Mr T. Elbourn

Land at The Moor, Melbourn

Highway Impact Assessment

November 2021



bancroftconsulting.co.uk

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 costeffectively 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 (<u>www.crashmap.co.uk</u>) 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.

| | | Operator Details | Frequency | | | | |
|-----------|------------------|--|----------------|----------------|-------------|----------------|-------------|
| Route No. | Operator | | Weekdays | | | Caturday | |
| | | | AM peak period | PM peak period | off peak | Saturday | Sunday |
| | | | (0730-0930) | (1600-1800) | frequency | | |
| 915 | | Royston - Melbourn - Harston - Cambridge | 2 services | 1 service | Every hour | Every hour | No service |
| | Stagecoach East | Royston - Melbourn - Harston - Cambridge | 2 Services | I SEIVICE | (until 3pm) | during the day | |
| | Stagetudell Edst | Combridge - Horston - Melbourn - Poyston | 2 services | 2 services | Every hour | Every hour | No service |
| | | Cambridge - Harston - Melbourn - Royston | 2 SEI VICES | 2 SEI VICES | (until 3pm) | during the day | NO SEI VICE |

TABLE 1: SUMMARY OF LOCAL BUS SERVICES

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

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









APPENDIX A – TOPOGRAPHICAL SURVEY



| | | 1 | |
|---|--|---|--|
| | ABBREV | IATIONS | |
| θ ^{AV} Θ ^{BCN X} | Air Valve Beacon (No. if known) | | |
| ● ^{0.00} + BL X | Borehole Lit Bollard (No. if Known) | | G.00 |
| မာ စ ^{BMP} | Bollard Boundary Marker | - | |
| ● ^{BS} ◎ ^{BT} | Bus Stop Small Telecoms | an an At | ees - Scaled With Canop d Girth - Canopy is Appr d Girth is Taken at 1 5m ove Ground - Level is |
| GCATV | Small Cable TV Small CCTV | Gr | ound Level at Trunk |
| ۳. ۳. ۳. | Small Electical Manhole | | 900 |
| e er FEED | Earth Rod | S | dividual Bushes caled for Size round Level at Centre |
| ο Θ ^{FH} _Θ FL P | Fire Hydrant | 0 | |
| L X + 0.00 | Flag Pole Pipe Invert Level | | afety Fence FF@GL |
| ⊕ ⁸⁰ ⊕ ⁸⁰ ₩0 | Kerb Inlet (Water onto Rd) Kerb Outlet (Water off Rd) | Front | Face FF at Ground GL |
| GLP X G ⊕Mast | Lampost (No. if Known) Telecoms Mast | To Re | duce Clutter and Improve |
| +0.00 @ ^{MP} | Manhole Marker Post | Clarity Can b Layer | All Other Salient Feature le Identified by Their CAE or By Annotation in CAD |
| ⊕ ^{PBOX} | Post Box | Layer | NOTES |
| DRAW NG NOTES | | | |
| Trimble R10 GPS. | arried out using a Trimble S7 Total Stat | ion and fixed to OSTN1 | 5 / OSGM15 using |
| All control stations have All Dimensions are In m | e been fixed to a Scale Factor of 1. netres. | | |
| Trees are not drawn to a only. | scale. Trunk size diameter and spread a | are estimated and shou | ld be used as a guide |
| Drainage runs between | and construction type are indicative on inspection covers have not been invest | igated. Any shown are | estimated and not |
| confirmed. All pipe sizes commencing any design | s and connections should also be confir n work. | med with your local dra | nage authority before |
| buried or covered by de | n covers on site which were not visible inse vegetation. Please consult your loc s have been identified from above grour | al drainage authority If | you have any doubts. |
| features including; sizes connections should be o | s, depth, description etc will be approxin checked and verified prior to starting wo | nate only. All critical dim rk. | ensions and |
| Features may not have General Notes | been surveyed if obstructed or not reas | onably visible at the tim | e oi the survey. |
| prior to commencing wo | all site and building dimensions, levels rk. Any errors or discrepancies must b | e notified to Parish Land | |
| Parish Land Surveys ho | ital data is the same as the plotting sca Ids the copyright to all the information o | contained within this doo | |
| Do not scale from this d | ed before copying or using the data oth | | |
| PAR | ISH ILANI P.IL | | RVEY |
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| REV Survey Date - 04.10.21 | Created By First Issue PLS 09.10.21 | .S _{Com} | RVEY |
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APPENDIX B – HIGHWAY BOUNDARY







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 |



(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. This service is provided on a cost-recoverable basis in accordance with our Schedule of Charges.

APPENDIX C – TRICS OUTPUT DATA

conducted within this date range are

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

| Selec | cted reg | gions and areas: | | |
|-------|--------------------------------|------------------|--------|--|
| 04 | EAST | | | |
| | CA | CAMBRIDGESHIRE | 1 days | |
| | SF | SUFFOLK | 1 days | |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | | | |
| | SY | SOUTH YORKSHIRE | 2 days | |
| 09 | NORTH | | | |
| | ΤW | 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: Actual Range: Range Selected by User: | No of Dwellings 19 to 34 (units:) 10 to 35 (units:) | | | | |
|--|---|--|--|--|--|
| Parking Spaces Range: | All Surveys Included | | | | |
| Parking Spaces per Dwellin | g Range: All Surveys Included | | | | |
| Bedrooms per Dwelling Rar | nge: All Surveys Included | | | | |
| Percentage of dwellings privately owned: All Surveys Included | | | | | |
| Public Transport Provision: 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 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 undertaking 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.

<u>Selected Location Sub Categories:</u> 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.

| TRICS 7.8.3 290921 B20.26 D | atabase right of TRICS Consortium Limited, 2021. All rights reserved | Thursday 28/10/21 Page 2 |
|--|---|-----------------------------|
| Bancroft Consulting Jarodale Ho | buse, Sherwood Nottingham | Licence No: 539501 |
| Secondary Filtering sele | action | |
| Secondary Pritering sele | | |
| <u>Use Class:</u> | | |
| C3 | 5 days | |
| | nber of surveys per Use Class classification within the selected set. The rpose, which can be found within the Library module of TRICS®. | e Use Classes Order 2005 |
| Population within 500m Ra | ange: | |
| 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 num | nber 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 num | mber of selected surveys within stated 5-mile radii of population. | |
| Car ownership within 5 mi | iles: | |
| 0.6 to 1.0 | 3 days | |
| 1.1 to 1.5 | 2 days | |
| This data displays the nun within a radius of 5-miles | nber of selected surveys within stated ranges of average cars owned pe of selected survey sites. | er residential dwelling, |
| | | |
| <u>Travel Plan:</u> | 1 - 1 | |
| 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.

<u>PTAL Rating:</u> No PTAL Present

5 days

Yes

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

Covid-19 Restrictions

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

Nottingham

LIST OF SITES relevant to selection parameters

Bancroft Consulting

Jarodale House, Sherwood

| 1 | CA-03-A-07 MI XED HOUSES FIELD END NEAR ELY WITCHFORD | | CAMBRI DGESHI RE |
|---|--|--------------------------|--|
| | Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: | 32 | |
| 2 | Survey date: THURSDAY SF-03-A-08 MI XED HOUSES STANNINGFIELD ROAD NEAR BURY ST EDMUNDS GREAT WHELNETHAM Neighbourhood Centre (PPS6 Local Centre) Village | 27/05/21 | <i>Survey Type: MANUAL</i> SUFFOLK |
| | Total No of Dwellings: | 34 <i>16/09/20</i> | CURION TUDO, MANUAL |
| 3 | Survey date: WEDNESDAY SY-03-A-02 DETACHED & BUNGAI MANOR ROAD NEAR SHEFFIELD WALES | | <i>Survey Type: MANUAL</i> SOUTH YORKSHI RE |
| | Neighbourhood Centre (PPS6 Local Centre) Village | | |
| | Total No of Dwellings: | 25 | |
| 4 | Survey date: THURSDAY SY-03-A-03 BUNGALOWS & DETA CHURCH LANE NEAR BARNSLEY WORSBROUGH | <i>10/09/20</i> .CHED | <i>Survey Type: MANUAL</i> SOUTH YORKSHIRE |
| | Neighbourhood Centre (PPS6 Local Centre) | | |
| | Village Total No of Dwellings: <i>Survey date: WEDNESDAY</i> | 19 <i>09/09/20</i> | Survey Type: MANUAL |
| 5 | TW-03-A-03 MI XED HOUSES STATION ROAD NEAR NEWCASTLE BACKWORTH Neighbourhood Centre (PPS6 Local Centre) | | TYNE & WEAR |
| | Village | 22 | |
| | Total No of Dwellings: Survey date: FRIDAY | 33 <i>13/11/15</i> | 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.

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 Value | <u>s</u> | Mean Values | |
|--------------|----------|-------------|-------|
| Arrivals: | 0.118 | Arrivals: | 0.152 |
| Departures: | 0.294 | Departures: | 0.356 |
| Totals: | 0.412 | Totals: | 0.508 |

| | | | | | | | | Trip Ra | te (Sorted by | otals) | Park Spaces |
|------|------------|---------------------------|---------------------|-----------------|--------|-----|----------|----------|---------------|--------|--------------|
| Rank | Site-Ref | Description | Town/City | Area | DWELLS | Day | Date | Arrivals | Departures | Totals | Per Dwelling |
| 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 BARNSLEY | 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.

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 Value | <u>s</u> | Mean Values | |
|--------------|----------|-------------|-------|
| Arrivals: | 0.353 | Arrivals: | 0.300 |
| Departures: | 0.206 | Departures: | 0.191 |
| Totals: | 0.559 | Totals: | 0.491 |

| | | | | | | | | Trip Ra | te (Sorted by] | Fotals) | Park Spaces |
|------|------------|---------------------------|---------------------|-----------------|--------|-----|----------|----------|-----------------|---------|--------------|
| Rank | Site-Ref | Description | Town/City | Area | DWELLS | Day | Date | Arrivals | Departures | Totals | Per Dwelling |
| 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 BARNSLEY | 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.

Licence No: 539501

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 Value | Median Values | | |
|--------------|---------------|-------------|-------|
| Arrivals: | 2.469 | Arrivals: | 2.811 |
| Departures: | 2.500 | Departures: | 2.773 |
| Totals: | 4.969 | Totals: | 5.584 |

| | | | | | | | | Trip Ra | te (Sorted by | Fotals) | Park Spaces |
|------|------------|---------------------------|---------------------|-----------------|--------|-----|----------|----------|---------------|---------|--------------|
| Rank | Site-Ref | Description | Town/City | Area | DWELLS | Day | Date | Arrivals | Departures | Totals | Per Dwelling |
| 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 BARNSLEY | 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.

| SITE DETAILS FOR SY-03-A-03 Page Bancroft Consulting Jarodale House, Sherwood Nottingham Licence No: 5395 Site Reference: SY-03-A-03 Version: 7.7.4 01/11/20 |
|--|
| |
| |
| |
| Latitude/Longitude: 53.51901, -1.47297 |
| 8 |
| |
| Region/Area YORKSHIRE & NORTH LINCOLNSHIRE/SOUTH YORKSHIRE |
| Description: BUNGALOWS & DETACHED |
| Street: CHURCH LANE |
| District: WORSBROUGH |
| Town: NEAR BARNSLEY |
| Post Code: S70 5LU |
| Planning Authority: BARNSLEY COUNCIL |
| Hamming Additionary. |
| 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 | Total Trains | Total |
|---------------|-----------|-------------------|--------------|----------|
| | | within 400m | within 1000m | 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 dovelopments for this Site: | 1 |

| 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

- 3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
- 5. 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
- 6. 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 Dev | velopments |
|--|----------------|
| 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 |

| Page 3 gham Licence No: 539501 3-A-03 T MARY'S GARDEN |
|--|
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| |
| 32078699743 |
| < 5 |

| | 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 [.] | | | |

Other:

Jarodale House, Sherwood Bancroft Consulting Nottingham

mounting the kerbs

| 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 | No |
| General Comments on Parking Most vehicles were observed onto the pavement. | parking on driveways though a small number parked on-street, |
| Types of servicing vehicle parking | |
| on-site (internal, within specified | Yes |
| off-site (on-street, in designated | |
| on-site (on-siteet, in designated | No |
| off-site (in restricted areas e.g. d | |
| on-site (in restricted areas e.g. u | No |
| Off-Site parking details | |
| Is there off-site parking available | |
| ie mere en ene parting available | Yes |
| Off-Site parking included in the c | ounts |
| 5 | No |
| Free On-Street parking available | nearby |
| 1 0 | Yes |
| If yes, considered easy to find a s | space |
| 5 | Yes |
| If prepared to pay, easy to find s | omewhere to park off-site all day Yes |
| | Tes |
| Parking restrictions | |
| Area subject to parking restriction | ns (controlled parking zone - CPZ) No |
| Off-Street parking | |
| | NO |
| Off-Street parking available Park & Ride The Street Parking available | |

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 enhance | ced security to residents and help to encourage | | | | |
| cycling. | | | | | |
| Cycle travel vouchers up to the value of ± 50 are provided to the first oc | cupant of each household, and first occupants are | | | | |
| are also provided with a subsidised travel voucher of £96 which is valid | on hus services operating along Main Street | | | | |
| The Travel Plan Co-ordinator promotes use of the Cambridgeshire and r | | | | | |
| (https://camshare.co.uk and https://liftshare.com), along with details of | | | | | |
| Residents are made aware of the level of parking available at their new | being and the overall level available within the | | | | |
| site. | nome and the overall level available within the | | | | |
| site. | | | | | |
| | | | | | |
| Travel Plan Type | | | | | |
| Туре | Compulsory | | | | |
| | | | | | |
| Travel Plan History | N 2017 | | | | |
| 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% | - | | | |
| recescitaris | | | | | |
| Travel Plan Modal Split Targets | | | | | |
| Did the Travel Plan identify | | | | | |
| | Yes | | | | |
| mode split targets? If YES, when? | March 2017 | | | | |
| | | | | | |
| Vehicle Occupants | | | | | |
| Cyclists | 5% | | | | |
| Public Transport Users | | | | | |
| Pedestrians | 8% | | | | |
| | | - | | | |
| Travel Plan Targets | | | | | |

<u>Travel Plan Targets</u> 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?
| TRICS 7.8.3 290921 B20.26 Database right of TRICS Consortium L TRAVEL PLAN DETAILS FOR SITE SY-03-A-03 | imited, 2021. All rights reserved | Thursday 28/10/21 Page 6 |
|---|-----------------------------------|-----------------------------|
| Bancroft Consulting Jarodale House, Sherwood Nottingham | | Licence No: 539501 |
| 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? | Νο | |
| 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 thro surrounding services/facilities at the site entrance, and separa | | |
| Cycling Measures | | |
| Covered cycle racks close to building entrances Date implemented Capital cost Annual operating cost | No | |
| Good lighting in cycle parking areas Date implemented Capital cost Annual operating cost | No | |
| Lockers/Facilities for staff who cycle to store their clothing Date implemented Capital cost Annual operating cost | No | |
| Secure well-lit/covered cycle parking compound Date implemented Capital cost Annual operating cost | No | |
| CCTV coverage of cycle parking areas Date implemented Capital cost Annual operating cost | Νο | |
| Shower and changing facilities for staff who cycle and walk Date implemented Capital cost Annual operating cost | No | |
| Good network of cycle routes linking the site to main residential areas locally Date implemented Capital cost Annual operating cost | Yes | |

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|--|---|-----------------------------|
| Bancroft Consulting Jarodale House, Sherwood No | ttingham | Licence No: 539501 |
| The provision of secure cycle parking for each p cycling. Cycle parking is provided within each p | e provided to the first occupant of each household. property provides enhanced security to residents and roperty within garages or sheds. e to main local residential areas were already present | |
| <u>Car Sharing Measures</u> Car-share matching system where employer tak active role in setting up car-share teams (i.e. more than just a voluntary noticeboard) Date implemented Capital cost Annual operating cost | kes No | |
| Guaranteed free ride home available to all staff if they car-share and need to get home in an emergency Date implemented Capital cost Annual operating cost | No | |
| Priority parking spaces for car-sharers close to building entrances Date implemented Capital cost Annual operating cost | Νο | |
| Car Club available locally that could be used by occupants of the site | Νο | |
| Does the site operate its own Car Club, or subsorted to an independent Car Club organisation? | cribe No | |
| | ne Cambridgeshire and national car share databases om), along with details of the benefits that these brin | g. |
| <u>Car Parking Management</u> Limited availability of on-site parking spaces (on-site parking supply is set at less than demand for target group of Travel Plan) | Νο | |
| Parking permit eligibility restrictions (e.g. only staff without viable public transport alternative are issued with a permit) Date implemented Capital cost Annual operating cost | No | |
| Charging for parking for Travel Plan target group (e.g. staff, patients, visitors, etc. Date implemented Capital cost Annual operating cost Charge Period of Charge | No | |
| Parking enforcement (e.g. barrier control, parking attendants, clamping, ticketing) on-site Date implemented Capital cost Annual operating cost | No | |

| VEL PLAN DETAILS FOR SITE SY-03-A-03 | | Thursday 28/10/2 Page |
|--|---|--------------------------|
| roft Consulting Jarodale House, Sherwood | Nottingham | Licence No: 53950 |
| Additional comments | | |
| | parking available at their new home and the overall level a | vailable 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 | | |
| | e of £96 are provided to the first occupant of each househo | old which are valid |
| on bus services operating along Main Stre | | |
| | eet. | |
| s. sus services operating along main offe | eet. | |
| | et. | |
| Public Transport Measures Bus waiting facilities (clean, grafitti-free | et. | |
| Public Transport Measures | et. | |
| Public Transport Measures Bus waiting facilities (clean, grafitti-free bus shelter and seats close to (e.g. within 400 metres) the site's main entranc | | |
| Public Transport Measures Bus waiting facilities (clean, grafitti-free bus shelter and seats close to (e.g. within 400 metres) the site's main entrane Date implemented | | |
| Public Transport Measures Bus waiting facilities (clean, grafitti-free bus shelter and seats close to (e.g. within 400 metres) the site's main entrane Date implemented Capital cost | | |
| Public Transport Measures Bus waiting facilities (clean, grafitti-free bus shelter and seats close to (e.g. within 400 metres) the site's main entrane Date implemented | | |
| Public Transport Measures Bus waiting facilities (clean, grafitti-free bus shelter and seats close to (e.g. within 400 metres) the site's main entrane Date implemented Capital cost Annual operating cost New/improved bus services close to the si | ce No | |
| Public Transport Measures Bus waiting facilities (clean, grafitti-free bus shelter and seats close to (e.g. within 400 metres) the site's main entrane Date implemented Capital cost Annual operating cost New/improved bus services close to the si Date implemented | ce No | |
| Public Transport Measures Bus waiting facilities (clean, grafitti-free bus shelter and seats close to (e.g. within 400 metres) the site's main entrane Date implemented Capital cost Annual operating cost New/improved bus services close to the si Date implemented Capital cost | ce No | |
| Public Transport Measures Bus waiting facilities (clean, grafitti-free bus shelter and seats close to (e.g. within 400 metres) the site's main entrane Date implemented Capital cost Annual operating cost New/improved bus services close to the si Date implemented | ce No | |
| Public Transport MeasuresBus waiting facilities (clean, grafitti-freebus shelter and seats close to (e.g.within 400 metres) the site's main entranceDate implementedCapital costAnnual operating costNew/improved bus services close to the siteDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to bus/tr | ce No ite No | |
| Public Transport MeasuresBus waiting facilities (clean, grafitti-freebus shelter and seats close to (e.g.within 400 metres) the site's main entranceDate implementedCapital costAnnual operating costNew/improved bus services close to the siteDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to bus/trStops within 400 metres | ce No ite No | |
| Public Transport MeasuresBus waiting facilities (clean, grafitti-freebus shelter and seats close to (e.g.within 400 metres) the site's main entranceDate implementedCapital costAnnual operating costNew/improved bus services close to the siteDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to bus/trStops within 400 metresDate implemented | ce No ite No | |
| Public Transport MeasuresBus waiting facilities (clean, grafitti-freebus shelter and seats close to (e.g.within 400 metres) the site's main entranceDate implementedCapital costAnnual operating costNew/improved bus services close to the siteDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to bus/trStops within 400 metres | ce No ite No | |
| Public Transport MeasuresBus waiting facilities (clean, grafitti-freebus shelter and seats close to (e.g.within 400 metres) the site's main entranceDate implementedCapital costAnnual operating costNew/improved bus services close to the siteDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to bus/trStops within 400 metresDate implementedCapital costAnnual operating cost | ce No ite No | |
| Public Transport MeasuresBus waiting facilities (clean, grafitti-freebus shelter and seats close to (e.g.within 400 metres) the site's main entraneDate implementedCapital costAnnual operating costNew/improved bus services close to the siDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to bus/trStops within 400 metresDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to bus/trStops within 400 metresDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to bus/tr | ce No ite No ram Yes | |
| Public Transport MeasuresBus waiting facilities (clean, grafitti-freebus shelter and seats close to (e.g.within 400 metres) the site's main entranceDate implementedCapital costAnnual operating costNew/improved bus services close to the siteDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to bus/trStops within 400 metresDate implementedCapital costAnnual operating cost | ce No ite No | |
| Public Transport MeasuresBus waiting facilities (clean, grafitti-freebus shelter and seats close to (e.g.within 400 metres) the site's main entraneDate implementedCapital costAnnual operating costNew/improved bus services close to the siteDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to bus/trStops within 400 metresDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to bus/trStops within 400 metresDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to bus/trSecure well-lit pedestrian routes torailway stations within 1000 metres | ce No ite No ram Yes | |
| Public Transport MeasuresBus waiting facilities (clean, grafitti-freebus shelter and seats close to (e.g.within 400 metres) the site's main entraneDate implementedCapital costAnnual operating costNew/improved bus services close to the siteDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to bus/trStops within 400 metresDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to bus/trStops within 400 metresDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to bus/trSecure well-lit pedestrian routes torailway stations within 1000 metresDate implementedSecure well-lit pedestrian routes torailway stations within 1000 metresDate implemented | ce No ite No ram Yes | |
| Public Transport MeasuresBus waiting facilities (clean, grafitti-freebus shelter and seats close to (e.g.within 400 metres) the site's main entraneDate implementedCapital costAnnual operating costNew/improved bus services close to the siteDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to bus/trStops within 400 metresDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to bus/trStops within 400 metresDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to railway stations within 1000 metresDate implementedCapital costSecure well-lit pedestrian routes toCapital cost | ce No ite No ram Yes | |
| Public Transport MeasuresBus waiting facilities (clean, grafitti-freebus shelter and seats close to (e.g.within 400 metres) the site's main entranceDate implementedCapital costAnnual operating costNew/improved bus services close to the siteDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to bus/trStops within 400 metresDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to bus/trstops within 400 metresDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to torailway stations within 1000 metresDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes torailway stations within 1000 metresDate implementedCapital costAnnual operating costPublic transport information provided onsite on paper and/or computer | ce No ite No ram Yes No | |
| Public Transport MeasuresBus waiting facilities (clean, grafitti-freebus shelter and seats close to (e.g.within 400 metres) the site's main entranceDate implementedCapital costAnnual operating costNew/improved bus services close to the siteDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to bus/trStops within 400 metresDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to bus/trstops within 400 metresDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to torailway stations within 1000 metresDate implementedCapital costAnnual operating costPublic transport information provided onsite on paper and/or computerDate implemented | ce No ite No ram Yes No | |
| Public Transport MeasuresBus waiting facilities (clean, grafitti-freebus shelter and seats close to (e.g.within 400 metres) the site's main entranceDate implementedCapital costAnnual operating costNew/improved bus services close to the siteDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to bus/trstops within 400 metresDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to bus/trstops within 400 metresDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to railway stations within 1000 metresDate implementedCapital costAnnual operating costPublic transport information provided onsite on paper and/or computerDate implementedCapital cost | ce No ite No ram Yes No | |
| Public Transport MeasuresBus waiting facilities (clean, grafitti-freebus shelter and seats close to (e.g.within 400 metres) the site's main entranceDate implementedCapital costAnnual operating costNew/improved bus services close to the siteDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to bus/trStops within 400 metresDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to bus/trstops within 400 metresDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to trailway stations within 1000 metresDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes torailway stations within 1000 metresDate implementedCapital costAnnual operating costPublic transport information provided onsite on paper and/or computerDate implemented | ce No ite No ram Yes No | |
| Public Transport MeasuresBus waiting facilities (clean, grafitti-freebus shelter and seats close to (e.g.within 400 metres) the site's main entraneDate implementedCapital costAnnual operating costNew/improved bus services close to the siteDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to bus/trstops within 400 metresDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to bus/trstops within 400 metresDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to trailway stations within 1000 metresDate implementedCapital costAnnual operating costPublic transport information provided onsite on paper and/or computerDate implementedCapital costAnnual operating costPublic transport information provided onsite on paper and/or computerDate implementedCapital costAnnual operating costPublicity and awareness raising material | ce No ite No am Yes No <u>Yes March 2021</u> 3500 650 | |
| Public Transport MeasuresBus waiting facilities (clean, grafitti-freebus shelter and seats close to (e.g.within 400 metres) the site's main entraneDate implementedCapital costAnnual operating costNew/improved bus services close to the siteDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to bus/trestops within 400 metresDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to bus/trestops within 400 metresDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to railway stations within 1000 metresDate implementedCapital costAnnual operating costPublic transport information provided on site on paper and/or computerDate implementedCapital costAnnual operating costPublicity and awareness raising material about local public transport | ce No ite No am Yes No Ves | |
| Public Transport MeasuresBus waiting facilities (clean, grafitti-freebus shelter and seats close to (e.g.within 400 metres) the site's main entraneDate implementedCapital costAnnual operating costNew/improved bus services close to the siteDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to bus/trestops within 400 metresDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to bus/trestops within 400 metresDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to railway stations within 1000 metresDate implementedCapital costAnnual operating costPublic transport information provided on site on paper and/or computerDate implementedCapital costAnnual operating costPublicity and awareness raising material about local public transportDate implementedCapital costAnnual operating cost | ce No ite No am Yes No <u>Yes March 2021</u> 3500 650 | |
| Public Transport MeasuresBus waiting facilities (clean, grafitti-freebus shelter and seats close to (e.g.within 400 metres) the site's main entraneDate implementedCapital costAnnual operating costNew/improved bus services close to the siteDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to bus/trestops within 400 metresDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to bus/trestops within 400 metresDate implementedCapital costAnnual operating costSecure well-lit pedestrian routes to railway stations within 1000 metresDate implementedCapital costAnnual operating costPublic transport information provided on site on paper and/or computerDate implementedCapital costAnnual operating costPublicity and awareness raising material about local public transport | ce No ite No am Yes No Ves | |

| 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
 No

 Shuttle bus(es) to railway and/or bus station(s)
 No

 Date implemented
 Capital cost

 Annual operating cost
 No

Additional comments

| TRICS 7.8.3 290921 B20.26 D SURVEY DAY DETAILS FOR SY- | | Consortium Limited, 202 | 21. All rights reserved | Thursday 28/10/21 Page 10 |
|---|---|-------------------------|-------------------------|------------------------------|
| Bancroft Consulting Jarodale Ho | ouse, Sherwood Notti | ngham | | Licence No: 539501 |
| Site reference: S | Y-03-A-03 | Survey date: 09/09/20 | Day of w | eek: Wednesday |
| AM weather: M PM weather: M | anual Count ild and Clear ild and Clear | | | |
| Initial car park occupancy: BRACKETED ACCUMULATI Parking Capacity | | | r park occupancy: | |
| Data proportions in % | | | <u> </u> | |
| Motor cars | | Motor cycles | | ublic service 0 |
| Light goods | 18 | OGV (1) | | GV (2) 0 axis 0 |
| Covid-19 Restrictions Servicing Vehicles count re | ecorded No | vey was undertaken at a | | |
| 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 | | | | |

<u>Comments</u> 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.

| TRICS 7.8.3 290921 B20.20 SURVEY DAY DETAILS FOR | | RICS Consortium Limited, 2021. | All rights reserved | Thursday 28/10/21 Page 11 |
|---|------------|--------------------------------|---------------------|------------------------------|
| Bancroft Consulting Jaroda | | Nottingham | | Licence No: 539501 |
| Site reference: | SY-03-A-03 | Survey date: 09/09/20 | Day of we | ek: 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 | | | | |

| TRICS 7.8.3 290921 B20.26 D SURVEY DAY DETAILS FOR SY- | -03-A-03 / 03 | Consortium Limited, 2021 | . All rights reserved | Thursday 28/10/21 Page 12 |
|---|----------------------|--------------------------|-----------------------|------------------------------|
| Bancroft Consulting Jarodale H | ouse, Sherwood Notti | ngham | | Licence No: 539501 |
| Site reference: S | Y-03-A-03 | Survey date: 09/09/20 | Day of we | ek: Wednesday |
| Vehicles surveyed: L | GV | | | |
| 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 | | | | |

| TRICS 7.8.3 290921 B20.2 SURVEY DAY DETAILS FC | | | nsortium Limited, 202 | 21. All rights reserved | Thursday 28/10 Page | 0/21 e 13 |
|---|-------------------------|-----|-----------------------|-------------------------|------------------------|--------------|
| Bancroft Consulting Jaroo | | | ham | | Licence No: 53 | |
| Site reference: Vehicles surveyed | SY-03-A-03 I: Cycles | Su | rvey date: 09/09/20 | Day of w | eek: Wednesday | |
| Time | Ar | r 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 | | | | | | |

| TRICS 7.8.3 290921 B20.26 Database right of SITE DETAILS FOR CA-03-A-07 | TRICS Consortium Limited, 2021. All rights reserved | Thursday 28/10/21 Page 1 |
|---|---|-----------------------------|
| 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 | Total Trains | Total |
|---------------|-----------|-------------------|--------------|----------|
| | | within 400m | within 1000m | 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: 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? Is the location of the site hilly or flat: Urban Regeneration: | Yes No Flat No | |
|--|--------------------------|--|
| Covid-19 Restrictions: | Yes | Survey was undertaken at a time of Covid-19 restrictions |
| Site area No of Dwellings Housing Density | 1.19 hect 32 37.65 | |
| No. of developments for this Site: No. of survey Days for this Site: | 1 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 wouth-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

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

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 |

| TRICS 7.8.3 290921 B20.26 Database right of T DEVELOPMENT DETAILS FOR CA-03-A-07 / 01 | RICS Consortium Limited, 2021. All rights reserved | Thursday 28/10/21 Page 3 |
|--|--|-----------------------------|
| Bancroft Consulting Jarodale House, Sherwood | Nottingham | Licence No: 539501 |
| Site reference: Trade name: | CA-03-A-07 Multi-Modal survey site PEMBERTON PARK | |
| Site area (h/a): Site area excluding public | 1.19 | |
| open spaces (h/a): | 0.85 | |
| Open since | 2021 | |
| Occupied dwellings | 32 | |
| Unoccupied dwellings Total dwellings | 3 35 | |
| Housing Density | 37.65 | |
| Privately owned units Non-Privately owned units | 32 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 No of units with 2 bedrooms | 0 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) | | | |
| Othor | | | |

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

| 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

On-Site 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 |
| |

| TRICS 7.8.3 290921 B20.26 Database rig TRAVEL PLAN DETAILS FOR SITE CA-03- | | ghts reserved Thursday 28/10/21 Page 5 |
|--|---|---|
| Bancroft Consulting Jarodale House, Sherv | vood Nottingham | Licence No: 539501 |
| Additional Travel Plan Features | | |
| , | for each property provides enhanced securit | ty to residents and help to encourage |
| are also provided with a subsidised to The Travel Plan Co-ordinator promote (https://camshare.co.uk and https:// | of £50 are provided to the first occupant of avel voucher of £96 which is valid on bus se to use of the Cambridgeshire and national ca liftshare.com), along with details of the bene el of parking available at their new home and | ervices operating along Main Street. ar share databases efits that these bring. |
| <u>Travel Plan Type</u> Type | Compuls | 30FV |

| Туре | Compulsory |
|---|------------|
| <u>Travel Plan History</u> Date of Travel Plan implementation Has the Travel Plan been accredited, or received an award | March 2017 |
| 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 Visitors | Not present Target group |
|-------------------|-----------------------------|
| Customers | Not present |
| Students | Not present |
| Patients | Not present |
| All site users | Target group |
| Other | Target group |

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

Travel Plan Modal Split Targets Did the Travel Plan identify mode split targets? If YES, when? Vehicle Occupants Cyclists Public Transport Users

March 2017 86% 2% 5% 6% Yes March_2017

76%

5% 10%

8%

Residents

Part time

Yes

Yes



Pedestrians

<u>Travel Plan Targets</u> 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?

| TRICS 7.8.3 290921 B20.20 TRAVEL PLAN DETAILS FO | | TRICS Consortium Limited, 202 | 21. All rights reserved | Thursday 28/10/21 Page 6 |
|---|--|---------------------------------|---------------------------------|-----------------------------|
| | ale House, Sherwood | Nottingham | | Licence No: 539501 |
| | | | | |
| Has there been a cha for example, call cen | ange in site function fro tre to head office: | om, | | |
| or from administrativ | | I | No | |
| | | | | |
| | s been implemented a | | | |
| where previously ma | ny staff parked at no o | charge? | No | |
| | | | | |
| public transport servi | escale changes in local ices? | | No | |
| | | | | |
| Has the site been rele | ocated to somewhere | with | | |
| different accessibility | | | No | |
| (e.g. from city centre | e to edge of town)? | | No | |
| Factors that may hav | a affected trip rates | | | |
| racions that may hav | le anecteu trip rates | | | |
| Additional Travel Plar | n comments | | | |
| The site layout incorp | porates high quality pe | edestrian routes through the si | te, linking with the local netw | vork and |
| surrounding services. | /facilities at the site er | ntrance, and separate access p | points on the site boundary. | |
| | | | | |
| Cycling Measures | | | | |
| | close to building entra | nces | No | |
| Date implemented Capital cost | | | | |
| Annual operating cos | st | | | |
| Good lighting in cycle | e parking areas | | No | |
| Date implemented | | | | |
| Capital cost Annual operating cos | st | | | |
| Lockers/Facilities for | staff who such | | | |
| to store their clothing | 5 | | No | |
| Date implemented | | | | |
| Capital cost Annual operating cos | st | | | |
| Secure well lit/cover | ed cycle parking comp | ound | No | |
| Date implemented | ed cycle parking comp | ounu | NO | |
| Capital cost Annual operating cos | + | | | |
| | | | | |
| CCTV coverage of cy Date implemented | cle parking areas | | No | |
| Capital cost | | | | |
| Annual operating cos | it | | | |
| Shower and changing | g facilities for staff | | | |
| who cycle and walk Date implemented | | | No | |
| Capital cost | | | | |
| Annual operating cos | st | | | |
| | le routes linking the sit | | | |
| to main residential a Date implemented | reas locally | | Yes | |
| Capital cost | | | | |
| Annual operating cos | st | | | |

| | B20.26 Database right of T LS FOR SITE CA-03-A-07 | RICS Consortium Limited, 2021. All rights reserved | Thursday 28/10/21 Page 7 |
|--|--|---|-----------------------------|
| | Jarodale House, Sherwood | Nottingham | Licence No: 539501 |
| The provision cycling. Cycle | ouchers up to the value of £50 of secure cycle parking for ea parking is provided within eac vork of cycle routes linking the |) are provided to the first occupant of each household. ch property provides enhanced security to residents ar ch property within garages or sheds. e site to main local residential areas were already pres | |
| active role in s | ching system where employe setting up car-share teams n just a voluntary noticeboarc nted | | |
| | nted | No | |
| Priority parking to building ent Date implemen Capital cost Annual operati | nted | No | |
| Car Club availa occupants of t | able locally that could be used he site | l by No | |
| | operate its own Car Club, or s dent Car Club organisation? | ubscribe No | |
| | n Co-ordinator promotes use | of the Cambridgeshire and national car share database re.com), along with details of the benefits that these b | |
| (on-site parkir | <u>anagement</u> bility of on-site parking space ng supply is set at less than rget group of Travel Plan) | s No | |
| only staff with | | No | |
| | ing cost | No | |
| | | -site No | |

| /EL PLAN DETAILS FOR SITE CA-03-A-07 | Consortium Limited, 2021. All rights reserved Thursday 28/10/ Page |
|---|---|
| roft Consulting Jarodale House, Sherwood Not | tingham Licence No: 5395 |
| Additional comments | |
| | 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 | |
| | 6 are provided to the first occupant of each household, which are valid |
| on bus services operating along Main Street. | o are provided to the first occupant of each nodsenoid, which are valid |
| on bas solvides operating along Main offeet. | |
| Public Transport Measures | |
| Bus waiting facilities (clean, grafitti-free | |
| | |
| bus shelter and seats close to (e.g. | |
| bus shelter and seats close to (e.g. within 400 metres) the site's main entrance | No |
| bus shelter and seats close to (e.g. within 400 metres) the site's main entrance Date implemented | Νο |
| bus shelter and seats close to (e.g. within 400 metres) the site's main entrance Date implemented Capital cost | Νο |
| bus shelter and seats close to (e.g. within 400 metres) the site's main entrance Date implemented | No |
| bus shelter and seats close to (e.g. within 400 metres) the site's main entrance Date implemented Capital cost Annual operating cost New/improved bus services close to the site | No |
| bus shelter and seats close to (e.g. within 400 metres) the site's main entrance Date implemented Capital cost Annual operating cost New/improved bus services close to the site Date implemented | |
| bus shelter and seats close to (e.g. within 400 metres) the site's main entrance Date implemented Capital cost Annual operating cost New/improved bus services close to the site Date implemented Capital cost | |
| bus shelter and seats close to (e.g. within 400 metres) the site's main entrance Date implemented Capital cost Annual operating cost New/improved bus services close to the site Date implemented | |
| bus shelter and seats close to (e.g. within 400 metres) the site's main entrance Date implemented Capital cost Annual operating cost New/improved bus services close to the site Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to bus/tram | No |
| bus shelter and seats close to (e.g. within 400 metres) the site's main entrance Date implemented Capital cost Annual operating cost New/improved bus services close to the site Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to bus/tram stops within 400 metres | |
| bus shelter and seats close to (e.g. within 400 metres) the site's main entrance Date implemented Capital cost Annual operating cost New/improved bus services close to the site Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to bus/tram stops within 400 metres Date implemented | No |
| bus shelter and seats close to (e.g. within 400 metres) the site's main entrance Date implemented Capital cost Annual operating cost New/improved bus services close to the site Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to bus/tram stops within 400 metres | No |
| bus shelter and seats close to (e.g. within 400 metres) the site's main entrance Date implemented Capital cost Annual operating cost New/improved bus services close to the site Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to bus/tram stops within 400 metres Date implemented Capital cost Annual operating cost | No |
| bus shelter and seats close to (e.g. within 400 metres) the site's main entrance Date implemented Capital cost Annual operating cost New/improved bus services close to the site Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to bus/tram stops within 400 metres Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to | No Yes |
| bus shelter and seats close to (e.g. within 400 metres) the site's main entrance Date implemented Capital cost Annual operating cost New/improved bus services close to the site Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to bus/tram stops within 400 metres Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to railway stations within 1000 metres | No |
| bus shelter and seats close to (e.g. within 400 metres) the site's main entrance Date implemented Capital cost Annual operating cost New/improved bus services close to the site Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to bus/tram stops within 400 metres Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to railway stations within 1000 metres Date implemented | No Yes |
| bus shelter and seats close to (e.g. within 400 metres) the site's main entrance Date implemented Capital cost Annual operating cost New/improved bus services close to the site Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to bus/tram stops within 400 metres Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to railway stations within 1000 metres | No Yes |
| bus shelter and seats close to (e.g. within 400 metres) the site's main entrance Date implemented Capital cost Annual operating cost New/improved bus services close to the site Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to bus/tram stops within 400 metres Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to railway stations within 1000 metres Date implemented Capital cost Annual operating cost | No Yes |
| bus shelter and seats close to (e.g. within 400 metres) the site's main entrance Date implemented Capital cost Annual operating cost New/improved bus services close to the site Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to bus/tram stops within 400 metres Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to bus/tram stops within 400 metres Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to bus/tram stops within 400 metres Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to railway stations within 1000 metres Date implemented Capital cost Annual operating cost Public transport information provided on | No Yes |
| bus shelter and seats close to (e.g. within 400 metres) the site's main entrance Date implemented Capital cost Annual operating cost New/improved bus services close to the site Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to bus/tram stops within 400 metres Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to railway stations within 1000 metres Date implemented Capital cost Annual operating cost | No Yes |
| bus shelter and seats close to (e.g. within 400 metres) the site's main entrance Date implemented Capital cost Annual operating cost New/improved bus services close to the site Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to bus/tram stops within 400 metres Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to bus/tram stops within 400 metres Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to bus/tram stops within 400 metres Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to railway stations within 1000 metres Date implemented Capital cost Annual operating cost Public transport information provided on site on paper and/or computer | No Yes No |
| bus shelter and seats close to (e.g. within 400 metres) the site's main entrance Date implemented Capital cost Annual operating cost New/improved bus services close to the site Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to bus/tram stops within 400 metres Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to railway stations within 1000 metres Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to railway stations within 1000 metres Date implemented Capital cost Annual operating cost Public transport information provided on site on paper and/or computer Date implemented | No Yes Yes March 2021 |
| bus shelter and seats close to (e.g. within 400 metres) the site's main entrance Date implemented Capital cost Annual operating cost New/improved bus services close to the site Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to bus/tram stops within 400 metres Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to bus/tram stops within 400 metres Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to bus/tram stops within 400 metres Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to railway stations within 1000 metres Date implemented Capital cost Annual operating cost Public transport information provided on site on paper and/or computer Date implemented Capital cost | No Yes No Yes March 2021 3500 |
| bus shelter and seats close to (e.g. within 400 metres) the site's main entrance Date implemented Capital cost Annual operating cost New/improved bus services close to the site Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to bus/tram stops within 400 metres Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to bus/tram stops within 400 metres Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to bus/tram stops within 400 metres Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to railway stations within 1000 metres Date implemented Capital cost Annual operating cost Public transport information provided on site on paper and/or computer Date implemented Capital cost Annual operating cost Public transport information provided on site on paper and/or computer Date implemented Capital cost Annual operating cost Public ty and awareness raising material about local public transport | No Yes Yes Yes March 2021 3500 650 |
| bus shelter and seats close to (e.g. within 400 metres) the site's main entrance Date implemented Capital cost Annual operating cost New/improved bus services close to the site Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to bus/tram stops within 400 metres Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to bus/tram stops within 400 metres Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to railway stations within 1000 metres Date implemented Capital cost Annual operating cost Public transport information provided on site on paper and/or computer Date implemented Capital cost Annual operating cost Public transport information provided on site on paper and/or computer Date implemented Capital cost Annual operating cost Publicity and awareness raising material about local public transport Date implemented | No Yes No Yes March 2021 3500 650 |
| bus shelter and seats close to (e.g. within 400 metres) the site's main entrance Date implemented Capital cost Annual operating cost New/improved bus services close to the site Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to bus/tram stops within 400 metres Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to bus/tram stops within 400 metres Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to bus/tram stops within 400 metres Date implemented Capital cost Annual operating cost Secure well-lit pedestrian routes to railway stations within 1000 metres Date implemented Capital cost Annual operating cost Public transport information provided on site on paper and/or computer Date implemented Capital cost Annual operating cost Public transport information provided on site on paper and/or computer Date implemented Capital cost Annual operating cost Public ty and awareness raising material about local public transport | No Yes Yes Yes March 2021 3500 650 |

| 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
 No

 Capital cost
 Annual operating cost

 Shuttle bus(es) to railway and/or bus station(s)
 No

 Date implemented
 Capital cost

 Shuttle bus(es) to railway and/or bus station(s)
 No

 Date implemented
 Capital cost

 Annual operating cost
 Annual operating cost

Additional comments

| TRICS 7.8.3 290921 B20.26 SURVEY DAY DETAILS FOR C | | ICS Consortium Limited, 20 | 21. All rights reserved | Thursday 28/10/21 Page 10 |
|---|---|----------------------------|-------------------------|--|
| Bancroft Consulting Jarodale | House, Sherwood | Nottingham | | Licence No: 539501 |
| Multi-Modal survey si Vehicles surveyed: Survey type: AM weather: PM weather: | Total vehicles Manual Count Mild and Clear Hot and Clear | Survey date: 27/05/21 | Day of v | week: Thursday |
| Initial car park occupand | | | ar park occupancy: | |
| BRACKETED ACCUMULA Parking Capacity Data proportions in % | | | | |
| Motor cars Light goods | 85 13 | Motor cycles OGV (1) | 1 (| Public service 0 DGV (2) 0 Taxis 0 |
| Covid-19 Restrictions Servicing Vehicles count | Yes recorded No | Survey was undertaken at | | |
| 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.

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|---|--------------------|-----------------|----------------|------------------------|--------------------|
| SURVEY DAY DETAILS FOR | CA-03-A-07 / 05 | | | | Page 11 |
| Bancroft Consulting Jaroda | le House, Sherwood | Nottingham | | | Licence No: 539501 |
| Site reference: Multi-Modal survey Vehicles surveyed: | | Survey d | ate: 27/05/21 | Day of week | k: Thursday |
| Data proportions in % | o 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 | | | | |

| CS 7.8.3 290921 B20.26 VEY DAY DETAILS FOR CA | | Consortium Limited, 202 | 1. All rights reserved | Thursday 28/10 Page |
|---|--------|-------------------------|------------------------|------------------------|
| roft Consulting Jarodale H | | ngham | | Licence No: 53 |
| Site reference: Multi-Modal survey sit Vehicles surveyed: | e | Survey date: 27/05/21 | Day of w | eek: Thursday |
| 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

| 8.3 290921 B20.26 Dat DAY DETAILS FOR CA-0 | | phsortium Limited, 2021. | All rights reserved | Thursday |
|--|----------------------|--------------------------|---------------------|---------------|
| | se, Sherwood Notting | gham | | Licence N |
| ite reference: CA- fulti-Modal survey site ehicles surveyed: LGV | | urvey date: 27/05/21 | Day of w | eek: Thursday |
| 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 | | | | |

| CS 7.8.3 290921 B20.26 RVEY DAY DETAILS FOR (| Database right of TRICS C CA-03-A-07 / 03 | onsortium Limited, 202 | 1. All rights reserved | Thursday 28/10/ Page |
|---|--|------------------------|------------------------|-------------------------|
| croft Consulting Jarodale | e House, Sherwood Nottin | gham | | Licence No: 5395 |
| Site reference: Multi-Modal survey s Vehicles surveyed: | | urvey date: 27/05/21 | Day of we | ek: Thursday |
| | _ | | | |
| 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 | | | | |

| TRICS 7.8.3 290921 B20.2 | 6 Database right of ¹ | TRICS Consortium Limited, 2021. All rights reserved | Thursday 28/10/21 |
|----------------------------|----------------------------------|---|--------------------|
| SURVEY DAY DETAILS FOR | R CA-03-A-07 / 06 | | Page 15 |
| Bancroft Consulting Jaroda | ale House. Sherwood | Nottingham | Licence No: 539501 |

ig Э, g

Survey date: 27/05/21

Day of week: Thursday

Site reference: CA-03-A-07 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

| Time | 1 | 2 | 3 | 4 | 5 | 6 | 7 | Arr 120 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | Dep 115 | Totals 235 | 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 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 12 | (-6) |
| 08:00-09:00 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 14 | 20 | (-14) |
| 09:00-10:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 7 | 2 | 1 | 2 | 0 | 0 | 0 | 22 | 27 | (-31) |
| 10:00-11:00 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 10 | 16 | (-35) |
| 11:00-12:00 | 7 | 4 | 1 | 2 | 0 | 0 | 0 | 26 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 13 | 39 | (-22) |
| 12:00-13:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 11 | 16 | (-28) |
| 13:00-14:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 10 | (-28) |
| 14:00-15:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | (-27) |
| 15:00-16:00 | 6 | 3 | 2 | 2 | 0 | 0 | 0 | 26 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 35 | (-10) |
| 16:00-17:00 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 9 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 9 | 18 | (-10) |
| 17:00-18:00 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 19 | (-5) |
| 18:00-19:00 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 18 | (5) |
| 19:00-20:00 | | | | | | | | | | | | | | | | | | |
| 20:00-21:00 | | | | | | | | | | | | | | | | | | |
| 21:00-22:00 | | | | | | | | | | | | | | | | | | |
| 22:00-23:00 | | | | | | | | | | | | | | | | | | |
| 23:00-24:00 | | | | | | | | | | | | | | | | | | |

| 8.3 290921 B20.26 Day DETAILS FOR CA-0 | | onsortium Limited, 2021 | . All rights reserved | Thursday 2 |
|--|--------------------------|-------------------------|-----------------------|--------------|
| Consulting Jarodale Ho | | gham | | Licence N |
| lulti-Modal survey site | -03-A-07 Su destrians | urvey date: 27/05/21 | Day of wee | ek: 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 | | | | |
| | | | | |

| DAY DETAILS FOR | Database right of TRICS C CA-03-A-07 | onsortium Limited, 2021. | All rights reserved | Thursday 28 |
|--|---|--------------------------|---------------------|---------------|
| Consulting Jarodal | e House, Sherwood Nottir | ngham | | Licence No |
| Site reference: | | Survey date: 27/05/21 | Day of we | eek: Thursday |
| Multi-Modal survey : People Surveyed: | site 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 | | | | |

| TRICS 7.8.3 290921 B20.26 Database right of SITE DETAILS FOR TW-03-A-03 | TRICS Consortium Limited, 2021. All rights reserved | Thursday 28/10/21 Page 1 |
|---|---|-----------------------------|
| Bancroft Consulting Jarodale House, Sherwood | Nottingham | Licence No: 539501 |
| Cita Defenence | | |
| 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 | |
| USE CIASS. | 0.5 | |
| 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 | |
| Dublic Tropper ent Dreuisien Currenter | | |
| Public Transport Provision Summary | | |

| i dono indiisport i i ov | Sion Ournmary | | | |
|--------------------------|---------------|-------------------|--------------|----------|
| Day | Period | Total buses/trams | Total Trains | Total |
| | | within 400m | within 1000m | 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 |

<u>Comments</u>

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 Develo | pments |
|--|----------------|
| 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 |

| TRICS 7.8.3 290921 B20.26 Database right of T DEVELOPMENT DETAILS FOR TW-03-A-03 / 01 | FRICS Consortium Limited, 2021. All rights reserved | Thursday 28/10/21 Page 3 |
|--|---|-----------------------------|
| Bancroft Consulting Jarodale House, Sherwood | Nottingham | Licence No: 539501 |
| Site reference: | TW-03-A-03 | |
| Trade name: | CLAVERLEY 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 |

| 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

Page 5

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 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 Compulsory Type Travel Plan History March 2017 Date of Travel Plan implementation 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?

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|--|--|
| Bancroft Consulting Jarodale House, Sherwood Nottingham | Licence No: 539501 |
| | |
| 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 the | |
| surrounding services/facilities at the site entrance, and separa | ate access points on the site boundary. |
| Cycling Monguros | |
| 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 | |
| Annual operating cost | |
| Lockers/Facilities for staff who cycle | No |
| to store their clothing Date implemented | No |
| 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 Date implemented | No |
| 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 | |
| | |

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|--|--|
| Bancroft Consulting Jarodale House, Sherwood Nottingham | Licence No: 539501 |
| cycling. Cycle parking is provided within each property w | provides enhanced security to residents and help to encourage |
| <u>Car Sharing Measures</u> Car-share matching system where employer takes active role in setting up car-share teams (i.e. more than just a voluntary noticeboard) Date implemented Capital cost Annual operating cost | Νο |
| Guaranteed free ride home available to all staff if they car-share and need to get home in an emergency Date implemented Capital cost Annual operating cost | No |
| Priority parking spaces for car-sharers close to building entrances Date implemented Capital cost Annual operating cost | No |
| Car Club available locally that could be used by occupants of the site | Νο |
| Does the site operate its own Car Club, or subscribe to an independent Car Club organisation? | Νο |
| <u>Additional comments</u> The Travel Plan Co-ordinator promotes use of the Cambr (https://camshare.co.uk and https://liftshare.com), alon | |
| <u>Car Parking Management</u> Limited availability of on-site parking spaces (on-site parking supply is set at less than demand for target group of Travel Plan) | Νο |
| Parking permit eligibility restrictions (e.g. only staff without viable public transport alternative are issued with a permit) Date implemented Capital cost Annual operating cost | No |
| Charging for parking for Travel Plan target group (e.g. staff, patients, visitors, etc. Date implemented Capital cost Annual operating cost Charge Period of Charge | No |
| Parking enforcement (e.g. barrier control, parking attendants, clamping, ticketing) on-site Date implemented Capital cost Annual operating cost | No |

| | S FOR SITE TW-03-A-03 | RICS Consortium Limited, 2021. All rights reserved | Thursday 28/10/2 Page |
|---|---|--|--------------------------|
| croft Consulting | Jarodale House, Sherwood | Nottingham | Licence No: 53950 |
| Additional comr | ments | | |
| | | arking available at their new home and the overall level a | available within the |
| site. | | | |
| Financial Incent | tives | | |
| | of £2 or more to staff not | | |
| to use the car (Date implement | also known as cash-out) | No | |
| Capital cost | led | | |
| Annual operatir | na cost | | |
| Daily payment | | | |
| Annual paymen | It to give up entitlement to a | | |
| parking permit | | No | |
| Date implement | ted | | |
| Capital cost | | | |
| Annual operatir | | | |
| Annual paymen | n value | | |
| | mployees with season | N | |
| ticket/cycle loar Date implement | | No | |
| Capital cost | icu | | |
| Annual operatir | ng cost | | |
| Annual loans va | | | |
| Additional comr | ments | | |
| | | of £96 are provided to the first occupant of each househo | old, which are valid |
| | operating along Main Street | | |
| | | | |
| Public Transpor | t Measures | | |
| Public Transpor Bus waiting fac | <u>t Measures</u> ilities (clean, grafitti-free | | |
| Bus waiting fac | <u>t Measures</u> ilities (clean, grafitti-free seats close to (e.g. | | |
| Bus waiting fac bus shelter and within 400 met | ilities (clean, grafitti-free seats close to (e.g. res) the site's main entrance | e No | |
| Bus waiting fac bus shelter and within 400 met Date implemen | ilities (clean, grafitti-free seats close to (e.g. res) the site's main entrance | e No | |
| Bus waiting fac bus shelter and within 400 metu Date implemen Capital cost | ilities (clean, grafitti-free seats close to (e.g. res) the site's main entrance ted | e No | |
| Bus waiting fac bus shelter and within 400 metu Date implemen Capital cost Annual operatir | ilities (clean, grafitti-free seats close to (e.g. res) the site's main entrance ted ng cost | | |
| Bus waiting fac bus shelter and within 400 metu Date implemen Capital cost Annual operatir New/improved | ilities (clean, grafitti-free seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site | | |
| Bus waiting fac bus shelter and within 400 metr Date implemen Capital cost Annual operatir New/improved Date implemen | ilities (clean, grafitti-free seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site | | |
| Bus waiting fac bus shelter and within 400 metu Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost | ilities (clean, grafitti-free seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted | | |
| Bus waiting fac bus shelter and within 400 met Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir | ilities (clean, grafitti-free seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted | e No | |
| Bus waiting fac bus shelter and within 400 metr Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir Secure well-lit | ilities (clean, grafitti-free seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted ng cost pedestrian routes to bus/trar | e No | |
| Bus waiting fac bus shelter and within 400 metr Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir Secure well-lit p stops within 40 | ilities (clean, grafitti-free seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted ng cost oedestrian routes to bus/trar 0 metres | e No | |
| Bus waiting fac bus shelter and within 400 metr Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir Secure well-lit p stops within 40 Date implemen | ilities (clean, grafitti-free seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted ng cost oedestrian routes to bus/trar 0 metres | e No | |
| Bus waiting fac bus shelter and within 400 metr Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir Secure well-lit p stops within 40 | ilities (clean, grafitti-free seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted ng cost bedestrian routes to bus/trar 0 metres ted | e No | |
| Bus waiting fac bus shelter and within 400 metri Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir Secure well-lit p stops within 40 Date implemen Capital cost Annual operatir | ilities (clean, grafitti-free seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted ng cost oedestrian routes to bus/trar 0 metres ted | e No | |
| Bus waiting fac bus shelter and within 400 metri Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir Secure well-lit p stops within 40 Date implemen Capital cost Annual operatir Secure well-lit p | ilities (clean, grafitti-free seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted ng cost bedestrian routes to bus/trar 0 metres ted ng cost bedestrian routes to | e No | |
| Bus waiting fac bus shelter and within 400 metri Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir Secure well-lit µ stops within 40 Date implemen Capital cost Annual operatir Secure well-lit µ railway stations Date implemen | ilities (clean, grafitti-free seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted ng cost bedestrian routes to bus/trar 0 metres ted ng cost bedestrian routes to bus/trar 0 metres ted | e No m Yes | |
| Bus waiting fac bus shelter and within 400 metr Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir Secure well-lit g stops within 40 Date implemen Capital cost Annual operatir Secure well-lit g railway stations Date implemen Capital cost | ilities (clean, grafitti-free seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted ng cost bedestrian routes to bus/tran 0 metres ted ng cost bedestrian routes to bus/tran 0 metres ted | e No m Yes | |
| Bus waiting fac bus shelter and within 400 metri Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir Secure well-lit µ stops within 40 Date implemen Capital cost Annual operatir Secure well-lit µ railway stations Date implemen | ilities (clean, grafitti-free seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted ng cost bedestrian routes to bus/tran 0 metres ted ng cost bedestrian routes to bus/tran 0 metres ted | e No m Yes | |
| Bus waiting fac bus shelter and within 400 metr Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir Secure well-lit p stops within 40 Date implemen Capital cost Annual operatir Secure well-lit p railway stations Date implemen Capital cost Annual operatir Public transport | ilities (clean, grafitti-free seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted ng cost oedestrian routes to bus/trar 0 metres ted ng cost oedestrian routes to s within 1000 metres ted ng cost ted ng cost | e No m Yes No | |
| Bus waiting fac bus shelter and within 400 metr Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir Secure well-lit p stops within 40 Date implemen Capital cost Annual operatir Secure well-lit p railway stations Date implemen Capital cost Annual operatir Public transport site on paper al | ilities (clean, grafitti-free seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted ng cost oedestrian routes to bus/trar 0 metres ted ng cost oedestrian routes to s within 1000 metres ted ng cost ted ng cost | e No m Yes No | |
| Bus waiting fac bus shelter and within 400 metr Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir Secure well-lit p stops within 40 Date implemen Capital cost Annual operatir Secure well-lit p railway stations Date implemen Capital cost Annual operatir Public transport site on paper an Date implemen | ilities (clean, grafitti-free seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted ng cost oedestrian routes to bus/trar 0 metres ted ng cost oedestrian routes to s within 1000 metres ted ng cost ted ng cost | e No m Yes No Yes March 2021 | |
| Bus waiting fac bus shelter and within 400 metr Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir Secure well-lit p stops within 40 Date implemen Capital cost Annual operatir Secure well-lit p railway stations Date implemen Capital cost Annual operatir Public transport site on paper an Date implemen Capital cost | ilities (clean, grafitti-free seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted ng cost oedestrian routes to bus/trar 0 metres ted ng cost oedestrian routes to swithin 1000 metres ted ng cost ted ng cost ted | e No m Yes No | |
| Bus waiting fac bus shelter and within 400 meth Date implemen Capital cost Annual operatin New/improved Date implemen Capital cost Annual operatin Secure well-lit p stops within 40 Date implemen Capital cost Annual operatin Secure well-lit p railway stations Date implemen Capital cost Annual operatin Public transport site on paper an Date implemen Capital cost Annual operatin | ilities (clean, grafitti-free seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted ng cost bedestrian routes to bus/tran 0 metres ted ng cost bedestrian routes to swithin 1000 metres ted ng cost ted ng cost ted ng cost ted ng cost ted ng cost | e No m Yes No Yes March 2021 3500 | |
| Bus waiting fac bus shelter and within 400 metri Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir Secure well-lit p stops within 40 Date implemen Capital cost Annual operatir Secure well-lit p railway stations Date implemen Capital cost Annual operatir Public transport site on paper an Date implemen Capital cost Annual operatir Public transport site on paper an Date implemen Capital cost Annual operatir Public transport pate implemen | ilities (clean, grafitti-free seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted ng cost bedestrian routes to bus/tran 0 metres ted ng cost bedestrian routes to swithin 1000 metres ted ng cost ted ng cost tinformation provided on nd/or computer ted ng cost vareness raising material | e No m Yes No No Yes March 2021 3500 650 | |
| Bus waiting fac bus shelter and within 400 metri Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir Secure well-lit p stops within 40 Date implemen Capital cost Annual operatir Secure well-lit p railway stations Date implemen Capital cost Annual operatir Public transport site on paper an Date implemen Capital cost Annual operatir Public transport site on paper an Date implemen Capital cost Annual operatir Publicity and av about local pub | ilities (clean, grafitti-free seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted ng cost bedestrian routes to bus/tran 0 metres ted ng cost bedestrian routes to swithin 1000 metres ted ng cost t information provided on nd/or computer ted ng cost vareness raising material lic transport | e No m Yes No Yes March 2021 3500 | |
| Bus waiting fac bus shelter and within 400 metri Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir Secure well-lit p stops within 40 Date implemen Capital cost Annual operatir Secure well-lit p railway stations Date implemen Capital cost Annual operatir Public transport site on paper an Date implemen Capital cost Annual operatir Public transport site on paper an Date implemen Capital cost Annual operatir Public transport Secure and Capital cost Annual operatir | ilities (clean, grafitti-free seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted ng cost bedestrian routes to bus/tran 0 metres ted ng cost bedestrian routes to swithin 1000 metres ted ng cost t information provided on nd/or computer ted ng cost vareness raising material lic transport | e No m Yes No No Yes March 2021 3500 650 Yes | |

| 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
 No

 Capital cost
 Annual operating cost

 Shuttle bus(es) to railway and/or bus station(s)
 No

 Date implemented
 Capital cost

 Shuttle bus(es) to railway and/or bus station(s)
 No

 Date implemented
 Capital cost

 Annual operating cost
 Annual operating cost

Additional comments

| 75100 7 0 0 000001 5 | | | | | | 00/10/01 |
|-----------------------|----------------------------|---------------------|----------------------|---------------|------------|---------------|
| | 320.26 Database right of T | RICS Consortium Lir | nited, 2021. All rig | ghts reserved | Thursda | ay 28/10/21 |
| SURVEY DAY DETAILS | S FOR TW-03-A-03 / 01 | | | | | Page 10 |
| Bancroft Consulting J | larodale House, Sherwood | Nottingham | | | Licen | ce No: 539501 |
| | | | | | | |
| Site reference: | TW-03-A-03 | Survey date: 1 | 13/11/15 | Day of week | k: Friday | |
| | | 5 | | 5 | 5 | |
| Survey type: | Manual Count | | | | | |
| AM weather: | Cold and Light Rain | | | | | |
| PM weather: | Cold and Light Rain | | | | | |
| Initial car park (| occupancy: | 34 | Final car park or | cupancy: | 35 | |
| | CUMULATION FIGURES ARE | NOT ABSOLUTE | I | 1 5 | | |
| Parking Capacit | y 27% (132 On-S | ite Spaces) | | | | |
| Data proportion | 5 | | | | | |
| Motor cars | 80 | Motor cycles | 0 | Publi | ic service | 0 |
| Light goods | 12 | OGV (1) | 3 | OGV | | 1 |
| Light goods | 12 | 000(1) | 5 | Taxis | • • | 4 |
| | | | | Taxis | 5 | 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 | | | | |

<u>Comments</u>

No PSV's or motorcycles visited the site during this survey.

OGV's visiting the site parked in the general parking area on site.

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|---------------------|--------------------------|--------------------------------|-----------------------|--------------------|
| SURVEY DAY DETAI | LS FOR TW-03-A-03 / 05 | | | Page 11 |
| Bancroft Consulting | Jarodale House, Sherwood | Nottingham | | Licence No: 539501 |
| Site reference | : TW-03-A-03 | Survey date: 13/11/15 | Day of week | k: Friday |

Vehicles surveyed: OGV

Data proportions in %

OGV (2) 25

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

OGV (1) 75

| 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 | | | | |
| TRICS 7.8.3 290921 B20.26 SURVEY DAY DETAILS FOR T | | S Consortium Limited, 2021. | All rights reserved | Thursday 28/10/21 Page 12 |
|---|---------------------|-----------------------------|---------------------|------------------------------|
| Bancroft Consulting Jarodale | House, Sherwood No | ottingham | | Licence No: 539501 |
| | TW-03-A-03 Taxis | Survey date: 13/11/15 | Day of we | ek: Friday |
| | | | T + 1 - 0 | |
| Time | Arr 4 | Dep 4 | Totals 8 | Accumulation |
| 00:00-01:00 | | | | |
| 01:00-02:00 | | | | |
| 02:00-03:00 03:00-04:00 | | | | |
| 03:00-04:00 | | | | |
| 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 | | | | |

| 7.8.3 290921 B20.26 D 7 DAY DETAILS FOR TW | -03-A-03 / 02 | | All rights reserved | Thursday 28 |
|---|-----------------------|----------------------|---------------------|--------------|
| Consulting Jarodale He | ouse, Sherwood Nottin | gham | | Licence No: |
| Site reference: T | W-03-A-03 S | urvey date: 13/11/15 | Day of we | eek: Friday |
| Vehicles surveyed: C | ars | | | |
| 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 | | | | |

| 7.8.3 290921 B20.26 Y DAY DETAILS FOR T | Database right of TRICS C W-03-A-03 / 04 | Consortium Limited, 2021. | All rights reserved | Thursday 28/ Pa |
|--|---|---------------------------|---------------------|--------------------|
| t Consulting Jarodale | House, Sherwood Nottin | ngham | | Licence No: ! |
| Site reference: | TW-03-A-03 | Survey date: 13/11/15 | Day of we | eek: 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 | | | | |

| TDL00 7 0 0 000001 D00 0/ | | 20.0 | | Thursday, 00 (10 /0 |
|---|------------|-----------------------|-----------------------|----------------------------|
| TRICS 7.8.3 290921 B20.26 SURVEY DAY DETAILS FOR T | | 2021 | . All rights reserved | Thursday 28/10/2 Page 1 |
| Bancroft Consulting Jarodale | | ottingham | | Licence No: 53950 |
| ballelolt consulting saloadle | | ottingham | | |
| Site reference: | TW-03-A-03 | Survey date: 13/11/15 | Day of we | ek: Friday |
| | | , , | 5 | 5 |
| Vehicles surveyed: | Cycles | | | |
| 5 | 5 | | | |
| 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 | | | | |

| TRICS 7.8.3 290921 B20.26 Database right of SITE DETAILS FOR SF-03-A-08 | TRICS Consortium Limited, 2021. All rights reserved | Thursday 28/10/21 Page 1 |
|---|--|-----------------------------|
| Bancroft Consulting Jarodale House, Sherwood | Nottingham | Licence No: 539501 |
| Site Reference: Created: Latitude/Longitude: Land Use Type: Region/Area | SF-03-A-08 Version: 7.7.4 04/11/20 52.20543, 0.75070 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED EAST ANGLIA/SUFFOLK | |
| Description: Street: District: Town: Post Code: Planning Authority: | MIXED HOUSES STANNINGFIELD ROAD GREAT WHELNETHAM NEAR BURY ST EDMUNDS IP30 0TX WEST SUFFOLK COUNCIL | |
| Location: Location Sub Category: Use Class: | Neighbourhood Centre (PPS6 Local Centre) Village C3 | |
| Population within 500m: Population within 1 Mile: Population within 5 Miles: Car ownership within 5 Miles: | 610 1,001 to 5,000 50,001 to 75,000 0.6 to 1.0 | |
| Public Transport Provision Summary | | |

| Public Transport Provi | <u>ision Summary</u> | | | |
|------------------------|----------------------|-------------------|--------------|----------|
| Day | Period | Total buses/trams | Total Trains | Total |
| | | within 400m | within 1000m | 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 | | | |

| No |
|------|
| |
| |
| |
| No |
| Flat |
| No |
| |
| |

| Site area | 2.34 hect |
|------------------------------------|-----------|
| No of Dwellings | 34 |
| Housing Density | 17.85 |
| No. of developments for this Site: | 1 |

| INO. | or 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, guality 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 modes

12. 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 | |

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|---|---|-----------------------------|
| croft 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 | |
| | 1.71 | |
| 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 | |

Total

Non-Private

Private

Detached houses

Semi-detached houses

 Semi-detached houses

 Terraced houses

 Bungalows

 Flats (in houses)

 Flats (in blocks)

 Town Houses

 Other (specify below)

 Other:

Page 4

On-Site narking

| 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 Clu | • |
| Is this site associated with a call clu | No |
| | NO |
| Types of convising yehicle parking to | king place |
| Types of servicing vehicle parking ta | |
| on-site (internal, within specified ba | |
| | Yes |
| off-site (on-street, in designated loa | 8 8 9 9 |
| | No |
| off-site (in restricted areas e.g. doul | 5 |
| | No |
| Off-Site parking details | |
| Is there off-site parking available | |
| | Yes |
| Off-Site parking included in the cour | nts |
| | No |
| Free On-Street parking available nea | |
| | Yes |
| If yes, considered easy to find a spa | ce |
| | Yes |
| If prepared to pay, easy to find som | ewhere to park off-site all day |
| | Yes |
| | |
| Parking restrictions | |
| Area subject to parking restrictions | (controlled parking zone - CPZ) |
| 5 1 5 | No |
| | |
| Off-Street parking | |
| Off-Street parking available | NO |
| | |
| Park & Ride | |
| Park & Dide Type Facility providing r | alouant maana of according the |

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

| TRICS 7.8.3 290921 B20.26 Database right of TRICS Consortium Limite TRAVEL PLAN DETAILS FOR SITE SF-03-A-08 | d, 2021. All rights reserved Thursday 28/10/21 Page 5 |
|--|--|
| Bancroft Consulting Jarodale House, Sherwood Nottingham | Licence No: 539501 |
| | |
| Additional Travel Plan Features | |
| The provision of secure cycle parking for each property provides enl cycling. | hanced security to residents and help to encourage |
| Cycle travel vouchers up to the value of £50 are provided to the firs are also provided with a subsidised travel voucher of £96 which is v The Travel Plan Co-ordinator promotes use of the Cambridgeshire a | alid on bus services operating along Main Street. nd national car share databases |
| (https://camshare.co.uk and https://liftshare.com), along with deta Residents are made aware of the level of parking available at their i site. | |
| Travel Plan Type | |
| Туре | Compulsory |
| Travel Plan History | |
| Date of Travel Plan implementation Has the Travel Plan been accredited, or received an award | March 2017 |
| 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 Students | Not present 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

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 86% 2% 5% 6%

Yes March 2017

5%

10%

8%

76%

<u>Travel Plan Targets</u> 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?

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|--|-----------------------------------|-----------------------------|
| Bancroft Consulting Jarodale House, Sherwood Nottingham | | Licence No: 539501 |
| 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 | | |
| <u>Additional Travel Plan comments</u> The site layout incorporates high quality pedestrian routes thro surrounding services/facilities at the site entrance, and separa | | |
| Cycling Measures | | |
| Covered cycle racks close to building entrances Date implemented Capital cost Annual operating cost | No | |
| Good lighting in cycle parking areas Date implemented Capital cost Annual operating cost | No | |
| Lockers/Facilities for staff who cycle to store their clothing Date implemented Capital cost Annual operating cost | No | |
| Secure well-lit/covered cycle parking compound Date implemented Capital cost Annual operating cost | No | |
| CCTV coverage of cycle parking areas Date implemented Capital cost Annual operating cost | No | |
| Shower and changing facilities for staff who cycle and walk Date implemented Capital cost Annual operating cost | No | |
| Good network of cycle routes linking the site to main residential areas locally Date implemented Capital cost Annual operating cost | Yes | |

| TRICS 7.8.3 290921 B2 TRAVEL PLAN DETAILS | 20.26 Database right of T S FOR SITE SF-03-A-08 | RICS Consortium Limited, 2021. All rights reserved | Thursday 28/10/21 Page 7 |
|--|---|---|-----------------------------|
| | arodale House, Sherwood | Nottingham | Licence No: 539501 |
| The provision of cycling. Cycle pa | chers up to the value of £50 secure cycle parking for ea rking is provided within ea k of cycle routes linking the | D are provided to the first occupant of each househol ch property provides enhanced security to residents ch property within garages or sheds. e site to main local residential areas were already pro | and help to encourage |
| active role in set | ing system where employe ting up car-share teams ust a voluntary noticeboarc ed | | |
| | ed | No | |
| Priority parking s to building entra Date implemente Capital cost Annual operating | ed | No | |
| Car Club availab occupants of the | le locally that could be used site | l by No | |
| | erate its own Car Club, or s nt Car Club organisation? | ubscribe No | |
| | Co-ordinator promotes use | of the Cambridgeshire and national car share databa re.com), along with details of the benefits that these | |
| (on-site parking | <u>agement</u> ty of on-site parking space supply is set at less than et group of Travel Plan) | s No | |
| only staff withou | | No | |
| |) cost | No | |
| | | -site No | |

| VEL PLAN DETAILS FOR SI | | TRICS Consortium Limited, 2021. All rights reserved | Thursday 28/10/2 Page |
|--|---------------------|---|--------------------------|
| croft Consulting Jarodale Ho | ouse, Sherwood | Nottingham | Licence No: 53950 |
| Additional comments | | | |
| | of the level of p | arking available at their new home and the overall level a | available within the |
| site. | | | |
| Financial Incentives | | | |
| Daily payment of £2 or mo | | | |
| to use the car (also knowr Date implemented | as cash-out) | No | |
| Capital cost | | | |
| Annual operating cost | | | |
| Daily payment value | | | |
| Annual payment to give up | o entitlement to a | | |
| parking permit | | No | |
| Date implemented | | | |
| Capital cost Annual operating cost | | | |
| Annual payment value | | | |
| Site provides employees v | vith season | | |
| ticket/cycle loans | | No | |
| Date implemented | | | |
| Capital cost | | | |
| Annual operating cost Annual loans value | | | |
| Annual loans value | | | |
| Additional comments | | | |
| | | of £96 are provided to the first occupant of each househout | old, which are valid |
| on bus services operating | along Main Stree | 21. | |
| Public Transport Measures | | | |
| Bus waiting facilities (clear bus shelter and seats close | | | |
| within 400 metres) the sit | | e No | |
| Date implemented | | | |
| Capital cost | | | |
| Annual operating cost | | | |
| New/improved bus service | es close to the sit | No No | |
| Date implemented | | | |
| Capital cost Annual operating cost | | | |
| | | | |
| Secure well-lit pedestrian stops within 400 metres | routes to bus/tra | im Yes | |
| Date implemented | | 165 | |
| Capital cost | | | |
| Annual operating cost | | | |
| Secure well-lit pedestrian | routes to | | |
| railway stations within 100 | | No | |
| Date implemented | | | |
| Capital cost | | | |
| Annual operating cost | | | |
| Public transport informatio | | | |
| site on paper and/or comp | outer | Yes March 2021 | |
| Date implemented Capital cost | | March 2021 3500 | |
| Annual operating cost | | 650 | |
| Publicity and awareness ra | aising material | | |
| about local public transpor | | Yes | |
| Date implemented | - | March 2021 | |
| | | | |
| Capital 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
 No

 Shuttle bus(es) to railway and/or bus station(s)
 No

 Date implemented
 Capital cost

 Annual operating cost
 No

Additional comments

| SURVEY DAY DETAILS F | 0.26 Database rig | ght of TRICS C / 01 | consortium Limited, 202 | 21. All rights reserved | Thursday 28 | 3/10/2 Page 1 |
|--|---|---|--|---|--|------------------|
| | odale House, Sher | | ngham | | Licence No | |
| Site reference: | SF-03-A-08 | S | Survey date: 16/09/20 | Day of w | eek: Wednesday | |
| Survey type: AM weather: PM weather: Initial car park occ | | ear ear | | r park occupancy: | | |
| BRACKETED ACCU Parking Capacity | JMULATION FIGUR | ES ARE NOT A | BSOLUTE | | | |
| Data proportions in | n % | | | | | |
| Motor cars | 76 | N | Notor cycles | 1 P | ublic service | 0 |
| Light goods | 17 | |)GV (1) | | GV (2) | 1 |
| | | | | | axis | 4 |
| Covid-19 Restriction | count recorded | No | ey was undertaken at a | | | _ |
| Time | | Arr 83 | Dep 81 | Totals 164 | Parking Accum | |
| 00:00-01:0 | | | | | | |
| 01:00-02:0 | 00 00 | | | | | |
| | | | | | | |
| 02:00-03:0 | | | | | | |
| 03:00-04:0 | 00 | | | | | |
| 03:00-04:0 04:00-05:0 | 00 | | | | | |
| 03:00-04:0 04:00-05:0 05:00-06:0 | 00 00 00 | | | | | |
| 03:00-04:0 04:00-05:0 05:00-06:0 06:00-07:0 | DO 00 DO 00 DO 00 | | | | | |
| 03:00-04:0 04:00-05:0 05:00-06:0 06:00-07:0 07:00-08:0 | 00 00 00 00 00 00 | 3 | 13 | 16 | (-10) | |
| 03:00-04:0 04:00-05:0 05:00-06:0 06:00-07:0 07:00-08:0 08:00-09:0 | 00 | 4 | 10 | 14 | (-16) | |
| 03:00-04:0 04:00-05:0 05:00-06:0 06:00-07:0 07:00-08:0 08:00-09:0 09:00-10:0 | 00 00 00 00 00 00 00 00 00 00 00 00 00 00 | 4 5 | 10 6 | 14 11 | (-16) (-17) | |
| 03:00-04:0 04:00-05:0 05:00-06:0 06:00-07:0 07:00-08:0 08:00-09:0 09:00-10:0 10:00-11:0 | 00 00 00 00 00 00 00 00 00 00 00 00 00 00 | 4 5 2 | 10 6 1 | 14 11 3 | (-16) (-17) (-16) | |
| 03:00-04:0 04:00-05:0 05:00-06:0 06:00-07:0 07:00-08:0 08:00-09:0 10:00-11:0 11:00-12:0 | 00 | 4 5 2 8 | 10 6 1 3 | 14 11 3 11 | (-16) (-17) (-16) (-11) | |
| 03:00-04:0 04:00-05:0 05:00-06:0 06:00-07:0 07:00-08:0 09:00-10:0 10:00-11:0 11:00-12:0 12:00-13:0 | 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 | 4 5 2 8 4 | 10 6 1 3 9 | 14 11 3 11 13 | (-16) (-17) (-16) (-11) (-16) | |
| 03:00-04:0 04:00-05:0 05:00-06:0 06:00-07:0 07:00-08:0 09:00-10:0 10:00-11:0 11:00-12:0 13:00-14:0 | 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 | 4 5 2 8 4 9 | 10 6 1 3 9 9 | 14 11 3 11 13 18 | (-16) (-17) (-16) (-11) (-16) (-16) | |
| 03:00-04:0 04:00-05:0 05:00-06:0 06:00-07:0 07:00-08:0 09:00-10:0 10:00-11:0 11:00-12:0 12:00-13:0 13:00-14:0 14:00-15:0 | 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 | 4 5 2 8 4 9 9 | 10 6 1 3 9 9 7 | 14 11 3 11 13 18 16 | (-16) (-17) (-16) (-11) (-16) (-16) (-16) (-14) | |
| 03:00-04:0 04:00-05:0 05:00-06:0 06:00-07:0 07:00-08:0 09:00-10:0 10:00-11:0 12:00-13:0 13:00-14:0 14:00-15:0 15:00-16:0 | 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 | 4 5 2 8 4 9 9 8 | 10 6 1 3 9 9 7 7 4 | 14 11 3 11 13 18 16 12 | (-16) (-17) (-16) (-11) (-16) (-16) (-16) (-14) (-10) | |
| 03:00-04:0 04:00-05:0 05:00-06:0 07:00-08:0 08:00-07:0 09:00-10:0 11:00-12:0 12:00-13:0 13:00-14:0 14:00-15:0 15:00-16:0 16:00-17:0 | 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 | 4 5 2 8 4 9 9 9 8 14 | 10 6 1 3 9 9 7 7 4 6 | 14 11 3 11 13 18 16 12 20 | (-16) (-17) (-16) (-11) (-16) (-16) (-16) (-14) (-10) (-2) | |
| 03:00-04:0 04:00-05:0 05:00-06:0 06:00-07:0 07:00-08:0 09:00-10:0 10:00-11:0 12:00-13:0 14:00-15:0 15:00-16:0 17:00-18:0 | 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 | 4 5 2 8 4 9 9 9 8 14 12 | 10 6 1 3 9 9 7 7 4 6 7 | 14 11 3 11 13 18 16 12 20 19 | (-16) (-17) (-16) (-11) (-16) (-16) (-16) (-14) (-10) (-2) (3) | |
| 03:00-04:0 04:00-05:0 05:00-06:0 06:00-07:0 07:00-08:0 09:00-10:0 10:00-11:0 12:00-13:0 13:00-14:0 14:00-15:0 15:00-16:0 17:00-18:0 18:00-19:0 | 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 | 4 5 2 8 4 9 9 9 8 14 | 10 6 1 3 9 9 7 7 4 6 | 14 11 3 11 13 18 16 12 20 | (-16) (-17) (-16) (-11) (-16) (-16) (-16) (-14) (-10) (-2) | |
| 03:00-04:0 04:00-05:0 05:00-06:0 06:00-07:0 07:00-08:0 09:00-10:0 10:00-11:0 11:00-12:0 13:00-14:0 14:00-15:0 15:00-16:0 16:00-17:0 17:00-18:0 19:00-20:0 | DO 00 | 4 5 2 8 4 9 9 9 8 14 12 | 10 6 1 3 9 9 7 7 4 6 7 | 14 11 3 11 13 18 16 12 20 19 | (-16) (-17) (-16) (-11) (-16) (-16) (-16) (-14) (-10) (-2) (3) | |
| 03:00-04:0 04:00-05:0 05:00-06:0 06:00-07:0 07:00-08:0 09:00-10:0 10:00-11:0 11:00-12:0 12:00-13:0 14:00-15:0 16:00-17:0 17:00-18:0 18:00-19:0 20:00-21:0 | 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 | 4 5 2 8 4 9 9 9 8 14 12 | 10 6 1 3 9 9 7 7 4 6 7 | 14 11 3 11 13 18 16 12 20 19 | (-16) (-17) (-16) (-11) (-16) (-16) (-16) (-14) (-10) (-2) (3) | |
| 03:00-04:0 04:00-05:0 05:00-06:0 06:00-07:0 07:00-08:0 09:00-10:0 10:00-11:0 12:00-13:0 14:00-15:0 15:00-16:0 17:00-18:0 18:00-19:0 19:00-20:0 | 200 200 200 200 | 4 5 2 8 4 9 9 9 8 14 12 | 10 6 1 3 9 9 7 7 4 6 7 | 14 11 3 11 13 18 16 12 20 19 | (-16) (-17) (-16) (-11) (-16) (-16) (-16) (-14) (-10) (-2) (3) | |

<u>Comments</u> 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.

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|---------------------|--------------------------|-------------------------------|-----------------------|--------------------|
| SURVEY DAY DETAI | LS FOR SF-03-A-08 / 06 | | | Page 11 |
| 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: OGV

Data proportions in %

OGV (2) 50

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

OGV (1) 50

| 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 | | | | |

| SURVE | Y DAY DETAILS FOR S | SF-03-A-08 / 03 | S Consortium Limited, 202 | 1. All rights reserved | Thursday 28/10/21 Page 12 |
|---------|---------------------------------------|---------------------|---------------------------|------------------------|------------------------------|
| Bancrof | t Consulting Jarodale | House, Sherwood No | ittingham | | Licence No: 539501 |
| | Site reference: Vehicles surveyed: | SF-03-A-08 Taxis | Survey date: 16/09/20 | Day of we | ek: Wednesday |
| | Time | Arr 3 | Dep 3 | Totals 6 | Accumulation |
| | 00:00-01:00 | 7.11 0 | 2000 | | roournalation |
| | 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 | | | | |

| TRICS 7.8.3 290921 B20.26 SURVEY DAY DETAILS FOR | SF-03-A-08 / 02 | | . All rights reserved | Thursday 28/10/21 Page 13 |
|---|----------------------|-----------------------|-----------------------|------------------------------|
| Bancroft Consulting Jarodale | e House, Sherwood No | ttingham | | Licence No: 539501 |
| Site reference: | SF-03-A-08 | Survey date: 16/09/20 | Day of wee | ek: 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 | | | | |

| TRICS 7.8.3 290921 B20.26 E SURVEY DAY DETAILS FOR SF | -03-A-08 / 05 | · · · | . All rights reserved | Thursday 28/10/21 Page 14 |
|--|---------------------|-----------------------|-----------------------|------------------------------|
| Bancroft Consulting Jarodale H | louse, Sherwood Not | tingham | | Licence No: 539501 |
| Site reference: S | SF-03-A-08 | Survey date: 16/09/20 | Day of wee | ek: Wednesday |
| Vehicles surveyed: L | GV | | | |
| 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 | | | | |

| TRICS 7.8.3 290921 B20.26 SURVEY DAY DETAILS FOR 3 Bancroft Consulting Jarodale | SF-03-A-08 / 04 | S Consortium Limited, 2021 ttingham | I. All rights reserved | Thursday 28/10/21 Page 15 Licence No: 539501 |
|---|-----------------|--|------------------------|--|
| barleront consulting surodule | | | | |
| Site reference: | SF-03-A-08 | Survey date: 16/09/20 | Day of we | ek: Wednesday |
| | | | | |
| Vehicles surveyed: | Motor Cycles | | | |
| T ! | A 1 | Derit | Tatala O | 0 |
| 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 | | | | (2) |
| 07:00-08:00 | 0 | 0 | 0 | (0) |
| 08:00-09:00 | 0 | 1 | I | (-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 | | | | |

| SURVEY DAY D | ETAILS FOR SF | -03-A-08 / 07 | S Consortium Limited, 202 | 21. All rights reserved | Thursday 28/10/21 Page 16 |
|------------------|----------------|--------------------|---------------------------|-------------------------|------------------------------|
| Bancroft Consult | ing Jarodale H | ouse, Sherwood Not | tingham | | Licence No: 539501 |
| Site refe | | F-03-A-08 | Survey date: 16/09/20 | Day of we | ek: Wednesday |
| Vehicles | s surveyed: C | Cycles | | | |
| | Time | Arr 2 | Dep 2 | Totals 4 | Accumulation |
| 0 | 0:00-01:00 | | | | |
| 0 | 1:00-02:00 | | | | |
| 0 | 2:00-03:00 | | | | |
| 0 | 3:00-04:00 | | | | |
| 0 | 4:00-05:00 | | | | |
| 0 | 5:00-06:00 | | | | |
| 0 | 6:00-07:00 | | | | |
| 0 | 7:00-08:00 | 0 | 0 | 0 | (0) |
| 0 | 8:00-09:00 | 0 | 1 | 1 | (-1) |
| 0 | 9:00-10:00 | 0 | 0 | 0 | (-1) |
| 1 | 0:00-11:00 | 0 | 0 | 0 | (-1) |
| 1 | 1:00-12:00 | 0 | 0 | 0 | (-1) |
| 1 | 2:00-13:00 | 0 | 1 | 1 | (-2) |
| 1 | 3:00-14:00 | 1 | 0 | 1 | (-1) |
| 1 | 4:00-15:00 | 0 | 0 | 0 | (-1) |
| 1 | 5:00-16:00 | 0 | 0 | 0 | (-1) |
| 1 | 6:00-17:00 | 0 | 0 | 0 | (-1) |
| 1 | 7:00-18:00 | 1 | 0 | 1 | (0) |
| 1 | 8:00-19:00 | 0 | 0 | 0 | (0) |
| 1 | 9:00-20:00 | | | | |
| 2 | 0:00-21:00 | | | | |
| 2 | 1:00-22:00 | | | | |
| 2 | 2:00-23:00 | | | | |
| 2 | 3:00-24:00 | | | | |

| SITE DETAILS FOR SY-03-A-02 | TRICS Consortium Limited, 2021. All rights reserved Thursday 28/10/21 Page 1 |
|--|---|
| 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: 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? Is the location of the site hilly or flat: Urban Regeneration: | No No Flat 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 |

<u>Comments</u>

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
 - None
- 13. Pedal cycles None

14. Public transport

None

Design features encouraging non-car modes

| Road Network Distance to Local Develop | ments |
|--|-----------------|
| 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 DataYear of Census2011Census Output Area/Data ZoneE00039255Number of people employed within Census Output Area188Number of households within Census Output Area163Number of people living within Census Output Area367Area of Census Output Area (hectares)77.73Population density within Census Output Area (per hectare)4.70

| Site reference: SY-03-A-02 Trade name: ORCHARD CROFT Site area (h/a): 1.20 Site area excluding public 1.10 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 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 5 No of units with 4 bedrooms 5 No of units with 4 bedrooms 20 | TRICS 7.8.3 290921 B20.26 Database right of DEVELOPMENT DETAILS FOR SY-03-A-02 / 01 | TRICS Consortium Limited, 2021. All rights reserved | Thursday 28/10/21 Page 3 |
|---|---|---|-----------------------------|
| Trade name:ORCHARD CROFTSite area (h/a):1.20Site area excluding public open spaces (h/a):1.10Open since1997Occupied dwellings25Unoccupied dwellings0Total dwellings25Unoccupied dwellings25Non-Privately owned units25Non-Privately owned units0Name of nearest siteBROOKLANDS CROFTDistance to nearest similar site0.4 KmAverage Bedrooms Per Unit4.04No of units with 1 bedroom0No of units with 2 bedrooms0No of units with 2 bedrooms20 | Bancroft Consulting Jarodale House, Sherwood | Nottingham | Licence No: 539501 |
| Site area (h/a): open spaces (h/a):1.20Site area excluding public open spaces (h/a):1.10Open since1997Occupied dwellings Unoccupied dwellings25Unoccupied dwellings Total dwellings02525Housing Density Privately owned units22.73Privately owned units Name of nearest site0Name of nearest site Distance to nearest similar siteBROOKLANDS CROFTNo of units with 1 bedrooms No of units with 1 bedrooms0No of units with 3 bedrooms No of units with 4 bedrooms20 | Site reference: | SY-03-A-02 | |
| 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 | Trade name: | ORCHARD CROFT | |
| open spaces (h/a):1.10Open since1997Occupied dwellings25Unoccupied dwellings0Total dwellings25Housing Density22.73Privately owned units25Non-Privately owned units0Name of nearest siteBROOKLANDS CROFTDistance to nearest similar site0.4 KmAverage Bedrooms Per Unit4.04No of units with 1 bedroom0No of units with 2 bedrooms0No of units with 3 bedrooms5No of units with 4+ bedrooms20 | | 1.20 | |
| 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 bedroomss 0 No of units with 3 bedrooms 5 No of units with 4+ bedrooms 20 | | | |
| Occupied dwellings25Unoccupied dwellings0Total dwellings25Housing Density22.73Privately owned units25Non-Privately owned units0Name of nearest siteBROOKLANDS CROFTDistance to nearest similar site0.4 KmAverage Bedrooms Per Unit4.04No of units with 1 bedroom0No of units with 2 bedrooms0No of units with 2 bedrooms5No of units with 4 + bedrooms20 | open spaces (h/a): | 1.10 | |
| Unoccupied dwellings0Total dwellings25Housing Density22.73Privately owned units25Non-Privately owned units0Name of nearest siteBROOKLANDS CROFTDistance to nearest similar site0.4 KmAverage Bedrooms Per Unit4.04No of units with 1 bedroom0No of units with 2 bedrooms0No of units with 3 bedrooms5No of units with 4+ bedrooms20 | Open since | 1997 | |
| Total dwellings25Housing Density22.73Privately owned units25Non-Privately owned units0Name of nearest siteBROOKLANDS CROFTDistance to nearest similar site0.4 KmAverage Bedrooms Per Unit4.04No of units with 1 bedroom0No of units with 2 bedrooms0No of units with 3 bedrooms5No of units with 4+ bedrooms20 | Occupied dwellings | 25 | |
| Housing Density22.73Privately owned units25Non-Privately owned units0Name of nearest siteBROOKLANDS CROFTDistance to nearest similar site0.4 KmAverage Bedrooms Per Unit4.04No of units with 1 bedroom0No of units with 2 bedrooms0No of units with 3 bedrooms5No of units with 4+ bedrooms20 | Unoccupied dwellings | 0 | |
| Privately owned units25Non-Privately owned units0Name of nearest siteBROOKLANDS CROFTDistance to nearest similar site0.4 KmAverage Bedrooms Per Unit4.04No of units with 1 bedroom0No of units with 2 bedrooms0No of units with 3 bedrooms5No of units with 4+ bedrooms20 | Total dwellings | 25 | |
| Non-Privately owned units0Name of nearest siteBROOKLANDS CROFTDistance to nearest similar site0.4 KmAverage Bedrooms Per Unit4.04No of units with 1 bedroom0No of units with 2 bedrooms0No of units with 3 bedrooms5No of units with 4+ bedrooms20 | | | |
| Name of nearest siteBROOKLANDS CROFTDistance to nearest similar site0.4 KmAverage Bedrooms Per Unit4.04No of units with 1 bedroom0No of units with 2 bedrooms0No of units with 3 bedrooms5No of units with 4+ bedrooms20 | | | |
| Distance to nearest similar site0.4 KmAverage Bedrooms Per Unit4.04No of units with 1 bedroom0No of units with 2 bedrooms0No of units with 3 bedrooms5No of units with 4+ bedrooms20 | | 0 | |
| Average Bedrooms Per Unit4.04No of units with 1 bedroom0No of units with 2 bedrooms0No of units with 3 bedrooms5No of units with 4+ bedrooms20 | | | |
| No of units with 1 bedroom0No of units with 2 bedrooms0No of units with 3 bedrooms5No of units with 4+ bedrooms20 | Distance to nearest similar site | 0.4 Km | |
| No of units with 2 bedrooms0No of units with 3 bedrooms5No of units with 4+ bedrooms20 | Average Bedrooms Per Unit | 4.04 | |
| No of units with 3 bedrooms5No of units with 4+ bedrooms20 | No of units with 1 bedroom | 0 | |
| No of units with 4+ bedrooms 20 | | | |
| | | | |
| | | | |
| Total bedrooms 101 | | | |
| Unit Density 20.8 | 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: | | | |

| <u>On-Site parking</u> Total no. of parking spaces Parking Spaces Per Hectare Parking Spaces Per Dwelling | 102 85.000 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 Clu | h? |
| | No |
| | |
| Types of servicing vehicle parking ta | king place |
| on-site (internal, within specified ba | |
| | Yes |
| off-site (on-street, in designated loa | ding/servicing bays) |
| | No |
| off-site (in restricted areas e.g. doub | ole vellow lines) |
| | No |
| Off-Site parking details | |
| Is there off-site parking available | |
| ie inere en ene parting aranabie | Νο |
| Off-Site parking included in the cour | |
| | No |
| Free On-Street parking available nea | |
| ····· ··· ··· ··· ···· ··············· | No |
| If prepared to pay, easy to find som | |
| | |
| Parking restrictions | |

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

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|--|---|---|---|--|---|---|--------------|------------|
| TRAVEL PLAN DETA | ILS FOR | SITE SY-03-A-02 | | | | | | Page 5 |
| Bancroft Consulting | Jarodale | House, Sherwood | Nottingham | | | | Licence | No: 539501 |
| | | <u>eatures</u> cycle parking for ea | ch property pr | ovides enhance | ed security to resi | idents and help | to encoura | ge |
| are also prov The Travel Pl (https://cam | ided with a an Co-ordi share.co.u | p to the value of £50 a subsidised travel vo nator promotes use k and https://liftshan are of the level of pa | oucher of £96 of the Cambrid re.com), along | which is valid o Igeshire and na with details of | on bus services or ational car share of f the benefits that | perating along M databases these bring. | Main Street. | |
| <u>Travel Plan T</u> Type | ype | | | | Compulsory | | | |

| Travel Plan History |
|--|
| Date of Travel Plan implementation |
| 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? |

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

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

Travel Plan Modal Split Targets Did the Travel Plan identify mode split targets? If YES, when? Vehicle Occupants Cyclists Public Transport Users

Yes March 2017 86% 2% 5% 6%

Residents

Part time

Yes

March 2017

No

Yes March 2017 76% 5% 10% 8%

Pedestrians

<u>Travel Plan Targets</u> 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?

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|---|-----------------------------|
| Bancroft Consulting Jarodale House, Sherwood Nottingham | Licence No: 539501 |
| | |
| 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 | |
| raciois that may have affected the rates | |
| Additional Travel Plan comments | |
| The site layout incorporates high quality pedestrian routes through the site, linking with the local netw | ork 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 | |

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|--|---|-----------------------------|
| Bancroft Consulting Jarodale House, Sherwood Not | ttingham | Licence No: 539501 |
| The provision of secure cycle parking for each p cycling. Cycle parking is provided within each pr | e provided to the first occupant of each household. roperty provides enhanced security to residents and roperty within garages or sheds. e to main local residential areas were already presen | |
| <u>Car Sharing Measures</u> Car-share matching system where employer tak active role in setting up car-share teams (i.e. more than just a voluntary noticeboard) Date implemented Capital cost Annual operating cost | xes No | |
| Guaranteed free ride home available to all staff if they car-share and need to get home in an emergency Date implemented Capital cost Annual operating cost | No | |
| Priority parking spaces for car-sharers close to building entrances Date implemented Capital cost Annual operating cost | No | |
| Car Club available locally that could be used by occupants of the site | No | |
| Does the site operate its own Car Club, or subso to an independent Car Club organisation? | no No | |
| | ne Cambridgeshire and national car share databases om), along with details of the benefits that these brir | ng. |
| <u>Car Parking Management</u> 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) Date implemented Capital cost Annual operating cost | No | |
| Charging for parking for Travel Plan target group (e.g. staff, patients, visitors, etc. Date implemented Capital cost Annual operating cost Charge Period of Charge | No | |
| Parking enforcement (e.g. barrier control, parking attendants, clamping, ticketing) on-site Date implemented Capital cost Annual operating cost | No | |

| VEL PLAN DETAIL | LS FOR SITE SY-03-A-02 | RICS Consortium Limited, 2021. All rights reserved | Thursday 28/10/2 Page |
|---|--|---|--------------------------|
| croft Consulting | Jarodale House, Sherwood | Nottingham | Licence No: 53950 |
| Additional com | ments | | |
| | | arking available at their new home and the overall level a | available within the |
| site. | | | |
| Financial Incen | | | |
| | of £2 or more to staff not | | |
| | (also known as cash-out) | No | |
| Date implemen | ited | | |
| Capital cost Annual operatir | ag cost | | |
| Daily payment | | | |
| | nt to give up entitlement to a | | |
| parking permit | it to give up entitiement to a | No | |
| Date implemen | ted | | |
| Capital cost | | | |
| Annual operatir | ng cost | | |
| Annual paymer | | | |
| | mployees with season | | |
| ticket/cycle loa | ns | No | |
| Date implemen | ted | | |
| Capital cost | | | |
| Annual operatir | | | |
| Annual loans va | alue | | |
| Additional com | | | |
| | | of £96 are provided to the first occupant of each househo | old, which are valid |
| on bus services | s operating along Main Street | t. | |
| | | | |
| Dublic Transport | | | |
| Public Transpor | <u>t Measures</u> illities (clean, grafitti free | | |
| Bus waiting fac | ilities (clean, grafitti-free | | |
| Bus waiting fac bus shelter and | ilities (clean, grafitti-free I seats close to (e.g. | Νο | |
| Bus waiting fac bus shelter and within 400 met | ilities (clean, grafitti-free I seats close to (e.g. res) the site's main entrance | e No | |
| Bus waiting fac bus shelter and within 400 met Date implemen | ilities (clean, grafitti-free I seats close to (e.g. res) the site's main entrance | e No | |
| Bus waiting fac bus shelter and within 400 met | ilities (clean, grafitti-free I seats close to (e.g. res) the site's main entrance ted | e No | |
| Bus waiting fac bus shelter and within 400 met Date implemen Capital cost Annual operatir | ilities (clean, grafitti-free I seats close to (e.g. res) the site's main entrance ted ng cost | | |
| Bus waiting fac bus shelter and within 400 met Date implemen Capital cost Annual operatir | illities (clean, grafitti-free I seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site | | |
| Bus waiting fac bus shelter and within 400 met Date implemen Capital cost Annual operatir New/improved | illities (clean, grafitti-free I seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site | | |
| Bus waiting fac bus shelter and within 400 met Date implemen Capital cost Annual operatir New/improved Date implemen | illities (clean, grafitti-free I seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted | | |
| Bus waiting fac bus shelter and within 400 met Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir | illities (clean, grafitti-free I seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted | e No | |
| Bus waiting fac bus shelter and within 400 met Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir | illities (clean, grafitti-free I seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted ng cost pedestrian routes to bus/trai | e No | |
| Bus waiting fac bus shelter and within 400 met Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir Secure well-lit stops within 40 Date implemen | illities (clean, grafitti-free I seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted ng cost pedestrian routes to bus/trai 0 metres | e No | |
| Bus waiting fac bus shelter and within 400 met Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir Secure well-lit stops within 40 Date implemen Capital cost | illities (clean, grafitti-free I seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted ng cost pedestrian routes to bus/tran 0 metres ted | e No | |
| Bus waiting fac bus shelter and within 400 met Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir Secure well-lit stops within 40 Date implemen | illities (clean, grafitti-free I seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted ng cost pedestrian routes to bus/tran 0 metres ted | e No | |
| Bus waiting fac bus shelter and within 400 met Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir Secure well-lit stops within 40 Date implemen Capital cost Annual operatir | illities (clean, grafitti-free I seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted ng cost pedestrian routes to bus/tran 0 metres ted | e No | |
| Bus waiting fac bus shelter and within 400 met Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir Secure well-lit Secure well-lit Annual operatir | illities (clean, grafitti-free I seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted ng cost pedestrian routes to bus/tran 0 metres ted ng cost pedestrian routes to | e No | |
| Bus waiting fac bus shelter and within 400 met Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir Secure well-lit Secure well-lit Annual operatir | illities (clean, grafitti-free I seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted ng cost pedestrian routes to bus/tran 0 metres ted ng cost pedestrian routes to s within 1000 metres | e No m Yes | |
| Bus waiting fac bus shelter and within 400 met Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir Secure well-lit stops within 40 Date implemen Capital cost Annual operatir Secure well-lit Secure well-lit railway stations | illities (clean, grafitti-free I seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted ng cost pedestrian routes to bus/tran 0 metres ted ng cost pedestrian routes to s within 1000 metres | e No m Yes | |
| Bus waiting fac bus shelter and within 400 met Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir Secure well-lit stops within 40 Date implemen Capital cost Annual operatir Secure well-lit railway stations Date implemen | illities (clean, grafitti-free I seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted ng cost pedestrian routes to bus/tran 0 metres ted ng cost pedestrian routes to s within 1000 metres ted | e No m Yes | |
| Bus waiting fac bus shelter and within 400 met Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir Secure well-lit stops within 40 Date implemen Capital cost Annual operatir Secure well-lit railway stations Date implemen Capital cost Annual operatir | illities (clean, grafitti-free I seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted ng cost pedestrian routes to bus/trai 0 metres ted ng cost pedestrian routes to s within 1000 metres ted | e No m Yes | |
| Bus waiting fac bus shelter and within 400 met Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir Secure well-lit stops within 40 Date implemen Capital cost Annual operatir Secure well-lit railway stations Date implemen Capital cost Annual operatir Public transpor | illities (clean, grafitti-free I seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted ng cost pedestrian routes to bus/trai 0 metres ted ng cost pedestrian routes to s within 1000 metres ted ng cost ted ng cost | e No m Yes | |
| Bus waiting fac bus shelter and within 400 met Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir Secure well-lit stops within 40 Date implemen Capital cost Annual operatir Secure well-lit railway stations Date implemen Capital cost Annual operatir Public transpor | illities (clean, grafitti-free seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted ng cost pedestrian routes to bus/trai 0 metres ted ng cost pedestrian routes to s within 1000 metres ted ng cost t information provided on nd/or computer | e No m Yes No | |
| Bus waiting fac bus shelter and within 400 met Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir Secure well-lit p stops within 40 Date implemen Capital cost Annual operatir Secure well-lit p railway stations Date implemen Capital cost Annual operatir Public transpor | illities (clean, grafitti-free seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted ng cost pedestrian routes to bus/trai 0 metres ted ng cost pedestrian routes to s within 1000 metres ted ng cost t information provided on nd/or computer | e No m Yes No | |
| Bus waiting fac bus shelter and within 400 met Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir Secure well-lit stops within 40 Date implemen Capital cost Annual operatir Secure well-lit railway stations Date implemen Capital cost Annual operatir Public transpor site on paper a Date implemen | illities (clean, grafitti-free iseats close to (e.g. res) the site's main entrance ted ing cost bus services close to the site ted ing cost pedestrian routes to bus/trai 0 metres ted ing cost pedestrian routes to s within 1000 metres ted ing cost ted ing cost ted ing cost ted | e No m Yes No Yes March 2021 | |
| Bus waiting fac bus shelter and within 400 met Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir Secure well-lit stops within 40 Date implemen Capital cost Annual operatir Secure well-lit railway stations Date implemen Capital cost Annual operatir Public transpor- site on paper a Date implemen Capital cost Annual operatir | illities (clean, grafitti-free iseats close to (e.g. res) the site's main entrance ted ing cost bus services close to the site ted ing cost pedestrian routes to bus/tran 0 metres ted ing cost pedestrian routes to s within 1000 metres ted ing cost t information provided on ind/or computer ted | n No Yes No Yes March 2021 3500 | |
| Bus waiting fac bus shelter and within 400 met Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir Secure well-lit stops within 40 Date implemen Capital cost Annual operatir Secure well-lit railway stations Date implemen Capital cost Annual operatir Public transpor site on paper a Date implemen Capital cost Annual operatir | illities (clean, grafitti-free seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted ng cost pedestrian routes to bus/tran 0 metres ted ng cost pedestrian routes to s within 1000 metres ted ng cost t information provided on nd/or computer ted ng cost wareness raising material | n No Yes No Yes March 2021 3500 | |
| Bus waiting fac bus shelter and within 400 met Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir Secure well-lit stops within 40 Date implemen Capital cost Annual operatir Secure well-lit railway stations Date implemen Capital cost Annual operatir Public transpor- site on paper a Date implemen Capital cost Annual operatir | illities (clean, grafitti-free seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted ng cost pedestrian routes to bus/tran 0 metres ted ng cost pedestrian routes to s within 1000 metres ted ng cost t information provided on nd/or computer ted ng cost wareness raising material blic transport | e No m Yes No No Yes March 2021 3500 650 | |
| Bus waiting fac bus shelter and within 400 met Date implemen Capital cost Annual operatir New/improved Date implemen Capital cost Annual operatir Secure well-lit stops within 40 Date implemen Capital cost Annual operatir Secure well-lit railway stations Date implemen Capital cost Annual operatir Public transpor site on paper a Date implemen Capital cost Annual operatir Public transport site on paper a Date implemen Capital cost Annual operatir Public transport abate implemen Capital cost Annual operatir | illities (clean, grafitti-free seats close to (e.g. res) the site's main entrance ted ng cost bus services close to the site ted ng cost pedestrian routes to bus/tran 0 metres ted ng cost pedestrian routes to s within 1000 metres ted ng cost t information provided on nd/or computer ted ng cost wareness raising material blic transport | e No m Yes No No Yes March 2021 3500 650 Yes | |

| 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 BusShuttle bus(es) to main staff/customerresidential areasNoDate implementedCapital costAnnual operating costNoShuttle bus(es) to railway and/or bus station(s)NoDate implementedCapital costCapital costAnnual operating cost

Additional comments

| S 7.8.3 290921 B20.26 VEY DAY DETAILS FOR S | SY-03-A-02 / 01 | | I, 2021. All rights reserve | | Page |
|--|---------------------------|--------------------|-----------------------------|------------------|--------|
| roft Consulting Jarodale | e House, Sherwood | Nottingham | | Licence | No: 53 |
| Site reference: | SY-03-A-02 | Survey date: 10/09 | 9/20 Day o | f week: Thursday | |
| Survey type: | Manual Count | | | | |
| AM weather: | Mild and Clear | | | | |
| PM weather: | Mild and Cloudy | | | | |
| Initial car park occupar BRACKETED ACCUMUL | າດy: ATION FIGURES ARE | | al car park occupancy: | | |
| Parking Capacity | | | | | |
| Data proportions in % | | | | | |
| Motor cars | 87 | Motor cycles | 0 | Public service | 0 |
| Light goods | 9 | OGV (1) | 4 | OGV (2) | 0 |
| 5 5 | | | | Taxis | 0 |
| Time | Arr 01 | Don 90 | Totala 100 | Darking Assum | |
| Time | Arr 91 | Dep 89 | Totals 180 | Parking Accum | 1 |
| 00:00-01:00 | | | | | |
| 01:00-02:00 | | | | | |
| 02:00-03:00 | | | | | |
| 03:00-04:00 | | | | | |
| 04:00-05:00 | | | | | |
| 06:00-07:00 | | | | | |
| 07:00-08:00 | 2 | 10 | 12 | (-8) | |
| 08:00-09:00 | 5 | | 17 | (-15) | |
| 09:00-10:00 | 4 | | 14 | (-21) | |
| 10:00-11:00 | 7 | | 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 | | 13 | (-10) | |
| 16:00-17:00 | 9 | | 16 | (-8) | |
| 17.00.10.00 | 12 | | 20 | (-4) | |
| 17:00-18:00 | 18 | 12 | 30 | (2) | |
| 18:00-19:00 | | 1 | | | |
| 18:00-19:00 19:00-20:00 | | | | | |
| 18:00-19:00 19:00-20:00 20:00-21:00 | | | | | |
| 18:00-19:00 19:00-20:00 20:00-21:00 21:00-22:00 | | | | | |
| 18:00-19:00 19:00-20:00 20:00-21:00 | | | | | |

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

| TRICS 7.8.3 290921 B20.26 SURVEY DAY DETAILS FOR | | TRICS Consortiu | m Limited, 202 | 21. All rights reserved | Thursday 28/10/21 Page 11 |
|---|-------------------|-----------------|----------------|-------------------------|------------------------------|
| Bancroft Consulting Jarodal | e House, Sherwood | Nottingham | | | Licence No: 539501 |
| Site reference: | SY-03-A-02 | Survey da | ate: 10/09/20 | Day of wee | ek: 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 | | | | |

| TRICS 7.8.3 290921 B20.2 SURVEY DAY DETAILS FO | | TRICS Consortium Limited, 202 | 21. All rights reserved | Thursday 28/10/2 Page 2 |
|---|---------------------|-------------------------------|-------------------------|----------------------------|
| Bancroft Consulting Jarod | ale House, Sherwood | Nottingham | | Licence No: 53950 |
| Site reference: | SY-03-A-02 | Survey date: 10/09/20 | Day of w | eek: 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 | | | 11 | (-17) |
| 11:00-12:00 | 0 | | 14 | (-13) |
| 12:00-13:00 | 6 | 6 2 | 8 | (-9) |
| 13:00-14:00 | Ę | 5 3 | 8 | (-7) |
| 14:00-15:00 | 4 | 4 5 | 9 | (-8) |
| 15:00-16:00 | 4 | | 9 | (-9) |
| 16:00-17:00 | 3 | | 14 | (-7) |
| 17:00-18:00 | 12 | 2 8 | 20 | (-3) |
| 18:00-19:00 | 18 | 3 12 | 30 | (3) |
| 19:00-20:00 | | | | |
| 20:00-21:00 | | | | |
| 21:00-22:00 | | | | |
| 22:00-23:00 | | | | |
| 23:00-24:00 | | | | |

| TRICS 7.8.3 290921 B20.20 SURVEY DAY DETAILS FOR | R SY-03-A-02 / 03 | | . All rights reserved | Thursday 28/10/21 Page 13 |
|---|-----------------------|-----------|-----------------------|------------------------------|
| Bancroft Consulting Jaroda | ale House, Sherwood N | ottingham | | Licence No: 539501 |
| Site reference: | SY-03-A-02 | Day of we | ek: 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 | | | | , <i>í</i> |
| 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

| | | ARRIVALS | | | DEPARTURES | | TOTALS | | |
|---------------|------|----------|-------|------|------------|-------|--------|--------|-------|
| | No. | Ave. | Trip | No. | Ave. | Trip | No. | Ave. | Trip |
| Time Range | Days | DWELLS | Rate | Days | DWELLS | Rate | Days | DWELLS | 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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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

| Trip rate parameter range selected: | 19 - 34 (units:) |
|---|---------------------|
| Survey date 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

| | | ARRIVALS | | [| DEPARTURES | | TOTALS | | |
|---------------|------|----------|-------|------|------------|-------|--------|--------|-------|
| | No. | Ave. | Trip | No. | Ave. | Trip | No. | Ave. | Trip |
| Time Range | Days | DWELLS | Rate | Days | DWELLS | Rate | Days | DWELLS | 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.

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

| | | ARRIVALS | | | DEPARTURES | | TOTALS | | |
|---------------|------|----------|-------|------|------------|-------|--------|--------|-------|
| | No. | Ave. | Trip | No. | Ave. | Trip | No. | Ave. | Trip |
| Time Range | Days | DWELLS | Rate | Days | DWELLS | Rate | Days | DWELLS | 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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED CYCLISTS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

| | | ARRIVALS | | [| DEPARTURES | • | TOTALS | | |
|---------------|------|----------|-------|------|------------|-------|--------|--------|-------|
| | No. | Ave. | Trip | No. | Ave. | Trip | No. | Ave. | Trip |
| Time Range | Days | DWELLS | Rate | Days | DWELLS | Rate | Days | DWELLS | 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.

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

| | | ARRIVALS | | | DEPARTURES | | TOTALS | | |
|---------------|------|----------|-------|------|------------|-------|--------|--------|-------|
| | No. | Ave. | Trip | No. | Ave. | Trip | No. | Ave. | Trip |
| Time Range | Days | DWELLS | Rate | Days | DWELLS | Rate | Days | DWELLS | 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.

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

| | ARRIVALS | | | | DEPARTURES | | TOTALS | | |
|---------------|----------|--------|-------|------|------------|-------|--------|--------|-------|
| | No. | Ave. | Trip | No. | Ave. | Trip | No. | Ave. | Trip |
| Time Range | Days | DWELLS | Rate | Days | DWELLS | Rate | Days | DWELLS | 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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED MOTOR CYCLES Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

| | ARRIVALS | | | | DEPARTURES | • | TOTALS | | |
|---------------|----------|--------|-------|------|------------|-------|--------|--------|-------|
| | No. | Ave. | Trip | No. | Ave. | Trip | No. | Ave. | Trip |
| Time Range | Days | DWELLS | Rate | Days | DWELLS | Rate | Days | DWELLS | 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.

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