



YEAR 4 RESIDENTIAL TRAVEL PLAN

Darwin Green, Cambridge

Client:



REV E August 2025

Project No: 80047

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1. FOREWORD

- 1.1. Smarter Travel Ltd (ST Ltd) has been appointed by the Developer – Barratt David Wilson Homes (BDW) – to manage, monitor and promote the Residential Travel Plan (TP) for development land north of Huntingdon Road, Cambridge known as 'Darwin Green'. The development scheme is for up to 1,593 residential dwellings including a primary school, community centre and further on-site facilities. As of the June 2025 monitoring, there were 482 dwellings occupied. There are an adjacent 187 dwellings associated with David Wilson Homes which is not covered by this TP or planning requirements. The provision of this Full TP update is to continue to comply with the schedule nine, paragraph 8.9 of the Section 106 agreement of Cambridge City Council (CciC) planning approval Ref: 07/0003/OUT. The layout of the development is included in **Appendix A**.
- 1.2. 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.
- 1.3. BDW are committed to the role and TP implementation and measures which are further set out in **Chapter 8**.
- 1.4. The Travel Plan Coordinator (ST Ltd) will promote, manage, and monitor the success of the TP and report to Cambridgeshire County Council (CCC) for the agreed monitoring period, commencing at 1st occupation and until one year after the final dwelling is occupied. The monitoring period is likely to be completed in 2032 with the principal target to have a 5% decrease in car/van modal split when compared to the baseline modal split.
- 1.5. Darwin Green lies to the northwestern edge of Cambridge. Overall, the site is close to the city centre with numerous local amenities and public transport services as well as excellent pedestrian and cycling infrastructure to support the promotion of sustainable travel.

Definitions

- 1.6. The following definitions are used throughout this document:
- i. **"Travel Plan"** means a comprehensive "living" document that includes the sustainable travel objectives, targets, and commitments, which is updated, amended and supplemented from time to time under the provisions of the conditions of the planning approval and "Travel Plan Reviews" which are obliged to be undertaken by the Travel Plan Coordinator on behalf of the Developer.
 - ii. **"Travel Plan Coordinator (TPC)"** shall mean a permanent representative appointed by the Developer with the appropriate skills, budgetary provision and resources to produce and update a "Travel Plan" and manage the continued implementation of the "Travel Plan" including the provision of information to the Local Authority.
 - iii. **"Multi-modal Survey"** means a standardised annual 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 and additionally pedestrian and cyclist movements in and out of the development.
 - iv. **"Annual Travel Plan Review"** means a report every year including the results and analysis of the "multi-modal survey" and the "postal/online survey" (as and when required) 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 is due to commence at 1st occupation through to one year post final occupation.
 - vi. **"Local Authority"** shall mean the relevant district council or county council required to approve the Travel Plan.

2. INTRODUCTION

- 2.1. The development is not only residential, but also includes a school to be built on a future phase and a community centre which had been built and was being utilised at the time of the 2025 update. The school will substantially reduce school travel distance and time as well as potentially reducing traffic in and out the development. The TP is therefore 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 Darwin Green.
 - ii) Increasing awareness of sustainable travel alternatives to the private car through both printed and digital marketing material, as appropriate.
 - 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 limited mobility, and that existing amenities are accessible.
 - iv) Helping to reduce greenhouse gas emissions by accommodating those journeys that *need* to be made by car, such as for those with limited mobility, through information on better car travel usage, such as car sharing and community transport.
 - 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 club and micromobility scheme.
- 2.2. This TP has been prepared with reference to CCC and Department for Transport (DfT) guidance documents including "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).
- 2.3. This TP will highlight any policy considerations in relation to Darwin Green. Additionally, a local accessibility audit has been undertaken, which includes public transport options, walking and cycling and other sustainable travel options. Objectives and targets are set out in **Chapter 7** with details of all measures that will be implemented to encourage sustainable travel behaviours.

3. POLICY CONSIDERATION

National Planning Policy Framework (NPPF)

- 3.1. 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 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.

Local Policy

- 3.2. The Cambridge City Local Plan (2018) applicable at the time of first occupation includes for Policy 81: 'Mitigating the transport impact of development' and Policy 80: 'Supporting sustainable access to development' and state that Developments will only be permitted where they do not have an unacceptable transport impact and prioritise access by walking, cycling and public transport. The policies state:
- Requirements for a Transport Assessment in accordance with CCC guidance to assess transport impact;
 - Need for a Travel Plan to accompany all major development proposals;
 - Reasonable and proportionate financial contributions/mitigation measures to make the transport impact of the development acceptable and encourage the use of sustainable modes of transport;
 - Major development on the edge of cities are supported by public transport links to the city centre and be within walking/cycling distance;
 - Prioritising walking/cycling and public transport modes as well as accessible travel;
- 3.3. The development lies within the Local Plan (2018) Policy 19: 'West Cambridge Area of Major Change' with land allocated for educational and commercial use and small-scale community facilities provided. Darwin Green will provide an on-site school and community facilities at a later phase of the development to support Policy 19 of the Local Plan.

4. EXECUTIVE POLICY STATEMENT

- 4.1. BDW has agreed to the following TP arrangements. These 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. BDW 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 at least one year following occupation of the final dwelling. It is therefore expected that the monitoring period is to end no earlier than 2032, depending on the rate of occupations.
- 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 CCC within two months.

<i>Acceptance and Commitment to the Role of Travel Plan Coordinator</i>
Name: Elizabeth Evans Company: Smarter Travel Ltd Telephone: 01603 230240 (Mon – Fri; 0900-1700) Email: DarwinGreen@SmarterTravel.uk.com Website: www.DarwinGreenTP.co.uk On behalf of: BDW Trading Limited
<i>Developers Representative</i>
Name: Ray Houghton Company: BDW Trading Limited

5. LOCAL ACCESSIBILITY AUDIT

Darwin Green Location

- 5.1. Darwin Green is located to the north of the A1037 Huntingdon Road, Cambridge. It lies approximately 40 km west of Bury St Edmunds, 46 km south of Peterborough and 40 km east of Bedford. Cambridge city centre is approximately 2.4 km to the south of Darwin Green. The location of Darwin Green is shown in **Figure 1** below.

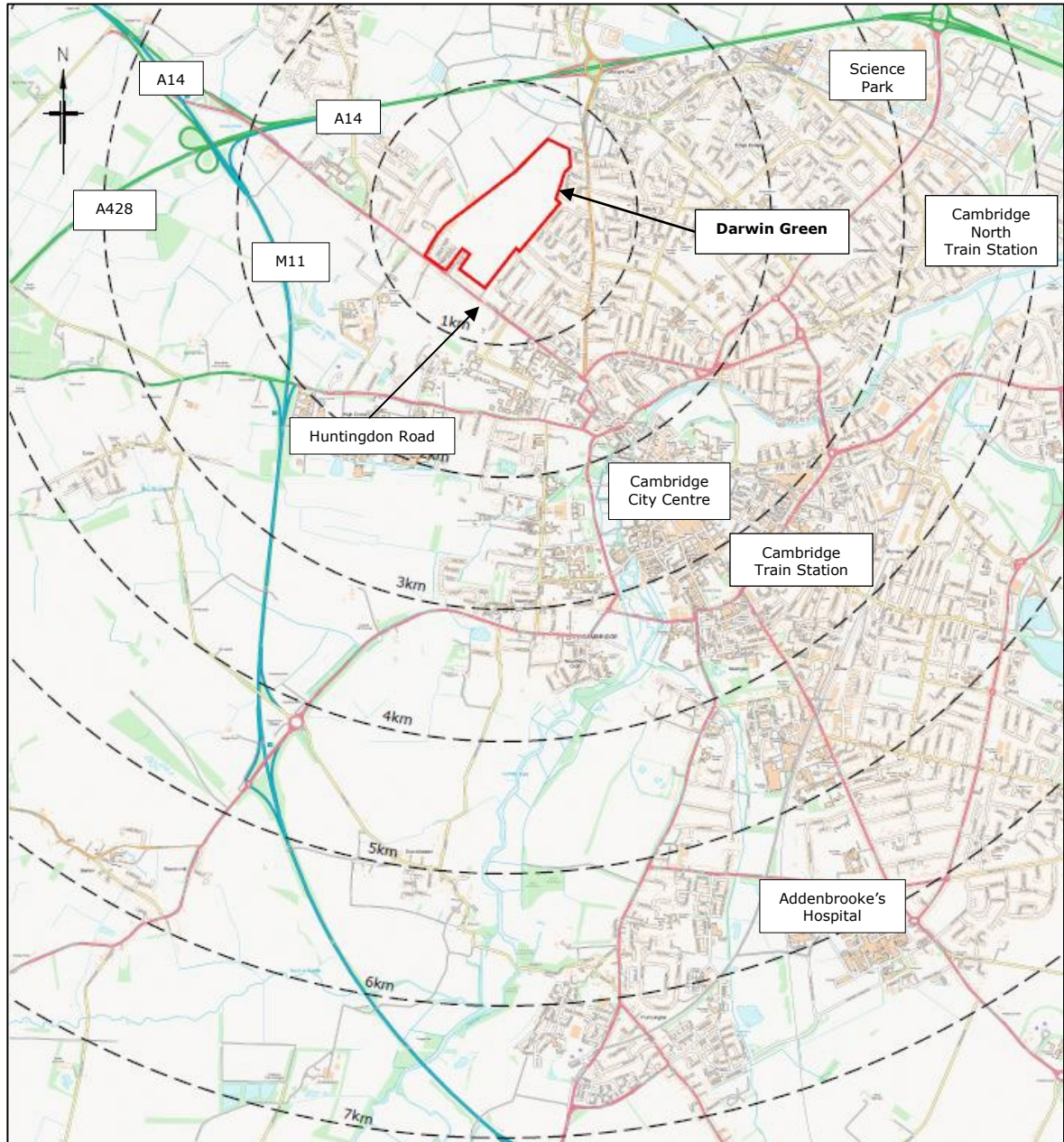


Figure 1. Darwin Green Location

- 5.2. The A14 runs to the north of Darwin Green, which can be accessed from the B1049 Histon/Cambridge Road east of the site. The A14 can be used east to Newmarket and Bury St Edmunds or west to the M11, which provides further links to Stansted Airport and London.

- 5.3. The current vehicular access to Darwin Green, Lawrence Weaver Road, is off Huntingdon Road via a signal-controlled junction and the B1049 Cambridge Road. More information about vehicular access to the site can be found in **Chapter 6**. A site layout can be found in **Appendix A**. Non-vehicular accesses include connections between Down House Drive and Blackhall Road, Galton and Windsor Road and a connection between Randall Way and Whitehouse Lane.

Pedestrian and Cycle Network

- 5.4. Darwin Green has good access for pedestrians and cyclists to the centre of Cambridge which provides access to local amenities including schools, shopping and employment areas.
- 5.5. The Travel for Cambridgeshire Partnership is also involved with the development of a Local Travel Plan Network (LTPN) for the Cambridge Science Park. The Science Park is likely to be a key destination of Darwin Green residents due to its 2km distance to the east.
- 5.6. The site lies to the northwest of an existing residential area with good pedestrian/cycle facilities that connect with the city centre and the local area. Both Histon Road and Huntingdon Road have good facilities for pedestrians/cyclists, with footways and dedicated cycle lanes on both sides of the road and crossing facilities along the routes from the site's access south to the city centre.
- 5.7. 2011 Census Data highlighted that a large percentage of the population of Castle Ward, to which most of the site lies within, worked in the centre of Cambridge with short distances to commute, ideal by either foot or bicycle.
- 5.8. A review of 2011 Census Data for the Castle Ward of Cambridge showed that cycling for commuting purposes was high. This is discussed later in this TP.
- 5.9. National Cycle Route 24 passes the site access and follows Huntingdon Road connecting to National Cycle Routes 11 & 51. National Cycle Route 51 connects Oxford, Bedford, Cambridge, Ipswich and Colchester. National Cycle Route 11 connects Ely with Bishop's Stortford. These routes and connections are shown on the latest Cambridge Cycle Map (2023) in **Appendix B**.
- 5.10. The Cambridge Cycle Map is available on the Cambridge City and Cambridgeshire County Council websites and shows the cycle routes across the city and illustrates that both Histon Road and Huntingdon Road are signed primary network routes, running directly into the city centre.
- 5.11. There is a cycle shop (Chris's Bikes) located 750m from the site access, in Thornton Way in addition to a number of other cycle shops in Cambridge. Outspoken Cycles provide a cycle store, cycle workshop, and cycle training and are located 700m (equivalent 4-minute cycle) from the site's access to Huntingdon Road.
- 5.12. Cambridge has extensive cycle parking options, including cycle parks located at the Grand Arcade and Park Street, both in the city centre. The Grand Arcade provides space for over 200 cycles in a variety of cycle racks and

lockers. For those that wish to cycle into Cambridge city centre with young children, a pushchair can be borrowed when using Grand Arcade and Park Street cycle parking.

- 5.13. Cycling to Cambridge Train Station is a relatively straight forward journey with the train station being located to the south of Darwin Green, the other side of the city centre. Residents would need to follow Huntingdon Road towards the city, then join the A1307 until they reach Station Road.
- 5.14. **Figure 1** shows the 5km catchment area, demonstrating the area which is within a reasonable cycling distance from the site (a 5km journey would take approximately 20 minutes). The entire city centre is within this catchment, including many other surrounding villages and areas that host popular transport links.
- 5.15. As of March 2025, the TPC held a launch event on-site for a micromobility scheme, partnered with local operator Voi to provide E-Bikes and E-Scooters for hire from a bay located on Girton Road, opposite the Community Centre. A branded sign with a QR code to download the Voi app was attached to a nearby lamp column and free trials and helmets were offered at the launch event, to help riders gain confidence using the vehicles. The purpose of the scheme is to increase connectivity to the area of Cambridge and encourage a shift to more active travel modes so as to meet the Travel Plan targets. So far, uptake has been very positive, with 1,198 rides in the first 3 months. Usage will be reviewed at 6-months post-launch in September, and again at 9 and 12 months. If growing demand is identified, the TPC may consider additional Voi bays on-site, which will be discussed and agreed with the Developer.

Public Transport

- 5.16. The current closest bus stops to the development are located on Huntingdon Road either side of the site access with a further bus stop located just south of the site's secondary access onto the B1049 Cambridge Road and further stops located via a proposed site link to Brownlow Road.
- 5.17. Bus service 5 from Stagecoach in the Fens (Citi) runs through the Huntingdon Road stops linking the site to Longstanton P&R and St Ives P&R and, service 6 from Stagecoach in Cambridge (Citi) connects to Oakington. Additional bus services 8 and 8A from Stagecoach can be taken from the B1049 stops and link the site to Cottenham. Bus stops either side of the access include a flagpole and road markings, and the eastern stop has a bus shelter with real-time bus information panels.
- 5.18. **Table 5.1** below presents the regular current services and times with services 5 and 6 from Huntingdon Road. Local bus timetables for services are included in **Appendix C**.

Table 5.1 – Nearest Local Regular Bus services

Operator	Service	Frequency
Services from A1307 Huntingdon Road		
Stagecoach in the Fens (Citi)	5 Cambridge – Bar Hill – Longstanton	Mon to Sat: Every 30 mins Sun: Every hour
Stagecoach in Cambridge (Citi)	6 Cambridge City Centre – Girton – Oakington	Mon to Sat: Every 40* mins Sun: Every hour
Services from B1049 Histon/Cambridge Road		
Stagecoach in Cambridge (Citi)	8 Cambridge City Centre – Cottenham	Mon to Fri: Every 40 mins Sat: Every 30 mins Sat: Every hour
Stagecoach in Cambridge (Citi)	8A Cambridge City Centre – Histon Road – Orchard Park	Mon to Sat: Every 30 mins Sun: No service

Bus services correct as of June 2025.*

- 5.19. Up to date timetable information for each bus stop can also be obtained via the websites of each operator or via Traveline website. Links to updated timetables will be promoted to residents.
- 5.20. The site is well served by buses, with stops within a 400-metre walk of the development access point providing regular and frequent bus services. The proposed development will seek to improve bus servicing by diverting buses through the site, discussed in detail later.
- 5.21. Up to four buses per hour run along Huntingdon Road in each direction, to and from the city centre as the Citi 5 and 6 services. Connections to other bus services, including high frequency links to Cambridge rail station, can be made in the city centre.
- 5.22. A review of 2011 Census Data for the Castle Ward area shows that currently the use of bus services is low for commuter purposes. This is discussed further later in this TP.
- 5.23. An adult day ticket for Stagecoach services within Cambridge (covering Darwin Green) is £6 and can be purchased either on the bus or through the Stagecoach website or mobile app. Additionally there are a variety of discounted season tickets available including monthly options. All prices correct as of August 2025.
- 5.24. Stagecoach also provides a useful travel app for mobiles with live bus times, and location-based search where buses, stops and routes can be found instantly. The app includes a journey planner; ticket options; walking directions; disruption updates; and mobile tickets and payments.

- 5.25. Community transport options are also available to residents that may have need for these services and have difficulty accessing regular transport services. The charitable organisation Cambridge Dial-a-Ride is available within the area. Further information can be found on their website (cambridgedialaride.org.uk/about-us).

Car Club

- 5.26. Car club opportunities are also available from nearby the site. Enterprise operates in the Cambridge area working in partnership with CCiC to provide car clubs on-street to residents. There are currently over 35 Enterprise car club vehicles in Cambridge, including space for 2 vehicles within Darwin Green on Falmouth Avenue. **Figure 2** highlights the Car Club spaces that are placed within the Darwin Green site.

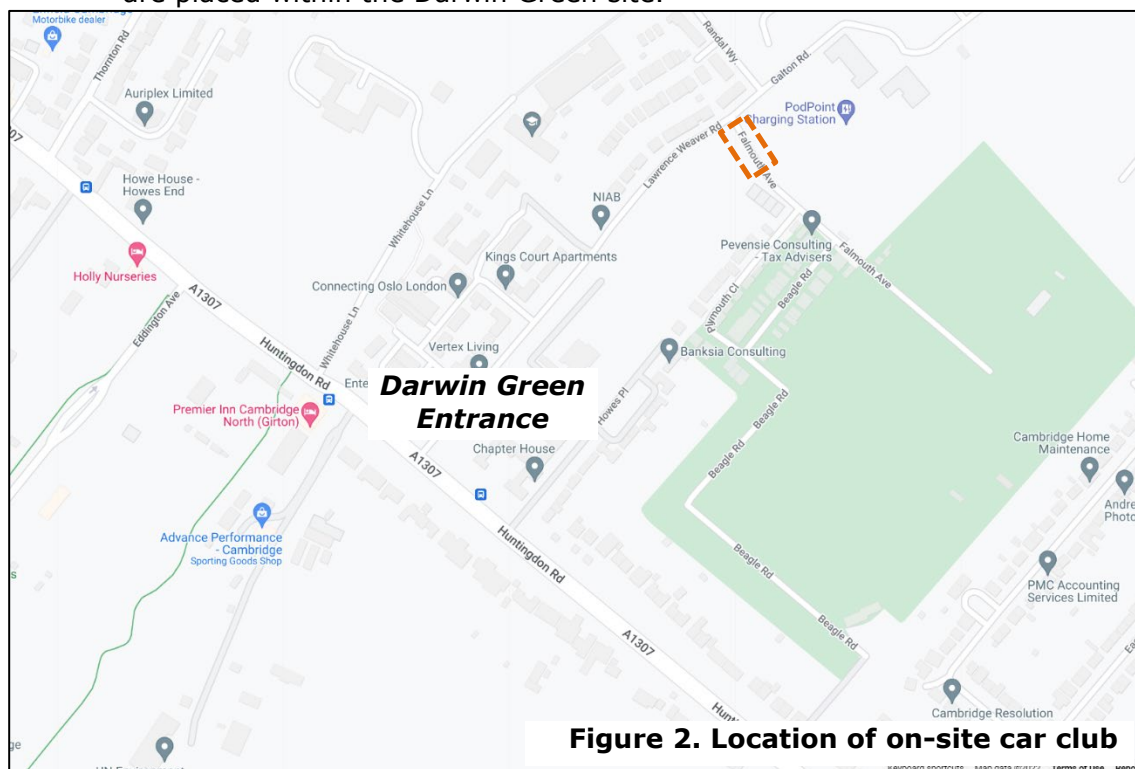


Figure 2. Location of on-site car club

Train Services

- 5.27. The closest train station to Darwin Green is Cambridge Train Station to the southeast, approximately 4km from the site or 15-minute drive (as shown in **Figure 1**). Cambridge Train Station offers links to destinations including London, Ipswich, Ely, Norwich, Stanstead Airport and Peterborough. The station features 441 car parking spaces, with 24 accessible spaces, and 2,850 cycle parking spaces. The car park is operated by National Car Parks Limited and has a daily rate of £15.80 or £54.00 weekly (as of August 2025).
- 5.28. Cambridge Train Station is managed by Greater Anglia and also provides links to Great Northern, Thameslink and Cross Country train services to London King's Cross, Stansted Airport and Birmingham via Peterborough.

- 5.29. The current season and day ticket cost of train services to London and Norwich should be promoted to the future residents as well as the available railcards that can be obtained that can reduce off-peak train travel costs by up 33%. The PlusBus ticket option will also be promoted as a way to get discounted bus travel at train destinations such as Cambridge, Bury St Edmunds, Ipswich and Colchester, which is likely to be taken up for leisure related journeys.
- 5.30. Cambridge station is included within the 5km catchment of the site, facilitating the option for residents to make multi-modal, sustainable journeys, such as using a Voi E-Bike or E-Scooter, as there is a bay outside the station, providing a direct route option.
- 5.31. A review of 2011 Census Data for the Castle Ward area showed that use of the train was very low for commuter purposes. This is discussed further later in this TP.

Local Amenities

- 5.32. 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 DfT's document LTN 1/20 "Cycling Infrastructure Design" recommended that an average cycling speed of 20pmh could be assumed.
- 5.33. Although now superseded by the NPPF, the widely accepted 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."*
- 5.34. Large local employment areas in Cambridge include: Cambridge Science Park and Cambridge Business Park, located east of the site, and Clifton Road Industrial Estate, located southeast of the site. Additional employment areas can be located within the city centre of Cambridge and at Addenbrookes Hospital, Cambridge University, Anglia Ruskin University, Cambridge Biomedical Campus and Cambridge International Airport. All could be accessed using footways and cycleways and 20/30mph speed restricted roads from Darwin Green, where possible.
- 5.35. The closest supermarket to the development is Sainsbury's superstore, located to the southwest of Darwin Green on Eddington Avenue (0.8km or a 10-minute walk). Alternatively, Iceland Foods store and Aldi supermarket are both located on Histon Road (1.7km or a 20-minute walk), all are accessible by both foot and bicycle. Additional supermarkets are located to the south of the site to the centre of Cambridge.
- 5.36. Local schools within Cambridge include: University of Cambridge Primary School, Mayfield Primary School and St Luke's Church of England Primary School. The two closest public secondary schools to the site include: North Cambridge Academy and Parkside Community College which is a part of Cambridge Academic Partnership. All schools are accessible via pedestrian

and cycle links within Cambridge. A Primary School will be located within the Darwin Green development in a future phase and will be covered by a separate School TP.

- 5.37. Focusing upon the site, **Table 5.2** presents a range of local amenities in the surrounding areas, with the appropriate distance and travel time from the site.

Table 5.2 – List of Nearest Local Amenities

Amenity	Name	Location	Distance from the site*	Walking / Cycling time
Micromobility Parking Bay	Voi Parking Bay	Girton Road, opp, Community Centre	-	-
Bus Stops	'Lawrence Weaver Road' stops	Huntingdon Road	0.8 km	9 mins / 3 mins
Supermarket	Sainsburys	Eddington Avenue, CB3 1SE	1.6 km	19 mins / 6 mins
Place of Worship and Community Centre	St Augustine's Church, Hall and Community Centre	Richmond Road, CB4 3PS	2.0 km	24 mins / 8 mins
Doctors	Huntingdon Road Surgery	Huntingdon Road, CB3 0DB	2.1 km	25 mins / 8 mins
Recreation Ground	Histon Road Recreation Ground	Histon Road, CB4 3QE	2.1 km	25 mins / 8 mins
Primary School	Mayfield Primary School	Warwick Road CB4 3HN	2.3 km	27 mins / 9 mins
Post Office	Histon Road Post Office	Histon Road, CB4 3HL	2.4 km	28 mins / 10 mins
Bus Stops	'Brownlow Road' stops	Histon Road	3.0 km**	36 mins / 12 mins
Nursery	Ardbury Pre-School	Arbury Primary School, CB4 2DE	3.2 km	38 mins / 13 mins
Dentists	Green Tree Dental	50 Metcalfe Road, CB4 2DD	3.2 km	38 mins / 13 mins
Sports	Chesterton Sports Centre	Gilbert Road, CB4 3NY	3.4 km	40 mins / 14 mins
High School	Parkside Community College	Parkside CB1 1EH	4.1 km	48 mins / 17 mins
Employment Areas	Darwin AZ Science Park	Milton Road CB4 0GQ	4.4 km	52 mins / 18 mins
Hospital	Addenbrookes Hospital	Hills Road CB2 0QQ	7.2 km	86 mins / 30 mins

*Distances taken from centre of the site via public highway only.

**The shorter link through to Brownlow Road has been built but is currently unavailable.

- 5.38. In conclusion, the development is very well located to a great number of amenities which are accessible on foot or by bicycle. Further to this, the site is located approximately 3km from Cambridge city centre where a wider variety of amenities and services are located.

- 5.39. The excellent range of amenity provision in the city and local area should influence the residents of Darwin Green to use more sustainable modes of transport to travel locally when possible, reducing the impact of unsustainable travel in the area. Furthermore, additional facilities will be available within Darwin Green including a school/childcare facility, sports pavilion, and healthcare centre, reducing the need to travel further afield.

Barriers to Sustainable Travel and Accessibility

- 5.40. 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 site vicinity;
 - The likelihood of residents undertaking shift work or working irregular hours;
 - Lack of knowledge of potential car sharing and car club opportunities;
 - Perceived high cost of public transport compared to driving;
 - Perceived inaccessibility to Cambridge city centre and train station on foot or by bicycle;
 - Perceived poor quality of facilities (shelters / seating etc.) at bus stops and train station;
- 5.41. 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 BDW for the monitoring period.

6. DARWIN GREEN DEVELOPMENT

- 6.1. Darwin Green consists of a total 1,780 dwellings of which 187 homes developed by David Wilson Homes are excluded from this TP. This TP therefore covers 1,593 residential dwellings and further non-residential uses will be covered by separate TPs. At least 40% of these residential dwellings will be classed as 'Affordable Homes' and will be managed by affordable homes operator, London & Quadrant Housing Trust.
- 6.2. Car parking is provided at 1.5 spaces per dwelling. Additionally, a car club scheme has been provided on-site. Two cars have been provided on Falmouth Avenue. A further three cars are intended to be provided in later phases of development, details of which will be added here in future TP updates.
- 6.3. It is expected that the build out rate will be between 100 and 200 dwellings per year. Darwin Green will be built over several phases with BD1 consisting of 173 dwellings and BD2 consisting of approximately 320 dwellings. There is also a community centre on-site. As of this TP update, 482 dwellings were occupied.
- 6.4. Suitable broadband provisions will be made throughout the development to assist working from home arrangements.
- 6.5. 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 "Cambridge 002C", "Cambridge 005A" and "Cambridge 005B" (site is close to these three boundaries) has given the breakdown of number of people living per dwelling: 4,174 people living in 1,843 households; using this data it has been forecasted that a development of 1,593 residential units has the potential to accommodate 3,608 people.

Access

- 6.6. Initially, there will be only one vehicular access to Darwin Green; and that is from Huntingdon Road. As the development progresses, a bus gate will be created, connecting Darwin Green with Franklin Gardens and providing access for buses from Huntingdon Road to Histon Road. During the development of Darwin Green, construction traffic will access the site from an access point to the north, off Cambridge Road.
- 6.7. At the time of this TP update, two vehicular access points are available and three additional pedestrian/cyclist access points are available, which links to Whitehouse Lane, Huntingdon Road, Cambridge Road, Blackhall Road and Windsor Road.

Public Transport

- 6.8. A bus service connecting the development with the city centre will be provided through the site and will run at a frequency of every 15-30 minutes. Bus stops will be located to ensure that a bus stop is within 400 metres (5 minute walk) of every dwelling of the development. Further updates will be provided as this comes to fruition, as this will be undertaken by CCC via a

S106 contribution. As of this TP update, the bus service is currently unavailable.

Annual Site Audit

- 6.9. During the monitoring period, an annual inspection shall be made prior to each survey by the TPC to review the condition of both on-site and off-site local footways, cycleways, car club bays, micromobility schemes, public transport infrastructure and associated highway works to identify any 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 the annual TP updates.

On-Site

- 6.10. At the time of the latest site audit in March 2025, no issues were to be reported.
- 6.11. The TPC had noted that since the last audit in 2024, there had been several reports of cars parked within cycle lanes, particularly during school pick-up and drop-off times. This information has been shared with the Developer and updates will be provided to residents as and when possible. This may be able to be managed by parking enforcement.
- 6.12. The TPC noted that the pedestrian access between Franklin Gardens and Darwin Green is open between 8:00 – 17:00, operated by construction employees. There is to be no through route via this access outside of these hours until construction in this area is completed.
- 6.13. The pedestrian access leading from Franklin Gardens east to Histon Road via Brownlow Road had been fenced off due to construction and therefore did not need to be monitored in 2025.
- 6.14. Franklin Gardens was still under construction, but occupations had commenced, with the main vehicular access leading to the B1049 (Histon Road) in use by residents, sales and construction workers. Although larger construction vehicles take a different access leading into Darwin Green and do not enter the residential area of Franklin Gardens, a high volume of contractor vehicles was observed, which may need to be considered in the ATC data.

7. OBJECTIVES AND TARGETS

- 7.1. Baseline travel data was produced in the 2012 SKM Colin Buchanan Residential Travel Plan that supported the planning application. Household travel surveys were undertaken in the north of Cambridge (Woodhead Drive area). Modal split rates were identified as per below in **Table 7.1**. This formed the basis of the planning officer's decision to emphasise private car/van use should not exceed 39%.

Table 7.1 – Method of Travel to work – Baseline Survey

Mode of Transport	Percentage
Train	1%
Bus	8%
Taxi or minicab	1%
Driving a car or van	39%
Passenger in a car or van	13%
Motorcycle, scooter or moped	1%
Bicycle	22%
On foot	15%
Total Commuting	100%

- 7.2. The above table shows that 37% of the commuting was undertaken by cycling and walking, and a further 9% of the commuting was undertaken by public transport.
- 7.3. Furthermore, 2011 Census Data highlighted that people commuting from this area of Cambridge by SOV journeys were travelling locally to areas within Cambridge. These locations are very accessible by public transport or walking / cycling from Darwin Green, and this will be strongly promoted to future residents.

Objectives

- 7.4. The main objectives that the implementation of a TP is intended to help fulfil are as follows;
- To reduce the number and proportion of single-occupancy car journeys to and from Darwin Green.
 - To raise awareness of the availability of relevant and feasible alternatives to single-occupancy car travel and the financial, health and environmental benefits of using the alternative modes.
 - To encourage and incentivise car drivers to try an alternative mode of travel and then to sustain this new travel behaviour.
 - To promote the Smarter Travel for Cambridgeshire initiatives available across the city and Cambridgeshire and to enable and support effective partnership working between local authorities, community groups, schools and other stakeholders for mutual benefit.

Targets

- 7.5. 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....).
- 7.6. The "aim type" Travel Plan targets are quantifiable and are given over two timescales: short-term (within one year) and long-term (within five years). The suggested key targets are based on the principal objectives of the TP and are as follows:
- Within three years (2024) of implementation of the full TP, decrease the car/van journeys by 2% when compared to the data shown in **Table 7.1**.
 - Within five years (2026) of implementation of the full TP, decrease the car/van journeys by 5% when compared to the data shown in **Table 7.1**.
 - Retain the car/van trip rates seen at year five (2026) of implementation of the full TP when compared to that identified in **Table 7.1**.
- 7.7. A review of targets should be agreed between BDW, the TPC and CCC at the baseline survey which will be undertaken following each Travel Plan update.
- 7.8. Additional "aim-type" targets that are not directly related to travel mode are as follows:
- 25% response rate on postal/online surveys of residents.
 - 80% of dwellings should be aware of the TP and TPC and the services that can be provided.
 - 50% of the dwellings will have obtained a Personal Travel Plan provided by the TPC.
 - 15% of the dwellings of the development should have used either their bus ticket or active travel voucher.
 - 25% average utilisation of the car club (on-site).
- 7.9. Following the 2022 monitoring, the "aim-type" targets have been amended in accordance with SMART principals and they are deemed more realistic, the revised targets are:
- 20% response rate on postal/online surveys of residents.
 - 60% of dwellings should be aware of the TP and TPC and the services that can be provided.
 - 30% of the dwellings will have obtained a Personal Travel Plan provided by the TPC.
 - 15% of the dwellings of the development should have used either their bus ticket or active travel voucher.

- 25% average utilisation of the car club (on-site)

- 7.10. The “action-type” TP targets are non-quantifiable targets and take the form of actions that need to be achieved by a specified date. These targets are based on implementing the measures specified in **Chapter 8** and therefore aid in meeting the “aim-type” targets and the principal objectives of the TP.

Remedial Measures and Triggers

- 7.11. After each multi-modal survey the TPC will assess if the targets are being achieved. Should the targets not 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.
- 7.12. If the agreed targets are not being met after the final year of monitoring, CCC may require an additional year of monitoring to be undertaken, including further promotion of the sustainable travel measures highlighted in **Chapter 8**.

8. RESIDENTIAL TRAVEL PLAN MEASURES

- 8.1. The timescale for the implementation of measures is presented in a table included within **Appendix D**. The table details when measures will be put in place during the agreed monitoring period and an indication of the potential utilisation of the overall TP budget.
- 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 CCC (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 will be promoted so residents can access up to date bus timetables.
- 8.6. Residents are also made aware of the seasonal discounts of fares that are currently available for buses and train services through promotional links to relevant websites and can be found on the Smarter Travel website for Darwin Green.
- 8.7. Residents are made aware of both rail and bus timetables, routes and fares through Travel Information Packs in addition to the Darwin Green TP website and annual newsletters..
- 8.8. Relevant events such as, 'Catch the Bus Week' will be promoted to residents (see **Marketing and Promotion**).
- 8.9. In order to promote early positive behaviour change, each dwelling is provided the opportunity to gain 4-weeks free bus travel on Stagecoach bus services or the approximate equivalent value as a voucher for an online activewear retailer (this voucher value will be reviewed upon each phase of Darwin Green). In order to claim their voucher, residents must contact the TPC and will be promoted through a "Travel Information Pack" (TIP).
- 8.10. In future, a dedicated bus service is intended to be provided through the site linking Darwin Green to the city centre. This service will ensure that no dwelling is more than a 400m distance from a bus stop. This is secured through a Section 106 requirement.

- 8.11. Through Section 106 requirements, improvements have been made to two bus stops along Huntingdon Road.
- 8.12. When the bus routes are diverted through the development, this will be promoted to residents through social media channels in addition to an on-site marketing event. In addition to this, bus ticket incentives may be promoted to residents again upon completion of bus route changes.
- 8.13. A bus gate will be installed within the development (secured by the Section 106). This will prevent the use of private motor vehicles using the development as a cut through from Huntingdon Road to Histon Road.

Walking

- 8.14. Pedestrian routes in the vicinity of the site are adequate, linking with local amenities within Cambridge. However, the TPC will liaise with the relevant authority to highlight any maintenance issues.
- 8.15. The residents are provided with information on pedestrian routes from the site to relevant local amenities such as the city centre, Science Park and other leisure facilities within the TIP and through the TP website.
- 8.16. Local walking groups will continually be promoted to residents of Darwin Green. Additionally, events such as, 'Walk to Work Week' will be promoted through regular marketing material (see **Marketing and Promotion**).
- 8.17. Route planning mobile apps and websites will be promoted through the TIPs as well as through the Darwin Green Travel Plan website.
- 8.18. The TPC will work with TPCs of local schools in the nearby vicinity with the aim of encouraging walking to and from Darwin Green where possible.
- 8.19. As an alternative to a one-month public transport pass, residents can claim an active travel voucher (for the equivalent value of 4-weeks bus travel) to purchase either walking or cycling equipment (the value of the voucher will be reviewed upon each phase of Darwin Green). The voucher incentives are promoted through the TIP and will be funded by the developer.
- 8.20. As per Section 106 requirements, walking signage will be displayed within the Darwin Green development. This will highlight directions to key destinations. Some signage has already been installed, with further installations as the site develops. Further details are to be agreed between BDW and CCC.

Cycling

- 8.21. The TPC will liaise with the relevant authority to ensure that local cycle routes are properly maintained, should residents provide information on issues. The residents will be provided with information and advice concerning highway safety and appropriate cycle routes from the site to relevant regular destinations via Personal Travel Planning (see **Marketing and Promotion**).
- 8.22. As a Section 106 requirement, upgrades to the existing nearby cycle network have been made, in particular along Histon Road, Brownlow Road, Blackhall Road, Hazelwood Close and Roseford Road. A toucan crossing has also been

provided, upgraded from the existing pelican crossing to accommodate additional cycle movements.

- 8.23. Multi-modal journeys, such as cycle and train journeys will continue to be promoted to residents of Darwin Green. Information on rail operators' policies regarding bicycles is available to residents through the Darwin Green TP website and TIPs.
- 8.24. The active travel voucher that is available to residents can be spent on cycling equipment or accessories (the value of the voucher will be reviewed upon each phase of Darwin Green). Alternatively, it can be used as a contribution towards to the cost of a new bicycle and will be promoted heavily through the TIP and funded by the developer.
- 8.25. A bicycle loan scheme is available through the TPC for residents of Darwin Green. These bicycles are available for residents to borrow upon request, available free of charge to try cycling as an alternative to their regular mode of travel. The bicycle loan scheme is currently facilitated by an external company; Outspoken.
- 8.26. High visibility cycling clothing is available to residents. Items such as reflective bands and jackets are promoted to residents via the Travel Information Pack, annual newsletter and Travel Survey. Additionally, the active travel voucher available to residents can be redeemed against high visibility items.
- 8.27. A cycle buddy scheme is promoted to residents through social media posts and printed marketing material including newsletters. The cycle buddy scheme encourages those who are less confident in cycling to partner up with others who are more confident.
- 8.28. Bicycle servicing sessions are offered to residents and funded by the developer at the time of on-site sustainable travel events, the latest on-site event took place in March 2025 which included the launch of a new Voi parking bay on Galton Road. Further events to be considered, as appropriate. In addition to this, bicycle servicing is offered at appropriate points throughout the monitoring period to coincide with national sustainable travel events, such as National Cycling Month.
- 8.29. Cycle training sessions are available to residents of Darwin Green. This is provided through a qualified operator such as Outspoken Training and funded by the developer.
- 8.30. Local groups such as Cambridge Cycling Campaign are promoted to residents through regular marketing material.
- 8.31. Second hand bike retailers such as The Bike Man are promoted to residents through the TIP and additionally through the Darwin Green Travel Plan website.
- 8.32. Employee benefits such as cycle to work schemes are highlighted to residents.

- 8.33. A cycle route map is available to residents through the Darwin Green TP website. Additionally, locations of city centre cycle parking facilities will be shown in marketing material distributed.
- 8.34. For those residents that work on the Cambridge Science Park or nearby Addenbrooke's Hospital, Cambridge Electric Transport will be promoted to them. This service allows the hire of E-bikes for trips around the site. Bikes need to be pre-booked online or via the app at cambridgeelectrictransport.co.uk.
- 8.35. Secure cycle parking will be installed by the developer throughout the site for residents, this will comply with CCC parking standards. Additionally, visitor cycle parking will be provided as various locations including the community centre. This cycle parking will be monitored throughout the TP monitoring period on an informal basis. If capacity reaches 85% at peak times, further cycle storage will be considered. As of August 2025, the cycle storage capacity had not been considered to have reached 85% at peak times.

Car Travel

- 8.36. Car sharing represents a relatively convenient and alternative form of car travel and potential exists to reduce the total commuter mileage of the residents.
- 8.37. The TPC will establish from the multi-modal travel survey, the potential for car sharing to and from regular destinations and will arrange for individual residents to be made aware of that potential. For example, if it is found that many residents are travelling to places such as the employment areas such as the Science Park, the TPC will contact the relevant TPC of these locations in the hope of cross promotion of the benefits of car sharing journeys.
- 8.38. The Travel Plan Coordinator will promote the Cambridgeshire Car Share scheme, CamShare (<https://liftshare.com/uk/community/camshare>), to provide opportunities to car share with residents from the surrounding areas. Residents will be made aware of the car share website and be encouraged to make use of the information it contains from the outset.
- 8.39. Furthermore, residents will be encouraged to use the Darwin Green social media group to liaise with each other and arrange any potential car sharing opportunities.
- 8.40. Car sharing will be promoted to residents of Darwin Green and the wider area through Facebook advertising. Bi-annual Facebook campaigns will be published to highlight the cost savings involved with sharing journeys if when required by the TPC.
- 8.41. Residents are made aware of the car sharing scheme via social media, TIPS and the Darwin Green TP website. Residents will be encouraged to sign up to CamShare.
- 8.42. Car clubs provide a suitable alternative to car ownership, particularly for second vehicle households. At the time of this update, two Car Club vehicles are located within Darwin Green via Enterprise.

Marketing and Promotion

- 8.43. The TPC provides 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 have also been provided so that sales staff can visually show the sustainable travel options available to them. This is available to the Sales Team upon each site visit, with the latest site visit taking place in March 2025.
- 8.44. 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 TIP that will direct residents to the development Travel Plan website and social media for travel related information and contact details of the TPC within 2 weeks of moving in. A survey of current and intended travel habits will also be included within the TIPs to ascertain very early indications of travel behaviour change.
- 8.45. The TIP will be revised and updated upon each phase of the development ensuring all information is up to date and current. Additionally, residents can request more personalised travel advice by contacting the TPC.
- 8.46. A stakeholder group has been set up for the Darwin Green TP which will be managed by the TPC. The stakeholder group will provide feedback and assistance on TP measures. This group includes representatives from; BDW, CCC, local public transport operators and members of local cycling groups. Currently, members of the stakeholder group include; a representative from Greater Anglia, a representative from Cambridge Cycling Campaign and representatives from the developer.
- 8.47. A travel website has been created specifically for the development's residents via <http://www.darwingreentp.co.uk/> this provides links to this TP and summary reports as well as a useful way to contact the TPC for general travel related queries or for Personal Travel Planning. It also provides information set out below and further links to other useful travel related websites:
- Information on what a TP is and the benefits of the scheme;
 - Real-time bus information (when the bus route is diverted)
 - Local area map indicating local amenities (within TIP);
 - Links to the social media pages and news articles;
 - Information on car sharing, eco-driving, travel information and community transport availability;
 - Personal Travel Plan requests;
 - Public transport information;
 - Cycle and pedestrian route maps
 - Details of how to obtain the sustainable travel vouchers and any other measures including residents travel surveys;
 - Marketing for the Cambridgeshire Liftshare website and rail discount card links; and

- Contact details of the TPC for the residents to be able to discuss any travel related problem or to receive further information for their personalised trips.
- 8.48. The TPC will, through the use of social media and other marketing materials for the development, promote the use of sustainable travel and any nationally promoted travel days such as national bike week, etc.
- 8.49. Healthy living and active lifestyles will be promoted to residents by promoting leisure passes or gym trials for residents.
- 8.50. A resident group has been set up for Darwin Green. This residents group will consist of volunteers who have identified themselves in response to TP marketing whom wish to have an input into the TP and its measures. The resident group will regularly liaise with the TPC on any potential issues in the Darwin Green area. These residents will be incorporated into a mailing list. As of August 2025, one resident had expressed an interest in joining the resident group, however, it will be further promoted throughout the monitoring period to encourage engagement.
- 8.51. It is recommended that the TPC undertake promotional measures to increase awareness of the Travel Plan. Suggested measures are as follows:
- Annual newsletters to be distributed to all residents highlighting any relevant travel information or local events happening;
 - Additional marketing material will be produced and distributed by the Darwin Green sales team(s). This will be produced in the form of flyers which highlight the benefits of the development's TP to any potential purchasers;
 - Marketing material in the form of information posters are to be displayed in a noticeboard located at the community hub (Phase Two);
 - Postal/online surveys with prize incentives will take place annually as and when required;
 - Sustainable travel marketing events are to take place on-site. The first event was due to take place at approximately 100th dwelling occupation, however, Covid-19 and social distancing guidelines has delayed this. The first on-site event took place on 3rd July 2022 and a further event on 29th March 2025 to launch a micromobility scheme in partnership with Voi.
 - Sustainable travel marketing events will then take place biennially with the next event to be considered in 2026; and
 - General small social media promotional events to engage with residents and provide information directly on sustainable travel.

Personal Travel Planning

- 8.52. The TPC will provide Personalised Travel Planning (PTP) to residents who request it. They will be made aware of this scheme by information provided on the website and via marketing media issued to them. They can also contact directly the TPC through details given in **Chapter 4** of this TP.
- 8.53. Residents will be given the opportunity to request a telephone conversation with the TPC to further discuss their PTP results and provide specific travel planning advice for their requirements.
- 8.54. In order to have the greatest impact on travel behaviour, Personal Travel Plans will be offered to all occupied dwellings via the Travel Information Pack, annual newsletters and Travel Surveys. PTP services will also be promoted on the Darwin Green Travel website and are to be available to residents throughout the monitoring period.
- 8.55. 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 until at least one year after complete occupation of the residential dwellings. The TPC is funded by the Developer from appointment prior to first occupation and for the duration of the monitoring period.
- 9.3. The TPC takes responsibility for the development and management of the TP and ensures 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 is able to provide PTPs to residents of this development. This service is provided on demand and will be available within 15 working days of residents' 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 website.
- 9.6. The TPC has liaised with the public transport operators, highway authority and / or the Developer in order to report any inadequacies in maintenance to maximise the potential use of sustainable travel options.
- 9.7. The TPC will liaise with local schools in order to assist with promotion of walking and cycling to school, where possible. In addition to this, the TPC will liaise with other TPC's in the area, where possible.
- 9.8. The TPC is responsible for setting up and the security of the residential travel database which includes the results of the multi-modal traffic surveys. In the interest of confidentiality, the TPC alone will hold the database and be responsible for the release of the results to the Local Authority and to the residents (data should be conveyed in an accessible but secure format).
- 9.9. The TP is reviewed at every completion of the annual multi modal travel survey, as part of an on-going monitoring process ending one year after full occupation of the development. The TPC will aim to submit details of each review to CCC within two months of the completion of the given monitoring period.

Monitoring

- 9.10. 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 TIP that the resident will need to complete to obtain the 4 one-week bus tickets or active travel voucher alternative.

- 9.11. This modal split of travel is then used to compare the changes to travel habits over the monitoring period. The data should also be used to identify what further measures, if any, are required to further promote the TP and its objectives.
- 9.12. The results of the survey are issued to CCC as part of the TP review 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 CCC.
- 9.13. In addition to the multi-modal traffic surveys, 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. The measures to be monitored are:
- The take up of PTPs;
 - The level of redemption of the free bus travel;
 - The level of redemption of the active travel voucher.
 - The number of residents requesting free car club membership.
 - The number of residents undertaking cycle training.
 - The number of residents utilising the free bicycle hire.

Multi-Modal Travel Survey

- 9.14. In order to identify the travel patterns of the residents of the development, a baseline multi-modal travel survey took place at just after 100th dwelling occupation. Manual surveys are repeated annually to analyse how the residents and visitors travel from and to the development and observe how effective the TP is in influencing modes of travel.
- 9.15. The annual multi-modal survey could be supplemented by postal/online surveys of residents as and when required. The postal/online surveys will provide a more direct method of questioning of travel habits and assist in providing measures that can assist in changing residents travel habits to more sustainable modes. A copy of latest post/online survey questions can be found in **Appendix E**.
- 9.16. The multi-modal survey will be undertaken at a cost to the Developer and be at a similar time of the year to provide a comparative assessment. The survey will take place during British Summer Time months (April to October) due to the extended daylight hours and ensuring accuracy in the survey results. It will also 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.

- 9.17. The methodology of undertaking the multi-modal survey will involve a manual count of all vehicle, pedestrian and cyclist movements in and out of Darwin Green. The determined mode split of travel and car trip rates will then be able to be used to compare the effectiveness of the TP over the monitoring period. The data also enables a way to identify any new travel plan measures that could be introduced, to assist in reducing SOV travel.
- 9.18. Where possible, ATCs will be used to record vehicle movements in and out of the development over a 1-week period.
- 9.19. The manual count survey will be taken over a 12-hour period (7am – 7pm) on either a Tuesday, Wednesday, or Thursday. As the development is still under construction, associated construction / contractor movements will be disregarded where possible.
- 9.20. 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.

Options for future managing the Residential Travel Plan

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

10. MONITORING RESULTS

Baseline (2021)

- 10.1. A manual 12-hour survey of Darwin Green was undertaken on Wednesday 19th May 2021. Cameras were installed at all access points of the development and movements in and out were recorded including by which mode. On the day of monitoring, the highest temperature was 14°C with occasional showers. At the time of monitoring, 118 dwellings were occupied.
- 10.2. The current modal split from the 2021 survey is different to that identified in the 2012 Travel Plan. There is a bigger percentage of residents choosing to travel by single occupancy vehicle journeys, however, this could be due to social distancing / use of public transport guidelines at the time of monitoring. Residents travelling by foot is higher than expected, however, it is possible some of these are walking to nearby bus stops along Huntingdon Road to continue their journey.
- 10.3. To supplement the manual monitoring of Darwin Green, a one-week ATC was installed at the vehicular entrance along Lawrence Weaver Road. Trip rates are typically higher with ATC's during the construction phase as not all construction related vehicles can be discounted from the surveys.
- 10.4. To support this manual on-site monitoring, a postal/online survey of households was undertaken during June 2021. Residents were asked about their current travel habits and the impact Covid-19 had on these. A prize draw was offered to encourage participation. A 14% response rate was obtained through the summer 2021 travel survey. Usual methodology would allow for door-knocking to take place to encourage more residents to complete the survey, however, due to social-distancing rules, this was not possible during 2021. It was anticipated that this would be able to happen in the next round of postal/online surveys required (Summer 2022).

Year 1 (2022)

- 10.5. A manual 12-hour survey of Darwin Green took place on Wednesday 27th April 2022. Cameras were installed at all access points of the development and movements in and out were recorded including by which mode. On the day of monitoring, the weather was dry with no rain. At the time of 2022 monitoring, 170 dwellings were occupied. The results can be found below in **Table 10.1**.
- 10.6. A 7-day automatic traffic count (ATC) system was also used to calculate vehicular trip rates of the site. Placed on Lawrence Weaver Road the ATC commenced on Thursday the 21st of April 2022 and recorded a total of 5,736 vehicles. The results can be found below in **Table 10.2**.
- 10.7. To support the manual on-site monitoring, an online survey of households was undertaken in spring 2022. Residents were asked about their current travel habits and what can impact these decisions. A prize draw was offered to encourage participation, a 15% response rate was obtained which did not achieve the initial target set out in **Chapter 7**.
- 10.8. An on-site Travel Plan event took place on 3rd July 2022. During this event, residents were invited to meet Smarter Travel to discuss sustainable travel

to and from Darwin Green. Additionally, bicycle service vouchers were handed out to residents and sustainable travel items such as bicycle lights, reflective bands, umbrellas, and children's reflective items.

Year 2 (2023)

- 10.9. A manual 12-hour survey count was undertaken on Tuesday the 6th of June 2023, and the weather was cloudy and dry. Cameras were installed in access points on Lawrence Weaver Road and the footpath that leads to Randal Way in the development and all movements going in and out of the site was recorded. At the time of 2023 monitoring, 218 dwellings were occupied. Due to the count method for 2023 monitoring, the recordings could not determine the passengers in vehicles. Therefore, we have not compared the 2023 modal split with the 2012 Travel Plan data.
- 10.10. A 7-day automatic traffic count (ATC) system was also used to calculate vehicular trip rates of the site. Placed on Lawrence Weaver Road, the ATC commenced on Tuesday the 6th of June 2023 to Monday 12th of June 2023 and recorded a total of 7,797 vehicles. The results can be found below in **Table 10.2**.
- 10.11. To support the on-site monitoring, an online survey of households was undertaken in summer 2023. Residents were asked about their current travel habits and what can impact these decisions. A prize draw was offered to encourage participation, a 15% response rate was obtained which did not achieve the target set out in **Chapter 7**.

Year 3 (2024)

- 10.12. The Year 3 survey surveys consisted of a manual 12-hour count of Lawrence Weaver Road and the footpath that leads to Randal Way on 16th June 2024. The weather was dry in the morning and wet in the afternoon. A 7-day automatic traffic count (ATC) system was also used to calculate vehicular trip rates of the site on Lawrence Weaver Road from 10th June 2024. There were 277 dwelling covered by the surveys.
- 10.13. The 2024 Travel Survey invitations were distributed by post to 277 occupied dwellings in April 2024 and reminders were sent out after 2 weeks to encourage uptake. The survey received a total of 34 responses (12% of occupied dwellings).

Year 4 (2025)

- 10.14. The Year 4 travel surveys consisted of 5 multimodal surveys and 2 Automatic Traffic Counts (ATC's). The growth in survey's is due to the inclusion of the Franklin Gardens parcel in the Year 4 monitoring. The survey invitations were distributed to 482 occupied dwellings in July 2025 and reminders were sent out after 2 weeks to encourage uptake. The survey received a total of 41 responses (9% of occupied dwellings). Further details are provided below.
- 10.15. A copy of the latest travel survey data can be found in **Appendix F**.

Mode Split & Trip Rates

10.16. The modal split was determined from the manual count monitoring and is compared to the 2012 Travel Plan data in **Table 10.1** below.

Table 10.1 – Modal Split

Mode of Transport	TP (2012)	Baseline (2021)	Year 1 (2022)	Year 3 (2024)	Year 4 (2025)
Train	1%	N/A	N/A	N/A	N/A
Bus	8%	N/A	N/A	N/A	N/A
Taxi/Minicab	1%	0%	6%	6%	4%
LGV	N/A	N/A	4%	4%	3%
Driving a car or van	39%	54%	42%	44%	35%
Passenger in car or van	13%	9%	11%	13%	8%
Motorcycle, scooter or moped	1%	3%	1%	1%	1%
Bicycle	22%	15%	21%	16%	27%
On foot	15%	19%	15%	16%	23%
Total Commuting	100%	100%	100%	100%	100%

10.17. The 2025 data identified a reduction in car/van trip rates in comparison to previous monitoring years, indicating that the Year 5 (2026) target of a 5% reduction is on track to be achieved.

10.18. Additionally, a sharp increase in the modal share of bicycle users, which saw a 12% increase since the 2021 baseline. A further increase is noted in the modal split of residents on foot, which has increased by 4% since the 2021 baseline. It is likely the increases found in the modal split of active travel modes are in part due to the introduction of the on-site Voi parking bay and the accompanying launch event in March 2025.

10.19. Walking and cycling have continued to rise in 2025 and remained significantly higher than the 2012 data. The TP will continue to review the opportunities for increases in Cycling with the promotion of Voi.

- 10.20. Observed trip rates from annual ATC monitoring are detailed in **Table 10.2** below and compared to the trip rates identified in the TA over a 5-weekday average.
- 10.21. The vehicular trip rates observed in 2025 were slightly higher than previously observed in 2024, however, they remain significantly lower than the trip rates collected in 2023. The 12-Hour trip rate has significantly reduced since 2023 and slightly in comparison to that observed in 2024 and is the lowest trip rate since the monitoring period began.

Table 10.2 – Trip Rates

	Baseline* (2021)	Year 1 (2022)	Year 2 (2023)	Year 3 (2024)	Year 4 (2025)
AM Two-way	0.530	0.473	0.610	0.348	0.355
PM Two-way	0.440	0.388	0.500	0.334	0.355
12-hour Two-way	4.200	3.848	4.480	2.921	2.810

**Baseline data was calculated from a 3-weekday average.*

Residential Travel Survey 2025

- 10.22. The 2025 Travel Survey invitations were distributed by post to 482 occupied dwellings in July 2025 and reminders were sent out after 2 weeks to encourage uptake. The survey received a total of 41 responses (9% of occupied dwellings) which did not achieved the 20% response target as set out in **Chapter 7**, despite having increased the prize draw value to include more appealing prizes to encourage participation, including a £200 Decathlon store voucher, a Closca foldable cycle helmet worth £99 and a £50 Kind Bag voucher.
- 10.23. 29% of the survey respondents requested a Personal Travel Plan from the 2025 travel survey, almost achieving the 30% claim target set out in **Chapter 7** and contributing to the overall uptake from the Initial Travel Survey.
- 10.24. The main mode of travel, used by 34% of respondents was walking, with an average use of 2 days per week, followed by 29% choosing to cycle an average of 2 days per week and 27% choosing to car alone for an average of 1 day per week. It should be noted that participants could select multiple modes and frequencies, depending on their travel habits, and it is assumed from the data that some respondents who drive also have to walk part of their journey.
- 10.25. Participants were asked what alternative modes they would use if their main mode was unavailable, to which 27% selected bus and 24% selected cycling and 17% selected walking as suitable alternatives. These modes

will continue to be promoted to residents via the Travel Information Pack, annual newsletter and travel survey and on the Darwin Green Travel Plan website.

- 10.26. When asked about barriers to travelling more sustainably, 31% of respondents stated that they don't believe they have another option, 31% stated that the bus times do not suit their needs. Another 29% stated that public transport seems too expensive.
- 10.27. 49% of respondents stated that the cost-of-living crisis has not impacted the way they travel, compared to 34% who believe it has impacted the way they travel, providing statements such as, *"Share the car with friends is cheaper than take the bus."*, *"Yes, I can only afford 3 bus DayRider tickets per week now. I have to cycle or walk at least 2 shifts per week to work. Also were not making as many weekend trips into Cambridge town as a family due to the increased bus fares/ parking costs etc. Would like to afford bikes and all the accompanying kit for both children, particularly with the summer holidays coming, but are still paying off the moving expenses from our recent move to Darwin Green."* and *"Yes, I now use my car less often and just cycle instead"*. 17% of participants did not provide a response.
- 10.28. 22% of respondents found the Travel Information Pack helpful, compared to 17% who read it but did not find it helpful and 61% who have not read it. This does not achieve the 60% TP and TPC awareness target as set out in **Chapter 7**.
- 10.29. 73% of respondents stated that they would not consider using a car club, of which 43% claimed this is because they prefer to walk or cycle. This will be monitored closely in future, as the on-site car club is expected to grow and the TPC will continue promoting to encourage uptake.
- 10.30. 17% of respondents stated that they have claimed their welcome voucher, achieving the 15% target as set out in **Chapter 7**. Of these claims, 100% were active travel vouchers. The vouchers will continue to be promoted in the annual newsletters and travel surveys sent via post to all occupied dwellings, serving as reminders to claim throughout the monitoring period.
- 10.31. When asked for additional comments or feedback, 29% provided statements regarding infrastructure around the development, including: *"Please make the footpath connecting to Huntingdon Road available. The walk to the bus stop is currently extremely long and most people will not consider taking the bus because of that."* and *"It would be good to have a bus service directly serving Darwin Green at some point in the future"* and *"Bigger bike sheds. More bike storage space"*.
- 10.32. A copy of the 2025 Travel Survey responses can be found in **Appendix H** (questions requesting personal data have been removed for GDPR purposes).
- 10.33. **Table 11.3** below outlines the TPC Action Plan and any measures to be carried out throughout the lifetime of this TP.

Table 11.3 - TPC Action Plan

Measure	Action	Timescales
Travel Information Pack (TIP) & Travel Voucher	Initial travel incentives will be continually promoted to new residents, primarily through the TIP.	Ongoing until final occupation – provided as new residents occupy.
Personal Travel Plans (PTPs)	Bespoke PTPs created for each resident upon request, detailing their sustainable travel options. PTPs will be continually promoted throughout the monitoring period to all residents via the TIP, travel surveys, newsletters and Travel Plan website.	Ongoing (upon request)
Manual Count Monitoring	A 12-hour manual count on all accesses to monitor pedestrian and vehicular movements in and out of the development.	Annual (Spring)
Automatic Traffic Count Monitoring	A 1-week ATC on all open accesses to monitor vehicular movements in and out of the development.	Annual (Spring)
Residential Travel Survey	A postal/online travel survey to understand residents' travel habits, barriers and promote incentives.	Annual (Spring)
Travel Plan Newsletters	An annual update to all households on relevant travel information and news. Information will also include reminders of the travel incentives available.	Annual (Autumn)
Darwin Green travel plan website & social media	The Darwin Green travel plan website and social media channels (Facebook and Twitter) will be regularly reviewed and updated with useful information.	Ongoing – as required.
Car Club promotion	2 Car Club vehicles are currently available onsite. A promotional campaign will take place to highlight the service to all residents.	Ongoing – as required.
Micromobility promotion	Promote local micromobility provider Voi. Launch a micromobility hub on site to improve active travel mode share and boost connectivity for residents and local area. On-site promotional event held to promote new Voi bay on Girton Road. Future bays may be considered, depending on demand.	Launched March 2025, promotion ongoing.
Promotional Event	On-site event may be considered to promote active travel options, which may include PTPs, bike surgery / cycle training sessions (or equivalent vouchers) and promotional goods such as umbrellas and high-visibility backpack covers.	2026



Appendix A



B	Addition of 'local centre' (retail/leisure) area north of main access avenue, following Mace's comments	MG	28/09/08
A	Amendments to Huntingdon Road and Veneux Road to reflect following Mace's comments	JJS	08/07/08

Rev Description Author Date

London
10/1/2009 10:11:45

LDADesign

Land Between Huntingdon Road
and Histon Road, Cambridge

Illustrative Masterplan

Date: August 2008
Scale: 1:2500
Status: 2009/602

Drawn: MG
Checked: MS
Approved:



Appendix B



www.cambridgeshire.gov.uk/cycling

A guide to cycling in Cambridge

Useful contacts

Cambridgeshire County Council

Cycling transport.delivery@cambridgeshire.gov.uk
cycle maps online: www.cambridgeshire.gov.uk/cycling

Highway maintenance to report potholes, overhanging vegetation, winter gritting, traffic signal faults, rights of way problems etc.
Cambridgeshire County Council 0345 045 5212
www.highwaysreporting.cambridgeshire.gov.uk

Street lighting
Cambridgeshire County Council 0800 783 8247
www.cambridgeshire.gov.uk/transport/roads

Rights of Way public footpaths, bridleways, byways, countryside access 0345 045 5212 cst@cambridgeshire.gov.uk

Cambridgeshire Smart Journeys helping employers promote cycling and other forms of sustainable commuting
www.smartjourneys.co.uk

Cambridge City Council
01223 457000
www.cambridge.gov.uk/cycling-and-walking

Camcycle (Cambridge Cycling Campaign)
01223 690718 www.camcycle.org.uk contact@camcycle.org.uk

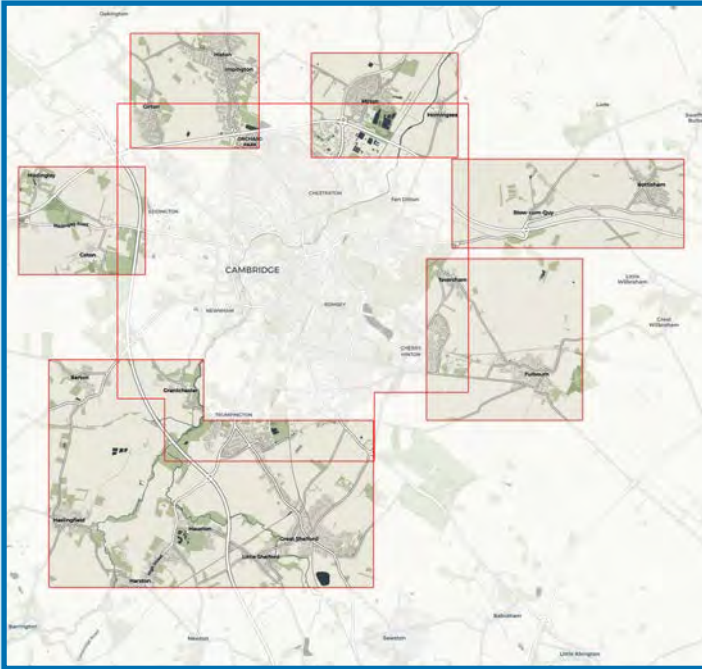
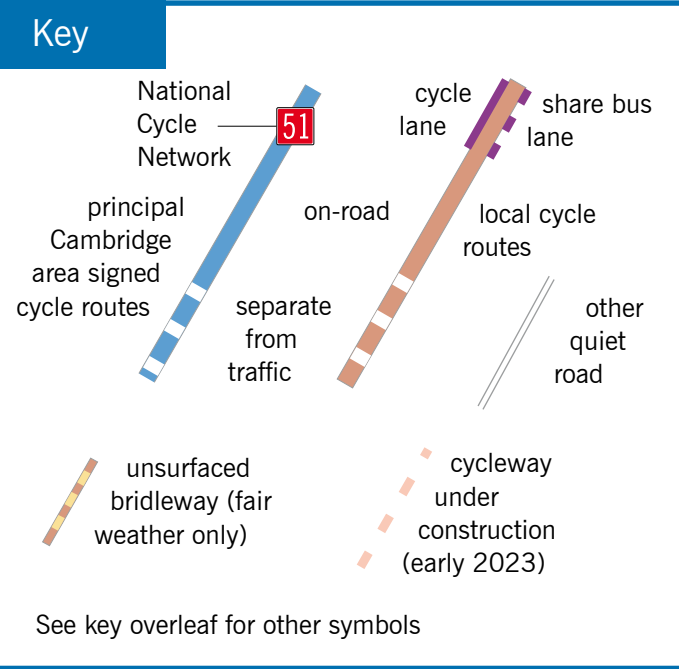
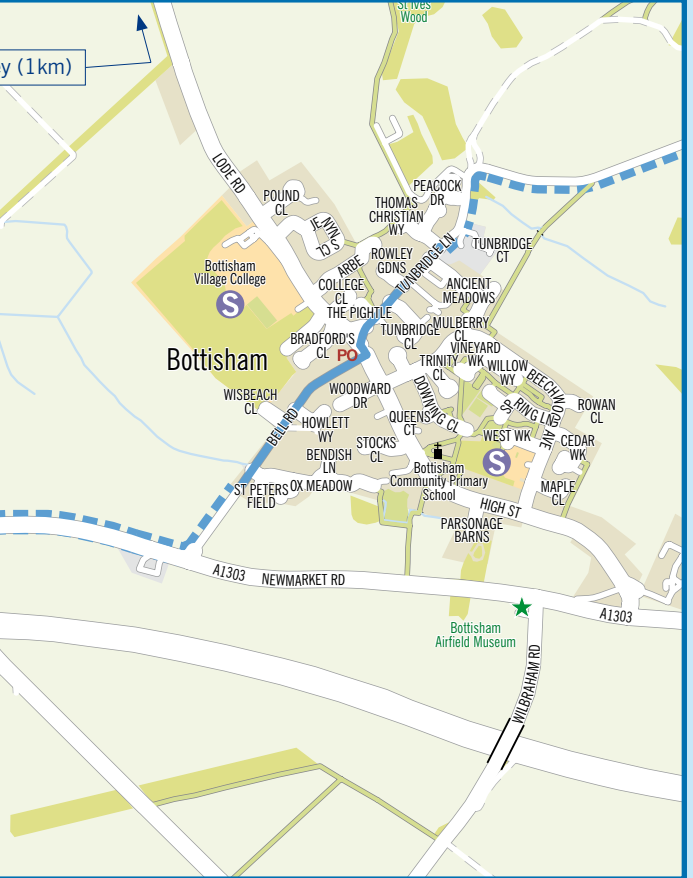
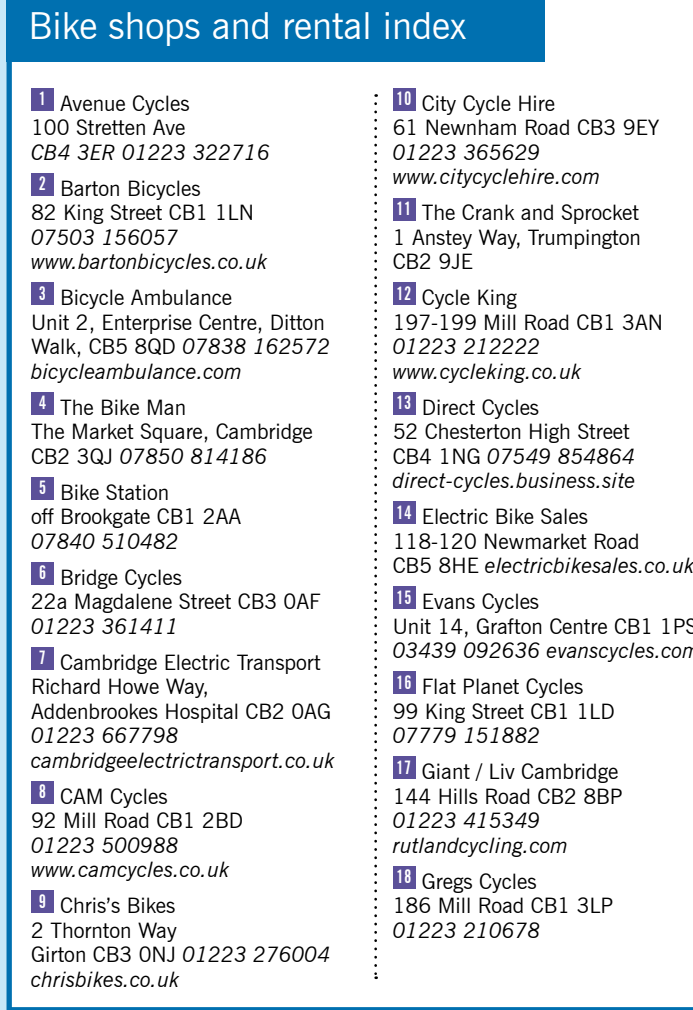
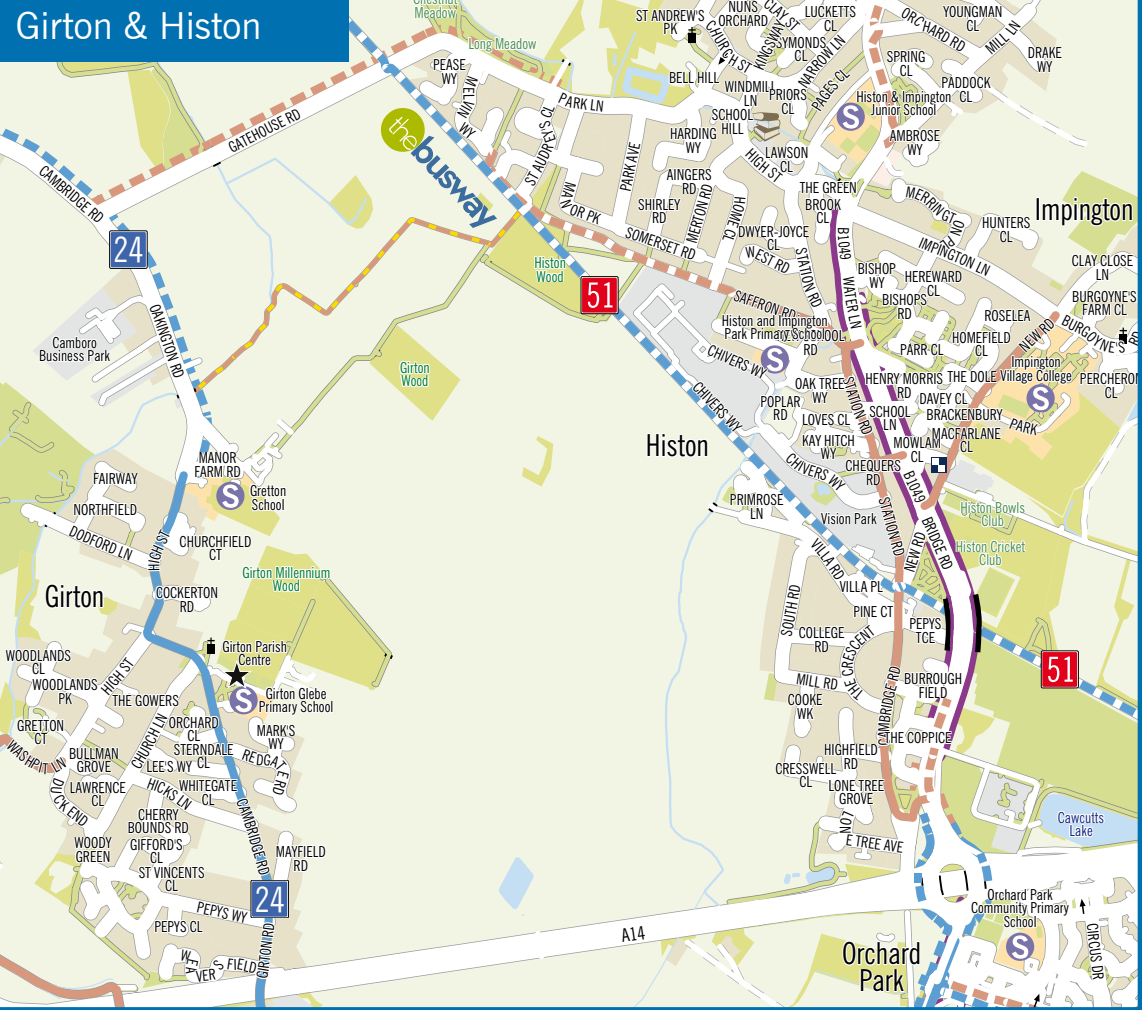
Cycling UK the UK's National Cyclists' Organisation
01483 238300 www.cyclinguk.org cycling@cyclinguk.org
locally, including rides:
www.ctccambridge.org.uk 01223 851549

For online cycle maps and route planning, visit www.cyclestreets.net

Further copies of this map are available from
Cambridgeshire County Council
(transport.delivery@cambridgeshire.gov.uk)
We welcome any comments on the map.

Produced by Cambridgeshire County Council
May 2023 Edition

Whilst every effort has been made to ensure the accuracy of these maps, Cambridgeshire County Council, their partners, OpenStreetMap and Frankleandshadow.com cannot be held responsible for any errors or omissions. Preparation by David Earl at frankleandshadow.com.
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Cycling

Why cycle?

- It's free.
- To save time – it's often the quickest way to get around town and parking is free and easy.
- It keeps you fit whilst you get from A to B – regular cyclists are as fit as a person 10 years younger and have a reduced risk of heart disease or stroke.
- To enjoy the open spaces and countryside.

Cycling Tips

- Ride assertively – cycle well out from the kerb so that you are visible to motorists. This will discourage them from overtaking too closely.
- Watch out for car doors opening and make eye contact with drivers waiting to pull out.
- Don't overtake lorries or buses on the left



at junctions as they have a blind spot and there could be fatal consequences.

- Don't cycle on the pavement unless there are blue signs indicating that they are designated cycle routes.

- Use lights at night – reflective clothing is also a good idea.
- Only use one-way streets in the permitted direction and obey traffic signs and red lights.

Do's and Don'ts

- Be considerate to pedestrians – they

Cycle Parking

- Cycle parking stands are available in and around the town centre.
- Sadly, cycle theft is common. Always lock your bike to a fixed object, with a good lock, even for the briefest stop.
- Note down your frame number. More about keeping your cycle safe: www.camcycle.org.uk/cycletheft
- Register your bike at: www.bikeregister.com

Cycle Training

- Local company Outspoken provides Bikeability cycle training, designed to increase your confidence and cycling skills on the road: www.outspokentraining.co.uk
- Other cycle trainers can be found via: www.cambridgeshire.gov.uk/bikeability

Know your traffic signs



No Entry signs always apply to cyclists too ...



... unless there is an exception shown underneath, or ...



... you can bypass No Entry signs if there is a gap alongside with this **route for cyclists** sign.



No cycling
Typically used on a footpath away from a road. You can still wheel your bike.



No motor vehicles
A cycle is not a motor vehicle. Cyclists are allowed to pass these signs where motorists cannot.



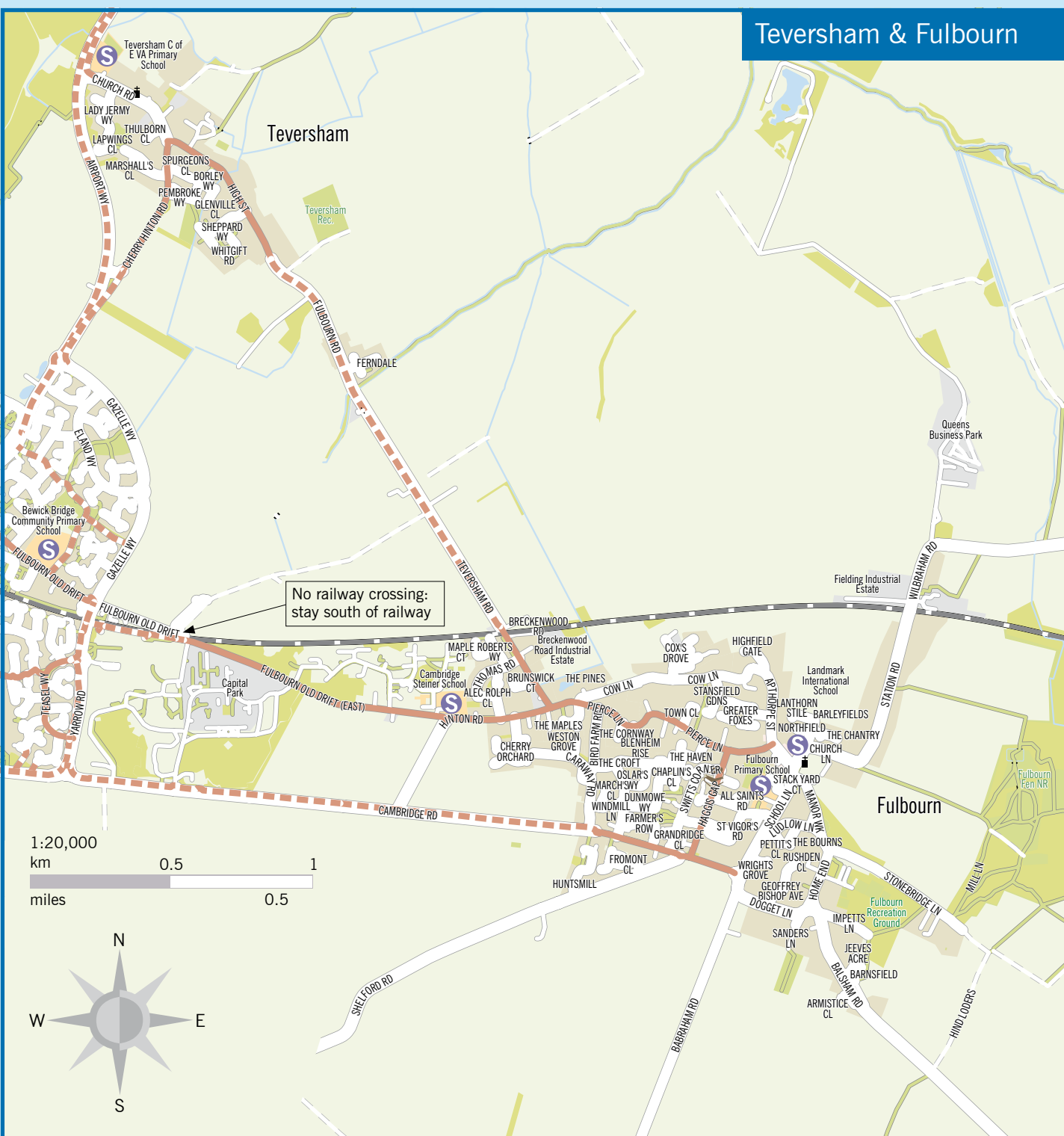
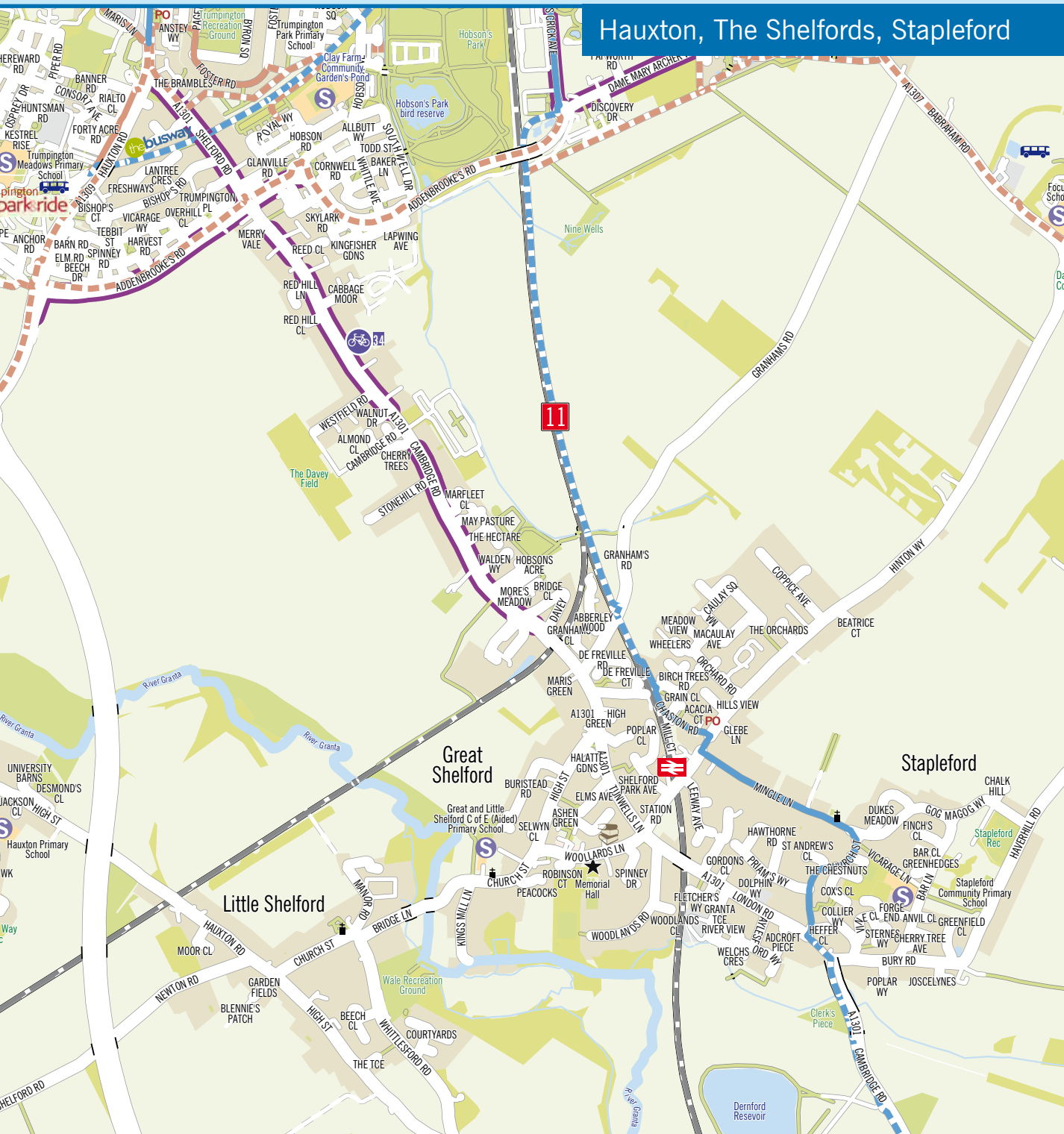
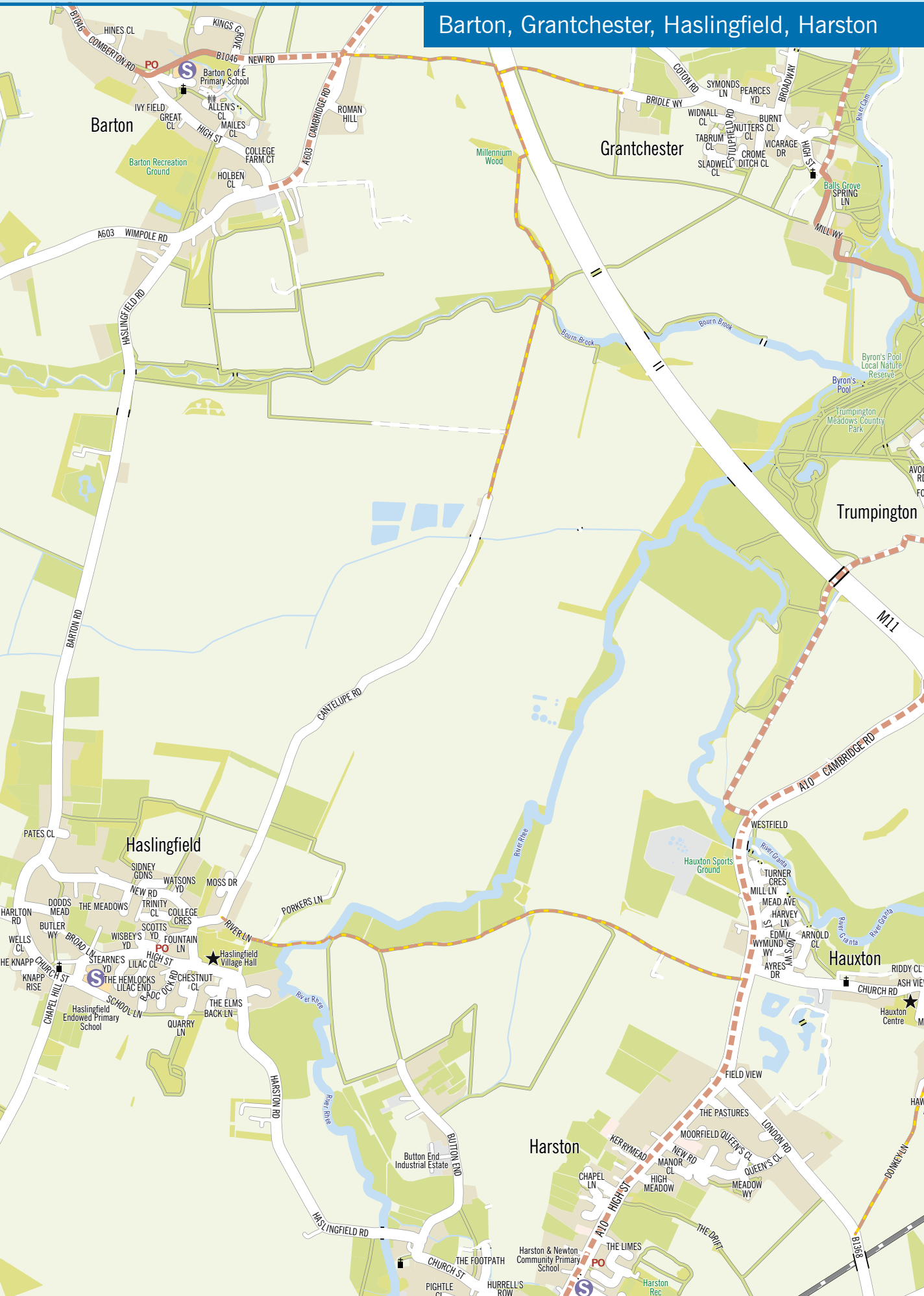
Shared route for cyclists and pedestrians together
The only time cyclists are allowed to ride on a pavement alongside a road is where you see this sign (for example, between Ely and Witchford)...

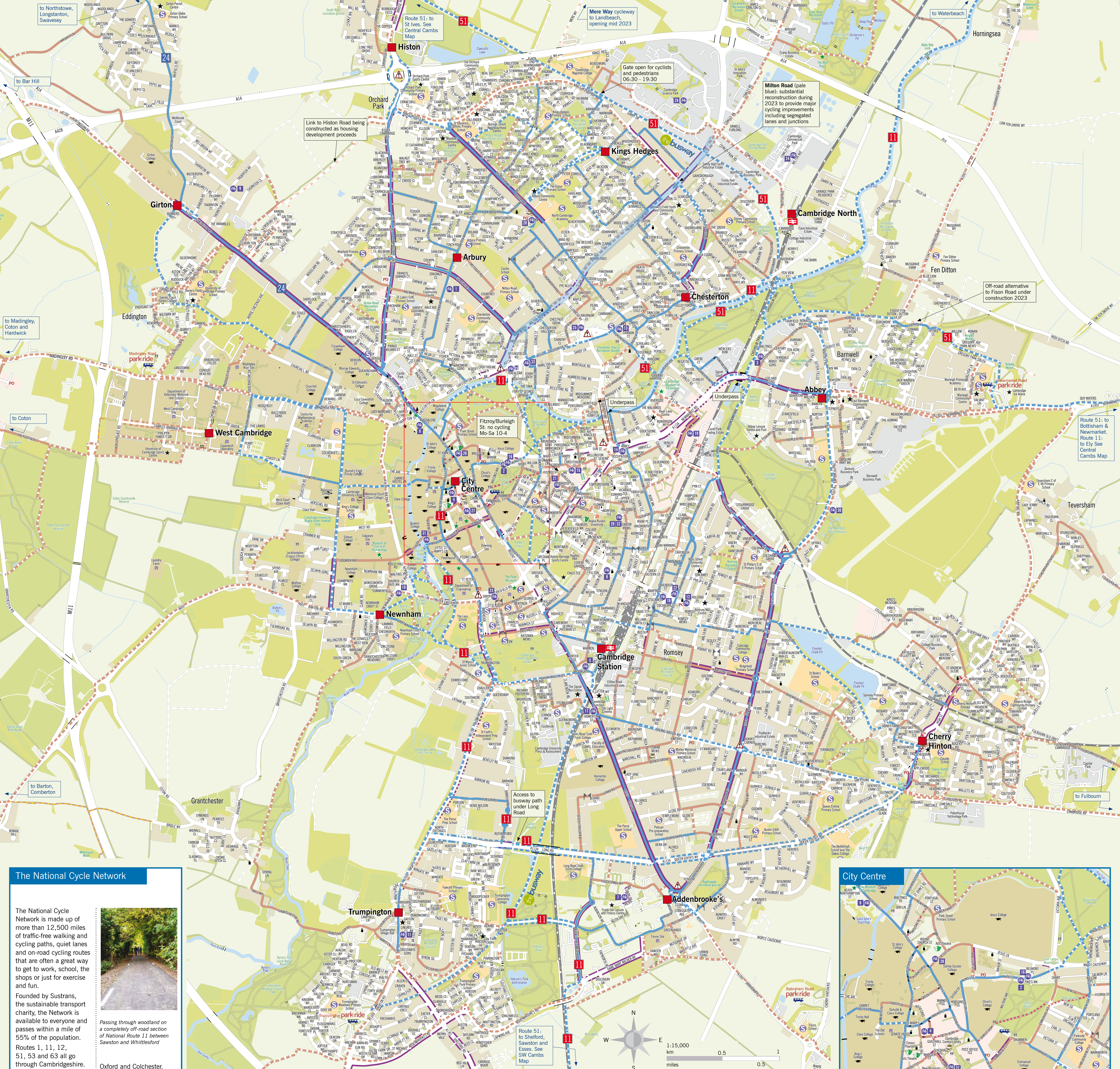


... or this one indicating a **segregated route**, where you must keep to the side designated for cyclists.



Direction sign showing National Cycle Route.





The National Cycle Network

The National Cycle Network is made up of more than 12,500 miles of traffic-free walking and cycling paths, quiet lanes and on-road cycling routes that are often a great way to get to work, school, the shops or just for exercise and fun.

Founded by Sustrans, the sustainable transport charity, the Network is available to everyone and passes within a mile of 55% of the population.

Routes 1, 11, 12, 51, 53 and 63 all go through Cambridgeshire. Route 11 runs via Ely and Cambridge to Audley End. Route 51 runs via St Neots, Huntingdon, Cambridge and Newmarket, between

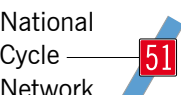
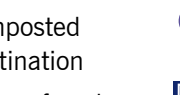
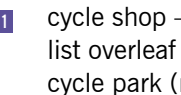
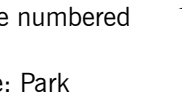
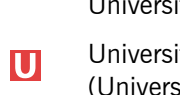
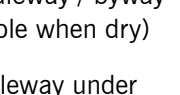
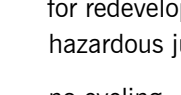
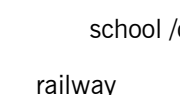
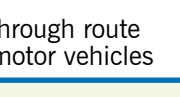
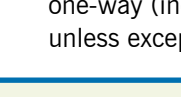
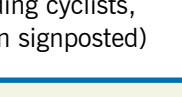
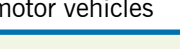
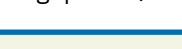


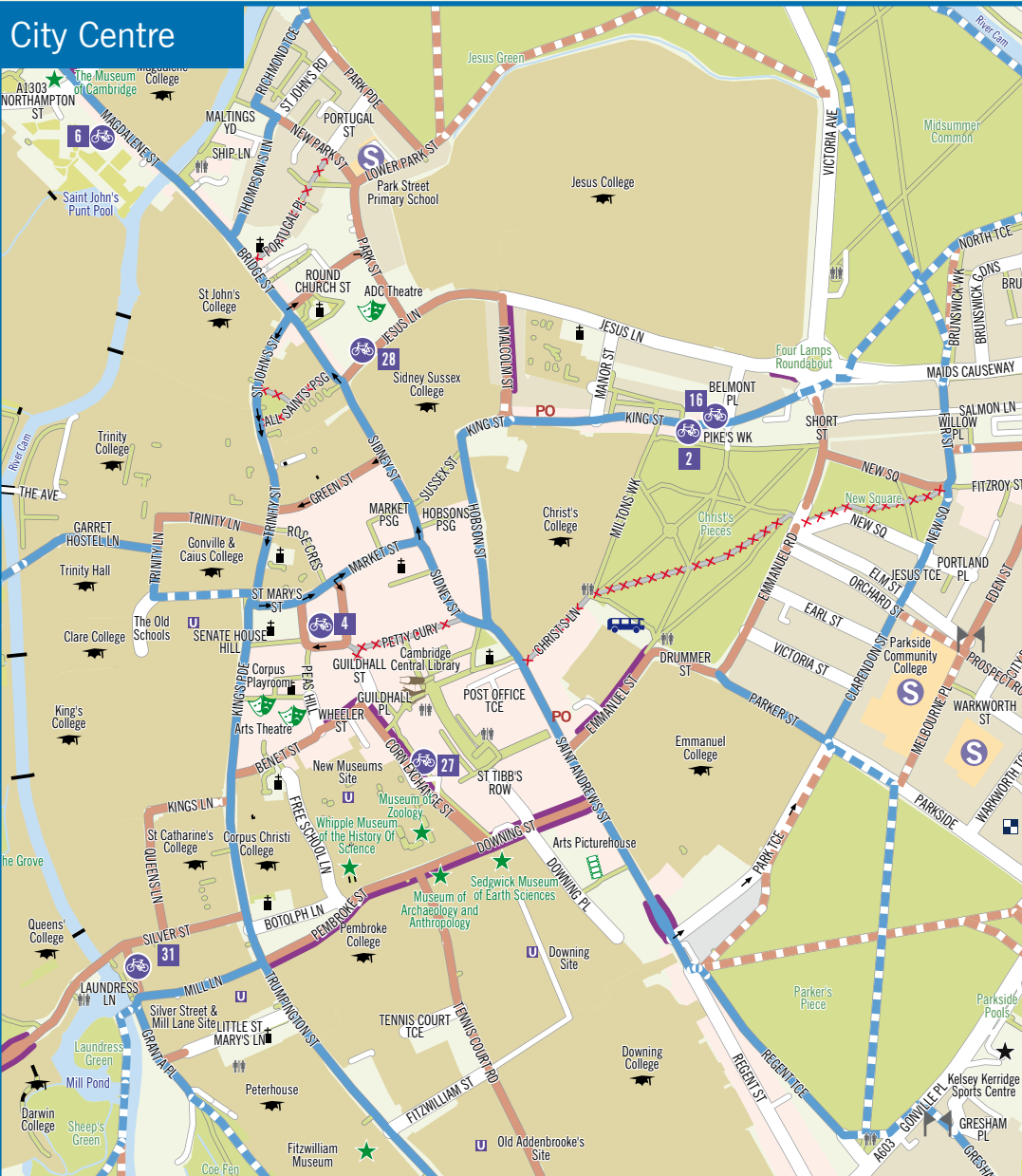
Passing through woodland on a completely off-road section of National Route 11 between Sawston and Whittlesford

Oxford and Colchester. You can find more of these routes on the Central and South West Cambridgeshire maps www.sustrans.org.uk



Key

 National Cycle Network	 on-road	 signposted destination	 cycle shop – see numbered list overleaf	 University college	 post office	 water tower
 principal Cambridge area signed cycle routes	 local cycle routes	 unsurfaced bridleway / byway (usable when dry)	 cycle park (note: Park Street cycle park is closed for redevelopment)	 University site (University of Cambridge / other)	 community centre/ sports hall / library	 church
 separate from traffic	 other quiet road	 cyclway under construction	 hazardous junction	 school / college	 theatre	 hospital
		 no through route for motor vehicles	 no cycling	 railway and station	 cinema	 police station
			one-way (including cyclists, unless exception signposted)	park / green space	industrial/ business	bus station
					residential	windmill
					retail	





Appendix C

Cambridge - 6

Cambridge - Girton - Oakington

From 01 September 2024

MONDAY - FRIDAY																		
Service No		6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Emmanuel Street Stop E5	Dep	0655	0725	0805	0840	0925	1005	1045	1155	1305	1415	1505	1545	1625	1705	1745	1815	1855
	Girton Corner	0709	0739	0819	0854	0939	1019	1059	1209	1319	1429	1519	1559	1639	1719	1759	1829	1909
Oakington Manor Farm Close	Arr	0722	0752	0832	0907	0952	1032	1112	1222	1332	1442	1532	1612	1652	1732	1812	1842	1922
Oakington Mill Road	Arr																1844	1924
SATURDAY																		
Service No		6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Emmanuel Street Stop E5	Dep	0655	0725	0805	0840	0925	1005	1045	1155	1305	1415	1505	1545	1625	1705	1745	1815	1855
	Girton Corner	0709	0739	0819	0854	0939	1019	1059	1209	1319	1429	1519	1559	1639	1719	1759	1829	1909
Oakington Manor Farm Close	Arr	0722	0752	0832	0907	0952	1032	1112	1222	1332	1442	1532	1612	1652	1732	1812	1842	1922
Oakington Mill Road	Arr																1844	1924
SUNDAY & PUBLIC HOLIDAYS																		
Service No		6	6	6	6	6	6	6	6	6	6	6						
Emmanuel Street Stop E5	Dep	0820	0920	1020	1120	1220	1320	1420	1520	1620	1720	1820						
	Girton Corner	0834	0934	1034	1134	1234	1334	1434	1534	1634	1734	1834						
Oakington Manor Farm Close	Arr	0847	0947	1047	1147	1247	1347	1447	1547	1647	1747	1847						
Oakington Mill Road	Arr											1849						

Cambridge - 6

Oakington - Girton - Cambridge

From 01 September 2024

MONDAY - FRIDAY																	
Service No		6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Oakington Manor Farm Close		Dep	0622	0652	0727	0757	0837	0917	0957	1037	1117	1227	1337	1447	1537	1617	1657
Girton Corner			0637	0707	0742	0812	0852	0932	1012	1052	1132	1242	1352	1502	1552	1632	1712
Emmanuel Street Stop E5		Arr	0650	0720	0755	0825	0905	0945	1025	1105	1145	1255	1405	1515	1605	1645	1725
SATURDAY																	
Service No		6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Oakington Manor Farm Close		Dep	0622	0652	0727	0757	0837	0917	0957	1037	1117	1227	1337	1447	1537	1617	1657
Girton Corner			0637	0707	0742	0812	0852	0932	1012	1052	1132	1242	1352	1502	1552	1632	1712
Emmanuel Street Stop E5		Arr	0650	0720	0755	0825	0905	0945	1025	1105	1145	1255	1405	1515	1605	1645	1725
SUNDAY & PUBLIC HOLIDAYS																	
Service No		6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Oakington Manor Farm Close		Dep	0747	0847	0947	1047	1147	1247	1347	1447	1547	1647	1747				
Girton Corner			0802	0902	1002	1102	1202	1302	1402	1502	1602	1702	1802				
Emmanuel Street Stop E5		Arr	0815	0915	1015	1115	1215	1315	1415	1515	1615	1715	1815				

MONDAY - FRIDAY								
Service No		8	8	8	8	8	8	8
Emmanuel Street Stop E5	Dep	1755	1830	1900	1945	2045	2145	2245
Histon Road Hazelwood Close		1810	1845	1910	1955	2055	2155	2254
Impington Village College		1820	1855	1918	2003	2103	2203	2302
Cottenham Denmark Road			1910					
Cottenham Lambs Lane	Arr	1835		1932	2017	2117	2217	2314
Cottenham Denmark Road	Arr							2317
Cottenham Lambs Lane			1913					
Rampton Green	Arr		1917					

SATURDAY

[illegible][illegible]

SUNDAY & PUBLIC HOLIDAYS

[illegible]

MONDAY - FRIDAY										
Service No		8	8	8	8	8	8	8	8	8
Rampton Green	Dep					1920				
Cottenham The Green						1925				
Cottenham Lambs Lane	Dep	1700	1735	1810	1845		1943	2023	2123	2223
Cottenham Denmark Road		1703	1738	1813	1848		1946	2026	2125	2225
Impington Village College		1718	1753	1828	1858		1956	2037	2136	2236
Histon Road Hazelwood Close		1733	1808	1843	1908		2005	2046	2144	2244
Drummer Street Bus Station Bay 10	Arr				1919		2015	2055	2153	2253
Emmanuel Street Stop E5	Arr	1748	1823	1858						

Service No		8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
Rampton Green	Dep																	
Cottenham The Green																		
Cottenham Lambs Lane	Dep	0623	0653	0723	0753	0823	0853	0923	0953	1023	1053	1123	1153	1223	1253	1323	1353	1423
Cottenham Denmark Road		0626	0656	0726	0756	0826	0856	0926	0956	1026	1056	1126	1156	1226	1256	1326	1356	1426
Impington Village College		0638	0708	0738	0808	0838	0908	0938	1008	1038	1108	1138	1208	1238	1308	1338	1408	1438
Histon Road Hazelwood Close		0648	0718	0748	0818	0848	0918	0948	1018	1048	1118	1148	1218	1248	1318	1348	1418	1448
Drummer Street Bus Station Bay 10	Arr	0702	0732	0802	0832	0902		1002										
Emmanuel Street Stop E5	Arr						0932		1032	1102	1132	1202	1232	1302	1332	1402	1432	1502

SATURDAY

Service No		8	8	8	8	8	8	8	8	8	8	8	
Rampton Green	Dep												
Cottenham The Green													
Cottenham Lambs Lane	Dep	1453	1523	1553	1623	1653	1723	1753	1823	1923	2023	2123	2223
Cottenham Denmark Road		1456	1526	1556	1626	1656	1726	1756	1826	1926	2026	2126	2226
Impington Village College		1508	1538	1608	1638	1708	1738	1808	1838	1938	2038	2138	2238
Histon Road Hazelwood Close		1518	1548	1618	1648	1718	1748	1818	1848	1948	2048	2148	2248
Drummer Street Bus Station Bay 10	Arr							1832		2002	2102	2202	2302
Emmanuel Street Stop E5	Arr	1532	1602	1632	1702	1732	1802		1902				

SUNDAY & PUBLIC HOLIDAYS

[illegible]

Timetable report

Cambridge - 8A

City Centre - Orchard Park

From 3 September 2023

MONDAY - FRIDAY																		
Service No	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A
Drummer Street Bay 10	0725	0755	0825	0855	0925	0955	1025	1055	1125	1155	1225	1255	1325	1355	1425	1455	1525	1555
Histon Rd Hazelwood Close	0735	0805	0835	0905	0935	1005	1035	1105	1135	1205	1235	1305	1335	1405	1435	1505	1535	1605
Orchard Park Stanley Avenue	0740	0810	0840	0910	0940	1010	1040	1110	1140	1210	1240	1310	1340	1410	1440	1510	1540	1610
Orchard Park Buchan Street	0744	0814	0844	0914	0944	1014	1044	1114	1144	1214	1244	1314	1344	1414	1444	1514	1544	1614

MONDAY - FRIDAY						
Service No	8A	8A	8A	8A	8A	8A
Drummer Street Bay 10	1625	1655	1725	1755	1825	1855
Histon Rd Hazelwood Close	1635	1705	1735	1805	1835	1905
Orchard Park Stanley Avenue	1640	1710	1740	1810	1840	1910
Orchard Park Buchan Street	1644	1714	1744	1814	1844	1914

SATURDAY																		
Service No	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A
Drummer Street Bay 10	0725	0755	0825	0855	0925	0955	1025	1055	1125	1155	1225	1255	1325	1355	1425	1455	1525	1555
Histon Rd Hazelwood Close	0735	0805	0835	0905	0935	1005	1035	1105	1135	1205	1235	1305	1335	1405	1435	1505	1535	1605
Orchard Park Stanley Avenue	0740	0810	0840	0910	0940	1010	1040	1110	1140	1210	1240	1310	1340	1410	1440	1510	1540	1610
Orchard Park Buchan Street	0744	0814	0844	0914	0944	1014	1044	1114	1144	1214	1244	1314	1344	1414	1444	1514	1544	1614

SATURDAY						
Service No	8A	8A	8A	8A	8A	8A
Drummer Street Bay 10	1625	1655	1725	1755	1825	1855
Histon Rd Hazelwood Close	1635	1705	1735	1805	1835	1905
Orchard Park Stanley Avenue	1640	1710	1740	1810	1840	1910
Orchard Park Buchan Street	1644	1714	1744	1814	1844	1914

SUNDAY & PUBLIC HOLIDAYS - THIS SERVICE DOES NOT OPERATE

Timetable report

Cambridge - 8A

Orchard Park - City Centre

From 3 September 2023

MONDAY - FRIDAY																		
Service No	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A
Orchard Park Buchan Street	0650	0720	0750	0820	0850	0920	0950	1020	1050	1120	1150	1220	1250	1320	1350	1420	1450	1520
Orchard Park Stanley Avenue	0652	0722	0752	0822	0852	0922	0952	1022	1052	1122	1152	1222	1252	1322	1352	1422	1452	1522
Histon Rd Hazelwood Close	0657	0727	0757	0827	0857	0927	0957	1027	1057	1127	1157	1227	1257	1327	1357	1427	1457	1527
Drummer Street Bay 10	0712	0742	0812	0842	0912	0942	1012	1042	1112	1142	1212	1242	1312	1342	1412	1442	1512	1542

MONDAY - FRIDAY						
Service No	8A	8A	8A	8A	8A	8A
Orchard Park Buchan Street	1550	1620	1650	1720	1750	1820
Orchard Park Stanley Avenue	1552	1622	1652	1722	1752	1822
Histon Rd Hazelwood Close	1557	1627	1657	1727	1757	1827
Drummer Street Bay 10	1612	1642	1712	1742	1812	1842

SATURDAY																		
Service No	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A	8A
Orchard Park Buchan Street	0650	0720	0750	0820	0850	0920	0950	1020	1050	1120	1150	1220	1250	1320	1350	1420	1450	1520
Orchard Park Stanley Avenue	0652	0722	0752	0822	0852	0922	0952	1022	1052	1122	1152	1222	1252	1322	1352	1422	1452	1522
Histon Rd Hazelwood Close	0657	0727	0757	0827	0857	0927	0957	1027	1057	1127	1157	1227	1257	1327	1357	1427	1457	1527
Drummer Street Bay 10	0712	0742	0812	0842	0912	0942	1012	1042	1112	1142	1212	1242	1312	1342	1412	1442	1512	1542

SATURDAY						
Service No	8A	8A	8A	8A	8A	8A
Orchard Park Buchan Street	1550	1620	1650	1720	1750	1820
Orchard Park Stanley Avenue	1552	1622	1652	1722	1752	1822
Histon Rd Hazelwood Close	1557	1627	1657	1727	1757	1827
Drummer Street Bay 10	1612	1642	1712	1742	1812	1842

SUNDAY & PUBLIC HOLIDAYS - THIS SERVICE DOES NOT OPERATE

Timetable report

Cambridge - Tiger 2

Newmarket Road P&R - Milton P&R - Madingley Road P&R

From 25 May 2025



MONDAY - FRIDAY

Service No		T2	T2	T2	T2	T2	T2	T2	T2	T2	T2	T2	T2	T2	T2	T2	T2
Newmarket Road Park & Ride Bay 1	Dep	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100
Milton Park & Ride		0613	0713	0813	0913	1013	1113	1213	1313	1413	1513	1613	1713	1813	1913	2013	2113
Impington Village College		0619	0719	0819	0919	1019	1119	1219	1319	1419	1519	1619	1719	1819	1919	2019	2119
Histon Road Hazelwood Close		0629	0729	0829	0929	1029	1129	1229	1329	1429	1529	1629	1729	1829	1929	2029	2129
Cambridge Richmond Road		0635	0735	0835	0935	1035	1135	1235	1335	1435	1535	1635	1735	1835	1935	2035	2135
Eddington Sainsbury's		0641	0741	0841	0941	1041	1141	1241	1341	1441	1541	1641	1741	1841	1941	2041	2141
Madingley Road Park & Ride Bay 2	Arr	0644	0744	0844	0944	1044	1144	1244	1344	1444	1544	1644	1744	1844	1944	2044	2144

SATURDAY

Service No		T2	T2	T2	T2	T2	T2	T2	T2	T2	T2	T2	T2	T2	T2	T2	T2
Newmarket Road Park & Ride Bay 1	Dep	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100
Milton Park & Ride		0613	0713	0813	0913	1013	1113	1213	1313	1413	1513	1613	1713	1813	1913	2013	2113
Impington Village College		0619	0719	0819	0919	1019	1119	1219	1319	1419	1519	1619	1719	1819	1919	2019	2119
Histon Road Hazelwood Close		0629	0729	0829	0929	1029	1129	1229	1329	1429	1529	1629	1729	1829	1929	2029	2129
Cambridge Richmond Road		0635	0735	0835	0935	1035	1135	1235	1335	1435	1535	1635	1735	1835	1935	2035	2135
Eddington Sainsbury's		0641	0741	0841	0941	1041	1141	1241	1341	1441	1541	1641	1741	1841	1941	2041	2141
Madingley Road Park & Ride Bay 2	Arr	0644	0744	0844	0944	1044	1144	1244	1344	1444	1544	1644	1744	1844	1944	2044	2144

SUNDAY & PUBLIC HOLIDAYS - THIS SERVICE DOES NOT OPERATE

Timetable report

Cambridge - Tiger 2

Newmarket Road P&R - Milton P&R - Madingley Road P&R

From 25 May 2025



MONDAY - FRIDAY

Service No		T2	T2	T2	T2	T2	T2	T2	T2	T2	T2	T2	T2	T2	T2	T2	T2
Madingley Road Park & Ride Bay 2	Dep	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100
Eddington Sainsbury's		0603	0703	0803	0903	1003	1103	1203	1303	1403	1503	1603	1703	1803	1903	2003	2103
Cambridge Richmond Road		0609	0709	0809	0909	1009	1109	1209	1309	1409	1509	1609	1709	1809	1909	2009	2109
Histon Road Hazelwood Close		0614	0714	0814	0914	1014	1114	1214	1314	1414	1514	1614	1714	1814	1914	2014	2114
Impington Village College		0624	0724	0824	0924	1024	1124	1224	1324	1424	1524	1624	1724	1824	1924	2024	2124
Milton Park & Ride		0630	0730	0830	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830	1930	2030	2130
Newmarket Road Park & Ride Bay 1	Arr	0643	0743	0843	0943	1043	1143	1243	1343	1443	1543	1643	1743	1843	1943	2043	2143

SATURDAY

Service No		T2	T2	T2	T2	T2	T2	T2	T2	T2	T2	T2	T2	T2	T2	T2	T2
Madingley Road Park & Ride Bay 2	Dep	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100
Eddington Sainsbury's		0603	0703	0803	0903	1003	1103	1203	1303	1403	1503	1603	1703	1803	1903	2003	2103
Cambridge Richmond Road		0609	0709	0809	0909	1009	1109	1209	1309	1409	1509	1609	1709	1809	1909	2009	2109
Histon Road Hazelwood Close		0614	0714	0814	0914	1014	1114	1214	1314	1414	1514	1614	1714	1814	1914	2014	2114
Impington Village College		0624	0724	0824	0924	1024	1124	1224	1324	1424	1524	1624	1724	1824	1924	2024	2124
Milton Park & Ride		0630	0730	0830	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830	1930	2030	2130
Newmarket Road Park & Ride Bay 1	Arr	0643	0743	0843	0943	1043	1143	1243	1343	1443	1543	1643	1743	1843	1943	2043	2143

SUNDAY & PUBLIC HOLIDAYS - THIS SERVICE DOES NOT OPERATE



Appendix D

Appendix D – Travel Plan Measures Action Plan for Travel Plan Coordinator

Measure	Action	Impact	Cost	Timescales
Travel Plan Coordinator (TPC)	Appoint TPC to promote, manage and monitor the Travel Plan and associated measures.	High	High	Completed.
Update and finalise Interim Travel Plan	Upon appointment of TPC, update the Travel Plan on the plan of action for the forthcoming monitoring period. Submit to CCC for approval.	Medium	Low	Completed.
Travel website page and Social Media	Create and maintain and regularly update the website and social media group with appropriate Travel Plan information.	Medium	Medium	On-going.
Sales Marketing Material	Promotional TP material will be provided to the sales staff of Darwin Green including A5 flyers highlighting the benefits of the TP and introducing potential residents to the scheme and free PTP.	Medium	Low	On-going.
Travel Plan Noticeboards	Noticeboards to be installed around the development for the display of TP marketing material.	Medium	Medium	To be installed on Phase Two alongside the community centre.
Residents / Stakeholders Group	Set up residents / stakeholders group to assist and consult on RTP measures.	Medium	Low	Completed.
Travel Welcome Packs	Create Travel Welcome Packs for residents, sales staff to issue within two weeks of occupation. Provide online version via travel website page.	High	Medium	On-going.
Active Travel Voucher	Coordinate the use of a £60 voucher for either local retailer or an online store.	Medium	Medium	On-going as per residents' requests.
Bus Vouchers	Work with local bus operators to provide 4 x one-week tickets for travel on local bus services in the area.	Medium	Low	On-going as per residents' requests.
Barratt Homes on-site sales staff training and promotional posters	Provide TP training to sales staff and provide posters for promotion of travel options to potential residents.	Low	Low	Completed.

Measure	Action	Impact	Cost	Timescales
Car Sharing	Promote the car sharing websites such as CamShare to residents via marketing media and Travel Welcome Packs.	Medium	Low	On-going.
Car Club	Promote car club to all residents of the development including the free membership and driving credit.	Medium	Medium	Commenced and on-going.
Personal Travel Planning	Provide information to residents on how to obtain a Personal Travel Plan and benefits that can be received.	High	Medium	On-going.
Cycling Buddy Schemes	Cycling Buddy schemes are to be promoted and encouraged. If interest deems this possible the TPC will set up relevant groups.	Medium	Low	To be promoted annually throughout the monitoring period.
Bicycle Loan Scheme	Two bicycles to be available free of charge to residents of Darwin Green to trial cycling.	Medium	Medium	Available to residents upon request.
On-site Cycle Parking	Secure cycle parking to be installed throughout the development in line with CCC standards.	Medium	High	On-going.
High Visibility Items	High vis items suitable for cycling or walking are to be offered to residents either as giveaway items or for sale.	Low	Low	On-going.
Bicycle Servicing	Regular bike servicing to be available to all residents for the development.	Medium	Medium	Vouchers for a local bike retailer will be made available to residents who request them at any on-site events.
Cycle Training	Cycle confidence training is to be made available to residents through a qualified provider such as Outspoken.	Medium	Medium	Available to residents upon request.
Newsletters	Regular TP newsletters to be distributed to residents with any travel related updates and promotion of national sustainable travel events.	Medium	Low	On-going, annual.
Bus Re-Routing	A bus service is to be provided through the development so no dwelling is over 400m for a bus stop.	High	High	To be confirmed by CCC.

Measure	Action	Impact	Cost	Timescales
TP Promotional Event	Undertake promotional TP event to promote Personal Travel Planning. Free promotional material to be provided and third parties to be invited to attend.	Medium	Medium	To be considered for Summer 2026.
Micromobility Scheme Launch	Work with a local micromobility operation to launch a scheme on-site with E-Bikes and E-Scooters available to hire.	High	Low	Commenced Spring 2025 and on-going.
Travel Survey	Multi-modal travel surveys	N/A	Low	To be repeated annually. Surveys to be undertaken between the months of March – October.
	Undertake online / postal surveys of residents.	Low	Medium	Ongoing, annual.
Promotion and Awareness of Travel Plan	Facilitation of Travel Plan promotion and marketing throughout the year	Medium	Low – Medium	On-going.
Monitoring and Review	Update Travel Plan and keep residents and CCC informed of the outcomes of the Travel Plan against the targets.	Medium	Medium	On-going, annual.



Appendix E

Darwin Green Travel Survey July 2025

41 responses

Would you like a free Personal Travel Plan (PTP)?

41 out of 41 answered

Yes 12 resp. 29.3%



No 29 resp. 70.7%



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

41 out of 41 answered

Bus 11 resp. 26.8%



Cycling 10 resp. 24.4%



Walking 7 resp. 17.1%



Car (sharing) 5 resp. 12.2%



Work from Home 4 resp. 9.8%



Other 3 resp. 7.3%

Car (alone) 1 resp. 2.4%

Electric Vehicle (alone) 0 resp. 0%

Electric Vehicle (sharing) 0 resp. 0%

Motorbike 0 resp. 0%

Park & Ride 0 resp. 0%

Train 0 resp. 0%

Would you consider car sharing regularly?

36 out of 41 answered

No, I prefer to walk / cycle 13 resp. 36.1%

No, I prefer using public transport 7 resp. 19.4%

Yes, if I could find someone on the same shifts as me 7 resp. 19.4%

I already car share regularly 5 resp. 13.9%

Yes, if I could find someone to share with

5 resp. 13.9%

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

3 resp. 8.3%

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

1 resp. 2.8%

I cannot travel by car due to mobility considerations

0 resp. 0%

Other

1 resp. 2.8%

What is stopping you from travelling more sustainably?

41 out of 41 answered

Bus times don't suit my needs

13 resp. 31.7%

I don't think I have any other options

13 resp. 31.7%

Public transport seems too expensive

12 resp. 29.3%

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

11 resp. 26.8%

I need my vehicle due to family / child care

6 resp. 14.6%

I haven't found anyone to car share with

5 resp. 12.2%

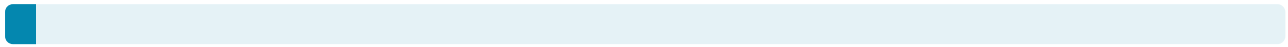
I need my vehicle to carry out my job role

2 resp. 4.9%



I need my vehicle to assist with my limited mobility

1 resp. 2.4%



Surrounding roads aren't safe to walk / cycle

1 resp. 2.4%



There are no shower / changing facilities at work

1 resp. 2.4%



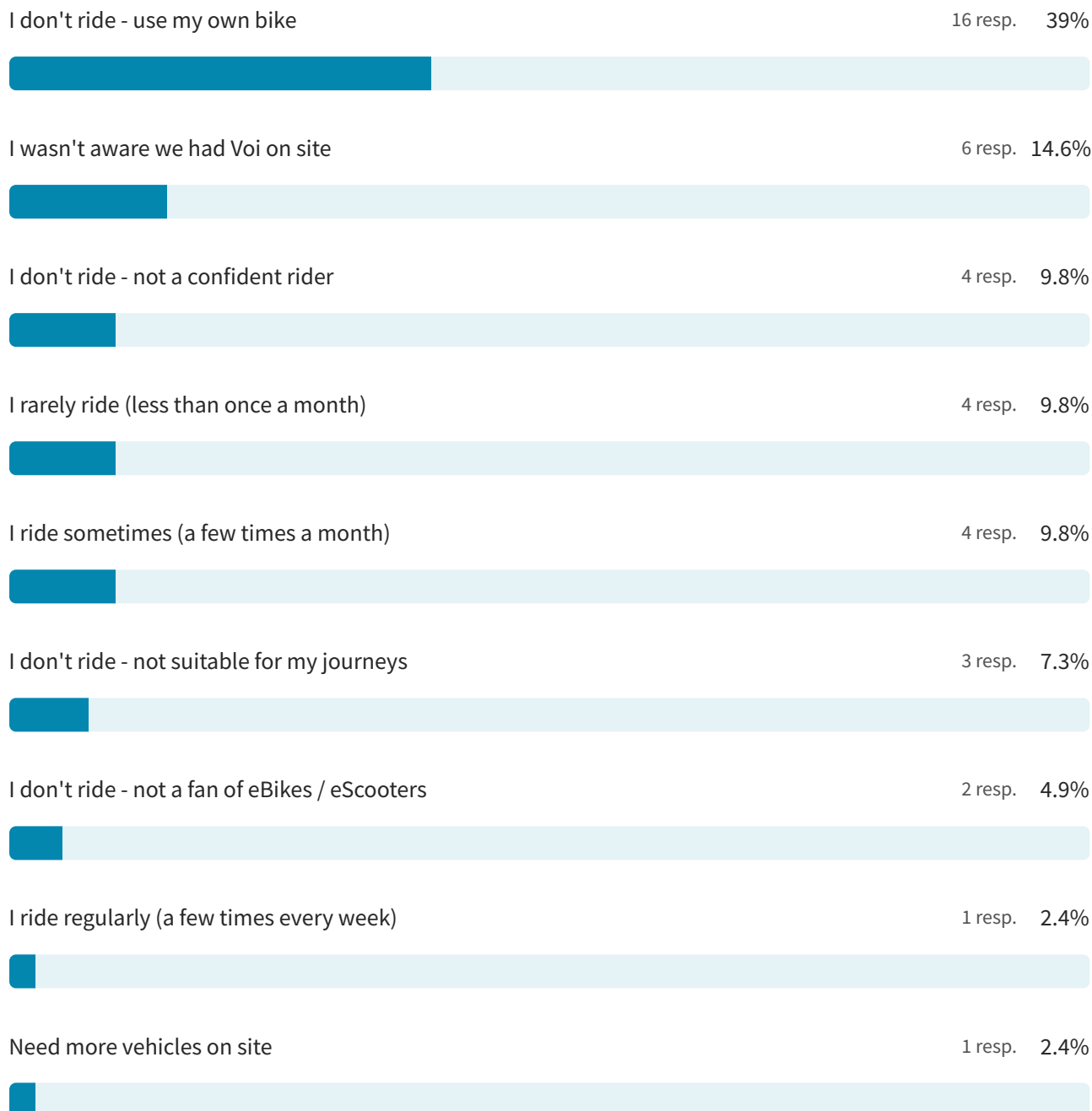
Other

5 resp. 12.2%



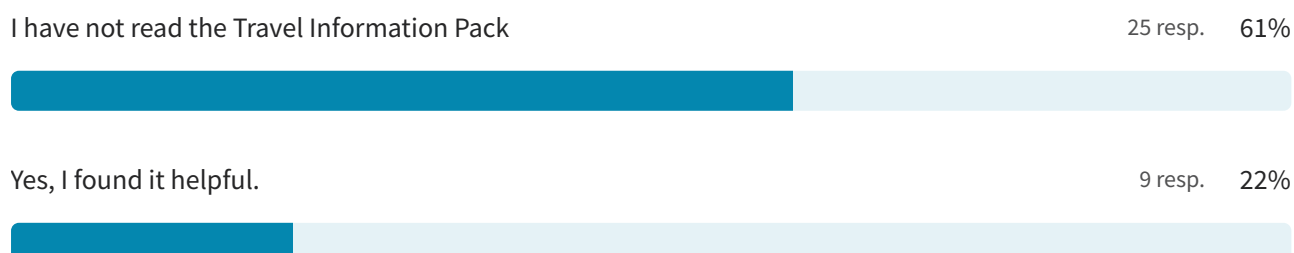
What is your experience with the recent addition of a Voi eBike / eScooter bay at Darwin Green?

41 out of 41 answered



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

41 out of 41 answered



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

7 resp. 17.1%



Do you currently or would you use a Car Club?

41 out of 41 answered

No, I would not use car clubs

20 resp. 48.8%



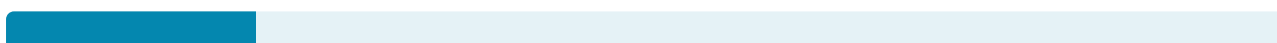
I would like more information about car clubs

10 resp. 24.4%



I would use car clubs if vehicles were available locally

8 resp. 19.5%



Yes, I currently use car clubs

3 resp. 7.3%



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

19 out of 41 answered

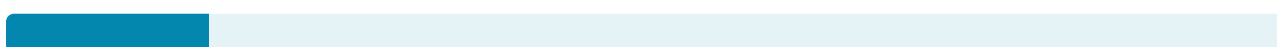
I prefer the flexibility of owning my own vehicle

12 resp. 63.2%



I don't drive

3 resp. 15.8%



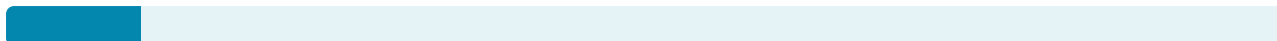
Seems expensive to hire vehicles

3 resp. 15.8%



Not enough hire locations near my home

2 resp. 10.5%



Not enough hire locations near my end destination(s)

0 resp. 0%



Other

2 resp. 10.5%



Have you claimed your welcome voucher yet?

41 out of 41 answered

I was not aware of a welcome voucher

20 resp. 48.8%



No, I have not claimed a voucher

16 resp. 39%



Yes, I have used my voucher

5 resp. 12.2%



I claimed a voucher but have not used it yet

0 resp. 0%



Which voucher did you claim?

41 out of 41 answered

£60 active travel voucher

31 resp. 75.6%



4-week free bus travel with Stagecoach

10 resp. 24.4%



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Appendix F

MANUAL SURVEY COUNT (INBOUND)

INDIVIDUAL INBOUND COUNTS

Access Point

RANDAL WAY

Date

11/06/2025

PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0



	VEHICLES															PASSENGERS				CYCLISTS				PEDESTRIANS				BUS							
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER		TOTAL PEOPLE	
0700-0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1	0	0	1	2
0730-0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	2	
0800-0830	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	1	0	0	0	1	0	0	1	10	
0830-0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	2	8	8	1	0	0	0	1	2	0	0	9	10
0900-0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	1	2	
0930-1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	1	2	
1000-1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	2	0	0	1	3
1030-1100	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	2	0	0	0	2	2	0	0	2	3
1100-1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5	0	0	0	0	0	0	0	0	2	5
1130-1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5	0	0	0	0	0	0	0	0	3	5
1200-1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230-1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300-1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	4	0	0	1	5
1330-1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3	0	0	0	3	4	0	0	4	5
1400-1430	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	0	0	0	0	0	0	0	0	2	2
1430-1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500-1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	6	11	15	0	0	0	0	0	6	0	0	11	21
1530-1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	15	0	0	6	6	6	0	0	10	21	
1600-1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	7	0	0	0	0	0	0	0	0	2	7
1630-1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	5	7	0	0	0	0	0	0	0	0	5	7
1700-1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	15	1	0	0	1	3	0	0	5	18	
1730-1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	7	11	15	0	0	2	2	3	0	0	13	18	
1800-1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	6	8	0	0	0	0	0	3	0	0	6	11
1830-1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	8	2	1	0	3	3	0	0	5	11	
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER		TOTAL PEOPLE	
TOTALS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	5	24	65	65	12	1	8	21	21	0	0	86	86

MANUAL SURVEY COUNT (OUTBOUND)

INDIVIDUAL OUTBOUND COUNTS

Access Point

RANDAL WAY

Date

11/06/2025

PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0



	VEHICLES														PASSENGERS				CYCLISTS				PEDESTRIANS				BUS								
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER	TOTAL PEOPLE		
0700-0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	
0730-0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	0	0	0	0	0	0	0	4		
0800-0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	24	32	38	2	3	0	5	0	0	0	37	43		
0830-0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6	38	0	0	0	0	0	0	6	0			
0900-0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	3	0	0	0	0	0	0	3	3			
0930-1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0			
1000-1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	2	2	0	2	0	0	4	4			
1030-1100	0	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	0	0	2	0	0	0			
1100-1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	5	3	0	0	3	4	0	0	7	9		
1130-1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5	1	0	0	1	4	0	0	2			
1200-1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2		
1230-1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	1	1	0	0	2			
1300-1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1			
1330-1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	1	0			
1400-1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	3		
1430-1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	1	0	0	1	1	0	0	3			
1500-1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	10	1	0	0	1	2	0	0	9	12		
1530-1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	10	0	0	1	1	2	0	0	3			
1600-1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	0	0	0	0	1	0	0	4	5		
1630-1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	1	1	0	0	1			
1700-1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	6	1	0	0	1	1	0	0	4	7		
1730-1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	6	0	0	0	0	1	0	0	3			
1800-1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4	0	0	0	0	1	0	0	2	5		
1830-1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	1	0	0	1	1	0	0	3			
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER	TOTAL PEOPLE		
TOTALS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	6	28	80	80	14	3	1	18	18	0	0	98	98

MANUAL SURVEY COUNT (INBOUND)

INDIVIDUAL INBOUND COUNTS

Access Point

PED ACCESS BETWEEN GALTON RD & JENYNS

Date

11/06/2025

PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0



	VEHICLES														PASSENGERS				CYCLISTS				PEDESTRIANS				BUS								
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER		TOTAL PEOPLE	
0700-0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	1	0	0	1	2	0	0	2	4
0730-0800	0		0		0		0		0		0	0	0		0		0	0	0	0	1	0	0	1			1	0	0	1				0	
0800-0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	19	21	31	0	0	0	0	8	0	0	21	39	
0830-0900	0		0		0		0		0		0	0	0		0		0	0	0	0	0	0	0	0		0	0	10	0		0		10		
0900-0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	7	4	0	0	4	6	0	0	9	13	
0930-1000	0		0		0		0		0		0	0	0		0		0	0	0	0	0	0	0	0		0	0	2	0		0		2		
1000-1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4	0	0	0	0	3	0	0	2	7	
1030-1100	0		0		0		0		0		0	0	0		0		0	0	0	0	0	0	0	0		0	0	2	0		0		2		
1100-1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	13	2	0	0	2	3	0	0	11	16	
1130-1200	0		0		0		0		0		0	0	0		0		0	0	0	0	0	0	0	0		0	0	4	0		0		4		
1200-1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	6	1	0	2	3	4	0	0	5	10	
1230-1300	0		0		0		0		0		0	0	0		0		0	0	0	0	0	0	0	0		0	0	4	0		0		4		
1300-1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5	2	0	0	2	4	0	0	5	9	
1330-1400	0		0		0		0		0		0	0	0		0		0	0	0	0	0	0	0	0		0	0	2	0		0		2		
1400-1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	8	3	0	0	3	6	0	0	5	14	
1430-1500	0		0		0		0		0		0	0	0		0		0	0	0	0	0	0	0	0		0	0	6	0		0		6		
1500-1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	7	4	26	44	3	0	0	3	9	0	0	29	53	
1530-1600	0		0		0		0		0		0	0	0		0		0	0	0	0	0	0	0	0		0	0	10	1		7		18		
1600-1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	15	2	2	3	7	10	0	0	14	25	
1630-1700	0		0		0		0		0		0	0	0		0		0	0	0	0	0	0	0	0		0	0	6	0		2		8		
1700-1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	2	9	16	7	1	2	10	23	0	0	19	39	
1730-1800	0		0		0		0		0		0	0	0		0		0	0	0	0	0	0	0	0		0	0	5	0		2		7		
1800-1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2	6	13	6	1	2	9	21	0	0	15	34	
1830-1900	0		0		0		0		0		0	0	0		0		0	0	0	0	0	0	0	0		0	0	4	1		2		7		
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER		TOTAL PEOPLE	
TOTALS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	114	10	40	164	164	63	11	25	99	99	0	0	263	263

MANUAL SURVEY COUNT (OUTBOUND)

INDIVIDUAL OUTBOUND COUNTS

Access Point

PED ACCESS BETWEEN GALTON RD & JENYNS

Date

11/06/2025

PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0



	VEHICLES															PASSENGERS				CYCLISTS				PEDESTRIANS				BUS							
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER		TOTAL PEOPLE	
0700-0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	8	1	1	0	2	5	0	0	7	13
0730-0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3		3	0	0	3		0	0	6	
0800-0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	3	3	13	49	3	1	3	7	26	0	0	20	75
0830-0900	0		0		0		0		0		0	0	0		0		0	0	0	0	0	0	0	0	0		0	0	19	2		15		36	
0900-0930	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	3	0	0	3	5	0	0	5	7
0930-1000	0		0		0		0		0		0	0	0		0		0	0	0	0	0	0	0	0	0		0	0	0	0		0		0	
1000-1030	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	5	0	0	5	8	0	0	7	10
1030-1100	0		0		0		0		0		0	0	0		0		0	0	0	0	0	0	0	0	0		0	0	0	0		0		0	
1100-1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	6	2	0	2	4	6	0	0	7	12
1130-1200	0		0		0		0		0		0	0	0		0		0	0	0	0	0	0	0	0	0		0	0	3	0		0		3	
1200-1230	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	1	0	0	1	2	0	0	3	4
1230-1300	0		0		0		0		0		0	0	0		0		0	0	0	0	0	0	0	0	0		0	0	0	0		0		0	
1300-1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	7	2	0	0	2	4	0	0	6	11
1330-1400	0		0		0		0		0		0	0	0		0		0	0	0	0	0	0	0	0	0		0	0	3	0		0		3	
1400-1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	13	2	0	0	2	3	0	0	7	16
1430-1500	0		0		0		0		0		0	0	0		0		0	0	0	0	0	0	0	0	0		0	0	8	0		0		8	
1500-1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	2	13	14	4	1	0	5	6	0	0	18	20
1530-1600	0		0		0		0		0		0	0	0		0		0	0	0	0	0	0	0	0	0		0	0	0	1		0		0	
1600-1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	9	1	0	2	3	8	0	0	7	17
1630-1700	0		0		0		0		0		0	0	0		0		0	0	0	0	0	0	0	0	0		0	0	2	1		2		5	
1700-1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	20	5	3	4	12	29	0	0	17	49
1730-1800	0		0		0		0		0		0	0	0		0		0	0	0	0	0	0	0	0	0		0	0	8	3		4		15	
1800-1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	2	10	13	4	0	8	12	17	0	0	22	30
1830-1900	0		0		0		0		0		0	0	0		0		0	0	0	0	0	0	0	0	0		0	0	2	1		0		3	
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER		TOTAL PEOPLE	
TOTALS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102	15	28	145	145	73	10	36	119	119	0	0	264	264

MANUAL SURVEY COUNT (INBOUND)

INDIVIDUAL INBOUND COUNTS

Access Point

LESS BETWEEN BLACKHALL RD & DOWN HOUSE

Date

11/06/2025

PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0



	VEHICLES															PASSENGERS				CYCLISTS				PEDESTRIANS				BUS							
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER		TOTAL PEOPLE	
0700-0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730-0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800-0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	3	3	1	0	4	5	0	0	7	8	
0830-0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5	0	0	1			
0900-0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	0	0	0	0	2	0	0	2	5		
0930-1000	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	2	0	0	2	2	0	0	3			
1000-1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	1		
1030-1100	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0		
1100-1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	2	0	0	2	5	0	0	3	8		
1130-1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	3	0	0	3	5	0	0	5			
1200-1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	2	0	0	1	3		
1230-1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	2	2	0	0	2			
1300-1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5	0	0	2	5		
1330-1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5	0	0	3			
1400-1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	1	4	0	0	1	6		
1430-1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	3	0	0	3	4	0	0	5	6		
1500-1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	0	1	0	1	6	0	0	2	9		
1530-1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	2	0	3	5	6	0	0	7	9		
1600-1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	7	7	1	0	8	9	0	0	11	16		
1630-1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	7	1	0	0	1	9	0	0	5	16		
1700-1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5	2	0	0	2	2	0	0	3	7		
1730-1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	5	0	0	0	0	2	0	0	4	7		
1800-1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	1	0	2	3	6	0	0	4	8		
1830-1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	3	0	0	3	6	0	0	4	8		
TOTALS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	5	4	29	29	39	3	5	47	47	0	0	76	76		

MANUAL SURVEY COUNT (OUTBOUND)

INDIVIDUAL OUTBOUND COUNTS

Access Point

LESS BETWEEN BLACKHALL RD & DOWN HOUSE

Date

11/06/2025

PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0



	VEHICLES															PASSENGERS				CYCLISTS				PEDESTRIANS				BUS							
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER	TOTAL PEOPLE		
0700-0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	1	2	0	3	5	0	0	5	8
0730-0800	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1		2	0	0	0	2	2	0	3	
0800-0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	6	0	0	0	0	5	0	0	3	11
0830-0900	0		0		0		0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		1	0	3	2	1	2		5	
0900-0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	1	3	0	0	2	4
0930-1000	0		0		0		0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	2	0		0	
1000-1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	1	3	0	0	2	4
1030-1100	0		0		0		0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	2	0		0	
1100-1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4	0	0	0	0	0	0	0	1	4
1130-1200	0		0		0		0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		3	0	0	3	0	0		0	
1200-1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	1	0	0	1	2	0	0	4	5
1230-1300	0		0		0		0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	1	0		0	
1300-1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	7	0	0	4	7
1330-1400	0		0		0		0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	3	0		0	
1400-1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	4	0	0	4	7	0	0	5	9
1430-1500	0		0		0		0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1	0	0	1	3	0		0	
1500-1530	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	3	2	0	0	2	2	0	0	4	5
1530-1600	0		0		0		0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1	0	0	1	0	0		0	
1600-1630	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	4	2	2	0	4	11	0	0	6	15
1630-1700	0		0		0		0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		2	0	0	2	0	6		1	
1700-1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	1	0	0	1	1	0	0	2	3
1730-1800	0		0		0		0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1	0	0	1	0	0		0	
1800-1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	4	8	0	0	4	9
1830-1900	0		0		0		0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1	0	0	1	0	4		0	
TOTALS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	3	2	30	30	46	6	2	54	54	0	0	84	84

MANUAL SURVEY COUNT (INBOUND)

INDIVIDUAL INBOUND COUNTS

Access Point

LAWRENCE WEAVER ROAD

Date

11/06/2025

PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0



	VEHICLES															PASSENGERS				CYCLISTS				PEDESTRIANS				BUS							
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER		TOTAL PEOPLE	
0700-0730	5	8	0	1	0	0	1	3	0	0	0	0	0	0	6	12	0	0	0	0	3	0	0	0	0	3	0	0	0	0	1	0	0	6	19
0730-0800	3		1		0		2		0		0	0	0		0		0	0	0	6		3	0	0	3		2	1	0	3		1		0	
0800-0830	12	38	0	3	0	0	0	2	0	0	0	0	0	1	12	44	2	0	0	2	7	3	0	0	3	12	2	0	0	2	9	0	0	19	72
0830-0900	26		3		0		2		0		1	0	1		32		5	0	0	5		9	0	0	9		5	0	2	7		0		0	
0900-0930	20	28	4	8	0	0	2	3	0	0	0	0	0	0	26	39	3	0	0	3	5	2	0	0	2	4	4	0	0	4	7	0	0	35	55
0930-1000	8		4		0		1		3		0	0	0		0		0	0	0	13		2	0	0	2		2	0	0	2		3		0	
1000-1030	8	16	2	4	1	2	0	1	0	0	0	0	0	0	11	23	2	0	0	2	3	2	0	0	2	3	3	0	0	3	4	0	0	18	33
1030-1100	8		2		1		1		0		0	0	0		0		0	0	12	1		0	0	1	1		0	0	1	1		0		0	
1100-1130	14	26	2	4	2	2	1	3	0	0	0	0	0	0	19	35	5	0	0	5	9	2	0	0	2	3	2	0	2	4	5	0	0	30	52
1130-1200	12		2		0		2		3		0	0	0		0		0	0	16	4		0	0	4	1		0	0	1	1		0		0	
1200-1230	18	31	1	2	1	1	0	1	0	0	0	0	0	0	20	35	4	0	0	4	7	1	1	0	2	2	1	0	0	1	8	0	0	27	52
1230-1300	13		1		0		1		1		0	0	0		0		0	0	15	3		0	0	3	0		0	0	0	2		7		0	
1300-1330	14	17	4	5	1	1	1	3	0	0	1	0	1	1	21	27	5	0	0	5	6	7	1	0	8	13	1	0	0	1	7	0	0	35	53
1330-1400	3		1		0		2		3		0	0	0		0		0	0	6	1		0	0	1	5		0	0	5	13		6		0	
1400-1430	12	20	3	5	0	1	0	0	0	0	0	0	0	0	15	26	7	0	0	7	7	3	0	0	3	10	0	0	0	0	3	0	0	25	46
1430-1500	8		2		1		0		0		0	0	0		0		0	0	11	0		0	0	0	7		0	0	7	10		3		0	
1500-1530	18	41	1	7	0	0	0	0	0	0	0	0	0	0	19	48	6	1	0	8	20	6	2	4	12	18	1	1	2	4	22	0	0	43	108
1530-1600	23		6		0		0		0		0	0	0		0		0	0	29	8		2	0	12	0		4	2	6	18		2		0	
1600-1630	11	26	3	4	2	3	0	1	0	0	0	0	0	0	16	34	3	0	0	3	6	2	0	0	2	2	0	4	0	4	11	0	0	25	53
1630-1700	15		1		1		1		1		0	0	0		0		0	0	18	3		0	0	3	0		0	0	0	2		0		0	
1700-1730	25	61	3	3	3	5	3	4	0	0	0	0	0	0	34	73	6	0	0	6	11	10	2	0	12	25	9	1	0	10	15	0	0	62	124
1730-1800	36		0		2		1		0		0	0	0		0		0	0	39	5		0	0	5	9		2	2	13	3		0		2	
1800-1830	29	51	3	3	1	1	2	3	0	0	0	0	0	0	35	58	5	0	0	5	6	9	0	0	9	10	4	1	2	7	9	0	0	56	83
1830-1900	22		0		0		1		3		0	0	0		0		0	0	23	1		0	0	1	1		0	0	1	10		0		2	
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER		TOTAL PEOPLE	
TOTALS	363	363	49	49	16	16	24	24	0	0	2	0	2	2	454	454	84	3	0	90	90	84	13	8	105	105	62	11	28	101	101	0	0	750	750

MANUAL SURVEY COUNT (OUTBOUND)

INDIVIDUAL OUTBOUND COUNTS

Access Point

LAWRENCE WEAVER ROAD

Date

11/06/2025

PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0



	VEHICLES																PASSENGERS				CYCLISTS				PEDESTRIANS				BUS						
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER	TOTAL PEOPLE		
0700-0730	11	37	3	5	1	1	1	2	0	0	0	0	0	0	16	45	2	0	0	2	8	3	0	0	3	13	6	4	0	10	17	0	0	31	83
0730-0800	26		2		0		1		0		0	0	0		0		0	0	0	29		6	0	0	6		9	1	0	10		2		2	
0800-0830	37	67	1	3	0	0	1	1	0	0	0	0	0	1	39	72	7	0	0	7	13	13	6	8	27	35	4	6	22	32	42	0	0	105	162
0830-0900	30		2		0		0		0		0	1	0		1		33	6	0	0		6	7	1	0		8	10	0	0		10		10	
0900-0930	17	29	1	4	0	0	1	3	0	0	0	0	0	0	19	36	2	0	0	2	5	10	0	0	10	14	4	0	0	4	7	0	0	35	62
0930-1000	12		3		0		2		3		0	0	0		0		0	0	0	17		3	0	0	3		4	0	0	4		4		3	
1000-1030	5	15	2	3	1	2	0	1	0	0	0	0	0	0	8	21	2	0	0	2	2	0	0	0	0	2	2	0	0	2	4	0	0	12	29
1030-1100	10		1		1		1		0		0	0	0		0		0	0	0	13		0	0	0	0		2	0	0	2		2		0	
1100-1130	10	24	4	6	1	3	1	2	0	0	0	0	0	0	16	35	1	0	0	1	4	6	0	0	6	11	4	0	0	4	7	0	0	27	57
1130-1200	14		2		2		1		0		0	0	0		0		0	0	0	19		3	0	0	3		5	0	0	5		1		0	
1200-1230	15	22	2	5	1	1	3	3	0	0	0	0	0	0	21	31	3	0	0	3	5	1	0	0	1	5	4	0	2	6	8	0	0	31	49
1230-1300	7		3		0		0		3		0	0	0		0		0	0	0	10		2	0	0	2		3	1	0	4		2		0	
1300-1330	11	24	5	6	1	1	1	3	0	0	1	0	1	1	19	35	1	0	0	1	3	4	0	0	4	6	3	0	0	3	7	0	0	27	51
1330-1400	13		1		0		2		0		0	0	0		0		0	0	0	16		2	0	0	2		2	0	0	2		4		0	
1400-1430	13	31	0	2	0	1	3	4	0	0	0	0	0	0	16	38	2	0	0	2	4	1	0	0	1	5	2	0	0	2	12	0	0	21	59
1430-1500	18		2		1		1		0		0	0	0		0		0	0	0	22		2	0	0	2		4	0	0	4		10		0	
1500-1530	23	38	3	4	0	0	2	4	0	0	0	0	0	0	28	46	0	0	0	0	2	7	0	0	7	11	2	0	0	2	4	0	0	37	63
1530-1600	15		1		0		2		0		0	0	0		0		0	0	0	18		2	0	0	2		4	0	0	4		2		0	
1600-1630	10	19	0	3	0	0	2	5	0	0	0	0	0	0	12	27	2	0	0	2	6	1	1	2	4	5	1	0	0	1	5	0	0	19	43
1630-1700	9		3		0		3		0		0	0	0		0		0	0	0	15		2	1	0	4		1	0	0	1		4		0	
1700-1730	23	46	2	3	3	4	1	3	0	0	0	0	0	0	29	56	2	0	0	2	5	2	0	0	2	6	4	0	0	4	9	0	0	37	76
1730-1800	23		1		1		2		0		0	0	0		0		0	0	0	27		3	0	0	3		4	0	0	4		5		0	
1800-1830	16	32	2	3	1	3	1	2	0	0	0	0	0	0	20	40	2	0	0	2	4	0	0	0	0	3	2	0	0	2	4	0	0	24	51
1830-1900	16		1		2		1		0		0	0	0		0		0	0	0	20		2	0	0	2		2	1	0	3		2		0	
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER	TOTAL PEOPLE		
TOTALS	384	384	47	47	16	16	33	33	0	0	2	0	2	2	482	482	59	1	0	61	61	95	11	10	116	116	85	12	29	126	126	0	0	785	785

MANUAL SURVEY COUNT (INBOUND)

INDIVIDUAL INBOUND COUNTS

Access Point

BEARSDEN AVENUE

Date

11/06/2025

PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0



	VEHICLES														PASSENGERS				CYCLISTS				PEDESTRIANS				BUS							
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER	TOTAL PEOPLE	
0700-0730	2	4	2	2	0	0	0	0	0	0	0	0	0	4	6	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	4	9
0730-0800	2	4	0	2	0	0	0	0	0	0	0	0	0	2	6	1	0	0	1	1	1	0	0	1	1	1	0	0	0	1	0	0	5	
0800-0830	4	11	0	1	0	0	0	1	0	0	0	0	0	4	13	0	0	0	0	0	0	0	0	2	1	0	0	0	1	0	0	5	16	
0830-0900	7		1	0	0	1	1	0	0	0	0	0	0	9		0	0	0	0	2	0	0	2	2	0	0	0	0	0	0	0	11		
0900-0930	8	12	0	1	0	0	0	1	0	0	0	0	0	8	14	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	2	0	9	18
0930-1000	4		1	0	0	1	1	0	0	0	0	0	0	6		1	0	0	1	2	0	0	0	0	0	2	2	0	0	2	0	0	9	
1000-1030	6	8	1	1	0	0	2	2	0	0	0	0	0	9	11	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9	12
1030-1100	2	0	1	0	0	0	0	2	0	0	0	0	2	1		0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3		
1100-1130	6	8	0	1	0	0	1	3	0	0	0	0	0	7	12	1	0	0	1	2	0	0	0	0	1	0	0	0	0	0	2	0	8	17
1130-1200	2		1	0	0	2	3	0	0	0	0	0	0	5		1	0	0	1	1	0	0	1	1	2	2	0	0	2	2	0	0	9	
1200-1230	4	8	0	0	0	1	0	0	0	0	0	0	0	4	9	0	0	0	0	0	2	0	0	2	4	0	0	0	0	0	0	6	13	
1230-1300	4		0	1	1	0	0	0	0	0	0	0	0	5		0	0	0	0	2	0	0	2	4	0	0	0	0	0	0	0	7		
1300-1330	3	6	0	0	0	0	0	0	0	0	0	0	0	3	6	0	0	0	0	1	3	0	0	3	4	1	0	0	1	1	0	7	12	
1330-1400	3		0	0	0	0	0	0	0	0	0	0	0	3		1	0	0	1	1	0	0	1	4	0	0	0	0	0	0	5			
1400-1430	7	13	0	0	0	0	0	1	0	0	0	0	0	7	14	2	0	0	2	2	0	0	0	0	0	2	0	0	2	3	0	11	19	
1430-1500	6		0	0	0	1	1	0	0	0	0	0	0	7		0	0	0	0	0	0	0	0	0	0	1	3	0	0	1	0	8		
1500-1530	9	15	1	1	0	0	0	0	0	0	0	0	0	10	16	3	1	0	5	7	1	0	0	1	2	1	0	0	1	4	0	17	29	
1530-1600	6		0	0	0	0	0	0	0	0	0	0	0	6		2	0	0	2	0	1	0	1	2	3	0	0	3	4	0	12			
1600-1630	6	11	1	2	0	0	0	1	0	0	0	0	0	7	14	1	1	0	3	5	1	0	0	1	2	1	0	0	1	8	0	12	29	
1630-1700	5		1	0	0	1	1	0	0	0	0	0	0	7		2	0	0	2	1	0	0	1	2	5	2	0	7	8	0	17			
1700-1730	6	15	1	1	0	0	1	1	0	0	0	0	0	8	17	2	0	0	2	3	3	0	0	3	6	2	0	0	2	5	0	15	31	
1730-1800	9		0	0	0	0	1	0	0	0	0	0	0	9		1	0	0	1	3	0	0	3	6	1	0	2	3	5	0	16			
1800-1830	7	18	1	1	0	0	0	0	0	0	0	0	0	8	19	2	0	0	2	3	2	0	0	2	3	3	0	0	3	5	0	15	30	
1830-1900	11		0	1	0	0	0	0	0	0	0	0	0	11		1	0	0	1	3	0	0	1	3	2	0	0	2	5	0	15			
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER	TOTAL PEOPLE	
TOTALS	129	129	11	11	1	1	10	10	0	0	0	0	0	151	151	23	2	0	27	27	24	1	0	25	25	28	2	2	32	32	0	0	235	235

MANUAL SURVEY COUNT (OUTBOUND)

INDIVIDUAL OUTBOUND COUNTS

Access Point

BEARSDEN AVENUE

Date

11/06/2025

PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0



	VEHICLES															PASSENGERS				CYCLISTS				PEDESTRIANS				BUS							
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER	TOTAL PEOPLE		
0700-0730	6	22	1	2	0	0	0	0	0	0	0	0	0	0	7	24	2	0	0	2	5	1	0	0	1	2	2	0	0	2	4	0	0	12	35
0730-0800	16		1		0		0		0		0	0	0		0		0	0	0	17		3	0	0	3		1	0	0	1		0		0	
0800-0830	12	22	0	0	0	0	0	0	0	0	0	0	0	0	12	22	2	0	0	2	5	1	2	2	5	6	1	0	0	1	2	0	0	20	35
0830-0900	10		0		0		0		0		0	0	0		0		0	0	10	1		1	0	3	1		0	0	1	1		0		0	
0900-0930	3	7	0	1	0	1	1	2	0	0	0	0	0	0	4	11	1	0	0	1	1	2	0	0	2	4	0	0	0	0	1	0	0	7	17
0930-1000	4		1		1		1		2		0	0	0		0		0	0	7	0		0	0	0	2		0	0	2	1		0		0	
1000-1030	4	10	1	1	0	0	0	2	0	0	0	0	0	0	5	13	1	0	0	1	1	2	0	0	2	2	2	0	0	2	4	0	0	10	20
1030-1100	6		0		0		2		2		0	0	0		0		0	0	8	0		0	0	0	0		0	0	0	2		0		0	
1100-1130	7	12	0	1	0	0	0	2	0	0	0	0	0	0	7	15	2	0	0	2	3	0	0	0	0	0	2	0	0	2	7	0	0	11	25
1130-1200	5		1		0		2		2		0	0	0		0		0	0	8	1		0	0	1	0		0	0	0	0		5		0	
1200-1230	5	6	0	0	0	1	0	0	0	0	0	0	0	0	5	7	1	0	0	1	1	1	0	0	1	5	0	0	0	0	0	0	0	7	13
1230-1300	1		0		1		0		0		0	0	0		0		0	0	2	0		0	0	0	4		0	0	4	0		0		0	
1300-1330	1	9	0	0	0	0	0	0	0	0	0	0	0	0	1	9	0	0	0	0	2	0	0	0	0	0	2	0	0	2	4	0	0	3	15
1330-1400	8		0		0		0		0		0	0	0		0		0	0	8	2		0	0	2	0		0	0	0	0		2		0	
1400-1430	5	12	1	1	0	0	0	1	0	0	0	0	0	0	6	14	1	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	7	17
1430-1500	7		0		0		1		1		0	0	0		0		0	0	8	0		0	0	0	0		0	0	0	0		2		0	
1500-1530	4	10	0	1	0	0	0	0	0	0	0	0	0	0	4	11	2	0	0	2	3	1	0	0	1	3	4	0	0	4	7	0	0	11	24
1530-1600	6		1		0		0		0		0	0	0		0		0	0	7	1		0	0	1	1		0	2	3	3		0		0	
1600-1630	2	7	1	2	0	0	0	0	0	0	0	0	0	0	3	9	0	0	0	0	2	0	0	0	0	0	5	0	0	5	5	0	0	8	16
1630-1700	5		1		0		0		0		0	0	0		0		0	0	6	2		0	0	2	0		0	0	0	0		0		0	
1700-1730	4	9	0	1	0	0	1	1	0	0	0	0	0	0	5	11	1	0	0	1	1	1	0	0	1	2	2	1	0	3	5	0	0	10	19
1730-1800	5		1		0		0		1		0	0	0		0		0	0	6	0		0	0	0	1		0	0	1	1		0		0	
1800-1830	3	7	0	1	0	0	0	1	0	0	0	0	0	0	3	9	1	0	5	16	18	2	1	0	3	3	2	2	0	4	8	0	0	26	38
1830-1900	4		1		0		1		0		0	0	0		0		0	0	6	2		0	0	2	0		0	0	0	0		4		0	
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER	TOTAL PEOPLE		
TOTALS	133	133	11	11	2	2	9	9	0	0	0	0	0	0	155	155	26	1	5	43	43	21	4	2	27	27	43	6	0	49	49	0	0	274	274



Appendix G

PROJECT43146 Cambridgeshire

SITE43146-001

LOCATIONLAWRENCE WEAVER RD

DIRECTIONNORTHBOUND ↑

PSL20mph

↑

ALL VEHICLES

Mocycles

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

> 20mph

% > 20mph

Tue 10 Jun

DAY 1

TOTAL

CLS

CLS

CLS

CLS

CLS

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CLS

TIME

SPD1

SPD2

SPD3

SPD4

SPD5

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SPD8

SPD9

SPD10

SPD11

SPD12

SPD13

SPD14

AVG

85%ile

PSL

PSL%

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6

1

1

0

0

0930

0

2

3

3

0

0

0

0

0

0

0

0

0

17.0

-

3

37.5

0

0.0

0

0.0

0945

7

1

4

1

0

1

0

0945

0

2

5

0

0

0

0

0

0

0

0

0

16.0

-

0

0.0

0

0.0

0

0.0

1000

4

0

3

1

0

0

0

1000

0

0

1

2

1

0

0

0

0

0

0

0

0

0

0

22.8

-

3

75.0

1

25.0

0

0.0

1015

5

1

4

0

0

0

0

1015

1

0

1

1

2

0

0

0

0

0

0

0

0

20.4

-

3

60.0

2

40.0

0

0.0

PROJECT	43146 Cambridgeshire
SITE	43146-001
LOCATION	LAWRENCE WEAVER RD
DIRECTION	NORTHBOUND ↑
PSL	20mph



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

> 20mph

% > 20mph

Wed 11 Jun																																	
DAY 2	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fix1	Time [-	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	JPSL 20	JPSL% 20	JSL1 ACPO	JSL1% ACPO	JSL2 24	JSL2% 24	JSL2 DFT	JSL2% DFT
	3	0	2	1	0	0	0		0000	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
	0001	0	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	0.0
0030	1	0	1	0	0	0	0		0030	0	0	1	0	0	0	0	0	0	0	0	0	0	0	19.8	-	0	0.0	0	0.0	0	0.0	0	0.0
0045	2	0	2	0	0	0	0		0045	0	0	1	1	0	0	0	0	0	0	0	0	0	0	19.2	-	1	50.0	0	0.0	0	0.0	0	0.0
0100	1	0	1	0	0	0	0		0100	0	0	1	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
0115	1	0	1	0	0	0	0		0115	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12.7	-	0	0.0	0	0.0	0	0.0	0	0.0
0130	0	0	0	0	0	0	0		0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0145	0	0	0	0	0	0	0		0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0200	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0215	0	0	0	0	0	0	0		0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0230	0	0	0	0	0	0	0		0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0245	0	0	0	0	0	0	0		0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0		0300	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
0315	0	0	0	0	0	0	0		0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0330	1	0	1	0	0	0	0		0330	0	0	1	0	0	0	0	0	0	0	0	0	0	0	18.9	-	0	0.0	0	0.0	0	0.0	0	0.0
0345	1	0	1	0	0	0	0		0345	0	0	0	1	0	0	0	0	0	0	0	0	0	0	21.6	-	1	100.0	0	0.0	0	0.0	0	0.0
0400	1	0	1	0	0	0	0		0400	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-	0	0.0	0	0.0	0	0.0	0	0.0
0415	0	0	0	0																													

PROJECT43146 Cambridgeshire

SITE43146-001

LOCATIONLAWRENCE WEAVER RD

DIRECTIONNORTHBOUND ↑

PSL20mph



ALL VEHICLES		Mocycles						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						> 20mph						% > 20mph					
Thu 12 Jun	DAY 3	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fix1	Time [-]	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 20	JPSL% 20	JSL1 ACPO	JSL1% 24 ACPO	JSL2 DFT	JSL2% 35 DFT																																																																																																																	
0000	1	0	1	0	0	0	0	0		0000	0	0	0	1	0	0	0	0	0	0	0	0	0	0	22.6	-		1	100.0	0	0.0	0	0.0																																																																																																																
0015	2	0	2	0	0	0	0	0		0015	0	0	1	1	0	0	0	0	0	0	0	0	0	0	21.0	-		1	50.0	1	50.0	0	0.0																																																																																																																
0030	2	1	1	0	0	0	0	0		0030	0	0	1	0	0	1	0	0	0	0	0	0	0	0	26.0	-		1	50.0	1	50.0	0	0.0																																																																																																																
0045	1	0	0	1	0	0	0	0		0045	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																																																																																																																
0100	1	0	1	0	0	0	0	0		0100	0	0	0	0	1	0	0	0	0	0	0	0	0	0	26.6	-		1	100.0	1	100.0	0	0.0																																																																																																																
0115	1	1	0	0	0	0	0	0		0115	0	0	0	1	0	0	0	0	0	0	0	0	0	0	20.5	-		1	100.0	0	0.0	0	0.0																																																																																																																
0130	0	0	0	0	0	0	0	0		0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0.0	0	0.0	0	0.0																																																																																																																
0145	2	0	2	0	0	0	0	0		0145	0	0	1	1	0	0	0	0	0	0	0	0	0	0	19.3	-		1	50.0	0	0.0	0	0.0																																																																																																																
0200	1	0	1	0	0	0	0	0		0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7.4	-		0	0.0	0	0.0	0	0.0																																																																																																																
0215	0	0	0	0	0	0	0	0		0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0.0	0	0.0	0	0.0																																																																																																																
0230	0	0	0	0	0	0	0	0		0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0.0	0	0.0	0	0.0																																																																																																																
0245	1	0	1	0	0	0	0	0		0245	0	0	0	1	0	0	0	0	0	0	0	0	0	0	24.9	-		1	100.0	1	100.0	0	0.0																																																																																																																
0300	0	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0.0	0	0.0	0	0.0																																																																																																																
0315	1	0	1	0	0	0	0	0		0315	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15.8	-		0	0.0	0	0.0	0	0.0																																																																																																																
0330	0	0	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																																																																																																																
0345	0	0	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																																																																																																																
0400	1	0	0	1	0	0	0	0		0400	0	0	1	0	0	0	0	0	0	0	0	0	0	0	18.4	-		0	0.0	0	0.0	0	0.0																																																																																																																
0415	0	0	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																																																																																																																
0430	1	0	1	0	0	0	0	0		0430	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12.6	-		0	0.0	0	0.0	0	0.0																																																																																																																
0445	2	0	0	2	0	0	0	0		0445	0	0	2	0	0	0	0	0	0	0	0	0	0	0	16.3	-		0	0.0	0	0.0	0	0.0																																																																																																																
0500	1	0	1	0	0	0	0	0		0500	0	0	0	1	0	0	0	0	0	0	0	0	0	0	20.9	-		1	100.0	0	0.0	0	0.0																																																																																																																
0515	0	0	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																																																																																																																
0530	1	0	1	0	0	0	0	0		0530	0	0	1	0	0	0	0	0	0	0	0	0	0	0	18.5	-		0	0.0	0	0.0	0	0.0																																																																																																																
0545	0	0	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																																																																																																																
0600	0	0	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																																																																																																																
0615	1	0	1	0	0	0	0	0		0615	0	0	0	0	0	1	0	0	0	0	0	0	0	0	31.9	-		1	100.0	1	100.0	0	0.0																																																																																																																
0630	3	0	3	0	0	0	0	0		0630	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	18.9	-		2	66.7	0	0.0	0	0.0																																																																																																															
0645	11	0	7	4	0	0	0	0		0645	0	0	4	7	0	0	0	0	0	0	0	0	0	0	20.3	23.7	7	63.6	1	9.1	0	0.0																																																																																																																	
0700	4	0	3	1	0	0	0	0		0700	0	1	1	2	0	0	0	0	0	0	0	0	0	0	18.3	-		2	50.0	0	0.0	0	0.0																																																																																																																
0715	4	0	4	0	0	0	0	0		0715	0	1	2	1	0	0	0	0	0	0	0	0	0	0	16.2	-		1	25.0	0	0.0	0	0.0																																																																																																																
0730	8	0	5	2	1	0	0	0		0730	0	1	2	3	2	0	0	0	0	0	0	0	0	0	21.9	-		5	62.5	3	37.5	0	0.0																																																																																																																
0745	6	1	4	0	0	0	0	1		0745	1	2	2	1	0	0	0	0	0	0	0	0	0	0	15.0	-		1	16.7	0	0.0	0	0.0																																																																																																																
0800	8	0	8	0	0	0	0	0		0800	0	0	4	3	1	0	0	0	0	0	0	0	0	0	20.9	-		4	50.0	2	25.0	0	0.0																																																																																																																
0815	9	3	5	1	0	0	0	0		0815	0	2	2	4	1	0	0	0	0	0	0	0	0	0	19.3	-		5	55.6	2	22.2	0	0.0																																																																																																																
0830	13	6	6	1	0	0	0	0		0830	2	3	1	3	4	0	0	0	0	0	0	0	0	0	18.8	27.2	7	53.9	4	30.8	0	0.0																																																																																																																	
0845	12	1	11	0	0	0	0	0		0845	0	5	3	4	0	0	0	0	0	0	0	0	0	0	16.6	21.5	4	33.3	0	0.0	0	0.0																																																																																																																	
0900	15	3	10	1	1	0	0	0		0900	1	2	7	4	0	1	0	0	0	0	0	0	0	0	18.6	24.7	5	33.3	3	20.0	0	0.0																																																																																																																	
0915	14	2	9	3	0	0	0	0		0915	1	1	9	3	0	0	0	0	0	0	0	0	0	0	17.6	20.7	3	21.4	0	0.0	0	0.0																																																																																																																	
0930	15	2	11	1	1	0	0	0		0930	0	5	4	4	2	0	0	0	0	0	0	0	0	0	18.1	24.7	6	40.0	2	13.3	0	0.0																																																																																																																	
0945	3	0	1	2	0	0	0	0		0945	0	0	2	1	0	0	0	0	0	0	0	0	0	0	19.7	-		1	33.3	0	0.0	0	0.0																																																																																																																
1000	7	0	5	2	0	0	0	0		1000	0	1	3	2	1	0	0	0	0	0	0	0	0	0	19.5	-		3	42.9	1	14.3	0	0.0																																																																																																																
1015	12	0	9	3	0	0	0	0		1015	0	2	5	5	0	0	0	0	0	0	0	0	0	0	18.7	21.9	5	41.7	1	8.3	0	0.0																																																																																																																	
1030	7	0	3	2	1	1	0	0		1030	0	1	2	3	1	0	0	0	0	0	0	0	0	0	19.9	-		4	57.1	2	28.6	0	0.0																																																																																																																
1045	5	0	4	1	0	0	0	0		1045	0	0	2	2	1	0	0	0	0	0	0	0	0	0	22.4	-		3	60.0	2	40.0	0	0.0																																																																																																																
1100	10	1	7	2	0	0	0	0		1100	0	3	3	3	1	0	0	0	0	0	0	0	0	0	19.3	-		4	40.0	3	30.0	0	0.0																																																																																																																
1115	13	1	8	3	0	1	0	0		1115	0	3	8	1	1	0	0	0	0	0	0	0	0	0	17.5	22.6	2	15.4	1	7.7	0	0.0																																																																																																																	
1130	7	1	5	1	0	0	0	0		1130	0	2	4	1	0	0	0	0	0	0	0	0	0																																																																																																																										

PROJECT43146 Cambridgeshire

SITE43146-001

LOCATIONLAWRENCE WEAVER RD

DIRECTIONNORTHBOUND ↑

PSL20mph



ALL VEHICLES

Moycles

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

> 20mph

% > 20mph

Fri 13 Jun																																				
DAY 4	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fix1	Time [-]	Vbin 0 10	Vbin 0 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 20	JPSL% 20	JSL1 ACPO 24	JSL1% 24	JSL2 DFT 35	JSL2% 35					
0000	3	0	3	0	0	0	0		0000	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	25.4		3	100.0	1	33.3	0	0.0				
0015	1	0	0	1	0	0	0		0015	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.0		0	0.0	0	0.0	0	0.0				
0030	3	0	3	0	0	0	0		0030	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	18.2		0	0.0	0	0.0	0	0.0				
0045	0	0	0	0	0	0	0		0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0				
0100	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0				
0115	0	0	0	0	0	0	0		0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0				
0130	1	0	1	0	0	0	0		0130	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15.0		0	0.0	0	0.0	0	0.0				
0145	1	0	0	1	0	0	0		0145	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.1		0	0.0	0	0.0	0	0.0				
0200	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0				
0215	0	0	0	0	0	0	0		0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0				
0230	0	0	0	0	0	0	0		0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0				
0245	0	0	0	0	0	0	0		0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0				
0300	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0				
0315	2	0	1	1	0	0	0		0315	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	16.3		0	0.0	0	0.0	0	0.0				
0330	2	0	2	0	0	0	0		0330	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	15.9		0	0.0	0	0.0	0	0.0				
0345	0	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	1	0	1	0	0	0	0		0400	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17.5		0	0.0	0	0.0	0	0.0				
0415	1	0	1	0	0	0	0		0415	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.6		0	0.0	0	0.0	0	0.0				
0430	0	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	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	3	0	2	1	0	0	0		0500	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	24.0		2	66.7	1	33.3	0	0.0				
0515	1	0	0	1	0	0	0		0515	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5		0	0.0	0	0.0	0	0.0				
0530	1	0	1	0	0	0	0		0530	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.0		0	0.0	0	0.0	0	0.0				
0545	1	0	1	0	0	0	0		0545	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22.2		1	100.0	0	0.0	0	0.0				
0600	0	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	2	0	2	0	0	0	0		0615	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	21.3		1	50.0	1	50.0	0	0.0				
0630	0	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	5	0	4	1	0	0	0		0645	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	23.4		3	60.0	2	40.0	0	0.0				
0700	4	0	4	0	0	0	0		0700	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	21.1		3	75.0	1	25.0	0	0.0				
0715	8	0	5	2	1	0	0		0715	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	20.0		3	37.5	1	12.5	0	0.0				
0730	5	0	3	1	0	0	0		0730	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	19.3		3	60.0	0	0.0	0	0.0				
0745	11	1	7	1	2	0	0		0745	2	1	5	1	1	1	0	0	0	0	0	0	0	0	0	17.9	27.1	3	27.3	2	18.2	0	0.0				
0800	6	0	2	3	1	0	0		0800	1	1	1	2	0	1	0	0	0	0	0	0	0	0	0	19.3		3	50.0	1	16.7	0	0.0				
0815	8	1	5	1	1	0	0		0815	0	1	5	2	0	0	0	0	0	0	0	0	0	0	0	18.0		2	25.0	0	0.0	0	0.0				
0830	19	8	10	1	0	0	0		0830	0	8	4	7	0	0	0	0	0	0	0	0	0	0	0	17.4	23.4	7	36.8	0	0.0	0	0.0				
0845	16	3	11	2	0	0	0		0845	1	3	6	5	1	0	0	0	0	0	0	0	0	0	0	18.4	23.1	6	37.5	2	12.5	0	0.0				
0900	14	0	11	3	0	0	0		0900	0	2	6	5	1	0	0	0	0	0	0	0	0	0	0	19.0	23.1	6	42.9	1	7.1	0	0.0				
0915	12	1	7	4	0	0	0		0915	0	2	6	4	0	0	0	0	0	0	0	0	0	0	0	17.8	22.2	4	33.3	1	8.3	0	0.0				
0930	13	2	8	3	0	0	0		0930	1	2	9	1	0	0	0	0	0	0	0	0	0	0	0	15.9	19.4	1	7.7	0	0.0	0	0.0				
0945	18	3	12	3	0	0	0		0945	1	4	7	4	2	0	0	0	0	0	0	0	0	0	0	18.2	24.0	6	33.3	2	11.1	0	0.0				
1000	7	2	4	1	0	0	0		1000	0	2	2	2	1	0	0	0	0	0	0	0	0	0	0	19.2		3	42.9	1	14.3	0	0.0				
1015	5	0	4	1	0	0	0		1015	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	17.4		1	20.0	0	0.0	0	0.0				
1030	11	1	6	4	0	0	0		1030	0	2	7	2	0	0	0	0	0	0	0	0	0	0	0	18.5	22.7	2	18.2	0	0.0	0	0.0				
1045	7	0	4	2	1	0	0		1045	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	21.1		5	71.4	1	14.3	0	0.0				
1100	15	1	14	0	0	0	0		1100	0	3	5	3	4	0	0	0	0	0	0	0	0	0	0	20.2	27.1	7	46.7	4	26.7	0	0.0				
1115	6	1	5	0	0	0	0		1115	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	19.3		3	50.0	0	0.0	0	0.0				
1130	11	1	9	1	0	0	0		1130	0	3	4	1	3	0	0	0	0	0	0	0	0	0	0	19.8	27.3	4	36.4	3	27.3	0	0.0				
1145	12	0	11	1	0	0	0		1145	0	1	6	4	1	0	0	0	0	0	0	0	0	0	0	19.4	22.8	5	41.7	1	8.3	0	0.0				
1200	14	0	11	2	1	0	0		1200	1	0	5	7	0																						

PROJECT	43146 Cambridgeshire
SITE	43146-001
LOCATION	LAWRENCE WEAVER RD
DIRECTION	NORTHBOUND ↑
PSL	20mph



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 mp

AVG SPD

85%ile

> 20mph

% > 20mph

See 15 Jun

DAY 6	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time [-	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	JPSL 20	JPSL% 20	JSL1 ACPO	JSL1% ACPO	JSL2 24	JSL2% 24	JSL2 DFT	JSL2% DFT
0000	2	0	2	0	0	0	0		0000	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	17.2	-	0	0.0	0	0.0	0	0.0	0	0.0
0015	2	0	1	1	0	0	0		0015	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	22.0	-	1	50.0	1	50.0	0	0.0	0	0.0
0030	4	0	3	0	1	0	0		0030	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	19.5	-	2	50.0	1	25.0	0	0.0	0	0.0
0045	2	0	2	0	0	0	0		0045	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	21.7	-	1	50.0	1	50.0	0	0.0	0	0.0
0100	2	1	1	0	0	0	0		0100	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	16.0	-	0	0.0	0	0.0	0	0.0	0	0.0
0115	3	0	3	0	0	0	0		0115	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	28.2	-	3	100.0	2	66.7	1	33.3	0	0.0
0130	1	0	1	0	0	0	0		0130	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-	0	0.0	0	0.0	0	0.0	0	0.0
0145	1	0	1	0	0	0	0		0145	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	21.6	-	1	100.0	0	0.0	0	0.0	0	0.0
0200	3	0	3	0	0	0	0		0200	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	18.4	-	1	33.3	0	0.0	0	0.0	0	0.0
0215	2	0	2	0	0	0	0		0215	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	31.9	-	2	100.0	2	100.0	1	50.0	0	0.0
0230	3	1	2	0	0	0	0		0230	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	22.0	-	2	66.7	2	66.7	0	0.0	0	0.0
0245	1	0	1	0	0	0	0		0245	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	20.0	-	1	100.0	0	0.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0		0300	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
0315	2	0	1	1	0	0	0		0315	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	22.0	-	1	50.0	1	50.0	0	0.0	0	0.0
0330	0	0	0	0	0	0	0		0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0345	0	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	0	0.0
0400	1	0	1	0	0	0	0		0400	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24.3	-	1	100.0	1	100.0	0	0.0	0	0.0
0415	0	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	0	0.0
0430	0	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	0	0.0
0445	1	0	1	0	0	0	0		0445	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22.8	-	1	100.0	0	0.0	0	0.0	0	0.0
0500	1	0	1	0	0	0	0		0500	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.5	-	0	0.0	0	0.0	0	0.0	0	0.0
0515	0	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	0	0.0
0530	0	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	0	0.0
0545	0	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	0	0.0
0600	0	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	0	0.0
0615	0	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	0	0.0
0630	0	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	0	0.0
0645	1	1	0	0	0	0	0		0645	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15.9	-	0	0.0	0	0.0	0	0.0	0	0.0
0700	0	0	0	0	0	0	0		0700	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	1	0	1	0	0	0	0		0715	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.4	-	0	0.0	0	0.0	0	0.0	0	0.0
0730	2	0	1	1	0	0	0		0730	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-	0	0.0	0	0.0	0	0.0	0	0.0
0745	3	0	2	1	0	0	0		0745	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	20.1	-	2	66.7	0	0.0	0	0.0	0	0.0
0800	2	0	2	0	0	0	0		0800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12.1	-	0	0.0	0	0.0	0	0.0	0	0.0
0815	1	0	1	0	0	0	0		0815	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.7	-	0	0.0	0	0.0	0	0.0	0	0.0
0830	3	0	3	0	0	0	0		0830	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	13.6	-	0	0.0	0	0.0	0	0.0	0	0.0
0845	5	1	4	0	0	0	0		0845	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	16.0	-	0	0.0	0	0.0	0	0.0	0	0.0
0900	5	1	4	0	0	0	0		0900	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	17.4	-	1	20.0	0	0.0	0	0.0	0	0.0
0915	4	1	2	1	0	0	0		0915	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	20.3	-	2	50.0	1	25.0	0	0.0	0	0.0
0930	10	1	8	1	0	0	0		0930	0	6	1	3	0	0	0	0	0	0	0	0	0	0	0	16.1	-	3	30.0	0	0.0	0	0.0	0	0.0
0945	9	1	7	1	0	0	0		0945	0	2	3	3	1	0	0	0	0	0	0	0	0	0	0	19.6	-	4	44.4	3	33.3	0	0.0	0	0.0
1000	6	0	6	0	0	0	0		1000	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	19.5	-	2	33.3	1	16.7	0	0.0	0	0.0
1015	10	2	6	2	0	0	0		1015	0	2	5	1	1	1	0	0	0	0	0	0	0	0	0	19.6	-	3	30.0	2	20.0	0	0.0	0	0.0
1030	13	2	10	1	0	0	0		1030	0	2	5	5	1	0	0	0	0	0	0	0	0	0	0	19.3	24.8	6	46.2	3	23.1	0	0.0	0	0.0
1045	8	1	5	2	0	0	0		1045	0	2	3	2	1	0	0	0	0	0	0	0	0	0	0	18.6	-	3	37.5	1	12.5	0	0.0	0	0.0
1100	9	0	5	4	0	0	0		1100	1	2	3	2	1	0	0	0	0	0	0	0	0	0	0	17.7	-	3	33.3	1	11.1	0	0.0	0	0.0
1115	11	2	9	0	0	0	0		1115	0	2	5	3	1	0	0	0	0	0	0	0	0	0	0	18.9	25.1	4	36.4	2	18.2	0	0.0	0	0.0
1130	5	2	2	1	0	0	0		1130	1	0	2	1	1	0	0	0	0	0	0	0	0	0	0	19.3	-	2	40.0	1	20.0	0	0.0	0	0.0
1145	8	1	6	1	0	0	0		1145	0	2	5	1	0	0	0	0	0	0	0	0	0	0	0	17.0	-	1	12.5	0	0.0	0	0.0	0	0.0
1200	10	3	7	0	0	0	0		1200	0	3	5	2	0	0	0	0	0	0	0	0	0	0	0	16.5	-	2	20.0	0	0.0	0	0.0	0	0.0
1215	9	1	7	1	0	0	0		1215	0	5	2	2	0	0	0	0	0	0	0	0	0	0	0	16.2	-	2	22.2	0	0.0	0	0.0	0	0.0
1230	11	4	7	0	0	0	0		1230	0	2	6	3	0	0	0	0	0	0	0	0	0	0	0	18.1	20.6	3	27.3	0	0.0	0	0.0	0	0.0
1245	15	4	11	0	0	0	0		1245	1	3	9	0	2	0	0	0	0	0	0	0	0	0	0	17.4	23.4	2	13.3	2	13.3	0	0.0	0	0.0
1300	15	3	8	4	0	0	0		1300	1	4	7	3	0	0	0	0	0	0	0	0	0	0	0	16.9	20.3								

PROJECT43146 Cambridgeshire

SITE43146-001

LOCATIONLAWRENCE WEAVER RD

DIRECTIONNORTHBOUND ↑

PSL20mph

↑

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

> 20mph

% > 20mph

DAY 7	Mon 16 Jun								Time [-]																					Mean	Vpp 85	JPSL 20	JPSL% 20	JSL1 24 ACPO	JSL1% 24 ACPO	JSL2 35 DFT	JSL2% 35 DFT
	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fix1		Vbin 0 10	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100													
0000	3	0	3	0	0	0	0		0000	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	16.3	-	-	0	0.0	0	0.0	0	0.0	0	0.0		
0015	0	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	0	0.0		
0030	0	0	0	0	0	0	0		0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0.0	0	0.0	0	0.0	0	0.0		
0045	1	0	1	0	0	0	0		0045	0	1	0	0	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		
0100	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0.0	0	0.0	0	0.0	0	0.0		
0115	0	0	0	0	0	0	0		0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0.0	0	0.0	0	0.0	0	0.0		
0130	0	0	0	0	0	0	0		0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0.0	0	0.0	0	0.0	0	0.0		
0145	0	0	0	0	0	0	0		0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0.0	0	0.0	0	0.0	0	0.0		
0200	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0.0	0	0.0	0	0.0	0	0.0		
0215	0	0	0	0	0	0	0		0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0.0	0	0.0	0	0.0	0	0.0		
0230	0	0	0	0	0	0	0		0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0.0	0	0.0	0	0.0	0	0.0		
0245	0	0	0	0	0	0	0		0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0.0	0	0.0	0	0.0	0	0.0		
0300	1	0	1	0	0	0	0		0300	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-	-	0	0.0	0	0.0	0	0.0	0	0.0		
0315	1	0	0	1	0	0	0		0315	0	0	1	0	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		
0330	0	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	0	0.0		
0345	0	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	0	0.0		
0400	2	0	1	1	0	0	0		0400	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	21.2	-	-	2	100.0	0	0.0	0	0.0	0	0.0		
0415	1	1	0	0	0	0	0		0415	0	1	0	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		
0430	0	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	0	0.0		
0445	0	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	0	0.0		
0500	0	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	0	0.0		
0515	0	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	0	0.0		
0530	1	0	1	0	0	0	0		0530	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-	-	0	0.0	0	0.0	0	0.0	0	0.0		
0545	0	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	0	0.0		
0600	0	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	0	0.0		
0615	0	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	0	0.0		
0630	3	0	2	1	0	0	0		0630	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	20.8	-	-	2	66.7	1	33.3	0	0.0	0	0.0		
0645	1	0	1	0	0	0	0		0645	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	20.3	-	-	1	100.0	0	0.0	0	0.0	0	0.0		
0700	6	0	3	3	0	0	0		0700	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	17.6	-	-	2	33.3	0	0.0	0	0.0	0	0.0		
0715	3	1	2	0	0	0	0		0715	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	17.9	-	-	0	0.0	0	0.0	0	0.0	0	0.0		
0730	5	2	2	1	0	0	0		0730	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	20.6	-	-	3	60.0	2	40.0	0	0.0	0	0.0		
0745	7	1	3	2	1	0	0		0745	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	17.9	-	-	1	14.3	1	14.3	0	0.0	0	0.0		
0800	9	0	5	3	1	0	0		0800	0	3	2	3	0	1	0	0	0	0	0	0	0	0	0	18.6	-	-	4	44.4	1	11.1	0	0.0	0	0.0		
0815	14	3	11	0	0	0	0		0815	1	1	3	5	3	1	0	0	0	0	0	0	0	0	0	21.2	27.5	9	64.3	5	35.7	0	0.0	0	0.0	0	0.0	
0830	15	8	5	2	0	0	0		0830	0	7	4	2	2	0	0	0	0	0	0	0	0	0	0	17.0	24.2	4	26.7	2	13.3	0	0.0	0	0.0	0	0.0	
0845	16	1	13	2	0	0	0		0845	0	3	5	7	1	0	0	0	0	0	0	0	0	0	0	19.5	24.6	8	50.0	3	18.8	0	0.0	0	0.0	0	0.0	
0900	13	0	11	1	0	1	0		0900	0	3	7	2	1	0	0	0	0	0	0	0	0	0	0	18.3	24.8	3	23.1	2	15.4	0	0.0	0	0.0	0	0.0	
0915	13	2	10	1	0	0	0		0915	1	2	4	6	0	0	0	0	0	0	0	0	0	0	0	18.7	24.0	6	46.2	2	15.4	0	0.0	0	0.0	0	0.0	
0930	8	0	5	3	0	0	0		0930	0	2	4	1	1	0	0	0	0	0	0	0	0	0	0	18.7	-	2	25.0	2	25.0	0	0.0	0	0.0	0	0.0	
0945	12	1	7	4	0	0	0		0945	0	2	6	4	0	0	0	0	0	0	0	0	0	0	0	17.9	21.7	4	33.3	0	0.0	0	0.0	0	0.0	0	0.0	
1000	5	0	3	1	0	0	1		1000	0	0	3	2	0	0																						

PROJECT	43146 Cambridgeshire
SITE	43146-001
LOCATION	LAWRENCE WEAVER RD
DIRECTION	SOUTHBOUND ↓
PSL	20mph

[illegible]

PROJECT 43146 Cambridgeshire
SITE 43146-001
LOCATION LAWRENCE WEAVER RD
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PSL 20mph

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PROJECT	43146 Cambridgeshire
SITE	43146-001
LOCATION	LAWRENCE WEAVER RD
DIRECTION	SOUTHBOUND ↓
PSL	20mph

PROJECT 43146 Cambridgeshire
SITE 43146-001
LOCATION LAWRENCE WEAVER RD
DIRECTION SOUTHBOUND ↓
PSL 20mph

	ALL VEHICLES	Mocyles	Cars, taxis, 4WD	LGV	OGV1	OGV2	PSV	Fix1	Time [--]	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	> 20mph	% > 20mph																																																																																																																																																																																																																																																																																																																																																									</
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PROJECT	43146 Cambridgeshire
SITE	43146-001
LOCATION	LAWRENCE WEAVER RD
DIRECTION	SOUTHBOUND ↓
PSL	20mph



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 mpl

AVG SPD

85%ile

> 20mph

% > 20mph

[illegible]

PROJECT43146 Cambridgeshire

SITE43146-002

LOCATIONBEARSDEN AVE

DIRECTIONSOUTHBOUND ↓

PSL30mph

↓

ALL VEHICLES

Mocycles

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

DAY 1	Tue 10 Jun							TIME																							
	TOTAL	CLS	CLS	CLS	CLS	CLS	CLS		SPD1	SPD2	SPD3	SPD4	SPD5	SPD6	SPD7	SPD8	SPD9	SPD10	SPD11	SPD12	SPD13	SPD14	AVG	85%ile	PSL	PSL%	SL1	SL1%	SL2	SL2%	
	1	2	3	4	5	6	0		10	15	20	25	30	35	40	45	50	60	70	80	90	100	19.3		30	30	35	35	45	45	
0000	1	0	1	0	0	0	0	0000	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-	0	0.0	0	0.0	0	0.0
0015	0	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	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	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0100	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0115	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0130	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0145	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0200	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0215	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0230	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0245	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0315	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0330	0	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	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	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	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	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	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	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	1	0	1	0	0	0	0	0515	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.4		0	0.0	0	0.0	0	0.0
0530	0	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	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	1	0	1	0	0	0	0	0600	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.9		0	0.0	0	0.0	0	0.0
0615	1	0	1	0	0	0	0	0615	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.9		0	0.0	0	0.0	0	0.0
0630	1	0	1	0	0	0	0	0630	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.3		0	0.0	0	0.0	0	0.0
0645	1	0	1	0	0	0	0	0645	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.2		0	0.0	0	0.0	0	0.0
0700	2	0	1	1	0	0	0	0700	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	15.7		0	0.0	0	0.0	0	0.0
0715	4	0	3	1	0	0	0	0715	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	16.0		0	0.0	0	0.0	0	0.0
0730	5	1	4	0	0	0	0	0730	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	16.6		0	0.0	0	0.0	0	0.0
0745	6	0	6	0	0	0	0	0745	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	14.4		0	0.0	0	0.0	0	0.0
0800	6	0	5	1	0	0	0	0800	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	15.6		0	0.0	0	0.0	0	0.0
0815	6	0	5	1	0	0	0	0815	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	16.5		0	0.0	0	0.0	0	0.0
0830	4	0	4	0	0	0	0	0830	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	17.5		0	0.0	0	0.0	0	0.0
0845	9	0	9	0	0	0	0	0845	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	12.1		0	0.0	0	0.0	0	0.0
0900	4	0	4	0	0	0	0	0900	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	13.9		0	0.0	0	0.0	0	0.0
0915	3	0	1	1	1	0	0	0915	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13.5		0	0.0	0	0.0	0	0.0
0930	3	0	3	0	0	0	0	0930	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	12.6		0	0.0	0	0.0	0	0.0
0945	5	0	1	4	0	0	0	0945	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	15.8		0	0.0	0	0.0	0	0.0
1000	5	0	3	2	0	0	0	1000	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	14.6		0	0.0	0	0.0	0	0.0
1015	1	0	1	0	0	0	0	1015	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15.7		0	0.0	0	0.0	0	0.0
1030	4	1	3	0	0	0	0	1030	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9.6		0	0.0	0	0.0	0	0.0
1045	6	0	4	0	2	0	0	1045	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	13.5		0	0.0	0	0.0	0	0.0
1100	6	0	4	1	1	0	0	1100	1	3	2	0																			

PROJECT	43146 Cambridgeshire
SITE	43146-002
LOCATION	BEARSDEN AVE
DIRECTION	SOUTHBOUND ↓
PSL	30mph

[illegible]

PROJECT	43146 Cambridgeshire
SITE	43146-002
LOCATION	BEARSDEN AVE
DIRECTION	SOUTHBOUND ↓
PSL	30mph

[illegible]

PROJECT	43146 Cambridgeshire
SITE	43146-002
LOCATION	BEARSDEN AVE
DIRECTION	SOUTHBOUND ↓
PSL	30mph

[illegible]

PROJECT	43146 Cambridgeshire
SITE	43146-002
LOCATION	BEARSDEN AVE
DIRECTION	SOUTHBOUND ↓
PSL	30mph

ALL VEHICLES

Mcycles

Cars, taxis, AWD

LGV

OGV1

OGV2

PSV

Sun 15 Jun

DAY 6

Total

Cls 1

Cls 2

Cls 3

Cls 4

Cls 5

Cls 6

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PROJECT43146 Cambridgeshire

SITE43146-002

LOCATIONBEARSDEN AVE

DIRECTIONNORTHBOUND ↑

PSL30mph



ALL VEHICLES

Moycles

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 10 Jun																															
DAY 1	TOTAL	CLS 1	CLS 2	CLS 3	CLS 4	CLS 5	CLS 6	TIME	SPD1	SPD2	SPD3	SPD4	SPD5	SPD6	SPD7	SPD8	SPD9	SPD10	SPD11	SPD12	SPD13	SPD14	AVG	85rule	PSL	PSLN	SL1	SL1%	SL2	SL2%	
		1	2	3	4	5	6		0	10	15	20	25	30	35	40	45	50	60	70	80	90	100		30	30	35	35	45	45	
0000	0	0	0	0	0	0	0	0000	10	15	20	25	30	35	40	45	50	60	70	80	90	100				ACPO	ACPO	DFT	DFT		
0015	0	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	1	0	1	0	0	0	0	0030	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	
0045	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0100	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0115	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0130	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0145	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0200	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0215	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0230	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0245	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0300	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0315	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0330	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0345	0	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	
0400	0	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	
0415	0	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	
0430	0	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	
0445	0	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	
0500	0	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	
0515	0	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	
0530	1	0	1	0	0	0	0	0530	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14.7	-	0	0.0	0	0.0	0	0.0	
0545	0	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	
0600	2	0	2	0	0	0	0	0600	0	0	2	0	0	0	0	0	0	0	0	0	0	0	17.7	-	0	0.0	0	0.0	0	0.0	
0615	1	0	0	1	0	0	0	0615	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-	0	0.0	0	0.0	0	0.0	
0630	1	0	1	0	0	0	0	0630	0	0	1	0	0	0	0	0	0	0	0	0	0	0	17.7	-	0	0.0	0	0.0	0	0.0	
0645	4	0	4	0	0	0	0	0645	0	1	3	0	0	0	0	0	0	0	0	0	0	0	15.9	-	0	0.0	0	0.0	0	0.0	
0700	6	0	4	2	0	0	0	0700	0	2	4	0	0	0	0	0	0	0	0	0	0	0	15.8	-	0	0.0	0	0.0	0	0.0	
0715	6	0	4	2	0	0	0	0715	0	1	5	0	0	0	0	0	0	0	0	0	0	0	15.9	-	0	0.0	0	0.0	0	0.0	
0730	5	0	5	0	0	0	0	0730	0	4	1	0	0	0	0	0	0	0	0	0	0	0	13.4	-	0	0.0	0	0.0	0	0.0	
0745	13	0	12	1	0	0	0	0745	0	6	7	0	0	0	0	0	0	0	0	0	0	0	15.5	18.2	0	0.0	0	0.0	0	0.0	
0800	11	0	9	1	1	0	0	0800	0	4	7	0	0	0	0	0	0	0	0	0	0	0	15.4	17.9	0	0.0	0	0.0	0	0.0	
0815	13	1	8	4	0	0	0	0815	2	5	6	0	0	0	0	0	0	0	0	0	0	0	14.2	17.6	0	0.0	0	0.0	0	0.0	
0830	8	0	8	0	0	0	0	0830	0	3	5	0	0	0	0	0	0	0	0	0	0	0	15.4	-	0	0.0	0	0.0	0	0.0	
0845	5	0	3	2	0	0	0	0845	0	3	2	0	0	0	0	0	0	0	0	0	0	0	14.5	-	0	0.0	0	0.0	0	0.0	
0900	6	2	4	0	0	0	0	0900	1	4	1	0	0	0	0	0	0	0	0	0	0	0	12.6	-	0	0.0	0	0.0	0	0.0	
0915	3	0	3	0	0	0	0	0915	1	2	0	0	0	0	0	0	0	0	0	0	0	0	11.0	-	0	0.0	0	0.0	0	0.0	
0930	6	1	5	0	0	0	0	0930	3	2	0	1	0	0	0	0	0	0	0	0	0	0	12.3	-	0	0.0	0	0.0	0	0.0	
0945	2	0	2	0	0	0	0	0945	0	0	2	0	0	0	0	0	0	0	0	0	0	0	17.4	-	0	0.0	0	0.0	0	0.0	
1000	6	0	3	3	0	0	0	1000	0	2	4	0	0	0	0	0	0	0	0	0	0	0	15.5	-	0	0.0	0	0.0	0	0.0	
1015	3	1	1	1	0	0	0	1015	0	1	2	0	0	0	0	0	0	0	0	0	0	0	14.8	-	0	0.0	0	0.0	0	0.0	
1030	5	0	4	1	0	0	0	1030	0	1	4	0	0	0	0	0	0	0	0	0	0	0	16.3	-	0	0.0	0	0.0	0	0.0	
1045	3	0	3	0	0	0	0	1045	0	1	2	0	0	0	0	0	0	0	0	0	0	0	16.6	-	0	0.0	0	0.0	0	0.0	
1100	5	0	2	2	1	0	0	1100	1	2	2	0	0	0	0	0	0	0	0	0	0	0	13.2	-	0	0.0	0	0.0	0	0.0	
1115	3	0	2	1	0	0	0	1115	0	1	0	2	0	0	0	0	0	0	0	0	0	0	18.6	-	0	0.0	0	0.0	0	0.0	
1130	3	0	2	1	0	0	0	1130	0	0	2	1	0	0	0	0	0	0	0	0	0	0	19.5	-	0	0.0	0	0.0	0	0.0	
1145	1	0	1	0	0	0	0	1145	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15.5	-	0	0.0	0	0.0	0	0.0	
1200	0	0	0	0	0	0	0	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	
1215	1	0	1	0	0	0	0	1215	0	0	1	0	0	0	0	0	0	0	0	0	0	0	16.3	-	0	0.0	0	0.0	0	0.0	
1230	6	0	3	0	3	0	0	1230	0	2	4	0	0	0	0	0	0	0	0	0	0	0	15.2	-	0	0.0	0	0.0	0	0.0	
1245	2	0	2	0	0	0	0	1245	0	1	1	0	0	0	0	0	0	0	0	0	0	0	14.5								

PROJECT

SITE

LOCATION

DIRECTION

PSL

43146 Cambridgeshire

43146-002

BEARSDEN AVE

NORTHBOUND ↑

30mph



ALL VEHICLES

Moycles

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

Wed 11 Jun																															
DAY 2	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fix1	Time [-]	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35	JSL1% 35	JSL2 45	JSL2% 45
										10	15	20	25	30	35	40	45	50	60	70	80	90	100				ACPO	ACPO	DFT		
0000	0	0	0	0	0	0	0		0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0015	0	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
0030	0	0	0	0	0	0	0		0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0045	1	0	1	0	0	0	0		0045	0	0	1	0	0	0	0	0	0	0	0	0	0	0	18.1	-	0	0.0	0	0.0	0	0.0
0100	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0115	0	0	0	0	0	0	0		0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0130	0	0	0	0	0	0	0		0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0145	0	0	0	0	0	0	0		0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0200	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0215	0	0	0	0	0	0	0		0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0230	0	0	0	0	0	0	0		0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0245	0	0	0	0	0	0	0		0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0315	0	0	0	0	0	0	0		0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0330	0	0	0	0	0	0	0		0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0345	0	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
0400	0	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
0415	0	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
0430	0	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
0445	0	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
0500	0	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
0515	0	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
0530	1	0	1	0	0	0	0		0530	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13.4	-	0	0.0	0	0.0	0	0.0
0545	2	0	1	1	0	0	0		0545	0	1	1	0	0	0	0	0	0	0	0	0	0	0	15.4	-	0	0.0	0	0.0	0	0.0
0600	0	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
0615	0	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
0630	1	0	1	0	0	0	0		0630	0	0	1	0	0	0	0	0	0	0	0	0	0	0	19.2	-	0	0.0	0	0.0	0	0.0
0645	2	0	2	0	0	0	0		0645	0	2	0	0	0	0	0	0	0	0	0	0	0	0	12.7	-	0	0.0	0	0.0	0	0.0
0700	5	0	5	0	0	0	0		0700	0	3	2	0	0	0	0	0	0	0	0	0	0	0	14.8	-	0	0.0	0	0.0	0	0.0
0715	3	0	2	1	0	0	0		0715	0	0	3	0	0	0	0	0	0	0	0	0	0	0	16.1	-	0	0.0	0	0.0	0	0.0
0730	3	0	3	0	0	0	0		0730	0	0	3	0	0	0	0	0	0	0	0	0	0	0	16.8	-	0	0.0	0	0.0	0	0.0
0745	16	0	14	1	0	1	0		0745	0	9	5	2	0	0	0	0	0	0	0	0	0	0	15.7	19.9	0	0.0	0	0.0	0	0.0
0800	8	0	7	1	0	0	0		0800	0	3	4	1	0	0	0	0	0	0	0	0	0	0	15.9	-	0	0.0	0	0.0	0	0.0
0815	10	2	7	1	0	0	0		0815	1	3	6	0	0	0	0	0	0	0	0	0	0	0	14.2	-	0	0.0	0	0.0	0	0.0
0830	8	0	8	0	0	0	0		0830	0	4	4	0	0	0	0	0	0	0	0	0	0	0	14.2	-	0	0.0	0	0.0	0	0.0
0845	1	0	1	0	0	0	0		0845	0	0	1	0	0	0	0	0	0	0	0	0	0	0	19.2	-	0	0.0	0	0.0	0	0.0
0900	3	0	2	1	0	0	0		0900	0	2	0	1	0	0	0	0	0	0	0	0	0	0	15.5	-	0	0.0	0	0.0	0	0.0
0915	3	1	2	0	0	0	0		0915	0	1	2	0	0	0	0	0	0	0	0	0	0	0	15.5	-	0	0.0	0	0.0	0	0.0
0930	4	0	3	1	0	0	0		0930	1	3	0	0	0	0	0	0	0	0	0	0	0	0	12.1	-	0	0.0	0	0.0	0	0.0
0945	3	1	1	1	0	0	0		0945	0	2	1	0	0	0	0	0	0	0	0	0	0	0	14.8	-	0	0.0	0	0.0	0	0.0
1000	4	1	3	0	0	0	0		1000	1	3	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-	0	0.0	0	0.0	0	0.0
1015	3	0	3	0	0	0	0		1015	1	0	2	0	0	0	0	0	0	0	0	0	0	0	13.0	-	0	0.0	0	0.0	0	0.0
1030	4	0	3	0	1	0	0		1030	0	0	3	1	0	0	0	0	0	0	0	0	0	0	18.5	-	0	0.0	0	0.0	0	0.0
1045	4	0	2	2	0	0	0		1045	0	4	0	0	0	0	0	0	0	0	0	0	0	0	12.7	-	0	0.0	0	0.0	0	0.0
1100	8	0	8	0	0	0	0		1100	1	5	2	0	0	0	0	0	0	0	0	0	0	0	13.5	-	0	0.0	0	0.0	0	0.0
1115	0	0	0	0	0	0	0		1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
1130	5	0	4	1	0	0	0		1130	0	4	1	0	0	0	0	0	0	0	0	0	0	0	13.7	-	0	0.0	0	0.0	0	0.0
1145	4	0	2	1	1	0	0		1145	0	1	3	0	0	0	0	0	0	0	0	0	0	0	15.3	-	0	0.0	0	0.0	0	0.0
1200	6	1	3	2	0	0	0		1200	0	4	1	1	0	0	0	0	0	0	0	0	0	0	14.8	-	0	0.0	0	0.0	0	0.0
1215	0	0	3	1	0	0	0		1215	0	4	0	0	0	0	0	0	0	0	0	0	0	0	13.9	-	0	0.0	0	0.0	0	0.0
1230	2	0	2	1	0	0	0		1230	0	1	1	0	0	0	0	0	0	0	0	0	0	0	14.8	-	0	0.0	0	0.0	0	0.0
1245	3	2	1	1	0	0	0		1245	2	1	1	0	0	0	0	0	0	0	0	0	0	0	11.0	-						

PROJECT	43146 Cambridgeshire
SITE	43146-002
LOCATION	BEARSDEN AVE
DIRECTION	NORTHBOUND ↑
PSL	30mph



ALL VEHICLES

Mcycles

Cars, taxis, 4WD

LGV

OGV1

OGV2

pSV

0 - 10 mph

10 - 15 mph

15 - 20 mph

20 - 25 mph

25 - 30 mph

30 - 35 mph

35 - 40 mph

40 - 45 mph

45 - 50 mph

50 - 60 mph

50 - 70 mph

70 - 80 mph

80 - 90 mph

90 - 100 mph

AVG SPD

85%ile

> 30mph

2% > 30 mph

Thu 12 Jun																																
DAY 3	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time	Vbin 10 10 15 20 25 30	Vbin 10 10 15 20 25 30 35 40 45 50	Vbin 10 10 15 20 25 30 35 40 45 50 60 70	Vbin 10 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 ACPO	JSL1% 35	JSL2 ACPO	JSL2% 45											
0000	1	0	1	0	0	0	0		0000	0 0 1 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	13.2	-	0	0.0	0	0.0	0	0.0											
0015	0	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	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	-	-	0	0.0	0	0.0	0	0.0											
0030	0	0	0	0	0	0	0		0030	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	-	-	0	0.0	0	0.0	0	0.0											
0045	0	0	0	0	0	0	0		0045	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	-	-	0	0.0	0	0.0	0	0.0											
0100	0	0	0	0	0	0	0		0100	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	-	-	0	0.0	0	0.0	0	0.0											
0115	0	0	0	0	0	0	0		0115	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	-	-	0	0.0	0	0.0	0	0.0											
0130	0	0	0	0	0	0	0		0130	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	-	-	0	0.0	0	0.0	0	0.0											
0145	0	0	0	0	0	0	0		0145	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	-	-	0	0.0	0	0.0	0	0.0											
0200	0	0	0	0	0	0	0		0200	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	-	-	0	0.0	0	0.0	0	0.0											
0215	1	0	1	0	0	0	0		0215	0 0 0 1 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	18.9	-	0	0.0	0	0.0	0	0.0											
0230	0	0	0	0	0	0	0		0230	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	-	-	0	0.0	0	0.0	0	0.0											
0245	0	0	0	0	0	0	0		0245	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	-	-	0	0.0	0	0.0	0	0.0											
0300	0	0	0	0	0	0	0		0300	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	-	-	0	0.0	0	0.0	0	0.0											
0315	0	0	0	0	0	0	0		0315	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	-	-	0	0.0	0	0.0	0	0.0											
0330	0	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	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	-	-	0	0.0	0	0.0	0	0.0											
0345	0	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	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	-	-	0	0.0	0	0.0	0	0.0											
0400	1	0	1	0	0	0	0		0400	0 0 0 0 1 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	24.0	-	0	0.0	0	0.0	0	0.0											
0415	1	0	0	1	0	0	0		0415	0 0 0 0 1 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	22.5	-	0	0.0	0	0.0	0	0.0											
0430	0	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	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	-	-	0	0.0	0	0.0	0	0.0											
0445	0	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	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	-	-	0	0.0	0	0.0	0	0.0											
0500	0	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	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	-	-	0	0.0	0	0.0	0	0.0											
0515	0	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	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	-	-	0	0.0	0	0.0	0	0.0											
0530	1	0	1	0	0	0	0		0530	0 0 1 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	14.1	-	0	0.0	0	0.0	0	0.0											
0545	0	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	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	-	-	0	0.0	0	0.0	0	0.0											
0600	3	0	3	0	0	0	0		0600	0 0 0 3 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	16.4	-	0	0.0	0	0.0	0	0.0											
0615	3	0	2	1	0	0	0		0615	0 0 0 3 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	16.4	-	0	0.0	0	0.0	0	0.0											
0630	4	0	4	0	0	0	0		0630	0 0 2 2 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	15.6	-	0	0.0	0	0.0	0	0.0											
0645	6	0	6	0	0	0	0		0645	1 1 1 4 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	15.1	-	0	0.0	0	0.0	0	0.0											
0700	2	0	1	1	0	0	0		0700	0 0 0 2 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	17.1	-	0	0.0	0	0.0	0	0.0											
0715	3	2	0	0	0	1	0		0715	0 3 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	11.8	-	0	0.0	0	0.0	0	0.0											
0730	6	0	5	1	0	0	0		0730	0 1 1 5 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	16.2	-	0	0.0	0	0.0	0	0.0											
0745	8	0	8	0	0	0	0		0745	0 4 4 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	15.7	-	0	0.0	0	0.0	0	0.0											
0800	8	1	7	0	0	0	0		0800	0 3 4 1 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	16.4	-	0	0.0	0	0.0	0	0.0											
0815	6	0	4	2	0	0	0		0815	0 5 1 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	13.9	-	0	0.0	0	0.0	0	0.0											
0830	9	0	7	2	0	0	0		0830	1 3 4 1 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	14.9	-	0	0.0	0	0.0	0	0.0											
0845	8	0	6	0	2	0	0		0845	1 3 4 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	14.3	-	0	0.0	0	0.0	0	0.0											
0900	2	0	2	0	0	0	0		0900	0 0 0 2 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	19.3	-	0	0.0	0	0.0	0	0.0											
0915	7	2	5	0	0	0	0		0915	1 3 2 1 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	14.2	-	0	0.0	0	0.0	0	0.0											
0930	6	0	5	0	1	0	0		0930	0 2 4 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	15.7	-	0	0.0	0	0.0	0	0.0											
0945	10	0	8	2	0	0	0		0945	0 1 6 3 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	17.5	-	0	0.0	0	0.0	0	0.0											
1000	3	0	2	1	0	0	0		1000	0 1 2 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	15.5	-	0	0.0	0	0.0	0	0.0											
1015	1	0	0	0	0	1	0		1015	0 0 1 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	15.5	-	0	0.0	0	0.0	0	0.0											
1030	5	1	3	0	1	0	0		1030	1 1 3 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	14.4	-	0	0.0	0	0.0	0	0.0											
1045	4	0	3	1	0	0	0		1045	1 1 2 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	14.4	-	0	0.0	0	0.0	0	0.0											
1100	4	1	1	1	1	0	0		1100	0 2 2 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	14.2	-	0	0.0	0	0.0	0	0.0											
1115	4	2	2	0	0	0	0		1115	3 1 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	9.8	-	0	0.0	0	0.0	0	0.0											
1130	3	0	3	0	0	0	0		1130	0 2 1 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	14.6	-	0	0.0	0	0.0	0	0.0											
1145	5	0	5	0	0	0	0		1145	0 3 2 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	14.4	-	0	0.0	0	0.0	0	0.0											
1200	8	0	5	3	0	0	0		1200	0 4 3 1 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	15.8	-	0	0.0	0	0.0	0	0.0											
1215	2	0	2	0	0	0	0		1215	0 0 2 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	17.5	-	0	0.0	0	0.0	0	0.0											
1230	4	0	4	0	0	0	0		1230	0 0 0 4 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	16.3	-	0	0.0	0	0.0	0	0.0											
1245	4	2	2	0	0	0	0		1245	0 3 0 1 0 0 0 0 0 0 0 0	0 0 0 0 0																					

PROJECT43146 Cambridgeshire

SITE43146-002

LOCATIONBEARDSDEN AVE

DIRECTIONNORTHBOUND ↑

PSL30mph

↑

ALL VEHICLES

Mocycles

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

DAY 4	Fri 13 Jun							Fix1	Time [-]																					Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT
	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6			Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100														
0000	0	0	0	0	0	0	0		0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0		
0015	3	0	3	0	0	0	0		0015	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.6	-	0	0.0	0	0.0	0	0.0	0	0.0		
0030	0	0	0	0	0	0	0		0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0		
0045	0	0	0	0	0	0	0		0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0		
0100	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0		
0115	0	0	0	0	0	0	0		0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0		
0130	0	0	0	0	0	0	0		0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0		
0145	0	0	0	0	0	0	0		0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0		
0200	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0		
0215	0	0	0	0	0	0	0		0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0		
0230	2	1	1	0	0	0	0		0230	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	20.9	-	0	0.0	0	0.0	0	0.0	0	0.0		
0245	0	0	0	0	0	0	0		0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0		
0300	0	0	0	0	0	0	0		0300	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		
0315	0	0	0	0	0	0	0		0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0		
0330	0	0	0	0	0	0	0		0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0		
0345	0	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	0.0	0	0.0		
0400	0	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	0.0	0	0.0		
0415	0	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	0.0	0	0.0		
0430	0	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	0.0	0	0.0		
0445	0	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	0.0	0	0.0		
0500	0	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	0.0	0	0.0		
0515	0	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	0.0	0	0.0		
0530	1	0	1	0	0	0	0		0530	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.2	-	0	0.0	0	0.0	0	0.0	0	0.0		
0545	1	0	1	0	0	0	0		0545	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.7	-	0	0.0	0	0.0	0	0.0	0	0.0		
0600	1	0	0	1	0	0	0		0600	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.1	-	0	0.0	0	0.0	0	0.0	0	0.0		
0615	4	0	4	0	0	0	0		0615	0	2	1	1	0	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		
0630	1	0	1	0	0	0	0		0630	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	-	0	0.0	0	0.0	0	0.0	0	0.0		
0645	3	0	2	1	0	0	0		0645	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16.5	-	0	0.0	0	0.0	0	0.0	0	0.0		
0700	4	1	3	0	0	0	0		0700	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6	-	0	0.0	0	0.0	0	0.0	0	0.0		
0715	10	1	7	2	0	0	0		0715	1	4	4	1	0	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		
0730	9	0	7	1	1	0	0		0730	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-	0	0.0	0	0.0	0	0.0	0	0.0		
0745	9	0	8	0	1	0	0		0745	0	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	17.3	-	0	0.0	0	0.0	0	0.0	0	0.0		
0800	9	0	9	0	0	0	0		0800	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	16.0	-	0	0.0	0	0.0	0	0.0	0	0.0		
0815	5	2	3	0	0	0	0		0815	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.2	-	0	0.0	0	0.0	0	0.0	0	0.0		
0830	7	0	6	0	1	0	0		0830	0	3	4	0	0	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		
0845	7	0	6	0	1	0	0		0845	0	4	3	0	0	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		
0900	2	0	0	1	1	0	0		0900	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.8	-	0	0.0	0	0.0	0	0.0	0	0.0		
0915	5	0	5	0	0	0	0		0915	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	14.5	-	0	0.0	0	0.0	0	0.0	0	0.0		
0930	2	0	1	1	0	0	0		0930	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.0	-	0	0.0	0	0.0	0	0.0	0	0.0		
0945	2	0	2	0	0	0	0		0945	0	1	1	0	0	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		
1000	5	0	4	1	0	0	0		1000	0	1	4	0	0	0	0	0	0	0																		

