Devonshire Gardens,

Cambridge, CB1 2BJ

A development by

RPMI RAILPEN & FIRST BASE

Report Name: Transport Assessment

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vectos.

TRANSPORT ASSESSMENT

Railway Pension Nominees Limited

Devonshire Gardens, Cambridge

July 2021

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1 Introduction

1.1 Vectos has been commissioned by Railway Pension Nominees Limited (the 'applicant') to provide highways and transport advice in relation to the redevelopment of the Travis Perkins site located on Devonshire Road, Cambridge (hereafter referred to as the site).

Background

1.2 The site is currently occupied by Travis Perkins and comprises of two industrial warehouse trading units. The site is identified in the Cambridge Local Plan for opportunity to be redeveloped.

1.3 This Transport Assessment (TA) has been prepared to consider the potential transport effects for the proposals comprising the redevelopment of the existing site to provide a mixed-use residential and office car free development.

1.4 The development proposals comprise:

- Offices B1(a) – 12,435 sqm (GIA)
- Residential units C3 – 100 units
- Crèche – 288 sqm (GIA)
- Community and ancillary uses – 524sqm (GIA)

1.5 A pre-application meeting was held with Cambridgeshire County Council (CCC) in their role as the local highway authority. The broad scope of this Transport Assessment was defined as part of that meeting. Matters associated with the principle of car and cycle parking, delivery and refuse collection strategies were agreed.

Report structure

1.6 The remainder of the report is structured as follows:

- **Section 2: Existing Site Context** – A review of transport conditions at the site and surrounding area, existing pedestrian and cycle routes, public transport provision and the highway network.
- **Section 3: Planning Policy** – A review of key current and emerging transport planning policy at national and local level.
- **Section 4: Development Proposals** – A description of the Proposed Development.
- **Section 5: Trip Attraction** – An assessment of anticipated trip attraction.
- **Section 6: Summary & Conclusions** – A review of the key points described in this report.

2 Existing situation

2.1 This section sets out the site location in terms of the surrounding area, and the accessibility of the site by non-car modes of transport.

Existing site

2.2 The site is located approximately 600m (8-minute walking time) north of Cambridge Rail Station and is situated to the south of Mill Road. **Figure 1** provides the site location in its strategic context.

2.3 In its immediate proximity, the site is bound by Devonshire Road and residential parking to the north, Cambridge railway lines and associated Great Anglia staff car parking to the east, Angus Close to the south and Devonshire Road to the west. **Figure 2** shows the site in its local context.

2.4 A singular point of vehicular access provides both access and egress to Devonshire Road at the north-western boundary of the site.

2.5 The site is currently used by Travis Perkins as a builders merchants comprising two large buildings with a floor area of approximately 3,200sqm. Hardstanding provides areas of parking and for the storage of goods, together with turning areas for larger vehicles bringing in and taking away materials.

Pedestrian and cycle access

2.6 At present, the existing vehicular access via Devonshire Road also provides access for both pedestrians and cyclists.

2.7 The site is served by footways on both sides of Devonshire Road across its entire length. The footways are generally 1.5m wide or more, with the western footway being consistently wider in contrast to the eastern footway.

2.8 Dropped kerbs are present at the junction with Mill Road, signifying to visually impaired pedestrians that they are approaching a junction crossing. No formal crossing is provided on Devonshire Road including at the junction with Mill Road however this is deemed suitable to the speed restrictions and excellent visibility.

2.9 Devonshire Road also forms the approach to Cambridge Railway Station car park from the north and provides an access through to the station for pedestrians and cyclists underneath the Carter Bridge. The site is therefore well located for cycle access to Cambridge Railway Station. The railway station provides direct access to cycle parking facilities and cycle hire options, including electric bike hire, at Rutland Cycling.

2.10 Upon departing the station car park via the cycle path, the dedicated cycle path continues on Devonshire Road to the west of the site, before meeting the junction with Tenison Road, whereby an advanced stop line is provided for cyclists.

2.11 The controlled crossing with Tenison Road provides dropped kerbs and tactile paving at all possible crossing points for pedestrians.

2.12 Within the vicinity of the site there are residential neighbourhoods, employment sites, commercial premises, retail areas and other services. The site is well connected to these various destinations by footways and suitably located crossing points, making the site highly accessible on foot.

2.13 Cambridge Railway Station and its associated amenities, including a Sainsburys Local, retail facilities, cycle parking and cycle hire facility can be reached from the site within 600m walk, which is a 8-minute walk.

2.14 The site benefits from various nearby cycling routes which provide access to the site and links to key destinations within Cambridge. **Figure 3** shows the cycle routes in the immediate vicinity of the site.

2.15 It is anticipated that employees cycling to the site will route predominately from either Cambridge Railway Station, Mill Road, Trumpington Park and Ride and the Busway, or from residential areas. Future residents may also route via Cambridge town centre.

2.16 To access the site from the west, cyclists will be able to route from Hills Road using the local cycle connections route onto the residential roads including Glisson Road and heading east on Lyndewode Road before reaching Devonshire Road.

2.17 Hills Road features on road cycle lanes in both directions of approximately 1.5km width. The northbound cycle lane is a mandatory cycle lane and the southbound lane is advisory with a dashed line.

2.18 To the east of the site, cyclists can access the site via Brooks Road using the local cycle route or via the Cambridge Guided Busway route, which connects to Trumpington. The cycle route follows the busway and provides a safe and segregated route suitable for cyclists of all abilities.

2.19 In addition to the above, the dockless bike sharing scheme Mobike operates within Cambridge, with bikes often readily available for hire at key transport interchanges such as Cambridge Railway Station, bus stops along Station Place and within the city centre.

Emerging proposals

2.20 At a more strategic level, the proposed Chisholm Trail is set to open in 2021. The trail will offer a new, predominantly off-road cycling route between Cambridge Railway Station, Addenbrooke's Hospital and the Biomedical Campus in the south, and Cambridge North Railway Station, the Cambridge Business Park and Cambridge Science Park in the north.

2.21 The Chisholm Trail is proposed to follow the railway line to the east of the site and provide a quicker and safer route for employees of the site to access both Cambridge Railway Station and Cambridge North Railway Station.

2.22 The site will therefore accommodate the future Chisholm Trail. Multiple pedestrian and cyclist entrances will also be provided along the eastern boundary of the development to allow for access to/from the development onto the Chisholm Trail. Further details will be provided in Section 4 of this report.

Public transport

2.23 The location of the site offers a high level of accessibility to several modes of public transport which provide regular services for existing employees.

Bus Services

2.24 The nearest bus stops to the site named 'Gwydir Street' are located circa 160-260m (approximately a 2-3 minute walking distance) to the north-west of the site. Both stops provide a flag stop pole. The eastbound stop also provides a bus shelter with timetable information for passengers.

2.25 Both stops are served by the '2 citi' bus service, which routes between Addenbrooke's Hospital to Ely stopping at key destinations in the city centre and routing via the residential outskirts of Cambridge.

2.26 In addition to the above, the Cambridge Rail Station bus stops are located approximately 600-700m to the south of the site, accessible in a maximum 9-minute walking distance. The bus services available from these stops are listed in **Table 2.1**.

Table 2.1: Summary of local bus services

Number	Route	Approximate Frequency (per hour*)		
		Mon-Fri	Sat	Sun
Gwydir Street				
2 Citi	Cambridge City – Ely – Addenbrooke's	4	4	2
Cambridge The Busway Railway Station (Stops 1-9)				
A	Trumpington P&R – Hinchingbrooke	3	3	2
B	Trumpington P&R – Hinchingbrooke	3	3	2
C	Trumpington P&R – Hinchingbrooke	6	n/a	n/a
PR4	Cambridge City Cenre – Babraham Road P&R	6	6	6
U Universal	Madingley Road, P&R to Addenbrooke's Hospital	10	4	2
X2	Corby to Cambridge Rail Station	2 evening services	n/a	n/a
X3	Huntingdon to Cambridge Rail Station	1	1	1
1	Arbury – Fulbourn	6	6	2
3	Fison Road – Cherry Hinton	3 morning services, 3 evening services	2 morning services, 3 evening services	1 morning service, 3 evening services
7	Saffron Walden – Cambridge	3	3	1
13	Cambridge – Haverhill	5 evening services	5 evening services	n/a
13A	Cambridge – Haverhill	1	1	n/a
132	Cambridge – Duxford – Saffron Walden	n/a	n/a	1 service every 120 mins

2.27 In addition to the frequent services provided by the 2 citi bus service, **Figure 4** provides an overview of the bus services which are available in the immediate area surrounding the site.

2.28 The Cambridgeshire Guided Busway routes from Hills Road (A1307) between Huntingdon, St Ives, Cambridge and Trumpington Park and Ride. The Busway offers a direct link to Trumpington Park and Ride, Cambridge Science Park, Biomedical Campus, Northstowe and St Ives with services running every 15 minutes.

2.29 Trumpington Road also provides bus stops along its length, which are served by the Park and Ride service. The Park and Ride site on Trumpington Road is served by a total of 8 bus routes, which allow access into Cambridge and the surrounding villages.

2.30 A bus and coach station is also provided on Drummer Street, in the centre of Cambridge. This station provides access to 24 bus services, including guided busway routes and services to residential areas in the wider area. This bus station is a 16-minute walk from the site, or can be accessed in circa 9 minutes through local bus services.

Rail Services

2.31 Cambridge Railway Station is located a short distance to the south of the site (600m from the centre of the site). The station can be reach within an 8-minute walk whereby pedestrians and cyclists can route from the site heading south on Devonshire Road, before utilising the existing cycle path into Cambridge Railway Station car park. Pedestrian crossing points are also provided with dropped kerbs and tactile paving for visually impaired pedestrians. The site is therefore highly accessible by rail mode.

2.32 Cambridge Railway Station provides a strategic link between Cambridge and other major cities including London, Brighton, Birmingham and Norwich. Direct train services run from Cambridge to London at a 30-minute frequency throughout the day, with the journey taking approximately 1 hour and 15 minutes. This provides a strong connection for commuting and business purposes.

2.33 Additionally, the station is served by routes which make stops at towns and villages in the local area which is beneficial to encouraging sustainable commuting into Cambridge.

2.34 The station provides 2,850 cycle parking spaces within the CyclePoint bike park offering sheltered and secure parking.

2.35 A summary of the frequency of services available at Cambridge Railway Station serves these stops is set out in **Table 2.2**.

Table 2.2: Summary of rail services

Destination	Calling Points	Approximate Frequency (per hour*)		
		Mon-Fri	Sat	Sun
Cambridge North	London Liverpool Street, Tottenham Hale, Cheshunt, Broxbourne, Harlow Town, Bishops Stortford, Audley End, Whittlesford Parkway, Cambridge, Cambridge North	4	5	3
London Kings Cross	Ely, Cambridge North, Cambridge, London Kings Cross	3	2	2
Norwich	Stansted Airport, Audley End, Whittlesford Parkway, Cambridge, Cambridge North, Ely, Brandon, Thetford, Attleborough, Wymondham, Norwich	1	1	1
Brighton	Cambridge, Royston, Ashwell & Morden, Baldock, Letchworth Garden City, Hitchin, Stevenage, Finsbury Park, London St Pancras International, Farringdon, City Thameslink, London Blackfriars, London Bridge, East Croydon, Gatwick Airport, Three Bridges, Balcombe, Haywards Heath, Burgess Hill, Brighton	2	2	0
Kings Lynn	London Kings Cross, Cambridge, Cambridge North, Waterbeach, Ely, Littleport, Downham Market, Watlington, Kings Lynn	1	1	1
Ipswich	Cambridge, Dullingham, Newmarket, Bury St Edmunds, Thurston, Elmswell, Stowmarket, Needham Market, Ipswich	1	1	1
Birmingham New Street	Stansted Airport, Cambridge, Ely, March, Peterborough, Stamford (Lincs), Oakham, Melton Mowbray, Leicester, Narborough, Hinckley (Leics), Nuneaton, Coleshill Parkway, Water Orton	1	1	1

*Note: Services may vary due to Covid-19

Emerging proposals

Cambridge South East Transport proposals

2.36 The Cambridge South East Transport project aims to provide better public transport, walking and cycling options for those who travel in the A1307 and A1301 area, improving journey times and linking communities and employment sites in the area south east of Cambridge.

2.37 The project is made up of two phases. Phase 1 looks at road safety, walking, cycling and bus priority measures along the A1307 between Haverhill and Cambridge. As part of Phase 1, a continuous shared-use path for pedestrians, cyclists and horse riders is proposed from Cambridge to Linton and will form part of the Linton Greenway. This will provide a link for future employees from the site to Haverhill, passing through the residential areas of Babraham, Great Abington, Linton and Horseheath.

2.38 Phase 2 of the scheme involves a new public transport route from the A11 via Sawston and Shelford to the Cambridge Biomedical Campus. Alongside this new public transport route will be a new path for walkers, cyclists and horse riders, similar to the one along the existing guided busways. The proposals also include a new travel hub near the A11/A1307 junction. This travel hub would be in addition to the existing Babraham Road Park and Ride and would provide a minimum of 2,000 car and 200 cycle parking spaces, which will be convenient to employees and visitors of Devonshire Gardens.

South West Travel Hub

2.39 The Cambridge South West Travel Hub Project includes the review and development options for Travel hub facilities, creation of new Travel Hub locations and enhance or upgrade of existing facilities.

2.40 The Trumpington Travel Hub site currently provides a means of access into the city via bus for those traveling by car into Cambridge via the M11 Junction 11 from the south. As part of the South West Travel Hub Project, the Trumpington Park and Ride has been expanded in May 2020 to provide additional 274 car parking spaces.

2.41 A new Travel Hub site at Junction 11 named the ‘South West Travel Hub’ has also been proposed and is currently under consideration (planning ref: CCC/20/040/FUL). The proposed development would include a Travel Hub with 2,150 car parking spaces and a segregated public transport route which would provide a link between the Travel Hub to the west of the M11 and the A1309/Hauxton Road north of the M11, bypassing M11 J11. The development would also provide 326 cycle parking spaces.

2.42 With the upgrade of the existing provision at Trumpington Park and Ride and the proposed South West Travel Hub, this would provide the future employees and visitors of Devonshire Gardens with more travel options in order to access the site. This may be a realistic and viable travel option for both future employees or visitors who live outside of Cambridgeshire or do not have access to a range of sustainable transport modes.

Local highway network

Devonshire Road

2.43 Devonshire Road predominately runs along the western perimeter of the site in a north/south direction and provides access from to the site from the wider road network, connecting to Mill Road to the north of the site and Tenison Road to the south-west.

2.44 The road consists of a single carriageway subject to a speed limit of 20mph and is also a designated CPZ (Tenison CPZ), with restrictions from Monday to Saturday (09:00-20:00) for residential car parking permit holders only. The permitted residential permit holder parking is marked with dedicated on street parking bays on the western carriageway (northbound) of Devonshire Road. The permit holder parking continues along the northern carriageway of Devonshire Road upon meeting Tenison Road.

2.45 In addition to the above, the northern section of Devonshire Road towards Mill Road on the western carriageway, on street pay and display parking is permitted within allocated bays (Monday to Saturday, 09:00-17:00), with a maximum stay of four hours. This is also present on the northern carriageway of Devonshire Road at the junction with Tenison Road.

2.46 Double yellow lines are also present on both sides of the carriageway upon entering Devonshire Road from Mill Road to the north and on the bend of Devonshire Road, in close proximity to the dedicated cycle path entrance to Cambridge Rail Station car park.

2.47 Single yellow lines are present along the entire eastern/southern extent of Devonshire Road (excluding whereby the double yellow lines are present) which enforce a no waiting restriction from Monday to Saturday (09:00-17:00).

2.48 There is a dedicated disabled badge holder parking space opposite the site on the western carriageway of Devonshire Road.

Mill Road

2.49 Approximately 100m to the north-west of the site, Devonshire Road adjoins Mill Road. Mill Road is a single carriageway subject to a speed limit of 20mph in proximity to the site. The road follows an east/west alignment routing from Brooks Road to the east of the site to Gorville Place to the west of the site towards the city centre.

Tenison Road

2.50 Routing approximately 500m south-west from the site, Devonshire Road adjoins Tenison Road in the form of a priority junction. Tenison Road runs between Mill Road and Station road and is subject to a 20mph speed limit.

2.51 Tenison Road is also contained within a CPZ, with restrictions from Monday to Saturday (09:00-20:00) for residential car parking permit holders only.

Highway safety

2.52 Personal Injury Collision (PIC) data has been obtained for the latest 5-year period from CCC. CCC do not provide causation information to specifically identify the nature of the incident at individual junctions. However, a summary based on the information available has been made. The full data is provided at **Appendix A.**

2.53 Within the local area, a total of 64 collisions have been identified. There have been no fatal collisions recorded in the area during the five-year period. A total of 14 accidents were classified as Serious and the remaining 50 as Slight in severity. Given the large extent and quantity of data, as shown in the map provided at **Appendix A**, for the purposes of the assessment the Devonshire Road/Mill Road/Kingston Street junction, Devonshire Road (including the site access junction) and the Devonshire Road/Tenison Road junction have been considered further. A summary of the accidents at these locations is provided in **Table 2.3**.

Table 2.3: Collision Data Summary

Cluster Junction Location	Police Ref	Date	Sev	Veh	Cas	Ped	Cyclist	Other
Kingston St/Mill Road/Devonshire Rd Junction	151115	22.07.15	Slight	2	1		1	
	151969	03.12.15	Slight	2	1		1	
	16197	16.02.16	Slight	2	1		1	
	16398	11.03.16	Slight	2	1		1	1 (Child)
	1665918	15.04.16	Slight	2	1		1	
	16102528	28.07.16	Serious	2	1		1	
	17146819	05.01.17	Slight	2	1			
	18260784	20.01.18	Slight	1				1 (P2W)
	18313139	15.06.18	Serious	1	2	1		1 (P2W)
	18340191	18.10.18	Slight	2	1		1	
	18806214	16.12.18	Slight	2	1		1	
	18805900	18.12.18	Serious	2	1		1	
	19891336	01.10.19	Serious	2	1		1	
	19905599	07.11.19	Slight	2	1		1	
Site Access	15258	03.03.15	Slight	2	1		1	1 (Child)
Devonshire Road	17202176	27.06.17	Serious	1			1	
	17215894	10.08.17	Slight	1			1	
	19898114	13.11.19	Slight	1			1	
Devonshire Road/Tenison Road Junction	1683180	12.05.16	Serious	1			1	
	19864119	01.08.19	Slight	1			1	

2.54 The information presented in **Table 2.3** and at **Appendix A** shows that of the recorded cycling accidents nine included turning movements.

2.55 Six accidents involving cyclists were detailed as having wet conditions which may have contributed to causation. Equally the dark conditions for all six of the accidents may be relevant.

2.56 Whilst not provided in detail, a review of the recorded accidents was undertaken with CCC in pre-application meetings with reference to the description of the incident.

2.57 In reviewing the description of accidents, no common causation was identified. Many accidents were caused by clear human error, poor driver behaviour or potentially inattentive road users. Further, the accidents are spread across the junction i.e. not clustered in a single location that might identify a common issue.

2.58 In conclusion, no common location or causation of recorded accidents has been identified. The number of accidents recorded is also not excessive given the urban location of the junction and movements it accommodates.

Local car parking

2.59 **Figure 5** shows both parking restrictions and nearby available car parking facilities in the immediate proximity of the site.

2.60 As shown in **Figure 5,** nearby Enterprise Car Club parking spaces are located on Great Eastern Street, St Philip's Road and Thoday Street.

2.61 In addition to the above, the Gwydir Street Car Park is accessible within a 3-minute walking time from the site. The car park provides 38 spaces including 1 disabled parking bay, with a maximum stay of two hours.

2.62 Cambridge Rail Station also provides 441 car parking bays and 24 dedicated disabled parking bays. The car park operates 24 hours a day with season tickets available. It is noted that this car park is principally for commuter use. Disabled car parking is free of charge.

2.63 **Figure 6** displays both the existing and proposed residential parking schemes and nearby public car parks accessible within a 2km catchment from the site. This Figure therefore provides a more strategic context for car parking in Cambridge, demonstrating the public car parks available which future employees or visitors could potentially use if arriving into Cambridge by car.

2.64 As shown by **Figure 6**, Trumpington Park & Ride is within cycling distance from the site.

2.65 There is currently an ongoing application submitted by the Greater Cambridge Partnership to build a new Travel Hub at Trumpington Park & Ride which will provide 2,150 car parking spaces and 300 cycle parking spaces.

2.66 It is therefore reasonable to assume that due to the improvements in infrastructure within acceptable distance from the site future employees or visitors will utilise these facilities in order to park their vehicles and travel to the site by sustainable modes.

Local travel characteristics

How local residents travel (Census)

2.67 The 2011 Census data has been interrogated in order to establish the method of travel to a place of work with residents living in *'Cambridge 008'*. The results of this assessment are summarised in **Table 2.4** below with full details contained within **Appendix B**.

Table 2.4: Method of Travel to Work (residents)

Method of Travel to Work	Census Output Area (E02003726 - Cambridge 008)
Underground	0%
Train	10%
Bus	5%
Taxi	0%
Motorcycle	0%
Car Driver	19%
Car Passenger	1%
Bicycle	34%
On foot	29%
Other method of travel to work	0%
Total	**100%**

2.68 Based on the information presented above, it is evident that the majority of people that reside within *'Cambridge 008'* output area travel by cycling (34%). Walking shortly follows as the second most popular form of travel at 29%. 19% of people travel to work via car. Overall, 79% of people travel from the area by sustainable travel modes (public transport, walking and cycling) and as such the existing infrastructure can encourage people to travel by more sustainable modes.

How people working in the area travel (Census)

2.69 The 2011 Census data has been interrogated in order to establish the method of travel to a place of work within *'Cambridge 008'*. The results of this assessment are summarised in **Table 2.5** below with full details contained within **Appendix C**.

Table 2.5: Method of Travel to Work (workers)

Method of Travel to Work	Census Output Area (E02003726 - Cambridge 008)
Underground	0%
Train	6%
Bus	8%
Taxi	0%
Motorcycle	1%
Car Driver	44%
Car Passenger	5%
Bicycle	21%
On foot	13%
Other method of travel to work	0%
Total	**100%**

2.70 Based on the information presented above, it is evident that the majority of people that work within *'Cambridge 008'* output area travel by private vehicle (44%). However, it is noted that cycling shortly follows as the second most popular form of travel at 21%. 13% of people travelling to work also walk. Overall, 49% of people travel to the area by sustainable travel modes (public transport, walking and cycling) and as such the existing infrastructure can encourage people to travel by more sustainable modes.

Car ownership (Census)

2.71 The 2011 Census data has been interrogated in order to establish the levels of car ownership within *'Cambridge 008'*. The results of this assessment are summarised in **Table 2.6** below with full details contained within **Appendix D**.

Table 2.6: Car Ownership

Categories	Census Output Area (E02003726 - Cambridge 008)
No Cars or vans in household	45%
1 car or van in household	42%
2 cars or vans in household	11%
3 cars or vans in household	2%
4 or more cars or vans in household	0%
Total	**100%**

2.72 As detailed in **Table 2.5**, it is evident that the majority of residents living in output area *'Cambridge 008'* do not own a car or van. This therefore again implies that due to lower level of car ownership in the area, the location of the site offers multiple sustainable travel options and encourages travel via different modes of transport. There is a low demand or need to own a car.

3 Planning Policy

3.1 This section considers the proposed development in the context of relevant national and local policies.

3.2 In addition to relevant planning policy, it is also relevant to acknowledge the non-statutory City of Cambridge declaration of a Climate Change emergency on the 21 February 2019. Cambridgeshire County Council also declared a Climate and Environment Emergency in May 2019.

3.3 This section takes into account the following relevant policy documents:

- National Planning Policy Framework (2021);
- Third Cambridgeshire Local Transport Plan (2011 to 2031);
- Local Transport Plan Cambridge and Peterborough Combined Authority (2017);
- Transport Strategy for Cambridge and South Cambridgeshire (2014); and
- Cambridge Local Plan (2018).

National Planning Policy Framework (2021)

3.4 The National Planning Policy Framework (NPPF) was updated in July 2021 and sets out National planning policies for England and how they should be applied. The NPPF must be taken into account in preparing the development plan and is a material consideration in planning decisions.

3.5 The NPPF identifies that "*plans and decisions should apply a presumption in favour of sustainable development*" and for decision-taking this means:

"c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."

3.6 In terms of promoting sustainable transport the following paragraphs of the NPPF are considered relevant to the development proposal:

<u>Paragraph 104:</u>

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*

c) *opportunities to promote walking, cycling and public transport use are identified and pursued;*

d) *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*

e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."*

Paragraph 110:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*

b) *safe and suitable access to the site can be achieved for all users;*

c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and,*

d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

Paragraph 111:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Paragraph 112:

3.7 Within this context, applications for development should:

a) *"give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

Paragraph 113:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

Cambridgeshire Local Transport Plan (2011 – 2031)

3.8 The Third Cambridgeshire Local Transport Plan (LTP3), was adopted in March 2011 and amended in November 2014. The LTP3 spans the period between 2011-2026, providing a strategy and overarching aim to *"create communities where people want to live and work: now and in the future".*

3.9 It is noted that the document has been superseded by the Cambridgeshire and Peterborough Local Transport Plan (LTP). However, the documents been reviewed and taken into consideration within the proposed development.

3.10 The ambition of the LTP3 is guided by eight core objectives, which are summarised as follows:

- To increase the reliability of journey times
- Reducing the length of commutes, and need to travel by private car in the region;
- Making sustainable modes of transport viable and attractive;
- Future-proofing maintenance strategy and new transport infrastructure;
- Ensuring people are not socially excluded;
- Addressing the main causes of rod accidents in Cambridgeshire;
- Protecting and enhancing the natural environment; and
- Influencing national and local decisions on land use and transport planning.

3.11 The LTP3 considers the issues related to each of the objectives and translates them into a set of eight transport challenges. The challenges relevant to the proposed development are considered below.

- Challenge 2: Concerns the need to reduce the need to travel, length of commute and the attractiveness of the private car

- Challenge 3: Concerns improving the viability and attractiveness of sustainable modes of travel
- Challenge 7: Concerns the need to reduce the environmental impact of transport

Local Transport Plan (Cambridge and Peterborough Combined Authority) (2017)

3.12 The Cambridgeshire and Peterborough Combined Authority Local Transport Plan was development in consultation with Cambridgeshire County Council, the six District Councils (City of Cambridge, East Cambridgeshire, Fenland, Huntingdonshire, Peterborough and South Cambridgeshire), the Greater Cambridge Partnership, Highways England and Network Rail.

3.13 The documents sets out strategies and policies needed to secure growth and ensure that planned large-scale development can take place in the county in a sustainable way.

3.14 Although the document may be aimed at larger-scale developments, it provides an overall strategy and vision for managing transport at new developments and growth as a whole in Cambridge.

3.15 The vision is intended to capture the aspirations for Cambridgeshire and Peterborough's transport network, reflecting future ambition to provide:

- "*A world-class transport network*"– a transport system of the highest quality on a glocal stage, meeting the needs of residents, business and visitors.
- "*Sustainable growth*"– the network will support the delivery of future economic and housing growth across the region that enhances overall quality of life and protects or enhances the environment.
- *"Opportunity for all"* – the network should support access to jobs, services and education for all, irrespective of income, age, ability, location or access to a car.

3.16 The following objectives are defined to underpin delivery of the above goals and form the basis against schemes, initiatives and policies will be assessed:

- *"Employment – Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes by public transport*
- *Accessibility – Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all.*
- *Health & Wellbeing – Provide 'healthy streets' and high quality public realm that puts people first and promote active lifestyles.*
- *Air Quality – Ensure transport initiatives improve air quality across the region to exceed good practice standards.*
- *Environment – Deliver a transport network that protects and enhances our natural, historic and built environments.*

- *Climate change – Reduce emissions to as close as zero as possible to minimise the impact of transport and travel on climate change."*

3.17 In order to help guide new developments the Local Transport Plan also has a user hierarchy, outlining how consideration will be given to the needs of different transport modes. 'Active modes' of travel are privileged over all other forms of transport.

3.18 There is an overall aim within the Local Transport Plan which aligns with the NPPF to reduce the need to travel, particularly by private car, by providing attractive alternatives that support a significant shift to more sustainable forms of transport.

Transport Strategy for Cambridge and South Cambridgeshire (2014)

3.19 The Transport Strategy for Cambridge and South Cambridgeshire (TSCSC) was adopted with the objective that local councils plan together for sustainable growth and continued economic prosperity in the area.

3.20 The Transport Strategy for Cambridge and South Cambridgeshire seeks to address a wide range of transport challenges in the district of South Cambridgeshire, the city of Cambridge and the transport corridors beyond the district boundaries.

3.21 The document was adopted in March 2014 and identifies ways to improve transport conditions up to 2031. The overall vision of the strategy is for Cambridge and the surrounding area of South Cambridgeshire to be renowned for its efficient, accessible and sustainable transport system in order to ensure sustainable growth and continued economic prosperity in the area.

3.22 With 44,000 new jobs and 33,000 new homes to be created by 2031, this strategy sets out a plan to cope with the associated demand in transport. The document therefore strategizes how to encourage the use of public transport, walking and cycling to catalyse a modal shift away from the private car.

3.23 The strategy contains details of major schemes proposed in the short, medium and longer term, including the following:

- Aims to achieve more journeys to be made by bus, train, bike, and on foot so that traffic levels are not increased;
- Extra capacity for traffic to travel round the outskirts of Cambridge, so that road space into and across the city can be prioritised for buses, cyclists and pedestrians;
- Additional Park and Ride options on the fringes of Cambridge, to reduce the amount of unnecessary traffic travelling through the city;
- Ensuring public transport, cycling and walking are the best ways of getting around and across the area, since they will be quicker and more convenient than by car;
- Reducing car traffic by using a variety of techniques, which may mean limiting the available road space for cars;

- Enabling people to use public transport for at least some of their journey into Cambridge or surrounding towns, by creating a frequent, quality service across major routes; and
- Developing local transport solutions with communities, which link to public transport along key routes.

Cambridge Local Plan (October 2018)

3.24 The Cambridge Local Plan (CLP) was adopted in October 2018 succeeding the 2006 Cambridge Local Plan, setting out the vision, objectives and strategy for the future development and spatial planning requirements of Cambridge up to 2031.

3.25 Section 2 'The Spatial Strategy' sets out the high-level vision for Cambridge by the year 2031, Section 3 'City Centre, Areas of Major Change, Opportunity Areas and site specific proposals' identifies areas for development, Section 5 'Supporting the Cambridge economy' details policies for protecting, expanding and creating new economic developments and Section 9 'Providing Infrastructure to Support Development' sets out how all development should have accessible transport and infrastructure. The transport policies of relevance to the development have been detailed below.

3.26 The site is allocated for development in the Cambridge City Local Plan 2018 as "R9 Travis Perkins Devonshire Road" under the proposals schedule. This closely aligns with Policy 24, "The Mill Road Opportunity Area" which recognises R9 and weaves this into the aspirations for a high quality environment for residents, trader and local businesses.

3.27 The spatial strategy for the adopted Local Plan spatial makes it very clear that the City has adopted a "compact city model" based on fully utilising brownfield sites enabling the City to move towards a more sustainable model of development.

Section 2 'The Spatial Strategy'

Policy 1: The presumption in favour of sustainable development

"The presumption in favour of sustainable development When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained within the National Planning Policy Framework (NPPF, 20125). It will always work proactively with applicants to jointly find solutions, so that proposals can be approved wherever possible, and to secure development that improves the economic success and quality of life and place in Cambridge."

Policy 2: Spatial strategy for the location of employment development

"Employment development will be focused on the urban area, Areas of Major Change, Opportunity Areas and the city centre. The Council's aim is to ensure sufficient land is available to allow the forecast of 22,100 new jobs in Cambridge by 2031, including some 8,800 in B-use class (offices and industry)."

Policy 3: Spatial strategy for the location of residential development

"The overall development strategy is to focus the majority of new development in and around the urban area of Cambridge, creating strong, sustainable, cohesive and inclusive mixed-use communities, making the most effective use of previously developed land, and enabling the maximum number of people to access services and facilities locally.

Provision will be made for the development of not less than 14,000 additional dwellings within Cambridge City Council's administrative boundary over the period from April 2011 to March 2031 to meet the objectively assessed need for homes in Cambridge."

Policy 5: Sustainable transport and infrastructure

"Development proposals must be consistent with and contribute to the implementation of the transport strategies and priorities set out in the Cambridgeshire Local Transport Plan (LTP) and the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC). Cambridge City Council, Cambridgeshire County Council and developers will work together to achieve the objectives and implement the Cambridge specific proposals in the LTP and the TSCSC, with particular emphasis on securing modal shift and the greater use of more sustainable forms of transport.

More specifically, the following will be supported in principle:

- *promoting greater pedestrian and cycle priority through and to the city centre, district centres and potentially incorporating public realm and cycle parking improvements;*
- *promoting sustainable transport and access for all to and from major employers, education and research clusters, hospitals, schools and colleges;*
- *working with partners in supporting the TSCSC's aim for a joined-up, city-wide cycle and pedestrian network by addressing 'pinch-points', barriers and missing links;*
- *linking growth to the proposed city-wide 20 mph zone; and*
- *easing pressure on the air quality management area (AQMA) in the city centre."*

Section 3 'City Centre, Areas of Major Change, Opportunity Areas and site specific proposals'

Policy 24: Mill Road Opportunity Area

Section 3 identifies opportunities for redevelopment or improvement within the city centre itself or at the edge of the city centre. This includes Policy 24 Mill Road, which is identified as an opportunity area. The Travis Perkins site is allocated as a potential site to bring forward new development, with a specific allocation under residential uses.

Policy 24 states that "*Development proposals along Mill Road Opportunity Area, identified in Figure 3.10, will be supported if they add to the vitality and viability of the street and protect and enhance its unique character, including the development of arts and cultural facilities."*

In addition to the above, it is stated that development proposals will deliver a series of coordinated streetscape and public realm improvements which:

- *"take an approach to street design consistent with Manual for Streets 1 and 2 and their successor documents, creating a low-speed traffic environment to restore the balance between people and vehicles;*
- *emphasise 'place making' over vehicle movement, in particular at junctions, through the use of tighter geometry and radii, to reduce speeds and to reclaim public realm;*
- *create a series of public realm improvements based around junctions and crossings in the road network, which respond to key spaces and buildings;*
- *create clear gateways/entry points into existing and new residential neighbourhoods;*
- *create a more comfortable and simplified pedestrian environment by providing improved pavements and more direct crossings that respond to key desire lines; and*
- *use an appropriate and durable palette of materials."*

Section 5 'Supporting the Cambridge economy'

Policy 40: Development and expansion of business space

"New offices, research and development and research facilities are encouraged to come forward within the following locations:

- *in the city centre and the Eastern Gateway, providing they are of an appropriate scale and are part of mixed-use schemes with active frontage uses where practicable at ground floor level;*
- *in the areas around the two stations (defined and subject to policies in Section Three); and*
- *research, and research and development facilities will be supported in the Cambridge Biomedical Campus (including Addenbrooke's Hospital), and at the West Cambridge site, provided they satisfy relevant policies in Section Three of the plan.*

Proposals for the development of these uses elsewhere in the city will be considered on their merits and alongside the policies in Section Three of the plan."

Section 9 'Providing Infrastructure to Support Development'

Policy 80: Supporting sustainable access to development

Policy 80 states that development will be supported where it demonstrates that prioritisation of access is by walking, cycling and public transport, and is accessible for all. This will be achieved by:

- *"ensuring major developments on the edge of the city and in the urban extensions are supported by high quality public transport linking them to Cambridge's city centre and major centres of*

employment. The public transport links should be within walking and cycling travel distance of the development;

- *supporting public transport, walking and cycling to, from and within a development by:*
  1. giving priority to these modes where there is conflict with cars;
  2. conveniently linking the development with the surrounding walking, cycling and public transport networks;
  3. prioritising networks of public transport, pedestrian and cycle movement so these are the best and safest means of moving around Cambridge. Areas where public transport, pedestrian and cycle movement is difficult or dangerous will be improved and, where possible, have further capacity for these sustainable modes provided;
  4. ensuring accessibility for those with impaired mobility; and
  5. safeguarding existing and proposed routes for walking, cycling, and public transport, including the Chisholm Trail, from development that would prejudice their continued use and/or development. In addition, funding for high quality physical provision of these routes will be required, both within and adjacent to the proposed developments. The proposed routes are identified in Cambridgeshire County Council's Transport Strategy for Cambridge and South Cambridgeshire and on Figure 9.1 of this plan.
- *ensuring that any development requiring a new road or road access accords with the following:*
  6. it is designed to give high priority to the needs of pedestrians and cyclists, including their safety; 7. it restricts through access for general motor traffic where appropriate;
  8. it discourages speeding;
  9. it discourages inappropriate car-based links within the network, but encourages non-car based links;
  10. it minimises additional car traffic in the surrounding area; and
  11. there is safe and appropriate access to the adjoining road, pedestrian and cycle networks."

Policy 81: Mitigating the transport impact of development

This policy states that for new developments, sufficient transport impact assessment should be undertaken. This should take the form of transport assessments for schemes above the thresholds set in the latest CCC guidance.

Policy 82: Parking Management

Planning permission will not be granted for developments that would be contrary to the parking standards set out in Appendix L.

However, car-free and car-capped development is acceptable in the following circumstances:

- *"where there is a good, easily walkable and cyclable access to a district centre or the city centre;*
- *where there is high public transport accessibility; and*
- *where the car-free status of the development can realistically be enforced by planning obligations and/or on-street parking controls."*

3.28 The maximum car parking standards as set out in Appendix L are summarised in **Table 3.1**.

Table 3.1: Cambridge Local Plan Appendix L Car Parking Standards

Type of Development	Car Parking	Designated Blue Badge Parking Bays		
	Inside Controlled Parking Zone	Provision from the outset		Future Provision
		Number of spaces for each employee/resident who is a disabled motorist	Number of spaces for visiting disabled motorists	
Residential (Up to 2 bedrooms and 3 or more bedrooms)	1 space per dwelling Visitor parking should be provided at a ratio of 1 space: 4 units	At least 1 accessible/ off-street car parking bay designated for blue badge holders	n/a	n/a
Offices	1 space per 100sqm GFA + disabled car parking	1	5% of the total capacity	A further 5% of the total capacity
Crèches	1 space for every 3 staff			

3.29 The minimum cycle parking standards as set out in Appendix L of the Local Plan are summarised in **Table 3.2**.

Table 3.2: Cambridge Local Plan Appendix L Cycle Parking Standards

Type of Development	Minimum cycle parking standard
Residential	1 space per bedroom up to 3 bedroom dwellings Then 3 spaces for 4 bedroom dwellings, 4 spaces for 5 bedroom dwellings etc Some visitor parking on merit Visitor cycle parking next to main entrances to block of flats Visitor cycle parking in the form of a wall ring/bar or Sheffield stand at the front of individual houses must be provided where cycle parking provision is located in the back garden
Offices	2 spaces for every 5 members of staff or 1 per 30sqm Gross Floor Area (whichever is greater), Some visitor parking on merit
Crèche	2 spaces for every 5 members of staff 1 visitor space per 5 children An area to be provided for the parking of cargo bicycles/trailers

Summary

3.30 As summarised above, both National and Local planning policy encourages sites which are accessible by sustainable modes. The proposals comply with these policies by siting the proposed development in a location that is accessible by non-car modes.

3.31 The site has excellent transport connections located in close proximity to the nearby bus and cycle routes, alongside Cambridge Railway Station accessible in a short walking distance from the site. The site therefore demonstrates its accessibility by non-private modes of travel.

3.32 The site will also aim to reduce its environmental impact by limiting its car parking provision and following the level of cycle parking, according with local standards. Therefore, the majority of employees are anticipated to arrive at the site on foot, by bike and by public transport.

4 Development Proposals

4.1 This section of the report describes the development proposals including the proposed access arrangement, details of cycle parking and how deliveries and servicing arrangements will be accommodated.

Development schedule

4.2 The proposal would see the provision of a mixed-use development with new homes and office facilities, together with community uses such as a Crèche.

4.3 The proposed site layout is presented in the plan prepared by BGY contained in **Appendix E**.

4.4 The quantum of the proposed development is shown in **Table 4.1** below.

Table 4.1: Development Quantum

Office			
Floorspace (sqm)			**Total**
12,435			12,435
Crèche			
Floorspace (sqm)			**Total**
288			288
Residential			
No of Beds			
1 Bed	**2 Beds**	**3 Beds**	**Total**
56	43	1	100

Pedestrian and cycle access

4.5 There will be multiple points of pedestrian and cyclist access into the site, with entrances located off Devonshire Road and further accesses on the eastern boundary of the development from the future Chisholm Trail. This will allow for the ease of anticipated pedestrian and cyclist movements to and from the site in contrast to the existing access arrangements, which are designed to prioritise the needs of vehicles.

4.6 The layout of the site is such that existing trees along Devonshire Road will be retained wherever possible. The main access points are designed to minimise disruption to trees as far as practicable.

4.7 At the southern end of the site, pedestrians and cyclists will be able to enter via a new access from Devonshire Road. The route leads directly towards the proposed Creche and through to the courtyard area where access to wider blocks is available.

4.8 Along the frontage of the site a new 3.0m wide footway is proposed which runs parallel to the existing footway along Devonshire Road. This provides access to the residential entrance points that front

Devonshire Road and provides an alternative north-south route for those using Devonshire Road. The footway will be secure in so far as it will be overlooked by the homes that front the route and the landscaping between the footways will be sufficiently thin to allow good visibility.

4.9 A further access point at the northern end of the site is proposed. Pedestrians will be able to access the site directly from the Devonshire Road footway with cyclists able to access via the crossover of the footway.

4.10 The access points from Devonshire Road provide access for pedestrians and cyclists for the access opportunities that are available at the time of the planning application. In line with the Local Plan policy, the eastern boundary of the site will safeguard space to facilitate the future alignment of the Chisholm Trail. A 5m wide corridor is proposed between the building edge and the boundary fence alongside the railway tracks.

4.11 The safeguarding of the Chisholm Trail route on the eastern boundary meets the key Local Plan policy and will ensure that an essential section of the Chisholm Trail can be delivered.

4.12 The layout of the site makes provision for future connection to the Chisholm Trail. Users will be able to travel east-west across the site providing connections to Devonshire Road at both the northern end of the site and the southern end via the proposed southern access. In addition, direct access through to the site is possible at several locations. Essentially, the cycle hub is directly accessible from the Chisholm Trail route which will make access for cyclist convenient and attractive.

Vehicular access

4.13 The existing vehicular access from Devonshire Road will be removed and replaced with two new access points.

4.14 The proposed access points are presented in preliminary design drawings contained in **Appendix F**.

4.15 The northern access is proposed to be provided approximately 15m to the south of the existing access. A crossover of the footway is proposed to prioritise the movements of pedestrians. The access will facilitate smaller but more regular delivery vehicles, taxis, access to the disable parking space and other vehicles dropping or collecting people.

4.16 The access is located close to an existing speed cushion on Devonshire Road. It is proposed to replace this with a raised table which will provide easier access into the site for cyclists and add to the character of the street but providing a larger traffic calming measure.

4.17 Pedestrian visibility splays of 2.0m by 2.0m are identified to footways. Vehicle visibility splays of 2.4m by 25m are shown which is in accordance with the 20mph speed limit on Devonshire Road.

4.18 The southern access is proposed to provide access for smaller but regular delivery vehicles, refuse vehicles and access to the disabled parking and car club spaces. Taxis and other vehicles will also be able to enter and exist the site in this location.

4.19 As with the northern access, the access has been designed as a vehicle crossover of the footway to prioritise pedestrian movements and make access on foot more convenient.

4.20 Swept path analysis of a 7.5t delivery vehicle showing that both the accesses can accommodate the movement of delivery vehicles has been prepared and is presented in **Appendix G**.

4.21 Pedestrian visibility splays of 2.0m by 2.0m are identified to footways. Vehicle visibility splays of 2.4m by 25m are shown which is in accordance with the 20mph speed limit on Devonshire Road.

Facilities for cyclists

4.22 Devonshire Gardens will deliver high quality facilities for cyclists that will help reinforce cycling as a primary mode of travel for residents, employees and visitors. Cycle parking facilities that are specifically dedicated for employees and visitors associated with the office use and separately for residents and visitors is proposed.

4.23 With regard to cycle parking, provision will comply with the standards set by Cambridge City Council Local Plan (2018), Appendix L as referenced in **Table 3.2**.

4.24 For the office development, high-quality end of journey facilities are proposed within Block C. The end of journey facilities will comprise 16 showers (2 of which will be suitable for disabled users) and 160 lockers. The facilities will be split evenly and dedicated for male and female users.

4.25 For the office buildings, a dedicated Cycle Hub is proposed between blocks B and C. The Hub can be accessed from within the internal courtyard or from the eastern side where the Chisholm Trail is proposed.

4.26 A total of 433 cycle parking spaces are proposed. Within the Cycle Hub provision will comprise:

- 292 double stacker spaces
- 42 Sheffield stand spaces
- 21 spaces for larger cycles, trailers, cargo bikes etc

4.27 A further 78 Sheffield stand spaces will be provided within the courtyard which will be immediately accessible to visitors as well as employees.

4.28 The total of 120 spaces which are Sheffield stands exceeds the 20% Local Plan policy requirement. In addition, 5% are provided for larger bikes.

4.29 The proposed 104 new homes are provided across four individual blocks. Accordingly, cycle parking provision in proportion with the number and types of homes provided in each block is made.

4.30 The allocation of cycle parking spaces for each block is summarised in **Table 4.2**.

Table 4.2: Residential cycle parking provision

Block	Homes					General Cycle parking	Cargo spaces	Visitor spaces
	Studio	1	2	3	Total			
A	6	13	7	1	27	36	2	4
D		10	20		30	52	3	10
F		14	8		22	30	2	4
G	1	12	8		21	30	2	4
				Totals	**100**	**148**	**9**	**22**

4.31 Cycle parking for the new homes is provided as Sheffield Stands. These are generally located within the blocks where dedicated cycle parking facilities are provided. For block D, much of the cycle parking is provided within cycle parking buildings located either side of Block E. The buildings are covered and enclosed and will be lockable and secure.

4.32 Provision for large cycles such as Cargo bikes is made within each block with 5% of provision.

4.33 Visitor spaces are generally provided at 10% of the total for each block. All visitor spaces are located close to the entrance points of each block.

Car parking

4.34 The development is proposing to be 'car free' with the exception of the provision of two accessible on-site parking bays which will be allocated for disabled persons / blue badge parking. In addition, a car club space is proposed.

4.35 Policy 82: Parking management of the Local Plan outlines that 'car-capped development' i.e. provision below the maximum, is acceptable:

- *"d. where there is good, easily walkable and cyclable access to a district centre or the city centre;*
- *e. where there is high public transport accessibility; and*
- *f. where the car-free status of the development can realistically be enforced by planning obligations and/or on-street parking controls."*

4.36 Given the central location of the site within Cambridge which is walkable and cyclable to and from many origins and destinations, the proximity of existing and emerging public transport opportunities and where on-street parking restrictions exist locally, the car free proposal should be supported where it meets the appropriate policy requirements.

4.37 As alternatives for those that choose to drive, the Gwydir Street Car Park is accessible within a 3-minute walking time from the site. The car park provides 38 spaces including 1 disabled parking bay, with a maximum stay of two hours.

4.38 Pay and display car parking is also available on Devonshire Road and there is a dedicated bay for disabled car drivers to park. Whilst more directed to rail service users, the station car park is also close by.

Deliveries

4.39 The residential and commercial nature of the proposals are such that delivery vehicles will visit the site across the day. For future residents, deliveries will generally be characterised by deliveries from online shopping including groceries and less regular furniture or white goods. Office deliveries with generally be associated with the general operation of office and operational requirements of businesses.

4.40 Regular deliveries by vans and smaller sized vehicles is expected throughout the day and these are quantified in later sections of the report. However, deliveries by cycle through companies such as Deliveroo, or local logistics companies such as Zedify who utilise cargo bikes can be expected. The provision of visitor cycle parking will accommodate such deliveries.

4.41 The northern and southern access points both provide access to dedicated areas within the site that can be utilised by delivery vehicles. Space to enter and turn within the site and wait whilst making deliveries is proposed within the layout.

4.42 A swept path analysis is provided at **Appendix G** which demonstrates movements of a small panel van which is expected to be the most regular vehicle used to make delivered to and from the development.

4.43 The appointed site management company will be responsible for the management of vehicles within the site and liaise with all tenants to manage servicing and deliveries. They would be expected to ensure safe access for all users during periods of service activity.

4.44 In addition to the on-site delivery areas, provision is also made on Devonshire Road. Located to the north of the northern access to the site, area will be integrated as part of the proposed extended shared footway. The footway will become a shared space which will firstly prioritise pedestrian movements, whilst also meeting the servicing needs of the development. This will also provide an area which may be utilised by delivery vehicles associated with existing residents along Devonshire Road.

Refuse collection

4.45 For the blocks that front Devonshire Road, refuse collection will be from Devonshire Road. Collections from Block A will also be from Devonshire Road. Appropriate routes through the landscaped area that fronts Devonshire Road are proposed in order for collectors to reach the bin store from the street.

4.46 For blocks along the eastern boundary of the site, refuse vehicles will need to enter the site to ensure bins may ben collected within a suitable drag distance. A refuse vehicle will enter the site via the southern entrance point before travelling along the eastern boundary and turning between blocks C and D.

4.47 A swept path analysis is provided at **Appendix H** which demonstrates that a refuse vehicle can both access and egress the site in a forward gear.

Fire Tender access

4.48 Emergency vehicles may access the site via the vehicular access points on Devonshire Road. Fire tenders can turn within the central landscaped area and delivery vehicle turning area. To the south of the site, fire tenders may access the site and reach the eastern boundary of site.

4.49 A swept path analysis is provided at **Appendix I** which demonstrates that a Scania Fire Tender vehicle can both access and egress the site.

Devonshire Road

4.50 As part of pre-application discussions with the highway authority, confirmation was sought that the development would not fetter the ability to close Devonshire Road to through traffic in the future and were satisfied that the development will not do this.

4.51 Whilst the clear intentions to delivery the Chisholm Trail on the eastern side of the site, the potential for Devonshire Road to provide an alternative route has been put forward by the highway authority.

4.52 Railway Pension Nominees Limited are supportive of proposals to improve Devonshire Road and would similarly support restricting movements at the Mill Road junction.

4.53 Changes to Devonshire Road in this regard are subject to a number of variables. The Chisholm Trail, of which the development will safeguard a significant element, will naturally form the primary route for a high number of pedestrian and cycle movements from the north and also form the principal link to the south, including the railway station. The future of the Mill Road bridge closure is uncertain where long term restrictions here will clearly reduce vehicle movements on Devonshire Road. Accordingly, some flexibility in the preferred approach to Devonshire Road is required.

4.54 The applicant will provide an appropriate financial contribution towards the closure to cover the cost of delivery, consultation and the TRO process. The scheme can be implemented by the highway authority, if required, once certainty over the Chisholm Trail and Mill Road bridge is established. Should the Devonshire Road scheme not come forward, the funds can be used to deliver the Chisholm Trail.

5 Trip attraction, generation and distribution

5.1 This section of the report will consider the quantum of trips that are anticipated to be attracted by the existing use and proposed residential led mixed development.

5.2 In order to assess the proposed development, trips associated with the larger floorspace and new residential units and reduced car parking provision has been made.

5.3 Remaining trips reference the Census travel patterns and opportunities that may emerge or be available to future staff. Essentially this is split across active travel, recognising the investment in cycle parking and other facilities, and shared travel reflecting the proximity to the railways station and busway services, alongside the emerging proposals such as the south west Travel Hub which will be particularly relevant.

5.4 This methodology helps provide a forecast of trips and a comparison against existing trips associated with the current use to be made.

Vehicle trips associated with existing use

5.5 In order to quantify the number of vehicle trips that are likely attracted to the existing Travis Perkins, the TRICS database (version 7.4.4) has been interrogated using the following parameters:

- Inclusion of sites within England (excluding Greater London);
- Inclusion of weekday surveys only;
- Dated between 2012-2020;
- Sites with a gross floor area of between 600 to 12,966sqm (Retail, Builder's Merchant land use); and,
- Inclusion of town centre, edge of town centre and edge of town location.

5.6 The full results of the assessment are provided at **Appendix J**, whilst a summary of the existing peak hour trip generation for the site is provided in the table below.

Table 5.1: Existing Vehicular Trip Attraction

Time Period	Trip Rates (per 100 sqm)			Trips (3,200 sqm)		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak	0.393	0.278	0.671	13	9	21
PM Peak	0.008	0.062	0.07	0	2	2

5.7 As shown in **Table 5.1** above, it is anticipated that the existing site results in 21 two-way movements in the AM Peak and 2 in the PM Peak respectively. It is noted that in the AM Peak there are 5 two-way trips and zero in the PM Peak classified as HGVs.

Forecast trip attraction and generation

Residential

5.8 In order to quantify the number of person trips that are likely attracted to the proposed residential units, the TRICS database (version 7.4.4) has been interrogated using the following parameters:

- Inclusion of sites within England (excluding Greater London);
- Inclusion of weekday surveys only;
- Dated between 2012-2020;
- Sites with units between 6 to 150 (Residential, Private Flats land use); and,
- Inclusion of town centre and edge of town centre location.

5.9 The full results of the assessment are provided at **Appendix J**, whilst a summary of the proposed peak hour trip generation for the site is provided in the table below.

Table 5.2: Forecast Person Trip Attraction

Time Period	Trip Rates (per 1 unit)			Trips (100 Units)		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak	0.108	0.496	0.604	11	50	60
PM Peak	0.408	0.22	0.628	41	22	63

5.10 In order to determine the likely multi modal split of people travelling to and from the proposed residential units, reference has been made to the '*WU03EW – Location of usual residence and place of work by method of travel to work*' data within the 2011 Census for the Middle Output Area '*Cambridge 008*' as presented in **Table 2.4**.

5.11 The person trips presented in **Table 5.2** have been factored having regard to the 2011 Census data. The results of this are displayed in **Table 5.3**.

Table 5.3: Forecast Multi-Modal Trip Attraction

Journey Purpose	Travel to Work Data	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrive	Depart	Total	Arrive	Depart	Total
Train	10%	1	5	6	4	2	7
Bus	5%	1	3	3	2	1	3
Taxi	0%	0	0	0	0	0	0
Motorcycle	0%	0	0	0	0	0	0
Driving	19%	2	10	12	8	4	12
Car Passenger	1%	0	1	1	1	0	1
Cycle	34%	4	17	21	14	8	21
On foot	29%	3	14	17	12	6	18
Other	0%	0	0	0	0	0	0
Total	**100%**	**11**	**49**	**60**	**41**	**22**	**63**

5.12 **Table 5.3** shows the development trips unfettered by the limited car parking proposed.

5.13 The resulting adjusted mode shares and trip generation is presented in **Table 5.4**. The mode shares reflect the promotion of sustainable travel to the site including the increase in cycle parking and promotion of walking, cycling and bus routes to the site.

Table 5.4: Forecast Multi-Modal Trip Attraction

Journey Purpose	Travel to Work Data	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrive	Depart	Total	Arrive	Depart	Total
Train	15%	2	7	9	6	3	9
Bus	10%	1	5	6	4	2	6
Taxi	0%	0	0	0	0	0	0
Motorcycle	0%	0	0	0	0	0	0
Driving	0%	0	0	0	0	0	0
Car Passenger	1%	0	1	1	1	0	1
Cycle	39%	4	19	23	16	9	24
On foot	33%	4	17	20	14	7	21
Other	0%	0	0	0	0	0	0
Total	**100%**	**11**	**49**	**60**	**41**	**22**	**63**

5.14 As shown in **Table 5.4** above, the development proposals would expect to see an increase in travel to the site by sustainable modes, with 98% of residents travelling to work by bus, cycling, walking and by train.

Office

5.15 In order to quantify the number of person trips that are likely attracted to the proposed office, the TRICS database (version 7.4.4) has been interrogated using the following parameters:

- Inclusion of sites within England (excluding Greater London);
- Inclusion of weekday surveys only;
- Dated between 2012-2020;
- Sites with a gross floor area of between 178 to 8,793sqm (Employment, Office land use); and,
- Inclusion of town centre and edge of town centre location.

5.16 The full results of the assessment are provided at **Appendix J,** whilst a summary of the forecast peak hour trip generation for the site is provided in the table below.

Table 5.5: Forecast Person Trip Attraction

Time Period	Trip Rates (per 100 sqm)			Trips (12,435 sqm)		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak	2.298	0.224	2.522	286	28	314
PM Peak	0.218	2.075	2.293	27	258	285

5.17 In order to determine the likely multi modal split of people travelling to and from the proposed office, reference has been made to the '*WU03EW – Location of usual residence and place of work by method of travel to work*' data within the 2011 Census for the Middle Output Area '*Cambridge 008*' as presented in **Table 2.5**.

5.18 The person trips presented in **Table 5.5** have been factored having regard to the 2011 Census data. The results of this are displayed in **Table 5.6**.

Table 5.6: Forecast Multi-Modal Trip Attraction

Journey Purpose	Travel to Work Data	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrive	Depart	Total	Arrive	Depart	Total
Train	6%	18	2	20	2	16	18
Bus	8%	24	2	26	2	22	24
Taxi	0%	1	0	1	0	0	1
Motorcycle	1%	3	0	3	0	3	3
Driving	44%	127	12	140	12	115	127
Car Passenger	5%	13	1	15	1	12	13
Cycle	21%	61	6	67	6	55	61
On foot	13%	38	4	41	4	34	37
Other	0%	1	0	1	0	1	1
Total	**100%**	**285**	**28**	**313**	**27**	**258**	**285**

5.19 The resulting adjusted mode shares and trip generation is presented in **Table 5.7**. The mode shares reflect the promotion of sustainable travel to the site including the increase in cycle parking and promotion of walking, cycling and bus routes to the site.

Table 5.7: Forecast Multi-Modal Trip Attraction

Journey Purpose	Travel to Work Data	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrive	Depart	Total	Arrive	Depart	Total
Train	17%	50	5	55	5	45	50
Bus	19%	56	5	61	5	50	56
Taxi	0%	1	0	1	0	0	1
Motorcycle	1%	3	0	3	0	3	3
Driving	0%	0	0	0	0	0	0
Car Passenger	5%	13	1	15	1	12	13
Cycle	32%	93	9	102	9	84	93
On foot	24%	69	7	76	7	63	69
Other	0%	1	0	1	0	1	1
Total	**100%**	**285**	**28**	**313**	**27**	**258**	**285**

5.20 As shown in **Table 5.7** above, the development proposals would expect to see an increase in travel to the site by sustainable modes, with 94% of employees travelling to the site by bus, cycling, walking and by train.

Crèche

5.21 In order to quantify the number of person trips that are likely attracted to the proposed crèche, the TRICS database (version 7.4.4) has been interrogated using the following parameters:

- Inclusion of sites within England (excluding Greater London);
- Inclusion of weekday surveys only;
- Dated between 2012-2020;
- Sites with a gross floor area of between 400 to 750sqm (Education, Nursery land use); and,
- Inclusion of edge of town centre and suburban area location.

5.22 The full results of the assessment are provided at **Appendix J**, whilst a summary of the forecast peak hour trip generation for the site is provided in the table below.

Table 5.8: Forecast Person Trip Attraction

Time Period	Trip Rates (per 100 sqm)			Trips (288 sqm)		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak	5.714	1.916	7.63	16	6	22
PM Peak	2.151	4.168	6.319	6	12	18

5.23 In order to determine the likely multi modal split of people travelling to and from the proposed crèche, reference has been made to the '*WU03EW – Location of usual residence and place of work by method of travel to work*' data within the 2011 Census for the Middle Output Area '*Cambridge 008*' as presented in **Table 2.4**.

5.24 The person trips presented in **Table 5.8** have been factored having regard to the 2011 Census data. The results of this are displayed in **Table 5.9**.

Table 5.9: Forecast Multi-Modal Trip Attraction

Journey Purpose	Travel to Work Data	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrive	Depart	Total	Arrive	Depart	Total
Train	10%	2	1	2	1	1	2
Bus	5%	1	0	1	0	1	1
Taxi	0%	0	0	0	0	0	0
Motorcycle	0%	0	0	0	0	0	0
Driving	19%	3	1	4	1	2	3
Car Passenger	1%	0	0	0	0	0	0
Cycle	34%	6	2	8	2	4	6
On foot	29%	5	2	6	2	3	5
Other	0%	0	0	0	0	0	0
Total	**100%**	**16**	**6**	**22**	**6**	**12**	**18**

5.25 Given that the crèche will be principally serve those working at the office element of the scheme and nearby local residents, the mode share has been adjusted to account for no provision of car parking in line with the methodology presented within this report.

5.26 In addition to the above, as to avoid double counting of trips for employees arriving and departing from the office, a reduction factor of 75% has also been applied. This methodology therefore assumes that 75% of trips have already been accounted for via the office element of the scheme, with the remaining 25% of trips classed as new trips to the site from the local area.

5.27 The resulting adjusted mode shares and trip generation is presented in **Table 5.10**. The mode shares reflect the promotion of sustainable travel to the site including the increase in cycle parking and promotion of walking, cycling and bus routes to the site.

Table 5.10: Forecast Multi-Modal Trip Attraction

Journey Purpose	Travel to Work Data	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrive	Depart	Total	Arrive	Depart	Total
Train	15%	1	0	1	0	0	1
Bus	10%	0	0	1	0	0	0
Taxi	0%	0	0	0	0	0	0
Motorcycle	0%	0	0	0	0	0	0
Driving	0%	0	0	0	0	0	0
Car Passenger	1%	0	0	0	0	0	0
Cycle	39%	2	1	2	1	1	2
On foot	33%	1	0	2	1	1	2
Other	0%	0	0	0	0	0	0
Total	**100%**	**4**	**1**	**5**	**2**	**3**	**5**

5.28 As shown in **Table 5.7** above, the development proposals would expect to see 5 two-way trips in the AM Peak and 5 in the PM Peak respectively.

Total

5.29 The trips for the residential, office and crèche quantum of the development have been totalled and are provided in **Table 5.11**.

Table 5.11: Forecast Total Multi-Modal Trip Attraction

Journey Purpose	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Train	52	13	65	11	49	60
Bus	57	11	68	10	53	63
Taxi	1	0	1	0	1	1
Motorcycle	3	0	4	0	3	3
Driving	0	0	0	0	0	0
Car Passenger	14	2	15	2	12	14
Cycle	99	29	128	25	94	119
On foot	74	24	98	21	71	92
Other	1	0	1	0	1	1
Total	**300**	**79**	**379**	**69**	**283**	**352**

Note: Errors due to rounding

5.30 **Table 5.11** indicates that the proposed development is likely to result in the total of 379 two-way trips in the AM Peak and 352 trips in the PM Peak respectively.

Comparison of existing and forecast vehicle trips

5.31 **Table 5.12** sets out the net change in trips when comparing the existing and forecast vehicle trips.

Table 5.12: Net change in Total Multi-Modal Trip Attraction

Time Period	Trips		
	Arrive	Depart	Total
AM Peak	-13	-9	-21
PM Peak	0	-2	-2

5.32 The proposed redevelopment at the site is likely to result in an overall decrease in two-way vehicle trips, -21 in the morning peak period and -2 in the evening peak period.

Distribution of trips

5.33 As requested by CCC in pre-application discussions, a walking, cycling, bus and rail distribution analysis has been undertaken in order to determine the anticipated footfall on the roads in close proximity to the site.

5.34 In order to determine the likely distribution of people travelling to and from the proposed development, reference has been made to the '*WU03EW – Location of usual residence and place of work by method of travel to work*' data within the 2011 Census for the Middle Output Area '*Cambridge 008"*'.

5.35 The 'place of work' and 'usual residence' has been altered accordingly for each use at the site (residential versus office) and the distribution has been adjusted to concentrate on the middle super output areas of *'Cambridge'*, *'East Cambridgeshire'* and *'South Cambridgeshire'* and 10 surrounding districts which had the highest number of residents or employees travelling to and from the site respectively.

5.36 The distribution for the proposed ancillary crèche has been based on the census data set and resulting distribution for the residential element of the scheme, given that the scheme is residential led.

5.37 This methodology has been chosen in order to present the most realistic travel routes to the site by extracting the middle super output area data in the Cambridgeshire county, whereby a high proportion of future residents and employees are anticipated to travel to/from. By widening the search to local authority districts in England only including across Cambridge, the travel routes may become unrealistic or generalised and the final distribution may be affected by certain anomalies.

5.38 The key routes leading to Devonshire Gardens are presented in **Figure 7**. The labels are based on the directional basis of residents 'departing' the site, however it must be noted that two way movements are accounted for both the employee and residential element of the scheme for each route.

5.39 With consideration of the direction of origin, likely mode and a judgement over the likely route choice, the following proportions of trips for each route have been determined. The proportions of trips are based on the total arrivals, departures and two-way trips in each peak hour for each route against the total (rail, bus, cycling and walking) trips for arrival, departures and two-way.

Table 5.13: Forecast Multi Modal (Rail, Bus, Cycling and Walking) Trip Percentage Distribution

Route	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Devonshire Road (N)	45%	31%	42%	32%	44%	42%
Devonshire Road (S)	55%	69%	58%	68%	56%	58%
Mill Road (E)	13%	13%	13%	13%	13%	13%
Mill Road (W)	13%	6%	11%	6%	12%	11%
Kingston St	20%	12%	18%	12%	19%	18%
Station Place	29%	24%	28%	24%	29%	28%
Guided Busway	5%	10%	6%	9%	5%	6%
Cambridge Railway Line Crossing	8%	4%	7%	4%	8%	7%
Hills Road (N) via Brookgate/Station Place	9%	26%	12%	25%	10%	13%
Hills Road (S) via Glisson Road/Station Road and Tenison Road	4%	6%	4%	5%	4%	4%

5.40 The distributions for each mode of travel (walking, cycling, bus and rail) has been applied to the predicted trip generation as shown in **Table 5.4**, **Table 5.7** and **Table 5.10**.

5.41 The resulting trip generation for the office, residential units and crèche for the local roads surrounding the site is presented in **Table 5.14**. The trips have been combined for each mode of travel and shown as final pedestrian trips to/from the site. The full analysis is provided at **Appendix K**.

Table 5.14: Final Pedestrian Trip Distribution Analysis

Journey Purpose	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Devonshire Road (N)	127	24	151	21	118	139
Devonshire Road (S)	155	52	207	45	148	194
Mill Road (E)	36	10	47	9	34	43
Mill Road (W)	35	5	40	4	32	36
Kingston St	56	9	65	8	51	60
Station Place	82	18	100	16	77	93
Guided Busway	15	7	22	6	15	21
Cambridge Railway Line Crossing	22	3	25	3	20	23
Hills Road (N) via Brookgate/Station Place	24	20	44	17	26	43
Hills Road (S) via Glisson Road/Station Road and Tenison Road	11	4	16	4	11	15

Note: Errors due to rounding

5.42 **Table 5.14** indicates that the proposed development is likely to result in an increase of trips predominately to the south of the site via Devonshire Road, whereby pedestrians and cyclists will route onto Station Place in order to access the station and associated bus services, the guided busway or Hills Road via Tenison Road. Hills Road provides a strategic connection for cyclists routing from the north-west of the site, whereby cyclists can utilise the cycle lanes on road before cycling via Glisson Road/Tenison Road or Station Road/Tenison Road.

5.43 It's also noted that Mill Road also provides bus stops within the closest walking distance from the site, however the bus stops at Cambridge Rail Station provide more bus services.

5.44 Whilst clearly there are a number of external factors that may influence travel patterns in the future, particularly aspects such as growth areas for new homes (such as Darwin Green) and new transport infrastructure (such as the South West Travel hub) and including the integrated Chisholm Trail the analysis presented provides an indication of forecast movements towards Devonshire Gardens.

5.45 The reader must also consider that the trips presented in **Table 5.14** do not consider the existing activity at the site at present. Therefore the trips present a worst case scenario and the likely increase in footfall at the roads in locality to the site will be lower than presented in **Table 5.14.**

Deliveries

5.46 Vehicle movements associated with the residential and crèche element of the scheme will generally be associated with delivery vehicles. The office element will also attract deliveries and in addition might be expected to attract several taxi trips.

5.47 **Table 5.15** sets out a forecast of delivery vehicles that may be associated with the proposed site based on TRICS data. The full data is attached at **Appendix J.**

Table 5.15: Office, Residential and Crèche Daily Servicing Movements

Time	HGV Arrivals	LGV Arrivals	Total
07:00-08:00	1	4	5
08:00-09:00	0	8	8
09:00-10:00	0	4	5
10:00-11:00	0	5	5
11:00-12:00	0	5	5
12:00-13:00	0	6	7
13:00-14:00	0	4	4
14:00-15:00	0	4	5
15:00-16:00	1	6	7
16:00-17:00	0	8	8
17:00-18:00	0	5	5
18:00-19:00	0	2	2
Daily	3	62	65

5.48 **Table 5.15** indicates that there will be approximately 65 servicing arrivals associated with the proposed development use during an average 12-hour day.

5.49 Examining the trip rates for the proposed development, the peak hour for deliveries for the office development will be between the hours of 08:00-09:00 whereby 8 vehicles may arrive at the site using the proposed delivery bay.

Taxi Pickup/Drop Off

5.50 Given the site's location and accessibility in terms of modes of transport to the site and the high number of cycle parking provided at the site, it is likely that visitors will predominantly travel to/from the site via sustainable modes. For instance, Cambridge Rail Station is within walking distance to the site and visitors can also travel via the Park and Ride routes, which travel through the bus corridor on Hills Road (A1307) to the west of the site. However, it is also important not to discount that possibility that visitors may choose to travel to/from the site via taxi.

5.51 Taxi arrivals and departures will take place within the site. A turning head will be provided in the northern quarter of the site. Taxis will therefore be able to both access and egress the site via the northern vehicular access junction.

5.52 **Table 5.16** below sets out the resulting daily trip generation for these vehicles associated with the proposed site based on TRICS data. The full data is attached at **Appendix J.**

Table 5.16: Office and Residential Daily Taxi Trips

Time	Arrivals	Departures	Total
07:00-08:00	1	1	1
08:00-09:00	4	4	8
09:00-10:00	2	3	5
10:00-11:00	4	4	7
11:00-12:00	3	3	5
12:00-13:00	3	3	6
13:00-14:00	3	2	5
14:00-15:00	2	2	3
15:00-16:00	1	1	1
16:00-17:00	2	2	3
17:00-18:00	3	3	6
18:00-19:00	1	1	1
Daily	26	26	53

5.53 **Table 5.16** indicates that there will be approximately 56 taxi trips associated with the proposed development use during an average 12-hour day.

5.54 It is not anticipated that taxi trips will be this high for the reasons explained above and when comparing the census modal split for taxi trips associated with the proposed development, however the trip generation above presents a worst-case scenario.

Comparison of vehicle trips

5.55 The existing Travis Perkins Builders merchants is characterised by the movements of customers, principally builders, arriving to collect budling materials and the movement of HGVs transporting large and bulky building materials.

5.56 By contrast, the car free (or limited) nature of the development will have a much lower reliance on motorised vehicles. Generally, such movements will be characterised by deliveries associated with the new homes and the operational requirements of the office. Some movement associated with people arriving by taxi or as a car sharer is probable.

5.57 To provide a comparison of vehicle trips and highlight the reduction in vehicle movements to the site, on Devonshire Road and through local junctions, **Table 5.17** sets out the assessed movement numbers across an average day.

Table 5.17: Comparison of existing and forecast vehicle trips

Use	Vehicle type	Arrive	Depart	Two-way
Travis Perkins	Light vehicles	267	271	538
	HGVs	23	24	47
	Totals	290	295	585
Proposed development	Light vehicles (incl car passenger, taxi and lights goods)	121	120	241
	HGVs	3	3	7
	Totals	124	123	247
Comparison	Light vehicles (incl car passenger, taxi and lights goods)	-146	-151	-297
	HGVs	-20	-21	-40
	Totals	-166	-172	-338

5.58 The comparison of trips clearly identifies that the overall number of vehicle movements across the day is expected to reduce by almost 340 movements.

5.59 As would be expected due to the nature of the existing and proposed uses, HGV movements across the day is expected to decrease significantly with movements reducing from 47 across the day to 7.

5.60 Car passengers are assumed in the above calculations although in reality, these numbers are likely to be significantly lower given the propensity for car sharing might be lower as the car free nature of the development means that immediate colleagues may not be driving to work.

5.61 Overall, replacing the existing Travis Perkins builders merchants with a car free mixed-use development will significantly reduce the number of vehicle movements on Devonshire Road and local junctions. In particular, HGV movements associated with the movement of large and bulky building materials will be significantly reduced improving the environment on Devonshire Road.

6 Summary and conclusions

6.1 This Transport Assessment has been prepared on behalf of Railway Pension Nominees Limited to provide transport planning advice in relation to the redevelopment of the Travis Perkins site located on Devonshire Road, Cambridge.

6.2 The proposals comprise the redevelopment of the site to provide high quality office facilities and residential units.

6.3 The site is located in a highly accessible location. Cambridge Railway Station is a short walk from the site and local bus services are located on Hills Road and Mill Road. Footways provide access to the proposed site entrances on Devonshire Road and via the proposed Chisolm Trail. Local cycle routes on Hills Road and the Busway are also in place. The Trumpington Park and Ride and associated bus services are convenient and provide an option for future staff and visitors.

6.4 Nearby car parking at Devonshire Road, Gwydir Street and Enterprise Car Club spaces provides car parking for those who may require to travel via car, including those who require blue badge parking.

6.5 The high accessibility of the site, combined with local parking restrictions support the low car parking provision that is proposed. It is in accordance with the policy for car parking as set out in the Cambridge City Local Plan.

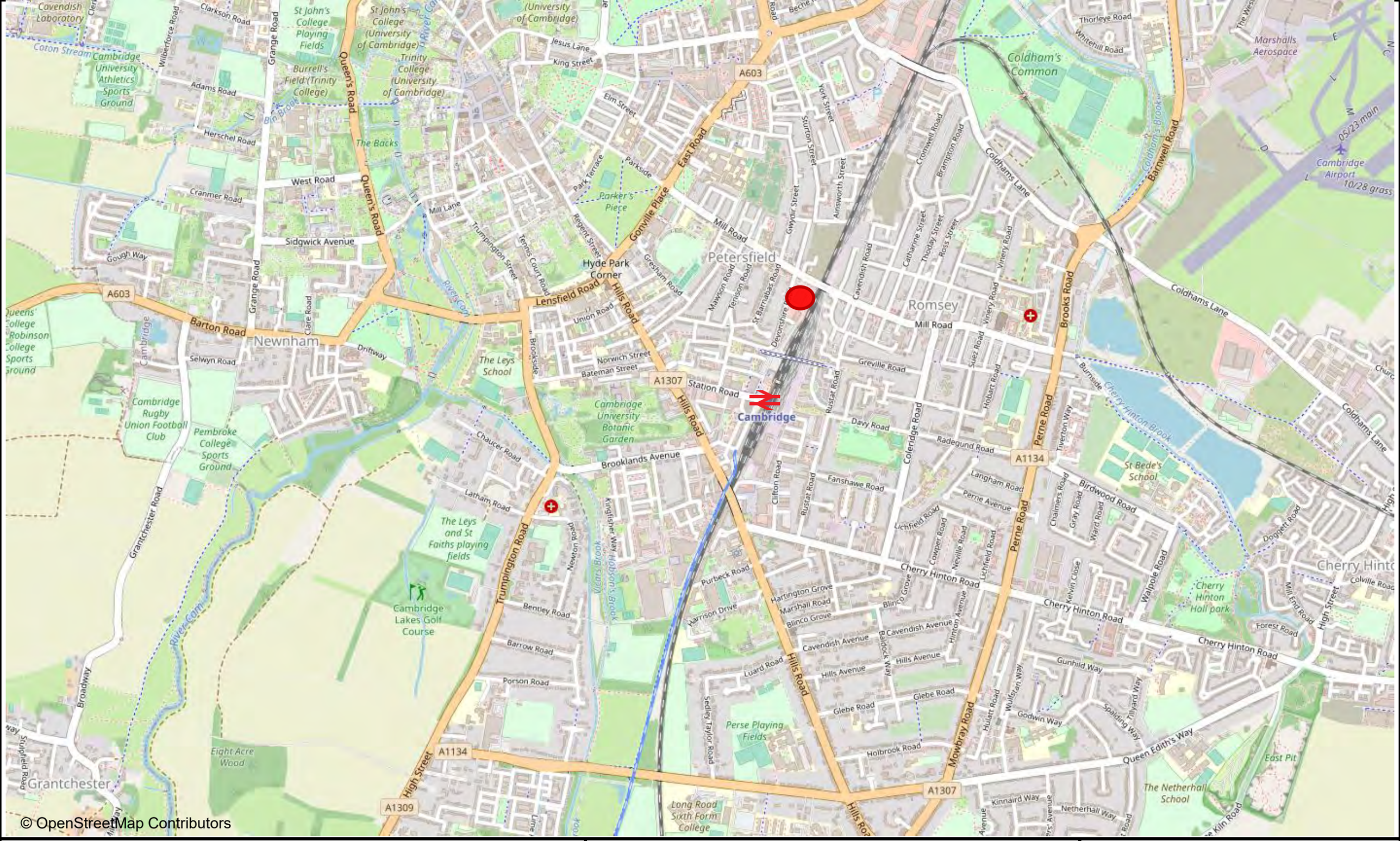
6.6 The significant reduction in vehicle movements associated with the existing Travis Perkins operations will make a positive contribution to air quality in the area and remove movements from local roads, especially Devonshire Road. The provision of electric vehicle charging points will also support the transition to electric vehicles away from petrol and diesel.

6.7 The development will deliver high quality cycle facilities, catering for staff and visitors and those using larger bikes such as cargo bikes. Washing changing and storage facilities are also proposed which will help ensure cycling is a convenient option for many and that the journey to and from the site to the workspace is attractive.

6.8 It has been demonstrated within this report that the site is readily accessible by sustainable modes of transport and the proposed development will improve this. Safe and suitable access is provided to the site for all users. The design of the development and the sustainable transport strategy makes a positive contribution to the air quality, climate, health and wellbeing objectives of the local authority.

6.9 In assessing the impact of the development proposal, and with reference to paragraph 109 of the NPPF, the proposals will not give rise to a severe impact. Therefore, there are no transport reasons why the proposed development should not be granted planning permission.

Figures



Key:

Site

Railway Station

Devonshire Gardens, Cambridge

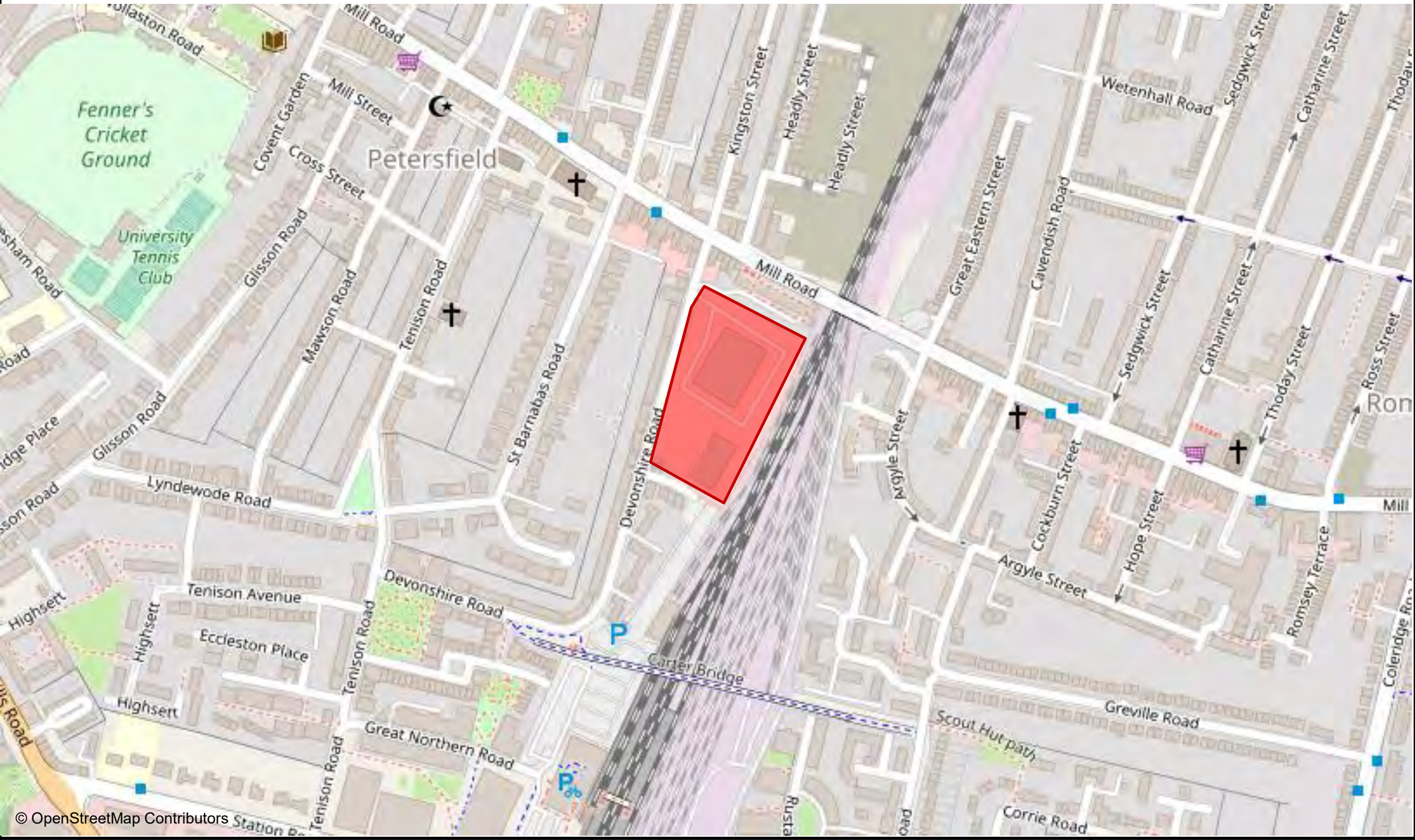
Railway Pension Nominees Limited

Site Location Plan (Strategic Context)

vectos.

Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: vectos@vectos.co.uk www.vectos.co.uk

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING REFERENCE:
MO	INITIAL	07/012021	NTS	Figure 1



Key:

Site

Devonshire Gardens, Cambridge

Site Location Plan (Local Context)

Railway Pension Nominees Limited

vectos.
Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: vectos@vectos.co.uk www.vectos.co.uk

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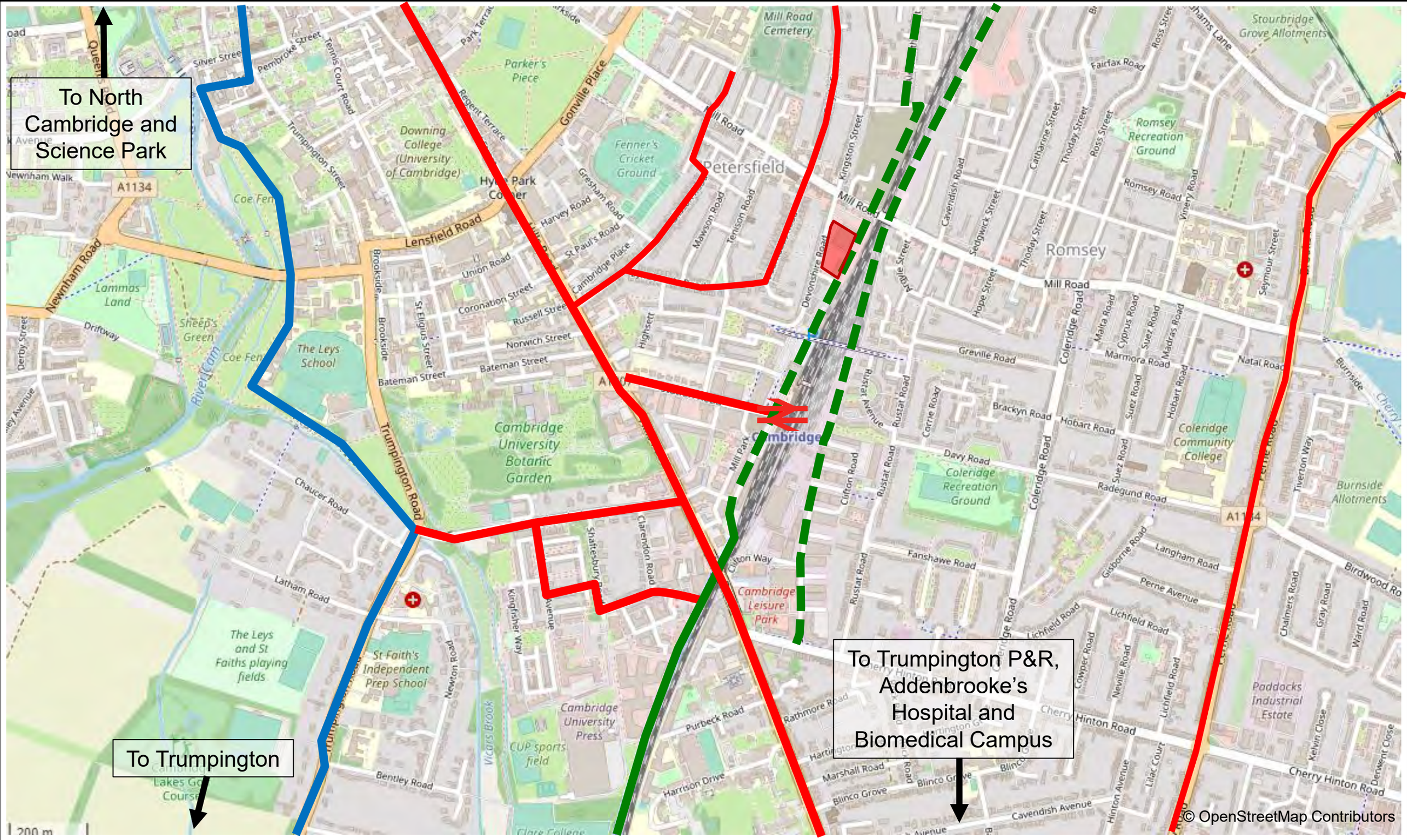

Key:

- Site
- NCN Route 11
- Local Cycle Connections
- Busway
- Proposed Chisholm Trail

Devonshire Garden, Cambridge

Railway Pension Nominees Limited

Local Cycling Connections

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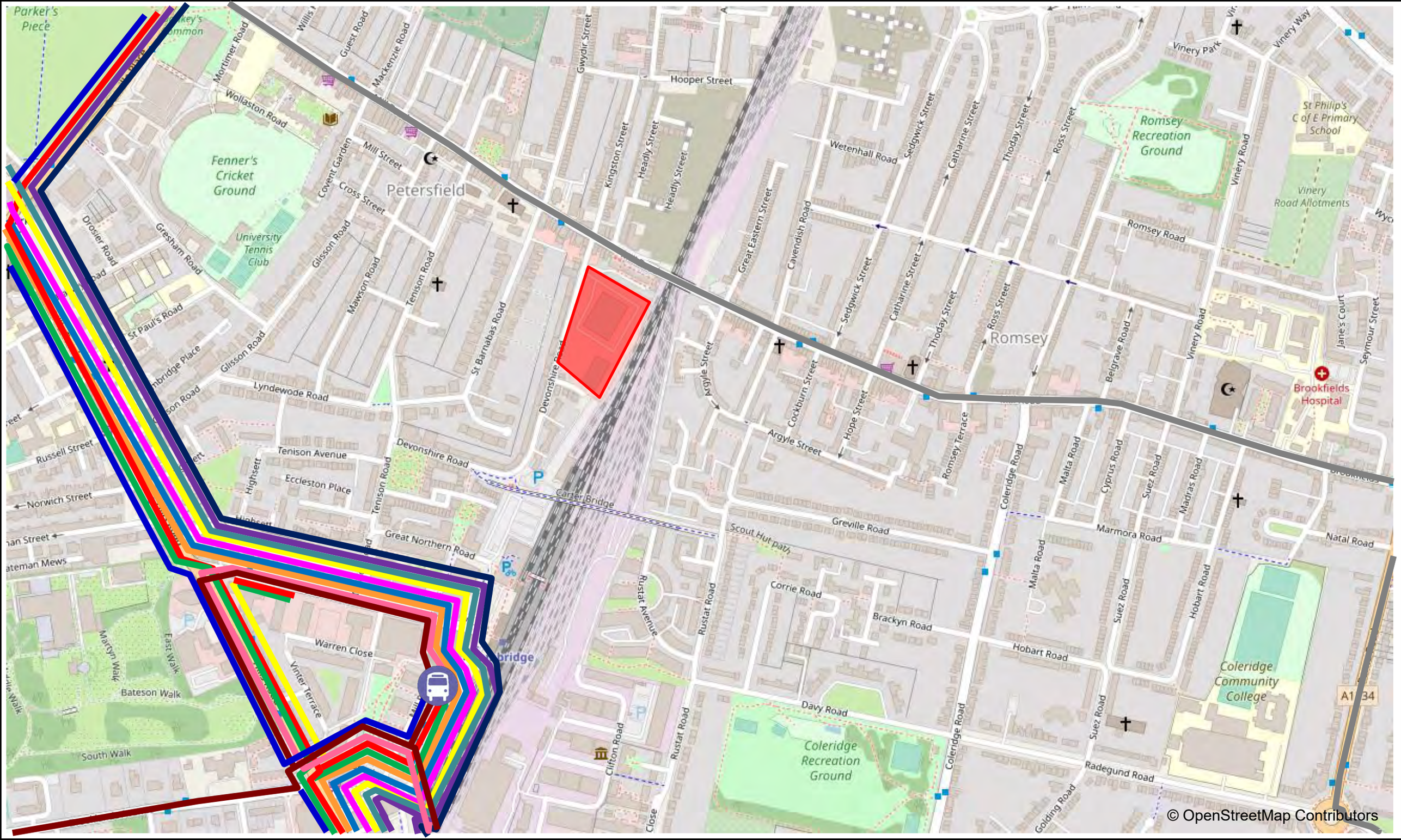


Key:

- Site
- Station Place 'Bus Hub'
- Route 1
- Route 3
- Route 7
- Route 13
- Route 13A
- Route 132
- Route A
- Babraham Road P&R
- Route D
- Route R
- Universal U
- Route X3
- Route 2

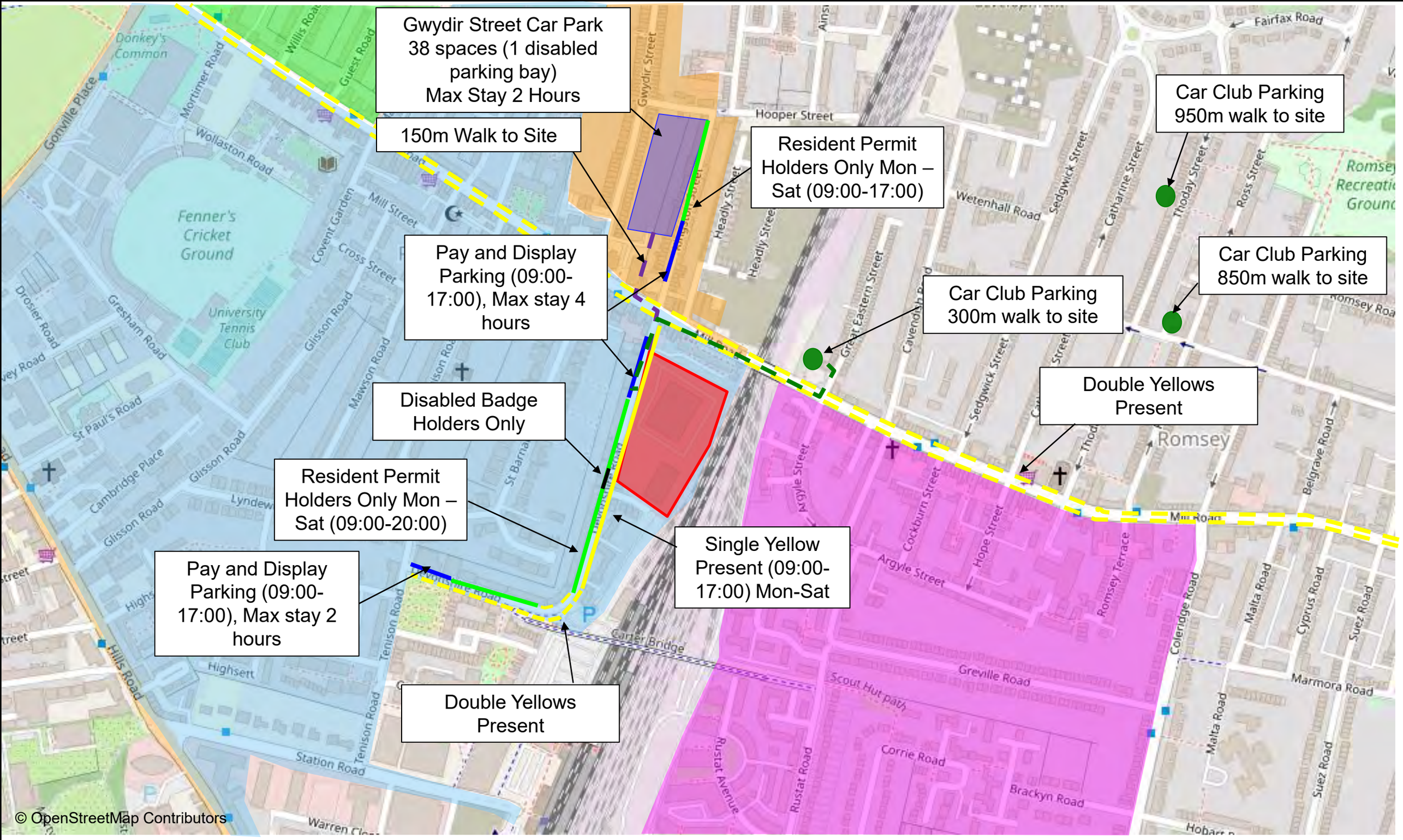
Devonshire Gardens, Cambridge

Local Bus Services

Railway Pension Nominees Limited

vectos.
Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: vectos@vectos.co.uk www.vectos.co.uk

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING REFERENCE:
MO	INITIAL	08/01/2021	NTS	Figure 4



Key:

- Site
- Tension Residential Parking Area
- Guest Residential Parking Area
- Petersfield Residential Parking Area
- Coleridge West Residential Parking Area
- Gwydir Street Car Park

Devonshire Gardens, Cambridge

Local Car Parking Restrictions

DRAWN:	CHECKED:	DATE:	SCALES:
MO	INITIAL	08/01/2021	NTS

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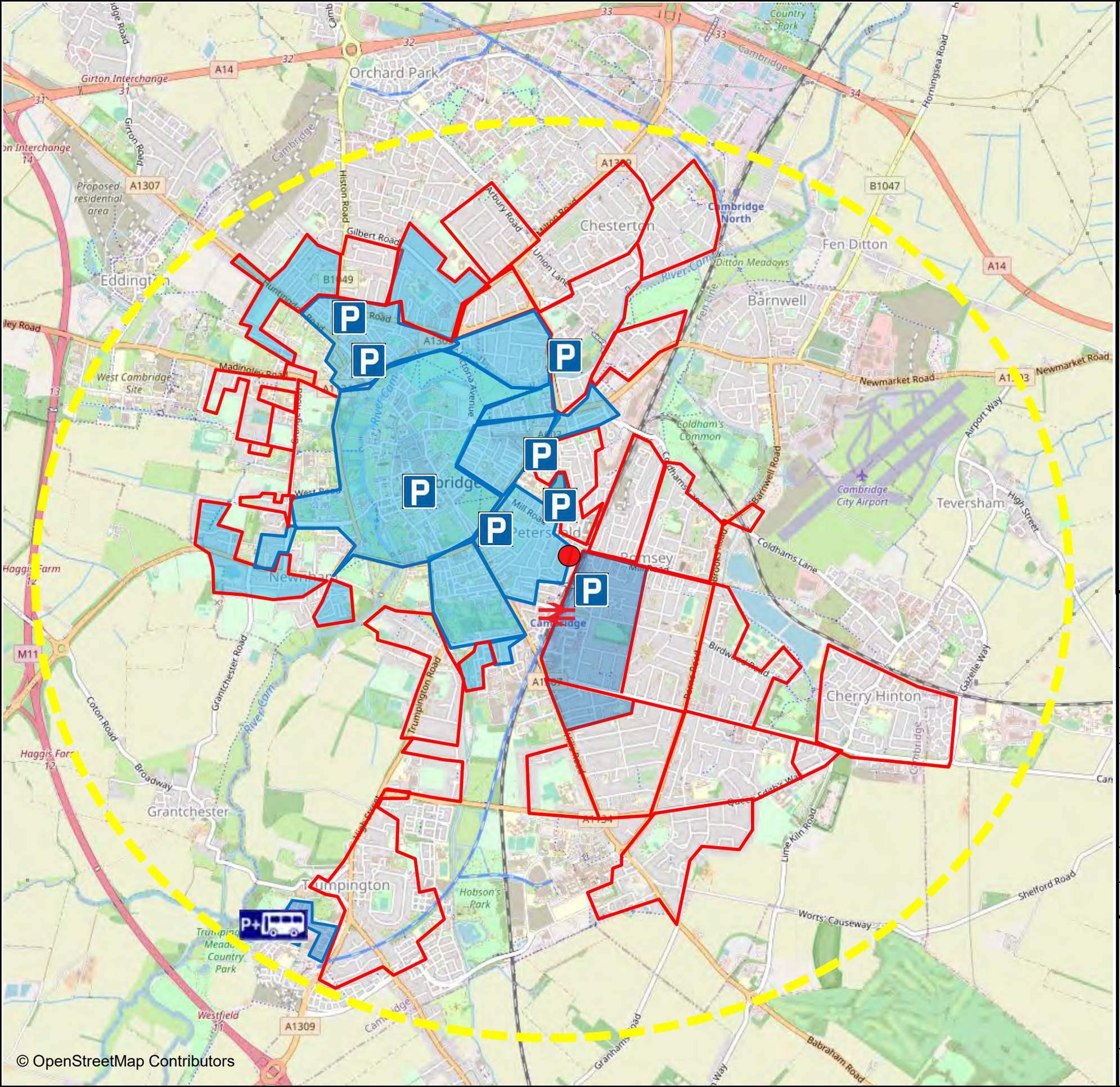
DRAWING REFERENCE: Figure 5



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Key

- Site
- Car Park
- Residential Parking Schemes (Restrictions)
- Proposed Residential Parking Scheme (Restrictions)
- Public Car Park
- Trumpington Park and Ride
- 2km Catchment

Railway Pension Nominees Limited

Devonshire Gardens, Cambridge

2km Catchment Car Parking Restrictions and Public Car Parks

SCALES:			
NTS			
DRAWN: MO	CHECKED: INITIAL	DATE: 11/01/2021	REVISION:

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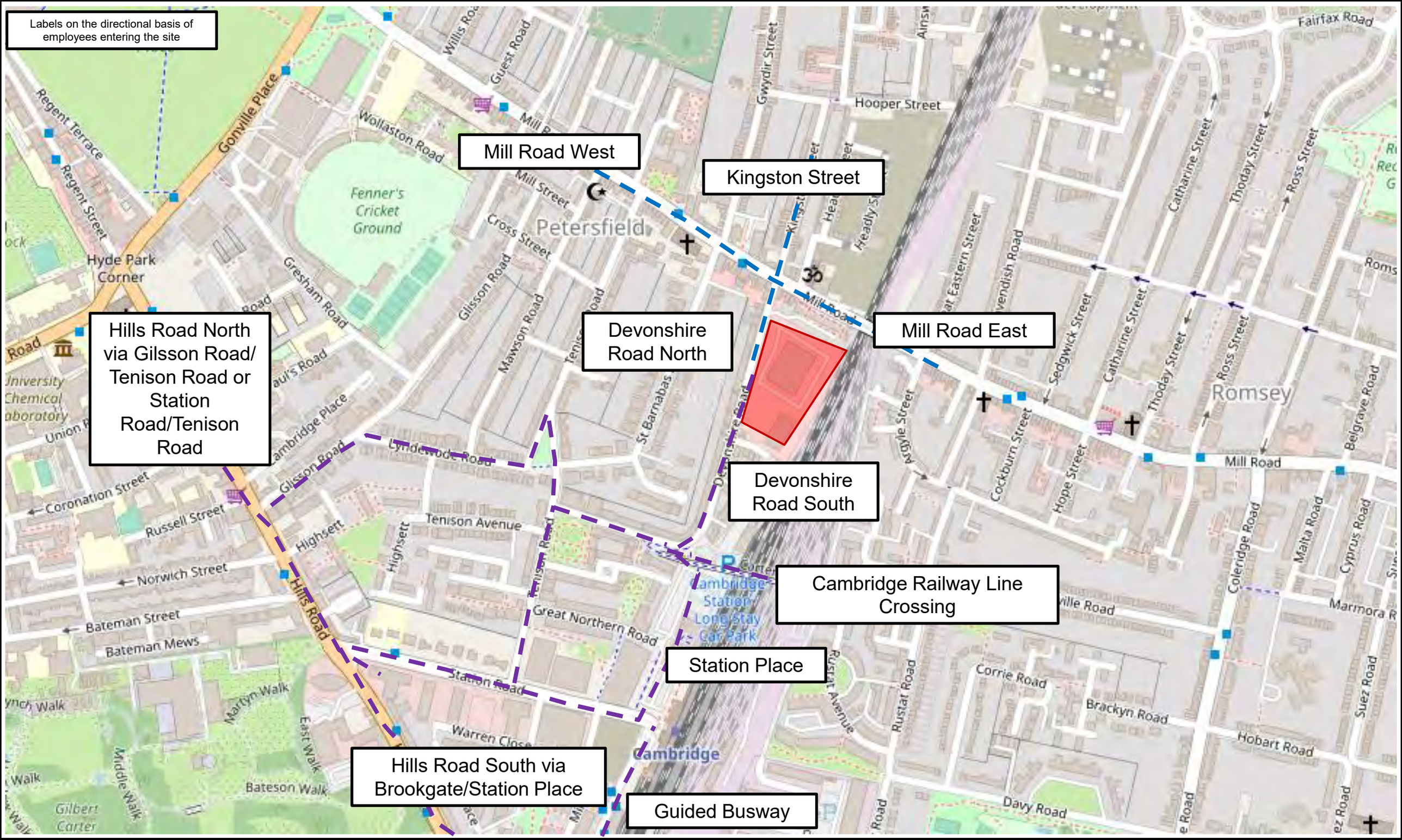
DRAWING REFERENCE: Figure 6



Key:

- Devonshire Road Routes (South)
- Devonshire Road Routes (North)

Devonshire Gardens, Cambridge

Railway Pension Nominees Limited

Pedestrian and Cyclist Distribution Key Routes Plan

DRAWN:	CHECKED:	DATE:	SCALES:
EG	EG	20.07.21	NTS

DRAWING REFERENCE: Figure 7

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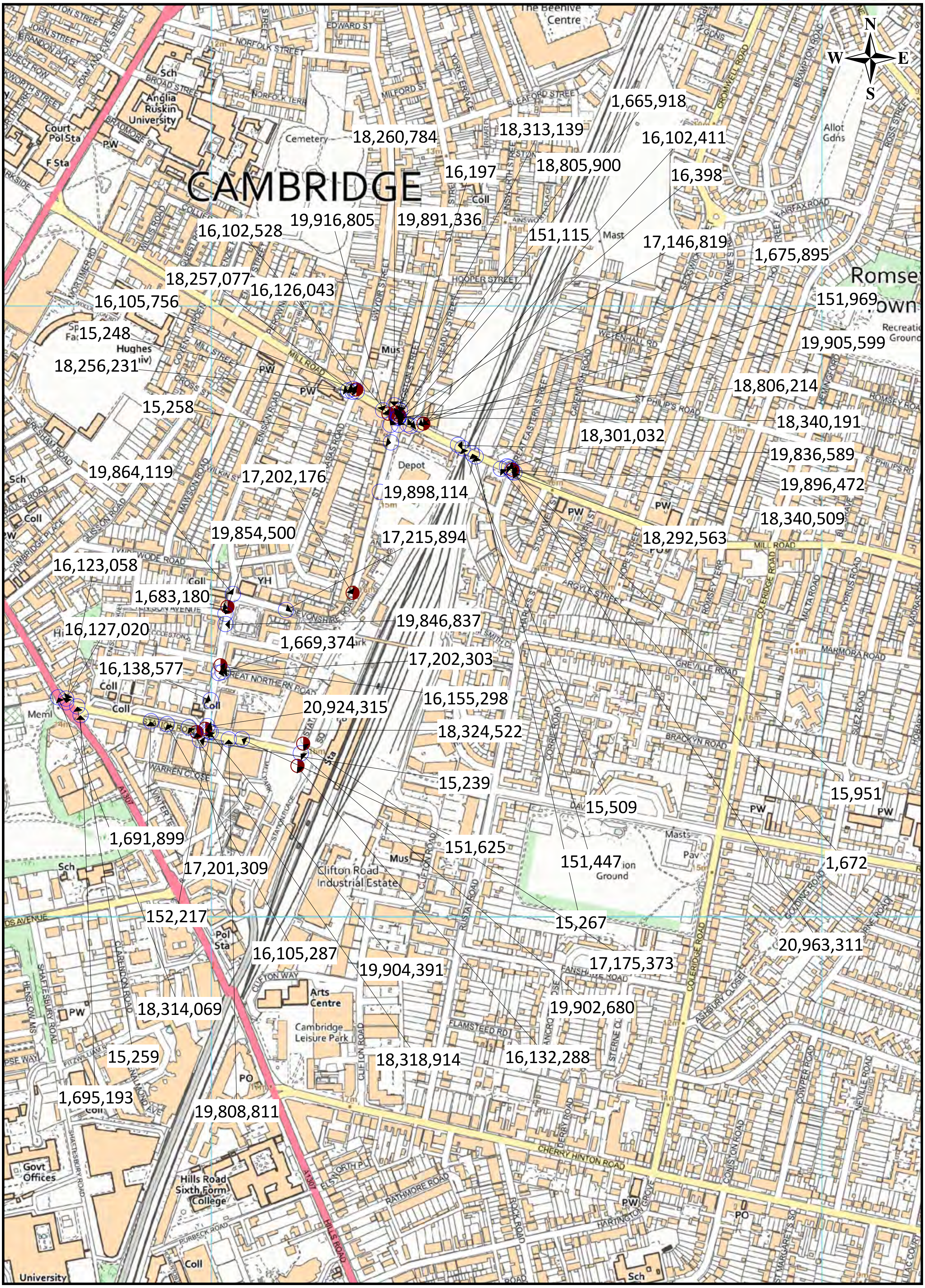
Appendix A

Cambridgeshire County Council

Cambridgeshire County Council



Location	Date	Police ref	Easting	Northing	Severity	Road cond	Visibility	Casualties	Pedestrian	Cycles	P2W	OAPs	Children	Manoeuvre	Time	Vehicles	Roadclass1	Roadnum1	Road Typ	Speed Lim	Junct det	Junct ctrl	Roadclass2	Roadnum2	Cross ctrl	Cross fac	Weather	SpCond	Carr haz	Day	Location	Local Auth	ReportedA	Parish	Validated	Unvalidated
Station Rd	20150126	15239	545981	257288	3. Slight	2. Wet/Damp	1. Daylight	1	0	1	0	0	1	2. Right turn	08:00	2	6. Unclassi	0	6. Single ca	20	3. T & Stag Jct	4. Give way or Uncont	6. Unclassi	0	0. None	0. None wi	1. Fine wit	4. Road wo	0. None	2. Monday	STATION RD JUNCTION TENISON RD CAMBRIDGE	E07000008	1. Yes	37	Validated	
Mill Road /St Barnabas Rd	20150221	15248	546224	257860	3. Slight	1. Dry	4. Darkness: street lights present ar	1	0	1	0	0	0	2. Right turn	22:56	2	5. C	280	6. Single ca	20	6. Crossroads	2. Automatic traffic sig	6. Unclassi	0	0. None	5. Ped. pha	1. Fine wit	2. Automa	0. None	7. Saturday	MILL RD JUNCTION GWYDIR ST ST BARNABAS RD CAMBRI	E07000008	1. Yes	37	Validated	
Devonshire Road (opp site entrance)	20150303	15258	546294	257775	3. Slight	1. Dry	7. Darkness: street lighting unknow	1	0	1	0	0	1	0. No turn	17:45	2	6. Unclassi	0	6. Single ca	30	0. Not within 20m of junction	. Not applicable	. Not appli	0	0. None	0. None wi	1. Fine without high w		0. None	3. Tuesday	DEVONSHIRE RD OS DEVONSHIRE ARMS PH CAMBRIDGE	E07000008	2. No - acc	37	Validated	
Station Rd nr Hills Rd	20150304	15259	545780	257343	3. Slight	1. Dry	1. Daylight	1	1	0	0	0	0	0. No turn	14:00	1	3. A	1307	6. Single ca	30	3. T & Stag Jct	2. Automatic traffic sig	6. Unclassi	0	0. None	5. Ped. pha	1. Fine wit	2. Automa	0. None	4. Wednesday	STATION RD JUNCTION HILLS RD CAMBRIDGE	E07000008	2. No - acc	37	Validated	
Mill Rd East on Bridge	20150309	15267	546433	257752	3. Slight	1. Dry	4. Darkness: street lights present ar	1	0	1	0	0	0	0. No turn	23:00	2	5. C	280	6. Single ca	20	0. Not within 20m of junction	. Not applicable	. Not appli	0	0. None	0. None wi	1. Fine without high w		0. None	2. Monday	MILL RD ON BRIDGE CAMBRIDGE	E07000008	2. No - acc	37	Validated	
Mill Rd East on Bridge	20150428	15509	546411	257766	3. Slight	1. Dry	1. Daylight	1	0	1	0	0	0	0. No turn	19:00	2	5. C	280	6. Single ca	20	0. Not within 20m of junction	. Not applicable	. Not appli	0	0. None	0. None wi	1. Fine without high w		0. None	3. Tuesday	C280 MILL RD RAILWAY BRIDGE HEADING SOUTHEAST	E07000008	2. No - acc	37	Validated	
Mill Rd East on Bridge	20150617	15951	546484	257736	3. Slight	1. Dry	1. Daylight	2	0	2	0	1	0	2. Right turn	15:45	2	5. C	280	6. Single ca	30	6. Crossroads	4. Give way or Uncont	6. Unclassi	0	0. None	4. Pelican,	1. Fine wit	4. Road wo	0. None	4. Wednesday	C280 MILL RD JUNCTION GREAT EASTERN ST CAMBRIDGE	E07000008	1. Yes	37	Validated	
Devonshire Rd approaching Mill Rd Ju	20150722	151115	546307	257804	3. Slight	1. Dry	1. Daylight	1	0	1	0	0	0	0. No turn	19:30	2	5. C	280	6. Single ca	30	3. T & Stag Jct	4. Give way or Uncont	6. Unclassi	0	0. None	0. None wi	1. Fine wit	4. Road wo	0. None	4. Wednesday	C280 MILL ROAD JUNCTION DEVONSHIRE RD CAMBRIDGE	E07000008	2. No - acc	37	Validated	
Mill Rd East on Bridge	20150912	151447	546427	257757	3. Slight	1. Dry	1. Daylight	1	0	1	0	0	0	0. No turn	10:55	2	5. C	280	6. Single ca	20	0. Not within 20m of junction	. Not applicable	. Not appli	0	0. None	0. None wi	1. Fine without high w		0. None	7. Saturday	C280 MILL RD OVER BRIDGE CAMBRIDGE	E07000008	2. No - acc	37	Validated	
Station Rd	20150922	151625	546050	257290	3. Slight	1. Dry	1. Daylight	1	0	1	1	0	0	2. Right turn	12:45	2	6. Unclassi	0	6. Single ca	20	8. Pri Drive	4. Give way or Uncont	6. Unclassi	0	0. None	0. None wi	1. Fine wit	4. Road wo	0. None	3. Tuesday	STATION RD OUTSIDE 36 CAMBRIDGE	E07000008	1. Yes	37	Validated	
Mill Road east of Devonshire Rd Junc	20151203	151969	546326	257802	3. Slight	1. Dry	1. Daylight	1	0	1	0	0	0	0. No turn	09:40	2	5. C	280	6. Single ca	30	3. T & Stag Jct	4. Give way or Uncont	6. Unclassi	0	0. None	0. None wi	1. Fine wit	4. Road wo	0. None	5. Thursday	MILL ROAD JW DOVENSHIRE RD CAMBRIDGE	E07000008	2. No - acc	37	Validated	
Station Rd	20151211	152217	545999	257301	3. Slight	1. Dry	1. Daylight	1	1	0	0	0	0	2. Right turn	15:10	1	6. Unclassi	0	6. Single ca	30	3. T & Stag Jct	4. Give way or Uncont	6. Unclassi	0	0. None	0. None wi	9. Unknow	4. Road wo	0. None	6. Friday	TENNYSON ROAD JUNCTION STATION ROAD CAMBRIDGE	E07000008	2. No - acc	37	Validated	
Mill Rd East on Bridge	20160116	1672	546474	257732	3. Slight	1. Dry	1. Daylight	2	0	1	0	0	1	0. No turn	15:40	2	5. C	280	6. Single ca	30	6. Crossroads	4. Give way or Uncont	6. Unclassi	0	0. None	0. None wi	1. Fine wit	4. Road wo	0. None	7. Saturday	MILL ROAD 10M NORTH OF ARGYLE ST GT EASTERN ST CA	E07000008	1. Yes	37	Validated	
Kingston St approaching Mill Rd Junct	20160216	16197	546309	257827	3. Slight	2. Wet/Damp	1. Daylight	1	0	1	0	0	0	0. No turn	07:30	2	5. C	280	6. Single ca	20	6. Crossroads	4. Give way or Uncont	6. Unclassi	0	0. None	0. None wi	1. Fine wit	4. Road wo	0. None	3. Tuesday	MILL ROAD JUNCTION KINGSTON ST CAMBRIDGE	E07000008	1. Yes	37	Validated	
Mill Road east of Devonshire Rd Junc	20160311	16398	546321	257805	3. Slight	1. Dry	1. Daylight	1	0	1	0	0	1	1. Left turn	08:15	2	5. C	280	6. Single ca	30	3. T & Stag Jct	4. Give way or Uncont	6. Unclassi	0	0. None	0. None wi	1. Fine wit	4. Road wo	0. None	6. Friday	C280 MILL RD JUNCTION DEVONSHIRE RD CAMBRIDGE	E07000008	2. No - acc	37	Validated	
Devonshire Road/Mill Road Junction	20160415	1665918	546293	257804	3. Slight	2. Wet/Damp	1. Daylight	1	0	1	0	0	0	2. Right turn	08:20	2	6. Unclassi	0	6. Single ca	20	6. Crossroads	4. Give way or Uncont	6. Unclassi	0	0. None	0. None wi	2. Raining	4. Road wo	0. None	6. Friday	MILL ROAD JUNCTION DEVONSHIRE ROAD CAMBRIDGE	E07000008	1. Yes	37	Validated	
Great Northern Rd	20160508	1669374	546012	257398	3. Slight	1. Dry	1. Daylight	1	0	1	0	0	0	0. No turn	20:10	2	6. Unclassi	0	6. Single ca	30	3. T & Stag Jct	4. Give way or Uncont	6. Unclassi	0	0. None	0. None wi	1. Fine wit	4. Road wo	0. None	1. Sunday	TENNISON ROAD CAMBRIDGE TRAIN STATION CARPARK	E07000008	1. Yes	37	Validated	
Tenison Rd	20160512	1683180	546026	257505	2. Serious	2. Wet/Damp	4. Darkness: street lights present ar	1	0	1	0	0	0	0. No turn	21:16	2	6. Unclassi	0	6. Single ca	30	3. T & Stag Jct	4. Give way or Uncont	6. Unclassi	0	0. None	0. None wi	2. Raining	4. Road wo	0. None	5. Thursday	TENISON ROAD 40 METRES SOUTH OF JUNCTION WITH D	E07000008	1. Yes	37	Validated	
Mill Rd/Headly St	20160518	1675895	546340	257805	3. Slight	1. Dry	1. Daylight	1	0	1	0	0	0	2. Right turn	08:50	2	5. C	280	6. Single ca	30	8. Pri Drive	4. Give way or Uncont	6. Unclassi	0	0. None	0. None wi	1. Fine wit	4. Road wo	0. None	4. Wednesday	MILL ROAD JUNCTION TURNING TO COUNCIL DEPOT CAM	E07000008	2. No - acc	37	Validated	
Station Rd	20160623	1691899	545901	257319	3. Slight	2. Wet/Damp	1. Daylight	1	0	1	0	0	0	0. No turn	11:00	2	6. Unclassi	0	6. Single ca	30	0. Not within 20m of junction	. Not applicable	. Not appli	0	0. None	0. None wi	1. Fine without high w		0. None	5. Thursday	STATION ROAD	E07000008	2. No - acc	37	Validated	
Station Rd nr Hills Rd	20160701	1695193	545786	257329	3. Slight	1. Dry	1. Daylight	1	0	1	0	0	0	1. Left turn	15:45	2	3. A	1307	6. Single ca	30	3. T & Stag Jct	2. Automatic traffic sig	6. Unclassi	0	0. None	5. Ped. pha	1. Fine wit	2. Automa	0. None	6. Friday	HILLS ROAD SOUTH OF JUNCTION WITH STATION ROAD	E07000008	2. No - acc	37	Validated	
Mill Rd/Headly St	20160726	16102411	546347	257805	2. Serious	1. Dry	1. Daylight	1	0	1	0	0	0	0. No turn	17:15	2	5. C	280	6. Single ca	30	0. Not within 20m of junction	. Not applicable	. Not appli	0	0. None	0. None wi	1. Fine without high w		0. None	3. Tuesday	MILL ROAD JUST PRIOR TO BRIDGE	E07000008	2. No - acc	37	Validated	
Mill Rd/Devonshire Rd Junction	20160728	16102528	546290	257821	2. Serious	2. Wet/Damp	4. Darkness: street lights present ar	1	0	1	0	0	0	2. Right turn	22:28	2	5. C	280	6. Single ca	20	3. T & Stag Jct	4. Give way or Uncont	6. Unclassi	0	0. None	0. None wi	1. Fine wit	4. Road wo	0. None	5. Thursday	MILL ROAD JW DEVONSHIRE ROAD	E07000008	1. Yes	37	Validated	
Station Rd	20160812	16105287	545927	257314	3. Slight	1. Dry	1. Daylight	1	1	0	0	0	0	0. No turn	16:34	1	6. Unclassi	0	9. Unknow	30	0. Not within 20m of junction	. Not applicable	. Not appli	0	0. None	0. None wi	1. Fine without high w		0. None	6. Friday	STATION ROAD EXACT LOCATION ON STATION RD NOT KI	E07000008	2. No - acc	37	Validated	
Mill Rd/Gwydir St	20160816	16105756	546232	257863	3. Slight	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	13:00	2	5. C	280	6. Single ca	30	3. T & Stag Jct	2. Automatic traffic sig	6. Unclassi	0	0. None	5. Ped. pha	1. Fine wit	2. Automa	0. None	3. Tuesday	MILL ROAD JW GWYDIR STREET	E07000008	1. Yes	37	Validated	
Hills Rd near junction with Station Rd	20161010	16123058	545762	257350	3. Slight	1. Dry	1. Daylight	1	0	1	0	0	0	0. No turn	11:05	2	3. A	1307	6. Single ca	30	3. T & Stag Jct	2. Automatic traffic sig	6. Unclassi	0	0. None	5. Ped. pha	1. Fine wit	2. Automa	0. None	2. Monday	HILL ROAD A1307 STATION ROAD JUNCTION	E07000008	2. No - acc	37	Validated	
Mill Rd/Gwydir St	20161010	16126043	546237	257861	2. Serious	2. Wet/Damp	4. Darkness: street lights present ar	1	1	1	0	1	0	2. Right turn	19:35	1	5. C	280	6. Single ca	20	6. Crossroads	2. Automatic traffic sig	6. Unclassi	0	0. None	5. Ped. pha	1. Fine wit	2. Automa	0. None	2. Monday	GWYDIR STREET AND MILL ROAD	E07000008	1. Yes	37	Validated	
Hills Rd near junction with Station Rd	20161031	16127020	545762	257356	3. Slight	1. Dry	1. Daylight	1	1	0	0	0	0	0. No turn	15:45	1	3. A	1307	6. Single ca	30	3. T & Stag Jct	4. Give way or Uncont	6. Unclassi	0	0. None	5. Ped. pha	1. Fine wit	4. Road wo	0. None	2. Monday	A1307 CLAREMONT ROAD STATION ROAD	E07000008	2. No - acc	37	Validated	
Great Northern Rd	20161115	16155298	546015	257409	2. Serious	2. Wet/Damp	4. Darkness: street lights present ar	1	0	1	0	1	0	2. Right turn	23:12	2	6. Unclassi	0	6. Single ca	20	3. T & Stag Jct	4. Give way or Uncont	6. Unclassi	0	0. None	0. None wi	1. Fine wit	4. Road wo	0. None	3. Tuesday	GREAT NORTHERN ROAD JUNCTION WITH TENNISON RO/	E07000008	1. Yes	37	Validated	
Station Place	20161124	16132288	546141	257245	2. Serious	2. Wet/Damp	1. Daylight	1	0	1	0	0	0	2. Right turn	08:30	2	6. Unclassi	0	6. Single ca	30	0. Not within 20m of junction	. Not applicable	. Not appli	0	0. None	0. None wi	1. Fine without high w		0. None	5. Thursday	STATION PLACE BUS STOP	E07000008	2. No - acc	37	Validated	
Tenison Rd	20161130	16138577	545999	257353	3. Slight	2. Wet/Damp	1. Daylight	1	0	1	0	0	0	0. No turn	07:40	2	6. Unclassi	0	6. Single ca	30	0. Not within 20m of junction	. Not applicable	. Not appli	0	0. None	0. None wi	1. Fine without high w		0. None	4. Wednesday	TENISON ROAD OUTSIDE MICROSOFT BUILDING LOCATIO	E07000008	2. No - acc	37	Validated	
Mill Rd/Devonshire Rd Junction	20170105	17146819	546307	257818	3. Slight	1. Dry	4. Darkness: street lights present ar	1	0	0	0	0	0	2. Right turn	18:57	2	5. C	280	6. Single ca	20	6. Crossroads	4. Give way or Uncont	6. Unclassi	0	0. None	0. None wi	1. Fine wit	0. None	0. None	5. Thursday	MILL ROAD DEVONSHIRE ROAD CROSSROADS	E07000008	1. Yes	37	Validated	
Station Rd	20170323	17175373	546150	257281	2. Serious	1. Dry	1. Daylight	1	1	0	0	0	0	0. No turn	16:00	2	6. Unclassi	0	6. Single ca	30	0. Not within 20m of junction	. Not applicable	. Not appli	0	0. None	1. Zebra cr	1. Fine wit	4. Road wo	0. None	5. Thursday	STATION ROAD TAXI RANK	E07000008	1. Yes	37	Validated	
Devonshire Rd south of Angus Close	20170627	17202176	546231	257528	2. Serious	1. Dry	1. Daylight	1	0	1	0	0	0	0. No turn	08:25	2	6. Unclassi	0	6. Single ca	20	0. Not within 20m of junction	. Not applicable	. Not appli	0	0. None	0. None wi	1. Fine wit	0. None	0. None	3. Tuesday	43 DEVONSHIRE ROAD	E07000008	1. Yes	37	Validated	
Station Rd	20170629	17201309	545976	257300	2. Serious	1. Dry	1. Daylight	1	1	0	0	1	0	0. No turn	18:41	2	6. Unclassi	0	6. Single ca	20	0. Not within 20m of junction	. Not applicable	. Not appli	0	0. None	0. None wi	1. Fine wit	0. None	2. Other ol	5. Thursday	OUTSIDE MERDOCH HOUSE STATION ROAD	E07000008	1. Yes	37	Validated	
Tenison Rd/Great Northern Rd	20170704	17202303	546018	257400	3. Slight	1. Dry	1. Daylight	1	0	1	0	0	0	0. No turn	07:45	2	6. Unclassi	0	6. Single ca	30	3. T & Stag Jct	4. Give way or Uncont	6. Unclassi	0	0. None	0. None wi	1. Fine wit	0. None	0. None	3. Tuesday	GREAT NORTHERN ROAD AT JN WITH TENISON ROAD	E07000008	2. No - acc	37	Validated	
Devonshire Rd south of Angus Close	20170810	17215894	546122	257501	3. Slight	1. Dry	1. Daylight	1	0	1	0	1	0	0. No turn	16:45	2	6. Unclassi	0	6. Single ca	20	0. Not within 20m of junction	. Not applicable	. Not appli	0	0. None	0. None wi	1. Fine wit	0. None	0. None	5. Thursday	DEVONSHIRE ROAD	E07000008	1. Yes	37	Validated	
Mill Rd/Gwydir St	20180103	18257077	546231	257858	3. Slight	1. Dry	4. Darkness: street lights present ar	1	0	0	0	0	0	2. Right turn	21:45	2	6. Unclassi	0	6. Single ca	20	6. Crossroads	2. Automatic traffic sig	6. Unclassi	0	0. None	5. Ped. pha	1. Fine wit	0. None	0. None	4. Wednesday	MILL ROAD AT JN WITH GWYDIR STREET	E07000008	1. Yes	0	Validated	
Mill Rd/Gwydir St	20180104	18256231	546238	257859	3. Slight	2. Wet/Damp	4. Darkness: street lights present ar	1	0	1	0	0	0	0. No turn	07:30	2	5. C	280	6. Single ca	30	6. Crossroads	2. Automatic traffic sig	6. Unclassi	0	0. None	5. Ped. pha	2. Raining	0. None	0. None	5. Thursday	MILL ROAD AT JN WITH GWYDIR STREET	E07000008	2. No - acc	37	Validated	
Mill Rd/Kingston St	20180120	18260784	546299	257836	3. Slight	2. Wet/Damp	4. Darkness: street lights present ar	1	0	0	1	0	0	0. No turn	02:25	1	5. C	280	6. Single ca	30	9. Other	4. Give way or Uncont	6. Unclassi	0	0. None	0. None wi	8. Other	0. None	0. None	7. Saturday	MILL ROAD NEAR JN WITH KINGSTON STREET	E07000008	1. Yes	37	Validated	
Mill Rd/Argyle St	20180427	18292563	546492	257727	3. Slight	2. Wet/Damp	4. Darkness: street lights present ar	1	0	1	0	0	0	2. Right turn	20:10	2	6. Unclassi	0	6. Single ca	30	3. T & Stag Jct	4. Give way or Uncont	6. Unclassi	0	0. None	0. None wi	2. Raining	0. None	0. None	6. Friday	MILL ROAD AT JN WITH ARGYLE STREEET	E07000008	2. No - acc	37	Validated	
Mill Rd/Argyle St	20180604	18301032	546487	257735	3. Slight	1. Dry	1. Daylight	1	1	0	0	0	0	0. No turn	18:55	1	6. Unclassi	0	6. Single ca	30	3. T & Stag Jct	4. Give way or Uncont	6. Unclassi	0	0. None	0. None wi	1. Fine wit	0. None	0. None	2. Monday	MILL ROAD AT JN WITH GREAT EASTERN ST	E07000008	1. Yes	0	Validated	
Mill Rd approaching Devonshire Rd Ju	20180615	18313139	546301	257823	2. Serious	1. Dry	1. Daylight	2	1	0	1	0	0	0. No turn	18:55	1	6. Unclassi	0	3. Dual car	20	3. T & Stag Jct	4. Give way or Uncont	6. Unclassi	0	0. None	5. Ped. pha	1. Fine wit	0. None	0. None	6. Friday	MILL ROAD AT JN WITH DEVONSHIRE ROAD	E07000008	1. Yes	0	Validated	
Station Rd	20180629	18324522	545990	257305	2. Serious	1. Dry	1. Daylight	1	0	1	0	0	0	2. Right turn	07:36	2	6. Unclassi	0	6. Single ca	20	3. T & Stag Jct	4. Give way or Uncont	6. Unclassi	0	0. None	0. None wi	1. Fine wit	0. None	0. None	6. Friday	STATION ROAD AT JN WITH TENISON ROAD	E07000008	1. Yes	0	Validated	
Hills Rd near junction with Station Rd	20180703	18314069	545749	257358	3. Slight	1. Dry	1. Daylight	2	1	1	0	0	0	0. No turn	17:00	1	3. A	1307	6. Single ca	30	3. T & Stag Jct	2. Automatic traffic sig	6. Unclassi	0	0. None	5. Ped. pha	1. Fine wit	0. None	0. None	3. Tuesday	HILLS ROAD NEAR JN WITH STATION ROAD	E07000008	1. Yes	0	Validated	
Station Rd	20180806	18318914	545963	257309	3. Slight	1. Dry	1. Daylight	1	1	0	0	0	0	0. No turn	11:30	2	6. Unclassi	0	9. Unknow	20	0. Not within 20m of junction	. Not applicable	. Not appli	0	0. None	0. None wi	1. Fine wit	0. None	0. None	2. Monday	STATION ROAD	E07000008	2. No - acc	0	Validated	
Mill Rd/Argyle St	20181010	18340509	546493	257729	2. Serious	1. Dry	1. Daylight	1	0	1	0	0	0	0. No turn	12:24	2	6. Unclassi	0	6. Single ca	20	3. T & Stag Jct	4. Give way or Uncont	6. Unclassi	0	0. None	0. None wi	1. Fine wit	0. None	0. None	4. Wednesday	MILL ROAD AT JN WITH EASTERN STREET	E07000008	2. No - acc	0	Validated	
Mill Rd/Devonshire Rd Junction	20181018	18340191	546307	257816	3. Slight	1. Dry	1. Daylight	1	0	1	0	0	0	2. Right turn	06:42	2	6. Unclassi	0	6. Single ca	30	3. T & Stag Jct	4. Give way or Uncont	6. Unclassi	0	0. None	0. None wi	1. Fine wit	0. None	0. None	5. Thursday	MILL ROAD AT JN WITH DEVONSHIRE ROAD	E07000008	2. No - acc	0	Validated	
Mill Rd/Devonshire Rd Junction	20181216	18806214	546306	257816	3. Slight	2. Wet/Damp	7. Darkness: street lighting unknow	1	0	1	0	0	0	1. Left turn	19:59	2	6. Unclassi	0	6. Single ca	30	3. T & Stag Jct	4. Give way or Uncont	6. Unclassi	0	0. None	0. None wi	2. Raining	0. None	0. None	1. Sunday	DEVONSHIRE ROAD AT JUNCTION WITH MILL ROAD	E07000008	1. Yes	0	Validated	
Mill Rd/Devonshire Rd Junction	**20181218**	**18805900**	**546307**	**257819**	**2. Serious**	**2. Wet/Damp**	**4. Darkness: street lights present a**	**1**	**0**	**1**	**0**	**0**	**0**	**2. Right turn**	**19:30**	**2**	**6. Unclassi**	**0**	**6. Single ca**	**30**	**3. T & Stag Jct**	**4. Give way or Uncont**	**6. Unclassi**	**0**	**0. None**	**0. None wi**	**2. Raining**	**0. None**	**0. None**	**3. Tuesday**	**MILL ROAD AT JUNCTION WITH DEVONSHIRE ROAD**	**E07000008**	**2. No - acc**	**0**	**Validated**	
Station Rd	20190107	19808811	546028	257289	3. Slight	1. Dry	4. Darkness: street lights present ar	1	0	1	0	0	0	2. Right turn	16:58	2	6. Unclassi	0	6. Single ca	30	8. Pri Drive	4. Give way or Uncont	6. Unclassi	0	0. None	0. None wi	1. Fine wit	0. None	0. None	2. Monday	WARREN CLOSE AT JUNCTION WITH STATION ROAD.	E07000008	1. Yes	0	Validated	
Mill Rd East on Bridge	20190110	19836589	546404	257771	3. Slight	1. Dry	1. Daylight	1	0	1	0	0	0	0. No turn	09:39	2	6. Unclassi	0	6. Single ca	20	0. Not within 20m of junction	. Not applicable	. Not appli	0	0. None	0. None wi	1. Fine wit	0. None	0. None	5. Thursday	MILL ROAD.	E07000008	1. Yes	0	Validated	
Tenison Rd	20190512	19854500	546023	257495	3. Slight	1. Dry	4. Darkness: street lights present ar	1	0	1	0	0	0	2. Right turn	21:42	2	6. Unclassi	0	6. Single ca	30	3. T & Stag Jct	4. Give way or Uncont	6. Unclassi	0	0. None	0. None wi	1. Fine wit	0. None	0. None	1. Sunday	TENISON AVENUE AT JUNCTION WITH TENISON ROAD.	E07000008	1. Yes	0	Validated	
Tenison Rd	20190525	19846837	546023	257478	3. Slight	1. Dry	1. Daylight	1	1	0	0	0	1	0. No turn	13:26	1	6. Unclassi	0	6. Single ca	30	3. T & Stag Jct	4. Give way or Uncont	6. Unclassi	0	0. None	1. Zebra cr	1. Fine wit	0. None	0. None	7. Saturday	TENISON ROAD NEAR JUNCTION WITH TENISON AVENUE.	E07000008	1. Yes	0	Validated	
Tenison Rd/ Devonshire Rd	20190801	19864119	546035	257527	3. Slight	1. Dry	1. Daylight	1	0	1	0	0	0	3. Both left & right turn	11:35	2	6. Unclassi	0	6. Single ca	20	3. T & Stag Jct	2. Automatic traffic sig	6. Unclassi	0	0. None	5. Ped. pha	1. Fine wit	0. None	0. None	5. Thursday	DEVONSHIRE ROAD AT JUNCTION WITH TENISON ROAD.	E07000008	2. No - acc	0	Validated	
Mill Rd/Argyle St	20190913	19896472	546492	257730	3. Slight	1. Dry	1. Daylight	1	0	1	0	0	0	0. No turn	16:45	2	6. Unclassi	0	6. Single ca	30	6. Crossroads	4. Give way or Uncont	6. Unclassi	0	0. None	0. None wi	1. Fine wit	0. None	0. None	6. Friday	GREAT EASTERN STREET AT JUNCTION WITH MILL ROAD	E07000008	1. Yes	0	Validated	
Mill Rd/Devonshire Rd Junction	20191001	19891336	546305	257816	2. Serious	1. Dry	1. Daylight	1	0	1	0	0	0	2. Right turn	12:58	2	6. Unclassi	0	6. Single ca	20	3. T & Stag Jct	4. Give way or Uncont	6. Unclassi	0	0. None	0. None wi	9. Unknow	0. None	0. None	3. Tuesday	DEVONSHIRE ROAD AT JUNCTION WITH MILL ROAD	E07000008	1. Yes	0	Validated	
Station Rd	20191030	19904391	545996	257302	3. Slight	1. Dry	4. Darkness: street lights present ar	1	0	0	0	0	0	1. Left turn	19:25	2	6. Unclassi	0	6. Single ca	30	3. T & Stag Jct	4. Give way or Uncont	6. Unclassi	0	0. None	0. None wi	1. Fine wit	0. None	0. None	4. Wednesday	STATION ROAD AT JUNCTION WITH TENISON ROAD	E07000008	1. Yes	0	Validated	
Mill Rd/Devonshire Rd Junction	**20191107**	**19905599**	**546305**	**257815**	**3. Slight**	**1. Dry**	**1. Daylight**	**1**	**0**	**1**	**0**	**0**	**0**	**1. Left turn**	**12:12**	**2**	**6. Unclassi**	**0**	**6. Single ca**	**30**	**6. Crossroads**	**4. Give way or Uncont**	**6. Unclassi**	**0**	**0. None**	**0. None wi**	**1. Fine wit**	**0. None**	**0. None**	**5. Thursday**	**DEVONSHIRE ROAD AT JUNCTION WITH MILL ROAD**	**E07000008**	**1. Yes**	**0**	**Validated**	
Devonshire Road	20191113	19898114	546276	257694	3. Slight	1. Dry	6. Darkness: no street lighting	1	0	1	0	0	0	0. No turn	06:15	2	6. Unclassi	0	6. Single ca	20	0. Not within 20m of junction	. Not applicable	. Not appli	0	0. None	0. None wi	1. Fine wit	0. None	0. None	4. Wednesday	DEVONSHIRE ROAD - 80 METRES FROM JUNCTION WITH /	E07000008	2. No - acc	0	Validated	
Station Place	20191113	19902680	546146	257266	3. Slight	1. Dry	4. Darkness: street lights present ar	1	0	1	0	0	0	0. No turn	10:00	2	6. Unclassi	0	6. Single ca	20	0. Not within 20m of junction	. Not applicable	. Not appli	0	0. None	0. None wi	1. Fine wit	0. None	0. None	4. Wednesday	STATION ROAD NEAR JUNCTION WITH MILL PARK	E07000008	2. No - acc	0	Validated	
Mill Road	20191208	19916805	546281	257828	3. Slight	1. Dry	1. Daylight	1	1	0	0	0	0	0. No turn	13:32	1	6. Unclassi	0	6. Single ca	20	0. Not within 20m of junction	. Not applicable	. Not appli	0	0. None	5. Ped. pha	1. Fine wit	0. None	0. None	1. Sunday	MILL ROAD - 28 METRES FROM JUNCTION WITH DEVONSH	E07000008	1. Yes	0	Validated	
Station Rd	20200127	20924315	545993	257311	3. Slight	0. Not coded	4. Darkness: street lights present ar	1	0	0	1	0	0	0. No turn	18:38	2	6. Unclassi	0	9. Unknow	20	3. T & Stag Jct	. Not applicable	6. Unclassi	0	0. None	0. None wi	1. Fine wit	0. None	0. None	2. Monday	TENISON ROAD NEAR JUNCTION WITH STATION ROAD	E07000008	2. No - acc	0	Unvalidated	
Mill Rd/Argyle St	20200531	20963311	546496	257726	3. Slight	1. Dry	1. Daylight	1	0	1	0	0	0	0. No turn	21:11	2	6. Unclassi	0	6. Single ca	30	3. T & Stag Jct	4. Give way or Uncont	6. Unclassi	0	0. None	0. None wi	1. Fine wit	0. None	0. None	1. Sunday	MILL ROAD NEAR JUNCTION WITH ARGYLE STREET	E07000008	1. Yes	0	Unvalidated	

Appendix B

WU03EW - Location of usual residence and place of work by method of travel to wo

population	All usual residents aged 16 and over in employment the week before the cen
units	Persons
usual residence	E02003726 : Cambridge 008 (2011 super output area - middle layer)
place of work	England (country)

Method of travel to work	**2011**	
All categories: Method of travel	3,746	3,746
Work mainly at or from home	0	0%
Underground, metro, light rail or	9	0%
Train	388	10%
Bus, minibus or coach	206	5%
Taxi	7	0%
Motorcycle, scooter or moped	12	0%
Driving a car or van	719	19%
Passenger in a car or van	48	1%
Bicycle	1,279	34%
On foot	1,074	29%
Other method of travel to work	4	0%
		100%

In order to protect against disclosure of personal information, records have been swapped between different

Appendix C

WU03EW - Location of usual residence and place of work by method of travel to wo

population	All usual residents aged 16 and over in employment the week before the cen
units	Persons
usual residence	England (country)
place of work	E02003726 : Cambridge 008 (2011 super output area - middle layer)

Method of travel to work	**2011**	
All categories: Method of travel	4,434	4,434
Work mainly at or from home	0	0%
Underground, metro, light rail or	4	0%
Train	278	6%
Bus, minibus or coach	372	8%
Taxi	8	0%
Motorcycle, scooter or moped	47	1%
Driving a car or van	1,973	44%
Passenger in a car or van	207	5%
Bicycle	951	21%
On foot	583	13%
Other method of travel to work	11	0%
		100%

In order to protect against disclosure of personal information, records have been swapped between different

Appendix D

QS416EW - Car or van availability

population	All households; All cars or vans
units	Households
area type	2011 super output areas - middle layer
area name	E02003726 : Cambridge 008
rural urban	Total

Cars	**2011**	
All categories: Car or van availability	3,366	
No cars or vans in household	1,501	45%
1 car or van in household	1,428	42%
2 cars or vans in household	371	11%
3 cars or vans in household	54	2%
4 or more cars or vans in household	12	0%

In order to protect against disclosure of personal information, records have been swapped between diffe

Appendix E

For landscape proposals refer to LDA layouts.

1 Site Plan
Scale: 1:500

0 25 50 M

GENERAL NOTES.

All dimensions to be checked on site prior to commencement of any works, and/or preparation of any shop drawings.

Sizes of and dimensions to any structural elements are indicative only. See structural engineers drawings for actual sizes / dimensions.

Sizes of and dimensions to any service elements are indicative only. See service engineers drawings for actual sizes and dimensions.

This drawing to be read in conjunction with all other Architect's drawings, specifications and other Consultants' information.

All proprietary systems shown on this drawing are to be installed strictly in accordance with the Manufacturers/Suppliers recommended details.

Any discrepancies between information shown on this drawing and any other contract information or manufacturers/suppliers recommendations is to be brought to the attention of the Architect

DO NOT SCALE FROM THIS DRAWING.

NOTES.

- Site Boundary Line
- Site Constraints Line
- No Build Zone

1B1P	1B2P	2B3P
2B4P	3B5P	Commercial
Community Use	Creche	Reception
End of Journey	Back of House	Cycle Hub
Green Roof	Shared Terrace	

REV.	DATE	NOTE	DRAWN
P1	19/07/21	ISSUED FOR PLANNING	LC

BGY
BUCKLEY GRAY YEOMAN
+ 44 20 7033 9913
BGY.CO.UK

CLIENT
Railpen

PROJECT
Devonshire Gardens, Cambridge

DRAWING
Site Plan - Proposed - Ground Floor Plan

SCALE
1:500 @ A1
1:1000 @ A3

DATE
JULY 2021

STATUS
PLANNING

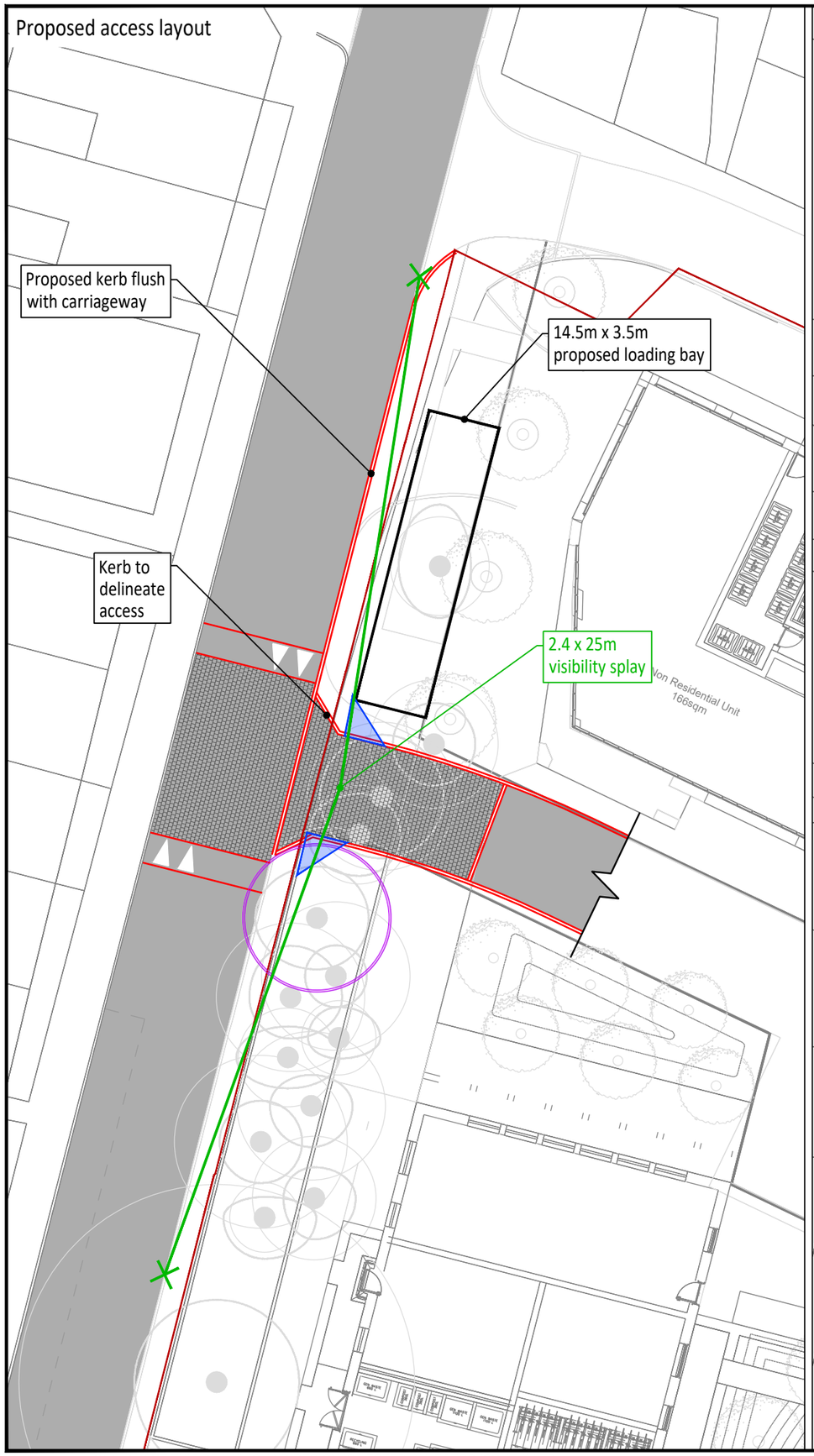
APPROVED
JH

DWG No.
1160_SP-100

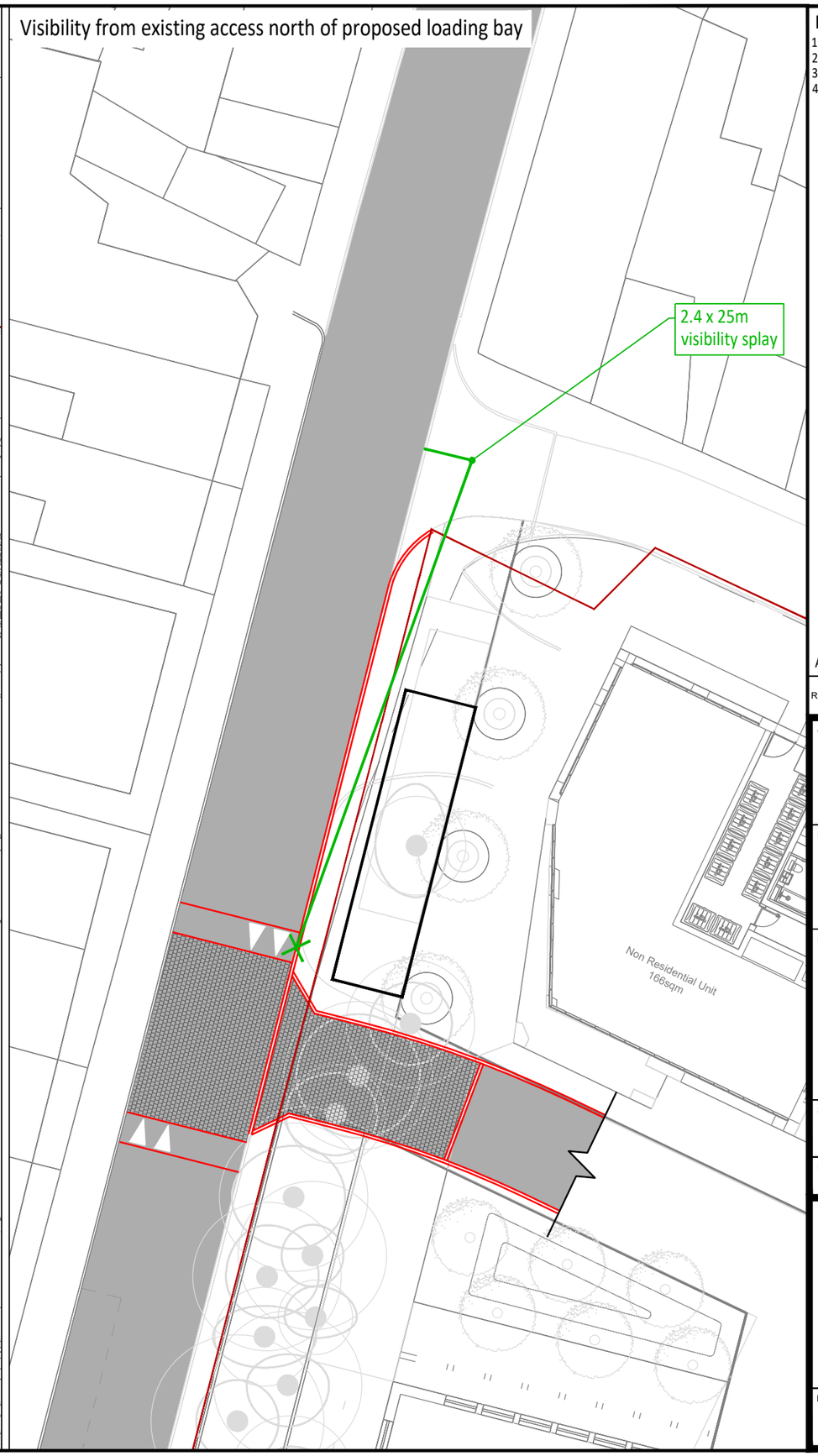
REVISION
P1

Appendix F

Proposed access layout



Visibility from existing access north of proposed loading bay



Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Based on layout: 7337_LDA_GA
4. Red line ownership boundary provided by First Base

Key

- 2m x 2m pedestrian intervisibility splay. Unobstructed visibility to be provided within the extents of splay
- Red line ownership boundary
- Tree root protection area

REV.	DETAILS	DRAWN	CHECKED	DATE
A	Proposed layout updated	JB	SM	07.07.2021

CLIENT:

First Base

PROJECT:

Devonshire Gardens, Cambridge

DRAWING TITLE:

Proposed Northern Site Access

SCALES:

1:250 at A3

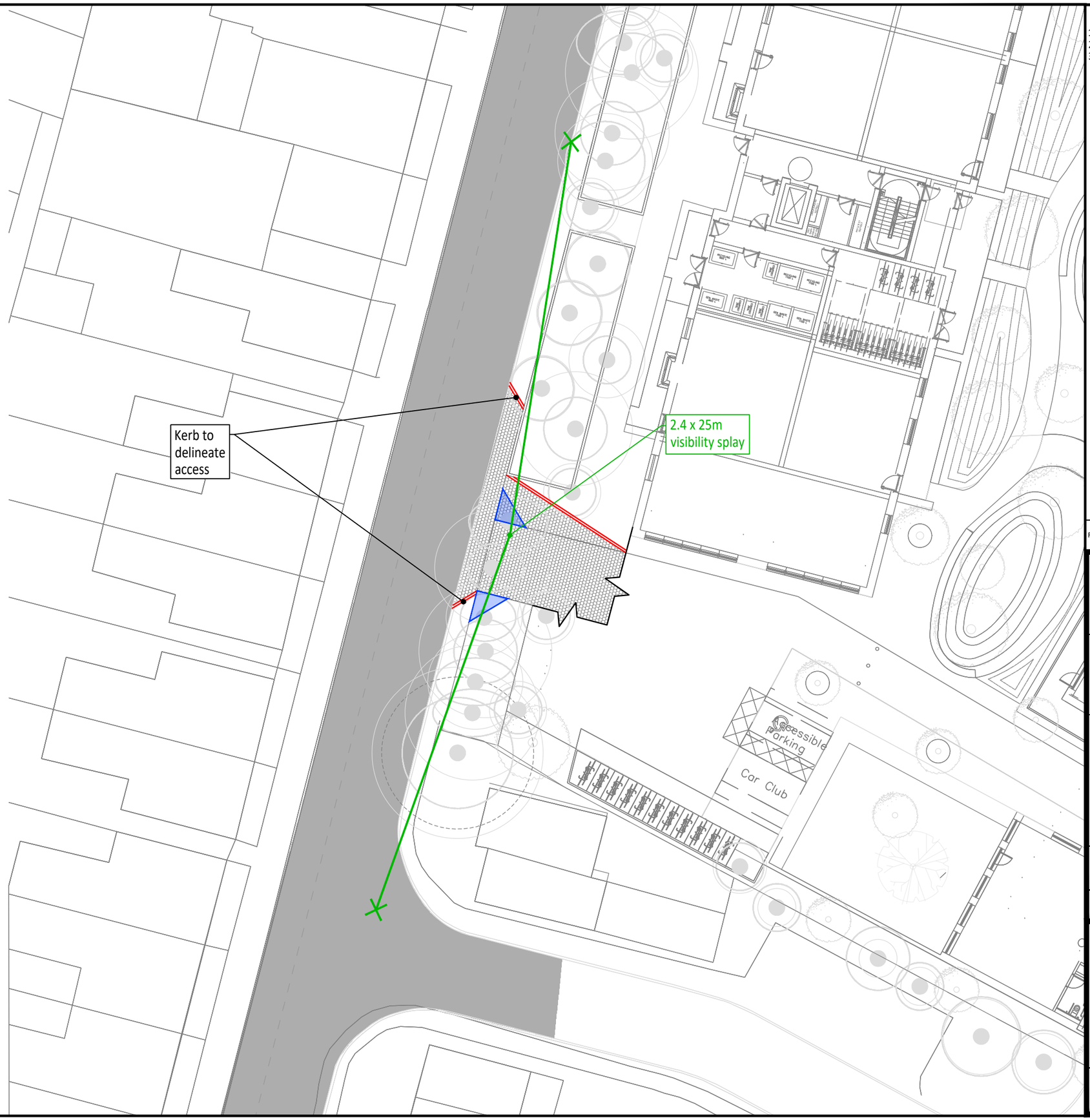
DRAWN:	CHECKED:	DATE:
JB	SM	16.06.2021

vectos.

Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectos.co.uk

DRAWING NUMBER: 205286/AT/PD06

REVISION: A



Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Based on layout: 7337_LDA_GA

Key

2m x 2m pedestrian intervisibility splay. Unobstructed visibility to be provided within the extents of splay

REV.	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

First Base

PROJECT:

Devonshire Gardens, Cambridge

DRAWING TITLE:

Proposed Southern Site Access

SCALES:

1:250 at A3

DRAWN:	CHECKED:	DATE:
JB	SM	07.07.2021

vectos.

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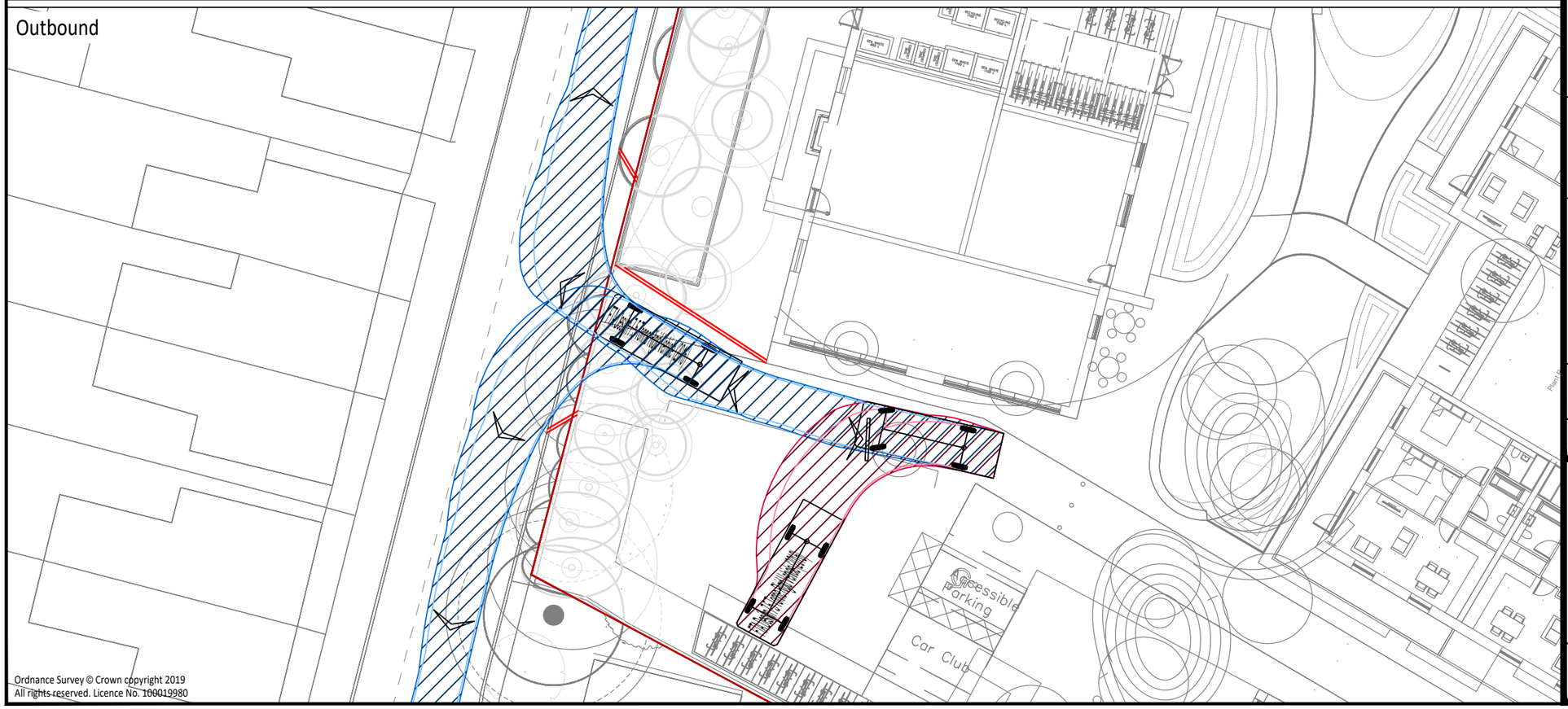
t: 020 7580 7373 e: enquiries@vectos.co.uk

DRAWING NUMBER:	REVISION:
205286/AT/PD07	-

Appendix G

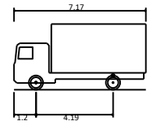
Inbound

Outbound



Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. OS base taken from LDA layout: 7337_LDA_GA
4. Proposed layout taken from LDA layout: 7337_LDA_Base_210709



FTA Design 7.5 Tonne Rigid Vehicle (2016)

Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.120m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	7.000m

REV.	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

First Base

PROJECT:

Devonshire Gardens, Cambridge

DRAWING TITLE:

Swept Path Analysis
Southern Vehicle Access
7.5t Rigid Vehicle

SCALES:

1:250 at A3

DRAWN:	CHECKED:	DATE:
JB	SM	15.07.2021

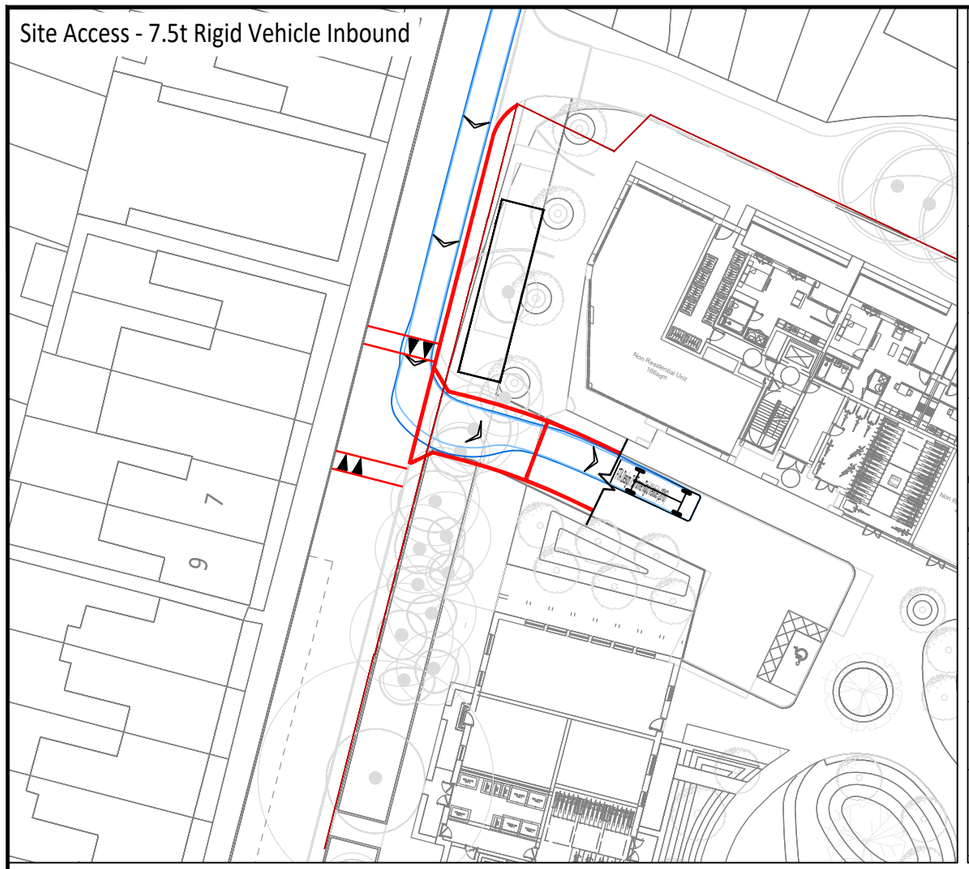
vectos.

Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectos.co.uk

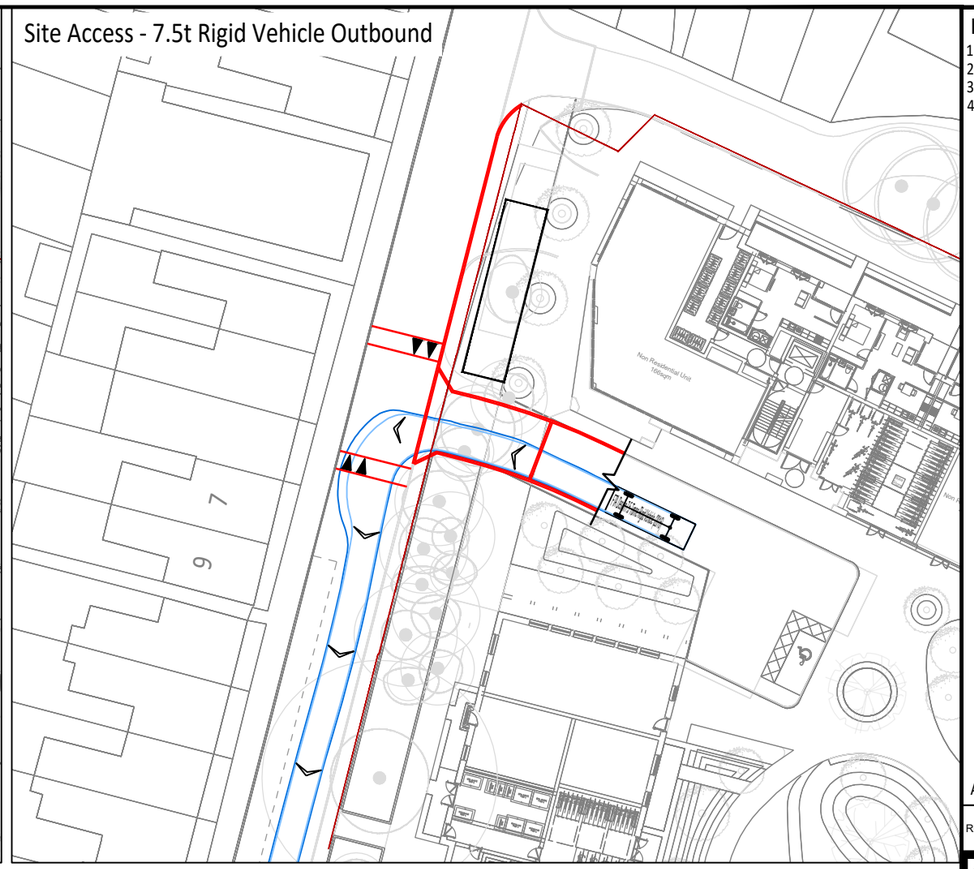
DRAWING NUMBER: 205286/AT/E04

REVISION: -

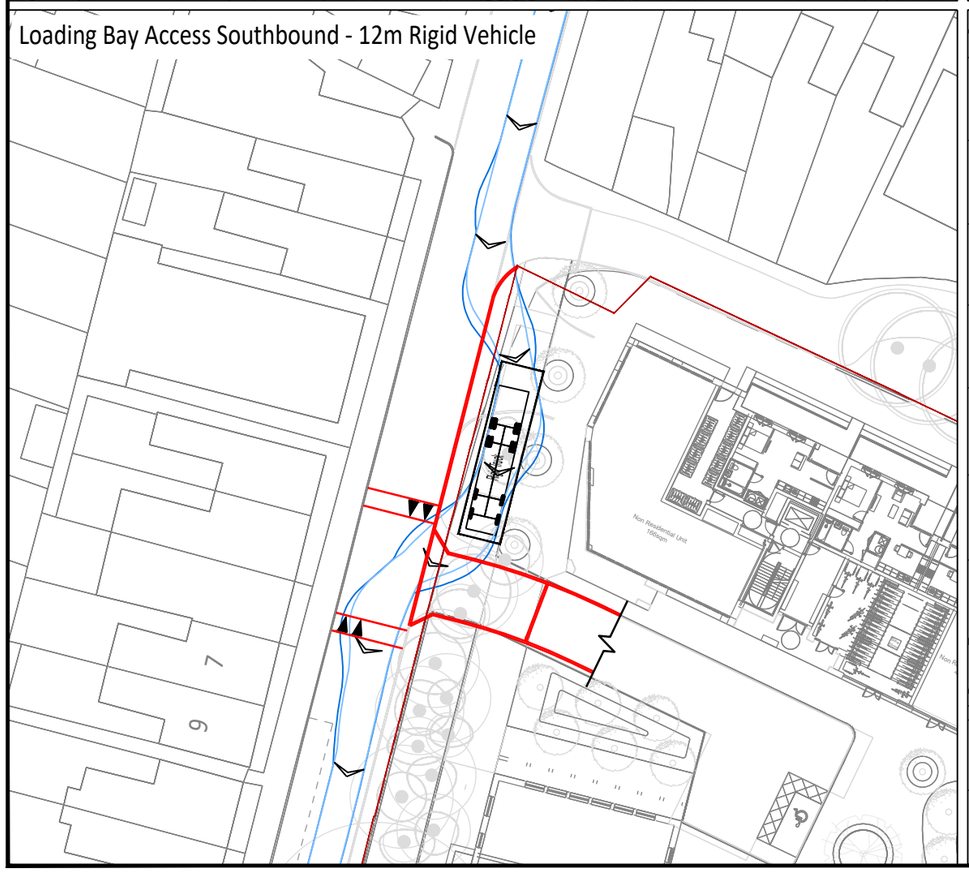
Site Access - 7.5t Rigid Vehicle Inbound



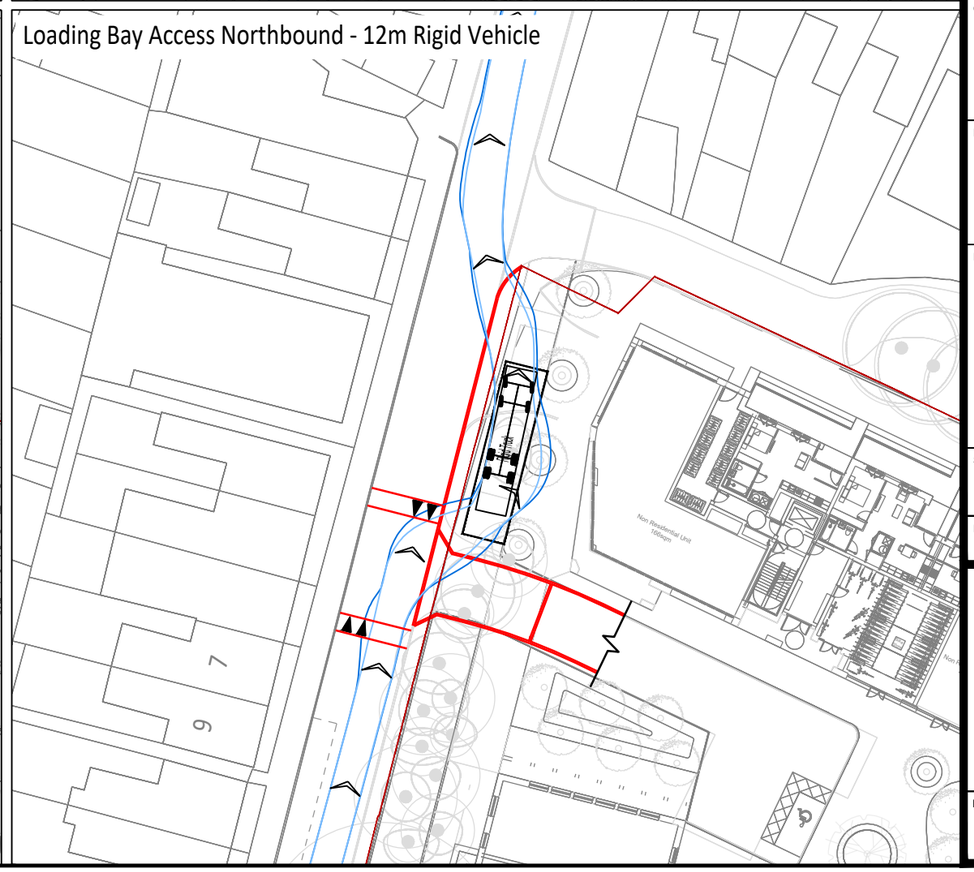
Site Access - 7.5t Rigid Vehicle Outbound



Loading Bay Access Southbound - 12m Rigid Vehicle

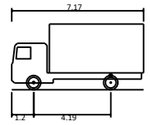


Loading Bay Access Northbound - 12m Rigid Vehicle



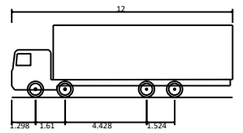
Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Based on layout: 7337_LDA_GA
4. Red line ownership boundary provided by First Base



FTA Design 7.5 Tonne Rigid Vehicle (2016)

Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.120m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	7.000m



Rigid Truck

Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

REV.	DETAILS	DRAWN	CHECKED	DATE
A	Proposed layout updated	JB	SM	07.07.2021

CLIENT:

First Base

PROJECT:

Devonshire Gardens, Cambridge

DRAWING TITLE:

Swept Path Analysis
Delivery Vehicle Access
7.5t Rigid Vehicle &
12m Rigid Vehicle

SCALES:

1:500 at A3

DRAWN:	CHECKED:	DATE:
JB	SM	16.06.2021

vectos.

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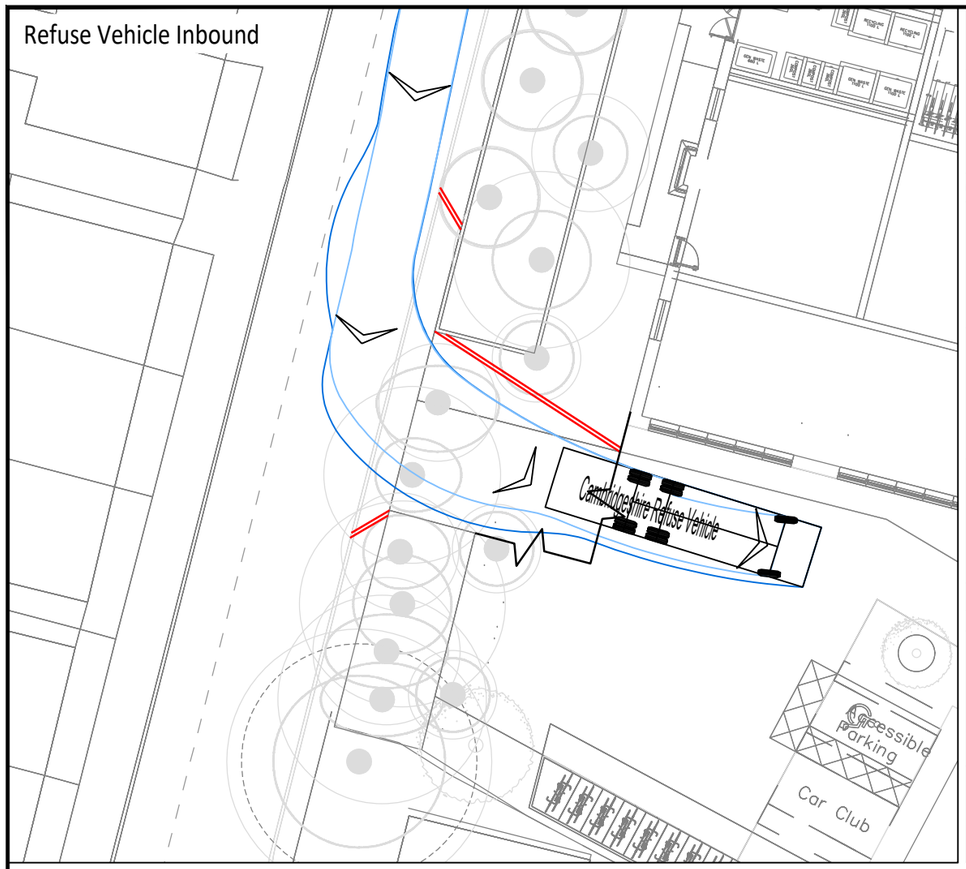
t: 020 7580 7373 e: enquiries@vectos.co.uk

DRAWING NUMBER: 205286/PD06/AT01

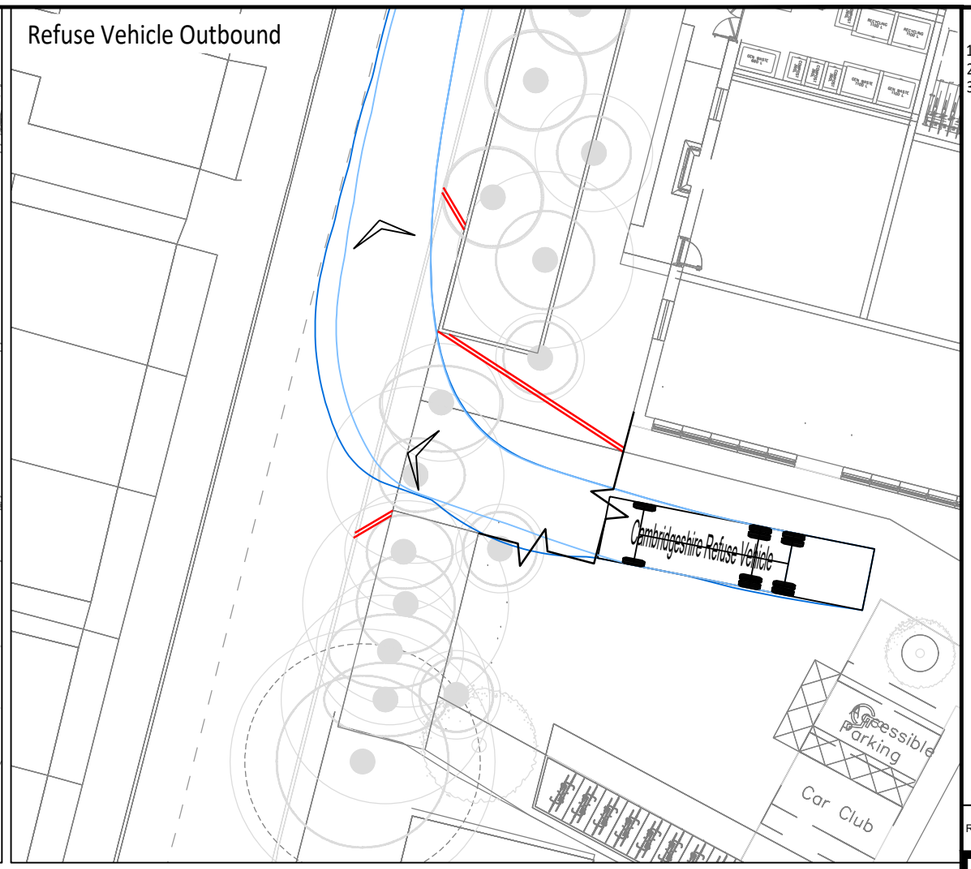
REVISION: A

Appendix H

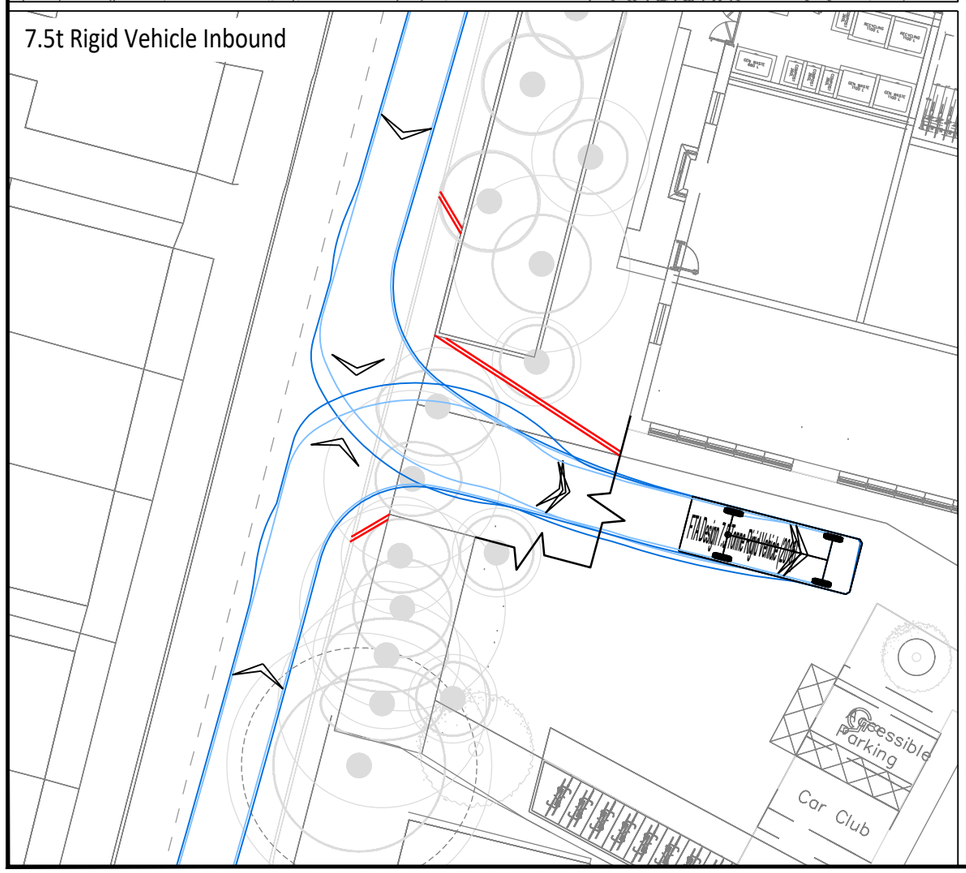
Refuse Vehicle Inbound



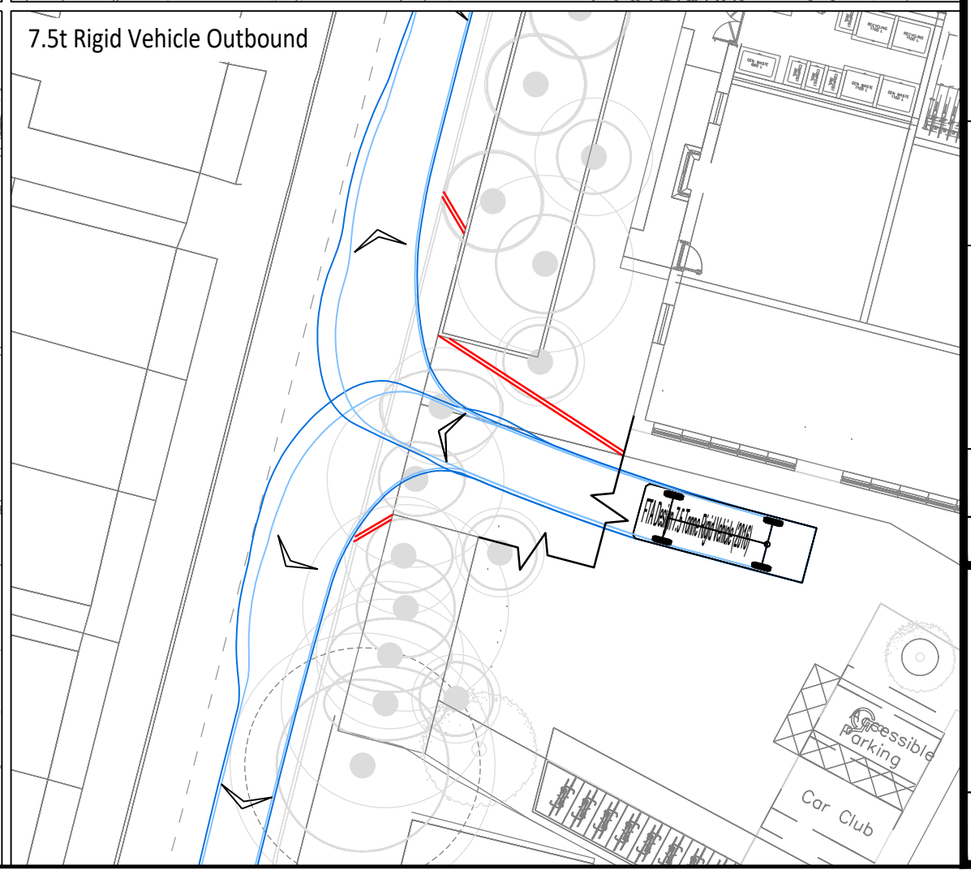
Refuse Vehicle Outbound



7.5t Rigid Vehicle Inbound

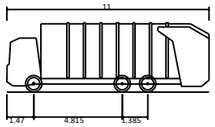


7.5t Rigid Vehicle Outbound

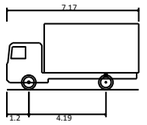


Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Based on layout: 7337_LDA_GA



Cambridgeshire Refuse Vehicle	
Overall Length	11.000m
Overall Width	2.550m
Overall Body Height	3.760m
Min Body Ground Clearance	0.312m
Track Width	2.550m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m



FTA Design 7.5 Tonne Rigid Vehicle (2016)	
Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.120m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	7.000m

REV.	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT: First Base

PROJECT: Devonshire Gardens, Cambridge

DRAWING TITLE: Swept Path Analysis
Proposed Southern Site Access
Refuse Vehicle &
7.5t Rigid Vehicle

SCALES: 1:250 at A3

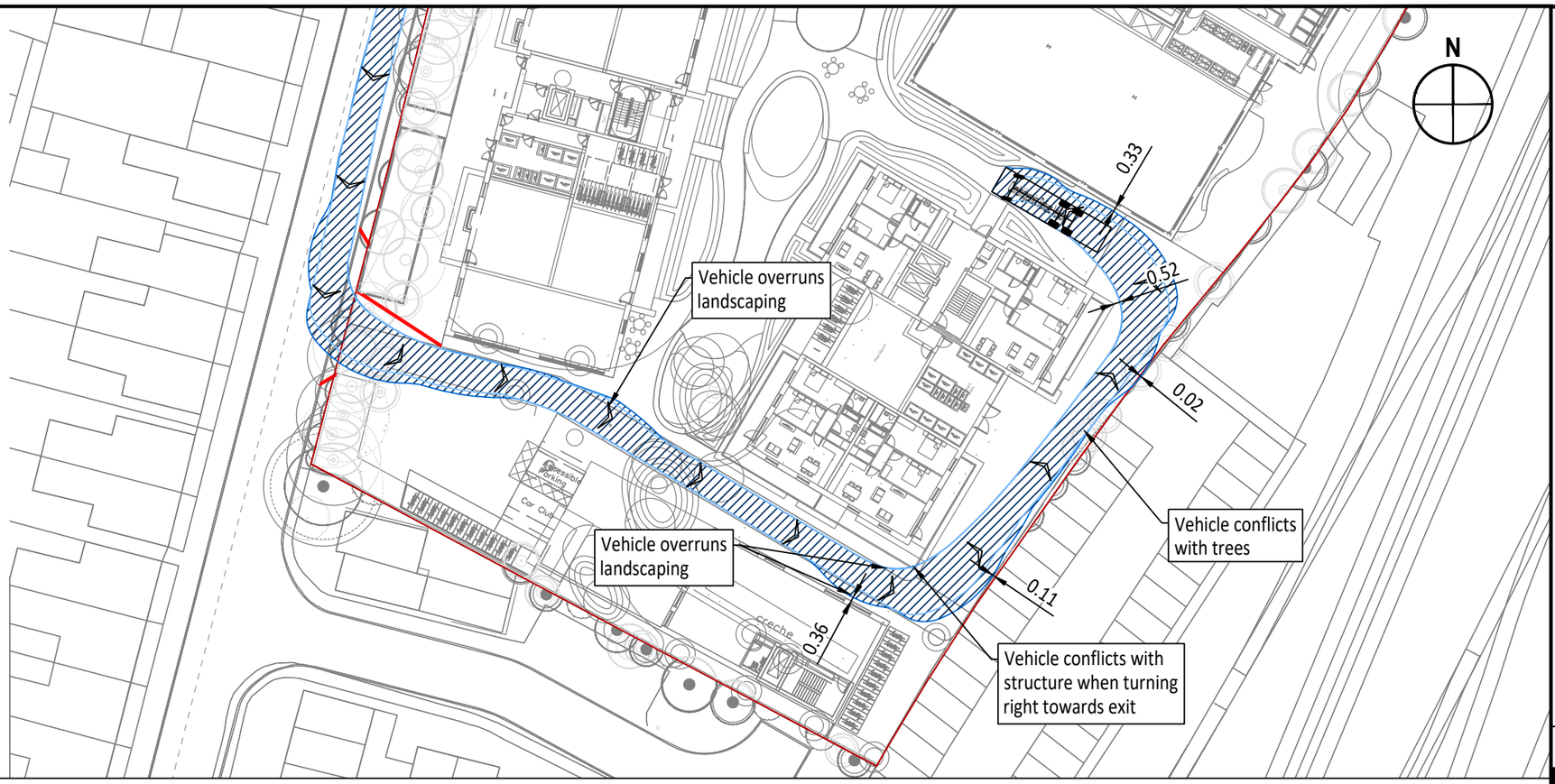
DRAWN:	CHECKED:	DATE:
JB	SM	07.07.2021

vectos.
Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectos.co.uk

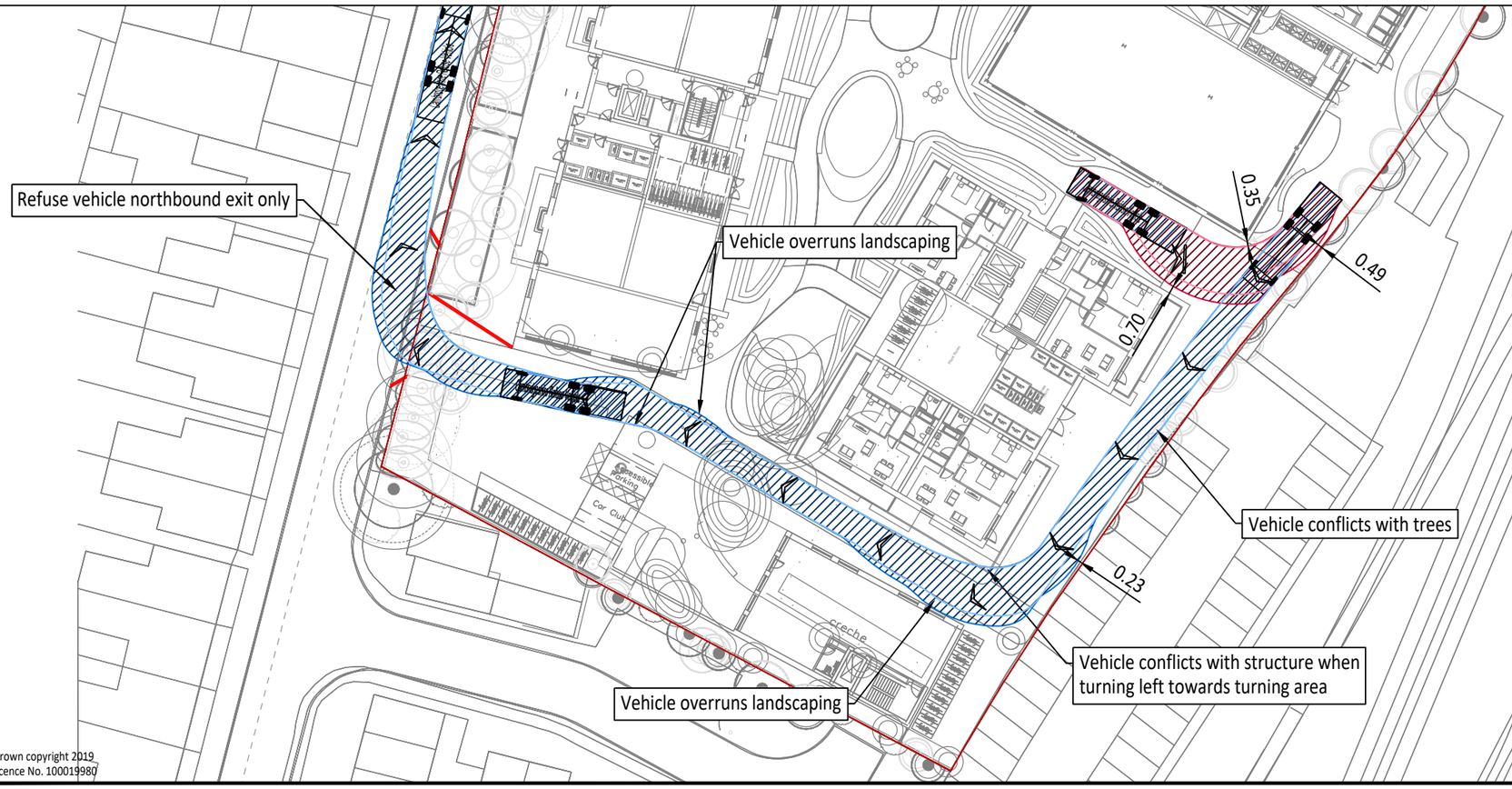
DRAWING NUMBER: 205286/PD07/AT01

REVISION: -

Inbound

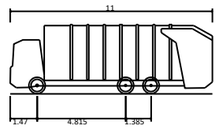


Outbound



Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. OS base taken from LDA layout: 7337_LDA_GA
4. Proposed layout taken from LDA layout: 7337_LDA_Base_210709



Cambridgeshire Refuse Vehicle	
Overall Length	11.000m
Overall Width	2.550m
Overall Body Height	3.760m
Min Body Ground Clearance	0.312m
Track Width	2.550m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

REV.	DETAILS	DRAWN	CHECKED	DATE
A	Layout & tracking updated	JB	SM	15.07.2021

CLIENT:

First Base

PROJECT:

Devonshire Gardens, Cambridge

DRAWING TITLE:

Swept Path Analysis
Southern Vehicle Access
Refuse Collection Vehicle

SCALES:

1:500 at A3

DRAWN:	CHECKED:	DATE:
JB	SM	10.06.2021

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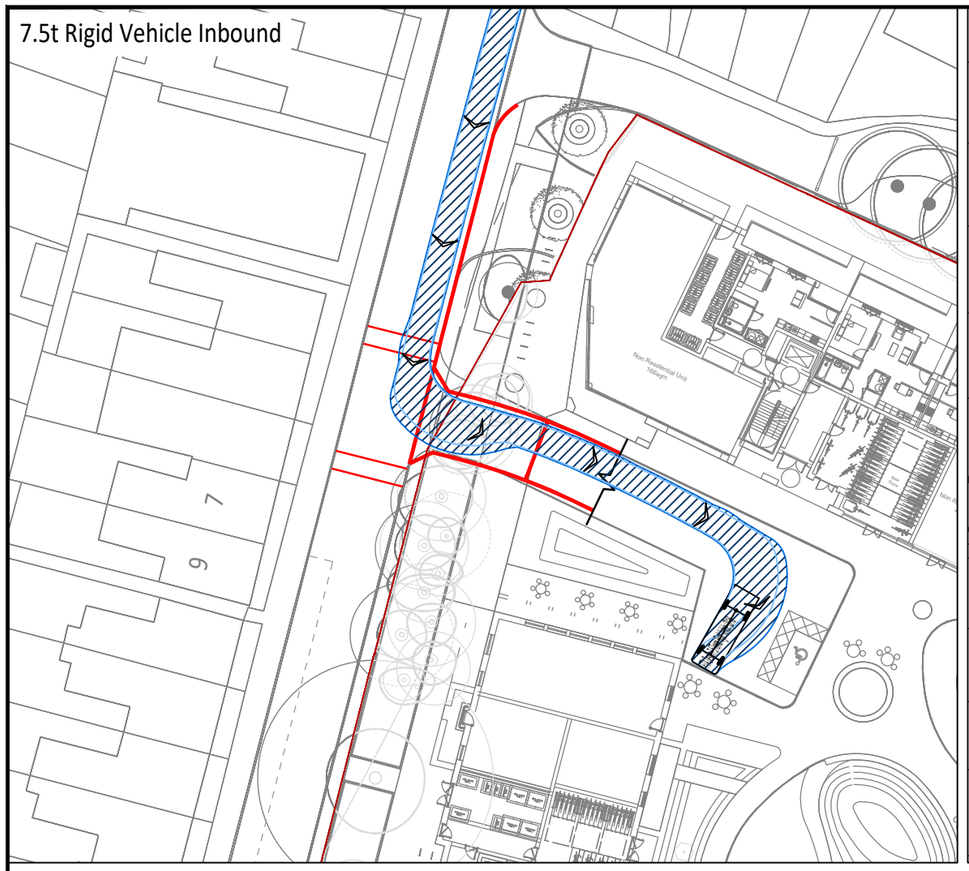
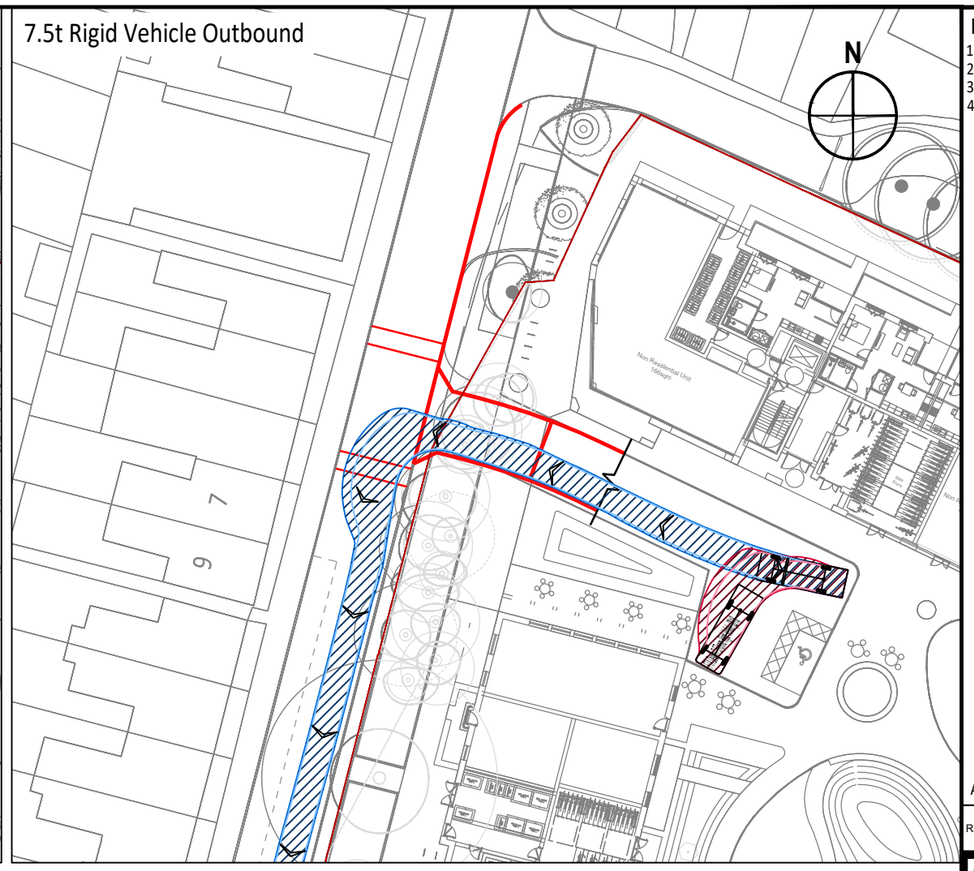
DRAWING NUMBER:	REVISION:
205286/AT/E02	A

Appendix I

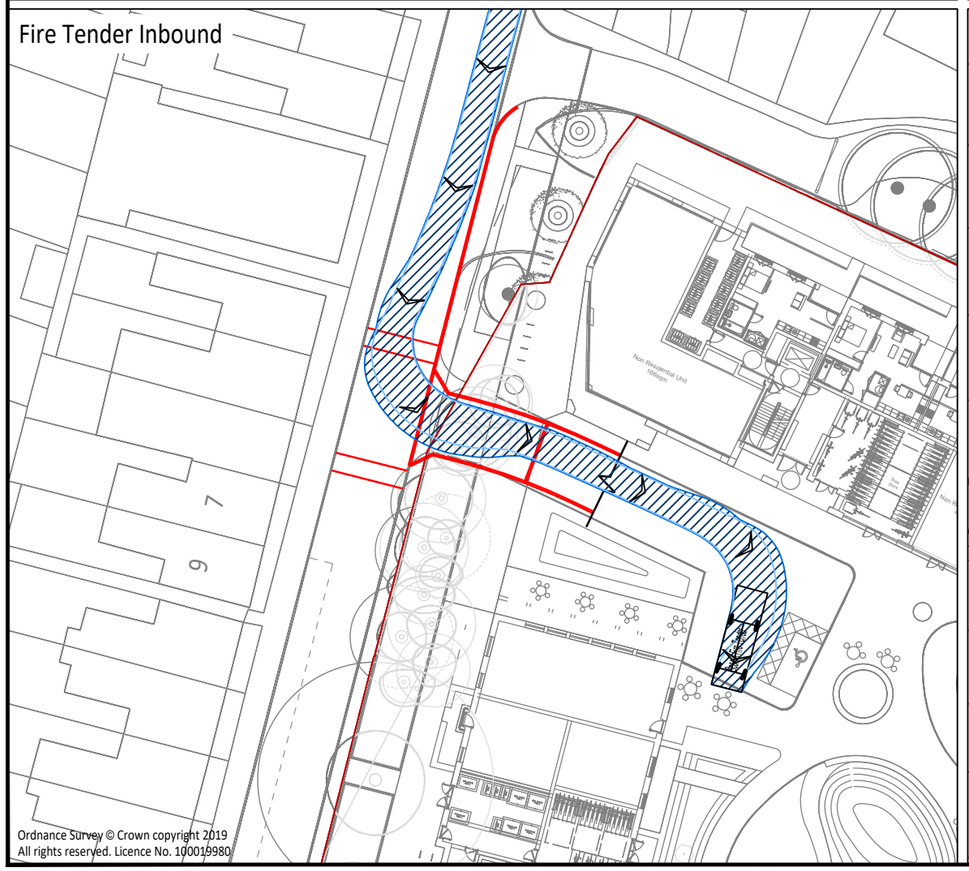
7.5t Rigid Vehicle Inbound



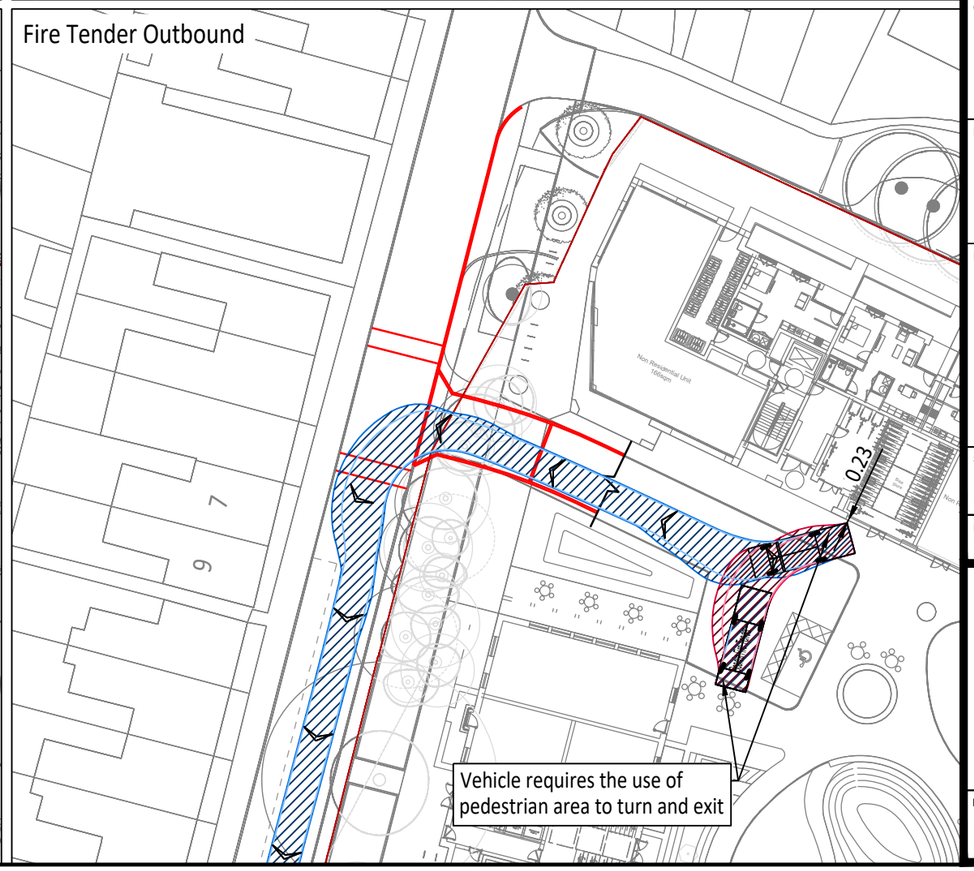
7.5t Rigid Vehicle Outbound



Fire Tender Inbound

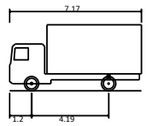


Fire Tender Outbound



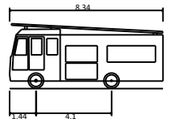
Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. OS base taken from LDA layout: 7337_LDA_GA
4. Proposed layout taken from LDA layout: 7337_LDA_Base_210709



FTA Design 7.5 Tonne Rigid Vehicle (2016)

Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.120m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	7.000m



Scania Fire Tender

Overall Length	8.340m
Overall Width	2.550m
Overall Body Height	3.515m
Min Body Ground Clearance	0.400m
Track Width	2.400m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	8.600m

REV.	DETAILS	DRAWN	CHECKED	DATE
A	Layout & tracking updated	JB	SM	15.07.2021

CLIENT:

First Base

PROJECT:

Devonshire Gardens, Cambridge

DRAWING TITLE:

Swept Path Analysis
Northern Vehicle Access
7.5t Rigid Vehicle &
Emergency Fire Vehicle

SCALES:

1:250 at A3

DRAWN:	CHECKED:	DATE:
JB	SM	10.06.2021

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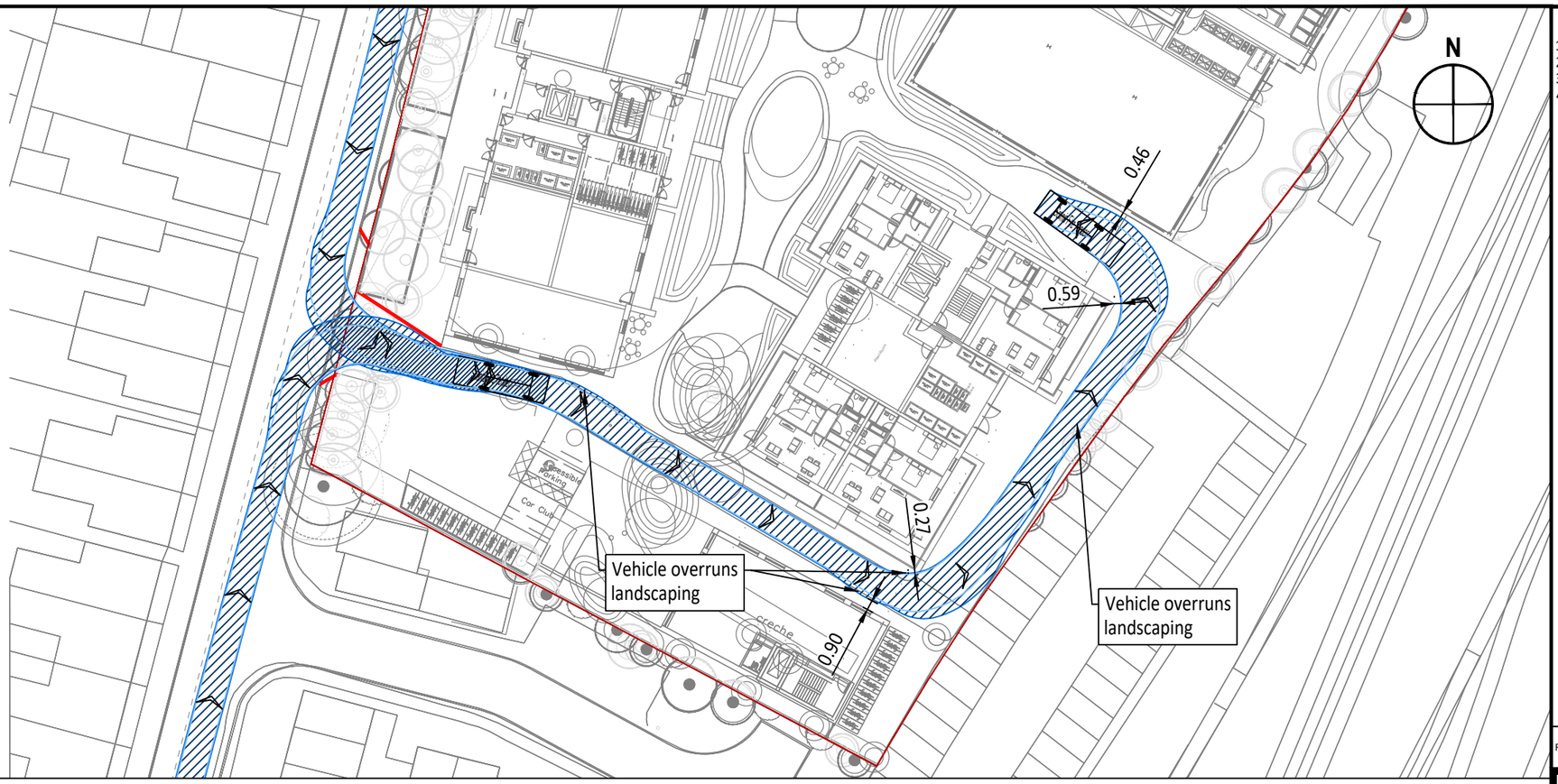
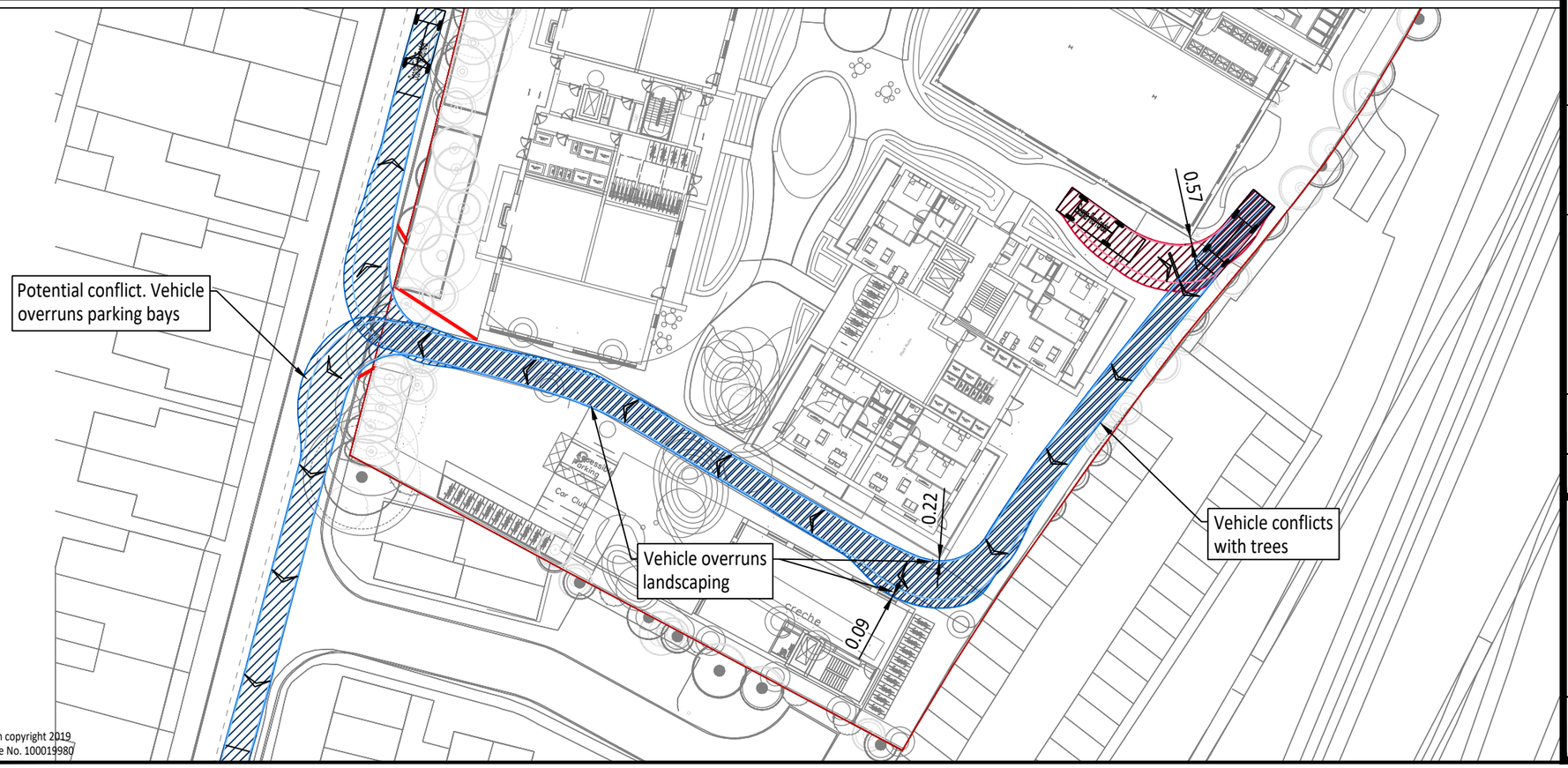
DRAWING NUMBER: 205286/AT/E01

REVISION: A

Inbound

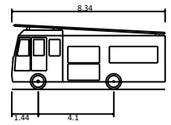


Outbound



Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. OS base taken from LDA layout: 7337_LDA_GA
4. Proposed layout taken from LDA layout: 7337_LDA_Base_210709



Scania Fire Tender	
Overall Length	8.340m
Overall Width	2.550m
Overall Body Height	3.515m
Min Body Ground Clearance	0.400m
Track Width	2.400m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	8.600m

REV.	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

First Base

PROJECT:

Devonshire Gardens, Cambridge

DRAWING TITLE:

Swept Path Analysis
Southern Vehicle Access
Emergency Fire Vehicle

SCALES:

1:500 at A3

DRAWN:	CHECKED:	DATE:
JB	SM	15.07.2021

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DRAWING NUMBER: 205286/AT/E03

REVISION: -

Appendix J

Calculation Reference: AUDIT-152301-210113-0153

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : L - BUILDER'S MERCHANTS
TOTAL VEHICLES

Selected regions and areas:
05 EAST MIDLANDS
LN LINCOLNSHIRE 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 12966 to 12966 (units: sqm)
Range Selected by User: 600 to 12966 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 11/06/13

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:
Tuesday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:
Edge of Town Centre 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:
Commercial Zone 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:
A1 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	1 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 LN-01-L-02 JACKSON BUILDING CENTRE LINCOLNSHIRE
SOUTH PARADE
GRANTHAM

Edge of Town Centre
Commercial Zone
Total Gross floor area: 13051 sqm
Survey date: TUESDAY *11/06/13* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/L - BUILDER'S MERCHANTS
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	12966	0.069	1	12966	0.000	1	12966	0.069
07:00 - 08:00	1	12966	0.285	1	12966	0.216	1	12966	0.501
08:00 - 09:00	1	12966	0.393	1	12966	0.278	1	12966	0.671
09:00 - 10:00	1	12966	0.270	1	12966	0.270	1	12966	0.540
10:00 - 11:00	1	12966	0.347	1	12966	0.293	1	12966	0.640
11:00 - 12:00	1	12966	0.324	1	12966	0.308	1	12966	0.632
12:00 - 13:00	1	12966	0.285	1	12966	0.324	1	12966	0.609
13:00 - 14:00	1	12966	0.255	1	12966	0.270	1	12966	0.525
14:00 - 15:00	1	12966	0.270	1	12966	0.308	1	12966	0.578
15:00 - 16:00	1	12966	0.231	1	12966	0.255	1	12966	0.486
16:00 - 17:00	1	12966	0.139	1	12966	0.285	1	12966	0.424
17:00 - 18:00	1	12966	0.008	1	12966	0.062	1	12966	0.070
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.876			2.869			5.745

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	12966 - 12966 (units: sqm)
Survey date date range:	01/01/12 - 11/06/13
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/L - BUILDER'S MERCHANTS
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	12966	0.008	1	12966	0.000	1	12966	0.008
07:00 - 08:00	1	12966	0.031	1	12966	0.069	1	12966	0.100
08:00 - 09:00	1	12966	0.100	1	12966	0.069	1	12966	0.169
09:00 - 10:00	1	12966	0.046	1	12966	0.077	1	12966	0.123
10:00 - 11:00	1	12966	0.046	1	12966	0.039	1	12966	0.085
11:00 - 12:00	1	12966	0.062	1	12966	0.039	1	12966	0.101
12:00 - 13:00	1	12966	0.031	1	12966	0.039	1	12966	0.070
13:00 - 14:00	1	12966	0.023	1	12966	0.039	1	12966	0.062
14:00 - 15:00	1	12966	0.062	1	12966	0.039	1	12966	0.101
15:00 - 16:00	1	12966	0.062	1	12966	0.054	1	12966	0.116
16:00 - 17:00	1	12966	0.023	1	12966	0.015	1	12966	0.038
17:00 - 18:00	1	12966	0.000	1	12966	0.000	1	12966	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.494			0.479			0.973

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 01 - RETAIL/L - BUILDER'S MERCHANTS
CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	12966	0.054	1	12966	0.000	1	12966	0.054
07:00 - 08:00	1	12966	0.139	1	12966	0.069	1	12966	0.208
08:00 - 09:00	1	12966	0.069	1	12966	0.031	1	12966	0.100
09:00 - 10:00	1	12966	0.085	1	12966	0.054	1	12966	0.139
10:00 - 11:00	1	12966	0.147	1	12966	0.131	1	12966	0.278
11:00 - 12:00	1	12966	0.131	1	12966	0.131	1	12966	0.262
12:00 - 13:00	1	12966	0.185	1	12966	0.170	1	12966	0.355
13:00 - 14:00	1	12966	0.193	1	12966	0.177	1	12966	0.370
14:00 - 15:00	1	12966	0.108	1	12966	0.162	1	12966	0.270
15:00 - 16:00	1	12966	0.062	1	12966	0.108	1	12966	0.170
16:00 - 17:00	1	12966	0.046	1	12966	0.147	1	12966	0.193
17:00 - 18:00	1	12966	0.008	1	12966	0.046	1	12966	0.054
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.227			1.226			2.453

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 01 - RETAIL/L - BUILDER'S MERCHANTS
LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	12966	0.000	1	12966	0.000	1	12966	0.000
07:00 - 08:00	1	12966	0.116	1	12966	0.077	1	12966	0.193
08:00 - 09:00	1	12966	0.224	1	12966	0.177	1	12966	0.401
09:00 - 10:00	1	12966	0.139	1	12966	0.139	1	12966	0.278
10:00 - 11:00	1	12966	0.154	1	12966	0.123	1	12966	0.277
11:00 - 12:00	1	12966	0.131	1	12966	0.139	1	12966	0.270
12:00 - 13:00	1	12966	0.069	1	12966	0.116	1	12966	0.185
13:00 - 14:00	1	12966	0.039	1	12966	0.054	1	12966	0.093
14:00 - 15:00	1	12966	0.100	1	12966	0.108	1	12966	0.208
15:00 - 16:00	1	12966	0.108	1	12966	0.093	1	12966	0.201
16:00 - 17:00	1	12966	0.069	1	12966	0.116	1	12966	0.185
17:00 - 18:00	1	12966	0.000	1	12966	0.015	1	12966	0.015
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.149			1.157			2.306

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Calculation Reference: AUDIT-152301-210115-0137

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BD	BEDFORDSHIRE	2 days
	EX	ESSEX	2 days
	HC	HAMPSHIRE	1 days
	HF	HERTFORDSHIRE	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
09	NORTH		
	CB	CUMBRIA	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 6 to 146 (units:)
Range Selected by User: 6 to 150 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 18/11/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	5 days
Thursday	4 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre	1
Edge of Town Centre	8

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	3
Built-Up Zone	5
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	9 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	7 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000	3 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	7 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
No	7 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	9 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 BD-03-C-02 BLOCKS OF FLATS BEDFORDSHIRE
STANBRIDGE ROAD
LEIGHTON BUZZARD

Edge of Town Centre
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

2 BD-03-C-03 BLOCKS OF FLATS BEDFORDSHIRE
COURT DRIVE
DUNSTABLE

Edge of Town Centre
No Sub Category
Total No of Dwellings: 146
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

3 CB-03-C-01 BLOCK OF FLATS CUMBRIA
KING STREET
CARLISLE

Town Centre
Built-Up Zone
Total No of Dwellings: 40
Survey date: THURSDAY *12/06/14* *Survey Type: MANUAL*

4 EX-03-C-01 FLATS ESSEX
WESTCLIFF PARADE
SOUTHEND-ON-SEA
WESTCLIFF
Edge of Town Centre
Residential Zone
Total No of Dwellings: 6
Survey date: TUESDAY *22/10/13* *Survey Type: MANUAL*

5 EX-03-C-02 BLOCK OF FLATS ESSEX
WESTCLIFF PARADE
SOUTHEND-ON-SEA
WESTCLIFF
Edge of Town Centre
Residential Zone
Total No of Dwellings: 94
Survey date: TUESDAY *22/10/13* *Survey Type: MANUAL*

6 HC-03-C-01 BLOCKS OF FLATS HAMPSHIRE
CROSS STREET
PORTSMOUTH

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 90
Survey date: TUESDAY *05/06/18* *Survey Type: MANUAL*

7 HF-03-C-03 BLOCK OF FLATS HERTFORDSHIRE
SHENLEY ROAD
BOREHAMWOOD

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 91
Survey date: THURSDAY *14/11/19* *Survey Type: MANUAL*

8 NF-03-C-01 BLOCKS OF FLATS NORFOLK
PAGE STAIR LANE
KING'S LYNN

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 51
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 SF-03-C-01 BLOCKS OF FLATS SUFFOLK
STATION HILL
BURY ST EDMUNDS

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 85
Survey date: THURSDAY *18/12/14* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	74	0.044	9	74	0.137	9	74	0.181
08:00 - 09:00	9	74	0.054	9	74	0.179	9	74	0.233
09:00 - 10:00	9	74	0.066	9	74	0.084	9	74	0.150
10:00 - 11:00	9	74	0.072	9	74	0.096	9	74	0.168
11:00 - 12:00	9	74	0.077	9	74	0.083	9	74	0.160
12:00 - 13:00	9	74	0.122	9	74	0.113	9	74	0.235
13:00 - 14:00	9	74	0.102	9	74	0.101	9	74	0.203
14:00 - 15:00	9	74	0.075	9	74	0.084	9	74	0.159
15:00 - 16:00	9	74	0.090	9	74	0.063	9	74	0.153
16:00 - 17:00	9	74	0.138	9	74	0.069	9	74	0.207
17:00 - 18:00	9	74	0.171	9	74	0.101	9	74	0.272
18:00 - 19:00	9	74	0.174	9	74	0.099	9	74	0.273
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.185			1.209			2.394

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	6 - 146 (units:)
Survey date date range:	01/01/12 - 18/11/19
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	74	0.002	9	74	0.002	9	74	0.004
08:00 - 09:00	9	74	0.005	9	74	0.005	9	74	0.010
09:00 - 10:00	9	74	0.002	9	74	0.003	9	74	0.005
10:00 - 11:00	9	74	0.003	9	74	0.003	9	74	0.006
11:00 - 12:00	9	74	0.008	9	74	0.008	9	74	0.016
12:00 - 13:00	9	74	0.009	9	74	0.009	9	74	0.018
13:00 - 14:00	9	74	0.002	9	74	0.002	9	74	0.004
14:00 - 15:00	9	74	0.000	9	74	0.000	9	74	0.000
15:00 - 16:00	9	74	0.002	9	74	0.002	9	74	0.004
16:00 - 17:00	9	74	0.006	9	74	0.005	9	74	0.011
17:00 - 18:00	9	74	0.005	9	74	0.003	9	74	0.008
18:00 - 19:00	9	74	0.003	9	74	0.003	9	74	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.045			0.092

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	74	0.005	9	74	0.005	9	74	0.010
08:00 - 09:00	9	74	0.000	9	74	0.000	9	74	0.000
09:00 - 10:00	9	74	0.002	9	74	0.002	9	74	0.004
10:00 - 11:00	9	74	0.000	9	74	0.000	9	74	0.000
11:00 - 12:00	9	74	0.002	9	74	0.000	9	74	0.002
12:00 - 13:00	9	74	0.002	9	74	0.003	9	74	0.005
13:00 - 14:00	9	74	0.002	9	74	0.002	9	74	0.004
14:00 - 15:00	9	74	0.000	9	74	0.000	9	74	0.000
15:00 - 16:00	9	74	0.000	9	74	0.000	9	74	0.000
16:00 - 17:00	9	74	0.000	9	74	0.000	9	74	0.000
17:00 - 18:00	9	74	0.000	9	74	0.000	9	74	0.000
18:00 - 19:00	9	74	0.000	9	74	0.000	9	74	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.012			0.025

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	74	0.075	9	74	0.332	9	74	0.407
08:00 - 09:00	9	74	0.108	9	74	0.496	9	74	0.604
09:00 - 10:00	9	74	0.128	9	74	0.188	9	74	0.316
10:00 - 11:00	9	74	0.155	9	74	0.191	9	74	0.346
11:00 - 12:00	9	74	0.158	9	74	0.153	9	74	0.311
12:00 - 13:00	9	74	0.250	9	74	0.245	9	74	0.495
13:00 - 14:00	9	74	0.223	9	74	0.197	9	74	0.420
14:00 - 15:00	9	74	0.167	9	74	0.168	9	74	0.335
15:00 - 16:00	9	74	0.257	9	74	0.159	9	74	0.416
16:00 - 17:00	9	74	0.341	9	74	0.162	9	74	0.503
17:00 - 18:00	9	74	0.408	9	74	0.220	9	74	0.628
18:00 - 19:00	9	74	0.403	9	74	0.212	9	74	0.615
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.673			2.723			5.396

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	74	0.021	9	74	0.111	9	74	0.132
08:00 - 09:00	9	74	0.029	9	74	0.144	9	74	0.173
09:00 - 10:00	9	74	0.039	9	74	0.053	9	74	0.092
10:00 - 11:00	9	74	0.038	9	74	0.045	9	74	0.083
11:00 - 12:00	9	74	0.036	9	74	0.044	9	74	0.080
12:00 - 13:00	9	74	0.065	9	74	0.063	9	74	0.128
13:00 - 14:00	9	74	0.048	9	74	0.047	9	74	0.095
14:00 - 15:00	9	74	0.041	9	74	0.045	9	74	0.086
15:00 - 16:00	9	74	0.057	9	74	0.030	9	74	0.087
16:00 - 17:00	9	74	0.084	9	74	0.030	9	74	0.114
17:00 - 18:00	9	74	0.131	9	74	0.071	9	74	0.202
18:00 - 19:00	9	74	0.140	9	74	0.080	9	74	0.220
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.729			0.763			1.492

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	74	0.006	9	74	0.011	9	74	0.017
08:00 - 09:00	9	74	0.009	9	74	0.011	9	74	0.020
09:00 - 10:00	9	74	0.006	9	74	0.006	9	74	0.012
10:00 - 11:00	9	74	0.011	9	74	0.015	9	74	0.026
11:00 - 12:00	9	74	0.012	9	74	0.012	9	74	0.024
12:00 - 13:00	9	74	0.021	9	74	0.017	9	74	0.038
13:00 - 14:00	9	74	0.012	9	74	0.015	9	74	0.027
14:00 - 15:00	9	74	0.009	9	74	0.011	9	74	0.020
15:00 - 16:00	9	74	0.015	9	74	0.012	9	74	0.027
16:00 - 17:00	9	74	0.015	9	74	0.017	9	74	0.032
17:00 - 18:00	9	74	0.011	9	74	0.003	9	74	0.014
18:00 - 19:00	9	74	0.006	9	74	0.005	9	74	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.133			0.135			0.268

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Calculation Reference: AUDIT-152301-210115-0109

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BD	BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	2 days
	HF	HERTFORDSHIRE	2 days
	SO	SLOUGH	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	2 days
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	2 days
09	NORTH		
	CB	CUMBRIA	1 days
	TV	TEES VALLEY	1 days
	TW	TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 178 to 8793 (units: sqm)
Range Selected by User: 178 to 20000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 13/11/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	5 days
Tuesday	3 days
Wednesday	3 days
Thursday	6 days
Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	20 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre	7
Edge of Town Centre	13

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	4

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B1	20 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Use Class Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

5,001 to 10,000	3 days
15,001 to 20,000	5 days
20,001 to 25,000	3 days
25,001 to 50,000	9 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	3 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	6 days
250,001 to 500,000	5 days
500,001 or More	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	11 days
1.1 to 1.5	8 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	4 days
No	16 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	20 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 BD-02-A-03 OFFICES BEDFORDSHIRE
BROMHAM ROAD
BEDFORD

Edge of Town Centre
No Sub Category
Total Gross floor area: 1469 sqm
Survey date: MONDAY *14/10/13* *Survey Type: MANUAL*

2 BR-02-A-02 PLANNING & ENGINEERING BRISTOL CITY
ST THOMAS STREET
BRISTOL

Town Centre
Built-Up Zone
Total Gross floor area: 5736 sqm
Survey date: FRIDAY *29/11/13* *Survey Type: MANUAL*

3 CA-02-A-05 OFFICES CAMBRIDGESHIRE
NEW ROAD
PETERBOROUGH

Town Centre
Built-Up Zone
Total Gross floor area: 8793 sqm
Survey date: TUESDAY *16/12/14* *Survey Type: MANUAL*

4 CB-02-A-02 OFFICE CUMBRIA
PORT ROAD
CARLISLE

Edge of Town Centre
Industrial Zone
Total Gross floor area: 925 sqm
Survey date: FRIDAY *24/06/16* *Survey Type: MANUAL*

5 DS-02-A-01 REAL ESTATE DEVELOPERS DERBYSHIRE
PRIME PARK WAY
DERBY

Edge of Town Centre
No Sub Category
Total Gross floor area: 594 sqm
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

6 ES-02-A-12 COUNCIL OFFICES EAST SUSSEX
VICARAGE LANE
HAILSHAM

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 3640 sqm
Survey date: THURSDAY *26/11/15* *Survey Type: MANUAL*

7 ES-02-A-13 OFFICES EAST SUSSEX
ROMAN ROAD
HOVE

Edge of Town Centre
Residential Zone
Total Gross floor area: 280 sqm
Survey date: WEDNESDAY *04/07/18* *Survey Type: MANUAL*

8 GM-02-A-08 REGUS GREATER MANCHESTER
FOUNTAIN STREET
MANCHESTER

Town Centre
Built-Up Zone
Total Gross floor area: 3960 sqm
Survey date: MONDAY *26/09/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 GM-02-A-09 LEASED OFFICES GREATER MANCHESTER
NEW MOUNT STREET
MANCHESTER

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2500 sqm
Survey date: MONDAY *26/09/16* *Survey Type: MANUAL*

10 HF-02-A-03 OFFICE HERTFORDSHIRE
60 VICTORIA STREET
ST ALBANS

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 610 sqm
Survey date: WEDNESDAY *16/10/13* *Survey Type: MANUAL*

11 HF-02-A-04 OFFICES HERTFORDSHIRE
STATION WAY
ST ALBANS

Edge of Town Centre
Residential Zone
Total Gross floor area: 5000 sqm
Survey date: THURSDAY *02/10/14* *Survey Type: MANUAL*

12 NF-02-A-02 FINANCIAL PLANNERS NORFOLK
NORTH QUAY
GREAT YARMOUTH

Edge of Town Centre
Commercial Zone
Total Gross floor area: 894 sqm
Survey date: MONDAY *11/09/17* *Survey Type: MANUAL*

13 NF-02-A-03 OFFICES NORFOLK
NORTH QUAY
GREAT YARMOUTH

Edge of Town Centre
Commercial Zone
Total Gross floor area: 5500 sqm
Survey date: TUESDAY *12/09/17* *Survey Type: MANUAL*

14 NY-02-A-01 SOLICITORS NORTH YORKSHIRE
NORTH PARK ROAD
HARROGATE

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 178 sqm
Survey date: THURSDAY *04/10/18* *Survey Type: MANUAL*

15 NY-02-A-02 DISTRICT COUNCIL OFFICES NORTH YORKSHIRE
STATION ROAD
RICHMOND

Edge of Town Centre
No Sub Category
Total Gross floor area: 1930 sqm
Survey date: THURSDAY *14/03/19* *Survey Type: MANUAL*

16 SF-02-A-02 OFFICES SUFFOLK
BATH STREET
IPSWICH

Edge of Town Centre
Commercial Zone
Total Gross floor area: 6505 sqm
Survey date: FRIDAY *19/07/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17	SO-02-A-01 HIGH STREET SLOUGH	COUNCIL OFFICES		SLOUGH
	Town Centre High Street Total Gross floor area:		1800 sqm	
	Survey date: THURSDAY		*27/02/14*	*Survey Type: MANUAL*
18	TV-02-A-04 CORPORATION ROAD MIDDLESBROUGH	COUNCIL OFFICES		TEES VALLEY
	Town Centre Commercial Zone Total Gross floor area:		3950 sqm	
	Survey date: TUESDAY		*08/10/13*	*Survey Type: MANUAL*
19	TW-02-A-07 MULGRAVE TERRACE GATESHEAD	OFFICES		TYNE & WEAR
	Town Centre Built-Up Zone Total Gross floor area:		2090 sqm	
	Survey date: MONDAY		*13/06/16*	*Survey Type: MANUAL*
20	WK-02-A-01 WARWICK ROAD COVENTRY	OFFICES		WARWICKSHIRE
	Town Centre Built-Up Zone Total Gross floor area:		960 sqm	
	Survey date: THURSDAY		*17/10/13*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	19	2860	0.420	19	2860	0.053	19	2860	0.473
08:00 - 09:00	20	2726	1.268	20	2726	0.194	20	2726	1.462
09:00 - 10:00	20	2726	0.844	20	2726	0.286	20	2726	1.130
10:00 - 11:00	20	2726	0.449	20	2726	0.356	20	2726	0.805
11:00 - 12:00	20	2726	0.297	20	2726	0.292	20	2726	0.589
12:00 - 13:00	20	2726	0.369	20	2726	0.431	20	2726	0.800
13:00 - 14:00	20	2726	0.440	20	2726	0.363	20	2726	0.803
14:00 - 15:00	20	2726	0.273	20	2726	0.356	20	2726	0.629
15:00 - 16:00	20	2726	0.237	20	2726	0.424	20	2726	0.661
16:00 - 17:00	20	2726	0.220	20	2726	0.728	20	2726	0.948
17:00 - 18:00	20	2726	0.149	20	2726	1.003	20	2726	1.152
18:00 - 19:00	19	2860	0.052	19	2860	0.394	19	2860	0.446
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.018			4.880			9.898

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	178 - 8793 (units: sqm)
Survey date date range:	01/01/12 - 13/11/19
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	19	2860	0.002	19	2860	0.002	19	2860	0.004
08:00 - 09:00	20	2726	0.029	20	2726	0.026	20	2726	0.055
09:00 - 10:00	20	2726	0.017	20	2726	0.020	20	2726	0.037
10:00 - 11:00	20	2726	0.026	20	2726	0.026	20	2726	0.052
11:00 - 12:00	20	2726	0.015	20	2726	0.015	20	2726	0.030
12:00 - 13:00	20	2726	0.015	20	2726	0.015	20	2726	0.030
13:00 - 14:00	20	2726	0.020	20	2726	0.018	20	2726	0.038
14:00 - 15:00	20	2726	0.013	20	2726	0.015	20	2726	0.028
15:00 - 16:00	20	2726	0.004	20	2726	0.004	20	2726	0.008
16:00 - 17:00	20	2726	0.009	20	2726	0.009	20	2726	0.018
17:00 - 18:00	20	2726	0.020	20	2726	0.020	20	2726	0.040
18:00 - 19:00	19	2860	0.002	19	2860	0.002	19	2860	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.172			0.172			0.344

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	19	2860	0.002	19	2860	0.000	19	2860	0.002
08:00 - 09:00	20	2726	0.002	20	2726	0.004	20	2726	0.006
09:00 - 10:00	20	2726	0.000	20	2726	0.000	20	2726	0.000
10:00 - 11:00	20	2726	0.002	20	2726	0.002	20	2726	0.004
11:00 - 12:00	20	2726	0.000	20	2726	0.000	20	2726	0.000
12:00 - 13:00	20	2726	0.002	20	2726	0.002	20	2726	0.004
13:00 - 14:00	20	2726	0.000	20	2726	0.000	20	2726	0.000
14:00 - 15:00	20	2726	0.002	20	2726	0.002	20	2726	0.004
15:00 - 16:00	20	2726	0.006	20	2726	0.004	20	2726	0.010
16:00 - 17:00	20	2726	0.000	20	2726	0.002	20	2726	0.002
17:00 - 18:00	20	2726	0.000	20	2726	0.000	20	2726	0.000
18:00 - 19:00	19	2860	0.000	19	2860	0.000	19	2860	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.016			0.032

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	19	2860	0.617	19	2860	0.063	19	2860	0.680
08:00 - 09:00	20	2726	2.298	20	2726	0.224	20	2726	2.522
09:00 - 10:00	20	2726	1.761	20	2726	0.512	20	2726	2.273
10:00 - 11:00	20	2726	1.128	20	2726	0.787	20	2726	1.915
11:00 - 12:00	20	2726	0.908	20	2726	0.996	20	2726	1.904
12:00 - 13:00	20	2726	1.343	20	2726	1.904	20	2726	3.247
13:00 - 14:00	20	2726	1.818	20	2726	1.535	20	2726	3.353
14:00 - 15:00	20	2726	1.069	20	2726	0.994	20	2726	2.063
15:00 - 16:00	20	2726	0.682	20	2726	0.980	20	2726	1.662
16:00 - 17:00	20	2726	0.427	20	2726	1.383	20	2726	1.810
17:00 - 18:00	20	2726	0.218	20	2726	2.075	20	2726	2.293
18:00 - 19:00	19	2860	0.070	19	2860	0.762	19	2860	0.832
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.339			12.215			24.554

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	19	2860	0.289	19	2860	0.026	19	2860	0.315
08:00 - 09:00	20	2726	0.835	20	2726	0.053	20	2726	0.888
09:00 - 10:00	20	2726	0.558	20	2726	0.161	20	2726	0.719
10:00 - 11:00	20	2726	0.277	20	2726	0.222	20	2726	0.499
11:00 - 12:00	20	2726	0.183	20	2726	0.158	20	2726	0.341
12:00 - 13:00	20	2726	0.211	20	2726	0.266	20	2726	0.477
13:00 - 14:00	20	2726	0.281	20	2726	0.222	20	2726	0.503
14:00 - 15:00	20	2726	0.158	20	2726	0.240	20	2726	0.398
15:00 - 16:00	20	2726	0.143	20	2726	0.275	20	2726	0.418
16:00 - 17:00	20	2726	0.134	20	2726	0.453	20	2726	0.587
17:00 - 18:00	20	2726	0.066	20	2726	0.717	20	2726	0.783
18:00 - 19:00	19	2860	0.024	19	2860	0.294	19	2860	0.318
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.159			3.087			6.246

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	19	2860	0.029	19	2860	0.020	19	2860	0.049
08:00 - 09:00	20	2726	0.057	20	2726	0.066	20	2726	0.123
09:00 - 10:00	20	2726	0.029	20	2726	0.040	20	2726	0.069
10:00 - 11:00	20	2726	0.029	20	2726	0.028	20	2726	0.057
11:00 - 12:00	20	2726	0.028	20	2726	0.026	20	2726	0.054
12:00 - 13:00	20	2726	0.035	20	2726	0.039	20	2726	0.074
13:00 - 14:00	20	2726	0.022	20	2726	0.015	20	2726	0.037
14:00 - 15:00	20	2726	0.028	20	2726	0.018	20	2726	0.046
15:00 - 16:00	20	2726	0.035	20	2726	0.037	20	2726	0.072
16:00 - 17:00	20	2726	0.050	20	2726	0.051	20	2726	0.101
17:00 - 18:00	20	2726	0.029	20	2726	0.026	20	2726	0.055
18:00 - 19:00	19	2860	0.011	19	2860	0.018	19	2860	0.029
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.382			0.384			0.766

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Calculation Reference: AUDIT-152301-210616-0609

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : D - NURSERY
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 400 to 750 (units: sqm)
Range Selected by User: 176 to 900 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 21/05/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	4
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

E(f)	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000	3 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days
1.1 to 1.5	2 days
2.1 to 2.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 CA-04-D-02 NURSERY CAMBRIDGESHIRE
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 400 sqm
Survey date: TUESDAY *18/10/16* *Survey Type: MANUAL*

2 CH-04-D-01 NURSERY CHESHIRE
CHESTER ROAD
MACCLESFIELD

Edge of Town Centre
No Sub Category
Total Gross floor area: 500 sqm
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

3 LN-04-D-01 NURSERY LINCOLNSHIRE
NEWARK ROAD
LINCOLN
SWALLOW BECK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 600 sqm
Survey date: TUESDAY *31/10/17* *Survey Type: MANUAL*

4 SF-04-D-03 NURSERY SUFFOLK
CAMP ROAD
LOWESTOFT

Edge of Town Centre
Residential Zone
Total Gross floor area: 750 sqm
Survey date: WEDNESDAY *10/12/14* *Survey Type: MANUAL*

5 TW-04-D-03 NURSERY TYNE & WEAR
JUBILEE ROAD
NEWCASTLE UPON TYNE
GOSFORTH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 725 sqm
Survey date: TUESDAY *21/05/19* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	5	595	0.706	5	595	0.269	5	595	0.975
08:00 - 09:00	5	595	1.815	5	595	1.345	5	595	3.160
09:00 - 10:00	5	595	0.605	5	595	0.504	5	595	1.109
10:00 - 11:00	5	595	0.101	5	595	0.134	5	595	0.235
11:00 - 12:00	5	595	0.235	5	595	0.202	5	595	0.437
12:00 - 13:00	5	595	0.639	5	595	0.908	5	595	1.547
13:00 - 14:00	5	595	0.504	5	595	0.571	5	595	1.075
14:00 - 15:00	5	595	0.101	5	595	0.168	5	595	0.269
15:00 - 16:00	5	595	0.235	5	595	0.168	5	595	0.403
16:00 - 17:00	5	595	0.672	5	595	0.605	5	595	1.277
17:00 - 18:00	5	595	1.647	5	595	1.849	5	595	3.496
18:00 - 19:00	5	595	0.134	5	595	0.639	5	595	0.773
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.394			7.362			14.756

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	400 - 750 (units: sqm)
Survey date date range:	01/01/13 - 21/05/19
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	5	595	0.067	5	595	0.067	5	595	0.134
08:00 - 09:00	5	595	0.000	5	595	0.000	5	595	0.000
09:00 - 10:00	5	595	0.000	5	595	0.000	5	595	0.000
10:00 - 11:00	5	595	0.000	5	595	0.000	5	595	0.000
11:00 - 12:00	5	595	0.000	5	595	0.000	5	595	0.000
12:00 - 13:00	5	595	0.034	5	595	0.034	5	595	0.068
13:00 - 14:00	5	595	0.000	5	595	0.000	5	595	0.000
14:00 - 15:00	5	595	0.000	5	595	0.000	5	595	0.000
15:00 - 16:00	5	595	0.000	5	595	0.000	5	595	0.000
16:00 - 17:00	5	595	0.000	5	595	0.000	5	595	0.000
17:00 - 18:00	5	595	0.000	5	595	0.000	5	595	0.000
18:00 - 19:00	5	595	0.000	5	595	0.000	5	595	0.000
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.101			0.101			0.202

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	5	595	0.000	5	595	0.000	5	595	0.000
08:00 - 09:00	5	595	0.000	5	595	0.000	5	595	0.000
09:00 - 10:00	5	595	0.034	5	595	0.034	5	595	0.068
10:00 - 11:00	5	595	0.000	5	595	0.000	5	595	0.000
11:00 - 12:00	5	595	0.000	5	595	0.000	5	595	0.000
12:00 - 13:00	5	595	0.000	5	595	0.000	5	595	0.000
13:00 - 14:00	5	595	0.000	5	595	0.000	5	595	0.000
14:00 - 15:00	5	595	0.000	5	595	0.000	5	595	0.000
15:00 - 16:00	5	595	0.000	5	595	0.000	5	595	0.000
16:00 - 17:00	5	595	0.000	5	595	0.000	5	595	0.000
17:00 - 18:00	5	595	0.000	5	595	0.000	5	595	0.000
18:00 - 19:00	5	595	0.000	5	595	0.000	5	595	0.000
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.034			0.068

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	5	595	2.252	5	595	0.303	5	595	2.555
08:00 - 09:00	5	595	5.714	5	595	1.916	5	595	7.630
09:00 - 10:00	5	595	1.378	5	595	0.672	5	595	2.050
10:00 - 11:00	5	595	0.403	5	595	0.303	5	595	0.706
11:00 - 12:00	5	595	0.672	5	595	1.143	5	595	1.815
12:00 - 13:00	5	595	2.723	5	595	2.857	5	595	5.580
13:00 - 14:00	5	595	1.076	5	595	1.580	5	595	2.656
14:00 - 15:00	5	595	0.269	5	595	0.303	5	595	0.572
15:00 - 16:00	5	595	0.706	5	595	0.706	5	595	1.412
16:00 - 17:00	5	595	0.941	5	595	2.151	5	595	3.092
17:00 - 18:00	5	595	2.151	5	595	4.168	5	595	6.319
18:00 - 19:00	5	595	0.101	5	595	2.185	5	595	2.286
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00	1	400	0.000	1	400	0.000	1	400	0.000
21:00 - 22:00	1	400	0.000	1	400	0.000	1	400	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			18.386			18.287			36.673

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	5	595	0.639	5	595	0.202	5	595	0.841
08:00 - 09:00	5	595	1.748	5	595	1.277	5	595	3.025
09:00 - 10:00	5	595	0.538	5	595	0.437	5	595	0.975
10:00 - 11:00	5	595	0.101	5	595	0.134	5	595	0.235
11:00 - 12:00	5	595	0.134	5	595	0.134	5	595	0.268
12:00 - 13:00	5	595	0.605	5	595	0.874	5	595	1.479
13:00 - 14:00	5	595	0.504	5	595	0.571	5	595	1.075
14:00 - 15:00	5	595	0.101	5	595	0.168	5	595	0.269
15:00 - 16:00	5	595	0.235	5	595	0.168	5	595	0.403
16:00 - 17:00	5	595	0.605	5	595	0.538	5	595	1.143
17:00 - 18:00	5	595	1.647	5	595	1.815	5	595	3.462
18:00 - 19:00	5	595	0.134	5	595	0.639	5	595	0.773
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.991			6.957			13.948

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	5	595	0.000	5	595	0.000	5	595	0.000
08:00 - 09:00	5	595	0.067	5	595	0.067	5	595	0.134
09:00 - 10:00	5	595	0.034	5	595	0.034	5	595	0.068
10:00 - 11:00	5	595	0.000	5	595	0.000	5	595	0.000
11:00 - 12:00	5	595	0.101	5	595	0.067	5	595	0.168
12:00 - 13:00	5	595	0.000	5	595	0.000	5	595	0.000
13:00 - 14:00	5	595	0.000	5	595	0.000	5	595	0.000
14:00 - 15:00	5	595	0.000	5	595	0.000	5	595	0.000
15:00 - 16:00	5	595	0.000	5	595	0.000	5	595	0.000
16:00 - 17:00	5	595	0.067	5	595	0.067	5	595	0.134
17:00 - 18:00	5	595	0.000	5	595	0.034	5	595	0.034
18:00 - 19:00	5	595	0.000	5	595	0.000	5	595	0.000
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.269			0.269			0.538

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Appendix K

Resi + Crech DEP THE SITE

Forecast Trips (Adjusted Car Driver)

Journey Purpo	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Train	2	8	10	6	4	10
Bus	2	5	7	4	3	7
Taxi	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0
Driving Car Passenge	0	0	0	0	0	0
Cycle	0	1	1	1	0	1
On foot	6	20	26	16	10	26
Other	5	17	22	14	8	23
Total	0	0	0	0	0	0
	15	51	66	42	25	67

Journey Purpose	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Train, Bus, Cycle, On foot	**15**	**50**	**64**	**41**	**24**	**66**

AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Road
Arrivals	Departures	Total	Arrivals	Departures	Total	
3	12	15	10	6	15	Devonshire Road (N)
11	38	49	32	19	50	Devonshire Road (S)
				0		
2	7	9	6	3	9	Mill Road (W)
0	1	1	1	1	1	Mill Road (E)
1	4	5	3	2	5	Kingston St (N)
3	10	13	8	5	13	Station Place
2	6	8	5	3	8	Guided Busway (S)
0	1	1	1	0	1	Cambridge Railway Line (E)
5	18	23	15	9	23	Hills Road (N)
1	3	4	3	2	4	Hills Road (S)

AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Road
Arrivals	Departures	Total	Arrivals	Departures	Total	
23%	23%	23%	23%	23%	23%	Devonshire Road (N)
77%	77%	77%	77%	77%	77%	Devonshire Road (S)
14%	14%	14%	14%	14%	14%	Mill Road (W)
2%	2%	2%	2%	2%	2%	Mill Road (E)
8%	8%	8%	8%	8%	8%	Kingston St (N)
20%	20%	20%	20%	20%	20%	Station Place
12%	12%	12%	12%	12%	12%	Guided Busway (S)
2%	2%	2%	2%	2%	2%	Cambridge Railway Line (E)
36%	36%	36%	36%	36%	36%	Hills Road (N)
6%	6%	6%	6%	6%	6%	Hills Road (S)

OPPOSITE DIRECTIONS (ARR AT SITE)

Empl

Forecast Trips (Adjusted Car Driver)

Journey Purpo	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Train	50	5	55	5	45	50
Bus	56	5	61	5	50	56
Taxi	1	0	1	0	0	1
Motorcycle	3	0	3	0	3	3
Driving Car Passenge	0	0	0	0	0	0
Cycle	13	1	15	1	12	13
On foot	93	9	102	9	84	93
Other	69	7	76	7	63	69
Total	1	0	1	0	1	1
	285	28	313	27	258	285

Journey Purpose	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Train, Bus, Cycle, On foot	**268**	**26**	**294**	**25**	**242**	**267**

AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Road
Arrivals	Departures	Total	Arrivals	Departures	Total	
144	14	158	14	130	143	Devonshire Rd (N)
124	12	136	12	112	124	Devonshire Road (S)
34	3	38	3	31	34	Mill Road (E)
35	3	38	3	32	35	Mill Road (W)
55	5	60	5	49	55	Kingston St (S)
79	8	87	8	72	79	Station Place
13	1	14	1	12	13	Guided Busway (N)
22	2	24	2	20	22	Cambridge Railway Line (W)
11	1	12	1	9	10	Hills Rd (N)
19	2	21	2	17	19	Hills Rd (S)

AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Road
Arrivals	Departures	Total	Arrivals	Departures	Total	
54%	54%	54%	54%	54%	54%	Devonshire Rd (N)
46%	46%	46%	46%	46%	46%	Devonshire Road (S)
13%	13%	13%	13%	13%	13%	Mill Road (E)
13%	13%	13%	13%	13%	13%	Mill Road (W)
20%	20%	20%	20%	20%	20%	Kingston St (S)
30%	30%	30%	30%	30%	30%	Station Place
5%	5%	5%	5%	5%	5%	Guided Busway (N)
8%	8%	8%	8%	8%	8%	Cambridge Railway Line (W)
4%	4%	4%	4%	4%	4%	Hills Rd (N)
7%	7%	7%	7%	7%	7%	Hills Rd (S)

Journey Purpose	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Train, Bus, Cycle, On foot	**282**	**76**	**358**	**67**	**266**	**333**

Total Combined

Forecast Trips (Adjusted Car Driver)

AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Road
Arrivals	Departures	Total	Arrivals	Departures	Total	
127	24	151	21	118	139	Devonshire Road (N)
155	52	207	45	148	194	Devonshire Road (S)
36	10	47	9	34	43	Mill Road (W)
35	5	40	4	32	36	Mill Road (E)
56	9	65	8	51	60	Kingston St (N)
82	18	100	16	77	93	Station Place
15	7	22	6	15	21	Guided Busway (S)
22	3	25	3	20	23	Cambridge Railway Line (E)
24	20	44	17	26	43	Hills Road (N)
11	4	16	4	11	15	Hills Road (S)

AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Road
Arrivals	Departures	Total	Arrivals	Departures	Total	
45%	31%	42%	32%	44%	42%	Devonshire Road (N)
55%	69%	58%	68%	56%	58%	Devonshire Road (S)
13%	13%	13%	13%	13%	13%	Mill Road (W)
13%	6%	11%	6%	12%	11%	Mill Road (E)
20%	12%	18%	12%	19%	18%	Kingston St (N)
29%	24%	28%	24%	29%	28%	Station Place
5%	10%	6%	9%	5%	6%	Guided Busway (S)
8%	4%	7%	4%	8%	7%	Cambridge Railway Line (E)
9%	26%	12%	25%	10%	13%	Hills Road (N)
4%	6%	4%	5%	4%	4%	Hills Road (S)

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
usual residence	E02003726 : Cambridge 008 (2011 super output area - middle layer)

place of work : 2011 super output area - middle layer	All categories : Method of travel to work (2001	Train	Bus, minibus or coach	Bicycle	On foot	Number	ercentage		Route (train)	Number	Percentage		Route (bus)			Number	ercentage		Route (cycling)			Number	Percentage		Route (walking)		
	3,231	287	193	1,193	875	287	9%		1	193	6%		1	2	3	1,193	37%		1	2	3	875	27%		1	2	3
	100%	9%	6%	37%	27%																						
	74	2%																									
E02003719 : Cambridge 001	13	0	1	4	6					1	1%		Devonshire Road (N)	Mill Road (W)		4	0%		Devonshire Road (N)	Kingston St (N)	Ainsworth St (N)	6	1%		Devonshire Road (N)	Kingston St (N)	Ainsworth St (N)
E02003720 : Cambridge 002	11	0	0	2	7											2	0%		Devonshire Road (N)	Mill Road (W)	Clarendon St (N)	7	1%		Devonshire Road (N)	Mill Road (W)	Clarendon St (N)
E02003721 : Cambridge 003	121	0	17	52	17					17	9%		Devonshire Road (N)	Mill Road (W)		52	4%		Devonshire Road (N)	Kingston St (N)	Ainsworth St (N)	17	2%		Devonshire Road (N)	Kingston St (N)	Ainsworth St (N)
E02003722 : Cambridge 004	61	0	1	39	9					1	1%		Devonshire Road (N)	Mill Road (W)		39	3%		Devonshire Road (N)	Mill Road (W)	Clarendon St (N)	9	1%		Devonshire Road (N)	Mill Road (W)	Clarendon St (N)
E02003723 : Cambridge 005	165	0	4	103	44					4	2%		Devonshire Road (N)	Mill Road (W)		103	9%		Devonshire Road (N)	Mill Road (W)		44	5%		Devonshire Road (N)	Mill Road (W)	
E02003724 : Cambridge 006	68	0	1	19	30					1	1%		Devonshire Road (N)	Mill Road (W)		19	2%		Devonshire Road (N)	Kingston St (N)	Ainsworth St (N)	30	3%		Devonshire Road (N)	Kingston St (N)	Ainsworth St (N)
E02003725 : Cambridge 007	1,063	3	21	504	482	3	1%		Devonshire Rd (S)	21	11%		Devonshire Road (S)	Station Place		504	42%		Devonshire Road (S)	Lyndewode Road	Hills Road (I A603 (W)	482	55%		Devonshire Road (S)	Lyndewode Roa	Hills Road (N)
E02003726 : Cambridge 008 SITE																											
E02003727 : Cambridge 009	38	0	0	12	17											12	1%		Devonshire Road (N)	Mill Road (E)	Hemlingford Road (N)	17	2%		Devonshire Road (N)	Mill Road (E)	Hemlingford Road (N)
E02003728 : Cambridge 010	82	0	2	33	23				Devonshire Rd (S)	2	1%		Devonshire Road (N)	Mill Road (W)	although bus is goin	33	3%		Devonshire Road (S)	Cambridge Railwa	Greville Road (E)	23	3%		Devonshire Road (S)	Cambridge Railv	Greville Road (E)
E02003729 : Cambridge 011	36	0	4	20	4				Devonshire Rd (S)	4	2%		Devonshire Road (S)	Station Place		20	2%		Devonshire Road (N)	Mill Road (E)		4	0%		Devonshire Road (N)	Mill Road (E)	
E02003730 : Cambridge 012	348	3	5	131	172	3	1%			5	3%		Devonshire Road (S)	Station Place		131	11%		Devonshire Road (S)	Guided Busway (S)		172	20%		Devonshire Road (S)	Guided Busway (S)	
E02003731 : Cambridge 013	285	2	47	154	29	2	1%			47	24%		Devonshire Road (N)	Mill Road (W)	although bus is goin	154	13%		Devonshire Road (S)	Hills Road (S)		29	3%		Devonshire Road (S)	Hills Road (S)	
E02003732 : East Cambridgeshire 001	1	0	0	0	0				Devonshire Rd (S)																		
E02003733 : East Cambridgeshire 002	0	0	0	0	0				Devonshire Rd (S)																		
E02003734 : East Cambridgeshire 003	3	1	0	0	0	1	0%		Devonshire Rd (S)																		
E02003735 : East Cambridgeshire 004	15	6	0	0	2	6	2%		Devonshire Rd (S)													2	0%		Devonshire Road (N)	Kingston St (N)	Ainsworth St (N)
E02003736 : East Cambridgeshire 005	5	0	0	0	0				Devonshire Rd (S)																		
E02003737 : East Cambridgeshire 006	1	0	0	0	0				Devonshire Rd (S)																		
E02003738 : East Cambridgeshire 007	4	0	0	0	2																	2	0%		Devonshire Road (N)	Mill Road (E)	Sedgewick St (N)
E02003739 : East Cambridgeshire 008	4	0	1	1	0					1	1%		Devonshire Road (N)	Mill Road (W)	onto bus route new	1	0%		Devonshire Road (N)	Kingston St (N)	Ainsworth St (N)						
E02003740 : East Cambridgeshire 009	14	0	2	1	2					2	1%		Devonshire Road (N)	Mill Road (W)	onto bus route new	1	0%		Devonshire Road (N)	Kingston St (N)	Ainsworth St (N)	2	0%		Devonshire Road (N)	Kingston St (N)	Ainsworth St (N)
E02006825 : East Cambridgeshire 011	2	0	0	1	0											1	0%		Devonshire Road (N)	Kingston St (N)	Ainsworth St (N)						
E02003775 : South Cambridgeshire 001	0	0	0	0	0																						
E02003776 : South Cambridgeshire 002	6	0	0	1	0											1	0%		Devonshire Road (N)	Mill Road (W)	Regent St (N)						
E02003777 : South Cambridgeshire 003	9	0	0	1	0											1	0%		Devonshire Road (N)	Mill Road (W)	Regent St (N)						
E02003778 : South Cambridgeshire 004	14	2	1	4	0	2	1%		Devonshire Rd (S)	1	1%		Devonshire Road (N)	Mill Road (W)		4	0%		Devonshire Road (N)	Kingston St (N)	Ainsworth St (N)						
E02003779 : South Cambridgeshire 005	9	0	0	0	2																	2	0%		Devonshire Road (N)	Mill Road (W)	Regent St (N)
E02003780 : South Cambridgeshire 006	27	0	4	6	2					4	2%		Devonshire Road (S)	Station Place		6	1%		Devonshire Road (N)	Mill Road (W)	Regent St (N)	2	0%		Devonshire Road (N)	Mill Road (W)	Regent St (N)
E02003781 : South Cambridgeshire 007	131	0	16	59	8					16	8%		Devonshire Road (N)	Mill Road (W)		59	5%		Devonshire Road (N)	Kingston St (N)	Ainsworth St (N)	8	1%		Devonshire Road (N)	Kingston St (N)	Ainsworth St (N)
E02003783 : South Cambridgeshire 009	20	0	2	12	1					2	1%		Devonshire Road (S)	Station Place		12	1%		Devonshire Road (N)	Mill Road (W)	Regent St (N)	1	0%		Devonshire Road (N)	Mill Road (W)	Regent St (N)
E02003784 : South Cambridgeshire 010	12	0	2	2	0					2	1%		Devonshire Road (S)	Station Place		2	0%		Devonshire Road (N)	Mill Road (W)	Regent St (N)						
E02003785 : South Cambridgeshire 011	26	0	2	5	2				Devonshire Rd (S)	2	1%		Devonshire Road (S)	Station Place		5	0%		Devonshire Road (N)	Mill Road (E)		2	0%		Devonshire Road (N)	Mill Road (E)	
E02003786 : South Cambridgeshire 012	17	5	0	5	0	5	2%		Devonshire Rd (S)							5	0%		Devonshire Road (S)	Guided Busway (S)							
E02003787 : South Cambridgeshire 013	4	0	0	0	0																						
E02003788 : South Cambridgeshire 014	15	1	1	2	0	1	0%		Devonshire Rd (S)	1	1%		Devonshire Road (S)	Station Place		2	0%		Devonshire Road (S)	Guided Busway (S)							
E02003789 : South Cambridgeshire 015	5	0	0	0	0																						
E02003790 : South Cambridgeshire 016	10	0	2	2	0					2	1%		Devonshire Road (N)	Mill Road (W)		2	0%		Devonshire Road (S)	Hills Road (S)							
E02003791 : South Cambridgeshire 017	120	9	45	6	3	9	3%		Devonshire Rd (S)	45	23%		Devonshire Road (S)	Station Place		6	1%		Devonshire Road (S)	Guided Busway (S)		3	0%		Devonshire Road (S)	Guided Busway (S)	
E02003792 : South Cambridgeshire 018	16	6	0	0	1	6	2%		Devonshire Rd (S)													1	0%		Devonshire Road (S)	Guided Busway (S)	
E02003793 : South Cambridgeshire 019	3	0	0	0	0																						
E02006873 : South Cambridgeshire 020	10	0	3	0	0					3	2%		Devonshire Road (N)	Mill Road (W)													
E02006874 : South Cambridgeshire 021	15	0	0	0	1																	1	0%		Devonshire Road (N)	Mill Road (W)	Regent St (N)
Westminster,City of London	120	111	0	2	3	111	39%		Devonshire Rd (S)							2	0%		Devonshire Road (S)	Guided Busway (S)		3	0%		Devonshire Road (S)	Guided Busway (S)	
Camden	74	69	1	1	0	69	24%		Devonshire Rd (S)	1	1%		Devonshire Road (S)	Station Place		1	0%		Devonshire Road (S)	Guided Busway (S)							
Huntingdonshire	47	0	4	2	0					4	2%		Devonshire Road (S)	Station Place		2	0%		Devonshire Road (N)	Kingston St (N)	Ainsworth St (N)						
Forest Heath	35	0	4	1	2					4	2%		Devonshire Road (N)	Mill Road (W)		1	0%		Devonshire Road (N)	Kingston St (N)	Ainsworth St (N)	2	0%		Devonshire Road (N)	Kingston St (N)	Ainsworth St (N)
North Hertfordshire	32	18	0	1	2	18	6%		Devonshire Rd (S)							1	0%		Devonshire Road (S)	Guided Busway (S)		2	0%		Devonshire Road (S)	Guided Busway (S)	
St Edmundsbury	25	1	0	2	0	1	0%		Devonshire Rd (S)							2	0%		Devonshire Road (N)	Kingston St (N)	Ainsworth St (N)						
Tower Hamlets	25	19	0	0	0	19	7%		Devonshire Rd (S)																		
Islington	24	22	0	1	0	22	8%		Devonshire Rd (S)							1	0%		Devonshire Road (S)	Guided Busway (S)							
Uttlesford	23	7	0	1	0	7	2%		Devonshire Rd (S)							1	0%		Devonshire Road (S)	Guided Busway (S)							
Peterborough	17	2	0	1	2	2	1%		Devonshire Rd (S)							1	0%		Devonshire Road (N)	Kingston St (N)	Ainsworth St (N)	2	0%		Devonshire Road (N)	Kingston St (N)	Ainsworth St (N)
						287	100%			193	100%					1,193	100%					875	100%				

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Rail Distribution %

100%	Devonshire Road (S)	

Bus Distribution %

53%	Devonshire Road (N)	Mill Road (W)
47%	Devonshire Road (S)	Station Place

Cycling Distribution %

12%	Devonshire Road (N)	Kingston St (N)	Ainsworth St (N)
14%	Devonshire Road (N)	Mill Road (W)	
3%	Devonshire Road (N)	Mill Road (E)	
13%	Devonshire Road (S)	Guided Busway (S)	
13%	Devonshire Road (S)	Hills Road (S)	
42%	Devonshire Road (S)	Hills Road (N)	
3%	Devonshire Road (S)	Cambridge Railway Line (E)	

Walking Distribution %

8%	Devonshire Road (N)	Kingston St (N)	Ainsworth St (N)
8%	Devonshire Road (N)	Mill Road (W)	
3%	Devonshire Road (N)	Mill Road (E)	
21%	Devonshire Road (S)	Guided Busway (S)	
3%	Devonshire Road (S)	Hills Road (S)	
55%	Devonshire Road (S)	Hills Road (N)	
3%	Devonshire Road (S)	Cambridge Railway Line (E)	

0

Rail Trip Distribution

AM Peak (08:00-09:00)			Road	
Arr	Dep	Total		
2	8	10	Devonshire Rd (S)	Station Place
PM Peak (17:00-18:00)			Road	
Arr	Dep	Total		
6	4	10	Devonshire Rd (S)	Station Place

Bus Trip Distribution

AM Peak (08:00-09:00)			Road	
Arr	Dep	Total		
1	3	4	Devonshire Road (N)	Mill Road (W)
1	2	3	Devonshire Road (S)	Station Place
PM Peak (17:00-18:00)			Road	
Arr	Dep	Total		
2	1	4	Devonshire Road (N)	Mill Road (W)
2	1	3	Devonshire Road (S)	Station Place

Cycling Trip Distribution

AM Peak (08:00-09:00)			Road		
Arr	Dep	Total			
1	2	3	Devonshire Road (N)	Kingston St (N)	Ainsworth St (N)
1	3	4	Devonshire Road (N)	Mill Road (W)	
0	1	1	Devonshire Road (N)	Mill Road (E)	
1	2	3	Devonshire Road (S)	Guided Busway (S)	
1	3	3	Devonshire Road (S)	Hills Road (S)	
2	8	11	Devonshire Road (S)	Hills Road (N)	
0	1	1	Devonshire Road (S)	Cambridge Railway Line (E)	
PM Peak (17:00-18:00)			Road		
Arr	Dep	Total			
2	1	3	Devonshire Road (N)	Kingston St (N)	Ainsworth St (N)
2	1	4	Devonshire Road (N)	Mill Road (W)	
1	0	1	Devonshire Road (N)	Mill Road (E)	
2	1	3	Devonshire Road (S)	Guided Busway (S)	
2	1	3	Devonshire Road (S)	Hills Road (S)	
7	4	11	Devonshire Road (S)	Hills Road (N)	
0	0	1	Devonshire Road (S)	Cambridge Railway Line (E)	

Walking Trip Distribution

AM Peak (08:00-09:00)			Road		
Arr	Dep	Total			
0	1	2	Devonshire Road (N)	Kingston St (N)	Ainsworth St (N)
0	1	2	Devonshire Road (N)	Mill Road (W)	
0	0	1	Devonshire Road (N)	Mill Road (E)	
1	4	5	Devonshire Road (S)	Guided Busway (S)	
0	1	1	Devonshire Road (S)	Hills Road (S)	
3	9	12	Devonshire Road (S)	Hills Road (N)	
0	0	1	Devonshire Road (S)	Cambridge Railway Line (E)	
PM Peak (17:00-18:00)			Road		
Arr	Dep	Total			
1	1	2	Devonshire Road (N)	Kingston St (N)	Ainsworth St (N)
1	1	2	Devonshire Road (N)	Mill Road (W)	
0	0	1	Devonshire Road (N)	Mill Road (E)	
3	2	5	Devonshire Road (S)	Guided Busway (S)	
0	0	1	Devonshire Road (S)	Hills Road (S)	
8	5	12	Devonshire Road (S)	Hills Road (N)	
0	0	1	Devonshire Road (S)	Cambridge Railway Line (E)	

Combined Mode Trip Distribution

AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Road
Arrivals	Departures	Total	Arrivals	Departures	Total	
3	12	15	10	6	15	Devonshire Road (N)
11	38	49	32	19	50	Devonshire Road (S)

2	7	9	6	3	9	Mill Road (W)
0	1	1	1	1	1	Mill Road (E)
1	4	5	3	2	5	Kingston St (N)

3	10	13	8	5	13	Station Place
2	6	8	5	3	8	Guided Busway (S)
0	1	1	1	0	1	Cambridge Railway Line (E)
5	18	23	15	9	23	Hills Road (N)
1	3	4	3	2	4	Hills Road (S)

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
place of work	E02003726 : Cambridge 008 (2011 super output area - middle layer)

usual residence : 2011 super output area - middle layer	All categories: Method of travel to work (7001)	Train	Bus, minibus or coach	Bicycle	On foot
	3,887	197	361	869	393
	100%	5%	9%	22%	10%
E02003719 : Cambridge 001	148	0	21	63	8
E02003720 : Cambridge 002	122	0	8	56	16
E02003721 : Cambridge 003	189	0	9	75	23
E02003722 : Cambridge 004	129	0	4	84	23
E02003723 : Cambridge 005	47	0	4	23	9
E02003724 : Cambridge 006	235	0	16	85	48
E02003725 : Cambridge 007	82	0	0	30	41
E02003726 : Cambridge 008 SITE					
E02003727 : Cambridge 009	250	0	4	80	115
E02003728 : Cambridge 010	172	1	4	85	32
E02003729 : Cambridge 011	154	1	21	51	8
E02003730 : Cambridge 012	122	0	6	44	28
E02003731 : Cambridge 013	128	0	11	44	25
E02003732 : East Cambridgeshire 001	23	10	0	0	0
E02003733 : East Cambridgeshire 002	34	5	2	0	0
E02003734 : East Cambridgeshire 003	55	32	0	0	0
E02003735 : East Cambridgeshire 004	47	26	0	0	0
E02003736 : East Cambridgeshire 005	47	1	2	0	1
E02003737 : East Cambridgeshire 006	31	4	2	1	0
E02003738 : East Cambridgeshire 007	19	0	2	0	0
E02003739 : East Cambridgeshire 008	50	1	1	0	1
E02003740 : East Cambridgeshire 009	47	0	4	3	0
E02006825 : East Cambridgeshire 011	13	2	1	1	0
E02003775 : South Cambridgeshire 001	42	0	2	1	0
E02003776 : South Cambridgeshire 002	72	0	9	4	0
E02003777 : South Cambridgeshire 003	53	0	8	4	0
E02003778 : South Cambridgeshire 004	44	9	3	4	0
E02003779 : South Cambridgeshire 005	50	0	22	1	1
E02003780 : South Cambridgeshire 006	107	0	18	24	3
E02003781 : South Cambridgeshire 007	73	0	14	24	1
E02003783 : South Cambridgeshire 009	51	0	5	15	0
E02003784 : South Cambridgeshire 010	72	0	15	6	0
E02003785 : South Cambridgeshire 011	94	1	17	23	0
E02003786 : South Cambridgeshire 012	59	12	1	9	0
E02003787 : South Cambridgeshire 013	30	0	4	1	1
E02003788 : South Cambridgeshire 014	44	3	5	5	0
E02003789 : South Cambridgeshire 015	35	1	3	3	0
E02003790 : South Cambridgeshire 016	46	0	8	1	1
E02003791 : South Cambridgeshire 017	56	7	3	1	1
E02003792 : South Cambridgeshire 018	42	11	3	3	1
E02003793 : South Cambridgeshire 019	17	2	0	0	1
E02006873 : South Cambridgeshire 020	45	0	5	1	1
E02006874 : South Cambridgeshire 021	38	0	7	0	0
Huntingdonshire	219	0	34	0	1
St Edmundsbury	124	8	24	1	0
Forest Heath	91	5	11	2	0
North Hertfordshire	51	24	2	0	2
Fenland	46	5	3	0	0
Uttlesford	45	7	1	1	1
Peterborough	38	4	2	6	0
Bedford	24	0	8	1	0
King's Lynn and West Norfolk	18	13	0	0	0
Mid Suffolk	17	2	0	3	0

Number	Percentage	Route (train)
197	5%	1
0	0%	**Devonshire Rd (N)**
197	100%	

Number	Percentage	Route (bus)			
361	9%	1	2	3	4
21	6%	Hills Road (S)	Station Road (E)	Tenison Road (N)	Devonshire Road (N)
8	2%	Station Place	Devonshire Road (N)		
9	2%	Station Place	Devonshire Road (S)		
4	1%	Station Place	Devonshire Road (N)		
4	1%	Station Place	Devonshire Road (N)		
18	5%	Station Place	Devonshire Road (N)		
4	1%	Mill Road (W)	Devonshire Road (S)		
4	1%	Mill Road (W)	Devonshire Road (S)		
6	2%	Mill Road (E)	Devonshire Road (S)		
11	3%	Station Place	Devonshire Road (N)		
2	1%	Mill Road (E)	Devonshire Road (S)		
10	5%	Devonshire Rd (N)			
5	3%	Devonshire Rd (N)			
32	16%	Devonshire Rd (N)			
26	13%	Devonshire Rd (N)			
1	1%	Devonshire Rd (N)			
2	1%	Mill Road (E)	Devonshire Road (S)		
2	1%	A1134 (S)	Sutton St (S)	Kingston St (S)	Devonshire Road (S)
2	1%	A1134 (S)	Sutton St (S)	Kingston St (S)	Devonshire Road (S)
1	0%	A1134 (S)	Sutton St (S)	Kingston St (S)	Devonshire Road (S)
4	1%	A1134 (S)	Sutton St (S)	Kingston St (S)	Devonshire Road (S)
1	0%	A1134 (S)	Sutton St (S)	Kingston St (S)	Devonshire Road (S)
2	1%	Devonshire Rd (N)			
2	1%	Station Place	Devonshire Road (N)		
9	2%	Mill Road (E)	Devonshire Road (S)		
8	2%	Station Place	Devonshire Road (N)		
3	1%	Station Place	Devonshire Road (N)		
22	6%	Station Place	Devonshire Road (N)		
18	5%	Station Place	Devonshire Road (N)		
14	4%	Mill Road (W)	Devonshire Road (S)		
5	1%	Mill Road (E)	Devonshire Road (S)		
15	4%	Mill Road (E)	Devonshire Road (S)		
17	5%	Station Place	Devonshire Road (N)		
1	0%	Hills Road (N)	Station Place	Devonshire Road (N)	
4	1%	Hills Road (S)	Gilson Rd €	Tenison Road (S)	Devonshire Road (N)
5	1%	Hills Road (S)	Gilson Rd €	Tenison Road (S)	Devonshire Road (N)
3	1%	Station Place	Devonshire Road (N)		
8	2%	Hills Road (N)	Station Place	Devonshire Road (N)	
3	1%	Station Place	Devonshire Road (N)		
3	1%	Hills Road (S)	Gilson Rd €	Tenison Road (S)	Devonshire Road (N)
5	1%	Mill Road (E)	Devonshire Road (S)		
7	2%	Hills Road (S)	Station Road (E)	Tenison Road (N)	Devonshire Road (N)
24	7%	Mill Road (E)	Devonshire Road (S)		
11	3%	Mill Road (E)	Devonshire Road (S)		
2	1%	Station Place	Devonshire Road (N)		
3	1%	Station Place	Devonshire Road (N)		
1	0%	Station Place	Devonshire Road (N)		
6	2%	Station Place	Devonshire Road (N)		
8	2%	Station Place	Devonshire Road (N)		

Number	Percentage	Route (cycling)				
869	22%	1	2	3	4	5
63	7%	Kingston St (S)	Devonshire Road (S)			
56	6%	Kingston St (S)	Devonshire Road (S)			
75	9%	Kingston St (S)	Devonshire Road (S)			
84	10%	Mill Road (E)	Devonshire Road (S)			
23	3%	Hills Rd (S)	Mill Road (E)	Devonshire Road (S)		
85	10%	Kingston St (S)	Devonshire Road (S)			
30	3%	Hills Rd (S)	Gilsson Rd (E)	Lyndewode Rd (E)	Tenison Road (S)	Devonshire Road (N)
0	0%					
80	9%	Mill Road (W)	Devonshire Road (S)			
85	10%	Cambridge Railway Lo	Devonshire Road (N)			
51	6%	Cambridge Railway Lo	Devonshire Road (N)			
44	5%	Guided Busway (N)	Devonshire Road (N)			
44	5%	Hills Rd (N)	Devonshire Road (N)			
3	0%	Kingston St (S)	Devonshire Road (S)			
1	0%	Kingston St (S)	Devonshire Road (S)			
1	0%	Kingston St (S)	Devonshire Road (S)			
4	0%	Kingston St (S)	Devonshire Road (S)			
4	0%	Kingston St (S)	Devonshire Road (S)			
4	0%	Kingston St (S)	Devonshire Road (S)			
1	0%	Kingston St (S)	Devonshire Road (S)			
24	3%	Mill Road (E)	Devonshire Road (S)			
24	3%	Kingston St (S)	Devonshire Road (S)			
15	2%	Hills Rd (S)	Gilsson Rd (E)	Lyndewode Rd (E)	Tenison Road (S)	Devonshire Road (N)
6	1%	Hills Rd (S)	Gilsson Rd (E)	Lyndewode Rd (E)	Tenison Road (S)	Devonshire Road (N)
9	1%	Mill Road (W)	Devonshire Road (S)			
23	3%	Mill Road (W)	Devonshire Road (S)			
9	1%	Guided Busway (N)	Devonshire Road (N)			
1	0%	The Fen Causeway (E)	Hills Rd (S)	Gilsson Rd (E)	Lyndewode Rd (E)	Tenison Rc Devonshire Rc
5	1%	Guided Busway (N)	Devonshire Road (N)			
3	0%	Guided Busway (N)	Devonshire Road (N)			
1	0%	Mill Road (W)	Devonshire Road (S)			
1	0%	Guided Busway (N)	Devonshire Road (N)			
3	0%	Guided Busway (N)	Devonshire Road (N)			
1	0%	Mill Road (E)	Devonshire Road (S)			
1	0%	Kingston St (S)	Devonshire Road (S)			
24	3%	Kingston St (S)	Devonshire Road (S)			
2	0%	Kingston St (S)	Devonshire Road (S)			
1	0%	Guided Busway (N)	Devonshire Road (N)			
1	0%	Kingston St (S)	Devonshire Road (S)			
6	1%	Kingston St (S)	Devonshire Road (S)			
1	0%	Hills Rd (S)	Gilsson Rd (E)	Lyndewode Rd (E)	Tenison Road (S)	Devonshire Road (N)
3	0%	Kingston St (S)	Devonshire Road (S)			

Number	Percentage	Route (walking)				
393	10%	1	2	3	4	5
8	2%	Kingston St (S)	Devonshire Road (S)			
16	4%	Kingston St (S)	Devonshire Road (S)			
23	6%	Kingston St (S)	Devonshire Road (S)			
23	6%	Mill Road (E)	Devonshire Road (S)			
9	2%	Hills Rd (S)	Mill Road (E)	Devonshire Road (S)		
48	12%	Kingston St (S)	Devonshire Road (S)			
41	10%	Hills Rd (S)	Gilsson Rd (E)	Lyndewode Rd (E)	Tenison Road (S)	Devonshire Road (N)
0	0%					
115	29%	Mill Road (W)	Devonshire Road (S)			
32	8%	Cambridge Railway Lo	Devonshire Road (N)			
8	2%	Cambridge Railway Lo	Devonshire Road (N)			
28	7%	Guided Busway (N)	Devonshire Road (N)			
25	6%	Hills Rd (N)	Devonshire Road (N)			
1	0%	Kingston St (S)	Devonshire Road (S)			
1	0%	Kingston St (S)	Devonshire Road (S)			
1	0%	Mill Road (E)	Devonshire Road (S)			
3	1%	Mill Road (E)	Devonshire Road (S)			
1	0%	Kingston St (S)	Devonshire Road (S)			
1	0%	The Fen Causeway	Hills Rd (S)	Gilsson Rd (E)	Lyndewode Rd (E)	Tenison Road (S)
1	0%	Mill Road (W)	Devonshire Road (S)			
1	0%	Guided Busway (N)	Devonshire Road (N)			
1	0%	Guided Busway (N)	Devonshire Road (N)			
1	0%					
1	0%	Mill Road (E)	Devonshire Road (S)			
1	0%	Kingston St (S)	Devonshire Road (S)			
2	1%	Guided Busway (N)	Devonshire Road (N)			
1	0%	Guided Busway (N)	Devonshire Road (N)			
393	100%					

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Rail Distribution %

100%	Devonshire Rd (N)	

2

Bus Distribution %

53%	Station Place	Devonshire Road (N)	
3%	Hills Road (S)	Gilsson Rd €	Tenison Road (S) Devonshire Road (N)
8%	Hills Road (S)	Station Road (E)	Tenison Road (N) Devonshire Road (N)
2%	Hills Road (N)	Devonshire Road (N)	
24%	Mill Road (E)	Devonshire Road (S)	
6%	Mill Road (W)	Devonshire Road (S)	
3%	Kingston St (S)	Devonshire Road (S)	

Cycling Distribution %

16%	Cambridge Railway Line (W)	Devonshire Road (N)			
6%	Hills Rd (S)	Gilsson Rd (E)	Lyndewode Rd (E)	Tenison Road (S)	Devonshire Road (N)
5%	Hills Rd (N)	Devonshire Road (N)			
8%	Guided Busway (N)	Devonshire Road (N)			
38%	Kingston St (S)	Devonshire Road (S)			
15%	Mill Road (E)	Devonshire Road (S)			
12%	Mill Road (W)	Devonshire Road (S)			

Walking Distribution %

10%	Cambridge Railway Line (	Devonshire Road (N)			
11%	Hills Rd (S)	Gilsson Rd (E)	Lyndewode Rd (E)	Tenison Road (S)	Devonshire Road (N)
6%	Hills Rd (N)	Devonshire Road (N)			
8%	Guided Busway (N)	Devonshire Road (N)			
25%	Kingston St (S)	Devonshire Road (S)			
9%	Mill Road (E)	Devonshire Road (S)			
30%	Mill Road (W)	Devonshire Road (S)			

Rail Trip Distribution

AM Peak (08:00-09:00)			Road	
Arr	Dep	Total		
50	5	55	Station Place	Devonshire Rd (N)
PM Peak (17:00-18:00)			Road	
Arr	Dep	Total		
5	45	50	Station Place	Devonshire Rd (N)

Bus Trip Distribution

AM Peak (08:00-09:00)			Road			
Arr	Dep	Total				
30	3	33	Station Place	Devonshire Road (N)		
2	0	2	Hills Road (S)	Gilsson Rd €	Tenison Road (S)	Devonshire Road (N)
4	0	5	Hills Road (S)	Station Road (E)	Tenison Road (N)	Devonshire Road (N)
1	0	2	Hills Road (N)	Devonshire Road (N)		
14	1	15	Mill Road (E)	Devonshire Road (S)		
3	0	4	Mill Road (W)	Devonshire Road (S)		
2	0	2	Kingston St (S)	Devonshire Road (S)		
PM Peak (17:00-18:00)			Road			
Arr	Dep	Total				
3	27	30	Station Place	Devonshire Road (N)	Road	
0	2	2	Hills Road (S)	Gilsson Rd €	Tenison Road (S)	Devonshire Road (N)
0	4	4	Hills Road (S)	Station Road (E)	Tenison Road (N)	Devonshire Road (N)
0	1	1	Hills Road (N)	Devonshire Road (N)		
1	12	14	Mill Road (E)	Devonshire Road (S)		
0	3	3	Mill Road (W)	Devonshire Road (S)		
0	1	2	Kingston St (S)	Devonshire Road (S)		

Cycling Trip Distribution

AM Peak (08:00-09:00)			Road		
Arr	Dep	Total			
15	1	16	Cambridge Railway Lo	Devonshire Road (N)	
6	1	6	Hills Rd (S)	Gilsson Rd (E)	Lyndewode Rd (E) Tenison Road (S)
5	0	5	Hills Rd (N)	Devonshire Road (N)	
7	1	8	Guided Busway (N)	Devonshire Road (N)	
36	3	39	Kingston St (S)	Devonshire Road (S)	
14	1	16	Mill Road (E)	Devonshire Road (S)	
11	1	12	Mill Road (W)	Devonshire Road (S)	
PM Peak (17:00-18:00)			Road		
Arr	Dep	Total			
1	13	15	Cambridge Railway Lo	Devonshire Road (N)	
1	5	6	Hills Rd (S)	Gilsson Rd (E)	Lyndewode Rd (E) Tenison Road (S)
0	4	5	Hills Rd (N)	Devonshire Road (N)	
1	6	7	Guided Busway (N)	Devonshire Road (N)	
3	12	16	Kingston St (S)	Devonshire Road (S)	
1	13	14	Mill Road (E)	Devonshire Road (S)	
1	10	11	Mill Road (W)	Devonshire Road (S)	

Walking Trip Distribution

AM Peak (08:00-09:00)			Road			
Arr	Dep	Total				
7	1	8	Cambridge Railway	Devonshire Road (N)		
7	1	8	Hills Rd (S)	Gilsson Rd (E)	Lyndewode Rd (E)	Tenison Road (S)
4	0	5	Hills Rd (N)	Devonshire Road (N)		
6	1	6	Guided Busway (N)	Devonshire Road (N)		
17	2	19	Kingston St (S)	Devonshire Road (S)		
7	1	7	Mill Road (E)	Devonshire Road (S)		
20	2	22	Mill Road (W)	Devonshire Road (S)		
PM Peak (17:00-18:00)			Road			
Arr	Dep	Total				
1	6	7	Cambridge Railway	Devonshire Road (N)		
1	7	7	Hills Rd (S)	Gilsson Rd (E)	Lyndewode Rd (E)	Tenison Road (S)
0	4	4	Hills Rd (N)	Devonshire Road (N)		
1	5	6	Guided Busway (N)	Devonshire Road (N)		
2	16	17	Kingston St (S)	Devonshire Road (S)		
1	6	7	Mill Road (E)	Devonshire Road (S)		
2	18	20	Mill Road (W)	Devonshire Road (S)		

Combined Mode Trip Distribution

AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Road
Arrivals	Departures	Total	Arrivals	Departures	Total	
144	14	158	14	130	143	Devonshire Rd (N)
124	12	136	12	112	124	Devonshire Road (S)

34	3	38	3	31	34	Mill Road (E)
35	3	38	3	32	35	Mill Road (W)
55	5	60	5	49	55	Kingston St (S)

79	8	87	8	72	79	Station Place
13	1	14	1	12	13	Guided Busway (N)
22	2	24	2	20	22	Cambridge Railway Line (W)
11	1	12	1	9	10	Hills Rd (N)
19	2	21	2	17	19	Hills Rd (S)

Devonshire Road (s)

Method of Travel to Work	AM Peak			PM Peak		
	Arr	Dep	Total	Arr	Dep	Total
Bus, minibus or coach	26	2	28	2	19	21
Bicycle	66	6	72	6	59	65

Devonshire Road (s)

Method of Travel to Work	AM Peak			PM Peak		
	Arr	Dep	Total	Arr	Dep	Total
Train	35	3	38	3	28	31
Bus, minibus or coach	40	4	44	4	36	40
Bicycle	34	3	38	3	31	34
On foot	37	3	39	3	34	37
Total	155	15	170	15	140	154

Devonshire Road (s)

Method of Travel to Work	AM Peak			PM Peak		
	Arr	Dep	Total	Arr	Dep	Total
Bus, minibus or coach	7	7	14	7	6	13
Bicycle	7	8	8	8	3	8
On foot	3	3	6	3	2	4
Total	3	18	18	11	6	18

Devonshire Road (s)

Method of Travel to Work	AM Peak			PM Peak		
	Arr	Dep	Total	Arr	Dep	Total
Train	7	8	15	7	6	13
Bus, minibus or coach	7	7	7	7	5	12
Bicycle	3	15	18	13	7	20
On foot	3	15	18	13	7	19
Total	9	42	51	34	18	63

	22	8	30	7	21	28
Bicycle	67	12	80	11	62	74

	126	38	164	34	120	153
Bicycle	37	18	57	16	38	54

vectos.

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