



YEAR 2 RESIDENTIAL TRAVEL PLAN

Miller's Gate, Soham, Cambs

Client: Hopkins Homes Ltd

October 2024

Project No: 80085

Document Review Sheet: -

Original Document

prepared by: -

Raymond Long BSc (Hons) IEng MCHIT MICE
on behalf of Smarter Travel Ltd

Date: -

18 December 2020

Original Document

checked by: -

Heidi Wilson BA (Hons) AMCIHT ACIM
on behalf of Smarter Travel Ltd

Date: -

18 December 2020

Original Document

Approved by: -

Raymond Long BSc (Hons) IEng MCHIT MICE
on behalf of Smarter Travel Ltd

Date: -

21 December 2020

Document Status

DRAFT

☐

FINAL

☒

Revision Status

Issue	Date	Description	Prepared	Checked	Approved
A	21/01/2021	Revised as per CCC comments	HW	RNL	RNL
B	21/10/2022	Updated report to Full RTP status following baseline monitoring	CC	HP	RNL
C	13/11/2023	Updated following Year 1 monitoring	EE	DDP	MJD
D	09/10/2024	Updated following Year 2 monitoring	DDP	EE	MJG

This document has been prepared for the sole use of Hopkins Homes Ltd, is copyright and its contents should not be relied upon by others without the written authority of Smarter Travel Ltd. If any unauthorised third party makes use of this report, they do so at their own risk and Smarter Travel Ltd owe them no duty of care or skill.

All information provided by others is taken in good faith as being accurate, but Smarter Travel Ltd cannot, and does not, accept any liability for the detailed accuracy, errors or omissions in such information.

Title: YEAR 2 RESIDENTIAL TRAVEL PLAN
 Project: Miller's Gate, Soham, Cambs
 Client: Hopkins Homes Ltd
 Project No.: 80085

Contents:-

1. INTRODUCTION	2
2. POLICY BACKGROUND	5
3. LOCAL ACCESSIBILITY.....	6
4. TRAVEL PLAN AIMS, OBJECTIVES AND TARGETS	12
5. TRAVEL PLAN MEASURES AND INITIATIVES	15
6. MONITORING AND REVIEW	22
7. MONITORING.....	24

Figures

Figure 1	Site Plan
Figure 2	Site Location
Figure 3	Bus Stop Locations
Figure 4	Map of Local Amenities

Appendix

Appendix A	Development Layout
Appendix B	Local Bus Timetable
Appendix C	Year 2 Manual Count Data 2024
Appendix D	Year 2 Travel Survey Results 2024

1. INTRODUCTION

- 1.1. Hopkins Homes Ltd has appointed Smarter Travel Ltd to prepare a Full Residential Travel Plan (RTP) in support of continuing to oblige planning condition 29 of permission 18/00059/FUM by East Cambridgeshire District Council (ECDC). Construction started on the site in 2021. At the time of this Travel Plan update (October 2024), all 78 dwellings were occupied. The planning condition (which has been discharged) states:

"Prior to first occupation of development, the Developer shall be responsible for the provision of a Residential Travel Plan to be agreed in writing with the Local Planning Authority. The Travel Plan shall include the provision of a Travel Plan Coordinator and cycle vouchers. The plan is to be monitored annually, with all measures reviewed to ensure targets are met."

- 1.2. Miller's Gate consists of 78 residential dwellings with associated infrastructure. The development is comprised of a mixture of housing, including 30% affordable homes. Refer to **Figure 1** for a site plan of the development, which indicates a single principal point of access to Fordham Road, with two further private drives. A detailed layout is included in **Appendix A**.



Figure 1 – Site Plan

Travel Plan Overview

- 1.3. A Travel Plan is defined as a package of measures intended to encourage sustainable travel choices 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.
- 1.4. This RTP will therefore incorporate the following in order to agree and facilitate a long-term strategy of management and monitoring:
- (i) A review of planning policy (**Chapter 2**) confirming the need for an RTP;
 - (ii) A site audit (**Chapter 3**) to identify all current accessibility levels and existing transport links to the site including the potential to support and interact with sustainable initiatives within the adjacent community;
 - (iii) The identification of the primary RTP aims and objectives and targets (**Chapter 4**), through which the scope of the final RTP can be finalised;
 - (iv) An initial identification of measures and initiatives to achieve these objectives (**Chapter 5**);
 - (v) A monitoring programme (**Chapter 6**), incorporating on-going promotion and communication, to ensure that targets and measures are assessed in order to achieve the primary objectives of the plan; and
 - (vi) RTP commitment (**Chapter 7**) identifies the budget costs of implementing the RTP and details those responsible for its implementation.
- 1.5. The implementation of the RTP for the Miller's Gate will ultimately be the responsibility of the Developer of the site, however, the implementation of the plan will be carried out by an appointed Travel Plan Coordinator (TPC). The TPC will be funded by the Developer from 3 months prior to first occupation until completion of the monitoring period, which is set to conclude in 2025, 3 years following 2022 Baseline monitoring.
- 1.6. The TPC will continue to promote and monitor the objectives and initiatives of the RTP until the end of the monitoring period. The TPC will also be responsible for liaison between residents, Local Authorities, community groups and the Developer.
- 1.7. This RTP has been prepared with reference to the National Planning Policy Framework, Cambridgeshire 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). Reference is also made to the Government’s Guidance on Travel Plans, Transport Assessments and Statements (March 2014).

- 1.8. Hopkins Homes Ltd have agreed to the RTP 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(s) is committed to developing and funding this programme, with the support of a TPC, and delivery of measures set out herein to achieve the RTP objectives whilst supporting change in travel habits of residents of this development.
- 1.9. The appointed TPC can delegate responsibilities to others to assist in the operation and monitoring of the TP. The contact details of the current appointed TPC 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 ECDC 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:	millersgate@smartertravel.uk.com
Website:	www.smartertravel.uk.com/millersgate
Date:	October 2024
On behalf of:	Hopkins Homes Ltd

2. POLICY BACKGROUND

- 2.1. The need for Travel Plans is established and endorsed by central government policy and guidance encompassed within the *National Planning Policy Framework (NPPF)* through which the UK Government demonstrates its commitment to reducing congestion and promoting more environmentally friendly and sustainable modes of transport.
- 2.2. Section 9 of the NPPF (2023), entitled *Promoting sustainable transport*, outlines in paragraph 108 that:
- "Transport issues should be considered from the earliest stages of plan-making and development proposals"*
- 2.3. The NPPF goes on to say in paragraph 117 that:
- "All developments that will generate significant amounts of movement should be required to provide a travel plan"*
- 2.4. The white paper document, Department for Transport (2004) *The Future of Transport: a network for 2030* 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".
- 2.5. Given the sites' location between to the southeastern extent of Soham, this is considered to be a small urban area and therefore, the target reduction in trip rates would be 5%. This would also comply with the NPPF requirement on developments that generate a significant amount of movement should be required to provide an RTP. As this is not the case, with this development (refer to **Chapter 4** for trip rates) which shows that the generated movements will be low and, in any case, would not be a severe impact on the local infrastructure – refer to the TA for more information – thus RTP forms a 'light touch' approach to the requirements of an RTP.

3. LOCAL ACCESSIBILITY

Site Location & Access

- 3.1. Miller's Gate, shown geographically in **Figure 2**, is located on agricultural land, north of Fordham Road and south of the village of Soham. The site is bound by the existing residential properties / Fordham Road to the south and by open fields / A142 to the north. The main local amenities are located to the north, principally within Soham. The towns of Newmarket and Ely are approximately 10km distance to the south and north, respectively.



Figure 2 – Site Location (Map data ©2022 Google)

- 3.2. The site can be accessed by all modes of travel from Fordham Road as shown in **Appendix A..** The site is primarily accessed via Hawker Drive from Fordham Road plus there are 3 private access driveways/parking courts with access directly to Fordham Road.
- 3.3. Fordham Road connects the development to the A142 in the south, which provides a link to Ely, Newmarket, and the A14. To the north, Fordham Road connects the development to the main parts of Soham and its local amenities.

Pedestrian & Cycle Network

- 3.4. Fordham Road has footways either side of the road for the most of its length to the centre of Soham to the north. There are also appropriate crossing points provided on the main road to the centre of Soham for the key amenities such as the nearest schools. Fordham Road is also subject to a 30mph speed limit with the benefit of street lighting.
- 3.5. To the south of the site and at the Fordham Road roundabout with the A142 there is a footway / cycleway bridge over the A142 to enable access to the village of Fordham.
- 3.6. There are existing Public Rights of Way along the boundary of the site that will be accommodated within the development layout. These Rights of Way connect to a larger network between Soham and Fordham and provide a good level of recreational walking routes.
- 3.7. On the southern side of Fordham Road, is an off-road cycleway that links locally with the A142 overpass and the Soham Village College entrance.
- 3.8. The High Street is quite wide (in excess of 5.5m typically up to the centre of the village), as well as being relatively straight and flat. This is conducive for local cycling from the development.
- 3.9. All of Soham is within a 3.5km distance from the site therefore would be within reasonable walking distance for most and within easy cycling distance.

Public Transport

- 3.10. The nearest existing bus stops are on Fordham Road, located within 400m of Miller's Gate. From 31st October 2022 Stephenson's of Essex has been operating an Ely to Newmarket bus service which serves residents of Miller's Gate.
- 3.11. The key local bus services from these local stops are summarised in **Table 3.1** with timetable information for service 112 included in **Appendix B**. The key local bus route is shown in **Figure 3**.

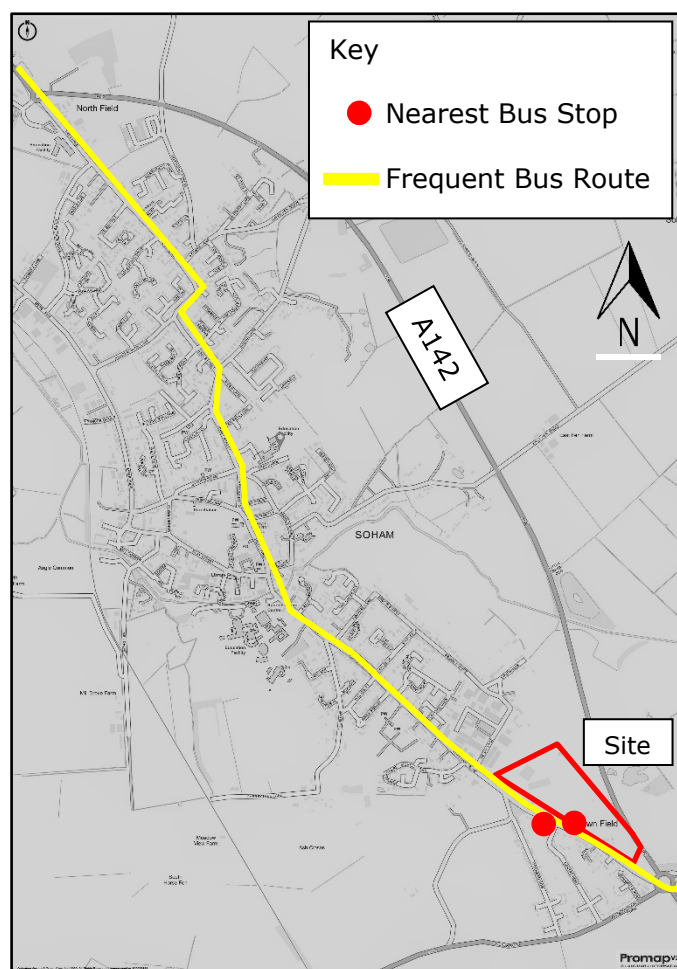


Figure 3 – Bus stop locations

Table 3.1 – Local Bus Services - October 2024

Operator / Stop	Service	Typical Frequency
Stephensons of Essex Nearest Stop: Fordham New Path adj Centre Rd	112 Ely - Newmarket	Monday – Saturday 06:05, 06:55, 08:00, 09:26 then hourly to 19:40
Stephensons of Essex Nearest Stop: Fordham New Path adj Centre Rd	112 Newmarket - Ely	Monday – Saturday 06:45, 07:51, 09:11 then hourly to 20:18

- 3.12. The local bus service not only serves access to commuter towns / cities such as Ely, but also Newmarket which are attractive destinations for retail or leisure related purposes as well.

- 3.13. Soham train station opened in December 2021. Although an approximate 30-minute walk or an 8-minute cycle from Miller's Gate, the train station provides residents with links to Ipswich, Ely, Bury St Edmunds and Peterborough. Trains run approximately every 2-hours in each direction through Soham station. There is step free access throughout.
- 3.14. At Soham station there are 30 cycle storage spaces which are sheltered and covered by CCTV. In addition to this, there are 46 car parking spaces which have a daily £3.00 charge or an annual cost of £328.00.
- 3.15. Further rail services can be found at Ely rail station which is located approximately 9.5km from the site. Network Rail information indicates that there are 330 sheltered bicycle spaces and 131 vehicular parking spaces with 7 accessible spaces at the station, with a variety of payment options, ranging from £7.50 per day to £1,181.00 for one annual payment. The station offers step free access throughout. From Ely there is a regular service to London, Cambridge and Norwich.
- 3.16. From the 2011 Census Data there are many residents in Soham that travel to Ely by car, to which the new Soham station could provide a great alternative for leisure purposes.

Existing Local Amenities

- 3.17. To assess the ability for potential residents to access important desirable services, research has been undertaken to identify amenities local to the proposed development site, and the results are shown in **Table 3.2** below with locations plotted on a map shown on **Figure 4**.

Table 3.2 – Nearest Local Amenities

Amenity	Location	Distance from site*	Walking /Cycling Time
Public House	The Cherry Tree, Fordham Road	0.4 km	4 mins / 2 mins
Supermarket	Budgens Express, Fordham Road	0.6 km	8 mins / 3 mins
Post Office	High Street	1.2 km	14 mins / 4 mins
Junior School	St Andrews CoE Primary School, Sand Street	1.4 km	18 mins / 5 mins
Nursery	Soham Playgroup, Sand Street	1.5 km	19 mins / 5 mins
Secondary School	Soham Village College, Sand Street	1.5 km	19 mins / 5 mins
Sports Facilities	Ross Peers Sports Centre, College Close	1.6 km	20 mins / 6 mins
Library	Soham Library, Clay Street	1.6 km	21 mins / 6 mins
Supermarket	Asda, Clay Street	1.7 km	22 mins / 6 mins
Community Centre	Causeway Day Centre, The Causeway	1.8 km	23 mins / 6 mins

Amenity	Location	Distance from site*	Walking /Cycling Time
Doctors Surgery	Staploe Medical Centre, Brewhouse Lane	2.2 km	27 mins / 7 mins
Pharmacy	High Street	2.2 km	27 mins / 7 mins

* Distance taken from the centre of Miller's Gate

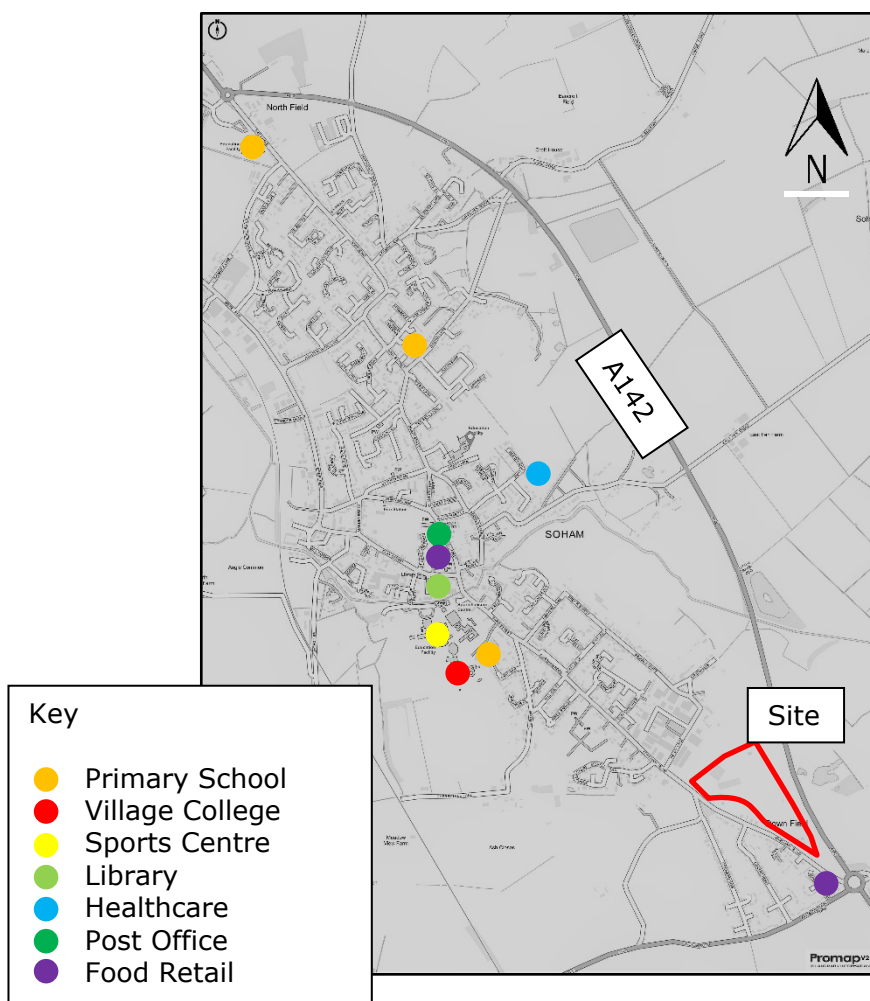


Figure 4 – Local Amenities

- 3.18. Accessibility to local services is very important in respect to transport planning. The conclusions that can be drawn from the table above are that most of the key amenities are available in the local area which are accessible on foot or by bicycle. Further amenities in neighbouring villages and towns are accessible by bus.
- 3.19. Although the majority of work-related commutes will likely be by car and towards Ely or Cambridge, the promotion of low emission car use and car sharing will also be a key marketing aspect by the TPC.

Travel Issues and Barriers to Sustainable Travel

- 3.20. The potential issues and barriers to the promotion of sustainable travel in association with the proposals on the site have been identified as follows:
- Perceived quality of facilities (shelters / seating etc.) at bus stops;
 - Perceived walking/cycling safety to local facilities;
 - Hourly bus services;
 - Distance to the rail services and frequency of rail services;
 - Cycle ownership; and
 - Provision of work-from-home facilities.
- 3.21. This information will enable appropriate and targeted measures to be identified throughout the RTP to address the identified issues and barriers to sustainable travel and deliver the target modal shift.

4. TRAVEL PLAN AIMS, OBJECTIVES AND TARGETS

Aims

- 4.1. The primary aim of this RTP is to reduce the reliance on single occupancy vehicle (SOV) trips. An overall reduction in the need to travel along with a shift towards more sustainable modes, public transport, walking and cycling is also desirable and complementary to the primary aim.
- 4.2. It is a desire to address environmental issues of climate change through a contribution towards a reduction in carbon impact of transport, associated with the proposals and to promote benefits to residents in terms of health and social welfare. Effective travel planning and the promotion of 'smarter choices' of travel, are also aims for the successful delivery of a RTP for the site.

Objectives

- 4.3. To achieve the aims of this RTP the primary objectives are therefore:
- To reduce the need for unnecessary journeys;
 - To reduce reliance on the SOV use for local trips and encourage car sharing;
 - To increase awareness of sustainable travel alternatives to the private car;
 - To encourage the use of alternative modes of transport which have less environmental impact, including cycling, walking and public transport;
 - To promote social inclusion and interaction;
 - To support those with mobility difficulties;
 - To promote a healthy lifestyle; and finally
 - To accommodate those journeys that needs to be made by private car.
- 4.4. Existing method of travel to work mode split data (based on the 2011 Census for the Soham area) is summarised in **Table 4.1** below. The modal split detailed has formed the base position for the assessment of some of the RTP's objectives.

**Table 4.1 – 2011 Census Journey to Work Mode Split & Trip Estimate
(East Cambs 006)**

Destination	Mode Share							
	Train	Bus	Car Driver	Car Passenger	M/cycle	Bicycle	Walk	Other
Soham (22%)	0%	1%	59%	6%	0%	18%	15%	1%
Ely (11%)	0%	4%	89%	6%	0%	1%	0%	0%
NW Suffolk & Newmarket (8%)	0%	6%	85%	7%	1%	0%	0%	0%
Cambridge (15%)	5%	2%	85%	6%	1%	0%	0%	1%
Rest of East Cambs (6%)	0%	0%	86%	8%	2%	1%	3%	0%
Rest of South Cambs (8%)	0%	1%	93%	4%	1%	0%	0%	1%
Rest of UK (29%)	3%	1%	83%	8%	1%	1%	1%	2%

Note: Data excludes those not in employment & working from home.

- 4.6. As it can be seen, travel by bicycle and on foot within the Soham area for work related journeys is relatively high. Outside of Soham the use of the car increases and could be targeted through promoting bus use, car sharing and the use of the train, given that Soham station reopened in December 2021 (following its earlier closure in 1965).
- 4.7. In addition, the sites Transport Assessment (2018) provides an estimate of vehicular trip generation. The trip generations are shown in **Table 4.2** below.

Table 4.2 – Trip Rates and Vehicular Trip Generation

Vehicular Trip Rates & Trips	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Vehicular Trip Rate	0.186	0.464	0.432	0.214
Private Housing Trips 78	15	37	35	17

- 4.8. The forecast modal split identified in **Table 4.1** represents a robust estimate of the baseline situation, formed upon the stated assumptions in the absence of a baseline travel survey. For the purposes of this RTP the forecast modal split is considered to represent the baseline upon which the initial RTP targets are based. The vehicular trips identified in **Table 4.2** represent an estimate of the likely future car use without the potential of a successful RTP.

Targets

- 4.9. 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 travel co-ordinator by....).
- 4.10. In order to achieve the RTP objectives, set out below are suggested initial targets against which the success of the RTP initiative can be assessed.
- a. Appoint Travel Plan Coordinator (TPC) – 3 months prior to first occupation - Completed.
 - b. Updated Interim RTP and key marketing material approved by ECDC – prior to first occupation - Completed.
 - c. Undertake a manual count travel baseline survey around 50th occupation – update interim RTP to 'full' status – Completed at 39th occupation.
 - d. Provide Personal Travel Planning to all residents who request it – Ongoing.
 - e. Travel Welcome Packs delivered upon occupation of each dwelling – Ongoing as dwellings occupy.
 - f. Undertake annual manual count travel surveys for the duration of the monitoring period of 3 years from the baseline survey – Ongoing.
 - g. Target a trip rate reduction of 5% from the use of the private car in the peak periods based on **Table 4.2** over the life of the RTP

5. TRAVEL PLAN MEASURES AND INITIATIVES

Overview

- 5.1. The measures and initiatives outlined in **Table 5.1** will be implemented throughout the monitoring period as a minimum as part of the access, transport and RTP requirements for the proposed development, with an aim to encourage and promote the use of alternative sustainable modes of transport, to achieve the stated objectives and targets. These measures represent the action plan for the TPC in addition to first occupation incentives detailed later in this Chapter.

Table 5.1 – Table of Measures

Measure	Action	Timescale	Next Due
Newsletter	An annual update to residents on travel information and news. Reminders of travel incentives included.	Autumn	Annual (2025)
Manual Traffic Monitoring	12-Hour manual count survey and 1-week Automatic Traffic Count data to be collected annually	Autumn (considering Spring 2025)	Annual (2025)
Travel plan website and social media	Travel plan website and social media channels will be regularly reviewed and updated	Monthly	Ongoing
Car sharing promotion	Promotion of the benefits of car sharing and opportunities in the area	Biannually (seasonal)	Ongoing
Public Transport Promotion	Promotion of local services and incentives available for residents	Biannually (seasonal)	Ongoing
Promotion of walking and cycling	Highlight points of interest and routes local to Miller's Gate	Biannually (seasonal)	Ongoing

- 5.2. The RTP and the measures and initiatives proposed primarily address access to the site by residents for commuter related journeys, being the largest generators of trips during the AM and PM peak periods.

Appointment of Travel Plan Coordinator

- 5.3. To implement the measures identified in **Table 5.1**, and detailed further in this Chapter, a TPC has been identified and appointed. The TPC details can be found in **Chapter 1**. The TP role is committed for a period of approximately 4 years, including time prior to first occupation to the completion of the monitoring period, which is set to conclude following 2025 monitoring.
- 5.4. The TPC provided training to on-site sales staff on travel options in order that they could give a full overview of the site and its context to the local area to future residents. As the development is now fully occupied there is no longer and on-site sales presence.

Active Travel

- 5.5. To raise awareness and promote walking as a key mode of travel for the site, the residents are offered information on walking routes with a focus on making walking a part of the trip to work and other daily activities.
- 5.6. An active travel voucher, to the value of £50 (as an alternative to a public transport incentive), is available to each dwelling to an online retailer providing a discount on the purchase of a new walking / cycling equipment and clothing. The active travel voucher can also be used towards the purchase of a new bicycle and/or equipment.
- 5.7. As part of the initial round of Personal Travel Planning for the development and surveys, an adult and a child reflective snap band and any other associated cycling marketing material the TPC may deem necessary, will be provided to each dwelling.
- 5.8. The TPC promotes the Cyclestreets website (www.cyclestreets.net) which aims to help cyclists to plan trips. This website allows users to plan journeys by simply entering departure and destination points. Depending on the cyclist's average speed, the website offers 3 speed options (10 / 12 / 15mph) and it will display the fastest and/or quietest cycling route, also indicating the distance and duration with a map showing the route together with an explanation and photos of the key points of the journey. This website is a good tool to help residents to choose the most reliable routes from their dwelling. It is also available as a free mobile app for Android and iPhones.

Public Transport

- 5.9. Each household can claim 2 x 1-week bus tickets for local services, which is promoted to all residents via the Travel Information Pack and Millers Gate travel website (as an alternative to an active travel voucher).
- 5.10. Stephensons of Essex also provides a free mobile app (myTrip by Passenger) for Android and Apple iOS, providing up-to-date timetables and information. The UK Bus Checker mobile app also provides a useful tool to provide residents with real-time and timetabled services from routes.
- 5.11. Soham train station has been promoted to residents through a promotional flyer. This was distributed to all occupied dwellings at the time of the train station opening and flyers are included in Travel Information Packs for future residents.
- 5.12. Train travel will be further promoted to residents through the monitoring period. Regular social media posts will be published to generate awareness of the train station and links to places such as Ely and Peterborough.
- 5.13. Railcards will be promoted to residents throughout the monitoring period. This will be undertaken through annual newsletter updates and social media posts. Residents will be made aware of the discounts available to them for leisure travel.

Car Sharing

- 5.14. Car sharing schemes are aimed at promoting multi-occupancy vehicular use, thus potentially creating a significant reduction in the number of SOV trips to and from the site. The promotion of car sharing would be the focus of the TPCs work on this site as most commuting may only be undertaken by car, as evident in **Table 4.1**. A car share scheme promoted across the site would encourage those individuals working near one another to share their travel resources, benefiting their finances and reducing traffic levels in and around the site.
- 5.15. This is achieved through the promotion of the existing CCC Camshare scheme (liftshare.com/uk/community/camshare) which is part of the www.liftshare.com network. This scheme is a free to use, all-inclusive travel system designed for residents and employees in and around Cambridgeshire and can also be promoted within the existing community in Soham and the surrounding area, thereby increasing the potential for matched journeys.
- 5.16. Clearly, the more residents that sign up to such a scheme the greater the likelihood of success. The provision of information on the scheme via the Travel Welcome Packs and/or newsletters, is promoted to encourage and greatly assist in them doing so.
- 5.17. Lift sharing is heavily promoted through regular marketing material to residents as it is likely that this will be a suitable alternative for most residents due to the low level of public service provision in the area.

- 5.18. Lift sharing benefits and opportunities are promoted through paid social media campaigns to residents of Miller's Gate and residents of the wider area of Soham.

Personal Travel Planning

- 5.19. PTP can provide an opportunity to connect with residents on a one-to-one basis and obtain information on the expected routes that they typically undertake. This then enables a plan of alternative options of travel choices to be developed offering the resident information specific to them in an aim to change their modal choice. The scheme is promoted through the Travel Welcome Packs, newsletters, social media posts and the Miller's Gate Travel Plan website pages. PTPs are available upon request, within 10 working days.

Working from Home

- 5.20. Significant benefits in the reduction of SOV trips can be achieved where residents are able to work efficiently from home. The provision for home-working areas within housing design and the delivery of high-quality broadband connections to each dwelling provide the opportunity for residents to benefit from working at home where applicable to their occupation.

Promotion and Awareness of Travel Plan

- 5.21. The primary issue with making RTP initiatives successful is raising the awareness of individuals to the alternative methods of travel to the private car, including the potential personal benefits that can accrue from those initiatives (such as financial savings, social interaction and/or an improvement in health).
- 5.22. The RTP will be promoted continually via Travel Welcome Packs and appropriate media including social media and annual newsletters to ensure that all residents of the site are aware of the initiatives and incentives on offer. The packs are delivered to each new dwelling upon occupation with details also available online. The Travel Welcome Packs contains:
- A map showing key local facilities;
 - Walking, cycling and public transport travel planning website information;
 - Public transport boarding points and frequencies;
 - Promotional information on PTPs;
 - Information on how to obtain travel incentives;
 - Car sharing information; and
 - TPC contact details.

- 5.23. Special events throughout the year, promoted in conjunction with national bodies and/or local groups (e.g. walk to work day, car share day, public transport discount day etc.) are utilised to promote the RTP and the sustainable travel issues that it addresses. This is undertaken through various mediums such as social media and an annual newsletter.
- 5.24. The TPC has set up a social media page for the residents so they can contact indirectly residents on aspects such as:
- Road work information;
 - Local events;
 - National events;
 - Monitoring dates; etc.

Roles and Responsibilities

- 5.25. For the RTP to be implemented properly, it is important to clearly establish the key roles and responsibilities for the site:

Travel Plan Coordinator

- 5.26. The TPC was appointed by the Developer prior to first occupation of the site will remain the principal driver in respect of the implementation of the RTP, enabling PTP and monitoring of the travel behaviour of residents from an early stage.
- 5.27. The role of the TPC will include responsibility for setting up, promoting and monitoring the following schemes:
- Establish and act as point of contact for all residents with regard to RTP information;
 - RTP promotion and awareness, including information campaigns throughout the site;
 - Preparation and distribution of resident Travel Welcome Packs;
 - Promotion of the local Liftshare scheme - through online portals and marketing material.
 - Utilisation of the PTP scheme;
 - Consultation with public transport operators and the local authority, in order to provide up to date information on services and facilities;
 - Defining and implementing manual count travel surveys to ensure that the focus of the RTP is maintained and can respond to observed travel patterns; and
 - Liaison with the local authority and local stakeholders with regard to the potential for joint measures and initiatives.
- 5.28. The identity and contact details for the appointed TPC have been included in the full RTP and in all promotional material distributed in relation to the RTP and its initiatives and measures. Should details alter throughout the monitoring period, they will be notified to/agreed with (as applicable) ECDC and promoted to residents within 2 months of the change.
- 5.29. The role of the TPC will be provided from a site RTP budget funded by the Developer of the site. It is envisaged that this commitment will apply from 3 months prior to first occupation until the end of the monitoring period.

Developer

- 5.30. The principal role of the Developer of the site, as originator of the RTP, is to appoint and empower the TPC in the application of the RTP measures and initiatives.
- 5.31. It is anticipated that the role of TPC, any promotional materials, RTP initiatives and monitoring processes will be securely funded by the Developer of the site. The funding would be available for the duration of the monitoring period.

Occupiers

- 5.32. The occupiers are the end users of the RTP. It is their responsibility to make the most appropriate travel choice for their individual circumstances based on the travel information available. Where residents have taken up vouchers for more sustainable travel it is their responsibility to use these effectively.

6. MONITORING AND REVIEW

Overview

- 6.1. A successful RTP requires monitoring to ascertain whether the implemented measures are achieving the primary objectives of the RTP to reduce SOV trips and promote sustainable transport alternatives.

A monitoring plan has been formulated during the early stages of RTP development and is the responsibility of the nominated TPC. The monitoring plan includes a commitment to conduct annual monitoring of the residents' travel within the site. The first monitoring period was undertaken in 2022. The RTP will be updated on an annual basis on this anniversary with an inclusion of the reviews of the monitoring datasets.

- 6.2. The survey should identify as a minimum the proportion of person trips associated with the site by each mode of transport and the observed 'modal shift' be compared to subsequent surveys in order to ascertain the success of the RTP. In addition, the survey may identify the level of use of existing facilities provided within the site and the potential demand for prospective measures that could be promoted through the RTP.

Monitoring through Travel Surveys

- 6.3. In order to maintain the effectiveness of the plan and gain an overview of the effectiveness of the various measures that have been implemented, annual manual count travel surveys will be undertaken by the TPC for the development.
- 6.4. These surveys will aim to be completed during the same months (Autumn) each year for the duration of the monitoring period, (avoiding the school holiday periods) and using the same methodology, thus removing any problems associated with seasonal variations and/or inconsistent survey results. The survey methodology will include a mid-week 12-hour Manual Count survey of residents entering / exiting the site at each access point available (vehicular and non-vehicular). Any personal information collected would be stored in accordance with UK-GDPR.

Review

- 6.5. The RTP will be reviewed and updated after each survey and within 2 months of the completed survey. Details of the reviews will include the monitoring results, the progress in achieving targets and any changes proposed to the RTP. Any amendments to the RTP must be agreed by ECDC.
- 6.6. As part of the review the TPC will consider changes which may need to be made to the plan to take account of new local transport infrastructure. This will also include the impact on local transport provision such as the reopening of the train station and, where the development represents a new local facility, promoting its presence with respect to sustainable travel.
- 6.7. The review will also summarise the take up of sustainable transport initiatives including:

- The number of Personal Travel Plans taken up; and
- The number of active travel vouchers utilised.

Remedial Measures and Triggers

- 6.8. After each travel survey the TPC will assess if the principle target is being achieved. Should the principal target not be considered to be the SMART principles, then a review of an achievable, realistic target will be undertaken and submitted to the Local Authorities with supporting evidence to be agreed.
- 6.9. As detailed in **Chapter 7**, the principle target is currently being achieved, therefore additional measures were not deemed necessary for the final year of monitoring.

Travel Plan Budget

- 6.10. The Developer will fund this RTP until completion of the monitoring period, at which time their financial commitment will cease.
- 6.11. It will be the responsibility of the TPC to assess the monitored travel patterns on the site against the objectives, actions and targets set out in the RTP and to consider appropriate actions to assist in attaining compliance or apply appropriate enforcement actions as required in accordance with the overall objectives, actions and targets for the whole site.

7. MONITORING

Baseline (2022)

- 7.1. The baseline monitoring of Miller's Gate was undertaken in September 2022. This involved a manual count of all movements in/out of the development at Hawker Drive, accessed via Fordham Road. At the time of monitoring, 39 dwellings were occupied. As there was still construction taking place, any movements associated with this work were discredited where possible. It should be noted that 11 of the occupied dwellings were located off private drives with direct access to Fordham Road.

Year 1 (2023)

- 7.2. The Year 1 monitoring of Miller's Gate was undertaken in September 2023. This involved a manual count of all movements in/out of the development at Hawker Drive. At the time of monitoring, 68 dwellings were occupied, of which 51 were captured by the survey. The remaining dwellings have access to Fordham Road directly and/or via shared private drives. As there was still construction taking place, any movements associated with this work were discredited where possible.

Year 2 (2024)

- 7.3. The Year 2 monitoring of Miller's Gate was undertaken in September 2024 at which time all 78 dwellings had been occupied. The monitoring included a manual count over the 0700-1900 period on 5 September 2024 movements in/out of the development at (and immediately adjacent to) Hawker Drive plus along the eastern part of the development frontage to Fordham Road. This was supplemented by an ATC survey on Hawker Drive, the location of which captured vehicle trips from 54 of the dwellings, over a 1-week period from 5 September 2024. The 2024 monitoring data can be found in **Appendix C**.

Trip Rates

- 7.4. **Table 7.1** shows the estimated vehicular trip rate from the original TA, compared to what was observed during the 2022, 2023 and 2024 Manual Count surveys. In addition the 5 day average trip rates from the ATC data are also shown for 2024.

Table 7.1 – Trip Rate Comparison

Monitoring Period	Time Period		
	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)	12 Hour (07:00-19:00)
TA Estimate	0.650	0.648	5.743
Baseline (2022) (MM)	0.750	0.250	5.464
Year 1 (2023) (MM)	0.843	0.490	4.980
Year 2 (2024) (MM)	0.654	0.410	4.179
Year 2 (2024) (ATC)	0.578	0.593	4.719

- 7.6. The trip rates observed in Year 2 monitoring (2024) indicate that the AM Peak has decreased since the TA Estimate based on the ATC data although nominally higher from the multimodal data. The PM Peak has decreased since TA Estimate with the 12-Hour trip rate also lower than the TA Estimate.
- 7.7. Over the lifetime of the TP, the target is 5% reduction in trip rates. The TPC will monitor trip rates annually and revise measures accordingly, to ensure the principal target is achieved. In 2024 this is achieved for the PM peak and 12-hour trip rates, and in the AM peak over the 5-day average from the ATC data.

Modal Split

- 7.8. **Table 7.2** shows the modal split from 2011 Census Data, compared to what was observed during the 2022 and 2023 manual count surveys.

Table 7.2 – Modal Split Comparison

Mode	Census (2011)	Baseline (2022)	Year 1 (2023)	Year 2 (2024)
Driving car or van	59%	66%	63% (76% SOV)	58% (74% SOV)
Passengers (car sharing)	6%	20%	18%	17%
Foot	15%	6%	8%	9%
Bicycle	18%	1%	2%	2%
Motorbike	0%	2%	1%	2%
Other	2%	5%	8%	12%

Note: Other modes for the 2011 Census data include public transport and taxi. Other modes for the on-site monitoring include public transport, taxi, LGVs and OGVs. Direct comparisons should only be made between on-site monitoring datasets. Single Occupancy Vehicles (SOV) shown as a percentage of car or van drivers being single occupancy.

- 7.9. **Table 7.2** identifies that the modal split for driving a car or van journeys in 2024 has reduced from earlier surveys along with the proportion of which is SOV suggesting that car sharing may have improved although the overall proportion of trips by vehicle passengers has reduced from 2023.
- 7.10. The number of public transport users could not be accurately measured from the Manual Count survey, but it can be assumed that bus users would be travelling on foot and train users would predominantly travel by car to the station due to distance. A small percentage of residents may have cycled to the train station, as it takes approximately 9 minutes and is a mostly flat route.
- 7.11. Residents are able to claim a welcome voucher from the Initial Travel Survey found in the Travel Information Pack and on the Travel Plan website. Voucher claims can be made until 1-year following final occupation, achieved March 2024, which will thereby cease on 31st March 2025. As of October 2024, a total of 18 residents had claimed their welcome voucher, of which 16 claimed an active travel voucher and 2 claimed a bus voucher. 9 residents had requested a Personal Travel Plan. Incentives will continue to be promoted via the Travel Information Pack, Travel Plan webpages and annual newsletters, to increase awareness and encourage uptake.

Residential Travel Survey 2024

- 7.12. The manual monitoring of Miller's Gate was supplemented with a postal / online travel survey, with postal invitations sent to all 78 occupied dwellings and reminders set out 2-weeks later, to encourage engagement. A prize draw was provided to increase responses, offering 3 prizes; a £100 active travel voucher (redeemable with www.Decathlon.co.uk), a Fitbit Inspire 3 and a £25 shopping voucher.
- 7.13. Overall, the survey received 8 responses, resulting in a 10% response rate. The prizes will be reviewed in 2025 to assess what more could be offered to encourage participation.
- 7.14. Please note: the percentages detailed in the findings below have been rounded to the nearest whole number for reporting purposes, for the full travel survey results from 2024, see **Appendix D**.
- 7.15. 7 (88%) participants stated that they drive alone an average of 4 days per week, making this the main mode of travel. Walking was the second most frequent mode used by 2 (25%) of respondents for an average 1 day per week. It should be noted that participants could select more than one mode of travel depending on frequency of use.
- 7.16. 2 (25%) participants selected walking, 2 (25%) selected cycling and 2 (25%) selected bus as suitable alternatives if their main mode of travel was unavailable, suggesting that the development boasts suitable active and public transport routes for residents.
- 7.17. 4 (50%) participants stated that they would car share if they could find someone to share with, of which 2 would like to share with someone on the

same shifts. Liftshare will continue to be promoted to residents throughout the monitoring period to encourage uptake, so that residents can connect with other car sharers in the local area.

- 7.18. Participants were asked what their barriers are to travelling more sustainably. The top 3 barriers were identified as; bus times not suiting their needs (3 votes – 38%), 3 (38%) stated that their regular destinations are too far away to walk / cycle and 3 (38%) stated that they need their vehicle due to family / childcare responsibilities.
- 7.19. When asked whether the cost-of-living crisis has impacted the way they travel, participants provided statements such as: *"Cost of fuel and car insurance has made me make cutbacks elsewhere"*, *"Yes, it has prevented us driving. But luckily most commitments are within cycling distance, only about once to twice a week do we need to go further"* and *"Yes. I visit friends/go on longer journeys less"*.
- 7.20. 3 (38%) respondents read the Travel Information Pack and found it helpful, compared to 3 (38%) who read it but did not find it helpful and 2 (25%) who had not read it.
- 7.21. When asked whether they would consider using a car club, 1 (13%) resident stated that they would consider it if vehicles were available locally and 2 (25%) showed an interest by requesting additional information about car clubs.
- 7.22. 5 (63%) participants believe that they would not use car clubs, of which 4 (80%) stated they prefer the flexibility of owning their own vehicle, 2 (40%) stated there were not enough hire locations near their end destination(s) and 2 (40%) stated that there were not enough hire locations near their home.
- 7.23. 0 PTPs were requested from the 2024 travel survey and only 1 participant stated they had previously claimed their welcome voucher (a £50 active travel voucher), compared to 5 who had not claimed, whilst 2 were not aware they could claim a voucher.
- 7.24. Participants were asked to provide additional feedback or comments, with one resident commenting on the local infrastructure; *"The site is pretty good for substantial travel, there is a bus stop right outside the estate, train station within walking distance. Good cycle route to ely, however the cycle routes to Newmarket/ cambridge are not safe enough to do. I would like to see shared cycle racks on the estate as I know for some people storing a bike can be tricky, maybe this is something that can be considered to encourage more substantial travel and healthy living"* and another stating that the area *"needs more buses"*.

Appendix

Appendix A



KEY

BRETT PAVING
Alpha Antique® 80mm thick in all 3 sizes.
Colour to be Charcoal

PERMEABLE PAVING

TARMAC

PRIVATE GARDENS TO PLOTS

GRASS / SOFT LANDSCAPING
For details of all soft areas, proposed trees, shrub and hedge planting refer to Landscape drawings.

OPEN SPACE

Parking Spaces within parking courts -
To be delineated with 80 x 80mm granite sets ('L' shaped to corners).
Rows of granite sets

Proposed trees shown INDICATIVE.
Refer to Landscape drawing for exact locations and type.

INDICATIVE new planting.

Existing trees & hedges to be removed

Existing trees & hedges to be retained.

1800mm high timber panel fencing.

1800mm high close boarded fencing.

1500mm high close boarded fencing with 300mm trellis top section.

1800mm high Jackson woven panel fencing.

1800mm high, 215mm thick feature brick wall with 440mm sq piers. Stock brick on edge coping.

Timber post & zinc rail fencing (800mm high), Type R19 as HH, DET 09.08.

Timber post & galvanised chain-link (600mm high), Type R13 as HH, DET 09.27.

Metal Park Rail fencing with 500x200mm square timber posts at entrance. (950mm high), Type R12 as HH, DET 09.26.

100x100mm timber posts / bollards, Type R8 as HH, DET 09.25.

Fencing TBC

2.4m x 25m Visibility Splay

900mm wide by 1800mm high timber gate. Gate within fence to match and be fitted with B.Joe hinges and Suffolk latch.

900mm wide by 1800mm high timber gate. Gate within fence to match and be fitted with slam shut mechanism.

CAMAS RIVEN PAVING SLABS 600x600x38mm or 450x450x38 buff colour paving slabs.
Level threshold entrance paths & bike access paths to be 900mm wide. All other paths to be 600mm wide.

1.5x1.5m square patio to private dwellings.
Min 6m² patio to affordable dwellings.

Bin collection point (on collection day only).
Recycling & Refuse waste collected on an alternate week basis. Paving slabs / hard-standing to be provided.

Plot	House Type	Market / Affordable	Parking Provision	Total no of parking spaces
1	882	M	2 spaces	2
2	790	M	2 spaces	2
3	790	M	2 spaces	2
4	790	M	2 spaces	2
5	882	M	SG+1 space	2
6	1145	M	SG+1 space	2
7	1145	M	SG+1 space	2
8	1145	M	SG+1 space	2
9	1145	M	SG+1 space	2
10	1042	M	SG+1 space	2
11	1042	M	SG+1 space	2
12	1042	M	SG+1 space	2
13	673	A	CP+1 space	2
14	673	A	CP+1 space	2
15	673	A	CP+1 space	2
16	882	A	2 spaces	2
17	882	A	2 spaces	2
18	882	A	2 spaces	2
19	882	A	2 spaces	2
20	882	A	2 spaces	2
21	946	A	2 spaces	2
22	946	A	2 spaces	2
23	495	A	1 space	1
24	495	A	1 space	1
25	495	A	1 space	1
26	495	A	1 space	1
27	946	A	2 spaces	2
28	946	A	2 spaces	2
29	873	A	CP+1 space	2
30	882	A	CP+1 space	2
31	882	A	CP+1 space	2
32	1042	M	SG+1 space	2
33	882	M	SG+1 space	2
34	1042	M	SG+1 space	2
35	882	M	SG+1 space	2
36	1300	M	SG+2 spaces	3
37	1300	M	SG+2 spaces	3
38	882	M	2 spaces	2
39	660	M	2 spaces	2
40	660	M	2 spaces	2
41	1042	M	SG+1 space	2
42	1042	M	SG+1 space	2
43	1042	M	SG+1 space	2
44	1013	M	SG+1 space	2
45	1050	M	SG+1 space	2
46	1050	M	SG+1 space	2
47	1050	M	SG+1 space	2
48	882	M	SG+1 space	2
49	882	M	SG+1 space	2
50	1050	M	SG+1 space	2
51	1050	M	SG+1 space	2
52	1042	M	SG+1 space	2
53	1042	M	SG+2 spaces	3
54	1050	M	SG+1 space	2
55	1050	M	SG+1 space	2
56	882	M	SG+1 space	2
57	1013	M	SG+1 space	2
58	1013	M	SG+1 space	2
59	882	M	SG+1 space	2
60	790	M	2 spaces	2
61	790	M	2 spaces	2
62	660	M	2 spaces	2
63	660	M	2 spaces	2
64	790	M	2 spaces	2
65	790	M	2 spaces	2
66	790	M	SG+1 space	2
67	1042	M	SG+1 space	2
68	946	M	2 spaces	2
69	946	M	CP+1 space	2
70	946	M	2 spaces	2
71	882	M	CP+1 space	2
72	882	M	CP+1 space	2
73	882	M	CP+1 space	2
74	1042	M	SG+1 space	2
75	1042	M	SG+1 space	2
76	1042	M	SG+1 space	2
77	1042	M	SG+1 space	2
78	1050	M	SG+1 space	2
79	1050	M	SG+1 space	2
80	1355	M	SG+2 spaces	4
Visitors parking spaces				29

Appendix B

112

Ely - Stuntney - Soham - Fordham - Newmarket

Monday to Saturday

Service No	112	112	112	112	112	112	112	112	112	112	112	112	112	112
Ely, Market Street, Stop C	530	620	725	851	951	1056	1156	1256	1356	1456	1556	1708	1808	1905
Ely, Tesco	535	625	730	856	956	1101	1201	1301	1401	1501	1601	1713	1813	1910
Stuntney, Church	543	633	738	904	1004	1109	1209	1309	1409	1509	1609	1721	1821	1918
Soham, Townsend.	550	640	745	911	1011	1116	1216	1316	1416	1516	1616	1728	1828	1925
Soham, Mermorial	554	644	749	915	1015	1120	1220	1320	1420	1520	1620	1732	1832	1929
Fordham, Chequers	605	655	800	926	1026	1131	1231	1331	1431	1531	1631	1743	1843	1940
Newmarket, Tesco	616	706	811	937	1037	1142	1242	1342	1442	1542	1642	1754	1854	1951
Newmarket, The Guineas Bus Station	622	712	817	943	1043	1148	1248	1348	1448	1548	1648	1800	1900	1957

Service No	112	112	112	112	112	112	112	112	112	112	112	112	112	112
Newmarket, The Guineas Bus Station	627	733	853	958	1058	1158	1258	1358	1458	1608	1708	1808	1905	####
Newmarket, Tesco	634	740	900	1005	1105	1205	1305	1405	1505	1615	1715	1815	1912	2007
Fordham, Chequers	645	751	911	1016	1116	1216	1316	1416	1516	1626	1726	1826	1923	2018
Soham, Mermorial	655	801	921	1026	1126	1226	1326	1426	1526	1636	1736	1836	1933	2028
Soham, Townsend.	659	805	925	1030	1130	1230	1330	1430	1530	1640	1740	1840	1937	2032
Stuntney, Church	705	811	931	1036	1136	1236	1336	1436	1536	1646	1746	1846	1943	2038
Ely, Tesco	713	819	939	1044	1144	1244	1344	1444	1544	1654	1754	1854	1951	2046
Ely, Market Street, Stop C	720	826	946	1051	1151	1251	1351	1451	1551	1701	1801	1901	1958	2053

Appendix C

MANUAL SURVEY COUNT (INBOUND)

INDIVIDUAL INBOUND COUNTS

Access Point

HAWKER DRIVE DRIVE

Date

05/09/2024

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	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
0730-0800	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800-0830	1	11	0	0	0	0	1	2	0	0	1	0	1	3	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	18	
0830-0900	10		0	0	0	0	1	2	0	0	0	0	0	11		3	3	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	15		
0900-0930	6	9	1	1	0	0	2	2	0	0	0	0	0	9	12	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	10	14	
0930-1000	3		0	0	0	0	0	2	0	0	0	0	0	3		1	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	4		
1000-1030	5	5	0	0	0	0	0	1	0	0	0	0	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6		
1030-1100	0		0	0	0	0	0	1	1	0	0	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
1100-1130	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	1	0	0	0	0	0	2	0	0	2	2	0	2	8		
1130-1200	5		0	0	0	0	0	0	0	0	0	0	0	5		1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6			
1200-1230	2	4	0	0	0	0	1	1	0	0	0	0	0	3	5	0	0	0	0	2	0	0	0	0	0	1	0	0	1	3	0	4	10		
1230-1300	2		0	0	0	0	0	1	0	0	0	0	0	2		2	2	0	0	2	2	0	0	0	0	0	0	0	2	2	0	6			
1300-1330	2	7	0	0	0	0	1	4	0	0	0	0	0	3	11	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	3	13		
1330-1400	5		0	0	0	0	3	4	0	0	0	0	0	8		1	1	0	0	1	0	0	0	0	0	1	0	0	1	1	0	10			
1400-1430	5	10	0	0	1	1	1	2	0	0	0	0	0	7	13	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	8	14		
1430-1500	5		0	0	0	1	1	2	0	0	0	0	0	6		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6			
1500-1530	10	16	0	0	0	0	2	3	0	0	0	0	0	12	19	7	0	0	7	13	0	0	0	0	0	0	3	0	3	5	0	22	37		
1530-1600	6		0	0	0	0	1	3	0	0	0	0	0	7		4	1	0	6	0	0	0	0	0	0	1	1	0	2	5	0	15			
1600-1630	6	12	0	0	1	3	0	2	0	0	0	0	0	7	17	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	7	19		
1630-1700	6		0	0	2	3	2	2	0	0	0	0	0	10		2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0		12	
1700-1730	11	22	0	0	0	0	0	0	0	0	0	0	0	11	22	2	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	13	26		
1730-1800	11		0	0	0	0	0	0	0	0	0	0	0	11		1	0	0	1	3	0	1	0	1	1	0	0	0	0	0	0	0		13	
1800-1830	6	13	0	0	0	0	1	2	0	0	0	0	0	7	15	2	0	0	2	4	0	0	0	0	0	1	0	0	1	1	0	10	20		
1830-1900	7		0	0	0	0	1	2	0	0	0	0	0	8		2	0	0	2	4	0	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	115	115	1	1	4	4	19	19	0	0	1	0	1	1	140	140	29	1	0	31	31	1	1	0	2	2	7	4	2	13	13	0	0	186	186

MANUAL SURVEY COUNT (OUTBOUND)

INDIVIDUAL OUTBOUND COUNTS

Access Point

HAWKER DRIVE DRIVE

Date

05/09/2024

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	8	18	0	0	0	0	1	1	0	0	0	0	0	0	9	19	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	9	26
0730-0800	10		0		0	0	0	1	0	0	0	0	0	0	10	19	3	0	0	3		0	0	0	0	0	1	3	0	4	0	0	17		
0800-0830	8	24	0	0	1	1	1	2	0	0	1	0	1	1	11	28	3	1	0	5	9	0	0	2	2	2	1	0	0	1	0	0	19	40	
0830-0900	16		0		0	0	1	2	0	0	0	0	0	1	17	28	2	1	0	4		0	0	0	0	0	0	0	0	0	1	0	0	21	
0900-0930	4	7	1	1	0	0	2	4	0	0	0	0	0	0	7	12	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	8	14	
0930-1000	3		0		0	0	2	4	0	0	0	0	0	0	5	12	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	6		
1000-1030	4	8	0	0	0	0	0	0	0	0	0	0	0	0	4	8	2	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	6	11	
1030-1100	4		0		0	0	0	0	0	0	0	0	0	0	4	8	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	5		
1100-1130	2	5	0	0	0	0	0	2	0	0	0	0	0	0	2	7	1	0	0	1	1	0	0	0	0	0	1	0	0	1	1	0	4	9	
1130-1200	3		0		0	0	2	2	0	0	0	0	0	0	5	7	0	0	0	0		0	0	0	0	0	0	0	0	0	1	0	0	5	
1200-1230	4	8	0	0	0	0	1	1	0	0	0	0	0	0	5	9	0	0	0	0	0	1	0	0	1	1	1	0	0	1	1	0	7	11	
1230-1300	4		0		0	0	0	1	0	0	0	0	0	0	4	9	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4		
1300-1330	0	2	0	0	0	0	0	4	0	0	0	0	0	0	0	6	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	9
1330-1400	2		0		0	0	4	4	0	0	0	0	0	0	6	6	2	0	0	2		0	0	0	0	0	1	0	0	1	0	0	9		
1400-1430	4	13	0	0	0	0	2	3	0	0	0	0	0	0	6	16	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	7	19	
1430-1500	9		0		0	0	1	3	0	0	0	0	0	0	10	16	2	0	0	2		0	0	0	0	0	0	0	0	0	0	0	12		
1500-1530	5	11	0	0	0	0	0	3	0	0	0	0	0	0	5	14	2	0	0	2	3	0	0	0	0	0	0	0	0	0	1	0	0	7	18
1530-1600	6		0		0	0	3	3	0	0	0	0	0	0	9	14	1	0	0	1		0	0	0	0	0	1	0	0	1	1	0	0	11	
1600-1630	2	6	0	0	0	0	0	2	0	0	0	0	0	0	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	9
1630-1700	4		0		0	0	2	2	0	0	0	0	0	0	6	8	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	7		
1700-1730	3	6	0	0	3	3	0	1	0	0	0	0	0	0	6	10	0	0	0	0	2	0	0	0	0	1	1	0	0	1	3	0	0	7	16
1730-1800	3		0		0	0	1	1	0	0	0	0	0	0	4	10	2	0	0	2		0	1	0	1	2	0	0	0	2	0	0	9		
1800-1830	4	7	0	0	0	0	0	0	0	0	0	0	0	0	4	7	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	4	10
1830-1900	3		0		0	0	0	0	0	0	0	0	0	0	3	7	2	0	0	2		0	0	0	0	0	0	1	0	1	0	0	0	6	
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	115	115	1	1	4	4	23	23	0	0	1	0	1	1	144	144	26	2	0	30	30	1	1	2	4	4	10	4	0	14	14	0	0	192	192

MANUAL SURVEY COUNT (INBOUND)

INDIVIDUAL INBOUND COUNTS

Access Point

EASTERN FRONTAGE & PARKING AREA

Date

05/09/2024

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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730-0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800-0830	1	2	0	0	0	0	1	2	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6
0830-0900	1		0	0	0	0	1	2	0	0	0	0	0	2		1	0	0	1	1	0	0	0	0	1	1	0	0	0	1	0	4			
0900-0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0930-1000	0		0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000-1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
1030-1100	0		0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	0	1		
1100-1130	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
1130-1200	1		0	0	0	0	0	0	0	0	0	0	0	1		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
1200-1230	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
1230-1300	2		0	0	0	0	0	0	0	0	0	0	0	2		2	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4		
1300-1330	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
1330-1400	1		0	0	0	0	0	0	0	0	0	0	0	1		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		
1400-1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1430-1500	0		0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500-1530	3	3	0	0	0	0	1	1	0	0	0	0	0	4	4	0	1	0	2	2	0	0	0	0	0	0	0	0	2	0	0	0	6	8	
1530-1600	0		0	0	0	0	0	1	0	0	0	0	0	0		0	0	0	0		0	0	0	0	1	1	0	2	0		2	0	2		
1600-1630	1	2	0	0	0	0	0	1	0	0	0	0	1	3	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	5		
1630-1700	1		0	0	0	0	1	1	0	0	0	0	2		3	1	0	0		1	0	0	0	0	1	0	0	1		0	4				
1700-1730	2	2	0	0	0	0	1	2	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	6			
1730-1800	0		0	0	0	0	1	2	0	0	0	0	1		4	0	0	0		0	0	0	0	0	2	0	0		2	0	3				
1800-1830	1	3	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3		
1830-1900	2		0	0	0	0	0	0	0	0	0	0	2		3	0	0	0		0	0	0	0	0	0	0	0	0		0	0	0		2	
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	16	16	0	0	0	0	6	6	0	0	0	0	0	0	22	22	4	1	0	6	6	0	0	0	0	0	6	1	0	7	7	0	0	35	35

MANUAL SURVEY COUNT (OUTBOUND)

INDIVIDUAL OUTBOUND COUNTS

Access Point

EASTERN FRONTAGE & PARKING AREA

Date

05/09/2024

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	1	4	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	7	
0730-0800	3	4	0	0	0	0	0	0	0	0	0	0	0	3	4	1	1	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6		
0800-0830	5	7	0	0	0	0	0	0	0	0	0	0	0	5	7	0	1	0	2	3	0	0	0	0	0	1	0	0	1	2	0	0	8	12	
0830-0900	2	7	0	0	0	0	0	0	0	0	0	0	0	2	7	1	0	0	1	3	0	0	0	0	0	1	0	0	1	2	0	0	4		
0900-0930	1	1	0	0	0	0	0	2	0	0	0	0	0	1	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4	
0930-1000	0	1	0	0	0	0	2	2	0	0	0	0	0	2	3	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3		
1000-1030	2	2	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	
1030-1100	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
1100-1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1130-1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1200-1230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
1230-1300	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
1300-1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1		
1330-1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1		
1400-1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1		
1430-1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1500-1530	1	1	0	0	0	0	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	
1530-1600	0	1	0	0	0	0	1	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	
1600-1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1630-1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1700-1730	1	1	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	0	0	5	5	
1730-1800	0	1	0	0	0	0	0	1	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		
1800-1830	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
1830-1900	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
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	18	18	0	0	0	0	4	4	0	0	0	0	0	22	22	4	2	0	8	8	1	0	0	1	1	6	0	0	6	6	0	0	37	37	

13688		SOHAM				Site No: 13688001		Location		Hawker Drive, Soham (N of Fordham Rd)					
Thu 05-Sep-24 to Wed 11-Sep-24				Channel: Northbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 05-Sep-24															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
08:00	13	0	10	3	0	0	0	0	0	0	0	0	0	0	0
09:00	14	0	10	4	0	0	0	0	0	0	0	0	0	0	0
10:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0
11:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
12:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0
13:00	14	0	9	4	0	1	0	0	0	0	0	0	0	0	0
14:00	13	1	9	3	0	0	0	0	0	0	0	0	0	0	0
15:00	18	0	15	3	0	0	0	0	0	0	0	0	0	0	0
16:00	17	3	12	2	0	0	0	0	0	0	0	0	0	0	0
17:00	18	0	17	1	0	0	0	0	0	0	0	0	0	0	0
18:00	12	0	8	4	0	0	0	0	0	0	0	0	0	0	0
19:00	23	1	18	4	0	0	0	0	0	0	0	0	0	0	0
20:00	11	0	8	3	0	0	0	0	0	0	0	0	0	0	0
21:00	8	1	6	1	0	0	0	0	0	0	0	0	0	0	0
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
23:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	135	4	104	26	0	1	0	0	0	0	0	0	0	0	0
16H,6-22	177	6	136	34	0	1	0	0	0	0	0	0	0	0	0
18H,6-24	181	6	137	37	0	1	0	0	0	0	0	0	0	0	0
24H,0-24	183	6	137	39	0	1	0	0	0	0	0	0	0	0	0

13688		SOHAM		Site No: 13688001		Location		Hawker Drive, Soham (N of Fordham Rd)							
Thu 05-Sep-24 to Wed 11-Sep-24		Channel: Northbound													
													FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC				
Fri 06-Sep-24															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
07:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
08:00	10	0	8	2	0	0	0	0	0	0	0	0	0	0	0
09:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0
10:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0
11:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
12:00	11	0	8	3	0	0	0	0	0	0	0	0	0	0	0
13:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0	0
14:00	13	1	11	1	0	0	0	0	0	0	0	0	0	0	0
15:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0	0
16:00	23	1	20	2	0	0	0	0	0	0	0	0	0	0	0
17:00	22	1	19	2	0	0	0	0	0	0	0	0	0	0	0
18:00	13	1	9	3	0	0	0	0	0	0	0	0	0	0	0
19:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0	0
20:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
21:00	10	0	8	2	0	0	0	0	0	0	0	0	0	0	0
22:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
23:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	132	4	110	18	0	0	0	0	0	0	0	0	0	0	0
16H,6-22	157	4	131	22	0	0	0	0	0	0	0	0	0	0	0
18H,6-24	164	4	138	22	0	0	0	0	0	0	0	0	0	0	0
24H,0-24	167	4	141	22	0	0	0	0	0	0	0	0	0	0	0

13688		SOHAM					Site No: 13688001		Location		Hawker Drive, Soham (N of Fordham Rd)				
Thu 05-Sep-24 to Wed 11-Sep-24			Channel: Northbound												
													FIVE OR LESS		SEVEN
TIME	TOTAL	MOTOR-	CARS OR	LIGHT		TWO AXLE,	THREE	FOUR OR	FOUR OR		SIX OR		AXLE	SIX AXLE	OR
PERIOD	VEHICLES	CYCLES	CAR-BASED	GOODS	BUSES	SIX TYRE,	AXLE	MORE	LESS	FIVE AXLE	MORE		TRAILER	TRAILER	AXLE
			LGV	VEHICLES		RIGID/BUSES	RIGID	AXLE	AXLE	ARTIC	AXLE		ARTIC	ARTIC	ARTIC
Sat 07-Sep-24															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
08:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
09:00	11	0	9	2	0	0	0	0	0	0	0	0	0	0	0
10:00	11	1	9	1	0	0	0	0	0	0	0	0	0	0	0
11:00	17	3	12	1	0	0	0	0	1	0	0	0	0	0	0
12:00	14	0	13	1	0	0	0	0	0	0	0	0	0	0	0
13:00	17	0	14	3	0	0	0	0	0	0	0	0	0	0	0
14:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	0
15:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
16:00	17	3	13	1	0	0	0	0	0	0	0	0	0	0	0
17:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0
18:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0
19:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0
20:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	0
21:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
22:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	132	7	113	11	0	0	0	0	1	0	0	0	0	0	0
16H,6-22	147	7	126	13	0	0	0	0	1	0	0	0	0	0	0
18H,6-24	153	7	131	14	0	0	0	0	1	0	0	0	0	0	0
24H,0-24	154	7	131	15	0	0	0	0	1	0	0	0	0	0	0

13688		SOHAM				Site No: 13688001		Location		Hawker Drive, Soham (N of Fordham Rd)					
Thu 05-Sep-24 to Wed 11-Sep-24				Channel: Northbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 08-Sep-24															
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
08:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
09:00	6	0	4	2	0	0	0	0	0	0	0	0	0	0	0
10:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
11:00	13	0	10	3	0	0	0	0	0	0	0	0	0	0	0
12:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0
13:00	12	0	11	1	0	0	0	0	0	0	0	0	0	0	0
14:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
15:00	15	0	14	0	0	0	1	0	0	0	0	0	0	0	0
16:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0
17:00	12	1	10	1	0	0	0	0	0	0	0	0	0	0	0
18:00	13	0	11	2	0	0	0	0	0	0	0	0	0	0	0
19:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0
20:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0
21:00	6	0	4	2	0	0	0	0	0	0	0	0	0	0	0
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	110	1	98	10	0	0	1	0	0	0	0	0	0	0	0
16H,6-22	132	1	117	13	0	0	1	0	0	0	0	0	0	0	0
18H,6-24	134	1	119	13	0	0	1	0	0	0	0	0	0	0	0
24H,0-24	137	1	122	13	0	0	1	0	0	0	0	0	0	0	0

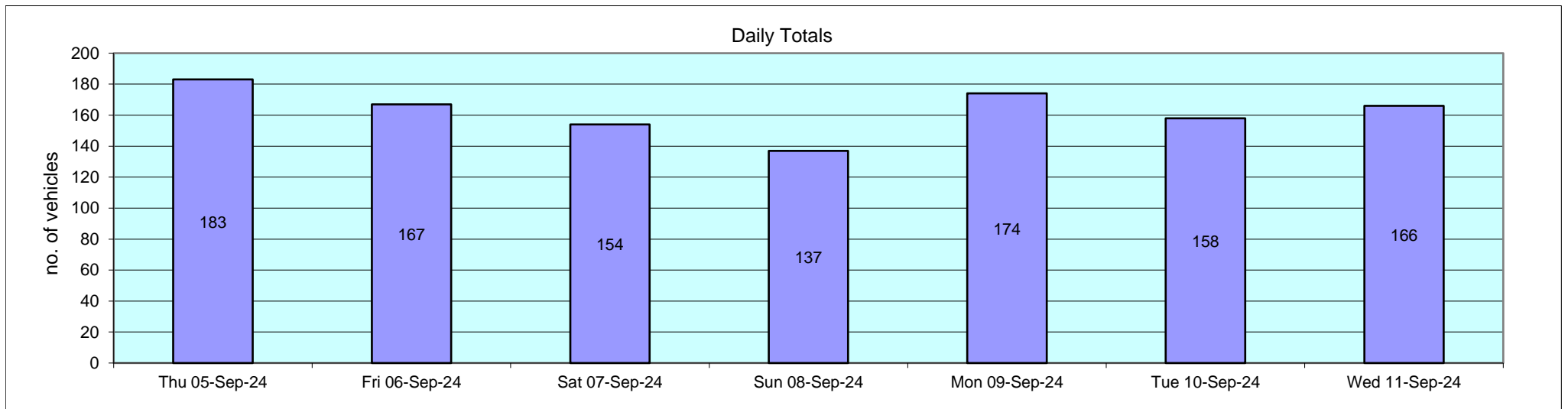
13688			SOHAM		Site No: 13688001		Location		Hawker Drive, Soham (N of Fordham Rd)						
Thu 05-Sep-24 to Wed 11-Sep-24			Channel: Northbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT	BUSES	TWO AXLE,	THREE	FOUR OR	FOUR OR	FIVE AXLE	SIX OR	FIVE OR	SIX AXLE	SEVEN	
			CAR-BASED LGV	GOODS VEHICLES		SIX TYRE, RIGID/BUSES	AXLE RIGID	MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	LESS AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC	OR MORE AXLE ARTIC	
Mon 09-Sep-24															
00:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
08:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
09:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
10:00	7	0	4	3	0	0	0	0	0	0	0	0	0	0	0
11:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
12:00	14	0	13	1	0	0	0	0	0	0	0	0	0	0	0
13:00	9	0	7	2	0	0	0	0	0	0	0	0	0	0	0
14:00	7	1	5	1	0	0	0	0	0	0	0	0	0	0	0
15:00	10	1	9	0	0	0	0	0	0	0	0	0	0	0	0
16:00	21	0	16	5	0	0	0	0	0	0	0	0	0	0	0
17:00	20	0	15	5	0	0	0	0	0	0	0	0	0	0	0
18:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0
19:00	17	0	17	0	0	0	0	0	0	0	0	0	0	0	0
20:00	13	0	10	2	0	0	1	0	0	0	0	0	0	0	0
21:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	0
22:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
23:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	127	2	107	18	0	0	0	0	0	0	0	0	0	0	0
16H,6-22	165	2	141	21	0	0	1	0	0	0	0	0	0	0	0
18H,6-24	170	2	146	21	0	0	1	0	0	0	0	0	0	0	0
24H,0-24	174	2	149	22	0	0	1	0	0	0	0	0	0	0	0

13688		SOHAM		Site No: 13688001		Location		Hawker Drive, Soham (N of Fordham Rd)							
Thu 05-Sep-24 to Wed 11-Sep-24		Channel: Northbound													
													FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC				
Tue 10-Sep-24															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
08:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
09:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
10:00	5	0	2	2	0	1	0	0	0	0	0	0	0	0	0
11:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
12:00	8	0	5	3	0	0	0	0	0	0	0	0	0	0	0
13:00	12	0	11	1	0	0	0	0	0	0	0	0	0	0	0
14:00	7	1	5	1	0	0	0	0	0	0	0	0	0	0	0
15:00	14	0	13	1	0	0	0	0	0	0	0	0	0	0	0
16:00	18	0	16	2	0	0	0	0	0	0	0	0	0	0	0
17:00	24	1	23	0	0	0	0	0	0	0	0	0	0	0	0
18:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0	0
19:00	22	0	18	4	0	0	0	0	0	0	0	0	0	0	0
20:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0	0
21:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	119	2	103	13	0	1	0	0	0	0	0	0	0	0	0
16H,6-22	155	2	133	19	0	1	0	0	0	0	0	0	0	0	0
18H,6-24	156	2	134	19	0	1	0	0	0	0	0	0	0	0	0
24H,0-24	158	2	136	19	0	1	0	0	0	0	0	0	0	0	0

13688		SOHAM				Site No: 13688001		Location		Hawker Drive, Soham (N of Fordham Rd)					
Thu 05-Sep-24 to Wed 11-Sep-24			Channel: Northbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT	BUSES	TWO AXLE,	THREE	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR	SIX AXLE	SEVEN	
			CAR-BASED LGV	GOODS VEHICLES		SIX TYRE, RIGID/BUSES	AXLE RIGID	MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	LESS MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	OR MORE AXLE ARTIC	
Wed 11-Sep-24															
00:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
07:00	5	0	3	2	0	0	0	0	0	0	0	0	0	0	0
08:00	10	0	8	2	0	0	0	0	0	0	0	0	0	0	0
09:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0
10:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
11:00	7	0	4	3	0	0	0	0	0	0	0	0	0	0	0
12:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
13:00	9	0	7	2	0	0	0	0	0	0	0	0	0	0	0
14:00	9	1	5	3	0	0	0	0	0	0	0	0	0	0	0
15:00	16	0	14	2	0	0	0	0	0	0	0	0	0	0	0
16:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0
17:00	13	0	12	1	0	0	0	0	0	0	0	0	0	0	0
18:00	23	1	18	4	0	0	0	0	0	0	0	0	0	0	0
19:00	13	0	11	2	0	0	0	0	0	0	0	0	0	0	0
20:00	13	1	12	0	0	0	0	0	0	0	0	0	0	0	0
21:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	0
22:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
23:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	123	2	102	19	0	0	0	0	0	0	0	0	0	0	0
16H,6-22	158	3	133	22	0	0	0	0	0	0	0	0	0	0	0
18H,6-24	165	3	139	23	0	0	0	0	0	0	0	0	0	0	0
24H,0-24	166	3	139	24	0	0	0	0	0	0	0	0	0	0	0

13688	SOHAM	Site No: 13688001	Location Hawker Drive, Soham (N of Fordham Rd)
Thu 05-Sep-24 to Wed 11-Sep-24		Channel: Northbound	

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC
												AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC	
Daily Totals														
Thu 05-Sep-24	183	6	137	39	0	1	0	0	0	0	0	0	0	0
Fri 06-Sep-24	167	4	141	22	0	0	0	0	0	0	0	0	0	0
Sat 07-Sep-24	154	7	131	15	0	0	0	0	1	0	0	0	0	0
Sun 08-Sep-24	137	1	122	13	0	0	1	0	0	0	0	0	0	0
Mon 09-Sep-24	174	2	149	22	0	0	1	0	0	0	0	0	0	0
Tue 10-Sep-24	158	2	136	19	0	1	0	0	0	0	0	0	0	0
Wed 11-Sep-24	166	3	139	24	0	0	0	0	0	0	0	0	0	0
Total Vehicles														
[--]	1139	25	955	154	0	2	2	0	1	0	0	0	0	0



13688		SOHAM		Site No: 13688001		Location		Hawker Drive, Soham (N of Fordham Rd)							
Thu 05-Sep-24 to Wed 11-Sep-24						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			TRAILER	TRAILER											
Thu 05-Sep-24															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
05:00	7	1	6	0	0	0	0	0	0	0	0	0	0	0	0
06:00	10	0	8	2	0	0	0	0	0	0	0	0	0	0	0
07:00	15	0	14	1	0	0	0	0	0	0	0	0	0	0	0
08:00	23	1	21	1	0	0	0	0	0	0	0	0	0	0	0
09:00	13	0	10	3	0	0	0	0	0	0	0	0	0	0	0
10:00	8	1	7	0	0	0	0	0	0	0	0	0	0	0	0
11:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
12:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
13:00	7	1	3	3	0	0	0	0	0	0	0	0	0	0	0
14:00	18	0	16	2	0	0	0	0	0	0	0	0	0	0	0
15:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0
16:00	8	0	6	2	0	0	0	0	0	0	0	0	0	0	0
17:00	9	3	5	1	0	0	0	0	0	0	0	0	0	0	0
18:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
19:00	13	1	9	2	0	0	1	0	0	0	0	0	0	0	0
20:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
21:00	6	0	4	2	0	0	0	0	0	0	0	0	0	0	0
22:00	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	132	6	113	13	0	0	0	0	0	0	0	0	0	0	0
16H,6-22	166	7	138	20	0	0	1	0	0	0	0	0	0	0	0
18H,6-24	169	7	139	22	0	0	1	0	0	0	0	0	0	0	0
24H,0-24	179	8	146	24	0	0	1	0	0	0	0	0	0	0	0

13688		SOHAM				Site No: 13688001		Location		Hawker Drive, Soham (N of Fordham Rd)					
Thu 05-Sep-24 to Wed 11-Sep-24				Channel: Southbound											
													FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC				
Fri 06-Sep-24															
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0
06:00	13	0	10	3	0	0	0	0	0	0	0	0	0	0	0
07:00	16	1	14	0	0	0	1	0	0	0	0	0	0	0	0
08:00	20	0	19	1	0	0	0	0	0	0	0	0	0	0	0
09:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0	0
10:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
11:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
12:00	9	0	7	2	0	0	0	0	0	0	0	0	0	0	0
13:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0
14:00	15	0	15	0	0	0	0	0	0	0	0	0	0	0	0
15:00	9	0	7	2	0	0	0	0	0	0	0	0	0	0	0
16:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
17:00	14	0	13	1	0	0	0	0	0	0	0	0	0	0	0
18:00	14	2	10	2	0	0	0	0	0	0	0	0	0	0	0
19:00	8	1	6	1	0	0	0	0	0	0	0	0	0	0	0
20:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0
21:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	132	3	118	10	0	0	1	0	0	0	0	0	0	0	0
16H,6-22	163	4	142	16	0	0	1	0	0	0	0	0	0	0	0
18H,6-24	164	4	143	16	0	0	1	0	0	0	0	0	0	0	0
24H,0-24	173	5	151	16	0	0	1	0	0	0	0	0	0	0	0

13688		SOHAM				Site No: 13688001		Location		Hawker Drive, Soham (N of Fordham Rd)					
Thu 05-Sep-24 to Wed 11-Sep-24				Channel: Southbound											
			CARS OR	LIGHT		TWO AXLE,	THREE	FOUR OR	FOUR OR		SIX OR	FIVE OR	SIX AXLE	SEVEN	
TIME	TOTAL	MOTOR-	CAR-OR	GOODS	BUSES	SIX TYRE,	AXLE	MORE	LESS	FIVE AXLE	MORE	LESS	TRAILER	OR	
PERIOD	VEHICLES	CYCLES	BASED	VEHICLES		RIGID/BUSES	RIGID	AXLE	AXLE	ARTIC	AXLE	ARTIC	ARTIC	ARTIC	
Sat 07-Sep-24															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
06:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
07:00	6	0	5	0	0	0	0	0	1	0	0	0	0	0	
08:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0	
09:00	19	0	17	2	0	0	0	0	0	0	0	0	0	0	
10:00	8	1	7	0	0	0	0	0	0	0	0	0	0	0	
11:00	13	2	10	0	0	0	0	0	1	0	0	0	0	0	
12:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0	
13:00	13	2	9	2	0	0	0	0	0	0	0	0	0	0	
14:00	16	0	15	1	0	0	0	0	0	0	0	0	0	0	
15:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
16:00	9	1	8	0	0	0	0	0	0	0	0	0	0	0	
17:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	
18:00	7	0	6	0	0	0	1	0	0	0	0	0	0	0	
19:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
20:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
21:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
22:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	129	6	114	6	0	0	1	0	2	0	0	0	0	0	
16H,6-22	145	6	130	6	0	0	1	0	2	0	0	0	0	0	
18H,6-24	149	6	133	7	0	0	1	0	2	0	0	0	0	0	
24H,0-24	152	6	136	7	0	0	1	0	2	0	0	0	0	0	

13688		SOHAM				Site No: 13688001		Location		Hawker Drive, Soham (N of Fordham Rd)					
Thu 05-Sep-24 to Wed 11-Sep-24				Channel: Southbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SEVEN OR MORE AXLE ARTIC	
												SIX AXLE MULTI-TRAILER ARTIC			
Sun 08-Sep-24															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
07:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
08:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
09:00	12	0	11	1	0	0	0	0	0	0	0	0	0	0	0
10:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0
11:00	12	0	11	1	0	0	0	0	0	0	0	0	0	0	0
12:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
13:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0	0
14:00	19	1	18	0	0	0	0	0	0	0	0	0	0	0	0
15:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
16:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0
17:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0
18:00	14	0	13	1	0	0	0	0	0	0	0	0	0	0	0
19:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
20:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
21:00	5	0	3	2	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	114	1	108	5	0	0	0	0	0	0	0	0	0	0	0
16H,6-22	130	1	122	7	0	0	0	0	0	0	0	0	0	0	0
18H,6-24	130	1	122	7	0	0	0	0	0	0	0	0	0	0	0
24H,0-24	133	1	125	7	0	0	0	0	0	0	0	0	0	0	0

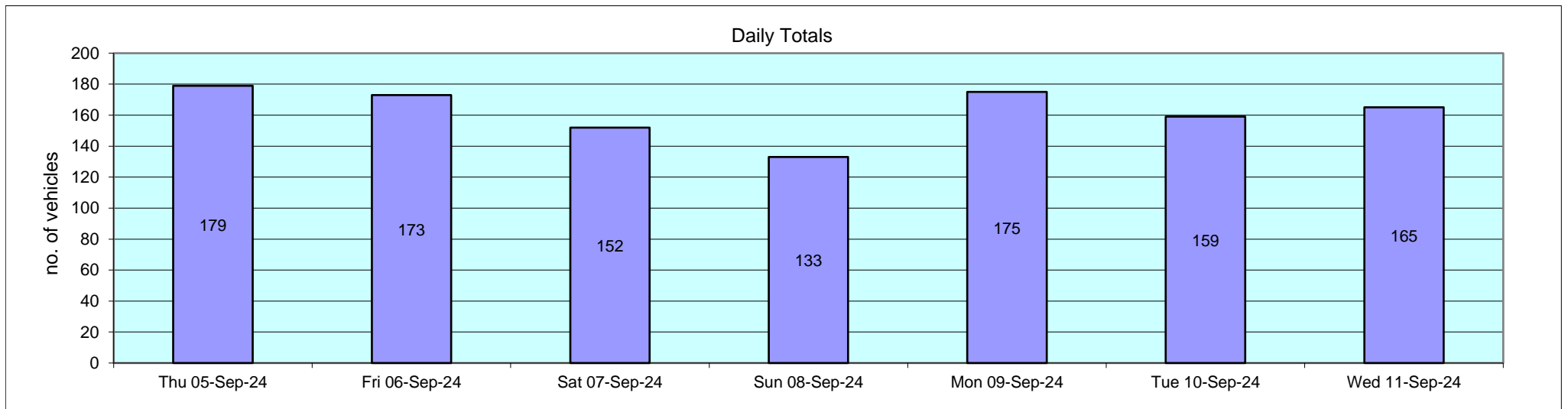
13688			SOHAM			Site No: 13688001			Location			Hawker Drive, Soham (N of Fordham Rd)			
Thu 05-Sep-24 to Wed 11-Sep-24			Channel: Southbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 09-Sep-24															
00:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
05:00	5	1	4	0	0	0	0	0	0	0	0	0	0	0	0
06:00	13	0	11	2	0	0	0	0	0	0	0	0	0	0	0
07:00	15	0	15	0	0	0	0	0	0	0	0	0	0	0	0
08:00	20	0	18	2	0	0	0	0	0	0	0	0	0	0	0
09:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0
10:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
11:00	10	0	7	3	0	0	0	0	0	0	0	0	0	0	0
12:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0
13:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0
14:00	14	1	11	2	0	0	0	0	0	0	0	0	0	0	0
15:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
16:00	10	0	8	2	0	0	0	0	0	0	0	0	0	0	0
17:00	18	0	15	3	0	0	0	0	0	0	0	0	0	0	0
18:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0
19:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0
20:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0
21:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	132	1	115	16	0	0	0	0	0	0	0	0	0	0	0
16H,6-22	166	1	147	18	0	0	0	0	0	0	0	0	0	0	0
18H,6-24	167	1	148	18	0	0	0	0	0	0	0	0	0	0	0
24H,0-24	175	2	154	19	0	0	0	0	0	0	0	0	0	0	0

13688		SOHAM				Site No: 13688001		Location		Hawker Drive, Soham (N of Fordham Rd)					
Thu 05-Sep-24 to Wed 11-Sep-24				Channel: Southbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT	BUSES	TWO AXLE,	THREE	FOUR OR	FOUR OR	FIVE AXLE	SIX OR	FIVE OR	SIX AXLE	SEVEN	
			CAR-BASED LGV	GOODS VEHICLES		SIX TYRE, RIGID/BUSES	AXLE RIGID	MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	LESS AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC	OR MORE AXLE ARTIC	
Tue 10-Sep-24															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
05:00	5	1	4	0	0	0	0	0	0	0	0	0	0	0	0
06:00	12	0	10	2	0	0	0	0	0	0	0	0	0	0	0
07:00	17	1	16	0	0	0	0	0	0	0	0	0	0	0	0
08:00	26	0	25	1	0	0	0	0	0	0	0	0	0	0	0
09:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
10:00	7	1	4	2	0	0	0	0	0	0	0	0	0	0	0
11:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
12:00	7	0	4	3	0	0	0	0	0	0	0	0	0	0	0
13:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0
14:00	12	0	11	1	0	0	0	0	0	0	0	0	0	0	0
15:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0
16:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0	0
17:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
18:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0
19:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
20:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
21:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
22:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	125	2	113	10	0	0	0	0	0	0	0	0	0	0	0
16H,6-22	150	2	136	12	0	0	0	0	0	0	0	0	0	0	0
18H,6-24	152	2	138	12	0	0	0	0	0	0	0	0	0	0	0
24H,0-24	159	3	143	13	0	0	0	0	0	0	0	0	0	0	0

13688		SOHAM				Site No: 13688001		Location		Hawker Drive, Soham (N of Fordham Rd)					
Thu 05-Sep-24 to Wed 11-Sep-24			Channel: Southbound												
			CARS OR	LIGHT		TWO AXLE,	THREE	FOUR OR	FOUR OR		SIX OR	FIVE OR	SIX AXLE	SEVEN	
TIME	TOTAL	MOTOR-	CAR-	GOODS	BUSES	SIX TYRE,	AXLE	MORE	LESS	FIVE AXLE	MORE	LESS	AXLE	OR	
PERIOD	VEHICLES	CYCLES	BASED	VEHICLES		RIGID/BUSES	RIGID	AXLE	AXLE	ARTIC	AXLE	ARTIC	ARTIC	ARTIC	
Wed 11-Sep-24															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
05:00	4	1	3	0	0	0	0	0	0	0	0	0	0	0	
06:00	11	0	9	2	0	0	0	0	0	0	0	0	0	0	
07:00	21	0	19	1	0	0	0	0	1	0	0	0	0	0	
08:00	18	0	17	0	0	0	1	0	0	0	0	0	0	0	
09:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	
10:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
11:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0	
12:00	8	0	6	2	0	0	0	0	0	0	0	0	0	0	
13:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	
14:00	8	0	6	2	0	0	0	0	0	0	0	0	0	0	
15:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	
16:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	
17:00	14	0	13	1	0	0	0	0	0	0	0	0	0	0	
18:00	9	1	8	0	0	0	0	0	0	0	0	0	0	0	
19:00	11	0	9	2	0	0	0	0	0	0	0	0	0	0	
20:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
21:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
22:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
23:00	3	0	0	2	0	0	1	0	0	0	0	0	0	0	
12H,7-19	122	1	110	9	0	0	1	0	1	0	0	0	0	0	
16H,6-22	153	1	137	13	0	0	1	0	1	0	0	0	0	0	
18H,6-24	158	1	139	15	0	0	2	0	1	0	0	0	0	0	
24H,0-24	165	2	144	16	0	0	2	0	1	0	0	0	0	0	

13688	SOHAM	Site No: 13688001	Location Hawker Drive, Soham (N of Fordham Rd)
Thu 05-Sep-24 to Wed 11-Sep-24		Channel: Southbound	

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE			SEVEN OR MORE AXLE
												MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	ARTIC	
Daily Totals															
Thu 05-Sep-24	179	8	146	24	0	0	1	0	0	0	0	0	0	0	
Fri 06-Sep-24	173	5	151	16	0	0	1	0	0	0	0	0	0	0	
Sat 07-Sep-24	152	6	136	7	0	0	1	0	2	0	0	0	0	0	
Sun 08-Sep-24	133	1	125	7	0	0	0	0	0	0	0	0	0	0	
Mon 09-Sep-24	175	2	154	19	0	0	0	0	0	0	0	0	0	0	
Tue 10-Sep-24	159	3	143	13	0	0	0	0	0	0	0	0	0	0	
Wed 11-Sep-24	165	2	144	16	0	0	2	0	1	0	0	0	0	0	
Total Vehicles															
[--]	1136	27	999	102	0	0	5	0	3	0	0	0	0	0	



Appendix D

Miller's Gate Travel Survey July 2024

8 responses

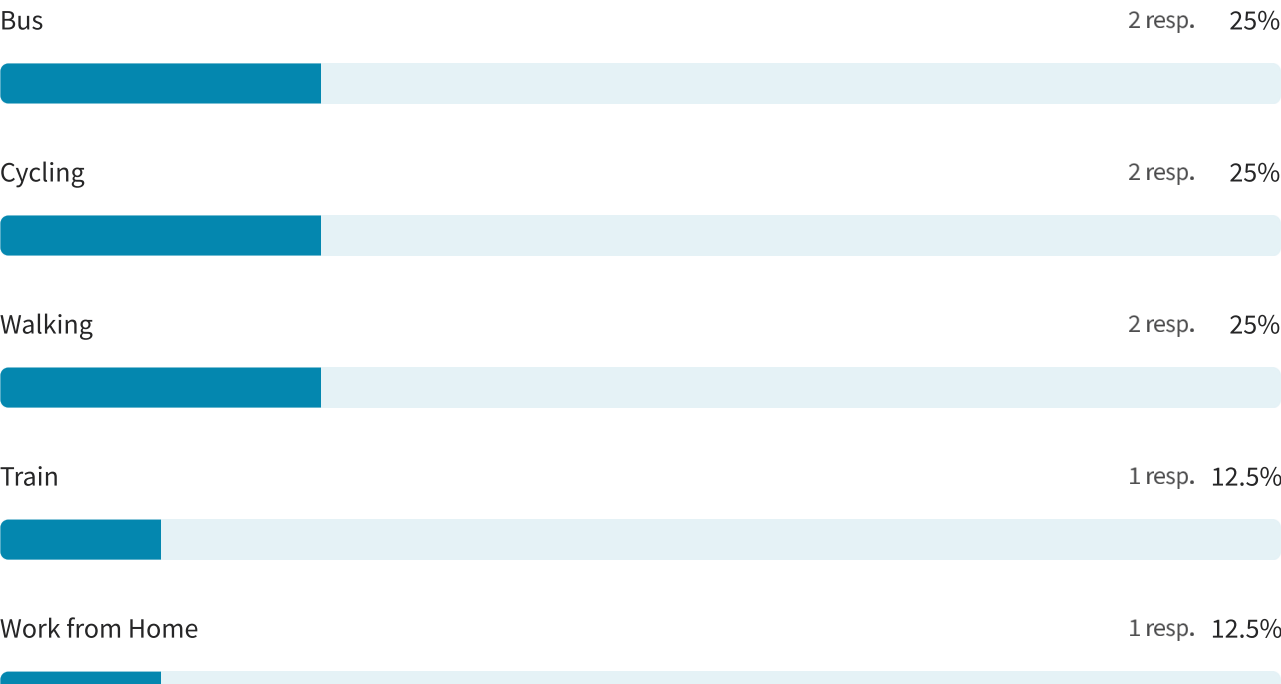
Would you like a free Personal Travel Plan?

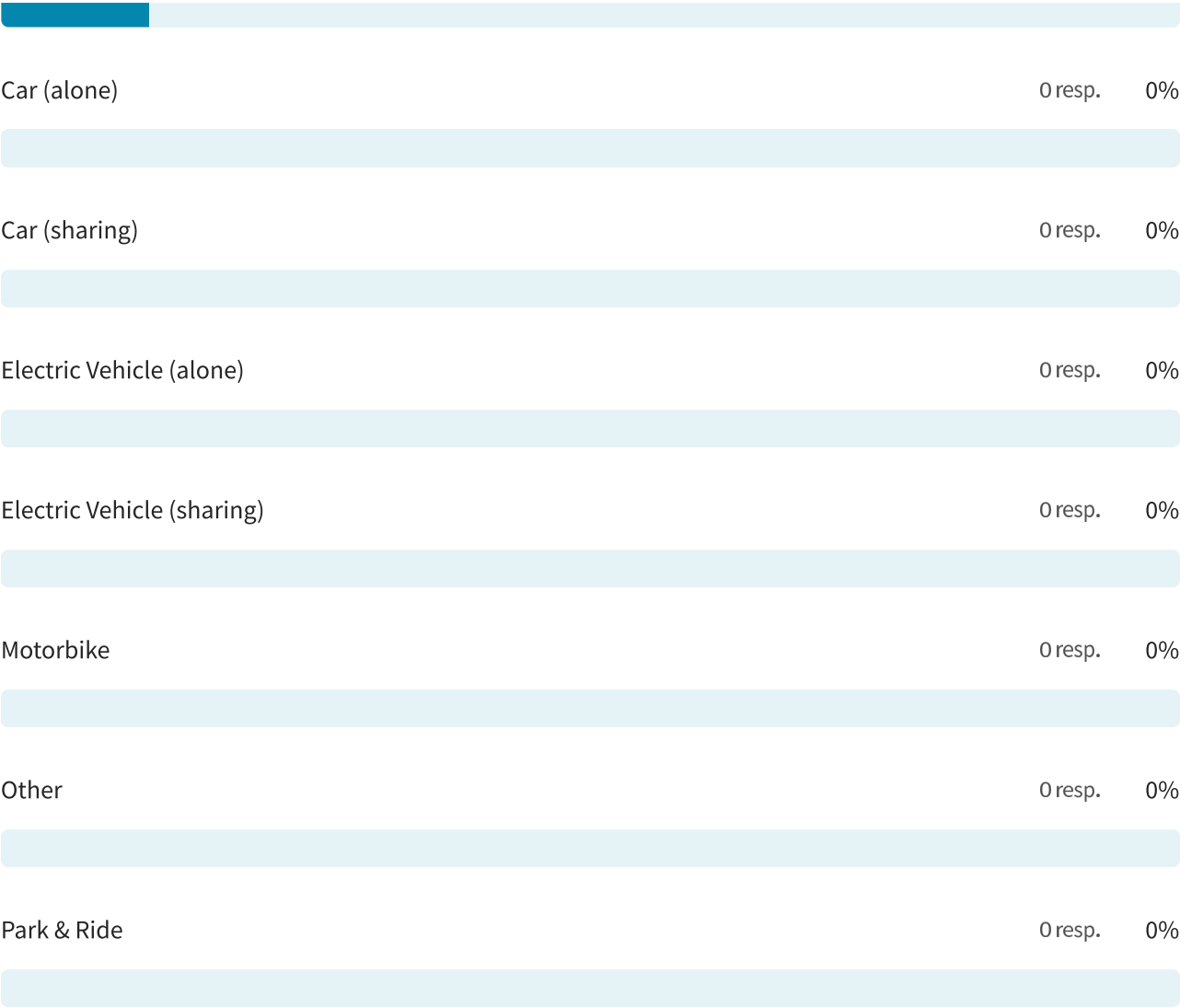
8 out of 8 answered



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

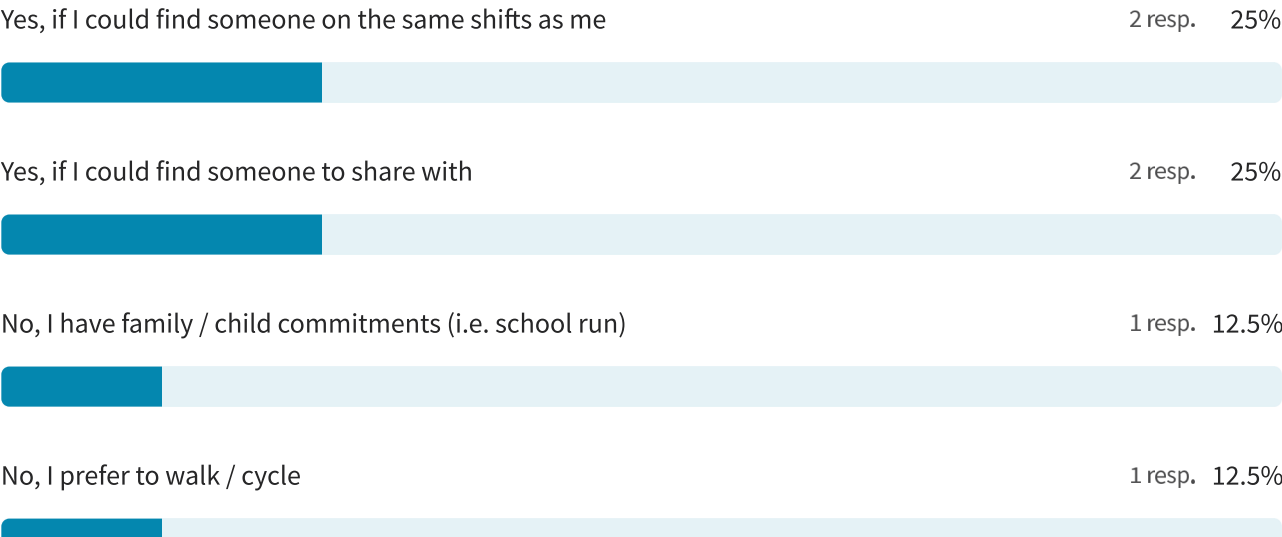
8 out of 8 answered





Would you consider car sharing regularly?

8 out of 8 answered



I already car share regularly 0 resp. 0%

I cannot travel by car due to mobility considerations 0 resp. 0%

No, I prefer using public transport 0 resp. 0%

Yes, if it was incentivised (i.e. work perks; priority parking) 0 resp. 0%

Other 2 resp. 25%

What is stopping you from travelling more sustainably?

8 out of 8 answered

Bus times don't suit my needs 3 resp. 37.5%

I can't walk / cycle to my regular destinations - too far away 3 resp. 37.5%

I need my vehicle due to family / child care 3 resp. 37.5%

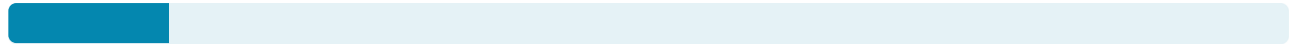
I don't think I have any other options 2 resp. 25%

I haven't found anyone to car share with 1 resp. 12.5%

I need my vehicle to carry out my job role 1 resp. 12.5%

Public transport seems too expensive

1 resp. 12.5%



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 need my vehicle to assist with my limited mobility

0 resp. 0%



Other

2 resp. 25%

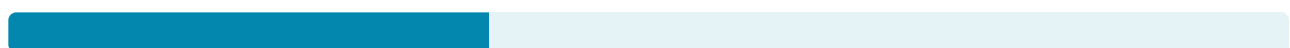


Has the Travel Information Pack helped you make informed decisions about the way you travel?

8 out of 8 answered

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

3 resp. 37.5%



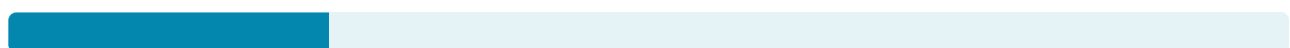
Yes, I found it helpful.

3 resp. 37.5%



I have not read the Travel Information Pack

2 resp. 25%



Do you currently or would you use a Car Club?

8 out of 8 answered

No, I would not use car clubs

5 resp. 62.5%



I would like more information about car clubs

2 resp. 25%



I would use car clubs if vehicles were available locally

1 resp. 12.5%



Yes, I currently use car clubs

0 resp. 0%

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

5 out of 8 answered

I prefer the flexibility of owning my own vehicle

4 resp. 80%



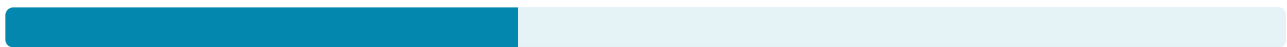
Not enough hire locations near my end destination(s)

2 resp. 40%



Not enough hire locations near my home

2 resp. 40%



I don't drive

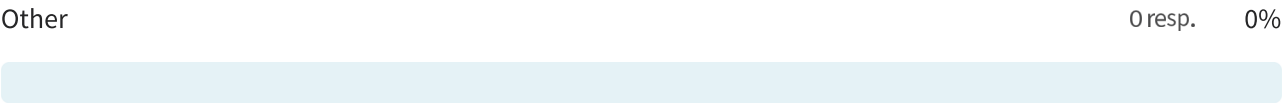
1 resp. 20%



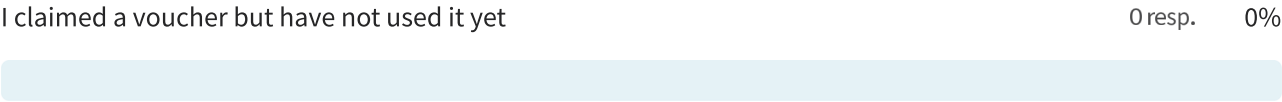
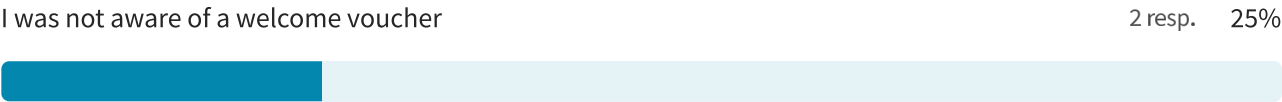
Seems expensive to hire vehicles

0 resp. 0%

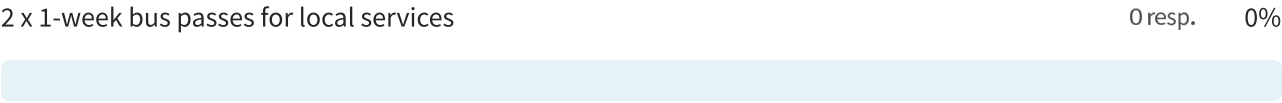




Have you claimed your welcome voucher yet?
8 out of 8 answered



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%	0%	12.5%	0%	25%	25%	12.5%	12.5%
Car (sharing)	87.5%	12.5%	0%	0%	0%	0%	0%	0%
Electric Car (alone)	100%	0%	0%	0%	0%	0%	0%	0%
Electric Car (sharing)	100%	0%	0%	0%	0%	0%	0%	0%
Walk	75%	0%	0%	0%	12.5%	12.5%	0%	0%
Cycle	87.5%	0%	0%	0%	0%	12.5%	0%	0%
Bus	75%	25%	0%	0%	0%	0%	0%	0%
Train	87.5%	12.5%	0%	0%	0%	0%	0%	0%
Motorbike	100%	0%	0%	0%	0%	0%	0%	0%
Work from Home	75%	0%	12.5%	0%	12.5%	0%	0%	0%
Other	100%	0%	0%	0%	0%	0%	0%	0%