



Year 1 Residential Travel Plan

All Angels Park, Caldecote, Cambridgeshire

Client: Linden Homes Eastern

July 2024

Project No: 80053

Document Review Sheet: -

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FINAL



Revision Status

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A	09/08/2023	Update to 'Full' after the Baseline monitoring.	HR	DP	MJD
B	26/06/2024	Updated following the Year 1 monitoring.	EE	DP	MJD

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Contents:-

1. FOREWORD	2
2. INTRODUCTION	4
3. EXECUTIVE POLICY STATEMENT	6
4. LOCAL ACCESSIBILITY AUDIT	7
5. TRAVEL ASSESSMENT & MONITORING REPORT	13
6. RESIDENTIAL TRAVEL PLAN MEASURES.....	16
7. MANAGEMENT AND MONITORING	21
8. MONITORING DATA	22

Figures

- Figure 1 All Angels Park Site Location
- Figure 2 Bus Stop Locations

Appendix

- Appendix A Development Layout
- Appendix B Table of Measures
- Appendix C Manual Count Data (2024)
- Appendix D ATC Data (2024)
- Appendix E Residential Travel Survey Questions (2024)
- Appendix F Initial Travel Survey for First Occupiers

1. FOREWORD

- 1.1. Smarter Travel Ltd (STLtd) has been appointed by the Developer – Linden Homes - to manage, monitor and promote the residential Travel Plan (TP) for the development of land off Highfields Road, Caldecote, Cambridgeshire (known as All Angels Park) for the purposes of a residential development. Should planning application 22/04215/FUL for Phase 2 be approved, the total number of dwellings would be 132 (56 of which are classed as 'Affordable Homes' or 'Shared Ownership') this is slightly less than the originally approved application up to 140 dwellings. As of July 2024, the application for Phase 2 was still pending. The operator for the affordable homes on site is the Longhurst Group.
- 1.2. The provision of this Year 1 TP is to oblige condition 27 of Appeal Notice; APP/W0530/W/16/3149854. The layout of the development is included in **Appendix A**.
- 1.3. A Travel Plan is defined as a long term management strategy and package of measures intended to encourage sustainable travel choices for a healthier lifestyle and reduce the reliance on the private car; this effectively requires identification and implementation of a set of interrelated measures and initiatives which will reduce the environmental impact of the travel associated with a development, particularly through the use of public transport, walking and cycling, which reflects current Government policy in respect of transport.
- 1.4. The Travel Plan Coordinator promotes, manages, and monitors the success of the TP and reports to South Cambridgeshire District Council (SCDC) for the monitoring period which was originally expected at 50% dwelling occupation (70th dwelling) and will conclude two-years after final occupation. Baseline monitoring commenced in April/May 2023, at this time 63 dwellings were occupied. This was the closest monitoring window to 50% occupation. At the 2024 update 66 dwellings were occupied. The monitoring period is likely to be completed no earlier than 2028 with the principle target to have a shift towards sustainable travel of up to 8% from the initial assessment of vehicular travel of the local area, determined by the 2011 Census Data and the original Transport Assessment (TA).
- 1.5. The site comprises an area of land immediately to the east of Highfields Road, Caldecote at the northern extent of Highfields Caldecote village. The site is located 9.6km to the west of Cambridge city centre and 4.8km to the east of Cambourne.
- 1.6. The Office for National Statistics website has been used to estimate the number of people that could potentially live in the development. The "Key Figures for 2011 Census" for "South Cambridgeshire 020E" has given the breakdown of number of people living per dwelling: 1,805 people living in 660 households; using this data it has been forecasted that a development of 132 residential dwellings has the potential to accommodate approximately 361 people.

Definitions

- 1.7. The following definitions are used throughout this document:
- i. **"Travel Plan"** means a comprehensive "living" document that includes the sustainable travel objectives, targets and commitments, which is updated, amended and supplemented from time to time under the provisions of the conditions of the planning approval and "Travel Plan Reviews" which are obliged to be undertaken by the Travel Plan Coordinator on behalf of the Developer.
 - ii. **"Travel Plan Coordinator (TPC)"** shall mean a permanent representative appointed by the Developer with the appropriate skills, budgetary provision and resources to produce and update a "Travel Plan" and manage the continued implementation of the "Travel Plan" including the provision of information to the Local Authority prior to first occupation to the competition of the "Monitoring Period".
 - iii. **"Multi-modal Survey"** means a standardised travel survey undertaken annually with manual observations at each principle access point to identify the modes of travel used by the residents and to determine vehicular generation of the development and supplement by postal / online surveys, if required.
 - iv. **"Travel Plan Review"** means an update of the Travel Plan annually and including the results and analysis of the "multi-modal survey" indicating how the "Travel Plan" is performing and updating the document as necessary to reflect changes in local area accordingly.
 - v. **"Monitoring Period"** means the time period that the Developer is committed to fund and manage the "Travel Plan" and "Travel Plan Coordinator" to review travel behaviour to/from the site with an aim to reduce private car usage in favour of sustainable modes. This time period is set out as commencing at 50% dwelling occupation to two-years after final occupation and agreement with the Local Authority of the "Travel Plan".
 - vi. **"Local Authority"** shall mean the relevant district council or county council required to approve the Travel Plan.

2. INTRODUCTION

- 2.1. This document provides an update following Year 1 monitoring travel surveys and will be submitted to SCDC for approval. The travel surveys will be used to help update objectives and measures set out within this TP and the targets will be reviews at intervals throughout the monitoring period.
- 2.2. This TP covers the residential area of the development therefore, the TP is an important tool in helping to deliver sustainable communities. This will bring a number of benefits into the local area, including:
- i) Reducing the need to travel by private car and aim to cut congestion from the housing development.
 - ii) Increasing awareness of sustainable travel alternatives to the private car.
 - iii) Promotion of social inclusion and interaction by identifying that a wide range of transport options are easily available for new residents, including those with disabilities, and that existing amenities are accessible.
 - iv) Helping to reduce greenhouse gas emissions by accommodating those journeys that need to be made by car through information on greener car travel usage. This will aid in addressing the increased emphasis of tackling climate change and reducing impact on the local environment.
 - v) Residents can enjoy improved health, less stress and better quality of life through the increased use of walking, cycling and public transport use. Financial savings over the ownership and running costs of a private car can also be achieved through providing a greater travel choice.
 - vi) Bringing new choices of modes of transport to the wider community with the promotion of a car sharing scheme.
- 2.3. This TP has been prepared in accordance with Cambridge County Council (CCC) Travel Plan guidance and Department for Transport (DfT) guidance documents "Using the Planning Process to Secure Travel Plans (April 2009)"; "Making Residential Travel Plans Work: Guidelines for New Development" and "Good Practice Guidelines: Delivering Travel Plans through the Planning Process" (April 2009).

National Policy

- 2.4. The Department for Transport document "*Smarter Choices – Changing the Way We Travel* (2004)" demonstrates the efficacy of measures such as the use of car clubs, car sharing schemes, personalised travel planning, travel awareness publicity, etc... The document sets out that the reduction nationwide could be of around 11% in traffic with appropriate travel plan measures implemented.
- 2.5. The Government's white paper document "The Future of Transport: a network for 2030 (2004)" sets out the vision for a smarter choice of travel in England. The document has identified that marketing to promote sustainable transport can deliver "reductions in car use of between 7% and 15% in urban areas and 2% to 6% in rural and smaller urban areas".

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National Planning Policy Framework (NPPF)

- 2.8. The NPPF and the Department for Transport (DfT) guidance identifies that the provision of a Travel Plan will help to deliver more sustainable transport objectives, including:
- Reductions in car usage (particularly single occupancy vehicle (SOV) journeys) and increased use of public transport, walking and cycling;
 - Reduced traffic speeds and improved road safety and personal security, particularly for pedestrians and cyclists; and
 - More environmentally friendly delivery and freight movements, including home delivery services.

Regional – South Cambridgeshire District Council

- 2.9. Policy TR/3 of the adopted Development Control Policies (2007) requires a travel plan to be submitted with planning applications for all major developments, that is, all planning applications for 20 dwellings or more, or where it is not known, where the site area is 0.5 hectares or greater.

3. EXECUTIVE POLICY STATEMENT

- 3.1. Linden Homes Ltd have agreed to the TP arrangements that demonstrate the importance of the environmental and health benefits of increasing the use of more sustainable modes of travel as an alternative to the private car. The Developer is committed to developing and funding this programme, with the support of a TPC, and delivery of measures set out herein to achieve the monitoring targets whilst supporting change in travel habits of residents of this development.
- 3.2. The Developer is responsible for the ownership of the residential TP for this development for a period of not shorter than the date of the approval by SCDC and CCC of the interim version of this TP to two-years after final occupation. It is therefore expected that the monitoring period is to end no earlier than 2028.
- 3.3. The appointed TPC can delegate responsibilities to others to assist in the operation and monitoring of the TP. The contact details are set out below. Should the contact details of the TPC change at any time during the monitoring period the following details will be amended accordingly and advised to SCDC and CCC within two months.

<i>Acceptance and Commitment to the Role of Travel Plan Coordinator</i>	
Name: Elizabeth Evans Company: Smarter Travel Ltd Telephone: 01603 230240 (Mon – Fri; 0900-1700) Email: AllAngelsPark@SmarterTravel.uk.com Website: www.smartertravel.uk.com/allangelspark Date: July 2024 On behalf of: Linden Homes Eastern	
<i>Developers Representative</i>	
Name: Jordain Folan-Stephens Company: Linden Homes Eastern Date: July 2024	

4. **LOCAL ACCESSIBILITY AUDIT** **Site Location**

- 4.1. The village of Highfields Caldecote in Cambridgeshire lies approximately 9.6km to the west of Cambridge and 4.8km west of Cambourne and is well connected to both destinations by road. The site location can be found in **Figure 1**. Phase 1 (P1) and Phase 2 (P2) are also clearly displayed.



Figure 1. All Angels Park Location

- 4.2. There will be two vehicular access points to the site directly off Highfields Road which is located on the western side of All Angels Park, currently only the north access, Peacock Drive available to residents. Highfields Road is subject to a 30mph speed limit in the vicinity of the site.

Pedestrian and Cycle Network

- 4.3. Highfields Road benefits from the provision of a pedestrian footway which provides a link to the nearest bus stops to the north of Highfields Caldecote. The footway also provides a link to Highfields Caldecote village. As part of S106 contributions, Linden Homes have made a financial contribution to upgrade local shared footway/cycleways in the area. However, as of the latest site visit in March 2024, these upgrades had not been completed.
- 4.4. Within a suitable walking distance, residents can access local amenities such as the village hall, recreation ground, Primary School, and a small food retailer.
- 4.5. Cycling has a great potential to substitute short car trips, in particular, those less than 5km. The following amenities are within a 5km catchment area;
- Villages of Cambourne, Hardwick and Bourn;
 - Primary School;
 - Community groups and organisations; and
 - Sports clubs and leisure facilities.
- 4.6. Although there are no officially recognised cycle routes within close proximity of All Angels Park, local roads in the vicinity of All Angels Park are of a good standard and are conducive to the use of these routes by cyclists.
- 4.7. Secure and sheltered cycle parking spaces are available for residents of flats, within or adjacent to associated blocks. Residents of houses can store bicycles in garages or storage can be provided in gardens via sheds.

Public Transport

- 4.8. One bus service operates to the north of Highfields, Caldecote and details can be found below in **Table 4.1**. Timetable is current as of July 2024.

Table 4.1 Local Bus Services

Operator	Service	Frequency (approximate times)
Stagecoach	Citi 4 – Cambourne – Hardwick - Cambridge	Mon – Sat: First departure at 06:10, then typically every 30-mins until 20:07. Hourly thereafter until last departure at 23:07. Sun: Hourly service from 09:05 through to 19:05.
	Citi 4 – Cambridge – Hardwick - Cambourne	Mon – Sat: First departure at 06:07, then typically every 30-mins until 19:30, then hourly departures until 23:30. Sun: Hourly service from 09:30 through to 18:30.

- 4.9. The nearest bus stops to All Angels Park can be found in **Figure 2**.

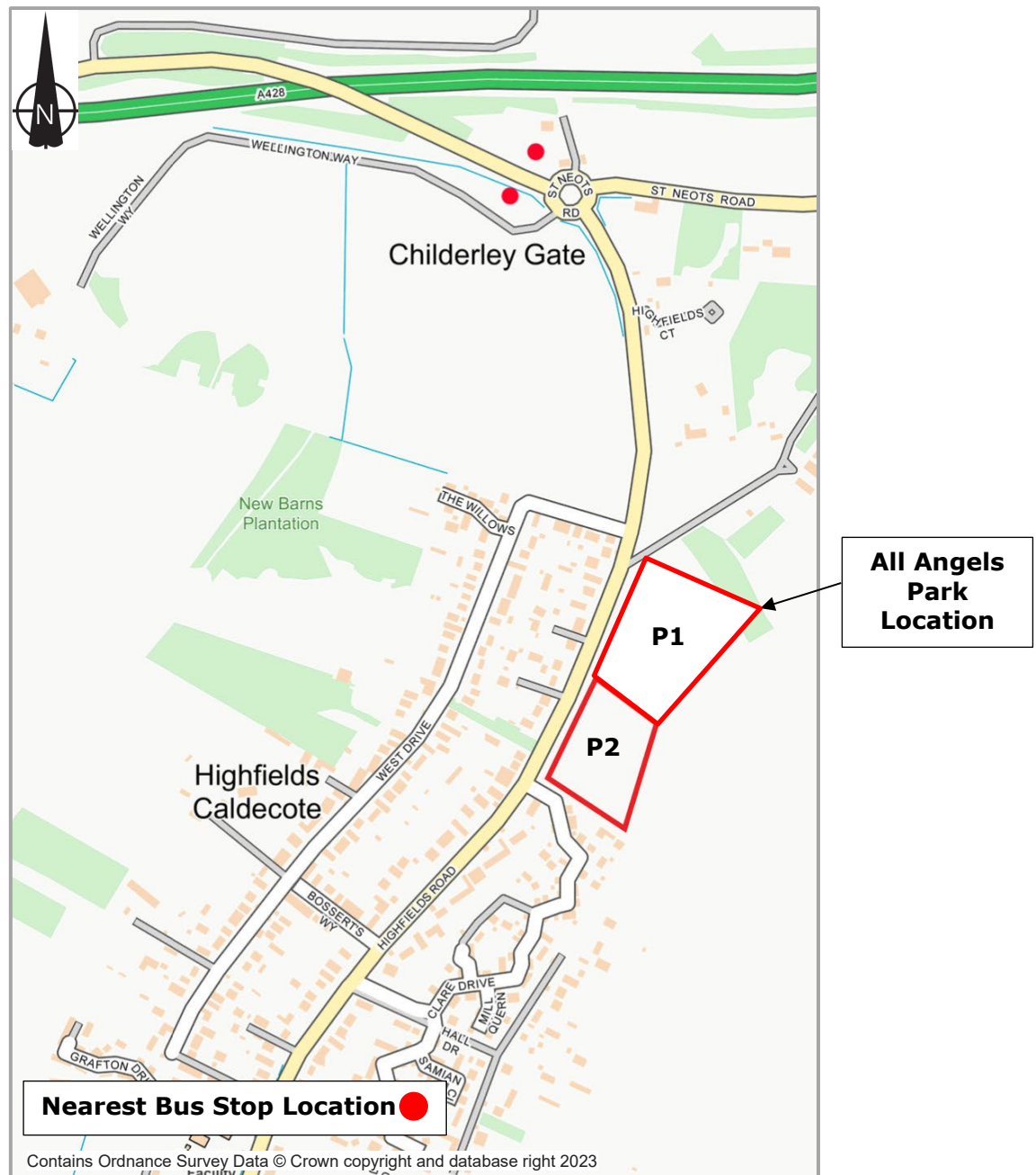


Figure 2. Bus Stop Locations

- 4.10. It would take approximately 10 minutes for residents of All Angels Park to walk to the nearest bus stops located along St Neots Road (close to Wellington Way in the north of Highfields Caldecote). The westbound bus stop (in the direction of Cambridge) is a covered shelter, the bus stop in the west bound direction (towards Cambourne) is a flag and pole.
- 4.11. Stagecoach is the only bus operator in the area and offers a variety of ticket discounts for weekly, monthly and annual purchases. Tickets can be

purchased through the Stagecoach Mobile App, online or alternatively on the bus through a Stagecoach Smartcard.

Cambourne falls within the Cambridgeshire Plus ticket zone, a 7-day Cambridge Plus MegaRider ticket can be purchased for £36.00* (*Prices correct as of July 2024). Longer period season tickets are also available. Residents can visit the Stagecoach website to view the zone maps and find a suitable ticket: stagecoachbus.com/tickets/megarider

- 4.12. Full bus timetables for the local area can be found at: stagecoachbus.com/routes/east/4/cambridge-cambourne
- 4.13. As part of S106 requirements, Linden Homes have made financial contributions to upgrade local bus stops on St Neots Road. As of July 2024, these contributions have partially been made to the eastbound bus stop on St Neots Road, for services towards Cambridge. A bus shelter and cycle parking have been constructed.
- 4.14. There are Park and Ride services available on the outskirts of Cambridge City Centre with Madingley Park and Ride being the most accessible to residents of All Angels Park. Services operate up to every 10-minutes, Monday to Saturday and up to every 15 minutes on Sunday's. Discounted tickets are available when purchasing weekly or monthly passes. Further information is available at cambridgeparkandride.info. Furthermore, EV charging points are available at Madingley Park and Ride.

Train Services

- 4.15. The closest railway station to Highfield Caldecote is located in Cambridge city centre approximately 14km east of All Angels Park. Alternatively, Cambridge North station is located 15km from All Angels Park and is easily accessible by vehicle. Both train stations are operated by Greater Anglia and provide frequent services to London, London Stansted Airport, Norwich and the Midlands.
- 4.16. Cambridge Rail Station is staffed full-time and provides a high level of passenger facilities including a ticket office, ticket machine, passenger seating and shelters, toilets, help points and a payphone. The station has 374 car parking spaces with a minimum day rate of £14.50, and 2850 cycle storage spaces. The station also benefits from step-free access to all platforms and 14 accessible car parking spaces in Car Park 1.
- 4.17. Alternatively, Cambridge North station has 450 car parking spaces and 1,000 cycle storage spaces.

Local Amenities

- 4.18. The Institution of Highways and Transportation in its publication "Guidelines for Providing for Journeys on Foot (2000)" suggests that an average walking speed of 1.4 m/s can be assumed. The Department for Transport's document LTN 1/86 "Cyclists at Road Crossings and Junctions" recommends that an average cycling speed of 4m/s can be assumed.
- 4.19. Focusing upon the site, **Table 4.2** presents a range of local amenities in the surrounding areas, with the approximate distance and travel time from the site.

Table 4.2 – List of Nearest Local Amenities

Amenity	Location	Distance from site	Walking / Cycling time
Social Club	Caldecote Social Club, 54 Highfields Road, CB23 7NX	0.65 km	8 mins / 2 mins
Bus Stop	St Neots Road	0.7 km	10 mins / 3 mins
Fuel Station / Small Food Retail	Highfields, St Neots Rd, Cambridge CB23 8AY	0.7 km	10 mins / 3 mins
Primary School	Caldecote Primary School	0.85 km	12 mins / 3 min
Village Hall	Caldecote Village Hall, Furlong Way, CB23 7ZH	1.1 km	14 mins / 4 min
Recreation Area	Caldecote Recreation Ground, Furlong Way	1.2 km	15 mins / 4 min
Doctors Surgery	Monkfield Medical Practice	2.7 km	14 mins cycle
Dentist	Cambourne Dental Clinic, Monkfields Lane, CB23 6AJ	3.0 km	15 mins cycle
Coffee Shop	Greens, 5 High St, Great Cambourne, Cambourne, Cambridge CB23 6JX	4.5 km	15 mins cycle
Large Food Retail	Morrisons, Broad Street, CB23 6EY	4.6 km	15 mins cycle

- 4.20. In conclusion, the development is located well for a number of amenities which are accessible on foot, bicycle or by bus. However, it is still likely that residents would need to drive to other amenities in the wider area.
- 4.21. The good range of amenity provision in the area should help influence the residents to use more sustainable modes of transport to travel locally, reducing the impact of the development.

Barriers to Sustainable Travel and Accessibility

- 4.22. The potential issues and barriers to the promotion of sustainable travel in association with the site and its locality have been identified as follows:
- Semi-rural location of the site which typically suggests high car ownership;
 - Lack of knowledge about public transport links within the vicinity;
 - Distance from All Angels Park to local public transport facilities including bus stops (albeit they are only a 10-min walk) and the train stations in Cambridge;
 - Likelihood of residents undertaking shift work or irregular hours;
 - Lack of knowledge about car sharing opportunities; and
 - Perceived accessibility on foot and bicycle to nearby amenities.
- 4.23. The measures and initiatives proposed within this TP will seek to address the identified issues and barriers to sustainable travel and will be fully supported by the Developer for the monitoring period.

5. TRAVEL ASSESSMENT & MONITORING REPORT

- 5.1. 2011 Census Data has been used to understand the pre-occupation travel modes and typical work destinations for residents locally, these have been used to provide an estimate of typical travel modes that would be utilised from All Angels Park, prior to the implementation of a TP.
- 5.2. **Table 5.1** outlines the 2011 Census data for main modes of travel, taken from the Method of Travel to Work – Mid Layer – E02003784 – 010. It should be noted that this dataset has been updated since the 2023 TP update, to enable accurate comparisons of travel behaviours in the Highfields area.

**Table 5.1 – Method of Travel to Work -
2011 Census – Mid Layer E02003784**

Mode of Transport	Percentage
Private Car or Van	75%
Pedestrians	4%
Cyclists	5%
Public Transport Users	9%

- 5.3. The table demonstrates that from the Highfields Caldecote area 9% of the commuting was undertaken by cycling and walking, and a further 9% of the commuting was undertaken by using public transport.
- 5.4. It is also apparent the majority (75%) of the residents within the Highfields Caldecote area drove to areas within Cambridge and locations around the city centre. Therefore, the promotion of car sharing, bus travel and combined modes (e.g. Park and Ride) is therefore considered to be the key modes of travel for this development location.
- 5.5. Additionally, **Table 5.2** shows the vehicular trip rates (from the TA) and vehicular trip generation based on 140 households. The trip rates are those of Strympole Way, just to the south of All Angels Park and observed in 2015.

Table 5.2 – TA Trip Generation

Time Period	Arrivals		Departures		Total	
	Trip Rate	Generation	Trip Rate	Generation	Trip Rate	Generation
AM (08:00 – 09:00)	0.12	17	0.72	101	0.84	118
PM (17:15 – 18:15)	0.38	53	0.41	57	0.79	111

Objectives

- 5.6. There are a number of objectives that the implementation of a TP is intended to help fulfil. The main objectives of the residential development are to:
- Reduce the use of SOVs through raising awareness of alternative travel modes available – especially for those working in Caldecote, Cambourne and Cambridge areas;
 - Reduce the traffic generated by the development to a lower level of car trips than would be predicted for the site without the implementation of the Travel Plan;
 - Promote healthy lifestyles and sustainable, vibrant local communities;
 - Accommodate those journeys that need to be made by car; and
 - Assist in addressing specific problems that prevent children or older people from gaining access to key amenities.

Targets

- 5.7. Targets should be Site-specific, Measurable, Achievable, Realistic and Time-related (SMART). They may be phased year on year and can be by 'aim' type (e.g. percentage using non-car modes by....) or 'action' type (e.g. appoint a TPC by....). The Travel Plan aims will be confirmed as part of the full Travel Plan upon completion of the baseline survey.
- 5.8. The “aim type” Travel Plan targets are quantifiable and are given over two timescales: short-term (within one year) and long-term (within three years). The suggested key targets are based on the principle objectives of the TP and are as follows:
- Reduce the peak hour vehicular trip rates shown in **Table 5.2** by 3% within one year of the implementation of the full TP (prepared at 50% occupation).
 - Reduce the peak hour vehicular trip rates shown in **Table 5.2** by 6% within three years of the implementation of the full TP.
 - Retain the level of car trips at the third year of the TP monitoring period at the final year of monitoring.
 - Maintain or improve the modal split towards sustainable travel modes when compared to that shown in **Table 5.1**.

- 5.9. Additional "aim-type" targets that are not directly related to travel mode are as follows:
- 10% of the dwellings of the development should have requested either of their sustainable transport vouchers.
 - 20% of dwellings respond to the online/postal surveys.
 - 50% of the survey respondents have will have requested a Personal Travel Plan.
- 5.10. The "action-type" TP targets are non-quantifiable targets and take the form of actions that need to be achieved by a specified date. These targets are based on implementing the measures and therefore aid in meeting the "aim-type" targets and the principle objectives of the TP.

Remedial Measures and Triggers

- 5.11. After each travel survey the TPC will assess if the targets are being achieved for each of the modes of transport. Should the targets not be considered to be to the SMART principles then a review of achievable, realistic targets will be undertaken and submitted to the Local Authorities with supporting evidence to be agreed.
- 5.12. Should the target of 6% decrease in car trip rates not be achieved after the fifth anniversary of the original multi-modal traffic survey then the bus tickets and active travel voucher could be re-offered to all dwellings of All Angels Park. Furthermore, after discussing with residents any potential issues in the area, information will then be reported back to the Local Authority on local travel issues and the potential for improvements.

6. RESIDENTIAL TRAVEL PLAN MEASURES

- 6.1. A summary and timescales for the implementation of measures are presented in a table included within **Appendix B**. The table details when measures will be put in place during the agreed monitoring period.
- 6.2. A TPC was appointed prior to any occupation of the site to manage, review and monitor the Travel Plan. Details are set out in this document, outlining the responsibilities and appointment of the TPC.

On-Site Accessibility

- 6.3. It is essential to ensure that pedestrian and cycle routes are safe and accessible. The site layout is designed to respect the permeability for pedestrians and cyclists. The provision of public open space within the site and direct access to Highfields Road will give a good permeability through the site for pedestrians and cyclists. Also, the routes within the site will be well defined.
- 6.4. Linden Homes will continue to provide All Angels Park residents with good internet connectivity and availability. This will encourage home deliveries and promote working from home, where possible.
- 6.5. Through direct communication channels from residents to the TPC, as well as personal site visits, any maintenance issues identified with constructed pedestrian/cyclist routes on site will continue to be identified to the Developer or CCC (as applicable) to be rectified.

Public Transport

- 6.6. An up-to-date schedule of bus and rail services, within the surrounding area of the site, including route information and service frequencies is permanently available to the residents of the site. The use of smartphone apps and mobile technology is regularly promoted so residents can access up to date bus timetables.
- 6.7. The TPC will liaise with bus operators and CCC, as appropriate, to ensure that issues raised regularly by residents are considered by the operators, so that the potential use of public transport is maximised.
- 6.8. Residents are made aware of the seasonal discounts of fares that are currently available for buses and train services through promotional links to relevant websites, through the All Angels Park webpage and social media page.
- 6.9. Each dwelling has been (or will be at first occupation) provided the opportunity to gain two one-week bus travel tickets to either Cambourne or Cambridge on Stagecoach services. This is promoted through a "Travel Welcome Pack" that each residential dwelling is issued when moving into their property. Incentive reminders are sent out in the annual newsletter distributed to all residents.

Walking

- 6.10. Pedestrian routes in the vicinity of the site are adequate, linking with local amenities within Highfields Caldecote. The TPC will continue to liaise with the relevant authority to highlight any maintenance issues.
- 6.11. The residents are provided information on pedestrian routes from the site to relevant local amenities within the Travel Welcome Pack. Branded merchandise can also be given out to residents as a remedial measure.
- 6.12. As part of the S106 requirements, Linden Homes have made a financial contribution to local footpath improvements, this includes a shared footway/cycle way along Highfields Road.
- 6.13. The TPC is to liaise with the TPC for the local Primary Schools to encourage any pupils living on the All Angels Park development to walk/cycle/scoot to school, where possible, during the monitoring period.
- 6.14. Walking mobile apps and websites such as [alltrails.com](https://www.alltrails.com) are promoted to residents through the Travel Welcome Pack and All Angels Park website.
- 6.15. As an alternative to the two one-week bus tickets, each household can claim a £50 active travel voucher. This can be redeemed online at Decathlon (or similar) for suitable walking equipment such as a waterproof jacket or walking shoes.

Cycling

- 6.16. Both the Census and baseline multi-modal surveys provided information about the potential to increase the number of trips made from the development by bicycle. This mode of travel is underrepresented in the area for travelling to/from Cambourne and Cambridge and could be improved.
- 6.17. The TPC will continue to liaise with the relevant authority to ensure that local cycle routes are properly maintained, should residents provide information on issues. The residents are provided with information and advice concerning appropriate cycle routes from the site to relevant regular destinations via Personal Travel Planning and Travel Welcome Packs.
- 6.18. Each household can redeem a £50 active travel voucher from Decathlon (or similar) for active travel equipment such as cycling gear. It is clearly explained within the Travel Welcome Pack how the £50 can be obtained via completing the initial travel survey. This is an alternative to the bus ticket offering.
- 6.19. A bicycle surgery will be considered to be implemented in which a local bicycle company would attend the site for a day and enable safety checks and pre-bookable bicycle services to again further promote the use of cycling for local travel to areas. This is to be considered at 90% to 100% occupation, at the same time as Travel Plan events are considered to be held on-site.

- 6.20. Cycling related branded merchandise will also be considered to be given out to residents via any promotional events held, such as a high visibility back pack rain covers, lights, among others.
- 6.21. Cycling apps and websites such as cyclinguk.org are promoted to residents through the All Angels Park website and Travel Welcome Pack.

Car Travel

- 6.22. Car sharing represents a relatively convenient alternative form of car travel and potential exists to reduce the total private mileage of the residents.
- 6.23. The Travel Plan Coordinator will continue to promote the Camshare car sharing scheme (liftshare.com/uk/community/camshare) to provide opportunities to car share with residents from the surrounding areas. Residents are made aware of the car share website and encouraged to make use of the information it contains from the outset.
- 6.24. Residents are made aware of the car sharing scheme via the Travel Welcome Pack, social media, the All Angels Park TP website and through annual newsletters.

Marketing and Promotion

- 6.25. The TPC will continue to provide training to the All Angels Park sales staff of the Developer on the aims and objectives of the TP as well as the incentives available to residents.
- 6.26. It is important to liaise with the Affordable Homes operator (Longhurst Group) as their residents may not be aware of the house builder and may query the information given to them. Training to the person responsible for the site should be given on the Travel Plan, its measures and opportunities, as required. Including the branding of the Affordable Homes operator will also be helpful for the residents to engage with the content.
- 6.27. It is considered that in order to best promote a change in sustainable travel habits of new residents to an area, it is key to provide information within the first few weeks of moving in. Therefore, each new dwelling is provided with a Travel Welcome Pack within the first few weeks of first occupancy, which directs residents to the development Travel Plan website and social media for travel related information and contact details of the TPC. A survey of current intended travel habits is also included within the Welcome Packs to ascertain very early indications of travel behaviour change.
- 6.28. A travel website has been created specifically for the development's residents via www.smartertravel.uk.com/allangelspark that provides links to this TP and summary reports as well as a useful way to contact the TPC for general travel related queries or for Personal Travel Planning. It also provides information set out below and further links to other useful travel related websites:
- Information on what a TP is and the benefits of the scheme;

- Local area map indicating local amenities;
 - Links to the social media pages and news articles;
 - Information on car sharing, eco-driving, travel information and community transport availability;
 - Personal Travel Plan requests;
 - Public transport information including details of the bus mobile app service (explaining what buses and train services, can be taken to access facilities);
 - Local walking and cycling information;
 - Details of how to obtain two one-week local bus ticket or alternatively a £50 active travel voucher as well as other measures;
 - Marketing for CamShare car sharing website and rail discount card application forms; and
 - Contact details of the TPC for the resident to be able to discuss any travel related problem or to receive further information for their personalised trips.
- 6.29. The TPC will continue, though the use of social media and other marketing materials for the development including an annual newsletter, promote the use of sustainable travel and any nationally promoted travel days such as national bike week, etc.
- 6.30. It is recommended that the TPC undertake promotional events at the following times to increase awareness of the Travel Plan. Suggested minimum events are as follows:
- Regular marketing to highlight website, social media and active travel voucher / bus ticket promotion as well as Personal Travel Plans and merchandise.
 - At 50% occupation, a postal/online survey of residents will be undertaken. This has been completed at the year of baseline monitoring and will be repeated on the first and third anniversary.
 - Year 1 postal / online survey with an incentive for respondents.
 - Year 3 postal / online survey with an incentive for respondents.
 - General small social media promotional events to engage with residents and provide information directly on sustainable travel.
 - An annual newsletter with any updates to public transport services, local events and other travel related information.

Personal Travel Planning

- 6.31. The TPC will continue to provide Personalised Travel Planning to residents who request it. They are made aware of this scheme by information provided on the website, promotional events and via marketing media issued to them. They can also contact directly the TPC through details provided in this TP and via the TP website.
- 6.32. The above list of measures is not exhaustive and should provide a basis of measures that can be implemented easily. The TPC will continue to identify other measures throughout the life of the plan to aid in achieving the set targets and reducing SOV travel.

7. MANAGEMENT AND MONITORING

- 7.1. A programme of monitoring and review has been designed to generate information by which the success of the scheme can be evaluated. Monitoring and reviewing data collection is the responsibility of the TPC.

The Travel Plan Coordinator

- 7.2. The TPC has been identified and appointed – with the contact details provided in the TP. The TP is managed for a minimum duration of five years as part of the monitoring cycle, this commenced at the 63rd occupation. The TPC is funded by the Developer from appointment prior to first occupation and for the monitoring period completing two-years after final occupation.
- 7.3. The TPC has taken responsibility for the development and management of the TP, ensuring its delivery to its completion of the monitoring period. It is important that the TPC makes regular visits to the site and presents the ideals of the TP to the residents and oversees the monitoring and reporting of the TP to the Local Authority.
- 7.4. The TPC has provided Personal Travel Planning (PTP) to all residents of this development that have requested it. This service is provided on demand and available within a month of the residents' request.
- 7.5. The TPC will continue to ensure that structures for the on-going management of the plan are set up and running effectively, and help to promote individual measures such as bus tickets, car sharing, etc. This will continue to be undertaken through social media / marketing material, PTP and / or via the development TP website.
- 7.6. The TPC will continue to liaise with the public transport operators, highway authority and / or the Developer in order to report any inadequacies in maintenance maximise the potential use of sustainable travel options. In addition to this, the TPC will continue to work with other TPC's including ones of local schools, where appropriate.
- 7.7. The TPC has been responsible for the setting up and security of the residential travel database which will include the results of the multi-modal traffic surveys. In the interest of confidentiality, the TPC alone, holds the database and is responsible for the release of the results to the Local Authority and to the residents (data should be conveyed in an accessible but secure format and compliant with the General Data Protection Regulation 2018 – refer to Smarter Travel Ltd Privacy Policy for more details).
- 7.8. The TP is reviewed annually in spring, at every completion of the yearly monitoring period, as part of the on-going monitoring process. The TPC will continue to submit details of each review to CCC and SCDC within two months of the completion of the surveys.

8. MONITORING DATA

Multi-Modal Data Collection

8.1. The multi-modal survey will continue to be undertaken at a cost to the Developer and will be at a similar time of the year to provide a comparative assessment. It is ensured prior to the survey being undertaken that the following circumstances will not affect the outcomes of the surveys:

- School / public holidays;
- Highway maintenance;
- Closures on public transport services; and / or
- Any publicised strike actions.

8.2. The methodology of undertaking the manual count survey is to have person(s)/cameras located at the main access points of the development off Highfields Road and record all movements in and out of the site for a 12-hour period (7am to 7pm on a Tuesday, Wednesday or Thursday). These surveys will take place during British Summer Time months due to longer hours of light, ensuring monitoring is more accurate. The latest Manual Count data can be found in **Appendix C**.

8.3. An ATC is used for traffic flow data collection. Any vehicle movements identified as construction traffic will be discredited from the survey results, where possible. ATC data is usually recorded over a 5-day working week to allow for 'normal' traffic patterns. The latest ATC data can be found in **Appendix D**.

Baseline Data (2023)

8.4. Baseline monitoring of All Angels Park was undertaken in April/May 2023. This involved a 12-hour manual count of all movements in/out of the development at both the main vehicular access point, and a 7-day Automatic Traffic Count (ATC). At the time of monitoring, 63 dwellings were occupied. Although not quite at 50% dwelling occupation, this had been deemed as a suitable window for the monitoring to take place as we were just 3 occupations short of full occupation of Phase 1. Planning permission for Phase 2 is still pending.

8.5. Due to the 2-week time frame and the number of bank holidays in May, limited time for surveys were available. This meant that the ATC traffic monitoring had been affected by the Bank Holiday on the 1st of May, and consequently on the Friday before, due to what can be assumed as a large percentage of residents taking Holiday. For this reason, trip rates have been calculated from 3 unaffected weekdays (Tues – Thurs), to provide a more accurate representation of travel patterns.

8.6. There was still construction taking place at the time of monitoring, therefore any movements associated with this work was discredited, where possible.

Year 1 Data (2024)

- 8.7. Year 1 monitoring of All Angels Park was undertaken in May 2024. At the time of Year 1 monitoring, 66 dwellings were occupied (i.e., all of Phase 1).
- 8.8. **Table 8.1** shows the estimated trip rate and trip generation from the original Transport Assessment (TA), compared to what was observed during ATC data collection. It should be noted that the TA estimated trip generation (**Table 5.2**) does not provide a 12-hour trip rate thus these are not compared. We have provided this data to compare to future monitoring results.

Table 8.1 Vehicular Trip Rates

		Time Period		
Dataset Year	Trip Rates	AM Peak 08:00-09:00	PM Peak 17:00-18:00	12-Hour 07:00-19:00
TA (2015)	Arrivals	0.12	0.38*	N/A
	Departures	0.72	0.41	N/A
Baseline (2023)	Arrivals	0.19	0.25	1.88
	Departures	0.31	0.14	1.90
Year 1 (2024)	Arrivals	0.12	0.32	1.76
	Departures	0.30	0.19	1.77

*TA PM peak hour was 17:15 – 18:15

- 8.9. The trip rates observed in the Year 1 monitoring are lower than that assessed in the original TA and are already achieving the initial 3% reduction across the board, set out in **Chapter 5**; with the exception of the ATC data for AM peak arrivals, which remains the same as the TA but lower than the AM arrivals recorded in the Baseline monitoring.
- 8.10. It's possible that the ATC may have picked up some traffic correlating to construction works for a play area to the south of the development, which cannot as easily be removed from the dataset. However, OGVs have been removed to minimise anomalous data being included in the trip rates (although these were limited to a maximum of 1 arrival and 3 departures recorded on any given day). It must also be noted that ATC's cannot distinguish SOV to passenger journeys, however, ATC trip rates are still exceeding set targets at this time.

- 8.11. The modal split has been determined from Manual Count survey data. Details are shown in **Table 8.2** below and compared to the 2011 Census Data - Method of Travel to Work – Mid Layer E02003784 - 010.

Table 8.2 Modal Split

Mode	Census (2011)	Baseline (2023)	Year 1 (2024)
Driving a Car / Van	75%	63% (of which 60% SOV)	53% (of which 69% SOV)
Car / Van sharing (passenger)	5%	15%	19%
Foot / Public Transport	13%	14%	13%
Bicycle	5%	0%	2%
Other (Taxi, Motorcycle, LGVs)	2%	9%	13%

Note: Data has been rounded to the nearest whole percentage for reporting purposes.

- 8.12. **Table 8.2** identifies the modal split of journeys by residents on this site. The private car modal split census data represents all car journeys, as car sharing journeys were not captured. To show a comparison, from the baseline survey results onwards, we have provided both SOV mode split and passengers' journeys and can see that total car usage has significantly decreased since the TA and also the Baseline data, in part due to the increase in car passenger and bicycle usage but also due to an increase in 'other' mode uptake. It should be noted that whilst all attempts to remove construction traffic from the dataset were made, LGVs were higher than expected (10%), likely as a result of delivery vehicles or construction vehicles parking on site for access to the play area being constructed to the south.
- 8.13. The modal split towards pedestrians remains higher than expected, suggesting that some of these residents could be walking to local bus stops which are further north of the site and cannot be monitored by manual monitoring.
- 8.14. Fortunately, there has been some movements observed in cycling uptake. However, it's likely that lack of cycle routes in the local area deters people from cycling due to safety concerns with travelling on the roads. Often, people prefer to cycle depending on the weather, so it's likely more residents will cycle in the summer months as spring has seen atypically high rainfall this year. As this is a reasonable replacement for car journeys around the local area, it will become a priority to encourage cycling to increase the modal split as the site continues to develop.

Residential Travel Survey

- 8.15. On-site monitoring is supplemented with a postal / online survey during the Baseline, Year 1 and Year 3 monitoring periods. Travel Survey invitations are distributed directly to residents that provides a more direct investigation into travel habits and enables the TPC to identify measures that can assist in changing travel behaviour, to encourage modal shift from SOV usage to sustainable alternatives.
- 8.16. A copy of the questions for latest postal / online survey from 2024 is contained within **Appendix E**. To maximise the potential for return of postal / online surveys, an incentive has been provided for respondents. The result of each postal / online survey will be issued to the Local Authority via the TP reviews.
- 8.17. All online / postal / interview surveys are confidential, and no names or addresses shall be passed on to any third party (such as a public transport operator) unless prior approval has been given by the participant. The only personal information deemed necessary for the purposes of the TP are as follows:
- Name and address;
 - Age;
 - Email address;
 - Whether they have a disability which would affect transport choice; and
 - Number and age of any dependants;
 - Proof of address (if claiming an incentive).
- 8.18. All survey information is kept secure by the TPC. Hard copies of any surveys that have any personal information on are kept on file in a lockable cabinet for a period of no more than two years and shall be securely destroyed thereafter. Electronic copies of surveys that hold any personal information are saved securely on the local server and the file is password protected. Electronic copies are not kept longer than a period of two years and are securely deleted thereafter. Refer to the Smarter Travel Ltd Privacy Policy for more details.

Baseline (2023)

- 8.19. The supporting online survey was distributed to existing residents in Spring 2023, this allowed us to gather their travel habits but also allow residents to have their say on local transport.
- 8.20. Overall, it was identified that most respondents travel into the Cambridge city centre area most frequently, additionally, these residents travel by the bus and by car/car sharing. Those residents that travel by SOV tend to travel to travel this way due to childcare reasons and job requirements.
- 8.21. Residents have also stated that to encourage more sustainable travel, they would like safer walking and cycling routes and cheaper public transport routes. These needs are currently being adhered to both by the developer and government schemes. Linden homes have made contributions to local footpaths on Highfields Road (although these had yet to be implemented) and made contributions to upgrade the St Neots Road bus stops. Additionally, the £2 bus scheme has been extended until 31st December 2024.
- 8.22. 14 out of the 18 respondents of the spring travel survey were unaware of the All Angels Park travel plan. It is important that we increase the awareness to continue promoting a change in transport for new residents. We will increase the awareness via newsletters and social media posts. It is also important that Linden homes sales staff are including and promoting the welcome packs to residents upon their arrival.

Year 1 (2024)

- 8.23. The Year 1 Travel Survey invitations were distributed by post to all 66 occupied dwellings, inviting all residents to participate and encouraging uptake by offering a prize draw where participants could win one of 3 prizes; a £100 Decathlon store voucher, a Fitbit Inspire 3 or a £25 shopping voucher.
- 8.24. The survey received a 12.1% response rate, thereby not achieving the target of a 20% response rate. For future surveys, reminder letters will be sent out to encourage uptake and the prize draw incentives will be reviewed, to ensure maximum engagement.
- 8.25. It should be noted that the figures below have been rounded to the nearest whole number for reporting purposes. Data can be found in **Appendix E**.
- 8.26. 25% of respondents requested a Personal Travel Plan from the annual travel survey, which does not meet the 50% uptake target. However, the overall uptake of PTPs was 55% as of July 2024, therefore the site is exceeding target. PTPs will continue to be promoted via social media channels, the All Angels Park travel plan webpages and the annual newsletter.
- 8.27. The main mode participants used was car (alone) for an average of 3 days per week (88% of respondents drove alone at least 1 day per week). This

was followed by bus (63%, for an average of 2 days per week) and car sharing (63%, for an average of 2 days per week).

- 8.28. Participants were asked what alternative mode they would use if their main mode was unavailable, 38% stated they would take the bus over driving alone and 25% would car share and a further 25% would walk instead of driving alone.
- 8.29. The key barriers preventing 38% of participants from travelling more sustainably was that they could not walk / cycle to their regular destinations because they are too far away and a further 38% believed they had no other options available, followed by 25% who believe public transport seems too expensive and 25% who stated that they need their car to carry out their job role. Participants were allowed to select more than one option in responding to this question.
- 8.30. 62% of respondents stated that the cost-of-living crisis has not impacted their daily life or travel arrangements, whilst 38% believe it has, stating that, "public transport has become too expensive and harder to use due to strikes" and they are "spending more money on fuel".
- 8.31. 38% of participants stated that they found the Travel Welcome Pack helpful in making informed travel decisions, compared to 62% who have not read the Travel Welcome Pack.
- 8.32. Participants were asked if they would consider using a car club, 88% stated they would not, of which 57% stated this is because they prefer the flexibility of owning their own vehicle.
- 8.33. 63% stated that they were not *aware* of a welcome voucher, 25% stated that they have not yet claimed a voucher and 13% had claimed an active travel voucher.
- 8.34. Respondents were asked for additional feedback, at which point 25% commented on the local cycling infrastructure, stating that, "*The cycle routes from the site need to be better linking up with Hardwick and the surrounding villages*" and "*Safe cycle links from Papworth to Godmanchester is required*".

Initial Travel Survey Results for First Occupiers

- 8.35. As of July 2024, the initial travel survey had received 26 responses (40% of current occupied dwellings), which is meeting the 20% response rate target. A copy of the latest survey results can be found in **Appendix F**.
- 8.36. 89% of residents chose the active travel voucher and 8% selected the 2-week bus pass for Stagecoach services.
- 8.37. 55% of respondents had claimed a Personal Travel Plan, thereby achieving the 50% uptake target.
- 8.38. 59% of respondents stated that they have found the Travel Welcome Pack useful when assessing their local travel options.

Annual Inspections

- 8.39. During the monitoring period, an annual inspection shall be made prior to each survey by the TPC to review the condition of on-site and local infrastructure, such as footways, cycleways, local bus shelters and any outstanding highway works associated with the development, to identify any issues that could be detrimental to the promotion of sustainable travel. Any maintenance issues seen can then be reported to the relevant department at the Developer and / or Local Authority for remediation and be reported in monitoring reports or TP reviews.

On-Site

- 8.40. As of the March 2024 site visit, there were no issues to report, but the TPC noted that only one of the vehicular access points (north access) was open for public use.

Off-Site

- 8.41. As of the March 2024 site visit, there were no issues to report. The TPC noted that the bus stops on St Neots Road had been upgraded as per the £14,000 bus shelter maintenance contribution that Linden Homes paid pre-occupation to oblige the S106 Agreement. The footway works from the site to the bus stops on St Neots Road had not been completed.

TPC Action Plan

- 8.42. Details of the Travel Plan measures that the TPC intends to delivery throughout the monitoring period are outline in **Table 9.3** below.

Table 9.3 TPC Action Plan

Measure	Action	Timescales
Manual Count Survey	A 12-hour manual count of all movements in and out of the development.	Annual (Spring)
Automatic Traffic Count (ATC) survey	An ATC will be places at all open vehicular accesses to monitor traffic flow in and out of the development.	Annual (Spring)
Residential Travel Survey	A postal/online travel survey to understand resident's travel habits and barriers to behaviour change.	Baseline, 1 st and 3 rd anniversary.
Travel Plan Newsletters	An annual update to all households on relevant travel information and news. Information will also include reminders of the travel incentives available.	Annual (Autumn)
All Angels Park travel plan website & social media	The All Angels Park travel plan website pages and social media channels (Facebook, Instagram, X) will be regularly reviewed and updated with useful information.	Ongoing and updated as required.
Promotion of walking and cycling routes	Highlight points of interest and routes local to residents.	Annual via newsletter and ongoing through social media channels.
Promotion of public transport options	Highlight public transport options, incentives and updates to residents.	Annual via newsletter and ongoing through social media channels.
Promotion of car sharing	Highlight car sharing opportunities, incentives and benefits to residents.	Annual via newsletter and ongoing through social media channels.
Local Primary School	Contact will be made with the local Primary School to see if the TPC can assist with any measures.	During the monitoring period, as appropriate.
On-site event	An on-site event could take place if needed. This may include bicycle servicing for residents, Personal Travel Plans and free promotional material.	Close to 100% dwelling occupation.

Appendix



Appendix B

Appendix B – Travel Plan Measures Action Plan

Measure	Action	Impact	Cost	Timescales
1. Travel Plan Coordinator (TPC)	Appoint TPC to promote, manage and monitor the Travel Plan and associated measures	High	High	Completed.
2. Update and finalise Interim Travel Plan	Upon appointment of TPC, update the Travel Plan on the plan of action for the forthcoming monitoring period. Submit to SCDC/CCC for approval.	Medium	Low	Completed.
3. Travel website page and Social Media	Maintain and regularly update the website and social media with appropriate Travel Plan information.	Medium	Medium	On-going.
4. Travel Welcome Packs	Create Travel Welcome Packs for residents and issue within two weeks of occupation.	High	Medium	Completed and On-going.
5. Active Travel Voucher	Coordinate the use of a £50 cycle voucher for an online store.	Medium	Medium	On-going as per residents' requests.
6. Bus Vouchers	Work with local bus operators to provide 2 x one-week tickets for travel on local bus services in the area.	Medium	Low	On-going as per residents' requests.
7. Linden Homes on-site sales staff training	Provide TP training to sales staff for promotion of travel options to potential residents.	Low	Low	Completed and on-going per request.
8. Car Sharing	Promote the car sharing websites to residents via marketing media and Travel Welcome Packs.	Medium	Low	On-going.
9. Personal Travel Planning	Provide information to residents on how to obtain a Personal Travel Plan and benefits that can be received.	High	Medium	On-going.
10. Onsite event	Consider undertaking a small onsite event which may include a bicycle surgery along with free promotional items. Also, incorporate general direct marketing to residents at the same time.	Medium	Medium	Close to 100% occupation.
11. Local Primary School Promotion	TPC to contact the local Primary School TPC to collaborate on promotion of walking and cycling to school.	Medium	Low	During monitoring period, as appropriate.
12. Travel Plan Newsletter	Newsletter to be distributed to all households detailing the Travel Plan and promoting sustainable travel.	Medium	Low	Annually (Autumn) from 2023.

Measure	Action	Impact	Cost	Timescales
13. Travel Survey	Multi-modal travel surveys – Manual Survey accompanied by an ATC.	N/A	Low	Baseline survey completed at 63 rd occupation; to be repeated annually thereafter.
	Undertake online / postal surveys of residents.	Low	Medium	Completed at the time of the baseline survey. Repeated on the first and third anniversaries (2024 & 2026).
14. Promotion and Awareness of Travel Plan	Facilitation of Travel Plan promotion and marketing throughout the year	Medium	Low – Medium	On-going
15. Monitoring and Review	Update Travel Plan and keep residents and CCC/SCDC informed of the outcomes of the Travel Plan against the targets.	Medium	Medium	Full TP completed within two months of baseline survey and annually thereafter.

Appendix C

Smarter Travel - Travel Plan Multi-Modal Monitoring

PLEASE COMPLETE ELEMENTS IN YELLOW WHERE POSSIBLE



Weather Condition AM:	RAIN	Weather Condition PM:	RAIN
Location:	ALL ANGELS PARK, CALDECOTE		
Date:	08/10/2022		
No. of Vehs on site at Start:	0		
No. of Vehs on site at End:	0		

Notes about unusual issues with survey:

MANUAL SURVEY COUNT (INBOUND)

INDIVIDUAL INBOUND COUNTS

Access Point

PEACOCK DRIVE

Date

08/05/2024

PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0



	VEHICLES															PASSENGERS				CYCLISTS				PEDESTRIANS				BUS						
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER	TOTAL PEOPLE	
0700-0730	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0730-0800	1	1	1	1	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
0800-0830	3	8	1	1	0	0	0	0	0	0	0	0	0	4	9	1	1	0	3	3	0	0	0	0	0	0	0	0	0	0	0	7	14	
0830-0900	5	8	0	1	0	0	0	0	0	0	0	0	0	5	9	0	0	0	0	3	0	0	0	0	0	2	0	2	2	0	7	7	14	
0900-0930	4	6	0	0	0	1	3	0	0	0	0	0	0	5	9	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	6	11		
0930-1000	2	6	0	0	0	2	3	0	0	0	0	0	0	4	9	1	0	0	1	1	0	0	0	0	0	0	0	0	0	5	5	11		
1000-1030	1	1	0	0	0	2	2	0	0	0	0	0	0	3	3	1	0	0	1	1	0	0	0	0	0	0	0	0	0	4	4	4		
1030-1100	0	1	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	
1100-1130	1	4	0	0	1	1	0	0	0	0	0	0	0	2	5	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3	3	6		
1130-1200	3	4	0	0	0	1	0	0	0	0	0	0	0	3	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	3	6		
1200-1230	1	3	0	0	0	1	3	0	0	0	0	0	0	2	6	1	0	0	1	3	0	0	0	0	0	0	0	0	0	3	3	9		
1230-1300	2	3	0	0	0	2	3	0	0	0	0	0	0	4	6	2	0	0	2	3	0	0	0	0	0	0	0	0	0	6	6	9		
1300-1330	2	10	0	0	0	1	2	0	0	0	0	0	0	3	12	0	0	0	0	2	0	0	0	0	1	0	2	2	4	4	16			
1330-1400	8	10	0	0	0	1	2	0	0	0	0	0	0	9	12	2	0	0	2	2	0	0	0	0	1	0	2	2	12	12	16			
1400-1430	2	7	0	0	0	0	3	0	0	0	0	0	0	2	10	1	0	0	1	3	0	0	0	0	0	0	0	0	3	3	13			
1430-1500	5	7	0	0	0	3	3	0	0	0	0	0	0	8	10	2	0	0	2	3	0	0	0	0	0	0	0	0	10	10	13			
1500-1530	9	16	0	1	0	1	2	0	0	0	0	0	0	10	19	4	1	0	6	12	1	0	0	1	2	3	2	7	0	24	24	45		
1530-1600	7	16	1	1	0	1	2	0	0	0	0	0	0	9	19	3	0	1	6	12	0	0	0	0	0	4	2	6	0	21	21	45		
1600-1630	5	10	0	0	0	0	0	0	0	0	0	0	0	5	10	1	0	0	1	2	1	0	0	1	0	1	0	1	8	8	14			
1630-1700	5	10	0	0	0	0	0	0	0	0	0	0	0	5	10	1	0	0	1	2	0	0	0	0	0	0	0	1	6	6	14			
1700-1730	10	21	0	0	0	1	2	0	0	0	0	0	0	10	24	2	0	0	2	6	0	0	0	0	2	0	2	2	14	14	32			
1730-1800	11	21	0	1	1	2	2	0	0	0	0	0	0	14	24	4	0	0	4	6	0	0	0	0	0	0	0	0	18	18	32			
1800-1830	7	11	0	0	0	2	2	0	0	0	0	0	0	9	13	2	0	0	2	4	0	0	0	0	2	0	2	2	13	13	19			
1830-1900	4	11	0	0	0	0	2	0	0	0	0	0	0	4	13	2	0	0	2	4	0	0	0	0	0	0	2	2	6	6	19			
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER	TOTAL PEOPLE	
TOTALS	98	98	3	3	2	2	19	19	0	0	0	0	0	122	122	31	2	1	38	38	3	0	0	3	3	10	8	4	22	22	0	0	185	185

MANUAL SURVEY COUNT (OUTBOUND)

INDIVIDUAL OUTBOUND COUNTS

Access Point

PEACOCK DRIVE

Date

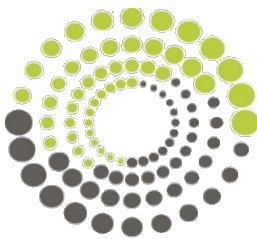
08/05/2024

PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0



	VEHICLES															PASSENGERS				CYCLISTS				PEDESTRIANS				BUS							
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER		TOTAL PEOPLE	
0700-0730	7	12	0	1	1	1	0	0	0	0	0	0	0	8	14	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9	25
0730-0800	5	12	1	1	0	1	0	0	0	0	0	0	0	6	14	3	0	0	3	4	0	0	0	0	0	1	6	0	7	7	0	0	16		
0800-0830	9	21	1	1	0	0	0	0	0	0	0	0	0	10	22	4	0	1	7	13	0	1	0	1	1	0	1	2	3	7	0	0	21	43	
0830-0900	12	21	0	1	0	0	0	0	0	0	0	0	0	12	22	4	1	0	6	13	0	0	0	0	0	0	2	2	4	7	0	0	22		
0900-0930	8	9	0	0	0	0	1	1	0	0	0	0	0	9	10	1	0	0	1	1	0	0	0	0	0	2	0	0	2	2	0	0	12	13	
0930-1000	1	9	0	0	0	0	0	1	0	0	0	0	0	1	10	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	1	
1000-1030	2	3	0	0	0	1	0	1	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	3	6	
1030-1100	1	3	0	0	1	1	1	1	0	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
1100-1130	0	4	0	0	0	0	1	1	0	0	0	0	0	1	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	7
1130-1200	4	4	0	0	0	0	0	1	0	0	0	0	0	4	5	1	0	0	1	1	0	0	0	0	0	1	0	0	1	1	0	0	6		
1200-1230	4	10	0	0	0	0	1	1	0	0	0	0	0	5	11	1	0	0	1	2	0	0	0	0	0	1	0	0	1	1	0	0	7	14	
1230-1300	6	10	0	0	0	0	0	1	0	0	0	0	0	6	11	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	7		
1300-1330	2	3	0	0	0	0	2	4	0	0	0	0	0	4	7	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	5	8	
1330-1400	1	3	0	0	0	0	2	4	0	0	0	0	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
1400-1430	2	8	0	0	0	0	0	3	0	0	0	0	0	2	11	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14		
1430-1500	6	8	0	0	0	0	3	3	0	0	0	0	0	9	11	2	0	0	2	2	1	0	0	1	0	0	0	0	0	0	0	0	12		
1500-1530	4	7	0	1	0	0	0	2	0	0	0	0	0	4	10	0	0	0	0	3	1	0	0	1	2	0	0	2	3	0	0	7	17		
1530-1600	3	7	1	1	0	0	2	2	0	0	0	0	0	6	10	1	1	0	3	3	0	0	0	0	1	1	0	0	1	3	0	0	10		
1600-1630	4	8	0	0	0	0	0	0	0	0	0	0	0	4	8	0	0	0	0	1	0	0	0	0	0	1	0	0	1	1	0	0	5	10	
1630-1700	4	8	0	0	0	0	0	0	0	0	0	0	0	4	8	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5		
1700-1730	5	11	0	0	0	1	2	4	0	0	0	0	0	7	16	2	0	0	2	3	0	0	0	0	0	0	0	0	0	0	2	0	0	9	21
1730-1800	6	11	0	1	1	1	2	4	0	0	0	0	0	9	16	1	0	0	1	3	0	0	0	0	0	0	2	0	2	2	0	0	12		
1800-1830	1	7	0	0	0	0	2	2	0	0	0	0	0	3	9	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	13		
1830-1900	6	7	0	0	0	0	0	2	0	0	0	0	0	6	9	2	1	0	4	4	0	0	0	0	0	0	0	0	0	0	0	10			
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER		TOTAL PEOPLE	
TOTALS	103	103	3	3	3	3	19	19	0	0	0	0	0	128	128	25	3	1	34	34	2	1	0	3	3	11	11	4	26	26	0	0	191	191	

Appendix D



ATC SUMMARY REPORT

PROJECT	39012 All Angels Park, Cambridgeshire
LOCATION	39012-001 - Peacock Dr
LOC. DESC.	Peacock Dr
START DATE	Tue 14 May, 2024
END DATE	Mon 20 May, 2024
SPEED LIMIT	30mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Peacock Dr, commencing Tue 14 May 2024, recorded a total of 1,908 vehicles. The posted speed limit of 30mph was exceeded by 0.0% of vehicles, and the seasonally adjusted, combined AADT value is 275 (see Equipment & Methodology below).

COMBINED

Total recorded volume	1,908
Avg daily volume (based on 7 days)	272.6
Average daily speed (7 days)	13.5mph
Average daily 85%ile (7 days)	16.7mph
AADT (annual average daily traffic)	275
Avg weekday volume (Mon-Fri, 24hrs)	292.8
Avg weekday speed (Mon-Fri, 24hrs)	13.5mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	235.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	13.4mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 31mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

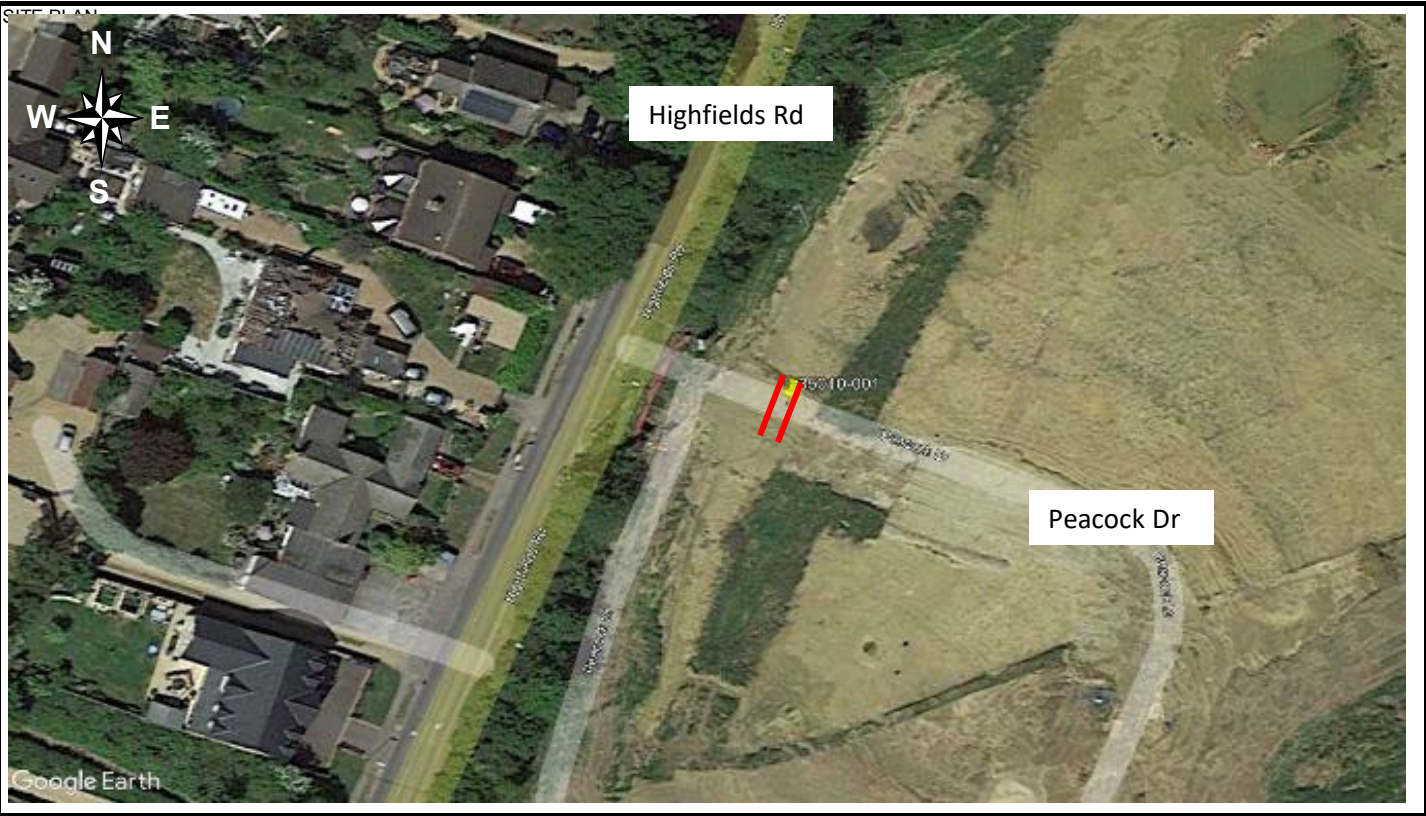
EASTBOUND →

Total recorded volume	957
Avg daily volume (based on 7 days)	136.7
Average daily speed (7 days)	13.8mph
Average daily 85%ile (7 days)	16.9mph
% of vehicles exceeding 30mph	0.0%
Avg weekday volume (Mon-Fri, 24hrs)	146.8
Avg weekday speed (Mon-Fri, 24hrs)	13.8mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	117.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	13.6mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	16.7mph

WESTBOUND ←

Total recorded volume	951
Avg daily volume (based on 7 days)	135.9
Average daily speed (7 days)	13.2mph
Average daily 85%ile (7 days)	16.4mph
% of vehicles exceeding 30mph	0.0%
Avg weekday volume (Mon-Fri, 24hrs)	146.0
Avg weekday speed (Mon-Fri, 24hrs)	13.2mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	118.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	13.2mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	16.4mph

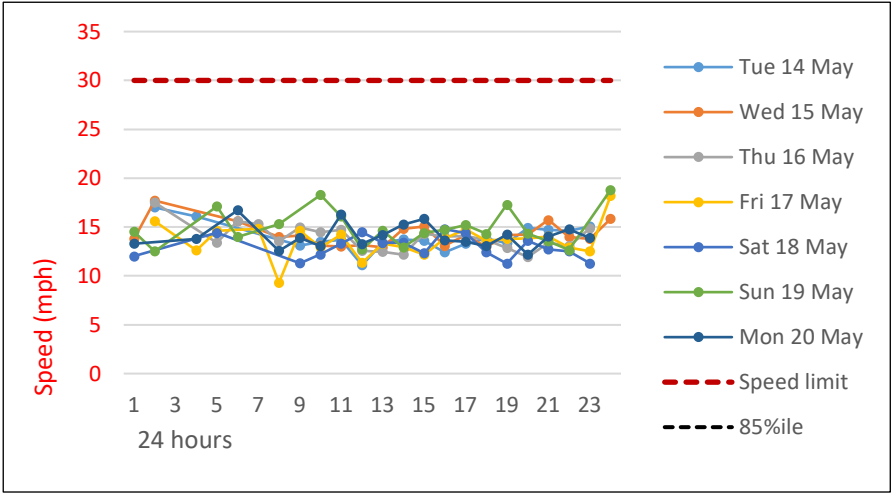
SITE LOCATION



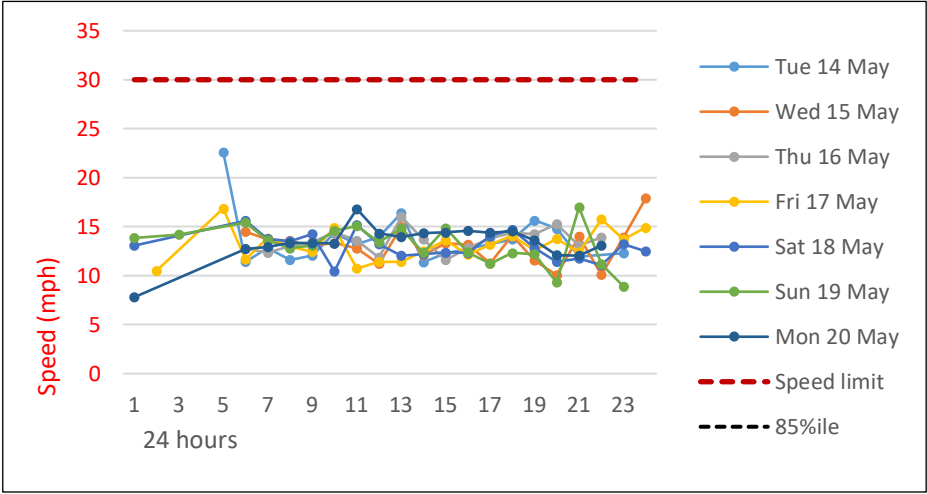
Location	Peacock Dr
Lat, lng.	52°12'50.82"N, 0° 1'2.46"W
Project & site	39012-001
PSL	30mph
Bus route	No
Direction 1	Eastbound→
Direction 2	Westbound←

DAILY SPEEDS

EASTBOUND →



WESTBOUND ←

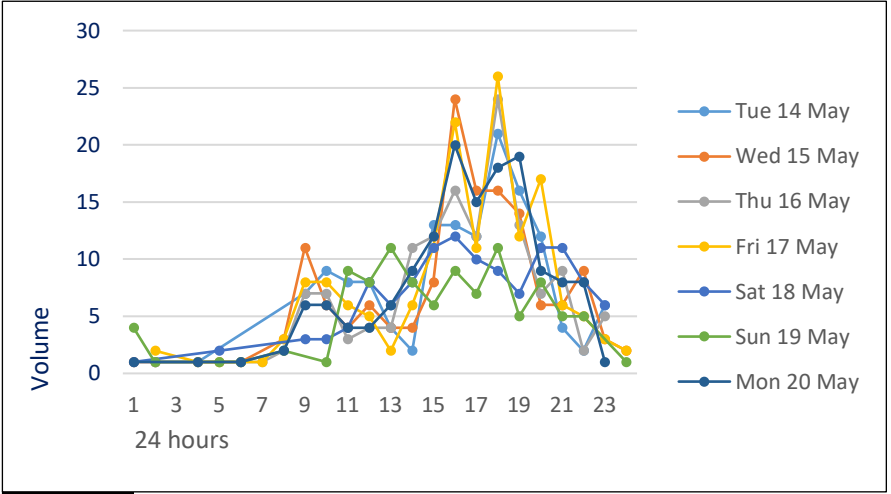


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 30mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak average eastbound daytime speed was 21.2mph at 10:15 on Mon 20 May, whilst the peak average westbound speed was 20.8mph at 12:45 on Tue 14 May (based on 15min averages between 0700 & 1900).

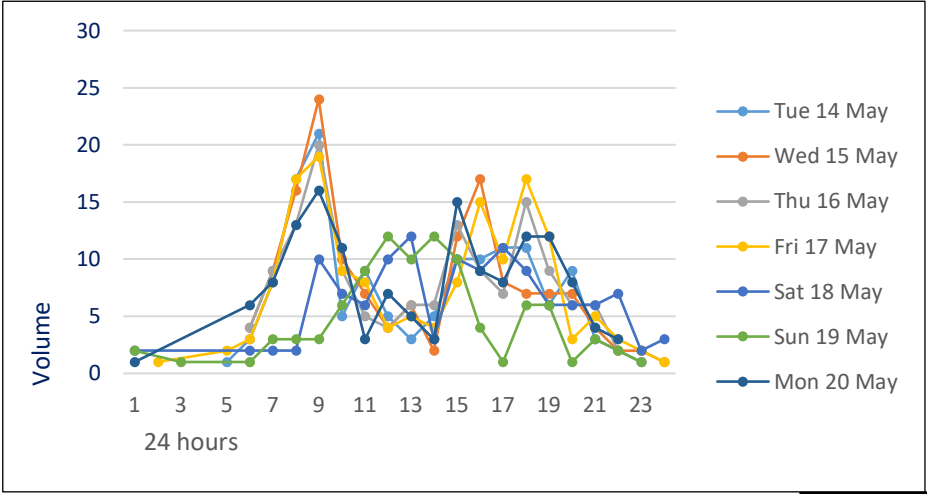
HOURLY VOLUMES

EASTBOUND →



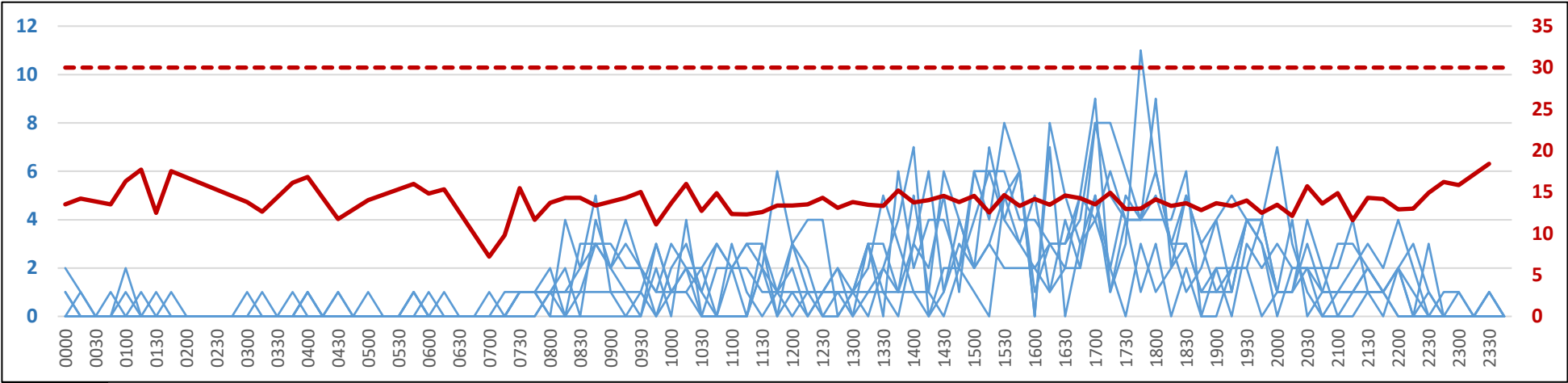
→ Hourly eastbound traffic volumes over each 24hr period for 7 days from all available data.

WESTBOUND ←

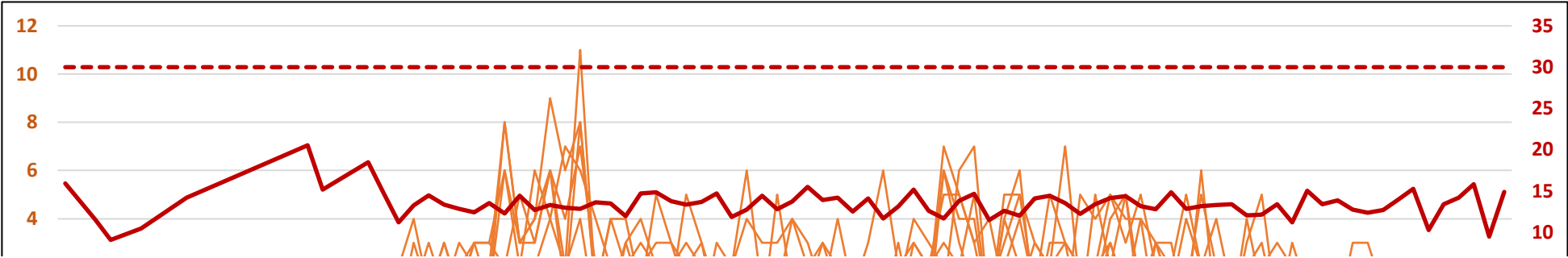


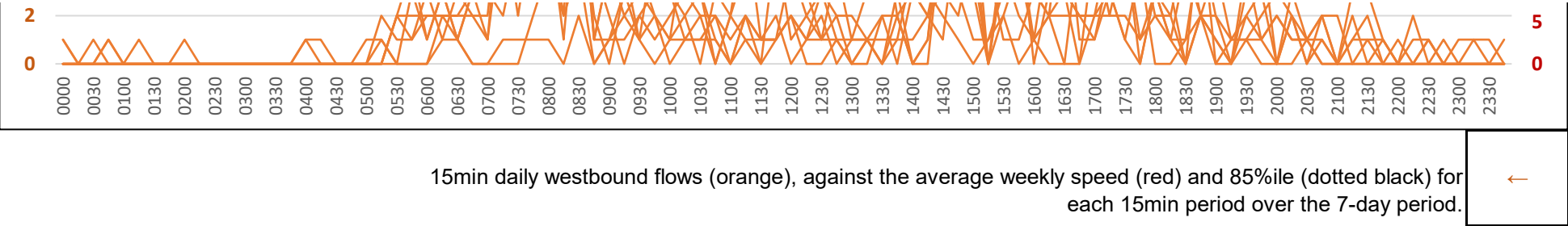
Hourly westbound traffic volumes over each 24hr period for 7 days from all available data. ←

15min VOL & SPEED



→ 15min daily eastbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.

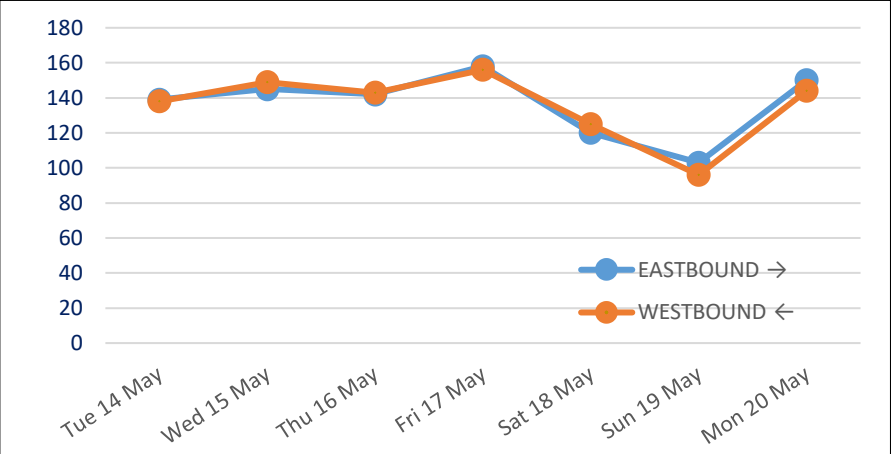




39012-001

DAILY VOLUMES

EAST & WESTBOUND



Total 24hr eastbound (blue) and westbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Friday.

7-DAY AVERAGE CLASSES

EASTBOUND 7-DAY AVG →

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	1.0	0.0	0.0	0.0	1.0
0100	0.0	0.9	0.0	0.0	0.0	0.9
0200	0.0	0.0	0.0	0.0	0.0	0.0
0300	0.0	0.4	0.0	0.0	0.0	0.4
0400	0.0	0.7	0.0	0.0	0.0	0.7
0500	0.0	0.6	0.0	0.0	0.0	0.6
0600	0.0	0.3	0.0	0.0	0.0	0.3
0700	0.0	1.7	0.0	0.0	0.0	1.7
0800	0.0	6.0	0.0	0.0	0.0	6.0
0900	0.1	5.6	0.0	0.0	0.0	5.7
1000	0.1	4.9	0.4	0.0	0.0	5.4
1100	0.4	5.7	0.0	0.0	0.0	6.1
1200	0.1	5.1	0.0	0.0	0.0	5.3
1300	0.0	6.9	0.0	0.0	0.0	6.9
1400	0.7	9.7	0.0	0.0	0.0	10.4
1500	0.3	16.3	0.0	0.0	0.0	16.6
1600	0.4	11.4	0.0	0.0	0.0	11.9
1700	0.7	17.1	0.0	0.0	0.0	17.9
1800	0.6	11.7	0.0	0.0	0.0	12.3
1900	0.1	9.7	0.0	0.0	0.1	10.0
2000	0.1	6.9	0.0	0.0	0.0	7.0
2100	0.1	5.3	0.1	0.0	0.0	5.6
2200	0.0	3.4	0.0	0.0	0.0	3.4
2300	0.0	0.7	0.0	0.0	0.0	0.7
12hr TTL	3.6	102.1	0.4	0.0	0.0	106.1
24hr TTL	4.0	132.0	0.6	0.0	0.1	136.7
	3%	97%	0%	0%	0%	

WESTBOUND 7-DAY AVG ←

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	0.6	0.1	0.0	0.0	0.7
0100	0.0	0.1	0.0	0.0	0.0	0.1
0200	0.0	0.1	0.0	0.0	0.0	0.1
0300	0.0	0.0	0.0	0.0	0.0	0.0
0400	0.0	0.4	0.0	0.0	0.0	0.4
0500	0.0	3.3	0.0	0.0	0.0	3.3
0600	0.0	6.6	0.1	0.0	0.0	6.7
0700	0.4	11.1	0.0	0.0	0.0	11.6
0800	0.3	15.9	0.0	0.0	0.0	16.1
0900	0.0	7.9	0.3	0.0	0.0	8.1
1000	0.4	6.0	0.3	0.0	0.0	6.7
1100	0.4	6.0	0.1	0.0	0.0	6.6
1200	0.0	6.6	0.1	0.0	0.0	6.7
1300	0.3	4.7	0.0	0.0	0.0	5.0
1400	0.4	10.4	0.3	0.0	0.0	11.1
1500	0.9	9.6	0.0	0.0	0.0	10.4
1600	0.3	7.7	0.0	0.0	0.0	8.0
1700	0.4	10.4	0.1	0.0	0.0	11.0
1800	0.3	8.0	0.0	0.0	0.0	8.3
1900	0.3	5.4	0.0	0.0	0.0	5.7
2000	0.0	4.4	0.0	0.0	0.0	4.4
2100	0.3	2.4	0.0	0.0	0.0	2.7
2200	0.1	1.0	0.0	0.0	0.0	1.1
2300	0.0	0.7	0.0	0.0	0.0	0.7
12hr TTL	4.1	104.3	1.3	0.0	0.0	109.7
24hr TTL	4.9	129.4	1.6	0.0	0.0	135.9
	4%	95%	1%	0%	0%	

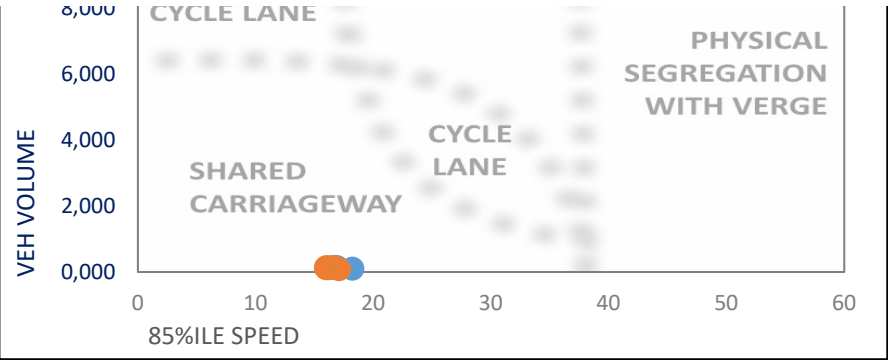
Average daily eastbound and westbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014).



39012-001

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4:

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans		CAR & LGV
3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	
4	TB2	2 axle truck / bus		OGV1
5	TB3	3 axle truck / bus		OGV2
6	T4	4 axle truck		
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

The guidelines are based on the Custrans Design Manual (Apr 2017), Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

Equipment damage & failure

Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and A-T-R cannot be held responsible for any periods where data has not been captured.

The equipment is located in accordance with the details provided by the client and A-T-R cannot be held responsible for the accuracy of the data or loss of equipment due to theft and vandalism.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, A-T-R may not be held liable for errors of fact or interpretation.

DIR 1	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL% SPEEDING	
ACPO SPEEDING	
ACPO% SPEEDING	
DfT SPEEDING	
DfT% SPEEDING	

PSL 30mph

	ALL VEHICLES																																
	Mcycles Cars, taxis, 4WD	LGV	OGV1	OGV2	PSV			0 - 10 mph	10 - 15 mph	15 - 20 mph	20 - 25 mph	25 - 30 mph	30 - 35 mph	35 - 40 mph	40 - 45 mph	45 - 50 mph	50 - 60 mph	60 - 70 mph	70 - 80 mph	80 - 90 mph	90 - 100 mph	AVG SPD	85%ile	> 30mph	% > 30mph								
0745	1	0	0	0	0	0	0745	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5.4-			0	0.0	0	0.0	0	0.0			
0800	2	0	2	0	0	0	0800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	11.5-		0	0.0	0	0.0	0	0.0				
0815	0	0	0	0	0	0	0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0				
0830	3	0	3	0	0	0	0830	0	2	1	0	0	0	0	0	0	0	0	0	0	0	15.2-		0	0.0	0	0.0	0	0.0				
0845	3	0	3	0	0	0	0845	0	1	2	0	0	0	0	0	0	0	0	0	0	0	16.1-		0	0.0	0	0.0	0	0.0				
0900	3	0	3	0	0	0	0900	0	3	0	0	0	0	0	0	0	0	0	0	0	0	12.4-		0	0.0	0	0.0	0	0.0				
0915	2	1	1	0	0	0	0915	0	1	1	0	0	0	0	0	0	0	0	0	0	0	13.3-		0	0.0	0	0.0	0	0.0				
0930	2	0	2	0	0	0	0930	0	1	1	0	0	0	0	0	0	0	0	0	0	0	13.8-		0	0.0	0	0.0	0	0.0				
0945	1	0	1	0	0	0	0945	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12.0-		0	0.0	0	0.0	0	0.0				
1000	3	0	1	1	1	0	1000	0	1	2	0	0	0	0	0	0	0	0	0	0	0	14.6-		0	0.0	0	0.0	0	0.0				
1015	2	0	2	0	0	0	1015	0	1	1	0	0	0	0	0	0	0	0	0	0	0	15.0-		0	0.0	0	0.0	0	0.0				
1030	1	0	1	0	0	0	1030	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11.6-		0	0.0	0	0.0	0	0.0				
1045	0	0	0	0	0	0	1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0				
1100	3	0	1	2	0	0	1100	1	2	0	0	0	0	0	0	0	0	0	0	0	0	10.3-		0	0.0	0	0.0	0	0.0				
1115	1	0	1	0	0	0	1115	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11.7-		0	0.0	0	0.0	0	0.0				
1130	0	0	0	0	0	0	1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0-		0	0.0	0	0.0	0	0.0				
1145	1	0	1	0	0	0	1145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14.2-		0	0.0	0	0.0	0	0.0				
1200	1	0	1	0	0	0	1200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12.6-		0	0.0	0	0.0	0	0.0				
1215	1	0	1	0	0	0	1215	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14.0-		0	0.0	0	0.0	0	0.0				
1230	0	0	0	0	0	0	1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0				
1245	0	0	0	0	0	0	1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0				
1300	1	0	1	0	0	0	1300	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15.6-		0	0.0	0	0.0	0	0.0				
1315	3	0	2	1	0	0	1315	2	1	0	0	0	0	0	0	0	0	0	0	0	0	9.2-		0	0.0	0	0.0	0	0.0				
1330	1	0	1	0	0	0	1330	0	0	1	0	0	0	0	0	0	0	0	0	0	0	18.6-		0	0.0	0	0.0	0	0.0				
1345	1	0	1	0	0	0	1345	0	0	1	0	0	0	0	0	0	0	0	0	0	0	16.0-		0	0.0	0	0.0	0	0.0				
1400	3	0	2	1	0	0	1400	1	2	0	0	0	0	0	0	0	0	0	0	0	0	10.5-		0	0.0	0	0.0	0	0.0				
1415	2	0	2	0	0	0	1415	0	2	0	0	0	0	0	0	0	0	0	0	0	0	11.4-		0	0.0	0	0.0	0	0.0				
1430	5	2	3	0	0	0	1430	2	1	1	1	0	0	0	0	0	0	0	0	0	0	13.5-		0	0.0	0	0.0	0	0.0				
1445	1	0	1	0	0	0	1445	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12.1-		0	0.0	0	0.0	0	0.0				
1500	6	0	6	0	0	0	1500	0	3	3	0	0	0	0	0	0	0	0	0	0	0	14.8-		0	0.0	0	0.0	0	0.0				
1515	6	0	6	0	0	0	1515	1	4	1	0	0	0	0	0	0	0	0	0	0	0	13.6-		0	0.0	0	0.0	0	0.0				
1530	4	0	4	0	0	0	1530	1	1	2	0	0	0	0	0	0	0	0	0	0	0	13.8-		0	0.0	0	0.0	0	0.0				
1545	6	1	5	0	0	0	1545	1	3	2	0	0	0	0	0	0	0	0	0	0	0	13.1-		0	0.0	0	0.0	0	0.0				
1600	1	0	1	0	0	0	1600	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15.2-		0	0.0	0	0.0	0	0.0				
1615	3	0	3	0	0	0	1615	0	1	2	0	0	0	0	0	0	0	0	0	0	0	15.5-		0	0.0	0	0.0	0	0.0				
1630	3	0	3	0	0	0	1630	0	2	1	0	0	0	0	0	0	0	0	0	0	0	14.4-		0	0.0	0	0.0	0	0.0				
1645	4	0	4	0	0	0	1645	0	3	1	0	0	0	0	0	0	0	0	0	0	0	14.3-		0	0.0	0	0.0	0	0.0				
1700	8	0	7	1	0	0	1700	1	6	1	0	0	0	0	0	0	0	0	0	0	0	13.0-		0	0.0	0	0.0	0	0.0				
1715	8	1	7	0	0	0	1715	0	6	1	1	0	0	0	0	0	0	0	0	0	0	14.4-		0	0.0	0	0.0	0	0.0				
1730	6	0	5	1	0	0	1730	1	3	2	0	0	0	0	0	0	0	0	0	0	0	13.5-		0	0.0	0	0.0	0	0.0				
1745	4	0	3	1	0	0	1745	0	4	0	0	0	0	0	0	0	0	0	0	0	0	13.3-		0	0.0	0	0.0	0	0.0				
1800	6	0	6	0	0	0	1800	0	4	2	0	0	0	0	0	0	0	0	0	0	0	14.2-		0	0.0	0	0.0	0	0.0				
1815	3	0	3	0	0	0	1815	0	2	1	0	0	0	0	0	0	0	0	0	0	0	13.9-		0	0.0	0	0.0	0	0.0				
1830	1	0	1	0	0	0	1830	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12.7-		0	0.0	0	0.0	0	0.0				
1845	2	0	1	1	0	0	1845	0	2	0	0	0	0	0	0	0	0	0	0	0	0	12.8-		0	0.0	0	0.0	0	0.0				
1900	4	0	4	0	0	0	1900	1	1	2	0	0	0	0	0	0	0	0	0	0	0	14.0-		0	0.0	0	0.0	0	0.0				
1915	5	0	5	0	0	0	1915	0	3	2	0	0	0	0	0	0	0	0	0	0	0	15.8-		0	0.0	0	0.0	0	0.0				
1930	4	0	4	0	0	0	1930	2	1	1	0	0	0	0	0	0	0	0	0	0	0	11.6-		0	0.0	0	0.0	0	0.0				
1945	4	1	3	0	0	0	1945	1	2	1	0	0	0	0	0	0	0	0	0	0	0	13.4-		0	0.0	0	0.0	0	0.0				
2000	1	0	1	0	0	0	2000	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14.1-		0	0.0	0	0.0	0	0.0				
2015	1	0	1	0	0	0	2015	0	0	1	0	0	0	0	0	0	0	0	0	0	0	17.4-		0	0.0	0	0.0	0	0.0				
2030	3	0	2	1	0	0	2030	0	1	2	0	0	0	0	0	0	0	0	0	0	0	14.6-		0	0.0	0	0.0	0	0.0				
2045	1	0	1	0	0	0	2045	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.0-		0	0.0	0	0.0	0	0.0				
2100	1	0	1	0	0	0	2100	0	0	1	0	0	0	0	0	0	0	0	0	0	0	16.4-		0	0.0	0	0.0	0	0.0				
2115	1	0	1	0	0	0	2115	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11.1-		0	0.0	0	0.0	0	0.0				
2130	2	0	2	0	0	0	2130	0	2	0	0	0	0	0	0	0	0	0	0	0	0	12.8-		0	0.0	0	0.0	0	0.0				
2145	1	0	1	0	0	0	2145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11.4-		0	0.0	0	0.0	0	0.0				
2200	2	0	2	0	0	0	2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	10.7-		0	0.0	0	0.0	0	0.0				
2215	0	0	0	0	0	0	2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0				
2230	0	0	0	0	0	0	2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0				
2245	1	0	1	0	0	0	2245	0	0	1	0	0	0	0	0	0	0	0	0	0	0	16.2-		0	0.0	0	0.0	0	0.0				
2300	1	0	1	0	0	0	2300	0																									

DIR 1									
TOTAL	CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6	TIME	0-10mph	10-15mph
15-20mph	20-25mph	25-30mph	30-35mph	35-40mph	40-45mph	45-50mph	50-60mph	60-70mph	70-80mph
80-90mph	90mph+	AVG SPD	85%ile	PSL SPEEDING	PSL% SPEEDING	ACPO SPEEDING	ACPO% SPEEDING	DfT SPEEDING	DfT% SPEEDING

PROJECT 39012 All Angels Park, Cambridges

SITE 39012-001

LOCATION PEACOCK DR

DIRECTION EASTBOUND →

PSL 30mph

	ALL VEHICLES																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
	Mcycles Cars, taxis, 4WD						LGV		OGV1	OGV2	PSV	0 - 10 mph	10 - 15 mph	15 - 20 mph	20 - 25 mph	25 - 30 mph	30 - 35 mph	35 - 40 mph		40 - 45 mph	45 - 50 mph	50 - 60 mph	60 - 70 mph	70 - 80 mph	80 - 90 mph	90 - 100 mph	AVG SPD	85%ile	> 30mph	% > 30mph																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																

DIR 1	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL % SPEEDING	
ACPO SPEEDING	
ACPO% SPEEDING	
DfT SPEEDING	
DfT % SPEEDING	

PSL 30mph

	ALL VEHICLES							PSV	Speed										AVG SPD	85%ile	> 30mph	% > 30mph	0	0.0	0	0.0						
	Mcycles Cars, taxis, 4WD	LGV	OGV1	OGV2			0 - 10 mph		10 - 15 mph	15 - 20 mph	20 - 25 mph	25 - 30 mph	30 - 35 mph	35 - 40 mph	40 - 45 mph	45 - 50 mph	50 - 60 mph	60 - 70 mph									70 - 80 mph	80 - 90 mph	90 - 100 mph			
1345	1	0	1	0	0	0	0	1345	0	0	1	0	0	0	0	0	0	0	0	0	17.4 -		0	0.0	0	0.0	0	0.0				
1400	1	0	1	0	0	0	0	1400	0	0	0	1	0	0	0	0	0	0	0	0	15.8 -		0	0.0	0	0.0	0	0.0				
1415	0	0	0	0	0	0	0	1415	0	0	0	0	0	0	0	0	0	0	0	0	16.2 -		0	0.0	0	0.0	0	0.0				
1430	1	0	1	0	0	0	0	1430	0	0	1	0	0	0	0	0	0	0	0	0	13.6 -		0	0.0	0	0.0	0	0.0				
1445	4	0	4	0	0	0	0	1445	0	3	1	0	0	0	0	0	0	0	0	0	16.7 -		0	0.0	0	0.0	0	0.0				
1500	2	0	2	0	0	0	0	1500	0	0	2	0	0	0	0	0	0	0	0	0	13.4 -		0	0.0	0	0.0	0	0.0				
1515	3	0	3	0	0	0	0	1515	0	3	0	0	0	0	0	0	0	0	0	0	16.4 -		0	0.0	0	0.0	0	0.0				
1530	2	0	2	0	0	0	0	1530	0	1	1	0	0	0	0	0	0	0	0	0	13.0 -		0	0.0	0	0.0	0	0.0				
1545	2	0	2	0	0	0	0	1545	0	2	0	0	0	0	0	0	0	0	0	0	13.7 -		0	0.0	0	0.0	0	0.0				
1600	2	0	2	0	0	0	0	1600	0	2	0	0	0	0	0	0	0	0	0	0	14.0 -		0	0.0	0	0.0	0	0.0				
1615	1	0	1	0	0	0	0	1615	0	1	0	0	0	0	0	0	0	0	0	0	17.0 -		0	0.0	0	0.0	0	0.0				
1630	2	0	2	0	0	0	0	1630	0	1	1	0	0	0	0	0	0	0	0	0	15.5 -		0	0.0	0	0.0	0	0.0				
1645	2	0	2	0	0	0	0	1645	0	1	1	0	0	0	0	0	0	0	0	0	14.3 -		0	0.0	0	0.0	0	0.0				
1700	5	0	5	0	0	0	0	1700	1	2	2	0	0	0	0	0	0	0	0	0	18.3 -		0	0.0	0	0.0	0	0.0				
1715	1	0	1	0	0	0	0	1715	0	0	1	0	0	0	0	0	0	0	0	0	13.6 -		0	0.0	0	0.0	0	0.0				
1730	4	1	3	0	0	0	0	1730	0	4	0	0	0	0	0	0	0	0	0	0	13.1 -		0	0.0	0	0.0	0	0.0				
1745	1	0	1	0	0	0	0	1745	0	1	0	0	0	0	0	0	0	0	0	0	18.2 -		0	0.0	0	0.0	0	0.0				
1800	3	0	2	1	0	0	0	1800	0	0	2	1	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0				
1815	0	0	0	0	0	0	0	1815	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0				
1830	2	0	2	0	0	0	0	1830	0	1	1	0	0	0	0	0	0	0	0	0	15.9 -		0	0.0	0	0.0	0	0.0				
1845	0	0	0	0	0	0	0	1845	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0				
1900	0	0	0	0	0	0	0	1900	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0				
1915	2	0	2	0	0	0	0	1915	0	2	0	0	0	0	0	0	0	0	0	0	10.7 -		0	0.0	0	0.0	0	0.0				
1930	2	0	2	0	0	0	0	1930	0	2	0	0	0	0	0	0	0	0	0	0	14.6 -		0	0.0	0	0.0	0	0.0				
1945	4	0	4	0	0	0	0	1945	0	1	3	0	0	0	0	0	0	0	0	0	16.0 -		0	0.0	0	0.0	0	0.0				
2000	1	0	1	0	0	0	0	2000	0	1	0	0	0	0	0	0	0	0	0	0	12.9 -		0	0.0	0	0.0	0	0.0				
2015	1	0	1	0	0	0	0	2015	1	0	0	0	0	0	0	0	0	0	0	0	5.2 -		0	0.0	0	0.0	0	0.0				
2030	2	0	2	0	0	0	0	2030	0	1	0	1	0	0	0	0	0	0	0	0	17.4 -		0	0.0	0	0.0	0	0.0				
2045	1	0	1	0	0	0	0	2045	0	1	0	0	0	0	0	0	0	0	0	0	14.8 -		0	0.0	0	0.0	0	0.0				
2100	1	0	1	0	0	0	0	2100	0	0	1	0	0	0	0	0	0	0	0	0	19.2 -		0	0.0	0	0.0	0	0.0				
2115	1	0	1	0	0	0	0	2115	1	0	0	0	0	0	0	0	0	0	0	0	7.4 -		0	0.0	0	0.0	0	0.0				
2130	2	0	1	0	1	0	0	2130	0	2	0	0	0	0	0	0	0	0	0	0	11.2 -		0	0.0	0	0.0	0	0.0				
2145	1	0	1	0	0	0	0	2145	0	1	0	0	0	0	0	0	0	0	0	0	14.2 -		0	0.0	0	0.0	0	0.0				
2200	0	0	0	0	0	0	0	2200	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0				
2215	0	0	0	0	0	0	0	2215	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0				
2230	0	0	0	0	0	0	0	2230	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0				
2245	0	0	0	0	0	0	0	2245	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0				
2300	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0				
2315	0	0	0	0	0	0	0	2315	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0				
2330	1	0	1	0	0	0	0	2330	0	0	1	0	0	0	0	0	0	0	0	0	18.8 -		0	0.0	0	0.0	0	0.0				
2345	0	0	0	0	0	0	0	2345	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0				
07-19	77	1	74	2	0	0	0	07-19	6	41	27	3	0	0	0	0	0	0	0	0	14.6	18.1	0	0.0	0	0.0	0	0.0				
06-22	95	1	91	2	1	0	0	06-22	8	52	31	4	0	0	0	0	0	0	0	0	14.5	18.1	0	0.0	0	0.0	0	0.0				
06-00	96	1	92	2	1	0	0	06-00	8	52	32	4	0	0	0	0	0	0	0	0	14.5	18.2	0	0.0	0	0.0	0	0.0				
00-00	103	1	99	2	1	0	0	00-00	8	56	35	4	0	0	0	0	0	0	0	0	14.5	18.2	0	0.0	0	0.0	0	0.0				
Mon 20 May																																
DAY 7	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fix1	Time [-]	Vbin 0 10	Vbin 0 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL 30 40	JSL 30 40	JSL 40 50	JSL 50 60	
0000	0	0	0	0	0	0	0		0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0.0	0	0.0	0	0.0
0015	1	0	1	0	0	0	0		0015	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13.3 -	-		0	0.0	0	0.0	0	0.0
0030	0	0	0	0	0	0	0		0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0.0	0	0.0	0	0.0
0045	0	0	0	0	0	0	0		0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0.0	0	0.0	0	0.0
0100	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0.0	0	0.0	0	0.0
0115	0	0	0	0	0	0	0		0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0.0	0	0.0	0	0.0
0130	0	0	0	0	0	0	0		0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0.0	0	0.0	0	0.0
0145	0	0	0	0	0	0	0		0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0.0	0	0.0	0	0.0
0200	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0.0	0	0.0	0	0.0
0215	0	0	0	0	0	0	0		0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0.0	0	0.0	0	0.0
0230	0	0	0	0	0	0	0		0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0.0	0	0.0	0	0.0
0245	0	0	0	0	0	0	0		0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0.0	0	0.0	0	0.0
0300	1	0	1	0	0	0	0		0300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13.8 -	-		0	0.0	0	0.0	0	0.0
0315	0	0	0	0	0	0	0		0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0.0	0	0.0	0	0.0
0330	0	0	0	0	0	0	0		0330	0	0	0	0	0	0	0	0	0	0	0</												

DIR 1	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL % SPEEDING	
ACPO SPEEDING	
ACPO% SPEEDING	
DfT SPEEDING	
DfT % SPEEDING	

PSL 30mph

[illegible]

DIR 2																													
TOTAL	CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6	TIME	0-10mph	10-15mph	15-20mph	20-25mph	25-30mph	30-35mph	35-40mph	40-45mph	45-50mph	50-60mph	60-70mph	70-80mph	80-90mph	90mph+	AVG SPD	85%ile	PSL SPEEDING	PSL % SPEEDING	ACPO SPEEDING	ACPO% SPEEDING	DfT SPEEDING	DfT% SPEEDING

PROJECT 39012 All Angels Park, Cambridges

SITE 39012-001

LOCATION PEACOCK DR

DIRECTION WESTBOUND ←

PSL 30mph

Tue 14 May	ALL VEHICLES							0 - 10 mph																			10 - 15 mph																			15 - 20 mph																			20 - 25 mph																			25 - 30 mph																			30 - 35 mph																			35 - 40 mph																			40 - 45 mph																			45 - 50 mph																			50 - 60 mph																			60 - 70 mph																			70 - 80 mph																			80 - 90 mph																			90 - 100 mph																			AVG SPD																			85%ile																			> 30mph																			% > 30mph																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
	Mcycles Cars, taxis, 4WD							LGV							OGV1							OGV2							PSV																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		

DIR 2																													
TOTAL	CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6	TIME	0-10mph	10-15mph	15-20mph	20-25mph	25-30mph	30-35mph	35-40mph	40-45mph	45-50mph	50-60mph	60-70mph	70-80mph	80-90mph	90mph+	AVG SPD	85%ile	PSL SPEEDING	PSL% SPEEDING	ACPO SPEEDING	ACPO% SPEEDING	DfT SPEEDING	DfT% SPEEDING

PROJECT 39012 All Angels Park, Cambridges

SITE 39012-001

LOCATION PEACOCK DR

DIRECTION WESTBOUND ←

PSL 30mph

	ALL VEHICLES																													
	Mcycles	Cars, taxis, 4WD	LGV	OGV1	OGV2	PSV	0 - 10 mph		10 - 15 mph	15 - 20 mph	20 - 25 mph	25 - 30 mph	30 - 35 mph	35 - 40 mph	40 - 45 mph	45 - 50 mph	50 - 60 mph	60 - 70 mph		70 - 80 mph	80 - 90 mph	90 - 100 mph	AVG SPD	85%ile	> 30mph	% > 30mph				
1045	0	0	0	0	0	0	1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0.0	0	0.0	0	0.0
1100	2	0	2	0	0	0	1100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-	0	0.0	0	0.0	0	0.0	
1115	0	1	5	0	0	0	1115	0	0	5	1	0	0	0	0	0	0	0	0	0	0	13.1	-	0	0.0	0	0.0	0	0.0	
1130	1	0	1	0	0	0	1130	0	0	0	1	0	0	0	0	0	0	0	0	0	0	15.4	-	0	0.0	0	0.0	0	0.0	
1145	1	0	1	0	0	0	1145	0	0	0	1	0	0	0	0	0	0	0	0	0	0	15.1	-	0	0.0	0	0.0	0	0.0	
1200	4	0	4	0	0	0	1200	1	2	1	0	0	0	0	0	0	0	0	0	0	0	12.7	-	0	0.0	0	0.0	0	0.0	
1215	3	0	3	0	0	0	1215	1	2	0	0	0	0	0	0	0	0	0	0	0	0	9.9	-	0	0.0	0	0.0	0	0.0	
1230	1	0	1	0	0	0	1230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12.7	-	0	0.0	0	0.0	0	0.0	
1245	4	0	4	0	0	0	1245	0	4	0	0	0	0	0	0	0	0	0	0	0	0	12.8	-	0	0.0	0	0.0	0	0.0	
1300	1	0	1	0	0	0	1300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0.0	0	0.0	0	0.0	
1315	1	0	0	1	0	0	1315	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14.6	-	0	0.0	0	0.0	0	0.0	
1330	0	0	0	0	0	0	1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
1345	1	0	1	0	0	0	1345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10.2	-	0	0.0	0	0.0	0	0.0	
1400	4	0	2	2	0	0	1400	1	0	3	0	0	0	0	0	0	0	0	0	0	0	14.7	-	0	0.0	0	0.0	0	0.0	
1415	3	0	2	1	0	0	1415	2	1	0	0	0	0	0	0	0	0	0	0	0	0	9.3	-	0	0.0	0	0.0	0	0.0	
1430	2	0	2	0	0	0	1430	1	1	0	0	0	0	0	0	0	0	0	0	0	0	11.2	-	0	0.0	0	0.0	0	0.0	
1445	1	0	1	0	0	0	1445	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14.5	-	0	0.0	0	0.0	0	0.0	
1500	0	0	0	0	0	0	1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
1515	1	0	1	0	0	0	1515	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8.7	-	0	0.0	0	0.0	0	0.0	
1530	3	0	3	0	0	0	1530	0	2	1	0	0	0	0	0	0	0	0	0	0	0	14.2	-	0	0.0	0	0.0	0	0.0	
1545	5	0	5	0	0	0	1545	0	5	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-	0	0.0	0	0.0	0	0.0	
1600	1	0	1	0	0	0	1600	0	0	0	1	0	0	0	0	0	0	0	0	0	0	20.8	-	0	0.0	0	0.0	0	0.0	
1615	5	0	4	1	0	0	1615	1	2	2	0	0	0	0	0	0	0	0	0	0	0	14.0	-	0	0.0	0	0.0	0	0.0	
1630	3	0	2	1	0	0	1630	0	2	1	0	0	0	0	0	0	0	0	0	0	0	13.0	-	0	0.0	0	0.0	0	0.0	
1645	2	0	2	0	0	0	1645	0	2	0	0	0	0	0	0	0	0	0	0	0	0	12.2	-	0	0.0	0	0.0	0	0.0	
1700	1	0	1	0	0	0	1700	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13.2	-	0	0.0	0	0.0	0	0.0	
1715	3	0	3	0	0	0	1715	0	3	0	0	0	0	0	0	0	0	0	0	0	0	13.4	-	0	0.0	0	0.0	0	0.0	
1730	1	0	1	0	0	0	1730	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15.7	-	0	0.0	0	0.0	0	0.0	
1745	4	0	4	0	0	0	1745	0	1	3	0	0	0	0	0	0	0	0	0	0	0	15.8	-	0	0.0	0	0.0	0	0.0	
1800	0	0	0	0	0	0	1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
1815	0	0	0	0	0	0	1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
1830	1	0	1	0	0	0	1830	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10.9	-	0	0.0	0	0.0	0	0.0	
1845	5	0	5	0	0	0	1845	0	4	1	0	0	0	0	0	0	0	0	0	0	0	13.2	-	0	0.0	0	0.0	0	0.0	
1900	2	0	2	0	0	0	1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	12.1	-	0	0.0	0	0.0	0	0.0	
1915	1	0	1	0	0	0	1915	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-	0	0.0	0	0.0	0	0.0	
1930	1	0	1	0	0	0	1930	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11.1	-	0	0.0	0	0.0	0	0.0	
1945	2	0	2	0	0	0	1945	1	1	0	0	0	0	0	0	0	0	0	0	0	0	10.8	-	0	0.0	0	0.0	0	0.0	
2000	3	0	2	1	0	0	2000	1	2	0	0	0	0	0	0	0	0	0	0	0	0	10.8	-	0	0.0	0	0.0	0	0.0	
2015	2	0	2	0	0	0	2015	0	2	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0.0	0	0.0	0	0.0	
2030	0	0	0	0	0	0	2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
2045	1	0	1	0	0	0	2045	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14.6	-	0	0.0	0	0.0	0	0.0	
2100	0	0	0	0	0	0	2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
2115	3	1	2	0	0	0	2115	1	1	1	0	0	0	0	0	0	0	0	0	0	0	10.9	-	0	0.0	0	0.0	0	0.0	
2130	3	0	3	0	0	0	2130	2	1	0	0	0	0	0	0	0	0	0	0	0	0	10.5	-	0	0.0	0	0.0	0	0.0	
2145	1	0	1	0	0	0	2145	0	1																					

DIR 2	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL % SPEEDING	
ACPO SPEEDING	
ACPO% SPEEDING	
DfT SPEEDING	
DfT% SPEEDING	

SITE 39012-001

DIRECTION **WESTBOUND** ←

[illegible]

DIR 2	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL % SPEEDING	
ACPO SPEEDING	
ACPO% SPEEDING	
DfT SPEEDING	
DfT% SPEEDING	

PSL 30mph

[illegible]

Appendix E

All Angels Park Travel Survey May 2024

8 responses

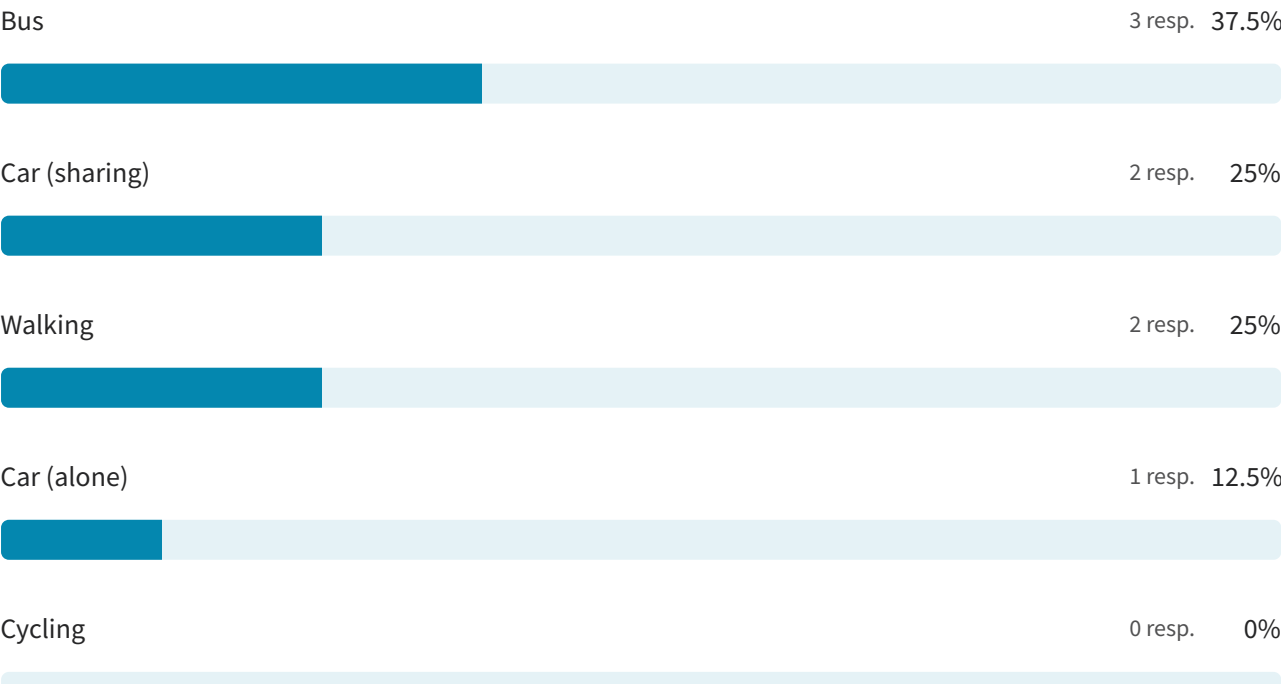
Would you like a free Personal Travel Plan?

8 out of 8 answered



If your main mode of travel was unavailable, how would you get around?

8 out of 8 answered





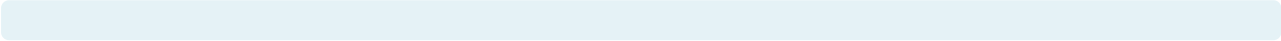
Electric Vehicle (alone) 0 resp. 0%



Electric Vehicle (sharing) 0 resp. 0%



Motorbike 0 resp. 0%



Other 0 resp. 0%



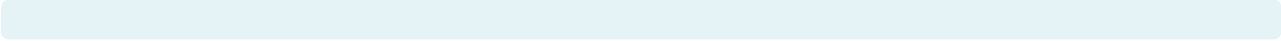
Park & Ride 0 resp. 0%



Train 0 resp. 0%



Work from Home 0 resp. 0%



Would you consider car sharing regularly?

6 out of 8 answered

I already car share regularly 2 resp. 33.3%



No, I prefer to walk / cycle 1 resp. 16.7%



No, I prefer using public transport 1 resp. 16.7%



Yes, if I could find someone on the same shifts as me 1 resp. 16.7%



Yes, if I could find someone to share with

1 resp. 16.7%

Yes, if it was incentivised (i.e. work perks; priority parking)

1 resp. 16.7%

I cannot travel by car due to mobility considerations

0 resp. 0%

No, I have family / child commitments (i.e. school run)

0 resp. 0%

Other

0 resp. 0%

What is stopping you from travelling more sustainably?

8 out of 8 answered

I can't walk / cycle to my regular destinations - too far away

3 resp. 37.5%

I don't think I have any other options

3 resp. 37.5%

Bus times don't suit my needs

2 resp. 25%

I need my vehicle to carry out my job role

2 resp. 25%

Public transport seems too expensive

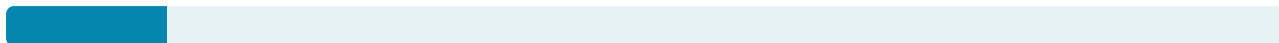
2 resp. 25%

Surrounding roads aren't safe to walk / cycle

1 resp. 12.5%

There are no shower / changing facilities at work

1 resp. 12.5%



I haven't found anyone to car share with

0 resp. 0%



I need my vehicle due to family / child care

0 resp. 0%



I need my vehicle to assist with my limited mobility

0 resp. 0%



Other

0 resp. 0%



Has the Travel Information Pack helped you make informed decisions about the way you travel?

8 out of 8 answered

I have not read the Travel Information Pack

5 resp. 62.5%



Yes, I found it helpful.

3 resp. 37.5%



No, I read it but did not find it helpful.

0 resp. 0%



Do you currently or would you use a Car Club?

8 out of 8 answered

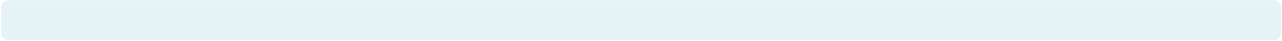
No, I would not use car clubs 7 resp. 87.5%



I would like more information about car clubs 1 resp. 12.5%



I would use car clubs if vehicles were available locally 0 resp. 0%



Yes, I currently use car clubs 0 resp. 0%



Can you tell us why you would *not* consider using a Car Club?

7 out of 8 answered

I prefer the flexibility of owning my own vehicle 4 resp. 57.1%



I don't drive 1 resp. 14.3%



Seems expensive to hire vehicles 1 resp. 14.3%

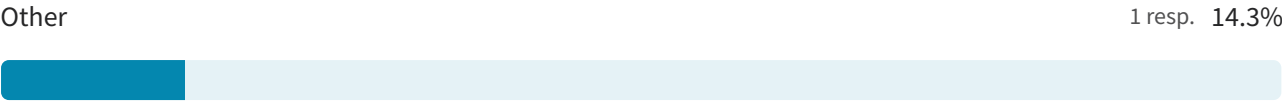


Not enough hire locations near my end destination(s) 0 resp. 0%

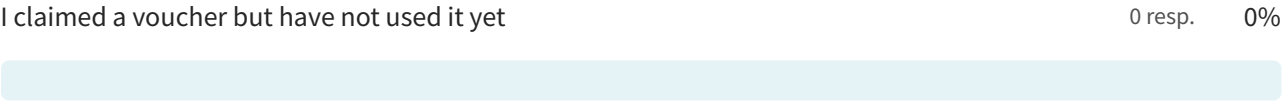
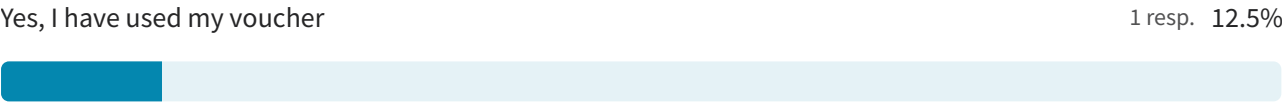
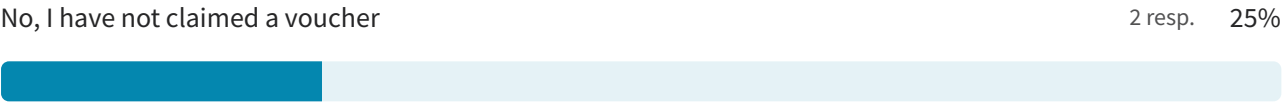


Not enough hire locations near my home 0 resp. 0%

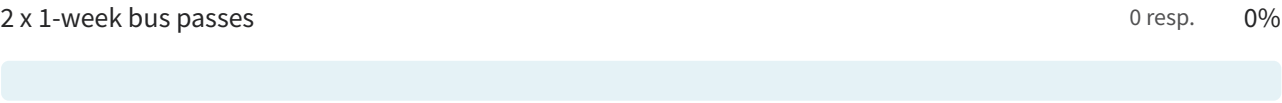




Have you claimed your welcome voucher yet?
8 out of 8 answered



Which voucher did you claim?
1 out of 8 answered



How many days of the week do you regularly travel and which mode do you use?

8 out of 8 answered

	0	1	2	3	4	5	6	7
Car (alone)	12.5%	25%	0%	12.5%	25%	12.5%	12.5%	0%
Car (sharing)	37.5%	25%	0%	25%	12.5%	0%	0%	0%
Electric Car (alone)	87.5%	12.5%	0%	0%	0%	0%	0%	0%
Electric Car (sharing)	75%	25%	0%	0%	0%	0%	0%	0%
Walk	50%	25%	12.5%	0%	0%	0%	12.5%	0%
Cycle	75%	12.5%	0%	0%	0%	12.5%	0%	0%
Bus	37.5%	25%	0%	25%	0%	0%	12.5%	0%
Train	75%	25%	0%	0%	0%	0%	0%	0%
Motorbike	75%	12.5%	0%	0%	12.5%	0%	0%	0%
Work from Home	37.5%	50%	0%	12.5%	0%	0%	0%	0%
Other	100%	0%	0%	0%	0%	0%	0%	0%

Appendix F

All Angels Park

27 responses

Would you like a free Personal Travel Plan?

27 out of 27 answered

Yes 15 resp. 55.6%



No 12 resp. 44.4%



Please indicate the following option that you would like to be sent to you:

27 out of 27 answered

£50 active travel voucher 24 resp. 88.9%



2-week bus ticket for Stagecoach services 2 resp. 7.4%



Neither required

1 resp. 3.7%



Did you find the Smarter Travel Pack useful when assessing your travel options in the area?

23 out of 27 answered

Yes

14 resp. 60.9%



No

9 resp. 39.1%

