Bidwells
C/O Harriet Wooler
via Email

[redacted]
T

14th February 2020

Dear Harriet,

Land to the south of Oakington Road, Cottenham, South Cambridgeshire

Introduction

EAS has been appointed to provide a transportation review of the above site in order to support its allocation in the South Cambridgeshire Local Plan Review process.

Cottenham is a village in South Cambridgeshire, located approximately 5 miles (8 km) north of Cambridge City centre. The site comprises land located to the south east of Oakington Road and on the southwestern outskirts of the existing village. A Site Boundary plan is attached as **Appendix A**.

The 4.22ha site is currently greenfield with no built footprint. For the purposes of this report it is proposed that the site be developed for residential use for around 70 dwellings with associated infrastructure and open space.

Proposed **Site** Access

Access is proposed onto Oakington Road just to the south of the opposing side road 'Orchard Close'. Along this section Oakington Road is currently subject to a 30mph speed limit with a system of street lighting. The speed limit changes to the national speed limit (60mph) to the south of the sites southern most boundary.

It is understood that further residential development has been constructed on the north western side of Oakington Road with its access located further to the south. The section of Oakington Road in the vicinity of the site has therefore been urbanised further. As a result it is appropriate to consider the requirements of the Manual for Streets in terms of implementing a vehicle and pedestrian access and associated visibility splays. The drawing contained at **Appendix B** therefore depicts an access with 2.4m x 43m visibility splays and with a 5.5m carriageway and with 2 x 2m footways. This form or access could serve of the order of 100 to 150 units which exceeds the developable quantum of the site.

The existing footway on the south eastern side of Oakington Road (site side) stops north of the site boundary and so does not pass the site boundary. There is a footway on the opposite side which provides for pedestrian access to the existing facilities within the village and the two bus stops near the junction of Oakington Road and Rampton Road.

To enhance pedestrian connectivity it is proposed to implement a footway on the site side (south east side) of Oakington Road which would run northwards and connect with the existing footway on this side providing a continuous connections without the need to cross to the opposite side.

Local Facilities

Cottenham currently has a Post Office, doctor's surgery, a dental practice, a veterinary practice, sports centre and a number of shops and restaurants. Cottenham has a primary school (Cottenham Primary School, around 550m from the proposed site access to the north east), a secondary school with sixth form (Cottenham Village College) which is approximately 600m to the east.

Pedestrian Accessibility

With respect to pedestrian access, a walk time of 10mins is generally considered the maximum acceptable to directly access any local facility or amenity and equates to a distance of approximately 800m. All facilities described are within this threshold.

Cycle Accessibility

For the purposes of cycle accessibility, a cycle time of 20 minutes, which equates to approximately 5km, has been assumed. The 5km catchment area of the proposed site includes the village centre and all of its amenities and facilities. The site is also within reasonable cycling distance of Cambridge and the very wide range of facilities and amenities on offer.

Cycle infrastructure in the vicinity of Cottenham is considered good with an off-road cycle way being provided adjacent to the Histon Road into Cambridge which in turn provides a connection to the excellent cycling infrastructure available in the City.

The site is also located within 3km of the Cambridge Guided Busway which can be accessed directly from Oakington Road, Oakington to the south west of the site.

Local Development

There are two approved developments directly opposite the site off Oakington Road. The first is Newton Close which is formed of 50 residential dwellings currently being built out by Bellway Homes. The second is approved for 126 units and the access for this would be further to the south along Oakington Road.

Public Transport

A bus stop is located approximately 150m northeast of the site boundary in Rampton Road and served by the Citi 8 route.

Route Citi 8

Route Citi 8 provides a service between Cambridge, Impington, Histon and Cottenham Monday to Saturday with a bus every 20-minutes, and on Sundays with one bus every 30-minutes.

The bus service timetable for Citi 8 is attached as Appendix C.

Trip Generation

EAS has reviewed the nationally recognised Trip Rate database 'TRICS' to determine an appropriate vehicle trip rate. To be robust, private housing developments in out of town and village locations in South East England and East Anglia were included. The resulting TRICS data output is enclosed in Appendix D and gives the following AM and PM trip rates and subsequent vehicle trips based on 70 dwellings:

	Trip Rate (Per Dwelling)		Vehicle Trips (70 Dwellings)		
	In	Out	In	Out	Total
AM Peak Hour	0.155	0.388	11	28	39
PM Peak Hour	0.345	0.144	24	10	34

Residential Vehicle TRICS Trip Rates and Trip Numbers (allow for rounding)

As can be seen from the above table, the peak hourly flow from the site based on 70 dwellings is around 34 to 39 peak hour vehicle movements. These would be split approximately 75%/25% (out/in) in the AM peak and around the reverse in the PM peak hour.

At this stage we do not have the benefit of traffic flows to understand the distribution of existing traffic travelling upon Oakington Road and so the tidality of the AM and PM peak hour is not known i.e. the traffic flow northbound and southbound. However it is fair to say that the desire of traffic will probably be more or less equal in both directions and so it is reasonable for current purposes to suggest the site generated traffic flow would turn on a 50/50 basis to/from the north and south.

On this basis, in the AM peak hour circa 20 traffic movements would travel to and from the north equal to circa 1 vehicle every 3 minutes. This traffic would pass through the mini roundabout junction with Rampton Road. 1 additional vehicle every 3 minutes at this junction would be imperceptible. Beyond this point site generated traffic flows would dilute further.

Similarly, site generated traffic flow travelling to the south would meet its first significant junction at a signalised junction in the centre of Oakington. 1 addition vehicle every 3 minutes negotiating this junction would be imperceptible, in reality some of the site generated traffic may have distributed to other routes prior to reaching this point.

Local Road Traffic Accidents

The CrashMap database has been interrogated and in the last five years (2014 to 2018 inclusive) there have been three accidents with the study area defined as Oakington Road between Rampton Road in the north and a point approximately 200m south of the site. Two of these were classified as 'slight' accidents and one as 'serious'. One 'slight' accident and the 'serious' accident occurred at the mini roundabout junction of Oakington Road and Rampton Road (170m to the north east of the proposed site access).

The serious accident occurred in September 2016 with the slight accident in May 2017. The accidents both involved two vehicles and one casualty.

The remaining 'slight' accident occurred 150m to the south west of the proposed site access in July 2014 and involved two vehicles and one slight casualty.

None of the accidents occurred directly in the vicinity of the site access. Three accidents over a five year period does not suggest that there is any underlying safety problem. The plan obtained from CrashMap is attached as Appendix E.

Summary

EAS has been appointed to provide a transportation review of 'Land to the south of Oakington Road, Cottenham in order to support its allocation in the South Cambridgeshire Local Plan Review process.

It is clear that a resident of this site would be able to access everyday needs living, working and education requirements , by either walking, cycling or by utilising public transport and would not therefore need to use a private motor car.

A highway access layout has been produced and 2.4m x 43m visibility splays are suitable and can be achieved in accordance with Manual for Streets parameters for a 30mph road. The access designed could potentially support a greater level of development in terms of unit numbers.

A TRICS assessment for a residential development of approximately 70 units has been completed and the resulting AM peak hour and PM peak hour vehicle trips generated are considered to have no detrimental impact on the local road network.

There is potential to improve and promote sustainable modes of transport in the village including enhanced pedestrian connectivity. New residents would of course add to the viability of existing retail outlets and services and to the viability of public transport services.

Clearly this site could come forward as a sustainable and policy compliant development opportunity in transport terms.

If you have any queries or require any clarification, please do not hesitate to contact me.

Yours Sincerely,

Patrick Eggenton MSc MCILT

Director

Appendix A – Site Boundary Plan

Appendix B - Highway Access and Footway Improvements

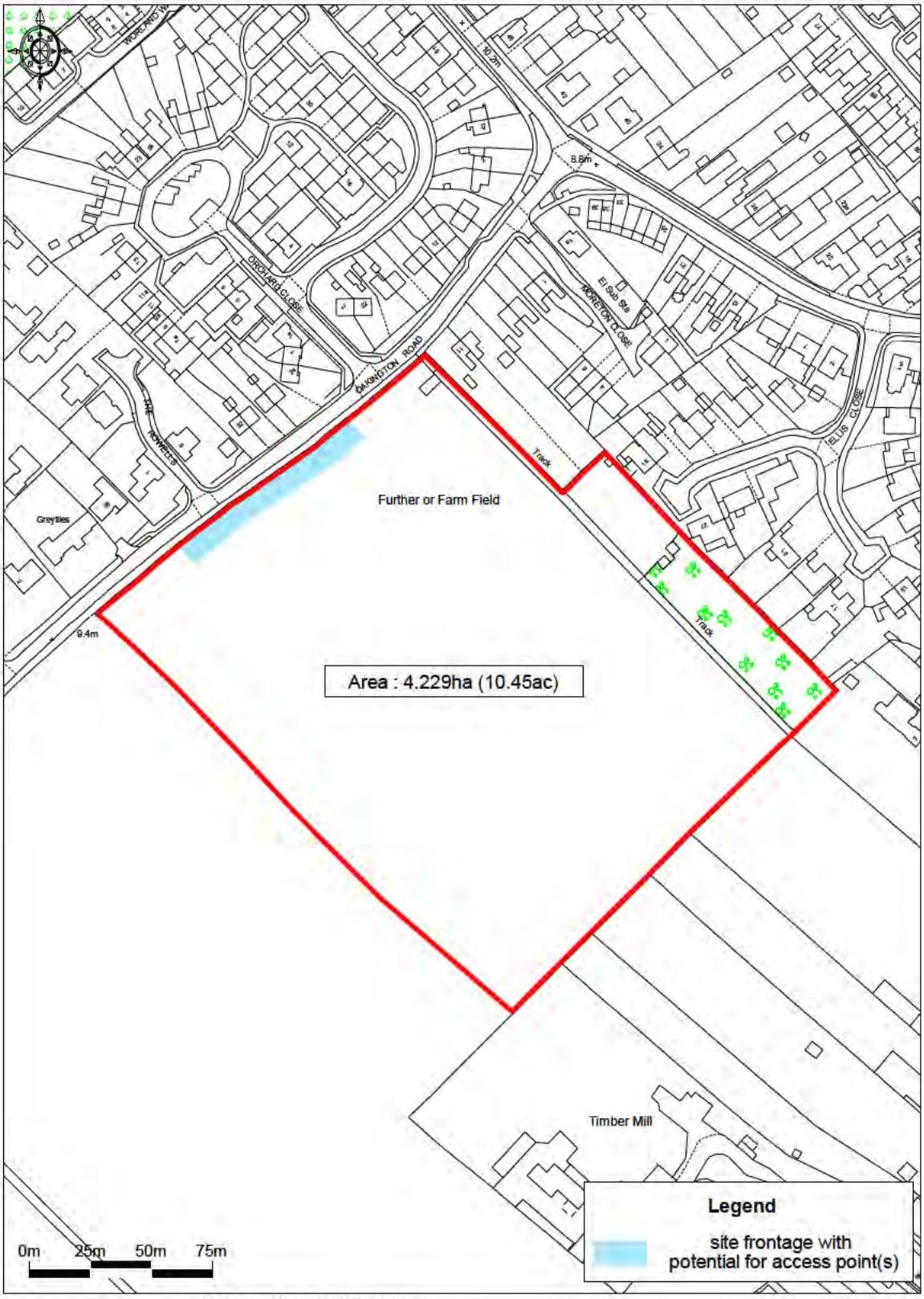
Appendix C – Citi 8 Bus Timetables

Appendix D – TRICS Data

Appendix E - Crash Map Data

Appendix A- Site Boundary Plan

Land off Oakington Road, Cottenham



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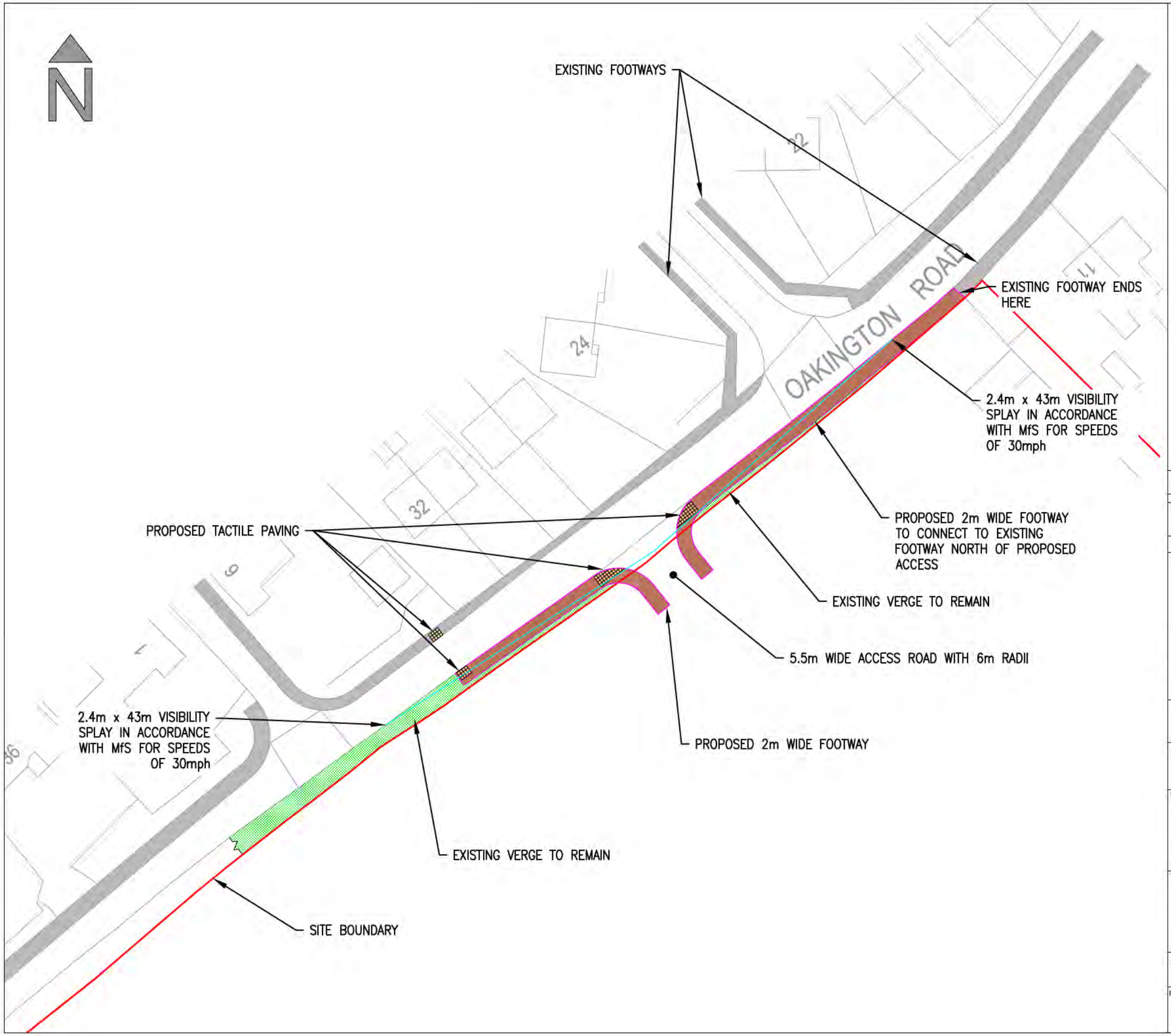
Promap
LANDMARK INFORMATION GROUP

Drawing Number : A.42,745a
OS Ref : TL 4466 NW
Date : 25/03/2019

BIDWELLS
[redacted]

Appendix B – Highway Access and Footway Improvements



REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

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EAS
[redacted]
www.eastp.co.uk

CLIENT:
BIDWELLS

ARCHITECT:

PROJECT:
OAKINGTON ROAD, COTTENHAM
CAMBRIDGE

TITLE:
INDICATIVE SITE ACCESS,
PEDESTRIAN IMPROVEMENTS
& VISIBILTY SPLAYS

SCALE @ A3:	DESIGN–DRAWN:	DATE:
1:500	MC	13/02/2020

PROJECT No:	DRAWING No:
	SK01

Appendix C – Citi 8 Bus Timetable

8 Cambridge - Impington - Histon - Cottenham

Stagecoach in Cambridge - Citi

The information on this timetable is expected to be valid until at least 26th February 2020. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Service Restrictions	NMo																	
Cambridge, Emmanuel Street (Stop E1)	0015	0650	0710	0730	0750	0810	0830	0850	0910	0930	0950	1010	1030	1050	1110	1130	1150	1210
Arbury, nr Brownlow Road	0027	0703	0723	0743	0803	0823	0843	0903	0923	0943	1003	1023	1043	1103	1123	1143	1203	1223
Impington, opp Village College	0035	0712	0732	0752	0812	0837	0857	0917	0937	0957	1012	1032	1052	1112	1132	1152	1212	1232
Cottenham, nr Victory Way	0046	0726	0746	0806	0826	0851	0911	0931	0951	1011	1026	1046	1106	1126	1146	1206	1226	1246
Cottenham, opp Telegraph Street	0048	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mondays to Fridays

Cambridge, Emmanuel Street (Stop E1)	1230	1250	1310	1330	1350	1410	1430	1450	1510	1530	1550	1610	1630	1650	1710	1730	1750	1825
Arbury, nr Brownlow Road	1243	1303	1323	1343	1403	1423	1443	1503	1523	1543	1603	1627	1647	1707	1727	1747	1807	1842
Impington, opp Village College	1252	1312	1332	1352	1412	1432	1452	1517	1537	1557	1617	1641	1701	1721	1741	1801	1816	1851
Cottenham, opp Church Close																		1908
Wilburton, opp Carpond Lane																		1918
Haddenham, opp Hinton View																		1922
Witcham Toll, opp The Slade																		1930
Sutton, opp Windmill Lane																		1939
Chatteris, East Park Street (NW-bound)																		1949
Cottenham, nr Victory Way	1306	1326	1346	1406	1426	1446	1506	1531	1551	1611	1631	1655	1715	1735	1755	1815	1830	—

Mondays to Fridays

Cambridge, Emmanuel Street (Stop E1)	—	1845	1915	1945	2015	2115	2215	2315
Arbury, nr Brownlow Road	—	1858	1927	1957	2027	2127	2227	2327
Impington, opp Village College	—	1907	1935	2005	2035	2135	2235	2335
Chatteris, East Park Street (NW-bound)	1949							
Cottenham, opp Victory Way		1923						
Rampton, nr King Street		1927						
Cottenham, nr Victory Way		—	1946	2016	2046	2146	2246	2346
Cottenham, opp Telegraph Street		—	—	2018	—	—	—	—
Doddington, opp Ingle's Lane	1958	—	—	—	—	—	—	—
Wimblington, opp Addison Road	2002	—	—	—	—	—	—	—
March, nr Grays Lane	2009	—	—	—	—	—	—	—

Saturdays

Cambridge, Emmanuel Street (Stop E1)	0015	0730	0750	0810		10	30	50		1750	1815	1845	1915	1945	2015	2115	2215
Arbury, nr Brownlow Road	0027	0743	0803	0823		23	43	03		1803	1828	1858	1927	1957	2027	2127	2227
Impington, opp Village College	0035	0752	0812	0832		32	52	12		1812	1837	1907	1935	2005	2035	2135	2235
Cottenham, opp Church Close											1854						
Wilburton, opp Carpond Lane											1904						
Haddenham, opp Hinton View					then at these mins past each hour				until		1908						
Witcham Toll, opp The Slade											1916						
Sutton, opp Windmill Lane											1925						
Chatteris, East Park Street (NW-bound)											1935						
Cottenham, nr Victory Way	0046	0806	0826	0846		46	06	26		1826	—	1921	1946	2016	2046	2146	2246
Cottenham, opp Telegraph Street	0048	—	—	—		—	—	—		—	—	—	—	2018	—	—	—

Saturdays

Cambridge, Emmanuel Street (Stop E1)	2315
Arbury, nr Brownlow Road	2327
Impington, opp Village College	2335
Cottenham, nr Victory Way	2346

Sundays

Cambridge, Emmanuel Street (Stop E1)	0015	0930	1000	then at	00	30		1630	1700	1730	1800
Arbury, nr Brownlow Road	0027	0942	1012	these mins	12	42		1642	1712	1742	1812
Impington, opp Village College	0035	0952	1022	past each	22	52	until	1652	1722	1752	1822
Cottenham, nr Victory Way	0046	1006	1036	hour	36	06		1706	1736	1806	1836
Cottenham, opp Telegraph Street	0048	—	—		—	—		—	—	1809	1839

Service Restrictions: **NMo** - Not Mondays

8 Cottenham - Histon - Impington - Cambridge

Stagecoach in Cambridge - Citi

The information on this timetable is expected to be valid until at least 26th February 2020. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Rampton, opp King Street	—	—	—	—	0704	—	—	—	—	—	—	—	—	—	—	—	—	—
Cottenham, nr Victory Way	0551	0611	0631	0651	0711	0731	0751	0816	0836	0856	0916	0936	0956	1016	1031	1051	1111	1131
Cottenham, opp Telegraph Street	0553	0613	0633	0653	0713	0733	0753	0818	0838	0858	0918	0938	0958	1018	1033	1053	1113	1133
Impington, o/s Village College	0608	0628	0648	0708	0728	0748	0808	0833	0853	0913	0933	0953	1013	1033	1048	1108	1128	1148
Arbury, opp Brownlow Road	0618	0638	0658	0718	0748	0808	0828	0853	0913	0933	0953	1008	1023	1043	1058	1118	1138	1158
Cambridge, Emmanuel Street (Stop E1)	0632	0652	0712	0735	0805	0825	0845	0910	0930	0950	1010	1022	1037	1057	1112	1132	1152	1212

Mondays to Fridays

Cottenham, nr Victory Way	1151	1211	1231	1251	1311	1331	1351	1411	1431	1451	1511	1536	1556	1616	1636	1656	1716	1736
Cottenham, opp Telegraph Street	1153	1213	1233	1253	1313	1333	1353	1413	1433	1453	1513	1538	1558	1618	1638	1658	1718	1738
Impington, o/s Village College	1208	1228	1248	1308	1328	1348	1408	1428	1448	1508	1528	1553	1613	1633	1653	1713	1733	1753
Arbury, opp Brownlow Road	1218	1238	1258	1318	1338	1358	1418	1438	1458	1518	1538	1603	1623	1643	1703	1723	1743	1803
Cambridge, Emmanuel Street (Stop E1)	1232	1252	1312	1332	1352	1412	1432	1452	1512	1532	1552	1617	1637	1657	1717	1737	1757	1817

Mondays to Fridays

Notes									*
Cottenham, nr Victory Way	1756	1816	1836	1921	1951	2051	2151	2251	2351
Cottenham, opp Telegraph Street	1758	1818	1838	1923	1953	2053	2153	2253	2353
Impington, o/s Village College	1813	1833	1853	1936	2006	2106	2206	2306	0006
Arbury, opp Brownlow Road	1823	1843	1903	1944	2014	2114	2214	2314	0014
Cambridge, Emmanuel Street (Stop E1)	1837	1857	1917	1956	2026	2126	2226	2326	0026

Saturdays

Notes																		*
Cottenham, nr Victory Way	0631	0651	0711	then at	11	31	51		1751	1811	1831	1921	1951	2051	2151	2251	2351
Cottenham, opp Telegraph Street	0633	0653	0713	these	13	33	53		1753	1813	1833	1923	1953	2053	2153	2253	2353
Impington, o/s Village College	0648	0708	0728	mins past	28	48	08	until	1808	1828	1848	1936	2006	2106	2206	2306	0006
Arbury, opp Brownlow Road	0658	0718	0738	each	38	58	18		1818	1838	1858	1944	2014	2114	2214	2314	0014
Cambridge, Emmanuel Street (Stop E1)	0712	0732	0752	hour	52	12	32		1832	1852	1912	1956	2026	2126	2226	2326	0026

Sundays

Cottenham, nr Victory Way	0907	then at	07	37		1737
Cottenham, opp Telegraph Street	0909	these	09	39		1739
Impington, o/s Village College	0924	mins past	24	54	until	1754
Arbury, opp Brownlow Road	0934	each	34	04		1804
Cambridge, Emmanuel Street (Stop E1)	0951	hour	51	21		1821

Notes: * - Part or all of this journey operates in the morning of the following day

8 Cambridge - Impington - Histon - Cottenham

For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgtd 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
CMBGJPWM	Cambridge, Emmanuel Street (Stop E1)	Emmanuel Street	0500CCITY487
CMBDAJDM	Cambridge, opp Christ's College	Hobson Street	0500CCITY111
CMBDAJDJ	Cambridge, o/s Jesus College	Victoria Avenue	0500CCITY110
CMBDADAT	Cambridge, opp Victoria Park	Victoria Road	0500CCITY006
CMBDADMW	Cambridge, opp Garden Walk	Victoria Road	0500CCITY029
CMBDAGTJ	Cambridge, Histon Road Corner (N-bound)	Histon Road	0500CCITY089
CMBDAGMJ	Chesterton, opp Linden Close	Histon Road	0500CCITY075
CMBDAGWM	Cambridge, opp Akeman Street	Histon Road	0500CCITY097
CMBDADAM	Chesterton, opp Gilbert Road	Histon Road	0500CCITY004
CMBDADAW	Arbury, nr Carisbrooke Road	Histon Road	0500CCITY007
CMBDGATG	Arbury, nr Brownlow Road	Histon Road	0500CCITY385
CMBGADPT	Arbury, nr Blackhall Road	Cambridge Road	0500SIMPI006
CMBGADPJ	Impington, nr Highfield Road	Cambridge Road	0500SIMPI004
CMBGADWG	Impington, opp Pepys Terrace	Cambridge Road	0500SIMPI017
CMBDWTPJ	Impington, nr Chivers Way	Station Road	0500SHIST004
CMBDWTPM	Histon, nr Poplar Road	Station Road	0500SHIST005
CMBGADWT	Impington, nr Macfarlane Close	New Road	0500SIMPI021
CMBGADPM	Impington, opp Village College	New Road	0500SIMPI005
CMBGADWA	Impington, nr Hereward Close	Impington Lane	0500SIMPI015
CMBGADAM	Histon, nr Station Road	High Street	0500SHIST018
CMBDWTWP	Histon, nr School Hill	High Street	0500SHIST013
CMBDWTWM	Histon, opp Winders Lane	Church Street	0500SHIST012
CMBDWTWJ	Histon, nr Barrowcrofts	Cottenham Road	0500SHIST011
CMBDWTWD	Histon, opp Parlour Close	Cottenham Road	0500SHIST009
CMBGADAJ	Histon, opp Glebe Way	Cottenham Road	0500SHIST017
CMBGADAP	Histon, o/s 123 Cottenham Road	Cottenham Road	0500SHIST019
CMBDWTPD	Histon, opp Bromlea	Cottenham Road	0500SHIST002
CMBDWAMP	Cottenham, opp Apple Tree Close	Histon Road	0500SCOTT014
CMBDWATA	Cottenham, opp Pastures	Histon Road	0500SCOTT024
CMBDWAJT	Cottenham, opp Between Close Drove	Histon Road	0500SCOTT008
CMBDWAJP	Cottenham, opp Bramley Close	High Street	0500SCOTT007
CMBDWAWA	Cottenham, opp Denmark Road	High Street	0500SCOTT031
CMBDWAWD	Cottenham, nr Telegraph Street	Denmark Road	0500SCOTT032
CMBDWAPW	Cottenham, nr Lambs Lane	High Street	0500SCOTT023
CMBDWAPG	Cottenham, opp Rooks Street	High Street	0500SCOTT019
CMBDWAPD	Cottenham, nr Broad Lane	High Street	0500SCOTT018
CMBDWAPA	Cottenham, nr Ivatt Street	High Street	0500SCOTT017
CMBDWAPM	Cottenham, opp Church Close	High Street	0500SCOTT021
CMBDWAMW	Cottenham, nr Brookfield Business Centre	Twenty Pence Road	0500SCOTT016
CMBDJMGT	Wilburton, opp Carpond Lane	High Street	0500EWILB007
CMBDJMGW	Wilburton, o/s 57 High Street	High Street	0500EWILB008
CMBDGWDG	Haddenham, opp Hinton View	Hop Row	0500EHADM009
CMBDGWAT	Haddenham, nr Northumbria Close	Station Road	0500EHADM006
CMBDJGWJ	Witcham Toll, opp The Slade	Ely Road	0500EWENT002
CMBDJGPD	Sutton, opp The Chestnuts	Ely Road	0500ESUTT009
CMBDJGMA	Sutton, opp Park Road	Ely Road	0500ESUTT001
CMBDJGPA	Sutton, nr Vermuyden Gardens	The Brook	0500ESUTT008
CMBDJGMW	Sutton, opp Brookside	The Brook	0500ESUTT007
CMBDJGMT	Sutton, nr The Brook	High Street	0500ESUTT006
CMBDJGMD	Sutton, opp Windmill Lane	High Street	0500ESUTT002
CMBGMPDG	Mepal, opp Iretons Way	Iretons Way	0500EMEPA009
CMBGMPDJ	Mepal, o/s Mepal Outdoor Centre	Iretons Way	0500EMEPA010
CMBGMJDA	Chatteris, nr Wenny Estate	Wenny Road	0500FCHAT030
CMBDJPJM	Chatteris, o/s Cromwell Community College	Wenny Road	0500FCHAT029
CMBDJPDA	Chatteris, East Park Street (NW-bound)	East Park Street	0500FCHAT002
CMBDWAWP	Cottenham, opp Victory Way	Lambs Lane	0500SCOTT036
CMBDWAPT	Cottenham, opp Manse Drive	Lambs Lane	0500SCOTT022
CMBDWAMG	Cottenham, opp Allotment Gardens	Rampton Road	0500SCOTT012
CMBDWATJ	Cottenham, o/s 137 Rampton Road	Rampton Road	0500SCOTT027
CMBGAPJD	Rampton, nr King Street	The Green	0500SRAMP001
CMBDWAJG	Cottenham, opp The Green	High Street	0500SCOTT005
CMBDWAJD	Cottenham, nr Oakington Road	Rampton Road	0500SCOTT004
CMBDWATM	Cottenham, nr Manse Drive	Lambs Lane	0500SCOTT028
CMBDWAWG	Cottenham, nr Victory Way	Lambs Lane	0500SCOTT033
CMBDWAMD	Cottenham, opp Lambs Lane	High Street	0500SCOTT011
CMBDWATD	Cottenham, opp Telegraph Street	Denmark Road	0500SCOTT025
CMBDJPGT	Chatteris, nr King Edward Road	High Street	0500FCHAT014
CMBGMPAD	Chatteris, nr Ash Grove	High Street	0500FCHAT032
CMBDJPDW	Chatteris, opp Dock Road	Bridge Street	0500FCHAT008
CMBDJPDP	Chatteris, nr Fenland Way	Bridge Street	0500FCHAT006
CMBDJPJD	Chatteris, opp Little Curf Drove	Doddington Road	0500FCHAT026
CMBDJPDG	Chatteris, o/s 19 Doddington Road	Doddington Road	0500FCHAT003
CMBDJPDT	Chatteris, nr Forty Foot Bank	Doddington Road	0500FCHAT007
CMBDJPMW	Doddington, opp Howmoor Farm	Primrose Hill	0500FDODD006
CMBDJPMG	Doddington, o/s Primrose Cottage	Primrose Hill	0500FDODD002
CMBGMDJM	Doddington, o/s 9 Primrose Hill	Primrose Hill	0500FDODD025
CMBDJPMD	Doddington, opp Cook's Green	Newgate Street	0500FDODD001
CMBGMDJG	Doddington, adj Thistledown	New Street	0500FDODD024

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SMS Code	Stop Name	Street	ATCO Code
CMBDJPTW	Doddington, opp Ingle's Lane	High Street	0500FDODD014
CMBDJPTD	Doddington, opp Childs Lane	Wimblington Road	0500FDODD008
-	Doddington, Wimblington Road Hail & Ride (E-bound)	Wimblington Road	0500FDODD015
CMBDMGJW	Wimblington, opp Brickmaker's Arms Lane	Doddington Road	0500FWIMB012
CMBDMGDJ	Wimblington, nr Rays Court	Doddington Road	0500FWIMB001
-	Wimblington, Doddington Road Hail & Ride (N-bound)	Doddington Road	0500FWIMB015
CMBDMGJT	Wimblington, opp Chapel Lane	Doddington Road	0500FWIMB011
CMBDMGJP	Wimblington, opp Addison Road	March Road	0500FWIMB010
CMBDMGJD	Wimblington, opp Honeymead Road	March Road	0500FWIMB007
CMBDMGDM	Wimblington, opp Bridge Lane	March Road	0500FWIMB002
CMBDMGJM	Wimblington, o/s 53 March Road	March Road	0500FWIMB009
CMBGJADA	March, opp Isle Of Ely Way	Wimblington Road	0500FMARC082
CMBDJWPD	March, opp Lambs Hill Drove	Wimblington Road	0500FMARC028
CMBDJWMD	March, opp 8 Wimblington Road	Wimblington Road	0500FMARC021
CMBDJWTW	Town End, opp Neale Wade College	The Avenue	0500FMARC040
CMBGJAJM	March, opp Monument View	The Avenue	0500FMARC095
-	March, The Avenue Hail & Ride (N-bound)	The Avenue	0500FMARC087
CMBGJAWM	March, nr Causeway Close	The Causeway	0500FMARC097
CMBDJWGM	March, opp Scargell's Lane	High Street	0500FMARC009
CMBGJAGJ	March, opp Bevills Place	High Street	0500FMARC053
CMBDJWMP	March, nr Grays Lane	Broad Street	0500FMARC024

8 Cottenham - Histon - Impington - Cambridge

For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgtd 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
CMBGAPJG	Rampton, opp King Street	The Green	0500SRAMP002
CMBDWATG	Cottenham, opp 137 Rampton Road	Rampton Road	0500SCOTT026
CMBDWAWT	Cottenham, nr Allotment Gardens	Rampton Road	0500SCOTT037
CMBDWATM	Cottenham, nr Manse Drive	Lambs Lane	0500SCOTT028
CMBDWAWG	Cottenham, nr Victory Way	Lambs Lane	0500SCOTT033
CMBDWAMD	Cottenham, opp Lambs Lane	High Street	0500SCOTT011
CMBDWATD	Cottenham, opp Telegraph Street	Denmark Road	0500SCOTT025
CMBDWATW	Cottenham, nr Denmark Road	High Street	0500SCOTT030
CMBDWAMJ	Cottenham, nr Bramley Close	High Street	0500SCOTT013
CMBDWAJW	Cottenham, nr Between Close Drove	Histon Road	0500SCOTT009
CMBDWAMA	Cottenham, nr Pastures	Histon Road	0500SCOTT010
CMBDWAGW	Cottenham, nr Apple Tree Close	Histon Road	0500SCOTT002
CMBDWTPG	Histon, nr Bromlea	Cottenham Road	0500SHIST003
CMBDWTWA	Histon, o/s 132 Cottenham Road	Cottenham Road	0500SHIST008
CMBGADAG	Histon, nr Glebe Way	Cottenham Road	0500SHIST016
CMBGADAD	Histon, nr Parlour Close	Cottenham Road	0500SHIST015
CMBDWTWG	Histon, opp Barrowcrofts	Cottenham Road	0500SHIST010
CMBGADAT	Histon, nr Winders Lane	Church Street	0500SHIST020
CMBDWTPA	Histon, opp School Hill	High Street	0500SHIST001
CMBDWTWT	Histon, opp Station Road	High Street	0500SHIST014
CMBGADPD	Impington, opp Hereward Close	Impington Lane	0500SIMPI002
CMBGADPG	Impington, o/s Village College	New Road	0500SIMPI003
CMBGADWP	Impington, opp Macfarlane Close	New Road	0500SIMPI020
CMBGADTM	Histon, opp Poplar Road	Station Road	0500SIMPI012
CMBGADWM	Impington, opp Chivers Way	Station Road	0500SIMPI019
CMBGADWJ	Impington, nr Pepys Terrace	Cambridge Road	0500SIMPI018
CMBGADWD	Impington, opp Highfield Road	Cambridge Road	0500SIMPI016
CMBGJDAG	Arbury, opp Blackhall Road	Cambridge Road	0500SIMPI022
CMBDGAPT	Arbury, opp Brownlow Road	Histon Road	0500CCITY381
CMBDADGW	Arbury, opp Carisbrooke Road	Histon Road	0500CCITY015
CMBDADAP	Chesterton, nr Gilbert Road	Histon Road	0500CCITY005
CMBDADJD	Cambridge, nr Akeman Street	Histon Road	0500CCITY017
CMBDAGMD	Chesterton, nr Linden Close	Histon Road	0500CCITY073
CMBDADGA	Cambridge, nr Histon Road Corner	Victoria Road	0500CCITY008
CMBDADPD	Cambridge, nr Garden Walk	Victoria Road	0500CCITY031
CMBDAGWD	Cambridge, nr Victoria Park	Victoria Road	0500CCITY094
CMBDAGWG	Cambridge, nr Green's Road	Victoria Road	0500CCITY095
CMBDAJDG	Cambridge, opp Jesus College	Victoria Avenue	0500CCITY109
CMBGJPWM	Cambridge, Emmanuel Street (Stop E1)	Emmanuel Street	0500CCITY487

Appendix D – TRICS Data

Registered in England and Wales No. 7511412

Calculation Reference: AUDIT-743101-160801-0817

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	BD	BEDFORDSHIRE	1 days
	SC	SURREY	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	2 days
	WO	WORCESTERSHIRE	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
Actual Range: 6 to 82 (units:)
Range Selected by User: 6 to 82 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/10/01 to 23/10/12

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

Selected survey days:

Tuesday	6 days
Wednesday	2 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 11

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

Selected Location Sub Categories:
Residential Zone 11

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

Filtering Stage 3 selection:

Use Class:

C3	10 days

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

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	3 days
125,001 to 250,000	5 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	6 days
1.1 to 1.5	4 days

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

Travel Plan:

No	11 days

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

LIST OF SITES relevant to selection parameters

1 BD-03-A-02 SEMI DETACHED BEDFORDSHIRE
RIDDY LANE

LUTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 82
Survey date: TUESDAY 06/07/04 Survey Type: MANUAL

2 CA-03-A-04 DETACHED CAMBRIDGESHIRE

THORPE PARK ROAD
PETERBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 9
Survey date: TUESDAY 18/10/11 Survey Type: MANUAL

3 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
ROOKERY LANE
BOULTHAM
LINCOLN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 22
Survey date: TUESDAY 18/09/12 Survey Type: MANUAL

4 NF-03-A-01 SEMI DET. & BUNGALOWS NORFOLK
YARMOUTH ROAD

CAISTER-ON-SEA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 27
Survey date: TUESDAY 16/10/12 Survey Type: MANUAL

5 SC-03-A-03 DETACHED SURREY
A3050 HURST ROAD
HURST PARK
EAST MOLESEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 54
Survey date: TUESDAY 12/11/02 Survey Type: MANUAL

6 SF-03-A-01 SEMI DETACHED SUFFOLK
A1156 FELIXSTOWE ROAD
RACECOURSE
IPSWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 77
Survey date: WEDNESDAY 23/05/07 Survey Type: MANUAL

7 SF-03-A-04 DETACHED & BUNGALOWS SUFFOLK
NORMANSTON DRIVE

LOWESTOFT
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 7
Survey date: TUESDAY 23/10/12 Survey Type: MANUAL

8 WK-03-A-01 TERRACED/SEMI/DET. WARWICKSHIRE
ARLINGTON AVENUE

LEAMINGTON SPA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 6
Survey date: FRIDAY 21/10/11 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9 WM-03-A-01 TERRACED WEST MIDLANDS
FOLESHILL ROAD
FOLESHILL
COVENTRY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 79
Survey date: FRIDAY 03/02/06 Survey Type: MANUAL

10 WM-03-A-02 DETACHED & SEMI DET. WEST MIDLANDS
HEATH STREET

STOURBRIDGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 12
Survey date: WEDNESDAY 26/04/06 Survey Type: MANUAL

11 WO-03-A-01 DETACHED WORCESTERSHIRE
MARLBOROUGH AVENUE
ASTON FIELDS
BROMSGROVE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 10
Survey date: THURSDAY 23/06/05 Survey Type: MANUAL

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	35	0.083	11	35	0.317	11	35	0.400
08:00 - 09:00	11	35	0.177	11	35	0.423	11	35	0.600
09:00 - 10:00	11	35	0.179	11	35	0.252	11	35	0.431
10:00 - 11:00	11	35	0.226	11	35	0.270	11	35	0.496
11:00 - 12:00	11	35	0.205	11	35	0.177	11	35	0.382
12:00 - 13:00	11	35	0.229	11	35	0.195	11	35	0.424
13:00 - 14:00	11	35	0.166	11	35	0.192	11	35	0.358
14:00 - 15:00	11	35	0.187	11	35	0.234	11	35	0.421
15:00 - 16:00	11	35	0.309	11	35	0.249	11	35	0.558
16:00 - 17:00	11	35	0.343	11	35	0.205	11	35	0.548
17:00 - 18:00	11	35	0.294	11	35	0.197	11	35	0.491
18:00 - 19:00	11	35	0.330	11	35	0.187	11	35	0.517
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.728			2.898			5.626

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

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

Parameter summary

Trip rate parameter range selected:	6 - 82 (units:)
Survey date date range:	01/10/01 - 23/10/12
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	35	0.003	11	35	0.003	11	35	0.006
08:00 - 09:00	11	35	0.005	11	35	0.005	11	35	0.010
09:00 - 10:00	11	35	0.003	11	35	0.003	11	35	0.006
10:00 - 11:00	11	35	0.003	11	35	0.003	11	35	0.006
11:00 - 12:00	11	35	0.003	11	35	0.003	11	35	0.006
12:00 - 13:00	11	35	0.003	11	35	0.003	11	35	0.006
13:00 - 14:00	11	35	0.003	11	35	0.003	11	35	0.006
14:00 - 15:00	11	35	0.005	11	35	0.005	11	35	0.010
15:00 - 16:00	11	35	0.000	11	35	0.000	11	35	0.000
16:00 - 17:00	11	35	0.003	11	35	0.003	11	35	0.006
17:00 - 18:00	11	35	0.000	11	35	0.000	11	35	0.000
18:00 - 19:00	11	35	0.003	11	35	0.000	11	35	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.031			0.065

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

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

Parameter summary

Trip rate parameter range selected:	6 - 82 (units:)
Survey date date range:	01/10/01 - 23/10/12
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	35	0.000	11	35	0.000	11	35	0.000
08:00 - 09:00	11	35	0.000	11	35	0.000	11	35	0.000
09:00 - 10:00	11	35	0.000	11	35	0.000	11	35	0.000
10:00 - 11:00	11	35	0.000	11	35	0.000	11	35	0.000
11:00 - 12:00	11	35	0.000	11	35	0.000	11	35	0.000
12:00 - 13:00	11	35	0.000	11	35	0.000	11	35	0.000
13:00 - 14:00	11	35	0.000	11	35	0.000	11	35	0.000
14:00 - 15:00	11	35	0.000	11	35	0.000	11	35	0.000
15:00 - 16:00	11	35	0.000	11	35	0.000	11	35	0.000
16:00 - 17:00	11	35	0.000	11	35	0.000	11	35	0.000
17:00 - 18:00	11	35	0.000	11	35	0.000	11	35	0.000
18:00 - 19:00	11	35	0.000	11	35	0.000	11	35	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	6 - 82 (units:)
Survey date date range:	01/10/01 - 23/10/12
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	35	0.008	11	35	0.026	11	35	0.034
08:00 - 09:00	11	35	0.013	11	35	0.029	11	35	0.042
09:00 - 10:00	11	35	0.000	11	35	0.003	11	35	0.003
10:00 - 11:00	11	35	0.005	11	35	0.005	11	35	0.010
11:00 - 12:00	11	35	0.003	11	35	0.005	11	35	0.008
12:00 - 13:00	11	35	0.008	11	35	0.000	11	35	0.008
13:00 - 14:00	11	35	0.003	11	35	0.003	11	35	0.006
14:00 - 15:00	11	35	0.005	11	35	0.000	11	35	0.005
15:00 - 16:00	11	35	0.029	11	35	0.008	11	35	0.037
16:00 - 17:00	11	35	0.026	11	35	0.029	11	35	0.055
17:00 - 18:00	11	35	0.029	11	35	0.018	11	35	0.047
18:00 - 19:00	11	35	0.016	11	35	0.013	11	35	0.029
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.145			0.139			0.284

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

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

Parameter summary

Trip rate parameter range selected:	6 - 82 (units:)
Survey date date range:	01/10/01 - 23/10/12
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	35	0.088	11	35	0.403	11	35	0.491
08:00 - 09:00	11	35	0.208	11	35	0.621	11	35	0.829
09:00 - 10:00	11	35	0.231	11	35	0.361	11	35	0.592
10:00 - 11:00	11	35	0.275	11	35	0.348	11	35	0.623
11:00 - 12:00	11	35	0.262	11	35	0.236	11	35	0.498
12:00 - 13:00	11	35	0.301	11	35	0.273	11	35	0.574
13:00 - 14:00	11	35	0.205	11	35	0.252	11	35	0.457
14:00 - 15:00	11	35	0.229	11	35	0.301	11	35	0.530
15:00 - 16:00	11	35	0.447	11	35	0.322	11	35	0.769
16:00 - 17:00	11	35	0.486	11	35	0.299	11	35	0.785
17:00 - 18:00	11	35	0.426	11	35	0.268	11	35	0.694
18:00 - 19:00	11	35	0.439	11	35	0.278	11	35	0.717
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.597			3.962			7.559

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

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

Parameter summary

Trip rate parameter range selected:	6 - 82 (units:)
Survey date date range:	01/10/01 - 23/10/12
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	35	0.031	11	35	0.114	11	35	0.145
08:00 - 09:00	11	35	0.096	11	35	0.205	11	35	0.301
09:00 - 10:00	11	35	0.062	11	35	0.057	11	35	0.119
10:00 - 11:00	11	35	0.052	11	35	0.091	11	35	0.143
11:00 - 12:00	11	35	0.099	11	35	0.057	11	35	0.156
12:00 - 13:00	11	35	0.086	11	35	0.081	11	35	0.167
13:00 - 14:00	11	35	0.075	11	35	0.101	11	35	0.176
14:00 - 15:00	11	35	0.083	11	35	0.096	11	35	0.179
15:00 - 16:00	11	35	0.197	11	35	0.109	11	35	0.306
16:00 - 17:00	11	35	0.122	11	35	0.075	11	35	0.197
17:00 - 18:00	11	35	0.083	11	35	0.078	11	35	0.161
18:00 - 19:00	11	35	0.086	11	35	0.081	11	35	0.167
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.072			1.145			2.217

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

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

Parameter summary

Trip rate parameter range selected:	6 - 82 (units:)
Survey date date range:	01/10/01 - 23/10/12
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	35	0.003	11	35	0.023	11	35	0.026
08:00 - 09:00	11	35	0.036	11	35	0.049	11	35	0.085
09:00 - 10:00	11	35	0.016	11	35	0.008	11	35	0.024
10:00 - 11:00	11	35	0.003	11	35	0.003	11	35	0.006
11:00 - 12:00	11	35	0.005	11	35	0.003	11	35	0.008
12:00 - 13:00	11	35	0.000	11	35	0.005	11	35	0.005
13:00 - 14:00	11	35	0.003	11	35	0.000	11	35	0.003
14:00 - 15:00	11	35	0.005	11	35	0.005	11	35	0.010
15:00 - 16:00	11	35	0.029	11	35	0.042	11	35	0.071
16:00 - 17:00	11	35	0.005	11	35	0.005	11	35	0.010
17:00 - 18:00	11	35	0.016	11	35	0.003	11	35	0.019
18:00 - 19:00	11	35	0.003	11	35	0.008	11	35	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.124			0.154			0.278

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

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

Parameter summary

Trip rate parameter range selected:	6 - 82 (units:)
Survey date date range:	01/10/01 - 23/10/12
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	35	0.130	11	35	0.566	11	35	0.696
08:00 - 09:00	11	35	0.353	11	35	0.904	11	35	1.257
09:00 - 10:00	11	35	0.309	11	35	0.429	11	35	0.738
10:00 - 11:00	11	35	0.335	11	35	0.447	11	35	0.782
11:00 - 12:00	11	35	0.369	11	35	0.301	11	35	0.670
12:00 - 13:00	11	35	0.395	11	35	0.358	11	35	0.753
13:00 - 14:00	11	35	0.286	11	35	0.356	11	35	0.642
14:00 - 15:00	11	35	0.322	11	35	0.403	11	35	0.725
15:00 - 16:00	11	35	0.701	11	35	0.481	11	35	1.182
16:00 - 17:00	11	35	0.639	11	35	0.408	11	35	1.047
17:00 - 18:00	11	35	0.553	11	35	0.366	11	35	0.919
18:00 - 19:00	11	35	0.543	11	35	0.379	11	35	0.922
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.935			5.398			10.333

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

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

Parameter summary

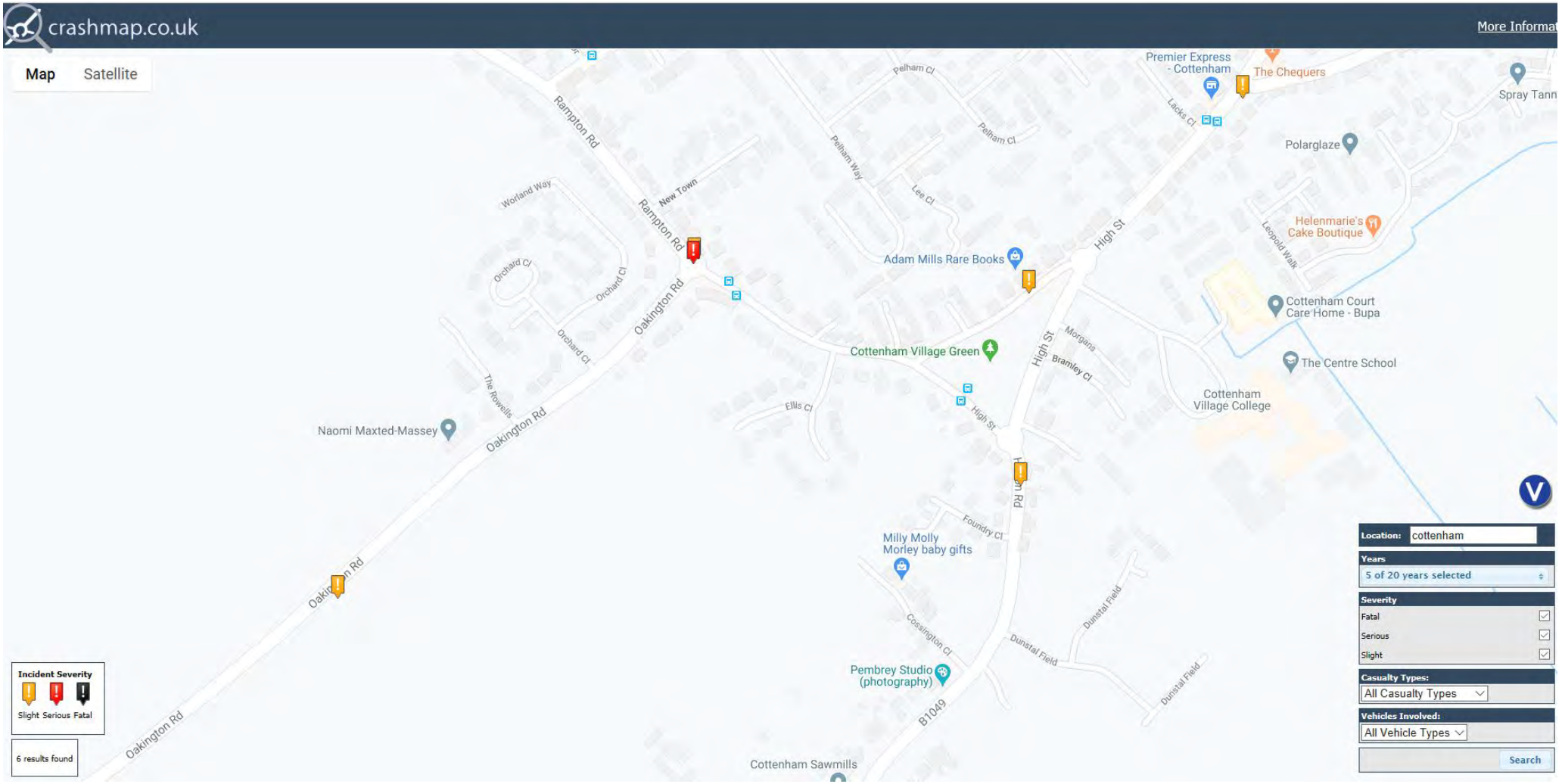
Trip rate parameter range selected:	6 - 82 (units:)
Survey date date range:	01/10/01 - 23/10/12
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Appendix E – Crashmap Plan

Registered in England and Wales No. 5751402

LOCAL ACCIDENTS 2014-2018



Source: Crashmap (www.crashmap.co.uk)