%	7%
Amersham Cordon	Outbound	9%	14%	8%
Marlow Uxbridge	Northbound	18%	21%	17%
Marlow Uxbridge	Southbound	17%	17%	16%

The general pattern of increase remains consistent across different assignment time periods. The growth inbound to Aylesbury in the AM peak hour is less than at other times of day. The results by vehicle type show that LGV growth is typically the highest due to the elevated growth rates in NRTP growth factors which is followed by car and then HGV. The flow of HGVs across the Amersham cordon reduces in the AM peak hour in both directions, with little change in the other time periods.

Examining the trend over time, all screenlines exhibit increase in flow in all time periods, except Aylesbury Inner Cordon in the AM peak hour, which remains constant between PYV 2024 and 2045 Baseline. The highest level of growth from PYV 2024 to 2045 Baseline is seen across the Marlow Uxbridge screenline at the southern end of Buckinghamshire, with increases of between 17% and 21% northbound and 16% to 17% southbound, which could be due to the higher job numbers in Marlow as per the UL as shown in Figure 3-2.

7.4 Traffic volume

The level of traffic volume on the highway network in 2045 is shown in Figure 7-2 to Figure 7-4 for the AM peak hour, IP average hour and PM peak hour respectively.



BSTM2 FY 2045 DM BL Run
AM Peak Hour (08:00 - 09:00)
Link Actual Flows (Total Vehicles)

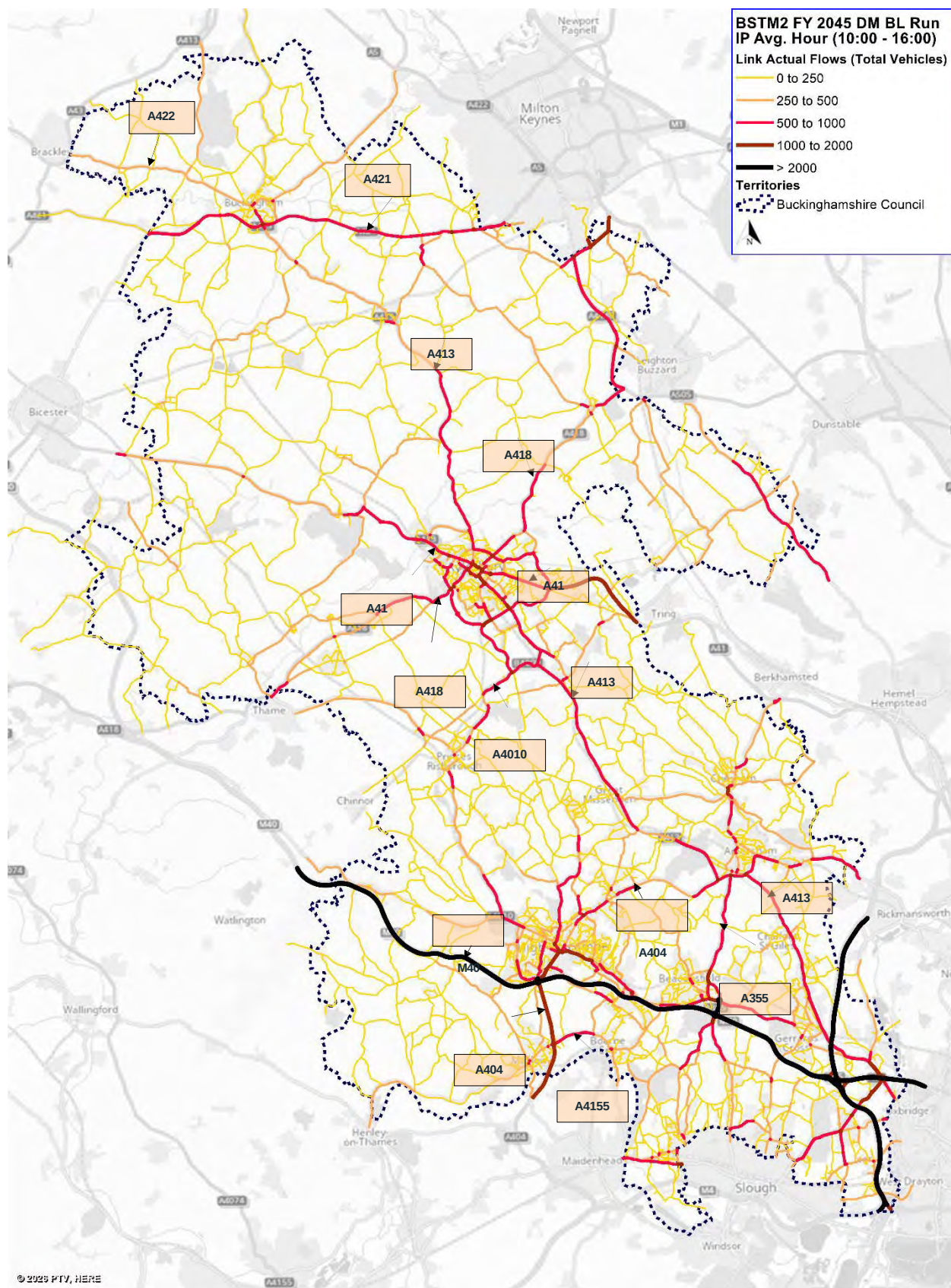
- 0 to 250
- 250 to 500
- 500 to 1000
- 1000 to 2000
- > 2000

Territories

- Buckinghamshire Council

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Figure 7-3 - Traffic volume – 2045 Baseline, IP average hour



[illegible]

Figure 7-2 to Figure 7-4 indicate that the highest traffic volumes are predicted on the strategic road network through Buckinghamshire and within the main urban centres - Buckingham, Aylesbury, High Wycombe, Marlow and Bourne End along the key routes serving these locations. The following roads are expected to carry the highest traffic volume during AM peak hour, IP average hour and PM peak hour:

- A421 between Buckingham and Milton Keynes;
- A422 between Buckingham and Brackley;
- A413 between Buckingham and Aylesbury;
- A418 between Aylesbury and Leighton Buzzard;
- A41 between Aylesbury and Hemel Hempstead;
- A41 between Aylesbury and Bicester;
- A418 between Aylesbury and Thames;
- A4010 between Aylesbury and Princes Risborough/High Wycombe;
- A404 between Amersham and High Wycombe;
- M40 through Buckinghamshire;
- A4155 between Marlow and Wooburn Green;
- A404 between High Wycombe and Marlow/Maidenhead;
- A413 between Aylesbury and Amersham/Chalfont St Giles/Gerrards Cross;
- A355 between Amersham and Beaconsfield; and
- New link roads located East, West and Southwest and around Aylesbury.

7.5 Flow difference

Figure 7-5 to Figure 7-7 illustrate the predicted change in traffic volumes between PYV 2024 and 2045 Baseline for the AM peak hour, IP average hour and PM peak hour across Buckinghamshire. In these figures, an increase in traffic flow between 2024 and 2045 is shown in red, primarily reflecting higher travel demand, while a reduction in flow is shown in blue, largely attributable to road closures or traffic re-routing. Figure 7-8 to Figure 7-22 present the difference in traffic volumes for the same time periods within the MIAs of Aylesbury, High Wycombe, Buckingham, Marlow and Bourne End.

Figure 7-5 - Baseline 2045 vs. PYV 2024: AM peak hour traffic flow difference

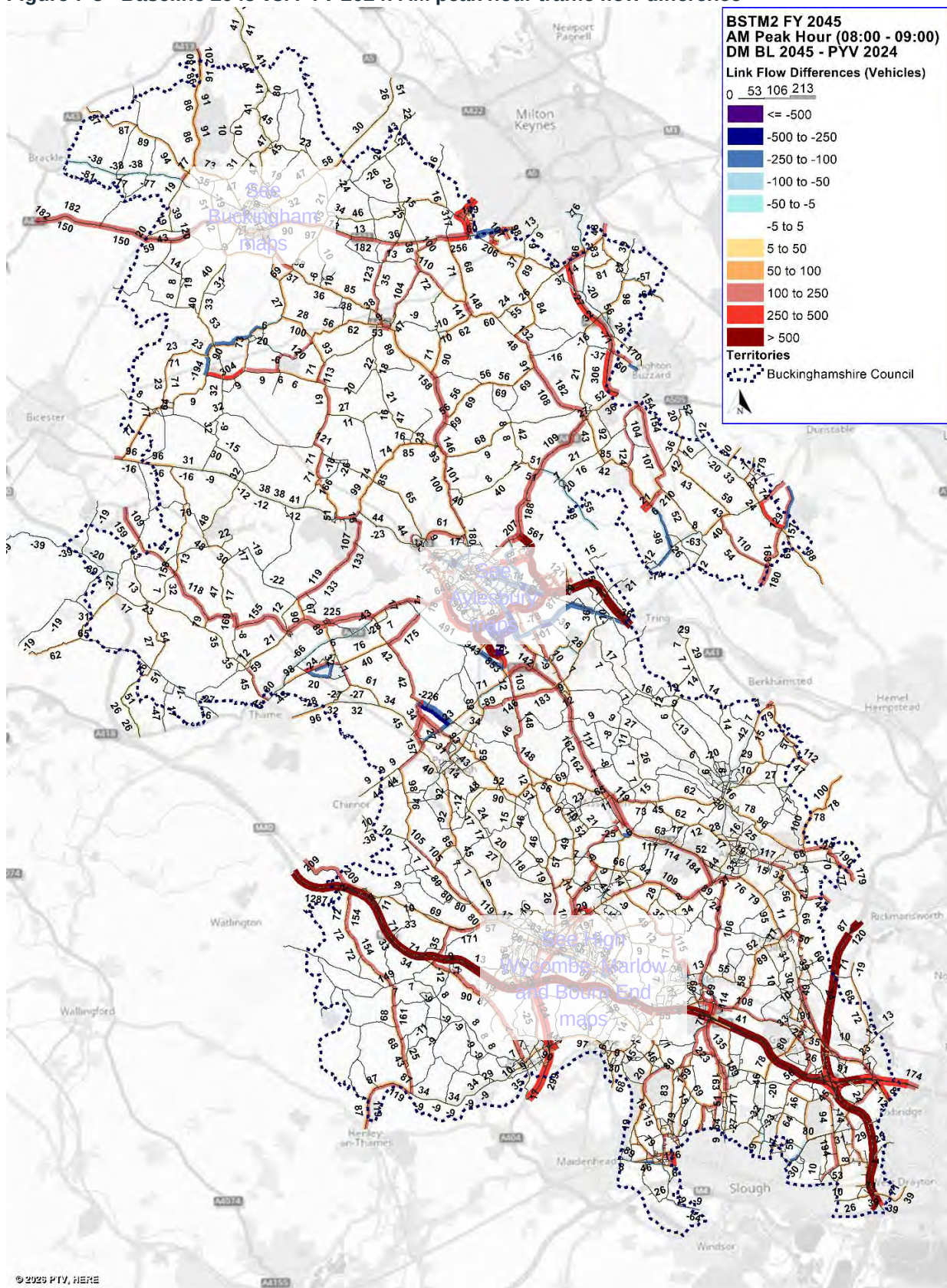


Figure 7-6 - Baseline 2045 vs. PYV 2024: IP average hour traffic flow difference

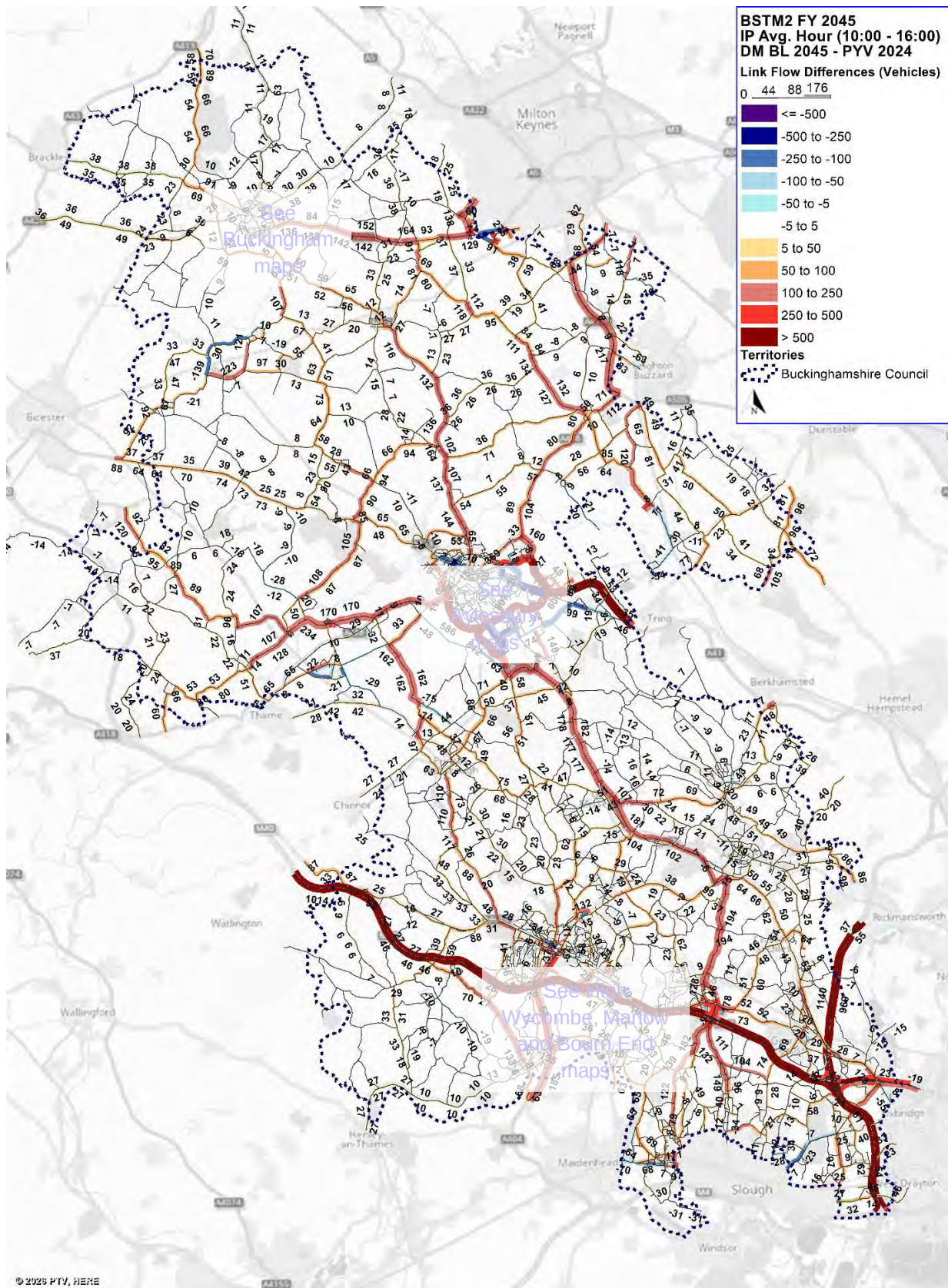


Figure 7-7 - Baseline 2045 vs. PYV 2024: PM peak hour traffic flow difference

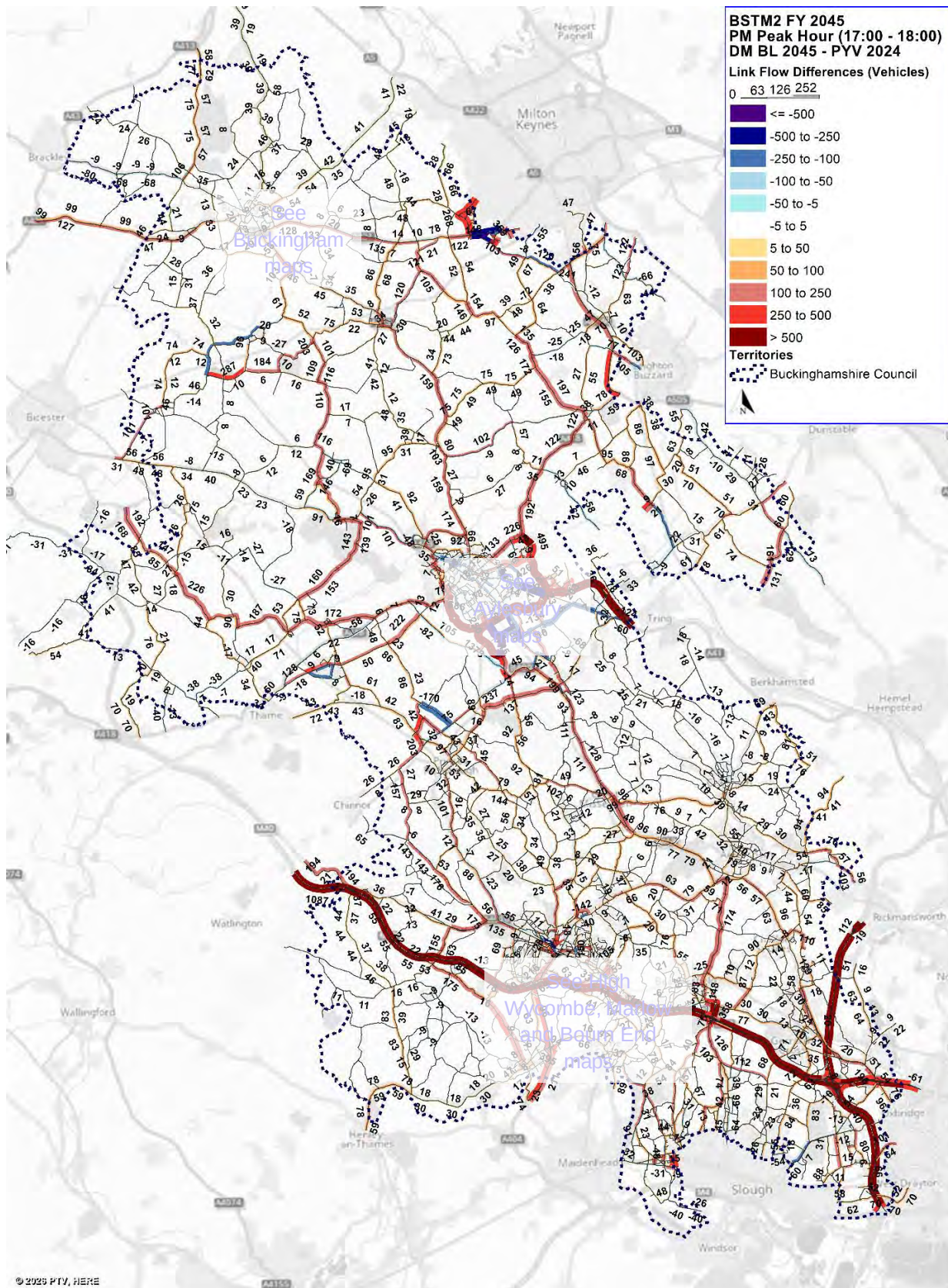


Figure 7-8- Baseline 2045 vs. BSTM2 PYV 2024: AM peak hour traffic flow difference (Aylesbury)

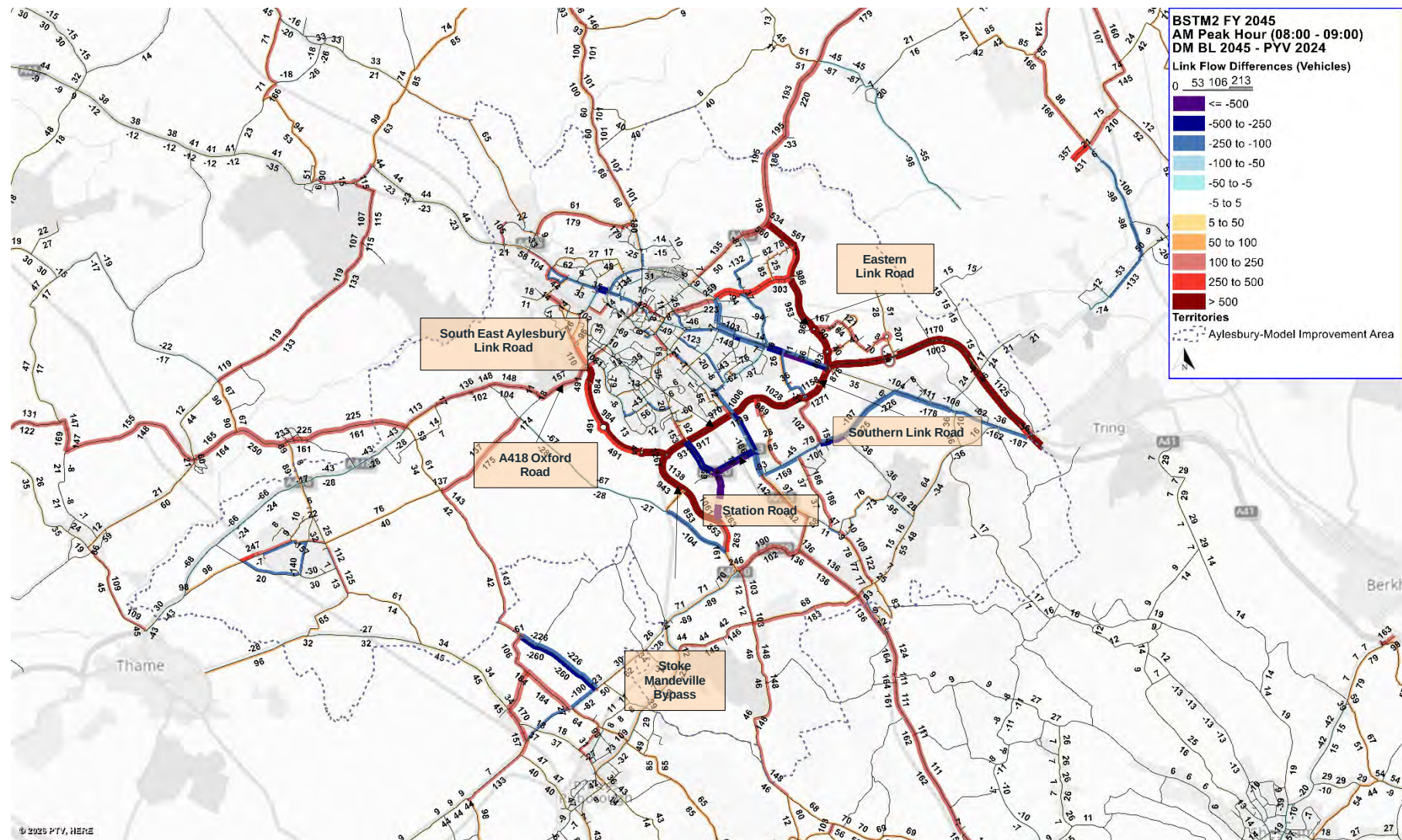


Figure 7-9 – Baseline 2045 vs. PYV 2024: IP average hour traffic flow difference (Aylesbury)

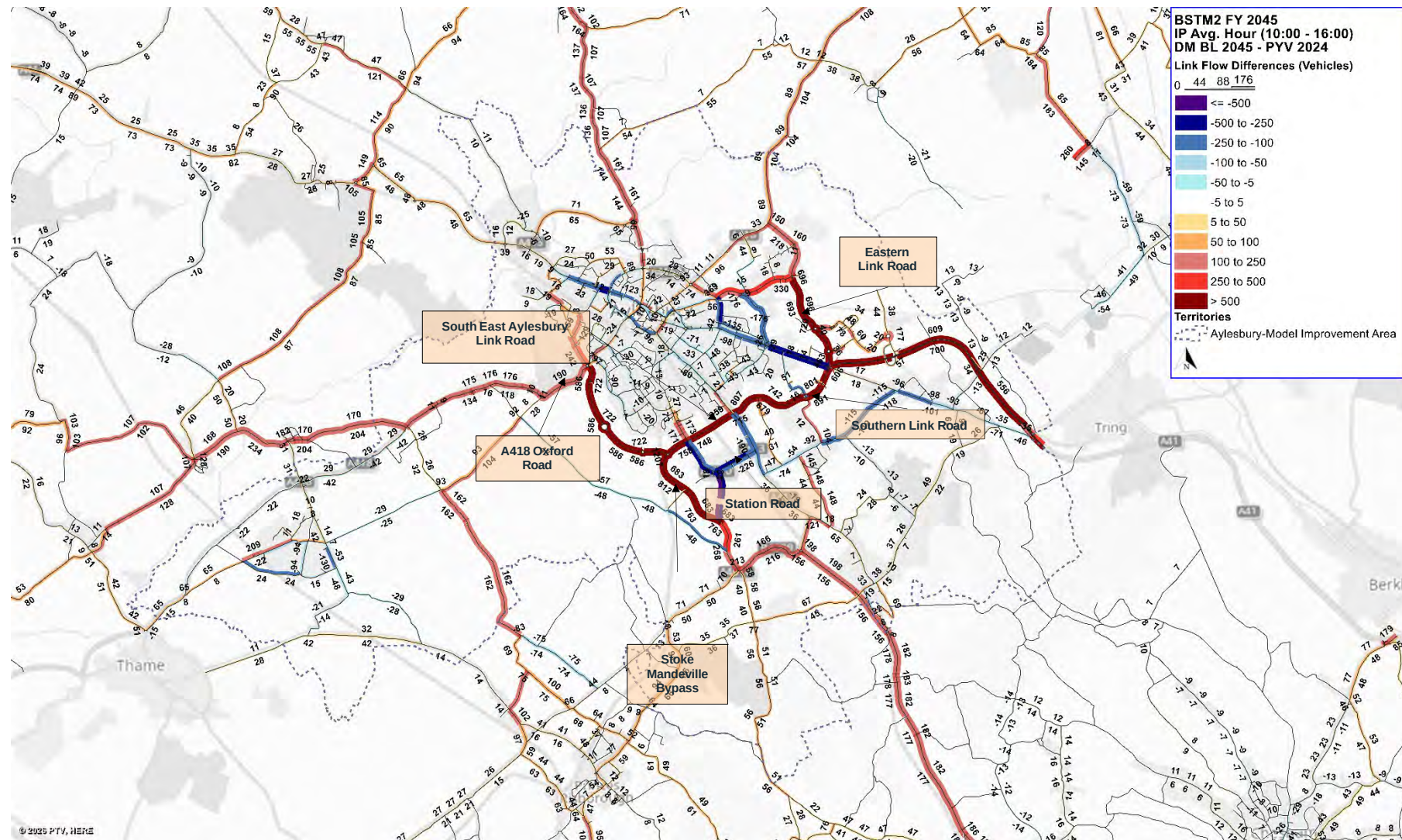
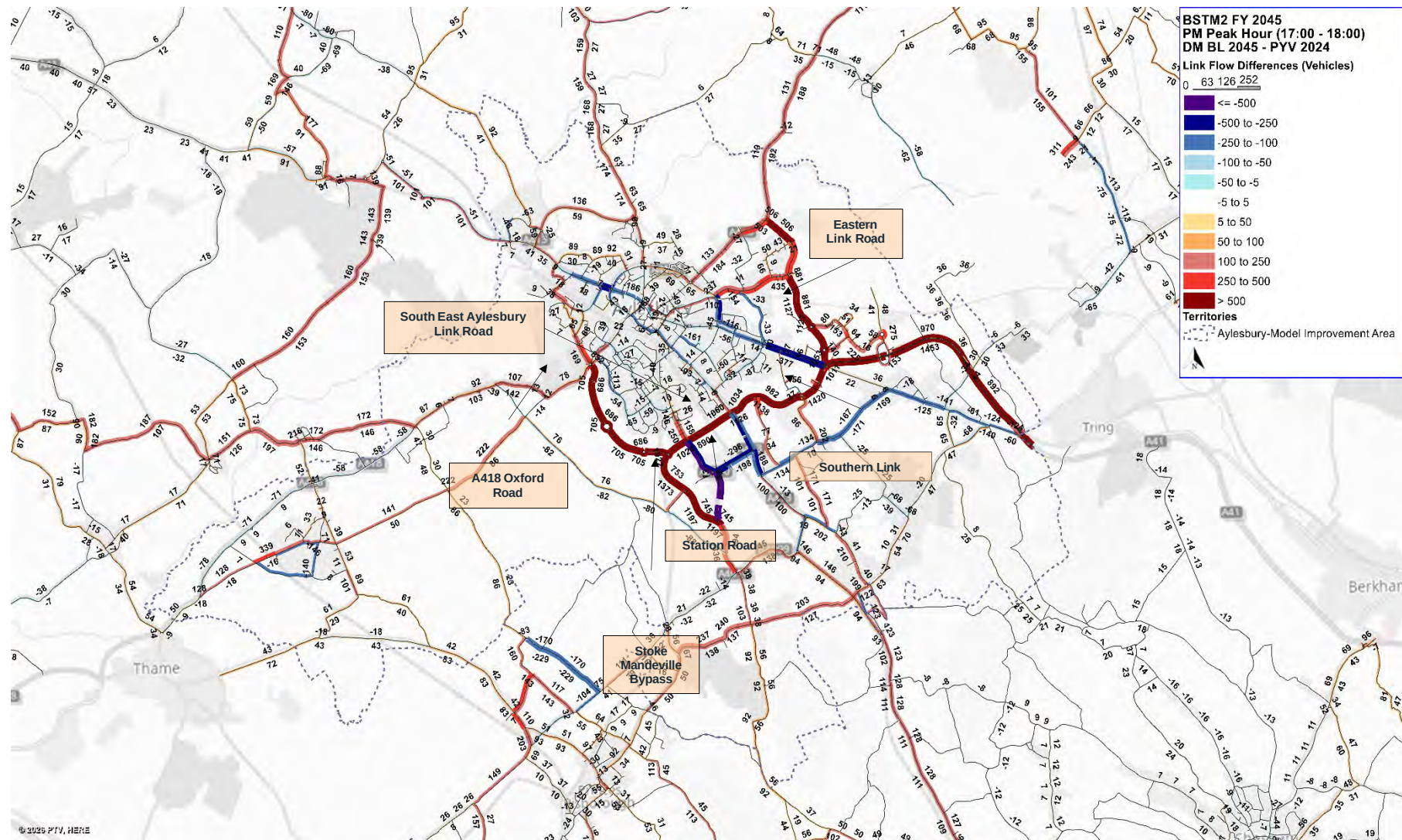


Figure 7-10 – Baseline 2045 vs. PYV 2024: PM peak hour traffic flow difference (Aylesbury)



BSTM22 FY 2045
AM Peak Hour (08:00 - 09:00)
DM BL 2045 - PYV 2024
Link Flow Differences (Vehicles)

0 53 106 213

Legend for Link Flow Differences (Vehicles):

- <= -500
- 500 to -250
- 250 to -100
- 100 to -50
- 50 to -5
- 5 to 5
- 5 to 50
- 50 to 100
- 100 to 250
- 250 to 500
- > 500

Territories

- High Wycombe-Model Improvement Area

Map Labels:

- M40 Junction 4
- A404
- Beaconsfield Road

Figure 7-12 - Baseline 2045 vs. PYV 2024: IP average hour traffic flow difference (High Wycombe)

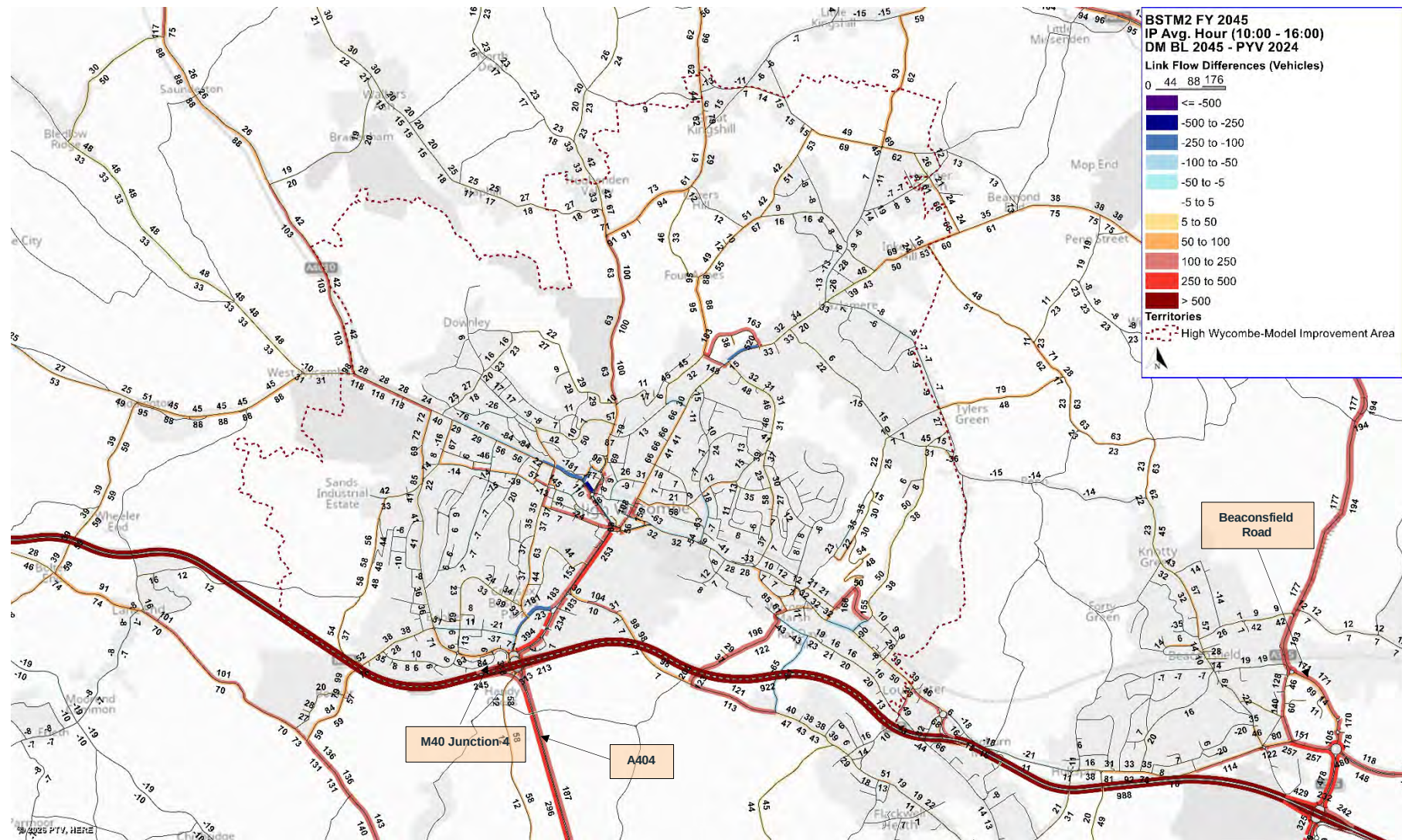
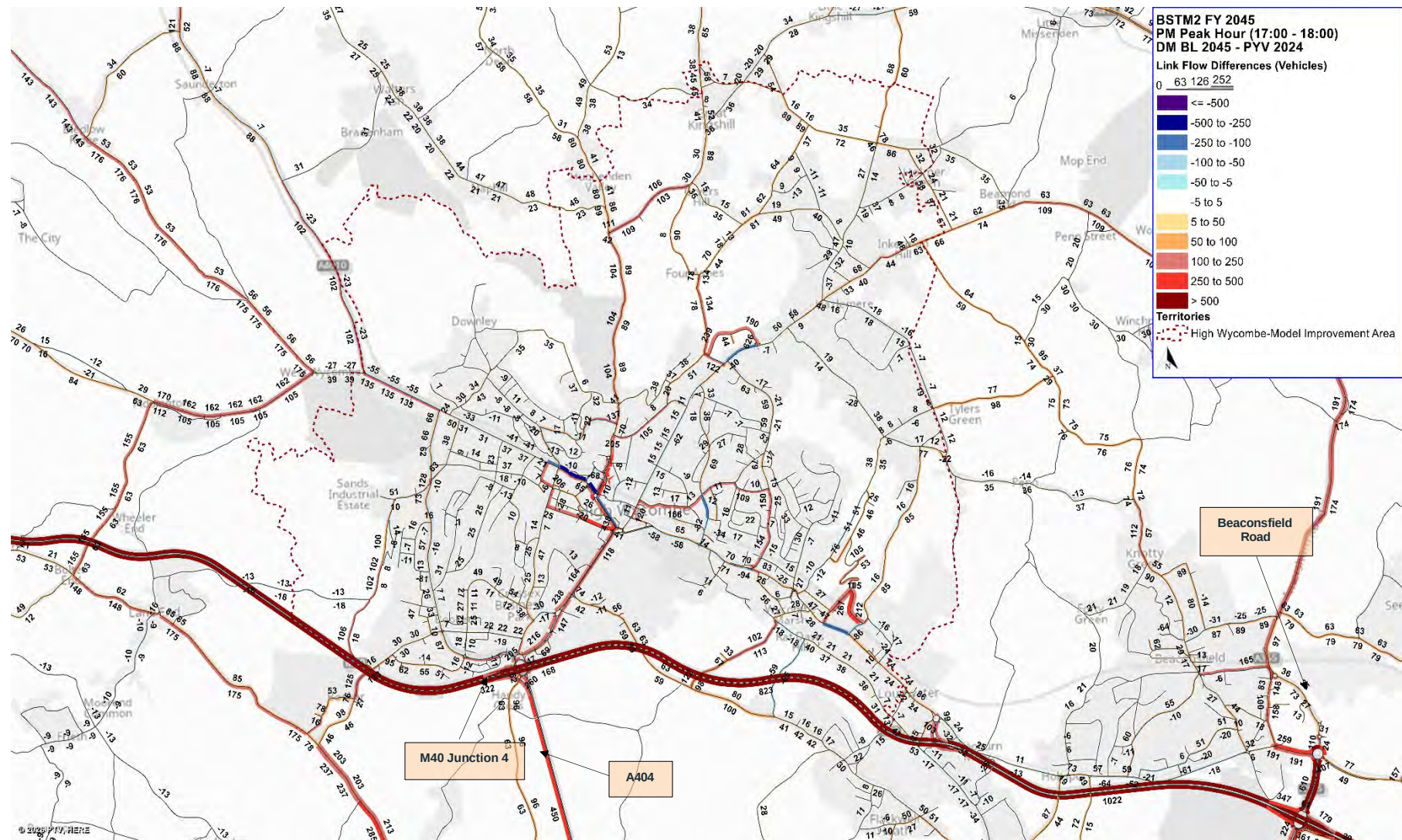


Figure 7-13 - Baseline 2045 vs. PYV 2024: PM peak hour traffic flow difference (High Wycombe)



BSTM2 FY 2045
AM Peak Hour (08:00 - 09:00)
DM BL 2045 - PYV 2024

Link Flow Differences (Vehicles)

0 53 106 213

- <= -500
- 500 to -250
- 250 to -100
- 100 to -50
- 50 to -5
- 5 to 5
- 5 to 50
- 50 to 100
- 100 to 250
- 250 to 500
- > 500

Territories

- Buckingham-Model Improvement Area

A421

A413 London Road

Figure 7-15 - Baseline 2045 vs. PYV 2024: IP average hour traffic flow difference (Buckingham)

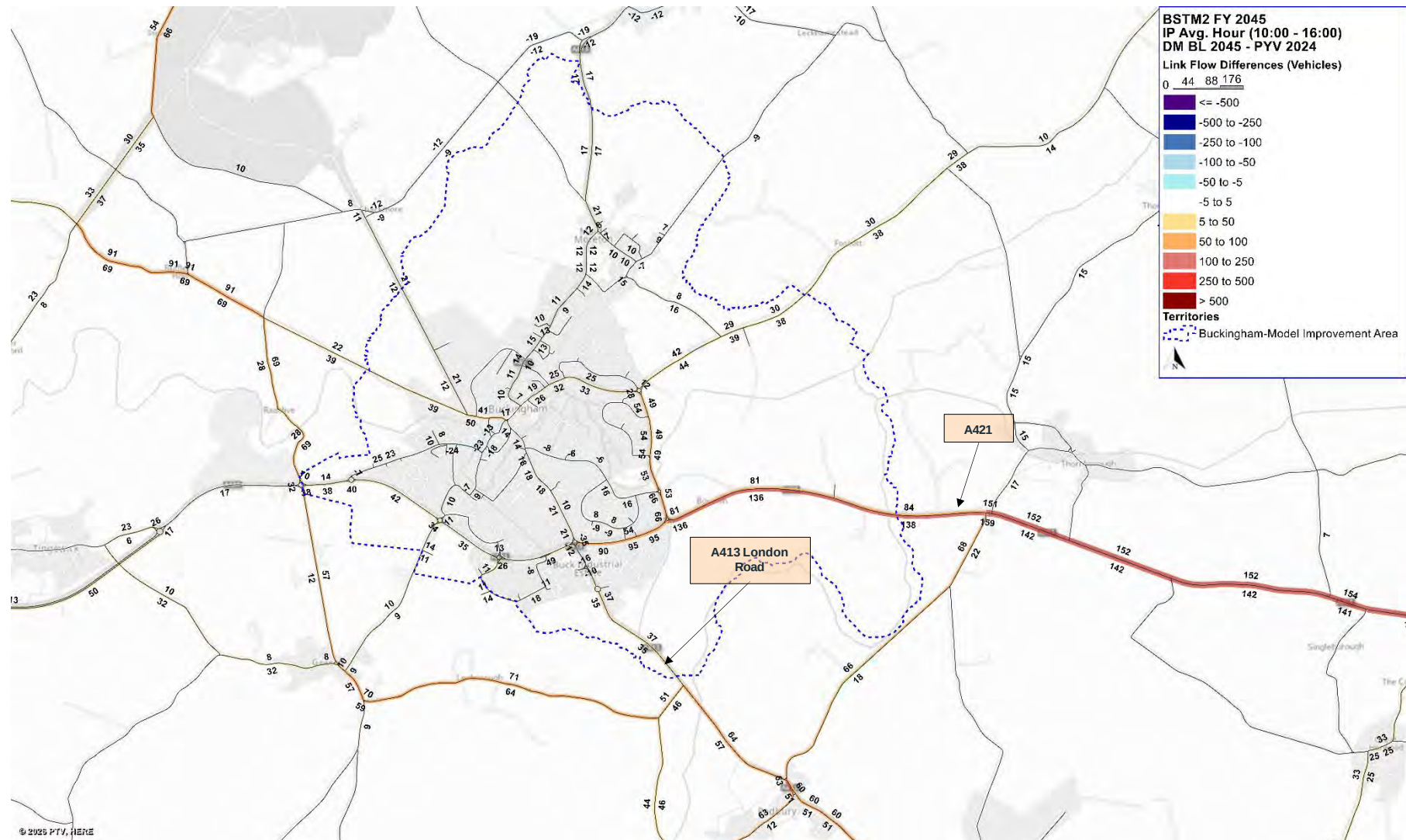


Figure 7-16 - Baseline 2045 vs. PYV 2024: PM peak hour traffic flow difference (Buckingham)

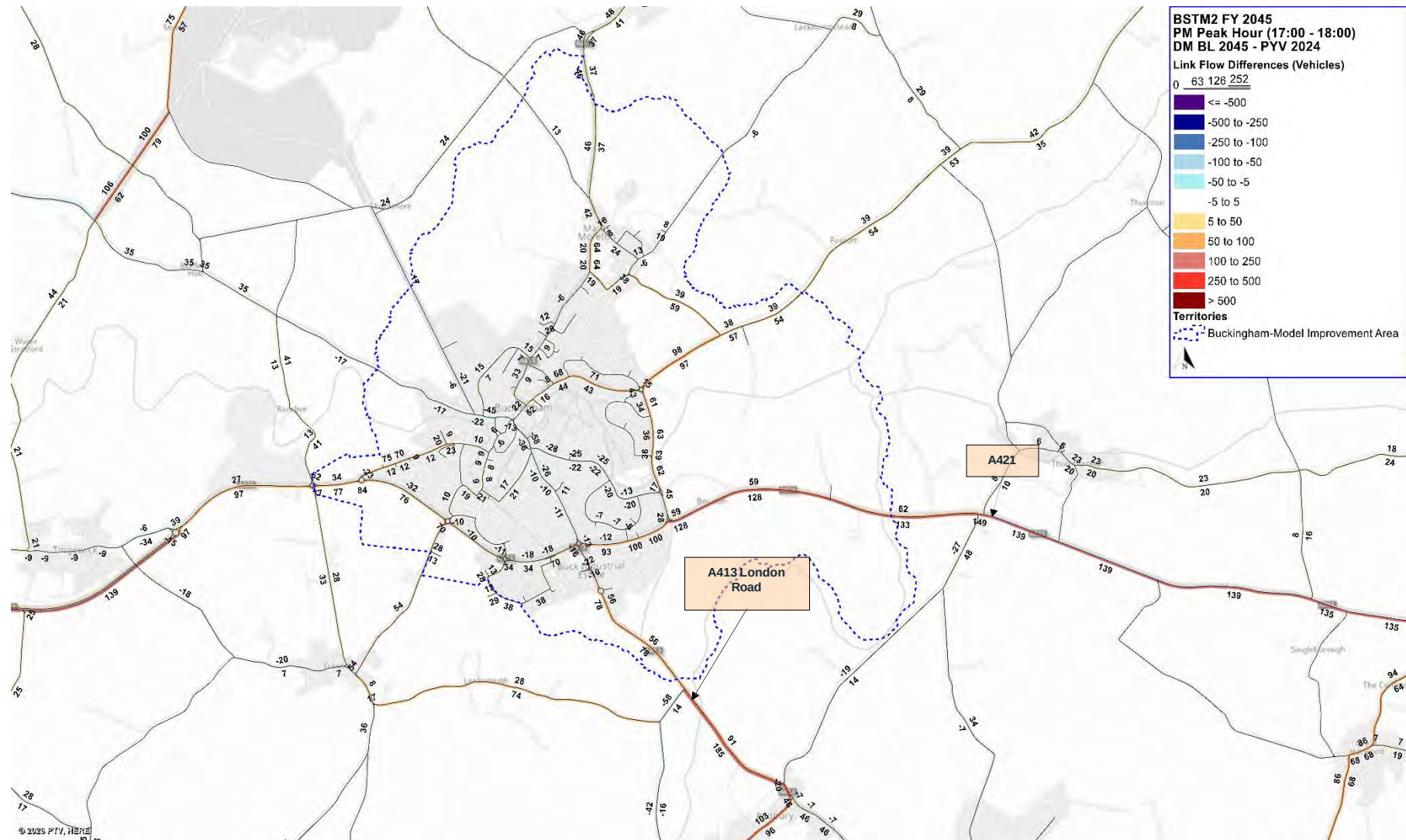


Figure 7-17 - Baseline 2045 vs. PYV 2024: AM peak hour traffic flow difference (Bourne End)

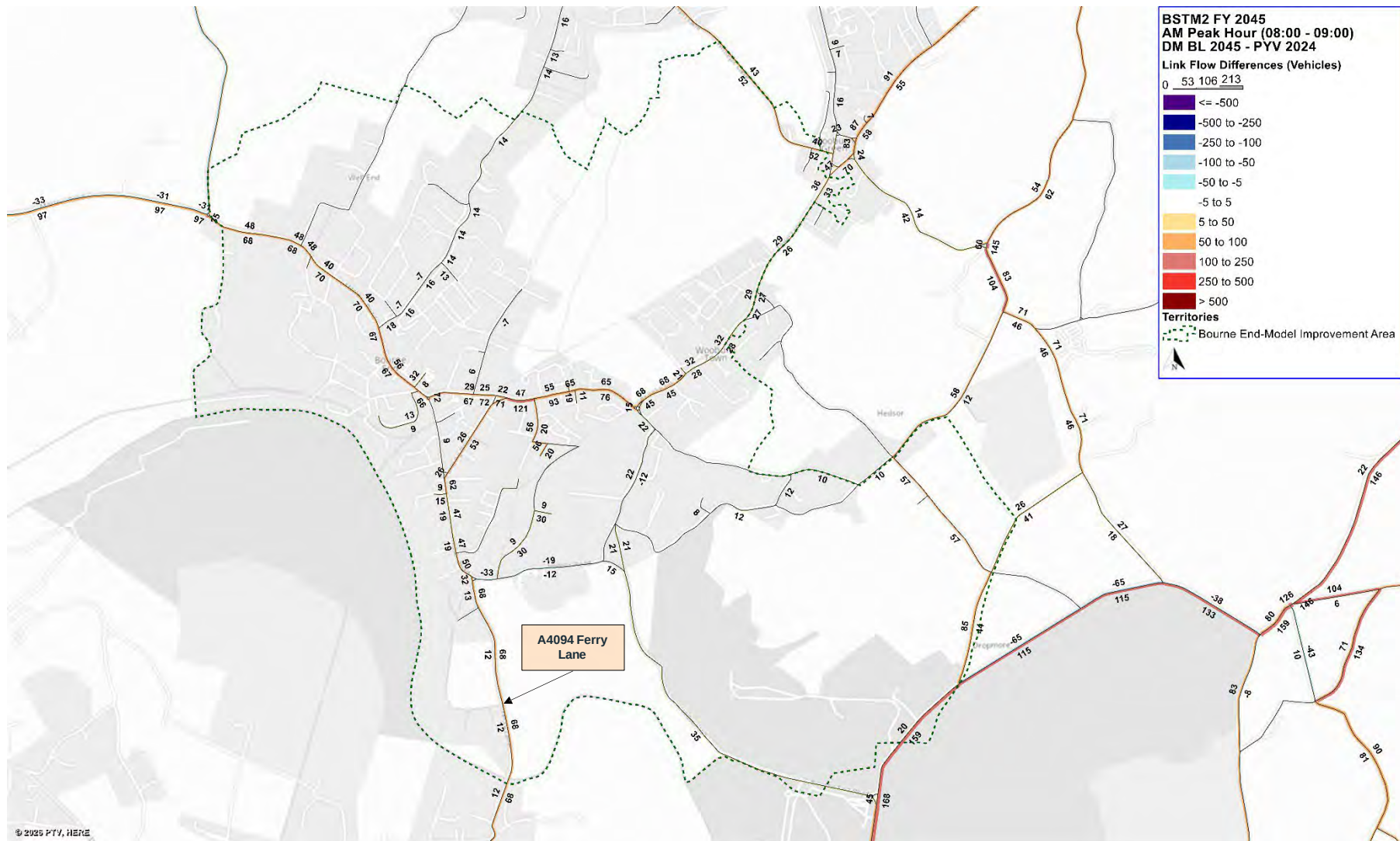


Figure 7-18 - Baseline 2045 vs. PYV 2024: IP average hour traffic flow difference (Bourne End)

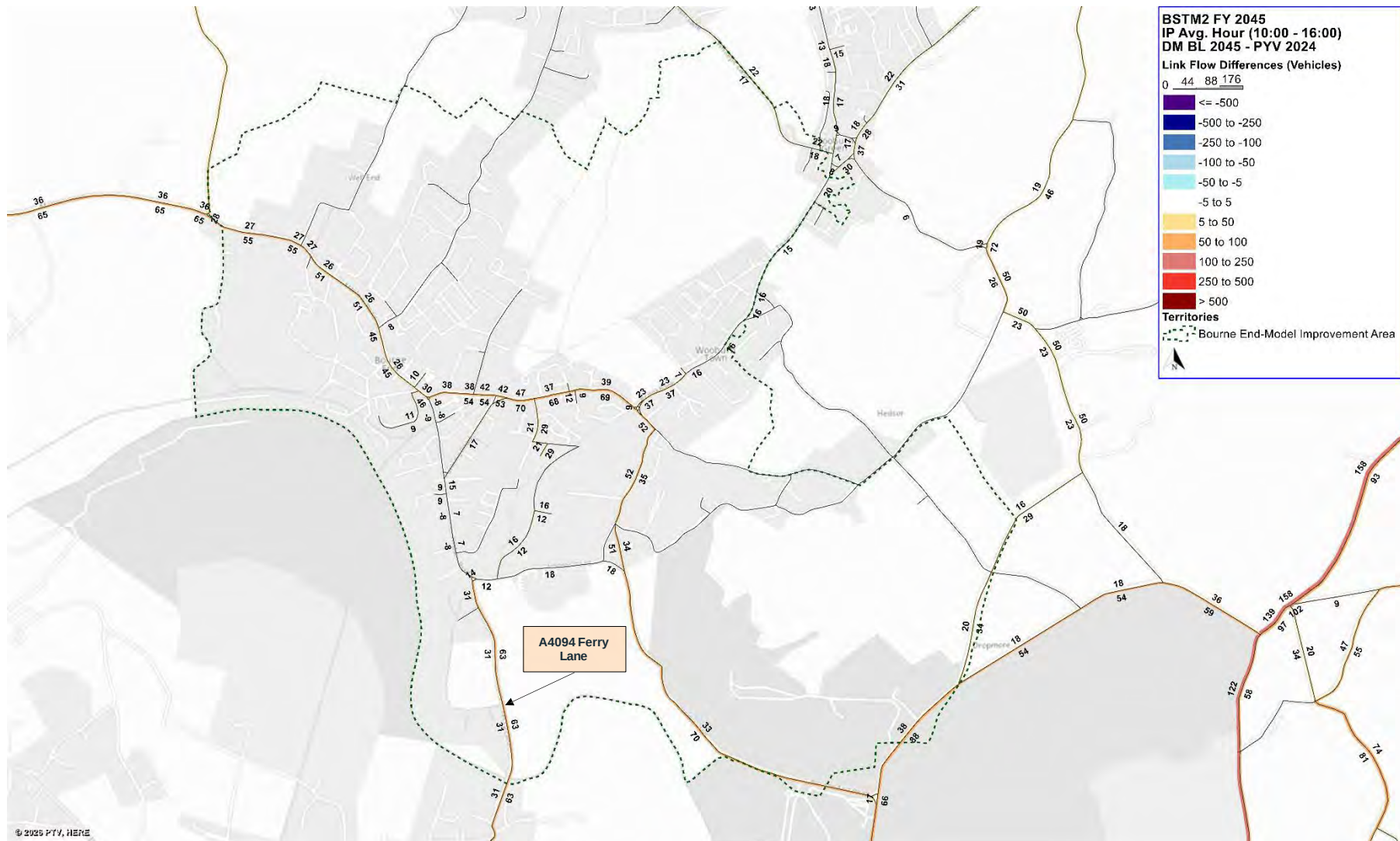


Figure 7-19 - Baseline 2045 vs. PYV 2024: PM peak hour traffic flow difference (Bourne End)

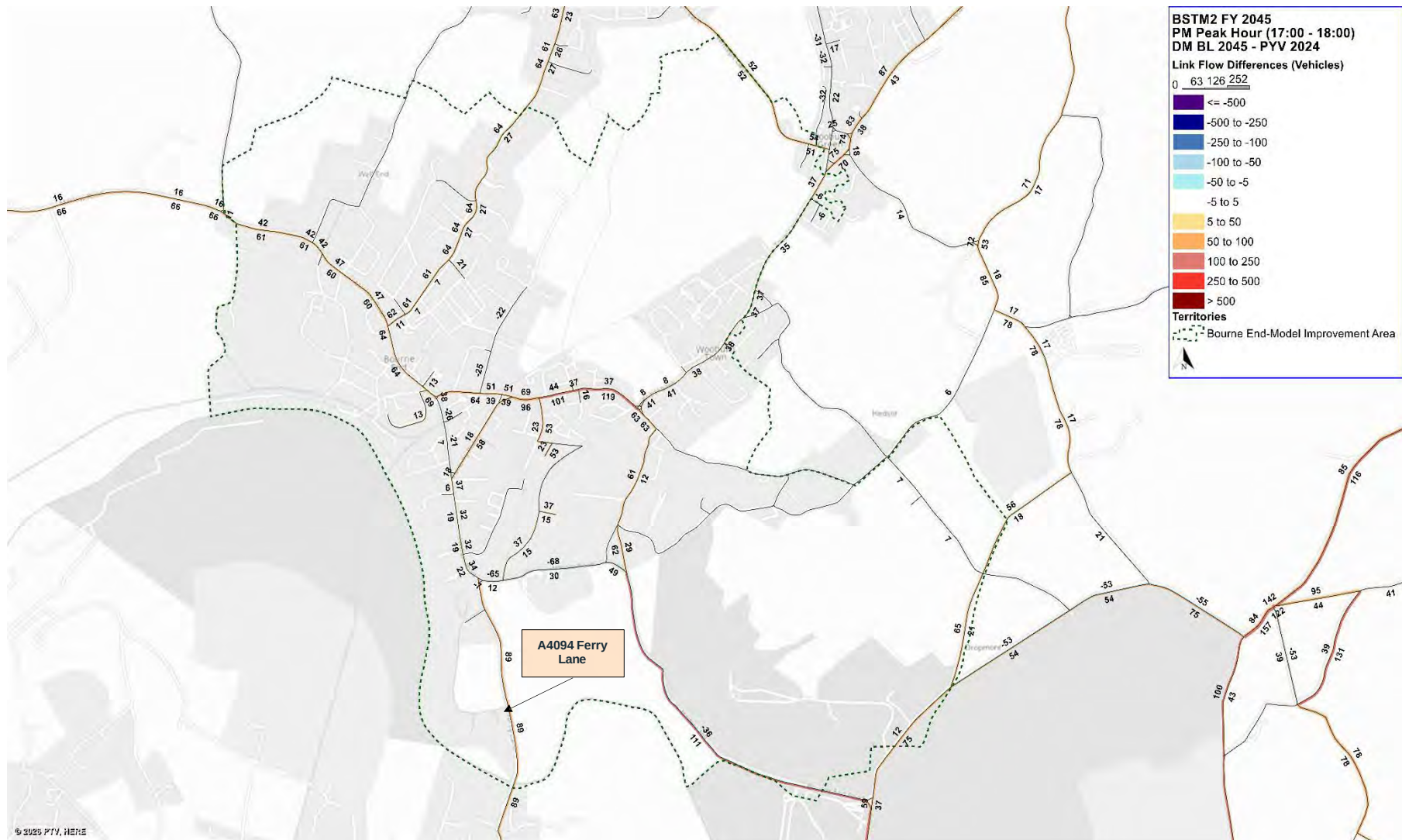


Figure 7-20 - Baseline 2045 vs. PYV 2024: AM peak hour traffic flow difference (Marlow)



Figure 7-21 - Baseline 2045 vs. PYV 2024: IP average hour traffic flow difference (Marlow)



Figure 7-22 – Baseline 2045 vs. PYV 2024: PM peak hour traffic flow difference (Marlow)



The 2045 Baseline network incorporates new sections of the orbital route, including the South West Aylesbury Link Road (SWLR), South East Aylesbury Link Road (SEALR), Southern Link Road (SLR) and Eastern Link Road South (ELR). These new links are predicted to carry high traffic volumes, ranging from approximately 500 to 2,500 vehicles per hour (two-way) during the AM peak hour, IP average hour and PM peak hour.

Traffic volumes are also expected to increase on several existing roads within Aylesbury, notably Stocklake, New Street, Oxford Road (A418), Lower Road (Stoke Mandeville), ELR, A418 Bierton Road and all arterial routes entering the town.

Conversely, reductions in traffic are predicted on Station Road and Wendover Road (Stoke Mandeville), Broughton Lane as well as Aston Clinton Road. These decreases are primarily due to traffic re-routing onto the new orbital links.

Traffic volumes are expected to increase along the A421 and A413 corridors in Buckingham, with flows ranging from approximately 200 to 500 vehicles per hour (two-way) during the AM peak hour, IP average hour and PM peak hour.

There is a decrease in traffic in the AM Peak on the existing Beaconsfield Road east of High Wycombe mainly due to re-routing onto the parallel roads because of queues.

7.6 Link V/C ratios

Link V/C ratios of the 2045 Baseline highway network in Buckinghamshire are shown in Figure 7-23 to Figure 7-25 highlighting links nearing capacity, resulting in delays at specific locations during the AM peak hour, IP average hour and PM peak hour.

A V/C ratio on a link exceeding 85% typically indicates significant congestion, as vehicle speeds begin to decline noticeably. When the ratio reaches 100%, the link is operating at full capacity, leaving little or no room for additional traffic. It is important to note that while the V/C ratio provides insight into link performance, it does not account for downstream junction capacity, which often influences traffic flow and speed on upstream sections.

Figure 7-23 - Link V/C ratios – 2045 Baseline, AM peak hour

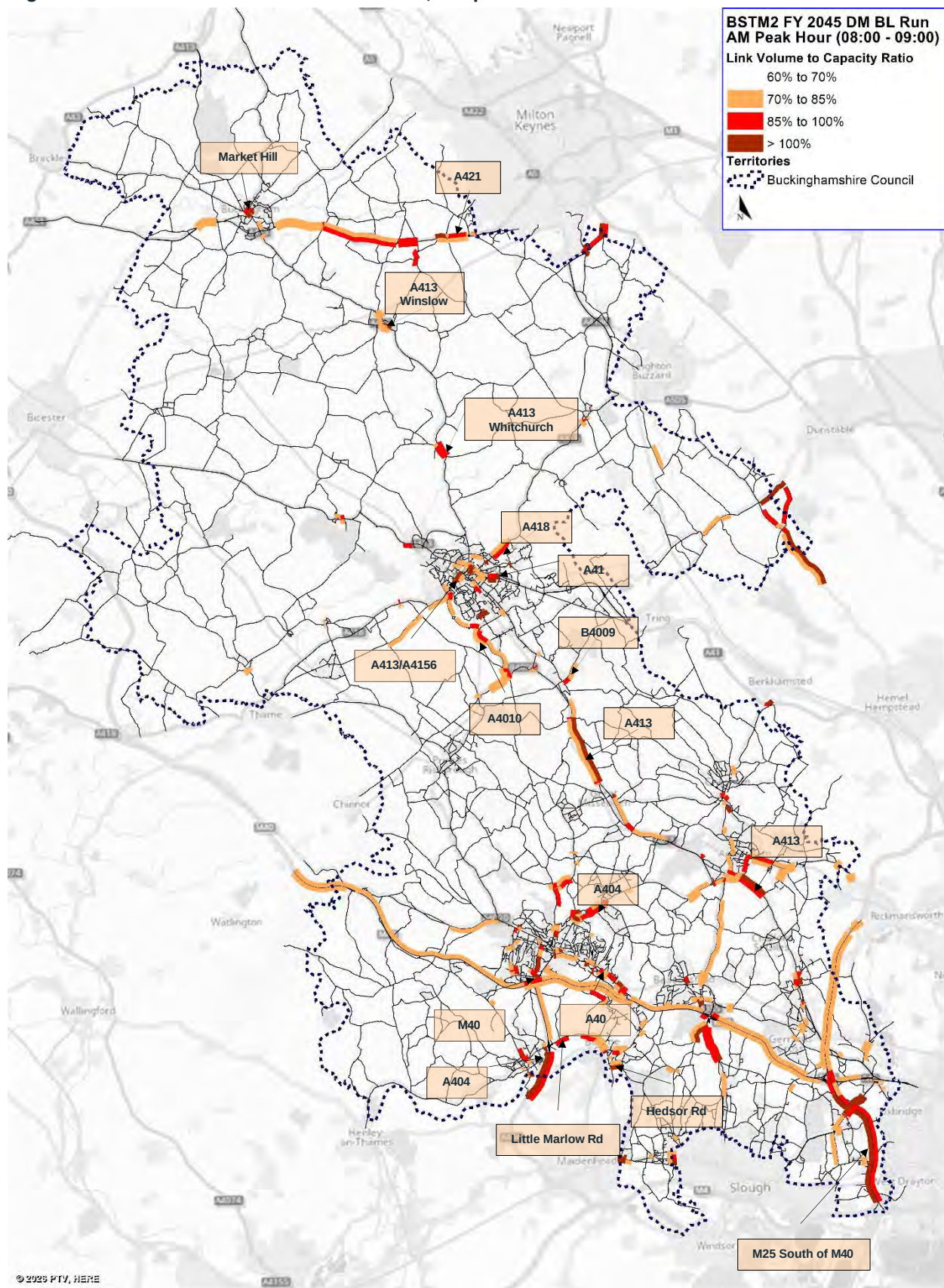


Figure 7-24 - Link V/C ratios - 2045 Baseline, IP average hour

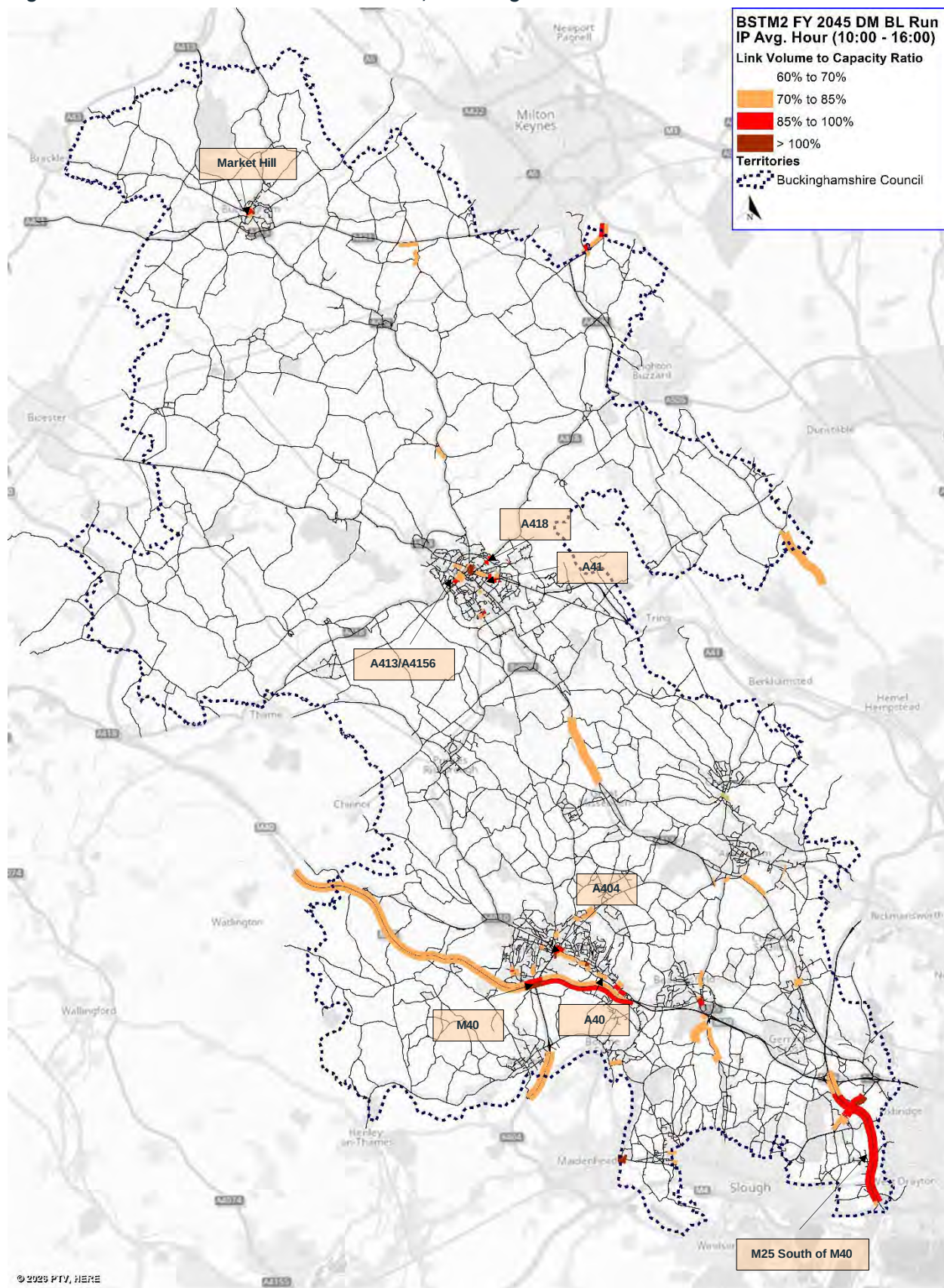


Figure 7-25 - Link V/C ratios - 2045 Baseline, PM peak hour

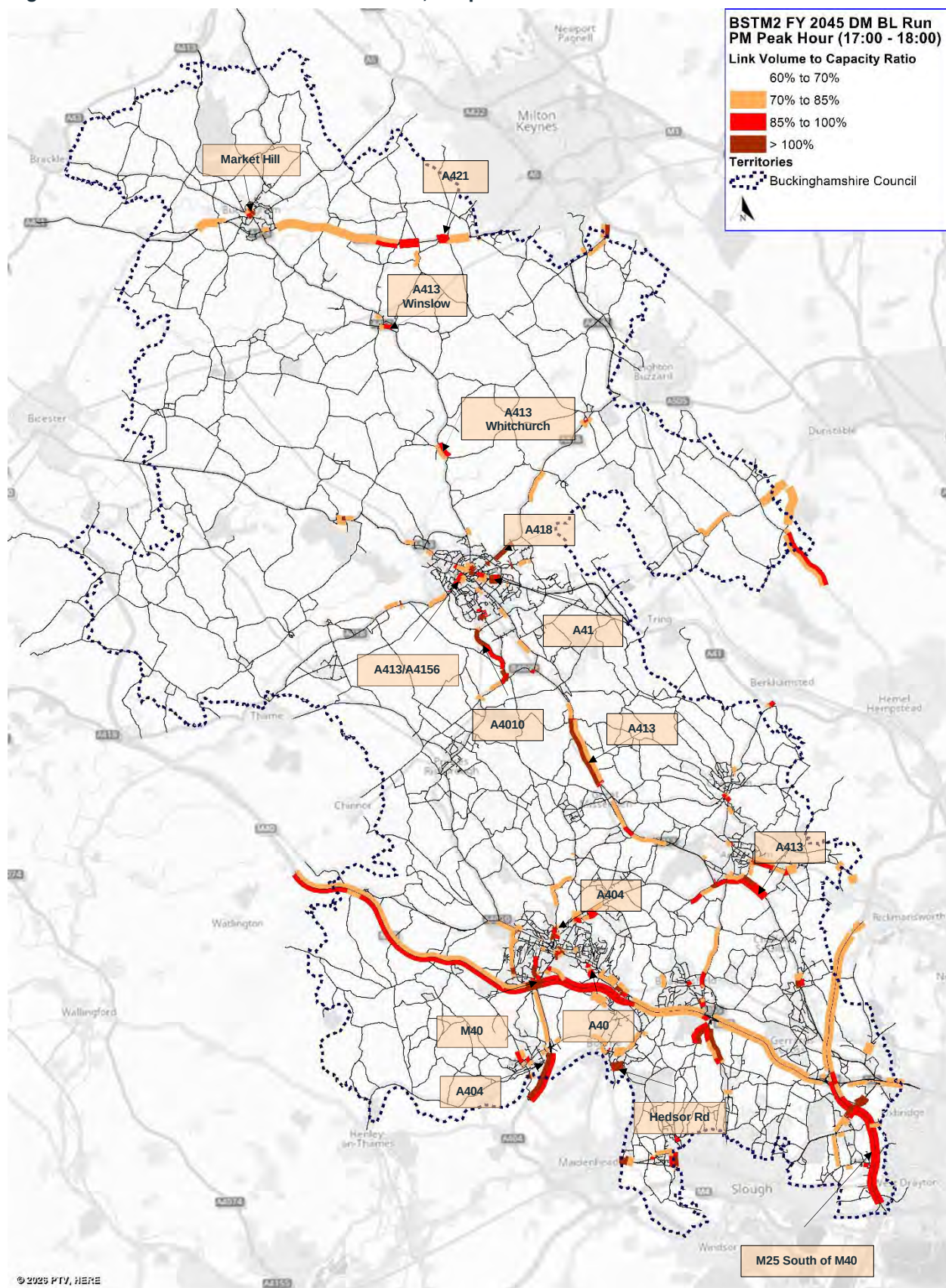


Figure 7-23 to Figure 7-25 show that the links with capacity issues in 2045 are similar to those in PYV 2024 (shown previously in Figure 2-5 to Figure 2-7) but the growth in traffic results in more links reaching 100% capacity. The links predicted to be operating at or very close to capacity V/C (>85%) ratios in 2045 Baseline in the AM peak hour, IP average hour and PM peak hour are summarised below:

- A423 through Market Hill of Buckingham;
- A421 between Buckingham and Milton Keynes;
- A413 through Winslow and Whitchurch;
- A4010 Risborough Road, Stoke Mandeville;
- A413/A4156 Buckingham Road Aylesbury;
- A418 east of Bierton;
- B4009 Wendover;
- A413 London Road, between Wendover and Great Missenden;
- M40, south of High Wycombe at Junction 4;
- A404 between High Wycombe and Hazlemere;
- Little Marlow Road of Marlow;
- M25 south of the M40; and
- A413, between Amersham and Chalfont St Giles.

7.7 Traffic delays (congestion)

The forecast mean delay is shown in Figure 7-26 to Figure 7-28 for the AM peak hour, IP average hour and PM peak hour respectively.



Figure 7-26 - Link mean delay – 2045 Baseline, AM peak hour

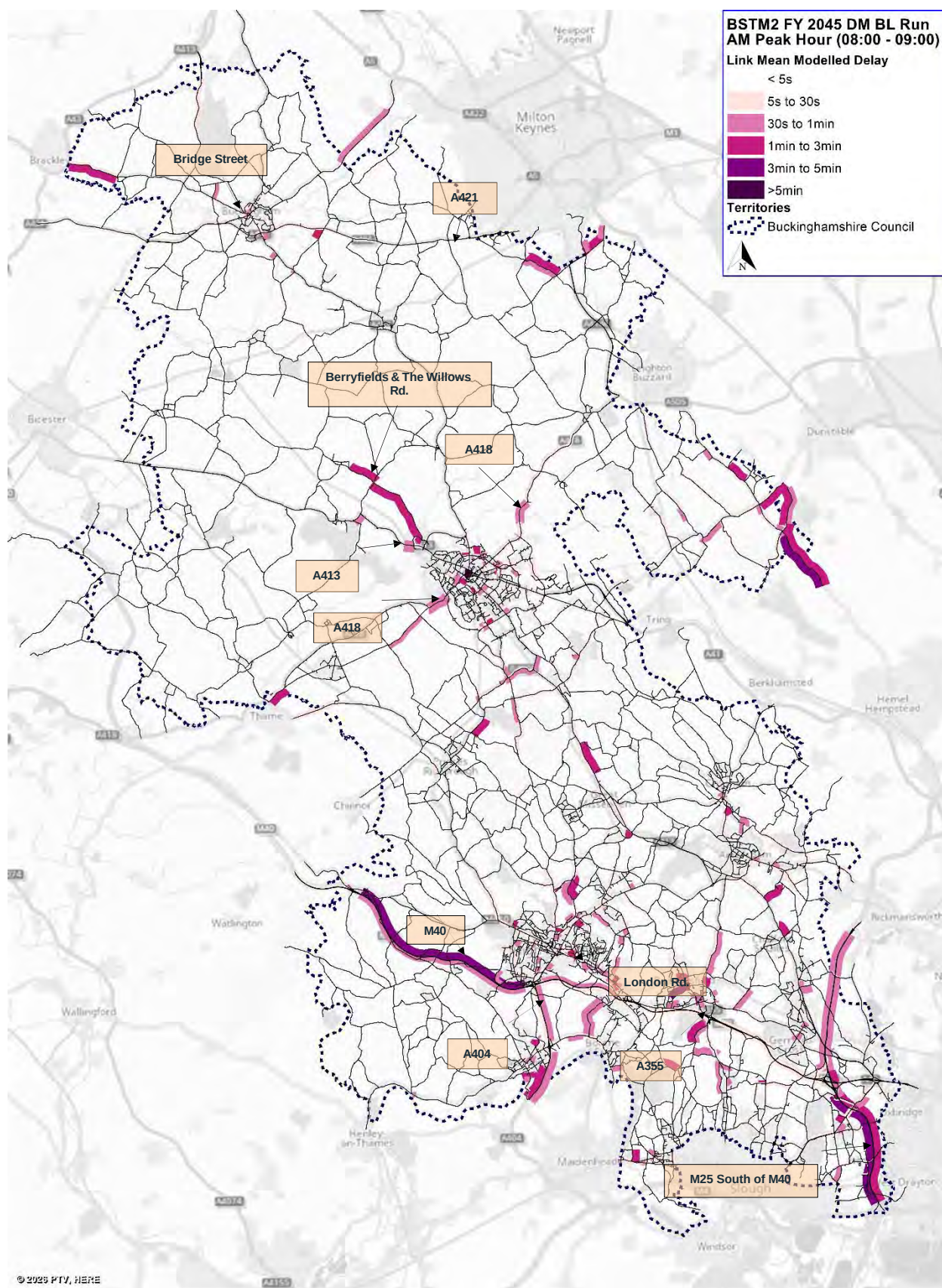


Figure 7-27 - Link mean delay –2045 Baseline, IP average hour

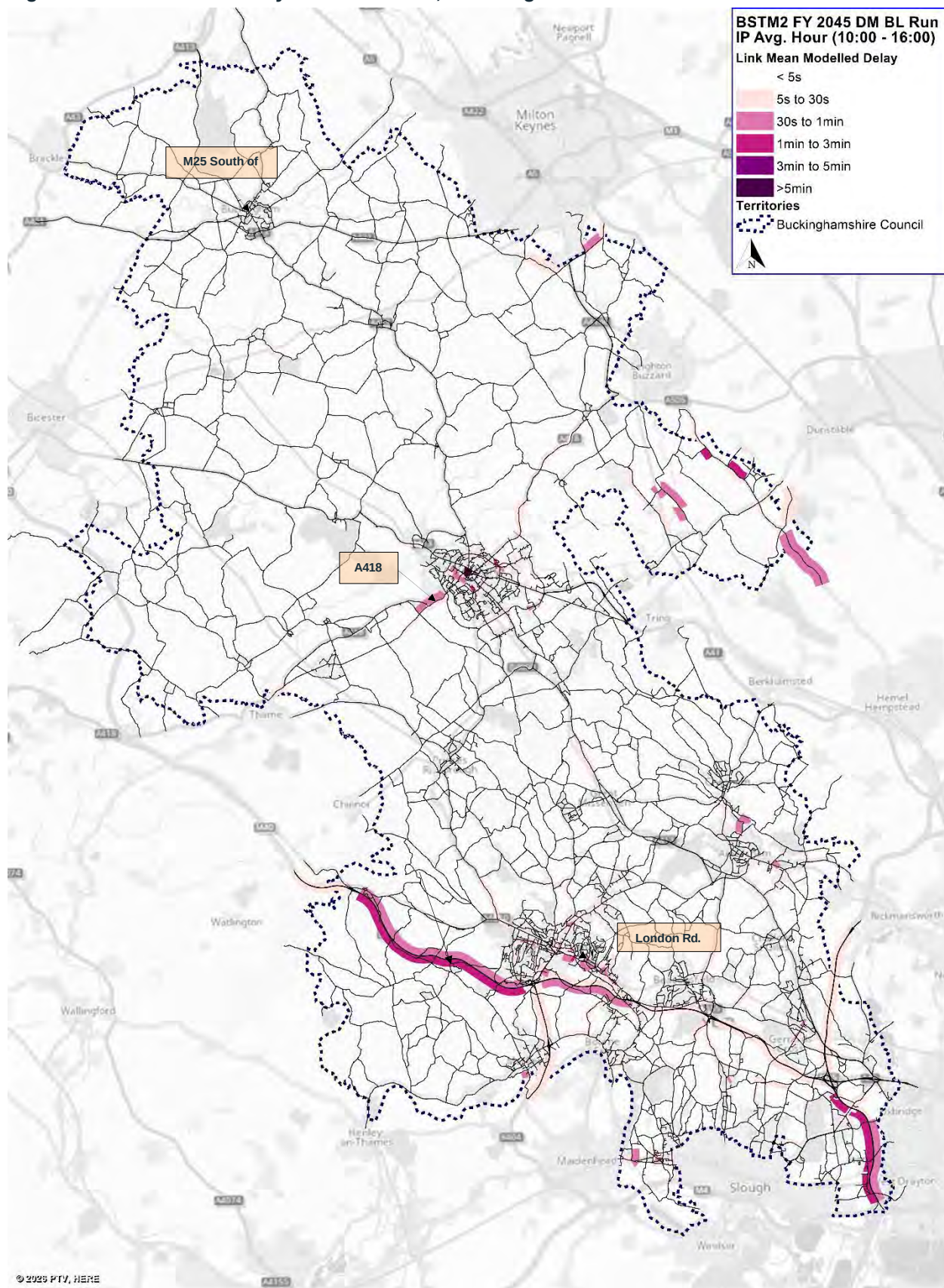


Figure 7-28 - Link mean delay – 2045 Baseline, PM peak hour

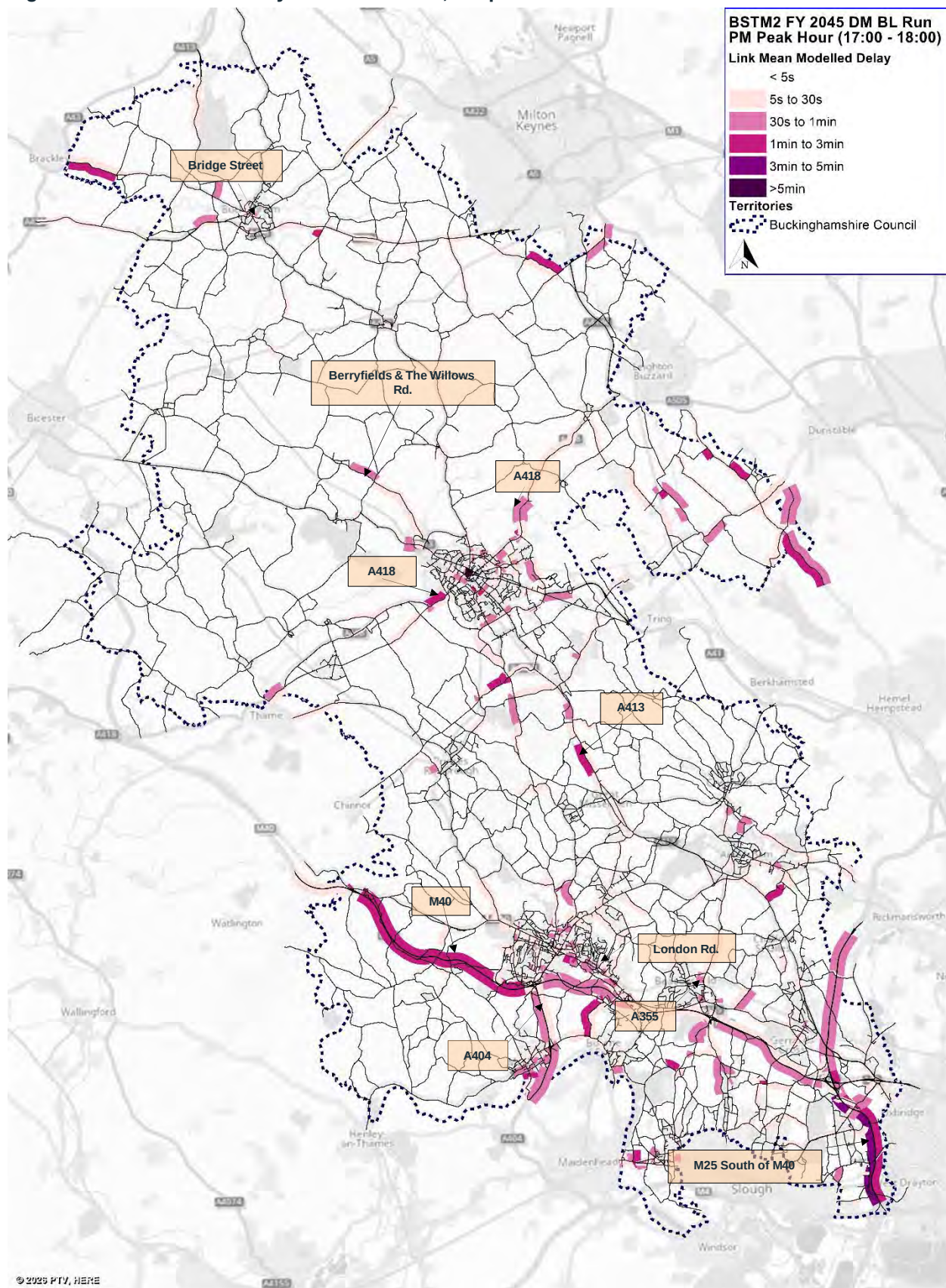


Figure 7-26 to Figure 7-28 indicate that there are delays in the urban areas (Buckingham, Aylesbury, High Wycombe, Marlow and Bourne End) and on routes to/from these locations. The main locations where the modelled traffic congestion is leading to significant delays in 2045 are:

- Links in Buckingham town centre and A421;
- Links in Aylesbury on A413, A418, A41 Bicester Road, Lower Road, North Lee Lane, The Willows Road, Berryfields Road and A4010;
- Links in High Wycombe on London Road, M40, A404 and A355;
- Links in Marlow town centre; and
- Links in Beaconsfield on A355 Road and in Iver Heath on M25.

7.8 Convergence

Advice on highway model convergence is set out in TAG Unit M3.1. The assignment convergence for the last four iterations of each model time period is shown for the forecast year in Table 7-6.

Table 7-6 – Summary of 2045 Baseline highway model convergence

Time Period	Assignment Iterations	% Flow (P1)	% Cost (P2)	% Gap
AM Peak	14	95.4	98.8	0.01
AM Peak	15	96.4	98.9	0.01
AM Peak	16	96.2	98.9	0.01
AM Peak	17	96.2	98.9	0.01
IP	6	91.6	98.9	0.01
IP	7	95.0	99.2	0.01
IP	8	96.3	99.3	0.01
IP	9	96.7	99.4	0.01
PM Peak	23	95.1	98.7	0.01
PM Peak	24	95.7	98.7	0.01
PM Peak	25	96.8	98.9	0.01
PM Peak	26	97.2	99.0	0.01

In all the time periods, Table 7-6 demonstrates that the 2045 Baseline HAM achieves acceptable convergence levels. The percentage of links with cost change < 1% is exceeding 98% for four consecutive iterations and %Gap values are significantly lower than the recommended threshold of 0.1% thus meeting TAG guidance criteria. Additionally, the percentage of links with flow change < 1% are slightly lower than 98% in the last four iterations.

The flow and cost criteria confirm that the model is behaving in a stable manner, while the low GAP value indicates adequate convergence, meaning the difference between the costs along the chosen routes and those along the minimum-cost routes is minimal.



8. Summary

8.1 Overview of model inputs

This report has described the assumptions and process followed in preparing the 2045 Baseline scenario. The forecast uses the BSTM2 2019 base year and applies national and local (within Buckinghamshire) demand and supply changes (derived from UL shared by BC in 2025) as projected inputs into these forecasts. These include changing assumptions in:

- **Demand:** The spatial location of private travel growth has been identified from development locations within each former district from which the overall change in trips generated is estimated. The changes in demographics and car ownership were derived from NTEM V8.1 projections. Freight traffic and external car trip traffic (outside the influence of the VDM) within the HAM has been forecast based on 2022 National Road Traffic Projections; and
- **Supply:** Highway infrastructure, PT fares and national projections in the value of time and vehicle operating cost changes have been included.

These input assumptions have been used to derive the 2045 Baseline scenario, to be considered as a probable travel forecast rather than the future. A number of high-level travel behaviours, supply and demand changes are expected (from a range of sources) to drive variations in the operation of the transport network, these include:

- There will be a population increase, though lower in percentage terms than the rise in housing due to falling household size. The population rise will mainly be that of retiring adults compared to that of school age children and working age adults;
- The mix of trips made will change based on the ageing population, with a smaller proportion of work and education trips, and an increased share of shopping, personal business and leisure trips;
- The value of people's time is assumed to increase, in line with DfT TAG data book assumptions driven by rising GDP and income. Similarly, there will be more cars available and fewer households with no car (DfT NTEM). The cost of running a private vehicle will decrease (due to assumed fuel efficiency and use of electric vehicles, taken from TAG data book);
- Based on past trends, rail fares are assumed to rise above inflation while bus fares are projected to decrease; and
- Parking costs are assumed to remain constant in real terms.

8.1.1 Limitations of input assumptions

The BSTM2 2045 Baseline travel demand model integrates COVID-19 pandemic-related adjustments as represented in BSTM2 PYV 2024. All forecasts are based on post COVID-19 pandemic changes in travel behaviour and assume no other national or local: economic, social, environmental, technological or political policy interventions are made or arise. Despite the adjustments, the model's base-year demand inputs remain sourced from BSTM2 BY 2019. Considering the long period of 26 years up to 2045 forecast year far from 2019 base year, it is assumed that impact is negligible.

The 2045 Baseline scenario assumes the following (non-exhaustive list) will remain consistent with the BSTM2 2019 base year, but may have considerable impacts on wider travel behaviour if they change:

- Economic factors: income inequality, housing costs;



- Political: immigration policy (noting the NTEM V8.1 Core dataset as used in the Baseline scenario takes into account the effects of post-Brexit immigration policy/population projections), franchise ownership, car insurance and fuel taxation, freight movement changes, national road user charging;
- Social/ Environmental: Environmental attitudes; and
- Technological: CAVs, MaaS, E-Scooters/bikes.

8.2 Overview of model outputs

The Baseline has been developed for the future year of 2045. The overall change in travel patterns derived from the VDM process has been analysed, as well as individual time period impacts seen in the HAM. Key conclusions noted are set out below.

8.2.1 Demand changes

The demand model results show a small increase in the total number of trips from 2024 to 2045, with about 2% increase in 2045 Baseline relative to the total trips in PYV 2024. However, within this overall growth there is significant variation in terms of trends seen by individual mode, journey purpose and trip length.

Considering transport mode, between 2024 and 2045, the number of car journeys has increased by 6% and rail journeys have increased by around 19%. In contrast, there is a 11% drop in bus journeys and the number of walking and cycling trips has relatively reduced by 11% and 13% respectively. Key reasons for these changes include:

- The decrease in car operating costs due to fuel efficiency and electric vehicles;
- The underlying trend in car availability predicted by NTEM as used in the land use inputs. People with full car availability are more likely to choose the car mode than those with no car availability, and as car availability is projected to increase in the forecast years, this leads to the car mode becoming more popular;
- The 2045 Baseline includes several highway improvement schemes but only limited enhancements for bus or active travel modes. Combined with the increase in the value of time (VoT), resulting to reduction in bus, walk and cycle trips;
- The introduction of the EWR rail route has led to an increase in rail trips.

8.2.2 Highway assignment

Analysis of the future changes seen in the HAM has considered the overall changes in vehicle trips as well as changes in traffic volume, capacity of the network and journey times for key routes within each of the assignment time periods.

In terms of overall growth, it is noted that for E-E movements, the growth derived from the NRTP22 dataset is much higher than that seen for trips to/from Buckinghamshire which is around 20% increase between 2019 and 2045 for car. In terms of network performance there is evidence of increasing congestion because of higher traffic levels, particularly in urban areas where new development is located. There is an increase in total delay by 45% in AM peak, 43% in IP peak and 42% in PM peak from 2024 to 2045. The average journey speeds are forecast to marginally decrease in AM Peak and PM peak whereas they increase by 1% in the IP between 2024 and 2045 Baseline. The increase in average speed in IP can be seen in comparison with the queue length reduction which is mainly due to signal optimisation. Exceptions to this are where there are highway improvement schemes.

8.2.3 PT outcomes

Analysis on future changes for bus and rail within the PRPT has focussed primarily on the demand levels at daily level as there is no PTAM in BSTM2. These changes were discussed in section 8.2.1.



8.3 Appropriate use

The BSTM2 2045 Baseline forecast provides essential insights into the probable future trends in travel demand and mode choice within the Buckinghamshire (covering the former districts of Aylesbury Vale, Wycombe, Chiltern, and South Bucks) and the factors which are driving this. The model provides a suitable basis for strategic planning and scheme assessment going forward.

From the development of the 2045 Baseline, it is concluded that BSTM2 operates and responds credibly to input changes at a strategic level. However, it is noted that investigation and care will be required to ensure appropriate use of the model in specific scheme assessments.

The list below provides some areas that will need consideration when using the model for specific applications, however as with the majority of modelling, pragmatism and proportionality should be applied:

- **Model convergence noise:** the BSTM2 provides plausible responses in line with the input changes. However, as with any strategic model, the impacts of minor local scheme change can get masked due to the convergence noise. Hence, care would be needed when using outputs of the BSTM2 to fully understand scheme impacts which may necessitate masking of impacts in post-forecasting appraisal as well as refinements of the model to improve stability;
- **Demand model:** The demand model is assumed to be suitable for use in a predictive mode for its intended purpose, but the suitability for specific applications should be monitored in line with normal practice. It is likely that further calibration of sub-mode choice and PT demand may be needed as there is no PT network in BSTM2;
- **HAM:** The model provides a good representation of link flows on a strategic level. However, the need for further network calibration on specific scheme appraisals/development impact assessments should be considered on a case-by-case basis especially outside the five model improvements areas considered in BSTM2. If analysing impacts on the network immediately outside Buckinghamshire, the suitability of the external-external growth rates adopted from NRTP22 should be considered;
- **PRPT:** BSTM2 has no PTAM. Therefore, it can only be used for overall demand assessment using VDM for policy changes (i.e. fare changes and VOT changes). However, the impact of PT on highway infrastructure (i.e. reduction of carriageway space for private transport due to dedicated PT corridor, road closures, etc) can be assessed using the HAM.

Hardware requirement and run times: BSTM2 is a comprehensive strategic model that necessitates specific hardware for optimal performance. The runtime for a forecast scenario varies based on the BSTM2 components being utilised. For instance, users might only need to perform a fixed assignment (HAM only), a demand response (Demand model only), or a full VDM run. BSTM2 is designed modularly, allowing users to employ only the necessary elements, such as the VDM and the HAM, according to their requirements. This modular approach is facilitated through relevant procedural steps in PTV Visum.



APPENDICES

Appendix A. Land use UL (2019–2045)

Table A-1 – Explicitly Modelled Developments

Development Name	Donor Zone for Goods Vehicle	No. of Dwellings (Post 2019)	No. of Jobs (Post 2019)	Legacy Area	Uncertainty status
13-15A Hale Leys	135	0	41	Aylesbury Vale	Completed
Alton House Business Park, Gatehouse Way	158	163	0	Aylesbury Vale	Completed
Berryfields M.D.A. Bicester Road	105	0	43	Aylesbury Vale	Completed
Bradmoor Farm, Stanbridge Road	212	0	35	Aylesbury Vale	Completed
Gatehouse Quarter & Gatehouse Road	114	0	398	Aylesbury Vale	Completed
Kingsbrook Secondary School, Land East Of Aylesbury, Broughton Crossing	8047	0	285	Aylesbury Vale	Completed
Land Adjacent To Furze Lane	51	185	0	Aylesbury Vale	Completed
Land At Haddenham Airfield, Thame Road	209	0	176	Aylesbury Vale	Completed
Land At Lower Road	184	127	0	Aylesbury Vale	Completed
Land At Oakfield Road, Stocklake	125	0	138	Aylesbury Vale	Completed
land off London Road	9	0	39	Aylesbury Vale	Completed
Land Off Lower Road	184	132	0	Aylesbury Vale	Completed
Land Off Sir Henry Lee Crescent, Aylesbury	105	0	362	Aylesbury Vale	Completed
Land South of Newton Leys, Drayton Road	53	75	0	Aylesbury Vale	Completed
Land to east College Road North	125	0	269	Aylesbury Vale	Completed
Land West Of Mentmore Road, Partridge Close And Barkham Close	80	100	0	Aylesbury Vale	Completed
Sainsburys. 13 - 19 Buckingham Street And Land To Rear	154	0	53	Aylesbury Vale	Completed
The Old Police Station, 23B Walton Street	135	0	34	Aylesbury Vale	Completed



Development Name	Donor Zone for Goods Vehicle	No. of Dwellings (Post 2019)	No. of Jobs (Post 2019)	Legacy Area	Uncertainty status
Unit 1, Triangle Business Park, Quilters Way	184	90	0	Aylesbury Vale	Completed
Unit 2C Broadfields Retail Park	110	0	84	Aylesbury Vale	Completed
Wipac Group, London Road	8	0	696	Aylesbury Vale	Completed
Land at Huntercombe Park (former Pfizer Pharmaceuticals) Huntercombe Lane South Burnham Buckinghamshire SL6 0PH	427	165	0	South Bucks	Completed
Abbey Barn South Reserve Site Abbey Barn Lane High Wycombe Buckinghamshire	475	129	0	Wycombe	Completed
Buckingham House Desborough Road High Wycombe Buckinghamshire	570	85	0	Wycombe	Completed
Former Gas Works Site Lilys Walk High Wycombe Buckinghamshire	570	209	0	Wycombe	Completed
Sewage Treatment Works Bassetsbury Lane High Wycombe Buckinghamshire HP11 1HS, HP11 1HS	601	88	0	Wycombe	Completed
Allotments, Baker Street, Land Rear Of 1 High Street And Land To West Of Warmstone Lane, Waddesdon	73	75	0	Aylesbury Vale	NC
Aylesbury Woodland, College Road North, Aylesbury	8038	1100	4658	Aylesbury Vale	NC
Berryfields Major Development Area (MDA) Aylesbury	105	613	1230	Aylesbury Vale	NC
Building 3, Bear Brook Office Park, Walton Street, Aylesbury	145	144	-823	Aylesbury Vale	NC
Hampden House, Aylesbury	136	111	0	Aylesbury Vale	NC
Kingsbrook, Land East of Aylesbury, Broughton Crossing, Aylesbury	8047	1958	0	Aylesbury Vale	NC
Land At Churchway Haddenham Buckinghamshire	207	89	0	Aylesbury Vale	NC
Land At Haddenham Airfield, Thame Road, Haddenham	209	165	0	Aylesbury Vale	NC
Land At Haddenham Glebe, Stanbridge Road, Haddenham	208	300	0	Aylesbury Vale	NC
Land Between Wendover Road And Aston Clinton Road, Weston Turville	128	3000	1726	Aylesbury Vale	NC
Land East Of Lower Road, Stoke Mandeville	184	117	0	Aylesbury Vale	NC
Land North East of the village, Waddesdon	73	75	0	Aylesbury Vale	NC
Land North Of A421 Tingewick Road Site, Buckingham	7	392	0	Aylesbury Vale	NC
Land North Of Aston Clinton Road (Former Aston Clinton MDA Site), Weston Turville	170	400	400	Aylesbury Vale	NC

Development Name	Donor Zone for Goods Vehicle	No. of Dwellings (Post 2019)	No. of Jobs (Post 2019)	Legacy Area	Uncertainty status
Land North Of Sandholme And East Of Buckingham Road, Steeple Claydon	36	95	0	Aylesbury Vale	NC
Land off Gatehouse Way, Gatehouse Road	113	0	443	Aylesbury Vale	NC
Land off Osier Way (south of A421 and east of Gawcott Rd), Buckingham	40	420	0	Aylesbury Vale	NC
Land Off Walnut Drive And Foscote Road, Maids Moreton	23	163	0	Aylesbury Vale	NC
Land South Of Aylesbury Road, Aston Clinton	128	93	0	Aylesbury Vale	NC
Land to east of B4033 Great Horwood Rd, Winslow	47	335	0	Aylesbury Vale	NC
Land to South West of Milton Keynes, North East Aylesbury	32	1855	283	Aylesbury Vale	NC
Land To The East And West Of Rabans Lane Aylesbury	106	200	0	Aylesbury Vale	NC
Land To The South Of Aston Clinton Road, Weston Turville	170	121	0	Aylesbury Vale	NC
Land West Of Churchway, Haddenham	207	273	0	Aylesbury Vale	NC
Land West Of Moreton Road And Castlemilk, Buckingham	23	130	0	Aylesbury Vale	NC
Molly's Field, Land Adjacent, Addison Road, Steeple Claydon	36	98	14	Aylesbury Vale	NC
Target House, 72 - 80 Gatehouse Road, Aylesbury	118	86	-376	Aylesbury Vale	NC
Verney House, Gatehouse Road, Aylesbury	118	116	-260	Aylesbury Vale	NC
Village 3 (Sub Phase 3.3), Land East Of Aylesbury (Kingsbrook), Aylesbury	125	0	1367	Aylesbury Vale	NC
Westonmead Farm, Aston Clinton Road, Weston Turville	170	157	0	Aylesbury Vale	NC
Newland Park, Gorelands Lane, Chalfont St Giles	328	306	0	Chiltern	NC
Former Defence School Of Languages (Wilton Park), Minerva Way, Beaconsfield	379	304	0	South Bucks	NC
Land South Of Pinewood Studios and Alderbourne Farm, Pinewood Road, Iver Heath	441	0	2656	South Bucks	NC
Thorney Business Park Thorney Lane North Iver	792	0	1267	South Bucks	NC
Abbey Barn South Reserve Site, Abbey Barn Lane, High Wycombe	601	550	302	Wycombe	NC
Ashwells Field, Cock Lane, Tylers Green	559	109	0	Wycombe	NC
Former Koppers Site, Globe Business Park Fieldhouse Lane, Marlow	680	0	61	Wycombe	NC
High Heavens Household Waste Site, Clay Lane, Booker	651	0	96	Wycombe	NC

Development Name	Donor Zone for Goods Vehicle	No. of Dwellings (Post 2019)	No. of Jobs (Post 2019)	Legacy Area	Uncertainty status
Land Between Longwick Road & Mill Lane, Princes Risborough	465	400	0	Wycombe	NC
Land Including Leigh Court Wheelers Yard Commercial Sq Birch Malvern and Llanberis Houses Leigh Street, High Wycombe	550	226	84	Wycombe	NC
Land off Amersham Road, including Tralee Farm, Hazlemere	696	87	0	Wycombe	NC
Land off Amersham Road, including Tralee Farm, Hazlemere (REMAINING)	696	259	0	Wycombe	NC
Land South Of River Wye And Foundry Site Between Translux Mill and Chapel Lane, High Wycombe	546	0	307	Wycombe	NC
Leo Laboratories, Longwick Road, Princes Risborough	457	98	0	Wycombe	NC
OS Parcel 9166 Boxer Road & OS Parcel 6576 Walnut Tree Lane, Barn Road Longwick	466	160	0	Wycombe	NC
RAF Daws Hill, Daws Hill Lane, High Wycombe	565	207	202	Wycombe	NC
Site Of Former Wycombe Sports Centre, Marlow Hill, High Wycombe	589	0	2583	Wycombe	NC
Slate Meadow, Stratford Drive, Wooburn Green	661	150	0	Wycombe	NC
The Wycliffe Centre, Horsleys Green	481	139	0	Wycombe	NC
Above Rumbolds Well & next to Field Farm (I), Buckingham	7	100	0	Aylesbury Vale	RF
Land West Of Mentmore Road, Partridge Close And Barkham Close	80	100	0	Aylesbury Vale	RF
North of Buckingham Road	8	0	574	Aylesbury Vale	RF
Marlow Film Studio	680	0	4685	Wycombe	NC
Gomm Valley	598	540	197	Wycombe	NC
Wycombe Film Studios	588	0	886	Wycombe	MTL
Terriers Farm & Land North of Terriers Lodge	516	410	0	Wycombe	NC
Epilepsy Society TBC - awaiting PI result expected June, currently with SoS	342	975	0	Chiltern	NC
Beeches Park	380	330	0	South Bucks	NC
South West Aylesbury	175	1400	317	Aylesbury Vale	NC
Shenley Park	18	1265	0	Aylesbury Vale	MTL
Hollands Farm	661	360	0	Wycombe	MTL

Table A-2 – Background Growth Developments

Development Name	No. of Dwellings	No. of Jobs	Legacy Area	Uncertainty Status	Development Name	No. of Dwellings	No. of Jobs	Legacy Area	Uncertainty Status
11 Brackley Road	0	1	Aylesbury Vale	Completed	6 Market Hill	0	6	Aylesbury Vale	Completed
1-2 Bessemer Crescent	0	15	Aylesbury Vale	Completed	6 Market Hill	0	2	Aylesbury Vale	Completed



Development Name	No. of Dwellings	No. of Jobs	Legacy Area	Uncertainty Status	Development Name	No. of Dwellings	No. of Jobs	Legacy Area	Uncertainty Status
1-2 Castle Street	0	5	Aylesbury Vale	Completed	60 High Street	0	18	Aylesbury Vale	Completed
13 High Street	0	1	Aylesbury Vale	Completed	66 High Street North And Adjoining Land	13	0	Aylesbury Vale	Completed
13-15A Hale Leys	0	15	Aylesbury Vale	Completed	Alton House Business Park, Gatehouse Way	0	-552	Aylesbury Vale	Completed
14 Waterperry Mews, Fairford Leys	0	1	Aylesbury Vale	Completed	Amos House, Rowden Farm Lane	0	6	Aylesbury Vale	Completed
14-18 Temple Street	0	2	Aylesbury Vale	Completed	Aston Clinton Park, London Road	0	5	Aylesbury Vale	Completed
14-18 Temple Street	0	4	Aylesbury Vale	Completed	Aston Clinton Park, London Road	0	10	Aylesbury Vale	Completed
161 Cambridge Street	0	6	Aylesbury Vale	Completed	Aylesbury Golf Centre Ltd, Hulcott Lane	0	1	Aylesbury Vale	Completed
18-19 Friars Square Shopping Centre, Friars Square	0	10	Aylesbury Vale	Completed	Aylesbury Grammar School, Walton Road	0	14	Aylesbury Vale	Completed
1A Hillcrest Rise	0	5	Aylesbury Vale	Completed	Aylesbury Rugby Football Club, Weston Road, Aston Clinton	0	2	Aylesbury Vale	Completed
21A Buckingham Street	10	0	Aylesbury Vale	Completed	Barn at Notley Farm, Chearsley Road	0	3	Aylesbury Vale	Completed
22 - 24 Hale Leys	0	15	Aylesbury Vale	Completed	Barnowls Nursery, New Road	0	1	Aylesbury Vale	Completed
22-28 Cambridge Street	0	1	Aylesbury Vale	Completed	Beachborough School, Mill Lane	0	6	Aylesbury Vale	Completed
2-3 Friars Square	0	3	Aylesbury Vale	Completed	Beachborough School, Mill Lane	0	2	Aylesbury Vale	Completed
24 Cambridge Street	0	2	Aylesbury Vale	Completed	Beeches Farm, Upper Icknield Way	0	27	Aylesbury Vale	Completed
25 Hillcrest Way. Buckingham Industrial Park	0	5	Aylesbury Vale	Completed	Berryfields M.D.A. Bicester Road	0	4	Aylesbury Vale	Completed
25 Moreton Road	0	1	Aylesbury Vale	Completed	Berryfields Mda, Bicester Road, Quarrendon	0	12	Aylesbury Vale	Completed
27 High Street	0	2	Aylesbury Vale	Completed	Berryfields Square Local Centre, Bicester Road, Quarrendon	0	7	Aylesbury Vale	Completed
28 Candleford Court	0	2	Aylesbury Vale	Completed	Booker Park School, Stoke Leys Close	0	2	Aylesbury Vale	Completed
3 Dunsham Lane, Elmhurst	0	6	Aylesbury Vale	Completed	Borshaw Farm, Claydon Road	0	5	Aylesbury Vale	Completed
3 Walton Terrace	0	4	Aylesbury Vale	Completed	Bourton Mill Health And Leisure Club, Bourton Mill, Bourton Road	0	1	Aylesbury Vale	Completed



Development Name	No. of Dwellings	No. of Jobs	Legacy Area	Uncertainty Status	Development Name	No. of Dwellings	No. of Jobs	Legacy Area	Uncertainty Status
31 Marroway	0	-11	Aylesbury Vale	Completed	Bradmoor Farm, Stanbridge Road	0	8	Aylesbury Vale	Completed
35 Brook Street	0	6	Aylesbury Vale	Completed	Bradmoor Farm, Stanbridge Road	0	3	Aylesbury Vale	Completed
35 Lakeside, Watermead	0	5	Aylesbury Vale	Completed	British Gas Plc, Compressor Station, Creighton Road	0	7	Aylesbury Vale	Completed
36 Buckingham Street	0	2	Aylesbury Vale	Completed	British Waterways Repair Yard Bulbourne Road	21	0	Aylesbury Vale	Completed
37 Jansel Square, Bedgrove	0	5	Aylesbury Vale	Completed	British Waterways Repair Yard Bulbourne Road	0	-151	Aylesbury Vale	Completed
37 Lower Way	0	3	Aylesbury Vale	Completed	Bryerley Springs Farm, Galley Lane	0	7	Aylesbury Vale	Completed
4A Manor Farm, Manor Road, Rowsham	0	14	Aylesbury Vale	Completed	Bryerley Springs Farm, Galley Lane	0	1	Aylesbury Vale	Completed
56 Kingsbury	0	9	Aylesbury Vale	Completed	Buckingham Primary School, Foscott Way	0	3	Aylesbury Vale	Completed
Burcott Lodge Farm, Burcott Lane	0	51	Aylesbury Vale	Completed	Hangar 5, Westcott Venture Park, Bicester Road	0	4	Aylesbury Vale	Completed
Burcott Lodge Farm, Burcott Lane	0	27	Aylesbury Vale	Completed	Harvest Moon Barn, Winters Tale Farmhouse, Calvert Road	0	3	Aylesbury Vale	Completed
Cedar Farm, Cublington Road	0	17	Aylesbury Vale	Completed	Haydon Training & Business Centre, Unit 14 Triangle Business Park	0	66	Aylesbury Vale	Completed
Coldharbour Farm, Wotton Road	0	60	Aylesbury Vale	Completed	Helen & Douglas House, 32A High Street	0	5	Aylesbury Vale	Completed
Collection 13, 14 Market Square	0	2	Aylesbury Vale	Completed	Heron House, 49 Buckingham Street	55	0	Aylesbury Vale	Completed
College Lake Wildlife Centre, Uppper Icknield Way, Pitstone	0	1	Aylesbury Vale	Completed	Heron House, 49 Buckingham Street	10	0	Aylesbury Vale	Completed
Cottesloe Physio, Old Park Farm, Cublington Road	0	1	Aylesbury Vale	Completed	HG Timber Ltd, Network 421, Radclive Road	0	76	Aylesbury Vale	Completed
Dagnall School, Main Road South	0	3	Aylesbury Vale	Completed	HG Timber Ltd, Network 421, Radclive Road	0	4	Aylesbury Vale	Completed
Day Nursery, Long Crendon County Combined School, Chilton Road	0	5	Aylesbury Vale	Completed	High Ash Church of England School, Pound Hill	0	12	Aylesbury Vale	Completed
Dodley Hill Farm, Station Road	0	41	Aylesbury Vale	Completed	Home Appliances, The Old Telephone Exchange, Market Hill	0	3	Aylesbury Vale	Completed
Dolphin Inn Ph, Leighton Road	0	4	Aylesbury Vale	Completed	Home Appliances, The Old Telephone Exchange, Market Hill	0	7	Aylesbury Vale	Completed
Dunmead Farm, Marsh Gibbon Road, Edgcott	0	14	Aylesbury Vale	Completed	Home Farm, Manor Lane, Rowsham	0	7	Aylesbury Vale	Completed



Development Name	No. of Dwellings	No. of Jobs	Legacy Area	Uncertainty Status	Development Name	No. of Dwellings	No. of Jobs	Legacy Area	Uncertainty Status
Durrants Farm, Radcliffe Road	0	26	Aylesbury Vale	Completed	Home Farm, Stratford Road	0	6	Aylesbury Vale	Completed
East Claydon School, St Marys Road	0	3	Aylesbury Vale	Completed	Horses Helping People, Sunrise Farm, Rowden Farm Lane	0	1	Aylesbury Vale	Completed
Edlesborough Surgery, 11 Cow Lane	0	8	Aylesbury Vale	Completed	Huntsmill Farm, Finmere Road	0	4	Aylesbury Vale	Completed
Elizabeth House, Wornal Park, Menmarsh Road	0	1	Aylesbury Vale	Completed	Hurst Estate Agents, 7-9 Kingsbury	0	11	Aylesbury Vale	Completed
Ethel auston, 47 High Street	0	10	Aylesbury Vale	Completed	Kingfisher House, 61 Walton Street	15	0	Aylesbury Vale	Completed
Fairfields Farm, Stanbridge Road	13	0	Aylesbury Vale	Completed	Kings Farm, Piddington Road	0	8	Aylesbury Vale	Completed
Former Dayla Soft Drinks (Southern)Ltd	30	0	Aylesbury Vale	Completed	Kingspan Environmental Ltd. College Road North	0	172	Aylesbury Vale	Completed
former Lloyds Chemist, 34 High Street	0	7	Aylesbury Vale	Completed	Ladymead Farm, Denham	0	87	Aylesbury Vale	Completed
Former Odeon Cinema, 44 Cambridge Street	0	4	Aylesbury Vale	Completed	land adj Barton Road	0	25	Aylesbury Vale	Completed
Four Acre Nursery, Station Road	0	36	Aylesbury Vale	Completed	Land adj Bldg H4, Westcott Venture Park, Bicester Road	0	16	Aylesbury Vale	Completed
Foxglove Farm, Gibraltarr	0	15	Aylesbury Vale	Completed	Land Adjacent To Edge Street Bicester R	38	0	Aylesbury Vale	Completed
Gatehouse Way, Phase 2	31	0	Aylesbury Vale	Completed	Land Adjacent To Tesco Stores Ltd, London Road	0	27	Aylesbury Vale	Completed
Green Park Activities & Training Centre, Stablebridge Road	0	9	Aylesbury Vale	Completed	Land Adjacent To Winslow Road	40	0	Aylesbury Vale	Completed
Green Park Activities & Training Centre, Stablebridge Road	0	8	Aylesbury Vale	Completed	Land At Dollicott Paddock, Dollicott	10	0	Aylesbury Vale	Completed
Greenway Farm, Winslow Road	0	41	Aylesbury Vale	Completed	land at Haddenham Airfield, Thame Road	0	25	Aylesbury Vale	Completed
Halton Lawn Tennis Club, Chestnut End	0	8	Aylesbury Vale	Completed	land at Haddenham Airfield, Thame Road	0	296	Aylesbury Vale	Completed
Hamilton House, Broadfields	0	36	Aylesbury Vale	Completed	land at Haddenham Airfield, Thame Road	0	16	Aylesbury Vale	Completed
Hamilton Precision Ltd, 10 Tingewick Roa	50	0	Aylesbury Vale	Completed	Land At Madges Farm, Chearsley Road	27	0	Aylesbury Vale	Completed
Land At North End Farm, North End Road	40	0	Aylesbury Vale	Completed	Land Rear Of Glebe Close and Rushendon F	13	0	Aylesbury Vale	Completed
land at Oakwood Farm, Rowden Farm Lane	0	3	Aylesbury Vale	Completed	Land South of Little Horwood Road NP Po	15	0	Aylesbury Vale	Completed



Development Name	No. of Dwellings	No. of Jobs	Legacy Area	Uncertainty Status	Development Name	No. of Dwellings	No. of Jobs	Legacy Area	Uncertainty Status
land at Old Park, Cublington Road	0	1	Aylesbury Vale	Completed	Land To East, College Road North	0	1	Aylesbury Vale	Completed
Land At The Boot Field, High Road	10	0	Aylesbury Vale	Completed	Land To South Of Oving Road	10	0	Aylesbury Vale	Completed
Land At Thornbrook House & Roylands Risborough Road	73	0	Aylesbury Vale	Completed	land to South West Westcott Venture Park, High Street	0	136	Aylesbury Vale	Completed
Land at Valley Farm House, Main Street	0	3	Aylesbury Vale	Completed	Land To The Rear Of 21-39 Clifden Road	12	0	Aylesbury Vale	Completed
land at Wendover Woods, Chivery	0	15	Aylesbury Vale	Completed	Land To The South East Of No 10 -14, The	0	2	Aylesbury Vale	Completed
land at Wendover Woods, Chivery	0	3	Aylesbury Vale	Completed	Lewis News, 44 West Street	0	2	Aylesbury Vale	Completed
Land at Westcott Venture Park, Bicester Road	0	150	Aylesbury Vale	Completed	Liscombe South, Liscombe Park	0	64	Aylesbury Vale	Completed
Land At Worlds End Lane	26	0	Aylesbury Vale	Completed	Lloyds TSB, 11 High Street	0	3	Aylesbury Vale	Completed
Land East of 14 & 27 New Street	6	0	Aylesbury Vale	Completed	Long Crendon Manor Stables, Thame Road	0	10	Aylesbury Vale	Completed
Land East of Aylesbury, Broughton Crossing	0	10	Aylesbury Vale	Completed	Loudwater Farm, Nash Lee End	0	1	Aylesbury Vale	Completed
Land East Of New Road	32	0	Aylesbury Vale	Completed	Lower Farm, Leighton Road, Northall	0	4	Aylesbury Vale	Completed
Land North Of Aston Clinton Road (Former Aston Clinton Road MDA Site)	0	25	Aylesbury Vale	Completed	Lower Rectory Farm, Church Lane	0	17	Aylesbury Vale	Completed
Land North of Brook Farm, Brook Street	61	0	Aylesbury Vale	Completed	Manor Farm Courtyard, Manor Farm, Rowsham	0	1	Aylesbury Vale	Completed
Land North of Brook Farm, Brook Street	0	2	Aylesbury Vale	Completed	Manor Farm, Buckingham Road	0	102	Aylesbury Vale	Completed
Land North Of Pegasus Way	0	0	Aylesbury Vale	Completed	Manor Farm, Church Emd	0	10	Aylesbury Vale	Completed
Land Off Chapel Drive	19	0	Aylesbury Vale	Completed	Manor Farm, Main Street	0	2	Aylesbury Vale	Completed
Land Off Chapel Drive And Rear Of Green	32	0	Aylesbury Vale	Completed	Manor Farm, Station Road	0	4	Aylesbury Vale	Completed
Land Off Green End	0	2	Aylesbury Vale	Completed	Manor Farm, Weston Way, Lower Road	0	3	Aylesbury Vale	Completed
Land Off High Street	43	0	Aylesbury Vale	Completed	Manor Grove Nursery, The Bungalow, Church Lane	0	4	Aylesbury Vale	Completed
land off Hillesden Road	0	2	Aylesbury Vale	Completed	Masons Meadow, Aylesbury Road	0	10	Aylesbury Vale	Completed



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land off Preston Road	0	2	Aylesbury Vale	Completed	MCD Marketing Ltd, 4 Beacon Court, Pitstone Green Business Park	0	38	Aylesbury Vale	Completed
Land Off Shakespeare Orchard	11	0	Aylesbury Vale	Completed	McDonalds Restaurants Ltd, Broadfields, Bicester Road	0	28	Aylesbury Vale	Completed
Land Off Soulbury Road And Dove Street	13	0	Aylesbury Vale	Completed	Meadowcroft Surgery, Jackson Road	0	3	Aylesbury Vale	Completed
Land Off Wainwrights	19	0	Aylesbury Vale	Completed	Moat Farm, Marsh Lane	0	4	Aylesbury Vale	Completed
Land Off Whaddon Road	17	0	Aylesbury Vale	Completed	Moat Farm, Marsh Lane	0	7	Aylesbury Vale	Completed
Land Rear Of 17 To 55 Eskdale Road And 4	69	0	Aylesbury Vale	Completed	Mursely Free Range Egg Supplies Ltd, Olivers Field, Whaddon Road	0	27	Aylesbury Vale	Completed
Land Rear Of 23 Anstey Close	16	0	Aylesbury Vale	Completed	Mursely Free Range Egg Supplies Ltd, Olivers Field, Whaddon Road	0	18	Aylesbury Vale	Completed
Land Rear Of Aylesbury Road	38	0	Aylesbury Vale	Completed	National Westminster Bank Plc, 2 Market	0	20	Aylesbury Vale	Completed
National Westminster Bank Plc, 2 Market	0	12	Aylesbury Vale	Completed	Superchips, 2-18 Homestall	0	3	Aylesbury Vale	Completed
National Westminster Bank Plc, 2 Market Hill	0	9	Aylesbury Vale	Completed	Tesco Unit 1, Jackson Road, Quarrendon 2	0	3	Aylesbury Vale	Completed
New Park Farm, Arncott Road	0	2	Aylesbury Vale	Completed	The Barns	0	8	Aylesbury Vale	Completed
NHS Trust Stoke Mandeville Hospital, Mandeville Road	0	30	Aylesbury Vale	Completed	The Betsey Wynne PH, Mursley Road	0	24	Aylesbury Vale	Completed
North Marston Church of England Combined School, School Hill	0	1	Aylesbury Vale	Completed	The Buckingham School, London Road	0	1	Aylesbury Vale	Completed
Nursery Farm, Thame Road	0	4	Aylesbury Vale	Completed	The Chimes, East Street	0	1	Aylesbury Vale	Completed
Oak Park Alarms Ltd, 34 High Street	0	3	Aylesbury Vale	Completed	The Depot, Pembroke Road	0	232	Aylesbury Vale	Completed
Oakwood Farm, Ledburn	0	44	Aylesbury Vale	Completed	The End of The World PH, Aylesbury Road	0	20	Aylesbury Vale	Completed
Office 1, Rectory Barns, Newton Road	0	2	Aylesbury Vale	Completed	The Harrow PH & land to rear & side, 27 Bishopstone	0	17	Aylesbury Vale	Completed
Old Park Farm, Cublington Road	0	2	Aylesbury Vale	Completed	The Harrow PH And Land To Side And Rear	12	0	Aylesbury Vale	Completed
Old Rectory Cottage	0	1	Aylesbury Vale	Completed	The Hay Bar Caf��, Liscombe Park Equestrian Centre, Leighton Lodge	0	3	Aylesbury Vale	Completed
Parish Hall, Rotten Row	0	1	Aylesbury Vale	Completed	The Nursery, Bushey Lane	0	9	Aylesbury Vale	Completed



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Pitstone Major Development Area Marswort	36	0	Aylesbury Vale	Completed	The Oak PH, 119 Green End Street	0	18	Aylesbury Vale	Completed
Plot 4, Crendon Industrial Park, 1 Lea Lane	0	57	Aylesbury Vale	Completed	The Old Allotment Site, Worlds End Garden Centre, Aylesbury Road	0	2	Aylesbury Vale	Completed
Plot 9010, Westcott Venture Park	0	92	Aylesbury Vale	Completed	The Pump House, Lock 33, Horton Road	0	3	Aylesbury Vale	Completed
Prebendal Court, Oxford Road	3	0	Aylesbury Vale	Completed	The Queens Head Ph, Main Street, Chackmore	0	8	Aylesbury Vale	Completed
Quaintways, 26 Aylesbury Road	0	4	Aylesbury Vale	Completed	The Sports Pavilion, The Green	0	6	Aylesbury Vale	Completed
Rands Farm Shipton	0	13	Aylesbury Vale	Completed	The Stables, Manor Farm, 11 Church Emd	0	11	Aylesbury Vale	Completed
Rectory Farm, Church Lane	0	25	Aylesbury Vale	Completed	The Wildlife Hospital Trust, St Tiggywinkles, Aston Road	0	4	Aylesbury Vale	Completed
Regent House, 13 - 15 George Street	0	70	Aylesbury Vale	Completed	Three Locks Pumphouse, Three Locks, Leighton Road	0	10	Aylesbury Vale	Completed
Roundwood, Primary School, Main Street	0	11	Aylesbury Vale	Completed	Town And Country Cars, 3 Remus House, Castle Street	0	2	Aylesbury Vale	Completed
Sandhill Farm, Cowley Road	0	1	Aylesbury Vale	Completed	Tring Road (former BPCC factory)	68	0	Aylesbury Vale	Completed
Second Floor, 59-63 High Street	0	9	Aylesbury Vale	Completed	Unit 1, Harmansfield, Wing Road	0	2	Aylesbury Vale	Completed
Serenity Hair And Beauty 60 Kingsbury	0	1	Aylesbury Vale	Completed	Unit 11 Aylesbury Shopping Park, Cambridge Street	0	19	Aylesbury Vale	Completed
Seven Acre Farm, Aylesbury Road	0	66	Aylesbury Vale	Completed	Unit 17, Old Airfield Industrial Estate, Cheddington Lane	0	10	Aylesbury Vale	Completed
Site Of Former 21A Buckingham Street	0	13	Aylesbury Vale	Completed	Unit 18, Osier Way	0	7	Aylesbury Vale	Completed
Sports Pavillion, Marsworth Road	0	3	Aylesbury Vale	Completed	Unit 2, Beeches Farm, Upper Icknield Way	0	4	Aylesbury Vale	Completed
Stewkley Recreation Ground, Soulbury Road	0	2	Aylesbury Vale	Completed	Unit 2, Britannia Street	0	3	Aylesbury Vale	Completed
Stoke Mandeville Autocentre, Lower Road	0	5	Aylesbury Vale	Completed	Unit 22 Marsworth Airfield North Site, Cheddington Lane	0	58	Aylesbury Vale	Completed
Sunneyhill Closes, Brewhouse Lane, Rowsham	0	6	Aylesbury Vale	Completed	Unit 2A, Broadfields Retail Estate, Broadfields	0	24	Aylesbury Vale	Completed
Unit 38 Edison Road, Rabans Lane	0	4	Aylesbury Vale	Completed	Great Missenden Police Station, 117 High Street, Great MissendenBuckinghamshire	32	0	Chiltern	Completed
Unit 6 Workshop, Brook End	0	4	Aylesbury Vale	Completed	111 High StreetBurnhamBuckinghamshireSL1 7JZ	12	0	South Bucks	Completed



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Unit 7a, Smeaton Close	0	1	Aylesbury Vale	Completed	19 And 21 Bathurst WalkIverBuckinghamshireSL0 9AS	17	0	South Bucks	Completed
Unit 8 The Point, Gatehouse Way	0	6	Aylesbury Vale	Completed	24 Britwell RoadBurnhamBuckinghamshireSL1 8AG	46	0	South Bucks	Completed
Unit 9, Acorn Farm Business Centre, Cublington Road	0	2	Aylesbury Vale	Completed	77 Stomp Road Burnham	24	0	South Bucks	Completed
Unit A RPS Yard, London Road	0	2	Aylesbury Vale	Completed	Ashley House, 1-4 The Broadway, Beaconsfield Road, Farnham Common, SL2 3PQ	0	-13	South Bucks	Completed
Unit B, Friars Square Shopping Centre	0	55	Aylesbury Vale	Completed	Aston House62 - 68 Oak End WayGerrards CrossBuckinghamshireSL9 8BR	32	0	South Bucks	Completed
Unit D Bourton Business Centre, Manor Farm, Bourton Road	0	3	Aylesbury Vale	Completed	Burnham Garage 71 - 73 Stomp Road Burnham Buckinghamshire SL1 7LP	34	0	South Bucks	Completed
Unit H1, Silverstone Motor Racing Circuit, Sliverstone Road	0	88	Aylesbury Vale	Completed	Gas Holder Station Mill Lane Taplow Buckinghamshire	12	0	South Bucks	Completed
University Campus Aylesbury Vale, 59 Walton Street	0	3	Aylesbury Vale	Completed	Haymill AutomotiveBeaconsfield RoadFarnham CommonBuckinghamshireSL2 3HX	44	0	South Bucks	Completed
University Precinct, Hunter Street	0	57	Aylesbury Vale	Completed	Land at Meadow Cottage Saltmarshe and Longridge (Meadow Court) Bangors Road South Iver Buckinghamshire	36	0	South Bucks	Completed
Upper Barn Farm, Bicester Road	0	6	Aylesbury Vale	Completed	Little Hall Barn, Windsor End, Beaconsfield, HP9 2JW	0	19	South Bucks	Completed
Upper Blackgrove Farm Berryfields	0	-2	Aylesbury Vale	Completed	Marsham House Station Road Gerrards Cross Buckinghamshire SL9 8ER	50	0	South Bucks	Completed
Village Hall, Main Street	0	3	Aylesbury Vale	Completed	Police Station Oxford Road Denham Buckinghamshire SL9 7AL	34	0	South Bucks	Completed
Village Hall, Winchendon Road	0	2	Aylesbury Vale	Completed	Richings Park Sports Club 34A Wellesley Avenue Iver Buckinghamshire	14	0	South Bucks	Completed
Waddesdon Bowls Club, Silk Street	0	3	Aylesbury Vale	Completed	South Bucks District Council Bath Road Depot Bath Road Burnham Buckinghamshire SL6 0PR	12	0	South Bucks	Completed
Waddesdon Manor, Silk Street	0	3	Aylesbury Vale	Completed	TCMA Ltd Beechwood Court 5 Gore Road Burnham Buckinghamshire SL1 8AA	10	0	South Bucks	Completed
Walnut Farm, 68 Worminghall Road	0	94	Aylesbury Vale	Completed	144 & 146 Kingsmead Road High Wycombe Buckinghamshire HP11 1JB, HP11 1JB	16	0	Wycombe	Completed
Wellhead Farm, Hale Road	0	26	Aylesbury Vale	Completed	160 Totteridge Road High Wycombe Buckinghamshire HP13 7LB, HP13 7LB	0	-3	Wycombe	Completed
Wendover Swimming Pool, Wharf Road	0	8	Aylesbury Vale	Completed	160 Totteridge Road High Wycombe Buckinghamshire HP13 7LB, HP13 7LB	0	2	Wycombe	Completed
West Boycott Pavillion, Stowe School, Stowe Park	0	2	Aylesbury Vale	Completed	19 Rose Avenue Hazlemere Buckinghamshire HP15 7PH, HP15 7PH	0	3	Wycombe	Completed
Western House, 14 Rickfords Hill	15	0	Aylesbury Vale	Completed	195 Desborough Avenue High Wycombe Buckinghamshire HP11 2TW, HP11 2TW	0	-41	Wycombe	Completed



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Weston Turville Village Hall, Main Street	0	6	Aylesbury Vale	Completed	197 - 199 New Road High Wycombe Buckinghamshire HP12 4RQ, HP12 4RQ	0	-5	Wycombe	Completed
Willen Hospice Shop, 2 Bridge Street	0	5	Aylesbury Vale	Completed	197 Desborough AvenueHigh WycombeBuckinghamshireHP11 2TW, HP11 2TW	0	-17	Wycombe	Completed
Willow Bank, Mill Lane	0	4	Aylesbury Vale	Completed	209 - 211 West Wycombe Road High Wycombe Buckinghamshire HP12 3AW, HP12 3AW	10	0	Wycombe	Completed
Wings Farm, Marston Road	0	2	Aylesbury Vale	Completed	232 & 232C West Wycombe Road High Wycombe Buckinghamshire HP12 3AR, HP12 3AR	10	0	Wycombe	Completed
77 Woodside Road Amersham Buckinghamshire HP6 6AA	24	0	Chiltern	Completed	24 Wycombe Lane Wooburn Green Buckinghamshire HP10 0HE, HP10 0HE	0	-3	Wycombe	Completed
B & M Motors, 59 - 61 The Broadway, Amersham, HP7 0HL	19	0	Chiltern	Completed	27 Little Marlow RoadMarlowBucksSL7 1HA, SL7 1HA	0	-12	Wycombe	Completed
Buildings 2 and 3Chalfont Park Chalfont Park HouseChalfont St Peter BypassChalfont St PeterBuckinghamshireSL9 9QA	58	0	Chiltern	Completed	316 West Wycombe Road High Wycombe Buckinghamshire HP12 4AB	0	-1	Wycombe	Completed
Former Mushroom Farm, Meadow Lane, South Heath, HP16 9SH	10	0	Chiltern	Completed	37 Marlow Road High Wycombe Buckinghamshire HP11 1TA, HP11 1TA	0	-3	Wycombe	Completed
5A Crendon Street High Wycombe Buckinghamshire HP13 6LE, HP13 6LE	0	-8	Wycombe	Completed	Ibstone Church Of England Primary School Ibstone Road Ibstone Buckinghamshire HP14 3XZ, HP14 3XZ	0	2	Wycombe	Completed
7 - 9 West Street Marlow Buckinghamshire SL7 2LS, SL7 2LS	0	13	Wycombe	Completed	Kelvin House 1 Totteridge Avenue High Wycombe Buckinghamshire HP13 6XG, HP13 6XG	0	-26	Wycombe	Completed
7 High Street Marlow Buckinghamshire SL7 1AY, SL7 1AY	0	-10	Wycombe	Completed	Kitchener Works Kitchener Road High Wycombe Buckinghamshire HP11 2SJ, HP11 2SJ	14	0	Wycombe	Completed
79 - 81 High Street Marlow Buckinghamshire SL7 1AB, SL7 1AB	0	7	Wycombe	Completed	Land At 209 Main Road Naphill Buckinghamshire HP14 4SE, HP14 4SE	0	-31	Wycombe	Completed
81 Station Road Marlow Buckinghamshire SL7 1NS, SL7 1NS	0	-25	Wycombe	Completed	Land At Springbank Road Lane End Buckinghamshire, HAMSHIRE	9	0	Wycombe	Completed
83 Station RoadPrinces RisboroughBuckinghamshireHP27 9DN	0	5	Wycombe	Completed	Land Between Desborough Park Road And Bartlett Place Grafton Street High Wycombe Buckinghamshire, HAMSHIRE	41	0	Wycombe	Completed
85 - 91 West Wycombe Road High Wycombe Buckinghamshire	0	-6	Wycombe	Completed	Land Rear Of 154 - 156 West Wycombe Road High Wycombe Buckinghamshire HP12 3AE, HP12 3AE	11	0	Wycombe	Completed
85 - 91 West Wycombe Road High Wycombe Buckinghamshire	0	-2	Wycombe	Completed	Land Rear Of Clifton Lodge Hotel 210 West Wycombe Road High Wycombe Buckinghamshire	10	0	Wycombe	Completed
86A Easton Street High Wycombe Buckinghamshire HP11 1LT, HP11 1LT	0	-12	Wycombe	Completed	Land Surrounding Saw Mill West End Of Ferns Farm Pink Road Great Hampden Buckinghamshire, HAMSHIRE	0	-44	Wycombe	Completed
Attobus Treadaway Hill Loudwater Buckinghamshire HP10 9QL, HP10 9QL	25	0	Wycombe	Completed	Marlow Railway Station Station Approach Marlow Buckinghamshire	11	0	Wycombe	Completed
Buckingham House Desborough Road High Wycombe Buckinghamshire	0	-105	Wycombe	Completed	Old Bank House Finings Road Lane End Buckinghamshire HP14 3ES, HP14 3ES	0	-11	Wycombe	Completed

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Buckingham Place Church Road Tylers Green Buckinghamshire HP10 8LN, HP10 8LN	0	-24	Wycombe	Completed	REAR BLOCK, Land Adjacent 23 Easton Street High Wycombe Buckinghamshire HP11 1NJ, HP11 1NJ	12	0	Wycombe	Completed
Car Park 0505 C35 West End Road High Wycombe Buckinghamshire	58	0	Wycombe	Completed	Regal House & Sovereign House4 - 6 Station RoadMarlowBuckinghamshireSL7 1NB, 21/07322/PNP3O21/07322/PN	16	0	Wycombe	Completed
Car Park 0505 C35 West End Road High Wycombe Buckinghamshire	0	2	Wycombe	Completed	Site Of Former Sports Centre Marlow Hill High Wycombe Buckinghamshire	0	15	Wycombe	Completed
Castle House71 - 75 Desborough RoadHigh WycombeBuckinghamshireHP11 2PR, HP11 2PR	32	0	Wycombe	Completed	St Marks House 1 Station Road Bourne End Buckinghamshire SL8 5QF, SL8 5QF	17	0	Wycombe	Completed
Castle House71 - 75 Desborough RoadHigh WycombeBuckinghamshireHP11 2PR, HP11 2PR	0	-104	Wycombe	Completed	Stamford House (Former Institute House) Boston Drive Bourne End Buckinghamshire SL8 5YS, SL8 5YS	0	29	Wycombe	Completed
Chilworth House 7 Rectory Avenue High Wycombe Buckinghamshire HP13 6HN, HP13 6HN	14	0	Wycombe	Completed	Tannery Road Industrial Estate Tannery Road High Wycombe Buckinghamshire	0	-4	Wycombe	Completed
Court House 2 High Street Lane End Buckinghamshire HP14 3JF, HP14 3JF	0	-5	Wycombe	Completed	Tannery Road Industrial Estate Tannery Road High Wycombe Buckinghamshire	0	62	Wycombe	Completed
DesBox Land Bounded By Westbourne Street, Lansdales Road, East Richardson Street, Baker Street, And Short Street High Wycombe Buckinghamshire	0	109	Wycombe	Completed	Tempus Court Bellfield Road High Wycombe Buckinghamshire HP13 5HA, HP13 5HA	53	0	Wycombe	Completed
Emerson Network Power Fourth Avenue Marlow Buckinghamshire SL7 1YG, SL7 1YG	0	66	Wycombe	Completed	Tempus Court Bellfield Road High Wycombe Buckinghamshire HP13 5HA, HP13 5HA	0	-134	Wycombe	Completed
Enterprise House Oxford Road Stokenchurch Buckinghamshire HP14 3SX, HP14 3SX	0	-11	Wycombe	Completed	Terriers House 201 Amersham Road High Wycombe Buckinghamshire HP13 5AJ, HP13 5AJ	17	0	Wycombe	Completed
First And Second Floor 12, 14 & 16 Crendon Street High Wycombe Buckinghamshire HP13 6LW, HP13 6LW	0	-19	Wycombe	Completed	The Clare Foundation The Saunderton Estate Wycombe Road Saunderton Buckinghamshire HP14 4BF, HP14 4BF	61	0	Wycombe	Completed
First Floor & Second Floor 40 - 41 Oxford Street High Wycombe Buckinghamshire HP11 2DJ, HP11 2DJ	0	-33	Wycombe	Completed	The Clare Foundation The Saunderton Estate Wycombe Road Saunderton Buckinghamshire HP14 4BF, HP14 4BF	0	-296	Wycombe	Completed
Fleet House 9 Buckingham Place Bellfield Road High Wycombe Buckinghamshire HP13 5HW, HP13 5HW	0	-28	Wycombe	Completed	The Gordon Arms Gordon Road High Wycombe Buckinghamshire HP13 6EP, HP13 6EP	8	0	Wycombe	Completed
Former Garage Site Off Chiltern Avenue/Rutland Avenue High Wycombe Buckinghamshire, HAMSHIRE	11	0	Wycombe	Completed	The Malthouse Malthouse Square Princes Risborough Buckinghamshire HP27 9AB, HP27 9AB	0	-42	Wycombe	Completed
Former Whiteleaf Furniture Picts Lane Princes Risborough Buckinghamshire HP27 9DP, HP27 9DP	55	0	Wycombe	Completed	The Old Chapel HouseBryants Bottom RoadBryants BottomBuckinghamshireHP16 0, HP16 0JS	0	-4	Wycombe	Completed



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Frieth Cricket Club Parmoor Lane Frieth Buckinghamshire RG9 6NH, RG9 6NH	0	1	Wycombe	Completed	The Priors Centre 11 Priors Road High Wycombe Buckinghamshire HP13 6SL, HP13 6SL	0	-6	Wycombe	Completed
Globeside Business Park Fieldhouse Lane Marlow Buckinghamshire	0	3	Wycombe	Completed	The Queens Head 352 Amersham Road Hazlemere Buckinghamshire HP15 7HN, HP15 7HN	14	0	Wycombe	Completed
Great Kimble Church Of England School Church Lane Great Kimble Buckinghamshire HP17 9TH, HP17 9TH	0	4	Wycombe	Completed	The Royal Grammar School Amersham Road High Wycombe Buckinghamshire HP13 6QT, HP13 6QT	0	3	Wycombe	Completed
Hughenden Manor Manor Road Hughenden Valley Buckinghamshire HP14 4LA, HP14 4LA	0	11	Wycombe	Completed	Wades Park Stratton Road Princes Risborough Buckinghamshire	0	1	Wycombe	Completed
Wesley Court 4A Priors Road High Wycombe Buckinghamshire	12	0	Wycombe	Completed	Wilton Farm Marlow Road Little Marlow Buckinghamshire SL7 3RR, SL7 3RR	0	27	Wycombe	Completed
Wesley Court 4A Priors Road High Wycombe Buckinghamshire	0	-29	Wycombe	Completed	Land Off Slicketts Lane And Dove House Close, Edlesborough	40	0	Aylesbury Vale	MTL
Westhorpe House Westhorpe Park Little Marlow Buckinghamshire SL7 3RQ, SL7 3RQ	28	0	Wycombe	Completed	Land off Station Road, Winslow	63	0	Aylesbury Vale	MTL
Westhorpe House Westhorpe Park Little Marlow Buckinghamshire SL7 3RQ, SL7 3RQ	0	-186	Wycombe	Completed	Land Between Cobb Hall Road And Drayton Road Newton Longville	15	0	Aylesbury Vale	MTL
Wharf Business Centre Wharf Lane Bourne End Buckinghamshire SL8 5RU, SL8 5RU	21	0	Wycombe	Completed	Oxford House, Oxford Road, Aylesbury	29	-230	Aylesbury Vale	MTL
Former Hoseworth House Site, Oxford Road, Aylesbury	15	0	Aylesbury Vale	NC	Former Steeplechase PH, Taylor Road, Aylesbury	10	0	Aylesbury Vale	NC
Dagnall House Buckingham Road Bletchley	34	0	Aylesbury Vale	NC	Franks (Luton), Unit 5, Harebridge Lane	0	1	Aylesbury Vale	NC
Elsinore House, 43 Buckingham Street, Aylesbury	33	-95	Aylesbury Vale	NC	Gas Works Field, Cheddington Road, Mentmore,	0	7	Aylesbury Vale	NC
Ertone Plastics Limited, Unit 3 Telford Close, Aylesbury	0	5	Aylesbury Vale	NC	Gerald Low And Company, Unit 8, Townsend Piece, Bicester Road, Aylesbury, Buckinghamshire, HP19 8BQ	0	-5	Aylesbury Vale	NC
Ex-Servicemens Club, 62 - 64 Walton Street, Aylesbury	13	0	Aylesbury Vale	NC	Great Oak Farm Dunton Road Cublington Buckinghamshire LU7 0LS	0	22	Aylesbury Vale	NC
1 Beacon Court	0	5	Aylesbury Vale	NC	H Block, Acorn Business Centre, Cublington Road	0	6	Aylesbury Vale	NC
10 Quarry Court, Quarry Road, Pitstone	0	4	Aylesbury Vale	NC	Hartwell Nurseries, Lower Road, Stone	0	31	Aylesbury Vale	NC
106 High Street	0	7	Aylesbury Vale	NC	Hideaway Farm Wendover Road Stoke Mandeville Buckinghamshire HP22 5TR	0	35	Aylesbury Vale	NC
151 And Land To Rear Of 151 Station Road, Quainton	39	0	Aylesbury Vale	NC	JCL Glass Ltd, Unit 1, Printers End Industrial Area, Gatehouse Way	0	1	Aylesbury Vale	NC

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3 Anglo Business Park	0	3	Aylesbury Vale	NC	Kehoe Contractors Ltd, Unit 1 Harmansfield, Wing Road	0	3	Aylesbury Vale	NC
Adstock fields Farm, Adstock Fields, Adstock	0	21	Aylesbury Vale	NC	Keranto Ltd, The Future Centre, Smeaton Close	0	-19	Aylesbury Vale	NC
Adstock House East Street, Adstock	1	-2	Aylesbury Vale	NC	Kingspan Environmental Ltd, College Road North, Aston Clinton	0	8	Aylesbury Vale	NC
Archdeacons House Lower Road Stone	0	13	Aylesbury Vale	NC	Land Adj 73 Moreton Road, Buckingham	12	0	Aylesbury Vale	NC
Block C6Brunel GateAylesburyBuckinghamshireHP19 8AR	0	-5	Aylesbury Vale	NC	Land Adjacent To Allotment Gardens Marsworth Road Pitstone	74	0	Aylesbury Vale	NC
Brook Farm, Leighton Road, Stoke Hammond	33	0	Aylesbury Vale	NC	Land Adjacent To Bushmead Road, Whitchurch	21	0	Aylesbury Vale	NC
Building Ay0f3 Equitable Life House, Walton Street, Aylesbury	13	-236	Aylesbury Vale	NC	Land Adjacent To Haddenham Nurseries, Stanbridge Road, Haddenham	16	0	Aylesbury Vale	NC
Cambridge Place House, Cambridge Place, Aylesbury	27	0	Aylesbury Vale	NC	Land Adjoining Newmans Close, North Marston Lane, Whitchurch	22	0	Aylesbury Vale	NC
Chiltern House, Thame Road, Haddenham	12	0	Aylesbury Vale	NC	Land At Tesco Car Park, Tring Road, Aylesbury	58	0	Aylesbury Vale	NC
Church Of Guardian Angels, Chaloner Road, Aylesbury	24	0	Aylesbury Vale	NC	Land At And To The Rear Of 42 Worminghall Road, Ickford	66	0	Aylesbury Vale	NC
Colbree Engineering Group, 10 - 12 Beacon Court	0	10	Aylesbury Vale	NC	Land At Haddenham Industrial Estate, Pegasus Way, Haddenham	22	-483	Aylesbury Vale	NC
Coldstream Farm, Waterperry Road, Worminghall	18	0	Aylesbury Vale	NC	Land At Leighton Road Wingrave	40	0	Aylesbury Vale	NC
Common Farm, Newton Road	0	7	Aylesbury Vale	NC	Land At Manor Farm, Lower Road	0	13	Aylesbury Vale	NC
Common Farm, Newton Road	0	20	Aylesbury Vale	NC	Land At Scotts Farm, Towcester Road, Maids Moreton	12	0	Aylesbury Vale	NC
Crendon House And Meadow View House, Drakes Drive, Long Crendon,	0	-182	Aylesbury Vale	NC	Land At Village 3.1, Kingsbrook, Aylesbury	21	0	Aylesbury Vale	NC
Croggon Shed Moat Farm Marsh Lane Stoke Mandeville	0	5	Aylesbury Vale	NC	Land At Villages V4.5, V2.1, V2.2 And V4.7 Kingsbrook Aylesbury	25	0	Aylesbury Vale	NC
Land East Of Wing Road, Stewkley	15	0	Aylesbury Vale	NC	Plot 3000 Avenue A Westcott Venture Park Westcott Buckinghamshire	0	43	Aylesbury Vale	NC
Land North of Little Horwood Road	15	0	Aylesbury Vale	NC	Plot 9000 Westcott Venture Park Westcott	0	119	Aylesbury Vale	NC
Land Off Gorrell Lane, Tingewick	12	0	Aylesbury Vale	NC	Puratos Ltd Middle Slade Buckingham	0	51	Aylesbury Vale	NC
Land off Leighton Road Wingrave	29	0	Aylesbury Vale	NC	Quicksharp Ltd, Signal Hill, Lenborough Road	0	58	Aylesbury Vale	NC



Development Name	No. of Dwellings	No. of Jobs	Legacy Area	Uncertainty Status	Development Name	No. of Dwellings	No. of Jobs	Legacy Area	Uncertainty Status
Land Off Market Hill Buckingham Buckinghamshire MK18 1JX	0	14	Aylesbury Vale	NC	Ready Mixed Concrete (Transite) Ltd, Osier Way, Aylesbury	0	17	Aylesbury Vale	NC
Land off Nash Road	14	0	Aylesbury Vale	NC	Sainsburys. 13 - 19 Buckingham Street And Land To Rear,	27	0	Aylesbury Vale	NC
Land Off Sir Henry Lee Crescent	0	48	Aylesbury Vale	NC	Site A Land South Of Little Marsh Road And East of Swan Lane, Marsh Gibbon	22	0	Aylesbury Vale	NC
Land Off Turnfields, Ickford	30	0	Aylesbury Vale	NC	Sloane/Sweda House, 24-30 New Street, Aylesbury	62	0	Aylesbury Vale	NC
Land Off Twelve Leys Wingrave Buckinghamshire	32	0	Aylesbury Vale	NC	Swanbourne House School, Winslow Road	0	10	Aylesbury Vale	NC
Land Rear Of Good Intent, Edlesborough	14	0	Aylesbury Vale	NC	The Granary, Claydon House, Steeple Claydon Road, Middle Claydon	0	5	Aylesbury Vale	NC
Land South Of Buckingham Road Winslow Buckinghamshire	60	0	Aylesbury Vale	NC	The Hayloft, Claydon Estate, Middle Claydon	0	6	Aylesbury Vale	NC
Land South Of Castle Street And West Of Longherdon Farm, Castle Street, Marsh Gibbon	10	0	Aylesbury Vale	NC	The Hollows, Winslow Road	0	32	Aylesbury Vale	NC
Land South Of Drakes Drive	0	72	Aylesbury Vale	NC	The Mellows, Hillersdon Chase, Stoke Hammond	14	0	Aylesbury Vale	NC
Land South of Little Horwood Road, Great Horwood	30	0	Aylesbury Vale	NC	The Retreat, Bletchley Road	0	14	Aylesbury Vale	NC
Land South Of Lower Road, Haddenham	15	0	Aylesbury Vale	NC	The Stadium, Buckingham Road, Aylesbury, Buckinghamshire HP20 2BJ	42	0	Aylesbury Vale	NC
Land South Of Tinkers Drive, Winslow	24	0	Aylesbury Vale	NC	TJC Plant, Unit 2, Hollingdon Depot, Stewkley Road	0	3	Aylesbury Vale	NC
Land South West Of 62 Station Road, Quainton	13	0	Aylesbury Vale	NC	Tramway Business Park, Ludgershall Road, Brill	0	10	Aylesbury Vale	NC
Land Surrounding Oxford House, Oxford Road	64	0	Aylesbury Vale	NC	Unit 1, Townsend Piece, Bicester Road	0	3	Aylesbury Vale	NC
Land To Rear Of 1 Winchendon Road Chearsley	0	15	Aylesbury Vale	NC	Unit 4C And 4D, Long Crendon Estate,Drakes Drive	0	2	Aylesbury Vale	NC
Land To The East Of Fenny Road, Stoke Hammond	58	0	Aylesbury Vale	NC	Upper Hayne Farm, Crendon Road	0	23	Aylesbury Vale	NC
Liscombe East, Liscombe Park	0	26	Aylesbury Vale	NC	Upper Panshill Farm, Panshill	0	6	Aylesbury Vale	NC
Lloyds Bank Plc, Gatehouse Road, Aylesbury	0	83	Aylesbury Vale	NC	Valley Farm, Upper Pollicott	0	4	Aylesbury Vale	NC
Manor Farm Stratford Road Beachampton	0	162	Aylesbury Vale	NC	Waterslade House, Thame Road, Haddenham	36	158	Aylesbury Vale	NC
Manor Farm, Risborough Road	0	23	Aylesbury Vale	NC	11 Hill Avenue Amersham	0	-4	Chiltern	NC



Development Name	No. of Dwellings	No. of Jobs	Legacy Area	Uncertainty Status	Development Name	No. of Dwellings	No. of Jobs	Legacy Area	Uncertainty Status
Meadowcroft Surgery, Jackson Road, Aylesbury	26	0	Aylesbury Vale	NC	2 - 4 High Street, Chalfont St Peter	14	0	Chiltern	NC
New Bury Farm, Mill Road	0	42	Aylesbury Vale	NC	Amersham Hospital Whielden Street Amersham	0	13	Chiltern	NC
Oakwood Enterprise Park, Ledburn	0	3	Aylesbury Vale	NC	Bridge House Chiltern Hill Chalfont St Peter Buckinghamshire SL9 9UE	0	-18	Chiltern	NC
Old County Offices, Walton Street, Aylesbury	46	0	Aylesbury Vale	NC	Building 1 Chalfont Park, Chalfont St Peter Bypass, Chalfont St Peter	50	-290	Chiltern	NC
Old Lower Dean Farm Dean RoadStewkleyBuckinghamshireLU7 0EU	0	-4	Aylesbury Vale	NC	Chess House, 34 Germain Street, Chesham	16	-83	Chiltern	NC
Pitstone Marina, Pitstone Road	0	8	Aylesbury Vale	NC	Church Farm Barn Swan Bottom Road The Lee	0	1	Chiltern	NC
Dibden Hill Farm Dibden Hill Chalfont St Giles	0	2	Chiltern	NC	Shire House West Common Gerrards Cross BuckinghamshireE	0	-42	South Bucks	NC
Dibden Hill Farm Dibden Hill Chalfont St Giles	0	3	Chiltern	NC	Technical Exponents, Denham Green Lane, Denham	0	2	South Bucks	NC
Elmwood, Swan Bottom, The Lee	0	7	Chiltern	NC	"The Bull Inn, 7 High Street, Iver	12	0	South Bucks	NC
Gold Hill Baptist Church, Gold Hill East, Chalfont St Peter	12	0	Chiltern	NC	Units B C and D Orbital 46 The Ridgeway Iver	0	47	South Bucks	NC
Ground Floor Unit 3 The Business Centre, Corinium Industrial Estate, Raans Road, Amersham	0	12	Chiltern	NC	10 Wycombe Lane, Wooburn Green	44	0	Wycombe	NC
Hazeldene Farm, Asheridge Road, Asheridge	0	8	Chiltern	NC	118 - 120 Desborough Road, High Wycombe	2	1	Wycombe	NC
Plot Adj Old Beams Three Households, Chalfont St Giles	14	0	Chiltern	NC	17 - 19 Frogmoor, High Wycombe	14	0	Wycombe	NC
Raans Farm Raans Road Amersham	0	23	Chiltern	NC	24 Whitepit Lane, Flackwell Heath	0	31	Wycombe	NC
Rock House, Austenwood Lane, Chalfont St Peter	10	0	Chiltern	NC	30 Marlow Road, High Wycombe	0	3	Wycombe	NC
Springfield Road Industrial Estate, Springfield Road, Chesham	34	0	Chiltern	NC	4 - 5 Buckingham Place, Bellfield Road, High Wycombe	13	0	Wycombe	NC
The Agricultural Barn, Penn Bottom Farm, Penn Bottom, Penn	0	5	Chiltern	NC	46 West Wycombe Road, High Wycombe	22	0	Wycombe	NC
Unit 2, Corinium Industrial Estate,Raans Road, Amersham, Buckinghamshire HP6 6JQ	0	23	Chiltern	NC	66 - 68 Chapel Street, Marlow	14	-52	Wycombe	NC
Unit 5 Aerial Park Asheridge Road Chesham	0	4	Chiltern	NC	85 - 91 And Rear Of 93 West Wycombe Road, High Wycombe	8	-6	Wycombe	NC
Watermeadow House, Watermeadow, Chesham	13	0	Chiltern	NC	Agricultural Barn, Clay Lane, Booker	0	7	Wycombe	NC

Development Name	No. of Dwellings	No. of Jobs	Legacy Area	Uncertainty Status	Development Name	No. of Dwellings	No. of Jobs	Legacy Area	Uncertainty Status
Winkers Farm Club, Denham Lane, Chalfont St Peter	14	0	Chiltern	NC	Axis, 40 Oxford Road, Stokenchurch	37	0	Wycombe	NC
138-154 (even Numbers) Maxwell Road, Beaconsfield	26	0	South Bucks	NC	Barn 1 Manor House Farm, Church End, Bledlow	0	14	Wycombe	NC
21 - 27 Station Road, Gerrards Cross	0	14	South Bucks	NC	Barn At Rear Of 42 Wycombe Road, Holmer Green	0	12	Wycombe	NC
7 Gore Road, Burnham	21	0	South Bucks	NC	Bolter End Farm, Finings Road, Lane End	0	6	Wycombe	NC
8-10 Station Approach, Gerrards Cross	0	4	South Bucks	NC	Comino House, Furlong Road, Bourne End	11	-67	Wycombe	NC
ARC Uxbridge, Oxford Road New Denham, Denham, Buckinghamshire	0	31	South Bucks	NC	Cornwall House, Station Approach, Princes Risborough	11	0	Wycombe	NC
B P Collins Solicitors, Collins House, 32 - 38 Station Road, Gerrards Cross	20	-76	South Bucks	NC	Crosby House, Furlong Road, Bourne End	16	0	Wycombe	NC
Baron Meads Farm Units, Dukes Way, Windsor Road, Gerrards Cross	0	1	South Bucks	NC	Durston Rolling Mills Park House Business Centre Desborough Park Road High Wycombe	0	1	Wycombe	NC
Calves Lane Farm Bellswood Lane Iver	0	4	South Bucks	NC	Durston Rolling Mills Park House Business Centre, Desborough Park Road, High Wycombe	0	22	Wycombe	NC
Chalfont House, Oxford Road, Denham	41	-120	South Bucks	NC	Former Bassetsbury Allotments, Bassetsbury Lane	50	0	Wycombe	NC
Former Lloyds TSB, 3 Burkes Parade, Station Road, Beaconsfield, Buckinghamshire HP9 1NR	0	-18	South Bucks	NC	Foxes Piece, Marlow	12	0	Wycombe	NC
Fourells Paddocks, Richings Way, Iver	31	0	South Bucks	NC	Greenlands Farm, Dairy Lane, Mill End	0	60	Wycombe	NC
Green Springs, Marsh Lane, Taplow	0	6	South Bucks	NC	Hampden Bottom Farm, Rignall Road, Little Hampden	0	7	Wycombe	NC
Joes Folly Boarding Kennels, Amerden Close, Taplow	16	0	South Bucks	NC	Hard To Find Farm, Heath End Road, Flackwell Heath	2	8	Wycombe	NC
Martin Baker Aircraft Co Ltd, 61 Lower Road, Higher Denham, Denham	0	23	South Bucks	NC	Harlow House 65 - 69 London Road, High Wycombe	16	-52	Wycombe	NC
Sasgo Ltd, Sutton Court, Sutton Lane, Langley	0	4	South Bucks	NC	Hawes Recycling Centre, Coronation Road, Cressex Business Park , High Wycombe	0	12	Wycombe	NC
Highbury Works & 12 & 13 Inkerman Drive, Hazlemere	14	-30	Wycombe	NC	Uplands Conference House And Training Centre, Four Ashes Road, Cryers Hill	67	0	Wycombe	NC
Land Adjacent Longburrow, Hall Park Lane, Stokenchurch	14	0	Wycombe	NC	Victoria House, 28 - 32 Desborough Street, High Wycombe	30	0	Wycombe	NC
Land Adjacent Old Horns Lane, Booker	0	75	Wycombe	NC	Waitrose, Handy Cross, High Wycombe	0	2	Wycombe	NC
Land Between Stream And Sunridge, Risborough Road, Little Kimble	40	0	Wycombe	NC	West Site Former Compair Works, Bellfield Road, High Wycombe	68	0	Wycombe	NC
Land Off Clayhill Booker	39	0	Wycombe	NC	Widmer Feeds Country Store Pink Road, Lacey Green	0	11	Wycombe	NC

Development Name	No. of Dwellings	No. of Jobs	Legacy Area	Uncertainty Status	Development Name	No. of Dwellings	No. of Jobs	Legacy Area	Uncertainty Status
Land Off Horns Lane, High Wycombe	50	0	Wycombe	NC	Coppice Farm Akeley Wood Lodge Road, Akeley	0	6	Aylesbury Vale	NC
Land Rear Lane End Pumping Station Marlow Road Lane End	26	0	Wycombe	NC	Plot C Westfield Road Pitstone	0	14	Aylesbury Vale	NC
Land Rear Of 33 To 45 Glynswood, High Wycombe	50	0	Wycombe	NC	Portland House Westfield Road Pitstone	0	24	Aylesbury Vale	NC
Land South Of Abbey Business Centre, Edmonds Road, Lane End	13	0	Wycombe	NC	Unit 8 Broadfields Aylesbury	0	5	Aylesbury Vale	NC
Land To South Of Rose Farm, Thame Road, Longwick	65	0	Wycombe	NC	WHSmith 25 - 29 High Street, Aylesbury	12	0	Aylesbury Vale	NC
Loudwater Mill, Station Road, Loudwater	0	57	Wycombe	NC	Wornal Park Menmarsh Road Worminghall	0	7	Aylesbury Vale	NC
Manor Farm Barns, Coates Lane, Downley	0	47	Wycombe	NC	Dundridge Manor Oak Lane St Leonards	0	21	Chiltern	NC
OS Parcel 1789, Clappins Lane, Naphill	63	0	Wycombe	NC	First and Second Floor Bishops House Market Place Chalfont St Peter	10	0	Chiltern	NC
OS Parcel 2075 Thame Road Longwick	10	0	Wycombe	NC	Allerds Farm Crown Lane Farnham Royal	5	-30	South Bucks	NC
OS Parcels 6232 & 7428 Thame Road Longwick	43	0	Wycombe	NC	Mount Farm Mount Lane Denham	0	10	South Bucks	NC
Oxford Instruments Halifax Road Cressex Business Park High Wycombe	0	12	Wycombe	NC	Union Point Pinstone Way Denham	0	12	South Bucks	NC
Parade Court The Parade & Y Not Marlow Road & 2-10 Oakfield Road & Billinghamurst Builders Yard, Bourne End	0	18	Wycombe	NC	Wood Farm Oxford Road Stokenchurch	25	0	Wycombe	NC
Princes Estate, Summerleys Road, Princes Risborough	0	-238	Wycombe	NC	Land at corner of Well and Bridge Streets (K), Buckingham	28	0	Aylesbury Vale	RF
Ramcrete Property Ltd, Halifax Road Cressex Business Park, High Wycombe	0	10	Wycombe	NC	Land at Winslow Rugby Club, Winslow	55	0	Aylesbury Vale	RF
Regatta House (67 - 71 High Street, 73 - 77 High Street), Marlow	12	0	Wycombe	NC	Land off Westfield Road, Long Crendon	13	0	Aylesbury Vale	RF
Site Of J C And M P Smith Factory, Princes Gate, High Wycombe	39	-53	Wycombe	NC	Mill Road, Slapton	12	0	Aylesbury Vale	RF
Stamford House, Boston Drive, Bourne End	0	20	Wycombe	NC	St Rumbolds Well(J), Buckingham	39	0	Aylesbury Vale	RF
The Bungalow, Kimblewick Road, Kimblewick	45	0	Wycombe	NC	The Winslow Centre, Winslow	30	0	Aylesbury Vale	RF
The Chiltern Brewery, Nash Lee Road, Terrick	0	29	Wycombe	NC	Tinkers End	0	137	Aylesbury Vale	RF
The Laurels, Marsh Road, Little Kimble	14	0	Wycombe	NC	Land at Grove Lane (West)	11	0	Wycombe	RF
Timber Yard, Main Road, Walters Ash	0	22	Wycombe	NC	Land South of Grove Lane	20	0	Wycombe	RF
Unit 18 Soho Mills Industrial Estate Town Lane Wooburn Green	0	1	Wycombe	NC	Barns 2 3 & 4, The Bail, Silk Street, Waddesdon	0	136	Aylesbury Vale	-

Development Name	No. of Dwellings	No. of Jobs	Legacy Area	Uncertainty Status	Development Name	No. of Dwellings	No. of Jobs	Legacy Area	Uncertainty Status
Unit 8 Wessex Road Industrial Estate Wessex Road Bourne End	0	10	Wycombe	NC	The old boat house Taplow	8	-109	South Bucks	-
Unit A, 2 Thomas Road Wooburn Industrial Estate, Wooburn Green	0	35	Wycombe	NC	Unit B1 - B4, Lincoln Road Cressex, Business Park, High Wycombe	0	2	Wycombe	NC
Jacksons Field (Land Off Princes Road Bourne End Buckinghamshire)	72	0	Wycombe	MTL					



Appendix B. Highway scheme UL (2019-2045)

Table B-1 – Highway Schemes

Scheme Name	Source	Uncertainty status	Legacy area	Remarks
South East Aylesbury Link Road	Buckinghamshire Countywide Model Update – Traffic Forecasting Technical Note (October 2021)	Near certain	Aylesbury Vale	
Eastern Link Road (N)	Buckinghamshire Countywide Model Update – Traffic Forecasting Technical Note (October 2021)	Near certain	Aylesbury Vale	The scheme was coded in PYV 2024 and has been retained in 2045 Baseline
Stocklake Link Road, Aylesbury	Buckinghamshire Countywide Model Update – Traffic Forecasting Technical Note (October 2021)	Near certain	Aylesbury Vale	The scheme was coded in PYV 2024 and has been retained in 2045 Baseline
Stoke Mandeville Bypass, Aylesbury	Buckinghamshire Countywide Model Update – Traffic Forecasting Technical Note (October 2021)	Near certain	Aylesbury Vale	
Primary PT corridor on A41 approaching Aylesbury	Buckinghamshire Countywide Model Update – Traffic Forecasting Technical Note (October 2021)	Near certain	Aylesbury Vale	The scheme was coded in PYV 2024 and has been retained in 2045 Baseline
Eastern Link Road (S), Aylesbury	Buckinghamshire Countywide Model Update – Traffic Forecasting Technical Note (October 2021)	More than likely	Aylesbury Vale	
A41 / King Edwards Avenue Junction improvement	HIF	Near certain	Aylesbury Vale	The scheme was coded in PYV 2024 and has been retained in 2045 Baseline
Southern Link Road, Aylesbury (Including Marroway Link and New Road diversion)	Buckinghamshire Council	More than likely	Aylesbury Vale	
HS2_Network Changes - Putlowes to Waddesdon	Buckinghamshire Council	Near certain	Aylesbury Vale	The scheme was coded in PYV 2024 and has been retained in 2045 Baseline
HS2_Network Changes - Waddesdon to Quainton	Buckinghamshire Council	Near certain	Aylesbury Vale	
HS2_Network Realignment	Buckinghamshire Council	Near certain	Aylesbury Vale	The scheme was coded in PYV 2024 and has been retained in 2045 Baseline
Beaconsfield Relief Road	Buckinghamshire Countywide Model Update – Traffic Forecasting Technical Note (October 2021)	Near certain	South Bucks	The scheme was coded in PYV 2024 and has been retained in 2045 Baseline
M4 Smart Motorway	Buckinghamshire Countywide Model Update – Traffic Forecasting Technical Note (October 2021)	Near certain	South Bucks	
South West Aylesbury Link Road	Buckinghamshire Council	Near certain	Aylesbury Vale	
Richmond Rd / A41 junction improvement	Buckinghamshire Council	Near certain	Aylesbury Vale	
Shenley Park Link Rd & severance of Shenley Road	Buckinghamshire Council	Near certain	Aylesbury Vale	
Gomm Valley	Buckinghamshire Council	Near certain	Wycombe	
Hollands Farm Spine Rd / Jacksons Field access	Buckinghamshire Council	Near certain	Wycombe	
Rabans Lane and Griffin Lane signalisation	Buckinghamshire Council	Near certain	Aylesbury Vale	
Marlow Film Studio works to A404 roundabout	Buckinghamshire Council	Near certain	Wycombe	
Highways mitigation associated with South West Milton Keynes (within AoDM)	Buckinghamshire Council	Near certain	Aylesbury Vale	
Link b/w Longwick Rd & Mill Lane	Buckinghamshire Council	More than likely	Wycombe	
Terries Farm Access	Buckinghamshire Council	Near certain	Wycombe	



<i>Scheme Name</i>	<i>Source</i>	<i>Uncertainty status</i>	<i>Legacy area</i>	<i>Remarks</i>
Wycombe Film studios	Buckinghamshire Council	More than likely	Wycombe	
Epilepsy Society	Buckinghamshire Council	Near certain	Chiltern	
Beeches Park	Buckinghamshire Council	Near certain	South Bucks	
Traffic calming through Weston Turville	Buckinghamshire Council	Near certain	Aylesbury Vale	



Appendix C. Screenline traffic flows

Table C-1 – Baseline 2045 AM Peak screenline traffic flow differences from 2024 PYV

Cordon / Screenline	Direction	BSTM2 PYV 2024 Modelled Flows				BSTM2 DM BL 2045 Modelled Flows				% Flow difference			
		Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total
Aylesbury Inner Cordon In	In	5322	557	260	6140	5161	690	280	6131	-3.04%	23.92%	7.56%	-0.14%
Aylesbury Inner Cordon Out	Out	5342	514	235	6091	5344	638	253	6235	0.04%	24.12%	7.63%	2.36%
High Wycombe inner Cordon In	In	5105	497	155	5757	5321	708	176	6205	4.23%	42.57%	13.43%	7.79%
High Wycombe inner Cordon Out	Out	5632	546	149	6327	5633	672	153	6458	0.02%	23.07%	2.93%	2.08%
Aylesbury Outer Cordon In	In	3435	574	199	4208	3553	637	196	4387	3.46%	10.93%	-1.59%	4.24%
Aylesbury Outer Cordon Out	Out	3818	497	197	4512	4024	658	204	4886	5.40%	32.42%	3.47%	8.29%
Amersham Cordon In	In	3865	497	134	4496	4145	634	120	4899	7.26%	27.50%	-10.28%	8.98%
Amersham Cordon Out	Out	3973	512	134	4618	4293	628	119	5039	8.06%	22.56%	-11.13%	9.11%
Marlow Uxbridge North	NB	8596	950	1062	10608	9980	1298	1261	12538	16.09%	36.64%	18.76%	18.20%
Marlow Uxbridge South	SB	8098	1258	1260	10616	9489	1497	1462	12449	17.19%	18.98%	16.04%	17.26%



Table C-2 – Baseline 2045 IP screenline traffic flow differences

Cordon / Screenline	Direction	BSTM2 PYV 2024				BSTM2 DM BL 2045				% Flow difference			
		Modelled Flows				Modelled Flows							
		Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total
Aylesbury Inner Cordon In	In	4497	578	314	5389	4549	687	315	5551	1.15%	18.81%	0.46%	3.01%
Aylesbury Inner Cordon Out	Out	4445	538	286	5270	4505	670	289	5464	1.33%	24.55%	0.81%	3.68%
High Wycombe inner Cordon In	In	3838	581	172	4591	3902	735	193	4829	1.67%	26.48%	11.92%	5.19%
High Wycombe inner Cordon Out	Out	3876	581	179	4636	4074	741	190	5005	5.10%	27.44%	6.43%	7.95%
Aylesbury Outer Cordon In	In	2670	414	185	3269	2758	536	211	3505	3.30%	29.47%	13.95%	7.22%
Aylesbury Outer Cordon Out	Out	2613	409	190	3212	2728	478	215	3420	4.39%	16.80%	12.79%	6.47%
Amersham Cordon In	In	2682	400	120	3202	2959	501	122	3582	10.37%	25.09%	1.47%	11.87%
Amersham Cordon Out	Out	2735	429	123	3287	3086	537	129	3752	12.83%	25.22%	4.83%	14.15%
Marlow Uxbridge North	NB	7257	903	1130	9289	8662	1208	1341	11211	19.37%	33.82%	18.60%	20.68%
Marlow Uxbridge South	SB	6348	1257	1441	9046	7532	1535	1561	10628	18.65%	22.15%	8.28%	17.48%

Table C-3 – Baseline 2045 PM Peak screenline traffic flow differences

Cordon / Screenline	Direction	BSTM2 PYV 2024				BSTM2 DM BL 2045				% Flow difference			
		Modelled Flows				Modelled Flows							
		Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total
Aylesbury Inner Cordon In	In	5948	505	177	6631	6085	638	170	6893	2.29%	26.31%	-4.00%	3.95%
Aylesbury Inner Cordon Out	Out	5187	460	165	5812	5218	642	166	6027	0.61%	39.48%	0.56%	3.69%
High Wycombe inner Cordon In	In	5419	434	54	5907	5631	556	60	6246	3.91%	27.99%	10.86%	5.74%
High Wycombe inner Cordon Out	Out	5458	429	56	5943	5604	540	60	6205	2.68%	25.90%	7.13%	4.40%
Aylesbury Outer Cordon In	In	4450	446	104	5001	4674	568	112	5354	5.03%	27.37%	6.98%	7.06%
Aylesbury Outer Cordon Out	Out	3783	328	80	4191	3916	443	73	4433	3.51%	34.97%	-7.88%	5.75%
Amersham Cordon In	In	4054	320	41	4415	4299	386	44	4729	6.04%	20.63%	6.14%	7.10%
Amersham Cordon Out	Out	4132	403	40	4575	4389	525	42	4956	6.21%	30.19%	6.56%	8.33%
Marlow Uxbridge North	NB	9814	708	636	11158	11166	1019	851	13037	13.78%	43.88%	33.86%	16.83%
Marlow Uxbridge South	SB	8501	1106	798	10405	9868	1338	875	12082	16.08%	20.96%	9.65%	16.11%



Appendix D. Trip patterns by purpose

Table D-1 – Change in trip pattern from PYV 2024 to 2045 Baseline across all modes for 24 hours – HBW

LAD	Aylesbury Vale	Chiltern	South Bucks	Wycombe	External	Total
Aylesbury Vale	3.4%	28.4%	55.4%	23.2%	11.9%	9.2%
Chiltern	18.0%	-4.8%	11.1%	8.8%	-1.2%	1.7%
South Bucks	34.2%	3.5%	3.3%	12.5%	-7.1%	-1.3%
Wycombe	14.2%	8.3%	12.0%	-1.4%	0.2%	1.3%
External	4.1%	-4.2%	2.17%	3.8%	-	2.4%
Total	4.6%	2.6%	6.9%	3.5%	2.9%	3.9%

Table D-2 – Change in trip pattern from PYV 2024 to 2045 Baseline across all modes for 24 hours – HBEB

LAD	Aylesbury Vale	Chiltern	South Bucks	Wycombe	External	Total
Aylesbury Vale	-0.1%	13.9%	27.8%	7.2%	60.0%	13.4%
Chiltern	18.7%	-11.0%	-2.1%	-1.5%	25.4%	3.2%
South Bucks	34.7%	-5.5%	-12.2%	-2.6%	10.1%	0.1%
Wycombe	16.9%	7.4%	5.0%	-5.9%	33.6%	3.7%
External	11.1%	-1.8%	0.74%	4.3%	-	5.0%
Total	4.0%	-2.1%	-1.2%	-2.1%	38.1%	7.0%

Table D-3 – Change in trip pattern from PYV 2024 to 2045 Baseline across all modes for 24 hours – HBEd

LAD	Aylesbury Vale	Chiltern	South Bucks	Wycombe	External	Total
Aylesbury Vale	-4.6%	42.6%	85.4%	24.3%	-	-1.7%
Chiltern	5.6%	-15.5%	0.8%	-2.0%	-	-10.8%
South Bucks	18.9%	-16.3%	-18.3%	-8.5%	-	-15.5%
Wycombe	4.9%	-1.8%	5.3%	-14.0%	-	-11.0%
External	-	-	-	-	-	-
Total	-3.5%	-9.9%	-11.6%	-11.1%	-	-8.0%

Table D-4 – Change in trip pattern from PYV 2024 to 2045 Baseline across all modes for 24 hours – HBPS

LAD	Aylesbury Vale	Chiltern	South Bucks	Wycombe	External	Total
Aylesbury Vale	-1.5%	43.6%	73.6%	39.5%	71.3%	9.7%
Chiltern	23.1%	-10.9%	1.5%	6.4%	42.6%	-0.6%
South Bucks	69.3%	3.0%	-12.1%	5.7%	17.0%	-0.6%
Wycombe	27.2%	15.4%	12.3%	-5.6%	63.3%	1.2%
External	12.8%	5.4%	-2.99%	9.1%	-	6.7%
Total	3.3%	-1.3%	-3.6%	0.2%	49.1%	4.3%



Table D-5 – Change in trip pattern from PYV 2024 to 2045 Baseline across all modes for 24 hours – HBL

LAD	Aylesbury Vale	Chiltern	South Bucks	Wycombe	External	Total
Aylesbury Vale	0.7%	21.7%	64.3%	32.1%	51.5%	9.4%
Chiltern	36.9%	-15.0%	-1.9%	2.1%	37.5%	-1.3%
South Bucks	85.3%	0.2%	-17.7%	3.3%	19.7%	-2.5%
Wycombe	39.8%	7.4%	9.1%	-8.1%	56.4%	0.7%
External	12.6%	5.1%	-5.78%	9.8%	-	5.4%
Total	5.9%	-4.6%	-7.1%	-1.8%	41.1%	3.6%

Table D-6 – Change in trip pattern from PYV 2024 to 2045 Baseline across all modes for 24 hours – NHBEB

LAD	Aylesbury Vale	Chiltern	South Bucks	Wycombe	External	Total
Aylesbury Vale	-4.3%	30.0%	53.1%	25.1%	51.8%	4.2%
Chiltern	24.4%	-12.3%	1.4%	4.4%	24.9%	0.1%
South Bucks	55.3%	0.9%	-7.6%	3.6%	18.9%	2.3%
Wycombe	21.6%	10.6%	12.2%	-5.7%	34.4%	0.6%
External	39.5%	8.6%	5.29%	13.7%	-	17.6%
Total	6.0%	1.3%	2.5%	1.0%	34.9%	5.4%

Table D-7 – Change in trip pattern from PYV 2024 to 2045 Baseline across all modes for 24 hours – NHBO

LAD	Aylesbury Vale	Chiltern	South Bucks	Wycombe	External	Total
Aylesbury Vale	-0.2%	30.5%	60.6%	34.7%	25.3%	4.4%
Chiltern	30.4%	-12.8%	0.6%	6.6%	15.4%	-1.7%
South Bucks	68.2%	4.3%	-13.0%	6.7%	-2.7%	-2.8%
Wycombe	37.6%	11.7%	10.2%	-5.2%	27.7%	0.1%
External	44.7%	18.3%	6.45%	26.8%	-	25.0%
Total	8.7%	1.4%	-1.4%	2.7%	13.7%	4.0%



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