

Land North of Mill Lane, Sawston, Cambridge CB22 3HZ

Transport Technical Note

Northwest Biotherapeutics Capital Limited

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The content of this report is based on information available as of 18 September 2026, the validity of the statements made may therefore vary over time as planning guidance / policies and the evidence base change.



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1 Introduction

1.1 Introduction

1.1.1 This Transport Statement has been prepared by EAS on behalf of Northwest Biotherapeutics Capital Limited to provide transport planning advice in support of the Regulation 19 stage of the Greater Cambridge Local Plan.

1.1.2 The Site being considered is the Land north of Mill Lane, Sawston (and thereafter "the Site") located to the west of Sawston in the southern area of South Cambridgeshire District. A location plan is contained at **Appendix A**.

1.1.3 The Site is being promoted for Residential development for approximately 200 dwellings including means of access and other associated infrastructure and landscaping.

1.1.4 This report sets out how the transport elements of the development could be delivered, having regard to the existing transport connectivity, local services, schools and employment opportunities in the vicinity of the Site, which would be to the benefit of the proposed development.

1.2 Executive Summary

1.2.1 The Site benefits from strong accessibility through sustainable modes. Footways are present along Mill Lane and routes into the village of Sawston. Key facilities, including schools, shops, healthcare and community services, are within walking and cycling distance. Strategic cycling infrastructure, including the Sawston Greenway, is accessible in the vicinity of the Site, providing sustainable connections to Cambridge.

1.2.2 Existing bus services provide connections to Cambridge and surrounding settlements, while rail services are available at Whittlesford Parkway and Great Shelford stations. The Department for Transport (DfT) Connectivity Tool identifies the Site as having moderate to good overall connectivity relative to comparable rural locations, including a high level of cycling connectivity.

1.2.3 The Site is being promoted for approximately 200 dwellings, with a primary vehicular access via a priority junction onto Mill Lane. The indicative access arrangement can be developed to provide appropriate visibility, with detailed requirements to be confirmed through further assessment. A secondary emergency access is would be possible via an extension of the existing carriageway on White Field Way.

1.2.4 The level of traffic expected to be generated is typical of a residential scheme of this scale and would be assessed in detail at the planning application stage. The majority of traffic is anticipated to route towards the A1301 and wider strategic road network, with some traffic travelling towards Sawston to access local facilities. Junction capacity modelling will be undertaken following the collection of traffic survey data, with the results to further inform the assessment of the development's impact on the surrounding highway network.

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1.2.5 Car and cycle parking, servicing and emergency access arrangements are expected to be addressed through the detailed site layout, with parking provided in accordance with relevant South Cambridgeshire standards. Proportionate improvements to walking, cycling and public transport infrastructure can also be considered as part of the future development proposals.

1.2.6 From a transport and accessibility perspective, the Site is well located in relation to Sawston and the wider transport network, with a range of sustainable transport opportunities available. There are not considered to be any fundamental transport or accessibility constraints to the development of approximately 200 dwellings, subject to detailed access design and junction capacity assessment.

1.3 Aims of this Report

1.3.1 This report contains the following:

- Section 2 – Sets the national, regional, and local policy context;
- Section 3 – Assessment of the local area, including existing facilities and the transport network;
- Section 4 – Development proposals, including access, parking and servicing;
- Section 5 – Expected trip generation and impact on the local highway network;
- Section 6 – Summary and Conclusions

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2 Policy Review

2.1 Introduction

2.1.1 This section reviews the Regulation 19 policy evidence base in relation to the proposed development, alongside the relevant transport policies from the NPPF and Cambridgeshire transport policies.

2.1.2 The following documents have been reviewed:

- National Planning Policy Framework (NPPF 2026)
- National Planning Policy Framework (NPPF 2024)
- South Cambridgeshire Local Plan (2018)
- Cambridgeshire Long Term Transport Strategy (2015)
- Emerging Greater Cambridge Local Plan

2.2 National Planning Policy Framework (NPPF 2026)

2.2.1 The current National Planning Policy Framework was published in August 2026. This document sets out the government's planning policies for England and how these are expected to be applied.

2.2.2 Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan and it is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

2.2.3 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

2.2.4 Chapter 15 regards promoting sustainable transport, with the objective of the policies in this chapter is to ensure that transport considerations are taken fully into account in the preparation of development plans and the evolution and assessment of development proposals; using a vision-led approach to embed the role that transport infrastructure and choices can play in creating well-designed, sustainable, inclusive and popular places.

2.2.5 Policy TR1 'Vision-led approach to planning for transport' states:

1. *Sustainable transport should be considered from the earliest stages of plan-making, so that it is reflected in the vision for the plan area and its specific proposals, and forms an integral part of a plan's strategy for creating well-designed, sustainable, inclusive and popular places. This should be done by:*

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a. *Making sustainable transport considerations part of early engagement with local communities, highway and transport authorities, transport infrastructure providers, operators, land promoters and neighbouring councils. This is so that proposals reflect local views, evidence relating to accessibility, capacity and transport service provision, and take opportunities for prioritising and maximising sustainable movement across the area. Plans should align land use policies and allocations with wider strategies (such as Local Transport Plans, Local Cycling and Walking Infrastructure Plans and Rights of Way Improvement Plans) and investments in transport to ensure that the potential impacts of development on transport networks are understood and addressed;*

b. *Locating proposed development where it can support sustainable patterns of movement and make effective use of existing or proposed transport infrastructure, reflecting the principles in policy TR3. The Connectivity Tool should be used to inform the assessment and selection of sites for development alongside other relevant quantitative or qualitative evidence;*

c. *Supporting an appropriate mix of uses across the plan area, and within strategic sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*

d. *Identifying and protecting sites and routes which will widen transport choice and are essential to facilitate sustainable development, including networks for walking, wheeling and cycling, and public transport infrastructure; and*

e. *Providing for any transport facilities that need to be located in the area, or for their necessary expansion or adaptation, and the infrastructure and wider development required to support them. This includes uses such as ports, airports, lorry parking facilities, freight interchanges, public transport hubs, roadside services, electric vehicle charging and bus and rail depots. In doing so plan-makers should consider whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements, and the importance of maintaining a national network of aviation airfields.*

2. *Spatial development strategies and local plans may set thresholds for what constitutes a significant amount of movement arising from new development, based on the circumstances of their areas, for the purposes of applying policies TR3 and TR6.*

2.2.6 Policy TR2 'Local Parking Standards' states:

1. *Development plans should set local parking standards for residential and non-residential development, across the plan area or for specific sites or sub-areas, in a way which aligns with the transport vision for the plan and opportunities to promote sustainable transport.*

2. *Maximum standards for car parking should be set where they will support efforts to encourage the use of sustainable transport modes and shared transport, optimise the density of development in well-connected locations, or where they are necessary for managing the local road network.*

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3. *Parking standards should take into account:*

    a. *The connectivity of development in different locations by different modes of transport, especially in terms of access to employment and day-to-day services;*

    b. *Opportunities for improvements in walking, wheeling, cycling and public transport;*

    c. *Local car ownership levels and travel trends, and opportunities to promote car sharing and other schemes which may reduce vehicle parking requirements;*

    d. *Providing sufficient spaces for electric vehicle charging, blue badge holders, pedal and electric cycles and e-scooters, considering likely future demand and the need for associated infrastructure; and*

    e. *The appropriateness of setting different standards for the type and mix of development, including to address specific business requirements where commercial standards are being set; and of using ranges where a degree of flexibility is desirable.*

2.2.7 Policy TR3 'Locating development in sustainable locations' states:

1. *So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:*

    a. *Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical;*

    b. *Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use;*

    c. *Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach;*

    d. *The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution; and e. In rural areas, opportunities to improve walking, wheeling, cycling and public transport and*

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enhance the connectivity of an area should be taken where they exist and can be supported by the development proposed.

2. *The Connectivity Tool should be used alongside other relevant quantitative or qualitative evidence in assessing the connectivity of particular locations proposed for development.*

2.2.8 Policy TR4 'Street design, access and parking' states:

1) To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should:

a. *Give priority first to walking, wheeling and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services;*

b. *Incorporate or contribute towards appropriate features to support this prioritisation, such as permeable street networks, continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking, regularly spaced public seating and good quality waiting facilities for public transport;*

c. *Ensure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users (particularly for women and girls, for other groups who may be vulnerable to crime or the fear of crime, and for those with limited mobility). This includes reflecting relevant aspects of policy DP3(2), as well as employing measures to:*

i) Minimise the scope for conflict between pedestrians, cyclists and vehicles;

ii) Meet the needs of disabled people, older people and children in relation to all modes of transport; and

iii)Avoid unnecessary street clutter.

d. *Allow for the efficient delivery of goods, and ease of access by service and emergency vehicles, in ways which do not compromise key place-making principles (set out in policy DP3(2)); and*

e. *Provide a suitable number of parking spaces for a range of transport modes where appropriate, reflecting the location and nature of the development (including its connectivity), any locally-set standards in the development plan, and including adequate provision of spaces and infrastructure that allow for the charging of electric vehicles in safe, accessible and convenient locations. A flexible approach to applying parking standards should be taken where the reconfiguration of retail or other sites which attract large numbers of customers would make better use of previously developed land, and there is evidence that a certain number of spaces needs to be retained to meet specific operational and commercial requirements.*

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2)The principles set out in national design guidance46 should be used to inform how this policy is applied.

2.2.9 Policy TR6 'Assessing transport impacts' states:

1) Development proposals that are likely to generate significant amounts of movement should be supported by:

a . A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), which is proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored; and

b. A travel plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time.

2)Transport assessments and statements, and travel plans, should reflect the transport vision for the development and the transport strategy for the area in which it is located, and how these are intended to be achieved (including, in the case of travel plans, identifying fallback options if initial measures do not deliver the expected outcomes).

3)In assessing movement patterns and potential impacts, including whether they are considered to be severe, reasonable future scenarios should be considered, taking into account impacts at relevant times of the day, potential cumulative impacts, multimodal trip generation and the promotion of sustainable modes of travel, and realising the transport vision for the development itself. Development proposals should be considered having regard to these potential impacts and the other policies in this Framework which are relevant (including TR3, TR4 and DP3(2)(d)).

4)Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.

2.2.10 Policy TR8 'Public rights of way' states:

1)Development proposals should:

a. Protect and enhance the network of public rights of way, including through suitable diversions agreed with the highway authority; and

b. Take opportunities to extend, link or improve the quality of existing routes where this enables one or more of the following:

i. Improved access to green spaces and the countryside;

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ii. *New direct and circular routes and connections between local and long-distance footpaths, bridleways and cycle routes;*

iii. *The provision of accessible, safe and convenient links to services and facilities; and*

iv. *Improved connections with public transport stops and interchanges.*

2.3 National Planning Policy Framework (NPPF 2024)

2.3.1 While the latest adopted NPPF was dated Augst 2026, the emerging Local Plan is expected to be assessed against the NPPF (2024) for the purposes of assessing the site's suitability for allocation.

2.3.2 Like the 2026 version, the 2024 NPPF aimed to support sustainable development. In broad terms, this means meeting present needs without compromising future generations' ability to meet theirs.

2.3.3 In this regard, Paragraph 10 of the NPPF states:

So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** *[original emphasis].*

2.3.4 Section 9 of the NPPF on Promoting Sustainable Transport states, in paragraphs 109 and 110:

Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- *Making transport consideration an important part of early engagement with local communities;*
- *ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- *understanding and addressing the potential impacts of development on transport networks;*
- *realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage- for example in relation to the scaler, location or density of development that can be accommodated;*
- *identifying and pursuing opportunities to promote walking, cycling and public transport use; and*

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- *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure- including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

2.3.5 Paragraph 112 states that the following should be taken into account when setting local parking standards:

- *the accessibility of the development;*
- *the type, mix and use of development;*
- *the availability of and opportunities for public transport;*
- *local car ownership levels; and*
- *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

2.3.6 Paragraph 113 adds that:

Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

2.3.7 Paragraph 115 states:

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

- *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users;*

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- *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*

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

2.3.8 Paragraph 116 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, following mitigation, would be severe, taking into account all reasonable future scenarios.

2.3.9 Within that context, paragraph 117 states that applications for development should:

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

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

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

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

- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.*

2.3.10 Paragraph 118 states:

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

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2.4 South Cambridgeshire Local Plan (2018)

2.4.1 The South Cambridgeshire Local Plan was adopted in September 2018 and sets out the planning policies to guide the future development within the district. It includes the LPA's policies on a wide range of topics including housing, employment, services, and the natural environment.

2.4.2 While the plan is the most current adopted Local Plan document, it is not considered directly relevant to the Site's promotion to the emerging Local Plan.

2.5 Cambridgeshire County Council Local Transport Plan (2015)

2.5.1 The Cambridgeshire Local Transport Plan 2011-2031 ('LTP'), adopted in July 2015, also notes a number of policies in regard to Travel Planning. These include the formation of the Travel for Cambridgeshire (formerly known as the Travel for Work Partnership), which is a non-profit organisation which helps local businesses to develop initiatives promoting the use of sustainable modes of transport.

2.5.2 The LTP suggests a number of measures that could be adopted to promote the shift toward sustainable modes of travel, including:

- Car sharing;
- Provision of infrastructure that allows sustainable modes of travel;
- Cycle training;
- Provision of Travel Information Packs;
- Free or discounted travel passes;
- Free or discounted cycles;
- Cycling and walking buddy groups;
- Cycling and walking pooling schemes;
- Travel planning; and
- Car sharing schemes.

2.5.3 New development is expected to:

Prioritise sustainable modes of travel *- Development should reduce reliance on private car use and prioritise walking, cycling and public transport as the default modes for everyday journeys.*

Be located in accessible and well-related locations *- Growth should be directed to sites that are well related to existing settlements and transport networks, where journeys are shorter and sustainable travel choices are realistic.*

Support a 'public transport first' approach *- New development should be designed around high-quality, frequent and reliable public transport services, with good penetration of sites and convenient access for all users.*

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Provide high-quality walking and cycling infrastructure *- Development must deliver safe, direct and attractive pedestrian and cycle routes that connect to existing networks and key destinations such as town centres, schools, employment and public transport interchanges.*

Enable demand management and reduced car dependency *- New development should support demand management measures, including parking restraint, modal filtering and layout design that discourages unnecessary car trips and rat-running.*

Promote mixed-use, compact development *- Co-location of homes, jobs, services and facilities is encouraged to increase trip internalisation and reduce the need for longer-distance travel.*

Deliver inclusive and integrated transport solutions *- Transport provision should cater for all users, including those without access to a private car, and integrate fixed-route public transport with shared mobility and demand-responsive services where appropriate.*

Avoid reliance on uncommitted or uncertain infrastructure *- Development should be deliverable with existing or clearly programmed infrastructure and not be dependent on major schemes with uncertain funding or timescales.*

Support climate change and public health objectives *- Transport strategies for new development should contribute to reduced carbon emissions, improved air quality and healthier travel choices.*

2.5.4 These principles form the basis against which the transport performance, deliverability and sustainability of new development proposals are assessed under the LTP.

2.6 Cambridgeshire Long Term Transport Strategy (2015)

2.6.1 The Long-Term Transport Strategy ('LTTS') was also adopted in 2015, and forms part of the Third Cambridgeshire Local Transport Plan. The LTTS supports the Greater Cambridge Greater Peterborough Strategic Economic Plan by identifying key strategic transport infrastructure and services needed to support the growth and local economy. It details how the transport network will be developed to:

- Support sustainable growth across Cambridgeshire to 2031 following Local Plans of Cambridgeshire's City and District Council's;
- Consider longer-term aspirations in support of sustainable growth to 2050; and
- Support the Greater Cambridge Greater Peterborough Growth Prospectus.

2.7 Emerging Greater Cambridge Local Plan

2.7.1 South Cambridgeshire District also now forms part of the Greater Cambridge region, which aims to combine Local Plans and the planning processes of the South Cambridgeshire District and the Cambridge City Councils.

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2.7.2 Under this proposal, the initial draft of the emerging Greater Cambridge Local Plan was published in 2021, which was followed by Regulation 18 Consultation (Nov 2025 – Jan 2026) and Regulation19 Consultation (July 2026 – Sept 2026). Cambridge City Council and South Cambridgeshire District Council are therefore currently developing a joint Local Plan for the two planning districts combined. This is their first joint Local Plan, and will ensure a more consistent approach to planning and development across the region.

2.7.3 The Greater Cambridge Local Plan will set out the future land use and planning policies for the plan area, including the number of new homes and employment uses that are to be planned for the area, the services and infrastructure that are required to support this, and where this new development should happen.

2.7.4 This emerging Local Plan document seeks to deliver sustainable and inclusive communities through the provision of effective and sufficient sustainable modes of travel to everyone. In this regard, it seeks major schemes to provide Transport Assessments, as well as Travel Plans, to minimise the impacts by the said schemes.

2.7.5 The emerging plan also seeks to promote the use of cleaner modes of travel, including cycle parking at homes, places of work, and at travel interchange hubs, as well as facilitating the roll-out of Electric Vehicle Charging Infrastructure to enable the transition away from combustion-powered vehicles.

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3 Existing Site Context

3.1 Existing Site Context

3.1.1 The Site being considered is located to the west of Sawston in the southern area of South Cambridgeshire District.

3.1.2 The Site is bordered to the north by undeveloped land, to the east by Sawston Village College, to the south by Mill Lane and to the west by the A1301.

3.1.3 The land ownership excludes the existing residential properties accessed via White Field Way. White Field Way is understood to form a private road.

3.1.4 A location plan is contained at **Appendix A**.

3.2 Local Road Network

3.2.1 Mill Lane borders the Site to the south, running in an east-west alignment. The carriageway measures circa 6.0-6.5m in width and is subject to a 50mph speed limit in the vicinity of the Site. At present, there is a footway on the northern side of the carriageway, directly bordering the Site.

3.2.2 Mill Lane is bound by the junction with the A1301, which forms the southwestern extent of the Site boundary. Circa 180m east of this junction the speed limit reduces to 30mph. There are uncontrolled informal pedestrian crossing points linking the abovementioned footway bordering Mill Lane to the western side of the A1301. This forms part of the National Cycle Route 11, which is discussed further in the 'Walking and Cycling' section of this report.

3.2.3 The A1301 runs in a north-south alignment, providing a connection to Cambridge to the north and the A505 to the south.

3.2.4 The A505 runs in a southwest-northeast alignment, linking the A1(M) to the southwest and the A11 to the east. In the vicinity of the Site, the A505 also provides connections to the M11.

3.2.5 The Site is also bound by the existing residential properties off White Field Way in the southeastern corner of the Site. White Field Way is understood to form a private road, serving circa 8 residential units. The carriageway measures circa 5m in width. Access is gained via Mill Lane, located circa 150m east of the Mill Lane/A1301 junction.

3.3 Census Data

3.3.1 To determine the expected levels of car ownership at the Site, 2021 census tables RM001 and TS045 were analysed.

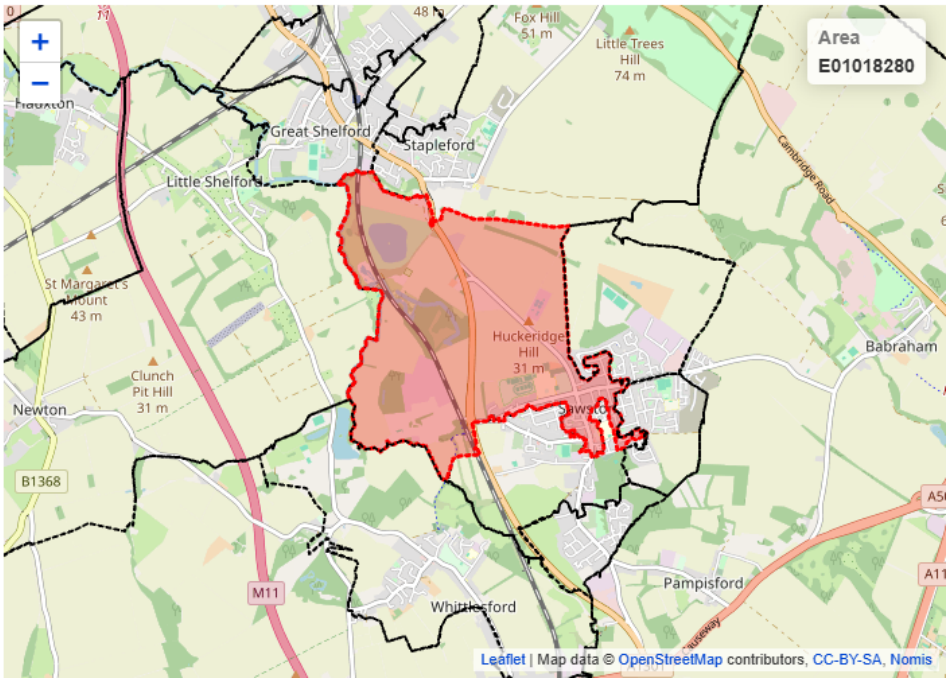
3.3.2 The relevant datasheets are contained at **Appendix B**.

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3.3.3 The proposed site falls within LSOA 'E01018280 : South Cambridgeshire 015B', as demonstrated in inset 3.1 below.

Inset 3.1 – E01018280 : South Cambridgeshire 015B



3.3.4 Car ownership data outlines that a 'whole house or bungalow' within the relevant output area would have ownership of 1.4 vehicles per unit.

3.4 Local Amenities

3.4.1 Sawston Village College forms the nearest secondary educational establishment. The college has 1,130 students between the ages of 11-16. The college directly borders the Site to the east, and can be accessed via a circa 550m 8-min walk or 2-min cycle east of the Site.

3.4.2 Primary schools in Sawston include The Bellbird Primary School and Icknield Primary School. The Bellbird Primary School can be accessed via a circa 1.2km 17-min walk or 4-minute cycle east of the Site. Icknield Primary School can be accessed via a circa 1.9m 26-min walk or 6-minute cycle east of the Site.

3.4.3 There are also a number of nursery and preschool groups within the village, including Sawston Nursery, which can be accessed via a circa 1.5km 21-min walk southeast of the Site.

3.4.4 Sawston Medical Practice occupies a site on London Road, which can be accessed via a circa 1.8km 24-min walk or 6-min cycle southeast of the Site.

3.4.5 The High Street forms the typical 'town-centre' of the village, and can be accessed via a circa 1.0km 13-min walk or 3-min cycle east of the Site. The High Street boasts a number of typical local amenities, including but not limited to:

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- A supermarket
- A post office
- Typical high street retail (e.g. WHSmith and charity shops)
- Cafes, restaurants and takeaways
- Pubs
- A surgery
- A pharmacy
- An opticians
- Hairdressers and barbers
- A Greengrocers and butchers
- A museum

3.4.6 As such, it is clear that there is a wide range of facilities within walking distance that would be expected to support residents' everyday needs without reliance on private vehicles.

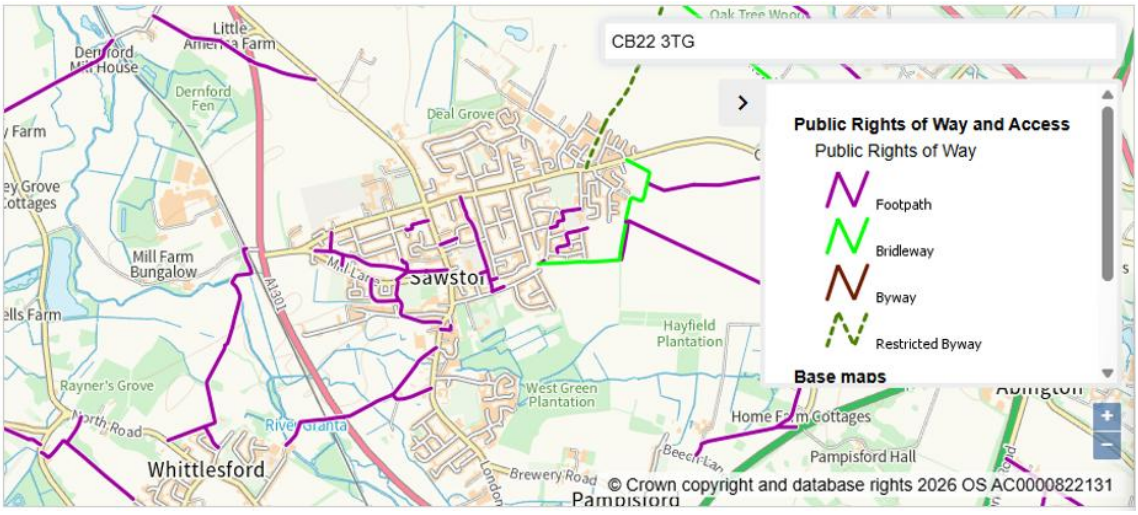
3.4.7 Sheffield stand cycle parking is available on the High Street opposite Dominos. For residents with limited mobility, there is also car parking available to the south of the Co-op supermarket.

3.5 Walking and Cycling

3.5.1 There are a number of Public Rights of Way (PROW) in the vicinity of the Site and surrounding Sawston.

3.5.2 Footpath 196/20 forms the nearest PROW to the Site and can be accessed via Mill Lane, circa 200m east of the Site.

Inset 3.2 – PROW Map



3.5.3 There are also Cambridge Greenways accessible within the vicinity of the Site. The Cambridge Greenways are a network of 12 planned sustainable travel corridors (walking, cycling, equestrian) connecting villages in South Cambridgeshire with Cambridge city centre,

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aiming to reduce car use, congestion, and pollution while improving health and countryside access.

3.5.4 The Sawston Greenway originates to the north of Sawston on the A1301 at its junction with Cambridge Road. There is a dedicated footway on Cambridge Road, which forms the most appropriate pedestrian route from the Site to the Greenway.

3.5.5 The Sawston Greenway navigates from northern Sawston, through Great Shelford and into the south of Cambridge.

3.5.6 Further details on the Sawston Greenway, and the other Greenways serving Greater Cambridge are available at the following link: https://www.greatercambridge.org.uk/sustainable-transport-programme/active-travel-projects/greater-cambridge-greenways/sawston-greenway

3.5.7 As per CyclOSM, Mill Lane, New Road and Cambridge Road all form suitable cycle routes. When combined, these routes extend to the north into Great Shelford via the Sawston Greenway, which extends into south Cambridge.

3.5.8 This route forms part of National Cycle Route 11, which extends to the west of the Site, on the western side of the A1301. National Cycle Route 11 connects Harlow, Essex, with King's Lynn, Norfolk. The route is known for its scenic sections around Cambridge and extending through the East of England, linking areas like Milton Keynes, Luton, and St Albans, offering traffic-free segments along rivers, canals, and former railway lines for walkers, cyclists, and wheelers.

Inset 3.3 – CyclOSM output



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3.6 Shared and Hire Bikes

3.6.1 Within Cambridgeshire, 'Voi' is understood to currently operate a dockless cycle and e-scooter hire system. These provide a pay-as-you-go or subscription service to e-scooters and bikes located across the city. The service provides a flexible, sustainable transport option.

3.7 Rail

3.7.1 Whittlesford Parkway railway station is on the West Anglia Main Line serving the village of Whittlesford in Cambridgeshire. The station can be accessed circa 3.4km south of the Site, via a circa 12-minute cycle or 5-minute drive. The walking route can be shortened using bus service 7, which runs from central Sawston to the Sawston Bypass at the southern extents of Sawston. From the bypass, the station is a 20-minute walk.

3.7.2 All services at Whittlesford Parkway are operated by Greater Anglia. The typical off-peak service in trains per hour (tph) is:

- 2 tph to London Liverpool Street (1 semi-fast, 1 stopping)
- 1 tph to Stansted Airport
- 2 tph to Cambridge North
- 1 tph to Norwich via Thetford

3.7.3 During the peak hours, the station is served by an additional 2tph to/from London Liverpool Street and Cambridge North/Ely.

3.7.4 Alternatively, the Great Shelford railway station is accessible to the north via a circa 3.4km 11-minute cycle along the Sawston Greenway, or 6-minute drive.

3.8 Buses

3.8.1 The nearest bus stop is available on New Road, via a circa 260m 4-minture walk east of the Site. Alternative bus stops are also available, providing access to more frequent services such as Babraham Road, which can be accessed via a circa 800m 11-minyue walk east of the Site.

3.8.2 Both stops are served by the Citi 7 bus route operated by Stagecoach East. Northbound services, running three times per hour Monday to Saturday and once per hour on Sunday, terminate at Emmanuel Street Bus Station (Stop E1) in Cambridge City Centre. Southbound, one bus per hour terminates at London Road Turning Circle, at the junction of London Road and Brewery Road. Monday to Saturday, one service continues further to Saffron Walden, and the other to Pampisford.

3.9 DfT Connectivity Tool

3.9.1 The Department for Transport's Connectivity Tool provides a national measure of the extent to which a location is connected to everyday destinations via sustainable transport methods.

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The tool divides England and Wales into 100m x 100m grid squares and assigns each square an overall Connectivity Score between 0 and 100.

3.9.2 The August 2026 National Planning Policy Framework gives the Department for Transport's Connectivity Tool an express role in the assessment of development locations. Policy TR3 identifies that, in rural areas, opportunities to improve walking, wheeling, cycling and public transport and to enhance connectivity should be taken where they exist and can be supported. It also states that the Connectivity Tool should be used alongside other relevant quantitative or qualitative evidence when assessing the connectivity of locations proposed for development.

3.9.3 The application site access straddles two tiles, with an overall Connectivity Scores of 49 and 52. Both tile scores have been discussed below to provide a thorough assessment.

3.9.4 DfT advise that scores should be interpreted in the context of the relevant rural-urban classification against all locations across England and Wales.

3.9.5 The Site falls within Output Area E00092198 (2011 Census), which has been identified as falling within the 'Rural towns and fringe' classification. The relevant Connectivity Matrix is reproduced at Inset 3.3 below.

Inset 3.3 – Connectivity Matrix from the DfT Connectivity Tool Website

Score by destination: Overall

Score by mode of transport: Overall (except driving)

	Urban major conurbation	Urban minor conurbation	Urban city and town	Rural town and fringe	Rural village	Rural hamlets and isolated dwellings
10th percentile	64.1	58.5	52.7	35.1	14.9	7
20th percentile	68.5	62.1	57.3	39.8	19.5	11.3
30th percentile	71.8	64.9	60.6	43.2	22.9	15.1
40th percentile	74.5	67.3	63.3	46	25.8	18.7
Median	77.2	69.5	65.7	48.4	28.5	22.4
60th percentile	79.9	71.7	68	50.8	31.1	26.7
70th percentile	82.7	74	70.5	53.1	34.1	31.5
80th percentile	86.2	76.8	73.3	56	37.8	37
90th percentile	90.5	80.2	77.2	59.8	42.6	44.9

3.9.6 As shown at Inset 3.3, the Site's Connectivity Scores of 49 and 52 fall within the Median–60th percentile and 60th–70th percentile ranges respectively for locations classified as 'Rural towns and fringe'. The Site therefore demonstrates a moderate to good level of connectivity

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when compared with locations of the same classification, indicating that a range of essential facilities can be accessed via sustainable transport modes.

3.9.7 The Connectivity Matrix also provides scores for individual modes of transport, including public transport, walking and cycling. For the location with a Connectivity Score of 49, the Site records a public transport connectivity score of 49, which is around the median for comparable locations (49.3). For the location with a Connectivity Score of 52, the Site records a public transport connectivity score of 53, which falls within the 60th–70th percentile range for comparable locations (51.7–54.1). Overall, the Site therefore demonstrates a moderate to good level of public transport connectivity in the context of comparable locations.

3.9.8 For the location with a Connectivity Score of 49, the Site records a walking connectivity score of 47, falling within the Median–60th percentile range for comparable locations (45.4–48.4). For the location with a Connectivity Score of 52, the Site records a walking connectivity score of 50, falling within the 60th–70th percentile range (48.4–51.6). The Site therefore demonstrates a moderate to good level of walking connectivity when compared with comparable locations.

3.9.9 For the location with a Connectivity Score of 49, the Site records a cycling connectivity score of 59, which is around the 80th percentile for comparable locations (59.7). For the location with a Connectivity Score of 52, the Site records a cycling connectivity score of 60, also around the 80th percentile (59.7). The Site therefore demonstrates a high level of cycling connectivity when compared with comparable locations.

3.9.10 The Connectivity Tool assessment demonstrates that the Site is well placed to support the sustainable transport objectives of the Cambridgeshire Local Transport Plan (LTP). In particular, the Site benefits from a high level of cycling connectivity and moderate to good public transport and walking connectivity when compared with locations of a similar classification. This provides a strong basis for promoting walking, cycling and public transport as alternatives to private car travel, consistent with the LTP's objectives of prioritising sustainable modes, reducing reliance on private car use and supporting accessible and well-related development.

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4 Site Proposals

4.1 The Proposals

4.1.1 The Site is being promoted for Residential development for approximately 200 dwellings, including means of access and other associated infrastructure and landscaping. An indicative masterplan is included in **Appendix C**.

4.2 The Proposed Access

4.2.1 Vehicular access is possible via a priority junction off Mill Lane to the south of the Site. An indicative access location and design are located at **Appendix D**.

4.2.2 The proposed access location will consider the visibility requirements of 2.4m x 160m as set out in Design Manual for Roads and Bridges (DMRB) standards.

4.2.3 Visibility splays have been prepared at the indicative access location off Mill Lane and are contained at **Appendix E**. The DMRB standard visibility splays are achievable to the east, with the visibility splays to the west extending the entire duration of Mill Lane prior to the junction with the A1301. Whilst this falls below 160m, the splay extends the entire duration of the available carriageway, and vehicles navigating this junction and the associated turn would be clearly be expected to be travelling at significantly reduced speeds. As such the indicative access location and outlined visibility splays are considered appropriate within the context of the local highway network.

4.2.4 Depending on the final access location, it is expected that ATC surveys would be completed as part of any future planning application to assess vehicle speeds and volumes to determine whether the full splays as outlined above would be considered necessary.

4.2.5 The development may also propose a relocation of the existing 30mph speed limit change, allowing for the Site access to fall within a 30mph zone. Currently, the speed limit change is located circa 180m east of the junction of Mill Lane and the A1301. The potential reduction in the speed limit at the Site frontage would reduce the requirements of the visibility splays and provide a more suitable environment to encourage cyclists and pedestrians.

4.2.6 Improvements to active transport infrastructure along the Site frontage are expected to be delivered to promote pedestrian and cyclist movements from the proposed access towards facilities in Sawston. The indicative access design located at **Appendix D** demonstrates the widening if the existing footway bordering the Site on the northern side of Mill Lane to a minimum of 3m. Any proposed improvements would be deliverable within the highway extents as per the mapping contained at **Appendix F**.

4.2.7 The access would be designed to accommodate all expected vehicle profiles, including refuse vehicles and fire tender and would be supported with the relevant swept path analysis in any future planning application. A refuse vehicle is expected to form the largest vehicle

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profile utilising the Site, and as such all smaller vehicle profiles (e.g. fire tenders and private cars) would be expected to be able to replicate these manoeuvres.

4.2.8 All measurements and dimensions for the proposed access and internal layout would be proposed in line with the standards set out in the Cambridge Highway Development Management General Principles for Development (2023) document.

4.3 Secondary Emergency Access

4.3.1 As per the Cambridge Highway Development Management General Principles for Development (2023) document, sites between 100 and 200 units would require a secondary emergency access.

4.3.2 Sites below this threshold do not require a secondary access, and site in excess of 200 units would require two full points of access. In circumstances where 2 x points of access cannot be achieved, the views of the emergency services should be sought.

4.3.3 As such, given the scale of the proposed development site (approximately 200 units), it is expected that a secondary emergency access will be required, and further consultation with emergency services or investigation to establish the feasibility of secondary full access would be conducted should the final proposals exceed 200 units.

4.3.4 Noting that the properties on White Field Way, to the east of the ownership boundary, require an emergency access arrangement that would need to be safeguarded in perpetuity, this route could potentially function as a secondary emergency access.

4.3.5 The proposed secondary access would form a continuation of the existing carriageway, and as such, there are no expected concerns with regards to visibility or swept path analysis, given this forms an existing route.

4.3.6 It is noted that the Council's latest assessment of the Site in the Housing and Economic Land Availability Assessment (HELAA) stated:

"Based on the additional information, the site assessment has been amended to amber as two points of access scan be achieved. The proposed site is acceptable in principle subject to detailed design. The removal of the turning head on White Field Way to facilitate the emergency access is not recommended."

4.3.7 As such, it is recommended that either the existing turning head be retained in its current form, or alternatively a new dedicated turning head be implemented into the Site plan. Any proposed turning facilities would be designed in collaboration with the relevant refuse collection and fire service teams to maximise safety and efficiency and confirmed as part of any future planning application. Currently we can confirm that, from a technical perspective, allocation of the site could respond to this and secure necessary infrastructure improvements or alterations to meet the required standards.

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4.3.8 The existing width of White Field Way may be the principal factor influencing its suitability; however, as land understood to be within the client's control adjoins the route, there appears to be scope to accommodate any potential widening if necessary.

4.3.9 Emergency service consultation and further investigation of the form of the secondary access will take place to establish a secondary access solution should the final scheme exceed 200 units in accordance with the Cambridge Highway Development Management General Principles for Development (2023) document.

4.4 Car & Cycle Parking

4.4.1 South Cambridgeshire is the parking authority, and the South Cambridgeshire Local Plan (2018) states the following standards for a C3 residential dwelling:

- 2 vehicle parking spaces per dwelling, with 1 space to be allocated within the curtilage
- 1 cycle parking space per bedroom per dwelling

4.4.2 It must be noted that the emerging Local Plan Regulation 19 version moved from fixed parking standards to a vision-led approach, bringing it in line with the NPPF.

4.4.3 The Site in any future proposal can incorporate such approach, and it will promote a vision-led provision for the future development along with EV charging capabilities provided in line with local standards and Building Regulations.

4.4.4 Car club parking spaces may also be considered depending on the final scale of the development site and expected demand for this service. As per car ownership census data set out in Section 3 of this document, a 'whole house or bungalow' within the relevant output area would have ownership of 1.4 vehicles per unit. Therefore, access to a car club scheme within the Site may encourage a car-lite lifestyle in accordance with national and local policies promoting modal shift away from private car usage.

4.5 Servicing

4.5.1 All servicing is proposed to take place internally. The relevant swept path analysis would be provided to demonstrate the required vehicle profiles navigating the internal site layout as part of any future planning application.

4.5.2 It is understood that an appropriate bin collection point will be provided in the vicinity of all proposed units, allowing for waste collection within the parameters defined in Manual for Streets (MfS) at paragraphs 6.8.8 and 6.8.9.

4.5.3 As per MfS paragraph 6.7.2, it will be ensured that a fire tender will be able to reach within 45m of all proposed dwellings

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4.6 Off-site Improvements

4.6.1 Any future planning application would give due consideration to proportionate off-site transport improvements, having regard to the scale and nature of the development proposed. Such measures could include enhancements to active travel infrastructure, improvements at the Site frontage, and potential contributions towards sustainable transport initiatives such as local bus service provision or shared micromobility schemes (e.g. 'voi' scooter/bike services).

4.6.2 It is noted that 'Voi' are understood to currently operate a dockless cycle and e-scooter hire system. These provide a pay-as-you-go or subscription service to e-scooters and bikes located across the city. The service provides a flexible, sustainable transport option. Voi does not operate physical, mechanical docking stations in Cambridgeshire; instead, it utilises a network of virtual, geo-fenced mandatory parking zones. You must locate, unlock, and end your e-scooter or e-bike rides within these specific designated boundaries using the GPS-mapped Voi App.

4.6.3 The potential to expand Voi services will be further explored if appropriate as part of any future works on the Site. It is noted that the Site recorded a high level of cycling connectivity (80th percentile) when compared with comparable locations using the DfT Connectivity Tool, and as such this may be an attractive prospect for future residents without their own e-bike or scooter. As set out in Section 2 of this document, there are a number of potential cycle routes available within the vicinity of the Site that could potentially be further utilised, such as the Cambridgeshire Greenways and National Cyle Route 11.

4.6.4 The precise scope and extent of any works or financial contributions would be informed by further assessment and agreed through a Transport Assessment prepared in support of any future development proposals.

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5 Proposed Development Impact

5.1 TRICS Assessment

5.1.1 The TRICS database was used to estimate trip rates that will be generated from the proposed development.

5.1.2 It should be noted that TRICS has recently published a guidance note (guidance note on the Practical Implementations of the Decide and Provide Approach). Historically, transport planners have looked to the TRICS database to estimate how much traffic any given development will generate and then create road space to accommodate it, often to the detriment of pedestrians, cyclists and public transport users.

5.1.3 New emphasis in transport planning pays less attention to the needs of road traffic and rebalances the requirements of sustainable modes. This approach has been termed 'Decide and Provide' to consider the needs of pedestrians, cyclist and public transport users in line with meeting reductions in CO2 from motorised transport.

5.1.4 A site of this scale is expected to contain a mix of private and social tenure, but for ease of calculation, just private tenure houses are considered. This is also robust, as private tenure accommodation tends to have a slightly higher trip rate.

5.1.5 The following selection has been undertaken:

- Multi-modal survey;
- Private Houses (03/A);
- 'Edge of Town' or 'Suburban' areas;
- <350 Units
- Population of <20,000 within 1 mile;
- Population between 50,000 and 125,000 within 5 miles;
- Surveyed on a weekday; and
- Survey undertaken from 01/01/2021 - present

5.1.6 5 surveys met the above criteria. The full TRICS datasheets are contained at **Appendix G**.

Table 5.1 – Estimated trip rates per dwelling for privately owned houses

	08:00 – 09:00			17:00 – 18:00		
Private Houses	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Total Vehicles	0.164	0.355	0.519	0.301	0.160	0.461
Pedestrians	0.040	0.121	0.161	0.040	0.031	0.071
Cyclists	0.005	0.037	0.042	0.008	0.004	0.012

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	08:00 – 09:00			17:00 – 18:00		
Public Transport	0.000	0.033	0.033	0.014	0.001	0.015

5.1.7 The expected maximum number of dwellings (~200) has been multiplied by the trip rate to calculate the estimated level of traffic proposed for the Site.

Table 5.2 – Estimated trip number for privately owned house (allow for rounding errors)

	08:00 – 09:00			17:00 – 18:00		
Private Houses	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Total Vehicles	33	71	104	60	32	92
Pedestrians	8	24	32	8	6	14
Cyclists	1	7	8	2	1	2
Public Transport	0	7	7	3	0	3

5.1.8 104 total vehicle trips are estimated to occur during the AM peak hour, and 92 during the PM peak hour.

5.2 Walking, Cycling and Public Transport Trips.

5.2.1 There are two common ways to predict the number of non-vehicle-based trips. One is to use Census Journey to Work data and the other is to use TRICS data. Both have pitfalls. Journey to work data does not include the myriad of other journey requirements throughout the course of the day such as an education or shopping trips; and TRICS data is based on other sites that may have differences at the local level, such as proximity to a cycleway, bus system of rail station.

5.2.2 In this instance, TRICS data has been used to determine the likely level of non-motorised trips, i.e., those people walking, cycling and taking public transport.

5.2.3 In the AM peak and PM peak hour it is anticipated that there will be 36 and 20 walking trips, respectively. There are expected to be 5 and 4 cycle trips in the corresponding AM and PM peak hours. And there are expected to be 9 and 5 public transport journeys in the corresponding AM and PM peak hours.

5.2.4 There is expected to be no problem with accommodating these non-motorised trips. Depending on the scale of the proposed development site, improvements to active transport infrastructure could be further considered at the planning stage.

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5.3 Junction Capacity Modelling

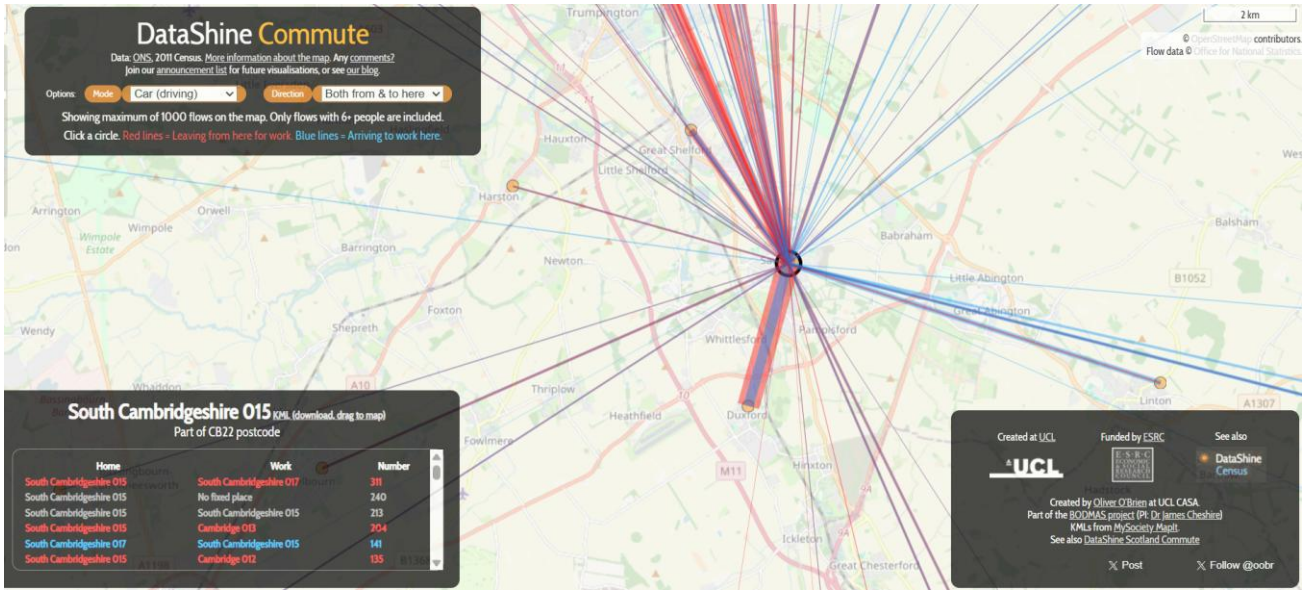
5.3.1 It would be considered necessary to undertake traffic modelling as part of any future planning application.

5.3.2 Junction capacity modelling will be undertaken to assess the potential traffic impact of the proposed development on the surrounding highway network. However, representative traffic survey data could not be collected in advance of the September Regulation 19 submission deadline, as surveys undertaken during the summer holiday period would not be considered representative of typical traffic conditions and the consultation period was held over the summer school holiday period. An addendum to the transport assessment will therefore be prepared and submitted shortly following completion of the surveys, incorporating the survey results and associated junction capacity modelling.

5.3.3 In terms of assignment to the highway network, the majority of vehicle traffic would likely route to the west of the Site, as this provides the most direct route to the A1301, A505 and M11. Some vehicle traffic would be expected to route to the east, predominantly for services available within Sawston, including schools and shops.

5.3.4 An extract from DataShine has been inserted below to provide an indicative indication of the expected vehicle routing from the Site. DataShine provides an indication of existing journey-to-work patterns within the surrounding area, based on Census origin-destination data. The tool identifies the geographical distribution of commuting movements between residential and employment areas and, where available, their associated travel modes. This provides an indication of the principal employment destinations and likely distribution of commuter movements in the vicinity of the Site. However, the DataShine flows represent people travelling between geographical areas rather than observed traffic flows on individual highway links and are therefore used as contextual evidence rather than as a direct measure of existing highway traffic flows.

Inset 5.1 – DataShine Commute Output



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5.3.5 As seen in the inset above, the majority of vehicle movements are in a north-south alignment to and from Cambridge and Duxford respectively. This indicates that the majority of site generated traffic would likely route along the A1301, which forms the primary route to facilitate these movements in the vicinity of the Site.

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6 Summary and Conclusion

6.1 Summary

6.1.1 The Site is located on the western edge of Sawston, in a location that is physically well related to the existing settlement and its range of local services and facilities.

6.1.2 The Site is directly bordered by Mill Lane, which provides a connection to the A1301 and the wider strategic highway network, including the A505 and M11.

6.1.3 A continuous footway is present along the Site frontage on Mill Lane, providing pedestrian connectivity towards Sawston. The Site is also within convenient walking and cycling distance of a range of local facilities, including schools, the High Street, shops, healthcare and community services.

6.1.4 The Site benefits from a range of sustainable transport opportunities, including existing bus services providing connections towards Cambridge and surrounding settlements, rail services at Whittlesford Parkway and Great Shelford, and access to strategic cycling infrastructure including the Sawston Greenway and National Cycle Route 11.

6.1.5 The DfT Connectivity Tool identifies the Site as having moderate to good overall connectivity when compared with locations of the same rural classification, including a high level of cycling connectivity. This provides a positive basis for encouraging walking, cycling and public transport use as part of any future development.

6.1.6 A primary vehicular access is proposed via a priority junction onto Mill Lane. The indicative access can accommodate appropriate visibility to the east, with the available visibility to the west extending to the A1301 junction. The final access arrangement, visibility requirements and any associated speed limit changes would be confirmed through detailed design and assessment.

6.1.7 For a development of approximately 200 dwellings, a secondary emergency access is expected to be required in accordance with local highway guidance. This would be possible via an extension of the existing White Field Way carriageway, subject to consideration of its width, the existing turning head and consultation with the relevant emergency services. Should the final development exceed 200 dwellings, the feasibility of providing two full points of access would require further assessment and consultation.

6.1.8 Car and cycle parking would be provided in accordance with the relevant standards, with EV charging infrastructure incorporated in accordance with requirements. Servicing and emergency access arrangements can also be addressed through the detailed site layout.

6.1.9 The proposed development is estimated to generate approximately 104 vehicle trips during the AM peak hour and 92 vehicle trips during the PM peak hour. The majority of development traffic is anticipated to route towards the A1301 and wider strategic road network, with some movements towards Sawston to access local services and facilities.

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6.1.10 Junction capacity modelling will be undertaken as part of the future assessment of the development's impact on the surrounding highway network. Representative traffic surveys could not be undertaken ahead of the Greater Cambridge Local Plan Regulation 19 Consultation submission deadline due to the preceding summer holiday period, with an addendum to the Transport Assessment to be prepared following completion of the surveys and associated modelling.

6.1.11 The development would also generate walking, cycling and public transport trips, with the level of non-car movement considered capable of being accommodated within the existing and proposed sustainable transport infrastructure. Proportionate improvements to walking, cycling and public transport infrastructure can be considered as part of the future proposals.

6.1.12 Overall, the Site benefits from good access to existing sustainable transport opportunities and a well-connected position in relation to Sawston and the wider highway network. The proposed development is considered capable of being accommodated in transport and highways terms, subject to the resolution of the access arrangements, detailed assessment and junction capacity modelling at the planning application stage.

6.2 Conclusion

6.2.1 The Site benefits from a range of sustainable transport opportunities and good connections to Sawston and the wider highway network. The primary access arrangement and potential for secondary emergency access can be developed further through the planning process, while junction capacity modelling and any proportionate mitigation would be confirmed through the future Transport Assessment and subsequent addendum.

6.2.2 Therefore, in transport terms, there is no reason to preclude site allocation within the emerging Local Plan for a residential development of circa 200 dwellings. This report shows that the principle of such development, with some detailed design and assessment work undertaken at the planning application stage, can deliver safe and well-connected residential development on the Site.

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Appendices

TRANSPORT PLANNING | HIGHWAY DESIGN | FLOOD RISK DRAINAGE | ENERGY | SUSTAINABILITY | AIR QUALITY

EAS, EAS Consulting Engineers and The SuDS Design Centre are trading names of EAS Transport Planning Ltd registered 5751442

Appendix A: Location Plan

EAS, SuDS Design Centre and Two Eighty are trading names of EAS Transport Planning Ltd registered in England and Wales, No. 5751442

Land North of Mill Lane, Sawston



O.S. Licence No: ES 100017734 This plan is based on Ordnance Survey data with sanction of the controller of HM Stationery Office. Crown Copyright Reserved.

Note: This plan is published for convenience only and although believed to be correct its accuracy is not guaranteed and it shall not be deemed to form part of the contract.

Trumpington Road, Cambridge, CB2 9LD
01223 841841 - bidwells.co.uk

BIDWELLS

Scale: 1:3,000 @ A4 OS Ref: TL 4749 Drawing No: A.60,599 Date: 19/01/2026

Produced by Bidwells GIS Mapping

Appendix B: Census Data Sheets

EAS, SuDS Design Centre and Two Eighty are trading names of EAS Transport Planning Ltd registered in England and Wales, No. 5751442

RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household

ONS Crown Copyright Reserved [from Nomis on 26 January 2026]

population	All households
units	Households
date	2021
area type	2021 super output areas - lower layer
area name	E01018280 : South Cambridgeshire 015B
number of people aged 17 yea	Total

Number of cars or vans	Total	Whole house or bungalow	Flat, maisonette, apartment, caravan or other mobile or temporary structure
Total	619	571	48
No cars or vans in household	103	80	23
1 car or van in household	267	245	22
2 or more cars or vans in hous	249	246	3
Cars per Household	1.336025848	1.397991265	0.598895582

	overall	house	flat
no cars	16.63974	14.01051	47.91667

Appendix C: Indicative Masterplan

EAS, SuDS Design Centre and Two Eighty are trading names of EAS Transport Planning Ltd registered in England and Wales, No. 5751442



KEY

- Site Boundary (6.86ha)
- Primary Road
- Secondary Road / Private Drive
- Proposed Site Access
- Proposed Emergency Access
- Proposed Internal Footpaths
- Existing Bus Stop
- Play Space
- Attenuation Basin
- Developable Area & Frontages (3.34ha)
- Preserved & Enhanced Wood
- Existing Public Footpath
- Utilities Corridor
- Tree Protection Order
- Greenway
- Grade II Listed Building

PLANNING ISSUE, NOT FOR CONSTRUCTION

Rev.	Date.	Details.

GENERAL
Do not scale from this drawing.
All dimensions to be checked on site.
This plan is to be read with all accompanying documentation.
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Northwest Biotherapeutics

Northwest Biotherapeutics Capital Limited

BIDWELLS

Masterplanning, Landscape & Assessment
Bidwell House, Trumpington Road, Cambridge, CB2 9LD

LAND AT MILL LANE, SAWSTON

FRAMEWORK MASTERPLAN

Bar Scale: NOT TO SCALE

Job Code: 116310

OS License Number: 100017734

Project Phase : PLANNING

Date: 16.09.26

Drawn By: TB

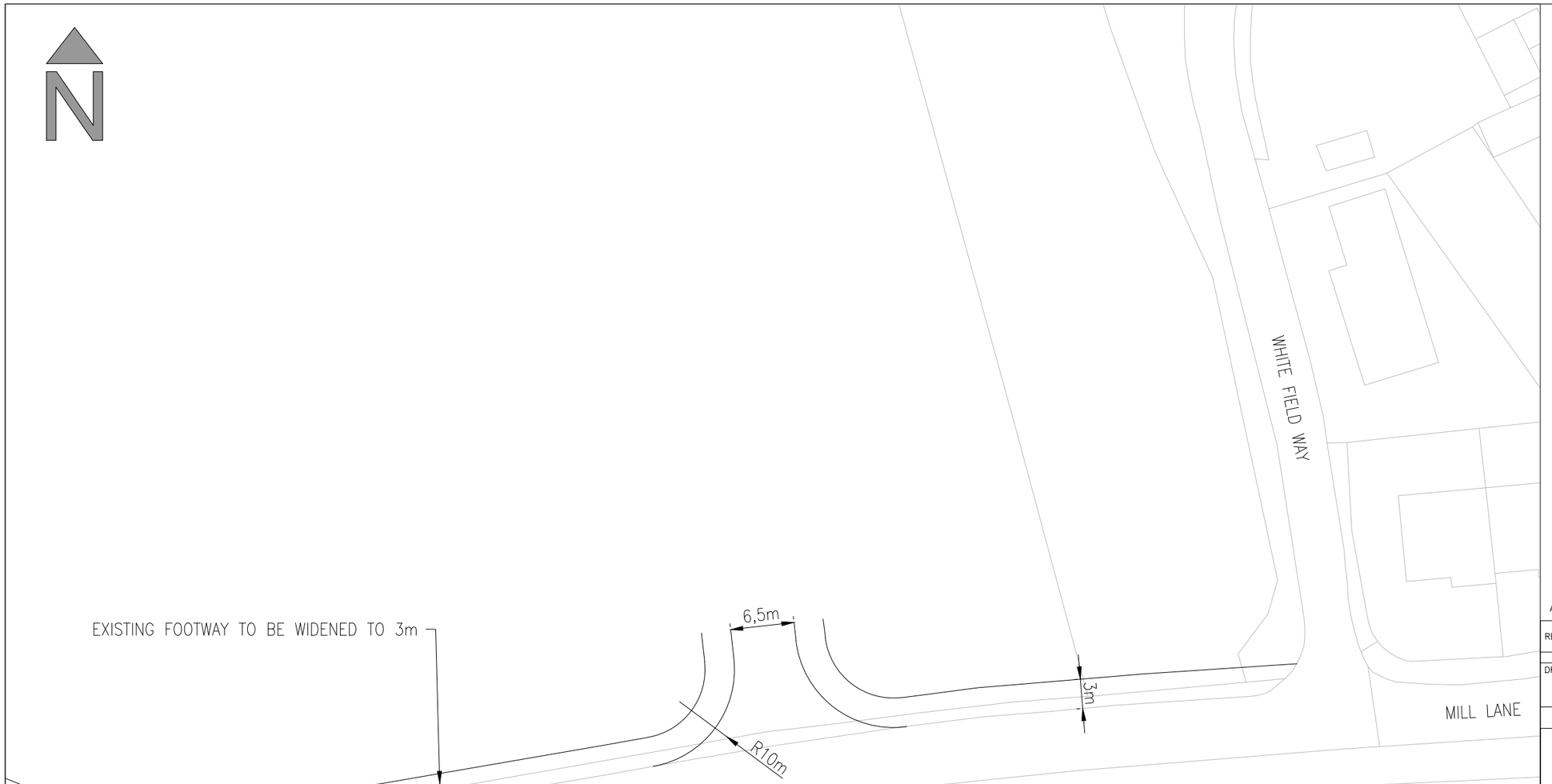
Checked By: DP

Drawing Number: MLA116310-A3-0201

Revision: -

Appendix D: Indicative Site Access Layout

EAS, SuDS Design Centre and Two Eighty are trading names of EAS Transport Planning Ltd registered in England and Wales, No. 5751442



REV	DATE	BY	DESCRIPTION	CHK	APD
A	28/01/2026	MJ	FOOTWAY WIDTH INCREASED	MJ	MJ

DRAWING STATUS:

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EAS

1st Floor Millers House, Roydon Road,
Stanstead Abbotts, Hertfordshire, SG12 8HN
Tel: 01920 871777

www.eastp.co.uk

CLIENT:
BIDWELLS

ARCHITECT:

PROJECT:
MILL LANE, SAWSTON,
SOUTH CAMBRIDGESHIRE DC

TITLE:
INDICATIVE ACCESS LOCATION

SCALE @ A3:	DESIGN–DRAWN:	DATE:
1:500	TS	27/01/2026

PROJECT No:	DRAWING No:
6510	6510–EAS–H–100–A

Appendix E: Indicative Site Access Visibility

EAS, SuDS Design Centre and Two Eighty are trading names of EAS Transport Planning Ltd registered in England and Wales, No. 5751442



6. All rights reserved. Licence number 100022432

REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

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EAS

1st Floor Millers House, Roydon Road,
Stanstead Abbotts, Hertfordshire, SG12 8HN
Tel: 01920 871777

www.eastp.co.uk

CLIENT:

BIDWELLS

ARCHITECT:

PROJECT:

MILL LANE, SAWSTON,
SOUTH CAMBRIDGESHIRE DC

TITLE:

VISIBILITY SPLAY

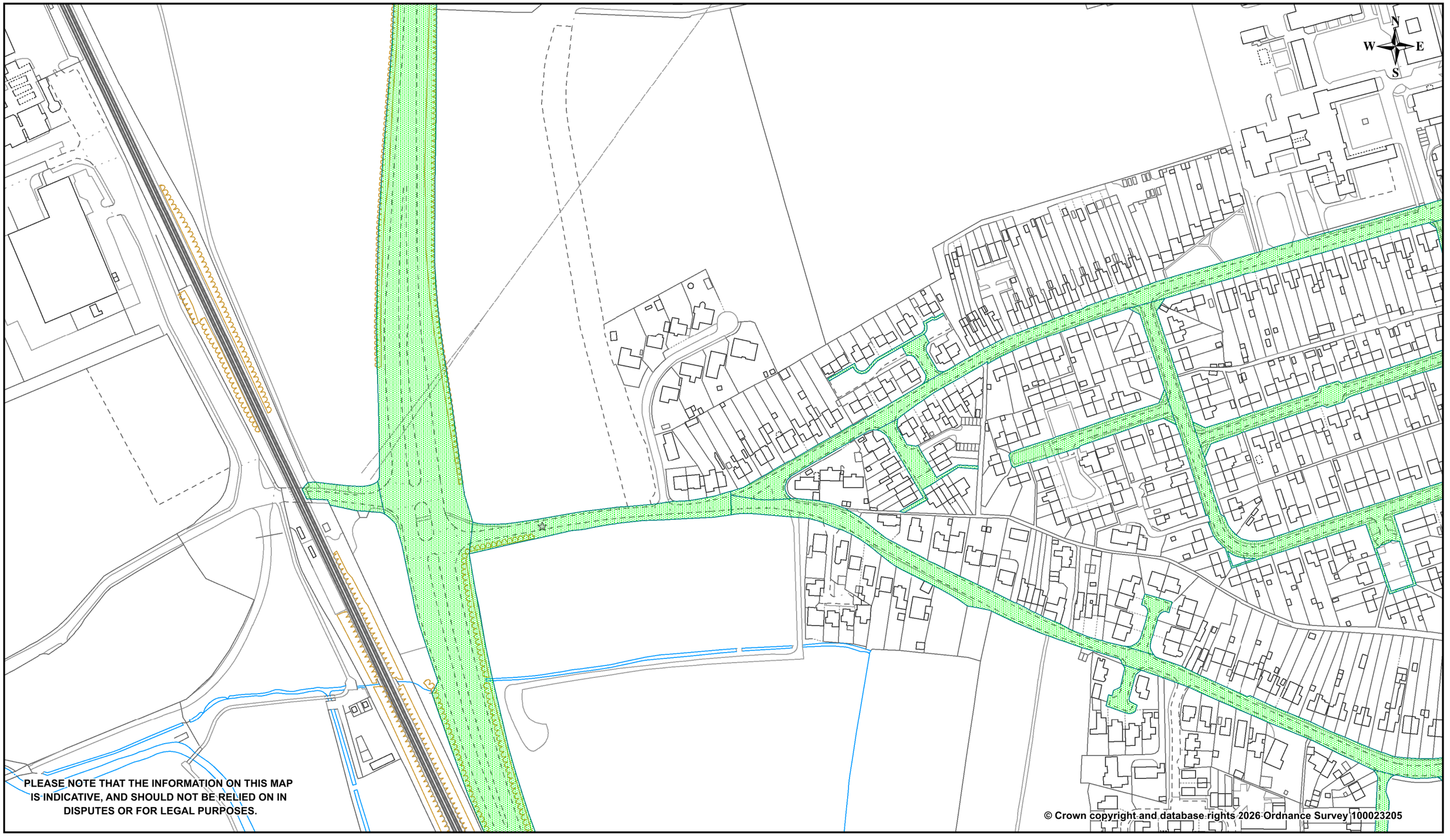
SCALE @ A3:	DESIGN–DRAWN:	DATE:
1:1000	TS	27/01/2026

PROJECT No:	DRAWING No:
6510	6510–EAS–H–101

Appendix F: Highway Boundary Mapping

EAS, SuDS Design Centre and Two Eighty are trading names of EAS Transport Planning Ltd registered in England and Wales, No. 5751442

Cambridgeshire County Council



Scale: 1:2500
Date: 26/01/2026
By: CCC789591959_LCJ

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

Legend

Public highway (green)

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 G: TRICS Outputs

EAS, SuDS Design Centre and Two Eighty are trading names of EAS Transport Planning Ltd registered in England and Wales, No. 5751442

Calculation Reference: AUDIT-743101-240312-0303

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	5 days
	EX	ESSEX	1 days
	HC	HAMPSHIRE	9 days
	HF	HERTFORDSHIRE	2 days
	KC	KENT	5 days
	MW	MEDWAY	1 days
	SC	SURREY	3 days
	SP	SOUTHAMPTON	1 days
	WB	WEST BERKSHIRE	1 days
	WS	WEST SUSSEX	7 days
03	SOUTH WEST		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	DC	DORSET	2 days
	DV	DEVON	2 days
	SD	SWINDON	1 days
	SM	SOMERSET	1 days
	TB	TORBAY	1 days
04	EAST ANGLIA		
	NF	NORFOLK	13 days
	PB	PETERBOROUGH	1 days
	SF	SUFFOLK	3 days
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days
	EC	CHESHIRE EAST	1 days
09	NORTH		
	DH	DURHAM	2 days

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

Primary Filtering selection:

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

Parameter:	No of Dwellings
Actual Range:	8 to 300 (units:)
Range Selected by User:	6 to 350 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 12/03/24

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

Selected survey days:

Monday	14 days
Tuesday	15 days
Wednesday	20 days
Thursday	15 days
Friday	7 days

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

Selected survey types:

Manual count	71 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:

Suburban Area (PPS6 Out of Centre)	12
Edge of Town	59

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

Selected Location Sub Categories:

Residential Zone	65
Village	1
Out of Town	3
No Sub Category	2

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	21 days - Selected
Servicing vehicles Excluded	58 days - Selected

Secondary Filtering selection:

Use Class:

C3	71 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	20 days
10,001 to 15,000	25 days
15,001 to 20,000	9 days
20,001 to 25,000	9 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,001 to 25,000	10 days
25,001 to 50,000	8 days
50,001 to 75,000	11 days
75,001 to 100,000	10 days
100,001 to 125,000	3 days
125,001 to 250,000	24 days
250,001 to 500,000	5 days

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

Car ownership within 5 miles:

0.6 to 1.0	14 days
1.1 to 1.5	52 days
1.6 to 2.0	5 days

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

Travel Plan:

Yes	43 days
No	28 days

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

PTAL Rating:

No PTAL Present	71 days

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

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

LIST OF SITES relevant to selection parameters

1 AC-03-A-04 TOWN HOUSES CHESHIRE WEST & CHESTER
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

2 BC-03-A-02 BUNGALOWS BOURNEMOUTH CHRISTCHURCH & POOLE
HURSTDENE ROAD
BOURNEMOUTH
CASTLE LANE WEST
Edge of Town
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *24/03/14* *Survey Type: MANUAL*

3 CT-03-A-01 MIXED HOUSES CENTRAL BEDFORDSHIRE
ARLESEY ROAD
STOTFOLD

Edge of Town
Residential Zone
Total No of Dwellings: 46
Survey date: WEDNESDAY *22/06/22* *Survey Type: MANUAL*

4 DC-03-A-09 MIXED HOUSES DORSET
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 50
Survey date: FRIDAY *19/11/21* *Survey Type: MANUAL*

5 DC-03-A-10 MIXED HOUSES DORSET
ADDISON CLOSE
GILLINGHAM

Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY *09/11/22* *Survey Type: MANUAL*

6 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

7 DH-03-A-03 SEMI-DETACHED & TERRACED DURHAM
PILGRIMS WAY
DURHAM

Edge of Town
Residential Zone
Total No of Dwellings: 57
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

9 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

10 EC-03-A-06 TERRACED HOUSES CHESHIRE EAST
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

11 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

12 ES-03-A-05 MIXED HOUSES & FLATS EAST SUSSEX
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 99
Survey date: WEDNESDAY *05/06/19* *Survey Type: MANUAL*

13 ES-03-A-07 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

14 ES-03-A-08 MIXED HOUSES & FLATS EAST SUSSEX
WRESTWOOD ROAD
BEXHILL

Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: WEDNESDAY *12/10/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

15 ES-03-A-09 DETACHED & SEMI-DETACHED EAST SUSSEX
THE FAIRWAY
NEWHAVEN

Edge of Town
Residential Zone
Total No of Dwellings: 47
Survey date: MONDAY *13/03/23* *Survey Type: MANUAL*

16 EX-03-A-03 MIXED HOUSES ESSEX
KESTREL GROVE
RAYLEIGH

Edge of Town
Residential Zone
Total No of Dwellings: 123
Survey date: MONDAY *27/09/21* *Survey Type: MANUAL*

17 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total No of Dwellings: 39
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

18 HC-03-A-22 MIXED HOUSES HAMPSHIRE
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY *31/10/18* *Survey Type: MANUAL*

19 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

20 HC-03-A-24 MIXED HOUSES & FLATS HAMPSHIRE
STONEHAM LANE
EASTLEIGH

Edge of Town
Residential Zone
Total No of Dwellings: 243
Survey date: WEDNESDAY *10/11/21* *Survey Type: MANUAL*

21 HC-03-A-26 MIXED HOUSES & FLATS HAMPSHIRE
BOTLEY ROAD
WHITELEY

Edge of Town
Out of Town
Total No of Dwellings: 270
Survey date: THURSDAY *24/06/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

22 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

23 HC-03-A-28 MIXED HOUSES & FLATS HAMPSHIRE
EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Total No of Dwellings: 125
Survey date: MONDAY *08/11/21* *Survey Type: MANUAL*

24 HC-03-A-31 MIXED HOUSES & FLATS HAMPSHIRE
KILN ROAD
LIPHOOK

Edge of Town
Residential Zone
Total No of Dwellings: 44
Survey date: FRIDAY *07/10/22* *Survey Type: MANUAL*

25 HC-03-A-33 MIXED HOUSES & FLATS HAMPSHIRE
CROW LANE
RINGWOOD
CROW
Edge of Town
Residential Zone
Total No of Dwellings: 195
Survey date: TUESDAY *04/07/23* *Survey Type: MANUAL*

26 HF-03-A-03 MIXED HOUSES HERTFORDSHIRE
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY *08/07/19* *Survey Type: MANUAL*

27 HF-03-A-04 TERRACED HOUSES HERTFORDSHIRE
HOLMSIDE RISE
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 8
Survey date: TUESDAY *08/06/21* *Survey Type: MANUAL*

28 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

29 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

30 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

31 KC-03-A-09 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY *09/06/21* *Survey Type: MANUAL*

32 KC-03-A-10 MIXED HOUSES KENT
HEADCORN ROAD
STAPLEHURST

Edge of Town
Residential Zone
Total No of Dwellings: 106
Survey date: TUESDAY *09/05/23* *Survey Type: MANUAL*

33 MW-03-A-02 MIXED HOUSES MEDWAY
OTTERHAM QUAY LANE
RAINHAM

Edge of Town
Residential Zone
Total No of Dwellings: 19
Survey date: MONDAY *06/06/22* *Survey Type: MANUAL*

34 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

35 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

36 NF-03-A-06 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 275
Survey date: MONDAY *23/09/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

37 NF-03-A-25 MIXED HOUSES & FLATS NORFOLK
WOODFARM LANE
GORLESTON-ON-SEA

Edge of Town
Residential Zone
Total No of Dwellings: 55
Survey date: TUESDAY *21/09/21* *Survey Type: MANUAL*

38 NF-03-A-30 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

39 NF-03-A-33 MIXED HOUSES NORFOLK
LONDON ROAD
ATTLEBOROUGH

Edge of Town
Residential Zone
Total No of Dwellings: 143
Survey date: THURSDAY *29/09/22* *Survey Type: MANUAL*

40 NF-03-A-34 MIXED HOUSES NORFOLK
NORWICH ROAD
SWAFFHAM

Edge of Town
Out of Town
Total No of Dwellings: 80
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

41 NF-03-A-35 MIXED HOUSES & FLATS NORFOLK
REPTON AVENUE
NORWICH

Edge of Town
Residential Zone
Total No of Dwellings: 116
Survey date: WEDNESDAY *28/09/22* *Survey Type: MANUAL*

42 NF-03-A-36 MIXED HOUSES NORFOLK
LONDON ROAD
WYMONDHAM

Edge of Town
No Sub Category
Total No of Dwellings: 75
Survey date: THURSDAY *29/09/22* *Survey Type: MANUAL*

43 NF-03-A-37 MIXED HOUSES NORFOLK
GREENFIELDS ROAD
DEREHAM

Edge of Town
Residential Zone
Total No of Dwellings: 44
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

44 NF-03-A-39 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

45 NF-03-A-46 MIXED HOUSES & FLATS NORFOLK
BURGH ROAD
AYLSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 300
Survey date: TUESDAY *14/09/21* *Survey Type: MANUAL*

46 NF-03-A-51 SEMI-DETACHED NORFOLK
CITY ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 34
Survey date: TUESDAY *13/09/22* *Survey Type: MANUAL*

47 NT-03-A-08 DETACHED HOUSES NOTTINGHAMSHIRE
WIGHAY ROAD
HUCKNALL

Edge of Town
Residential Zone
Total No of Dwellings: 36
Survey date: MONDAY *18/10/21* *Survey Type: MANUAL*

48 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

49 NY-03-A-14 DETACHED & BUNGALOWS NORTH YORKSHIRE
PALACE ROAD
RIPON

Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: WEDNESDAY *18/05/22* *Survey Type: MANUAL*

50 PB-03-A-04 DETACHED HOUSES PETERBOROUGH
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

51 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total No of Dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

52 SC-03-A-05 MIXED HOUSES SURREY
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 207
Survey date: MONDAY *01/04/19* *Survey Type: MANUAL*

53 SC-03-A-07 MIXED HOUSES SURREY
FOLLY HILL
FARNHAM

Edge of Town
Residential Zone
Total No of Dwellings: 41
Survey date: WEDNESDAY *11/05/22* *Survey Type: MANUAL*

54 SD-03-A-01 SEMI DETACHED SWINDON
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

55 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

56 SF-03-A-09 MIXED HOUSES & FLATS SUFFOLK
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 179
Survey date: THURSDAY *24/06/21* *Survey Type: MANUAL*

57 SF-03-A-10 TERRACED & SEMI-DETACHED SUFFOLK
LOVETOFTS DRIVE
IPSWICH
WHITEHOUSE
Edge of Town
Residential Zone
Total No of Dwellings: 149
Survey date: TUESDAY *22/06/21* *Survey Type: MANUAL*

58 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

59 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
BRIDGWATER
NORTHFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 33
Survey date: THURSDAY *24/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

60 SP-03-A-02 MIXED HOUSES & FLATS SOUTHAMPTON
BARNFIELD WAY
NEAR SOUTHAMPTON
HEDGE END
Edge of Town
Out of Town
Total No of Dwellings: 250
Survey date: TUESDAY *12/10/21* *Survey Type: MANUAL*

61 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total No of Dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

62 TB-03-A-01 TERRACED HOUSES TORBAY
BRONSHILL ROAD
TORQUAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 37
Survey date: WEDNESDAY *30/09/15* *Survey Type: MANUAL*

63 WB-03-A-03 MIXED HOUSES WEST BERKSHIRE
DORKING WAY
READING
CALCOT
Edge of Town
Residential Zone
Total No of Dwellings: 108
Survey date: FRIDAY *09/09/22* *Survey Type: MANUAL*

64 WK-03-A-04 DETACHED HOUSES WARWICKSHIRE
DALEHOUSE LANE
KENILWORTH

Edge of Town
Residential Zone
Total No of Dwellings: 49
Survey date: FRIDAY *27/09/19* *Survey Type: MANUAL*

65 WS-03-A-04 MIXED HOUSES WEST SUSSEX
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 151
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

66 WS-03-A-08 MIXED HOUSES WEST SUSSEX
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

67 WS-03-A-12 MIXED HOUSES WEST SUSSEX
MADGWICK LANE
CHICHESTER
WESTHAMPNETT
Edge of Town
Village
Total No of Dwellings: 152
Survey date: WEDNESDAY 16/06/21 Survey Type: MANUAL

68 WS-03-A-13 MIXED HOUSES & FLATS WEST SUSSEX
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 197
Survey date: WEDNESDAY 23/06/21 Survey Type: MANUAL

69 WS-03-A-14 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 117
Survey date: WEDNESDAY 20/10/21 Survey Type: MANUAL

70 WS-03-A-17 MIXED HOUSES & FLATS WEST SUSSEX
SHOPWHYKE ROAD
CHICHESTER

Edge of Town
Residential Zone
Total No of Dwellings: 86
Survey date: WEDNESDAY 01/03/23 Survey Type: MANUAL

71 WS-03-A-19 MIXED HOUSES & FLATS WEST SUSSEX
TURNERS HILL ROAD
EAST GRINSTEAD

Edge of Town
Residential Zone
Total No of Dwellings: 92
Survey date: MONDAY 15/05/23 Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.72

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	71	101	0.085	71	101	0.291	71	101	0.376
08:00 - 09:00	71	101	0.152	71	101	0.372	71	101	0.524
09:00 - 10:00	71	101	0.144	71	101	0.179	71	101	0.323
10:00 - 11:00	71	101	0.131	71	101	0.158	71	101	0.289
11:00 - 12:00	71	101	0.146	71	101	0.156	71	101	0.302
12:00 - 13:00	71	101	0.159	71	101	0.161	71	101	0.320
13:00 - 14:00	71	101	0.172	71	101	0.157	71	101	0.329
14:00 - 15:00	71	101	0.166	71	101	0.194	71	101	0.360
15:00 - 16:00	71	101	0.269	71	101	0.172	71	101	0.441
16:00 - 17:00	71	101	0.273	71	101	0.168	71	101	0.441
17:00 - 18:00	71	101	0.341	71	101	0.160	71	101	0.501
18:00 - 19:00	71	101	0.267	71	101	0.150	71	101	0.417
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.305			2.318			4.623

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

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

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Parameter summary

Trip rate parameter range selected:	8 - 300 (units:)
Survey date date range:	01/01/14 - 12/03/24
Number of weekdays (Monday-Friday):	71
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
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
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	71	101	0.004	71	101	0.010	71	101	0.014
08:00 - 09:00	71	101	0.005	71	101	0.017	71	101	0.022
09:00 - 10:00	71	101	0.002	71	101	0.004	71	101	0.006
10:00 - 11:00	71	101	0.004	71	101	0.005	71	101	0.009
11:00 - 12:00	71	101	0.002	71	101	0.003	71	101	0.005
12:00 - 13:00	71	101	0.004	71	101	0.004	71	101	0.008
13:00 - 14:00	71	101	0.003	71	101	0.003	71	101	0.006
14:00 - 15:00	71	101	0.004	71	101	0.003	71	101	0.007
15:00 - 16:00	71	101	0.012	71	101	0.006	71	101	0.018
16:00 - 17:00	71	101	0.013	71	101	0.008	71	101	0.021
17:00 - 18:00	71	101	0.010	71	101	0.007	71	101	0.017
18:00 - 19:00	71	101	0.008	71	101	0.004	71	101	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.071			0.074			0.145

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	71	101	0.018	71	101	0.040	71	101	0.058
08:00 - 09:00	71	101	0.043	71	101	0.114	71	101	0.157
09:00 - 10:00	71	101	0.040	71	101	0.038	71	101	0.078
10:00 - 11:00	71	101	0.026	71	101	0.034	71	101	0.060
11:00 - 12:00	71	101	0.031	71	101	0.033	71	101	0.064
12:00 - 13:00	71	101	0.031	71	101	0.030	71	101	0.061
13:00 - 14:00	71	101	0.030	71	101	0.027	71	101	0.057
14:00 - 15:00	71	101	0.034	71	101	0.039	71	101	0.073
15:00 - 16:00	71	101	0.103	71	101	0.053	71	101	0.156
16:00 - 17:00	71	101	0.065	71	101	0.038	71	101	0.103
17:00 - 18:00	71	101	0.053	71	101	0.036	71	101	0.089
18:00 - 19:00	71	101	0.043	71	101	0.040	71	101	0.083
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.517			0.522			1.039

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	71	101	0.002	71	101	0.030	71	101	0.032
08:00 - 09:00	71	101	0.002	71	101	0.036	71	101	0.038
09:00 - 10:00	71	101	0.002	71	101	0.010	71	101	0.012
10:00 - 11:00	71	101	0.005	71	101	0.007	71	101	0.012
11:00 - 12:00	71	101	0.004	71	101	0.005	71	101	0.009
12:00 - 13:00	71	101	0.005	71	101	0.006	71	101	0.011
13:00 - 14:00	71	101	0.004	71	101	0.005	71	101	0.009
14:00 - 15:00	71	101	0.007	71	101	0.004	71	101	0.011
15:00 - 16:00	71	101	0.023	71	101	0.006	71	101	0.029
16:00 - 17:00	71	101	0.019	71	101	0.003	71	101	0.022
17:00 - 18:00	71	101	0.021	71	101	0.002	71	101	0.023
18:00 - 19:00	71	101	0.019	71	101	0.003	71	101	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.113			0.117			0.230

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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