



LAND EAST OF BRIDGE ROAD, IMPINGTON

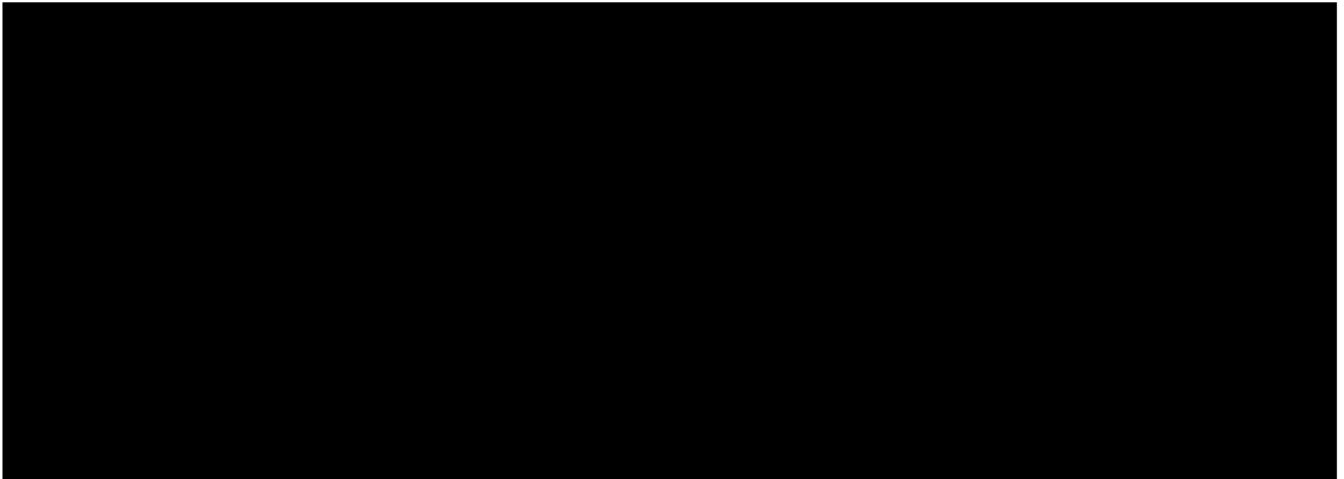
Access Appraisal

May 2022

Barratt David Wilson Homes (Cambridgeshire)

RESIDENTIAL DEVELOPMENT
LAND EAST OF BRIDGE ROAD
IMPINGTON

ACCESS APPRAISAL



Revision Record				
Rev.	Date	By	Summary of Changes	Aprvd

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**RESIDENTIAL DEVELOPMENT
LAND EAST OF BRIDGE ROAD
IMPINGTON**

ACCESS APPRAISAL

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1. INTRODUCTION

- 1.1 This Access Appraisal (AA) has been prepared by Paul Basham Associates on behalf of Barratt David Wilson Homes (BDWH) in order to assess the potential for residential development at Land east of Bridge Road, Impington. The site location is demonstrated in **Figure 1**, with the indicative site masterplan included in **Appendix A**.

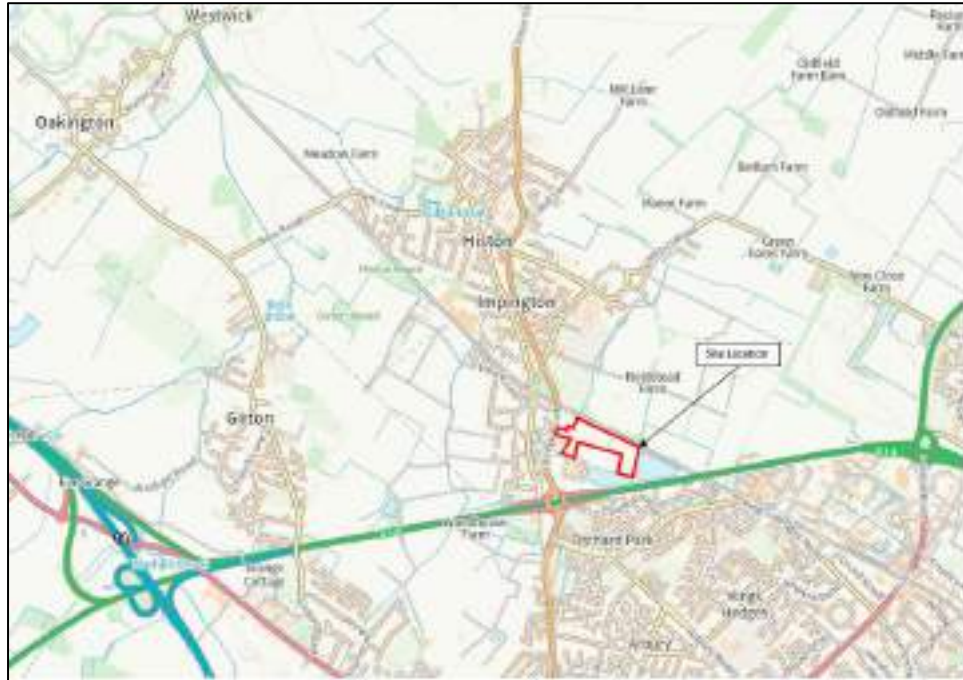


Figure 1: Site Location

- 1.2 It is understood that BDWH are seeking to provide circa 235 units on the land identified in **Figure 1**. As part of this assessment, and to help inform the report, a site visit was undertaken in April 2022. In addition, this report benefits from highway boundary mapping obtained from Cambridgeshire County Council (CCC) and a radar survey undertaken on Tuesday 3rd May 2022 to determine the actual vehicle speeds in the vicinity of the site.
- 1.3 The remainder of this report therefore provides an assessment of the potential opportunities and constraints of a scheme based on 235 units, including an assessment of the site location, the potential impact on the surrounding highway network, commentary on the internal road layout as well as identifying any highway works that may be required to support a development.

2. SITE CONTEXT

- 2.1 The site, located to the east of Bridge Road, is situated to the south of the Busway NCN51, west of a drainage pond and north of the Holiday Inn. The site and its surroundings are demonstrated in **Figure 2**.



Figure 2: Site Context (Source: Google)

Local Road Network

Bridge Road

- 2.2 Bridge Road, which runs north to south past the site frontage, provides a route between the A14 to the south and Histon to the north. The carriageway measures approximately 9m in width, of which 2m is provided as an on-street cycle lane flanking the eastern side of Bridge Road. The road itself is subject to a 40mph speed limit across the site frontage, however whilst on site, and given the nature of the road, vehicle speeds were observed and considered to be higher. The existing conditions along Bridge Road are demonstrated in **Photograph 1**.



Photograph 1: Bridge Road Conditions

- 2.3 In order to determine the actual vehicle speeds in the vicinity of the proposed site, a radar survey was undertaken on Tuesday 3rd May between 1000 – 1200 and 1300 – 1500. The results of the survey are summarised in **Table 1**, with the full outputs included in **Appendix B**.

Bridge Road	85 th ile speeds	
	AM Period	PM Period
Northbound	39.7mph	40.6mph
Southbound	42.8mph	42.3mph

Table 1: Radar Survey Results

- 2.4 The site is well located in relation to the strategic road network, with the A14 located 500m south of the proposed site. The A14 provides the main commuter route between Suffolk to the east and Cambridge. The speed survey demonstrates that recorded speeds exceeded the speed limit for vehicles travelling southbound in particular.

Personal Injury Accident Data

- 2.5 Personal Injury Accident (PIA) data has been obtained from Crashmap for the latest available 5-year period between January 2017 and December 2021 to determine the existing safety scenario in the local area. The PIA investigation is demonstrated in **Figure 3**.



Figure 3: PIA Investigation: 2017 – 2021 (Source: Crashmap)

- 2.6 The PIA investigation demonstrates that there has been only 1 recorded incident in the immediate vicinity of the site. The incident, which was classified as 'slight' in nature, occurred in 2017 at the junction with the Holiday Inn access road and involved a cyclist. Despite this, the PIA investigation does not indicate a highways concern that would worsen as a result of the development or pose a safety concern for future site users.
- 2.7 It should be noted that, if an application is to come forwards on the site, it is likely that CCC would require full accident data to be obtained.

3. LOCAL ACCESSIBILITY

Proximity to Amenities

- 3.1 Located to the east of Bridge Road, the site is well located in relation to the existing facilities and amenities in Histon and Impington. Within a 20 minute walk (4 minute cycle) of the site, a comprehensive range of facilities and amenities are available including a pharmacy, banks, small retail units, convenience stores, a doctors surgery and leisure facilities. A full review of the facilities and amenities available would be assessed to support an application.

Pedestrian Infrastructure

- 3.2 The gentle topography of the area makes it conducive for pedestrians and encouraging movements on foot. In the immediate vicinity of the site, there is currently no pedestrian footway flanking the eastern side of Bridge Road, however, a 2m wide footway is present on the western side. The existing pedestrian infrastructure in the vicinity of the site is demonstrated in **Photograph 2**.



Photograph 2: Pedestrian Footway on Bridge Road

- 3.3 As part of this DD report, opportunities to provide a connection between the site and the footway flanking the western side will be explored.

Public Rights of Way

- 3.4 In addition to the local pedestrian infrastructure, the site is located approximately 450m south of Bridleway no.6 which runs parallel to the Busway and National Cycle Network (NCN) Route no.51. The location of the Bridleway in relation to the site is demonstrated in **Figure 4**.



Figure 4: PRoW (Source: Cambridgeshire.gov.uk)

Cycling Infrastructure

- 3.5 The topography of the area also makes it conducive for cycling. Within the immediate vicinity of the site, dedicated cycle lanes are present flanking both the eastern and western sides of Bridge Road, thus making it an attractive and safe method of transport for cyclists. The cycle infrastructure in the vicinity of the site is demonstrated in **Photograph 3**.



Photograph 3: Dedicated Cycle Lanes

- 3.6 In addition to the dedicated cycle lanes, the aforementioned Bridleway also facilitates the movement of cyclists in the area. For cyclists, journeys into Histon take approximately 6 minutes, whilst journeys to Cambridge take approximately 15 minutes.

Public Transport Provision

Bus Services

- 3.7 The closest bus stops to the site are located at the Highfield Road/Cambridge Road junction, accessible via a 4 minute walk or 2 minute cycle. The stops comprise a sheltered waiting area and single pole with timetable information. These stops are served by the Stagecoach no.8 Citi service.
- 3.8 In addition to the stops at the Highfield Road/Cambridge Road junction, the site is located approximately 450m south of the Cambridgeshire Guided Busway, which is solely dedicated to buses. The Histon and Impington busway station is serviced by three routes, A, B and C.
- 3.9 A summary of the services available from both the Busway and the Highfield Road stops are provided within **Table 2** below.

Location	Route	Frequency		
		Monday – Friday	Saturday	Sunday
Highfield Road	8 Citi March – Doddington – Chatteris – Sutton – Witcham Toll – Haddenham – Wilburton – Cottenham – Histon & Impington – Cambridge	Every 30 minutes	Every 30 minutes	Every Hour
Busway	A Huntingdon – St Ives – Histon & Impington – Central Cambridge – Cambridge Station – Addenbrooke’s Hospital	Every 30 minutes	Every 30 minutes	Every Hour
	B Huntingdon – St Ives – Histon & Impington – Cambridge Science Park – Cambridge North – Central Cambridge – Addenbrooke’s Hospital	Every 30 minutes	Every 30 minutes	Every Hour
	C Huntingdon – St Ives – Histon & Impington – Central Cambridge – Cambridge Station – Long Road Sixth Form College	School Service	No Service	No Service

Table 2: Local Bus Services

- 3.10 The site is very well located in relation to the comprehensive bus services available in the local area, thus presenting an excellent opportunity to encourage walk/bus/walk commuter and leisure journeys to and from the site.

Rail Services

- 3.11 The closest railway station to the site is Cambridge North, accessible via a 15 minute cycle or the use of Busway Route B. Cambridge North station is equipped with 1000 cycle storage spaces, 4560 car parking spaces, CCTV, customer help points and step free access amongst others, thus being suitable for all users or as part of a multimodal journey.

- 3.12 Cambridge North provides services to a number of destinations, including London, Norwich, Stansted Airport, Kings Lynn and Ely. Trains to these destinations operate frequently, with the majority operating at least once per hour. For more local rail journeys, destinations such as Central Cambridge and Ely are within a 6 minute and 15 minute travel time respectively.
- 3.13 The location of the site in relation to the railway station presents an excellent opportunity to encourage cycle/rail/cycle commuter journeys for both local destinations and those further afield.

Summary

- 3.14 The location of the site in relation to cycle and bus infrastructure presents an excellent opportunity to promote travel via these modes and thus create a sustainable development. The opportunities to improve the pedestrian infrastructure in the vicinity of the site will be explored further later in this report.

4. DEVELOPMENT PROPOSALS

- 4.1 It is understood that the development would seek to provide circa 235 dwellings. A review of the car and cycle parking standards has been undertaken to aid the development of the site layout. The layout is included in **Appendix A**.

Car Parking Standards

- 4.2 Car parking would need to be provided in accordance with South Cambridgeshire's Local Plan (2018) Policy T1/3: Parking Provision. The policy states that '*Car parking provision should be provided through a design-led approach in accordance with the indicative standards*'. The indicative standard for all residential dwellings is 2 spaces per dwelling.
- 4.3 If garages are to be provided on-site, the internal widths must measure 3.3m x 6m if solely used for a car, with an additional 1m at the end and/or 650 – 750mm at the side to park cycles.
- 4.4 If all parking is allocated, the Greater Cambridge Sustainable Design and Construction SPD states that one slow Electric charging point is required per dwelling. If communal parking is proposed, one slow electric charging point is required for every two dwellings.

Cycle Parking Standards

- 4.5 Cycle parking would also need to be provided to accord with the minimum standards set out within the Local Plan. The policy states a minimum provision of 1 space per bedroom. Cycle parking would need to be provided in safe, secure and well-lit areas, either on plot or within communal storage blocks.

Internal Road Geometries

- 4.6 In order to provide an attractive and permeable environment and ensure that the site is delivered to CCC adoptable standards where applicable, the design principles in which the development should adhere to are summarised below;
- A spine road measuring a minimum of 6m in width.
 - Internal roads should measure 5.5m in order to conform to CCC's adoptable standards but can reduce in width to 4.8m – 4.1m for tertiary roads and private drives. As a general guide, 4.8m will allow two cars to pass, whilst 4.1m would be more suitable for very quiet cul-de-sacs. All routes facilitating fire tenders must measure at least 3.7m in width.
 - Footways should be provided along all main estate road and should measure 1.8m – 2m in width.
 - If shared surfaces are to be provided, these should measure 6m in width with a 0.5m margin flanking either side.

- Traffic calming measures are recommended throughout the development, and in particular reference to CCC preferences, these should be provided in the form of raised junctions.
- 4.7 All internal corners and junctions provided within the site will need to be restricted to a 20mph speed limit and therefore any vegetation within visibility splays would need to be maintained to below 0.6m or over 2m in height.

Servicing

- 4.8 It is envisaged that refuse collection would occur on site and thus causing no impact on the local road network. Turning heads should be provided on site to aid collection, but where collection is proposed from the kerbside, refuse vehicles must be able to get to within 25m of each storage point or house, with residents able to get to within 30m of a storage point.
- 4.9 Fire tender vehicles must be able to get within 45m of all properties in accordance with Building Regulations Part B. Based on CCC guidance, for developments over 200 units, a second access location for emergency vehicles should be provided. The opportunity to provide this has been assessed as part of the access design works.

5. TRIP GENERATION AND DISTRIBUTION

Trip Generation

- 5.1 In order to ascertain the likely impact of the proposed development on the operation of the local road network, a TRICS assessment has been undertaken. Given that the site is currently greenfield, any vehicle movements generated by the site would be new to the network.

Vehicular Trip Generation

- 5.2 A multimodal TRICS assessment has been undertaken for the site. The parameters used to generate the trip rates are summarised below:
- TRICS v.7.9.1 Database
 - 'Residential' – 'Houses Privately Owned' Use Class
 - Sites in England and Wales (Excluding Greater London)
 - 6 – 750 Dwellings
 - Weekday Surveys only
 - 'Suburban' and 'Edge of Town' Locations
 - Sites with No Travel Plans
- 5.3 Whilst it is likely that the proposed development would comprise a mixture of private and affordable housing, the TRICS assessment undertaken provides a worst-case scenario as private housing typically generates more vehicle movements than affordable.
- 5.4 The resultant trip generation assessment is summarised in **Table 3**, with the full outputs included in **Appendix C**.

TRICS (v.7.9.1)	AM Peak Period (0800 – 0900)		PM Peak Period (1600 – 1700)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Vehicular Trip Rate (per Dwelling)	0.124	0.373	0.340	0.156	4.515
Vehicular Trip Generation (235 Dwellings)	29	88	80	37	1,061

Table 3: Proposed Vehicular Trip Generation (235 dwellings)

- 5.5 **Table 3** demonstrates that the proposed development would be anticipated to generate 117 vehicle movements in both the AM and PM peak periods and 1,061 vehicle movements across a 12 hour day. This equates to 1 vehicle movement every 30 seconds in the peak periods.

Pedestrian/Cycle Trip Generation

- 5.6 The TRICS database has also been consulted to determine the likely pedestrian and cycle movements that will be generated by the proposed development. Using the same parameters as set out above, the resultant trip generation assessment is summarised in Table 4, with the full outputs included in Appendix C.

TRICS (v.7.9.1)	AM Peak Period (0800 – 0900)		PM Peak Period (1600 – 1700)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Pedestrian Trip Rate (per Dwelling)	0.030	0.086	0.053	0.030	0.909
Pedestrian Trip Generation (235 Dwellings)	7	20	12	7	214
Cycle Trip Rate (per Dwelling)	0.004	0.006	0.007	0.005	0.088
Cycle Trip Generation (235 Dwellings)	1	1	2	1	21

Table 4: Proposed Pedestrian/Cycle Trip Generation

- 5.7 Table 4 demonstrates that the proposed development would be anticipated to generate 27 pedestrian and 2 cycle movements in the AM peak period, 19 pedestrian and 3 cycle movements in the PM peak period and 214 pedestrian and 21 cycle movements across a 12 hour day. The existing pedestrian and cycle infrastructure in the vicinity of the site is anticipated to be sufficient in accommodating this level of trips (subject to pedestrian facilities being improved and implemented on the eastern side of Bridge Road).
- 5.8 The 'Method of Travel' to work Census Data (2011) has been assessed for the South Cambridgeshire 006 location to identify how residents currently residing in the area travel to work. The data identified that approximately 11% of trips are by cyclists and 7% by pedestrians.

Vehicle Distribution

- 5.9 Having estimated the number of vehicular trips to be generated by the site, traffic distribution diagrams have been created using the 2011 'Travel to Work' Census Data (WF01BEW) for South Cambridgeshire 006 (where the site is located). Data set WF01BEW has been assessed to understand the destinations people travel to work from the site (Histon and Impington) and determine the likely routes they travel.

- 5.10 The main workplace destinations and the percentage of residents (South Cambridgeshire 006) that commute to each destination along with the most likely route used, for locations with more than 1% of trips has been shown in Table 5.

Place of Work	Percentage	Left or Right from Site Access
Cambridge	47%	100% Left
South Cambridgeshire 006: Histon & Impington	12%	100% Right
South Cambridgeshire 007: Milton	9%	100% Left
Huntingdonshire	3%	100% Left
South Cambridgeshire 017: Duxford	2%	100% Left
East Cambridgeshire	2%	100% Left
South Cambridgeshire 011: Fulbourn	2%	100% Left
Other	24%	20% Left, 4% Right

Table 5: Place of Work Census Data

- 5.11 Table 5 demonstrates that most trips are expected to stay within Cambridge (47%) with a large proportion also remaining within Histon and Impington (12%) and people travelling to nearby Milton/Horningsea (9%).
- 5.12 The information presented in Table 5 has been assessed to determine the percentage of development traffic anticipated to turn left and right out of the site access onto Bridge Road. This is summarised in Table 6 below.

Direction	Percentage
Right (Northbound)	16%
Left (Southbound)	84%

Table 6: Direction of Travel from Development Site

- 5.13 Based on the information from the trip distribution, 16% of development traffic is anticipated to turn right out of the site and head northbound along Bridge Road. The remaining 84% are anticipated to turn left out of the site access and head southbound towards the A14/Bridge Road/Cambridge Road roundabout. A trip distribution diagram of the site access is attached as Appendix D.

6. ACCESS OPPORTUNITIES

Type of Access

- 6.1 The proposed site would be served by a single vehicular access onto Bridge Road. In order to determine the type of access required, consideration has been given to the quantum of traffic along both the major road (Bridge Road) and the minor road (site access). CD 123 (Geometric design of at-grade priority and signal-controlled junctions) show that where major road flow exceeds 13,000 vehicles and minor road flows exceed 300 vehicles, a right turn lane/ghost island should be considered. This is shown in **Figure 5**.

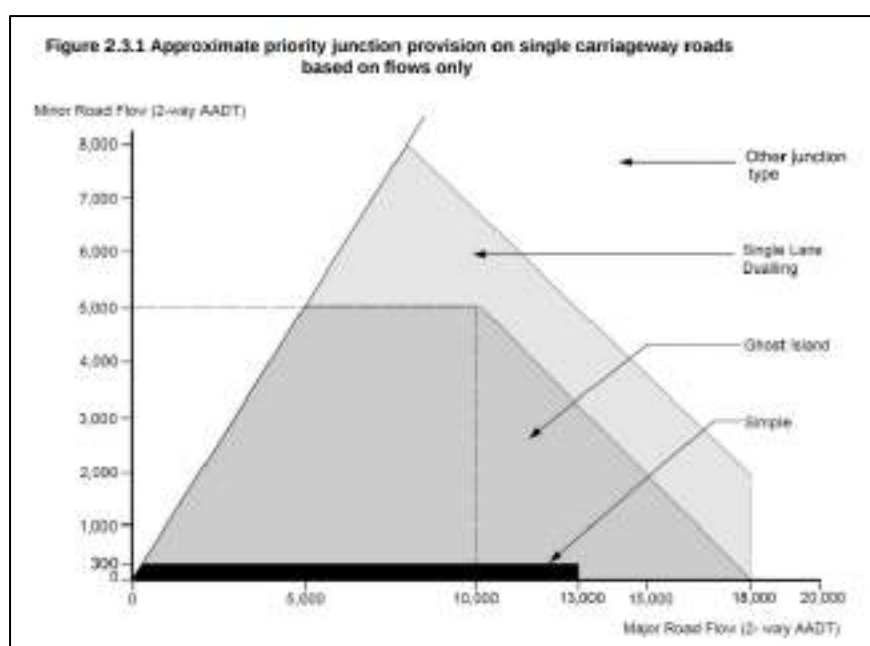


Figure 5: CD 123 Figure 2.3.1 Approximate priority junction provision

- 6.2 Whilst no flow data along Bridge Road itself is available, given that the proposed development is anticipated to generate in the region of 1,100 vehicle movements across a 12 hour period, and with consideration given to the distribution of traffic from the site access, a right turn lane junction is considered to be required.

Access Design

- 6.3 To accommodate the right turn lane and existing infrastructure such as the on-street cycle lanes, it is proposed that the carriageway of Bridge Road would be widened by c.3m. This ensures that a width of 3m is achievable for both through lanes and that the right turn lane has a minimum width of 3m. In accordance with CD 123 junction design guidance, a drawing has been produced that outlines the required geometries for the right turn lane based on speeds and the gradient of the road. The design of the proposed right turn lane junction is attached in **Appendix E**.

- 6.4 It should also be noted that in order to facilitate the right turn lane junction, the existing gated access to the site would need to be stopped up and a new access provided circa 18m north of the existing.
- 6.5 The development site would be served via a 6m wide road with radii of 9m. In line with MfS guidance, the access is of sufficient width to allow a large vehicle and car to pass. Tracking of the proposed access has been undertaken and is included in **Appendix E**.
- 6.6 It should, however, be noted that the delivery of this access would require further investigation. Specifically, this is in relation to the level differences between the carriageway and the site and that a substantial level of verge does not appear to be either within highway ownership or that of the clients. The Title Plan and Highway Boundary Mapping illustrating this are included within **Appendix F**.
- 6.7 When on-site, and from a desk-based review, there appear to be quite substantial level changes along the site frontage as a whole, and therefore without a topographical survey we cannot fully assess its suitability.

Visibility

- 6.8 In line with the recorded 85th percentile speeds of 40.6mph northbound and 42.8mph southbound, visibility splays of 4.5m x 120m are presented. These visibility splays are achievable from the site access (subject to confirmation of the land ownership of an element of the verge) to the kerb line in both directions and are shown in **Appendix G**, as well as being visually shown in **Photographs 4** and **5** below.



Photograph 4: Primary Direction Visibility



Photograph 5: Secondary Direction Visibility

- 6.9 In order to ensure that visibility is achievable, any vegetation that falls within the splay will need to be maintained at a height below 0.6m in height or over 2m in height. As the access design completed in **Appendix E** has been done on OS mapping, in order to fully assess the opportunities and impacts on vegetation, a topographical survey would be required to support a planning application.

Pedestrian/Cycle Access

- 6.10 It is proposed that a 3m wide shared footway cycleway would be provided on the northern side of the site access. The shared footway/cycleway would terminate at a new formal crossing point (facilitated by a refuge island, dropped kerbs and tactile paving) approximately 20m from the site access. For those travelling northbound along the western side of Bridge Road, a new jug handle buildout would be provided to enable cyclists to safely exit the existing cycle lane and utilise the new crossing facility. The provision of this crossing point therefore ensures that pedestrians and cyclists can safely cross Bridge Road from all directions when accessing local amenities within Histon and Impington.
- 6.11 The location of the footway/cycleway and the crossing point/arrangement is demonstrated on the access design, attached in **Appendix E**.
- 6.12 In line with the 85th percentile speeds, pedestrian visibility splays have also been undertaken from the proposed crossing point and therefore measure 0.8m x 120m. This is demonstrated on the drawing included in **Appendix H**.

Emergency Access

- 6.13 It is understood that CCC require a separate access, or at a very minimum, a secondary access point suitable for emergency vehicles for any development over 200 dwellings. At present, we also understand that the frontage onto the road to the south (private drive for the Holiday Inn) is unavailable and therefore any secondary access would also be required to be provided onto Bridge Road.
- 6.14 An emergency access design has therefore been incorporated into the wider access design drawing (attached as **Appendix E**) which is located approximately 35m north of the proposed site access. This emergency access is proposed in the form of a vehicle crossover junction with a width of 3.7m, which is in accordance with MfS design guidance.
- 6.15 The location and geometries of the proposed emergency access ensure that vehicle tracking for a fire tender can be completed, as shown in the drawing included in **Appendix I**. In addition, a visibility splay assessment from this junction has also been undertaken and is included in **Appendix J**.
- 6.16 As with the main site access, it should be noted that the delivery of this access would require further investigation in specific relation to the level differences between the carriageway and the site, and the extent of ownership of land in this area. Therefore, without a topographical survey and this information we cannot fully assess its suitability.

Internal Access to Existing Property

- 6.17 The proposed relocation of the existing access would also require a new access to be provided for the existing property located to the north of the site. An access design has been provided, which is located approximately 15m east of the site access and would be provided in the form of a vehicle crossover. The width of the road should be a minimum of 4.1m, as per the existing arrangement (subject to confirmation from a topographical survey), which is a sufficient width to enable two cars to pass. It is proposed that this access track would give way to the proposed emergency access and therefore associated lining has been demonstrated. This access design is included in **Appendix E**.
- 6.18 As the proposed track would form a junction with both the proposed site spine road and the emergency access, junction visibility has also been assessed. Visibility splays have therefore been demonstrated to 2.4m x 25m which accords with a 20mph design speed. Any vegetation within the splays would need to be maintained to below 600mm in height. The internal junction visibility is included on the drawing in **Appendix I**.

7. SUMMARY AND NEXT STEPS

- 7.1 This Access Appraisal has been prepared by Paul Basham Associates on behalf of Barratt David Wilson Homes in order to assess the potential for residential development at Land east of Bridge Road, Impington.
- 7.2 The site, located to the east of Bridge Road, is situated to the south of the Busway NCN51, west of a drainage pond and north of the Holiday Inn. The location of the site in relation to cycle and bus infrastructure, presents an excellent opportunity to promote travel via these modes and thus create a sustainable development. The opportunities to improve the pedestrian infrastructure in the vicinity of the site has also been explored as part of the report.
- 7.3 Car and cycle parking would need to be provided in accordance with South Cambridgeshire's Local Plan Policy T1/3: Parking Provision, internal geometries for roads, visibility and footways/cycleways would need to be provided in accordance with CCC's adoptable standards if they are to be adopted. Suitable provision would need to be made on site to ensure both emergency and refuse vehicles can suitably access the relevant areas, for which we can provide assistance when we get to that stage.
- 7.4 A TRICS assessment for vehicle, pedestrian and cycle movements anticipated to be generated by the site has been undertaken. The assessment demonstrates that the proposed development would be anticipated to generate 117 vehicle movements in both the AM and PM peak periods and 1,061 vehicle movements across a 12 hour day. The proposed development would also be anticipated to generate 27 pedestrian and 2 cycle movements in the AM peak period, 19 pedestrian and 3 cycle movements in the PM peak period and 214 pedestrian and 21 cycle movements across a 12 hour day.
- 7.5 Census data has been used to assess the likely split of development traffic at the site access and inform the type of access required to serve the site. The data indicates that 84% of traffic is anticipated to turn left from the site access (And subsequently right in), with the remaining 16% anticipated to turn right out of the site (and subsequently left in).
- 7.6 The proposed development would be served via one point of vehicular access, which would need to be provided in the form of a right turn lane arrangement. With the widening works required, further investigation needs to be had to determine the ownership of the verge as this is currently not shown as being under either highway or client ownership. In addition to fully assess this access design, a topographical survey would be required which would also identify the level/scale of vegetation required to be removed and any level differences between the carriageway and the site which may impact the deliverability.

- 7.7 A new shared footway/cycleway is proposed on the northern side of the access, which would culminate in a crossing facility approximately 20m north of the access. This would facilitate the movement of both pedestrians and cyclists accessing the site from all directions.
- 7.8 An emergency access has also been designed in order to appease CCC's policy which requires a separate access for developments over 200 units. This access is located c.35m north of the main site access and would have right of way over a new access proposed to serve the existing property. It has been observed, however, that level differences are present along the site frontage between the Bridge Road carriageway and the site and therefore, a topographical survey would be required to ensure that an emergency access is deliverable.
- 7.9 Overall, the initial due diligence works demonstrates that a right turn lane junction arrangement should be able to be accommodated within land owned by the highway/site, however, in order to determine its actual deliverability and suitability, a topographical survey would be required, and a more detailed design provided. We would therefore recommend the following next steps from a highway's perspective:
- Prepare a more detailed access design on a topographical survey and try to establish ownership rights of the verge
 - Prepare a Pre-application Scoping Note (PSN) and engage in pre-application discussions with CCC highway officers to determine the scope of works required to support an application and discuss the proposed access arrangements – including the need for an emergency access.



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DISCUSSION

- Site boundary (9.79ha)
- 1 Vehicular access
- 2 Primary street
- 3 Shared surface
- 4 Private drive
- 5 Existing informal footpath retained
- 6 Indicative recreational routes
- 7 Indicative attenuation basin
- 8 Indicative play spaces
- 9 Existing boundary planting retained
- 10 Landscape buffer
- 11 Indicative location of shops/retail
- 12 Allotments and orchard
- 13 Outdoor sports provision

Rev.	Date	Description
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Land at Bridge Road,
IMPINGTON

Illustrative Masterplan

Job ref: 248	Drawing number: SK102	Revision: -
Scale: 1:2,500 @ A3	Date: February 2022	



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Impington - Radar Speed Survey (AM)



Speed Limit

40

Weather

Dry/Cool

Tues 3rd May 2022

1000-1200

All speeds are recorded from free flowing vehicles

Northbound				Southbound			
Speeds (mph)		Speeds (mph)		Speeds (mph)		Speeds (mph)	
1	23	51	36	1	27	51	40
2	24	52	36	2	30	52	40
3	26	53	36	3	33	53	40
4	28	54	36	4	34	54	40
5	29	55	36	5	35	55	40
6	30	56	36	6	35	56	40
7	31	57	37	7	35	57	40
8	31	58	37	8	35	58	40
9	31	59	37	9	36	59	40
10	32	60	37	10	36	60	40
11	33	61	37	11	36	61	40
12	33	62	37	12	36	62	40
13	34	63	37	13	36	63	40
14	34	64	37	14	37	64	40
15	34	65	37	15	37	65	40
16	34	66	37	16	37	66	40
17	34	67	37	17	37	67	41
18	34	68	37	18	37	68	41
19	34	69	37	19	37	69	41
20	34	70	37	20	38	70	41
21	34	71	37	21	38	71	41
22	34	72	38	22	38	72	41
23	34	73	38	23	38	73	41
24	35	74	38	24	38	74	41
25	35	75	38	25	38	75	41
26	35	76	38	26	38	76	41
27	35	77	39	27	38	77	41
28	35	78	39	28	38	78	41
29	35	79	39	29	39	79	41
30	35	80	39	30	39	80	42
31	35	81	39	31	39	81	42
32	35	82	39	32	39	82	42
33	35	83	39	33	39	83	42
34	35	84	39	34	39	84	42
35	35	85	39	35	39	85	42
36	35	86	40	36	39	86	42
37	35	87	40	37	39	87	42
38	35	88	40	38	39	88	43
39	35	89	40	39	39	89	43
40	35	90	40	40	39	90	43
41	35	91	40	41	39	91	43
42	35	92	40	42	40	92	43
43	35	93	40	43	40	93	43
44	36	94	40	44	40	94	44
45	36	95	41	45	40	95	44
46	36	96	41	46	40	96	44
47	36	97	42	47	40	97	45
48	36	98	43	48	40	98	47
49	36	99	44	49	40	99	48
50	36	100	46	50	40	100	50

ROAD SURFACE - DRY

Average Northbound (mph)	36.1	Average Southbound (mph)	39.6
Standard Deviation (mph)	3.6	Standard Deviation (mph)	3.2
85th%ile Northbound (mph)	39.7	85th%ile Southbound (mph)	42.8
% > Speed Limit Northbound	6%	% > Speed Limit Southbound	34%



Impington - Radar Speed Survey (PM)



Speed Limit



Weather

Tues 3rd May 2022

All speeds are recorded from free flowing vehicles

Dry/Cool

1300-1500

Northbound				Southbound			
Speeds (mph)		Speeds (mph)		Speeds (mph)		Speeds (mph)	
1	21	51	37	1	26	51	40
2	23	52	37	2	29	52	40
3	25	53	37	3	30	53	40
4	25	54	37	4	32	54	40
5	28	55	37	5	33	55	40
6	31	56	37	6	34	56	40
7	32	57	37	7	34	57	40
8	32	58	37	8	35	58	40
9	32	59	38	9	35	59	40
10	33	60	38	10	35	60	40
11	34	61	38	11	36	61	40
12	34	62	38	12	36	62	40
13	34	63	38	13	37	63	40
14	34	64	38	14	37	64	41
15	34	65	38	15	37	65	41
16	34	66	38	16	37	66	41
17	34	67	38	17	37	67	41
18	34	68	38	18	37	68	41
19	35	69	38	19	37	69	41
20	35	70	39	20	38	70	41
21	35	71	39	21	38	71	41
22	35	72	39	22	38	72	41
23	35	73	39	23	38	73	41
24	35	74	39	24	38	74	41
25	35	75	39	25	38	75	41
26	35	76	39	26	38	76	41
27	35	77	39	27	38	77	41
28	35	78	39	28	38	78	41
29	35	79	39	29	38	79	41
30	35	80	39	30	38	80	41
31	35	81	39	31	38	81	41
32	35	82	39	32	38	82	41
33	35	83	39	33	38	83	41
34	36	84	39	34	38	84	41
35	36	85	39	35	38	85	41
36	36	86	39	36	39	86	42
37	36	87	39	37	39	87	42
38	36	88	39	38	39	88	42
39	36	89	40	39	39	89	42
40	36	90	40	40	39	90	42
41	36	91	42	41	39	91	42
42	36	92	42	42	39	92	42
43	36	93	42	43	39	93	43
44	36	94	42	44	39	94	43
45	36	95	43	45	39	95	43
46	36	96	43	46	39	96	43
47	36	97	44	47	39	97	43
48	36	98	45	48	40	98	45
49	36	99	45	49	40	99	45
50	37	100	45	50	40	100	46

ROAD SURFACE - DRY

Average Northbound (mph)	36.6	Average Southbound (mph)	39.2
Standard Deviation (mph)	4.0	Standard Deviation (mph)	3.1
85th%ile Northbound (mph)	40.6	85th%ile Southbound (mph)	42.3
% > Speed Limit Northbound	10%	% > Speed Limit Southbound	37%

Appendix C

Calculation Reference: AUDIT-247601-220509-0505

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	EX ESSEX	1 days
	KC KENT	4 days
	SC SURREY	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	3 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	DH DURHAM	2 days
10	WALES	
	PS POWYS	1 days
	VG VALE OF GLAMORGAN	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 10 to 432 (units:)
 Range Selected by User: 6 to 750 (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 23/11/21

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

Selected survey days:

Monday	10 days
Tuesday	4 days
Wednesday	8 days
Thursday	5 days
Friday	5 days

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

Selected survey types:

Manual count	32 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	10
Edge of Town	22

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	31
No Sub Category	1

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

Secondary Filtering selection:**Use Class:**

C3	32 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	5 days
10,001 to 15,000	12 days
15,001 to 20,000	5 days
20,001 to 25,000	6 days
25,001 to 50,000	3 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	4 days
25,001 to 50,000	1 days
50,001 to 75,000	6 days
75,001 to 100,000	6 days
100,001 to 125,000	1 days
125,001 to 250,000	11 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	10 days
1.1 to 1.5	21 days
1.6 to 2.0	1 days

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

Travel Plan:

No	32 days
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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	32 days
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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
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LIST OF SITES relevant to selection parameters

1	CA-03-A-05	DETACHED HOUSES	CAMBRIDGESHIRE
	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
2	CH-03-A-09	TERRACED HOUSES	CHESHIRE
	GREYSTOKE ROAD MACCLESFIELD HURDSFIELD		
	Edge of Town Residential Zone		
	Total No of Dwellings:	24	
	Survey date: MONDAY	24/11/14	Survey Type: MANUAL
3	DC-03-A-08	BUNGALOWS	DORSET
	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
4	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
5	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
6	DS-03-A-02	MIXED HOUSES	DERBYSHIRE
	RADBOURNE LANE DERBY		
	Edge of Town Residential Zone		
	Total No of Dwellings:	371	
	Survey date: TUESDAY	10/07/18	Survey Type: MANUAL
7	DV-03-A-01	TERRACED HOUSES	DEVON
	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

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	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
11	ES-03-A-04	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW LYDD ROAD CAMBER		
	Edge of Town Residential Zone Total No of Dwellings: 134 Survey date: FRIDAY 15/07/16		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	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
14	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.)

15	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
16	KC-03-A-06	MIXED HOUSES & FLATS	KENT
	MARGATE ROAD		
	HERNE BAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	363	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
17	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
18	NE-03-A-02	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE
	HANOVER WALK		
	SCUNTHORPE		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	432	
	Survey date: MONDAY	12/05/14	Survey Type: MANUAL
19	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
20	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
21	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
22	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

LIST OF SITES relevant to selection parameters (Cont.)

23	PS-03-A-02 GUNROG ROAD WELSHPOOL	DETACHED/SEMI-DETACHED	POWYS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 11/05/15		Survey Type: MANUAL
24	SC-03-A-04 HIGH ROAD BYFLEET	DETACHED & TERRACED	SURREY
	Edge of Town Residential Zone Total No of Dwellings: 71 Survey date: THURSDAY 23/01/14		Survey Type: MANUAL
25	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES	SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings: 18 Survey date: WEDNESDAY 09/09/15		Survey Type: MANUAL
26	SF-03-A-10 LOVETOFTS DRIVE IPSWICH WHITEHOUSE	TERRACED & SEMI-DETACHED	SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings: 149 Survey date: TUESDAY 22/06/21		Survey Type: MANUAL
27	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS	SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 16 Survey date: THURSDAY 22/05/14		Survey Type: MANUAL
28	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI	SOMERSET
	Edge of Town Residential Zone Total No of Dwellings: 33 Survey date: THURSDAY 24/09/15		Survey Type: MANUAL
29	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 248 Survey date: WEDNESDAY 22/11/17		Survey Type: MANUAL
30	VG-03-A-01 ARTHUR STREET BARRY	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	Edge of Town Residential Zone Total No of Dwellings: 12 Survey date: MONDAY 08/05/17		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

31	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
32	WL-03-A-02	SEMI DETACHED	WILTSHIRE
	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

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): 1.77

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	32	105	0.072	32	105	0.287	32	105	0.359
08:00 - 09:00	32	105	0.124	32	105	0.373	32	105	0.497
09:00 - 10:00	32	105	0.127	32	105	0.160	32	105	0.287
10:00 - 11:00	32	105	0.127	32	105	0.157	32	105	0.284
11:00 - 12:00	32	105	0.136	32	105	0.148	32	105	0.284
12:00 - 13:00	32	105	0.157	32	105	0.155	32	105	0.312
13:00 - 14:00	32	105	0.160	32	105	0.152	32	105	0.312
14:00 - 15:00	32	105	0.171	32	105	0.168	32	105	0.339
15:00 - 16:00	32	105	0.257	32	105	0.179	32	105	0.436
16:00 - 17:00	32	105	0.283	32	105	0.176	32	105	0.459
17:00 - 18:00	32	105	0.340	32	105	0.156	32	105	0.496
18:00 - 19:00	32	105	0.280	32	105	0.170	32	105	0.450
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.234			2.281			4.515

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:	10 - 432 (units:)
Survey date range:	01/01/14 - 23/11/21
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL CYCLISTS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	32	105	0.006	32	105	0.008	32	105	0.014
08:00 - 09:00	32	105	0.004	32	105	0.006	32	105	0.010
09:00 - 10:00	32	105	0.002	32	105	0.002	32	105	0.004
10:00 - 11:00	32	105	0.001	32	105	0.002	32	105	0.003
11:00 - 12:00	32	105	0.002	32	105	0.004	32	105	0.006
12:00 - 13:00	32	105	0.004	32	105	0.003	32	105	0.007
13:00 - 14:00	32	105	0.003	32	105	0.001	32	105	0.004
14:00 - 15:00	32	105	0.002	32	105	0.002	32	105	0.004
15:00 - 16:00	32	105	0.004	32	105	0.005	32	105	0.009
16:00 - 17:00	32	105	0.004	32	105	0.003	32	105	0.007
17:00 - 18:00	32	105	0.007	32	105	0.005	32	105	0.012
18:00 - 19:00	32	105	0.004	32	105	0.004	32	105	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.043				0.045	0.088	

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**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	32	105	0.012	32	105	0.034	32	105	0.046
08:00 - 09:00	32	105	0.030	32	105	0.086	32	105	0.116
09:00 - 10:00	32	105	0.035	32	105	0.036	32	105	0.071
10:00 - 11:00	32	105	0.030	32	105	0.043	32	105	0.073
11:00 - 12:00	32	105	0.030	32	105	0.032	32	105	0.062
12:00 - 13:00	32	105	0.030	32	105	0.027	32	105	0.057
13:00 - 14:00	32	105	0.029	32	105	0.024	32	105	0.053
14:00 - 15:00	32	105	0.032	32	105	0.041	32	105	0.073
15:00 - 16:00	32	105	0.080	32	105	0.043	32	105	0.123
16:00 - 17:00	32	105	0.055	32	105	0.029	32	105	0.084
17:00 - 18:00	32	105	0.053	32	105	0.030	32	105	0.083
18:00 - 19:00	32	105	0.032	32	105	0.036	32	105	0.068
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.448				0.461	0.909	

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

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

Appendix D

WF01BEW - Location of usual residence and place of work (OA level)

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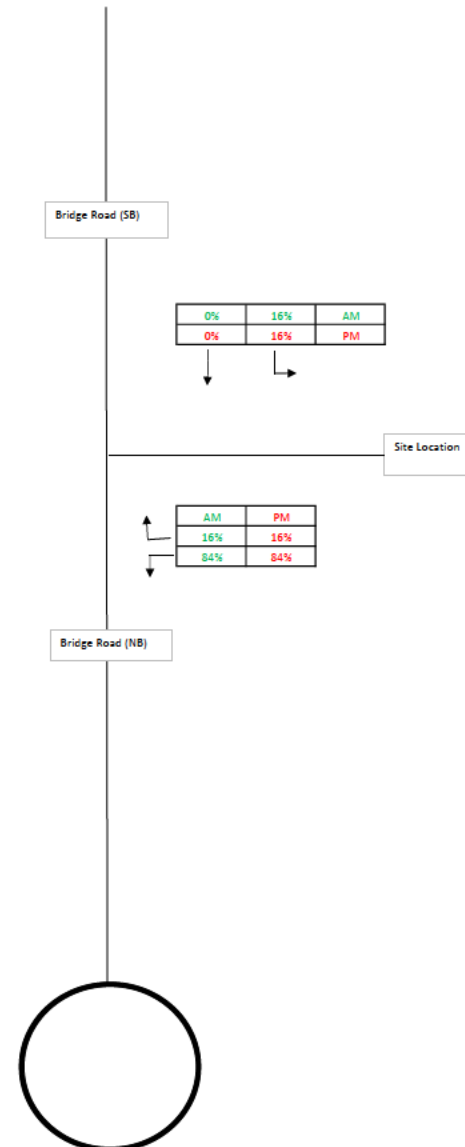
population	All usual residents ages 16 and over in employment the week before the census					
units	Persons					
date	2011					
	currently residing in employment :					
place of work	South Cambridgeshire ***	Percentage	Left from Site access	Number	Right from Site Access	Number
Cambridge	2,203	47	100%	2,203		
South Cambridgeshire 006: Histon and Impington	564	12			100%	564
South Cambridgeshire 007: Milton	429	9	100%	429		
Huntingdonshire	144	3	100%	144		
South Cambridgeshire 017: Duxford	92	2	100%	92		
East Cambridgeshire	92	2	100%	92		
South Cambridgeshire 011: Fulbourn	82	2	100%	82		
South Cambridgeshire 002: Cottenham	69	1			100%	69
South Cambridgeshire 003: Northstowe	61	1	50%	30.5	50%	30.5
South Cambridgeshire 009: Madingley	61	1	100%	61		
South Cambridgeshire 004: Waterbeach	58	1	100%	58		
South Cambridgeshire 005: Bar Hill	56	1	50%	28	50%	28
Forest Heath	55	1	100%	55		
South Cambridgeshire 015: Sawston	44	1	100%	44		
Peterborough	42	1	100%	42		
South Cambridgeshire 010: Toft	41	1	100%	41		
South Cambridgeshire 020: Camboorne	38	1	100%	38		
South Cambridgeshire 001: Willingham	33	1			100%	33
South Cambridgeshire 014: Harston	33	1	100%	33		
South Cambridgeshire 018: Melbourn	32	1	100%	32		
Uttlesford	32	1	100%	32		
South Cambridgeshire 012: Great Shelford	31	1	100%	31		
North Hertfordshire	29	1	100%	29		
St Edmundsbury	26	1	100%	26		
Westminster, City of London	26	1	100%	26		
South Cambridgeshire 016: Balsham	23	0	100%	23		
Fenland	22	0			100%	22
South Cambridgeshire 021: Papworth Everard	20	0	100%	20		
Camden	20	0	100%	20		
Central Bedfordshire	18	0	100%	18		
East Hertfordshire	17	0	100%	17		
Bedford	14	0	100%	14		
South Cambridgeshire 013: Hatley St George	12	0	100%	12		
Braintree	11	0	100%	11		
Tower Hamlets	11	0	100%	11		
Stevenage	9	0	100%	9		
South Cambridgeshire 019: Lillington	8	0	100%	8		
Luton	8	0	100%	8		
Islington	8	0	100%	8		
Welwyn Hatfield	7	0	100%	7		
King's Lynn and West Norfolk	7	0	50%	4	50%	3.5
Hackney	7	0	100%	7		
Milton Keynes	7	0	100%	7		
South Kesteven	6	0	100%	6		
Broxbourne	6	0	100%	6		
Ipswich	6	0	100%	6		
Leeds	5	0	100%	5		
Lambeth	5	0	100%	5		
Redbridge	5	0	100%	5		
Gloucestershire	5	0	100%	5		
Mid Suffolk	4	0	100%	4		
Barnet	4	0	100%	4		
Hillingdon	4	0	100%	4		
Southwark	4	0	100%	4		
Waltham Forest	4	0	100%	4		
The North	3	0	100%	3		
Northampton	3	0	100%	3		
Harlow	3	0	100%	3		
Broadland	3	0	100%	3		
Enfield	3	0	100%	3		
Hammersmith and Fulham	3	0	100%	3		
Forest of Dean	3	0	100%	3		
Dacorum	2	0	100%	2		
Norwich	2	0	100%	2		
Hounslow	2	0	100%	2		
Sutton	2	0	100%	2		
Slough	2	0	100%	2		
Windsor and Maidenhead	2	0	100%	2		
Oxford	2	0	100%	2		
Vale of White Horse	2	0	100%	2		
Bury	1	0	100%	1		
Knowsley	1	0	100%	1		
Bradford	1	0	100%	1		
Leicester	1	0	100%	1		
Lincoln	1	0	100%	1		
North Kesteven	1	0	100%	1		
South Holland	1	0	100%	1		
Derby	1	0	100%	1		
East Northamptonshire	1	0	100%	1		
Kettering	1	0	100%	1		
Broxtowe	1	0	100%	1		
Stafford	1	0	100%	1		
Warwick	1	0	100%	1		
Birmingham	1	0	100%	1		
Coventry	1	0	100%	1		
Wolverhampton	1	0	100%	1		
Basildon	1	0	100%	1		
Chelmsford	1	0	100%	1		
Colchester	1	0	100%	1		
Epping Forest	1	0	100%	1		
St Albans	1	0	100%	1		
Breckland	1	0	100%	1		
Great Yarmouth	1	0	100%	1		
Suffolk Coastal	1	0	100%	1		
Barking and Dagenham	1	0	100%	1		
Greenwich	1	0	100%	1		
Kensington and Chelsea	1	0	100%	1		
Merton	1	0	100%	1		
Lewes	1	0	100%	1		
Wealden	1	0	100%	1		
Rushmoor	1	0	100%	1		
Thanet	1	0	100%	1		
Chichester	1	0	100%	1		
Cornwall, Isles of Scilly	1	0	100%	1		
Wiltshire	1	0	100%	1		
West Devon	1	0	100%	1		
Isle of Anglesey	1	0	100%	1		
	4,734			3,984		750
				84%		16%



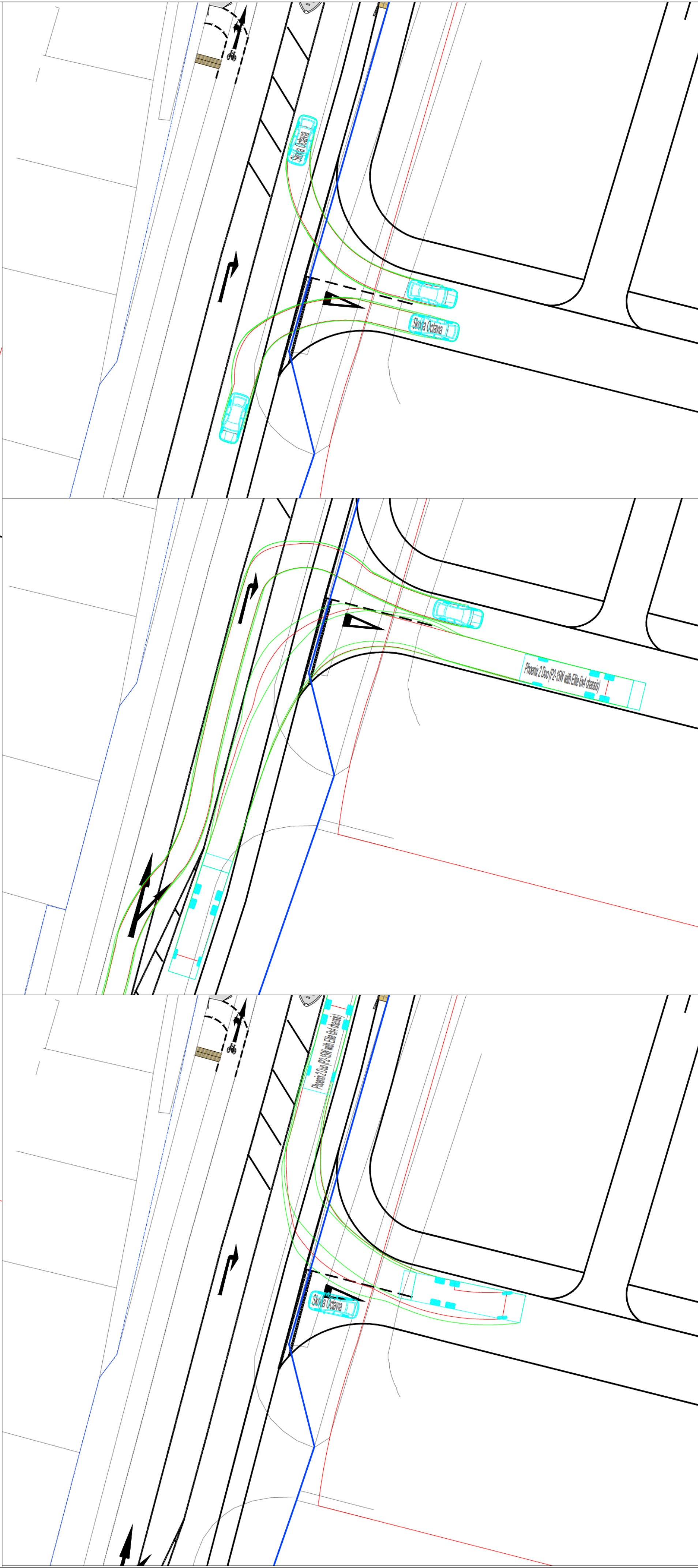
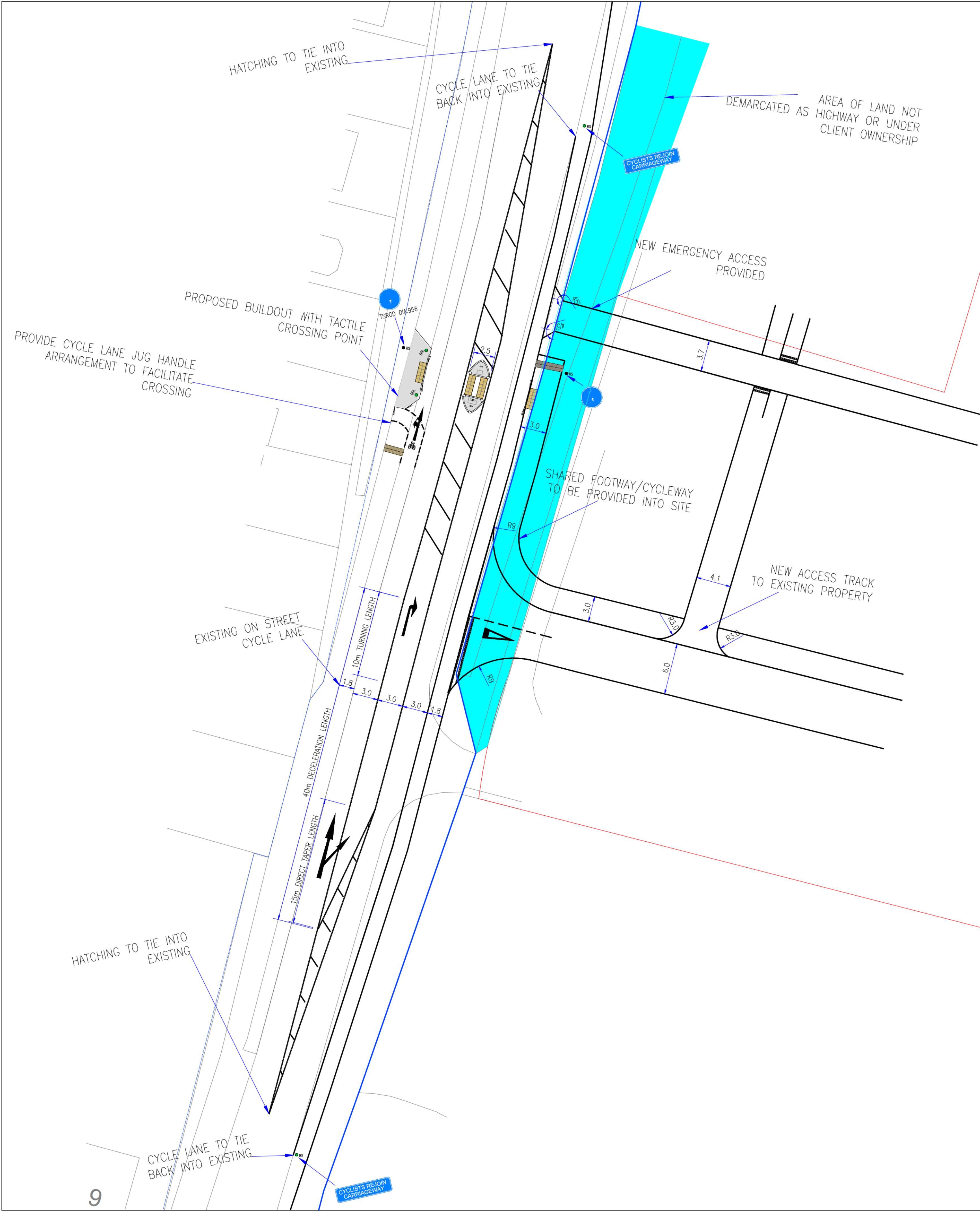
Project Name : Land at Bridge Road, Impington
Project Number : 1010.0007
Drawn By: SB
Approved By:

Scenario : Development Distribution Percentages

AM	0%	84%
PM	0%	84%



Appendix E



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LEGEND

- SITE RED LINE BOUNDARY
- HIGHWAY BOUNDARY
- LAND NOT DEMARCATED AS HIGHWAY OR UNDER CLIENT OWNERSHIP

Vehicle Dimensions

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.550m
Overall Body Height	4.920m
Min Body Ground Clearance	0.304m
Track Width	2.550m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Skoda Octavia

Overall Length	4.572m
Overall Width	1.720m
Overall Body Height	1.480m
Min Body Ground Clearance	0.240m
Max Track Width	1.715m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

North Arrow

Revision Table

Rev	Description	Date	By	Chkd

Paul Basham Associates

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info@paulbashamassociates.com www.paulbashamassociates.com

Client

BARRATT **DAVID WILSON HOMES**

Project Name
BRIDGE ROAD
IMPINGTON

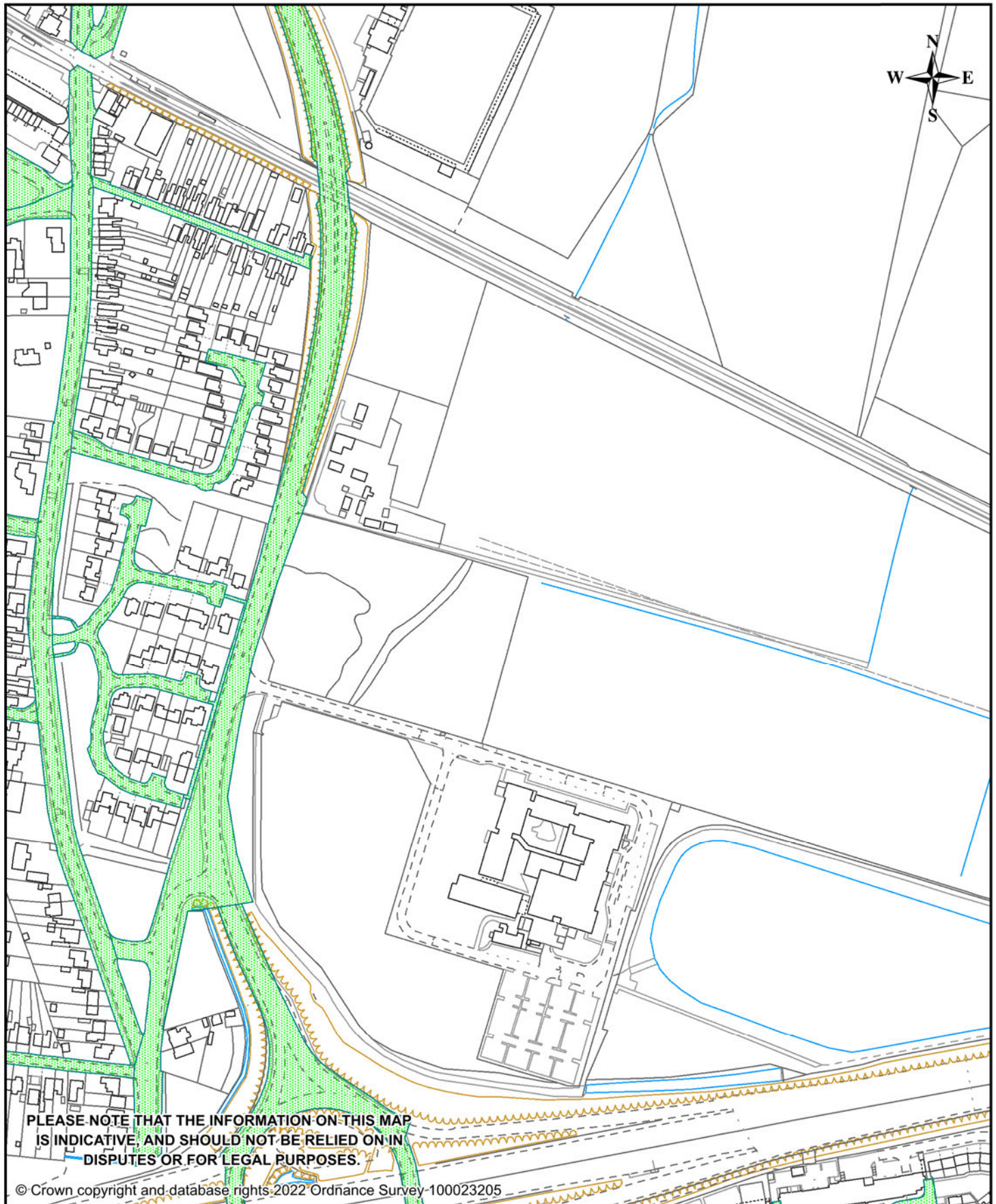
Title
ACCESS DESIGN

Project Phase
DUE DILIGENCE

Checked By	Checked Date	Drawn By	Drawn Date
CT	12.05.22	SB	11.05.22

Client Drawing No. - **Scale** 1:250 **(AT A1 SIZE)**

PBA Drawing No. 1010.0007.001 **Revision** -



Scale: 1:3500

Date: 12/05/2022

Ref: CCC420017928 - CH

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

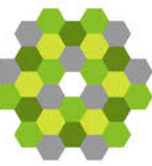
Legend

Public highway (green)	
Public highway (blue)	
Public highway (red)	

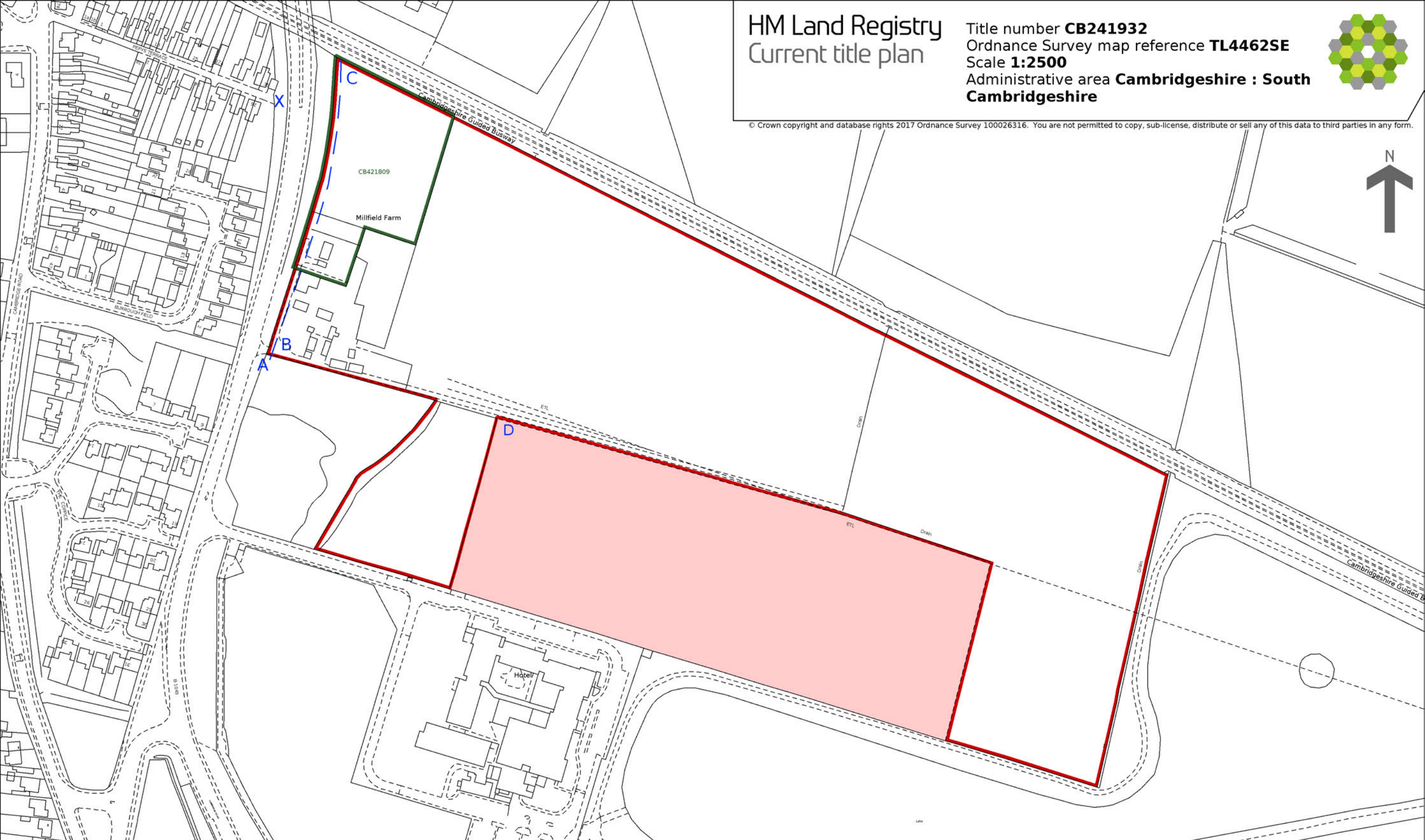
The information shown in this search result is a depiction of the highway extent that has been investigated using the highway records available to the County Council. This research has been interpreted and displayed against current Ordnance Survey (OS) map data as accurately as possible. It is possible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

HM Land Registry
Current title plan

Title number **CB241932**
Ordnance Survey map reference **TL4462SE**
Scale **1:2500**
Administrative area **Cambridgeshire : South**
Cambridgeshire

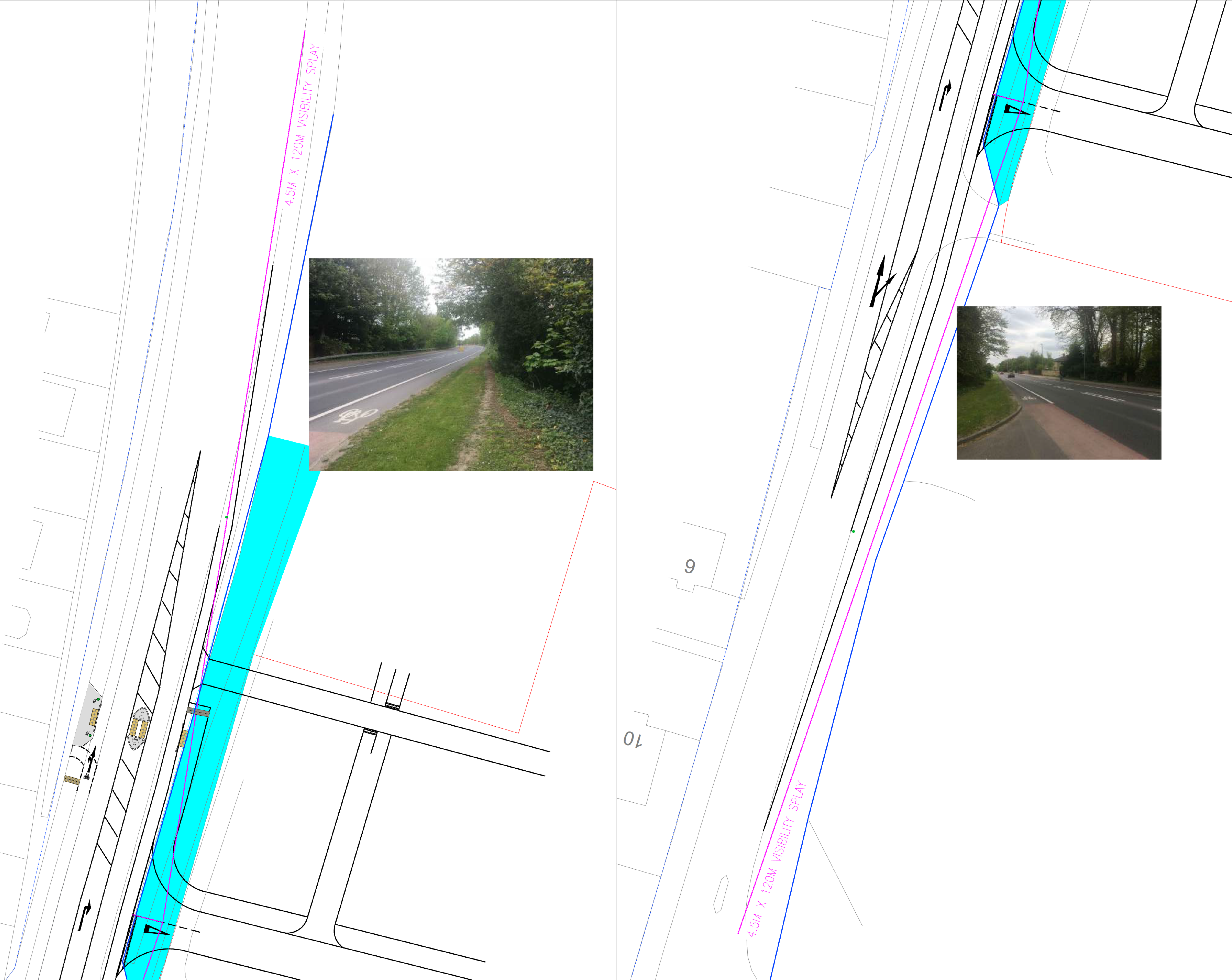


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This is a print of the view of the title plan obtained from HM Land Registry showing the state of the title plan on 10 May 2022 at 13:57:37. This title plan shows the general position, not the exact line, of the boundaries. It may be subject to distortions in scale. Measurements scaled from this plan may not match measurements between the same points on the ground.

This title is dealt with by HM Land Registry, Peterborough Office.



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VISIBILITY SPLAYS

1. VISIBILITY SPLAYS ARE BASED ON THE RECORDED 85%ILE SPEEDS OF 40.6MPH NORTHBOUND & 42.8MPH SOUTHBOUND ON BRIDGE ROAD. THE RADAR SURVEY WAS UNDERTAKEN ON TUESDAY 3RD MAY 2022 IN THE AM AND PM.

- SITE RED LINE BOUNDARY
- HIGHWAY BOUNDARY
- LAND NOT DEMARCATED AS HIGHWAY OR UNDER CLIENTS CONTROL



Rev	Description	Date	By	Chkd
-----	-------------	------	----	------

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Client

BARRATT **DAVID WILSON HOMES**

Project Name
**BRIDGE ROAD
IMPINGTON**

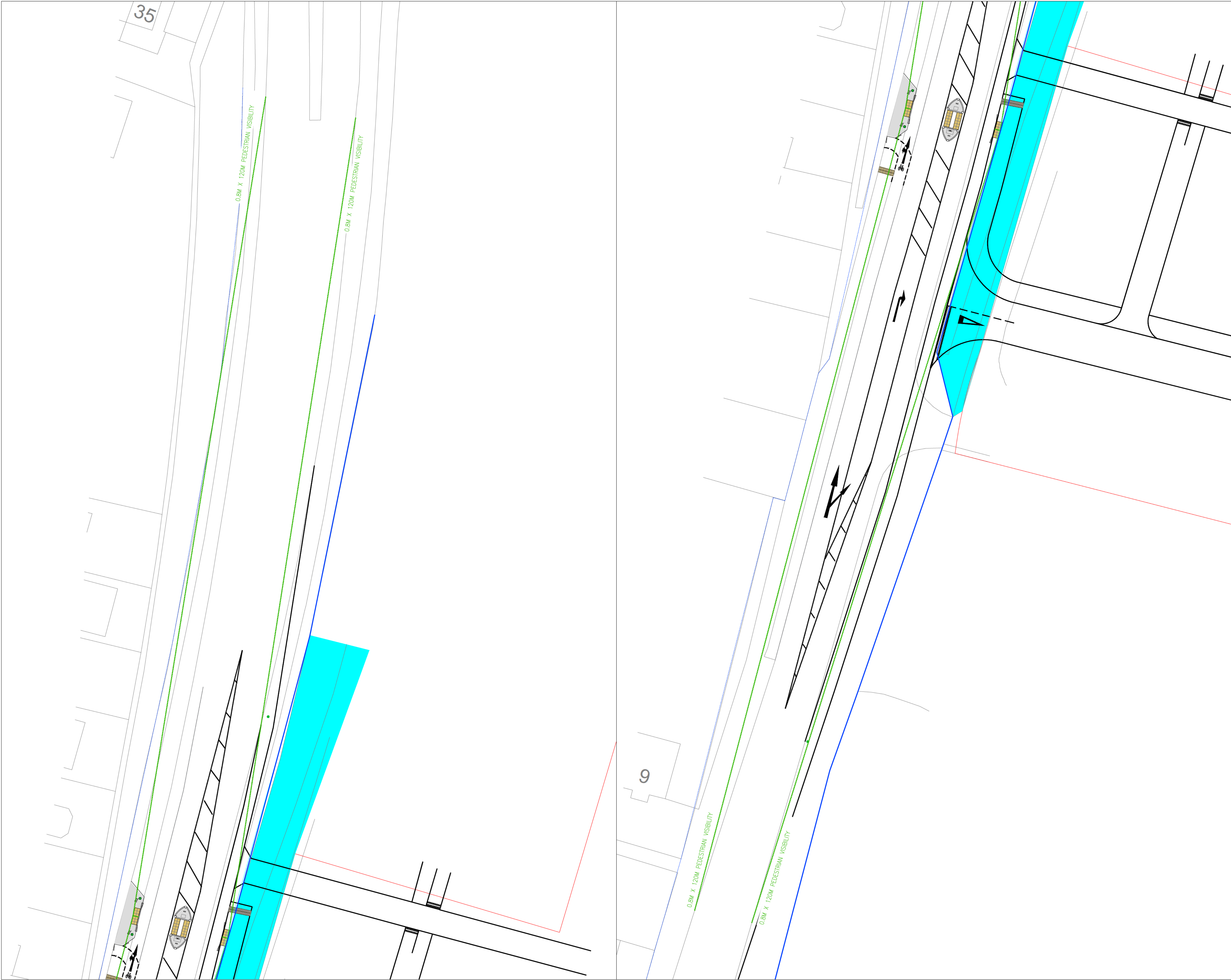
Title
VISIBILITY SPLAY

Project Phase
DUE DILIGENCE

Checked By CT	Checked Date 12.05.22	Drawn By SB	Drawn Date 11.05.22
Client Drawing No. -	Scale 1:500	(AT A1 SIZE)	

PBA Drawing No. 1010.0007.002	Revision -
----------------------------------	---------------

Appendix H



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- VISIBILITY SPLAYS
1. VISIBILITY SPLAYS ARE BASED ON THE RECORDED 85%ILE SPEEDS OF 40.6MPH NORTHBOUND & 42.8MPH SOUTHBOUND ON BRIDGE ROAD. THE RADAR SURVEY WAS UNDERTAKEN ON TUESDAY 3RD MAY 2022 IN THE AM AND PM.

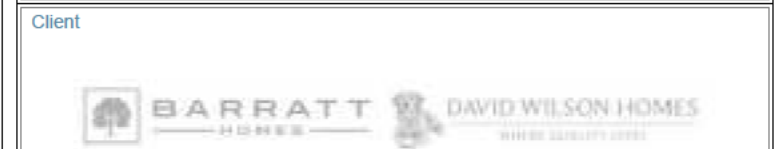
- SITE RED LINE BOUNDARY
- HIGHWAY BOUNDARY
- LAND NOT DEMARCATED AS HIGHWAY OR UNDER CLIENTS CONTROL
- PEDESTRIAN VISIBILITY SPY



Rev	Description	Date	By	Chkd

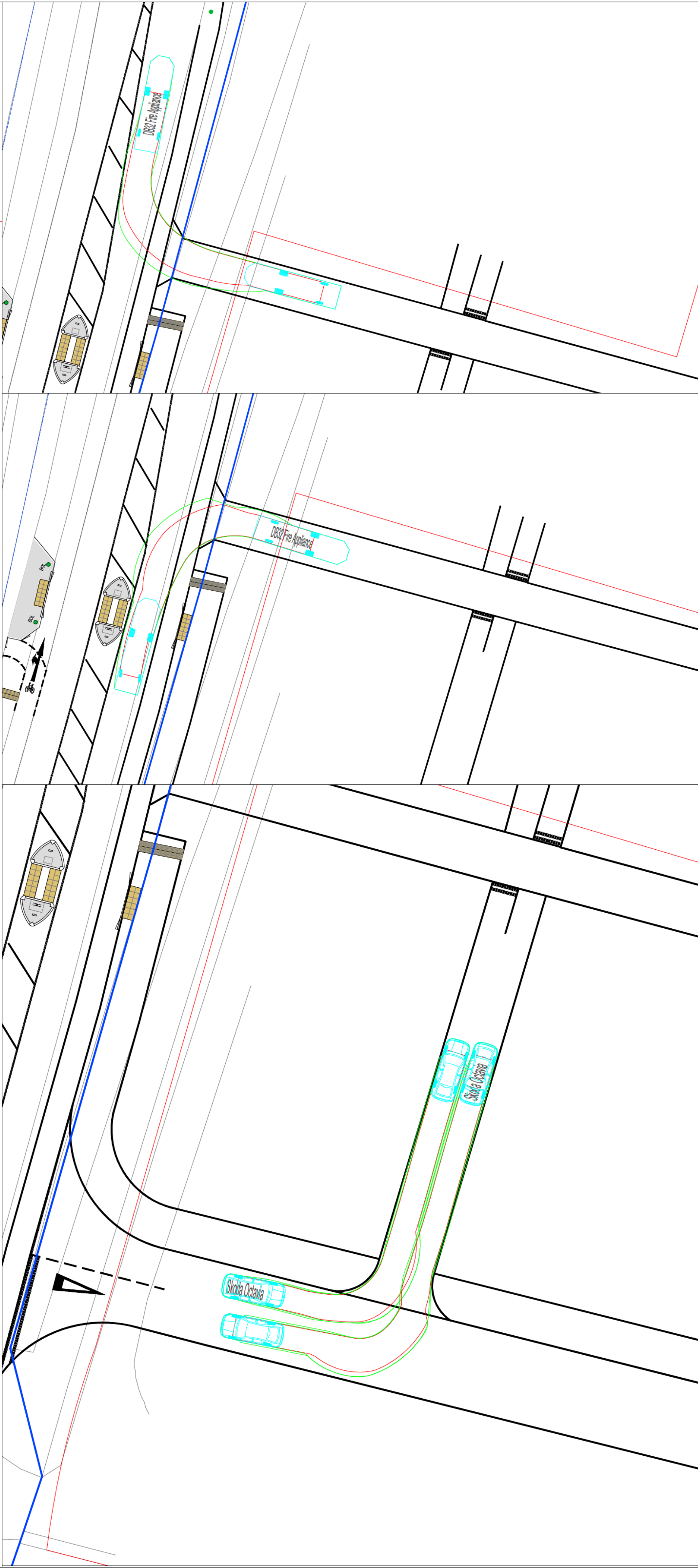
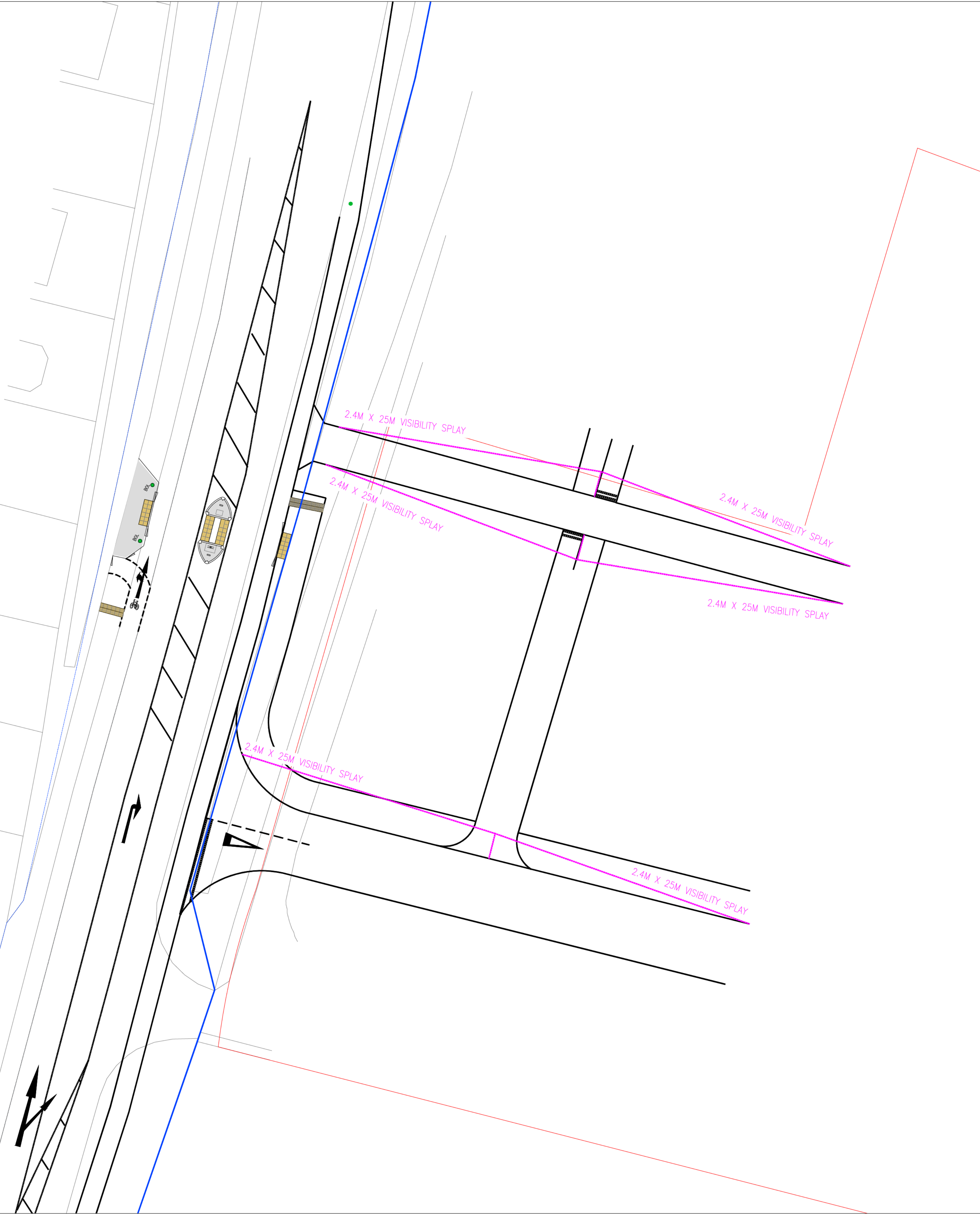


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Project Name BRIDGE ROAD IMPINGTON			
Title PEDESTRIAN VISIBILITY SPLAYS			
Project Phase DUE DILIGENCE			
Checked By CT	Checked Date 12.05.22	Drawn By SB	Drawn Date 11.05.22
Client Drawing No. -	Scale 1:250 (AT A1 SIZE)		
PBA Drawing No. 1010.0007.005	Revision -		

Appendix I



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VISIBILITY SPLAYS

- VISIBILITY SPLAYS HAVE BEEN DESIGNED IN ACCORDANCE WITH AN INTERNAL SPEED LIMIT OF 20MPH. ANY VEGETATION WITHIN THE SPY WOULD NEED BE MAINTAINED TO BELOW 600MM IN HEIGHT.

— SITE RED LINE BOUNDARY

— HIGHWAY BOUNDARY

DB32 Fire Appliance

Overall Length: 8.680m
Overall Width: 4.180m
Overall Body Height: 4.132m
Min Body Ground Clearance: 0.337m
Max Track Width: 2.121m
Lock to lock time: 6.00s
Kerb to Kerb Turning Radius: 7.910m

Skoda Octavia

Overall Length: 4.572m
Overall Width: 1.769m
Overall Body Height: 1.488m
Min Body Ground Clearance: 0.249m
Max Track Width: 1.713m
Lock to lock time: 4.00s
Kerb to Kerb Turning Radius: 5.100m

NORTH

Rev	Description	Date	By	Chkd

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info@paulbashamassociates.com www.paulbashamassociates.com

Client

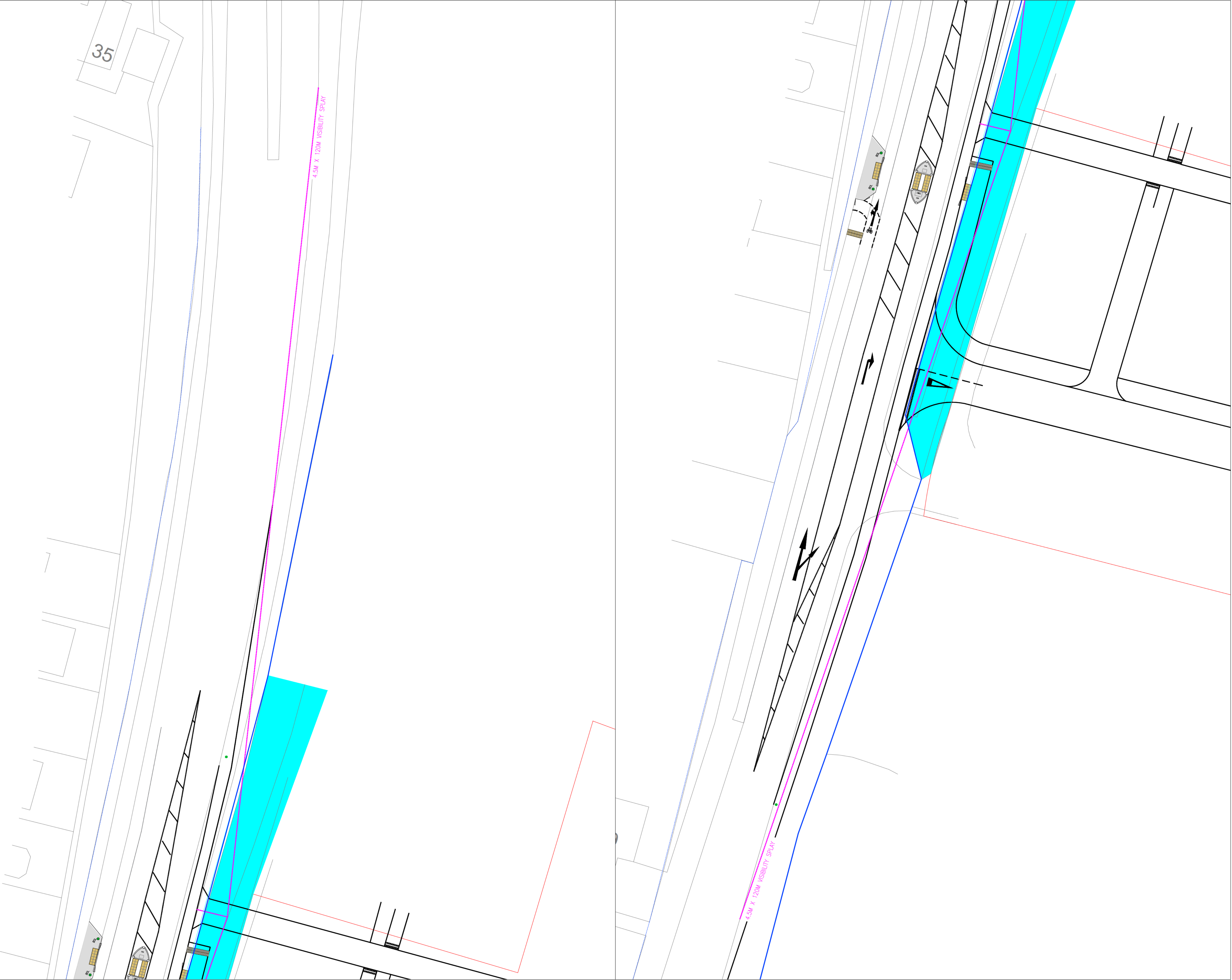
BARRATT **DAVID WILSON HOMES**

Project Name
**BRIDGE ROAD
IMPINGTON**

Project Phase
INTERNAL VISIBILITY AND TRACKING

DUE DILIGENCE

Checked By CT	Checked Date 12.05.22	Drawn By SB	Drawn Date 11.05.22
Client Drawing No. -	Scale 1:200	(AT A1 SIZE)	
PBA Drawing No. 1010.0007.003	Revision -		



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- VISIBILITY SPLAYS**
1. VISIBILITY SPLAYS ARE BASED ON THE RECORDED 85%ILE SPEEDS OF 40.6MPH NORTHBOUND & 42.8MPH SOUTHBOUND ON BRIDGE ROAD. THE RADAR SURVEY WAS UNDERTAKEN ON TUESDAY 3RD MAY 2022 IN THE AM AND PM.

— SITE RED LINE BOUNDARY

— HIGHWAY BOUNDARY

LAND NOT DEMARCATED AS HIGHWAY OR UNDER CLIENT CONTROL



Rev	Description	Date	By	Chkd
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Project Name:
**BRIDGE ROAD
IMPINGTON**

Title:
VISIBILITY SPLAY FROM EMERGENCY ACCESS

Project Phase:
DUE DILIGENCE

Checked By: CT	Checked Date: 12.05.22	Drawn By: SB	Drawn Date: 11.05.22
Client Drawing No.: -	Scale: 1:250	(AT A1 SIZE)	
PBA Drawing No.: 1010.0007.004			Revision: -