

**Mr T. Elbourn**

**Land at The Moor, Melbourn**

**Highway Impact Assessment**

**November 2021**



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**LAND AT THE MOOR, MELBOURN  
HIGHWAY IMPACT ASSESSMENT  
NOVEMBER 2021**

**1.0 INTRODUCTION AND DEVELOPMENT PROPOSALS**

- 1.1 Bancroft Consulting were appointed by Mr T. Elbourn to provide highways and transportation advice in respect of proposals for a development of 20 residential dwellings at The Moor, Melbourn in Cambridgeshire. **Figure 1** shows the detailed location of the site.
- 1.2 By way of background, the site was included in The Greater Cambridgeshire Draft Plan (site reference: S/RRA/ML) as a potential housing allocation site. It is worth noting that at this stage, no detailed site masterplan has been produced.
- 1.3 The objective of this Highway Impact Assessment is to demonstrate to Cambridgeshire County Council (CCC) acting in their role as the Highway Authority, that the proposed development could be served by a suitable access layout and that the change in traffic conditions would not generate a severe cumulative impact on the surrounding highway network. This report has been prepared to support a future planning application to Greater Cambridge Shared Planning.
- 1.4 This report considers current Government policy contained within the National Planning Policy Framework [NPPF] (MHCLG, Revised July 2021). In respect of highways and transportation issues, Paragraph 110 of the NPPF sets out the following requirements:

*“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.”*

1.5 In terms of highway impact, Paragraph 111 of the NPPF states:

*“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.”*

- 1.6 As well as considering the revised NPPF guidance, this Highway Impact Assessment also gives due regard to current best practice and highways design guidance contained in the document ‘Manual for Streets’ [MfS] (DfT, 2007) and its companion document ‘Manual for Streets 2 – Wider Application of the Principles’ [MfS2] (CIHT, September 2010). The report also considers local adopted guidance within the document ‘Highway Development Management - General Principles for Development’ (Cambridgeshire County Council, May 2021).
- 1.7 To inform this assessment, a site visit was undertaken on 26 October 2021 to review the existing highway layout along The Moor and the conditions within the site. During the site visit, a manual speed survey was completed at the proposed site access. Findings from this survey along with other observations made during the site visit will be referenced where necessary.

## 2.0 EXISTING CONDITIONS

### 2.1 Site Details

2.1.1 **Figure 1** shows that the site is located in a residential area on the edge of Melbourn in Cambridgeshire. It currently comprises an undeveloped field (circa 1.08 hectares) that is understood to be used for equestrian purposes (mainly the grazing of horses). The site also contains shed buildings at the north-western edge of the field, however during the site visit it was considered that these were not regularly used and were in a derelict state.

2.1.2 The site is immediately bound by allotments to the north, agricultural fields to the east and residential dwellings to the south and west. It is also located approximately 600 metres from the centre of Melbourn which includes amenities such as a community centre, local shops and a butcher. Slightly further afield, the site is located 7 kilometres north of Royston and 20 kilometres south of Cambridge City Centre.

2.1.3 The site has a single access that extends east from The Moor. It comprises an agricultural field access that measures approximately 3.8 metres wide and has a gate located approximately 3.5 metres from The Moor (as shown in **Image 1** below). The access includes signage stating, *"please do not park in front of the gate"*.



**Image 1: Existing access and Image 2: Grassed verge area.**



- 2.1.4 At the frontage with The Moor is a grassed verge area as shown in **Image 2** above. This area includes several pieces of street furniture including an electricity pole, electrical manhole and marker post. Due to this, a Topographical Survey was completed at the site and is included in **Appendix A** for reference.
- 2.1.5 Highway Boundary plans were purchased from CCC to determine the extent of the publicly maintainable highway along The Moor. As shown in **Appendix B**, the plans confirm that the footways along both sides of the carriageway are within the highway boundary. It also confirms that the verge area along the site frontage is within the highway boundary. This was supported by on-site observations during which time employees of CCC were maintaining this area and cutting back hedgerow.

## 2.2 Highway Layout

- 2.2.1 The Moor extends in a broadly north to south direction past the site access and has a straight alignment. It is subject to a 30mph speed limit and serves a variety of different developments as well as residential dwellings, including 'Melbourn Village College', 'Melbourn Sports Centre', 'The Moor Playground' and 'Little Hands Nursery School'.
- 2.2.2 At the site access, The Moor has a carriageway width of approximately 4.5 metres and has no centre line road markings. It also includes a 2 metres wide footway along the western edge of the carriageway. There is street lighting along The Moor, however this ends at the southwestern corner of the site. From this point The Moor becomes more rural (although keeping a consistent carriageway width), extending towards the allotments and a commercial development which includes 'Martin's Cabinet Makers' and 'Dogtooth Technologies' located approximately 90 metres from the site access.
- 2.2.3 To establish accurate vehicle speeds on approach to the site access, a speed survey was conducted along The Moor. Based on a review of the surrounding highway (noting the various residential dwellings, allotments and commercial development) it was considered that although not expecting a consistent traffic

flow, it was considered that The Moor would have a sufficient traffic flow to record a suitable number of speeds to warrant a survey. However, once on site it soon became apparent that The Moor was more lightly trafficked than first anticipated. This is reflected in the fact that during the two-hour survey (0950 to 1150 hours) only 10 free-flowing vehicle speeds were recorded (consisting of 6 in the southbound direction and 4 in the northbound direction). Although these speeds confirmed that vehicles travel below the 30mph speed limit along The Moor (highest recorded speeds of 24mph in the southbound direction and 15mph in the northbound direction), the results were considered inconclusive. Due to this and for robustness, the visibility splay requirements will be based on the 30mph speed limit of the road.

- 2.2.4 To the south of the site, The Moor is residential and includes footways along both sides of the carriageway (measuring between 1.5 and 2 metres wide), street lighting and direct accesses to dwellings facilitated by dropped kerb driveways. There is also a dropped kerb with tactile paving crossing at 'Piggott Close', located approximately 115 metres from the site (as shown in **Image 3** below). It is understood that this was implemented as part of a residential development for 23 dwellings that were granted planning permission in August 2018 (Greater Cambridgeshire Shared Planning Reference: S/1032/17/FL). For reference, this application also based their access visibility splays on the 30mph speed limit of the road.



**Image 3: Dropped kerb with tactile paving crossing at Piggott Close.**

2.2.5 Approximately 300 metres to the south of the site, The Moor connects to High Street (which is also subject to a 30mph speed limit) through a bellmouth junction. This junction has a carriageway width of approximately 5.5 metres with 10 metres kerb radii. The junction also includes a dropped kerb with tactile paving crossing, connecting the footways along High Street. Visibility at this location is considered suitable and should achieve splays of over 100 metres in both directions from a 2.4 metres setback distance, accommodated by the footways and alignment of High Street.

## 2.3 Highway Safety

2.3.1 An assessment of recent Personal Injury Accident records along The Moor and at the junction with High Street was completed to determine if any existing highway safety problems could potentially be exacerbated by the proposed development.

2.3.2 A review of the CrashMap website ([www.crashmap.co.uk](http://www.crashmap.co.uk)) was completed using the most recent 5-year study period 2016 to 2020. As shown in **Figure 2**, there have been no recorded accidents along the Moor or at the junction with High Street. Due to this, there is no evidence of any ongoing highway safety problems near the site and no further investigation into highway safety has been undertaken.

## 2.4 Sustainable Travel

2.4.1 The Moor contains footways along both sides of the carriageway for the majority of its length. These footways include ample crossing opportunities. This includes at the junction with High Street located approximately 300 metres from the site where a dropped kerb with tactile paving crossing is provided. From this location footways are continued to be provided on both sides of the carriageway as High Street extends towards the centre of Melbourn, connecting to the various local amenities including 'Co-op Food' which is located approximately 600 metres from the site.

2.4.2 During the site visit, several cyclists were observed travelling within the carriageway along The Moor (as shown in **Image 4** below). Therefore, although there are no dedicated cycle routes along The Moor, it is considered that cyclists

feel comfortable that the nature of the road (including carriageway width, street lighting, vehicle speeds and the traffic flow) allows for them to travel within the carriageway safely.



**Image 4: Cyclist travelling along The Moor within the carriageway.**

2.4.3 **Figure 3** illustrates that the closest bus stops to the site are 'Norgett's Lane' located approximately 400 metres to the south. Both stops comprise flag and pole arrangements with supporting timetable information and are served by bus route '915' as shown in **Table 1**. This route includes 3 combined services during the morning peak hour (0800 to 0900 hours) and 4 combined services during the evening peak hour (1700 to 1800 hours). It also operates at an hourly off-peak frequency during the week and on a Saturday. This route connects the site to key destinations including Royston, Harston and Cambridge.

2.4.4 Access to the site can be achieved by walking, cycling and public transport. It is therefore considered that the site conforms with the requirements of Paragraph 110(a) of the revised NPPF which states it should be ensured that *"appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location"*.



### 3.0 CHANGE IN TRAFFIC CONDITIONS

3.1 The TRICS database was examined to determine suitable trip rates for the proposed dwellings. The category 'Residential – Houses Privately Owned' was searched, removing any sites located in the Greater London, Ireland or Scotland regions. The search included any sites with between 10 and 35 dwellings that were surveyed on a weekday and classified as being in a 'Neighbourhood Centre – Village' location. The results generated a total of 5 surveys from 5 sites and after a thorough analysis, no individual site was considered to accurately represent the proposals. Therefore an average trip rate from all 5 potential sites has been used for this assessment. **Appendix C** includes the full TRICS output data.

3.2 The following trip rates (per dwelling) were therefore considered applicable to the proposed development:

- morning peak (0800 to 0900 hours)                      0.154 arrive      0.364 depart
- evening peak (1700 to 1800 hours)                      0.315 arrive      0.203 depart
- daily (0700 to 1900 hours)                                  2.821 arrive      2.786 depart

3.3 Based on the above trip rates, the proposed 20 dwellings could generate the following peak hour and daily movements:

- morning peak                      3 arrive      7 depart      10 total
- evening peak                      6 arrive      4 depart      10 total
- daily                                  55 arrive      55 depart      110 total

**Table 2** contains the full daily traffic generation calculations.

3.4 The above assessment confirms that the proposed 20 dwellings could generate up to 10 two-way movements during both peak hours. This would result in an additional traffic movement every 6 minutes on average in either direction at the site access during this period. This level of additional traffic is considered negligible, and it is therefore justifiable to conclude that the proposed dwellings would not have a severe *“residual cumulative impact on the road network”* and would meet the requirements of Paragraph 111 of the NPPF document.

## 4.0 SITE ACCESS AND LAYOUT RECOMMENDATIONS

- 4.1 Section 4 of the Cambridgeshire County Council 'Highway Development Management - General Principles for Development' document provides guidance on the general principles for development access. This document states that 'access roads' (suitable to serve up to 100 dwellings) should have a 5 metres wide carriageway and that 6 metres kerb radii should be provided in built-up areas. It also outlines that footways should be 2 metres wide and that a reduction to a minimum of 1.5 metres will be considered at width constraints over a limited length.
- 4.2 Considering these requirements, Viewport 1 shown in **Drawing Number F21159/01** demonstrates how the proposed site access would be located in the same position as the existing field access. It would provide the required 5 metres wide carriageway with 6 metres kerb radii and a 2 metres wide footway would also be provided on both sides of the carriageway. The access would then tie into any future site masterplan. The access would also offer improvements, increasing the carriageway width of The Moor at this point to approximately 5.5 metres by extending the existing kerb line from the south of the site. This improvement would also help accommodate vehicle to passing along The Moor and turning manoeuvres at the proposed site access.
- 4.3 Viewport 1 of **Drawing Number F21159/01** also outlines the potential for the proposed footway to tie into the existing footway infrastructure to the south of the site access. This would offer any pedestrians a continuous footway link from the site along the full length of The Moor towards High Street. The proposed site access would also include a dropped kerb with tactile paving crossing to further facilitate pedestrians, along with the potential to also include another crossing point to the north of the access. This would connect the site to the existing footway along the western edge of The Moor which extends further to the north. These improvements will require further consideration of the street furniture within this area (including some of those identified earlier in the report) to ensure that they are suitably relocated.



- 4.4 Viewport 2 of **Drawing Number F21159/01** also includes a visibility assessment at the proposed site access. As outlined earlier in the report, a speed survey was conducted at the proposed site access, however the results were considered inconclusive. Due to this, the visibility splays have been based on a 30mph vehicle approach speed. This approach is supported by the 'Highway Development Management - General Principles for Development' which states that *“vehicle to vehicle inter-visibility splay ‘Y’ distances will be sought in accordance with the existing speed limit of the respective street”*. Considering this, **Drawing Number F21159/01** demonstrates how visibility splays of 43 metres (based on the requirements shown in Table 7.1 of Manual for Streets) could be achieved from a 2.4 metres setback distance when taken to the edge of the carriageway in both directions. The visibility splays would be accommodated within the verge along the site frontage that is confirmed to be within the highway boundary as shown in **Appendix B**.
- 4.5 In terms of a servicing strategy, during the site visit, a refuse vehicle was observed travelling along The Moor at the site frontage (as shown in **Images 5** and **6** below) and collecting bins from the edge of the carriageway. The site could therefore potentially join this existing refuse collection strategy adopted along The Moor, by providing bin collections points within 25 metres of the carriageway. This distance reflects the recommended maximum walking distance for refuse workers as outlined in Paragraph 6.8.9 of Manual for Streets and should therefore be deemed as a suitable servicing strategy if required. Another strategy could be for the refuse vehicle to enter the site and complete collections internally, if this was to be preferred then any future site masterplan would need to include an internal turning head to ensure that the refuse collection vehicle could depart the site in a forward gear.



**Image 5 and Image 6: Refuse vehicle travelling along The Moor.**

- 4.6 Chapter 10 of the South Cambridgeshire Local Plan (adopted September 2018) provides guidance on the parking requirements for new developments. Figure 11 of this document provides indicative guidelines for the number of parking spaces per dwelling, stating that C3: Residential Dwellings should provide 2 spaces per dwelling (1 space to be allocated within the curtilage). Although the type of housing and number of bedrooms per plot is currently unknown, given the sites rural village location it is recommended that each dwelling provides at least 2 parking spaces for residents (a minimum of 40 parking spaces in total). Garages should be designed to be 3.3 metres x 6 metres to be deemed a suitable parking space for cars (with 1 metre at the end / or 0.75 metres at the site to park cycles). Additional provision may also be needed for visitors. Cycle parking should also be provided at 1 space per bedroom.

## 5.0 SUMMARY AND CONCLUSIONS

- 5.1 Bancroft Consulting were appointed by Mr T. Elbourn to provide highways and transportation advice in respect of proposals for a development of 20 residential dwellings at The Moor, Melbourn in Cambridgeshire. **Figure 1** shows the detailed location of the site.
- 5.2 **Figure 2** demonstrates how there have been no recorded accidents along The Moor or at the junction with High Street during the most recent 5-year study period (2016 to 2020). Due to this, there is no evidence of any ongoing highway safety problems near the site that could potentially be exacerbated by the proposed development.
- 5.3 The site is located approximately 600 metres from the centre of Melbourn, connected by a consistent provision of footways with ample crossing opportunities. This includes footways along both sides of The Moor that measure between 1.5 and 2 metres wide. The site is also within 400 metres of 'Norgett's Lane' bus stops. These stops offer services during both the morning and evening peak hour periods connecting the site to key destinations including Royston and Cambridge. It is also considered that the nature of The Moor (including carriageway width, vehicle speeds and the traffic flow) allows for cyclists to travel within the carriageway safely. Access to the site can therefore be achieved by walking, cycling and public transport.
- 5.4 The proposed development could generate up to 10 two-way movements during the busiest peak-hour period. This would result in an additional traffic movement every 6 minutes on average in either direction during this period. This level of additional traffic is considered negligible, and it has been concluded that the proposed 20 dwellings would not have a "*severe cumulative impact on the road network*" and would meet the requirements of Paragraph 111 of the NPPF.
- 5.5 **Drawing Number F21159/01** demonstrates how the proposed site access would be located in the same position as the existing field access. It would provide the required 5 metres wide carriageway with 6 metres kerb radii and a 2 metres wide

footway on both sides of the carriageway, conforming with the requirements of the local adopted design guidance for an ‘access road’ suitable to serve up to 100 dwellings. The access would also offer improvements, increasing the carriageway width of The Moor at this point to approximately 5.5 metres by extending the existing kerb line from the south of the site.

- 5.6 **Drawing Number F21159/01** contains a visibility assessment which demonstrates that the required visibility splays based on the 30mph speed limit along The Moor could be achieved in both directions from a 2.4 metres setback distance.
- 5.7 **Drawing Number F21159/01** also outlines the potential for the proposed footway to tie into the existing footway infrastructure to the south of the site. The proposed site access would also include a dropped kerb with tactile paving crossing to further facilitate pedestrians, along with the potential to also include another crossing point to the north of the access. It is therefore considered that the proposed site access provides the required layout dimensions and level of visibility, ensuring *that “safe and suitable access”* can be achieved in accordance with Paragraph 110(b) of the NPPF document.
- 5.8 Although at this stage no detailed site masterplan has been produced, recommendations have been provided on a potential servicing strategy and parking requirements for the site. It has been outlined that the site could potentially join the existing refuse collection strategy along The Moor as observed during the site visit, allowing for collection to occur externally. To accommodate this, it should be ensured that any future site masterplan provides bin storage points within 25 metres of The Moor. In terms of parking, considering the site rural village location, it has been recommended that each dwelling provides at least 2 parking spaces for residents (a minimum of 40 parking spaces in total). Cycle parking should also be provided at 1 space per bedroom.
- 5.9 Therefore, based on the information and recommendations provided within this Highway Impact Assessment, the Highway Authority should be in a position to support the proposals during any future planning application following the requirements of the NPPF.

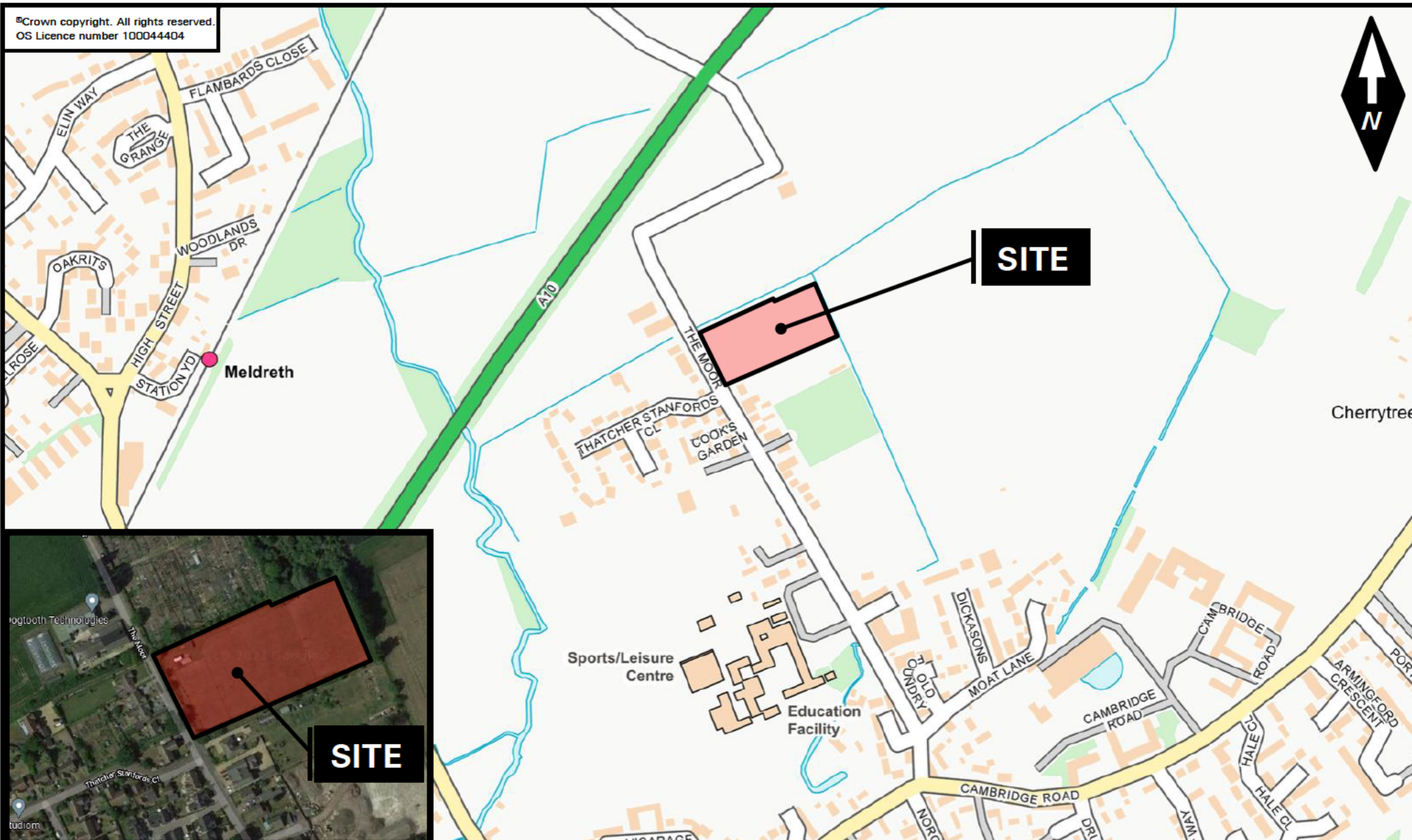
Route No.	Operator	Details	Frequency				
			Weekdays			Saturday	Sunday
			AM peak period (0730-0930)	PM peak period (1600-1800)	off peak frequency		
915	Stagecoach East	Royston - Melbourn - Harston - Cambridge	2 services	1 service	Every hour (until 3pm)	Every hour during the day	No service
		Cambridge - Harston - Melbourn - Royston	2 services	2 services	Every hour (until 3pm)	Every hour during the day	No service

**TABLE 1: SUMMARY OF LOCAL BUS SERVICES**

Time Period	Trip Rates (per dwelling)		Traffic Generation (20 dwellings)		
	Arrive	Depart	Arrive	Depart	Total
07:00-08:00	0.105	0.294	2	6	8
08:00-09:00	0.154	0.364	3	7	10
09:00-10:00	0.147	0.287	3	6	9
10:00-11:00	0.196	0.182	4	4	8
11:00-12:00	0.287	0.203	6	4	10
12:00-13:00	0.217	0.224	4	4	8
13:00-14:00	0.224	0.231	4	5	9
14:00-15:00	0.245	0.161	5	3	8
15:00-16:00	0.273	0.224	5	4	9
16:00-17:00	0.343	0.224	7	4	11
17:00-18:00	0.315	0.203	6	4	10
18:00-19:00	0.315	0.189	6	4	10
<b>Daily</b>	2.821	2.786	55	55	110

**TABLE 2: PROPOSED '20 DWELLINGS' DAILY TRAFFIC GENERATION PROFILE  
(WEEKDAY)**





SCALE: **Do Not Scale**

DATE: **14.10.21**

DRAWN: **MB**

CLIENT:  
**MR T ELBOURN**

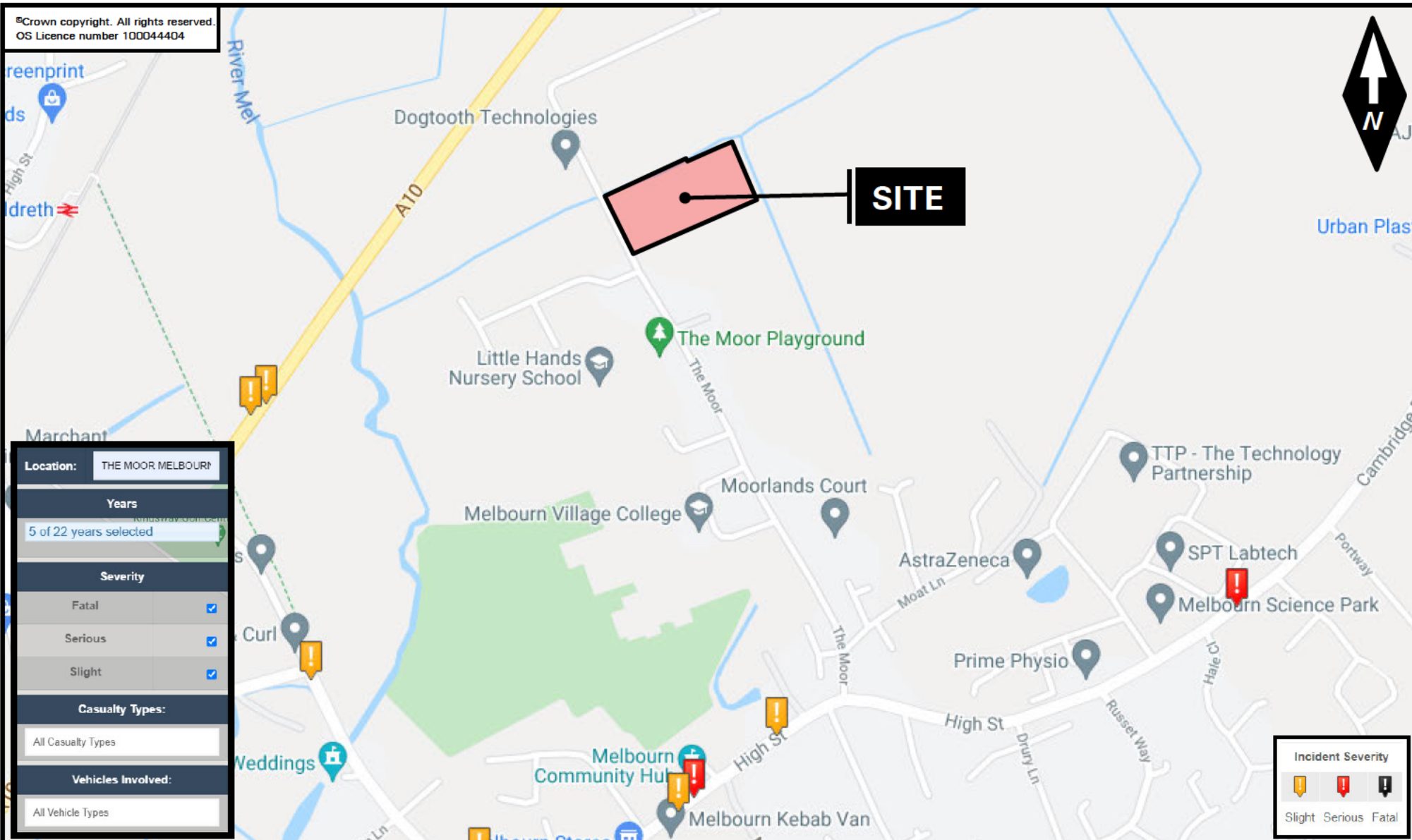
TITLE:  
**DETAILED SITE LOCATION PLAN**

JOB TITLE:  
**LAND AT THE MOOR, MELBOURN**

**bc** **BANCROFT**  
CONSULTING

JOB NUMBER:  
**F21159**

FIGURE:  
**1**



SCALE: **Do Not Scale**

DATE: **14.10.21**

DRAWN: **MB**

CLIENT:  
**MR T ELBOURN**

TITLE:  
**ACCIDENT DATA TAKEN FROM CRASHMAP.CO.UK (2016-2020)**

JOB TITLE:  
**LAND AT THE MOOR, MELBOURN**

**bc BANCROFT  
CONSULTING**

JOB NUMBER:  
**F21159**

FIGURE:  
**2**



- Norgett's Lane Bus Stops – ●
- 915 Bus Route – ■

DRAWN: MB

TITLE:  
**LOCAL BUS ROUTES**

JOB TITLE:  
**LAND AT THE MOOR, MELBOURN**

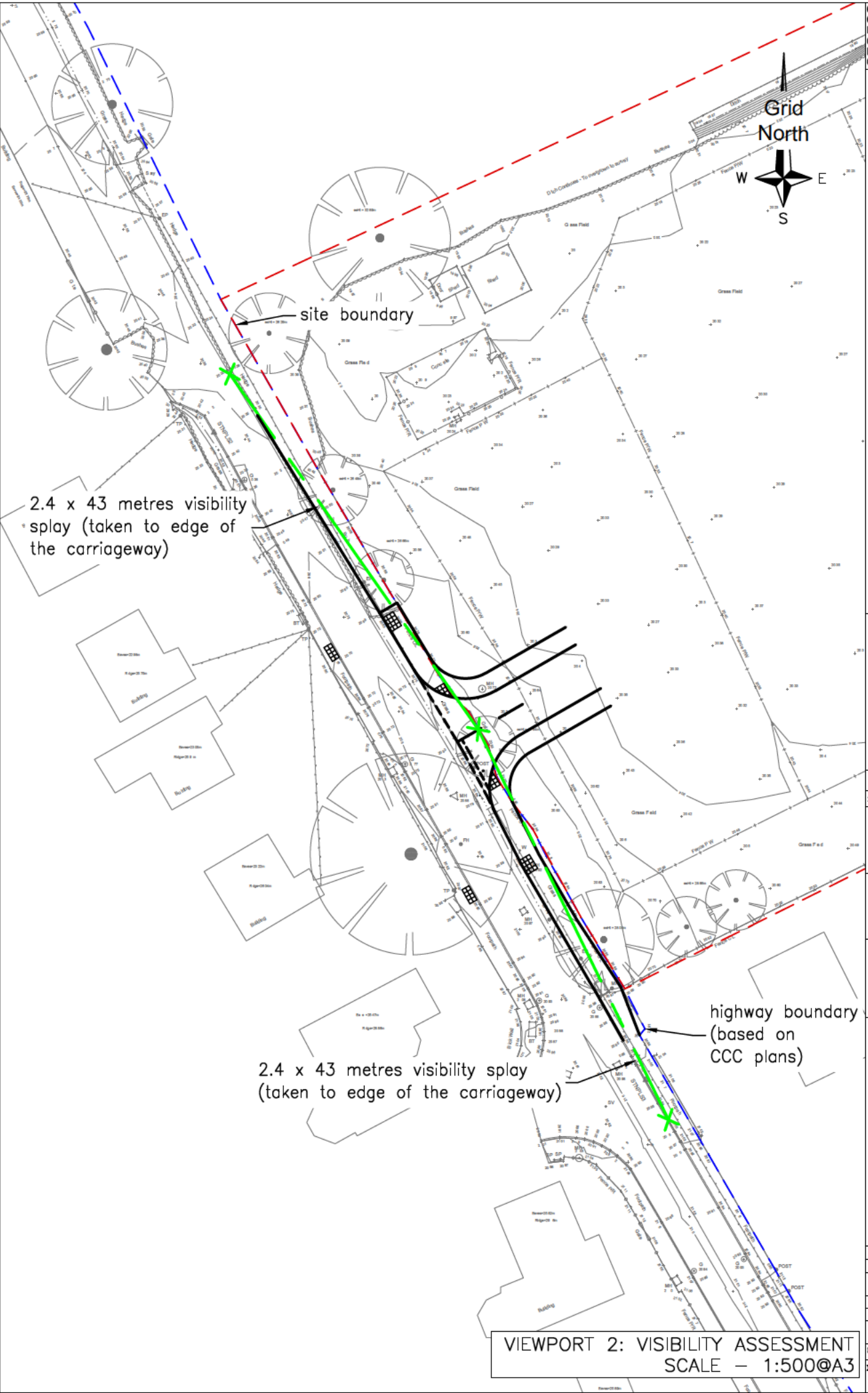
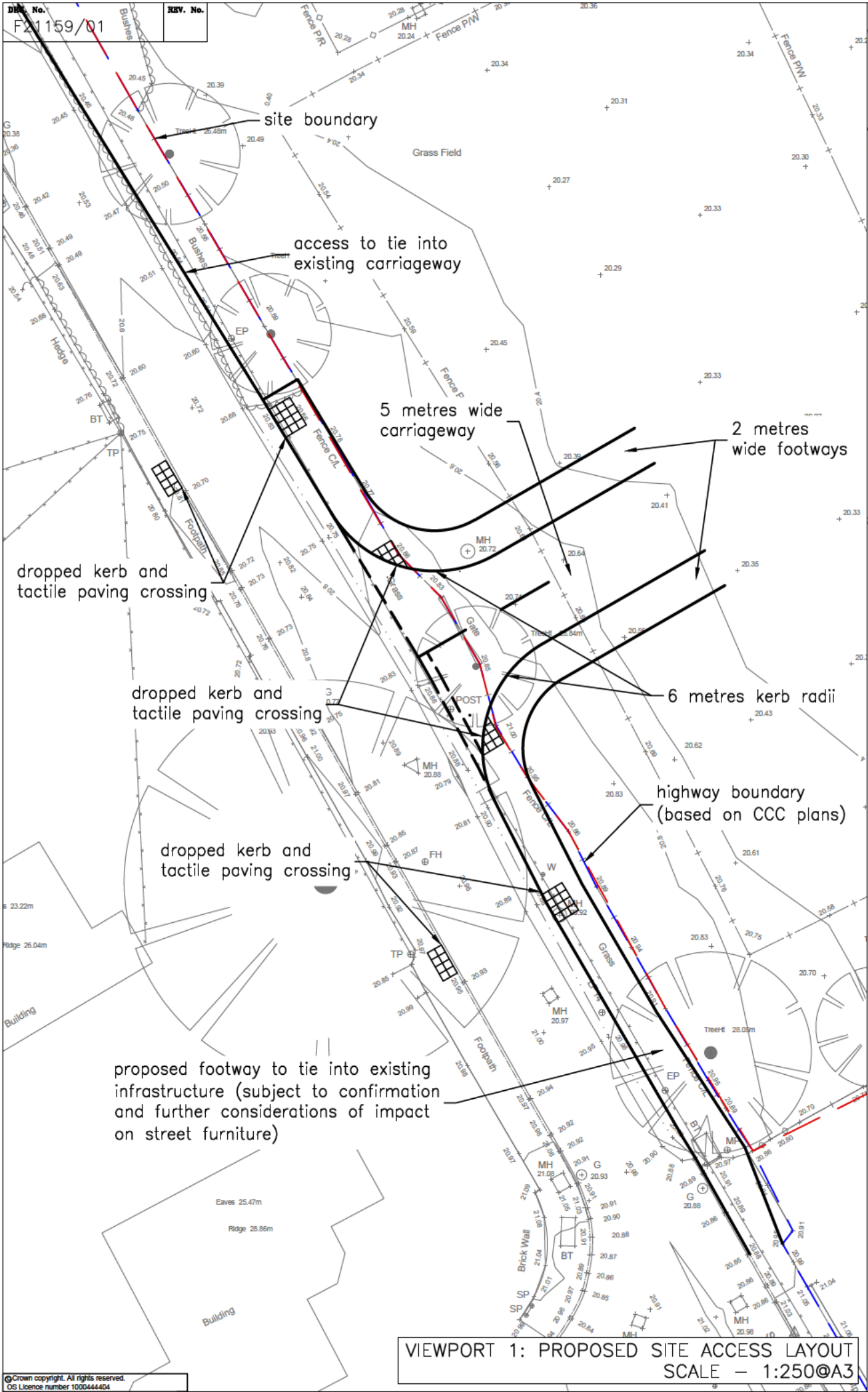


**BANCROFT**  
CONSULTING

JOB NUMBER:  
**F21159**

FIGURE:  
**3**





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NOTES:

- Highway Boundary interpreted from OS plan and subject to confirmation

REV.	DATE	DESCRIPTION	BY	CHECK'D

CLIENT

MR T. ELBOURN

CONTRACT

LAND AT THE MOOR, MELBOURN

TITLE

PROPOSED SITE ACCESS LAYOUT & VISIBILITY ASSESSMENT

**bc BANCROFT CONSULTING**

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DRAWN BY	
NAME (PRINT)	DATE
MB	01.11.21

CHECKED BY	
NAME (PRINT)	DATE
WM	01.11.21

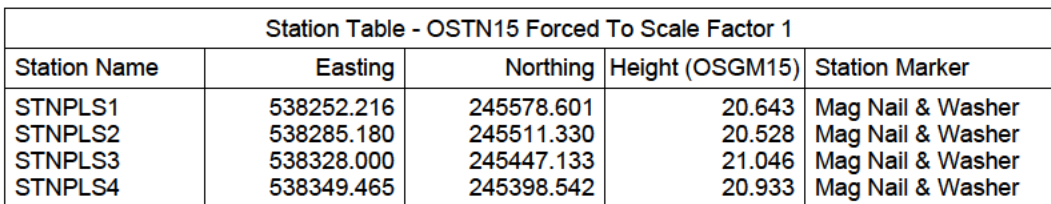
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DBO. NO.	F21159/01	REV	

## **APPENDIX A – TOPOGRAPHICAL SURVEY**



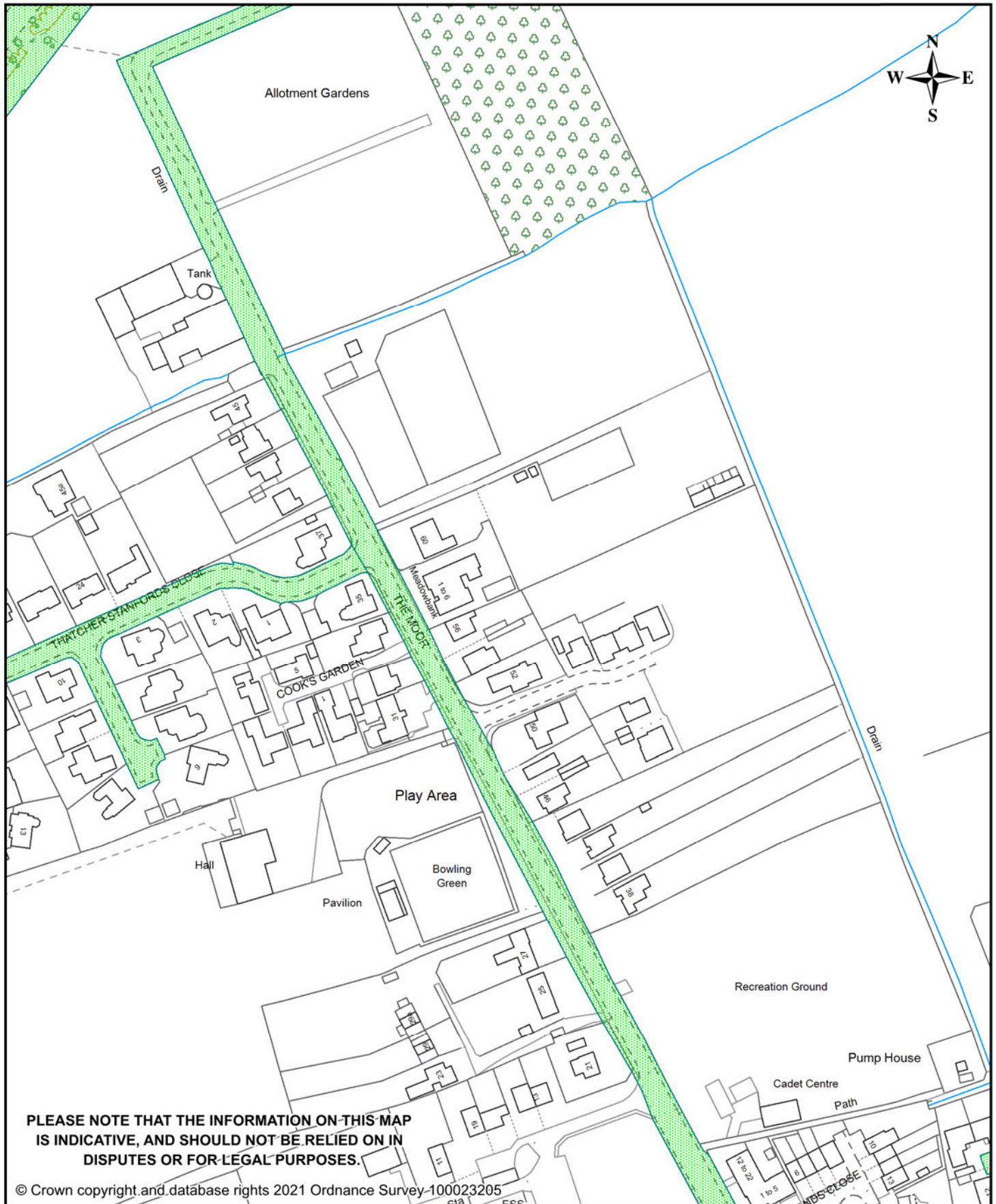
Do not scale from this drawing.

PLS - NP - FT - TS - 00					-
Originator	Initials	Detail	Type	Number	Revision





## **APPENDIX B – HIGHWAY BOUNDARY**



Scale: 1:2000

Date: 15/10/2021

By: Ft305

Highway boundary plans are determined using Ordnance Survey (OS) mapping at a scale of 1:1250 or 1:2500. Please refer to OS's Statement of Accuracy when comparing with a site survey

## Legend

Public highway (green)



Public highway (blue)



Public highway (red)



The information shown in this search result is a depiction of the highway extent that has been investigated using the highway records available to the County Council. This research has been interpreted and displayed against current Ordnance Survey (OS) map data as accurately as possible. It is possible that the OS mapping for the area searched does not show features that typically form part of the highway boundary, such as (but not limited to) ditches, hedges, fences or embankments. Therefore, please note that owing to the tolerance of accuracy that must be applied to OS maps, the highway boundary 'on the ground' may not be in exactly the same position as the boundary features displayed by OS. If you require a site visit to determine the physical highway extent please contact [searches@cambridgeshire.gov.uk](mailto:searches@cambridgeshire.gov.uk). This service is provided on a cost-recoverable basis in accordance with our Schedule of Charges.

## **APPENDIX C – TRICS OUTPUT DATA**

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED  
 TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	2 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: No of Dwellings  
 Actual Range: 19 to 34 (units: )  
 Range Selected by User: 10 to 35 (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: 01/01/13 to 27/05/21

*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:

Wednesday	2 days
Thursday	2 days
Friday	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 undertaken using machines.*

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	5
--	---

*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:

Village	5
---------	---

*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 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:

1,001 to 5,000 4 days  
5,001 to 10,000 1 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 1 days  
50,001 to 75,000 1 days  
125,001 to 250,000 1 days  
250,001 to 500,000 1 days  
500,001 or More 1 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 3 days  
1.1 to 1.5 2 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 1 days  
No 4 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.*

Covid-19 Restrictions Yes At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1	CA-03-A-07	MIXED HOUSES	CAMBRIDGESHIRE
	FIELD END		
	NEAR ELY		
	WITCHFORD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	32	
	Survey date: THURSDAY	27/05/21	Survey Type: MANUAL
2	SF-03-A-08	MIXED HOUSES	SUFFOLK
	STANNINGFIELD ROAD		
	NEAR BURY ST EDMUNDS		
	GREAT WHELNETHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	34	
	Survey date: WEDNESDAY	16/09/20	Survey Type: MANUAL
3	SY-03-A-02	DETACHED & BUNGALOWS	SOUTH YORKSHIRE
	MANOR ROAD		
	NEAR SHEFFIELD		
	WALES		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	25	
	Survey date: THURSDAY	10/09/20	Survey Type: MANUAL
4	SY-03-A-03	BUNGALOWS & DETACHED	SOUTH YORKSHIRE
	CHURCH LANE		
	NEAR BARNSELEY		
	WORSBROUGH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	19	
	Survey date: WEDNESDAY	09/09/20	Survey Type: MANUAL
5	TW-03-A-03	MIXED HOUSES	TYNE & WEAR
	STATION ROAD		
	NEAR NEWCASTLE		
	BACKWORTH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	33	
	Survey date: FRIDAY	13/11/15	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.*



Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00  
Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

Median Values		Mean Values	
Arrivals:	0.118	Arrivals:	0.152
Departures:	0.294	Departures:	0.356
Totals:	0.412	Totals:	0.508

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	TW-03-A-03	MIXED HOUSES	NEAR NEWCASTLE	TYNE & WEAR	33	Fri	13/11/15	0.212	0.545	0.757	4.00
2	SY-03-A-02	DETACHED & BUN	NEAR SHEFFIELD	SOUTH YORKSHIRE	25	Thu	10/09/20	0.200	0.480	0.680	4.08
3	SF-03-A-08	MIXED HOUSES	NEAR BURY ST EDMUND	SUFFOLK	34	Wed	16/09/20	0.118	0.294	0.412	2.03
4	CA-03-A-07	MIXED HOUSES	NEAR ELY	CAMBRIDGESHIRE	32	Thu	27/05/21	0.125	0.250	0.375	2.25
5	SY-03-A-03	BUNGALOWS & DE	NEAR BARNLEY	SOUTH YORKSHIRE	19	Wed	09/09/20	0.105	0.211	0.316	2.00

*This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).*

*The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.*

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00  
Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

Median Values		Mean Values	
Arrivals:	0.353	Arrivals:	0.300
Departures:	0.206	Departures:	0.191
Totals:	0.559	Totals:	0.491

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	SY-03-A-02	DETACHED & BUN	NEAR SHEFFIELD	SOUTH YORKSHIRE	25	Thu	10/09/20	0.480	0.320	0.800	4.08
2	TW-03-A-03	MIXED HOUSES	NEAR NEWCASTLE	TYNE & WEAR	33	Fri	13/11/15	0.333	0.273	0.606	4.00
3	SF-03-A-08	MIXED HOUSES	NEAR BURY ST EDMUND	SUFFOLK	34	Wed	16/09/20	0.353	0.206	0.559	2.03
4	CA-03-A-07	MIXED HOUSES	NEAR ELY	CAMBRIDGESHIRE	32	Thu	27/05/21	0.281	0.156	0.437	2.25
5	SY-03-A-03	BUNGALOWS & DE	NEAR BARNLEY	SOUTH YORKSHIRE	19	Wed	09/09/20	0.053	0.000	0.053	2.00

*This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).*

*The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.*

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 07:00-19:00  
Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

Median Values		Mean Values	
Arrivals:	2.469	Arrivals:	2.811
Departures:	2.500	Departures:	2.773
Totals:	4.969	Totals:	5.584

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	SY-03-A-02	DETACHED & BUN	NEAR SHEFFIELD	SOUTH YORKSHIRE	25	Thu	10/09/20	3.640	3.560	7.200	4.08
2	TW-03-A-03	MIXED HOUSES	NEAR NEWCASTLE	TYNE & WEAR	33	Fri	13/11/15	3.242	3.212	6.454	4.00
3	CA-03-A-07	MIXED HOUSES	NEAR ELY	CAMBRIDGESHIRE	32	Thu	27/05/21	2.469	2.500	4.969	2.25
4	SF-03-A-08	MIXED HOUSES	NEAR BURY ST EDMUND	SUFFOLK	34	Wed	16/09/20	2.441	2.382	4.823	2.03
5	SY-03-A-03	BUNGALOWS & DE	NEAR BARNLEY	SOUTH YORKSHIRE	19	Wed	09/09/20	2.263	2.211	4.474	2.00

*This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).*

*The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.*

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site Reference: SY-03-A-03  
 Created: Version: 7.7.4 01/11/20  
 Latitude/Longitude: 53.51901, -1.47297  
 Land Use Type: 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 Region/Area: YORKSHIRE & NORTH LINCOLNSHIRE/SOUTH YORKSHIRE

Description: BUNGALOWS & DETACHED  
 Street: CHURCH LANE  
 District: WORSBROUGH  
 Town: NEAR BARNSELEY  
 Post Code: S70 5LU  
 Planning Authority: BARNSELEY COUNCIL

Location: Neighbourhood Centre (PPS6 Local Centre)  
 Location Sub Category: Village  
 Use Class: C3

Population within 500m: 560  
 Population within 1 Mile: 1,001 to 5,000  
 Population within 5 Miles: 125,001 to 250,000  
 Car ownership within 5 Miles: 0.6 to 1.0

#### Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	72		72
Monday-Friday	0700-1000	18		18
Monday-Friday	1600-1900	18		18
Saturday	0700-1900	72		72
Sunday	0700-1900	48		48

Is site associated with a travel plan: No  
 If not, are there any plans to implement  
 a Travel Plan in the future? No  
 Is survey data available before the  
 implementation of the Travel Plan?  
 Is the location of the site hilly or flat: Hilly  
 Urban Regeneration: No

Site area: 1.17 hect  
 No of Dwellings: 19  
 Housing Density: 17.94

No. of developments for this Site: 1  
 No. of survey Days for this Site: 1

#### Comments

This site is located on Church Lane, just south of Barnsley in Worsbrough. Church Lane joins Worsbrough Road, heading south-west towards Birdwell and north-east to join Sheffield Road (A61). Sheffield Road heads north towards the centre of Worsbrough.

The site is largely surrounded by farmland but also light residential developments, a church, a pub and a residential care home.

#### Bus (or tram) site accessibility

- Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
- If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
- If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Wombwell	2	14

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

In addition to the individual bus services shown there is an hourly bus service to Sheffield stopping within 400m of the site.

Design features encouraging non-car modes

12. Pedestrians

There are footpaths and street lights present.

13. Pedal cycles

None

14. Public transport

A local bus service stops within 400m of the site.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2020
Nearest Primary School	1.4 kilometres
Nearest Secondary School	3.3 kilometres
Nearest Local Shop/Corner Shop	2.5 kilometres
Nearest Main Supermarket	1.8 kilometres
Nearest Doctors Surgery	1.4 kilometres
Nearest Hospital with Minor Injuries/A & E	5.5 kilometres
Nearest Sports/Leisure Centre	4.5 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00037500
Number of people employed within Census Output Area	118
Number of households within Census Output Area	122
Number of people living within Census Output Area	266
Area of Census Output Area (hectares)	287.79
Population density within Census Output Area (per hectare)	0.90

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site reference: SY-03-A-03  
 Trade name: SAINT MARY'S GARDEN  
  
 Site area (h/a): 1.17  
 Site area excluding public open spaces (h/a): 1.06  
  
 Open since 1995  
  
 Occupied dwellings 19  
 Unoccupied dwellings 0  
 Total dwellings 19  
  
 Housing Density 17.94  
 Privately owned units 19  
 Non-Privately owned units 0  
 Name of nearest site PLOVER DRIVE  
 Distance to nearest similar site 1.1 Km  
  
 Average Bedrooms Per Unit 3.31578947368421  
 No of units with 1 bedroom 0  
 No of units with 2 bedrooms 0  
 No of units with 3 bedrooms 13  
 No of units with 4+ bedrooms 6  
 Total bedrooms 63  
 Unit Density 16.2532078699743

Residential unit types

	Private	Non-Private	Total
Detached houses	6	0	6
Semi-detached houses	0	0	0
Terraced houses	0	0	0
Bungalows	13	0	13
Flats (in houses)	0	0	0
Flats (in blocks)	0	0	0
Town Houses	0	0	0
Other (specify below)			

Other:

On-Site parking

Total no. of parking spaces	38
Parking Spaces Per Hectare	32.506
Parking Spaces Per Dwelling	2.000
Arrivals Per Parking Space	1.13

Number of spaces

On-Street	0
Driveway	19
Garages	19
Communal parking spaces	0
Allocated spaces	0
Is this site associated with a Car Club?	No

General Comments on Parking

Most vehicles were observed parking on driveways though a small number parked on-street, mounting the kerbs onto the pavement.

Types of servicing vehicle parking taking place

on-site (internal, within specified bays or otherwise)	Yes
off-site (on-street, in designated loading/servicing bays)	No
off-site (in restricted areas e.g. double yellow lines)	No

Off-Site parking details

Is there off-site parking available	Yes
Off-Site parking included in the counts	No
Free On-Street parking available nearby	Yes
If yes, considered easy to find a space	Yes
If prepared to pay, easy to find somewhere to park off-site all day	Yes

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)	No
--	----

Off-Street parking

Off-Street parking available	NO
------------------------------	----

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site	No
--	----



### Additional Travel Plan Features

The provision of secure cycle parking for each property provides enhanced security to residents and help to encourage cycling.

Cycle travel vouchers up to the value of £50 are provided to the first occupant of each household, and first occupants are also provided with a subsidised travel voucher of £96 which is valid on bus services operating along Main Street.

The Travel Plan Co-ordinator promotes use of the Cambridgeshire and national car share databases (<https://camshare.co.uk> and <https://liftshare.com>), along with details of the benefits that these bring.

Residents are made aware of the level of parking available at their new home and the overall level available within the site.

### Travel Plan Type

Type

Compulsory

### Travel Plan History

Date of Travel Plan implementation

March 2017

Has the Travel Plan been accredited, or received an award in recognition of its quality, from either a national body such as ACT or a local authority?

No

### Travel Plan Target Group

*Main target market(s) for the Travel Plan*

Staff

Not present

Visitors

Target group

Customers

Not present

Students

Not present

Patients

Not present

All site users

Target group

Other

Target group

Residents

### Travel Plan Co-Ordinator

Is there a Travel Plan co-ordinator - a member of staff whose job it is to manage the implementation of the Travel Plan?

Yes

If YES to the above, do they work on the Travel Plan full time or part time?

Part time

### Pre-Travel Plan Mode Split

Was modal split data obtained before the introduction of the Travel Plan?

If YES, when?

Vehicle Occupants

Cyclists

Public Transport Users

Pedestrians

Yes  
 March 2017  
 86%  
 2%  
 5%  
 6%

### Travel Plan Modal Split Targets

Did the Travel Plan identify mode split targets?

If YES, when?

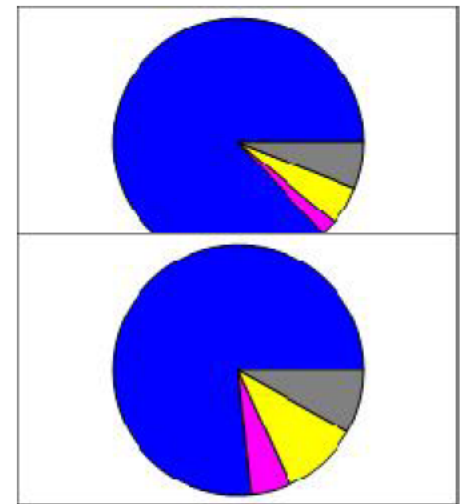
Vehicle Occupants

Cyclists

Public Transport Users

Pedestrians

Yes  
 March 2017  
 76%  
 5%  
 10%  
 8%



### Travel Plan Targets

The pre-travel plan modal split information was obtained in 2017 from the 2011 Census Journey to Work data for Haddenham Ward, the remaining 1% being "Other".

The travel plan mode split targets are Year 5 targets, with the remaining 1% being "Other".

### Changes in site environment and circumstances

*Since the travel plan was implemented, have any of the following changes occurred?*

Has there been large scale changes in numbers of staff on site?

No

Has there been a change in site function from,  
 for example, call centre to head office;  
 or from administrative to sales, etc? No

Have parking controls been implemented around a site  
 where previously many staff parked at no charge? No

Has there been large scale changes in local  
 public transport services? No

Has the site been relocated to somewhere with  
 different accessibility characteristics  
 (e.g. from city centre to edge of town)? No

Factors that may have affected trip rates

#### Additional Travel Plan comments

The site layout incorporates high quality pedestrian routes through the site, linking with the local network and surrounding services/facilities at the site entrance, and separate access points on the site boundary.

#### Cycling Measures

Covered cycle racks close to building entrances No  
 Date implemented  
 Capital cost  
 Annual operating cost

Good lighting in cycle parking areas No  
 Date implemented  
 Capital cost  
 Annual operating cost

Lockers/Facilities for staff who cycle  
 to store their clothing No  
 Date implemented  
 Capital cost  
 Annual operating cost

Secure well-lit/covered cycle parking compound No  
 Date implemented  
 Capital cost  
 Annual operating cost

CCTV coverage of cycle parking areas No  
 Date implemented  
 Capital cost  
 Annual operating cost

Shower and changing facilities for staff  
 who cycle and walk No  
 Date implemented  
 Capital cost  
 Annual operating cost

Good network of cycle routes linking the site  
 to main residential areas locally Yes  
 Date implemented  
 Capital cost  
 Annual operating cost

#### Additional comments

Cycle travel vouchers up to the value of £50 are provided to the first occupant of each household.  
The provision of secure cycle parking for each property provides enhanced security to residents and help to encourage cycling. Cycle parking is provided within each property within garages or sheds.  
The good network of cycle routes linking the site to main local residential areas were already present prior to the development of this site.

#### Car Sharing Measures

Car-share matching system where employer takes active role in setting up car-share teams (i.e. more than just a voluntary noticeboard) No  
Date implemented  
Capital cost  
Annual operating cost

Guaranteed free ride home available to all staff if they car-share and need to get home in an emergency No  
Date implemented  
Capital cost  
Annual operating cost

Priority parking spaces for car-sharers close to building entrances No  
Date implemented  
Capital cost  
Annual operating cost

Car Club available locally that could be used by occupants of the site No

Does the site operate its own Car Club, or subscribe to an independent Car Club organisation? No

#### Additional comments

The Travel Plan Co-ordinator promotes use of the Cambridgeshire and national car share databases (<https://camshare.co.uk> and <https://liftshare.com>), along with details of the benefits that these bring.

#### Car Parking Management

Limited availability of on-site parking spaces (on-site parking supply is set at less than demand for target group of Travel Plan) No

Parking permit eligibility restrictions (e.g. only staff without viable public transport alternative are issued with a permit) No  
Date implemented  
Capital cost  
Annual operating cost

Charging for parking for Travel Plan target group (e.g. staff, patients, visitors, etc.) No  
Date implemented  
Capital cost  
Annual operating cost  
Charge  
Period of Charge

Parking enforcement (e.g. barrier control, parking attendants, clamping, ticketing) on-site No  
Date implemented  
Capital cost  
Annual operating cost

Additional comments

Residents are made aware of the level of parking available at their new home and the overall level available within the site.

Financial Incentives

Daily payment of £2 or more to staff not to use the car (also known as cash-out) No

Date implemented

Capital cost

Annual operating cost

Daily payment value

Annual payment to give up entitlement to a parking permit No

Date implemented

Capital cost

Annual operating cost

Annual payment value

Site provides employees with season ticket/cycle loans No

Date implemented

Capital cost

Annual operating cost

Annual loans value

Additional comments

Subsidised travel vouchers up to the value of £96 are provided to the first occupant of each household, which are valid on bus services operating along Main Street.

Public Transport Measures

Bus waiting facilities (clean, graffiti-free bus shelter and seats close to (e.g. within 400 metres) the site's main entrance) No

Date implemented

Capital cost

Annual operating cost

New/improved bus services close to the site No

Date implemented

Capital cost

Annual operating cost

Secure well-lit pedestrian routes to bus/tram stops within 400 metres Yes

Date implemented

Capital cost

Annual operating cost

Secure well-lit pedestrian routes to railway stations within 1000 metres No

Date implemented

Capital cost

Annual operating cost

Public transport information provided on site on paper and/or computer Yes

Date implemented

March 2021

Capital cost

3500

Annual operating cost

650

Publicity and awareness raising material about local public transport Yes

Date implemented

March 2021

Capital cost

Annual operating cost

Personalised journey planning/travel assistance (e.g. helpline, etc).	Yes
Date implemented	March 2021
Capital cost	0
Annual operating cost	800

Additional comments

The first occupants of each property are provided with a subsidised travel voucher valid on bus services operating along Main Street.

Residents are provided with route maps, fare information and timetables for local area bus services, along with rail timetables and details of where to access real-time information online. The annual operating cost of £650 shown represents the annual cost of marketing the travel plan.

The secure well-lit pedestrian routes to bus stops were in place prior to this development being constructed.

Costs of publicity and awareness raising material about local public transport are covered by the overall travel plan budget and so are not known.

Shuttle Bus

Shuttle bus(es) to main staff/customer residential areas	No
Date implemented	
Capital cost	
Annual operating cost	

Shuttle bus(es) to railway and/or bus station(s)	No
Date implemented	
Capital cost	
Annual operating cost	

Additional comments

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site reference: SY-03-A-03 Survey date: 09/09/20 Day of week: Wednesday

Survey type: Manual Count  
 AM weather: Mild and Clear  
 PM weather: Mild and Clear

Initial car park occupancy: Final car park occupancy:

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

Data proportions in %

Motor cars	82	Motor cycles	0	Public service	0
Light goods	18	OGV (1)	0	OGV (2)	0
				Taxis	0

Covid-19 Restrictions Yes Survey was undertaken at a time of Covid-19 restrictions

Servicing Vehicles count recorded No

Time	Arr 43	Dep 42	Totals 85	Parking Accum
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	4	4	8	(0)
08:00-09:00	2	4	6	(-2)
09:00-10:00	3	4	7	(-3)
10:00-11:00	4	4	8	(-3)
11:00-12:00	2	2	4	(-3)
12:00-13:00	4	4	8	(-3)
13:00-14:00	3	5	8	(-5)
14:00-15:00	7	4	11	(-2)
15:00-16:00	3	1	4	(0)
16:00-17:00	5	7	12	(-2)
17:00-18:00	1	0	1	(-1)
18:00-19:00	5	3	8	(1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

#### Comments

No taxis, motorcycles, PSVs or OGVs arrived at or departed from the site during this survey.  
 Initial and final car parking occupancy figures are unavailable due to on-site garages.

Site reference: SY-03-A-03 Survey date: 09/09/20 Day of week: Wednesday

Vehicles surveyed: Cars

Time	Arr 36	Dep 34	Totals 70	Accumulation
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	2	4	6	(-2)
08:00-09:00	1	3	4	(-4)
09:00-10:00	2	3	5	(-5)
10:00-11:00	4	4	8	(-5)
11:00-12:00	2	2	4	(-5)
12:00-13:00	2	3	5	(-6)
13:00-14:00	3	4	7	(-7)
14:00-15:00	6	3	9	(-4)
15:00-16:00	3	1	4	(-2)
16:00-17:00	5	5	10	(-2)
17:00-18:00	1	0	1	(-1)
18:00-19:00	5	2	7	(2)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				



Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site reference: SY-03-A-03

Survey date: 09/09/20

Day of week: Wednesday

Vehicles surveyed: LGV

Time	Arr 7	Dep 8	Totals 15	Accumulation
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	2	0	2	(2)
08:00-09:00	1	1	2	(2)
09:00-10:00	1	1	2	(2)
10:00-11:00	0	0	0	(2)
11:00-12:00	0	0	0	(2)
12:00-13:00	2	1	3	(3)
13:00-14:00	0	1	1	(2)
14:00-15:00	1	1	2	(2)
15:00-16:00	0	0	0	(2)
16:00-17:00	0	2	2	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	1	1	(-1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SY-03-A-03 Survey date: 09/09/20 Day of week: Wednesday

Vehicles surveyed: Cycles

Time	Arr 1	Dep 1	Totals 2	Accumulation
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	0	0	0	(0)
08:00-09:00	0	1	1	(-1)
09:00-10:00	1	0	1	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site Reference: CA-03-A-07 Multi-Modal Site  
 Created: Version: 7.8.3 24/07/21  
 Latitude/Longitude: 52.38946, 0.20126  
 Land Use Type: 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 Region/Area: EAST ANGLIA/CAMBRIDGESHIRE

Description: MIXED HOUSES  
 Street: FIELD END  
 District: WITCHFORD  
 Town: NEAR ELY  
 Post Code: CB6 2GE  
 Planning Authority: E. CAMBRIDGESHIRE D. C.

Location: Neighbourhood Centre (PPS6 Local Centre)  
 Location Sub Category: Village  
 Use Class: C3

Population within 500m: 1800  
 Population within 1 Mile: 1,001 to 5,000  
 Population within 5 Miles: 25,001 to 50,000  
 Car ownership within 5 Miles: 1.1 to 1.5

#### Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	12		12
Monday-Friday	0700-1000	4		4
Monday-Friday	1600-1900	3		3
Saturday	0700-1900	12		12
Sunday	0700-1900			

Is site associated with a travel plan: Yes  
 If not, are there any plans to implement  
 a Travel Plan in the future?  
 Is survey data available before the  
 implementation of the Travel Plan? No  
 Is the location of the site hilly or flat: Flat  
 Urban Regeneration: No

Covid-19 Restrictions: Yes Survey was undertaken at a time of Covid-19 restrictions

Site area 1.19 hect  
 No of Dwellings 32  
 Housing Density 37.65

No. of developments for this Site: 1  
 No. of survey Days for this Site: 1

#### Comments

This site is located in the village of Witchford, which is just to the west of Ely. The nearest main route is the A142, which is just to the north of the site, running west towards Sutton and east towards Ely.  
 The site has a single vehicular access for all modes.  
 The site is at the northern edge of the village, with the residential areas to the south-west, south and south-east. Across the A142 to the north of the site is the Sedgeway Equestrian Centre plus a few small industrial units, followed by open land.

#### Bus (or tram) site accessibility

- Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
- If yes to question 3, where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility? : Yes

#### Design features encouraging non-car modes

#### 12. Pedestrians

There are footpaths through the development which link into the existing external footway network.

13. Pedal cycles

None

14. Public transport

None

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2021
Nearest Primary School	0.6 kilometres
Nearest Secondary School	0.9 kilometres
Nearest Local Shop/Corner Shop	0.4 kilometres
Nearest Main Supermarket	6.0 kilometres
Nearest Doctors Surgery	4.7 kilometres
Nearest Hospital with Minor Injuries/A & E	7.4 kilometres
Nearest Sports/Leisure Centre	5.7 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00090999
Number of people employed within Census Output Area	197
Number of households within Census Output Area	135
Number of people living within Census Output Area	377
Area of Census Output Area (hectares)	31.06
Population density within Census Output Area (per hectare)	12.10

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site reference: CA-03-A-07 Multi-Modal survey site  
 Trade name: PEMBERTON PARK  
 Site area (h/a): 1.19  
 Site area excluding public open spaces (h/a): 0.85  
 Open since 2021  
 Occupied dwellings 32  
 Unoccupied dwellings 3  
 Total dwellings 35  
 Housing Density 37.65  
 Privately owned units 32  
 Non-Privately owned units 0  
 Name of nearest site THE VICKERS  
 Distance to nearest similar site 0.6 Km  
 Average Bedrooms Per Unit 2.875  
 No of units with 1 bedroom 0  
 No of units with 2 bedrooms 12  
 No of units with 3 bedrooms 12  
 No of units with 4+ bedrooms 8  
 Total bedrooms 92  
 Unit Density 26.890756302521

Residential unit types

	Private	Non-Private	Total
Detached houses	5	0	5
Semi-detached houses	6	0	6
Terraced houses	21	0	21
Bungalows	0	0	0
Flats (in houses)	0	0	0
Flats (in blocks)	0	0	0
Town Houses	0	0	0
Other (specify below)			

Other:

Comments

First occupation at this development took place in March 2021.

At the time of this survey this development remained under construction, with a total of 128 dwellings planned. All construction trips have been identified and excluded from the survey counts, as have all trips associated with the show home at the development. At the time of this survey 8 occupied dwellings were shared ownership (which are included within the privately owned dwellings figures).

Multi-Modal survey site

On-Site parking

Total no. of parking spaces	72
Parking Spaces Per Hectare	60.504
Parking Spaces Per Dwelling	2.250
Arrivals Per Parking Space	1.10

Number of spaces

On-Street	0
Driveway	34
Garages	8
Communal parking spaces	0
Allocated spaces	30

General Comments on Parking

During this survey some parking occurred in areas which will not be available when the site is fully constructed.

Types of servicing vehicle parking taking place

on-site (internal, within specified bays or otherwise)	Yes
off-site (on-street, in designated loading/servicing bays)	No
off-site (in restricted areas e.g. double yellow lines)	No

Off-Site parking details

Is there off-site parking available	Yes
Off-Site parking included in the counts	Yes
Free On-Street parking available nearby	Yes
If yes, considered easy to find a space	No
If prepared to pay, easy to find somewhere to park off-site all day	No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)	No
--	----

Off-Street parking

Off-Street parking available	NO
------------------------------	----

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site	No
--	----

### Additional Travel Plan Features

The provision of secure cycle parking for each property provides enhanced security to residents and help to encourage cycling.

Cycle travel vouchers up to the value of £50 are provided to the first occupant of each household, and first occupants are also provided with a subsidised travel voucher of £96 which is valid on bus services operating along Main Street.

The Travel Plan Co-ordinator promotes use of the Cambridgeshire and national car share databases (<https://camshare.co.uk> and <https://liftshare.com>), along with details of the benefits that these bring.

Residents are made aware of the level of parking available at their new home and the overall level available within the site.

### Travel Plan Type

Type

Compulsory

### Travel Plan History

Date of Travel Plan implementation

March 2017

Has the Travel Plan been accredited, or received an award in recognition of its quality, from either a national body such as ACT or a local authority?

No

### Travel Plan Target Group

*Main target market(s) for the Travel Plan*

Staff

Not present

Visitors

Target group

Customers

Not present

Students

Not present

Patients

Not present

All site users

Target group

Other

Target group

Residents

### Travel Plan Co-Ordinator

Is there a Travel Plan co-ordinator - a member of staff whose job it is to manage the implementation of the Travel Plan?

Yes

If YES to the above, do they work on the Travel Plan full time or part time?

Part time

### Pre-Travel Plan Mode Split

Was modal split data obtained before the introduction of the Travel Plan?

If YES, when?

Yes  
 March 2017  
 86%  
 2%  
 5%  
 6%

Vehicle Occupants

Cyclists

Public Transport Users

Pedestrians

### Travel Plan Modal Split Targets

Did the Travel Plan identify mode split targets?

If YES, when?

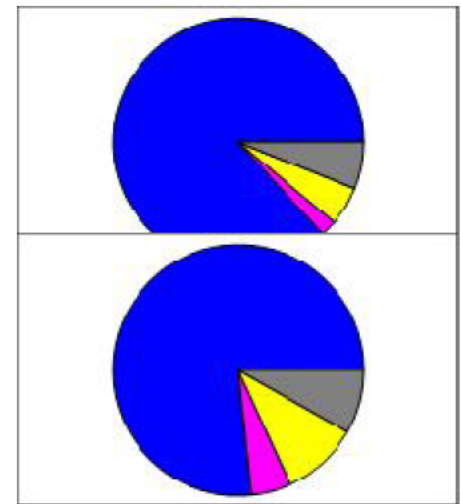
Yes  
 March 2017  
 76%  
 5%  
 10%  
 8%

Vehicle Occupants

Cyclists

Public Transport Users

Pedestrians



### Travel Plan Targets

The pre-travel plan modal split information was obtained in 2017 from the 2011 Census Journey to Work data for Haddenham Ward, the remaining 1% being "Other".

The travel plan mode split targets are Year 5 targets, with the remaining 1% being "Other".

### Changes in site environment and circumstances

*Since the travel plan was implemented, have any of the following changes occurred?*

Has there been large scale changes in numbers of staff on site?

No



Has there been a change in site function from,  
 for example, call centre to head office;  
 or from administrative to sales, etc? No

Have parking controls been implemented around a site  
 where previously many staff parked at no charge? No

Has there been large scale changes in local  
 public transport services? No

Has the site been relocated to somewhere with  
 different accessibility characteristics  
 (e.g. from city centre to edge of town)? No

Factors that may have affected trip rates

#### Additional Travel Plan comments

The site layout incorporates high quality pedestrian routes through the site, linking with the local network and surrounding services/facilities at the site entrance, and separate access points on the site boundary.

#### Cycling Measures

Covered cycle racks close to building entrances No  
 Date implemented  
 Capital cost  
 Annual operating cost

Good lighting in cycle parking areas No  
 Date implemented  
 Capital cost  
 Annual operating cost

Lockers/Facilities for staff who cycle  
 to store their clothing No  
 Date implemented  
 Capital cost  
 Annual operating cost

Secure well-lit/covered cycle parking compound No  
 Date implemented  
 Capital cost  
 Annual operating cost

CCTV coverage of cycle parking areas No  
 Date implemented  
 Capital cost  
 Annual operating cost

Shower and changing facilities for staff  
 who cycle and walk No  
 Date implemented  
 Capital cost  
 Annual operating cost

Good network of cycle routes linking the site  
 to main residential areas locally Yes  
 Date implemented  
 Capital cost  
 Annual operating cost

#### Additional comments

Cycle travel vouchers up to the value of £50 are provided to the first occupant of each household.  
The provision of secure cycle parking for each property provides enhanced security to residents and help to encourage cycling. Cycle parking is provided within each property within garages or sheds.  
The good network of cycle routes linking the site to main local residential areas were already present prior to the development of this site.

#### Car Sharing Measures

Car-share matching system where employer takes active role in setting up car-share teams (i.e. more than just a voluntary noticeboard) No  
Date implemented  
Capital cost  
Annual operating cost

Guaranteed free ride home available to all staff if they car-share and need to get home in an emergency No  
Date implemented  
Capital cost  
Annual operating cost

Priority parking spaces for car-sharers close to building entrances No  
Date implemented  
Capital cost  
Annual operating cost

Car Club available locally that could be used by occupants of the site No

Does the site operate its own Car Club, or subscribe to an independent Car Club organisation? No

#### Additional comments

The Travel Plan Co-ordinator promotes use of the Cambridgeshire and national car share databases (<https://camshare.co.uk> and <https://liftshare.com>), along with details of the benefits that these bring.

#### Car Parking Management

Limited availability of on-site parking spaces (on-site parking supply is set at less than demand for target group of Travel Plan) No

Parking permit eligibility restrictions (e.g. only staff without viable public transport alternative are issued with a permit) No  
Date implemented  
Capital cost  
Annual operating cost

Charging for parking for Travel Plan target group (e.g. staff, patients, visitors, etc.) No  
Date implemented  
Capital cost  
Annual operating cost  
Charge  
Period of Charge

Parking enforcement (e.g. barrier control, parking attendants, clamping, ticketing) on-site No  
Date implemented  
Capital cost  
Annual operating cost

Additional comments

Residents are made aware of the level of parking available at their new home and the overall level available within the site.

Financial Incentives

Daily payment of £2 or more to staff not to use the car (also known as cash-out) No

Date implemented

Capital cost

Annual operating cost

Daily payment value

Annual payment to give up entitlement to a parking permit No

Date implemented

Capital cost

Annual operating cost

Annual payment value

Site provides employees with season ticket/cycle loans No

Date implemented

Capital cost

Annual operating cost

Annual loans value

Additional comments

Subsidised travel vouchers up to the value of £96 are provided to the first occupant of each household, which are valid on bus services operating along Main Street.

Public Transport Measures

Bus waiting facilities (clean, graffiti-free bus shelter and seats close to (e.g. within 400 metres) the site's main entrance) No

Date implemented

Capital cost

Annual operating cost

New/improved bus services close to the site No

Date implemented

Capital cost

Annual operating cost

Secure well-lit pedestrian routes to bus/tram stops within 400 metres Yes

Date implemented

Capital cost

Annual operating cost

Secure well-lit pedestrian routes to railway stations within 1000 metres No

Date implemented

Capital cost

Annual operating cost

Public transport information provided on site on paper and/or computer Yes

Date implemented

March 2021

Capital cost

3500

Annual operating cost

650

Publicity and awareness raising material about local public transport Yes

Date implemented

March 2021

Capital cost

Annual operating cost

Personalised journey planning/travel assistance (e.g. helpline, etc).	Yes
Date implemented	March 2021
Capital cost	0
Annual operating cost	800

Additional comments

The first occupants of each property are provided with a subsidised travel voucher valid on bus services operating along Main Street.

Residents are provided with route maps, fare information and timetables for local area bus services, along with rail timetables and details of where to access real-time information online. The annual operating cost of £650 shown represents the annual cost of marketing the travel plan.

The secure well-lit pedestrian routes to bus stops were in place prior to this development being constructed.

Costs of publicity and awareness raising material about local public transport are covered by the overall travel plan budget and so are not known.

Shuttle Bus

Shuttle bus(es) to main staff/customer residential areas	No
Date implemented	
Capital cost	
Annual operating cost	

Shuttle bus(es) to railway and/or bus station(s)	No
Date implemented	
Capital cost	
Annual operating cost	

Additional comments

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site reference: CA-03-A-07 Survey date: 27/05/21 Day of week: Thursday  
 Multi-Modal survey site  
 Vehicles surveyed: Total vehicles  
 Survey type: Manual Count  
 AM weather: Mild and Clear  
 PM weather: Hot and Clear

Initial car park occupancy: Final car park occupancy:

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

Data proportions in %

Motor cars	85	Motor cycles	1	Public service	0
Light goods	13	OGV (1)	1	OGV (2)	0
				Taxis	0

Covid-19 Restrictions Yes Survey was undertaken at a time of Covid-19 restrictions  
 Servicing Vehicles count recorded No

Time	Arr 79	Dep 80	Totals 159	Parking Accum
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	2	8	10	(-6)
08:00-09:00	4	8	12	(-10)
09:00-10:00	4	12	16	(-18)
10:00-11:00	5	7	12	(-20)
11:00-12:00	14	9	23	(-15)
12:00-13:00	5	8	13	(-18)
13:00-14:00	4	5	9	(-19)
14:00-15:00	3	2	5	(-18)
15:00-16:00	13	7	20	(-12)
16:00-17:00	5	6	11	(-13)
17:00-18:00	9	5	14	(-9)
18:00-19:00	11	3	14	(-1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

#### Comments

No PSV's, taxis or pedal cycles visited the site during this survey.  
 No public transport users visited the site during this survey.

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site reference: CA-03-A-07

Survey date: 27/05/21

Day of week: Thursday

Multi-Modal survey site

Vehicles surveyed: OGV

Data proportions in % OGV (1) 100 OGV (2) 0

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arr 1	Dep 1	Totals 2	Accumulation
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	0	0	0	(0)
08:00-09:00	1	1	2	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site reference: CA-03-A-07

Survey date: 27/05/21

Day of week: Thursday

Multi-Modal survey site

Vehicles surveyed: Cars

Time	Arr 66	Dep 68	Totals 134	Accumulation
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	2	8	10	(-6)
08:00-09:00	3	7	10	(-10)
09:00-10:00	3	9	12	(-16)
10:00-11:00	5	6	11	(-17)
11:00-12:00	11	7	18	(-13)
12:00-13:00	2	5	7	(-16)
13:00-14:00	4	5	9	(-17)
14:00-15:00	3	2	5	(-16)
15:00-16:00	10	5	15	(-11)
16:00-17:00	3	6	9	(-14)
17:00-18:00	9	5	14	(-10)
18:00-19:00	11	3	14	(-2)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site reference: CA-03-A-07

Survey date: 27/05/21

Day of week: Thursday

Multi-Modal survey site

Vehicles surveyed: LGV

Time	Arr 11	Dep 10	Totals 21	Accumulation
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	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	1	3	4	(-2)
10:00-11:00	0	0	0	(-2)
11:00-12:00	2	2	4	(-2)
12:00-13:00	3	3	6	(-2)
13:00-14:00	0	0	0	(-2)
14:00-15:00	0	0	0	(-2)
15:00-16:00	3	2	5	(-1)
16:00-17:00	2	0	2	(1)
17:00-18:00	0	0	0	(1)
18:00-19:00	0	0	0	(1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				



Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site reference: CA-03-A-07

Survey date: 27/05/21

Day of week: Thursday

Multi-Modal survey site

Vehicles surveyed: Motor Cycles

Time	Arr 1	Dep 1	Totals 2	Accumulation
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	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	1	1	(-1)
11:00-12:00	1	0	1	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

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Licence No: 539501

Site reference: CA-03-A-07

Survey date: 27/05/21

Day of week: Thursday

Multi-Modal survey site

People Surveyed: Car/LGV/Motorcycle occupants/OGV occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants

Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count.

[illegible]

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site reference: CA-03-A-07  
 Multi-Modal survey site  
 People Surveyed: Pedestrians

Survey date: 27/05/21

Day of week: Thursday

Time	Arr 44	Dep 44	Totals 88	Accumulation
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	1	0	1	(1)
08:00-09:00	3	9	12	(-5)
09:00-10:00	0	0	0	(-5)
10:00-11:00	2	2	4	(-5)
11:00-12:00	0	2	2	(-7)
12:00-13:00	7	5	12	(-5)
13:00-14:00	2	3	5	(-6)
14:00-15:00	3	1	4	(-4)
15:00-16:00	2	9	11	(-11)
16:00-17:00	12	4	16	(-3)
17:00-18:00	6	8	14	(-5)
18:00-19:00	6	1	7	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site reference: CA-03-A-07 Survey date: 27/05/21 Day of week: Thursday  
 Multi-Modal survey site  
 People Surveyed: Total people

Time	Arr 164	Dep 159	Totals 323	Accumulation
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	4	9	13	(-5)
08:00-09:00	9	23	32	(-19)
09:00-10:00	5	22	27	(-36)
10:00-11:00	8	12	20	(-40)
11:00-12:00	26	15	41	(-29)
12:00-13:00	12	16	28	(-33)
13:00-14:00	7	8	15	(-34)
14:00-15:00	6	3	9	(-31)
15:00-16:00	28	18	46	(-21)
16:00-17:00	21	13	34	(-13)
17:00-18:00	18	15	33	(-10)
18:00-19:00	20	5	25	(5)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

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Licence No: 539501

Site Reference: TW-03-A-03  
 Created: Version: 7.3.3 14/04/16  
 Latitude/Longitude: 55.04274, -1.52761  
 Land Use Type: 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 Region/Area: NORTH/TYNE & WEAR

Description: MIXED HOUSES  
 Street: STATION ROAD  
 District: BACKWORTH  
 Town: NEAR NEWCASTLE  
 Post Code: NE27 OSH  
 Planning Authority:

Location: Neighbourhood Centre (PPS6 Local Centre)  
 Location Sub Category: Village  
 Use Class: C3

Population within 500m: 909  
 Population within 1 Mile: 5,001 to 10,000  
 Population within 5 Miles: 250,001 to 500,000  
 Car ownership within 5 Miles: 0.6 to 1.0

#### Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	64		64
Monday-Friday	0700-1000	14		14
Monday-Friday	1600-1900	14		14
Saturday	0700-1900	62		62
Sunday	0700-1900	18		18

Is site associated with a travel plan: No  
 If not, are there any plans to implement  
 a Travel Plan in the future? No  
 Is survey data available before the  
 implementation of the Travel Plan?  
 Is the location of the site hilly or flat: Flat  
 Urban Regeneration: No

Site area: 1.82 hect  
 No of Dwellings: 33  
 Housing Density: 20.89

No. of developments for this Site: 1  
 No. of survey Days for this Site: 1

#### Comments

This site is located in the village of Backworth, between Newcastle and Whitley Bay. The B1322 passes through the village, heading west towards the junction with the A19 and south towards the junction with the A186. The site is bordered by further residential streets to the east, with Backworth Park Primary School to the west and open land to the south. To the north is the village's main street, Church Road.

#### Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes  
 4. If yes to question 3, where it is necessary to cross a road between the development and the stop,  
 is there a conveniently placed crossing facility? : Yes

#### Design features encouraging non-car modes

##### 12. Pedestrians

The site has footpaths leading to the wider community.

##### 13. Pedal cycles

None

#### 14. Public transport

The site is located within easy walking distance of bus stops leading to the wider community.

#### Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2016
Nearest Primary School	0.6 kilometres
Nearest Secondary School	4.4 kilometres
Nearest Local Shop/Corner Shop	0.6 kilometres
Nearest Main Supermarket	1.6 kilometres
Nearest Doctors Surgery	2.1 kilometres
Nearest Hospital with Minor Injuries/A & E	6.1 kilometres
Nearest Sports/Leisure Centre	4.2 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00166161
Number of people employed within Census Output Area	145
Number of households within Census Output Area	125
Number of people living within Census Output Area	275
Area of Census Output Area (hectares)	242.00
Population density within Census Output Area (per hectare)	1.10

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site reference: TW-03-A-03  
 Trade name: CLAVERTLEY DRIVE

Site area (h/a): 1.82  
 Site area excluding public open spaces (h/a): 1.58

Open since 1990

Occupied dwellings 33  
 Unoccupied dwellings 0  
 Total dwellings 33

Housing Density 20.89  
 Privately owned units 33  
 Non-Privately owned units 0  
 Name of nearest site RIDLEY GARDENS  
 Distance to nearest similar site 2.0 Km

Average Bedrooms Per Unit 3.39  
 No of units with 1 bedroom 0  
 No of units with 2 bedrooms 0  
 No of units with 3 bedrooms 20  
 No of units with 4+ bedrooms 13  
 Total bedrooms 112  
 Unit Density 18.1

Residential unit types

	Private	Non-Private	Total
Detached houses	15	0	15
Semi-detached houses	6	0	6
Terraced houses	0	0	0
Bungalows	12	0	12
Flats (in houses)	0	0	0
Flats (in blocks)	0	0	0
Town Houses	0	0	0
Other (specify below)			

Other:

On-Site parking

Total no. of parking spaces	132
Parking Spaces Per Hectare	72.527
Parking Spaces Per Dwelling	4.000
Arrivals Per Parking Space	0.81

Number of spaces

On-Street	45
Driveway	54
Garages	33
Communal parking spaces	0

General Comments on Parking

All properties on site have their own drive and may have their own garages as well.

Types of servicing vehicle parking taking place

on-site (internal, within specified bays or otherwise)	Yes
off-site (on-street, in designated loading/servicing bays)	No
off-site (in restricted areas e.g. double yellow lines)	No

Off-Site parking details

Is there off-site parking available	Yes
Off-Site parking included in the counts	Yes
Free On-Street parking available nearby	Yes
If yes, considered easy to find a space	Yes
If prepared to pay, easy to find somewhere to park off-site all day	Yes

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)	No
--	----

Off-Street parking

Off-Street parking available	NO
------------------------------	----

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site	No
--	----



### Additional Travel Plan Features

The provision of secure cycle parking for each property provides enhanced security to residents and help to encourage cycling.

Cycle travel vouchers up to the value of £50 are provided to the first occupant of each household, and first occupants are also provided with a subsidised travel voucher of £96 which is valid on bus services operating along Main Street.

The Travel Plan Co-ordinator promotes use of the Cambridgeshire and national car share databases (<https://camshare.co.uk> and <https://liftshare.com>), along with details of the benefits that these bring.

Residents are made aware of the level of parking available at their new home and the overall level available within the site.

### Travel Plan Type

Type

Compulsory

### Travel Plan History

Date of Travel Plan implementation

March 2017

Has the Travel Plan been accredited, or received an award in recognition of its quality, from either a national body such as ACT or a local authority?

No

### Travel Plan Target Group

*Main target market(s) for the Travel Plan*

Staff

Not present

Visitors

Target group

Customers

Not present

Students

Not present

Patients

Not present

All site users

Target group

Other

Target group

Residents

### Travel Plan Co-Ordinator

Is there a Travel Plan co-ordinator - a member of staff whose job it is to manage the implementation of the Travel Plan?

Yes

If YES to the above, do they work on the Travel Plan full time or part time?

Part time

### Pre-Travel Plan Mode Split

Was modal split data obtained before the introduction of the Travel Plan?

Yes

If YES, when?

March 2017

Vehicle Occupants

86%

Cyclists

2%

Public Transport Users

5%

Pedestrians

6%

### Travel Plan Modal Split Targets

Did the Travel Plan identify mode split targets?

Yes

If YES, when?

March 2017

Vehicle Occupants

76%

Cyclists

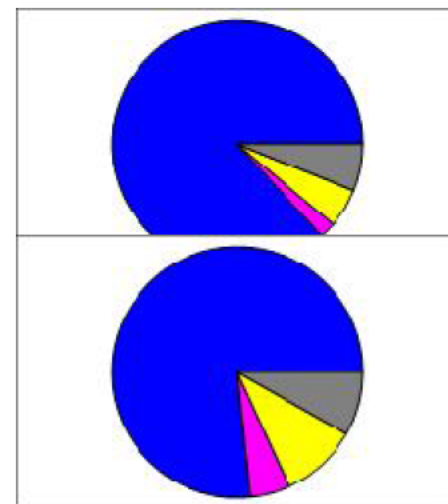
5%

Public Transport Users

10%

Pedestrians

8%



### Travel Plan Targets

The pre-travel plan modal split information was obtained in 2017 from the 2011 Census Journey to Work data for Haddenham Ward, the remaining 1% being "Other".

The travel plan mode split targets are Year 5 targets, with the remaining 1% being "Other".

### Changes in site environment and circumstances

*Since the travel plan was implemented, have any of the following changes occurred?*

Has there been large scale changes in numbers of staff on site?

No

Has there been a change in site function from,  
 for example, call centre to head office;  
 or from administrative to sales, etc? No

Have parking controls been implemented around a site  
 where previously many staff parked at no charge? No

Has there been large scale changes in local  
 public transport services? No

Has the site been relocated to somewhere with  
 different accessibility characteristics  
 (e.g. from city centre to edge of town)? No

Factors that may have affected trip rates

#### Additional Travel Plan comments

The site layout incorporates high quality pedestrian routes through the site, linking with the local network and surrounding services/facilities at the site entrance, and separate access points on the site boundary.

#### Cycling Measures

Covered cycle racks close to building entrances No  
 Date implemented  
 Capital cost  
 Annual operating cost

Good lighting in cycle parking areas No  
 Date implemented  
 Capital cost  
 Annual operating cost

Lockers/Facilities for staff who cycle  
 to store their clothing No  
 Date implemented  
 Capital cost  
 Annual operating cost

Secure well-lit/covered cycle parking compound No  
 Date implemented  
 Capital cost  
 Annual operating cost

CCTV coverage of cycle parking areas No  
 Date implemented  
 Capital cost  
 Annual operating cost

Shower and changing facilities for staff  
 who cycle and walk No  
 Date implemented  
 Capital cost  
 Annual operating cost

Good network of cycle routes linking the site  
 to main residential areas locally Yes  
 Date implemented  
 Capital cost  
 Annual operating cost

#### Additional comments

Cycle travel vouchers up to the value of £50 are provided to the first occupant of each household.  
 The provision of secure cycle parking for each property provides enhanced security to residents and help to encourage cycling. Cycle parking is provided within each property within garages or sheds.  
 The good network of cycle routes linking the site to main local residential areas were already present prior to the development of this site.

#### Car Sharing Measures

Car-share matching system where employer takes active role in setting up car-share teams (i.e. more than just a voluntary noticeboard) No  
 Date implemented  
 Capital cost  
 Annual operating cost

Guaranteed free ride home available to all staff if they car-share and need to get home in an emergency No  
 Date implemented  
 Capital cost  
 Annual operating cost

Priority parking spaces for car-sharers close to building entrances No  
 Date implemented  
 Capital cost  
 Annual operating cost

Car Club available locally that could be used by occupants of the site No

Does the site operate its own Car Club, or subscribe to an independent Car Club organisation? No

#### Additional comments

The Travel Plan Co-ordinator promotes use of the Cambridgeshire and national car share databases (<https://camshare.co.uk> and <https://liftshare.com>), along with details of the benefits that these bring.

#### Car Parking Management

Limited availability of on-site parking spaces (on-site parking supply is set at less than demand for target group of Travel Plan) No

Parking permit eligibility restrictions (e.g. only staff without viable public transport alternative are issued with a permit) No  
 Date implemented  
 Capital cost  
 Annual operating cost

Charging for parking for Travel Plan target group (e.g. staff, patients, visitors, etc.) No  
 Date implemented  
 Capital cost  
 Annual operating cost  
 Charge  
 Period of Charge

Parking enforcement (e.g. barrier control, parking attendants, clamping, ticketing) on-site No  
 Date implemented  
 Capital cost  
 Annual operating cost

#### Additional comments

Residents are made aware of the level of parking available at their new home and the overall level available within the site.

#### Financial Incentives

Daily payment of £2 or more to staff not to use the car (also known as cash-out) No

Date implemented

Capital cost

Annual operating cost

Daily payment value

Annual payment to give up entitlement to a parking permit No

Date implemented

Capital cost

Annual operating cost

Annual payment value

Site provides employees with season ticket/cycle loans No

Date implemented

Capital cost

Annual operating cost

Annual loans value

#### Additional comments

Subsidised travel vouchers up to the value of £96 are provided to the first occupant of each household, which are valid on bus services operating along Main Street.

#### Public Transport Measures

Bus waiting facilities (clean, graffiti-free bus shelter and seats close to (e.g. within 400 metres) the site's main entrance) No

Date implemented

Capital cost

Annual operating cost

New/improved bus services close to the site No

Date implemented

Capital cost

Annual operating cost

Secure well-lit pedestrian routes to bus/tram stops within 400 metres Yes

Date implemented

Capital cost

Annual operating cost

Secure well-lit pedestrian routes to railway stations within 1000 metres No

Date implemented

Capital cost

Annual operating cost

Public transport information provided on site on paper and/or computer Yes

Date implemented

March 2021

Capital cost

3500

Annual operating cost

650

Publicity and awareness raising material about local public transport Yes

Date implemented

March 2021

Capital cost

Annual operating cost

Personalised journey planning/travel assistance (e.g. helpline, etc).	Yes
Date implemented	March 2021
Capital cost	0
Annual operating cost	800

Additional comments

The first occupants of each property are provided with a subsidised travel voucher valid on bus services operating along Main Street.

Residents are provided with route maps, fare information and timetables for local area bus services, along with rail timetables and details of where to access real-time information online. The annual operating cost of £650 shown represents the annual cost of marketing the travel plan.

The secure well-lit pedestrian routes to bus stops were in place prior to this development being constructed.

Costs of publicity and awareness raising material about local public transport are covered by the overall travel plan budget and so are not known.

Shuttle Bus

Shuttle bus(es) to main staff/customer residential areas	No
Date implemented	
Capital cost	
Annual operating cost	

Shuttle bus(es) to railway and/or bus station(s)	No
Date implemented	
Capital cost	
Annual operating cost	

Additional comments

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site reference: TW-03-A-03 Survey date: 13/11/15 Day of week: Friday

Survey type: Manual Count  
 AM weather: Cold and Light Rain  
 PM weather: Cold and Light Rain

Initial car park occupancy: 34 Final car park occupancy: 35

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 27% (132 On-Site Spaces)

Data proportions in %

Motor cars	80	Motor cycles	0	Public service	0
Light goods	12	OGV (1)	3	OGV (2)	1
				Taxis	4

Servicing Vehicles count recorded No

Time	Arr 107	Dep 106	Totals 213	Parking Accum
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	4	7	11	31
08:00-09:00	7	18	25	20
09:00-10:00	5	9	14	16
10:00-11:00	10	9	19	17
11:00-12:00	7	8	15	16
12:00-13:00	11	9	20	18
13:00-14:00	10	10	20	18
14:00-15:00	12	4	16	26
15:00-16:00	8	14	22	20
16:00-17:00	16	6	22	30
17:00-18:00	11	9	20	32
18:00-19:00	6	3	9	35
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments

No PSV's or motorcycles visited the site during this survey.  
 OGV's visiting the site parked in the general parking area on site.

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site reference: TW-03-A-03 Survey date: 13/11/15 Day of week: Friday

Vehicles surveyed: OGV

Data proportions in % OGV (1) 75 OGV (2) 25

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arr 4	Dep 4	Totals 8	Accumulation
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	1	1	2	(0)
08:00-09:00	1	1	2	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	2	2	4	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: TW-03-A-03 Survey date: 13/11/15 Day of week: Friday

Vehicles surveyed: Taxis

Time	Arr 4	Dep 4	Totals 8	Accumulation
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	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	1	1	2	(0)
13:00-14:00	1	0	1	(1)
14:00-15:00	1	1	2	(1)
15:00-16:00	0	1	1	(0)
16:00-17:00	1	0	1	(1)
17:00-18:00	0	1	1	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				



Site reference: TW-03-A-03 Survey date: 13/11/15 Day of week: Friday

Vehicles surveyed: Cars

Time	Arr 86	Dep 85	Totals 171	Accumulation
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	2	5	7	(-3)
08:00-09:00	4	15	19	(-14)
09:00-10:00	5	9	14	(-18)
10:00-11:00	8	7	15	(-17)
11:00-12:00	6	7	13	(-18)
12:00-13:00	7	5	12	(-16)
13:00-14:00	8	9	17	(-17)
14:00-15:00	11	3	14	(-9)
15:00-16:00	7	12	19	(-14)
16:00-17:00	14	5	19	(-5)
17:00-18:00	8	5	13	(-2)
18:00-19:00	6	3	9	(1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: TW-03-A-03 Survey date: 13/11/15 Day of week: Friday

Vehicles surveyed: LGV

Time	Arr 13	Dep 13	Totals 26	Accumulation
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	1	1	2	(0)
08:00-09:00	2	2	4	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	1	1	2	(0)
12:00-13:00	3	3	6	(0)
13:00-14:00	1	1	2	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	1	1	2	(0)
16:00-17:00	1	1	2	(0)
17:00-18:00	3	3	6	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: TW-03-A-03 Survey date: 13/11/15 Day of week: Friday

Vehicles surveyed: Cycles

Time	Arr 2	Dep 1	Totals 3	Accumulation
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	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	0	1	1	(-1)
14:00-15:00	0	0	0	(-1)
15:00-16:00	0	0	0	(-1)
16:00-17:00	1	0	1	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	1	0	1	(1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site Reference: SF-03-A-08  
 Created: Version: 7.7.4 04/11/20  
 Latitude/Longitude: 52.20543, 0.75070  
 Land Use Type: 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 Region/Area: EAST ANGLIA/SUFFOLK

Description: MIXED HOUSES  
 Street: STANNINGFIELD ROAD  
 District: GREAT WHELNETHAM  
 Town: NEAR BURY ST EDMUNDS  
 Post Code: IP30 0TX  
 Planning Authority: WEST SUFFOLK COUNCIL

Location: Neighbourhood Centre (PPS6 Local Centre)  
 Location Sub Category: Village  
 Use Class: C3

Population within 500m: 610  
 Population within 1 Mile: 1,001 to 5,000  
 Population within 5 Miles: 50,001 to 75,000  
 Car ownership within 5 Miles: 0.6 to 1.0

## Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	24		24
Monday-Friday	0700-1000	5		5
Monday-Friday	1600-1900	6		6
Saturday	0700-1900	14		14
Sunday	0700-1900			

Is site associated with a travel plan: No  
 If not, are there any plans to implement  
 a Travel Plan in the future?  
 Is survey data available before the  
 implementation of the Travel Plan? No  
 Is the location of the site hilly or flat: Flat  
 Urban Regeneration: No

Site area: 2.34 hect  
 No of Dwellings: 34  
 Housing Density: 17.85

No. of developments for this Site: 1  
 No. of survey Days for this Site: 1

Comments

Located roughly 5km south-east of of Bury Saint Edmunds, the site is only 500m south of the A134, which also heads south towards Sudbury. The A14 is 4km to the north, heading west towards Cambridge and south-east towards Ipswich. The site is largely surrounded by farmland, with other residential developments to the north and a recreation ground and community centre to the south.

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

There are three very infrequent bus services stopping within 400m of the site.

Design features encouraging non-car modes12. Pedestrians

The site is adjacent to public footpaths leading towards the wider community.

13. Pedal cycles

None

#### 14. Public transport

Local bus stops can be reached by local footpaths.

#### Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2020
Nearest Primary School	0.7 kilometres
Nearest Secondary School	4.1 kilometres
Nearest Local Shop/Corner Shop	0.5 kilometres
Nearest Main Supermarket	4.9 kilometres
Nearest Doctors Surgery	4.6 kilometres
Nearest Hospital with Minor Injuries/A & E	5.3 kilometres
Nearest Sports/Leisure Centre	0.8 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00153546
Number of people employed within Census Output Area	135
Number of households within Census Output Area	118
Number of people living within Census Output Area	272
Area of Census Output Area (hectares)	453.82
Population density within Census Output Area (per hectare)	0.60

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site reference: SF-03-A-08  
 Trade name: TUTELINA ROAD

Site area (h/a): 2.34  
 Site area excluding public open spaces (h/a): 1.91

Open since 1965

Occupied dwellings 34  
 Unoccupied dwellings 0  
 Total dwellings 34

Housing Density 17.85  
 Privately owned units 34  
 Non-Privately owned units 0  
 Name of nearest site SMYTHY CLOSE  
 Distance to nearest similar site 3.9 Km

Average Bedrooms Per Unit 3.11764705882353  
 No of units with 1 bedroom 0  
 No of units with 2 bedrooms 12  
 No of units with 3 bedrooms 8  
 No of units with 4+ bedrooms 14  
 Total bedrooms 106  
 Unit Density 14.5348837209302

Residential unit types

	Private	Non-Private	Total
Detached houses	2	0	2
Semi-detached houses	24	0	24
Terraced houses	6	0	6
Bungalows	2	0	2
Flats (in houses)	0	0	0
Flats (in blocks)	0	0	0
Town Houses	0	0	0
Other (specify below)			

Other:

On-Site parking

Total no. of parking spaces	69
Parking Spaces Per Hectare	29.497
Parking Spaces Per Dwelling	2.029
Arrivals Per Parking Space	1.20

Number of spaces

On-Street	30
Driveway	7
Garages	12
Communal parking spaces	20
Allocated spaces	0
Is this site associated with a Car Club?	No

Types of servicing vehicle parking taking place

on-site (internal, within specified bays or otherwise)	Yes
off-site (on-street, in designated loading/servicing bays)	No
off-site (in restricted areas e.g. double yellow lines)	No

Off-Site parking details

Is there off-site parking available	Yes
Off-Site parking included in the counts	No
Free On-Street parking available nearby	Yes
If yes, considered easy to find a space	Yes
If prepared to pay, easy to find somewhere to park off-site all day	Yes

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)	No
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Off-Street parking

Off-Street parking available	NO
------------------------------	----

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site	No
--	----

### Additional Travel Plan Features

The provision of secure cycle parking for each property provides enhanced security to residents and help to encourage cycling.

Cycle travel vouchers up to the value of £50 are provided to the first occupant of each household, and first occupants are also provided with a subsidised travel voucher of £96 which is valid on bus services operating along Main Street.

The Travel Plan Co-ordinator promotes use of the Cambridgeshire and national car share databases (<https://camshare.co.uk> and <https://liftshare.com>), along with details of the benefits that these bring.

Residents are made aware of the level of parking available at their new home and the overall level available within the site.

### Travel Plan Type

Type

Compulsory

### Travel Plan History

Date of Travel Plan implementation

March 2017

Has the Travel Plan been accredited, or received an award in recognition of its quality, from either a national body such as ACT or a local authority?

No

### Travel Plan Target Group

*Main target market(s) for the Travel Plan*

Staff

Not present

Visitors

Target group

Customers

Not present

Students

Not present

Patients

Not present

All site users

Target group

Other

Target group

Residents

### Travel Plan Co-Ordinator

Is there a Travel Plan co-ordinator - a member of staff whose job it is to manage the implementation of the Travel Plan?

Yes

If YES to the above, do they work on the Travel Plan full time or part time?

Part time

### Pre-Travel Plan Mode Split

Was modal split data obtained before the introduction of the Travel Plan?

Yes

If YES, when?

March 2017

Vehicle Occupants

86%

Cyclists

2%

Public Transport Users

5%

Pedestrians

6%

### Travel Plan Modal Split Targets

Did the Travel Plan identify mode split targets?

Yes

If YES, when?

March 2017

Vehicle Occupants

76%

Cyclists

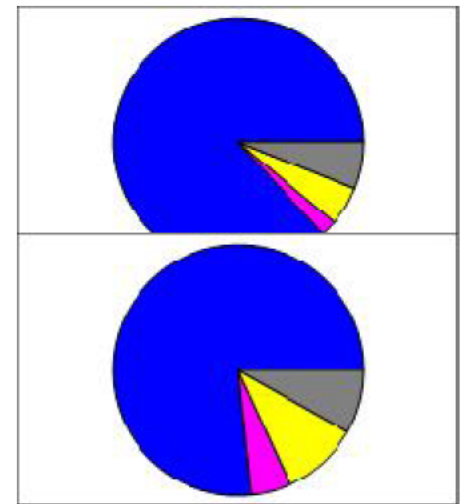
5%

Public Transport Users

10%

Pedestrians

8%



### Travel Plan Targets

The pre-travel plan modal split information was obtained in 2017 from the 2011 Census Journey to Work data for Haddenham Ward, the remaining 1% being "Other".

The travel plan mode split targets are Year 5 targets, with the remaining 1% being "Other".

### Changes in site environment and circumstances

*Since the travel plan was implemented, have any of the following changes occurred?*

Has there been large scale changes in numbers of staff on site?

No



Has there been a change in site function from, for example, call centre to head office; or from administrative to sales, etc? No

Have parking controls been implemented around a site where previously many staff parked at no charge? No

Has there been large scale changes in local public transport services? No

Has the site been relocated to somewhere with different accessibility characteristics (e.g. from city centre to edge of town)? No

Factors that may have affected trip rates

#### Additional Travel Plan comments

The site layout incorporates high quality pedestrian routes through the site, linking with the local network and surrounding services/facilities at the site entrance, and separate access points on the site boundary.

#### Cycling Measures

Covered cycle racks close to building entrances No  
Date implemented  
Capital cost  
Annual operating cost

Good lighting in cycle parking areas No  
Date implemented  
Capital cost  
Annual operating cost

Lockers/Facilities for staff who cycle to store their clothing No  
Date implemented  
Capital cost  
Annual operating cost

Secure well-lit/covered cycle parking compound No  
Date implemented  
Capital cost  
Annual operating cost

CCTV coverage of cycle parking areas No  
Date implemented  
Capital cost  
Annual operating cost

Shower and changing facilities for staff who cycle and walk No  
Date implemented  
Capital cost  
Annual operating cost

Good network of cycle routes linking the site to main residential areas locally Yes  
Date implemented  
Capital cost  
Annual operating cost

#### Additional comments

Cycle travel vouchers up to the value of £50 are provided to the first occupant of each household.  
 The provision of secure cycle parking for each property provides enhanced security to residents and help to encourage cycling. Cycle parking is provided within each property within garages or sheds.  
 The good network of cycle routes linking the site to main local residential areas were already present prior to the development of this site.

#### Car Sharing Measures

Car-share matching system where employer takes active role in setting up car-share teams (i.e. more than just a voluntary noticeboard) No  
 Date implemented  
 Capital cost  
 Annual operating cost

Guaranteed free ride home available to all staff if they car-share and need to get home in an emergency No  
 Date implemented  
 Capital cost  
 Annual operating cost

Priority parking spaces for car-sharers close to building entrances No  
 Date implemented  
 Capital cost  
 Annual operating cost

Car Club available locally that could be used by occupants of the site No

Does the site operate its own Car Club, or subscribe to an independent Car Club organisation? No

#### Additional comments

The Travel Plan Co-ordinator promotes use of the Cambridgeshire and national car share databases (<https://camshare.co.uk> and <https://liftshare.com>), along with details of the benefits that these bring.

#### Car Parking Management

Limited availability of on-site parking spaces (on-site parking supply is set at less than demand for target group of Travel Plan) No

Parking permit eligibility restrictions (e.g. only staff without viable public transport alternative are issued with a permit) No  
 Date implemented  
 Capital cost  
 Annual operating cost

Charging for parking for Travel Plan target group (e.g. staff, patients, visitors, etc.) No  
 Date implemented  
 Capital cost  
 Annual operating cost  
 Charge  
 Period of Charge

Parking enforcement (e.g. barrier control, parking attendants, clamping, ticketing) on-site No  
 Date implemented  
 Capital cost  
 Annual operating cost

Additional comments

Residents are made aware of the level of parking available at their new home and the overall level available within the site.

Financial Incentives

Daily payment of £2 or more to staff not to use the car (also known as cash-out) No

Date implemented

Capital cost

Annual operating cost

Daily payment value

Annual payment to give up entitlement to a parking permit No

Date implemented

Capital cost

Annual operating cost

Annual payment value

Site provides employees with season ticket/cycle loans No

Date implemented

Capital cost

Annual operating cost

Annual loans value

Additional comments

Subsidised travel vouchers up to the value of £96 are provided to the first occupant of each household, which are valid on bus services operating along Main Street.

Public Transport Measures

Bus waiting facilities (clean, graffiti-free bus shelter and seats close to (e.g. within 400 metres) the site's main entrance) No

Date implemented

Capital cost

Annual operating cost

New/improved bus services close to the site No

Date implemented

Capital cost

Annual operating cost

Secure well-lit pedestrian routes to bus/tram stops within 400 metres Yes

Date implemented

Capital cost

Annual operating cost

Secure well-lit pedestrian routes to railway stations within 1000 metres No

Date implemented

Capital cost

Annual operating cost

Public transport information provided on site on paper and/or computer Yes

Date implemented

March 2021

Capital cost

3500

Annual operating cost

650

Publicity and awareness raising material about local public transport Yes

Date implemented

March 2021

Capital cost

Annual operating cost

Personalised journey planning/travel assistance (e.g. helpline, etc).	Yes
Date implemented	March 2021
Capital cost	0
Annual operating cost	800

Additional comments

The first occupants of each property are provided with a subsidised travel voucher valid on bus services operating along Main Street.

Residents are provided with route maps, fare information and timetables for local area bus services, along with rail timetables and details of where to access real-time information online. The annual operating cost of £650 shown represents the annual cost of marketing the travel plan.

The secure well-lit pedestrian routes to bus stops were in place prior to this development being constructed.

Costs of publicity and awareness raising material about local public transport are covered by the overall travel plan budget and so are not known.

Shuttle Bus

Shuttle bus(es) to main staff/customer residential areas	No
Date implemented	
Capital cost	
Annual operating cost	

Shuttle bus(es) to railway and/or bus station(s)	No
Date implemented	
Capital cost	
Annual operating cost	

Additional comments

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site reference: SF-03-A-08 Survey date: 16/09/20 Day of week: Wednesday

Survey type: Manual Count  
 AM weather: Mild and Clear  
 PM weather: Mild and Clear

Initial car park occupancy: Final car park occupancy:

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

Data proportions in %

Motor cars	76	Motor cycles	1	Public service	0
Light goods	17	OGV (1)	1	OGV (2)	1
				Taxis	4

Covid-19 Restrictions Yes Survey was undertaken at a time of Covid-19 restrictions

Servicing Vehicles count recorded No

Time	Arr 83	Dep 81	Totals 164	Parking Accum
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	3	13	16	(-10)
08:00-09:00	4	10	14	(-16)
09:00-10:00	5	6	11	(-17)
10:00-11:00	2	1	3	(-16)
11:00-12:00	8	3	11	(-11)
12:00-13:00	4	9	13	(-16)
13:00-14:00	9	9	18	(-16)
14:00-15:00	9	7	16	(-14)
15:00-16:00	8	4	12	(-10)
16:00-17:00	14	6	20	(-2)
17:00-18:00	12	7	19	(3)
18:00-19:00	5	6	11	(2)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

#### Comments

No PSVs arrived at or departed from the site during this survey.  
 Initial and final car park occupancies are unavailable due to on-site garages.

Site reference: SF-03-A-08 Survey date: 16/09/20 Day of week: Wednesday

Vehicles surveyed: OGV

Data proportions in % OGV (1) 50 OGV (2) 50

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arr 2	Dep 2	Totals 4	Accumulation
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	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	1	1	2	(0)
14:00-15:00	1	1	2	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SF-03-A-08 Survey date: 16/09/20 Day of week: Wednesday

Vehicles surveyed: Taxis

Time	Arr 3	Dep 3	Totals 6	Accumulation
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	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	1	1	2	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	1	1	2	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	1	1	2	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SF-03-A-08 Survey date: 16/09/20 Day of week: Wednesday

Vehicles surveyed: Cars

Time	Arr 62	Dep 62	Totals 124	Accumulation
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	3	11	14	(-8)
08:00-09:00	4	8	12	(-12)
09:00-10:00	5	6	11	(-13)
10:00-11:00	2	0	2	(-11)
11:00-12:00	4	2	6	(-9)
12:00-13:00	2	6	8	(-13)
13:00-14:00	7	7	14	(-13)
14:00-15:00	6	3	9	(-10)
15:00-16:00	4	3	7	(-9)
16:00-17:00	12	5	17	(-2)
17:00-18:00	10	6	16	(2)
18:00-19:00	3	5	8	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				



Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site reference: SF-03-A-08

Survey date: 16/09/20

Day of week: Wednesday

Vehicles surveyed: LGV

Time	Arr 15	Dep 13	Totals 28	Accumulation
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	0	2	2	(-2)
08:00-09:00	0	1	1	(-3)
09:00-10:00	0	0	0	(-3)
10:00-11:00	0	1	1	(-4)
11:00-12:00	3	0	3	(-1)
12:00-13:00	2	3	5	(-2)
13:00-14:00	0	0	0	(-2)
14:00-15:00	1	3	4	(-4)
15:00-16:00	4	1	5	(-1)
16:00-17:00	2	1	3	(0)
17:00-18:00	2	1	3	(1)
18:00-19:00	1	0	1	(2)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SF-03-A-08 Survey date: 16/09/20 Day of week: Wednesday

Vehicles surveyed: Motor Cycles

Time	Arr 1	Dep 1	Totals 2	Accumulation
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	0	0	0	(0)
08:00-09:00	0	1	1	(-1)
09:00-10:00	0	0	0	(-1)
10:00-11:00	0	0	0	(-1)
11:00-12:00	0	0	0	(-1)
12:00-13:00	0	0	0	(-1)
13:00-14:00	0	0	0	(-1)
14:00-15:00	1	0	1	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SF-03-A-08 Survey date: 16/09/20 Day of week: Wednesday

Vehicles surveyed: Cycles

Time	Arr 2	Dep 2	Totals 4	Accumulation
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	0	0	0	(0)
08:00-09:00	0	1	1	(-1)
09:00-10:00	0	0	0	(-1)
10:00-11:00	0	0	0	(-1)
11:00-12:00	0	0	0	(-1)
12:00-13:00	0	1	1	(-2)
13:00-14:00	1	0	1	(-1)
14:00-15:00	0	0	0	(-1)
15:00-16:00	0	0	0	(-1)
16:00-17:00	0	0	0	(-1)
17:00-18:00	1	0	1	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site Reference: SY-03-A-02  
 Created: Version: 7.7.4 04/10/20  
 Latitude/Longitude: 53.34604, -1.28228  
 Land Use Type: 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 Region/Area: YORKSHIRE & NORTH LINCOLNSHIRE/SOUTH YORKSHIRE

Description: DETACHED & BUNGALOWS  
 Street: MANOR ROAD  
 District: WALES  
 Town: NEAR SHEFFIELD  
 Post Code: S26 5UA  
 Planning Authority: ROTHERHAM MBC

Location: Neighbourhood Centre (PPS6 Local Centre)  
 Location Sub Category: Village  
 Use Class: C3

Population within 500m: 875  
 Population within 1 Mile: 1,001 to 5,000  
 Population within 5 Miles: 500,001 or More  
 Car ownership within 5 Miles: 1.1 to 1.5  
 Reason for blank public transport table: No local PT

Is site associated with a travel plan: No  
 If not, are there any plans to implement a Travel Plan in the future? No  
 Is survey data available before the implementation of the Travel Plan?  
 Is the location of the site hilly or flat: Flat  
 Urban Regeneration: No

Covid-19 Restrictions: Yes Survey was undertaken at a time of Covid-19 restrictions

Site area: 1.20 hect  
 No of Dwellings: 25  
 Housing Density: 22.73

No. of developments for this Site: 1  
 No. of survey Days for this Site: 1

#### Comments

This site is located in the village of Wales, which is east of Sheffield. The north/south M1 motorway runs to the west of the site, with junction 31 being accessed to the north (where it meets the east/west A57). The site has a single vehicle access for all modes. To the north, east and west of the site is mainly open land, with the site being situated at the village's northern edge. To the south is mainly residential development.

#### Design features encouraging non-car modes

##### 12. Pedestrians

None

##### 13. Pedal cycles

None

##### 14. Public transport

None

#### Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2020
Nearest Primary School	0.9 kilometres
Nearest Secondary School	0.9 kilometres
Nearest Local Shop/Corner Shop	1.2 kilometres
Nearest Main Supermarket	1.7 kilometres
Nearest Doctors Surgery	1.8 kilometres
Nearest Hospital with Minor Injuries/A & E	10.7 kilometres
Nearest Sports/Leisure Centre	4.4 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00039255
Number of people employed within Census Output Area	188
Number of households within Census Output Area	163
Number of people living within Census Output Area	367
Area of Census Output Area (hectares)	77.73
Population density within Census Output Area (per hectare)	4.70

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site reference: SY-03-A-02  
 Trade name: ORCHARD CROFT  
  
 Site area (h/a): 1.20  
 Site area excluding public open spaces (h/a): 1.10  
  
 Open since 1997  
  
 Occupied dwellings 25  
 Unoccupied dwellings 0  
 Total dwellings 25  
  
 Housing Density 22.73  
 Privately owned units 25  
 Non-Privately owned units 0  
 Name of nearest site BROOKLANDS CROFT  
 Distance to nearest similar site 0.4 Km  
  
 Average Bedrooms Per Unit 4.04  
 No of units with 1 bedroom 0  
 No of units with 2 bedrooms 0  
 No of units with 3 bedrooms 5  
 No of units with 4+ bedrooms 20  
 Total bedrooms 101  
 Unit Density 20.8

Residential unit types

	Private	Non-Private	Total
Detached houses	20	0	20
Semi-detached houses	0	0	0
Terraced houses	0	0	0
Bungalows	5	0	5
Flats (in houses)	0	0	0
Flats (in blocks)	0	0	0
Town Houses	0	0	0
Other (specify below)			

Other:

On-Site parking

Total no. of parking spaces	102
Parking Spaces Per Hectare	85.000
Parking Spaces Per Dwelling	4.080
Arrivals Per Parking Space	0.89

Number of spaces

On-Street	27
Driveway	45
Garages	30
Communal parking spaces	0
Allocated spaces	0
Is this site associated with a Car Club?	No

Types of servicing vehicle parking taking place

on-site (internal, within specified bays or otherwise)	Yes
off-site (on-street, in designated loading/servicing bays)	No
off-site (in restricted areas e.g. double yellow lines)	No

Off-Site parking details

Is there off-site parking available	No
Off-Site parking included in the counts	No
Free On-Street parking available nearby	No
If prepared to pay, easy to find somewhere to park off-site all day	No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)	No
--	----

Off-Street parking

Off-Street parking available	NO
------------------------------	----

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site	No
--	----

### Additional Travel Plan Features

The provision of secure cycle parking for each property provides enhanced security to residents and help to encourage cycling.

Cycle travel vouchers up to the value of £50 are provided to the first occupant of each household, and first occupants are also provided with a subsidised travel voucher of £96 which is valid on bus services operating along Main Street.

The Travel Plan Co-ordinator promotes use of the Cambridgeshire and national car share databases (<https://camshare.co.uk> and <https://liftshare.com>), along with details of the benefits that these bring.

Residents are made aware of the level of parking available at their new home and the overall level available within the site.

### Travel Plan Type

Type

Compulsory

### Travel Plan History

Date of Travel Plan implementation

March 2017

Has the Travel Plan been accredited, or received an award in recognition of its quality, from either a national body such as ACT or a local authority?

No

### Travel Plan Target Group

#### *Main target market(s) for the Travel Plan*

Staff

Not present

Visitors

Target group

Customers

Not present

Students

Not present

Patients

Not present

All site users

Target group

Other

Target group

Residents

### Travel Plan Co-Ordinator

Is there a Travel Plan co-ordinator - a member of staff whose job it is to manage the implementation of the Travel Plan?

Yes

If YES to the above, do they work on the Travel Plan full time or part time?

Part time

### Pre-Travel Plan Mode Split

Was modal split data obtained

before the introduction of the Travel Plan?

If YES, when?

Yes

Vehicle Occupants

March 2017

Cyclists

86%

Public Transport Users

2%

Pedestrians

5%

6%

### Travel Plan Modal Split Targets

Did the Travel Plan identify

mode split targets?

If YES, when?

Yes

Vehicle Occupants

March 2017

Cyclists

76%

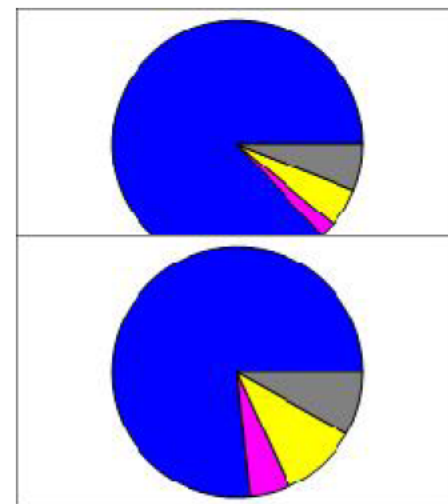
Public Transport Users

5%

Pedestrians

10%

8%



### Travel Plan Targets

The pre-travel plan modal split information was obtained in 2017 from the 2011 Census Journey to Work data for Haddenham Ward, the remaining 1% being "Other".

The travel plan mode split targets are Year 5 targets, with the remaining 1% being "Other".

### Changes in site environment and circumstances

*Since the travel plan was implemented, have any of the following changes occurred?*

Has there been large scale changes in numbers of staff on site?

No



Has there been a change in site function from,  
 for example, call centre to head office;  
 or from administrative to sales, etc? No

Have parking controls been implemented around a site  
 where previously many staff parked at no charge? No

Has there been large scale changes in local  
 public transport services? No

Has the site been relocated to somewhere with  
 different accessibility characteristics  
 (e.g. from city centre to edge of town)? No

Factors that may have affected trip rates

#### Additional Travel Plan comments

The site layout incorporates high quality pedestrian routes through the site, linking with the local network and surrounding services/facilities at the site entrance, and separate access points on the site boundary.

#### Cycling Measures

Covered cycle racks close to building entrances No  
 Date implemented  
 Capital cost  
 Annual operating cost

Good lighting in cycle parking areas No  
 Date implemented  
 Capital cost  
 Annual operating cost

Lockers/Facilities for staff who cycle  
 to store their clothing No  
 Date implemented  
 Capital cost  
 Annual operating cost

Secure well-lit/covered cycle parking compound No  
 Date implemented  
 Capital cost  
 Annual operating cost

CCTV coverage of cycle parking areas No  
 Date implemented  
 Capital cost  
 Annual operating cost

Shower and changing facilities for staff  
 who cycle and walk No  
 Date implemented  
 Capital cost  
 Annual operating cost

Good network of cycle routes linking the site  
 to main residential areas locally Yes  
 Date implemented  
 Capital cost  
 Annual operating cost

#### Additional comments

Cycle travel vouchers up to the value of £50 are provided to the first occupant of each household.  
The provision of secure cycle parking for each property provides enhanced security to residents and help to encourage cycling. Cycle parking is provided within each property within garages or sheds.  
The good network of cycle routes linking the site to main local residential areas were already present prior to the development of this site.

#### Car Sharing Measures

Car-share matching system where employer takes active role in setting up car-share teams (i.e. more than just a voluntary noticeboard) No  
Date implemented  
Capital cost  
Annual operating cost

Guaranteed free ride home available to all staff if they car-share and need to get home in an emergency No  
Date implemented  
Capital cost  
Annual operating cost

Priority parking spaces for car-sharers close to building entrances No  
Date implemented  
Capital cost  
Annual operating cost

Car Club available locally that could be used by occupants of the site No

Does the site operate its own Car Club, or subscribe to an independent Car Club organisation? No

#### Additional comments

The Travel Plan Co-ordinator promotes use of the Cambridgeshire and national car share databases (<https://camshare.co.uk> and <https://liftshare.com>), along with details of the benefits that these bring.

#### Car Parking Management

Limited availability of on-site parking spaces (on-site parking supply is set at less than demand for target group of Travel Plan) No

Parking permit eligibility restrictions (e.g. only staff without viable public transport alternative are issued with a permit) No  
Date implemented  
Capital cost  
Annual operating cost

Charging for parking for Travel Plan target group (e.g. staff, patients, visitors, etc.) No  
Date implemented  
Capital cost  
Annual operating cost  
Charge  
Period of Charge

Parking enforcement (e.g. barrier control, parking attendants, clamping, ticketing) on-site No  
Date implemented  
Capital cost  
Annual operating cost

Additional comments

Residents are made aware of the level of parking available at their new home and the overall level available within the site.

Financial Incentives

Daily payment of £2 or more to staff not to use the car (also known as cash-out) No

Date implemented

Capital cost

Annual operating cost

Daily payment value

Annual payment to give up entitlement to a parking permit No

Date implemented

Capital cost

Annual operating cost

Annual payment value

Site provides employees with season ticket/cycle loans No

Date implemented

Capital cost

Annual operating cost

Annual loans value

Additional comments

Subsidised travel vouchers up to the value of £96 are provided to the first occupant of each household, which are valid on bus services operating along Main Street.

Public Transport Measures

Bus waiting facilities (clean, graffiti-free bus shelter and seats close to (e.g. within 400 metres) the site's main entrance) No

Date implemented

Capital cost

Annual operating cost

New/improved bus services close to the site No

Date implemented

Capital cost

Annual operating cost

Secure well-lit pedestrian routes to bus/tram stops within 400 metres Yes

Date implemented

Capital cost

Annual operating cost

Secure well-lit pedestrian routes to railway stations within 1000 metres No

Date implemented

Capital cost

Annual operating cost

Public transport information provided on site on paper and/or computer Yes

Date implemented

March 2021

Capital cost

3500

Annual operating cost

650

Publicity and awareness raising material about local public transport Yes

Date implemented

March 2021

Capital cost

Annual operating cost

Personalised journey planning/travel assistance (e.g. helpline, etc).	Yes
Date implemented	March 2021
Capital cost	0
Annual operating cost	800

Additional comments

The first occupants of each property are provided with a subsidised travel voucher valid on bus services operating along Main Street.

Residents are provided with route maps, fare information and timetables for local area bus services, along with rail timetables and details of where to access real-time information online. The annual operating cost of £650 shown represents the annual cost of marketing the travel plan.

The secure well-lit pedestrian routes to bus stops were in place prior to this development being constructed.

Costs of publicity and awareness raising material about local public transport are covered by the overall travel plan budget and so are not known.

Shuttle Bus

Shuttle bus(es) to main staff/customer residential areas	No
Date implemented	
Capital cost	
Annual operating cost	

Shuttle bus(es) to railway and/or bus station(s)	No
Date implemented	
Capital cost	
Annual operating cost	

Additional comments

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site reference: SY-03-A-02 Survey date: 10/09/20 Day of week: Thursday

Survey type: Manual Count  
 AM weather: Mild and Clear  
 PM weather: Mild and Cloudy

Initial car park occupancy: Final car park occupancy:

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

Data proportions in %

Motor cars	87	Motor cycles	0	Public service	0
Light goods	9	OGV (1)	4	OGV (2)	0
				Taxis	0

Covid-19 Restrictions Yes Survey was undertaken at a time of Covid-19 restrictions

Servicing Vehicles count recorded No

Time	Arr 91	Dep 89	Totals 180	Parking Accum
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	2	10	12	(-8)
08:00-09:00	5	12	17	(-15)
09:00-10:00	4	10	14	(-21)
10:00-11:00	7	5	12	(-19)
11:00-12:00	10	7	17	(-16)
12:00-13:00	7	2	9	(-11)
13:00-14:00	6	4	10	(-9)
14:00-15:00	4	6	10	(-11)
15:00-16:00	7	6	13	(-10)
16:00-17:00	9	7	16	(-8)
17:00-18:00	12	8	20	(-4)
18:00-19:00	18	12	30	(2)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

#### Comments

No PSV's, taxis, motorcycles or pedal cycles visited the site during this survey.

Site reference: SY-03-A-02 Survey date: 10/09/20 Day of week: Thursday

Vehicles surveyed: OGV

Data proportions in % OGV (1) 100 OGV (2) 0

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arr 4	Dep 4	Totals 8	Accumulation
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	1	1	2	(0)
08:00-09:00	2	2	4	(0)
09:00-10:00	1	1	2	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SY-03-A-02 Survey date: 10/09/20 Day of week: Thursday

Vehicles surveyed: Cars

Time	Arr 79	Dep 76	Totals 155	Accumulation
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	1	7	8	(-6)
08:00-09:00	3	10	13	(-13)
09:00-10:00	3	8	11	(-18)
10:00-11:00	6	5	11	(-17)
11:00-12:00	9	5	14	(-13)
12:00-13:00	6	2	8	(-9)
13:00-14:00	5	3	8	(-7)
14:00-15:00	4	5	9	(-8)
15:00-16:00	4	5	9	(-9)
16:00-17:00	8	6	14	(-7)
17:00-18:00	12	8	20	(-3)
18:00-19:00	18	12	30	(3)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SY-03-A-02 Survey date: 10/09/20 Day of week: Thursday

Vehicles surveyed: LGV

Time	Arr 8	Dep 9	Totals 17	Accumulation
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	0	2	2	(-2)
08:00-09:00	0	0	0	(-2)
09:00-10:00	0	1	1	(-3)
10:00-11:00	1	0	1	(-2)
11:00-12:00	1	2	3	(-3)
12:00-13:00	1	0	1	(-2)
13:00-14:00	1	1	2	(-2)
14:00-15:00	0	1	1	(-3)
15:00-16:00	3	1	4	(-1)
16:00-17:00	1	1	2	(-1)
17:00-18:00	0	0	0	(-1)
18:00-19:00	0	0	0	(-1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				



TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	5	29	0.105	5	29	0.294	5	29	0.399
08:00 - 09:00	5	29	0.154	5	29	0.364	5	29	0.518
09:00 - 10:00	5	29	0.147	5	29	0.287	5	29	0.434
10:00 - 11:00	5	29	0.196	5	29	0.182	5	29	0.378
11:00 - 12:00	5	29	0.287	5	29	0.203	5	29	0.490
12:00 - 13:00	5	29	0.217	5	29	0.224	5	29	0.441
13:00 - 14:00	5	29	0.224	5	29	0.231	5	29	0.455
14:00 - 15:00	5	29	0.245	5	29	0.161	5	29	0.406
15:00 - 16:00	5	29	0.273	5	29	0.224	5	29	0.497
16:00 - 17:00	5	29	0.343	5	29	0.224	5	29	0.567
17:00 - 18:00	5	29	0.315	5	29	0.203	5	29	0.518
18:00 - 19:00	5	29	0.315	5	29	0.189	5	29	0.504
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.821			2.786			5.607

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.

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#### Parameter summary

Trip rate parameter range selected:	19 - 34 (units: )
Survey date range:	01/01/13 - 27/05/21
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 shown. 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/A - HOUSES PRIVATELY OWNED

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	5	29	0.000	5	29	0.000	5	29	0.000
08:00 - 09:00	5	29	0.000	5	29	0.000	5	29	0.000
09:00 - 10:00	5	29	0.000	5	29	0.000	5	29	0.000
10:00 - 11:00	5	29	0.000	5	29	0.000	5	29	0.000
11:00 - 12:00	5	29	0.007	5	29	0.007	5	29	0.014
12:00 - 13:00	5	29	0.007	5	29	0.007	5	29	0.014
13:00 - 14:00	5	29	0.014	5	29	0.007	5	29	0.021
14:00 - 15:00	5	29	0.007	5	29	0.007	5	29	0.014
15:00 - 16:00	5	29	0.000	5	29	0.007	5	29	0.007
16:00 - 17:00	5	29	0.007	5	29	0.000	5	29	0.007
17:00 - 18:00	5	29	0.000	5	29	0.007	5	29	0.007
18:00 - 19:00	5	29	0.007	5	29	0.007	5	29	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.049			0.049			0.098

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/A - HOUSES PRIVATELY OWNED

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	5	29	0.014	5	29	0.014	5	29	0.028
08:00 - 09:00	5	29	0.028	5	29	0.028	5	29	0.056
09:00 - 10:00	5	29	0.007	5	29	0.007	5	29	0.014
10:00 - 11:00	5	29	0.014	5	29	0.014	5	29	0.028
11:00 - 12:00	5	29	0.000	5	29	0.000	5	29	0.000
12:00 - 13:00	5	29	0.000	5	29	0.000	5	29	0.000
13:00 - 14:00	5	29	0.007	5	29	0.007	5	29	0.014
14:00 - 15:00	5	29	0.007	5	29	0.007	5	29	0.014
15:00 - 16:00	5	29	0.000	5	29	0.000	5	29	0.000
16:00 - 17:00	5	29	0.000	5	29	0.000	5	29	0.000
17:00 - 18:00	5	29	0.000	5	29	0.000	5	29	0.000
18:00 - 19:00	5	29	0.000	5	29	0.000	5	29	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.077			0.077			0.154

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/A - HOUSES PRIVATELY OWNED

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	5	29	0.000	5	29	0.000	5	29	0.000
08:00 - 09:00	5	29	0.000	5	29	0.014	5	29	0.014
09:00 - 10:00	5	29	0.007	5	29	0.000	5	29	0.007
10:00 - 11:00	5	29	0.000	5	29	0.000	5	29	0.000
11:00 - 12:00	5	29	0.000	5	29	0.000	5	29	0.000
12:00 - 13:00	5	29	0.000	5	29	0.007	5	29	0.007
13:00 - 14:00	5	29	0.007	5	29	0.007	5	29	0.014
14:00 - 15:00	5	29	0.000	5	29	0.000	5	29	0.000
15:00 - 16:00	5	29	0.000	5	29	0.000	5	29	0.000
16:00 - 17:00	5	29	0.007	5	29	0.000	5	29	0.007
17:00 - 18:00	5	29	0.007	5	29	0.000	5	29	0.007
18:00 - 19:00	5	29	0.007	5	29	0.000	5	29	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.028			0.063

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/A - HOUSES PRIVATELY OWNED

CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	5	29	0.070	5	29	0.245	5	29	0.315
08:00 - 09:00	5	29	0.105	5	29	0.301	5	29	0.406
09:00 - 10:00	5	29	0.126	5	29	0.245	5	29	0.371
10:00 - 11:00	5	29	0.175	5	29	0.154	5	29	0.329
11:00 - 12:00	5	29	0.224	5	29	0.161	5	29	0.385
12:00 - 13:00	5	29	0.133	5	29	0.147	5	29	0.280
13:00 - 14:00	5	29	0.189	5	29	0.196	5	29	0.385
14:00 - 15:00	5	29	0.210	5	29	0.112	5	29	0.322
15:00 - 16:00	5	29	0.196	5	29	0.182	5	29	0.378
16:00 - 17:00	5	29	0.294	5	29	0.189	5	29	0.483
17:00 - 18:00	5	29	0.280	5	29	0.168	5	29	0.448
18:00 - 19:00	5	29	0.301	5	29	0.175	5	29	0.476
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.303			2.275			4.578

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/A - HOUSES PRIVATELY OWNED

LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	5	29	0.021	5	29	0.035	5	29	0.056
08:00 - 09:00	5	29	0.021	5	29	0.028	5	29	0.049
09:00 - 10:00	5	29	0.014	5	29	0.035	5	29	0.049
10:00 - 11:00	5	29	0.007	5	29	0.007	5	29	0.014
11:00 - 12:00	5	29	0.049	5	29	0.035	5	29	0.084
12:00 - 13:00	5	29	0.077	5	29	0.070	5	29	0.147
13:00 - 14:00	5	29	0.014	5	29	0.021	5	29	0.035
14:00 - 15:00	5	29	0.014	5	29	0.035	5	29	0.049
15:00 - 16:00	5	29	0.077	5	29	0.035	5	29	0.112
16:00 - 17:00	5	29	0.042	5	29	0.035	5	29	0.077
17:00 - 18:00	5	29	0.035	5	29	0.028	5	29	0.063
18:00 - 19:00	5	29	0.007	5	29	0.007	5	29	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.378			0.371			0.749

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/A - HOUSES PRIVATELY OWNED

MOTOR CYCLES


Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	5	29	0.000	5	29	0.000	5	29	0.000
08:00 - 09:00	5	29	0.000	5	29	0.007	5	29	0.007
09:00 - 10:00	5	29	0.000	5	29	0.000	5	29	0.000
10:00 - 11:00	5	29	0.000	5	29	0.007	5	29	0.007
11:00 - 12:00	5	29	0.007	5	29	0.000	5	29	0.007
12:00 - 13:00	5	29	0.000	5	29	0.000	5	29	0.000
13:00 - 14:00	5	29	0.000	5	29	0.000	5	29	0.000
14:00 - 15:00	5	29	0.007	5	29	0.000	5	29	0.007
15:00 - 16:00	5	29	0.000	5	29	0.000	5	29	0.000
16:00 - 17:00	5	29	0.000	5	29	0.000	5	29	0.000
17:00 - 18:00	5	29	0.000	5	29	0.000	5	29	0.000
18:00 - 19:00	5	29	0.000	5	29	0.000	5	29	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

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.



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