



YEAR 2 RESIDENTIAL TRAVEL PLAN

Wayland Fields, Watton, Norfolk

Client: Barratt David Wilson Homes (Anglia)

November 2024

Project No: 80077

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1. FOREWORD

- 1.1. Smarter Travel Ltd (ST Ltd) has been appointed by the Developer – Barratt David Wilson Homes (Anglia) – as the Travel Plan Coordinator (TPC) to manage, monitor and promote the residential Travel Plan (TP) for development land off Thetford Road, Watton, Norfolk, known as Wayland Fields. The development scheme is for up to 180 residential dwellings. The provision of this TP is to oblige Part B of Condition 21 of the planning application Ref: 3PL/2014/1253/O with Breckland District Council (BDC) as well as 'Part One of Schedule Six' of the Section 106 agreement. The layout of the development is included in **Appendix A**. The site is currently under construction and at the time of writing this TP (November 2024) a total of 154 dwellings were occupied.
- 1.2. 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 "Breckland 009E" (where the site is located) has given the breakdown of number of people living per dwelling: 1745 people living in 840 households; using this data it has been forecasted that a development of 180 residential units has the potential to accommodate approximately 374 people.
- 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. Barratt David Wilson Homes (Anglia) are committed to supporting the TPC role and TP implementation and measures which are further set out in **Chapter 8**.
- 1.5. The Travel Plan Coordinator (ST Ltd) will promote, manage and monitor the success of the TP and report to Norfolk County Council (NCC) for the agreed monitoring period from the twelve-month anniversary of first occupation through to two-years after final occupation. The monitoring period is likely to be completed in 2027 with the principal target to have an 10% decrease in vehicle trip rates in comparison to those estimated in the original Transport Assessment that was used to determine the transport related impacts of the development.
- 1.6. The development lies to the south of Watton town centre, west of Norwich and southeast of Swaffham. Overall, the site is close to numerous local amenities and public transport services with good pedestrian infrastructure to support the promotion of sustainable travel.

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 Updates" which are obliged to be undertaken by the "Travel Plan Coordinator" on behalf of the Developer.
- ii. **"Travel Plan Coordinator"** 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".
- iii. **"Travel Survey"** means a standardised travel survey undertaken with manual observations at each access point to identify the modes of travel used by the residents and to determine vehicular generation of the development supplemented by postal / online surveys, where required.
- iv. **"Annual Travel Plan Update"** means a yearly report including the results and analysis of the "Travel 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 with reporting to the "Local Authority" via the "Annual Travel Plan Review" for approval. The monitoring period commenced within one year of first occupation and is expected to complete two years after final occupation in 2027.
- 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 the basis, from which to refine, expand and develop the TP and promote the objectives within and will up be updated annually throughout the monitoring period, which commenced in 2022. The proposed targets and measures have been set out in accordance with planning conditions.
- 2.2. A total budget of £95,400 has been agreed for the management, monitoring and promotion of the Travel Plan over the monitoring period.
- 2.3. All 180 properties are residential dwellings ranging from two-bedroom apartments to five-bedroom houses. 45 of these dwellings are affordable homes.
- 2.4. As the development is wholly residential and therefore the TP is an important tool in helping to deliver sustainable communities. This will bring several benefits into the local area, including:
 - i) Reducing the need to travel by private car and aim to cut congestion to and from the 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.
- 2.5. This TP has been prepared in accordance with NCC Travel Plan guidance (2023) 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).

3. POLICY CONSIDERATION

National Policy

- 3.1. 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.
- 3.2. 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".

National Planning Policy Framework (NPPF)

- 3.3. The NPPF and the DfT guidance, referred to in **Chapter 2**, 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.

Norfolk County Council Policies

- 3.4. NCC have set out Travel Plan guidance for Norfolk including "Travel plan guidance" (2023) which includes information on "Sustainable Travel Information Packs" within Appendix 3 of the document.
- 3.5. The Travel plan guidance document provides a checklist of information to be included in RTPs such as:
- Description of development including its locality;
 - Modal split data results;
 - Described objectives, targets and measures including the indicative costs;
 - Timetable of implementation of measures;
 - Described responsibilities and monitoring proposals.

4. EXECUTIVE POLICY STATEMENT

- 4.1. Barratt David Wilson Homes (Anglia) has 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. Barratt David Wilson Homes (Anglia) 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.
- 4.2. The Developer will be responsible for the ownership of the residential TP for this development for a period of no shorter than two years after final occupation. It is therefore expected that the estimated monitoring period for the development of 180 dwellings is to end no earlier than 2027.
- 4.3. 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 BDC and NCC 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:	waylandfields@SmarterTravel.uk.com
Website:	www.SmarterTravel.uk.com/Waylandfields
Date:	November 2024
On behalf of:	Barratt David Wilson Homes (Anglia)
<i>Developer Representative</i>	
Name:	Kian Saedi
Company:	Barratt David Wilson Homes (Anglia)
<i>Local Authority Representative</i>	
Name:	Liz Poole
Council:	Norfolk County Council

5. LOCAL ACCESSIBILITY AUDIT

Location

- 5.1. The development is located approximately 20km to the west of Wymondham, and 16.4km to the north of Thetford and has two accesses off Thetford Road, in the form of a new roundabout access to the south and a priority junction to the north, both of which serve Jessup Road, a through route. Two smaller private drives off Thetford Road also provide access to a small number of dwellings within Wayland Fields.
- 5.2. In addition to these vehicular access points, there will be a pedestrian connection point to a Public Right of Way on the northeastern boundary of the site, connecting to Abbey Road to the north.
- 5.3. Access to the development is off the A1075 (Thetford Road) which links Dereham and Thetford. The A1075 at Thetford links to the A11 and at Dereham, links to the A47. The A11 provides links to wider areas within East Anglia including Norwich, Cambridge and the Midlands. The A47 provides links to Great Yarmouth, Norwich, Kings Lynn and the Midlands.



Figure 1 – Wayland Fields Location (Map data ©2022 Google)

- 5.4. The vehicular and non-vehicular accesses to the development are directly off the A1075 (Thetford Road). The site benefits from 4 access points off the A1075 (inclusive of 2 private drive access points). The main roundabout access to the south of the site is the junction of Thetford Road/Watton Road/Jessup Road; with the northern access to the development is Thetford Road/Jessup Road, a simple priority junction. A site layout can be found in **Appendix A**.

Pedestrian and Cycle Network

- 5.5. The development has good access for pedestrians and cyclists to the existing area of Watton which provides access to local amenities including schools, shopping and employment areas.
- 5.6. Local amenities within the area include multiple areas of employment in the form of local business parks (Breckland and Neaton) to the northeast of the site. As well as Industrial Estate locations, with Thetford Road Industrial Estate to the north of the site, and Threxton Road Industrial Estate to the northwest of the site. All locations can be accessed using the development's proposed eastern footway along Thetford Road. There is also a new footway connection on the western side of the A1075 from the Thetford Road/Jessup Road/Watton Road roundabout, that links to an existing footway near Byfords Way.
- 5.7. The closest supermarket to the development is a Tesco Superstore which is located to the north of the development along Thetford Road, it is accessible by both walking and cycling.
- 5.8. Local schools including Watton Westfield Infant & Nursery School, Wayland Junior Academy Watton and Wayland Academy Norfolk are located to the northwest of the development. All are accessible via established pedestrian and cycle links within Watton. There is an existing pedestrian crossing to the north of the Thetford Road/Monkhams Drive junction. Wayland Academy Norfolk is also accessible via public footpath FP7 leading from Thetford Road to Merton Road.
- 5.9. National Cycle Route 13 is located to the west of the site following Merton Road, and to the east of the site following the mixed-use public footpath. This National Route is approximately 150 miles long, connecting Tower Bridge, London, with Fakenham, Norfolk. Locally however, it links with the town of Thetford.
- 5.10. A review of 2011 Census data for this area of Watton showed that cycling for commuting purposes was relatively low, which is likely to be strictly locally, with the exception of leisure related journeys.
- 5.11. The local road network within Watton is considered suitable for cycling as most roads have street lighting and are restricted to a 30mph speed limit. Residents can use websites such as cylestreets.net to obtain a suitable cycling route for their level of ability.
- 5.12. Secure and sheltered cycle parking spaces are available for the residents of houses, they can store bicycles in garages or storage provided in gardens.

Public Transport

- 5.13. Jessup Road bus stops on Thetford Road are the closest to the development, directly outside the northernmost site access. These stops provide access to Konectbus services between Attleborough and Thetford, primarily served by routes X6, 81/82. For up-to-date timetable information, residents can visit konectbus.co.uk/services/KCTB/81 or konectbus.co.uk/services/KCTB/X6 or see **Appendix B**.
- 5.14. For additional Konectbus services to Norwich (3, 3B, 3C, 6), Wymondham (3, 6), Dereham (11), Swaffham (11A) and Thetford, residents can use the Crown bus stops, located on the B1108, High Street, approximately a 14-minute walk (1km) north of the site via Thetford Road. Alternatively, the Griston Road bus stops on Norwich Road are reachable within a 16-minute walk (1km) via the Public Right of Way and Priory Road to the north of the site at Thetford Road. The locations of the closest stops can be found in **Figure 2**.

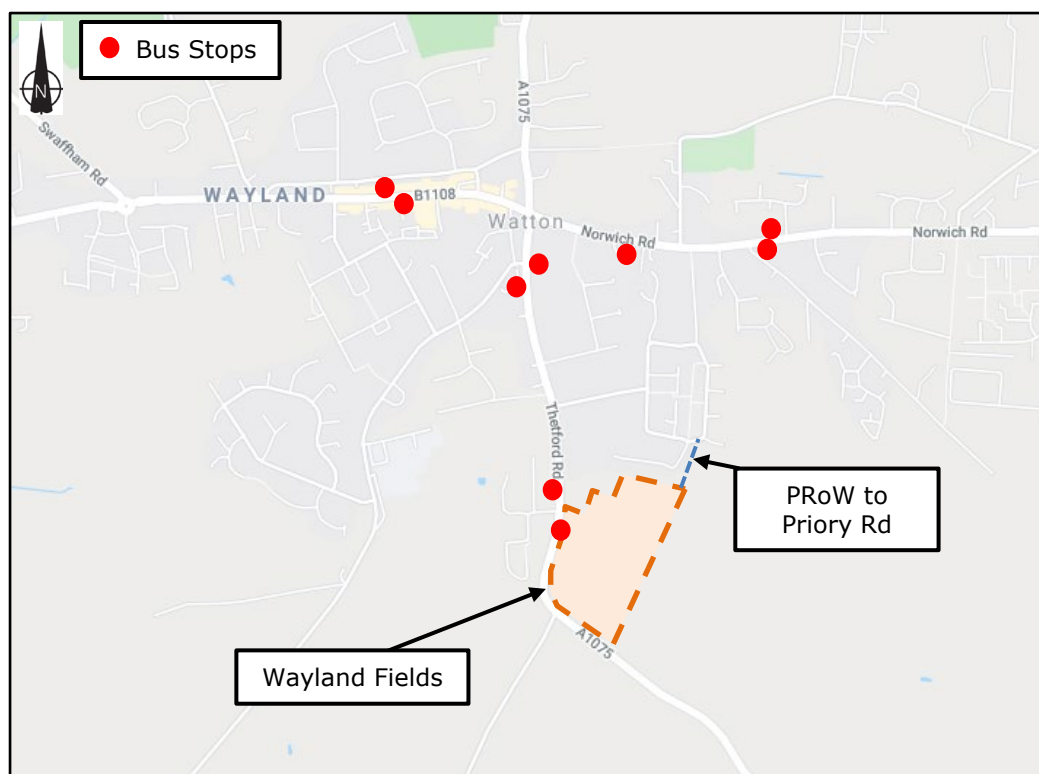


Figure 2 - Bus Stop Locations (Map data ©2022 Google)

- 5.15. Travel times to Norwich and Wymondham are approximately 60 minutes and 30 minutes respectively. To Thetford, the travel time is approximately 40 minutes. Tickets can be purchased online via websites / bus service provider apps or directly with the bus driver. There are a variety of discounted season tickets available including weekly and monthly options. Additionally, the UKs Bus Fare Scheme has been extended until the end of 2025, capped at £2 until December 31st 2024 and then £3 until 31st December 2025, all of which will be promoted to residents throughout the monitoring period.

Park & Ride Services

- 5.16. Thickthorn Park and Ride bus service is located approximately 31.5km to the east of the development and offers greater flexibility. This service provides a regular link into Norwich city centre, running every 15 minutes. A variety of ticket options are available and can be purchased both online or at the Thickthorn Park and Ride site. Weekly and four-weekly seasons tickets are available.

Community Transport

- 5.17. Community transport options are also available to residents that may have difficulty accessing regular transport services due to disability or limited mobility, that may need to attend hospital appointments, social activities or essential shopping trips, such as to a local supermarket. Travel Norfolk Car Scheme operates in the area, trips can be booked up to two weeks in advance and no less than 3 days' notice must be given. For more details, residents can visit:

norfolk.gov.uk/roads-and-transport/public-transport/travel-norfolk-car-scheme

Train Services

- 5.18. Attleborough train station is located approximately 17km away from the development. Although this would be too far for most on a bicycle, it could be used in conjunction with a car for longer, multi-modal trips to London and leisure related trips. Trips by future residents using local train services are expected to be limited, given the site location. Thetford station is also located within an accessible distance for residents, by car, roughly 20km away from Wayland Fields. This distance may be too far for most on a bicycle, so car sharing would be advised. Alternatively, the bus routes 81/82 access from Watton to Thetford/Attleborough, Monday to Saturday.
- 5.19. A review of 2011 Census data for the Watton area showed that the use of the train was very low for commuter purposes.

Local Amenities

- 5.20. 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 1/20 "Cycle Infrastructure Design" recommends that a typical cycling speed of 20mph can be assumed.
- 5.21. Although now superseded by the National Planning Policy Framework, the Government's document "Planning Policy Guidance 13: Transport" stated that "walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres." The same document also stated that "cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey *by public transport.*"

- 5.22. **Table 5.2** presents a range of local amenities in the surrounding areas, with the appropriate distance and travel time, ordered by ascending distance from site.

Table 5.2 – List of Nearest Local Amenities

Amenity	Location	Distance From Site*	Walking / Cycling Duration (minutes)
Convenience Store	Londis Wayland Garage, Thetford Road	0.4km	5 / 2
Supermarket	Tesco Superstore	0.8km	10 / 4
Fire Station	Watton Fire Station	0.8km	10 / 4
Leisure Facility	Queens Hall	1.0km	12 / 5
Doctors	Watton Medical Practice	1.0km	12 / 4
Place of Worship	Watton Pentecostal Church	1.1km	14 / 6
Public House	Kings Arms	1.1km	14 / 5
	The Crown Hotel	1.1km	14 / 5
Post Office	Watton Edwards News & Post Office	1.2km	15 / 5
Place of Worship	Watton Methodist Church	1.3km	16 / 5
Secondary Education	Wayland Academy Norfolk	1.3km	16 / 5
Nursery	Watton Westfield Infant & Nursery School	1.3km	16 / 5
Main Bus Stop	Norwich Road	1.3km	16 / 6
Library	Watton Library	1.3km	16 / 5
Employment Areas	Norwich Road Industrial Estate	1.3km	16 / 7
Dentists	Together Dental Watton	1.4km	17 / 5
Place of Worship	St Mary's Parish Church	1.4km	17 / 6
Police Station	Norfolk Constabulary, High Street	1.4km	17 / 5
Leisure Facilities	The Wayland Partnership	1.4km	17 / 5
	Loch Neaton	1.5km	19 / 6
	Watton Sports and Social Club	1.5km	18 / 6
	Watton Youth and Community Centre	1.6km	19 / 7
Primary School	Wayland Junior Academy Watton	1.6km	20 / 6
Village Hall	Watton Youth and Community Centre	1.6km	19 / 7
	Carbrooke Community Centre / Hub	2.9km	36 / 11
Rugby Club	Saham Toney Cricket / Watton RFC	4.2km	15 mins cycle
Rail Station	Attleborough Rail Station	16.7km	57 mins cycle
	Thetford Rail Station	20.1km	68 mins cycle

*Distance taken from centre of site.

- 5.23. In conclusion, the development is very well located to a great number of amenities in Watton which are accessible on foot or by bicycle. The excellent range of amenities provided in the area should influence the residents to use more sustainable modes of transport to travel locally, reducing the impact of unsustainable travel.

Barriers to Sustainable Travel and Accessibility

- 5.24. The potential issues and barriers to the promotion of sustainable travel in association with the site and its locality have been identified as follows:
- Lack of knowledge about public transport links within the vicinity;
 - No local train services;
 - The likelihood of residents undertaking shift work or working irregular hours;
 - Lack of knowledge of potential car sharing opportunities;
 - Perceived cost of public transport compared to driving;
 - Perceived accessibility on foot and bicycle to Watton Town Centre; and
 - Perceived quality of facilities (shelters / seating etc) at bus stops.
- 5.25. 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 Barratt David Wilson Homes (Anglia) for the monitoring period.

6. ANNUAL SITE AUDIT

- 6.1. During the monitoring period, an annual site audit shall be made prior to each survey by the TPC to review the condition of both on-site and off-site local footways, cycleways and public transport infrastructure, to identify and maintenance issues that could be detrimental to the promotion of sustainable travel. Any maintenance issues seen can be reported to the relevant department at the Developer / or Local Authority for remediation and be reported in monitoring reports or TP updates.

On-Site

- 6.2. As of the latest site audit (August 2024) there were no issues to report.
- 6.3. It was noted that the development was still undergoing construction to the north-east and therefore access to the PRoW was not yet complete.
- 6.4. The Sales Office was still present on Jessup Road, albeit closed at the time of auditing.

Off-Site

- 6.5. As of the latest site audit (August 2024), it was noted that public footpath FP7 was starting to become overgrown in parts and despite not being suitable for cyclists, particularly due to uneven ground, the TPC observed cyclists using it for what appeared to be leisurely rides.
- 6.6. The Jessup Road bus stops on Thetford Road were reported open and in use, monitoring therefore needs to include bus stop usage to include public transport modal split, where possible.

7. OBJECTIVES AND TARGETS

- 7.1. The potential vehicular trip rates of the development as estimated in the Transport Assessment that supported the planning application is summarised in **Table 7.1**.

Table 7.1 – Potential Trip Rates of up to 180 residential units

	Into Site		Out of Site		Two-Way	
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
AM Peak	0.151	27	0.415	75	0.566	102
PM Peak	0.402	72	0.238	43	0.640	115
12-Hour	2.586	466	2.687	484	5.273	949

- 7.2. The development would have the potential to generate, without a TP, approximately 102 two-way car movements during AM peak hour, 115 two-way vehicle movements during PM peak hour. Over a 12-hour period, it would be estimated to generate 949 two-way movements.
- 7.3. Further to this, the 2011 Census Statistics have been used to understand the current travel modes and typical work destination for existing local residents, these have been used to provide an estimate of typical travel modes that would be utilised from the development.
- 7.4. The April 2011 Census Statistics – Method to Travel of Work – Resident Population for Breckland 009E, which includes the site, is summarised in **Table 7.2**.

Table 7.2 – Method of Travel to work - 2011 Census Breckland 009E

Mode of Transport	Percentage
Train	0.2%
Bus	2.4%
Taxi or minicab	0.3%
Driving a car or van	67.3%
Passenger in a car or van	7.8%
Motorcycle, scooter or moped	1.2%
Bicycle	4.0%
On foot	16.8%
<i>Total commuting</i>	<i>100%</i>

- 7.5. The tables demonstrate that from Breckland 009E, 21% of the commuting was undertaken by cycling and walking, and a further 3% of the commuting was undertaken by public transport.
- 7.6. It is also apparent that most of the residents within the Census area that commute by SOV journey are travelling to areas within Watton followed by areas such as Mundford, Thetford and Attleborough. All of these locations are easily accessible by public transport from the development and this will be heavily promoted to residents. The exact locations within these areas would need to be determined from any postal / online residential surveys undertaken to ascertain what are the principle reasons for using a car to a specific destination.

Objectives

- 7.7. 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 SOV through raising awareness of alternative travel modes available, including car sharing – especially for those working in Watton, Thetford and Norwich;
 - 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

- 7.8. 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....).
- 7.9. 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:
- By Year 1 (2023), decrease the AM, PM and 12-hour vehicular trip rates by 5% when compared to the TA data shown in **Table 7.1**.
 - By Year 3 (2025), decrease the AM, PM and 12-hour vehicular trip rates by 10% when compared to the TA data shown in **Table 7.1**.
 - Retain the 10% vehicular trip rate reduction Year 3 (2025) throughout the remainder of the monitoring period.

- Maintain or increase the modal split in favour of sustainable transport methods when compared to 2011 Census Data for the lifetime of this TP as shown in **Table 7.2**.
- 7.10. Additional “aim-type” targets that are not directly related to travel mode are as follows and be updated each year in the monitoring process:
- At least 10% return rate for postal / online surveys issued to residents.
 - 50% of postal / online survey respondents should be aware of the TP and TPC and the services that can be provided.
 - 25% of the respondents to the postal / online survey will have obtained a Personal Travel Plan (PTP) provided by the TPC.
 - 10% of the dwellings of the development should have used either their bus /train ticket or active travel voucher.
- 7.11. 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 specified in **Chapter 8** and therefore aid in meeting the “aim-type” targets and the principal objectives of the TP.

Remedial Measures and Triggers

- 7.12. After each travel survey the TPC will assess if the targets are being achieved. 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.
- 7.13. Should the target of 10% reduction in car trip rates not be achieved after Year 3 (2025) monitoring, a promotional event to promote PTPs and host a bicycle surgery may be considered to encourage sustainable travel, in order to meet targets.

8. RESIDENTIAL TRAVEL PLAN MEASURES

- 8.1. The timescale for the implementation of measures is presented within **Table 10.3**. The table details when measures are put in place throughout the monitoring period and when implementation is expected.
- 8.2. A Travel Plan Coordinator has been appointed to manage, review and monitor the Travel Plan. The responsibilities and appointment of the Travel Plan Coordinator are detailed in **Chapter 9**.

On-site Accessibility

- 8.3. 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.
- 8.4. 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 be identified to the Developer or NCC (as applicable) to be rectified.

Public Transport

- 8.5. 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 (see **Marketing and Promotion**). The use of smartphone apps and mobile technology is promoted so residents can access up to date bus timetables.
- 8.6. Residents are made aware of the season discounts of fares for the varying 1/3/6/12 monthly bus tickets that are currently available for bus services through promotional links to relevant websites. The TPC will continue to liaise with main bus operators to ascertain any promotional discounts that can be made available to residents.
- 8.7. Residents are made aware of bus timetables, routes and fares through Travel Information Packs, in addition to the development TP webpage and annual newsletter.
- 8.8. Relevant events such as, 'Catch the Bus Week' are promoted to residents throughout (see **Marketing and Promotion**).
- 8.9. Each dwelling has and will continue to be provided the opportunity to gain a two-week pass for Konectbus services across the County. In order to claim their voucher, residents must complete the Initial Travel Survey or contact the TPC. This is promoted through a "Travel Information Pack" that each residential dwelling will receive and on the Travel Plan webpages.
- 8.10. It is accepted that walking distances to some of the local bus stops for mainline services are slightly longer than the recommended 800m distance to some dwellings set out in industry guidance. To overcome this, the health benefits of the walk to and from the key bus stops are heavily promoted and it is highlighted that a slightly shorter walking route is available via Priory Road for most key services. For those that request the bus ticket incentive

through the Travel Information Packs, a travel umbrella will be provided alongside it.

Walking

- 8.11. Pedestrian routes in the vicinity of the site are adequate, linking with local amenities within the wider Watton area. However, the TPC will liaise with the relevant authority to highlight any maintenance issues, if relevant.
- 8.12. The residents are provided information on pedestrian routes from the site to relevant local amenities within the Travel Information Pack. Branded merchandise can also be considered to be given out to residents to promote walking such as travel umbrellas at the time of any promotional events.
- 8.13. Local walking groups including Norfolk Ramblers are promoted to residents of the development. Additionally, events such as, 'Walk to Work Week' will be promoted through regular digital marketing material.
- 8.14. Route planning mobile apps and websites are promoted through the Travel Information Packs as well as through the development Travel Plan webpages.
- 8.15. The TPC will (if required) work with local schools in Watton with the aim of encouraging walking to and from the development. The results of working with local schools will be reported in the annual TP monitoring reports, as appropriate.
- 8.16. As an alternative to a two-week public transport pass, residents can claim a £60 active travel voucher. This can be used for active travel equipment including comfortable walking shoes or other walking equipment.

Cycling

- 8.17. The travel survey provides information about the potential to increase the number of trips made from the development by bicycle, by comparing how many residents currently cycle with how many would consider cycling.
- 8.18. The TPC will (if required) 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 highway safety and appropriate cycle routes from the site to relevant regular destinations via a PTP, as requested (see **Marketing & Promotion**).
- 8.19. The £60 active travel voucher that is available to residents can be spent on cycling equipment, accessories, or as a contribution towards the cost of a new bicycle, redeemable via [decathlon.co.uk](https://www.decathlon.co.uk) (subject to change).
- 8.20. A mobile mechanic may be organised to attend site for a day and allow pre-bookable services for residents to promote cycling as a primary mode for local journeys. This event will be considered annually in springtime, or where appropriate, alternative promotional activities will be considered.
- 8.21. Cycling related branded merchandise will also be considered, distributed to residents via promotional activities, such as a high visibility backpack rain covers and lights, among others. In addition to this, BikeRegister kits will be offered to residents free of charge.

Car Sharing

- 8.22. Car sharing represents a relatively convenient alternative form of car travel and potential exists to reduce the total private mileage of the residents.
- 8.23. The Travel Plan Coordinator will continue to promote the Liftshare public network ([Liftshare.com](https://www.liftshare.com)), 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.
- 8.24. Residents are made aware of the Liftshare public network via the Travel Information Pack, social media and the development TP webpage.
- 8.25. During any on-site promotional event, car sharing will be heavily promoted to residents with competitions and give-aways for regular car sharers. Additionally, car sharing options will be promoted regularly through the annual newsletters and social media marketing throughout the monitoring period.

Marketing and Promotion

- 8.26. Travel Information Packs for the development have been delivered to each dwelling by the Sales Office, for direct engagement with residents to encourage and promote the measures contained within this TP. A draft version of the Travel Information Pack was supplied to NCC and approved three months prior to first occupation.
- 8.27. The TPC has provided training to the sales staff of the Developer on the aims and objectives of the TP as well as the incentives available to residents. Posters were provided to the Developer so that sales staff can visually show the sustainable travel options available to residents.
- 8.28. 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 dwelling is provided with a Travel Information Pack that will direct residents to the development Travel Plan webpage 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 Travel Information Packs to ascertain very early indications of travel behaviour change.
- 8.29. Travel Plan webpages have been created specifically for the development's residents via www.SmarterTravel.uk.com/Waylandfields this provides links to this TP, as well as a useful way to contact the TPC for general travel related queries or for a PTP. 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;

- PTP requests;
 - Public transport information including details of the bus text service (explaining what buses and train services, can be taken to access facilities);
 - Cycle and pedestrian route maps;
 - Details of home shopping services and collection points;
 - Details of how to obtain the sustainable travel vouchers and any other measures including residents travel surveys;
 - Marketing for the Liftshare 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.
- 8.30. The TPC, through the use of social media and other marketing materials for the development, promotes the use of sustainable travel and any nationally promoted travel days such as national bike week, etc.
- 8.31. It is recommended that the TPC undertake promotional events at the following times to increase awareness of the Travel Plan. Suggested events are as follows:
- Regular and on-going marketing to highlight TP webpages, social media and bus ticket promotion as well as PTPs and merchandise;
 - Postal / online survey with prize incentive for respondents;
 - Annual newsletters to be distributed to all residents highlighting any relevant travel information or events happening; and
 - General small social media promotional events to engage with residents and provide information directly on sustainable travel.

Personal Travel Planning (PTP)

- 8.32. The TPC provides a Personal Travel Plan to residents who request the service. They are made aware of this scheme by information provided on the TP webpages, promotional events and via marketing media issued to them. They can also contact directly the TPC through details given in **Chapter 4** of this TP.
- 8.33. The above list of measures is not exhaustive and should provide a basis of measures that can be implemented easily. The TPC will identify other measures throughout the life of the plan to aid in achieving the set targets and reducing SOV travel.

9. MANAGEMENT AND MONITORING

- 9.1. A programme of monitoring and review has been designed to generate information by which the success of the scheme can be evaluated. Monitoring and review will be the responsibility of the TPC.

The Travel Plan Coordinator

- 9.2. The TPC has been identified and appointed – with the contact details set out in **Chapter 4**. The TP will be managed for a minimum duration of two years after final occupation, estimated to conclude in 2027. The TPC is funded by the Developer from appointment and for the monitoring period.
- 9.3. The TPC will take responsibility for the development and management of the TP and ensure 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.
- 9.4. The TPC can provide a Personal Travel Plan (PTP) to residents of this development. This service is provided on demand and will aim to be provided within 15 working days of any survey closure or otherwise ad hoc request.
- 9.5. The TPC ensures that structures for the on-going management of the plan are set up and running effectively, and helps to promote individual measures such as bus tickets, car sharing, etc. This can be undertaken through social media / marketing material, PTP and / or via the development TP webpages.
- 9.6. The TPC liaises 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.
- 9.7. The TP is reviewed at every completion of the annual travel survey, as part of an on-going monitoring process. The TPC will submit details of each review to NCC within two months of the completion of the surveys.

Automatic Traffic Count (ATC) Surveys

- 9.8. A 1-week ATC loop survey will be repeated annually at the main vehicular accesses. This includes the baseline survey (twelve-month anniversary of the first occupation to comply with the S106 agreement) and the five-year monitoring period. The monitoring will be completed two-years after final occupation, as set out in the S106 agreement.
- 9.9. Whilst the development is under construction, any associated construction/contractor movements will be disregarded, where possible. Due to unfinished road surfaces, the ATC survey was not completed for the baseline survey.
- 9.10. The vehicular trip rates will then be compared with the Transport Assessment figures to determine the effectiveness of the TP throughout the monitoring period.

Manual Monitoring

- 9.11. At a minimum, on the baseline survey, year one anniversary and biannually thereafter, in accordance with the latest NCC guidance, the ATC surveys will be supplemented with a manual count survey undertaken over a 12-hour period (7am – 7pm) on either a Tuesday, Wednesday or Thursday (also when the show home is not open, where possible, nor during school holidays). This will be undertaken on all entrances to the site by any mode of travel. Joggers and dog walkers can be excluded from the survey.
- 9.12. A manual count survey supplemented the ATC data collection in 2024 as the Jessup Road bus stops on Thetford Road were open for use, providing an opportunity to capture more accurate data for public transport mode split.
- 9.13. The determined modal split of travel will then be able to be used to compare the effectiveness of the TP over the monitoring period. Any manual count data collected will be TRICS validated.

Postal/Online Surveys

- 9.14. Postal / online surveys will be undertaken at baseline and on alternate years to the multi-modal surveys, unless otherwise appropriate. Surveys directly to residents will enable a more direct questioning of their travel habits and identify measures that can assist in changing their travel habits to more sustainable means. To maximise the potential for return of postal / online surveys, a prize draw will be offered, including prizes such as: a £100 active travel voucher, a Fitbit Inspire 3 and a £25 shopping voucher. The result of each postal / online survey are to be issued to the Local Authority via the annual TP updates.
- 9.15. All online / postal surveys are confidential. No names or addresses shall be passed on to any third party (such as a public transport operator) unless consent has been granted by the participant. The only personal information that may be deemed necessary for the purposes of the TP are as follows:
- Name and address;
 - Age;
 - Telephone number / email address;
 - Whether they are registered disabled;
 - Number and age of any dependants; and
 - Proof of address (if claiming an incentive).
- 9.16. All survey information shall be kept secure by the TPC in accordance with the ST Ltd Data Protection Policy. Hard copies of any surveys that have any personal information on shall be 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 shall be saved securely on the local server and the file shall be password protected. Electronic copies shall not be kept longer than a period of two years and shall be securely deleted thereafter.

Additional Monitoring

- 9.17. To ascertain whether the residents have already changed their mode of travel as a result of moving to this development from another location, a short survey is provided within the Travel Information Pack that the resident will need to complete to claim the welcome voucher.
- 9.18. Additional measures may also be considered throughout the monitoring period, should the TP not be on track to achieve the principle target. Any additional measures considered by the TPC will be discussed and agreed with the Developer prior to implementation.

Options for future managing the Residential Travel Plan

- 9.19. There is a choice of different structures available for the on-going management of the TP beyond the monitoring period, should demand warrant it.
- 9.20. The different options for management exist, are as follows:
- Management or consultant Companies;
 - Town Council; and
 - Steering groups, created with partnership working between the Local Authority, Developer and local representatives.
- 9.21. Whichever option is chosen then it will be notified to the Local Authority within the final TP update.

Summary

- 9.22. Monitoring is to be undertaken at a cost to the Developer and be at a similar time of the year (in spring or autumn) to provide a comparative assessment. It is to be 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 action.
- 9.23. The results of the survey are issued to NCC as part of the TP update identifying the progress against the original objectives and targets. If the set targets have not been reached the TPC will seek to address and improve use of any mode, which seems to be underrepresented and where greater utilisation could reasonably be achieved and report to NCC.
- 9.24. In addition to the travel surveys noted above, the take-up of additional TP measures will be monitored to demonstrate the impact of the TP on the residential estate, and to understand which measures are successful.

10. MONITORING RESULTS

Baseline (2022)

- 10.1. The baseline monitoring of Wayland Fields was undertaken on Thursday 22nd of September 2022. This involved a manual count of all movements in/out of the development at Jessup Road (roundabout access) and both private driveway access points of the development, as the only constructed access points at the time of the survey. At the time of monitoring, 60 dwellings (10 affordable included) were occupied. As there was still construction taking place, any movements associated with this work were discredited where possible.
- 10.2. Due to unfinished road surfaces and on-going construction, it was not deemed suitable to install an ATC in the baseline year.
- 10.3. Additionally, a baseline postal / online survey was carried out with 19 total respondents, indicating a 31.7% response rate for the site.

Year 1 (2023)

- 10.4. A 1-week ATC was conducted from 2nd-9th October 2023, at 2 vehicular access points on Jessup Road, one for the south/north vehicular access and one for the east/west vehicular access. The ATC's captured 102 of the 111 occupied dwellings, as the private drive with direct access to Thetford Road do not use the primary accesses.
- 10.5. Two Manual Count surveys were conducted on 3rd October 2023 on Jessup Road, one for the south/north vehicular access and one for the east/west vehicular access. There were showers in the AM period and a dry PM period.

Year 2 (2024)

- 10.6. A 1-week ATC was conducted from 8th – 14th October 2024, at the 2 vehicular access points on Jessup Road. The ATCs captures 138 of the 147 dwellings occupied at the time of monitoring, as there are 9 dwellings with private drive accesses off Thetford Road.
- 10.7. Two Manual Count surveys were conducted on 8th October 2024, at the 2 vehicular access points on Jessus Road. There were showers in the AM period and dry conditions in the PM period.
- 10.8. The 2024 Manual Count and ATC datasets can be found in **Appendix C** and **Appendix D**, respectively.

Trip Rates

- 10.9. **Table 10.1** below shows the estimated trip rate and trip generation per dwelling from the original TA, compared to what was observed during each year's monitoring periods to date.

Table 10.1 – Trip Rate Comparison

	Time Period (Two-Way Trip Rate)		
Monitoring Period	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)	12-Hour (07:00-19:00)
TA Estimate	0.566	0.640	5.273
Baseline (2022)	0.450	0.233	3.300
Year 1 (2023)	0.524	0.482	5.176
Year 2 (2024)	0.303	0.409	4.081

- 10.10. The trip rates observed in the Year 2 (2024) monitoring show a continued decline in vehicular trips and remained lower than that estimated in the original TA. The trip rates have exceeded the Year 3 (2025) trip rate reduction target of 10% ahead of schedule, with the AM peak achieving a 47% reduction, the PM peak achieving a 36% reduction and the 12-hour reaching a 23% reduction, when compared to the TA Estimate.
- 10.11. The noticeable drop in trip rates since 2023 monitoring may be in part due to the new Jessup Road bus stops encouraging more residents to use public transport, which correlates with the modal split findings detailed below in **Table 10.2**, and in part due to the site build being in the final stages of construction and therefore requiring less contractors on-site, as they can be difficult to remove from ATC data. Once the site is fully occupied, future years' monitoring will be able to determine more accurate residential trip rates to compare against.
- 10.12. The next ATC monitoring will take place in 2025, unless otherwise required, as per NCC guidance.

Modal Split

- 10.13. **Table 10.2** shows the modal split from 2011 Census Data, compared to what was observed during each on-site manual count monitoring period.

Table 10.2 – Modal Shift Comparison

Mode of Travel	Census (2011)	Baseline (2022)	Year 1 (2023)	Year 2 (2024)
Driving car or small van	67.3%	54.3% (40.8% SOV)	59.6% (45.6% SOV)	56.6% (80.4% SOV)
Passenger (car sharing)	7.8%	14.2%	15.0%	15.8%
On Foot	16.8%	17.3%	16.0%	18.7%
Bicycle	4.0%	0.0%	1.2%	1.3%
Motorbike	1.2%	0.0%	1.0%	0.6%
Other	2.9%	14.2%	7.2%	7.0%
Total	100%	100%	100%	100%

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. For on-site monitoring, public transport trips are likely to be in the 'on foot' figure at the site accesses.

- 10.14. **Table 10.2** identifies that driving a car or small van has declined since last year and remains lower than that observed in the 2011 Census Data, although SOV trips made up a higher proportion of those travelling in a vehicle. Car sharing has grown since last year and remains significantly higher than the 2011 Census figure. Active travel modes have also seen a rise in popularity, with cycling showing promising signs of growth and walking once again above the 2011 Census figure. The increase in foot traffic may be influenced by the launch of the Jessup Road bus stops on Thetford Road, as the data showed significantly more footfall at the Jessup Road north access, which leads to the bus stops and further north into Watton.
- 10.15. The next manual count monitoring will take place in 2026 unless otherwise required, as per NCC guidance.

Residents' Travel Survey

- 10.16. Below is a summary of the findings from each residential travel survey conducted throughout the monitoring period.

Baseline (2022)

- 10.17. A proportion of the total 19 respondents of the 2022 survey indicated that they used multiple modes of travel often and therefore selected multiple answers. Respondents to the 2022 survey had an increased modal split in favour of sustainable travel when compared to the 2022 manual count survey results. 46% of respondents drove alone (opposed to 56% in the 2022 manual count) and 25% car shared (opposed to 11% in 2022 manual count).
- 10.18. The 2022 survey indicated that only 4 (21%) of the total respondents were aware of the TP for Wayland Fields.
- 10.19. The 2022 survey showed that 4 (21%) of the total respondents requested a Personal Travel Plan, contributing to the overall claims throughout the lifetime of the TP.
- 10.20. 11 dwellings had claimed/used their travel plan vouchers (of the 60 occupied dwellings in 2022), indicating that the 10% target set out in **Chapter 7** was being achieved.

Year 1 (2023)

- 10.21. No postal/online survey was required in 2023.

Year 2 (2024)

- 10.22. In September 2024, travel survey invitations were sent to 147 occupied dwellings at the time of monitoring, and reminders were sent two weeks to encourage participation. A prize draw was offered, including 3 prizes; a £100 Decathlon store voucher, a Fitbit Inspire 3 and a £25 shopping voucher.
- 10.23. Overall, the survey received 14 (10%) responses, which achieved the 10% target set out in **Chapter 7**.
- 10.24. 0 respondents claimed a PTP from the 2024 survey. The PTP service will continue to be promoted throughout the monitoring period, primarily through the travel surveys and newsletters sent to all occupied households.
- 10.25. 8 (57%) of respondents claimed to have read the Travel Information Pack and would therefore have an awareness of the TP and TPC services, including PTPs. This achieved the 50% awareness target set out in **Chapter 7**. Of those who had read it, half found it helpful, half did not.
- 10.26. Participants were asked how often they travelled and which mode(s) they used, to which 79% said they walk for an average 3 days per week, 71% drive alone in a car for an average 4 days per week and 57% car share for an average 4 days per week. On the other hand, 43% said they work from home for an average 3.5 days per week.

- 10.27. Participants were asked which alternative mode they would consider should their main mode become unavailable, the top 3 modes were; car sharing (36%), bus (21%) and walking (21%). Interestingly, only 7% would choose to work from home.
- 10.28. When asked whether they would consider car sharing regularly, 5 (56%) said they already car share regularly and 2 (22%) said they would if they could find someone to share with. Comparatively, 1 (11%) said they couldn't car share because of family / child commitments and 1 (11%) said they prefer using public transport.
- 10.29. Participants were asked what was stopping them from travelling more sustainably, to which 6 (43%) said their regular destination(s) are too far away to walk / cycle, 5 (36%) said the bus stimes don't suit their needs, 4 (29%) don't believe they have any other options, 4 (29%) claimed to need their vehicle due to family / child care and 4 (29%) perceive the surrounding roads to be unsafe to walk / cycle.
- 10.30. When asked whether the cost-of-living crisis had impacted their daily life and travel arrangements, 43% said no and 7% did not comment, compared to 50% who said yes and provided comments focusing heaving on the cost of fuel, such as: *"I have to do all of my errands at once to limit fuel usage"*, *"Sometimes I take a bus rather than drive as it is cheaper"* and *"Yes it's becoming impossible to afford fuel after paying bills and doing food shopping"*.
- 10.31. Participants were asked to provide additional feedback, to which 4 comments were provided that focused on local public transport provision; *"More bus services on weekends especially mornings and better return options from destinations such as Dereham, Norwich"*, *"More buses to and from Thetford"*, *"Would be nice if the bus was to come up to the roundabout and then back down for people who need to get to Norwich"* and *"I wish that Watton had a train station"*.
- 10.32. A copy of the 2024 travel survey results can be found in **Appendix E**.

Incentive Claims

- 10.33. As of November 2024, the following incentives had been issued, at which time 154 dwellings were occupied:
- 16 residents had claimed a PTP.
 - 21 households had claimed an active travel voucher.
 - 10 households had claimed a bus voucher.
 - 26 households had claimed a Smarter Travel umbrella.

Action Plan

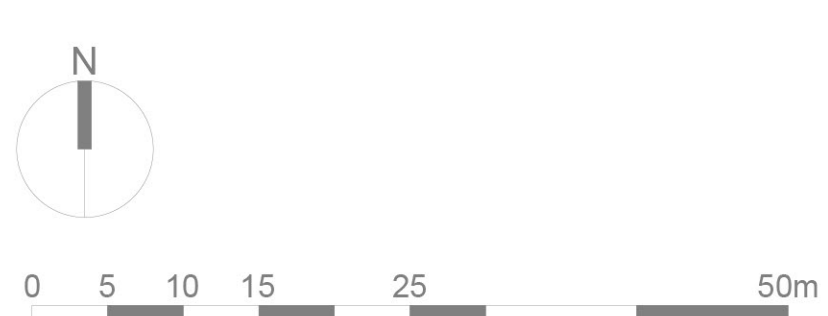
- 10.34. Details of the proposed measures to be implemented throughout the monitoring period can be found in **Table 10.3** below.

Table 10.3 – Action Plan

Measure	Action	Next Due
Travel Information Pack (TIP)	Every resident will receive a TIP when moving in, promoting sustainable travel and incentives available to residents	Until final occupation
Personal Travel Plans (PTPs)	Promotion of PTP service to all residents via marketing channels (TIP, newsletter, social media, travel surveys)	Until monitoring period ends
Webpage and social media	Travel plan webpage and social media channels will be regularly reviewed and updated with useful information	Ongoing
Sustainable Travel Promotion	Promote walking and cycling, public transport (bus and train) and car sharing, as appropriate throughout the year	Ongoing (seasonal)
Promotional Events	Vouchers for a mobile mechanic service will be considered and initial incentives will be promoted periodically	Ongoing (seasonal)
Postal/online survey	An annual travel survey to understand behaviour changes and promote incentives.	Summer 2025
Newsletter	An annual update on travel information, news and incentives.	Autumn 2025
Automatic Traffic Count (ATC)	A 1-week ATC survey at every vehicular access point to monitor trip rates. Required annually as per NCC guidance.	Autumn 2025 (Annual)
Manual Count Survey	A 12-hour manual count of all movement in/out of site to monitor and compare trip rates. Required biennially as per NCC guidance.	Autumn 2026 (Biennial)

Appendices

Appendix A



Thetford Road, Watton
ACCOMMODATION SCHEDULE

Date: 12.02.20						Rev: A
Ref	Name	Storey	Sq Ft	No. Of Beds	No. Units	Total Sq Ft
ALC	Alcott	2	905	3b/4p	11	9,965
HOY	Hoy	2	950	3b/5p	27	25,650
WEI	Weir	2	1,001	3b/5p	6	6,006
RED	Redgrave	2	1,050	3b/5p	9	9,450
HOL	Holmes	2	1,152	4b/6p	10	11,520
SIM	Simmons	2	1,208	4b/6p	17	20,536
ADL	Adlington	2	1,296	4b/6p	24	31,104
RAD	Radcliffe	2	1,301	4b/6p	31	40,331
				TOTAL	135	154,552
AFFORDABLE HOUSING (25%)						
N2B1	N2B1	2	851	2b/4p	20	17,020
N2B2	N2B2	2	1,001	3b/5p	17	17,017
N2B4	N2B4	2	1,141	4b/6p	2	2,282
N2B8	N2B8	2	555	1b/2p	3	1,665
N2B9	N2B9	2	599	1b/2p	3	1,797
				TOTAL	45	39,781
OVERALL TOTAL				180	194,333	

Note: Landscaping is indicative - For full landscape details please see landscape drawings submitted as part of the application.

No.

Date

Amendment

Initials

No.

Date

Amendment

Initials

Client : Barratt Homes

Project : Thetford Road, Watton

Drawing : Proposed Site Layout Plan

Scale : 1:500 @ A0

Status : Planning

Date : Aug 19

Dwg No : 19-2971-002

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8/19/2019 15:09:57 Thetford Road, Watton (Planning) (19.02). Site Plan

Appendix B

Watton ▶ Griston ▶ Great Hockham ▶ Thetford 81

Monday to Friday except Bank Holidays

	Sch	MF	Sch	TWTh
Watton, High Street, Post office	0940	1140	1340	
Wayland Academy				1450 1550
Griston, Church Rd (for Wayland Prison)	0949	1149	1349	1459 1559
Caston, Green	0953	1153	1353	1503 1603
Great Hockham, Green	1000	1200	1400	1510 1610
East Wretham, A1075	1003	1203	1403	1517 1617
East Wretham, Camp	1004			1519 1619
Croxton, Church Avenue	1015			
Thetford, Churchill Road		1211	1411	1527 1627
Thetford, Bus Interchange	1030	1215	1415	1531 1631
Thetford, Bus Interchange	1045			
Bury St Edmunds, Bus Station	1125			

Codes:

Sch runs on school days

SchMF runs on school days on Monday & Friday

NSchTWTh runs on school days on Tuesday, Wednesday & Thursday

Route 86 and school journeys are operated by Coach Services of Thetford

Thetford ▶ Great Hockham ▶ Griston ▶ Watton 81

Monday to Friday except Bank Holidays

	86
Bury St Edmunds, Bus Station	1325
Thetford, Bus Interchange	1355
	Sch
Thetford, Bus Interchange	0750 1035 1230 1420
Thetford, Churchill Road	0753 1037 1422
Croxton, Church Avenue	1237
East Wretham, Camp	0800 1247
East Wretham, A1075	0803 1049 1249 1434
Great Hockham, Green	0810 1054 1254 1439
Caston, Green	0817 1101 1301
Griston, Church Rd (for Wayland Prison)	0823 1105 1305
Wayland Academy	0835
Watton, High Street, Post office	1112 1312 1451

Norwich ▶ N&N Hospital ▶ Hingham ▶ Watton

Norwich ▶ Wymondham ▶ Hingham ▶ Watton

Journeys serving Barnham Broom (3B) & Carbrooke Village (3C)

Monday to Saturday except Bank Holidays

Route	3C	3	3	6	6	3	6	3	6	3	6	3	6	3B	6	3C	6
Code	Sch	Hol	Sch	Sch	NSch												
Norwich, Bus Station (B)	0705	0705		0800	0815	0845	0915	0945	1015	1045	1115	1145	1215	1245	1315	1345	1415
Norwich, St Stephens Street [BS - bus 6; BT - bus 3]	0708	0706		0801	0816	0846	0916	0946	1016	1046	1116	1146	1216	1246	1317	1347	1417
Newmarket Road, Town Close Road	0709	0709		0805	0819	0849	0919	0949	1019	1049	1119	1149	1219	1249	1319	1349	1419
Cringleford, Bus Interchange [A - bus 3; C - bus 6]	0715	0715		0818	0825	0857	0925	0957	1025	1057	1125	1157	1225	1257	1325	1357	1425
Hethersett, Steeple Tower				0825	0829		0929		1029		1129		1229		1329		1429
Wymondham, Waitrose				0835	0835		0935		1035		1135		1235		1335		1435
Wymondham, Cross, Big Fry				0845	0842		0942		1042		1142		1242		1342		1442
Wymondham, Melton Road				0848	0845		0945		1045		1145		1245		1345		1445
Wicklewood, Cherry Tree				0853	0850		0950		1050		1150		1250		1350		1450
N&NU Hospital (B)	0720	0720				0902		1002		1102		1202		1302		1402	
Barford, B1108, Cock Inn	0730	0730				0913		1013		1113		1213		1313		1413	
Barnham Broom, Post Office																	
Hingham, Market Place	0742	0742		0901	0858	0925	0958	1025	1058	1125	1158	1225	1258	1329	1358	1425	1458
Carbrooke, Broadmoor Road, opp Bus Shelter	0754															1435	
Carbrooke, Salmond Rd, layby	0757	0751		0910	0907	0934	1007	1034	1107	1134	1207	1234	1307	1338	1407	1437	1507
Watton, Blenheim Grange	0800	0754	0830	0911	0912	0935	1008	1035	1108	1135	1208	1235	1308	1339	1408	1438	1508
Watton, High Street, Crown	0815	0806	0840	0920	0917	0947	1017	1047	1117	1147	1217	1247	1317	1351	1417	1447	1517
Watton, Swaffham Road				0921	0918	0948	1018	1048	1118	1148	1218	1248	1318	1352	1418	1448	1518
Watton, Wayland Avenue				0922	0920	0950	1020	1050	1120	1150	1220	1250	1320	1354	1420	1450	1520
Wayland Academy	0822		0845														



Later Evening
Services on Route 3

runs on school days only
runs on Saturdays and during school holidays
runs on Mondays to Fridays in school holidays

Codes:

Sch

NSch

Hol

Late journeys on this route are partly funded by
Norfolk County Council Bus Service Improvement Plan



HM Government



Code	3	6	3	6	3B	X6	6	6	3B	6	6	3	8	3B
						NS	NS	S						ThFS
Norwich, Rail Station, Thorpe Road														2110 2230
Norwich, Castle Meadow (CU)														2114 2235
Norwich, Bus Station (B)	1445	1525	1555	1625	1655	1725		1725	1755	1820	1920	2020	2120	2240
Norwich, St Stephens Street [BS - bus 6; BT - bus 3]	1446	1526	1556	1626	1656	1727		1726	1756	1821	1921	2021		2241
Newmarket Road, Town Close Road	1449	1530	1600	1630	1700	1730		1730	1800	1825	1925	2025	2123	2245
Eaton, The Cellarhouse			1604		1704				1804					
University of East Anglia, University Drive			1608		1708				1808					L
Cringleford, Bus Interchange [A - bus 3; C - bus 6]	1457	1537		1637		1735		1737		1830	1930	2030		2250
N&NU Hospital (B)											1935			
Hethersett, Steeple Tower		1542		1642		1740		1742		1834	1942			
Wymondham, Waitrose		1548		1648		1747		1748		1840	1947			
Wymondham, Cross, Big Fry		1555		1655		1753a 1755c		1755		1845	1952			
Wymondham, Melton Road		1558		1658			1758	1758		1850	1955			
Wicklewood, Cherry Tree		1606		1706		via Great Ellingham & Carlton	1803	1806		1855	2000			
N&NU Hospital (B)	1502		1620		1720				1820			2035		2255
Barford, B1108, Cock Inn	1513		1632		1732				1832			2046		2306
Barnham Broom, Post Office					1739				1839					2313
Hingham, Market Place	1525	1615	1644	1715	1751	1811	1815	1851	1903	2008	2058			2325
Carbrooke, Salmond Rd, layby	1534	1625	1653	1725	1800	1819	1825	1900	1911	2016	2106			2333
Watton, Blenheim Grange	1535	1626	1654	1726	1801		1820	1826	1901	1912	2017	2107		2334
Watton, High Street, Crown	1546	1635	1705	1735	1811	1834	1831	1835	1911	1921	2025	2115	2230	2340
Watton, Swaffham Road		1636	1706	1736	1812	1836	1832	1836	1912		2026	2116		2341
Watton, Wayland Avenue		1637							1913					

guaranteed connection (no change of bus required)

Route	6	6	6	NFS	ThFS
				3	11
Watton, High Street, Crown	1835	1831	1835	2115	2340
Watton, Swaffham Road	1836	1832	1836	2116	2341
Watton, High Street, Post Office		1835		2120	2345
Shipdham, Post Office		1844		2129	2354
Toftwood, A1075, Westfield Road		1852		2137	2359
Saham Toney, The Oval	1840		1840		
Ashill, Goose Green	1845		1845		

Codes:

a calls at Wymondham Fairland Green not Market Cross

b this journey stops at Hingham, The Fairland not Market Place

c connects with X6 at Wymondham Fairland Green at 1753

Sch runs on schooldays only

NSch runs on Saturdays and during school holidays

Hol runs on Mondays to Fridays in school holidays

ThFS runs on Thursdays, Fridays and Saturdays only

NS does not run on Saturdays

The 0800 (6) calls at Hethersett Academy at 0830

The 2110 from Norwich is route 8 via Dereham continuing to Watton as 11A

Sundays and bank holidays

Route	3	3	3	3B	3	3
Norwich, Bus Station (B)	0915	1115	1315	1515	1715	1815
Norwich, St Stephens Street [BT]	0916	1116	1316	1516	1716	1816
Newmarket Road, Town Close Road	0920	1120	1320	1520	1720	1820
Cringleford Interchange, Stand A	0925	1125	1325	1525	1725	1825
N&NU Hospital (B)	0933	1133	1333	1533	1733	1833
Barford, B1108, Cock Inn	0945	1145	1345	1545	1745	1845
Barnham Broom, Post Office				1551		
Hingham, Market Place	0957	1157	1357	1601	1757	1857
Carbrooke, Salmond Road layby	1008	1208	1408	1612	1808	1908
Watton, High Street, Crown	1018	1218	1418	1622	1818	1918
Watton, Wayland Avenue	1021	1221	1421	1625	1821	1921
Route	11	11	11	11	11	11
Watton, Wayland Avenue	1021	1221	1421	1621	1821	1921
Watton, High Street, Post Office	1025	1225	1425	1625	1825	1925
Shipdham, Post Office	1035	1235	1435	1635	1835	1935
Toftwood, Millrights	1040	1240	1440	1640	1840	1940
Dereham, Market Place, opp Lloyds	1050	1250	1450		1850	

Watton ▶ Hingham ▶ N&N Hospital ▶ Norwich

Watton ▶ Hingham ▶ Wymondham ▶ Norwich

Journeys serving Barnham broom (3B) & Carbrooke Village (3C)

Monday to Saturday except Bank Holidays

	6	3	3	6	11		6	3	6	3	
							Sat	Sat	Sat	Sat	Sat
Necton, A47 (towards Swaffham)				0640			0738				
Ashill, Goose Green				0649			0747				
Toftwood, A1075, Westfield Road	0610	0640		0656			0645	0710		0805	
Shipdham, Post office	0617	0647		0702			0651	0716		0811	
Watton, High Street, Crown	0628	0658		0715			0702	0726		0821	
Watton, Wayland Avenue			0657						0753		
Watton, Swaffham Road	0630	0700	0659	0717			0703	0728	0755	0823	
Watton, High Street, Post Office	0632	0702	0701	0719			0705	0730	0757	0825	
guaranteed connection (no change of bus required)											
	6	3	3B	X6	6	6	3	6	6	3	6
Watton, Wayland Avenue											0923 0950 1020 1050 1120 1150 1220
Watton, Swaffham Road	0545	0630	0700	0659	0717		0855	0703	0728	0755	0823 0855 0925 0952 1022 1052 1122 1152 1222
Watton, High Street, Post Office	0550	0635	0705	0705	0725	0830	0900	0705	0735	0800	0830 0900 0930 1000 1030 1100 1130 1200 1230
Carbrooke, Salmond Rd, layby	0557	0642	0712		0732	0837	0907	0712	0742	0807	0837 0907 0937 1007 1037 1107 1137 1207 1237
Carbrooke, Bloodmoor Rd, Bus Shelter											
Hingham, Bus Shelter	0607	0652	0722		0742	0847	0917	0722	0752	0817	0847 0917 0947 1017 1051 1117 1147 1217 1247
Barnham Broom, Post Office			0734						0802		0957
Barford, B1108, Cock Inn		0703	0739		0858		0808		0858		1003 1101 1158 1258
N&NU Hospital (A)		0715	0753		0910		0820		0910		1015 1113 1210 1310
University of East Anglia, University Drive		0723	0803		0920		0828		0920		

Continued below

Wicklewood, Cherry Tree	0615				0750			0925	0730		0825		0925		1025		1125		1225			
Wymondham, Melton Road	0620				0755			0930	0735		0830		0930		1030		1130		1230			
Wymondham, Cross, NatWest	0630				0745	0805	0855		0940	0745		0840		0940		1040		1140		1240		
Wymondham, Waitrose	0634				0749	0809	0859		0944	0749		0844		0944		1044		1144		1244		
Hethersett, Steeple Tower	0640				0757	0817	0905		0950	0755		0850		0950		1050		1150		1250		
N&NU Hospital (A)	0647																					
Cringleford, Bus Interchange, A - bus 6, B - bus 3	0651				0802	0822	0910		0955	0800		0855		0955		1020	1055	1118	1155	1215	1255	1315
Eaton, Slip Road		0727	0807				0924				0832		0924									
Newmarket Road, Town Close Road	0656	0731	0811	0811	0830	0915	0928	1000	0805	0836	0900	0928	1000	1025	1100	1123	1200	1220	1300	1320		
Norwich, Bus Station	0700	0736	0818	0818	0840	0920	0934	1005	0810	0841	0905	0934	1005	1030	1105	1128	1205	1225	1305	1325		

	Route Code	6	3	6	3	6	6	6	3	6	6	3	6	6	3	NEW
				HHS		MFSch	TWTSch	NSch		OTH	TWTSch		NS			ThFS
	Wayland Academy					1500					1555					
	Watton, Wayland Avenue	1250	1320	1354	1420					1520		1640				
	Watton, Swaffham Road	1252	1322	1355	1422					1522		1642				2116
	Watton, High Street, Post Office	1300	1330	1400	1430	1505	1500	1500	1535	1600	1600	1650	1710	1800	2120	
	Carbrooke, Shire Autos	1307	1337	1407	1437	1511	1507	1507	1542	1607	1607	1657	1717	1807	2126	
	Carbrooke, Bloodmoor Road, Bus Shelter									1609						
	Hingham, Bus Shelter	1317	1347	1417	1447	1529	1517	1517	1552	1617	1622	1707	1727	1817	2137	
	Barford, B1108, Cock Inn		1358		1458				1603			1718			2148	
	N&NU Hospital (A)		1410		1510				1620			1730			2200	
	Wicklewood, Cherry Tree	1325		1425		1537	1525	1525		1625	1630		1735	1825		
	Wymondham, Melton Road	1330		1430		1542	1530	1530		1630	1635		1740	1830		
	Wymondham, Cross, NatWest	1340		1440		1552	1540	1540		1640	1645		1755	1840		
	Wymondham, Waitrose	1344		1444		1556	1544	1544		1644	1649		1754	1843		
	Hethersett, Steeple Tower	1350		1450		1602	1602	1550		1650	1655		1850			
	N&NU Hospital (A)												1857			
	Continued below			↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓

Continued below

Cringleford, Bus Interchange, A - bus 6, B - bus 3	1355	1415	1455	1515	1607	1607	1555	1625	1655	1700	1735		1901	2205
Newmarket Road, Town Close Road	1400	1420	1500	1520	1612	1612	1600	1630	1700	1705	1740		1906	2210
Norwich, Bus Station	1405	1425	1505	1525	1617	1617	1605	1635	1705	1710	1745		1910	2213
Norwich, Castle Meadow														2215
Norwich, Rail Station, thorp Road														2219



On Mondays and Fridays in term time the 1440 from Wymondham calls at Hethersett Academy arriving in Norwich at 1517.
On Tues, Weds & Thurs in term time the 1540 from Wymondham calls at Hethersett Academy arriving in Norwich at 1617.

Codes:

- c serves Hingham The Fairland not Market Place
- MF Sch runs on Mondays and Fridays in school terms
- TWTSch runs on Tuesdays, Wednesdays and Thursdays in school terms
- NSch runs on Saturdays and during school holidays
- HHS see notes at foot of column
- HA runs via Hethersett Academy
- OTH does not run on Mondays and Fridays in school term time
- ThFS runs Thursday, Friday & Saturday only

Sundays and bank holidays

Route	11	11	11	11	11	11
Dereham, Market Place, Barclays	0855	1055	1125	1455		1755
Toftwood, opp Millwrights	0742	0902	1102	1302	1502	1802
Shipdham, Post office	0748	0908	1108	1308	1508	1808
Watton, High Street, Crown	0758	0918	1118	1318	1518	
Watton, Wayland Avenue	0800	0920	1120	1320	1520	
Route	3	3B	3	3	3	3
Watton, Wayland Avenue	0801	0921	1121	1321	1521	1625
Watton, High Street, Post Office	0810	0930	1130	1330	1530	1630
Carbrooke, Salmond Road layby	0816	0936	1136	1336	1536	1636
Hingham, Bus Shelter	0827	0947	1147	1347	1547	1647
Barnham Broom, Post Office		0957				
Barford, B1108, Cock Inn	0838	1003	1158	1358	1558	1658
N&NU Hospital	0850	1015	1210	1410	1610	1710
Cringleford, Bus Interchange, Stand B	0855	1020	1215	1415	1615	1715
Newmarket Road, Town Close Road	0900	1025	1220	1420	1620	1720
Norwich, Bus Station	0905	1030	1225	1425	1625	1725

Appendix C

Norfolk Travel Plan Multi-Modal Monitoring

PLEASE COMPLETE ELEMENTS IN YELLOW WHERE POSSIBLE

Weather Condition AM:	SHOWERS	Weather Condition PM:	DRY
Location:	WAYLAND FIELD, WATTON		
Date:	08/10/2024		
No. of Vehs on site at Start:	0	Only to be completed if site has communal car park i.e. block of flats	
No. of Vehs on site at End:	0		

No. Of Occupied Dwellings

Notes about unusual issues with survey:

MANUAL SURVEY COUNT (INBOUND)

Access Point

JESSUP ROAD (NORTH)

INDIVIDUAL INBOUND COUNTS



Please complete the fields highlighted in yellow.

TIME	VEHICLE TYPE							TOTAL VEHICLES	CAR OCCUPANCY					OTHER VEHICLE OCCUPANCY					TOTAL VEH OCCUPANTS	NON VEHICULAR MODES							TOTAL NON VEHICLE	TOTAL PEOPLE
	CARS	TAXIS	LGV	OGV1	OGV2	PSV	MCL		1	2	3	4	TOTAL	1	2	3	4	TOTAL		SCO	PCL	E - CARGO	PEDS	BUS	RAIL	COACH		
0700-0715	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	1	1
0715-0730	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
0730-0745	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
0745-0800	3	0	0	0	0	0	0	3	3	0	0	0	3	0	0	0	0	0	3	0	0	0	1	0	0	0	1	4
0800-0815	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
0815-0830	0	1	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
0830-0845	2	0	0	0	0	0	0	2	2	0	0	0	2	0	0	0	0	0	2	0	0	0	1	0	0	0	1	3
0845-0900	5	0	0	0	0	0	0	5	5	0	0	0	5	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5
0900-0915	6	0	0	0	0	0	0	6	5	1	0	0	7	0	0	0	0	0	7	0	0	0	2	0	0	0	2	9
0915-0930	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	2
0930-0945	1	0	1	0	0	0	0	2	1	0	0	0	1	1	0	0	0	1	2	0	0	0	0	0	0	0	0	2
0945-1000	2	0	3	0	0	0	0	5	2	0	0	0	2	3	0	0	0	3	5	0	0	0	0	0	0	0	0	5
1000-1015	2	0	0	0	0	0	0	2	1	1	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
1015-1030	2	0	0	0	0	0	0	2	1	1	0	0	3	0	0	0	0	0	3	0	0	0	2	0	0	0	2	5
1030-1045	5	0	0	0	0	0	0	5	4	1	0	0	6	0	0	0	0	0	6	0	0	0	1	0	0	0	1	7
1045-1100	2	0	1	0	0	0	0	3	2	0	0	0	2	1	0	0	0	1	3	0	0	0	0	0	0	0	0	3
1100-1115	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1115-1130	3	0	0	0	0	0	0	3	2	1	0	0	4	0	0	0	0	0	4	0	0	0	1	0	0	0	1	5
1130-1145	3	0	0	0	0	0	0	3	3	0	0	0	3	0	0	0	0	0	3	0	0	0	1	0	0	0	1	4
1145-1200	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
1200-1215	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1215-1230	2	0	0	0	0	0	0	2	1	1	0	0	3	0	0	0	0	0	3	0	0	0	1	0	0	0	1	4
1230-1245	3	0	0	0	0	0	0	3	3	0	0	0	3	0	0	0	0	0	3	0	0	0	3	0	0	0	3	6
1245-1300	1	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0	2	0	0	0	1	0	0	0	1	3
1300-1315	2	0	1	0	0	0	0	3	2	0	0	0	2	1	0	0	0	1	3	0	0	0	2	0	0	0	2	5
1315-1330	4	0	0	0	0	0	0	4	4	0	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
1330-1345	2	0	0	0	0	0	0	2	1	1	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
1345-1400	4	0	0	0	0	0	0	4	2	2	0	0	6	0	0	0	0	0	6	0	0	0	0	0	0	0	0	6
1400-1415	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1415-1430	4	0	1	0	0	0	0	5	3	1	0	0	5	1	0	0	0	1	6	0	0	0	0	0	0	0	0	6
1430-1445	4	1	0	0	0	0	0	5	4	0	1	0	7	0	0	0	0	0	7	0	0	0	0	0	0	0	0	7
1445-1500	2	0	0	0	0	0	0	2	2	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
1500-1515	5	0	0	0	0	0	0	5	3	2	0	0	7	0	0	0	0	0	7	0	0	0	0	0	0	0	0	7
1515-1530	6	0	0	0	0	0	0	6	2	4	0	0	10	0	0	0	0	0	10	0	0	0	0	0	0	0	0	10
1530-1545	5	1	0	0	0	0	0	6	2	4	0	0	10	0	0	0	0	0	10	0	0	0	5	0	0	0	5	15
1545-1600	9	0	0	0	0	0	0	9	6	2	1	0	13	0	0	0	0	0	13	0	2	0	12	0	0	0	14	27
1600-1615	3	0	1	0	0	0	0	4	2	1	0	0	4	1	0	0	0	1	5	0	0	0	3	0	0	0	3	8
1615-1630	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1630-1645	2	0	0	0	0	0	0	2	2	0	0	0	2	0	0	0	0	0	2	0	1	0	5	0	0	0	6	8
1645-1700	6	0	1	0	0	0	1	8	5	1	0	0	7	2	0	0	0	2	9	0	0	0	4	0	0	0	4	13
1700-1715	8	0	0	0	0	0	0	8	8	0	0	0	8	0	0	0	0	0	8	0	0	0	2	0	0	0	2	10
1715-1730	6	0	0	0	0	0	0	6	5	1	0	0	7	0	0	0	0	0	7	0	1	0	0	0	0	0	1	8
1730-1745	4	1	0	0	0	0	0	5	4	1	0	0	6	0	0	0	0	0	6	0	0	0	0	0	0	0	0	6
1745-1800	8	0	0	0	0	0	0	8	7	1	0	0	9	0	0	0	0	0	9	0	0	0	4	0	0	0	4	13
1800-1818	5	0	1	0	0	0	0	6	4	1	0	0	6	1	0	0	0	1	7	0	0	0	2	0	0	0	2	9
1818-1830	4	0	1	0	0	0	0	5	3	1	0	0	5	1	0	0	0	1	6	0	1	0	2	0	0	0	3	9
1830-1845	3	0	0	0	0	0	0	3	3	0	0	0	3	0	0	0	0	0	3	0	0	0	1	0	0	0	1	4
1845-1900	3	0	0	0	0	0	0	3	2	1	0	0	4	0	0	0	0	0	4	0	1	0	3	0	0	0	4	8
TOTALS	149	4	11	0	0	0	1	165	120	31	2	0	188	12	0	0	0	12	200	0	6	0	61	0	0	0	67	267
TIME	VEHICLE TYPE							TOTAL VEHICLES	CAR OCCUPANCY					OTHER VEHICLE OCCUPANCY					TOTAL VEH OCCUPANTS	NON VEHICULAR MODES							TOTAL NON VEHICLE	TOTAL PEOPLE
	CARS	TAXIS	LGV	OGV1	OGV2	PSV	MCL		1	2	3	4	TOTAL	1	2	3	4	TOTAL		SCO	PCL	E - CARGO	PEDS	BUS	RAIL	COACH		

MANUAL SURVEY COUNT (OUTBOUND)

INDIVIDUAL INBOUND COUNTS

Access Point JESSUP ROAD (NORTH)

Please complete the fields highlighted in yellow.



TIME	VEHICLE TYPE							TOTAL VEHICLES	CAR OCCUPANCY					OTHER VEHICLE OCCUPANCY					TOTAL VEH OCCUPANTS	NON VEHICULAR MODES							TOTAL NON VEHICLE	TOTAL PEOPLE
	CARS	TAXIS	LGV	OGV1	OGV2	PSV	MCL		1	2	3	4	TOTAL	1	2	3	4	TOTAL		SCO	PCL	E - CARGO	PEDS	BUS	RAIL	COACH		
0700-0715	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	2	0	0	0	2	3
0715-0730	5	0	1	0	0	0	0	6	3	2	0	0	7	0	1	0	0	2	9	0	0	0	4	0	0	0	4	13
0730-0745	6	0	0	0	0	0	0	6	4	2	0	0	8	0	0	0	0	0	8	0	0	0	2	0	0	0	2	10
0745-0800	2	0	0	0	0	0	0	2	2	0	0	0	2	0	0	0	0	0	2	0	0	0	3	0	0	0	3	5
0800-0815	6	0	0	0	0	0	0	6	3	3	0	0	9	0	0	0	0	0	9	0	0	0	0	0	0	0	0	9
0815-0830	6	0	1	0	0	0	0	7	3	3	0	0	9	1	0	0	0	1	10	0	2	0	9	0	0	0	11	21
0830-0845	11	0	1	0	0	0	0	12	7	4	0	0	15	1	0	0	0	1	16	0	0	0	8	0	0	0	8	24
0845-0900	5	0	0	0	0	0	0	5	3	2	0	0	7	0	0	0	0	0	7	0	0	0	2	0	0	0	2	9
0900-0915	3	0	0	0	0	0	0	3	3	0	0	0	3	0	0	0	0	0	3	0	0	0	1	0	0	0	1	4
0915-0930	2	0	0	0	0	0	0	2	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	2	4
0930-0945	2	0	0	0	0	0	0	2	2	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
0945-1000	5	0	2	0	0	0	0	7	3	2	0	0	7	2	0	0	0	2	9	0	0	0	1	0	0	0	1	10
1000-1015	2	0	2	0	0	0	0	4	1	1	0	0	3	2	0	0	0	2	5	0	0	0	0	0	0	0	0	5
1015-1030	1	0	1	0	0	0	0	2	1	0	0	0	1	1	0	0	0	1	2	0	0	0	1	0	0	0	1	3
1030-1045	4	0	0	0	0	0	0	4	4	0	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
1045-1100	4	0	2	0	0	0	0	6	4	0	0	0	4	2	0	0	0	2	6	0	0	0	0	0	0	0	0	6
1100-1115	3	0	0	0	0	0	0	3	3	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
1115-1130	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1130-1145	4	0	0	0	0	0	0	4	2	2	0	0	6	0	0	0	0	0	6	0	0	0	0	0	0	0	0	6
1145-1200	2	0	0	0	0	0	0	2	2	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
1200-1215	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	2	0	0	0	2	3
1215-1230	3	0	1	0	0	0	0	4	2	1	0	0	4	1	0	0	0	1	5	0	0	0	3	0	0	0	3	8
1230-1245	3	0	0	0	0	0	0	3	3	0	0	0	3	0	0	0	0	0	3	0	0	0	2	0	0	0	2	5
1245-1300	2	0	0	0	0	0	0	2	1	1	0	0	3	0	0	0	0	0	3	0	1	0	0	0	0	0	1	4
1300-1315	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	2
1315-1330	3	0	0	0	0	0	0	3	1	2	0	0	5	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5
1330-1345	2	0	0	0	0	0	0	2	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	2	4
1345-1400	3	0	0	0	0	0	0	3	3	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
1400-1415	4	0	0	0	0	0	0	4	3	1	0	0	5	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5
1415-1430	5	0	1	0	0	0	0	6	4	1	0	0	6	1	0	0	0	1	7	0	0	0	0	0	0	0	0	7
1430-1445	7	0	0	0	0	0	0	7	6	1	0	0	8	0	0	0	0	0	8	0	0	0	1	0	0	0	1	9
1445-1500	3	0	0	0	0	0	0	3	3	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
1500-1515	3	0	0	0	0	0	0	3	3	0	0	0	3	0	0	0	0	0	3	0	0	0	3	0	0	0	3	6
1515-1530	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1530-1545	7	0	0	0	0	0	0	7	6	1	0	0	8	0	0	0	0	0	8	0	0	0	0	0	0	0	0	8
1545-1600	2	0	0	0	0	0	0	2	2	0	0	0	2	0	0	0	0	0	2	0	0	0	1	0	0	0	1	3
1600-1615	2	0	0	0	0	0	0	2	1	1	0	0	3	0	0	0	0	0	3	0	0	0	2	0	0	0	2	5
1615-1630	1	0	1	0	0	0	0	2	1	0	0	0	1	1	0	0	0	1	2	0	0	0	3	0	0	0	3	5
1630-1645	2	0	0	0	0	0	0	2	1	1	0	0	3	0	0	0	0	0	3	0	0	0	1	0	0	0	1	4
1645-1700	4	0	0	0	0	0	0	4	3	1	0	0	5	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5
1700-1715	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	2	0	0	0	2	3
1715-1730	4	0	0	0	0	0	0	4	3	1	0	0	5	0	0	0	0	0	5	0	0	0	1	0	0	0	1	6
1730-1745	2	1	1	0	0	0	0	4	3	0	0	0	3	0	1	0	0	2	5	0	0	0	0	0	0	0	0	5
1745-1800	5	0	0	0	0	0	0	5	4	1	0	0	6	0	0	0	0	0	6	0	0	0	5	0	0	0	5	11
1800-1818	3	0	1	0	0	0	0	4	2	1	0	0	4	1	0	0	0	1	5	0	1	0	3	0	0	0	4	9
1818-1830	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	1	1
1830-1845	3	0	0	0	0	0	0	3	2	1	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
1845-1900	3	0	0	0	0	0	0	3	2	1	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
TOTALS	155	1	15	0	0	0	0	171	119	37	0	0	193	13	2	0	0	17	210	0	5	0	67	0	0	0	72	282
TIME	VEHICLE TYPE							TOTAL VEHICLES	CAR OCCUPANCY					OTHER VEHICLE OCCUPANCY					TOTAL VEH OCCUPANTS	NON VEHICULAR MODES							TOTAL NON VEHICLE	TOTAL PEOPLE
	CARS	TAXIS	LGV	OGV1	OGV2	PSV	MCL		1	2	3	4	TOTAL	1	2	3	4	TOTAL		SCO	PCL	E - CARGO	PEDS	BUS	RAIL	COACH		

Norfolk Travel Plan Multi-Modal Monitoring

PLEASE COMPLETE ELEMENTS IN YELLOW WHERE POSSIBLE

Weather Condition AM:	SHOWERS	Weather Condition PM:	DRY
Location:	WAYLAND FIELD, WATTON		
Date:	08/10/2024		
No. of Vehs on site at Start:	0	Only to be completed if site has communal car park i.e. block of flats	
No. of Vehs on site at End:	0		

No. Of Occupied Dwellings

Notes about unusual issues with survey:

MANUAL SURVEY COUNT (INBOUND)

Access Point JESSUP ROAD (SOUTH)



Please complete the fields highlighted in yellow.

TIME	VEHICLE TYPE							TOTAL VEHICLES	CAR OCCUPANCY					OTHER VEHICLE OCCUPANCY					TOTAL VEH OCCUPANTS	NON VEHICULAR MODES							TOTAL NON VEHICLE	TOTAL PEOPLE
	CARS	TAXIS	LGV	OGV1	OGV2	PSV	MCL		1	2	3	4	TOTAL	1	2	3	4	TOTAL		SCO	PCL	E - CARGO	PEDS	BUS	RAIL	COACH		
0700-0715	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	
0715-0730	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
0730-0745	1	1	0	0	0	0	0	2	1	1	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	3	
0745-0800	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
0800-0815	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		
0815-0830	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		
0830-0845	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	1	0	0	2	0	0	0	2	3	
0845-0900	2	0	1	0	0	0	0	3	2	0	0	0	2	1	0	0	0	1	3	0	0	0	0	0	0	0	3	
0900-0915	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		
0915-0930	3	0	0	0	0	0	0	3	3	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	3	
0930-0945	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		
0945-1000	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		
1000-1015	2	0	0	0	0	0	0	2	2	0	0	0	2	0	0	0	0	0	2	0	0	0	1	0	0	1	3	
1015-1030	1	0	1	0	0	0	0	2	1	0	0	0	1	1	0	0	0	1	2	0	0	0	0	0	0	0	2	
1030-1045	1	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	2	
1045-1100	2	0	1	0	0	0	0	3	2	0	0	0	2	1	0	0	0	1	3	0	0	0	0	0	0	0	3	
1100-1115	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		
1115-1130	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
1130-1145	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
1145-1200	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
1200-1215	4	0	1	0	0	0	0	5	4	0	0	0	4	1	0	0	0	1	5	0	0	0	0	0	0	0	5	
1215-1230	2	0	0	0	0	0	0	2	0	2	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	4	
1230-1245	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		
1245-1300	2	0	0	0	0	0	0	2	1	1	0	0	3	0	0	0	0	0	3	0	0	0	1	0	0	1	4	
1300-1315	1	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	2	
1315-1330	4	0	0	0	0	0	0	4	3	1	0	0	5	0	0	0	0	0	5	0	0	0	0	0	0	0	5	
1330-1345	2	0	0	0	0	0	0	2	2	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	2	
1345-1400	2	0	0	0	0	0	2	4	2	0	0	0	2	2	0	0	0	2	4	0	0	0	0	0	0	0	4	
1400-1415	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
1415-1430	1	0	1	0	0	0	0	2	1	0	0	0	1	1	0	0	0	1	2	0	0	0	0	0	0	0	2	
1430-1445	2	0	0	0	0	0	0	2	1	1	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	3	
1445-1500	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
1500-1515	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	1	1	
1515-1530	4	0	0	0	0	0	0	4	3	0	1	0	6	0	0	0	0	0	6	0	0	0	0	0	0	0	6	
1530-1545	8	1	1	0	0	0	0	10	5	3	1	0	14	1	0	0	0	1	15	0	0	0	3	0	0	3	18	
1545-1600	3	0	1	0	0	0	0	4	2	1	0	0	4	1	0	0	0	1	5	0	0	0	1	0	0	1	6	
1600-1615	4	0	0	0	0	0	0	4	3	1	0	0	5	0	0	0	0	0	5	0	0	0	0	0	0	0	5	
1615-1630	3	1	1	0	0	0	0	5	2	1	1	0	7	1	0	0	0	1	8	0	0	0	0	0	0	0	8	
1630-1645	3	0	0	0	0	0	0	3	2	1	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	4	
1645-1700	4	1	0	0	0	0	0	5	3	2	0	0	7	0	0	0	0	0	7	0	0	0	2	0	0	2	9	
1700-1715	4	0	0	0	0	0	0	4	4	0	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	4	
1715-1730	4	0	0	0	0	0	0	4	3	1	0	0	5	0	0	0	0	0	5	0	0	0	1	0	0	1	6	
1730-1745	4	0	1	0	0	0	0	5	2	2	0	0	6	1	0	0	0	1	7	0	0	0	1	0	0	1	8	
1745-1800	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
1800-1818	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
1818-1830	3	0	0	0	0	0	0	3	3	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	3	
1830-1845	1	0	1	0	0	0	0	2	1	0	0	0	1	1	0	0	0	1	2	0	0	0	1	0	0	1	3	
1845-1900	1	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	2	
TOTALS	87	4	11	0	0	0	2	104	67	21	3	0	118	13	0	0	0	13	131	0	0	0	14	0	0	0	14	145
TIME	VEHICLE TYPE							TOTAL VEHICLES	CAR OCCUPANCY					OTHER VEHICLE OCCUPANCY					TOTAL VEH OCCUPANTS	NON VEHICULAR MODES							TOTAL NON VEHICLE	TOTAL PEOPLE
	CARS	TAXIS	LGV	OGV1	OGV2	PSV	MCL		1	2	3	4	TOTAL	1	2	3	4	TOTAL		SCO	PCL	E - CARGO	PEDS	BUS	RAIL	COACH		

MANUAL SURVEY COUNT (OUTBOUND)

Access Point JESSUP ROAD (SOUTH)



Please complete the fields highlighted in yellow.

TIME	VEHICLE TYPE							TOTAL VEHICLES	CAR OCCUPANCY					OTHER VEHICLE OCCUPANCY					TOTAL VEH OCCUPANTS	NON VEHICULAR MODES							TOTAL NON VEHICLE	TOTAL PEOPLE
	CARS	TAXIS	LGV	OGV1	OGV2	PSV	MCL		1	2	3	4	TOTAL	1	2	3	4	TOTAL		SCO	PCL	E - CARGO	PEDS	BUS	RAIL	COACH		
0700-0715	2	0	0	0	0	0	0	2	2	0	0	0	2	0	0	0	0	0	2	0	0	0	1	0	0	0	1	3
0715-0730	3	0	0	0	0	0	0	3	1	2	0	0	5	0	0	0	0	0	5	0	0	0	0	0	0	0	5	
0730-0745	3	1	0	0	0	0	0	4	1	2	1	0	8	0	0	0	0	0	8	0	0	0	0	0	0	0	8	
0745-0800	2	0	0	0	0	0	0	2	2	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	2	
0800-0815	1	0	1	0	0	0	0	2	0	1	0	0	2	1	0	0	0	1	3	0	0	0	0	0	0	0	3	
0815-0830	2	1	0	0	0	0	0	3	3	0	0	0	3	0	0	0	0	0	3	0	0	0	1	0	0	1	4	
0830-0845	6	0	0	0	0	0	0	6	4	1	1	0	9	0	0	0	0	0	9	0	0	0	0	0	0	0	9	
0845-0900	2	0	0	0	0	0	0	2	2	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	2	
0900-0915	1	0	1	0	0	0	0	2	1	0	0	0	1	1	0	0	0	1	2	0	0	0	0	0	0	0	2	
0915-0930	3	0	0	0	0	0	0	3	1	2	0	0	5	0	0	0	0	0	5	0	0	0	0	0	0	0	5	
0930-0945	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2	2	0	0	0	0	0	0	0	2	
0945-1000	2	0	0	0	0	0	0	2	1	1	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	3	
1000-1015	5	0	0	0	0	0	0	5	5	0	0	0	5	0	0	0	0	0	5	0	0	0	1	0	0	1	6	
1015-1030	1	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	2	
1030-1045	2	0	0	0	0	0	0	2	2	0	0	0	2	0	0	0	0	0	2	0	0	0	1	0	0	1	3	
1045-1100	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	
1100-1115	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
1115-1130	3	0	0	0	0	0	0	3	2	1	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	4	
1130-1145	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
1145-1200	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	
1200-1215	2	0	1	0	0	0	0	3	2	0	0	0	2	1	0	0	0	1	3	0	0	0	0	0	0	0	3	
1215-1230	2	0	0	0	0	0	0	2	2	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	2	
1230-1245	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	
1245-1300	1	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	2	
1300-1315	2	0	0	0	0	0	0	2	1	1	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	3	
1315-1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1330-1345	2	0	0	0	0	0	0	2	2	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	2	
1345-1400	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
1400-1415	2	0	0	0	0	0	0	2	2	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	2	
1415-1430	3	0	0	0	0	0	0	3	3	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	3	
1430-1445	1	0	1	0	0	0	0	2	1	0	0	0	1	1	0	0	0	1	2	0	0	0	0	0	0	0	2	
1445-1500	5	1	0	0	0	0	0	6	4	2	0	0	8	0	0	0	0	0	8	0	0	0	0	0	0	0	8	
1500-1515	2	0	0	0	0	0	0	2	1	1	0	0	3	0	0	0	0	0	3	0	0	0	3	0	0	3	6	
1515-1530	4	0	0	0	0	0	0	4	3	1	0	0	5	0	0	0	0	0	5	0	0	0	0	0	0	0	5	
1530-1545	1	1	0	0	0	0	1	3	1	1	0	0	3	1	0	0	0	1	4	0	0	0	0	0	0	0	4	
1545-1600	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
1600-1615	1	0	0	0	0	0	1	2	1	0	0	0	1	1	0	0	0	1	2	0	0	0	0	0	0	0	2	
1615-1630	1	1	0	0	0	0	0	2	1	1	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	3	
1630-1645	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	
1645-1700	3	1	0	0	0	0	0	4	3	1	0	0	5	0	0	0	0	0	5	0	0	0	0	0	0	0	5	
1700-1715	6	0	1	0	0	0	0	7	4	1	1	0	9	1	0	0	0	1	10	0	0	0	2	0	0	2	12	
1715-1730	1	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0	2	0	0	0	1	0	0	1	3	
1730-1745	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	3	0	0	3	4	
1745-1800	1	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	2	
1800-1818	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	
1818-1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
1830-1845	2	0	1	0	0	0	0	3	0	2	0	0	4	1	0	0	0	1	5	0	0	0	0	0	0	0	5	
1845-1900	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	
TOTALS	85	6	7	0	0	0	2	100	63	25	3	0	122	8	1	0	0	10	132	0	0	0	15	0	0	0	15	147
TIME	VEHICLE TYPE							TOTAL VEHICLES	CAR OCCUPANCY					OTHER VEHICLE OCCUPANCY					TOTAL VEH OCCUPANTS	NON VEHICULAR MODES							TOTAL NON VEHICLE	TOTAL PEOPLE
	CARS	TAXIS	LGV	OGV1	OGV2	PSV	MCL		1	2	3	4	TOTAL	1	2	3	4	TOTAL		SCO	PCL	E - CARGO	PEDS	BUS	RAIL	COACH		

Appendix D

PROJECT	40931 Waylands Fields, Watton
SITE CODE	40931-001
LOCATION	Jessup Road (S)
START DATE	Tue 08 Oct, 2024
END DATE	Mon 14 Oct, 2024 (inc.)
SPEED LIMIT	30mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

SUMMARY

COMBINED NORTH & SOUTHBOUND

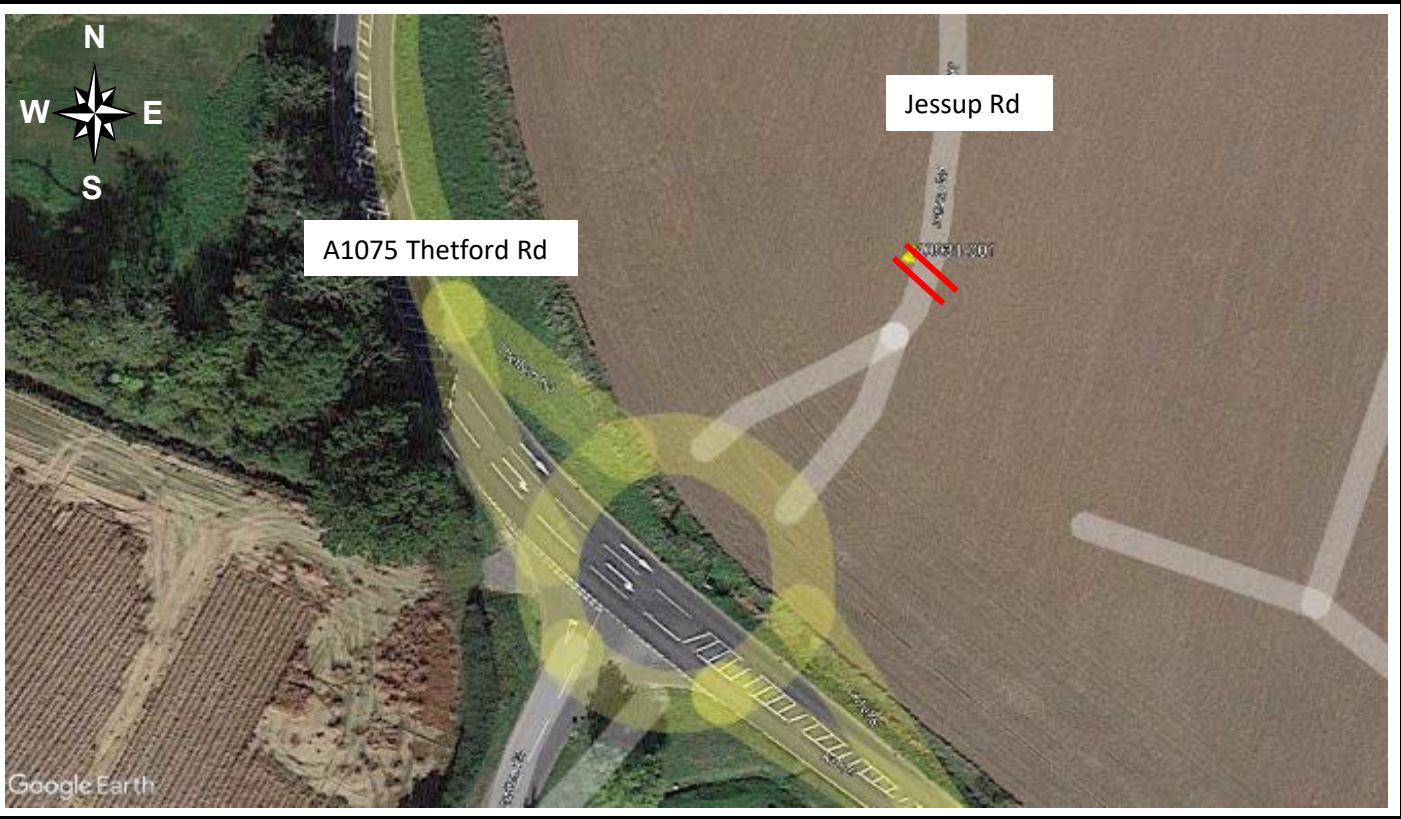
Total recorded volume	1,827
Total recorded HGVs	73
% of vehicles that are HGVs	4.0%
Avg daily volume (based on 7 days)	261.0
Average daily speed (7 days)	15.0mph
Average daily 85%ile (7 days)	18.0mph
AADT (annual average daily traffic)	270.3
AAWT (annual average weekday traffic)	296.5
Avg weekday volume (Mon-Fri, 24hrs)	284.6
Avg weekday speed (Mon-Fri, 24hrs)	15.2mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	240.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	15.2mph

NORTHBOUND

Total recorded volume	860
Total recorded HGVs	41
% of vehicles that are HGVs	4.8%
Avg daily volume (based on 7 days)	122.9
Average daily speed (7 days)	16.1mph
Average daily 85%ile (7 days)	19.1mph
% of vehicles exceeding 30mph	0.0%
AADT (annual average daily traffic)	129.0
AAWT (annual average weekday traffic)	144.1

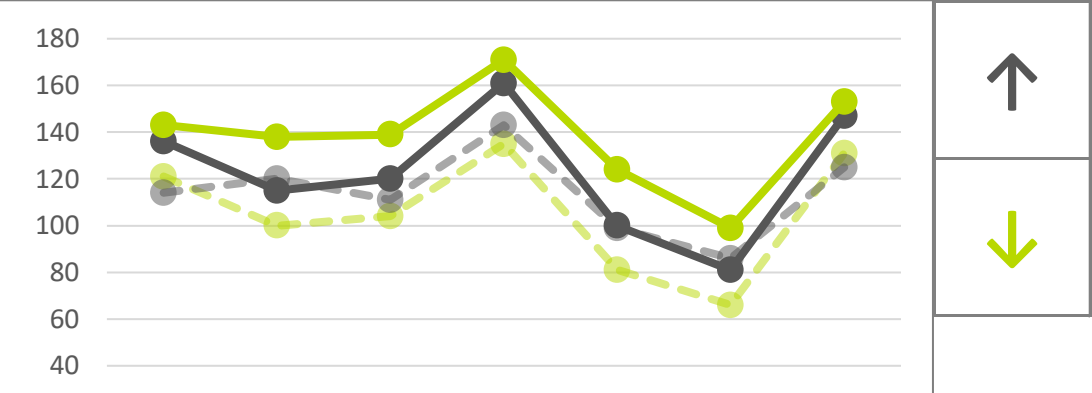
Avg weekday volume (Mon-Fri, 24hrs)	135.8
Avg weekday speed (Mon-Fri, 24hrs)	16.3mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	118.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	16.3mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	19.2mph
AM avg peak vol period (Mon-Fri)	08:45 to 09:00
PM avg peak vol period (Mon-Fri)	15:30 to 15:45

SITE LOCATION



DAILY VOLUMES

NORTH- & SOUTHBOUND



ATC SUMMARY REPORT

7-DAY AUTOMATIC TRAFFIC COUNT

A 7-day automatic traffic count on Jessup Road (S), commencing Tue 08 Oct 2024, recorded a total of 1,827 vehicles. The posted speed limit of 30mph was exceeded by 0.0% of vehicles, and the seasonally adjusted, combined AADT value is 270 (see 'Equipment & methodology' below).

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, plus the Mon-Fri peak periods. Speeding vehicles are defined as those travelling 31mph and above.

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

SOUTHBOUND

Total recorded volume	967
Total recorded HGVs	32
% of vehicles that are HGVs	3.3%
Avg daily volume (based on 7 days)	138.1
Average daily speed (7 days)	13.9mph
Average daily 85%ile (7 days)	17.0mph
% of vehicles exceeding 30mph	0.0%
AADT (annual average daily traffic)	141.3
AAWT (annual average weekday traffic)	152.4

Avg weekday volume (Mon-Fri, 24hrs)	148.8
Avg weekday speed (Mon-Fri, 24hrs)	14.0mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	122.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	14.0mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	17.1mph
AM avg peak vol period (Mon-Fri)	08:30 to 08:45
PM avg peak vol period (Mon-Fri)	15:00 to 15:15

LOCATION	Jessup Road (S)
DATES	Tue 08 Oct to Mon 14 Oct inc.
LAT / LNG	52°33'46.41"N, 0°49'46.89"E
PSL	30mph
DIRECTION 1	↑ Northbound
DIRECTION 2	Southbound ↓

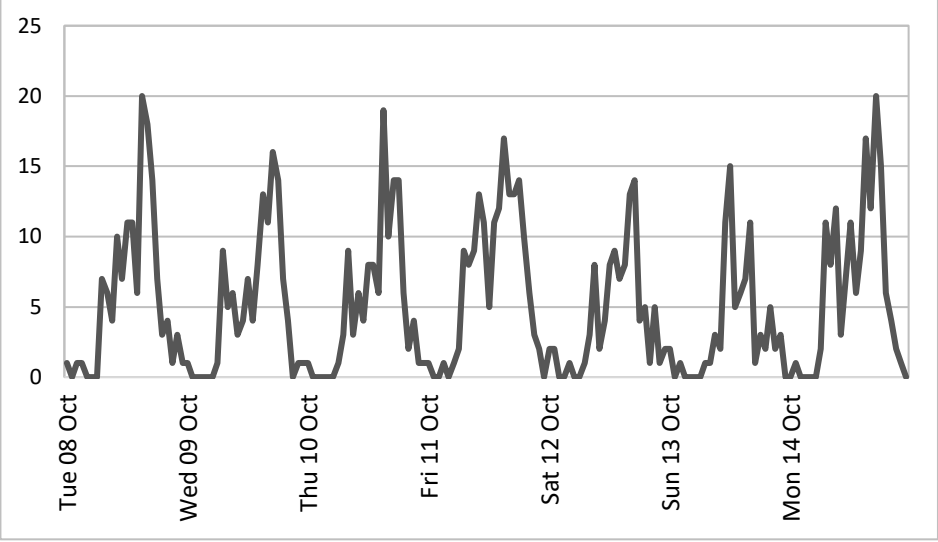
Total 24hr northbound (solid, dark grey) and southbound (solid, dark green) traffic volumes, with light dashed grey and green representing 12hr volumes (0700-1900), over 7 consecutive days from all available data.

As can be expected, the lowest 24hr volumes were recorded on the Sunday, whilst the highest was on the Friday.



DAILY VOL

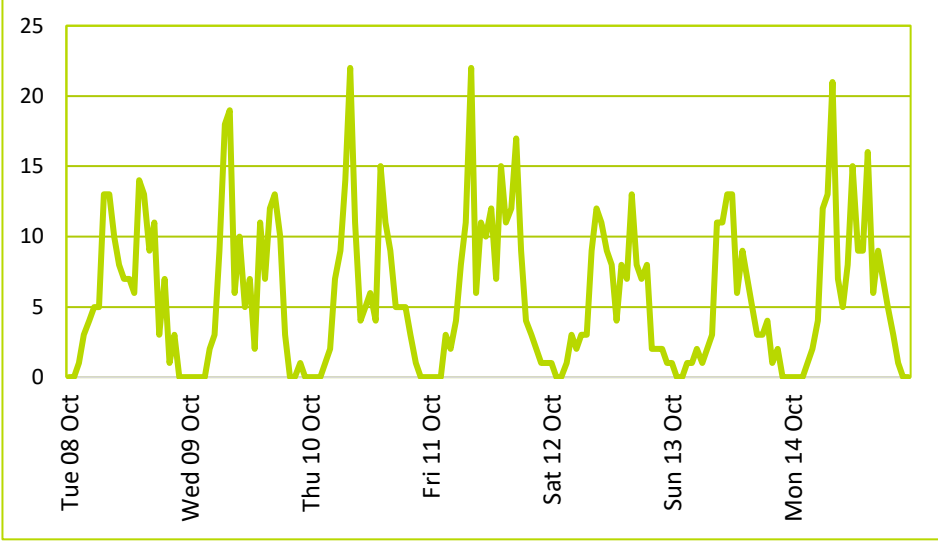
HOURLY VOLUMES



Hourly northbound traffic volumes over each 24hr period for 7 days from all available data



HOURLY VOL

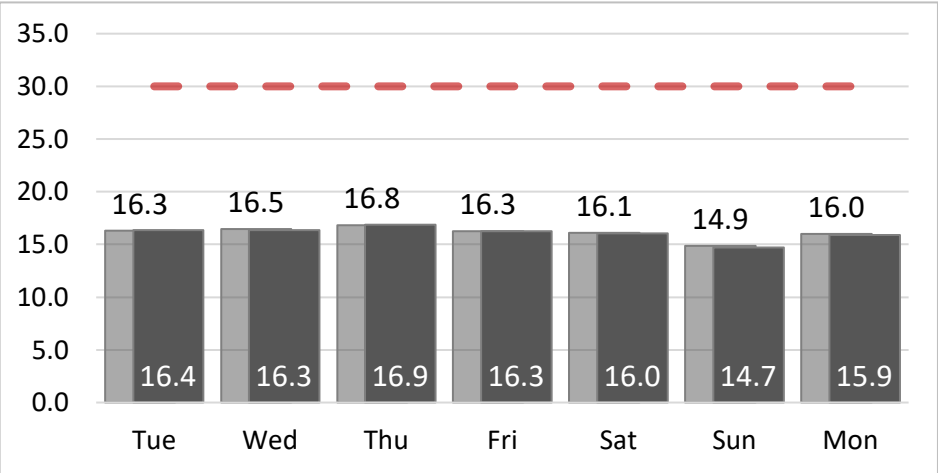


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data



HOURLY VOL

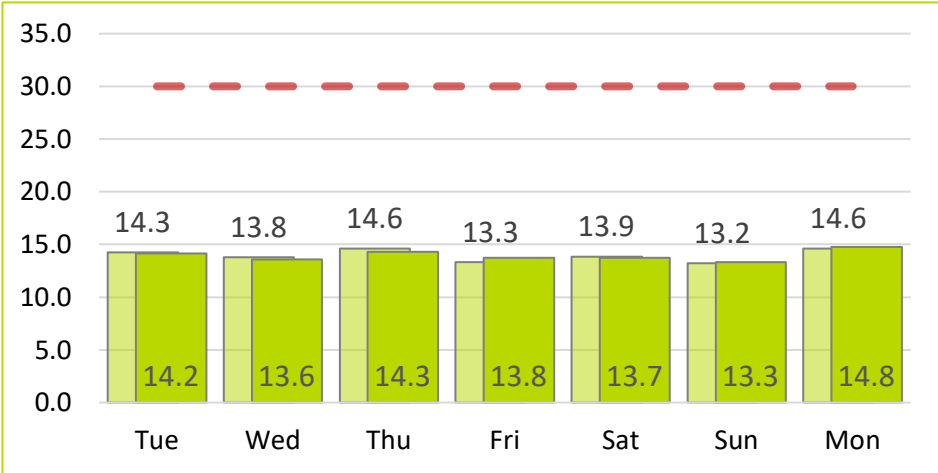
24hr & 12hr AVG SPEEDS



24hr (light) & 12hr daytime (dark grey, 0700-1900) average northbound speeds compared against the posted speed limit of Mon 14 Oct, 2024 (inc.)



AVG SPEEDS

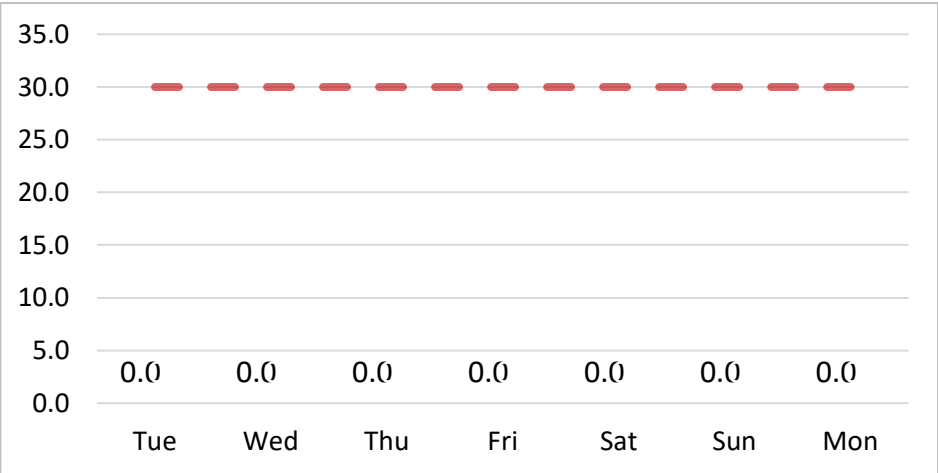


24hr (light) & 12hr daytime (dark green, 0700-1900) average southbound speeds compared against the posted speed limit of Mon 14 Oct, 2024 (inc.)



AVG SPEEDS

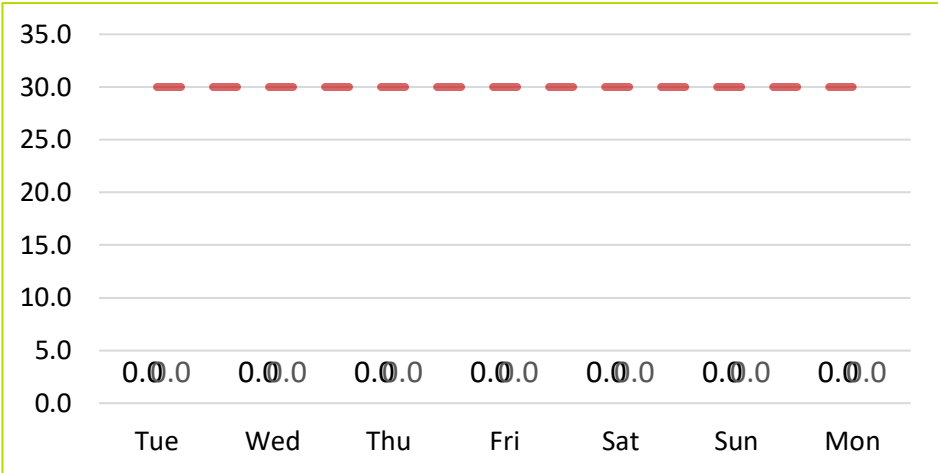
24hr & 12hr 85%ile SPEEDS



24hr (light) & 12hr daytime (dark grey, 0700-1900) average northbound 85%ile speeds compared against the posted speed limit of Mon 14 Oct, 2024 (inc.)



AVG 85%ILES

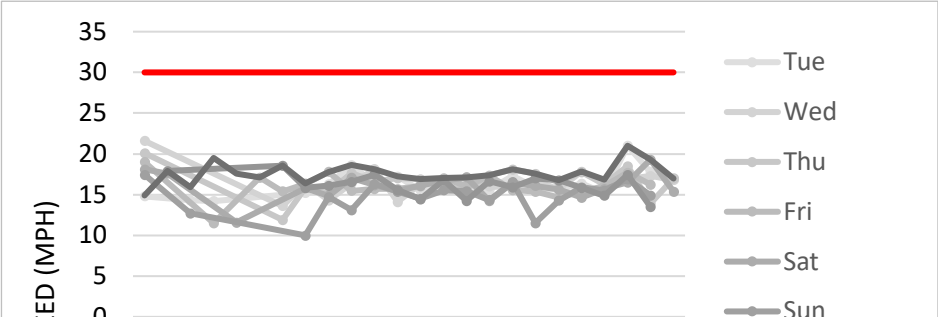


24hr (light) & 12hr daytime (dark green, 0700-1900) average southbound 85%ile speeds compared against the posted speed limit of Mon 14 Oct, 2024 (inc.)

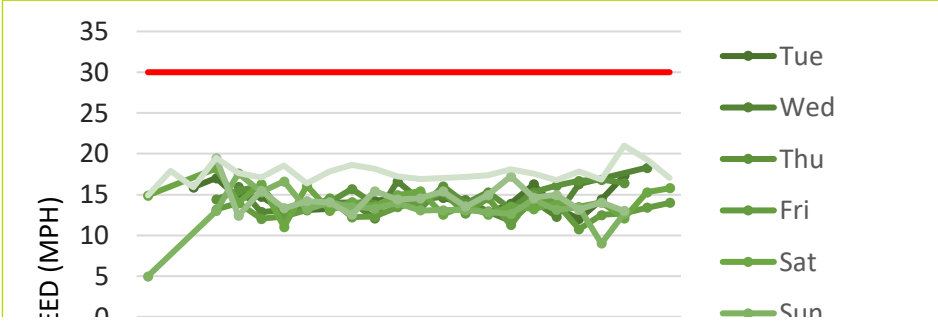


AVG 85%ILES

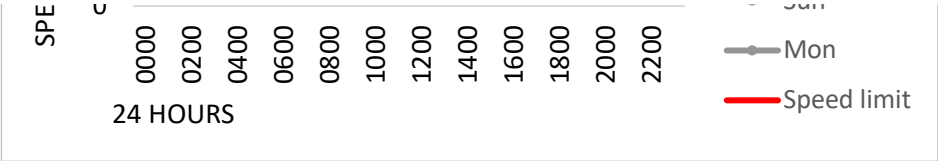
HOURLY SPEEDS



Y SPEED



Y SPEED

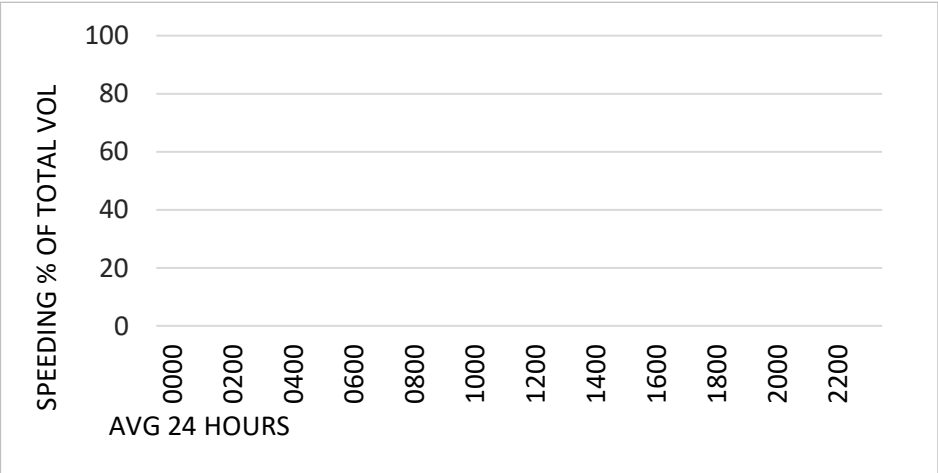


HOURLY

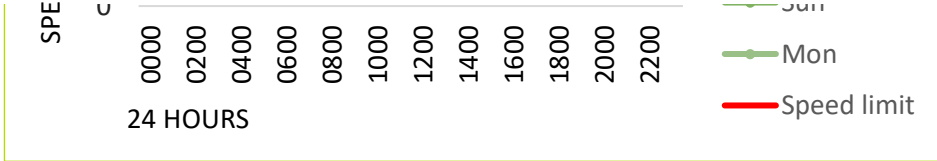
Average hourly speeds (solid thin colours) and 85%ile (dashed black) compared against 30mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin are required for this calculation,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

The peak northbound daytime speed was 24.3mph at 10:45 on Thu 10 Oct, whilst the peak southbound speed was 21.3mph at 09:00 on Wed 09 Oct (based on 15min averages between 0700 & 1900).

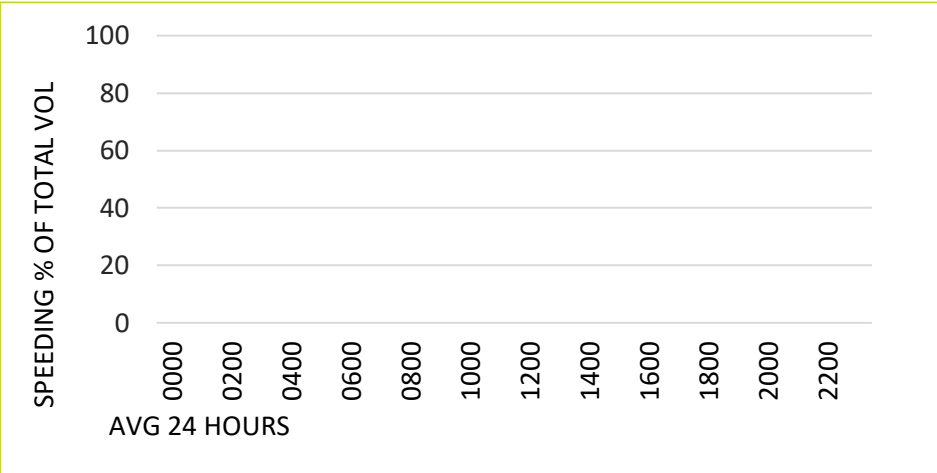
SPEEDING % EXCEEDING 30mph



SPEEDING %



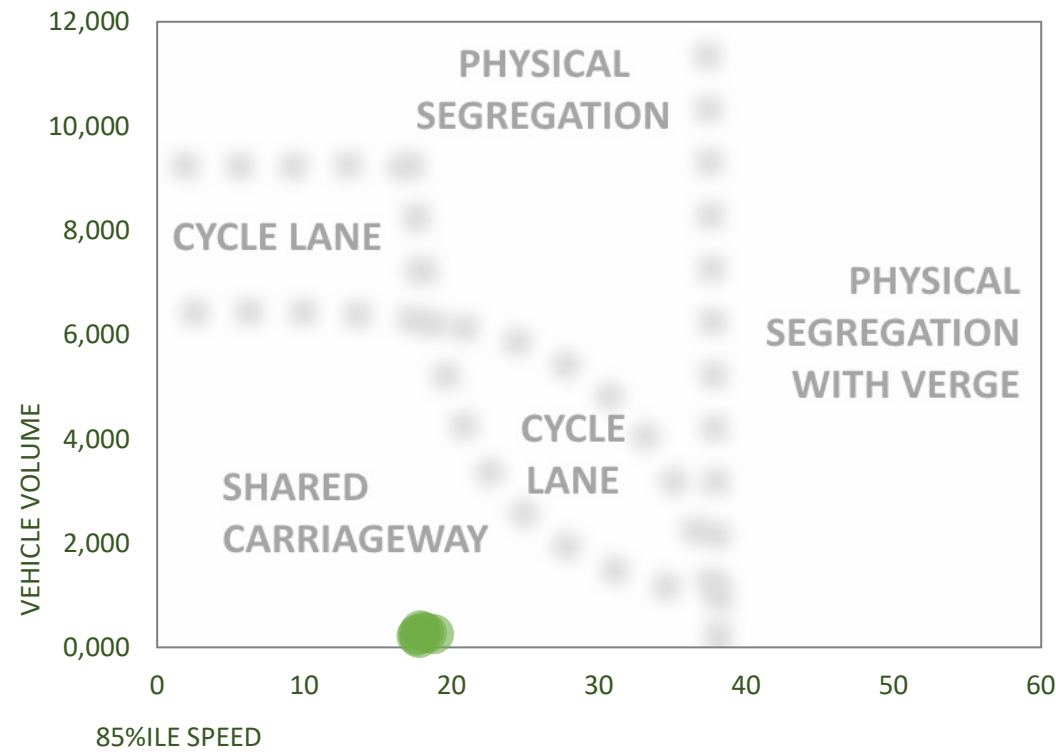
HOURLY



SPEEDING %

7-day average percentages of vehicles exceeding the posted speed limit each hour. The small, darker dots represent the percentage travelling between 30 and 35mph, whilst the larger markers represent those at 36mph and above. A high proportion of larger dots may indicate a potential speeding issue.

CYCLE PROVISION



The cycle provision 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); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

5-DAY AVERAGE CLASSES

NORTHBOUND WEEKDAY AVG						↑
TIME	MOTOR CYCLES	CAR	LGV	OGV1	OGV2	TOTAL
0000	0.0	0.8	0.0	0.0	0.0	0.8
0100	0.0	0.0	0.2	0.0	0.0	0.2
0200	0.0	0.0	0.2	0.0	0.0	0.2
0300	0.0	0.2	0.2	0.0	0.0	0.4
0400	0.0	0.0	0.0	0.0	0.0	0.0
0500	0.0	0.2	0.0	0.0	0.0	0.2
0600	0.2	0.8	0.0	0.2	0.0	1.2
0700	0.0	5.2	2.0	0.6	0.0	7.8
0800	0.2	3.6	2.6	0.2	0.4	7.0
0900	0.0	4.8	1.6	0.2	0.0	6.6
1000	0.0	5.6	1.2	0.0	0.2	7.0
1100	0.0	4.6	1.2	0.6	0.0	6.4
1200	0.2	6.0	1.2	0.6	0.0	8.0
1300	0.4	5.0	2.2	0.4	0.0	8.0
1400	0.0	5.6	2.2	0.4	0.0	8.2
1500	0.0	14.0	2.2	0.8	0.2	17.2
1600	0.0	9.8	1.8	1.2	0.0	12.8
1700	0.0	13.8	1.0	0.6	0.0	15.4
1800	0.0	10.8	1.8	0.2	0.0	12.8

SOUTHBOUND WEEKDAY AVG						↓
TIME	MOTOR CYCLES	CAR	LGV	OGV1	OGV2	TOTAL
0000	0.0	0.0	0.0	0.0	0.0	0.0
0100	0.0	0.0	0.0	0.0	0.0	0.0
0200	0.0	0.0	0.2	0.0	0.0	0.2
0300	0.0	1.4	0.2	0.0	0.0	1.6
0400	0.0	2.4	0.0	0.0	0.0	2.4
0500	0.0	4.6	0.0	0.0	0.0	4.6
0600	0.2	8.4	0.0	0.0	0.0	8.6
0700	0.0	10.8	2.2	0.2	0.6	13.8
0800	0.0	16.4	1.0	1.2	0.8	19.4
0900	0.2	6.0	1.2	0.2	0.2	7.8
1000	0.2	7.2	0.2	0.0	0.0	7.6
1100	0.0	6.6	0.2	0.2	0.0	7.0
1200	0.0	8.0	0.6	0.6	0.0	9.2
1300	0.0	4.0	1.6	0.0	0.0	5.6
1400	0.2	10.4	1.6	0.6	0.0	12.8
1500	0.2	8.4	2.4	0.4	0.0	11.4
1600	0.2	7.8	1.4	0.2	0.0	9.6
1700	0.2	9.8	0.6	0.4	0.0	11.0
1800	0.0	5.8	0.8	0.2	0.0	6.8

1900	0.0	5.4	1.0	0.0	0.0	6.4
2000	0.0	3.6	0.2	0.2	0.0	4.0
2100	0.0	2.0	0.0	0.0	0.0	2.0
2200	0.0	1.6	0.0	0.0	0.0	1.6
2300	0.0	0.6	0.0	0.0	0.0	0.6
12hr TTL	0.8	88.8	21.0	5.8	0.8	117.2
24hr TTL	1.0	104.0	22.8	6.2	0.8	134.8
	1%	77%	17%	5%	1%	

Average weekday northbound and southbound volumes by class, including 12hr totals for 0700-1900 and overall average percentages. Figaures are calculated from all available data over 5 weekdays. See 'Equipment & Methodology' below for accuracy details.

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 may 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.

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, Advanced Transport Research cannot be held responsible for the forecast accuracy.

CLASS	ABBREV.	DESCRIPTION	AXLES	LENGTH
1	MC	Motorcycle	2	Up to 1.7m
2	Cars	Cars, taxis, 4WD	2	1.7 to 3.2m
3	LGV	Light goods vehicles	2 or 3	2.1 to 3.2m
4	OGV1	Other goods vehicles class 1	2 or 3	2.1 to 3.2m
5	OGV2	Other goods vehicles class 2	4	2.1 to 3.2m
6	PSV	Public service vehicles	2 or 3	2.1 to 3.2m

1900	0.0	4.4	0.4	0.0	0.0	4.8
2000	0.0	1.8	0.2	0.0	0.0	2.0
2100	0.0	1.4	0.0	0.0	0.0	1.4
2200	0.0	0.4	0.0	0.0	0.0	0.4
2300	0.0	0.2	0.0	0.0	0.0	0.2
12hr TTL	1.2	101.2	13.8	4.2	1.6	122.0
24hr TTL	1.4	126.2	14.8	4.2	1.6	148.2
	1%	85%	10%	3%	1%	

Equipment damage, failure & calculations

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

16hr AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4: Traffic Flow Input To COBA.

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 six classes (bins) based on axle spacing and pattern. This scheme is based on 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, Advanced Transport Research may not be held liable for errors of fact or interpretation.

PROJECT40931 Waylands Fields, Watton

SITE40931-001

LOCATIONJESSUP ROAD (S)

DIRECTIONNORTHBOUND ↑

PSL30mph

↑

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

Tue 08 Oct

DAY 1

TOTAL	CLS 1	CLS 2	CLS 3	CLS 4	CLS 5	CLS 6	TIME	SPD1 0 10	SPD2 10 15	SPD3 15 20	SPD4 20 25	SPD5 25 30	SPD6 30 35	SPD7 35 40	SPD8 40 45	SPD9 45 50	SPD10 50 60	SPD11 60 70	SPD12 70 80	SPD13 80 90	SPD14 90 100	AVG	85%ile	PSL 30	PSL% 30	SL1 35 ACPO	SL1% 35 ACPO	SL2 45 DFT	SL2% 45 DFT	
0000	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	0.0
0015	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0030	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	0.0
0045	1	0	1	0	0	0	0045	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.8	-	0	0.0	0	0.0	0	0.0
0100	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	0.0
0115	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	0.0
0130	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	0.0
0145	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	0.0
0200	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	0.0
0215	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	0.0
0230	1	0	0	1	0	0	0230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.3	-	0	0.0	0	0.0	0	0.0
0245	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	0.0
0300	1	0	1	0	0	0	0300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.2	-	0	0.0	0	0.0	0	0.0
0315	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	0.0
0330	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0345	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0400	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0415	0	0	0	0	0	0	0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0430	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0445	0	0	0	0	0	0	0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0500	0	0	0	0	0	0	0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0515	0	0	0	0	0	0	0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0530	0	0	0	0	0	0	0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0545	0	0	0	0	0	0	0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0600	0	0	0	0	0	0	0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0615	0	0	0	0	0	0	0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0630	0	0	0	0	0	0	0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0645	0	0	0	0	0	0	0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0700	2	0	1	1	0	0	0700	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	13.8	-	0	0.0	0	0.0	0	0.0
0715	2	0	2	0	0	0	0715	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	18.1	-	0	0.0	0	0.0	0	0.0
0730	2	0	1	1	0	0	0730	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	-	0	0.0	0	0.0	0	0.0
0745	1	0	1	0	0	0	0745	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	20.0	-	0	0.0	0	0.0	0	0.0
0800	1	0	0	0	0	1	0	0800	0	0	1	0	0	0	0	0	0	0	0	0	0	0	16.5	-	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	0.0
0830	1	0	0	1	0	0	0830	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-	0	0.0	0	0.0	0	0.0
0845	4	0	1	3	0	0	0845	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	15.6	-	0	0.0	0	0.0		

PROJECT40931 Waylands Fields, Watton

SITE40931-001

LOCATIONJESSUP ROAD (S)

DIRECTIONNORTHBOUND ↑

PSL30mph

↑

	ALL VEHICLES									Speed																		Other					
	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							
1345	0	0	0	0	0	0	0	0	1345	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
1400	3	0	2	1	0	0	0	0	1400	1	0	2	0	0	0	0	0	0	0	0	0	0	0	14.9	-	0	0.0	0	0.0	0	0.0	0	0.0
1415	0	0	0	0	0	0	0	0	1415	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	3	0	1	1	1	0	0	0	1430	1	0	2	0	0	0	0	0	0	0	0	0	0	0	12.6	-	0	0.0	0	0.0	0	0.0	0	0.0
1445	3	0	2	1	0	0	0	0	1445	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	0	0.0
1500	3	0	2	0	0	1	0	0	1500	0	0	2	1	0	0	0	0	0	0	0	0	0	0	18.3	-	0	0.0	0	0.0	0	0.0	0	0.0
1515	6	0	4	1	1	0	0	0	1515	0	2	4	0	0	0	0	0	0	0	0	0	0	0	16.4	-	0	0.0	0	0.0	0	0.0	0	0.0
1530	5	0	5	0	0	0	0	0	1530	0	1	3	1	0	0	0	0	0	0	0	0	0	0	16.3	-	0	0.0	0	0.0	0	0.0	0	0.0
1545	3	0	2	1	0	0	0	0	1545	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	0	0.0
1600	3	0	1	2	0	0	0	0	1600	0	0	3	0	0	0	0	0	0	0	0	0	0	0	16.7	-	0	0.0	0	0.0	0	0.0	0	0.0
1615	1	0	1	0	0	0	0	0	1615	1	0	0	0	0	0	0	0	0	0	0	0	0	8.2	-	0	0.0	0	0.0	0	0.0	0	0.0	
1630	3	0	3	0	0	0	0	0	1630	0	0	3	0	0	0	0	0	0	0	0	0	0	0	16.9	-	0	0.0	0	0.0	0	0.0	0	0.0
1645	5	0	5	0	0	0	0	0	1645	0	0	5	0	0	0	0	0	0	0	0	0	0	0	16.4	-	0	0.0	0	0.0	0	0.0	0	0.0
1700	2	0	2	0	0	0	0	0	1700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	15.0	-	0	0.0	0	0.0	0	0.0	0	0.0
1715	5	0	5	0	0	0	0	0	1715	0	2	2	1	0	0	0	0	0	0	0	0	0	0	17.2	-	0	0.0	0	0.0	0	0.0	0	0.0
1730	8	0	7	0	1	0	0	0	1730	0	2	6	0	0	0	0	0	0	0	0	0	0	0	17.0	-	0	0.0	0	0.0	0	0.0	0	0.0
1745	5	0	5	0	0	0	0	0	1745	0	0	4	1	0	0	0	0	0	0	0	0	0	0	17.6	-	0	0.0	0	0.0	0	0.0	0	0.0
1800	3	0	3	0	0	0	0	0	1800	1	0	2	0	0	0	0	0	0	0	0	0	0	0	14.3	-	0	0.0	0	0.0	0	0.0	0	0.0
1815	4	0	4	0	0	0	0	0	1815	0	0	3	1	0	0	0	0	0	0	0	0	0	0	19.1	-	0	0.0	0	0.0	0	0.0	0	0.0
1830	3	0	3	0	0	0	0	0	1830	0	0	3	0	0	0	0	0	0	0	0	0	0	0	18.5	-	0	0.0	0	0.0	0	0.0	0	0.0
1845	5	0	5	0	0	0	0	0	1845	0	3	2	0	0	0	0	0	0	0	0	0	0	0	15.4	-	0	0.0	0	0.0	0	0.0	0	0.0
1900	1	0	1	0	0	0	0	0	1900	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14.8	-	0	0.0	0	0.0	0	0.0	0	0.0
1915	2	0	1	1	0	0	0	0	1915	0	1	1	0	0	0	0	0	0	0	0	0	0	0	15.6	-	0	0.0	0	0.0	0	0.0	0	0.0
1930	2	0	2	0	0	0	0	0	1930	0	0	1	1	0	0	0	0	0	0	0	0	0	0	17.8	-	0	0.0	0	0.0	0	0.0	0	0.0
1945	1	0	1	0	0	0	0	0	1945	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	0	0.0
2000	1	0	0	0	1	0	0	0	2000	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15.1	-	0	0.0	0	0.0	0	0.0	0	0.0
2015	0	0	0	0	0	0	0	0	2015	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
2030	2	0	2	0	0	0	0	0	2030	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	0	0.0
2045	1	0	1	0	0	0	0	0	2045	0	0	1	0	0	0	0	0	0	0	0	0	0	0	18.8	-	0	0.0	0	0.0	0	0.0	0	0.0
2100	0	0	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	0	0.0
2115	1	0	1	0	0	0	0	0	2115	0	0	1	0	0	0	0	0	0	0	0	0	0	0	19.5	-	0	0.0	0	0.0	0	0.0	0	0.0
2130	0	0	0	0	0	0	0	0	2130	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
2145	1	0	1	0	0	0	0	0	2145	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15.4	-	0	0.0	0	0.0	0	0.0	0	0.0
2200	0	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	0.0	0	0.0
2215	1	0	1	0	0	0	0	0	2215	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13.5	-	0	0.0	0	0.0	0	0.0	0	0.0
2230	0	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	0.0	0	0.0
2245	0	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	0.0	0	0.0
2300	0	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	0.0	0	0.0
2315	0	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	0.0	0	0.0
2330	0	0	0	0	0	0	0	0	2330	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
2345	0	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	0.0	0	0.0
0700-1900	131	0	101	22	4	1	3	07-19	6	30	86	9	0	0	0	0	0	0	0	0	0	0	0	16.2	18.9	0	0.0	0	0.0	0	0.0	0	0.0
0600-2200	145	0	112	23	6	1	3	06-22	6	35	94	10	0	0	0	0	0	0	0	0	0	0	0	16.2	18.9	0	0.0	0	0.0	0	0.0	0	0.0
0600-0000	146	0	113	23	6	1	3	06-00	6	36	94	10	0	0	0	0	0	0	0	0	0	0	0	16.1	18.9	0	0.0	0	0.0	0	0.0	0	0.0
0000-0000	147	0	113	24	6	1	3	00-00	6	36	95	10	0	0	0	0	0	0	0	0	0	0	0	16.2	18.9	0	0.0	0	0.0	0	0.0	0	0.0

PROJECT	40931 Waylands Fields, Watton
SITE CODE	40931-002
LOCATION	Jessup Road (N)
START DATE	Tue 08 Oct, 2024
END DATE	Mon 14 Oct, 2024 (inc.)
SPEED LIMIT	30mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

SUMMARY

COMBINED EAST & WESTBOUND

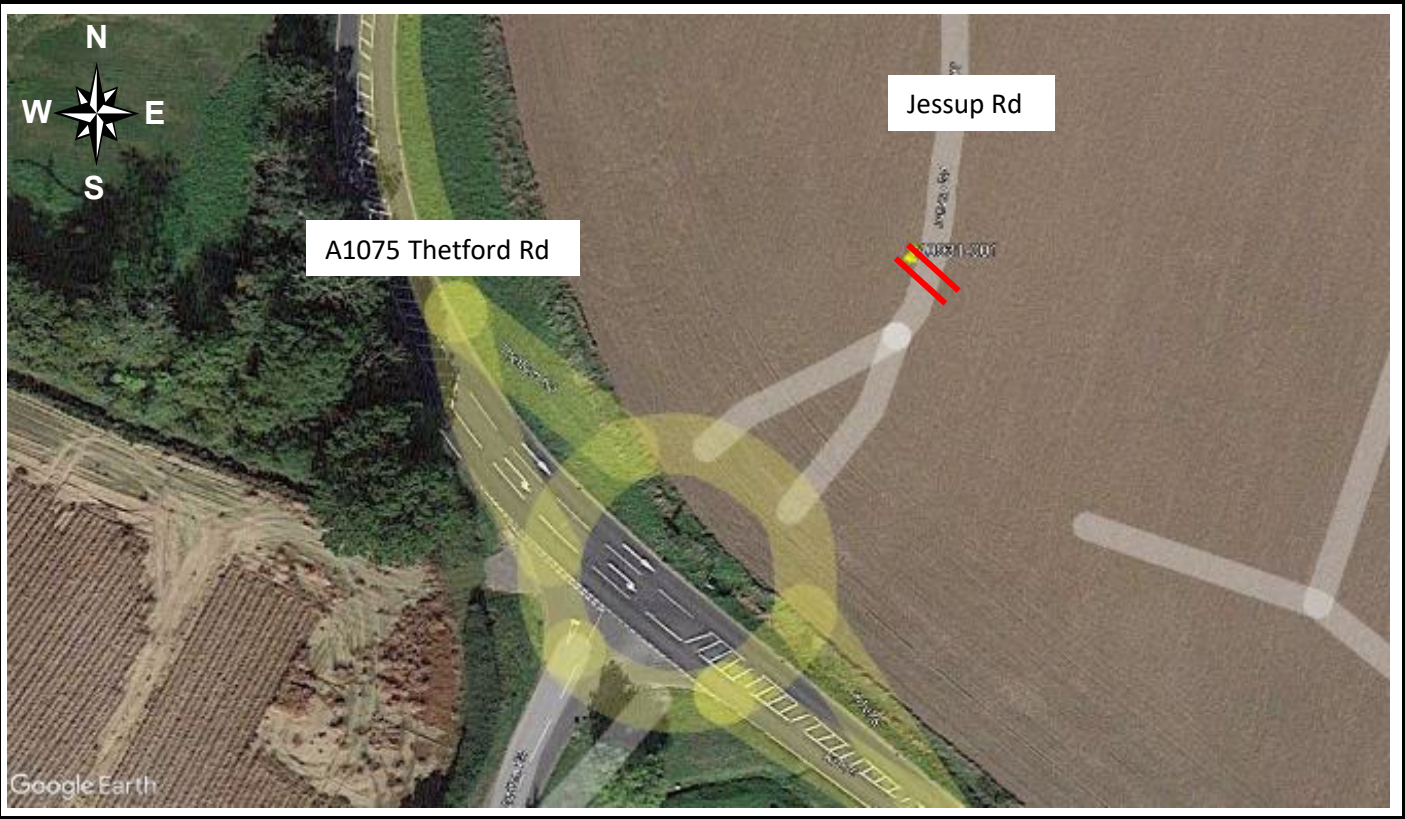
Total recorded volume	3,297
Total recorded HGVs	82
% of vehicles that are HGVs	2.5%
Avg daily volume (based on 7 days)	471.0
Average daily speed (7 days)	13.3mph
Average daily 85%ile (7 days)	15.7mph
AADT (annual average daily traffic)	494.1
AAWT (annual average weekday traffic)	537.6
Avg weekday volume (Mon-Fri, 24hrs)	511.8
Avg weekday speed (Mon-Fri, 24hrs)	13.3mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	427.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	13.2mph

EASTBOUND

Total recorded volume	1,713
Total recorded HGVs	31
% of vehicles that are HGVs	1.8%
Avg daily volume (based on 7 days)	244.7
Average daily speed (7 days)	13.3mph
Average daily 85%ile (7 days)	15.7mph
% of vehicles exceeding 30mph	0.0%
AADT (annual average daily traffic)	258.9
AAWT (annual average weekday traffic)	279.6

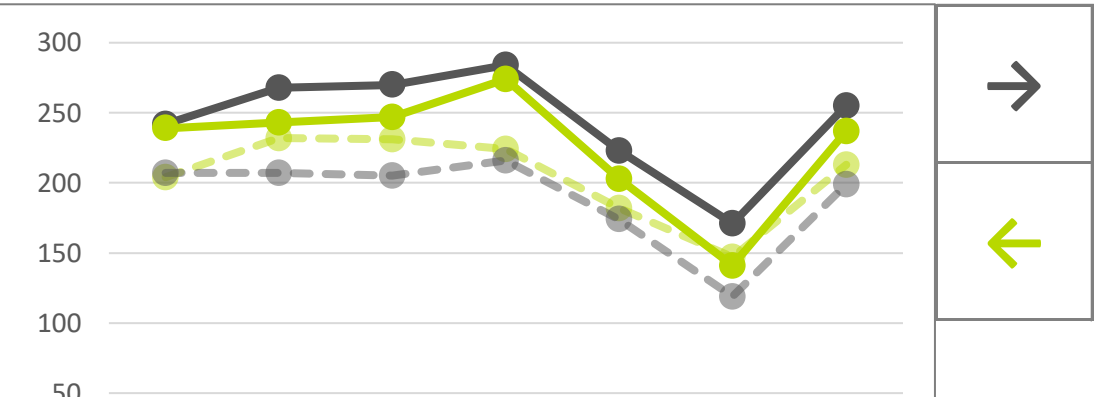
Avg weekday volume (Mon-Fri, 24hrs)	263.8
Avg weekday speed (Mon-Fri, 24hrs)	13.3mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	220.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	13.2mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	15.6mph
AM avg peak vol period (Mon-Fri)	07:15 to 07:30
PM avg peak vol period (Mon-Fri)	17:15 to 17:30

SITE LOCATION



DAILY VOLUMES

EAST- & WESTBOUND



As can be expected, the lowest 24hr volumes were recorded on the Sunday, whilst the highest was on the Friday.

ATC SUMMARY REPORT

7-DAY AUTOMATIC TRAFFIC COUNT

A 7-day automatic traffic count on Jessup Road (N), commencing Tue 08 Oct 2024, recorded a total of 3,297 vehicles. The posted speed limit of 30mph was exceeded by 0.0% of vehicles, and the seasonally adjusted, combined AADT value is 494 (see 'Equipment & methodology' below).

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, plus the Mon-Fri peak periods. Speeding vehicles are defined as those travelling 31mph and above.

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

WESTBOUND

Total recorded volume	1,584
Total recorded HGVs	51
% of vehicles that are HGVs	3.2%
Avg daily volume (based on 7 days)	226.3
Average daily speed (7 days)	13.2mph
Average daily 85%ile (7 days)	15.7mph
% of vehicles exceeding 30mph	0.0%
AADT (annual average daily traffic)	235.2
AAWT (annual average weekday traffic)	258.0

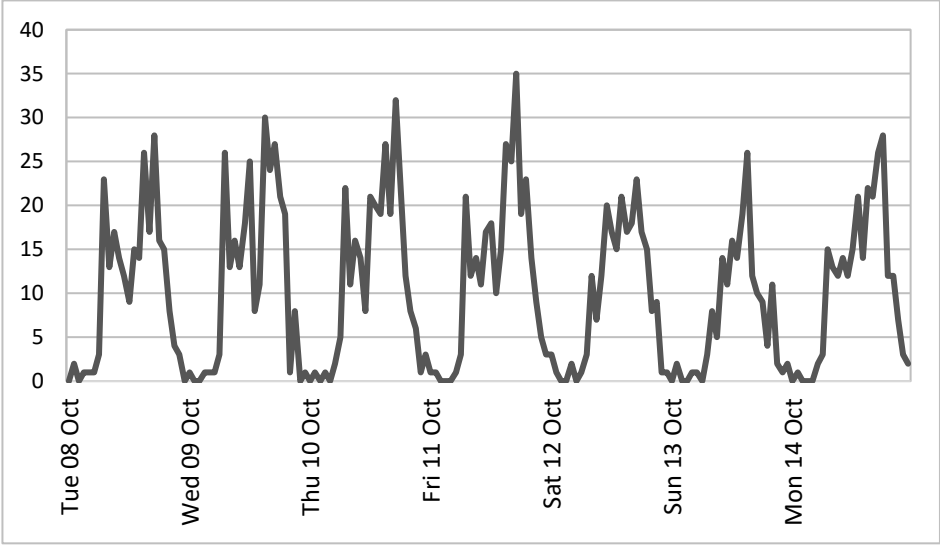
Avg weekday volume (Mon-Fri, 24hrs)	248.0
Avg weekday speed (Mon-Fri, 24hrs)	13.3mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	206.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	13.2mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	15.7mph
AM avg peak vol period (Mon-Fri)	08:30 to 08:45
PM avg peak vol period (Mon-Fri)	16:45 to 17:00

LOCATION	Jessup Road (N)
DATES	Tue 08 Oct to Mon 14 Oct inc.
LAT / LNG	52°33'51.78"N, 0°49'45.57"E
PSL	30mph
DIRECTION 1	→ Eastbound
DIRECTION 2	Westbound ←



DAILY VOL

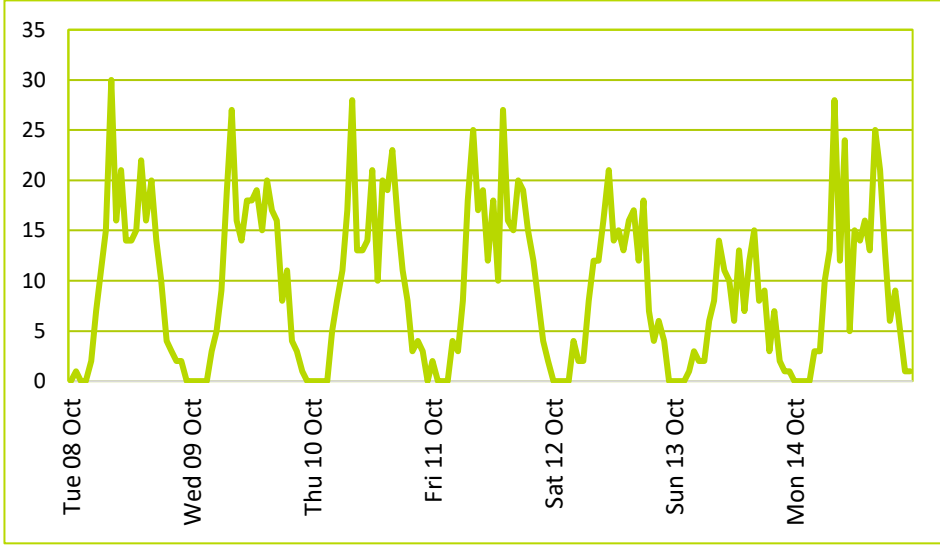
HOURLY VOLUMES



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



HOURLY VOL

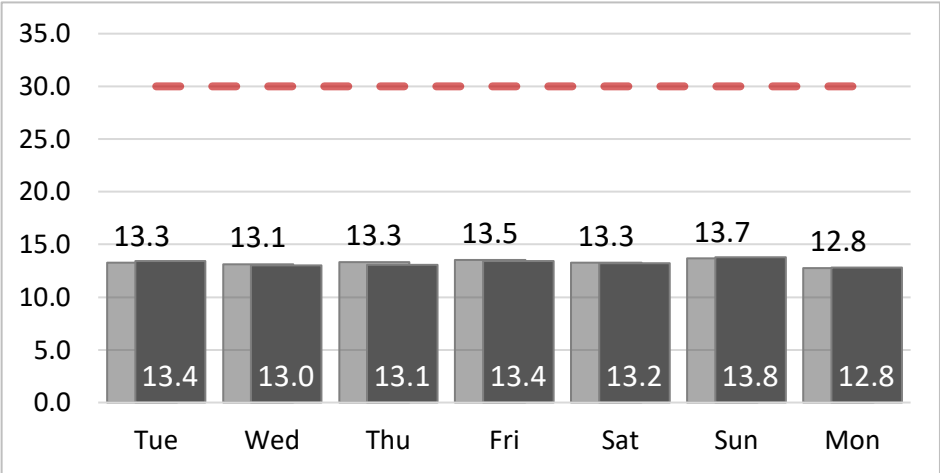


Hourly westbound traffic volumes over each 24hr period for 7 days from all available data



HOURLY VOL

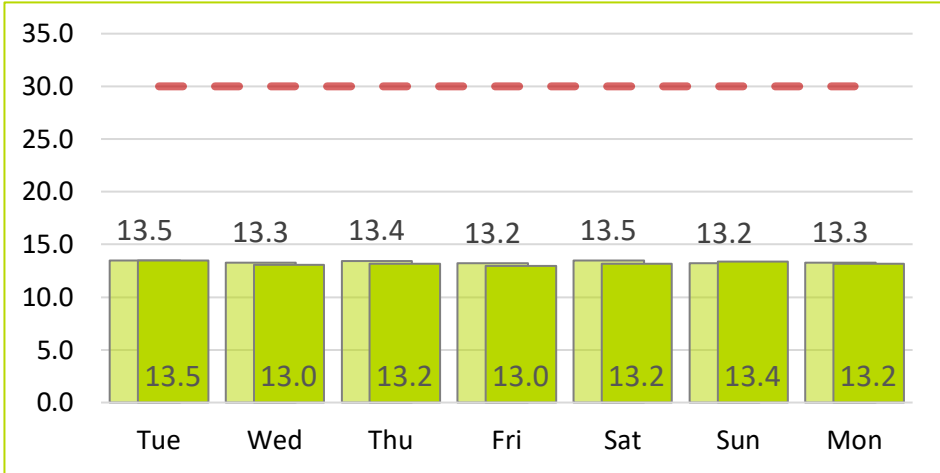
24hr & 12hr AVG SPEEDS



24hr (light) & 12hr daytime (dark grey, 0700-1900) average eastbound speeds compared against the posted speed limit of Mon 14 Oct, 2024 (inc.)



AVG SPEEDS

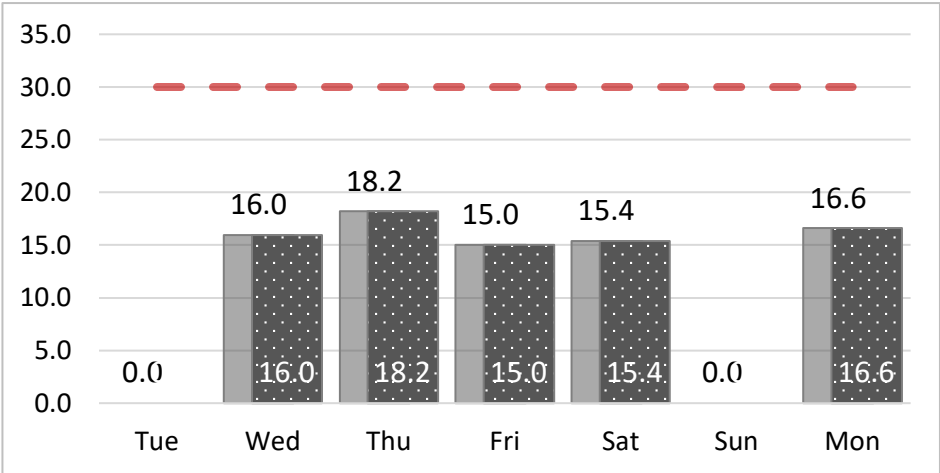


24hr (light) & 12hr daytime (dark green, 0700-1900) average westbound speeds compared against the posted speed limit of Mon 14 Oct, 2024 (inc.)



AVG SPEEDS

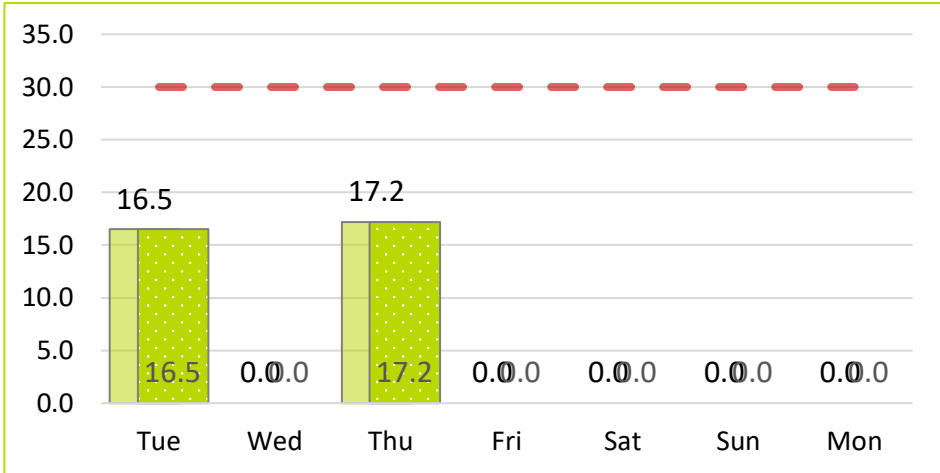
24hr & 12hr 85%ile SPEEDS



24hr (light) & 12hr daytime (dark grey, 0700-1900) average eastbound 85%ile speeds compared against the posted speed limit of Mon 14 Oct, 2024 (inc.)



AVG 85%ILES

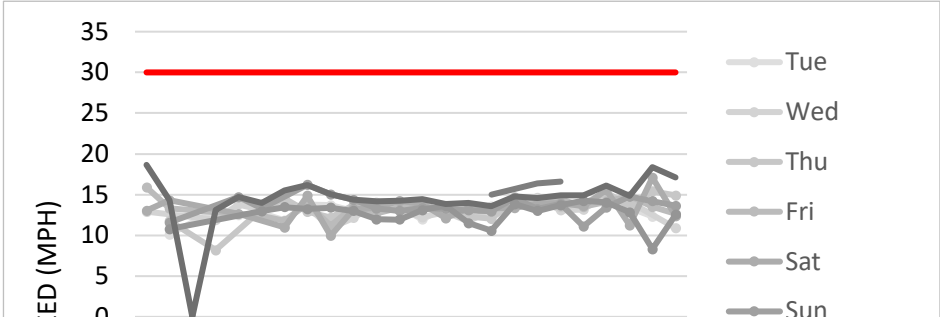


24hr (light) & 12hr daytime (dark green, 0700-1900) average westbound 85%ile speeds compared against the posted speed limit of Mon 14 Oct, 2024 (inc.)

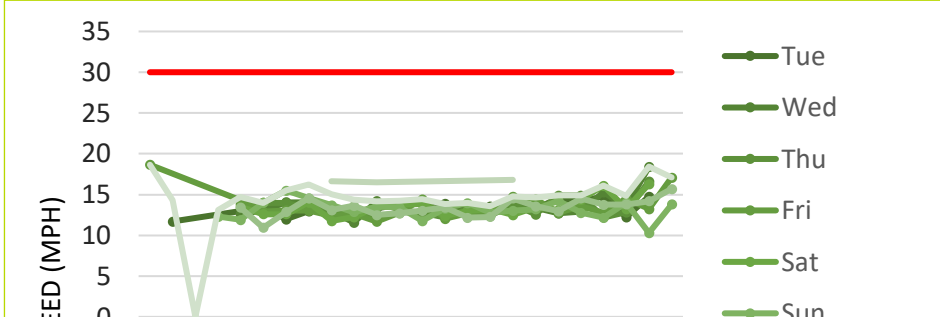


AVG 85%ILES

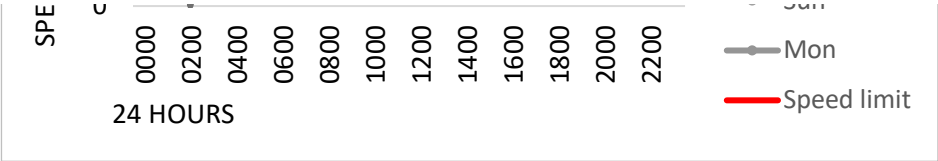
HOURLY SPEEDS



Y SPEED



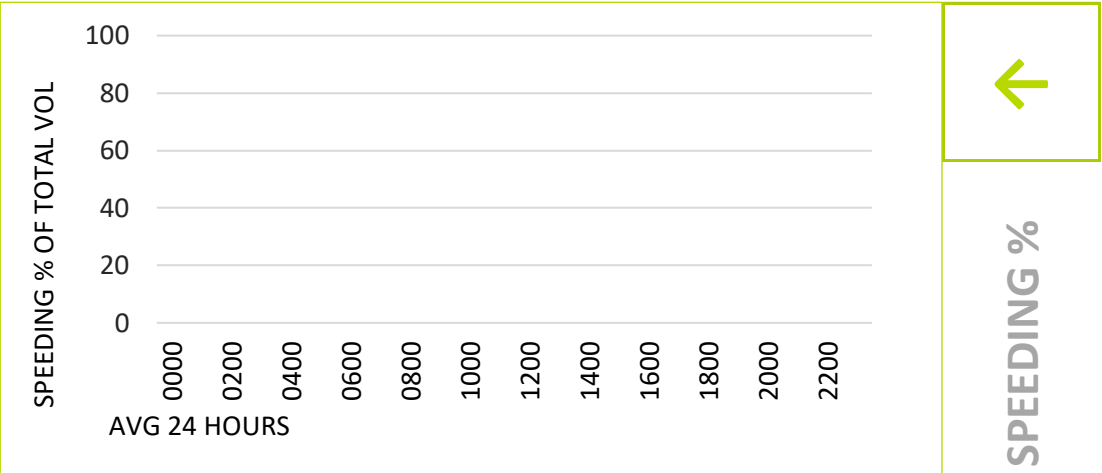
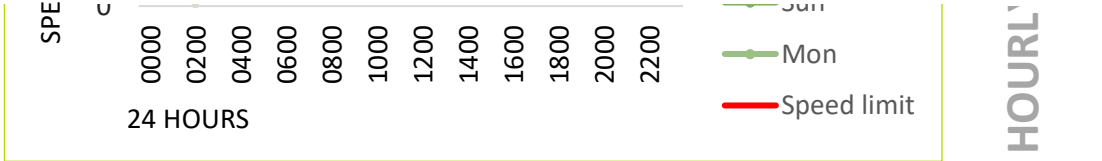
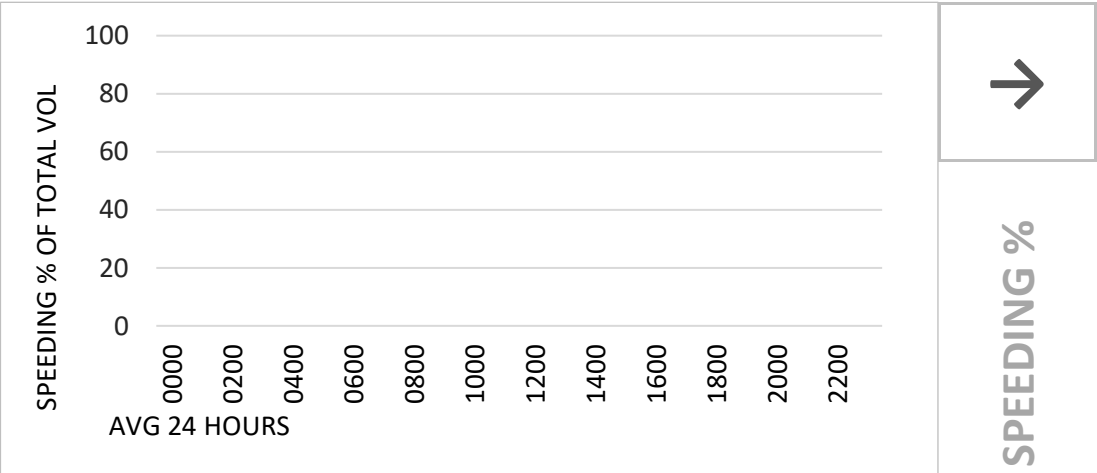
Y SPEED



Average hourly 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 are required for this calculation, hence the overnight low-volume 85%ile values may be zero.

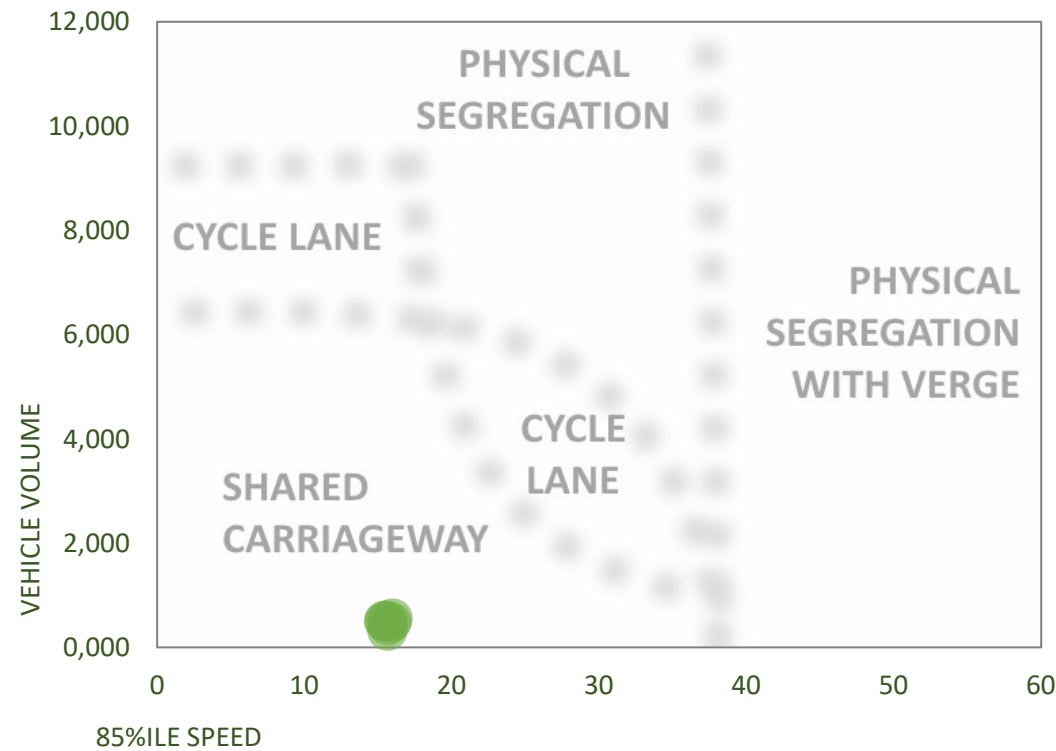
The peak eastbound daytime speed was 18.2mph at 07:15 on Sun 13 Oct, whilst the peak westbound speed was 18.3mph at 14:30 on Sun 13 Oct (based on 15min averages between 0700 & 1900).

SPEEDING % EXCEEDING 30mph



7-day average percentages of vehicles exceeding the posted speed limit each hour. The small, darker dots represent the percentage travelling between 30 and 35mph, whilst the larger markers represent those at 36mph and above. A high proportion of larger dots may indicate a potential speeding issue.

CYCLE PROVISION



The cycle provision 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); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

5-DAY AVERAGE CLASSES

EASTBOUND WEEKDAY AVG						→
TIME	MOTOR CYCLES	CAR	LGV	OGV1	OGV2	TOTAL
0000	0.0	0.4	0.0	0.0	0.0	0.4
0100	0.0	1.0	0.0	0.0	0.0	1.0
0200	0.0	0.0	0.0	0.0	0.0	0.0
0300	0.0	0.6	0.0	0.0	0.0	0.6
0400	0.0	0.4	0.0	0.0	0.0	0.4
0500	0.0	0.4	1.0	0.0	0.0	1.4
0600	0.0	2.8	0.6	0.0	0.0	3.4
0700	0.2	17.2	3.2	0.0	0.8	21.4
0800	0.4	9.4	1.6	0.4	0.6	12.4
0900	0.0	12.8	1.4	0.8	0.0	15.0
1000	0.0	11.0	1.0	1.0	0.2	13.2
1100	0.2	11.2	1.6	0.4	0.0	13.4
1200	0.0	14.4	2.0	0.8	0.2	17.4
1300	0.0	13.6	1.0	0.0	0.2	14.8
1400	0.2	12.2	1.8	0.0	0.4	14.6
1500	0.6	23.6	2.0	0.0	0.2	26.4
1600	0.2	18.6	2.4	0.0	0.0	21.2
1700	0.4	28.8	0.4	0.0	0.0	29.6
1800	0.4	20.0	0.8	0.0	0.0	21.2

WESTBOUND WEEKDAY AVG						←
TIME	MOTOR CYCLES	CAR	LGV	OGV1	OGV2	TOTAL
0000	0.0	0.4	0.0	0.0	0.0	0.4
0100	0.0	0.2	0.0	0.0	0.0	0.2
0200	0.0	0.0	0.0	0.0	0.0	0.0
0300	0.0	0.0	0.0	0.0	0.0	0.0
0400	0.0	3.4	0.0	0.0	0.0	3.4
0500	0.0	3.2	1.4	0.6	0.0	5.2
0600	0.8	7.6	1.2	0.2	0.0	9.8
0700	0.4	14.8	0.8	0.4	0.0	16.4
0800	0.2	24.6	2.2	0.6	0.0	27.6
0900	0.0	12.4	1.2	1.0	0.2	14.8
1000	0.2	13.0	2.6	2.4	0.0	18.2
1100	0.0	9.2	2.6	0.8	0.0	12.6
1200	0.2	13.0	2.8	1.0	0.0	17.0
1300	0.0	11.6	1.6	0.4	0.0	13.6
1400	0.0	17.4	2.2	0.0	0.4	20.0
1500	0.0	14.4	1.8	0.4	0.2	16.8
1600	0.2	17.4	2.2	0.2	0.0	20.0
1700	0.0	16.0	1.4	0.0	0.0	17.4
1800	0.0	10.8	1.2	0.2	0.0	12.2

1900	0.6	14.8	0.8	0.0	0.0	16.2
2000	0.0	8.2	0.4	0.0	0.0	8.6
2100	0.0	6.8	0.0	0.0	0.0	6.8
2200	0.0	2.2	0.2	0.0	0.0	2.4
2300	0.0	1.8	0.0	0.0	0.0	1.8
12hr TTL	2.6	192.8	19.2	3.4	2.6	220.6
24hr TTL	3.2	232.2	22.2	3.4	2.6	263.6
	1%	88%	8%	1%	1%	

Average weekday eastbound and westbound volumes by class, including 12hr totals for 0700-1900 and overall average percentages. Figaures are calculated from all available data over 5 weekdays. See 'Equipment & Methodology' below for accuracy details.

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 may 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.

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, Advanced Transport Research cannot be held responsible for the forecast accuracy.

CLASS	ABBREV.	DESCRIPTION	AXLES	LENGTH
1	MC	Motorcycle	2	Up to 1.7m
2	Cars	Cars, taxis, 4WD	2	1.7 to 3.2m
3	LGV	Light goods vehicles	2 or 3	2.1 to 3.2m
4	OGV1	Other goods vehicles class 1	2 or 3	2.1 to 3.2m
5	OGV2	Other goods vehicles class 2	4	2.1 to 3.2m
6	PSV	Public service vehicles	2 or 3	2.1 to 3.2m

1900	0.0	7.8	0.6	0.4	0.0	8.8
2000	0.0	5.6	0.4	0.2	0.0	6.2
2100	0.2	4.0	0.0	0.0	0.2	4.4
2200	0.4	1.8	0.0	0.0	0.0	2.2
2300	0.0	0.6	0.0	0.0	0.0	0.6
12hr TTL	1.2	174.6	22.6	7.4	0.8	206.6
24hr TTL	2.6	209.2	26.2	8.8	1.0	247.8
	1%	84%	11%	4%	0%	

Equipment damage, failure & calculations

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

16hr AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4: Traffic Flow Input To COBA.

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 six classes (bins) based on axle spacing and pattern. This scheme is based on 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, Advanced Transport Research may not be held liable for errors of fact or interpretation.

PROJECT40931 Waylands Fields, Watton

SITE40931-002

LOCATIONJESSUP ROAD (N)

DIRECTIONWESTBOUND ←

PSL30mph

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									
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Appendix E

Wayland Fields Travel Survey Sept 2024

14 responses

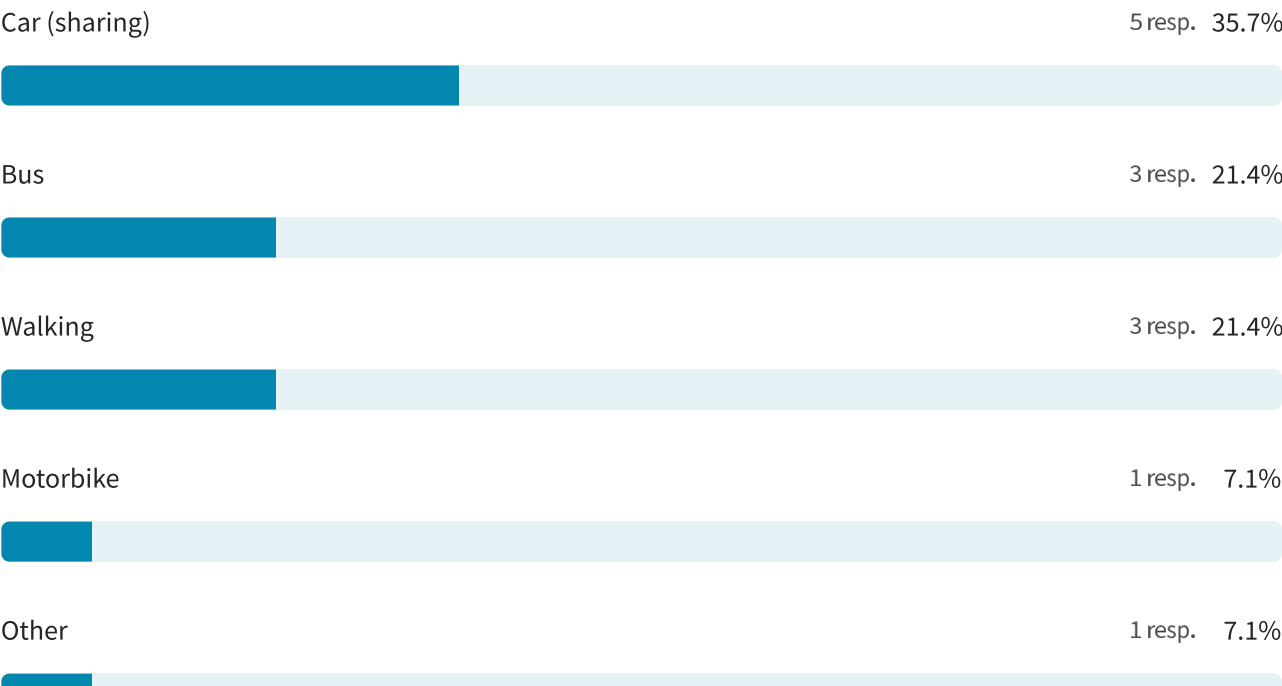
Would you like a free Personal Travel Plan?

14 out of 14 answered



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

14 out of 14 answered



Work from Home 1 resp. 7.1%

Car (alone) 0 resp. 0%

Cycling 0 resp. 0%

Electric Vehicle (alone) 0 resp. 0%

Electric Vehicle (sharing) 0 resp. 0%

Park & Ride 0 resp. 0%

Train 0 resp. 0%

Would you consider car sharing regularly?

9 out of 14 answered

I already car share regularly 5 resp. 55.6%

No, I have family / child commitments (i.e. school run) 1 resp. 11.1%

No, I prefer using public transport 1 resp. 11.1%

Yes, if I could find someone on the same shifts as me 1 resp. 11.1%

Yes, if I could find someone to share with

1 resp. 11.1%

I cannot travel by car due to mobility considerations

0 resp. 0%

No, I prefer to walk / cycle

0 resp. 0%

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

0 resp. 0%

Other

0 resp. 0%

What is stopping you from travelling more sustainably?

14 out of 14 answered

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

6 resp. 42.9%

Bus times don't suit my needs

5 resp. 35.7%

I don't think I have any other options

4 resp. 28.6%

I need my vehicle due to family / child care

4 resp. 28.6%

Surrounding roads aren't safe to walk / cycle

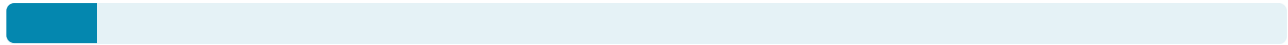
4 resp. 28.6%

I need my vehicle to assist with my limited mobility

2 resp. 14.3%

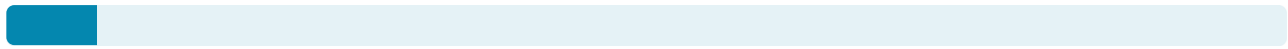
I need my vehicle to carry out my job role

1 resp. 7.1%



Public transport seems too expensive

1 resp. 7.1%



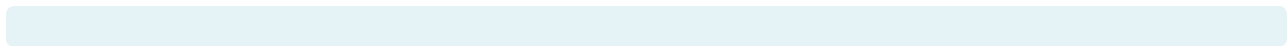
I haven't found anyone to car share with

0 resp. 0%



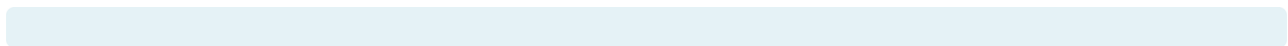
There are no shower / changing facilities at work

0 resp. 0%



Other

0 resp. 0%



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

14 out of 14 answered

I have not read the Travel Information Pack

6 resp. 42.9%



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

4 resp. 28.6%



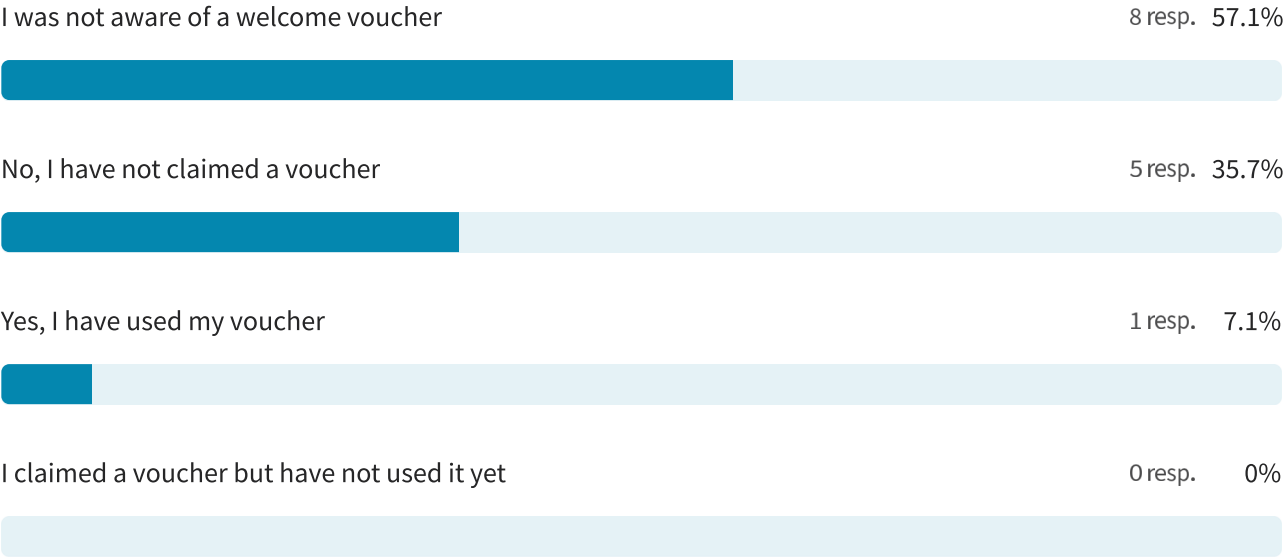
Yes, I found it helpful.

4 resp. 28.6%



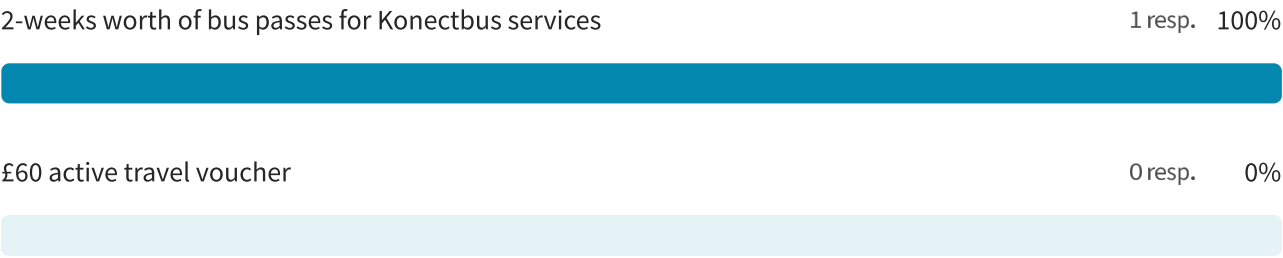
Have you claimed your welcome voucher yet?

14 out of 14 answered



Which voucher did you claim?

1 out of 14 answered



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

14 out of 14 answered

	0	1	2	3	4	5	6	7
Car (alone)	28.6%	7.1%	14.3%	7.1%	28.6%	0%	7.1%	7.1%
Car (sharing)	42.9%	7.1%	21.4%	0%	0%	7.1%	14.3%	7.1%
Electric Car (alone)	100%	0%	0%	0%	0%	0%	0%	0%
Electric Car (sharing)	100%	0%	0%	0%	0%	0%	0%	0%
Walk	21.4%	35.7%	7.1%	7.1%	7.1%	0%	0%	21.4%
Cycle	100%	0%	0%	0%	0%	0%	0%	0%
Bus	78.6%	14.3%	7.1%	0%	0%	0%	0%	0%
Train	92.9%	0%	7.1%	0%	0%	0%	0%	0%
Motorbike	92.9%	7.1%	0%	0%	0%	0%	0%	0%
Work from Home	57.1%	7.1%	0%	14.3%	7.1%	14.3%	0%	0%
Other	100%	0%	0%	0%	0%	0%	0%	0%