

LAND AT HAVERHILL ROAD, STAPLEFORD, CAMBRIDGESHIRE

Proposed Retirement Village

Transport Assessment and Framework Travel Plan

Prepared for: Axis Land Partnerships Ltd

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1.0 Introduction

This Transport Assessment and framework Travel Plan is prepared in support of an outline planning application submission by Axis Land Partnerships Ltd relating to the development of land to the north of Gog Magog Way and west of Haverhill Road, Stapleford.

The application is for the following development:

Development of a retirement care village in Use Class C2 comprising housing with care, communal health, wellbeing and leisure facilities, public open space, landscaping, car parking, access and associated development and public access countryside park.

It is proposed that the primary access is to be taken from Haverhill Road, with a secondary access for pedestrians, cyclists and emergency vehicle use off Gog Magog Way.

Car and cycle parking will also be provided in accordance with the Council's adopted standards.

This document, a Transport Assessment (TA), considers the transport impacts and implications to the local highway network. It contains specific reference to the access and parking provision for the scheme, together with an appraisal of the proposed development and site location in terms of current planning policy as it relates to transportation and accessibility criteria.

The forecast traffic impact of the development is calculated for the local highway network.

This Assessment has been prepared in accordance with 'Guidelines for Transport Assessments' published by the Department for Transport in March 2007. It also takes into account latest Planning Policy Guidelines, and the scope is based on Cambridgeshire County Council's, as highway authority, guidelines for undertaking such assessments.

2.0 Proposed Development

2.1 Site Location

The site is located on the western side of Haverhill Road, on the north-eastern fringe of the village of Stapleford, approximately 1km, as the crow flies, to the north-east of the A1301 where it passes through the centre of the village.

Stapleford, in turn, lies 8km south of Cambridge city centre.

The proposed development site is bounded by Haverhill Road to the south-east; residential properties that front onto Gog Magog Way to the south-west; and by open fields to the north and east.

A site location plan is provided as Drawing 01.

2.2 Existing Site

The site measures approximately 24.37 hectares, is broadly rectangular in shape and is relatively flat, rising very gently towards the north. The site is currently in agricultural use.

2.3 Development Proposals

The application is in outline with the exception of the access provision, and comprises a retirement care village in Use Class C2 including housing with care, communal health, wellbeing and leisure facilities, public open space, landscaping, car parking, access and associated development and public access countryside park.

As the application is in outline, no specific numbers of units or beds have been determined at present, but for the purposes of this assessment, it is assumed that the care facility may comprise up to some 110 bed spaces/rooms/units (both assisted care suites and care bedrooms), whilst it is also assumed that there will be a further 110 self-contained retirement apartments across the site.

It is proposed that the primary access is to be taken from Haverhill Road, with a secondary access for pedestrians, cyclists and emergency vehicle use off Gog Magog Way. Full details of the means of access to the site are included, described and assessed in Section 5.

Car and cycle parking for the retirement village and open space will be the subject of a reserved matters submission, but sufficient space is available within the site for such parking to be provided in accordance with the Council's adopted standards.

3.0 Local Conditions

3.1 National and Local Planning Policy Background

The type and location of the development requires the supporting Transport Assessment to give full regard to the current planning policy framework. Accordingly, the following national and local planning policy guidance on the transportation and accessibility implications of the development will be considered:

- National Planning Policy Framework (February 2019)
- Planning Practice Guidance (March 2014)
- Cambridgeshire Local Transport Plan 2011 – 2026
 - Policies and Strategies (July 2015)
 - Long Term Transport Strategy (July 2015)
- South Cambridgeshire Local Plan (September 2018)

3.1.1 National Planning Policy

National Planning Policy Framework (February 2019)

In July 2018, the Government published a revised National Planning Policy Framework (NPPF) which was subsequently revised in February 2019. The NPPF sets out the Government’s planning policies for England, and outlines how these should be applied.

While Paragraph 7 states that the purpose of the planning system is to contribute to the achievement of sustainable development, and Paragraph 9 notes that planning policies and decisions should play an active role in guiding development towards sustainable solutions, it is also recognised that decisions:

“should take local circumstances into account, to reflect the character, needs and opportunities of each area”.

It is also stated, at Paragraph 10 that at the heart of the NPPF there is a:

“presumption in favour of sustainable development”.

Section 9 of the NPPF relates to ‘Promoting sustainable transport’ and Paragraph 102 stresses the importance of considering transport issues from the earliest stages of plan-making and development proposals, so that:

- a) *the potential impacts of development on transport networks can be addressed;*
- b) *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

Furthermore, Paragraph 103 notes that significant development should be:

“focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes”.

This said, it is also recognised that

“opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making”.

Paragraphs 108 to 111 relates to the factors which must be taken into account when considering development proposals. Accordingly, Paragraph 108 outlines the need to ensure that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

Furthermore, Paragraph 122 focusses on density of development and the efficient use of land, requiring that decisions take into account, amongst other things:

“the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use”

Paragraph 109 asserts that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. This is developed in Paragraph 110 which notes that applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

Paragraph 111 relates to travel plans and transport statements and assessments, noting that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Paragraph 105 relates to parking standards noting that if setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- *the accessibility of the development;*
- *the type, mix and use of development;*
- *the availability of and opportunities for public transport;*
- *local car ownership levels; and*
- *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

Furthermore, Paragraph 106 notes that maximum parking standards for residential and non-residential development should only be set:

“where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport”

Planning Practice Guidance (March 2014)

In March 2014 the Department for Communities and Local Government launched a new planning practice guidance web-based resource which provides specific advice to local planning authorities when determining planning applications within the context of the NPPF.

The PPG document therefore develops the content of the NPPF, and has been referred to where necessary to provide the background to the framework itself.

3.1.2 Local Planning Policy

Cambridgeshire Local Transport Plan 2011 – 2026: Policies and Strategies (July 2015)

The third Cambridgeshire Local Transport Plan (LTP) was adopted at a meeting of the full Council on March 29th 2011. However, in light of new data and changing context with regard to funding and development plans, LTP3 has since been updated, and the draft ‘refreshed’ LTP3 was adopted at the Council’s Economy and Environment Committee in November 2014 and the current LTP is now dated July 2015. This said, neither the objectives nor policy direction of the plan have changed.

The LTP sets out the objectives, a strategy and a programme for transport in the County, and seeks to address existing transport challenges, as well as setting out the policies and strategies to ensure that planned large-scale development can take place in the county in a sustainable way.

Accordingly, the LTP contains five specific objectives which will contribute towards delivering the County Council’s recently developed priorities of: *“supporting and protecting people when they need it most”*; *“helping people to live independent and healthy lives in their communities”*; and *“developing our local economy for the benefit of all”*.

Accordingly, the five specific objectives of the LTP are as follows:

1. *Enabling people to thrive, achieve their potential and improve quality of life;*
2. *Supporting and protecting vulnerable people;*
3. *Managing and delivering the growth and development of sustainable communities;*
4. *Promoting improved skills levels and economic prosperity across the county, helping people into jobs and encouraging enterprise;*
5. *Meeting the challenges of climate change and enhancing the natural environment.*

To achieve these objectives the LTP presents a strategy based on two key approaches, specifically:

- to widen choice for transport users; and
- to manage demand for transport, particularly private car use.

A series of possible measures have been identified to achieve the LTP's objectives and those that have most relevance to this proposal include the following:

- *Discourage use of cars where alternatives exist and encourage use of sustainable means of transport such as walking, cycling and public transport;*
- *Facilitate active travel through improvements in footpaths and cycle ways;*
- *Influence planning decisions to co-locate housing with jobs and services to reduce the need to travel;*
- *Influence the design of new developments to promote road safety and encourage travel by foot and bicycle;*
- *Implement travel plans and other smarter choices measures such as car clubs and car sharing;*
- *Encourage behavioural change away from single occupancy car use.*

Cambridgeshire Local Transport Plan 2011 – 2026: Long Term Transport Strategy (July 2015)

The Long Term Transport Strategy forms part of the Third Cambridgeshire Local Transport Plan and details how the transport network will be developed to support sustainable growth across Cambridgeshire to 2031, while considering longer term aspirations in support of sustainable growth to 2050. It also supports the Greater Cambridge Greater Peterborough Strategic Economic Plan.

The objectives of the strategy are:

- *to ensure that the transport network supports sustainable growth and continued economic prosperity;*
- *to improve accessibility to employment and key services;*
- *to encourage sustainable alternatives to the private car, including rail, bus, guided bus, walking and cycling, car sharing and low emission vehicles;*
- *to encourage healthy and active travel, supporting improved well-being;*
- *to make the most efficient use of the transport network;*
- *to reduce the need to travel;*

- *to minimise the impact of transport on the environment; and*
- *to prioritise investment where it can have the greatest impact.*

South Cambridgeshire Local Development Framework

South Cambridgeshire Development Plan

The South Cambridgeshire Local Plan was adopted on 27 September 2018. Together, the South Cambridgeshire Local Plan (September 2018) and Adopted Policies Map (September 2018) replace the Core Strategy DPD (January 2007), Development Control Policies DPD (July 2007), Site Specific Policies DPD (January 2010), Local Plan 2004 'Saved' Policy CNF6, and the Adopted Proposals Map (February 2012).

South Cambridgeshire Local Plan (adopted September 2018)

The South Cambridgeshire Local Plan (2018) sets out the planning policies and land allocations to guide the future development of the district up to 2031.

Policy S/2 outlines the objectives of the Local Plan and identifies six key objectives, of which the following are considered most relevant to this application:

- c. To provide land for housing in sustainable locations that meets local needs and aspirations, and gives choice about type, size, tenure and cost.*
- e. To ensure that all new development provides or has access to a range of services and facilities that support healthy lifestyles and well-being for everyone, including shops, schools, doctors, community buildings, cultural facilities, local open space, and green infrastructure.*
- f. To maximise potential for journeys to be undertaken by sustainable modes of transport including walking, cycling, bus and train.*

Chapter 5 of the Local Plan focusses on the quality of development, and Policy HQ/1 sets out a series of design principles for new development, as follows:

Policy HQ/1: Design Principles

- 1. All new development must be of high quality design, with a clear vision as to the positive contribution the development will make to its local and wider context. As appropriate to the scale and nature of the development, proposals must (among other things):*
 - f. Achieve a permeable development with ease of movement and access for all users and abilities, with user friendly and conveniently accessible streets and other routes both within the development and linking with its surroundings and existing and proposed facilities and services, focusing on delivering attractive and safe opportunities for walking, cycling, public transport and, where appropriate, horse riding;*
 - h. Ensure that car parking is integrated into the development in a convenient, accessible manner and does not dominate the development and its surroundings or cause safety issues;*
 - i. Provide safe, secure, convenient and accessible provision for cycle parking and storage, facilities for waste management, recycling and collection in a manner that is appropriately integrated within the overall development.*

Chapter 10 focuses on ‘Promoting and delivering sustainable transport and infrastructure’ and contains a series of transport-related policies of which the following are considered relevant to this application:

Policy TI/2: Planning for Sustainable Travel

1. *Development must be located and designed to reduce the need to travel, particularly by car, and promote sustainable travel appropriate to its location.*
2. *Planning permission will only be granted for development likely to give rise to increased travel demands, where the site has (or will attain) sufficient integration and accessibility by walking, cycling or public and community transport, including:*
 - a. *Provision of safe, direct routes within permeable layouts that facilitate and encourage short distance trips by walking and cycling between home and nearby centres of attraction, and to bus stops or railway stations, to provide real travel choice for some or all of the journey, in accordance with Policy HQ/1;*
 - b. *Provision of new cycle and walking routes that connect to existing networks, including the wider Rights of Way network, to strengthen connections between villages, Northstowe, Cambridge, market towns, and the wider countryside;*
 - c. *Protection and improvement of existing cycle and walking routes, including the Rights of Way network, to ensure the effectiveness and amenity of these routes is maintained, including through maintenance, crossings, signposting and waymarking, and, where appropriate, widening and lighting;*
 - d. *Provision of secure, accessible and convenient cycle parking in accordance with Policy TI/3.*
3. *Developers will be required to demonstrate they will make adequate provision to mitigate the likely impacts (including cumulative impacts) of their proposal including environmental impacts (such as noise and pollution) and impact on amenity and health. This will be achieved through direct improvements and Section 106 contributions and/or the Community Infrastructure Levy (CIL), to address transport infrastructure in the wider area including across the district boundary.*
4. *Developers of ‘larger developments’¹ or where a proposal is likely to have ‘significant transport implications’² will be required to demonstrate they have maximised opportunities for sustainable travel and will make adequate provision to mitigate the likely impacts through provision of a Transport Assessment and Travel Plan. All other developments will be required to submit a Transport Statement. Where a Transport Assessment / Statement or Travel Plan is required, a Low Emissions Strategy Statement should be integrated.*
5. *Travel Plans must have measurable outputs, be related to the aims and objectives in the Local Transport Plan and provide monitoring and enforcement arrangements. Planning obligations may be an appropriate means of securing the provision of some or all of a Travel Plan, including the requirement for an annual monitoring and progress report. Submission of area-wide Travel Plans will be considered in appropriate situations. Outline planning applications are required to submit a framework for the preparation of a Travel Plan.*

NOTE¹: Larger development includes proposals of over 20 dwellings or 0.5 hectares for residential development and over 1,000m² or 1 hectares for other development.

NOTE²: Developments with ‘significant transport implications’ are those:

- *In particularly congested locations and/or generating larger numbers of trips;*
- *Where there are particular local travel problems;*
- *That will have an adverse impact on an existing, or will result in the declaration of new, Air Quality Management Area or an unacceptable adverse impact on local air quality.*

Policy T1/3 of the proposed Local Plan addresses parking, as follows:

Policy T1/3: Parking Provision

1. Car parking provision should be provided through a design-led approach in accordance with the indicative standards set out in Figure 11. Cycle parking should be provided to at least the minimum standards set out in Figure 11.
2. Car parking provision will take into consideration the site location, type and mix of uses, car ownership levels, availability of local services, facilities and public transport, and highway and user safety issues, as well as ensuring appropriate parking for people with impaired mobility.
3. The Council will encourage innovative solutions to car parking, including shared spaces where the location and patterns of use permit, and incorporation of measures such as car clubs and electric charging points.
4. Residential garages will only be counted towards car and cycle parking provision where they meet a minimum size requirement.
5. All parking provision must be provided in a manner that accords with Policy HQ/1 and the developer must provide clear justification for the level and type of parking proposed in the Design and Access Statement and/or Travel Plan.

Paragraph 10.24 of the supporting text notes that:

“The car parking standards in Figure 11 are indicative, providing a guide to developers as part of a design-led approach whereby car parking provision is tailored to reflect the specific development in terms of its location (whether there are local services available which may reduce the need to travel long distances by car), the density of development, the mix of uses proposed, together with consideration of any ‘smart’ measures being incorporated into the development, (such as car clubs), which may reduce the level of need for private car parking. The Council will encourage innovative solutions such as shared parking areas, for example where there are a mix of day and night uses, car clubs and provision of electric charging points. The developer must provide clear justification for the level and type of parking proposed in the Design and Access Statement and/or Travel Plan, and will need to demonstrate they have addressed highway safety issues.”

Standards for Car and Cycle Parking Provision: South Cambridgeshire Local Plan (2018): Figure 11

Indicative Car Parking Provision

C2: Residential Institutions (Nursing Homes): 1 space per residential staff plus 1 space per 3 bed spaces.

Minimum Cycle Parking Provision:

C2: Residential Institutions (Nursing Homes): 1 secure cycle space secure cycle space per 2 members of staff working at the same time.

The implications of the above national and local planning policies, with particular reference to the site location and parking provision within the development, are assessed in detail in Sections 4 and 5 of this report.

3.2 Existing Highway Conditions

3.2.1 Road Network Conditions

The site is located on the western side of Haverhill Road, on the north-eastern fringe of the village of Stapleford, approximately 1km, as the crow flies, to the north-east of the A1301 where it passes through the centre of the village. The south-western boundary of the site abuts residential properties that front onto Gog Magog Way.

It is anticipated that the primary access will be taken from Haverhill Road, with a secondary access off Gog Magog Way.

Haverhill Road provides a link from the development site to Babraham Road, approximately 1.5km to the north-east, and to Bury Road, and thereafter the A1301, approximately 1km to the south-west.

Babraham Road provides a link to Addenbrooke's Hospital and the eastern side of Cambridge, while the A1301 provides a link to M11 and the western side of Cambridge to the north-west, and to the A11 and Saffron Walden to the south-east.

Along the site's frontage, Haverhill Road is subject to both a 30mph and 40mph speed limit. The 40mph limit begins at the south-eastern corner of the site and extends south-westwards for a distance of some 200m, at which point the 30mph speed limit comes into force, which extends south-westwards to Bury Road and then westwards to the A1301. Traffic speeds on Haverhill Road where fronting the site are assessed in the description of traffic speeds and volumes in Section 3.2.3, and have been taken into account in the preparation of the site access arrangements.

Gog Magog Way is subject to a 20mph speed limit which begins at its junction with Haverhill Road and continues north-westwards towards the residential areas of Stapleford.

3.2.2 Accident Record Data

To provide an overview of the current accident record of the highway within the vicinity of the development site, and to assess any locations that may require attention and further assessment to mitigate the development, reference has been made to accident record data supplied by CCC. This data covers the 5-year period from August 2014 and provides information concerning the location, severity and basic circumstances of personal injury accidents recorded in the study area.

The study area included the entire length of Haverhill Road, including all junctions, from its junction with the A1307 (Babraham Road), 1.5km to the north-east of the development site, to, and including its junction with Bury Road, 600m to the southwest. The study area also includes the entire length of Bury Road and its associated junctions (a distance of approximately 400m) from its junction with Haverhill Road to, and including, its junction with the A1301 (London Road).

Table 3-1 provides a summary of the accident data with the full accident data as received from the Council, including a plan showing the location and severity of each of the incidents is attached at Appendix 01.

**Table 3-1:
 Accident Data Summary**

No.	Police Ref	Year	Month	Day	Time	Location	Lighting conds	Weather conds	Road surface	Speed limit	Parties involved	Severity
1	141686	2014	Sept	Thur	13.00	Private drive	Daylight	Fine – no wind	Dry	60mph	Car & bicycle	Serious
2	15714	2015	May	Fri	17.45	Private drive	Daylight	Rain – no wind	Dry	50mph	Car & bicycle	Slight
3	151481	2015	Sept	Mon	19.27	T & Stag jnct	Dark with lit street-lights	Rain – no wind	Wet/damp	30mph	Motor-bike	Slight
4	152182	2015	Nov	Sun	12.35	T & Stag jnct	Daylight	Fine – no wind	Dry	50mph	2 cars	Slight
5	151932	2015	Nov	Thur	12.50	T & Stag jnct	Daylight	Rain – no wind	Wet/damp	60mph	2 cars	Slight
6	152127	2015	Dec	Sat	17.55	Not within 20m of jnct	Dark – no street-lights	Fine – no wind	Wet/damp	50mph	2 cars	Slight
7	16181	2016	Feb	Fri	08.30	Not within 20m of jnct	Daylight	Fine – no wind	Wet/damp	30mph	Motor-bike	Slight
8	1690692	2016	Jun	Wed	11.54	Private drive	Daylight	Fine – no wind	Dry	30mph	Car & bicycle	Slight
9	16106204	2016	Aug	Tues	14.15	T & Stag jnct	Daylight	Fine – no wind	Dry	50mph	3 cars	Serious
10	16122136	2016	Sept	Thur	16.15	T & Stag jnct	Daylight	Fine – no wind	Dry	60mph	3 cars	Slight
11	17198434	2017	Jun	Fri	09.07	T & Stag jnct	Daylight	Fine – no wind	Dry	30mph	Car & motor-bike	Serious
12	18295278	2018	May	Tues	13.58	Cross-roads	Daylight	Fine – no wind	Dry	60mph	2 cars	Slight
13	18302998	2018	Jun	Thur	16.40	Not within 20m of jnct	Daylight	Fine – no wind	Dry	60mph	Car & bicycle	Serious
14	18328189	2018	Aug	Mon	22.00	T & Stag jnct	Dark – no street-lights	Fine – no wind	Dry	50mph	2 cars	Serious
15	18343060	2018	Oct	Tues	12.37	T & Stag jnct	Daylight	Fine – no wind	Dry	60mph	Car & bicycle	Slight
16	18803134	2018	Oct	Thur	15.50	T & Stag jnct	Daylight	Fine – no wind	Dry	60mph	Car & bicycle	Slight
17	19846761	2019	Jun	Sun	16.05	T & Stag jnct	Daylight	Fine – no wind	Dry	50mph	Car & bicycle	Slight
18	19865909	2019	Aug	Fri	14.45	T & Stag jnct	Daylight	Fine – no wind	Dry	60mph	3 cars	Fatality

A total of 18 accidents were recorded within the study area in the five year period from August 2014. It is particularly notable that of the total of 18 accidents, 8 are noted as having occurred within roadworks, indicating that these were not representative of the normal operation of the highway.

Review and consideration of the accident details indicates that there were no accidents recorded at or in the immediate vicinity of the application site access. Rather, they were clustered in two locations as follows:

- a) in the vicinity of the staggered crossroads of Haverhill Road, Babraham Road and the private drive serving the Gog Magog Hills Farmshop;
- b) London Road between, and including, its junctions with Bury Road and Church Street, a stretch of road of some 150m which also includes a pelican crossing.

Within the first cluster, there were 14 incidents, of which four resulted in serious injury, and one a fatality. Six of the 14 incidents involved a car in collision with a bicycle, and two of these resulted in serious injury. The fatality was the result of a collision involving three cars, in which two other people were injured. Just two of the 14 incidents occurred after dark, both of which involved cars only. None of the incidents involved pedestrians.

It is noted that this junction is included within the schemes for improvement within the South East Cambridge area, as proposed by the Greater Cambridgeshire Partnership. The improvement of this junction is forecast for 2022, and will increase the stagger for the side roads and improve the right-turn facilities and the cycleway crossing.

Within the second cluster on London Road, two of the incidents involved just a single motorbike (one of which occurred after dark) and one involved a car in collision with a bicycle. All three of these incidents resulted in slight injury. The fourth incident involved a motorbike in collision with a car and resulted in serious injury. Again, none of the incidents involved pedestrians.

As there are no obvious similarities in the weather, lighting or road conditions at the time of each incident, driver behaviour is assumed to be a likely contributing factor.

Due to the limited nature of the accident details provided by CCC, it has not been possible to identify the direction of travel of the vehicles involved in the incidents. It can however be determined that the conflict between vehicles streams, vehicles braking to make turns or failure to judge the oncoming speed of approaching/turning vehicles at the signals might all be potential factors in accident occurrence.

On this basis, it is concluded that there are no specific personal injury accident clusters occurring at or around this application site that might be considered as having the potential to be compounded by this development proposal, nor any clusters involving pedestrians.

3.2.3 Existing Traffic Conditions

To ascertain current peak traffic conditions on the local highway network, Axiom Traffic Ltd were commissioned to undertake classified junction counts at the following junctions:

- Babraham Road/Haverhill Road/Farm Shop crossroad junction;
- Haverhill Road/Gog Magog Way junction; and
- London Road/Bury Road junction.

Data was recorded between the hours of 07:00 - 10:00 and 16:00 – 19:00 on Tuesday 10th December 2019 and therefore reflects typical weekday traffic flow conditions on the local highway network (i.e. non-school holiday periods, typical weather conditions etc.).

The turning count data confirms that during the survey period, the AM peak occurs between the hours of 07:45 – 08:45 whilst the PM peak was observed between 16:45 – 17:45. Network flow diagrams summarising traffic flows during the weekday peaks are shown in Appendix 02.

The development proposals include the provision of a new vehicular access point to the west of Haverhill Road to serve the site. To ascertain the level of existing traffic on this road, an Automatic Traffic Count (ATC) survey was therefore undertaken adjacent to the proposed site access.

The ATC survey was undertaken for a period of seven days inclusive of Friday 6th – Thursday 12th December 2019. The survey period therefore reflects normal conditions on the local highway network (i.e. non-school holiday periods, typical weather conditions etc.).

On this link, the AM peak was shown to fall between 08:00 – 09:00 with the PM peak occurring between 17:00 – 18:00. A summary of the Annual Average Weekday Traffic (AAWT) flow for Haverhill Road is detailed in Table 3-.

Table 3-2
Haverhill Road Annual Average Weekday Traffic (AAWT)

Period	Haverhill Road Northbound		Haverhill Road Southbound		Haverhill Road Two-way	
	Total veh.	HGV	Total veh.	HGV	Total veh.	HGV
AM Peak (08:00 - 09:00)	114	0	217	1	332	2
PM Peak (17:00 - 18:00)	87	0	210	1	298	1
Average Weekday (00:00 – 24:00)	1,439	8	2,106	9	3,545	17

The data indicates that on an average weekday, Haverhill Road supports a two-way flow of 3,545 vehicles, of which just 0.5% are HGVs. The flows indicate that a higher level of traffic travels southbound on this link than the equivalent northbound flow in the weekday AM peak, PM peak and 24-hour weekday periods.

The full traffic survey data as recorded is included in Appendix 02.

3.3 Existing Pedestrian and Cycle Facilities

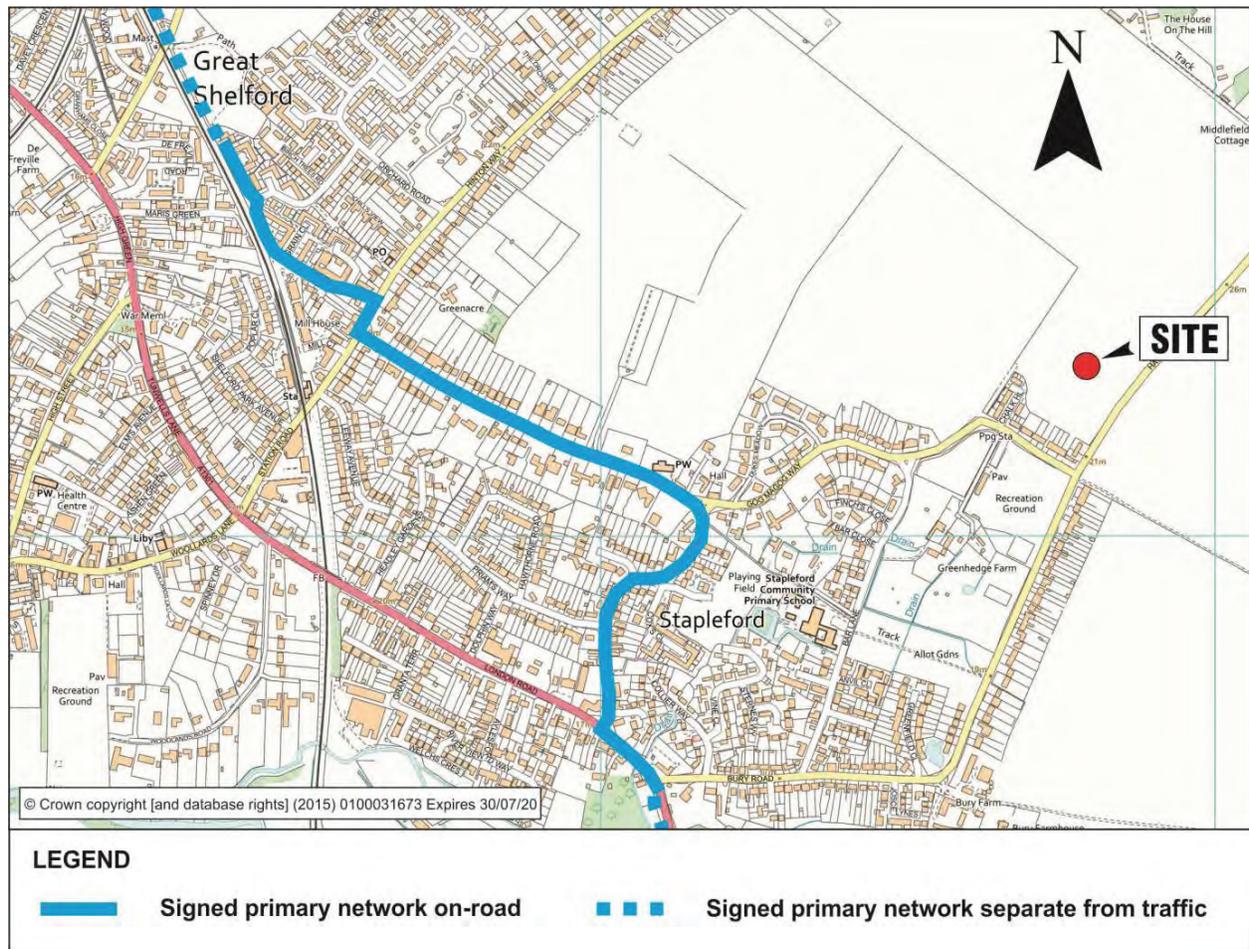
Along the site’s frontage onto Haverhill Road, there is a footway, separated from the main carriageway, on the southern side. However, beginning at the south-western corner of the site, there are footways on both sides of the carriageway, together with street-lighting.

There is a footway with street-lighting on the eastern side of Gog Magog Way, which begins at its junction with Haverhill Road and extends north-westwards for a distance of some 170m. At this point Gog Magog Way turns westwards towards the village centre, and the footway and street-lighting switch to the western side of the carriageway. These footways provide a link to the village-wide network of pedestrian routes.

Although neither Haverhill Road nor Gog Magog Way are provided with on-road cycling facilities, they provide direct access to both Church Street and Mingle Way which themselves form part of the signed primary on-road cycle network within Stapleford. These roads, in turn, provide a link to Shelford Cycleway (the off-road cycle lane that runs along the eastern side of the railway line) which provides a direct link to Addenbrooke’s Hospital, Long Road, and Hills Road, and to the whole of the city’s cycle network beyond.

The location of the development site within this network is shown in Figure 3-1.

Figure 3-1:
Local Cycleway Network



3.4 Existing Public Transport Network

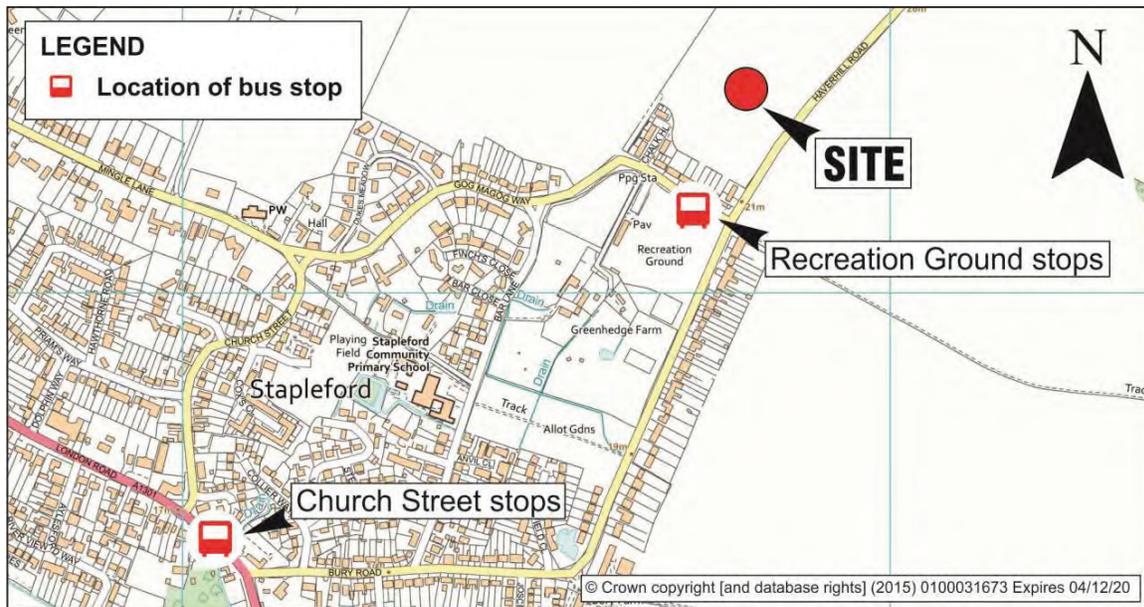
3.4.1 Bus

The nearest bus stops to the development site are the Recreation Ground stops on Gog Magog Way, which lie approximately 40m to the north-west of its junction with Haverhill Road, and thereby around 190m from the centre of the proposed site. These stops are used by the 31 service operated by A2B Bus & Coach (Royston).

In addition, the Citi 7 service operated by Stagecoach and the 132 service operated by CG Myall and Son call at the Church Street stops on London Road, an on-road distance of 1.2km from the centre of the development site.

The locations of the stops are shown on Figure 3-2.

Figure 3-2:
Locations of bus stops nearest to the development site



From Monday to Saturday, the 31 service offers an early morning bus to Cambridge city centre, calling at the Recreation Ground stop at 0752. It also offers two return services later in the afternoon, the latest of which leaves the city centre at 1820. In addition, this service also offers four buses in each direction between Fowlmere and Addenbrooke’s hospital throughout the daytime from Monday to Saturday.

The 31 bus service passes through Great Shelford on its journey between Stapleford and Cambridge, calling at the Woollards Lane stops on London Road, which are a walking distance of less than 300m from Great Shelford railway station.

Across all its routes, throughout the day from Monday to Saturday the Citi 7 provides three buses an hour between the Church Street stops and Cambridge City Centre, and a half-hourly service during the evening and on Sundays. The journey time to the city centre is 37 minutes. The first city centre-bound bus leaves the ‘opposite Church Street’ stop at 0625 from Monday to Saturday, and at 0910 on Sundays, while the first out-bound service leaves the city centre at 0655 from Monday to Saturday and at 0950 on Sundays. The last bus to the city centre leaves the ‘opposite Church Street’ stop at 2325 from Monday to Saturday, and at 1810 on Sundays, while the last out-bound services leave the city centre at 2325 from Monday to Saturday and at 1820 on Sundays.

The Citi 7 also offers an hourly service to and from Saffron Walden throughout the daytime and into the early evening from Monday to Saturday. The first bus leaves Saffron Walden at 0614, the last at 1937 and has a journey time of just under 50 minutes. The first bus to Saffron Walden leaves the ‘near Church Street’ stop at 0729 and the last leaves at 1849.

On Sundays the 132 service offers a single bus in each direction between Saffron Walden and Cambridge. The Cambridge-bound bus calls at the Church Street stop at 0929, while the return service leaves Cambridge at 1805.

The operational details of each of these services are given in Table 3-2 and full timetable information for these services is included in Appendix 03, together with a copy of the Citi Network Route Map.

**Table 3-2:
 Local Bus Services**

Service Number / Operator	Nearest stop to site	Route	Hours of operation	Service Frequency	First and last buses at nearest stop
31 A2B Bus & Coach (Royston)	near Recreation Ground stop	Barley – Fowlmere – Stapleford – Addenbrooke’s - Cambridge City Centre	MON TO SAT 0658 (to Drummer Street)/ 0937 (to Addenbrooke’s) until 1407	At 0658 from Barley to Drummer Street, then every 90 mins from 0937 from Fowlmere to Addenbrooke’s	First bus: 0752 Last bus: 1432
	opposite Recreation Ground stop	Cambridge City Centre – Addenbrooke’s – Stapleford – Fowlmere - Barley	MON TO SAT 1025 (from Addenbrooke’s)/ 1610 (from Drummer Street) until 1820	Every 90 mins from 1025 to 1455 from Addenbrooke’s to Fowlmere, then at 1610 and 1820 from Drummer Street to Barley	First bus: 1037 Last bus: 1847
Citi 7 Stagecoach	opposite Church Street stop	Saffron Walden – Pampisford – Sawston – Cambridge	MON TO SAT 0614 until 1937	Broadly hourly	First bus: 0705 Last bus: 2025
	near Church Street stop	Cambridge – Sawston – Pampisford - Saffron Walden	MON TO SAT 0655 until 1815	Hourly to 1655 then at 1815	First bus: 0729 Last bus: 1849
Citi 7 Stagecoach	opposite Church Street	Pampisford – Sawston - Cambridge	MON TO FRI 0613 until 2313	At 0613 and 0633, then hourly from 0722 to 1022 and from 0843 to 1043. Then hourly from 1112 to 1512, and from 1133 to 1533, then at 1622, then hourly from 1653 to 1753 and from 1843 to 1943, then hourly from 2113	First bus: 0625 Last bus: 2325
			SATURDAY 0613 until 2313	At 0613 and 0633, then hourly from 0712 to 1612 and from 0833 to 1533. Then hourly from 1643 to 1943, then hourly from 2113	First bus: 0625 Last bus: 2325
			SUNDAY 0900 until 1800	Half-hourly	First bus: 0910 Last bus: 1810
	near Church Street	Cambridge – Sawston - Pampisford	MON TO SAT 0715 until 2325 (to Pampisford)	At 15 and 35 minutes past the hour until 1715, then hourly from 1745 to 1845, then hourly from 1925	First bus: 0754 (0749 on Sat) Last bus: 2353 (2355 on Sat)
			SUNDAY 0950 until 1820	Half-hourly	First bus: 1021 Last bus: 1851

Service Number / Operator	Nearest stop to site	Route	Hours of operation	Service Frequency	First and last buses at nearest stop
Citi 7 Stagecoach	opposite Church Street	Heathfield – Sawston - Cambridge	MON TO FRI 0726	One bus only	0800
			SATURDAY 0716	One bus only	0745
	near Church Street	Cambridge – Sawston - Heathfield	MON TO SAT 1635	One bus only	1724 (1709 on Sat)
132 CG Myall & Son	opposite Church Street stop	Saffron Walden – Duxford – Cambridge	SUNDAYS 0900	One bus only	0929
	opposite Woollards Lane stop	Cambridge – Duxford – Saffron Walden	SUNDAYS 1805	One bus only	1839

In addition to the local bus routes that serve Stapleford, it is envisaged that one of the stops on the proposed route of the Cambridgeshire Autonomous Metro (CAM) Metro network will be located immediately to the north of the proposed development site. This would provide access to the city centre on a segregated route, including underground sections serving two city centre stops, as well as to the Greater Cambridge area by way of existing transport corridors.

In March 2020 the project is currently in a public consultation stage, the Cambridgeshire and Peterborough Combined Authority board having unanimously given the go-ahead for consultation with the public on the scheme.

3.4.2 Local train services

Shelford Railway Station, with regular direct services to Cambridge and London Liverpool Street, is an on-road walking distance of less than 1.5km to the west of the development site. Furthermore, the 31 Barley to Cambridge bus service passes through Great Shelford, and calls at the Woollards Lane stops on London Road, themselves a walking distance of less than 300m from Great Shelford railway station.

Trains run every day of the week, offering a half-hourly service to and from Cambridge during the morning and evening peak periods on weekdays, and an hourly service otherwise. The journey time to Cambridge is between 7 and 12 minutes, while the return journey to Shelford takes just 5.

The first trains to Cambridge leave Shelford at 0630 on weekdays, 0644 on Saturdays and 0934 on Sundays, while the last ones leave Shelford at 0044 from Monday to Saturday and at 0021 on Sundays.

The first trains from Cambridge arrive at Shelford at 0536 on weekdays, 0526 on Saturdays and 0756 on Sundays, while the last ones leave Cambridge at 2251 on weekdays and Saturdays and at 2350 on Sundays.

London-bound passengers have two primary route options. They can either take direct trains to London Liverpool Street with a journey time of between 75 and 90 minutes, or can first go up to Cambridge in order to catch the direct train to London King’s Cross, a journey which has a total travelling time of up to 90 minutes. Direct trains to Liverpool Street run every day of the week, offering a half-hourly service during the morning and evening peak periods on weekdays, and an hourly service otherwise.

The first direct train to Liverpool Street leaves Shelford at 0556 on weekdays, 0526 on Saturdays, and at 0856 on Sundays. The last trains leave Shelford at 2256 from Monday to Saturday and at 2056 on Sundays.

The first trains from Liverpool Street arrive at Shelford at 0644 from Monday to Saturday and at 1034 on Sundays, while the last ones leave Liverpool Street at 2328 on weekdays, 2318 on Saturdays, and at 2258 on Sundays.

The service frequency direct trains to both Cambridge and London Liverpool Street is summarised in Table 3-3.

**Table 3-3:
 Local Train Services**

Route	Hours of operation	Service frequency	Journey time
Shelford - Cambridge	MON TO FRI 0630 until 0044	Two trains an hour to 0947, then hourly to 1544, then half-hourly to 1714, then two an hour from 1802 to 2032, then hourly from 2047	Between 7 and 12 mins
	SATURDAY 0644 until 0044	Hourly	7 mins
	SUNDAY 0934 until 0021	Hourly to 2034, then at 2056, then hourly from 2134 to 2335, then at 0021	
Cambridge - Shelford	MON TO FRI 0531 until 2251	At 0531, then half-hourly from 0551 to 0821, then at 0848 and 0920, then hourly from 0921 to 1521, then half-hourly to 1920, then hourly from 2021 to 2221, then at 2251	5 mins
	SATURDAY 0521 until 2351	Hourly to 2221, then at 2251 and 2325	6 mins
	SUNDAY 0750 until 2250	Hourly	
Shelford - London Liverpool Street [DIRECT TRAINS ONLY]	MON TO FRI 0556 until 2256	Half-hourly to 0826, then at 0853 and 0925, then hourly from 1026 to 1526, then half-hourly to 1926, then hourly to 2226, then at 2256	Between 75 and 90 mins
	SATURDAY 0526 until 2256	Hourly to 2226 then at 2256	88 mins
	SUNDAY 0856 until 2056	Hourly	
London Liverpool Street – Shelford [DIRECT TRAINS ONLY]	MON TO FRI 0528 until 2328	Half-hourly to 0828, then hourly to 1428, then half-hourly to 1558, then half-hourly from 1643 to 1843, then at 1911, then hourly from 1928	Between 75 and 90 mins
	SATURDAY 0520 until 2328	At 0520, then hourly from 0628	76 mins
	SUNDAY 0928 until 2258	Hourly to 2228 then at 2257	

3.5 Local Services and Destinations

Manual for Streets (DfT, 2007), notes at Section 4.4.1 that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to 800m) walking distance of residential areas. However, it is also noted that this is not an upper limit and that:

“walking offers the greatest potential to replace short car trips, particularly those under 2km”

Drawing 2 shows the location of the site within the village of Stapleford, together with the extent of a 0.8 kilometre blanket isochrone centred on the site. This clearly shows that the village centre lies within a reasonable and comfortable walking distance of the proposed development.

Table 3-4 provides an inventory of a range of key local services and amenities that are located in Stapleford. This includes a convenience store, two public houses and a church. All of these lie within a walking distance of 1.3km from the centre of the site, and their locations are shown on Drawing 2.

The Stapleford recreation ground and associated facilities are located immediately to the south of Gog Magog Way, and are therefore easily accessible to the site using either of the proposed access points for pedestrians.

In addition to the services and amenities in Stapleford, Great Shelford, which lies less than 2km, as the crow flies, to the west of the development site, has a wide range of day to day services including both a doctors’ and a dentists’ surgery, a chemist, a post office and a library. Great Shelford also has a range of other amenities including a bank, two convenience stores and a supermarket, and is, as noted above, readily accessible by bus.

Table 3-4:
Local services and amenities in the vicinity of the development site

Category	Address	On-road distance from centre of development site
Convenience Store	SPAR 67 – 69 London Road Stapleford, CB22 5DG	1.3 km
Public House	The Three Horseshoes 2 Church Street Stapleford, CB22 5DS	1.2 km
	The Rose 81 London Road Stapleford, CB22 5DG	1.2 km
Church	St Andrew’s Church Mingle Lane Stapleford, CB22 5SY	1.0 km

The implications of the site location are assessed further in Section 4.

4.0 Accessibility Appraisal

4.1 General.

The overall accessibility of the site has been assessed in detail with respect to pedestrian, cycle and public transport access. The purpose of the assessment is to demonstrate that the development site is located in a suitable location for travel to be undertaken by modes other than the private car.

The proposed development will provide a significantly high level of care such that the number of off-site journeys by residents is likely to be limited. In addition, the facility will incorporate everyday facilities required by the residents such as an on-site cafe, exercise room, cinema and television/multi-purpose room, all of which will reduce the need to travel off site.

Accessibility has therefore been considered primarily from the perspective of staff and visitors. The following sections consider pedestrian, cycle and public transport access.

4.2 Pedestrian Access

4.2.1 Pedestrian Accessibility

The Manual for Streets (DfT, 2007), notes at Section 4.4.1 that:

“walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to 800m) walking distance of residential areas”.

However, it is also noted that this is not an upper limit and that:

“walking offers the greatest potential to replace short car trips, particularly those under 2km”.

Drawing 2 shows a 0.8km radius from the application site covers a large area of the village centre of Stapleford, an area in which staff and visitors living within the area would be able to walk to work using the pedestrian provision which is generally lit and conforms to typical footway standards.

The plan indicates that the site is accessible on foot by a large residential catchment and the village centre. It also shows that the nearest bus stops are comfortably within a 5 minute walk of the site, while additional stops on London Road, are an on-road distance of 1.2km from the centre of the development site.

Shelford Railway Station lies within a walking distance of 1.5km from the development site, and is also served by the Number 31 bus service.

4.3 Cycle Access

4.3.1 Cycle Accessibility

Staff and visitors will have the opportunity to cycle to and from the site with a good standard of cycle infrastructure in the local area.

A Cycle Access Plan is included at Figure 3-1, showing that although neither Haverhill Road nor Gog Magog Way are provided with on-road cycling facilities, they provide direct access to both Church Street and Mingle Way which themselves form part of the signed primary on-road cycle network within Stapleford.

These roads, in turn, provide a link to Shelford Cycleway (the off-road cycle lane that runs along the eastern side of the railway line) which provides a direct link to Addenbrooke’s Hospital, Long Road, and Hills Road, and to the whole of the city’s cycle network beyond.

It is considered that the application site is well placed to offer good accessibility by cycle and offers many opportunities to combine this mode with public transport services.

To further encourage cycling, the proposed development will provide adequate cycle parking facilities and shower and changing facilities for cyclists will be incorporated within the development.

4.4 Public Transport Audit

As highlighted above, the nearest bus stops to the development site are the Recreation Ground stops on Gog Magog Way, which lie approximately 40m to the north-west of its junction with Haverhill Road, and thereby around 190m from the centre of the proposed site. These stops are used by the 31 service operated by A2B Bus & Coach (Royston).

In addition, the Citi 7 service operated by Stagecoach and the 132 service operated by CG Myall and Son call at the Church Street stops on London Road, an on-road distance of 1.2km from the centre of the development site.

The locations of the stops are shown on Figure 3-2.

Shelford Railway Station, with regular direct services to Cambridge and London Liverpool Street, is an on-road walking distance of less than 1.5km to the west of the development site. Furthermore, the 31 Barley to Cambridge bus service passes through Great Shelford, and calls at the Woollards Lane stops on London Road, themselves a walking distance of less than 300m from Great Shelford railway station.

With the direct accessibility of the local bus stops, and the comprehensive bus and train services available, it is considered that the application site is very well placed to offer good accessibility by public transport services.

4.5 Summary

This Section has assessed the accessibility of the proposal site by modes other than the private car.

The site is well positioned in context of the infrastructure within Stapleford to enable staff and visitors to access the site on foot, by bicycle and by modes of public transport.

Furthermore, the internal layout of the proposed development will be designed in order to promote sustainable travel modes and, as set out in Section 7, a site Travel Plan will be introduced to further enable and promote non-car travel and access to the site.

5.0 Proposed Site Access and Internal Layout

5.1 Proposed Vehicular Site Access

The principal vehicular access to the site will comprise a ghost-island right-turn facility onto Haverhill Road, the proposed layout of which is shown on Drawing H010.

The access will comprise an access road laid out to the adoption standards of the local highway authority, with a minimum carriageway width of 5.5m wide and footways on both sides as appropriate with a width of 2.0m. The access road will be constructed to the appropriate construction standards of the local highway authority, and have a minimum gradient of 1:20 for at least the first 10.0m from the edge of the existing carriageway of Haverhill Road.

The junction of the access road with Haverhill Road will be laid out with 6.0m kerb radii.

The internal footway arrangements within the site will be extended to provide a site frontage footway of the equivalent width along Haverhill Road in both directions, that to the south linking to the existing footway where fronting the dwellings to the south and thereafter Gog Magog Way, and that to the north extending to the full extent of the site frontage itself.

Where joining Haverhill Road, due to the alignment of the highway, the extent of the site frontage and the provision of the site frontage footway, extensive vehicle to vehicle visibility splays of a minimum of 2.4m x 59.0m are available in both directions, which accord both with the existing speed limit on Haverhill Road and the observed speeds as revealed by the speed survey undertaken at this location.

Further accessibility will be created by way of an existing separate link onto Gog Magog Way to the south, which comprises an agricultural access which runs to the west of the existing residential development at this point known as Chalk Hill. This access route will be upgraded to comprise a footpath/cycleway link and also serve as an emergency vehicle access, although will not be a general-purpose vehicular access. The design of the access and path link is shown on Drawing H012, and will join an existing footway on Gog Magog Way that then runs southwards into the village itself.

The access to the public access countryside park is proposed to be informal only, and therefore access will be low-key in nature and determined through the reserved matters process as necessary, but may be taken from Haverhill Road, Hinton Way or from the development site to the south.

The internal layout of the development will be a reserved matter and therefore subject to detailed design, but will be designed to accord with the appropriate standards of the local highway authority and to ensure all vehicles that enter and leave the site do so in forward gear.

5.2 Parking Assessment

Car parking will be available to staff and visitors alongside a range of other travel modes which includes walking, cycling and use of local bus services. These modes are important for the purposes of social inclusion as it is anticipated that some staff and visitors will not have access to a car.

5.2.1 Parking Standards

The relevant standards for car and cycle parking, as contained within the South Cambridgeshire Local Plan (2018): Figure 11, are as follows:

Indicative Car Parking Provision

C2: Residential Institutions (Nursing Homes): 1 space per residential staff plus 1 space per 3 bed spaces.

Minimum Cycle Parking Provision:

C2: Residential Institutions (Nursing Homes): 1 secure cycle space secure cycle space per 2 members of staff working at the same time.

5.3 Parking Provision

The parking provision for the care home and residential units will be the subject of a suitable reserved matters submission, and will accord with the standards set out above or those adopted at the time of the implementation, to ensure suitable on-site parking and turning is available.

Cycle parking for the residential units and employment space will also be provided in accordance with the standards of the Council relating to cycle parking provision. The cycle parking will be located in suitable sheds and purpose-built stores within the plot curtilages.

The parking provision will therefore accord with the adopted car and cycle parking standards as appropriate, there being sufficient space within the development site.

It is therefore considered that the proposed development has the ability to accord with Policy TI/3, in that it the minimum cycle parking standards can be provided.

5.4 Internal Layout

5.4.1 Servicing and Ambulance Access

Site servicing will be considered at reserved matters stage, but must be able to achieve access/egress in a forward gear, and that access/egress of another vehicle should not be hindered by the occupation of a servicing vehicle or ambulance. Ambulance and servicing trips will be infrequent so the likelihood of conflict unlikely.

5.4.2 Fire Tender Access

Guidance for emergency vehicles is generally dictated by the fire service requirements. If a large fire appliance can access and operate, then the site will cater for police vehicles and ambulances.

The 'Building Regulation requirement B5 (2000)' concerns 'Access and Facilities for the Fire Service'. Section 17, 'Vehicle Access', includes the following advice on access from the highway:

- c) *There should be a minimum carriageway width of 3.7 m between kerbs;*
- d) *There should be vehicle access for a pump appliance to within 45 m of all points within a dwelling house;*
- e) *A vehicle access route may be a road or other route; and*
- f) *Turning facilities should be provided in any dead end access route that is more than 20m long.'*

The Association of Chief Fire Officers has expanded upon and clarified these requirements as follows:

'A 3.7 m carriageway (kerb to kerb) is required for operating space at the scene of a fire. Simply to reach a fire, the access route could be reduced to 2.75 m over short distances, provided the pump appliance can get to within 45 m of all points within a dwelling'.

Emergency vehicle access will be considered at reserved matters stage, but it is considered that there is sufficient space within the development site to ensure all such vehicles can be appropriately accommodated.

6.0 Traffic Impact Assessment

An assessment considering the existing and proposed land use trip generation potential has been undertaken and the results are presented below. The results have determined the nett change in trip generation which have been used to assess the potential impact of the proposals.

6.1 Existing Site Trip Generation

The application site currently comprises 25 hectares arable agricultural land. Other than access for agricultural vehicles to carry out maintenance of the land such as grass cutting, harvesting etc. the site therefore has no existing trip generation.

To ensure a robust assessment of the future trip generation of the site, no discounting of trips associated with the existing site uses has been made.

6.2 Proposed Site Trip Generation

It is now proposed that the site is developed to provide a retirement village which will be accessed from a new single point of access onto Haverhill Road, and a public access countryside park to the north.

The access to the public access countryside park is proposed to be informal only, and therefore access will be low-key in nature and no specific or significant peak hour traffic is expected from this open space..

As the application is in outline, no specific numbers of units or beds have been determined at present, but for the purposes of this traffic impact assessment, and based on similar sites of this size, it is assumed that the care facility may comprise up to some 110 bed spaces/rooms/units (both assisted care suites and care bedrooms), whilst it is also assumed that there will be a further 110 self-contained retirement apartments across the site.

To establish a likely trip generation of the proposed retirement village on the basis of the above assumptions for the purposes of this assessment, the TRICS 7.6.4 trip generation database has been used. TRICS is an industry standard tool, which collates trip generation data for a wide variety of development sites, enabling the user to estimate likely trip numbers and travel patterns for sites of a similar nature.

As discussed, the proposals comprise a main care building which will contain care bedrooms/assisted living suites, village administration, dining areas and activity rooms.

For the assumed number of beds within this main care building, trip rates have been extracted from the TRICS database for similar sites within the '03 Residential/P Assisted Living' category. As the site occupies an Edge of Town location, sites within TRICS with similar characteristics have been selected. To provide a sufficient sample, it has been necessary to also include 'Edge of Town Centre' locations as these are recognised as being 'compatible' in accordance with the TRICS Good Practice Guide 2016. The relevant TRICS data is attached at Appendix 04.

For the purposes of the assessment, the AM and PM peaks are 08:00 – 09:00 and 17:00 – 18:00 which as identified from an Automatic Traffic Survey conducted on Haverhill Road which will serve as the development access point. The trip rates and resulting trip generation for the Assisted Living units are set out in Table 6-5 and Table 6-6 respectively.

Table 6-5
Assisted Living Trip Rates (per unit)

Mode	AM Peak		PM Peak		Daily	
	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
Vehicles	0.033	0.044	0.089	0.100	1.144	1.177
OGVs	0.000	0.000	0.000	0.000	0.011	0.011
PSVs	0.000	0.000	0.000	0.000	0.000	0.000
Cyclists	0.000	0.000	0.000	0.000	0.000	0.000
Vehicle Occupants	0.033	0.056	0.089	0.133	1.510	1.544
Pedestrians	0.056	0.033	0.100	0.067	1.211	1.267
Public Transport Users	0.000	0.000	0.000	0.000	0.055	0.033
Total People	0.089	0.089	0.189	0.200	2.776	2.844

Table 6-6
Assisted Living Trip Generation (c110 units)

Mode	AM Peak		PM Peak		Daily	
	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
Vehicles	3	5	9	11	121	125
OGVs	0	0	0	0	1	1
PSVs	0	0	0	0	0	0
Cyclists	0	0	0	0	0	0
Vehicle Occupants	3	6	9	14	160	164
Pedestrians	6	3	11	7	128	134
Public Transport Users	0	0	0	0	6	3
Total People	9	9	20	21	294	301

For the purposes of this assessment, the proposed Assisted Living units within the site are forecast to generate 8 vehicular movements in the AM peak hour, 20 vehicular movements in the PM peak hour and 246 vehicular movements over a 24-hour period.

For the assumed 110 Retirement apartments and bungalows, sites within the '03 Residential/N Retirement Flats' category have been selected. This type of land use covers both private and rented retirement flats where residents live independently with 24-hour access to care facilities available for those residents who need it. Sites within Edge of Town, Edge of Town centre and Suburban sites have been included to provide a reasonable sample of sites. The trip rates and resulting trip generation for the Retirement Flats element of the proposed development are shown in Table 6-7 and Table 6-8 respectively.

Table 6-7
Retirement Flats Trip Rates (per unit)

Mode	AM Peak		PM Peak		Daily	
	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
Vehicles	0.088	0.121	0.088	0.077	1.518	1.474
OGVs	0.000	0.000	0.000	0.000	0.022	0.022
PSVs	0.000	0.000	0.000	0.000	0.000	0.000
Cyclists	0.000	0.000	0.000	0.000	0.000	0.000
Vehicle Occupants	0.110	0.154	0.099	0.077	1.925	1.936
Pedestrians	0.055	0.022	0.022	0.110	0.781	0.726
Public Transport Users	0.000	0.000	0.011	0.011	0.088	0.099
Total People	0.165	0.176	0.132	0.198	2.794	2.761

Table 6-8
Retirement Flats Trip Generation (110 units)

Mode	AM Peak		PM Peak		Daily	
	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
Vehicles	10	13	10	8	167	162
OGVs	0	0	0	0	2	2
PSVs	0	0	0	0	0	0
Cyclists	0	0	0	0	0	0
Vehicle Occupants	12	17	11	8	212	213
Pedestrians	6	2	2	12	86	80
Public Transport Users	0	0	1	1	10	11
Total People	18	19	15	22	307	304

The total trip generation for the proposed development has been calculated and is presented in Table 6-9.

Table 6-9
Proposed Site Trip Generation (220 units)

Mode	AM Peak		PM Peak		Daily	
	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
Vehicles	13	18	19	19	288	287
OGVs	0	0	0	0	4	4
PSVs	0	0	0	0	0	0
Cyclists	0	0	0	0	0	0
Vehicle Occupants	16	23	20	23	372	377
Pedestrians	12	6	13	19	214	214
Public Transport Users	0	0	1	1	16	14
Total People	28	29	35	43	602	605

In terms of two-way vehicular movements, for the purposes of this assessment the assumed quantum of development within the proposed Retirement Village is forecast to generate 31 two-way movements in the AM peak, 38 vehicular movements in the PM peak and 575 movements in a 24-hour period.

6.3 Traffic Impact Assessment

Based on the existing turning proportions observed at the Haverhill Road/Gog Magog Way junction, it is forecast that the majority of proposed development traffic would route to/from the north via the Babraham Road/Haverhill Road/Farm Shop crossroads junction.

In its existing form, the crossroads junction provides a ghost-island right-turn facility to allow traffic turning right from Babraham Road (W) into Haverhill Road space to wait off the main carriageway. The right turn lane provides space to accommodate approximately 4 vehicles.

It is however noted that this junction is included within the schemes for improvement within the South East Cambridge area, as proposed by the Greater Cambridgeshire Partnership. The improvement of this junction is forecast for 2022, and will increase the stagger for the side roads and improve the right-turn facilities and the cycleway crossing.

To examine the impact of the proposed development traffic on the operation of this junction, a link impact assessment has been undertaken. Traffic flows in the 2019 and 2019 + Proposed Development Traffic scenarios have been compared to establish the level of impact on the junction.

Despite the rural location, guidance contained within the Design Manual for Road and Bridges (DMRB) 'TA 46/97 Traffic flow ranges for use in the assessment of new rural roads' states that rural roads are typically defined as 'All-purpose roads and motorways that are generally not subject to a local speed limit'.

Babraham Road and Haverhill Road are both subject to varying local speed limits and it is therefore necessary to determine their suitability for supporting traffic based on the criteria applicable for urban roads as detailed in 'TA 79/99 Traffic Capacity of Urban Roads'. This document classifies different types of road by their features such as speed limit and frontage access and provides the likely capacities of these roads based on factors such as road width and number of lanes. The capacities of different road types, as stated in TA 79/99 are detailed in Table 6-10.

Table 6-10
Capacities of Urban Roads – One-way hourly flows in each direction (source: DMRB TA 79/99)

		Two-way Single Carriageway- Busiest direction flow (Assumes a 60/40 directional split)									Dual Carriageway			
		Total number of Lanes									Number of Lanes in each direction			
		2			2-3	3	3-4	4	4+	2		3	4	
Carriageway width		6.1m	6.75m	7.3m	9.0m	10.0m	12.3m	13.5m	14.6m	18.0m	6.75m	7.3m	11.0m	14.6m
Road Type	UM	Not applicable										4000	5600	7200
	UAP1	1020	1320	1590	1860	2010	2550	2800	3050	3300	3350	3600	5200	*
	UAP2	1020	1260	1470	1550	1650	1700	1900	2100	2700	2950	3200	4800	*
	UAP3	900	1110	1300	1530	1620	*	*	*	*	2300	2600	3300	*
	UAP4	750	900	1140	1320	1410	*	*	*	*	*	*	*	*

6.3.1 Haverhill Road

Haverhill Road is a single carriageway road with a varying speed limit between 30mph within the village of Stapleford, 40mph directly adjacent to the application site and the National Speed Limit of 60mph on approach to its junction with Babraham Road.

As part of the development proposals, the existing 30mph limit is likely to be extended northwards, with the road widened to accommodate a new right-turn lane into the development. On the basis of this, it is determined by TA 79/99 that Haverhill Road comprises a UAP3 (Urban All-Purpose 3) road which is defined as a ‘variable standards road carrying mixed traffic with frontage access, side roads, bus stops and at-grade pedestrian crossings’.

Assuming an average width of 7.3m, Haverhill Road has a peak direction capacity of 1,300 vehicles per hour. On the assumption that there is a 60/40 directional split of traffic, the two-way capacity for the road would be 2,167 vehicles per hour. The capacity of Haverhill Road alongside the forecast 2019 Traffic + Proposed Development Traffic flows is set out in [Table 6-11](#).

Table 6-11
Haverhill Road Capacity Impact

Period	Direction	Theoretical Capacity (vehicles per hour)	2019 Traffic + Proposed Dev Traffic	Capacity Used
AM Peak (08:00 - 09:00)	Northbound	867	120	13.9%
	Southbound	1300	242	18.6%
	Two-way	2167	362	16.7%
PM Peak (17:00 - 18:00)	Northbound	867	97	11.2%
	Southbound	1300	189	14.6%
	Two-way	2167	287	13.2%

As illustrated in [Table 6-11](#), when the proposed development traffic is added to the network, Haverhill Road is forecast to operate well within its theoretical capacity. The results show that there is more than sufficient capacity to cater for the traffic generated by the proposed retirement village, with only 16.7% of the road capacity utilised in the AM peak and 13.2% in the PM peak.

6.3.2 Babraham Road (W)

To the west of the crossroads junction, Babraham Road forms a single carriageway subject to a 50mph speed limit. The width of the carriageway averages around 7.3 metres.

Based on the criteria provided in TA 79/99, the road can be categorised as a UAP1 (Urban All-Purpose 1) road which is defined as a ‘high standard single/dual carriageway road carrying predominantly through traffic with limited access.’

Working on the basis of a 7.3m UAP1 road, Babraham Road has a peak direction capacity of 1,590 vehicles per hour. On the assumption that there is a 60/40 directional split of traffic, the two-way capacity for the road would therefore be 2,650 vehicles per hour.

The capacity of Babraham Road alongside the forecast 2019 Traffic + Proposed Development Traffic flows has been calculated and is set out in [Table 6-12](#).

Table 6-12
Babraham Road (W) Annual Average Weekday Traffic (AAWT)

Period	Direction	Theoretical Capacity (vehicles per hour)	2019 Traffic + Proposed Dev Traffic	Capacity Used
AM Peak 08:00 - 09:00	Eastbound	1590	808	50.8%
	Westbound	1060	825	77.9%
	Two-way	2650	1633	61.6%
PM Peak 17:00 - 18:00	Eastbound	1590	1015	63.8%
	Westbound	1060	664	62.6%
	Two-way	2650	1678	63.3%

As shown in [Table 6-12](#), when subject to the 2019 Traffic + Proposed Development Traffic, Babraham Road (W) remains well within its theoretical capacity based on the guidelines set out by TA 79/99. During the AM peak, the road is forecast to offer 38.4% spare capacity whilst in the PM peak, there is 36.7% spare capacity.

The impact of these movements on the operation of Babraham Road (W) is anticipated to be imperceptible in both peak periods and unlikely to affect the efficiency of this route as a traffic carrier.

6.3.3 Babraham Road (E)

The section of Babraham Road which extends to the east of the crossroads junction can be identified as a single carriageway road of circa 7.3 metres in width which is subject to the National Speed Limit. Whilst the road widens to become a dual carriageway further east, for the purposes of establishing the impact of the development, it is considered to form a UAP1 road type.

Using the characteristics contained within TA 79/99, the road therefore has a peak direction capacity of 1,590 vehicles per hour which equates to a two-way flow of 2650 vehicles per hour.

The capacity of Babraham Road alongside the forecast 2019 Traffic + Proposed Development Traffic flows has been calculated and is set out in [Table 6-13](#).

Table 6-13
Babraham Road (E) Annual Average Weekday Traffic (AAWT)

Period	Direction	Theoretical Capacity (vehicles per hour)	2019 Traffic + Proposed Dev Traffic	Capacity Used
AM Peak 08:00 - 09:00	Eastbound	1590	737	46.3%
	Westbound	1060	885	83.5%
	Two-way	2650	1622	61.2%
PM Peak 17:00 - 18:00	Eastbound	1590	907	57.1%
	Westbound	1060	641	60.4%
	Two-way	2650	1548	58.4%

As a result of the proposals, the Babraham Road (E) arm of the crossroads junction will also experience a small uplift in traffic. However, as shown in [Table 6-13](#), even with the proposed development in place, the link does not operate anywhere near its theoretical capacity, with reserve capacity remaining in both peak hour periods. This demonstrates that Babraham Road (E) can not only support the proposed development traffic but provides sufficient capacity headroom to accommodate further traffic growth as required.

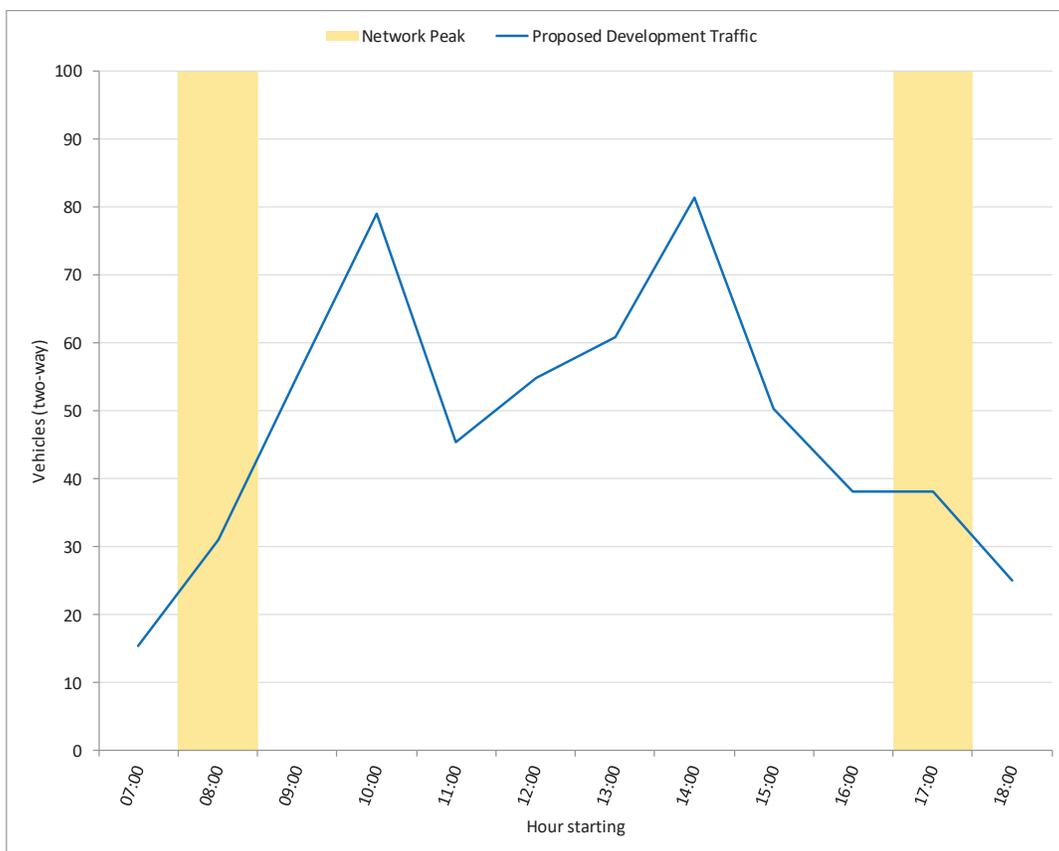
6.4 Daily Profile of Proposed Development Traffic

The proposed Retirement Village is forecast to generate 31 two-way movements in the AM peak, 38 vehicular movements in the PM peak and 575 movements in a 24-hour period.

Whilst the proposed development of the site will therefore add a proportion of traffic to the local road network, the impact of this traffic is expected to be diluted due to the timing of trips made to/from a development of this type.

To ascertain the impact of the development, the daily profile of vehicular movements associated with the proposed Retirement Village has been set against the weekday traffic flows recorded on Haverhill Road in Figure 6-3.

Figure 6-3
Babraham Road (E) Annual Average Weekday Traffic (AAWT)



The weekday network peak hours on Haverhill Road occur between 08:00 – 09:00 for the AM peak and 17:00 – 18:00 for the PM peak. In terms of two-way vehicular movements, the proposed development is shown to be at its most trip intensive outside of the highway peaks, with the highest number of two-way trips taking place between 10:00 – 11:00 in the morning and 14:00 – 15:00 in the afternoon. Consequently, it is clear that the impact of the development traffic is most significant when flows on the network are lighter in the off-peak period.

As a result traffic associated with the development is unlikely to have any detrimental impact on the operation of the local road links or junctions.

7.0 The Site Travel Plan

7.1 Introduction

Paragraph 111 of the National Planning Policy Framework (February 2019) notes that all developments that will generate significant amounts of movement should be required to provide a travel plan. Furthermore, Policy T1/2 of the South Cambridgeshire Local Plan states amongst others that:

Policy T1/2: Planning for Sustainable Travel

4. *Developers of ‘larger developments’¹ or where a proposal is likely to have ‘significant transport implications’² will be required to demonstrate they have maximised opportunities for sustainable travel and will make adequate provision to mitigate the likely impacts through provision of a Transport Assessment and Travel Plan. All other developments will be required to submit a Transport Statement. Where a Transport Assessment / Statement or Travel Plan is required, a Low Emissions Strategy Statement should be integrated.*
5. *Travel Plans must have measurable outputs, be related to the aims and objectives in the Local Transport Plan and provide monitoring and enforcement arrangements. Planning obligations may be an appropriate means of securing the provision of some or all of a Travel Plan, including the requirement for an annual monitoring and progress report. Submission of area-wide Travel Plans will be considered in appropriate situations. Outline planning applications are required to submit a framework for the preparation of a Travel Plan.*

NOTE¹: Larger development includes proposals of over 20 dwellings or 0.5 hectares for residential development and over 1,000m² or 1 hectares for other development.

NOTE²: Developments with ‘significant transport implications’ are those:

- *In particularly congested locations and/or generating larger numbers of trips;*
- *Where there are particular local travel problems;*
- *That will have an adverse impact on an existing, or will result in the declaration of new, Air Quality Management Area or an unacceptable adverse impact on local air quality.*

Travel Plans are a package of actions designed to encourage safe, healthy and sustainable travel options and a reduction in single occupancy car travel, and such Plans can help to improve health and wellbeing, free up car parking space, and make a positive contribution to the community and the environment. Every Travel Plan is different, but that most successful plans have followed a structured process in their development. Furthermore, while the overall scope and basic information of a Travel Plan will be the same, different types of development should focus on their particular end users and their travel patterns.

On this basis, and in light of the excellent opportunities that the site offers in terms of promoting non-car access and travel, a framework Travel Plan for the retirement village has been prepared for future residents, visitors and staff.

Adopting a Site Travel Plan demonstrates a commitment to encouraging those residents, visitors and staff at the retirement village to travel to and from the site by means of transport other than the private car.

As part of the on-going operation and development of this Travel Plan, a Travel Co-ordinator will be appointed prior to the occupation of the new accommodation within the retirement village to implement and administer the Plan and undertake the following activities, where appropriate:

- promote the Travel Plan to staff, visitors and residents as appropriate;

- undertake a staff travel survey within 5 months of the opening of the accommodation to determine existing travel patterns and identify appropriate measures to enable staff to adopt more environmentally sustainable ways of getting to work;
- provide information and advice to staff concerning safe pedestrian and cycle routes to the site;
- the Travel Co-ordinator will investigate and raise awareness of any central government incentives and schemes that are available to staff for the purchase of cycles or public transport ticketing;
- display up-to-date details of bus services, including route information and service frequencies;
- monitor, review and update the Travel Plan to meet changing circumstances;
- provide progress updates to the Council at regular intervals.

This Transport Assessment will inform the final Travel Plan, but this following section sets out the framework proposed.

7.2 Outline Objectives

The purpose of this framework Travel Plan is to set out a long-term strategy to encourage, promote and facilitate staff, visitors and residents using non-car modes to travel to and from the retirement village and associated accommodation, and to reduce overall dependence on travel by private car and car parking. The plan thereby reflects current national and local policy in respect of transport in aiming to reduce private car usage in favour of more sustainable modes of travel.

Clearly, local recruitment will influence staff travel behaviour and will undoubtedly make a significant contribution towards limiting unnecessary car usage.

This section of the document is a framework for the Travel Plan strategy, with the first Travel Plan itself being prepared following the opening of the accommodation as appropriate, and the first travel survey.

The primary aims and objectives of the Plan are:

- to introduce a package of physical and management measures that will promote and assist travel by sustainable transport modes to and from the site by staff and visitors;
- to increase staff and visitors awareness of the potential for travel by more environmentally-friendly modes; and
- to reduce and minimise the number of single occupancy cars arriving at the site.

Although it is recognised that it is perhaps more difficult to influence the travel behaviour of visitors than staff, the Plan includes measures to assist with their specific travel requirements both arriving and departing the site.

7.3 Administration of the scheme

7.3.1 Travel Co-ordinator

A Travel Co-ordinator will be appointed prior to the occupation of the accommodation within the retirement village to implement and administer the Travel Plan. Contact details for the nominated person responsible for the scheme will be placed in staff areas and provided to the Council. The Council will be notified if any change of these details change.

The Travel Co-ordinator will be responsible for:

- administration and promotion of the scheme;
- implementation of the schemes measures;
- setting targets;
- on-going monitoring of the scheme including annual travel surveys in consultation with the County Council; and
- an annual review in consultation with the County Council.

The Travel Co-ordinator will be responsible for setting up and maintaining the staff travel database. The staff travel database will be reviewed annually. New staff will be briefed on the aims, objectives and content of the Travel Plan as part of the induction process, and entered into the database upon commencement of employment.

Staff leaving employment will be removed from the database and feedback on the Plan will be requested as part of any leaving questionnaire process undertaken.

In the interests of confidentiality, the Travel Co-ordinator alone will hold the database and be responsible for the release of information. Information contained within the database will be released to the Council on request but in the interests of security, only postcode details will be supplied.

7.3.2 Consultation

The success of the scheme will rely on the support of staff, and the Travel Co-ordinator will set up clear channels of communication with staff and management.

The Travel Co-ordinator will have responsibility for all liaison with outside bodies including the planning and highway authorities and those local authority officers with responsibility for cycling and public transport.

A contact list will be established giving the names, addresses and telephone numbers of representatives of the planning and highways authorities and this list will be amended as necessary.

7.3.3 Promotion

All staff and residents will be made aware of the Travel Plan, either at the opening of the care accommodation for the initial staff, the occupation of accommodation within the retirement village or on the commencement of employment for later recruits. Details of the scheme, the associated objectives and opportunities and the role of individuals in achieving its objectives will be explained as part of the new staff induction process.

Information and promotional material will be available in a range of formats. Information relating to bus travel and timetables, promotional events, the car sharing scheme and updates and improvements to the Travel Plan will be displayed prominently in staff rest areas in the accommodation as appropriate. This information will also include the contact details of the Travel Co-ordinator. The Travel Co-ordinator will also prepare and circulate updates and information material by e-mail to all relevant staff, as well as maintaining the information in the staff rest areas as appropriate.

Employees who wish to raise specific transport-related matters will be invited to discuss them with the Travel Co-ordinator.

7.3.4 Updating

The Travel Plan will evolve over time and is designed for a 5 year period. Although fundamental objectives of the scheme will not change, over time it may be possible to define specific targets.

The on-going monitoring programme, in consultation with the County Council, and in particular the annual review, will provide updated information that will allow the scheme to be revised, refined and improved.

7.4 The Travel Survey

A review of staff travel patterns will be undertaken once the accommodation has been open for a short while, and travel patterns have settled. This will also apply to the other accommodation in the retirement village as appropriate. In order to identify the travel patterns, a comprehensive questionnaire will be distributed to all employees.

Analysis of this survey will produce results in the format shown in Table 7-1 below. These results will be used to tailor the Travel Plan for the employees at the new site. In addition, the findings of this initial survey will provide a benchmark against which the results of future surveys can be compared.

**Table 7-1:
Sample Results Format**

Mode of Travel (from home)	Percentage of Staff
Walk	
Bicycle	
Taxi (only, not as transfer)	
Bus	
Motorcycle	
Car (sole occupancy)	
Car share	
Total	

A further simple survey will be undertaken on regular occasions to determine the modes of travel used by visitors. This information will also be used to determine the modes used and the reason for the travel choice made, and also enable the success of the Travel Plan in influencing the travel choices over time to be gauged.

These visitor surveys will be undertaken by reception staff on a 6 monthly basis. The information would be presented in a similar format to that set out in Table 7-1 above.

7.5 Scheme Measures

This section of the draft Travel Plan framework outlines the specific physical and management measures to be undertaken as part of the scheme. Implementation of the listed measures, which include awareness initiatives as well as the provision of infrastructure, is at the core of the scheme. Measures are grouped under the various 'alternative-mode-of-transport' headings.

As far as possible, the obligations outlined below are designed to be suitable for review and monitoring. However, the list is not exhaustive, and the Travel Co-ordinator will be free to investigate other potential initiatives.

7.5.1 Walking

The results from the Travel Questionnaire will provide information about where there is the potential to increase the number of trips made to the site on foot. To encourage staff to walk to work, the following activities will be undertaken:

- As part of their induction, staff will be provided with information and advice concerning the location of suitable pedestrian routes to and from the site, including road crossing points;
- staff will be provided with facilities such as lockers for the storage of wet clothes, umbrellas, etc.;
- the Travel Co-ordinator will liaise with the local authority in the event of any maintenance issues with off-site pedestrian routes arising.

Further measures for residents and visitors are outlined below.

7.5.2 Cycling

The travel questionnaire will identify whether there is potential to increase the number of trips made to work by bicycle. To encourage staff to cycle to work, the following activities will be undertaken:

- dedicated and secure cycle parking facilities will be provided for staff;
- the demand for the cycle parking will be monitored monthly on-site by the Travel Co-ordinator and through the Travel Questionnaire, and their proper use generally monitored to maximise the functioning of parking facilities;
- if further cycle parking is required on site, this will be implemented accordingly;
- As part of their induction, staff will be provided with information and advice concerning promoted cycle routes to the site;
- locker facilities will be offered to employees for the storage of cycling equipment, and changing facilities made available;
- the Travel Co-ordinator will investigate and raise awareness in staff rest areas and by e-mail of any central government incentives and schemes that are available to staff for the purchase of cycles;
- an occasional “Dr. Bike” scheme could be introduced at the site where all users can get a ‘health check’ for their bikes and minor repairs done for minimal cost;
- measures will be undertaken to promote cycling to and from the site by joining promotional events, such as “Bike to Work Week” and encouraging bicycle user groups for the site, and these will be promoted in staff rest areas and by e-mail;
- the Travel Co-ordinator will liaise with the local authority in the event of any maintenance issues with off-site cycle routes arising.

Further measures for residents and visitors are outlined below.

7.5.3 Public Transport

The audit of public transport clearly demonstrates that public transport is a highly realistic alternative to car-use. In order to make public transport a realistic option for travelling to the site, the following activities will be undertaken:

- up-to-date details of bus services, including route information and service frequencies will be permanently on display in both staff rest rooms and public areas. The Travel Co-ordinator will liaise regularly with the bus operators to ensure that information remains current;
- the Travel Co-ordinator will investigate and raise awareness through displays in staff areas and by e-mail of the availability of any discounted ticket schemes for regular site users, and to review the potential for other ticketing initiatives;
- the Travel Co-ordinator will investigate and raise awareness of any central government incentives and schemes that are available to staff for low-interest or interest-free loans for the purchase of season tickets;
- the Travel Co-ordinator will provide the bus operators with relevant information arising from the travel questionnaire and will liaise with the operator to investigate the potential for improving services, in order to ensure that the use of public transport by staff is maximised.

Further measures for residents and visitors are outlined below.

7.5.4 Motorcycling

Motorcycles are generally more efficient in their use of fuel and road-space than cars, and emissions are also generally lower. For these reasons, the following measures will be considered to encourage their use:

- locker facilities will be provided for staff at the retirement village;
- the demand for motorcycle parking will be monitored by the Travel Co-ordinator and additional facilities provided should demand warrant it, subject to planning control; and
- any safety training sessions offered by local providers will be promoted.

7.5.5 Joint Working

Partnership working is very beneficial when creating and implementing a Travel Plan. The Travel Co-ordinator will continue to liaise with the relevant local authorities in order to co-ordinate and benefit from all possible local initiatives relating to travel planning.

7.6 Site Visitor Transport Strategy

Although it will be more difficult to influence the travel patterns of residents and particularly visitors than those who work there, a range of other measures will be introduced upon the opening of the care accommodation and retirement village to encourage visitors to use alternatives to the private car as a means of travel to the site. These measures will serve to inform residents and visitors of their travel choices for travel to Didcot, and the surrounding area once they have arrived.

- information will be provided to all residents and visitors to ensure that all are aware of the site's accessibility, including the wide range of alternative travel modes available;
- all publicity published by the operator regarding the site will emphasise its accessibility by non-car modes;
- information relating to bus timetables and route maps, walking and cycling routes will be available at reception;

- bus timetable information will be provided to staff at the reception desk to ensure that residents and visitors are given accurate public transport information;
- posters will be displayed in public areas to draw attention to this Travel Plan and all the non-car travel modes, destination and opportunities that have been identified by the Travel Plan preparation and operation.

7.7 Targets

When the site is fully occupied, a staff travel survey will be undertaken and the findings will be used to prepare the first full Travel Plan and set targets against which the future success of the travel plan will be measured. These targets will be challenging, but realistic and achievable in terms of level and timescale and may take the following form:

- reduce and maintain the number of single occupancy car trips made by staff and visitors by 5% within each year of the plan operation after opening until optimisation;
- increase the number of staff who walk or cycle within each year of the plan operation after opening until optimisation;
- increase the number of people travelling by public transport within each year of the plan operation after opening until optimisation.

All targets will be reviewed throughout the plan period to ensure the measures and initiatives are targeted at the appropriate optimum areas for on-going success. The Travel Plan will be operated on this basis for 5 years. After this time, the plan will be reviewed in light of the findings and strengths, and reviewed as appropriate.

7.8 Monitoring and Review

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 Travel Co-ordinator in consultation with the County Council, which has a defined scheme for such review.

7.8.1 Monitoring

The monitoring measures outlined below incorporate both the collection of statistical data and the collation of general feedback and correspondence. Monitoring strategies include:

- monitoring the level of usage of staff cycle stands to establish use and demand;
- monitoring demand for car and motorcycle parking;
- seeking regular feedback from the public transport users/operators to establish the perceived level of demand for local services and any possible enhancement thereto;
- monitoring resident and visitor travel modes and feedback from reception surveys;
- recording comments received from residents, staff and visitors.

Information gathered through the monitoring process will be recorded for input into the annual review (outlined below).

7.8.2 Annual Review

Each year, on or about the anniversary of the introduction of the Travel Plan for 5 years, in consultation with the County Council the Travel Co-ordinator will undertake a comprehensive review of the performance of the Travel Plan. The objective will be to measure the success of the scheme against its targets, and to identify the potential for refinements.

The major element of the review will involve the issuing of a staff travel survey. The results of the surveys will provide up-to-date modal-split information for comparison with data derived at the introduction of the Travel Plan.

The Travel Co-ordinator will compile a report outlining the results of the survey, together with the results of ongoing monitoring throughout the preceding period. The report will comment on the overall success of the Travel Plan and will set out initiatives for the following year. The overall aim of the report will be to ensure that all employees are informed of progress and remain engaged with the Travel Plan. This report will be filed for record and a copy made available to Cambridgeshire County Council on request.

7.9 Outline Summary and Conclusions

The Travel Plan has been drafted to identify areas where travel by non-car modes may reasonably be encouraged in association with the development of the retirement village.

Through the appointment of a Travel Co-ordinator to promote and produce incentives for staff to use various sustainable modes of transport, and with the current and continued coordination with the local Council, the objective of the minimal use of private cars should be achieved.

An on-going scheme-monitoring and review process, in consultation with the County Council, will enable car-reduction targets to be set, and provide an information bank on the success of the scheme, identifying where further improvements can be made.

Overall, the development of the site will be promoted on the grounds that the main alternative to private car use is either walking or cycling, and public transport.

8.0 Summary & Conclusions

This Transport Assessment and framework Travel Plan is prepared in support of an outline planning application submission by Axis Land Partnerships Ltd relating to the development of land to the north of Gog Magog Way and west of Haverhill Road, Stapleford.

The application is for the following development:

Development of a retirement care village in Use Class C2 comprising housing with care, communal health, wellbeing and leisure facilities, public open space, landscaping, car parking, access and associated development and public access countryside park.

It is proposed that the primary access will be taken from Haverhill Road, with a secondary access off Gog Magog Way. Car and cycle parking will also be provided in accordance with the Council's adopted standards.

The principal purpose of this report was to provide a detailed consideration of the proposed development in terms of its implications for highway and transportation matters. This includes a forecast of the potential traffic generated by the assumed quantum of development within the retirement village, and an assessment of the impact upon the existing flows on the local highway network.

An audit of the local highway layout has been undertaken in order to understand the existing road conditions.

The overall accessibility of the site was assessed in detail with respect to pedestrian, cycle and public transport access. The assessment demonstrates that the development site is in a suitable location for travel to be undertaken by modes other than the private car.

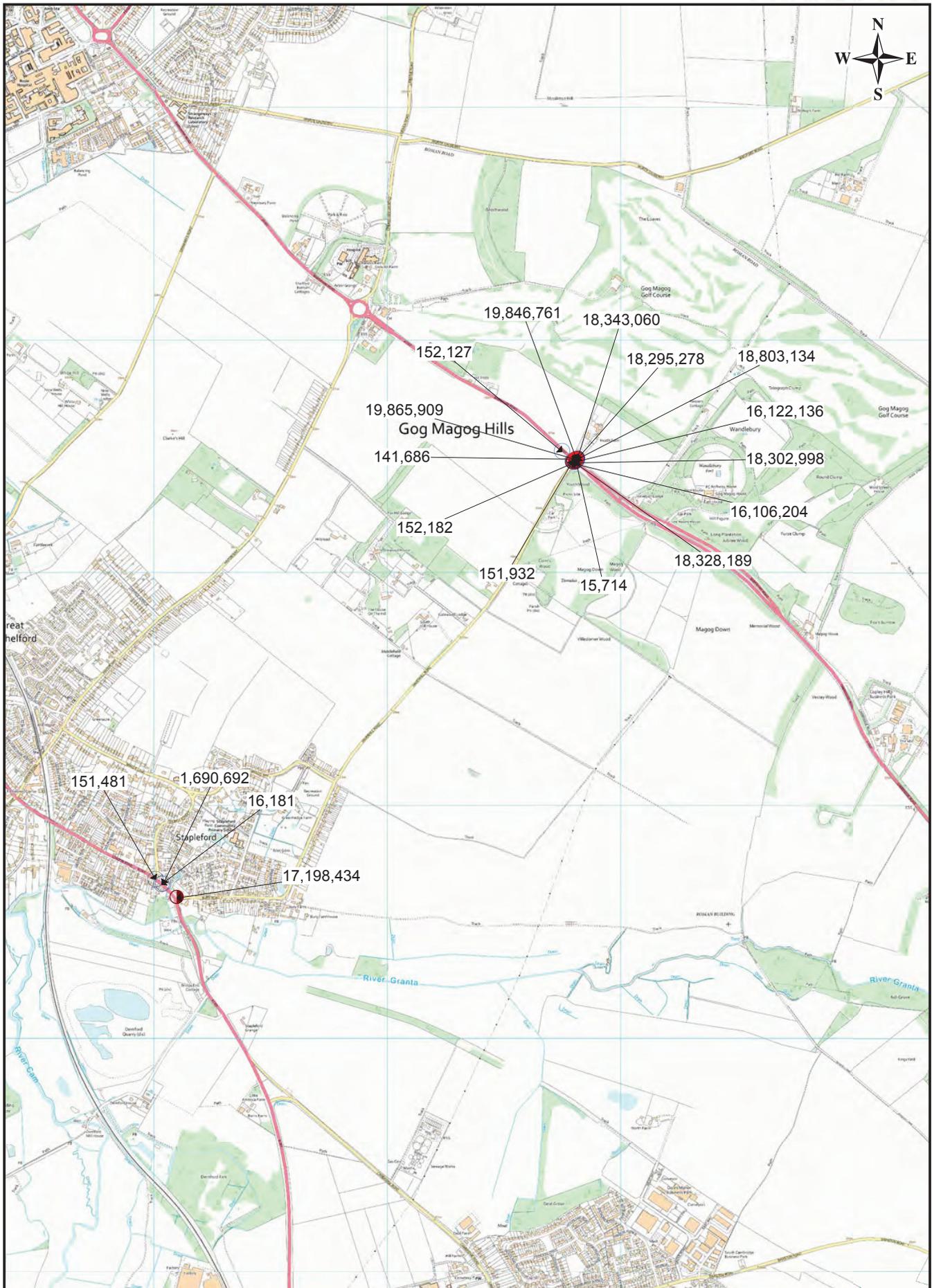
The traffic impact assessment determines that the level of additional traffic forecast to be generated by the development will still fall within the operational capacity local highway network and it is unlikely that the proposals will result in any kind of detrimental impact to the local highway.

A framework travel plan is presented for detailed implementation when appropriate.

For the above reasons, the proposed development of the site accords with the national and local planning policies and is considered to be acceptable in traffic and transport terms.

APPENDIX 01

Accident Data



Date	Police_ref	Eastng	Northing	Severity	Road_conc	Visibility	Casualties	Pedestrian	Cycles	P2W	OAPs	Children	Manoeuvr	Time	Vehicles	Roadclass	Roadnum	Road_Typr	Speed_Lirr
20140904	141686	548817	253488	2. Serious	1. Dry	1. Daylight	1	0	0	1	0	0	0.0. No turn	13:00	2	3. A	1307	6. Single c	60
20150508	15714	548809	253479	3. Slight	1. Dry	1. Daylight	1	0	0	1	0	0	0.0. No turn	17:45	2	3. A	1307	6. Single c	50
20150921	151481	547005	251683	3. Slight	2. Wet/Da	4. Darknes	1	0	0	0	1	0	0.0. No turn	19:27	1	3. A	1301	6. Single c	30
20151108	152182	548802	253475	3. Slight	1. Dry	1. Daylight	1	0	0	0	0	0	0.2. Right tu	12:35	2	3. A	1307	6. Single c	50
20151119	151932	548796	253480	3. Slight	2. Wet/Da	1. Daylight	1	0	0	0	0	1	0.0. No turn	12:50	2	3. A	1307	6. Single c	60
20151219	152127	548750	253521	3. Slight	2. Wet/Da	6. Darknes	1	0	0	0	0	0	0.1. Left turr	17:55	2	3. A	1307	6. Single c	50
20160205	16181	547030	251661	3. Slight	2. Wet/Da	1. Daylight	1	0	0	0	1	0	0.0. No turn	08:30	1	3. A	1301	6. Single c	30
20160622	1690692	547037	251664	3. Slight	1. Dry	1. Daylight	1	0	0	1	0	0	0.2. Right tu	11:54	2	3. A	1301	6. Single c	30
20160816	16106204	548793	253471	2. Serious	1. Dry	1. Daylight	6	0	0	0	0	2	2.0. No turn	14:15	3	3. A	1307	6. Single c	50
20160901	16122136	548803	253477	3. Slight	1. Dry	1. Daylight	1	0	0	0	0	0	0.2. Right tu	16:15	3	3. A	1307	6. Single c	60
20170623	17198434	547096	251602	2. Serious	1. Dry	1. Daylight	1	0	0	0	1	0	0.2. Right tu	09:07	2	3. A	1301	6. Single c	30
20180515	18295278	548802	253477	3. Slight	1. Dry	1. Daylight	1	0	0	0	0	0	0.0. No turn	13:58	2	3. A	1307	6. Single c	60
20180614	18302998	548805	253473	2. Serious	1. Dry	1. Daylight	1	0	0	1	0	0	0.2. Right tu	16:40	2	3. A	1307	3. Dual car	60
20180813	18328189	548798	253478	2. Serious	1. Dry	6. Darknes	2	0	0	0	0	0	0.1. Left turr	22:00	2	3. A	1307	6. Single c	50
20181016	18343060	548814	253486	3. Slight	1. Dry	1. Daylight	1	0	0	1	0	0	0.1. Left turr	12:37	2	3. A	1307	6. Single c	60
20181025	18803134	548813	253487	3. Slight	1. Dry	1. Daylight	1	0	0	1	0	0	0.1. Left turr	15:50	2	3. A	1307	6. Single c	60
20190609	19846761	548811	253490	3. Slight	1. Dry	1. Daylight	1	0	0	1	0	0	0.0. No turn	16:05	2	6. Unclassi	0	6. Single c	50
20190802	19865909	548808	253487	1. Fatal	1. Dry	1. Daylight	3	0	0	0	0	2	0.2. Right tu	14:45	3	6. Unclassi	0	6. Single c	60

Junct_det	Junct_ctrl	Roadclass	Roadnum	Cross_ctrl	Cross_fac	Weather	SpCond	Carr_haz	Day	Location	Local_Autl	ReportedAt
8. Pri Drive	4. Give wa 6. Unclassi		0 0. None	0. None w/1. Fine wit 4. Road works	0. None	5. Thursday A1307 BAE0700001:2. No - accident was reported 'over the counter'						
8. Pri Drive	4. Give wa 6. Unclassi		0 0. None	0. None w/2. Raining 4. Road works	0. None	6. Friday A1307 BAE07000001:1. Yes						
3. T & Stag	4. Give wa 6. Unclassi		0 0. None	0. None w/2. Raining 4. Road works	0. None	2. Monday A1301 LOE0700001:1. Yes						
3. T & Stag	4. Give wa 6. Unclassi		0 0. None	0. None w/1. Fine wit 4. Road works	0. None	1. Sunday A1307 BAE07000001:1. Yes						
3. T & Stag	4. Give wa 6. Unclassi		0 0. None	0. None w/2. Raining 4. Road works	0. None	5. Thursday A1307 GOE0700001:1. Yes						
0. Not wittl .	Not appli .	Not appli	0 0. None	0. None w/1. Fine without high winds	0. None	7. Saturday A1307 70M E0700001:1. Yes						
0. Not wittl .	Not appli .	Not appli	0 0. None	0. None w/1. Fine without high winds	0. None	6. Friday A1301 LOE0700001:1. Yes						
8. Pri Drive	4. Give wa 6. Unclassi		0 0. None	4. Pelican, 1. Fine wit 4. Road works	0. None	4. Wednesday E0700001:1. Yes						
3. T & Stag	4. Give wa 6. Unclassi		0 0. None	0. None w/1. Fine wit 4. Road works	0. None	3. Tuesday BABRAHAI E0700001:1. Yes						
3. T & Stag	4. Give wa 6. Unclassi		0 0. None	0. None w/1. Fine wit 4. Road works	0. None	5. Thursday BABRAHAI E0700001:1. Yes						
3. T & Stag	4. Give wa 6. Unclassi		0 0. None	0. None w/1. Fine wit 0. None	0. None	6. Friday LONDON FE0700001:1. Yes						
6. Crossro	4. Give wa 6. Unclassi		0 0. None	0. None w/1. Fine wit 0. None	2. Other o/3. Tuesday BRABRAH/ E0700001:1. Yes							
0. Not wittl .	Not appli .	Not appli	0 0. None	0. None w/1. Fine wit 0. None	0. None	5. Thursday GOG FARN E0700001:2. No - accident was reported 'over the counter'						
3. T & Stag	4. Give wa 6. Unclassi		0 0. None	0. None w/1. Fine wit 0. None	0. None	2. Monday BABRAHAI E0700001:1. Yes						
3. T & Stag	4. Give wa 6. Unclassi		0 0. None	0. None w/1. Fine wit 0. None	0. None	3. Tuesday A1307 AT : E0700001:1. Yes						
3. T & Stag	4. Give wa 6. Unclassi		0 0. None	0. None w/1. Fine wit 0. None	0. None	5. Thursday BABRAHAI E0700001:1. Yes						
3. T & Stag	4. Give wa 3. A		1307 0. None	0. None w/1. Fine wit 0. None	0. None	1. Sunday BABRAHAI E0700001:2. No - accident was reported 'over the counter'						
3. T & Stag	4. Give wa 3. A		1307 0. None	0. None w/1. Fine wit 0. None	0. None	6. Friday BABRAHAI E0700001:1. Yes						

APPENDIX 02

Bus Service Information



The information on this timetable is expected to be valid until at least 25th December 2019. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

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

Mondays to Fridays

Service Restrictions	1		2			
	Notes	SchC	SchO			
Barley, High Street (SE-bound)		0658	0658	—	—	—
Great Chishill, nr Plaistow Way		0701	0701	—	—	—
§ Great Chishill, opp Hall Farm		0702	0702	—	—	—
Chrishall, opp School		0708	0708	—	—	—
§ Chrishall, opp Church		0708	0708	—	—	—
§ Chrishall, opp Engleric		0709	0709	—	—	—
§ Chrishall, opp Pinkneys		0709	0709	—	—	—
Heydon, opp Fowlmere Road		0712	0712	—	—	—
Fowlmere, opp 23 Chrishall Road		0727	0727	0937	1107	1237 1407
§ Fowlmere, opp Chapel Lane		0727	0727	0937	1107	1237 1407
§ Fowlmere, nr The Butts		0727	0727	0937	1107	1237 1407
§ Fowlmere, nr Cambridge Road		0728	0728	0938	1108	1238 1408
Thriplow, opp Lower Street		0733	0733	0943	1113	1243 1413
§ Thriplow, opp St Georges Church		0734	0734	0944	1114	1244 1414
Newton, opp War Memorial		0738	0738	0948	1118	1248 1418
§ Harston, nr Queens Close		0740	0740	0950	1120	1250 1420
Hauxton, opp Church Road		0743	0743	0953	1123	1253 1423
§ Hauxton, nr St Edmund's Way		0743	0743	0953	1123	1253 1423
§ Hauxton, nr St Edmund's Church		0743	0743	0953	1123	1253 1423
§ Hauxton, opp The Lane		0744	0744	0954	1124	1254 1424
§ Hauxton, opp Jackson Close		0744	0744	0954	1124	1254 1424
§ Little Shelford, opp 79 Hauxton Road		0744	0744	0954	1124	1254 1424
§ Little Shelford, opp Moor Close		0744	0744	0954	1124	1254 1424
Little Shelford, opp High Street		0745	0745	0954	1124	1254 1424
§ Little Shelford, nr All Saints' Church		0745	0745	0955	1125	1255 1425
§ Great Shelford, opp Peacocks		0747	0747	0957	1127	1257 1427
§ Great Shelford, opp Ashen Green		0747	0747	0957	1127	1257 1427
§ Great Shelford, opp Tunwells Close		0748	0748	0958	1128	1258 1428
§ Great Shelford, opp Woollards Lane		0749	0749	0959	1129	1259 1429
Great Shelford, opp Granta Terrace		0750	0750	1000	1130	1300 1430
§ Stapleford, nr Church Street		0750	0750	1000	1130	1300 1430
§ Stapleford, opp Poplar Way		0751	0751	1001	1131	1301 1431
§ Stapleford, opp 24 Haverhill Road		0751	0751	1001	1131	1301 1431
§ Stapleford, nr Recreation Ground		0752	0752	1002	1132	1302 1432
§ Stapleford, nr Bar Lane		0753	0753	1003	1133	1303 1433
§ Stapleford, opp St Andrew's Church		0754	0754	1004	1134	1304 1434
§ Great Shelford, opp The Limes		0755	0755	1005	1135	1305 1435
Great Shelford, nr Chaston Road		0756	0756	1006	1136	1306 1436
§ Great Shelford, nr Orchard Road		0756	0756	1006	1136	1306 1436
§ Great Shelford, nr Coppice Avenue		0757	0757	1007	1137	1307 1437
§ Great Shelford, opp Fox Hill		0758	0758	1008	1138	1308 1438
§ Shelford Bottom, nr Cottages				1009	1139	1309 1439
§ Cambridge, nr Red Cross Lane		0803	0809	1013	1143	1313 1443s
Addenbrooke's, Hospital Bus Station (Bay C)				1015	1145	1315 1445
Addenbrooke's, Hospital Bus Station (Bay A)		0805	0811	—	—	—
§ Cambridge, nr Long Road		0806	0814	—	—	—
§ Cambridge, nr Perse School		0807	0815	—	—	—
§ Cambridge, opp Blinco Grove		0807	0816	—	—	—
§ Cambridge, o/s Hills Road 6th Form College		0808	0817	—	—	—
Cambridge, o/s Botanic Gardens		0810	0821	—	—	—
§ Cambridge, Hills Road (NW-bound)		0811	0823	—	—	—
§ Cambridge, opp St Paul's Road		0812	0825	—	—	—
§ Cambridge, o/s Downing College		0813	0828	—	—	—
Cambridge, Drummer St Bus Station (Bay 3)		0815	0830	—	—	—

Service Restrictions: 1 - only 19.12.19, 20.12.19, 17.2.20 to 21.2., 2.4. to 17.4.
2 - not 19.12.19, 20.12.19, 17.2.20 to 21.2., 2.4. to 17.4.

Notes: **SchC** - Runs Mon-Fri when schools are closed
SchO - Runs Mon-Fri when schools are open
s - sets down only
§ - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



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

Saturdays

Table with columns for stop names and departure times. Rows include: Barley, High Street (SE-bound) 0658; Great Chishill, nr Plaistow Way 0701; Chrishall, opp School 0708; Heydon, opp Fowlmere Road 0712; Fowlmere, opp 23 Chrishall Road 0727; Thriplow, opp Lower Street 0733; Newton, opp War Memorial 0738; Hauxton, opp Church Road 0743; Little Shelford, opp High Street 0745; Great Shelford, opp Peacocks 0747; Great Shelford, opp Granta Terrace 0750; Addenbrooke's, Hospital Bus Station (Bay C) 0803; Cambridge, Drummer St Bus Station (Bay 3) 0815.

Sundays

no service

Notes: s - sets down only
§ - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



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

Mondays to Fridays

Cambridge, Drummer St Bus Station (Bay 3)	—	—	—	—	1610	1820
§ Cambridge, opp Downing College	—	—	—	—	1612	1822
§ Cambridge, adj St Paul's Road	—	—	—	—	1615	1825
Cambridge, opp Botanic Gardens	—	—	—	—	1618	1829
§ Cambridge, opp Hills Road 6th Form College	—	—	—	—	1622	1831
§ Cambridge, nr Blinco Grove	—	—	—	—	1623	1832
§ Cambridge, opp Perse School	—	—	—	—	1625	1833
§ Cambridge, opp Long Road	—	—	—	—	1627	1834
Addenbrooke's, Hospital Bus Station (Bay B)	—	—	—	—	1630	1835
Addenbrooke's, Hospital Bus Station (Bay C)	1025	1155	1325	1455		
§ Cambridge, opp Red Cross Lane	1027	1157	1327	1457	1632	1837
§ Shelford Bottom, opp Cottages	1031	1201	1331	1501	1636	1841
§ Great Shelford, nr Fox Hill	1032	1202	1332	1502	1637	1842
§ Great Shelford, o/s 148 Hinton Way	1032	1202	1332	1502	1637	1842
§ Great Shelford, opp Coppice Avenue	1033	1203	1333	1503	1638	1843
§ Great Shelford, opp Orchard Road	1034	1204	1334	1504	1639	1844
Great Shelford, o/s The Limes	1034	1204	1334	1504	1639	1844
§ Stapleford, o/s St Andrew's Church	1035	1205	1335	1505	1640	1845
§ Stapleford, opp Bar Lane	1036	1206	1336	1506	1641	1846
§ Stapleford, opp Recreation Ground	1037	1207	1337	1507	1642	1847
§ Stapleford, o/s 24 Haverhill Road	1038	1208	1338	1508	1643	1848
§ Stapleford, nr Poplar Way	1038	1208	1338	1508	1643	1848
§ Stapleford, opp Church Street	1039	1209	1339	1509	1644	1849
Great Shelford, nr Granta Terrace	1040	1210	1340	1510	1645	1850
§ Great Shelford, nr Woollards Lane	1040	1210	1340	1510	1645	1850
§ Great Shelford, nr Tunwells Close	1041	1211	1341	1511	1646	1851
§ Great Shelford, nr Ashen Green	1041	1211	1341	1511	1646	1851
§ Great Shelford, nr Peacocks	1042	1212	1342	1512	1647	1852
§ Little Shelford, opp All Saints' Church	1044	1214	1344	1514	1649	1854
Little Shelford, nr High Street	1045	1215	1345	1515	1650	1855
§ Little Shelford, nr Moor Close	1046	1216	1346	1516	1651	1856
§ Little Shelford, o/s 79 Hauxton Road	1046	1216	1346	1516	1651	1856
§ Hauxton, nr Jackson Close	1046	1216	1346	1516	1651	1856
§ Hauxton, nr The Lane	1046	1216	1346	1516	1651	1856
§ Hauxton, opp St Edmund's Church	1047	1217	1347	1517	1652	1857
§ Hauxton, opp St Edmund's Way	1048	1218	1348	1518	1653	1858
Hauxton, nr Church Road	1048	1218	1348	1518	1653	1858
§ Harston, opp Queens Close	1050	1220	1350	1520	1655	1900
Newton, adj War Memorial	1052	1222	1352	1522	1657	1902
§ Thriplow, nr St Georges Church	1056	1226	1356	1526	1701	1906
Thriplow, nr Lower Street	1057	1227	1357	1527	1702	1907
§ Fowlmere, opp The Butts	1103	1233	1403	1533	1708	1913
§ Fowlmere, nr Chapel Lane	1103	1233	1403	1533	1708	1913
Fowlmere, o/s 23 Chrishall Road	1103	1233	1403	1533	1709	1914
Heydon, opp Fowlmere Road	—	—	—	—	1723	1928s
§ Chrishall, adj Pinkneys	—	—	—	—	1727	1932s
§ Chrishall, adj Engleric	—	—	—	—	1727	1932s
§ Chrishall, o/s Church	—	—	—	—	1727	1932s
Chrishall, nr School	—	—	—	—	1728	1933s
§ Great Chishill, nr Hall Farm	—	—	—	—	1733	1938s
Great Chishill, opp Plaistow Way	—	—	—	—	1734	1939s
Barley, High Street (NW-bound)	—	—	—	—	1737	1942

Notes: s - sets down only

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

Saturdays

Table with columns for stop names and departure times. Rows include Cambridge, Drummer St Bus Station (Bay 3), Addenbrooke's, Hospital Bus Station (Bay B), Great Shelford, o/s The Limes, and Barley, High Street (NW-bound).

Sundays

no service

Notes: s - sets down only
§ - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



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

Mondays to Fridays

Table with 15 columns representing bus stops and 15 columns representing departure times. Rows include Saffron Walden, Great Chesterford, Heathfield, Whittlesford, Pampisford, Sawston, Stapleford, Addenbrooke's, Cambridge, and Emmanuel Street.

Mondays to Fridays

Table with 15 columns representing bus stops and 15 columns representing departure times. Includes 'Service Restrictions' and 'Notes' at the top. Rows include Saffron Walden, Great Chesterford, Pampisford, Sawston, Stapleford, Trumpington, Addenbrooke's, Cambridge, and Emmanuel Street.

Mondays to Fridays

Table with 15 columns representing bus stops and 15 columns representing departure times. Includes 'Notes' at the top. Rows include Saffron Walden, Great Chesterford, Pampisford, Sawston, Stapleford, Addenbrooke's, Cambridge, and Emmanuel Street.

Saturdays

Table with 15 columns representing bus stops and 15 columns representing departure times. Includes 'Notes' at the top. Rows include Saffron Walden, Great Chesterford, Heathfield, Whittlesford, Pampisford, Sawston, Stapleford, Addenbrooke's, Cambridge, and Emmanuel Street.

Saturdays

Table with 15 columns representing bus stops and 15 columns representing departure times. Includes 'Notes' at the top. Rows include Saffron Walden, Great Chesterford, Pampisford, Sawston, Stapleford, Addenbrooke's, Cambridge, and Emmanuel Street.

Sundays

Table with 15 columns representing bus stops and 15 columns representing departure times. Rows include Pampisford, Sawston, Stapleford, Addenbrooke's, Cambridge, and Emmanuel Street.

Service Restrictions: 1 - not 19.12.19, 20.12.19, 17.2.20 to 21.2., 2.4. to 17.4.

Notes: SchO - Runs Mon-Fri when schools are open
* - Part or all of this journey operates in the morning of the following day



The information on this timetable is expected to be valid until at least 25th December 2019. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

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

Mondays to Fridays

Table with columns for stops and times. Includes 'Service Restrictions' and 'Notes' for the '1' route. Stops include Cambridge, Emmanuel Street, Addenbrooke's, Sawston, Little Chesterford, Littlebury, Saffron Walden, Pampisford, and Sawston.

Mondays to Fridays

Table with columns for stops and times. Includes 'Notes' for the '*' route. Stops include Cambridge, Emmanuel Street, Addenbrooke's, Sawston, Little Chesterford, Littlebury, Saffron Walden, Whittlesford, Heathfield, Pampisford, and Pampisford, o/s White Horse.

Mondays to Fridays

Table with columns for stops and times. Includes 'Notes' for the '*' route. Stops include Cambridge, Emmanuel Street, Addenbrooke's, Sawston, Pampisford, and Pampisford, o/s White Horse.

Saturdays

Table with columns for stops and times. Includes 'Notes' for the '*' route. Stops include Cambridge, Emmanuel Street, Addenbrooke's, Sawston, Little Chesterford, Littlebury, Saffron Walden, Whittlesford, Heathfield, Pampisford, and Pampisford, o/s White Horse.

Saturdays

Table with columns for stops and times. Includes 'Notes' for the '*' route. Stops include Cambridge, Emmanuel Street, Addenbrooke's, Sawston, and Pampisford, o/s White Horse.

Sundays

Table with columns for stops and times. Includes 'Notes' for the '*' route. Stops include Cambridge, Emmanuel Street, Addenbrooke's, Sawston, and Pampisford, o/s White Horse.

Service Restrictions: 1 - not 19.12.19, 20.12.19, 17.2.20 to 21.2., 2.4. to 17.4.

Notes: SchO - Runs Mon-Fri when schools are open

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



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

Mondays to Fridays

no service

Saturdays

no service

Sundays

Saffron Walden, High Street (N-bound)	0900	1105	1305	1505	1705
Littlebury, Cambridge Road (N-bound)	0907	1112	1312	1512	1712
Great Chesterford, Station Turn (W-bound)	0911	1116	1316	1516	1716
Ickleton, nr Coploe Road	0914	1119	1319	1519	1719
Duxford, nr Petersfield Road	0917	1122	1322	1522	1722
Duxford, o/s Imperial War Museum Hangar 1	0919s	1127	1327	1527	1727
Pampisford, nr South Terrace	0923				
Sawston, opp Babraham Road	0925				
Stapleford, opp Church Street	0929				
Great Shelford, nr Tunwells Close	0933				
Trumpington, in Trumpington Park-and-Ride	0937	1137	1337	1537	1737
Trumpington, opp Anstey Way	0939	1139	1339	1539	1739
Addenbrooke's, Hospital Bus Station (Bay C)	0945	1145	1345	1545	1745
Cambridge, Railway Station (Stop 7)	0950	1150	1350	1550	1750
Cambridge, Drummer St Bus Station (Bay 7)	1000	1200	1400	1600	1800

Notes: s - sets down only



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

Mondays to Fridays

no service

Saturdays

no service

Sundays

Cambridge, Drummer St Bus Station (Bay 7)	1005	1205	1405	1605	1805
Cambridge, Railway Station (Stop 3)	1012	1212	1412	1612	1812
Addenbrooke's, Hospital Bus Station (Bay C)	1020	1220	1420	1620	1820
Trumpington, nr Anstey Way	1028	1228	1428	1628	1828
Trumpington, in Trumpington Park-and-Ride	1030	1230	1430	1630	1830
Duxford, o/s Imperial War Museum Hangar 1	1040	1240	1440	1640	
Great Shelford, opp Tunwells Close					1835
Stapleford, nr Church Street					1839
Sawston, nr Babraham Road					1843
Pampisford, opp South Terrace					1845
Duxford, opp Petersfield Road	1044	1244	1444	1644	1851
Ickleton, opp Coploe Road	1047	1247	1447	1647	1854s
Great Chesterford, Station Turn (E-bound)	1049	1249	1449	1649	1856s
Littlebury, adj Mill Lane	1053	1253	1453	1653	1900s
Saffron Walden, High Street (N-bound)	1100	1300	1500	1700	1907

Notes: s - sets down only

APPENDIX 03

Traffic Survey Data

24803 STAPLEFORD										
DECEMBER 2019										
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 24803001	Haverhill Road, Stapleford (TG Pole) TL 47902 52289	Channel: Northbound	Fri 06-Dec-19	Thu 12-Dec-19	40	9677	1439	1382	49.8	42.9
		Channel: Southbound	Fri 06-Dec-19	Thu 12-Dec-19			2106	1921	50.0	43.3

24803 STAPLEFORD Site No: 24803001 Location Haverhill Road, Stapleford (TG Pole)

Fri 06-Dec-19 to Thu 12-Dec-19 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 06-Dec-19											
00:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	15	0	0.0	13	86.7	2	13.3	0	0.0	0	0.0
06:00	45	1	2.2	41	91.1	3	6.7	0	0.0	0	0.0
07:00	97	0	0.0	94	96.9	3	3.1	0	0.0	0	0.0
08:00	109	0	0.0	100	91.7	9	8.3	0	0.0	0	0.0
09:00	133	1	0.8	124	93.2	8	6.0	0	0.0	0	0.0
10:00	107	0	0.0	101	94.4	5	4.7	1	0.9	0	0.0
11:00	120	1	0.8	109	90.8	9	7.5	1	0.8	0	0.0
12:00	97	0	0.0	91	93.8	6	6.2	0	0.0	0	0.0
13:00	99	1	1.0	90	90.9	7	7.1	1	1.0	0	0.0
14:00	102	2	2.0	92	90.2	8	7.8	0	0.0	0	0.0
15:00	120	0	0.0	107	89.2	11	9.2	2	1.7	0	0.0
16:00	85	1	1.2	73	85.9	11	12.9	0	0.0	0	0.0
17:00	79	1	1.3	74	93.7	3	3.8	1	1.3	0	0.0
18:00	74	0	0.0	71	96.0	3	4.1	0	0.0	0	0.0
19:00	59	0	0.0	57	96.6	2	3.4	0	0.0	0	0.0
20:00	31	0	0.0	30	96.8	1	3.2	0	0.0	0	0.0
21:00	27	2	7.4	24	88.9	1	3.7	0	0.0	0	0.0
22:00	19	0	0.0	19	100.0	0	0.0	0	0.0	0	0.0
23:00	16	0	0.0	15	93.8	1	6.3	0	0.0	0	0.0
12H,7-19	1222	7	0.6	1126	92.1	83	6.8	6	0.5	0	0.0
16H,6-22	1384	10	0.7	1278	92.3	90	6.5	6	0.4	0	0.0
18H,6-24	1419	10	0.7	1312	92.5	91	6.4	6	0.4	0	0.0
24H,0-24	1444	10	0.7	1335	92.5	93	6.4	6	0.4	0	0.0



24803 STAPLEFORD Site No: 24803001 Location Haverhill Road, Stapleford (TG Pole)

Fri 06-Dec-19 to Thu 12-Dec-19 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 07-Dec-19											
00:00	11	0	0.0	9	81.8	2	18.2	0	0.0	0	0.0
01:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
03:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
04:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
06:00	14	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
07:00	57	0	0.0	55	96.5	2	3.5	0	0.0	0	0.0
08:00	94	1	1.1	90	95.7	2	2.1	1	1.1	0	0.0
09:00	132	0	0.0	124	93.9	7	5.3	0	0.0	1	0.8
10:00	148	1	0.7	143	96.6	4	2.7	0	0.0	0	0.0
11:00	151	2	1.3	140	92.7	8	5.3	1	0.7	0	0.0
12:00	99	1	1.0	93	93.9	5	5.1	0	0.0	0	0.0
13:00	100	1	1.0	97	97.0	2	2.0	0	0.0	0	0.0
14:00	127	2	1.6	120	94.5	4	3.2	1	0.8	0	0.0
15:00	101	0	0.0	100	99.0	1	1.0	0	0.0	0	0.0
16:00	96	0	0.0	91	94.8	4	4.2	1	1.0	0	0.0
17:00	68	2	2.9	62	91.2	4	5.9	0	0.0	0	0.0
18:00	62	0	0.0	62	100.0	0	0.0	0	0.0	0	0.0
19:00	39	0	0.0	39	100.0	0	0.0	0	0.0	0	0.0
20:00	19	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
21:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
22:00	20	1	5.0	19	95.0	0	0.0	0	0.0	0	0.0
23:00	18	0	0.0	18	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	1235	10	0.8	1177	95.3	43	3.5	4	0.3	1	0.1
16H,6-22	1316	10	0.8	1256	95.4	45	3.4	4	0.3	1	0.1
18H,6-24	1354	11	0.8	1293	95.5	45	3.3	4	0.3	1	0.1
24H,0-24	1379	11	0.8	1316	95.4	47	3.4	4	0.3	1	0.1



24803 STAPLEFORD Site No: 24803001 Location Haverhill Road, Stapleford (TG Pole)

Fri 06-Dec-19 to Thu 12-Dec-19 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 08-Dec-19											
00:00	12	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
01:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
02:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
05:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
06:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
07:00	20	0	0.0	20	100.0	0	0.0	0	0.0	0	0.0
08:00	37	0	0.0	36	97.3	1	2.7	0	0.0	0	0.0
09:00	99	1	1.0	94	95.0	4	4.0	0	0.0	0	0.0
10:00	135	0	0.0	130	96.3	5	3.7	0	0.0	0	0.0
11:00	118	1	0.9	115	97.5	2	1.7	0	0.0	0	0.0
12:00	129	3	2.3	124	96.1	1	0.8	1	0.8	0	0.0
13:00	117	0	0.0	111	94.9	6	5.1	0	0.0	0	0.0
14:00	102	1	1.0	99	97.1	1	1.0	1	1.0	0	0.0
15:00	75	0	0.0	73	97.3	1	1.3	1	1.3	0	0.0
16:00	52	1	1.9	49	94.2	1	1.9	1	1.9	0	0.0
17:00	51	0	0.0	48	94.1	2	3.9	1	2.0	0	0.0
18:00	39	0	0.0	38	97.4	1	2.6	0	0.0	0	0.0
19:00	24	0	0.0	24	100.0	0	0.0	0	0.0	0	0.0
20:00	30	0	0.0	29	96.7	1	3.3	0	0.0	0	0.0
21:00	14	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
22:00	12	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
23:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	974	7	0.7	937	96.2	25	2.6	5	0.5	0	0.0
16H,6-22	1051	7	0.7	1013	96.4	26	2.5	5	0.5	0	0.0
18H,6-24	1074	7	0.7	1036	96.5	26	2.4	5	0.5	0	0.0
24H,0-24	1105	7	0.6	1067	96.6	26	2.4	5	0.5	0	0.0



24803 STAPLEFORD Site No: 24803001 Location Haverhill Road, Stapleford (TG Pole)

Fri 06-Dec-19 to Thu 12-Dec-19 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 09-Dec-19											
00:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
05:00	10	1	10.0	8	80.0	1	10.0	0	0.0	0	0.0
06:00	57	1	1.8	52	91.2	4	7.0	0	0.0	0	0.0
07:00	101	1	1.0	95	94.1	4	4.0	0	0.0	1	1.0
08:00	118	0	0.0	107	90.7	11	9.3	0	0.0	0	0.0
09:00	143	1	0.7	130	90.9	12	8.4	0	0.0	0	0.0
10:00	94	0	0.0	91	96.8	3	3.2	0	0.0	0	0.0
11:00	92	0	0.0	84	91.3	7	7.6	1	1.1	0	0.0
12:00	103	1	1.0	94	91.3	7	6.8	1	1.0	0	0.0
13:00	87	0	0.0	81	93.1	6	6.9	0	0.0	0	0.0
14:00	94	0	0.0	86	91.5	8	8.5	0	0.0	0	0.0
15:00	91	2	2.2	80	87.9	8	8.8	1	1.1	0	0.0
16:00	89	1	1.1	82	92.1	6	6.7	0	0.0	0	0.0
17:00	97	0	0.0	92	94.9	5	5.2	0	0.0	0	0.0
18:00	87	2	2.3	80	92.0	5	5.8	0	0.0	0	0.0
19:00	43	0	0.0	41	95.4	1	2.3	1	2.3	0	0.0
20:00	38	0	0.0	38	100.0	0	0.0	0	0.0	0	0.0
21:00	27	0	0.0	25	92.6	2	7.4	0	0.0	0	0.0
22:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
23:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
12H,7-19	1196	8	0.7	1102	92.1	82	6.9	3	0.3	1	0.1
16H,6-22	1361	9	0.7	1258	92.4	89	6.5	4	0.3	1	0.1
18H,6-24	1382	9	0.7	1278	92.5	90	6.5	4	0.3	1	0.1
24H,0-24	1406	10	0.7	1299	92.4	92	6.5	4	0.3	1	0.1



24803 STAPLEFORD Site No: 24803001 Location Haverhill Road, Stapleford (TG Pole)

Fri 06-Dec-19 to Thu 12-Dec-19 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 10-Dec-19											
00:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
04:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
05:00	13	1	7.7	11	84.6	1	7.7	0	0.0	0	0.0
06:00	56	0	0.0	51	91.1	5	8.9	0	0.0	0	0.0
07:00	116	0	0.0	110	94.8	3	2.6	3	2.6	0	0.0
08:00	111	2	1.8	100	90.1	9	8.1	0	0.0	0	0.0
09:00	136	0	0.0	124	91.2	9	6.6	3	2.2	0	0.0
10:00	127	1	0.8	113	89.0	12	9.5	1	0.8	0	0.0
11:00	109	1	0.9	101	92.7	5	4.6	2	1.8	0	0.0
12:00	102	1	1.0	91	89.2	10	9.8	0	0.0	0	0.0
13:00	78	0	0.0	71	91.0	7	9.0	0	0.0	0	0.0
14:00	100	1	1.0	88	88.0	10	10.0	1	1.0	0	0.0
15:00	88	1	1.1	77	87.5	9	10.2	1	1.1	0	0.0
16:00	100	2	2.0	91	91.0	4	4.0	3	3.0	0	0.0
17:00	93	3	3.2	88	94.6	1	1.1	1	1.1	0	0.0
18:00	72	0	0.0	68	94.4	4	5.6	0	0.0	0	0.0
19:00	53	0	0.0	51	96.2	1	1.9	1	1.9	0	0.0
20:00	22	0	0.0	21	95.5	1	4.6	0	0.0	0	0.0
21:00	27	0	0.0	26	96.3	1	3.7	0	0.0	0	0.0
22:00	12	1	8.3	11	91.7	0	0.0	0	0.0	0	0.0
23:00	10	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	1232	12	1.0	1122	91.1	83	6.7	15	1.2	0	0.0
16H,6-22	1390	12	0.9	1271	91.4	91	6.6	16	1.2	0	0.0
18H,6-24	1412	13	0.9	1292	91.5	91	6.4	16	1.1	0	0.0
24H,0-24	1439	14	1.0	1315	91.4	94	6.5	16	1.1	0	0.0



24803 STAPLEFORD Site No: 24803001 Location Haverhill Road, Stapleford (TG Pole)

Fri 06-Dec-19 to Thu 12-Dec-19 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 11-Dec-19											
00:00	5	0	0.0	3	60.0	2	40.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
04:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	13	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
06:00	68	2	2.9	60	88.2	6	8.8	0	0.0	0	0.0
07:00	108	0	0.0	106	98.2	2	1.9	0	0.0	0	0.0
08:00	115	0	0.0	105	91.3	9	7.8	1	0.9	0	0.0
09:00	127	0	0.0	125	98.4	2	1.6	0	0.0	0	0.0
10:00	131	0	0.0	123	93.9	8	6.1	0	0.0	0	0.0
11:00	89	0	0.0	79	88.8	10	11.2	0	0.0	0	0.0
12:00	119	0	0.0	110	92.4	9	7.6	0	0.0	0	0.0
13:00	86	0	0.0	80	93.0	5	5.8	1	1.2	0	0.0
14:00	86	1	1.2	79	91.9	6	7.0	0	0.0	0	0.0
15:00	83	2	2.4	69	83.1	11	13.3	1	1.2	0	0.0
16:00	105	0	0.0	96	91.4	7	6.7	2	1.9	0	0.0
17:00	88	1	1.1	85	96.6	2	2.3	0	0.0	0	0.0
18:00	80	1	1.3	76	95.0	3	3.8	0	0.0	0	0.0
19:00	52	0	0.0	50	96.2	1	1.9	1	1.9	0	0.0
20:00	32	1	3.1	29	90.6	2	6.3	0	0.0	0	0.0
21:00	20	0	0.0	20	100.0	0	0.0	0	0.0	0	0.0
22:00	12	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
23:00	18	0	0.0	18	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	1217	5	0.4	1133	93.1	74	6.1	5	0.4	0	0.0
16H,6-22	1389	8	0.6	1292	93.0	83	6.0	6	0.4	0	0.0
18H,6-24	1419	8	0.6	1321	93.1	84	5.9	6	0.4	0	0.0
24H,0-24	1445	8	0.6	1344	93.0	87	6.0	6	0.4	0	0.0

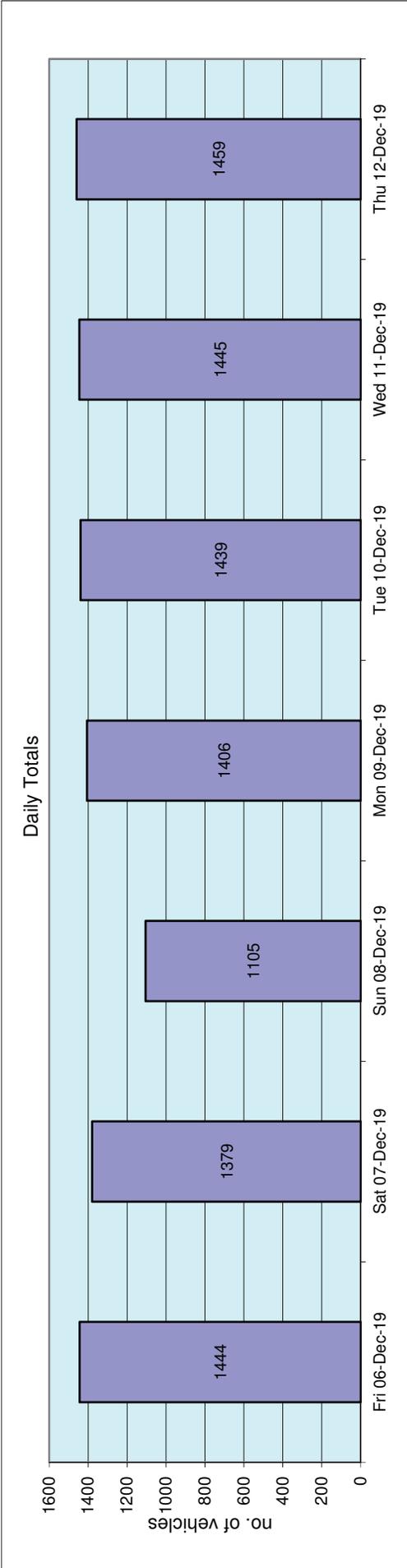


24803	STAPLEFORD			Site No: 24803001	Location	Haverhill Road, Stapleford (TG Pole)					
Fri 06-Dec-19 to Thu 12-Dec-19											
Channel: Northbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 12-Dec-19											
00:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
04:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	13	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
06:00	45	0	0.0	43	95.6	2	4.4	0	0.0	0	0.0
07:00	99	0	0.0	94	95.0	4	4.0	1	1.0	0	0.0
08:00	118	1	0.9	105	89.0	11	9.3	1	0.9	0	0.0
09:00	129	1	0.8	119	92.3	8	6.2	1	0.8	0	0.0
10:00	118	0	0.0	109	92.4	9	7.6	0	0.0	0	0.0
11:00	78	1	1.3	70	89.7	6	7.7	0	0.0	1	1.3
12:00	121	1	0.8	115	95.0	5	4.1	0	0.0	0	0.0
13:00	98	1	1.0	89	90.8	8	8.2	0	0.0	0	0.0
14:00	91	1	1.1	82	90.1	8	8.8	0	0.0	0	0.0
15:00	95	0	0.0	81	85.3	12	12.6	2	2.1	0	0.0
16:00	88	1	1.1	81	92.1	6	6.8	0	0.0	0	0.0
17:00	80	2	2.5	77	96.3	1	1.3	0	0.0	0	0.0
18:00	89	2	2.3	85	95.5	2	2.3	0	0.0	0	0.0
19:00	59	0	0.0	59	100.0	0	0.0	0	0.0	0	0.0
20:00	40	0	0.0	39	97.5	1	2.5	0	0.0	0	0.0
21:00	39	0	0.0	36	92.3	3	7.7	0	0.0	0	0.0
22:00	39	0	0.0	39	100.0	0	0.0	0	0.0	0	0.0
23:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	1204	11	0.9	1107	91.9	80	6.6	5	0.4	1	0.1
16H,6-22	1387	11	0.8	1284	92.6	86	6.2	5	0.4	1	0.1
18H,6-24	1434	11	0.8	1331	92.8	86	6.0	5	0.4	1	0.1
24H,0-24	1459	11	0.8	1355	92.9	87	6.0	5	0.3	1	0.1

24803 STAPLEFORD Site No: 24803001 Location Haverhill Road, Stapleford (TG Pole)

Fri 06-Dec-19 to Thu 12-Dec-19 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Fri 06-Dec-19	1444	10	0.7	1335	92.5	93	6.4	6	0.4	0	0.0
Sat 07-Dec-19	1379	11	0.8	1316	95.4	47	3.4	4	0.3	1	0.1
Sun 08-Dec-19	1105	7	0.6	1067	96.6	26	2.4	5	0.5	0	0.0
Mon 09-Dec-19	1406	10	0.7	1299	92.4	92	6.5	4	0.3	1	0.1
Tue 10-Dec-19	1439	14	1.0	1315	91.4	94	6.5	16	1.1	0	0.0
Wed 11-Dec-19	1445	8	0.6	1344	93.0	87	6.0	6	0.4	0	0.0
Thu 12-Dec-19	1459	11	0.8	1355	92.9	87	6.0	5	0.3	1	0.1
Total Vehicles	9677	71	0.7	9031	93.4	526	5.3	46	0.5	3	0.0



24803

STAPLEFORD

Site No: 24803001

Location Haverhill Road, Stapleford (TG Pole)

Fri 06-Dec-19 to Thu 12-Dec-19

Channel: Northbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
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Fri 06-Dec-19

00:00	2	-	36	3.5	0	0	0	1	1	0	0	0	0	0	0	0
01:00	2	-	36	3.5	0	0	0	1	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	-	53.5	14.1	0	0	0	0	0	1	0	0	0	1	0	0
04:00	4	-	47.3	4.9	0	0	0	0	2	2	1	1	0	0	0	0
05:00	15	52.3	45.5	7.6	0	0	0	1	4	3	4	1	2	0	0	0
06:00	45	51.6	44.2	6.8	0	0	0	3	15	10	9	6	2	0	0	0
07:00	97	45.7	41.4	5.2	0	0	0	12	36	36	7	6	0	0	0	0
08:00	109	49.7	43.1	5.8	0	0	0	8	35	36	18	11	1	0	0	0
09:00	133	50	43.4	6.9	0	1	2	9	34	46	26	12	1	2	0	0
10:00	107	48.7	42.6	5.4	0	0	0	9	36	33	23	6	0	0	0	0
11:00	120	49	42.7	6.2	0	0	3	9	33	44	21	8	2	0	0	0
12:00	97	51	43.7	7.2	0	0	2	7	28	30	15	9	5	1	0	0
13:00	99	50.7	44.5	6.3	0	0	1	7	16	39	22	11	3	0	0	0
14:00	102	50.3	43.8	7.1	0	1	0	10	21	38	19	6	7	0	0	0
15:00	120	50.1	44	7.1	0	0	1	10	29	40	26	7	4	2	1	0
16:00	85	45.7	39.4	7.3	0	2	3	19	26	23	10	1	0	1	0	0
17:00	79	44.9	39.6	6.7	0	0	6	13	28	25	3	2	2	0	0	0
18:00	74	45.8	38.9	8.3	0	0	11	13	23	16	6	4	0	0	1	0
19:00	59	48.8	41.3	7	0	0	1	15	14	14	10	4	1	0	0	0
20:00	31	50	43.7	8.4	0	1	1	1	4	14	6	2	2	0	0	0
21:00	27	48.4	37.8	10.5	0	2	4	4	7	4	3	3	0	0	0	0
22:00	19	53.8	46.4	8	0	0	0	0	4	9	1	3	1	0	1	0
23:00	16	46.5	41.9	6.9	0	0	0	2	7	4	1	1	1	0	0	0
12H,7-19	1222	49.3	42.5	6.8	0	4	29	126	345	406	196	83	25	6	2	0
16H,6-22	1384	49.4	42.4	7	0	7	35	149	385	448	224	98	30	6	2	0
18H,6-24	1419	49.4	42.5	7	0	7	35	151	396	461	226	102	32	6	3	0
24H,0-24	1444	49.5	42.5	7.1	0	7	35	154	402	467	231	104	34	7	3	0

24803

STAPLEFORD

Site No: 24803001

Location Haverhill Road, Stapleford (TG Pole)

Fri 06-Dec-19 to Thu 12-Dec-19

Channel: Northbound

Time Period Total Vehicles 85%ile Speed Mean Speed Stand Dev. <11Mph 11-<21 21-<31 31-<36 36-<41 41-<46 46-<51 51-<56 56-<61 61-<66 66-<71 =>71

Sat 07-Dec-19

00:00	11	50.6	41.9	8.3	0	0	1	3	3	1	2	0	0	0	0	0
01:00	4	-	47.3	11.1	0	0	0	1	2	0	0	0	1	0	0	0
02:00	3	-	35.2	3.1	0	0	2	1	0	0	0	0	0	0	0	0
03:00	3	-	41.8	3.1	0	0	0	1	2	0	0	0	0	0	0	0
04:00	1	-	53.5	-	0	0	0	0	0	0	1	0	0	0	0	0
05:00	3	-	46.8	5.9	0	0	0	0	2	0	1	0	0	0	0	0
06:00	14	50.3	44.2	6	0	0	0	6	2	4	2	0	0	0	0	0
07:00	57	54.3	46.7	7.9	0	0	0	13	21	10	6	3	3	0	1	1
08:00	94	51.6	44.5	7.8	1	0	4	28	24	21	11	2	3	0	0	0
09:00	132	49.2	43.2	7	0	0	1	40	47	20	8	2	1	1	1	1
10:00	148	49.3	42.6	6.5	0	1	1	40	51	25	12	2	0	0	0	0
11:00	151	50.3	43.6	7.7	0	1	1	41	52	23	12	4	2	0	2	2
12:00	99	50.3	43.7	7.8	0	1	0	26	24	25	7	2	2	1	0	0
13:00	100	53.1	46.3	7.7	0	1	0	2	31	27	13	4	3	0	1	1
14:00	127	50.9	44.5	7.6	0	0	3	5	50	20	8	7	3	0	1	1
15:00	101	49.5	43.3	6.7	0	1	0	13	36	26	5	3	0	0	0	0
16:00	96	46.6	40.8	6.5	0	0	2	21	31	10	4	2	0	0	0	0
17:00	68	48.6	41.1	8	0	2	2	11	20	12	4	1	0	0	0	0
18:00	62	52.6	43.5	8.3	0	0	1	10	16	8	7	3	2	0	0	0
19:00	39	49.5	43.3	7.9	0	0	1	3	8	11	2	0	0	0	1	1
20:00	19	49.3	40.9	8.2	0	0	2	2	2	4	2	0	0	0	0	0
21:00	9	-	43.5	5.2	0	0	0	3	4	1	1	0	0	0	0	0
22:00	20	53.5	43.9	11.5	0	0	1	4	3	2	3	0	1	0	1	1
23:00	18	45	44.3	6.2	0	0	0	1	12	1	0	2	0	0	0	0
12H,7-19	1235	50.4	43.6	7.5	1	7	11	310	403	227	97	35	19	2	6	6
16H,6-22	1316	50.4	43.5	7.5	1	7	14	339	419	247	104	35	19	2	7	7
18H,6-24	1354	50.4	43.6	7.5	1	7	15	346	434	250	107	37	20	2	8	8
24H,0-24	1379	50.4	43.5	7.6	1	7	16	352	443	251	111	37	21	2	8	8



24803

STAPLEFORD

Site No: 24803001

Location Haverhill Road, Stapleford (TG Pole)

Fri 06-Dec-19 to Thu 12-Dec-19

Channel: Northbound

Time Period Total Vehicles 85%ile Speed Mean Speed Stand Dev. <11Mph 11-<21 21-<31 31-<36 36-<41 41-<46 46-<51 51-<56 56-<61 61-<66 66-<71 =>71

Sun 08-Dec-19

00:00	12	53.1	47.3	5.5	0	0	0	0	1	5	2	4	0	0	0	0
01:00	8	-	42.9	5.1	0	0	0	1	1	4	2	0	0	0	0	0
02:00	3	-	38.5	5	0	0	0	1	1	1	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	-	46.8	3.1	0	0	0	0	0	1	2	0	0	0	0	0
05:00	5	-	50.5	5.8	0	0	0	0	0	1	2	1	1	0	0	0
06:00	9	-	45.2	3.8	0	0	0	0	1	4	4	0	0	0	0	0
07:00	20	48.9	44.5	4.4	0	0	0	0	4	9	6	1	0	0	0	0
08:00	37	50.9	43.8	7.7	0	0	0	5	8	14	4	4	1	0	1	0
09:00	99	51.6	44.5	7.7	0	1	1	6	22	31	21	13	1	2	1	0
10:00	135	50.5	44.7	7.5	0	0	0	10	31	47	29	10	3	2	1	2
11:00	118	50.1	44.4	5.8	0	0	0	8	24	39	35	10	2	0	0	0
12:00	129	49.4	42.5	8.1	0	3	2	16	26	48	21	9	2	1	0	1
13:00	117	51	43.9	7.1	0	0	2	8	32	35	22	14	2	1	1	0
14:00	102	49.8	43.4	7.4	1	0	1	8	25	33	24	5	4	1	0	0
15:00	75	52	44.1	8.9	1	0	0	3	24	27	7	6	4	1	1	1
16:00	52	45.4	39.6	7.3	0	1	4	7	15	19	4	2	0	0	0	0
17:00	51	50.8	43.2	7.9	0	0	1	8	13	13	8	3	5	0	0	0
18:00	39	51.8	44.3	8.6	0	0	2	2	10	10	8	4	2	0	1	0
19:00	24	52.9	47	7.9	0	0	0	0	5	7	6	5	0	0	0	1
20:00	30	50.4	44.3	8.5	0	0	0	3	10	5	8	2	1	0	0	1
21:00	14	48.4	43	6.4	0	0	1	0	3	5	5	0	0	0	0	0
22:00	12	54.5	44.8	14	0	0	2	2	0	3	1	2	1	0	0	1
23:00	11	52.4	43.3	8.4	0	0	1	0	3	4	0	3	0	0	0	0
12H,7-19	974	50.4	43.7	7.5	2	5	13	81	234	325	189	81	26	8	6	4
16H,6-22	1051	50.5	43.8	7.6	2	5	14	84	253	346	212	88	27	8	6	6
18H,6-24	1074	50.5	43.8	7.7	2	5	17	86	256	353	213	93	28	8	6	7
24H,0-24	1105	50.6	43.8	7.6	2	5	17	88	259	365	221	98	29	8	6	7



Data produced by
Axiom Traffic Ltd

24803

STAPLEFORD

Site No: 24803001

Location Haverhill Road, Stapleford (TG Pole)

Fri 06-Dec-19 to Thu 12-Dec-19

Channel: Northbound

Time Period Total Vehicles 85%ile Speed Mean Speed Stand Dev. <11Mph 11-<21 21-<31 31-<36 36-<41 41-<46 46-<51 51-<56 56-<61 61-<66 66-<71 =>71

Mon 09-Dec-19

00:00	4	-	47.3	6.4	0	0	0	0	1	0	2	1	0	0	0	0	0
01:00	1	-	43.5	-	0	0	0	0	0	1	0	0	0	0	0	0	0
02:00	2	-	46	3.5	0	0	0	0	1	0	1	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	7	-	48.5	6.5	0	0	0	0	1	1	3	1	1	0	0	0	0
05:00	10	56	49	9.3	0	0	0	0	2	2	3	1	1	0	0	1	0
06:00	57	52.8	46.1	6.4	0	0	0	2	8	22	13	8	3	1	0	0	0
07:00	101	46.8	42.5	5.9	0	0	0	7	37	40	8	5	3	1	0	0	0
08:00	118	48.9	43.6	5.6	0	0	0	4	35	48	22	5	3	1	0	0	0
09:00	143	50.4	44.5	6.7	0	0	2	4	37	49	33	10	7	0	0	0	1
10:00	94	50.7	44.7	6.4	0	0	0	6	21	30	24	10	2	0	0	1	0
11:00	92	48.6	42.6	6	0	0	2	9	21	37	17	5	1	0	0	0	0
12:00	103	49.8	43.9	6.5	0	0	2	8	18	38	28	7	0	2	0	0	0
13:00	87	50.6	45.1	5.9	0	0	0	2	17	35	21	10	1	0	0	1	0
14:00	94	52	44.2	7.7	0	0	3	8	22	22	22	12	4	1	0	0	0
15:00	91	48.5	42.5	5.6	0	0	0	11	24	34	16	6	0	0	0	0	0
16:00	89	49.3	41.7	8.2	0	2	5	9	20	30	14	8	0	1	0	0	0
17:00	97	48.3	41.2	7.1	0	0	6	10	35	21	22	2	0	0	0	1	0
18:00	87	49.6	42.2	8.7	0	2	1	8	35	18	13	6	1	0	0	3	0
19:00	43	49.4	42.6	9.4	0	0	0	11	11	10	6	2	0	1	1	1	1
20:00	38	47.3	42.6	6.2	0	0	1	2	11	17	3	3	1	0	0	0	0
21:00	27	49.6	43.7	6.3	0	0	0	2	9	5	9	1	1	0	0	0	0
22:00	11	50.6	44	7	0	0	0	2	1	4	2	2	0	0	0	0	0
23:00	10	57.7	46.5	10.1	0	0	0	2	1	3	0	1	3	0	0	0	0
12H,7-19	1196	49.8	43.3	6.8	0	4	21	86	322	402	240	86	22	6	6	1	1
16H,6-22	1361	49.9	43.4	6.9	0	4	22	103	361	456	271	100	27	8	7	2	2
18H,6-24	1382	49.9	43.4	6.9	0	4	22	107	363	463	273	103	30	8	7	2	2
24H,0-24	1406	50	43.5	6.9	0	4	22	107	367	468	282	106	32	8	8	2	2



24803

STAPLEFORD

Site No: 24803001

Location Haverhill Road, Stapleford (TG Pole)

Fri 06-Dec-19 to Thu 12-Dec-19

Channel: Northbound

Time Period Total Vehicles 85%ile Speed Mean Speed Stand Dev. <11Mph 11-<21 21-<31 31-<36 36-<41 41-<46 46-<51 51-<56 56-<61 61-<66 66-<71 =>71

Tue 10-Dec-19

00:00	2	-	56	3.5	0	0	0	0	0	0	0	0	1	1	0	0	0	0
01:00	1	-	48.5	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0
02:00	1	-	38.5	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0
03:00	4	-	49.8	9.5	0	0	0	0	2	1	0	0	0	0	1	0	0	0
04:00	6	-	49.3	7.4	0	0	0	1	1	1	1	2	1	0	0	0	0	0
05:00	13	53.6	48.1	5.4	0	0	0	1	4	3	5	0	0	0	0	0	0	0
06:00	56	51.7	44.6	6.3	0	0	0	2	16	18	10	8	2	0	0	0	0	0
07:00	116	48.4	42.3	6.3	0	0	3	6	44	37	17	6	2	1	0	0	0	0
08:00	111	52.4	44.2	8	0	1	2	7	26	38	16	14	5	0	2	0	0	0
09:00	136	50.2	43.4	6.4	0	0	3	9	36	43	29	15	1	0	0	0	0	0
10:00	127	48.7	42.3	6.9	0	0	4	13	37	39	27	5	0	1	0	0	1	1
11:00	109	46.1	37.4	10.2	1	7	13	20	32	19	11	2	2	2	0	0	0	0
12:00	102	48.7	42.8	6.7	0	1	1	4	35	37	15	6	2	0	1	0	0	0
13:00	78	49.8	43.6	6.3	0	0	0	7	19	30	13	5	4	0	0	0	0	0
14:00	100	49.8	43.9	6.1	0	0	2	2	27	36	23	8	1	1	0	0	0	0
15:00	88	50.4	42.7	7.7	0	0	5	8	23	26	14	8	4	0	0	0	0	0
16:00	100	46.3	39	8.3	0	4	6	21	28	25	10	5	1	0	0	0	0	0
17:00	93	46.3	39.6	7.5	0	2	6	17	25	28	11	4	0	0	0	0	0	0
18:00	72	45.8	41.7	5.6	0	0	1	8	22	31	6	3	1	0	0	0	0	0
19:00	53	50.1	43.9	6.6	0	0	0	5	14	15	13	3	0	0	0	0	0	0
20:00	22	48.2	41.5	6.3	0	0	0	5	6	5	5	1	0	0	0	0	0	0
21:00	27	47.5	39.2	7.9	0	0	4	4	8	5	5	1	0	0	0	0	0	0
22:00	12	47.8	44.8	10.1	0	0	0	1	3	5	2	0	0	0	0	0	0	1
23:00	10	56	47.5	9.2	0	0	0	0	3	3	0	2	1	1	0	0	0	0
12H,7-19	1232	49.1	41.9	7.6	1	15	46	122	354	389	192	81	23	5	3	1	1	1
16H,6-22	1390	49.3	42.1	7.5	1	15	50	138	398	432	225	94	28	5	3	1	1	1
18H,6-24	1412	49.3	42.1	7.5	1	15	50	139	404	440	227	96	29	6	3	2	2	2
24H,0-24	1439	49.5	42.2	7.6	1	15	50	139	407	447	233	104	31	7	3	2	2	2



24803

STAPLEFORD

Site No: 24803001

Location Haverhill Road, Stapleford (TG Pole)

Fri 06-Dec-19 to Thu 12-Dec-19

Channel: Northbound

Time Period Total Vehicles 85%ile Speed Mean Speed Stand Dev. <11Mph 11-<21 21-<31 31-<36 36-<41 41-<46 46-<51 51-<56 56-<61 61-<66 66-<71 =>71

Wed 11-Dec-19

00:00	5	-	38.5	5.2	0	0	0	2	1	2	0	0	0	0	0	0	0	0
01:00	1	-	38.5	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	-	50.2	12.6	0	0	0	0	1	0	1	0	0	1	0	0	0	0
04:00	4	-	52.3	9.5	0	0	0	0	1	0	0	0	1	2	0	0	0	0
05:00	13	51.9	45.4	6.8	0	0	0	1	3	2	4	3	0	0	0	0	0	0
06:00	68	50.8	44.8	6.4	0	0	0	4	15	22	17	6	4	0	0	0	0	0
07:00	108	49.2	43.2	6.8	0	0	0	14	26	38	21	4	3	1	1	0	0	0
08:00	115	50.4	42.7	7.8	0	0	5	12	37	24	22	10	3	2	0	0	0	0
09:00	127	49.2	43.2	6.6	0	1	0	5	43	45	21	8	3	0	0	0	0	1
10:00	131	49.7	43.3	6.4	0	0	1	10	40	42	24	9	4	1	0	0	0	0
11:00	89	49.7	43.5	6.5	0	0	2	3	28	26	22	7	0	0	1	0	0	0
12:00	119	51.7	44.9	6.8	0	0	0	8	26	40	25	12	6	2	0	0	0	0
13:00	86	50.4	44.4	5.8	0	0	0	4	20	32	19	9	2	0	0	0	0	0
14:00	86	49.5	42.3	8.4	2	0	2	9	18	29	18	5	3	0	0	0	0	0
15:00	83	49.1	41.9	6.9	0	1	0	10	33	16	16	6	0	1	0	0	0	0
16:00	105	47.4	40.7	6.9	0	0	2	25	34	25	10	5	4	0	0	0	0	0
17:00	88	49.3	41.7	8.5	0	2	5	8	24	26	14	6	1	2	0	0	0	0
18:00	80	47.1	40.8	7.6	0	2	4	10	19	30	11	3	1	0	0	0	0	0
19:00	52	49.9	43	9.4	0	1	3	6	8	14	15	2	2	0	0	0	0	1
20:00	32	45.7	40.2	7	0	1	1	4	9	12	5	0	0	0	0	0	0	0
21:00	20	49.8	41	8.3	0	0	2	1	9	4	1	2	1	0	0	0	0	0
22:00	12	49.5	42	11.3	0	1	0	2	2	2	3	1	1	0	0	0	0	0
23:00	18	55	46.6	9.3	0	0	0	1	4	6	3	1	1	1	1	0	0	0
12H,7-19	1217	49.7	42.8	7.2	2	6	21	118	348	373	223	84	30	9	2	1	1	1
16H,6-22	1389	49.8	42.8	7.3	2	8	27	133	389	425	261	94	37	9	2	2	2	2
18H,6-24	1419	49.8	42.9	7.3	2	9	27	136	395	433	267	96	39	10	3	2	2	2
24H,0-24	1445	49.9	42.9	7.4	2	9	27	139	402	437	272	100	41	11	3	2	2	2

24803

STAPLEFORD

Site No: 24803001

Location Haverhill Road, Stapleford (TG Pole)

Fri 06-Dec-19 to Thu 12-Dec-19

Channel: Northbound

Time Period Total Vehicles 85%ile Speed Mean Speed Stand Dev. <11Mph 11-<21 21-<31 31-<36 36-<41 41-<46 46-<51 51-<56 56-<61 61-<66 66-<71 =>71

Thu 12-Dec-19

00:00	3	-	45.2	3.1	0	0	0	0	0	2	1	0	0	0	0	0	0	0
01:00	2	-	48.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	-	43.5	5	0	0	0	0	1	1	1	0	0	0	0	0	0	0
04:00	4	-	48.5	6	0	0	0	0	2	2	0	2	0	0	0	0	0	0
05:00	13	52.9	46.2	6.8	0	0	0	1	2	3	3	4	0	0	0	0	0	0
06:00	45	52.5	46.3	6.8	0	0	0	1	7	10	17	6	3	0	0	0	0	0
07:00	99	46.3	41.3	6.3	0	0	0	1	39	30	11	4	0	0	0	0	0	1
08:00	118	50.7	44.2	6.5	0	0	0	7	30	45	19	11	4	2	0	0	0	0
09:00	129	50	43.4	7.1	0	0	0	2	35	38	28	10	2	1	0	0	0	1
10:00	118	48.2	42.5	6.1	0	0	0	1	35	42	22	3	1	2	0	0	0	0
11:00	78	48.4	42	6.9	0	0	0	0	25	21	12	3	1	2	0	0	0	0
12:00	121	49.9	43.4	6.7	0	0	0	2	38	32	29	7	4	1	0	0	0	0
13:00	98	48.1	42.6	5.3	0	0	0	0	27	39	19	3	1	0	0	0	0	0
14:00	91	49.2	42.6	6	0	0	0	1	30	27	17	8	0	0	0	0	0	0
15:00	95	48.2	42.1	7.4	0	0	0	5	33	31	12	4	2	1	1	0	0	0
16:00	88	48.4	40.9	8.3	0	1	4	15	29	20	11	5	2	0	0	0	0	1
17:00	80	43.9	38	6.1	0	1	6	16	34	18	5	0	0	0	0	0	0	0
18:00	89	44.9	38.7	6.5	0	1	7	16	31	26	8	0	0	0	0	0	0	0
19:00	59	45.7	40	6.3	0	0	0	0	21	12	5	3	1	0	0	0	0	0
20:00	40	48.8	40.7	9.1	0	0	0	7	8	11	8	1	2	0	0	0	0	0
21:00	39	48.2	41.1	7.7	0	0	0	1	12	8	6	1	1	0	0	0	0	0
22:00	39	45.6	38.9	7	0	0	0	2	7	9	4	2	0	0	0	0	0	0
23:00	8	-	38.8	7.5	0	0	0	1	1	3	1	0	0	0	0	0	0	0
12H,7-19	1204	48.6	42	6.8	0	3	29	136	386	369	193	58	17	9	1	3	3	3
16H,6-22	1387	48.8	42	6.9	0	3	38	166	434	410	229	69	24	10	1	3	3	3
18H,6-24	1434	48.7	41.9	7	0	3	41	183	442	422	234	71	24	10	1	3	3	3
24H,0-24	1459	48.8	42	7	0	3	41	184	445	431	239	78	24	10	1	3	3	3



Data produced by
Axiom Traffic Ltd

24803

STAPLEFORD

Site No: 24803001

Location Haverhill Road, Stapleford (TG Pole)

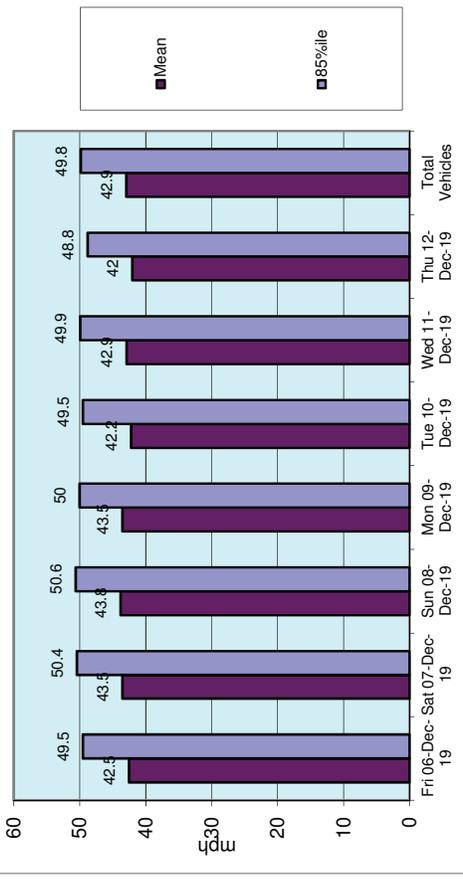
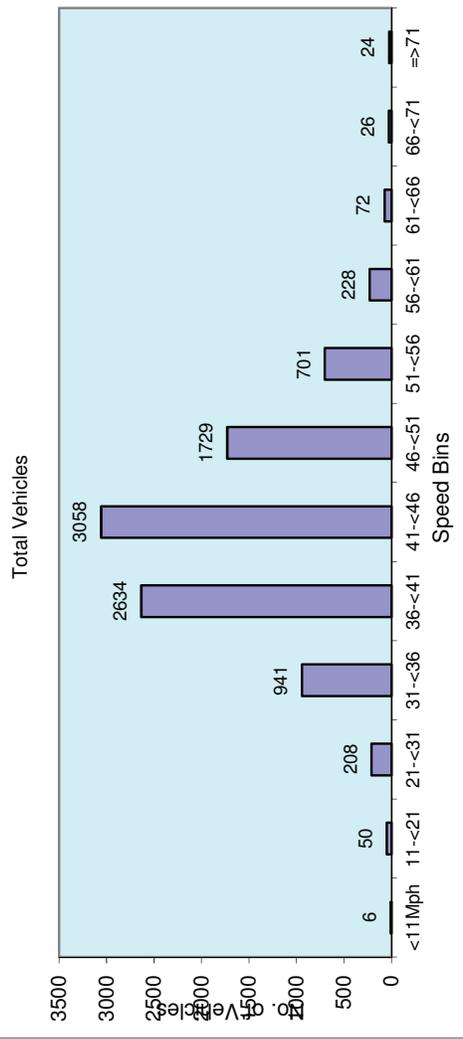
Fri 06-Dec-19 to Thu 12-Dec-19

Channel: Northbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
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Daily Totals

Fri 06-Dec-19	1444	49.5	42.5	7.1	0	7	35	154	402	467	231	104	34	7	3	0
Sat 07-Dec-19	1379	50.4	43.5	7.6	1	7	16	130	352	443	251	111	37	21	2	8
Sun 08-Dec-19	1105	50.6	43.8	7.6	2	5	17	88	259	365	221	98	29	8	6	7
Mon 09-Dec-19	1406	50	43.5	6.9	0	4	22	107	367	468	282	106	32	8	8	2
Tue 10-Dec-19	1439	49.5	42.2	7.6	1	15	50	139	407	447	233	104	31	7	3	2
Wed 11-Dec-19	1445	49.9	42.9	7.4	2	9	27	139	402	437	272	100	41	11	3	2
Thu 12-Dec-19	1459	48.8	42	7	0	3	41	184	445	431	239	78	24	10	1	3
Total Vehicles	9677	49.8	42.9	7.3	6	50	208	941	2634	3058	1729	701	228	72	26	24



24803

STAPLEFORD

Site No: 24803001

Location

Haverhill Road, Stapleford (TG Pole)

Channel: Northbound

TIME PERIOD	Fri 06/12/19	Sat 07/12/19	Sun 08/12/19	Mon 09/12/19	Tue 10/12/19	Wed 11/12/19	Thu 12/12/19	5-Day AV	7-Day AV
Week Begin: 06-Dec-19									
00:00	2	11	12	4	2	5	3	3	6
01:00	2	4	8	1	1	1	2	1	3
02:00	0	3	3	2	1	0	0	1	1
03:00	2	3	0	0	4	3	3	2	2
04:00	4	1	3	7	6	4	4	5	4
05:00	15	3	5	10	13	13	13	13	10
06:00	45	14	9	57	56	68	45	54	42
07:00	97	57	20	101	116	108	99	104	85
08:00	109	94	37	118	111	115	118	114	100
09:00	133	132	99	143	136	127	129	134	128
10:00	107	148	135	94	127	131	118	115	123
11:00	120	151	118	92	109	89	78	98	108
12:00	97	99	129	103	102	119	121	108	110
13:00	99	100	117	87	78	86	98	90	95
14:00	102	127	102	94	100	86	91	95	100
15:00	120	101	75	91	88	83	95	95	93
16:00	85	96	52	89	100	105	88	93	88
17:00	79	68	51	97	93	88	80	87	79
18:00	74	62	39	87	72	80	89	80	72
19:00	59	39	24	43	53	52	59	53	47
20:00	31	19	30	38	22	32	40	33	30
21:00	27	9	14	27	27	20	39	28	23
22:00	19	20	12	11	12	12	39	19	18
23:00	16	18	11	10	10	18	8	12	13
12H,7-19	1222	1235	974	1196	1232	1217	1204	1214	1183
16H,6-22	1384	1316	1051	1361	1390	1389	1387	1382	1325
18H,6-24	1419	1354	1074	1382	1412	1419	1434	1413	1356
24H,0-24	1444	1379	1105	1406	1439	1445	1459	1439	1382
Am	09:00	11:00	10:00	09:00	09:00	10:00	09:00	-	-
Peak	133	151	135	143	136	131	129	-	-
Pm	15:00	14:00	12:00	12:00	12:00	12:00	12:00	-	-
Peak	120	127	129	103	102	119	121	-	-

24803

STAPLEFORD

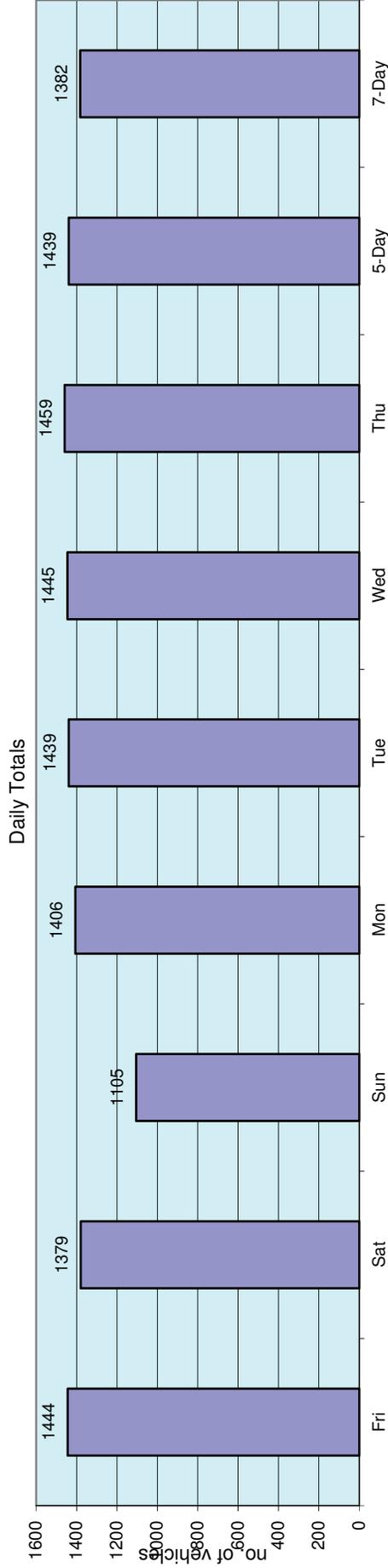
Site No: 24803001

Location

Haverhill Road, Stapleford (TG Pole)

Channel: Northbound

TIME PERIOD	Fri	Sat	Sun	Mon	Tue	Wed	Thu	5-Day	7-Day
	06/12/19	07/12/19	08/12/19	09/12/19	10/12/19	11/12/19	12/12/19	AV	AV



24803	STAPLEFORD				Site No: 24803001	Location	Haverhill Road, Stapleford (TG Pole)				
Fri 06-Dec-19 to Thu 12-Dec-19											
Channel: Southbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 06-Dec-19											
00:00	13	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
01:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
02:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
04:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
05:00	10	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
06:00	25	0	0.0	22	88.0	3	12.0	0	0.0	0	0.0
07:00	145	0	0.0	125	86.2	16	11.0	2	1.4	2	1.4
08:00	193	1	0.5	180	93.3	11	5.7	1	0.5	0	0.0
09:00	114	0	0.0	108	94.7	6	5.3	0	0.0	0	0.0
10:00	103	1	1.0	94	91.3	5	4.9	3	2.9	0	0.0
11:00	158	0	0.0	148	93.7	9	5.7	1	0.6	0	0.0
12:00	127	0	0.0	114	89.8	12	9.5	1	0.8	0	0.0
13:00	124	1	0.8	117	94.4	6	4.8	0	0.0	0	0.0
14:00	137	2	1.5	125	91.2	10	7.3	0	0.0	0	0.0
15:00	173	2	1.2	164	94.8	7	4.1	0	0.0	0	0.0
16:00	205	1	0.5	195	95.1	9	4.4	0	0.0	0	0.0
17:00	197	2	1.0	184	93.4	9	4.6	1	0.5	1	0.5
18:00	115	1	0.9	111	96.5	3	2.6	0	0.0	0	0.0
19:00	86	2	2.3	83	96.5	1	1.2	0	0.0	0	0.0
20:00	46	1	2.2	43	93.5	2	4.4	0	0.0	0	0.0
21:00	33	0	0.0	33	100.0	0	0.0	0	0.0	0	0.0
22:00	33	1	3.0	29	87.9	3	9.1	0	0.0	0	0.0
23:00	33	0	0.0	30	90.9	3	9.1	0	0.0	0	0.0
12H,7-19	1791	11	0.6	1665	93.0	103	5.8	9	0.5	3	0.2
16H,6-22	1981	14	0.7	1846	93.2	109	5.5	9	0.5	3	0.2
18H,6-24	2047	15	0.7	1905	93.1	115	5.6	9	0.4	3	0.2
24H,0-24	2086	15	0.7	1941	93.1	118	5.7	9	0.4	3	0.1

24803 STAPLEFORD Site No: 24803001 Location Haverhill Road, Stapleford (TG Pole)

Fri 06-Dec-19 to Thu 12-Dec-19 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 07-Dec-19											
00:00	15	0	0.0	15	100.0	0	0.0	0	0.0	0	0.0
01:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
02:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
03:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	8	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
05:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
06:00	13	0	0.0	11	84.6	2	15.4	0	0.0	0	0.0
07:00	30	0	0.0	26	86.7	2	6.7	2	6.7	0	0.0
08:00	73	0	0.0	67	91.8	5	6.9	0	0.0	1	1.4
09:00	113	0	0.0	108	95.6	5	4.4	0	0.0	0	0.0
10:00	139	1	0.7	132	95.0	6	4.3	0	0.0	0	0.0
11:00	145	1	0.7	138	95.2	6	4.1	0	0.0	0	0.0
12:00	140	3	2.1	131	93.6	6	4.3	0	0.0	0	0.0
13:00	121	1	0.8	116	95.9	4	3.3	0	0.0	0	0.0
14:00	145	0	0.0	145	100.0	0	0.0	0	0.0	0	0.0
15:00	135	1	0.7	130	96.3	3	2.2	1	0.7	0	0.0
16:00	129	1	0.8	123	95.4	4	3.1	1	0.8	0	0.0
17:00	119	2	1.7	116	97.5	1	0.8	0	0.0	0	0.0
18:00	75	2	2.7	71	94.7	2	2.7	0	0.0	0	0.0
19:00	73	0	0.0	73	100.0	0	0.0	0	0.0	0	0.0
20:00	50	0	0.0	48	96.0	2	4.0	0	0.0	0	0.0
21:00	21	0	0.0	21	100.0	0	0.0	0	0.0	0	0.0
22:00	30	0	0.0	30	100.0	0	0.0	0	0.0	0	0.0
23:00	25	0	0.0	24	96.0	1	4.0	0	0.0	0	0.0
12H,7-19	1364	12	0.9	1303	95.5	44	3.2	4	0.3	1	0.1
16H,6-22	1521	12	0.8	1456	95.7	48	3.2	4	0.3	1	0.1
18H,6-24	1576	12	0.8	1510	95.8	49	3.1	4	0.3	1	0.1
24H,0-24	1621	12	0.7	1553	95.8	51	3.2	4	0.3	1	0.1



24803	STAPLEFORD			Site No: 24803001	Location	Haverhill Road, Stapleford (TG Pole)					
Fri 06-Dec-19 to Thu 12-Dec-19											
Channel: Southbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %

Sun 08-Dec-19											
00:00	16	0	0.0	15	93.8	1	6.3	0	0.0	0	0.0
01:00	14	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
02:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
03:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
06:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
07:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
08:00	30	1	3.3	27	90.0	2	6.7	0	0.0	0	0.0
09:00	59	2	3.4	56	94.9	1	1.7	0	0.0	0	0.0
10:00	80	1	1.3	71	88.8	8	10.0	0	0.0	0	0.0
11:00	124	2	1.6	119	96.0	3	2.4	0	0.0	0	0.0
12:00	151	2	1.3	141	93.4	7	4.6	1	0.7	0	0.0
13:00	149	1	0.7	143	96.0	5	3.4	0	0.0	0	0.0
14:00	129	2	1.6	124	96.1	3	2.3	0	0.0	0	0.0
15:00	126	0	0.0	122	96.8	3	2.4	1	0.8	0	0.0
16:00	108	0	0.0	104	96.3	2	1.9	2	1.9	0	0.0
17:00	65	0	0.0	64	98.5	1	1.5	0	0.0	0	0.0
18:00	57	0	0.0	55	96.5	2	3.5	0	0.0	0	0.0
19:00	46	0	0.0	44	95.7	2	4.4	0	0.0	0	0.0
20:00	41	0	0.0	41	100.0	0	0.0	0	0.0	0	0.0
21:00	29	0	0.0	28	96.6	1	3.5	0	0.0	0	0.0
22:00	18	0	0.0	18	100.0	0	0.0	0	0.0	0	0.0
23:00	11	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
12H,7-19	1087	11	1.0	1035	95.2	37	3.4	4	0.4	0	0.0
16H,6-22	1213	11	0.9	1157	95.4	41	3.4	4	0.3	0	0.0
18H,6-24	1242	11	0.9	1185	95.4	42	3.4	4	0.3	0	0.0
24H,0-24	1292	11	0.9	1234	95.5	43	3.3	4	0.3	0	0.0

24803 STAPLEFORD Site No: 24803001 Location Haverhill Road, Stapleford (TG Pole)

Fri 06-Dec-19 to Thu 12-Dec-19 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 09-Dec-19											
00:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
03:00	2	0	0.0	0	0.0	2	100.0	0	0.0	0	0.0
04:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	11	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
06:00	31	0	0.0	25	80.7	5	16.1	1	3.2	0	0.0
07:00	128	1	0.8	115	89.8	12	9.4	0	0.0	0	0.0
08:00	233	1	0.4	210	90.1	20	8.6	2	0.9	0	0.0
09:00	167	0	0.0	148	88.6	18	10.8	1	0.6	0	0.0
10:00	93	1	1.1	85	91.4	7	7.5	0	0.0	0	0.0
11:00	108	1	0.9	92	85.2	14	13.0	1	0.9	0	0.0
12:00	115	2	1.7	100	87.0	12	10.4	1	0.9	0	0.0
13:00	120	0	0.0	113	94.2	7	5.8	0	0.0	0	0.0
14:00	146	1	0.7	133	91.1	12	8.2	0	0.0	0	0.0
15:00	148	0	0.0	139	93.9	8	5.4	1	0.7	0	0.0
16:00	164	1	0.6	151	92.1	10	6.1	2	1.2	0	0.0
17:00	214	0	0.0	208	97.2	6	2.8	0	0.0	0	0.0
18:00	133	3	2.3	127	95.5	3	2.3	0	0.0	0	0.0
19:00	85	0	0.0	82	96.5	3	3.5	0	0.0	0	0.0
20:00	48	0	0.0	46	95.8	2	4.2	0	0.0	0	0.0
21:00	34	1	2.9	33	97.1	0	0.0	0	0.0	0	0.0
22:00	26	0	0.0	26	100.0	0	0.0	0	0.0	0	0.0
23:00	10	0	0.0	8	80.0	2	20.0	0	0.0	0	0.0
12H,7-19	1769	11	0.6	1621	91.6	129	7.3	8	0.5	0	0.0
16H,6-22	1967	12	0.6	1807	91.9	139	7.1	9	0.5	0	0.0
18H,6-24	2003	12	0.6	1841	91.9	141	7.0	9	0.5	0	0.0
24H,0-24	2033	12	0.6	1867	91.8	145	7.1	9	0.4	0	0.0



24803 STAPLEFORD Site No: 24803001 Location Haverhill Road, Stapleford (TG Pole)

Fri 06-Dec-19 to Thu 12-Dec-19 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 10-Dec-19											
00:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
03:00	2	0	0.0	0	0.0	2	100.0	0	0.0	0	0.0
04:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
05:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
06:00	27	0	0.0	25	92.6	2	7.4	0	0.0	0	0.0
07:00	133	1	0.8	118	88.7	13	9.8	1	0.8	0	0.0
08:00	235	1	0.4	215	91.5	16	6.8	2	0.9	1	0.4
09:00	146	2	1.4	131	89.7	10	6.9	2	1.4	1	0.7
10:00	110	0	0.0	95	86.4	14	12.7	1	0.9	0	0.0
11:00	122	3	2.5	109	89.3	9	7.4	1	0.8	0	0.0
12:00	115	1	0.9	100	87.0	14	12.2	0	0.0	0	0.0
13:00	125	1	0.8	116	92.8	8	6.4	0	0.0	0	0.0
14:00	123	1	0.8	112	91.1	10	8.1	0	0.0	0	0.0
15:00	144	0	0.0	132	91.7	12	8.3	0	0.0	0	0.0
16:00	183	2	1.1	172	94.0	9	4.9	0	0.0	0	0.0
17:00	223	1	0.5	214	96.0	8	3.6	0	0.0	0	0.0
18:00	153	2	1.3	144	94.1	7	4.6	0	0.0	0	0.0
19:00	72	2	2.8	66	91.7	3	4.2	1	1.4	0	0.0
20:00	56	0	0.0	53	94.6	3	5.4	0	0.0	0	0.0
21:00	44	0	0.0	43	97.7	1	2.3	0	0.0	0	0.0
22:00	25	0	0.0	24	96.0	1	4.0	0	0.0	0	0.0
23:00	12	0	0.0	10	83.3	2	16.7	0	0.0	0	0.0
12H,7-19	1812	15	0.8	1658	91.5	130	7.2	7	0.4	2	0.1
16H,6-22	2011	17	0.9	1845	91.8	139	6.9	8	0.4	2	0.1
18H,6-24	2048	17	0.8	1879	91.8	142	6.9	8	0.4	2	0.1
24H,0-24	2075	17	0.8	1903	91.7	145	7.0	8	0.4	2	0.1



24803 STAPLEFORD Site No: 24803001 Location Haverhill Road, Stapleford (TG Pole)

Fri 06-Dec-19 to Thu 12-Dec-19 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 11-Dec-19											
00:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
05:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
06:00	30	1	3.3	27	90.0	2	6.7	0	0.0	0	0.0
07:00	130	1	0.8	117	90.0	12	9.2	0	0.0	0	0.0
08:00	230	2	0.9	201	87.4	26	11.3	1	0.4	0	0.0
09:00	143	0	0.0	135	94.4	8	5.6	0	0.0	0	0.0
10:00	115	0	0.0	105	91.3	8	7.0	1	0.9	1	0.9
11:00	130	1	0.8	118	90.8	11	8.5	0	0.0	0	0.0
12:00	138	1	0.7	119	86.2	17	12.3	1	0.7	0	0.0
13:00	120	1	0.8	110	91.7	8	6.7	1	0.8	0	0.0
14:00	152	2	1.3	141	92.8	9	5.9	0	0.0	0	0.0
15:00	172	1	0.6	156	90.7	15	8.7	0	0.0	0	0.0
16:00	192	1	0.5	183	95.3	8	4.2	0	0.0	0	0.0
17:00	198	0	0.0	188	95.0	10	5.1	0	0.0	0	0.0
18:00	147	1	0.7	143	97.3	3	2.0	0	0.0	0	0.0
19:00	80	0	0.0	77	96.3	3	3.8	0	0.0	0	0.0
20:00	68	0	0.0	64	94.1	2	2.9	2	2.9	0	0.0
21:00	51	1	2.0	46	90.2	4	7.8	0	0.0	0	0.0
22:00	43	1	2.3	42	97.7	0	0.0	0	0.0	0	0.0
23:00	26	0	0.0	25	96.2	1	3.9	0	0.0	0	0.0
12H,7-19	1867	11	0.6	1716	91.9	135	7.2	4	0.2	1	0.1
16H,6-22	2096	13	0.6	1930	92.1	146	7.0	6	0.3	1	0.1
18H,6-24	2165	14	0.7	1997	92.2	147	6.8	6	0.3	1	0.1
24H,0-24	2196	14	0.6	2026	92.3	149	6.8	6	0.3	1	0.1



24803 STAPLEFORD Site No: 24803001 Location Haverhill Road, Stapleford (TG Pole)

Fri 06-Dec-19 to Thu 12-Dec-19 Channel: Southbound

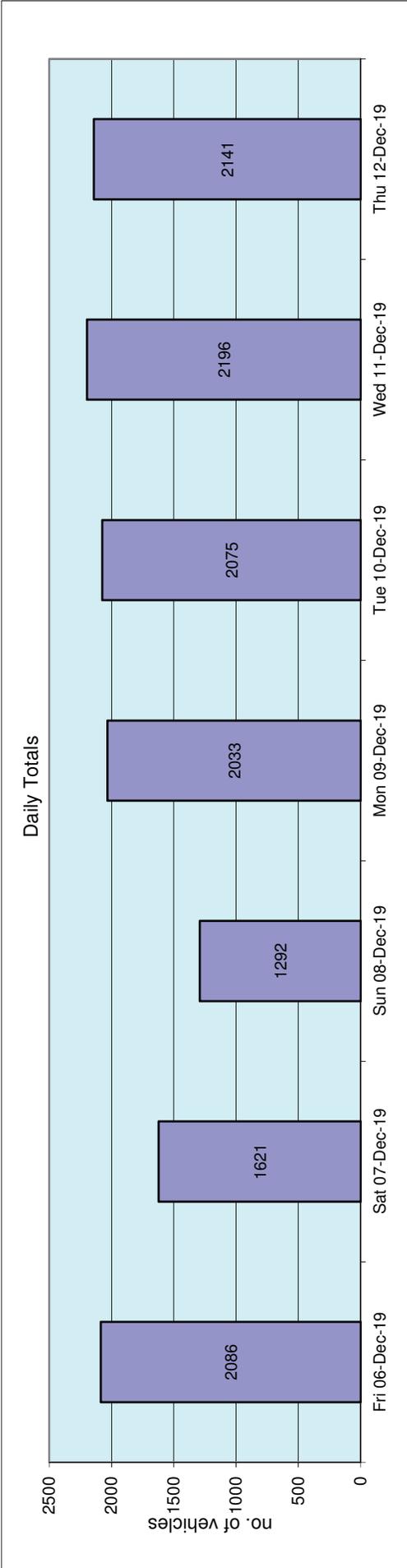
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 12-Dec-19											
00:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
01:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
06:00	30	0	0.0	27	90.0	3	10.0	0	0.0	0	0.0
07:00	132	0	0.0	115	87.1	16	12.1	1	0.8	0	0.0
08:00	196	2	1.0	179	91.3	15	7.7	0	0.0	0	0.0
09:00	141	1	0.7	128	90.8	11	7.8	1	0.7	0	0.0
10:00	101	1	1.0	94	93.1	6	5.9	0	0.0	0	0.0
11:00	123	0	0.0	111	90.2	12	9.8	0	0.0	0	0.0
12:00	123	1	0.8	114	92.7	8	6.5	0	0.0	0	0.0
13:00	130	1	0.8	114	87.7	13	10.0	2	1.5	0	0.0
14:00	148	0	0.0	134	90.5	13	8.8	0	0.0	1	0.7
15:00	164	1	0.6	149	90.9	13	7.9	1	0.6	0	0.0
16:00	156	0	0.0	147	94.2	9	5.8	0	0.0	0	0.0
17:00	219	2	0.9	208	95.0	8	3.7	1	0.5	0	0.0
18:00	141	1	0.7	131	92.9	9	6.4	0	0.0	0	0.0
19:00	104	1	1.0	103	99.0	0	0.0	0	0.0	0	0.0
20:00	81	0	0.0	78	96.3	2	2.5	1	1.2	0	0.0
21:00	47	0	0.0	47	100.0	0	0.0	0	0.0	0	0.0
22:00	56	0	0.0	54	96.4	2	3.6	0	0.0	0	0.0
23:00	20	0	0.0	19	95.0	1	5.0	0	0.0	0	0.0
12H,7-19	1774	10	0.6	1624	91.5	133	7.5	6	0.3	1	0.1
16H,6-22	2036	11	0.5	1879	92.3	138	6.8	7	0.3	1	0.1
18H,6-24	2112	11	0.5	1952	92.4	141	6.7	7	0.3	1	0.1
24H,0-24	2141	11	0.5	1978	92.4	144	6.7	7	0.3	1	0.1



24803 STAPLEFORD Site No: 24803001 Location Haverhill Road, Stapleford (TG Pole)

Fri 06-Dec-19 to Thu 12-Dec-19 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Fri 06-Dec-19	2086	15	0.7	1941	93.1	118	5.7	9	0.4	3	0.1
Sat 07-Dec-19	1621	12	0.7	1553	95.8	51	3.2	4	0.3	1	0.1
Sun 08-Dec-19	1292	11	0.9	1234	95.5	43	3.3	4	0.3	0	0.0
Mon 09-Dec-19	2033	12	0.6	1867	91.8	145	7.1	9	0.4	0	0.0
Tue 10-Dec-19	2075	17	0.8	1903	91.7	145	7.0	8	0.4	2	0.1
Wed 11-Dec-19	2196	14	0.6	2026	92.3	149	6.8	6	0.3	1	0.1
Thu 12-Dec-19	2141	11	0.5	1978	92.4	144	6.7	7	0.3	1	0.1
Total Vehicles	13444	92	0.7	12502	93.2	795	5.7	47	0.3	8	0.1



24803

STAPLEFORD

Site No: 24803001

Location Haverhill Road, Stapleford (TG Pole)

Fri 06-Dec-19 to Thu 12-Dec-19

Channel: Southbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
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Fri 06-Dec-19

00:00	13	48.8	42	8.8	0	0	0	5	2	1	3	1	1	0	0	0
01:00	5	-	44.5	2.6	0	0	0	0	0	4	1	0	0	0	0	0
02:00	2	-	41	3.5	0	0	0	1	1	0	0	0	0	0	0	0
03:00	3	-	41.8	7.6	0	0	0	1	0	1	1	0	0	0	0	0
04:00	6	-	44.3	5.1	0	0	0	0	1	4	0	1	0	0	0	0
05:00	10	61	47	10.9	0	0	0	2	1	2	2	1	0	2	0	0
06:00	25	51.9	43	8.7	0	0	1	6	4	3	6	4	1	0	0	0
07:00	145	45.9	40.7	5.8	0	0	7	17	46	53	20	2	0	0	0	0
08:00	193	49.8	43.8	6.2	0	1	1	9	53	59	53	13	3	1	0	0
09:00	114	50.5	44.2	6.5	0	0	1	10	20	43	25	10	5	0	0	0
10:00	103	49.5	42.4	6.9	0	0	2	12	32	34	10	10	2	1	0	0
11:00	158	48.9	42.4	6.7	0	0	6	13	44	57	24	11	2	1	0	0
12:00	127	49.7	43.8	5.9	0	0	0	7	36	44	28	8	3	1	0	0
13:00	124	51	45.5	7.1	0	1	0	7	22	33	42	11	7	0	1	0
14:00	137	49.9	43.6	6.8	0	1	3	10	28	43	40	8	4	0	0	0
15:00	173	49.6	43	6.8	0	1	1	16	54	48	37	11	3	1	1	0
16:00	205	46.1	41.1	5.5	0	0	3	26	74	70	27	3	2	0	0	0
17:00	197	46.6	40.9	6.1	0	0	5	30	70	59	24	7	1	1	0	0
18:00	115	44.5	37.5	6.7	0	0	14	31	41	16	11	2	0	0	0	0
19:00	86	47.1	39.9	7.1	0	0	7	19	20	24	12	4	0	0	0	0
20:00	46	52.1	44.4	7.9	0	1	1	1	10	15	9	7	2	0	0	0
21:00	33	48.6	42.7	7.8	0	0	0	5	11	9	5	0	1	2	0	0
22:00	33	50.6	44.8	6.3	0	0	1	0	8	9	10	5	0	0	0	0
23:00	33	55.3	45.9	7.9	0	0	0	1	9	10	6	2	3	2	0	0
12H,7-19	1791	49	42.4	6.6	0	4	43	188	520	559	341	96	32	6	2	0
16H,6-22	1981	49.1	42.3	6.8	0	5	52	219	565	610	373	111	36	8	2	0
18H,6-24	2047	49.2	42.4	6.8	0	5	53	220	582	629	389	118	39	10	2	0
24H,0-24	2086	49.3	42.4	6.8	0	5	53	228	587	642	396	121	40	12	2	0

24803

STAPLEFORD

Site No: 24803001

Location Haverhill Road, Stapleford (TG Pole)

Fri 06-Dec-19 to Thu 12-Dec-19

Channel: Southbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
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Sat 07-Dec-19

00:00	15	54.8	47.5	9.8	0	0	0	0	4	5	1	3	1	0	0	1
01:00	7	-	44.2	5.5	0	0	0	0	2	3	1	1	0	0	0	0
02:00	8	-	51	5.5	0	0	0	0	0	2	1	4	1	0	0	0
03:00	2	-	43.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
04:00	8	-	45.7	10	0	0	1	0	1	1	3	1	1	0	0	0
05:00	5	-	55.5	9.8	0	0	0	0	0	0	3	0	0	1	1	0
06:00	13	56.9	48.1	8.4	0	0	0	1	2	2	3	2	3	0	0	0
07:00	30	54	45.3	8.2	0	0	0	3	9	5	2	10	0	1	0	0
08:00	73	52.4	45.2	7.3	0	0	0	4	17	25	13	9	2	2	1	0
09:00	113	50.4	45.8	5.5	0	0	0	1	18	42	39	9	2	2	0	0
10:00	139	48.3	41.7	6.8	0	2	1	20	39	47	19	9	2	0	0	0
11:00	145	48.4	42.3	6.1	0	1	2	10	47	51	25	7	2	0	0	0
12:00	140	50.3	43.9	7.1	0	2	0	6	36	53	25	10	6	2	0	0
13:00	121	50.9	44.7	6.2	0	0	1	3	27	49	23	14	3	0	1	0
14:00	145	51.9	44.6	6.8	0	0	0	8	39	48	25	15	8	2	0	0
15:00	135	48.7	42.1	6.6	0	2	1	12	44	40	28	7	1	0	0	0
16:00	129	48	40.9	6.4	0	0	3	24	46	28	20	7	1	0	0	0
17:00	119	49.5	42.7	6.5	0	0	0	15	34	44	11	11	3	1	0	0
18:00	75	48.8	42.4	8.7	0	2	1	6	23	23	15	3	0	0	0	2
19:00	73	49.9	43.6	7.6	0	0	2	6	19	22	16	4	2	1	1	0
20:00	50	48.9	42.7	6.9	0	0	2	4	12	20	7	3	2	0	0	0
21:00	21	50.6	46.4	5.3	0	0	0	0	3	7	8	2	1	0	0	0
22:00	30	49.3	43.3	5.5	0	0	0	1	11	9	6	3	0	0	0	0
23:00	25	55.4	47.9	7.8	0	0	0	0	5	7	5	4	2	0	0	0
12H,7-19	1364	50	43.3	6.9	0	9	9	112	379	455	245	111	30	10	2	2
16H,6-22	1521	50.1	43.3	6.9	0	9	13	123	415	506	279	122	38	11	3	2
18H,6-24	1576	50.1	43.4	6.9	0	9	13	124	431	522	290	129	40	13	3	2
24H,0-24	1621	50.3	43.5	7	0	9	14	124	439	533	300	138	43	14	4	3

24803

STAPLEFORD

Site No: 24803001

Location Haverhill Road, Stapleford (TG Pole)

Fri 06-Dec-19 to Thu 12-Dec-19

Channel: Southbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
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Sun 08-Dec-19

00:00	16	51.5	47.6	8.9	0	0	0	0	3	5	5	1	1	0	0	1
01:00	14	47	44.2	6.9	0	0	0	1	2	8	2	0	0	1	0	0
02:00	9	-	40.4	7.8	0	0	1	1	3	1	3	0	0	0	0	0
03:00	4	-	49.8	2.8	0	0	0	0	0	0	3	1	0	0	0	0
04:00	2	-	48.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
05:00	5	-	47	15.2	0	0	1	0	0	1	2	0	0	0	1	0
06:00	10	56	50.5	10.4	0	0	0	0	2	1	3	2	1	0	0	1
07:00	9	-	48.2	11	0	0	1	0	1	1	1	4	0	1	0	0
08:00	30	54.8	46.1	8.4	0	0	1	1	6	8	6	4	3	1	0	0
09:00	59	52.9	45.3	8.8	0	2	0	2	10	18	15	7	3	2	0	0
10:00	80	51.4	44.5	7.4	0	1	0	4	18	29	15	7	5	1	0	0
11:00	124	52.4	44.4	8	0	2	0	9	32	31	26	17	5	1	1	0
12:00	151	48.8	42.5	7	0	2	2	13	43	51	30	6	2	2	0	0
13:00	149	49.8	43.1	7	0	0	3	16	38	48	28	10	3	3	0	0
14:00	129	49.6	44.1	6.6	0	2	0	1	33	48	35	5	3	2	0	0
15:00	126	47	40.7	6.1	0	1	2	16	55	29	18	4	1	0	0	0
16:00	108	49.1	41.4	7.7	0	2	1	17	39	21	18	6	3	1	0	0
17:00	65	49	43.1	6.4	0	0	0	5	21	24	8	4	2	1	0	0
18:00	57	49.1	43.2	6	0	0	0	5	16	19	13	2	2	0	0	0
19:00	46	52.6	45.1	7.9	0	0	0	5	9	13	9	8	1	0	0	1
20:00	41	50.4	43.1	7.2	0	0	1	5	9	15	5	4	2	0	0	0
21:00	29	49.8	44.1	6.7	0	0	1	2	4	11	8	2	1	0	0	0
22:00	18	48.8	43.2	5.7	0	0	0	2	4	6	5	1	0	0	0	0
23:00	11	52.4	47.6	5.1	0	0	0	0	1	3	4	3	0	0	0	0
12H,7-19	1087	50.1	43.2	7.3	0	12	10	89	312	327	213	76	32	15	1	0
16H,6-22	1213	50.3	43.4	7.4	0	12	12	101	336	367	238	92	37	15	1	2
18H,6-24	1242	50.3	43.4	7.3	0	12	12	103	341	376	247	96	37	15	1	2
24H,0-24	1292	50.3	43.5	7.4	0	12	14	105	349	392	262	99	38	16	2	3

24803

STAPLEFORD

Site No: 24803001

Location Haverhill Road, Stapleford (TG Pole)

Fri 06-Dec-19 to Thu 12-Dec-19

Channel: Southbound

Time Period Total Vehicles 85%ile Speed Mean Speed Stand Dev. <11Mph 11-<21 21-<31 31-<36 36-<41 41-<46 46-<51 51-<56 56-<61 61-<66 66-<71 =>71

Tue 10-Dec-19

00:00	5	-	47.5	10.9	0	0	0	2	1	0	0	1	0	1	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	5	-	50.5	6.8	0	0	0	0	2	0	0	2	1	0	0	0	0
03:00	2	-	39.8	19.4	0	0	1	0	0	0	0	0	1	0	0	0	0
04:00	4	-	47.3	4.9	0	0	0	0	2	1	1	0	0	0	0	0	0
05:00	11	54.1	47.4	12.5	0	0	1	1	1	3	3	0	0	0	0	0	1
06:00	27	50.7	45.5	5.8	0	0	0	7	7	9	3	1	0	0	0	0	0
07:00	133	50.4	44.6	6.3	0	0	0	5	37	39	36	8	7	1	0	0	0
08:00	235	50	44.1	6.4	0	1	0	8	66	86	48	15	8	2	1	0	0
09:00	146	50.2	44.4	6.3	0	0	0	10	32	53	34	10	5	2	0	0	0
10:00	110	50.1	43.6	6.8	0	0	1	7	35	31	23	11	0	1	0	0	1
11:00	122	47.6	41	6.3	0	1	2	20	38	35	22	4	0	0	0	0	0
12:00	115	49.6	42.7	7	0	0	5	9	30	41	17	10	2	1	0	0	0
13:00	125	50.1	43.7	6.4	0	0	0	6	45	35	24	9	5	1	0	0	0
14:00	123	49.7	43.8	6.7	0	0	2	7	30	45	27	8	2	0	2	0	0
15:00	144	48.6	42.6	6.6	0	0	1	18	39	55	17	7	5	2	0	0	0
16:00	183	46.8	40.5	6.3	0	1	4	35	60	51	27	3	2	0	0	0	0
17:00	223	49.2	42.7	6.2	0	0	3	23	64	70	45	15	3	0	0	0	0
18:00	153	49.7	43.3	6.8	0	1	2	10	41	57	25	10	6	1	0	0	0
19:00	72	47.5	42	6	0	0	0	7	30	21	9	2	3	0	0	0	0
20:00	56	50.1	43.9	7	0	0	0	3	19	17	10	3	3	0	1	0	0
21:00	44	50.7	45.3	7.3	0	0	1	3	8	9	17	2	4	0	0	0	0
22:00	25	51.9	44.1	6.3	0	0	0	0	10	8	2	4	1	0	0	0	0
23:00	12	49.7	45.6	10.6	0	0	0	2	2	2	5	0	0	0	0	0	1
12H,7-19	1812	49.5	43.1	6.6	0	4	20	158	517	598	345	110	45	11	3	1	1
16H,6-22	2011	49.6	43.1	6.6	0	4	21	171	581	652	390	120	56	11	4	1	1
18H,6-24	2048	49.6	43.2	6.6	0	4	21	173	593	662	397	124	57	11	4	2	2
24H,0-24	2075	49.7	43.2	6.7	0	4	23	174	596	668	401	132	58	12	4	3	3



Data produced by
Axiom Traffic Ltd

24803

STAPLEFORD

Site No: 24803001

Location Haverhill Road, Stapleford (TG Pole)

Fri 06-Dec-19 to Thu 12-Dec-19

Channel: Southbound

Time Period Total Vehicles 85%ile Speed Mean Speed Stand Dev. <11Mph 11-<21 21-<31 31-<36 36-<41 41-<46 46-<51 51-<56 56-<61 61-<66 66-<71 =>71

Wed 11-Dec-19

00:00	8	-	43.5	8.5	0	0	0	1	3	2	0	1	1	0	0	0
01:00	3	-	43.5	1.7	0	0	0	0	0	3	0	0	0	0	0	0
02:00	3	-	53.5	5	0	0	0	0	0	0	1	1	0	0	0	0
03:00	1	-	48.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	5	-	47.5	8.3	0	0	0	1	1	2	0	1	1	0	0	0
05:00	11	50.6	45.3	5.3	0	0	0	2	2	5	2	2	0	0	0	0
06:00	30	48.5	41.6	8.8	0	1	0	4	11	6	6	1	0	0	1	0
07:00	130	50.7	44.1	6.4	0	0	1	10	31	40	30	15	3	0	0	0
08:00	230	50.9	44	6.7	0	2	3	9	57	80	45	29	5	0	0	0
09:00	143	50	43.9	6.2	0	0	1	9	39	42	38	10	3	1	0	0
10:00	115	50.6	44.4	6	0	0	0	8	28	30	34	14	1	0	0	0
11:00	130	49.9	44.6	5.8	0	1	0	4	20	58	35	8	4	0	0	0
12:00	138	50.7	44.5	5.9	0	0	1	2	40	41	35	16	3	0	0	0
13:00	120	51.2	45	6	0	0	1	4	21	48	27	15	4	0	0	0
14:00	152	50.3	42.8	7.9	0	3	4	15	34	47	30	15	3	1	0	0
15:00	172	48.4	42.1	6.6	0	0	7	17	44	66	24	10	4	0	0	0
16:00	192	47.7	41.5	5.8	0	0	4	15	82	51	31	8	0	1	0	0
17:00	198	48.8	42.7	6.3	0	0	3	17	59	69	35	10	3	2	0	0
18:00	147	47.3	42	6.3	0	0	2	15	50	52	21	4	1	1	0	1
19:00	80	53.5	45.6	8.1	0	0	1	4	16	29	13	9	4	3	0	1
20:00	68	50.2	44.6	6.3	0	0	1	2	17	18	23	5	1	1	0	0
21:00	51	53.9	47.8	6.5	0	0	0	1	5	13	21	5	4	2	0	0
22:00	43	49.8	43.5	6.6	0	0	0	5	10	15	8	4	0	1	0	0
23:00	26	55	46.2	8	0	0	0	1	6	8	6	1	2	2	0	0
12H,7-19	1867	49.9	43.3	6.5	0	6	27	125	505	624	385	154	34	6	0	1
16H,6-22	2096	50.1	43.6	6.6	0	7	29	136	554	690	448	174	43	12	1	2
18H,6-24	2165	50.1	43.6	6.6	0	7	29	142	570	713	462	179	45	15	1	2
24H,0-24	2196	50.1	43.6	6.6	0	7	29	143	576	725	466	184	48	15	1	2



Data produced by
Axiom Traffic Ltd

24803

STAPLEFORD

Site No: 24803001

Location Haverhill Road, Stapleford (TG Pole)

Fri 06-Dec-19 to Thu 12-Dec-19

Channel: Southbound

Time Period Total Vehicles 85%ile Speed Mean Speed Stand Dev. <11Mph 11-<21 21-<31 31-<36 36-<41 41-<46 46-<51 51-<56 56-<61 61-<66 66-<71 =>71

Thu 12-Dec-19

00:00	10	53.5	48.5	7.6	0	0	0	0	2	1	4	2	0	1	0	0
01:00	3	-	46.8	3.1	0	0	0	0	0	1	2	0	0	0	0	0
02:00	1	-	53.5	-	0	0	0	0	0	0	0	1	0	0	0	0
03:00	3	-	46.8	12.6	0	0	0	1	0	0	1	0	0	1	0	0
04:00	2	-	43.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
05:00	10	51	46	6	0	0	0	0	1	6	1	1	1	0	0	0
06:00	30	49.8	43.9	6.3	0	0	1	0	7	14	4	3	1	0	0	0
07:00	132	49.6	43.7	6.8	0	0	1	13	27	52	26	6	3	4	0	0
08:00	196	52.8	45.4	7.5	0	2	0	9	40	60	46	26	8	4	1	0
09:00	141	49.9	43.5	6.7	0	0	0	15	36	51	22	9	6	2	0	0
10:00	101	50.4	42.4	8.1	0	1	4	7	35	27	13	12	0	1	0	1
11:00	123	50.2	44.2	6.2	0	0	2	6	27	44	30	10	4	0	0	0
12:00	123	50.8	44.8	6.3	0	0	0	3	32	46	24	11	5	2	0	0
13:00	130	51.9	45.2	6.4	0	0	0	8	25	40	34	17	6	0	0	0
14:00	148	51.6	44.5	6.5	0	0	0	4	51	39	29	18	5	2	0	0
15:00	164	49.2	43.2	6.3	0	0	0	13	53	52	33	4	7	2	0	0
16:00	156	46.6	40.6	6	0	0	6	26	49	48	24	3	0	0	0	0
17:00	219	45.7	40.4	6.1	0	3	5	27	80	75	24	5	0	0	0	0
18:00	141	46.9	40.8	6.3	0	0	7	17	49	43	18	7	0	0	0	0
19:00	104	45.2	39.5	6.1	0	0	4	24	37	27	9	2	1	0	0	0
20:00	81	48.9	42.6	6.2	0	0	0	12	21	25	18	4	0	1	0	0
21:00	47	51.6	43.9	7.6	0	0	0	5	15	11	8	4	3	1	0	0
22:00	56	51.1	44.2	8.9	0	0	1	7	14	14	11	5	1	1	1	1
23:00	20	49.8	44.8	6.4	0	0	0	2	2	9	4	2	1	0	0	0
12H,7-19	1774	49.8	43.1	6.8	0	6	25	148	504	577	323	128	44	17	1	1
16H,6-22	2036	49.7	43	6.8	0	6	30	189	584	654	362	141	49	19	1	1
18H,6-24	2112	49.7	43	6.9	0	6	31	198	600	677	377	148	51	20	2	2
24H,0-24	2141	49.8	43.1	6.9	0	6	31	199	604	685	386	152	53	21	2	2



24803

STAPLEFORD

Site No: 24803001

Location Haverhill Road, Stapleford (TG Pole)

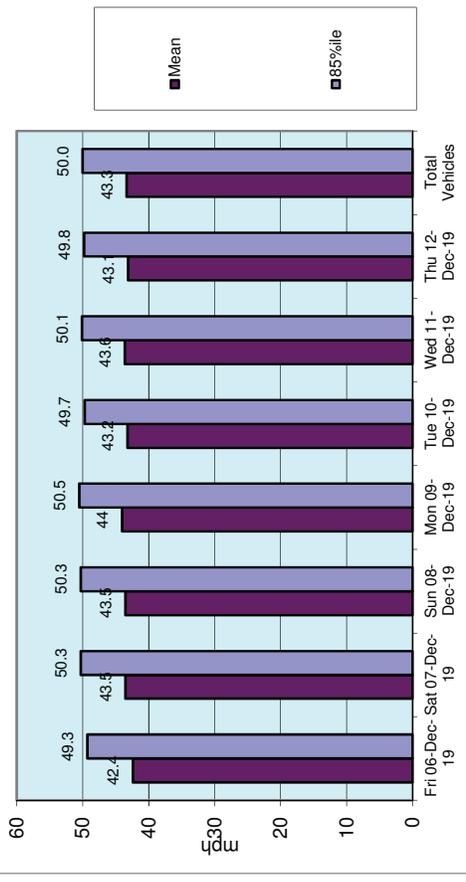
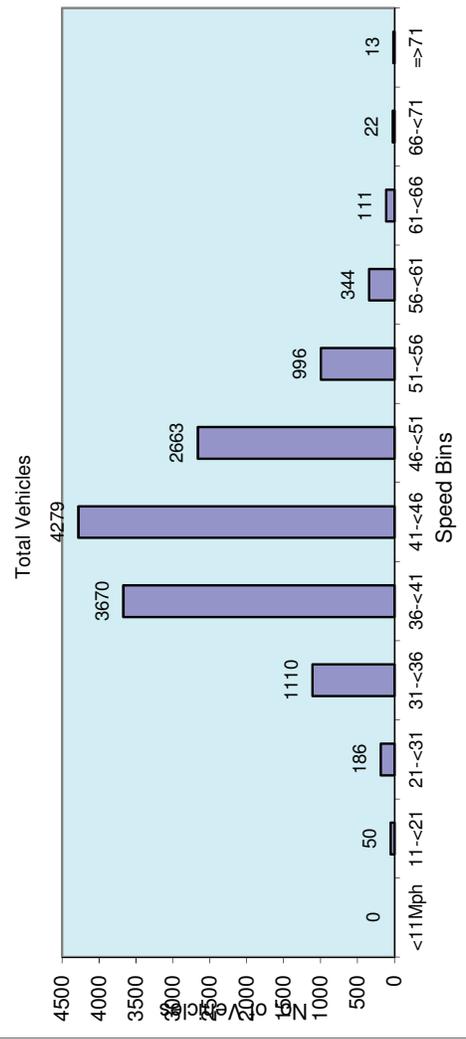
Fri 06-Dec-19 to Thu 12-Dec-19

Channel: Southbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
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Daily Totals

Fri 06-Dec-19	2086	49.3	42.4	6.8	0	5	53	228	587	642	396	121	40	12	2	0
Sat 07-Dec-19	1621	50.3	43.5	7	0	9	14	124	439	533	300	138	43	14	4	3
Sun 08-Dec-19	1292	50.3	43.5	7.4	0	12	14	105	349	392	262	99	38	16	2	3
Mon 09-Dec-19	2033	50.5	44	6.9	0	7	22	137	519	634	452	170	64	21	7	0
Tue 10-Dec-19	2075	49.7	43.2	6.7	0	4	23	174	596	668	401	132	58	12	4	3
Wed 11-Dec-19	2196	50.1	43.6	6.6	0	7	29	143	576	725	466	184	48	15	1	2
Thu 12-Dec-19	2141	49.8	43.1	6.9	0	6	31	199	604	685	386	152	53	21	2	2
Total Vehicles	13444	50.0	43.3	6.9	0	50	186	1110	3670	4279	2663	996	344	111	22	13



24803

STAPLEFORD

Site No: 24803001

Location

Haverhill Road, Stapleford (TG Pole)

Channel: Southbound

TIME PERIOD	Fri 06/12/19	Sat 07/12/19	Sun 08/12/19	Mon 09/12/19	Tue 10/12/19	Wed 11/12/19	Thu 12/12/19	5-Day AV	7-Day AV
Week Begin: 06-Dec-19									
00:00	13	15	16	8	5	8	10	9	11
01:00	5	7	14	3	0	3	3	3	5
02:00	2	8	9	2	5	3	1	3	4
03:00	3	2	4	2	2	1	3	2	2
04:00	6	8	2	4	4	5	2	4	4
05:00	10	5	5	11	11	11	10	11	9
06:00	25	13	10	31	27	30	30	29	24
07:00	145	30	9	128	133	130	132	134	101
08:00	193	73	30	233	235	230	196	217	170
09:00	114	113	59	167	146	143	141	142	126
10:00	103	139	80	93	110	115	101	104	106
11:00	158	145	124	108	122	130	123	128	130
12:00	127	140	151	115	115	138	123	124	130
13:00	124	121	149	120	125	120	130	124	127
14:00	137	145	129	146	123	152	148	141	140
15:00	173	135	126	148	144	172	164	160	152
16:00	205	129	108	164	183	192	156	180	162
17:00	197	119	65	214	223	198	219	210	176
18:00	115	75	57	133	153	147	141	138	117
19:00	86	73	46	85	72	80	104	85	78
20:00	46	50	41	48	56	68	81	60	56
21:00	33	21	29	34	44	51	47	42	37
22:00	33	30	18	26	25	43	56	37	33
23:00	33	25	11	10	12	26	20	20	20
12H,7-19	1791	1364	1087	1769	1812	1867	1774	1803	1638
16H,6-22	1981	1521	1213	1967	2011	2096	2036	2018	1832
18H,6-24	2047	1576	1242	2003	2048	2165	2112	2075	1885
24H,0-24	2086	1621	1292	2033	2075	2196	2141	2106	1921
Am	08:00	11:00	11:00	08:00	08:00	08:00	08:00	-	-
Peak	193	145	124	233	235	230	196	-	-
Pm	16:00	14:00	12:00	17:00	17:00	17:00	17:00	-	-
Peak	205	145	151	214	223	198	219	-	-

24803

STAPLEFORD

Site No: 24803001

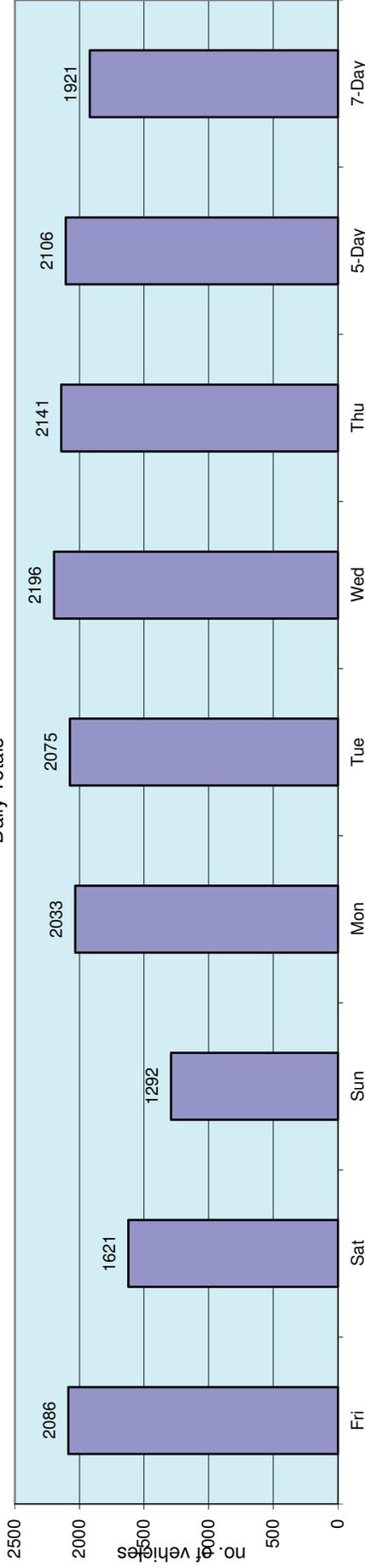
Location

Haverhill Road, Stapleford (TG Pole)

Channel: Southbound

TIME PERIOD	Fri	Sat	Sun	Mon	Tue	Wed	Thu	5-Day	7-Day
	06/12/19	07/12/19	08/12/19	09/12/19	10/12/19	11/12/19	12/12/19	AV	AV

Daily Totals





AXIOM
Traffic Limited

For and on behalf of:



STAPLEFORD

Tuesday 10 December 2019

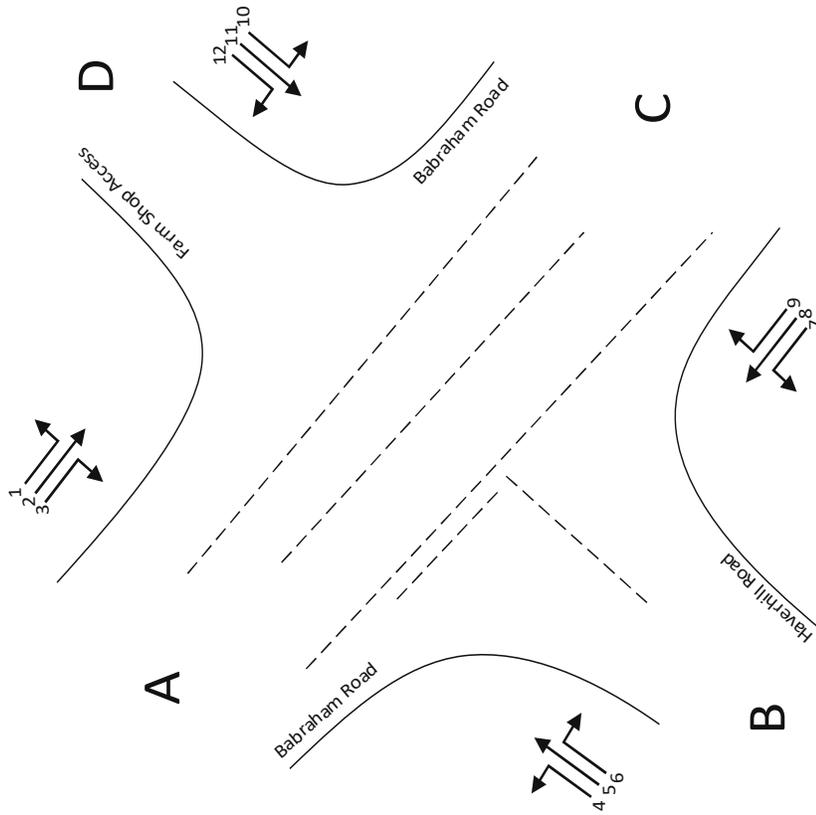
0700-1000

1600-1900

Drawing N°: 24803 - 01

Site: 1

Location: Babraham Road /
Haverhill Road /
Farm Shop Access





For and on behalf of:



STAPLEFORD

Tuesday 10 December 2019

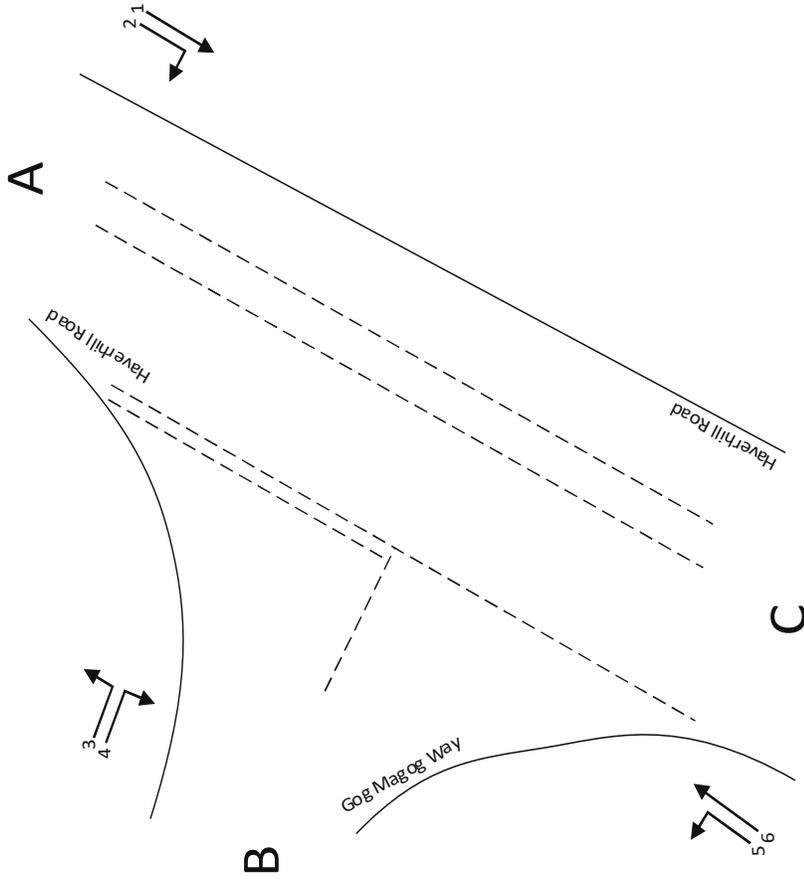
0700-1000

1600-1900

Drawing N°: 24803 - 02

Site: 2

Location: Haverhill Road /
Gog Magog Way





For and on behalf of:



STAPLEFORD

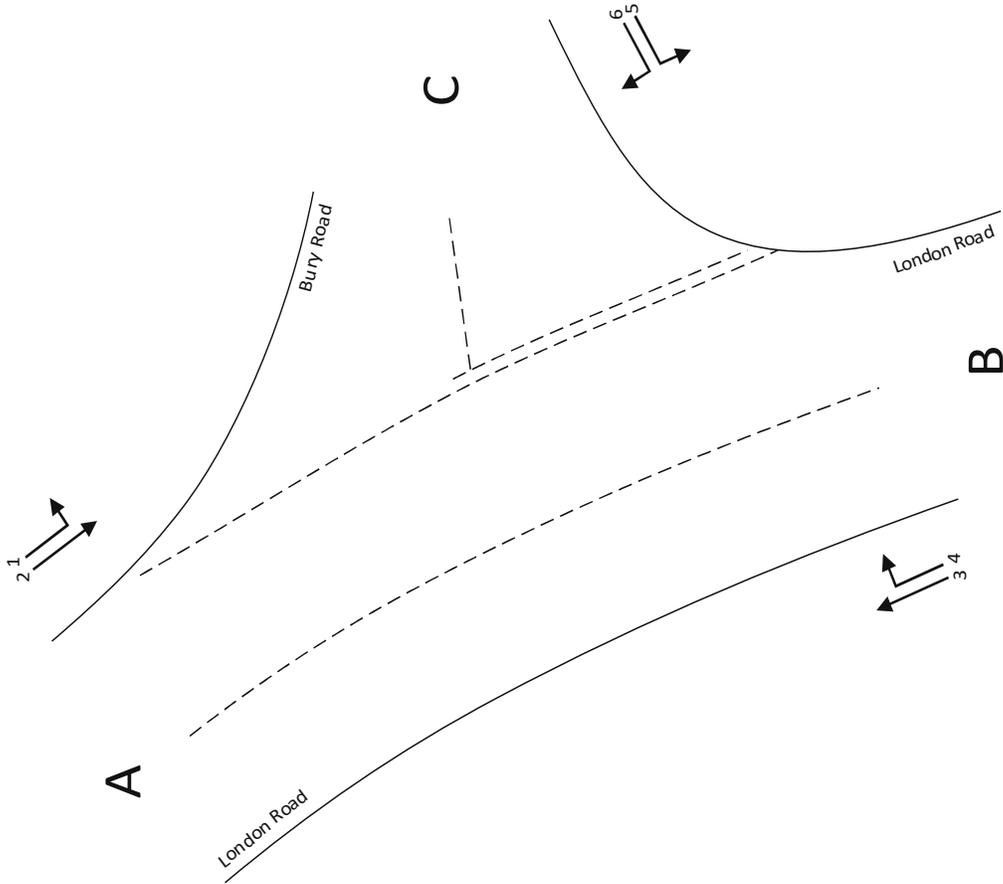
Tuesday 10 December 2019

0700-1000
1600-1900

Drawing N°: 24803 - 03

Site: 3

Location: London Road /
Bury Road



MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 1

DATE: 10/12/2019

LOCATION: BABRAHAM ROAD / HAVERHILL ROAD / FARM SHOP ACCESS

DAY: TUESDAY

TIME	MOVEMENT 1 FROM BABRAHAM ROAD (N) TO FARM SHOP ACCESS										TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
07:00	0	0	0	0	0	0	0					0
07:15	1	1	0	0	0	0	0					2
07:30	0	0	0	0	0	0	0					0
07:45	0	0	0	0	0	0	0					0
H/TOT	1	1	0	0	0	0	0					2
08:00	1	0	0	1	0	0	0					2
08:15	1	1	0	0	0	0	0					2
08:30	1	0	0	0	0	0	0					1
08:45	4	0	0	0	0	0	0					4
H/TOT	7	1	0	1	0	0	0					9
09:00	2	1	0	0	0	0	0					3
09:15	5	1	0	0	0	0	0					6
09:30	1	0	0	0	0	0	0					1
09:45	1	1	0	0	0	0	0					2
H/TOT	9	3	0	0	0	0	0					12
P/TOT	17	5	0	1	0	0	0					23

	MOVEMENT 2 FROM BABRAHAM ROAD (N) TO BABRAHAM ROAD (S)										TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
	67	9	1	0	0	2	0					79
	88	17	5	1	3	0	0					114
	119	11	0	0	1	1	0					132
	134	10	3	0	2	1	0					150
	408	47	9	1	6	4	0					475
	143	12	1	1	2	0	1					160
	173	9	2	2	2	0	0					188
	161	8	2	1	3	1	0					176
	150	11	2	0	3	1	0					167
	627	40	7	4	10	2	1					691
	147	20	1	1	3	1	0					173
	108	13	1	0	2	0	0					124
	77	10	3	1	2	0	0					93
	82	10	2	0	3	0	0					97
	414	53	7	2	10	1	0					487
P/TOT	1449	140	23	7	26	7	1					1653

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 1

DATE: 10/12/2019

LOCATION: BABRAHAM ROAD / HAVERHILL ROAD / FARM SHOP ACCESS

DAY: TUESDAY

TIME	MOVEMENT 1 FROM BABRAHAM ROAD (N) TO FARM SHOP ACCESS										TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
16:00	5	0	0	0	0	0	0					5
16:15	2	0	0	0	0	0	0					2
16:30	2	0	0	0	0	0	0					2
16:45	2	0	0	0	0	0	0					2
H/TOT	11	0	0	0	0	0	0					11
17:00	3	0	0	0	0	0	0					3
17:15	2	0	0	0	0	0	0					2
17:30	0	0	0	0	0	0	0					0
17:45	0	2	0	0	0	0	0					2
H/TOT	5	2	0	0	0	0	0					7
18:00	1	0	0	0	0	0	0					1
18:15	0	0	0	0	0	0	0					0
18:30	0	0	0	0	0	0	0					0
18:45	1	0	0	0	0	0	0					1
H/TOT	2	0	0	0	0	0	0					2
P/TOT	18	2	0	0	0	0	0					20

	MOVEMENT 2 FROM BABRAHAM ROAD (N) TO BABRAHAM ROAD (S)										TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
	207	26	1	1	0	0	0					235
	191	18	2	0	2	1	0					214
	221	12	0	0	1	2	0					236
	207	8	0	0	2	2	0					219
	826	64	3	1	5	5	0					904
	198	7	0	0	1	2	0					208
	227	16	1	0	2	0	0					246
	221	7	1	0	1	1	0					231
	186	3	0	0	2	1	0					192
	832	33	2	0	6	4	0					877
	208	7	0	0	4	0	0					219
	164	2	0	0	2	1	0					169
	136	5	0	0	0	2	0					143
	118	2	1	1	1	1	0					124
	626	16	1	1	7	4	0					655
	2284	113	6	2	18	13	0					2436

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 1

DATE: 10/12/2019

LOCATION: BABRAHAM ROAD / HAVERHILL ROAD / FARM SHOP ACCESS

DAY: TUESDAY

TIME	MOVEMENT 3 FROM BABRAHAM ROAD (N) TO HAVERHILL ROAD										TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
07:00	7	0	0	0	0	0	0					7
07:15	14	1	0	0	0	0	0					15
07:30	12	4	1	0	0	0	0					17
07:45	30	4	0	0	0	1	0					35
H/TOT	63	9	1	0	0	1	0					74
08:00	27	1	0	0	0	0	0					28
08:15	21	4	1	0	0	0	0					26
08:30	20	2	1	0	0	0	0					23
08:45	25	2	0	0	0	0	0					27
H/TOT	93	9	2	0	0	0	0					104
09:00	17	0	1	0	0	0	0					18
09:15	17	3	0	0	0	0	0					20
09:30	16	2	0	0	0	1	0					19
09:45	12	2	0	0	0	1	0					15
H/TOT	62	7	1	0	0	2	0					72
P/TOT	218	25	4	0	0	3	0					250

	MOVEMENT 4 FROM HAVERHILL ROAD TO BABRAHAM ROAD (N)										TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
	18	1	0	0	0	0	0					19
	21	0	0	0	1	0	0					22
	19	3	0	0	0	0	0					22
	32	1	0	0	0	0	0					33
	90	5	0	0	1	0	0					96
	14	0	0	0	0	0	0					14
	15	1	1	0	0	0	0					17
	20	0	0	0	0	0	1					21
	11	0	1	0	0	1	1					14
	60	1	2	0	0	1	2					66
	19	1	0	0	0	1	0					21
	24	1	0	0	0	0	0					25
	22	1	0	0	0	0	0					23
	24	2	0	0	0	0	1					27
	89	5	0	0	0	1	1					96
P/TOT	239	11	2	0	1	2	3					258

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 1

DATE: 10/12/2019

LOCATION: BABRAHAM ROAD / HAVERHILL ROAD / FARM SHOP ACCESS

DAY: TUESDAY

TIME	MOVEMENT 3 FROM BABRAHAM ROAD (N) TO HAVERHILL ROAD										TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
16:00	29	2	1	0	0	0	0					32
16:15	37	2	0	0	0	0	0					39
16:30	23	1	0	0	0	1	0					25
16:45	26	3	0	0	0	0	0					29
H/TOT	115	8	1	0	0	1	0					125
17:00	30	2	0	0	0	0	0					32
17:15	33	3	0	0	0	0	0					36
17:30	28	3	0	0	0	0	0					31
17:45	19	1	0	0	0	1	0					21
H/TOT	110	9	0	0	0	1	0					120
18:00	17	1	0	0	0	0	0					18
18:15	18	1	0	0	0	0	0					19
18:30	24	1	0	0	0	0	0					25
18:45	19	0	0	0	0	0	0					19
H/TOT	78	3	0	0	0	0	0					81
P/TOT	303	20	1	0	0	2	0					326

	MOVEMENT 4 FROM HAVERHILL ROAD TO BABRAHAM ROAD (N)										TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
	16	0	0	0	0	0	0					16
	25	2	0	0	0	0	0					27
	18	0	0	0	0	0	0					18
	19	1	0	0	0	0	0					20
	78	3	0	0	0	0	0					81
	14	0	0	0	0	0	0					14
	17	1	0	0	0	0	0					18
	14	0	0	0	0	0	0					14
	20	0	0	0	0	0	0					20
	65	1	0	0	0	0	0					66
	14	0	0	0	0	0	0					14
	19	0	0	0	0	0	0					19
	21	1	0	0	0	0	0					22
	10	0	0	0	0	0	0					10
	64	1	0	0	0	0	0					65
	207	5	0	0	0	0	0					212

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 1

DATE: 10/12/2019

LOCATION: BABRAHAM ROAD / HAVERHILL ROAD / FARM SHOP ACCESS

DAY: TUESDAY

TIME	MOVEMENT 5 FROM HAVERHILL ROAD TO FARM SHOP ACCESS										TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
07:00	1	0	0	0	0	0	0					1
07:15	0	0	0	0	0	0	0					0
07:30	0	0	0	0	0	0	0					0
07:45	0	0	0	0	0	0	0					0
H/TOT	1	0	0	0	0	0	0					1
08:00	0	0	0	0	0	0	0					0
08:15	0	0	0	0	0	0	0					0
08:30	1	0	0	0	0	0	1					2
08:45	0	0	0	0	0	0	0					0
H/TOT	1	0	0	0	0	0	1					2
09:00	2	0	0	0	0	0	0					2
09:15	1	0	0	0	0	0	0					1
09:30	3	0	0	0	0	0	0					3
09:45	0	0	0	0	0	0	0					0
H/TOT	6	0	0	0	0	0	0					6
P/TOT	8	0	0	0	0	0	1					9

	MOVEMENT 6 FROM HAVERHILL ROAD TO BABRAHAM ROAD (S)										TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
	0	0	0	0	0	0	0					0
	2	0	0	0	0	0	0					2
	9	1	0	0	0	0	0					10
	4	1	0	0	0	0	0					5
	15	2	0	0	0	0	0					17
	5	0	0	0	0	0	0					5
	8	2	0	0	0	0	0					10
	10	2	0	0	0	0	0					12
	11	2	0	0	0	0	0					13
	34	6	0	0	0	0	0					40
	13	0	0	1	0	0	0					14
	5	1	1	0	0	0	0					7
	5	3	0	0	0	0	0					8
	5	0	0	0	0	0	0					5
	28	4	1	1	0	0	0					34
	77	12	1	1	0	0	0					91

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 1

DATE: 10/12/2019

LOCATION: BABRAHAM ROAD / HAVERHILL ROAD / FARM SHOP ACCESS

DAY: TUESDAY

TIME	MOVEMENT 5 FROM HAVERHILL ROAD TO FARM SHOP ACCESS										TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
16:00	0	0	0	0	0	0	0					0
16:15	0	0	0	0	0	0	0					0
16:30	0	0	0	0	0	0	0					0
16:45	0	0	0	0	0	0	0					0
H/TOT	0	0	0	0	0	0	0					0
17:00	1	0	0	0	0	0	0					1
17:15	1	0	0	0	0	0	0					1
17:30	1	0	0	0	0	0	0					1
17:45	0	0	0	0	0	0	0					0
H/TOT	3	0	0	0	0	0	0					3
18:00	0	0	0	0	0	0	0					0
18:15	0	0	0	0	0	0	0					0
18:30	0	0	0	0	0	0	0					0
18:45	0	0	0	0	0	0	0					0
H/TOT	0	0	0	0	0	0	0					0
P/TOT	3	0	0	0	0	0	0					3

	MOVEMENT 6 FROM HAVERHILL ROAD TO BABRAHAM ROAD (S)										TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
	6	2	0	0	0	0	0					8
	3	1	0	0	0	0	0					4
	5	1	0	0	0	0	0					6
	3	0	0	0	0	0	0					3
	17	4	0	0	0	0	0					21
	3	1	0	0	0	0	0					4
	1	0	0	0	0	0	0					1
	6	0	0	0	0	0	0					6
	4	0	0	0	0	0	0					4
	14	1	0	0	0	0	0					15
	2	0	0	0	0	0	0					2
	1	0	0	0	0	0	0					1
	6	0	0	0	0	0	0					6
	2	0	0	0	0	0	0					2
	11	0	0	0	0	0	0					11
	42	5	0	0	0	0	0					47

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 1

DATE: 10/12/2019

LOCATION: BABRAHAM ROAD / HAVERHILL ROAD / FARM SHOP ACCESS

DAY: TUESDAY

TIME	MOVEMENT 7 FROM BABRAHAM ROAD (S) TO HAVERHILL ROAD										TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
07:00	2	0	0	0	0	0	0					2
07:15	11	3	0	0	0	0	0					14
07:30	16	4	0	0	0	0	0					20
07:45	23	4	0	1	0	0	0					28
H/TOT	52	11	0	1	0	0	0					64
08:00	27	5	1	0	0	0	0					33
08:15	27	3	0	0	0	0	0					30
08:30	26	4	1	1	0	0	0					32
08:45	26	4	0	0	0	0	0					30
H/TOT	106	16	2	1	0	0	0					125
09:00	16	0	0	0	0	0	0					16
09:15	11	1	1	0	0	0	0					13
09:30	13	2	0	0	0	0	0					15
09:45	8	1	0	0	0	0	0					9
H/TOT	48	4	1	0	0	0	0					53
P/TOT	206	31	3	2	0	0	0					242

	MOVEMENT 8 FROM BABRAHAM ROAD (S) TO BABRAHAM ROAD (N)										TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
	297	6	5	0	0	0	0					308
	262	16	2	1	3	1	0					285
	223	15	2	0	3	0	0					243
	198	22	1	0	1	2	0					224
	980	59	10	1	7	3	0					1060
	207	20	3	0	2	0	0					232
	170	17	1	0	3	0	0					191
	176	10	2	0	3	0	0					191
	126	7	0	3	1	1	0					138
	679	54	6	3	9	1	0					752
	166	17	1	1	3	0	0					188
	175	12	4	1	0	0	0					192
	160	14	3	1	3	0	0					181
	132	10	2	0	0	0	0					144
	633	53	10	3	6	0	0					705
P/TOT	2292	166	26	7	22	4	0					2517

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 1

DATE: 10/12/2019

LOCATION: BABRAHAM ROAD / HAVERHILL ROAD / FARM SHOP ACCESS

DAY: TUESDAY

TIME	MOVEMENT 7 FROM BABRAHAM ROAD (S) TO HAVERHILL ROAD										TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
16:00	16	3	0	0	0	1	0					20
16:15	7	0	0	0	0	0	0					7
16:30	12	0	0	0	0	0	0					12
16:45	13	0	0	0	0	0	0					13
H/TOT	48	3	0	0	0	1	0					52
17:00	10	1	0	0	0	0	0					11
17:15	13	0	0	0	0	0	0					13
17:30	15	0	0	0	0	0	0					15
17:45	14	0	0	0	0	0	1					15
H/TOT	52	1	0	0	0	0	1					54
18:00	12	0	0	0	0	0	0					12
18:15	11	0	0	0	0	0	0					11
18:30	5	0	0	0	0	0	0					5
18:45	5	0	0	0	0	0	0					5
H/TOT	33	0	0	0	0	0	0					33
P/TOT	133	4	0	0	0	1	1					139

	MOVEMENT 8 FROM BABRAHAM ROAD (S) TO BABRAHAM ROAD (N)										TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
	121	8	1	0	2	0	0					132
	129	5	1	0	1	0	0					136
	103	9	1	0	2	2	0					117
	132	1	1	0	0	2	0					136
	485	23	4	0	5	4	0					521
	147	0	0	0	3	0	0					150
	129	2	1	0	4	0	0					136
	160	0	0	0	7	0	0					167
	125	2	0	0	1	0	0					128
	561	4	1	0	15	0	0					581
	120	1	0	0	4	1	0					126
	119	2	1	0	1	0	0					123
	134	1	1	0	3	1	0					140
	100	0	0	0	1	1	0					102
	473	4	2	0	9	3	0					491
	1519	31	7	0	29	7	0					1593

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 1

DATE: 10/12/2019

LOCATION: BABRAHAM ROAD / HAVERHILL ROAD / FARM SHOP ACCESS

DAY: TUESDAY

TIME	MOVEMENT 9 FROM BABRAHAM ROAD (S) TO FARM SHOP ACCESS										TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
07:00	0	0	0	0	0	0	0					0
07:15	0	0	0	0	0	0	0					0
07:30	0	0	0	0	0	0	0					0
07:45	2	1	0	0	0	0	0					3
H/TOT	2	1	0	0	0	0	0					3
08:00	0	0	0	0	0	0	0					0
08:15	0	0	0	0	0	0	0					0
08:30	0	0	0	0	0	0	0					0
08:45	1	1	0	0	0	0	0					2
H/TOT	1	1	0	0	0	0	0					2
09:00	0	0	0	0	0	0	0					0
09:15	1	0	0	0	0	0	0					1
09:30	0	0	0	0	0	0	0					0
09:45	3	0	0	0	0	0	0					3
H/TOT	4	0	0	0	0	0	0					4
P/TOT	7	2	0	0	0	0	0					9

	MOVEMENT 10 FROM FARM SHOP ACCESS TO BABRAHAM ROAD (S)										TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
	0	0	0	0	0	0	0					0
	0	0	0	0	0	0	0					0
	0	1	0	0	0	0	0					1
	0	0	0	0	0	0	0					0
	0	1	0	0	0	0	0					1
	0	0	0	0	0	0	0					0
	0	0	0	1	0	0	0					1
	0	0	0	0	0	0	0					0
	0	0	0	0	0	0	0					0
	0	0	0	1	0	0	0					1
	2	0	0	0	0	0	0					2
	2	0	0	0	0	0	0					2
	3	1	0	0	0	0	0					4
	1	1	0	0	0	0	0					2
	8	2	0	0	0	0	0					10
	8	3	0	1	0	0	0					12

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 1

DATE: 10/12/2019

LOCATION: BABRAHAM ROAD / HAVERHILL ROAD / FARM SHOP ACCESS

DAY: TUESDAY

TIME	MOVEMENT 9 FROM BABRAHAM ROAD (S) TO FARM SHOP ACCESS										TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
16:00	1	0	0	0	0	0	0					1
16:15	1	0	0	0	0	0	0					1
16:30	0	0	0	0	0	0	0					0
16:45	1	0	0	0	0	0	0					1
H/TOT	3	0	0	0	0	0	0					3
17:00	0	0	0	0	0	0	0					0
17:15	0	0	0	0	0	0	0					0
17:30	2	0	0	0	0	0	0					2
17:45	0	0	0	0	0	0	0					0
H/TOT	2	0	0	0	0	0	0					2
18:00	0	0	0	0	0	0	0					0
18:15	0	0	0	0	0	0	0					0
18:30	0	0	0	0	0	0	0					0
18:45	0	0	0	0	0	0	0					0
H/TOT	0	0	0	0	0	0	0					0
P/TOT	5	0	0	0	0	0	0					5

	MOVEMENT 10 FROM FARM SHOP ACCESS TO BABRAHAM ROAD (S)										TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
	2	0	0	0	0	0	0					2
	4	0	0	0	0	0	0					4
	3	0	0	0	0	0	0					3
	1	0	0	0	0	0	0					1
	10	0	0	0	0	0	0					10
	6	0	0	0	0	0	0					6
	2	1	0	0	0	0	0					3
	1	0	0	0	0	0	1					2
	3	0	0	0	0	0	0					3
	12	1	0	0	0	0	1					14
	4	0	0	0	0	0	0					4
	2	0	0	0	0	0	0					2
	1	0	0	0	0	0	0					1
	2	0	0	0	0	0	0					2
	9	0	0	0	0	0	0					9
	31	1	0	0	0	0	1					33

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 1

DATE: 10/12/2019

LOCATION: BABRAHAM ROAD / HAVERHILL ROAD / FARM SHOP ACCESS

DAY: TUESDAY

TIME	MOVEMENT 11 FROM FARM SHOP ACCESS TO HAVERHILL ROAD										TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
07:00	0	0	0	0	0	0	0					0
07:15	0	0	0	0	0	0	0					0
07:30	0	0	0	0	0	0	0					0
07:45	0	0	0	0	0	0	0					0
H/TOT	0	0	0	0	0	0	0					0
08:00	0	0	0	0	0	0	0					0
08:15	0	1	0	0	0	0	0					1
08:30	0	0	0	0	0	0	0					0
08:45	0	1	0	0	0	0	0					1
H/TOT	0	2	0	0	0	0	0					2
09:00	0	0	0	0	0	0	0					0
09:15	1	0	0	0	0	0	0					1
09:30	1	0	0	0	0	0	0					1
09:45	4	0	0	0	0	0	0					4
H/TOT	6	0	0	0	0	0	0					6
P/TOT	6	2	0	0	0	0	0					8

	MOVEMENT 12 FROM FARM SHOP ACCESS TO BABRAHAM ROAD (N)										TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
	0	0	0	0	0	0	0					0
	0	0	0	0	0	0	0					0
	0	0	0	0	0	0	0					0
	0	0	0	0	0	0	0					0
	0	0	0	0	0	0	0					0
	0	0	0	0	0	0	0					0
	0	0	0	0	0	0	0					0
	0	0	0	0	0	0	0					0
	0	0	0	0	0	0	0					0
	0	1	0	0	0	0	0					1
	0	0	0	0	0	0	0					0
	1	0	0	0	0	0	0					1
	1	0	0	0	0	0	0					1
	2	1	0	0	0	0	0					3
	2	1	0	0	0	0	0					3

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 1

DATE: 10/12/2019

LOCATION: BABRAHAM ROAD / HAVERHILL ROAD / FARM SHOP ACCESS

DAY: TUESDAY

TIME	MOVEMENT 11 FROM FARM SHOP ACCESS TO HAVERHILL ROAD										TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
16:00	1	0	0	0	0	0	0					1
16:15	1	0	0	0	0	0	0					1
16:30	1	0	0	0	0	0	0					1
16:45	1	0	0	0	0	0	0					1
H/TOT	4	0	0	0	0	0	0					4
17:00	0	0	0	0	0	0	0					0
17:15	0	0	0	0	0	0	0					0
17:30	0	0	0	0	0	0	0					0
17:45	1	0	0	0	0	0	0					1
H/TOT	1	0	0	0	0	0	0					1
18:00	0	0	0	0	0	0	0					0
18:15	2	0	0	0	0	0	1					3
18:30	0	0	0	0	0	0	0					0
18:45	0	0	0	0	0	0	0					0
H/TOT	2	0	0	0	0	0	1					3
P/TOT	7	0	0	0	0	0	1					8

	MOVEMENT 12 FROM FARM SHOP ACCESS TO BABRAHAM ROAD (N)										TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
	2	0	0	0	0	0	0					2
	1	0	0	0	0	0	0					1
	0	0	0	0	0	0	0					0
	2	0	0	0	0	0	0					2
	5	0	0	0	0	0	0					5
	0	0	0	0	0	0	0					0
	1	0	0	0	0	0	0					1
	2	0	0	0	0	0	0					2
	1	1	0	0	0	1	0					3
	4	1	0	0	0	1	0					6
	0	0	0	0	0	0	0					0
	0	0	0	0	0	1	0					1
	1	0	0	0	0	0	0					1
	0	0	0	0	0	0	0					0
	1	0	0	0	0	0	0					1
	1	0	0	0	0	0	0					1
	1	0	0	0	0	0	0					1
	10	1	0	0	0	2	0					13

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 1

DATE: 10/12/2019

LOCATION: BABRAHAM ROAD / HAVERHILL ROAD / FARM SHOP ACCESS

DAY: TUESDAY

TIME	TO ARM A BABRAHAM ROAD (N)										TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL				
07:00	315	7	5	0	0	0	0				327
07:15	283	16	2	1	4	1	0				307
07:30	242	18	2	0	3	0	0				265
07:45	230	23	1	0	1	2	0				257
H/TOT	1070	64	10	1	8	3	0				1156
08:00	221	20	3	0	2	0	0				246
08:15	185	18	2	0	3	0	0				208
08:30	196	10	2	0	3	0	1				212
08:45	137	7	1	3	1	2	1				152
H/TOT	739	55	8	3	9	2	2				818
09:00	185	19	1	1	3	1	0				210
09:15	199	13	4	1	0	0	0				217
09:30	183	15	3	1	3	0	0				205
09:45	157	12	2	0	0	0	1				172
H/TOT	724	59	10	3	6	1	1				804
P/TOT	2533	178	28	7	23	6	3				2778

	FROM ARM A BABRAHAM ROAD (N)										TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL				
	74	9	1	0	0	2	0				86
	103	19	5	1	3	0	0				131
	131	15	1	0	1	1	0				149
	164	14	3	0	2	2	0				185
	472	57	10	1	6	5	0				551
	171	13	1	2	2	0	1				190
	195	14	3	2	2	0	0				216
	182	10	3	1	3	1	0				200
	179	13	2	0	3	1	0				198
	727	50	9	5	10	2	1				804
	166	21	2	1	3	1	0				194
	130	17	1	0	2	0	0				150
	94	12	3	1	2	1	0				113
	95	13	2	0	3	1	0				114
	485	63	8	2	10	3	0				571
	1684	170	27	8	26	10	1				1926

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 1

DATE: 10/12/2019

LOCATION: BABRAHAM ROAD / HAVERHILL ROAD / FARM SHOP ACCESS

DAY: TUESDAY

TIME	TO ARM A BABRAHAM ROAD (N)										FROM ARM A BABRAHAM ROAD (N)									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT				
16:00	139	8	1	0	2	0	0	150	241	28	2	1	0	0	0	272				
16:15	155	7	1	0	1	0	0	164	230	20	2	0	2	1	0	255				
16:30	121	9	1	0	2	2	0	135	246	13	0	0	1	3	0	263				
16:45	153	2	1	0	0	2	0	158	235	11	0	0	2	2	0	250				
H/TOT	568	26	4	0	5	4	0	607	952	72	4	1	5	6	0	1040				
17:00	161	0	0	0	3	0	0	164	231	9	0	0	1	2	0	243				
17:15	147	3	1	0	4	0	0	155	262	19	1	0	2	0	0	284				
17:30	176	0	0	0	7	0	0	183	249	10	1	0	1	1	0	262				
17:45	146	3	0	0	1	1	0	151	205	6	0	0	2	2	0	215				
H/TOT	630	6	1	0	15	1	0	653	947	44	2	0	6	5	0	1004				
18:00	134	1	0	0	4	1	0	140	226	8	0	0	4	0	0	238				
18:15	138	2	1	0	1	1	0	143	182	3	0	0	2	1	0	188				
18:30	156	2	1	0	3	1	0	163	160	6	0	0	0	2	0	168				
18:45	110	0	0	0	1	1	0	112	138	2	1	1	1	1	0	144				
H/TOT	538	5	2	0	9	4	0	558	706	19	1	1	7	4	0	738				
P/TOT	1736	37	7	0	29	9	0	1818	2605	135	7	2	18	15	0	2782				

TO ARM A IS TOTAL OF MOVEMENTS 4, 8, 12
FROM ARM A IS TOTAL OF MOVEMENTS 1, 2, 3

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 1

DATE: 10/12/2019

LOCATION: BABRAHAM ROAD / HAVERHILL ROAD / FARM SHOP ACCESS

DAY: TUESDAY

TIME	TO ARM B HAVERHILL ROAD										TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
07:00	9	0	0	0	0	0	0					9
07:15	25	4	0	0	0	0	0					29
07:30	28	8	1	0	0	0	0					37
07:45	53	8	0	1	0	1	0					63
H/TOT	115	20	1	1	0	1	0					138
08:00	54	6	1	0	0	0	0					61
08:15	48	8	1	0	0	0	0					57
08:30	46	6	2	1	0	0	0					55
08:45	51	7	0	0	0	0	0					58
H/TOT	199	27	4	1	0	0	0					231
09:00	33	0	1	0	0	0	0					34
09:15	29	4	1	0	0	0	0					34
09:30	30	4	0	0	0	1	0					35
09:45	24	3	0	0	0	1	0					28
H/TOT	116	11	2	0	0	2	0					131
P/TOT	430	58	7	2	0	3	0					500

	FROM ARM B HAVERHILL ROAD										TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
	19	1	0	0	0	0	0					20
	23	0	0	0	1	0	0					24
	28	4	0	0	0	0	0					32
	36	2	0	0	0	0	0					38
	106	7	0	0	1	0	0					114
	19	0	0	0	0	0	0					19
	23	3	1	0	0	0	0					27
	31	2	0	0	0	0	2					35
	22	2	1	0	0	1	1					27
	95	7	2	0	0	1	3					108
	34	1	0	1	0	1	0					37
	30	2	1	0	0	0	0					33
	30	4	0	0	0	0	0					34
	29	2	0	0	0	0	1					32
	123	9	1	1	0	1	1					136
	324	23	3	1	1	2	4					358

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 1

DATE: 10/12/2019

LOCATION: BABRAHAM ROAD / HAVERHILL ROAD / FARM SHOP ACCESS

DAY: TUESDAY

TIME	TO ARM B HAVERHILL ROAD							FROM ARM B HAVERHILL ROAD								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	46	5	1	0	0	1	0	53	22	2	0	0	0	0	0	24
16:15	45	2	0	0	0	0	0	47	28	3	0	0	0	0	0	31
16:30	36	1	0	0	0	1	0	38	23	1	0	0	0	0	0	24
16:45	40	3	0	0	0	0	0	43	22	1	0	0	0	0	0	23
H/TOT	167	11	1	0	0	2	0	181	95	7	0	0	0	0	0	102
17:00	40	3	0	0	0	0	0	43	18	1	0	0	0	0	0	19
17:15	46	3	0	0	0	0	0	49	19	1	0	0	0	0	0	20
17:30	43	3	0	0	0	0	0	46	21	0	0	0	0	0	0	21
17:45	34	1	0	0	0	1	1	37	24	0	0	0	0	0	0	24
H/TOT	163	10	0	0	0	1	1	175	82	2	0	0	0	0	0	84
18:00	29	1	0	0	0	0	0	30	16	0	0	0	0	0	0	16
18:15	31	1	0	0	0	0	1	33	20	0	0	0	0	0	0	20
18:30	29	1	0	0	0	0	0	30	27	1	0	0	0	0	0	28
18:45	24	0	0	0	0	0	0	24	12	0	0	0	0	0	0	12
H/TOT	113	3	0	0	0	0	1	117	75	1	0	0	0	0	0	76
P/TOT	443	24	1	0	0	3	2	473	252	10	0	0	0	0	0	262

TO ARM B IS TOTAL OF MOVEMENTS 3, 7, 11
FROM ARM B IS TOTAL OF MOVEMENTS 4, 5, 6

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 1

DATE: 10/12/2019

LOCATION: BABRAHAM ROAD / HAVERHILL ROAD / FARM SHOP ACCESS

DAY: TUESDAY

TIME	TO ARM C BABRAHAM ROAD (S)										FROM ARM C BABRAHAM ROAD (S)									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT				
07:00	67	9	1	0	0	2	0	79	299	6	5	0	0	0	0	310				
07:15	90	17	5	1	3	0	0	116	273	19	2	1	3	1	0	299				
07:30	128	13	0	0	1	1	0	143	239	19	2	0	3	0	0	263				
07:45	138	11	3	0	2	1	0	155	223	27	1	1	1	2	0	255				
H/TOT	423	50	9	1	6	4	0	493	1034	71	10	2	7	3	0	1127				
08:00	148	12	1	1	2	0	1	165	234	25	4	0	2	0	0	265				
08:15	181	11	2	3	2	0	0	199	197	20	1	0	3	0	0	221				
08:30	171	10	2	1	3	1	0	188	202	14	3	1	3	0	0	223				
08:45	161	13	2	0	3	1	0	180	153	12	0	3	1	1	0	170				
H/TOT	661	46	7	5	10	2	1	732	786	71	8	4	9	1	0	879				
09:00	162	20	1	2	3	1	0	189	182	17	1	1	3	0	0	204				
09:15	115	14	2	0	2	0	0	133	187	13	5	1	0	0	0	206				
09:30	85	14	3	1	2	0	0	105	173	16	3	1	3	0	0	196				
09:45	88	11	2	0	3	0	0	104	143	11	2	0	0	0	0	156				
H/TOT	450	59	8	3	10	1	0	531	685	57	11	3	6	0	0	762				
P/TOT	1534	155	24	9	26	7	1	1756	2505	199	29	9	22	4	0	2768				

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 1

DATE: 10/12/2019

LOCATION: BABRAHAM ROAD / HAVERHILL ROAD / FARM SHOP ACCESS

DAY: TUESDAY

TIME	TO ARM C BABRAHAM ROAD (S)							FROM ARM C BABRAHAM ROAD (S)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	215	28	1	1	0	0	0	245	138	11	1	0	2	1	0	153
16:15	198	19	2	0	2	1	0	222	137	5	1	0	1	0	0	144
16:30	229	13	0	0	1	2	0	245	115	9	1	0	2	2	0	129
16:45	211	8	0	0	2	2	0	223	146	1	1	0	0	2	0	150
H/TOT	853	68	3	1	5	5	0	935	536	26	4	0	5	5	0	576
17:00	207	8	0	0	1	2	0	218	157	1	0	0	3	0	0	161
17:15	230	17	1	0	2	0	0	250	142	2	1	0	4	0	0	149
17:30	228	7	1	0	1	1	1	239	177	0	0	0	7	0	0	184
17:45	193	3	0	0	2	1	0	199	139	2	0	0	1	0	1	143
H/TOT	858	35	2	0	6	4	1	906	615	5	1	0	15	0	1	637
18:00	214	7	0	0	4	0	0	225	132	1	0	0	4	1	0	138
18:15	167	2	0	0	2	1	0	172	130	2	1	0	1	0	0	134
18:30	143	5	0	0	0	2	0	150	139	1	1	0	3	1	0	145
18:45	122	2	1	1	1	1	0	128	105	0	0	0	1	1	0	107
H/TOT	646	16	1	1	7	4	0	675	506	4	2	0	9	3	0	524
P/TOT	2357	119	6	2	18	13	1	2516	1657	35	7	0	29	8	1	1737

TO ARM C IS TOTAL OF MOVEMENTS 2, 6, 10
FROM ARM C IS TOTAL OF MOVEMENTS 7, 8, 9

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 1

DATE: 10/12/2019

LOCATION: BABRAHAM ROAD / HAVERHILL ROAD / FARM SHOP ACCESS

DAY: TUESDAY

TIME	TO ARM D FARM SHOP ACCESS										FROM ARM D FARM SHOP ACCESS									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT				
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0				
07:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0				
07:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1				
07:45	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0				
H/TOT	4	2	0	0	0	0	0	6	0	1	0	0	0	0	0	1				
08:00	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0				
08:15	1	1	0	0	0	0	0	2	0	1	0	0	0	0	0	2				
08:30	2	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0				
08:45	5	1	0	0	0	0	0	6	0	1	0	0	0	0	0	1				
H/TOT	9	2	0	1	0	0	1	13	0	2	0	1	0	0	0	3				
09:00	4	1	0	0	0	0	0	5	2	1	0	0	0	0	0	3				
09:15	7	1	0	0	0	0	0	8	3	0	0	0	0	0	0	3				
09:30	4	0	0	0	0	0	0	4	5	1	0	0	0	0	0	6				
09:45	4	1	0	0	0	0	0	5	6	1	0	0	0	0	0	7				
H/TOT	19	3	0	0	0	0	0	22	16	3	0	0	0	0	0	19				
P/TOT	32	7	0	1	0	0	1	41	16	6	0	1	0	0	0	23				

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 1

DATE: 10/12/2019

LOCATION: BABRAHAM ROAD / HAVERHILL ROAD / FARM SHOP ACCESS

DAY: TUESDAY

TIME	TO ARM D FARM SHOP ACCESS										FROM ARM D FARM SHOP ACCESS									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT				
16:00	6	0	0	0	0	0	0	6	5	0	0	0	0	0	0	5				
16:15	3	0	0	0	0	0	0	3	6	0	0	0	0	0	0	6				
16:30	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4				
16:45	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4				
H/TOT	14	0	0	0	0	0	0	14	19	0	0	0	0	0	0	19				
17:00	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6				
17:15	3	0	0	0	0	0	0	3	3	1	0	0	0	0	0	4				
17:30	3	0	0	0	0	0	0	3	3	0	0	0	0	0	1	4				
17:45	0	2	0	0	0	0	0	2	5	1	0	0	0	1	0	7				
H/TOT	10	2	0	0	0	0	0	12	17	2	0	0	0	1	1	21				
18:00	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4				
18:15	0	0	0	0	0	0	0	0	4	0	0	0	0	1	1	6				
18:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2				
18:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2				
H/TOT	2	0	0	0	0	0	0	2	12	0	0	0	0	1	1	14				
P/TOT	26	2	0	0	0	0	0	28	48	2	0	0	0	2	2	54				

TO ARM D IS TOTAL OF MOVEMENTS 1, 5, 9
FROM ARM D IS TOTAL OF MOVEMENTS 10, 11, 12

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 2

DATE: 10/12/2019

LOCATION: HAVERHILL ROAD / GOG MAGOG WAY

DAY: TUESDAY

TIME	MOVEMENT 1 FROM HAVERHILL ROAD (N) TO HAVERHILL ROAD (S)							MOVEMENT 2 FROM HAVERHILL ROAD (N) TO GOG MAGOG WAY								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	12	2	0	0	0	0	0	14	1	0	0	0	0	0	0	1
07:15	18	4	0	0	0	0	0	22	4	0	0	0	0	0	0	4
07:30	25	4	1	1	0	0	0	31	6	0	0	0	0	0	0	6
07:45	34	9	1	0	0	1	0	45	11	2	0	0	0	0	0	13
H/TOT	89	19	2	1	0	1	0	112	22	2	0	0	0	0	0	24
08:00	46	6	0	0	0	0	0	52	9	2	0	2	0	0	1	14
08:15	36	9	1	0	0	0	0	46	11	1	0	0	0	0	0	12
08:30	46	2	2	0	0	0	0	50	7	1	0	1	0	0	0	9
08:45	39	8	0	0	0	0	0	47	11	1	0	0	0	0	0	12
H/TOT	167	25	3	0	0	0	0	195	38	5	0	3	0	0	1	47
09:00	28	1	1	0	0	0	0	30	4	0	0	0	0	0	0	4
09:15	30	5	1	0	0	0	0	36	4	0	0	0	0	0	0	4
09:30	21	4	0	0	0	0	0	25	5	1	0	0	0	1	0	7
09:45	23	3	1	0	0	1	0	28	6	0	0	0	0	0	0	6
H/TOT	102	13	3	0	0	1	0	119	19	1	0	0	0	1	0	21
P/TOT	358	57	8	1	0	2	0	426	79	8	0	3	0	1	1	92

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 2

DATE: 10/12/2019

LOCATION: HAVERHILL ROAD / GOG MAGOG WAY

DAY: TUESDAY

TIME	MOVEMENT 1 FROM HAVERHILL ROAD (N) TO HAVERHILL ROAD (S)										TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
16:00	43	6	1	0	0	1	0					51
16:15	41	2	1	0	0	0	1					45
16:30	38	4	0	0	0	0	0					42
16:45	28	2	0	0	0	0	0					30
H/TOT	150	14	2	0	0	1	1					168
17:00	44	2	0	0	0	0	0					46
17:15	43	7	0	0	0	0	0					50
17:30	58	2	0	0	0	1	0					61
17:45	36	3	0	0	0	0	0					39
H/TOT	181	14	0	0	0	1	0					196
18:00	32	3	0	0	0	1	0					36
18:15	38	4	0	0	0	0	0					42
18:30	26	2	0	0	0	0	0					28
18:45	24	0	0	0	0	0	0					24
H/TOT	120	9	0	0	0	1	0					130
P/TOT	451	37	2	0	0	3	1					494

	MOVEMENT 2 FROM HAVERHILL ROAD (N) TO GOG MAGOG WAY										TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
	3	1	0	0	0	0	0					4
	6	0	0	0	0	0	0					6
	4	0	0	0	0	0	0					4
	5	0	0	0	0	0	0					5
	18	1	0	0	0	0	0					19
	7	0	0	0	0	0	0					7
	12	1	0	0	0	0	0					13
	6	0	0	0	0	0	0					6
	3	0	0	0	0	0	0					3
	28	1	0	0	0	0	0					29
	4	0	0	0	0	0	0					4
	2	0	0	0	0	0	1					3
	8	1	0	0	0	0	0					9
	4	0	0	0	0	0	0					4
	18	1	0	0	0	0	1					20
	64	3	0	0	0	0	1					68

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 2

LOCATION: HAVERHILL ROAD / GOG MAGOG WAY

DATE: 10/12/2019

DAY: TUESDAY

TIME	MOVEMENT 3 FROM GOG MAGOG WAY TO HAVERHILL ROAD (N)							MOVEMENT 4 FROM GOG MAGOG WAY TO HAVERHILL ROAD (S)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
07:15	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
07:30	7	0	1	0	0	0	0	8	0	0	0	0	0	0	0	0
07:45	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	16	1	1	0	0	0	0	18	2	1	0	0	0	0	0	3
08:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	1	1
08:15	4	0	0	0	0	0	0	4	0	2	0	0	0	0	0	2
08:30	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
08:45	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	15	1	0	0	0	0	0	16	1	2	0	0	0	0	1	4
09:00	7	0	0	1	0	0	0	8	0	0	0	0	0	0	0	0
09:15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
09:30	6	1	0	0	0	0	0	7	0	2	0	0	0	0	0	2
09:45	3	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	22	1	1	1	0	0	0	25	0	2	0	0	0	0	0	2
P/TOT	53	3	2	1	0	0	0	59	3	5	0	0	0	0	1	9

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 2

LOCATION: HAVERHILL ROAD / GOG MAGOG WAY

DATE: 10/12/2019

DAY: TUESDAY

TIME	MOVEMENT 3 FROM GOG MAGOG WAY TO HAVERHILL ROAD (N)							MOVEMENT 4 FROM GOG MAGOG WAY TO HAVERHILL ROAD (S)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	2	0	0	0	0	0	0	2	7	0	0	0	0	0	0	7
16:15	7	0	0	0	0	0	0	7	6	0	0	0	0	0	0	6
16:30	4	0	0	0	0	0	1	5	4	0	0	0	0	0	1	5
16:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	15	0	0	0	0	0	1	16	17	0	0	0	0	0	1	18
17:00	3	0	0	0	0	0	1	4	1	0	0	0	0	0	0	1
17:15	1	0	0	0	0	0	0	1	0	1	0	0	1	0	1	3
17:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	2	3
17:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	1	1
H/TOT	9	0	0	0	0	0	1	10	2	1	0	0	1	0	4	8
18:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
18:15	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
18:30	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1
H/TOT	6	1	0	0	0	0	0	7	1	1	0	0	1	0	0	3
P/TOT	30	1	0	0	0	0	2	33	20	2	0	0	2	0	5	29

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 2

DATE: 10/12/2019

LOCATION: HAVERHILL ROAD / GOG MAGOG WAY

DAY: TUESDAY

TIME	MOVEMENT 5 FROM HAVERHILL ROAD (S) TO GOG MAGOG WAY							MOVEMENT 6 FROM HAVERHILL ROAD (S) TO HAVERHILL ROAD (N)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	17
07:15	0	0	0	0	0	0	0	0	22	0	0	0	1	0	0	23
07:30	1	0	0	0	0	0	3	4	28	4	0	0	0	0	0	32
07:45	2	1	0	0	0	0	0	3	22	1	0	0	0	0	0	23
H/TOT	3	1	0	0	0	0	3	7	88	6	0	0	1	0	0	95
08:00	1	0	0	0	1	0	1	3	15	1	0	0	0	0	0	16
08:15	3	1	0	0	0	0	0	4	23	2	1	0	0	0	1	27
08:30	1	1	0	0	0	0	1	3	29	2	0	0	0	0	0	31
08:45	2	1	0	0	0	0	1	4	19	1	1	0	0	1	0	22
H/TOT	7	3	0	0	1	0	3	14	86	6	2	0	0	1	1	96
09:00	0	0	0	0	0	0	0	0	30	1	1	0	0	0	0	32
09:15	0	1	0	0	0	0	0	1	25	3	0	0	0	0	0	28
09:30	2	0	0	0	0	0	0	2	26	3	0	0	0	0	0	29
09:45	2	0	0	0	0	0	0	2	21	3	0	0	0	0	0	24
H/TOT	4	1	0	0	0	0	0	5	102	10	1	0	0	0	0	113
P/TOT	14	5	0	0	1	0	6	26	276	22	3	0	1	1	1	304

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 2

DATE: 10/12/2019

LOCATION: HAVERHILL ROAD / GOG MAGOG WAY

DAY: TUESDAY

TIME	MOVEMENT 5 FROM HAVERHILL ROAD (S) TO GOG MAGOG WAY							MOVEMENT 6 FROM HAVERHILL ROAD (S) TO HAVERHILL ROAD (N)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	2	0	0	0	0	0	0	2	19	4	0	0	0	0	0	23
16:15	1	0	0	0	0	0	1	2	22	1	0	0	0	0	0	23
16:30	2	1	0	0	0	0	0	3	14	1	0	0	0	0	0	15
16:45	0	0	0	0	0	0	0	0	21	3	0	0	0	0	1	25
H/TOT	5	1	0	0	0	0	1	7	76	9	0	0	0	0	1	86
17:00	1	0	0	0	0	0	0	1	18	1	0	0	0	0	0	19
17:15	4	1	0	0	0	0	0	5	17	1	0	0	0	0	0	18
17:30	1	0	0	0	0	0	0	1	20	0	0	0	0	0	0	20
17:45	0	0	0	0	0	0	0	0	22	0	0	0	0	1	0	23
H/TOT	6	1	0	0	0	0	0	7	77	2	0	0	0	1	0	80
18:00	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	20
18:15	1	0	0	0	0	0	1	2	15	0	0	0	0	0	0	15
18:30	1	0	0	0	0	0	0	1	14	1	0	0	0	0	0	15
18:45	1	0	0	0	0	0	0	1	21	0	0	0	0	0	0	21
H/TOT	3	0	0	0	0	0	1	4	70	1	0	0	0	0	0	71
P/TOT	14	2	0	0	0	0	2	18	223	12	0	0	0	1	1	237

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 2

DATE: 10/12/2019

LOCATION: HAVERHILL ROAD / GOG MAGOG WAY

DAY: TUESDAY

TIME	TO ARM A HAVERHILL ROAD (N)							FROM ARM A HAVERHILL ROAD (N)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	17	1	0	0	0	0	0	18	13	2	0	0	0	0	0	15
07:15	26	0	0	0	1	0	0	27	22	4	0	0	0	0	0	26
07:30	35	4	1	0	0	0	0	40	31	4	1	1	0	0	0	37
07:45	26	2	0	0	0	0	0	28	45	11	1	0	0	1	0	58
H/TOT	104	7	1	0	1	0	0	113	111	21	2	1	0	1	0	136
08:00	19	1	0	0	0	0	0	20	55	8	0	2	0	0	1	66
08:15	27	2	1	0	0	0	1	31	47	10	1	0	0	0	0	58
08:30	32	2	0	0	0	0	0	34	53	3	2	1	0	0	0	59
08:45	23	2	1	0	0	1	0	27	50	9	0	0	0	0	0	59
H/TOT	101	7	2	0	0	1	1	112	205	30	3	3	0	0	1	242
09:00	37	1	1	1	0	0	0	40	32	1	1	0	0	0	0	34
09:15	31	3	0	0	0	0	0	34	34	5	1	0	0	0	0	40
09:30	32	4	0	0	0	0	0	36	26	5	0	0	0	1	0	32
09:45	24	3	1	0	0	0	0	28	29	3	1	0	0	1	0	34
H/TOT	124	11	2	1	0	0	0	138	121	14	3	0	0	2	0	140
P/TOT	329	25	5	1	1	1	1	363	437	65	8	4	0	3	1	518

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 2

DATE: 10/12/2019

LOCATION: HAVERHILL ROAD / GOG MAGOG WAY

DAY: TUESDAY

TIME	TO ARM A HAVERHILL ROAD (N)							FROM ARM A HAVERHILL ROAD (N)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	21	4	0	0	0	0	0	25	46	7	1	0	0	1	0	55
16:15	29	1	0	0	0	0	0	30	47	2	1	0	0	0	1	51
16:30	18	1	0	0	0	0	1	20	42	4	0	0	0	0	0	46
16:45	23	3	0	0	0	0	1	27	33	2	0	0	0	0	0	35
H/TOT	91	9	0	0	0	0	2	102	168	15	2	0	0	1	1	187
17:00	21	1	0	0	0	0	1	23	51	2	0	0	0	0	0	53
17:15	18	1	0	0	0	0	0	19	55	8	0	0	0	0	0	63
17:30	22	0	0	0	0	0	0	22	64	2	0	0	0	1	0	67
17:45	25	0	0	0	0	1	0	26	39	3	0	0	0	0	0	42
H/TOT	86	2	0	0	0	1	1	90	209	15	0	0	0	1	0	225
18:00	22	0	0	0	0	0	0	22	36	3	0	0	0	1	0	40
18:15	16	0	0	0	0	0	0	16	40	4	0	0	0	0	1	45
18:30	16	2	0	0	0	0	0	18	34	3	0	0	0	0	0	37
18:45	22	0	0	0	0	0	0	22	28	0	0	0	0	0	0	28
H/TOT	76	2	0	0	0	0	0	78	138	10	0	0	0	1	1	150
P/TOT	253	13	0	0	0	1	3	270	515	40	2	0	0	3	2	562

TO ARM A IS TOTAL OF MOVEMENTS 3, 6
FROM ARM A IS TOTAL OF MOVEMENTS 1, 2

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 2

DATE: 10/12/2019

LOCATION: HAVERHILL ROAD / GOG MAGOG WAY

DAY: TUESDAY

TIME	TO ARM B GOG MAGOG WAY							FROM ARM B GOG MAGOG WAY								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
07:15	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6
07:30	7	0	0	0	0	0	3	10	7	0	1	0	0	0	0	8
07:45	13	3	0	0	0	0	0	16	4	1	0	0	0	0	0	5
H/TOT	25	3	0	0	0	0	3	31	18	2	1	0	0	0	0	21
08:00	10	2	0	2	1	0	2	17	4	0	0	0	0	0	1	5
08:15	14	2	0	0	0	0	0	16	4	2	0	0	0	0	0	6
08:30	8	2	0	1	0	0	1	12	4	0	0	0	0	0	0	4
08:45	13	2	0	0	0	0	1	16	4	1	0	0	0	0	0	5
H/TOT	45	8	0	3	1	0	4	61	16	3	0	0	0	0	1	20
09:00	4	0	0	0	0	0	0	4	7	0	0	1	0	0	0	8
09:15	4	1	0	0	0	0	0	5	6	0	0	0	0	0	0	6
09:30	7	1	0	0	0	1	0	9	6	3	0	0	0	0	0	9
09:45	8	0	0	0	0	0	0	8	3	0	1	0	0	0	0	4
H/TOT	23	2	0	0	0	1	0	26	22	3	1	1	0	0	0	27
P/TOT	93	13	0	3	1	1	7	118	56	8	2	1	0	0	1	68

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 2

DATE: 10/12/2019

LOCATION: HAVERHILL ROAD / GOG MAGOG WAY

DAY: TUESDAY

TIME	TO ARM B GOG MAGOG WAY							FROM ARM B GOG MAGOG WAY								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	5	1	0	0	0	0	0	6	9	0	0	0	0	0	0	9
16:15	7	0	0	0	0	0	1	8	13	0	0	0	0	0	0	13
16:30	6	1	0	0	0	0	0	7	8	0	0	0	0	0	2	10
16:45	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2
H/TOT	23	2	0	0	0	0	1	26	32	0	0	0	0	0	2	34
17:00	8	0	0	0	0	0	0	8	4	0	0	0	0	0	1	5
17:15	16	2	0	0	0	0	0	18	1	1	0	0	1	0	1	4
17:30	7	0	0	0	0	0	0	7	3	0	0	0	0	0	2	5
17:45	3	0	0	0	0	0	0	3	3	0	0	0	0	0	1	4
H/TOT	34	2	0	0	0	0	0	36	11	1	0	0	1	0	5	18
18:00	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
18:15	3	0	0	0	0	0	2	5	1	1	0	0	0	0	0	2
18:30	9	1	0	0	0	0	0	10	2	1	0	0	0	0	0	3
18:45	5	0	0	0	0	0	0	5	1	0	0	0	1	0	0	2
H/TOT	21	1	0	0	0	0	2	24	7	2	0	0	1	0	0	10
P/TOT	78	5	0	0	0	0	3	86	50	3	0	0	2	0	7	62

TO ARM B IS TOTAL OF MOVEMENTS 2, 5
FROM ARM B IS TOTAL OF MOVEMENTS 3, 4

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 2

DATE: 10/12/2019

LOCATION: HAVERHILL ROAD / GOG MAGOG WAY

DAY: TUESDAY

TIME	TO ARM C HAVERHILL ROAD (S)							FROM ARM C HAVERHILL ROAD (S)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	12	3	0	0	0	0	0	15	16	1	0	0	0	0	0	17
07:15	20	4	0	0	0	0	0	24	22	0	0	0	1	0	0	23
07:30	25	4	1	1	0	0	0	31	29	4	0	0	0	0	3	36
07:45	34	9	1	0	0	1	0	45	24	2	0	0	0	0	0	26
H/TOT	91	20	2	1	0	1	0	115	91	7	0	0	1	0	3	102
08:00	46	6	0	0	0	0	1	53	16	1	0	0	1	0	1	19
08:15	36	11	1	0	0	0	0	48	26	3	1	0	0	0	1	31
08:30	47	2	2	0	0	0	0	51	30	3	0	0	0	0	1	34
08:45	39	8	0	0	0	0	0	47	21	2	1	0	0	1	1	26
H/TOT	168	27	3	0	0	0	1	199	93	9	2	0	1	1	4	110
09:00	28	1	1	0	0	0	0	30	30	1	1	0	0	0	0	32
09:15	30	5	1	0	0	0	0	36	25	4	0	0	0	0	0	29
09:30	21	6	0	0	0	0	0	27	28	3	0	0	0	0	0	31
09:45	23	3	1	0	0	1	0	28	23	3	0	0	0	0	0	26
H/TOT	102	15	3	0	0	1	0	121	106	11	1	0	0	0	0	118
P/TOT	361	62	8	1	0	2	1	435	290	27	3	0	2	1	7	330

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 2

DATE: 10/12/2019

LOCATION: HAVERHILL ROAD / GOG MAGOG WAY

DAY: TUESDAY

TIME	TO ARM C HAVERHILL ROAD (S)							FROM ARM C HAVERHILL ROAD (S)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	50	6	1	0	0	1	0	58	21	4	0	0	0	0	0	25
16:15	47	2	1	0	0	0	1	51	23	1	0	0	0	0	1	25
16:30	42	4	0	0	0	0	1	47	16	2	0	0	0	0	0	18
16:45	28	2	0	0	0	0	0	30	21	3	0	0	0	0	1	25
H/TOT	167	14	2	0	0	1	2	186	81	10	0	0	0	0	2	93
17:00	45	2	0	0	0	0	0	47	19	1	0	0	0	0	0	20
17:15	43	8	0	0	1	0	1	53	21	2	0	0	0	0	0	23
17:30	59	2	0	0	0	1	2	64	21	0	0	0	0	0	0	21
17:45	36	3	0	0	0	0	1	40	22	0	0	0	0	1	0	23
H/TOT	183	15	0	0	1	1	4	204	83	3	0	0	0	1	0	87
18:00	33	3	0	0	0	1	0	37	20	0	0	0	0	0	0	20
18:15	38	5	0	0	0	0	0	43	16	0	0	0	0	0	1	17
18:30	26	2	0	0	0	0	0	28	15	1	0	0	0	0	0	16
18:45	24	0	0	0	1	0	0	25	22	0	0	0	0	0	0	22
H/TOT	121	10	0	0	1	1	0	133	73	1	0	0	0	0	1	75
P/TOT	471	39	2	0	2	3	6	523	237	14	0	0	0	1	3	255

TO ARM C IS TOTAL OF MOVEMENTS 1, 4
FROM ARM C IS TOTAL OF MOVEMENTS 5, 6

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 3

DATE: 10/12/2019

LOCATION: LONDON ROAD / BURY ROAD

DAY: TUESDAY

TIME	MOVEMENT 1 FROM LONDON ROAD (N) TO BURY ROAD										MOVEMENT 2 FROM LONDON ROAD (N) TO LONDON ROAD (S)									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT				
07:00	3	0	0	0	0	0	0	3	29	6	0	0	0	1	0	36				
07:15	3	1	0	0	0	0	0	4	47	7	3	0	0	0	0	57				
07:30	11	2	1	0	0	0	0	14	72	6	0	0	1	0	1	80				
07:45	9	0	0	0	1	0	3	13	71	10	2	0	2	0	1	86				
H/TOT	26	3	1	0	1	0	3	34	219	29	5	0	3	1	2	259				
08:00	11	2	0	0	0	0	2	15	95	9	3	0	1	0	0	108				
08:15	13	2	0	0	0	0	1	16	128	9	3	0	1	1	1	143				
08:30	21	1	0	0	0	0	1	23	79	17	2	0	2	1	0	101				
08:45	27	1	0	0	0	0	3	31	96	9	3	2	1	1	2	114				
H/TOT	72	6	0	0	0	0	7	85	398	44	11	2	5	3	3	466				
09:00	17	3	1	0	0	0	0	21	87	13	1	0	1	0	2	104				
09:15	10	3	0	0	0	0	0	13	60	11	1	1	1	0	4	78				
09:30	14	2	0	0	0	0	0	16	45	7	1	1	1	0	0	55				
09:45	12	1	1	0	0	0	0	14	74	9	1	1	2	0	0	87				
H/TOT	53	9	2	0	0	0	0	64	266	40	4	3	5	0	6	324				
P/TOT	151	18	3	0	1	0	10	183	883	113	20	5	13	4	11	1049				

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 3

DATE: 10/12/2019

LOCATION: LONDON ROAD / BURY ROAD

DAY: TUESDAY

TIME	MOVEMENT 1 FROM LONDON ROAD (N) TO BURY ROAD										MOVEMENT 2 FROM LONDON ROAD (N) TO LONDON ROAD (S)									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT				
16:00	17	4	0	0	0	0	0	21	89	15	0	0	2	1	1	108				
16:15	8	0	0	0	0	0	1	9	128	12	0	0	0	0	0	140				
16:30	16	5	0	0	0	0	0	21	139	9	2	0	1	2	0	153				
16:45	19	1	0	0	0	0	2	22	135	16	0	1	1	0	0	153				
H/TOT	60	10	0	0	0	0	3	73	491	52	2	1	4	3	1	554				
17:00	21	4	0	0	0	0	1	26	128	13	0	0	0	1	0	142				
17:15	17	1	1	0	0	0	0	19	107	9	0	0	5	6	0	127				
17:30	17	2	0	0	0	0	1	20	123	6	0	0	1	0	1	131				
17:45	18	1	0	0	0	0	1	20	128	3	1	0	1	1	0	134				
H/TOT	73	8	1	0	0	0	3	85	486	31	1	0	7	8	1	534				
18:00	14	1	0	0	0	1	2	18	134	3	0	0	1	1	0	139				
18:15	15	0	0	0	0	0	0	15	94	1	0	0	1	0	0	96				
18:30	6	0	0	0	0	0	0	6	77	4	0	0	1	2	1	85				
18:45	8	0	0	0	0	0	0	8	77	4	0	0	0	0	0	81				
H/TOT	43	1	0	0	0	1	2	47	382	12	0	0	3	3	1	401				
P/TOT	176	19	1	0	0	1	8	205	1359	95	3	1	14	14	3	1489				

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 3

DATE: 10/12/2019

LOCATION: LONDON ROAD / BURY ROAD

DAY: TUESDAY

TIME	MOVEMENT 3 FROM LONDON ROAD (S) TO LONDON ROAD (N)										TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT			
07:00	103	12	1	0	1	1	0	118			
07:15	127	11	1	0	1	2	2	144			
07:30	109	7	0	1	1	2	0	120			
07:45	92	17	2	0	2	0	1	114			
H/TOT	431	47	4	1	5	5	3	496			
08:00	78	12	3	0	1	2	1	97			
08:15	110	12	2	1	2	1	0	128			
08:30	81	9	2	1	0	0	1	94			
08:45	76	12	3	0	1	0	2	94			
H/TOT	345	45	10	2	4	3	4	413			
09:00	97	6	1	1	0	2	0	107			
09:15	119	12	4	0	1	2	0	138			
09:30	76	12	3	0	1	1	0	93			
09:45	78	12	0	0	3	0	0	93			
H/TOT	370	42	8	1	5	5	0	431			
P/TOT	1146	134	22	4	14	13	7	1340			

TIME	MOVEMENT 4 FROM LONDON ROAD (S) TO BURY ROAD										TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT			
07:00	13	1	0	0	1	0	0	15			
07:15	17	1	0	0	0	0	0	18			
07:30	24	2	1	0	0	0	0	27			
07:45	16	2	0	0	0	0	0	18			
H/TOT	70	6	1	0	1	0	0	78			
08:00	13	2	0	0	0	0	0	15			
08:15	20	2	0	0	0	0	0	22			
08:30	12	1	0	0	0	0	0	13			
08:45	13	0	1	0	0	1	0	15			
H/TOT	58	5	1	0	0	1	0	65			
09:00	12	1	0	0	0	0	0	13			
09:15	18	0	0	0	0	0	0	18			
09:30	19	1	0	0	0	0	0	20			
09:45	18	3	0	0	0	0	0	21			
H/TOT	67	5	0	0	0	0	0	72			
P/TOT	195	16	2	0	1	1	0	215			

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 3

DATE: 10/12/2019

LOCATION: LONDON ROAD / BURY ROAD

DAY: TUESDAY

TIME	MOVEMENT 3 FROM LONDON ROAD (S) TO LONDON ROAD (N)										TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL				
16:00	69	7	2	0	1	0	0	0	0	0	79
16:15	72	9	1	0	0	0	2	0	0	0	84
16:30	58	2	1	0	2	1	0	0	0	0	64
16:45	71	8	1	0	0	0	1	0	0	0	81
H/TOT	270	26	5	0	3	1	3	1	0	0	308
17:00	81	4	1	0	1	2	1	0	0	0	90
17:15	82	9	0	0	0	0	0	0	0	0	91
17:30	100	10	0	1	1	0	0	0	0	0	112
17:45	84	6	0	0	1	0	0	0	0	0	91
H/TOT	347	29	1	1	3	2	1	2	0	0	384
18:00	87	4	0	0	2	0	1	0	0	0	94
18:15	82	4	0	0	0	1	0	0	0	0	87
18:30	79	7	1	0	0	0	0	0	0	0	87
18:45	67	3	0	0	2	0	0	0	0	0	72
H/TOT	315	18	1	0	4	1	1	1	0	0	340
P/TOT	932	73	7	1	10	4	5	4	0	0	1032

TIME	MOVEMENT 4 FROM LONDON ROAD (S) TO BURY ROAD										TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL				
16:00	21	2	0	0	0	0	0	0	0	0	23
16:15	21	2	0	0	0	0	0	0	0	0	23
16:30	14	1	0	0	0	0	0	0	0	0	15
16:45	17	3	0	0	0	0	0	0	0	0	20
H/TOT	73	8	0	81							
17:00	23	0	0	0	0	0	0	0	0	0	23
17:15	16	0	0	0	0	0	0	0	0	0	16
17:30	17	0	0	0	0	0	1	0	0	0	18
17:45	14	1	0	0	0	1	0	0	0	0	16
H/TOT	70	1	0	0	0	1	1	1	0	0	73
18:00	17	0	0	0	0	0	0	0	0	0	17
18:15	11	0	0	0	0	0	0	0	0	0	11
18:30	16	1	0	0	0	0	0	0	0	0	17
18:45	16	1	0	0	0	0	0	0	0	0	17
H/TOT	60	2	0	62							
P/TOT	203	11	0	0	0	1	1	1	0	0	216

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 3

DATE: 10/12/2019

LOCATION: LONDON ROAD / BURY ROAD

DAY: TUESDAY

TIME	MOVEMENT 5 FROM BURY ROAD TO LONDON ROAD (S)										MOVEMENT 6 FROM BURY ROAD TO LONDON ROAD (N)									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT				
07:00	10	0	0	0	0	0	1	11	9	2	0	0	0	0	0	11				
07:15	18	2	0	0	0	0	0	20	13	2	0	0	0	0	0	15				
07:30	14	4	0	0	0	0	0	18	29	4	0	1	0	0	1	35				
07:45	21	1	1	0	0	1	0	24	20	5	0	0	0	0	2	27				
H/TOT	63	7	1	0	0	1	1	73	71	13	0	1	0	0	3	88				
08:00	37	2	0	0	0	0	2	41	33	3	0	0	0	0	2	38				
08:15	37	4	0	0	0	0	0	41	26	8	0	0	0	0	0	34				
08:30	21	0	1	0	0	0	0	22	22	2	0	0	0	0	0	24				
08:45	20	4	1	0	0	0	0	25	30	4	1	0	0	0	0	35				
H/TOT	115	10	2	0	0	0	2	129	111	17	1	0	0	0	2	131				
09:00	22	2	1	0	0	0	0	25	27	1	0	0	0	0	4	32				
09:15	18	3	0	0	0	0	0	21	21	0	2	0	0	1	0	24				
09:30	9	3	0	0	0	0	0	12	16	3	0	0	0	0	0	19				
09:45	19	3	0	0	0	0	0	22	15	4	0	0	0	0	0	19				
H/TOT	68	11	1	0	0	0	0	80	79	8	2	0	0	1	4	94				
P/TOT	246	28	4	0	0	1	3	282	261	38	3	1	0	1	9	313				

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 3

DATE: 10/12/2019

LOCATION: LONDON ROAD / BURY ROAD

DAY: TUESDAY

TIME	MOVEMENT 5 FROM BURY ROAD TO LONDON ROAD (S)										MOVEMENT 6 FROM BURY ROAD TO LONDON ROAD (N)									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT				
16:00	30	3	0	0	0	0	0	33	17	5	0	0	0	0	0	22				
16:15	37	5	0	0	0	0	1	43	16	1	0	0	0	1	0	18				
16:30	29	3	0	0	0	0	0	32	11	1	0	0	0	0	0	12				
16:45	24	3	0	0	0	0	0	27	17	0	0	0	0	0	0	17				
H/TOT	120	14	0	0	0	0	1	135	61	7	0	0	0	1	0	69				
17:00	27	3	0	0	0	0	0	30	14	1	0	0	0	0	0	15				
17:15	36	4	0	0	0	0	0	40	20	3	0	0	1	0	0	24				
17:30	28	2	0	0	0	0	0	30	32	0	0	0	0	0	0	32				
17:45	28	1	0	0	0	0	0	29	20	2	0	0	0	0	0	22				
H/TOT	119	10	0	0	0	0	0	129	86	6	0	0	1	0	0	93				
18:00	31	1	0	0	0	1	0	33	6	0	0	0	0	0	0	6				
18:15	30	2	0	0	0	0	0	32	11	2	0	0	0	0	0	13				
18:30	22	1	0	0	0	0	0	23	14	0	0	0	0	0	0	14				
18:45	25	0	0	0	0	0	0	25	15	0	0	0	1	0	0	16				
H/TOT	108	4	0	0	0	1	0	113	46	2	0	0	1	0	0	49				
P/TOT	347	28	0	0	0	1	1	377	193	15	0	0	2	1	0	211				

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 3

DATE: 10/12/2019

LOCATION: LONDON ROAD / BURY ROAD

DAY: TUESDAY

TIME	TO ARM A LONDON ROAD (N)										FROM ARM A LONDON ROAD (N)									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT				
07:00	112	14	1	0	1	1	0	129	32	6	0	0	0	1	0	39				
07:15	140	13	1	0	1	2	2	159	50	8	3	0	0	0	0	61				
07:30	138	11	0	2	1	2	1	155	83	8	1	0	1	0	1	94				
07:45	112	22	2	0	2	0	3	141	80	10	2	0	3	0	4	99				
H/TOT	502	60	4	2	5	5	6	584	245	32	6	0	4	1	5	293				
08:00	111	15	3	0	1	2	3	135	106	11	3	0	1	0	2	123				
08:15	136	20	2	1	2	1	0	162	141	11	3	0	1	1	2	159				
08:30	103	11	2	1	0	0	1	118	100	18	2	0	2	1	1	124				
08:45	106	16	4	0	1	0	2	129	123	10	3	2	1	1	5	145				
H/TOT	456	62	11	2	4	3	6	544	470	50	11	2	5	3	10	551				
09:00	124	7	1	1	0	2	4	139	104	16	2	0	1	0	2	125				
09:15	140	12	6	0	1	3	0	162	70	14	1	1	1	0	4	91				
09:30	92	15	3	0	1	1	0	112	59	9	1	1	1	0	0	71				
09:45	93	16	0	0	3	0	0	112	86	10	2	1	2	0	0	101				
H/TOT	449	50	10	1	5	6	4	525	319	49	6	3	5	0	6	388				
P/TOT	1407	172	25	5	14	14	16	1653	1034	131	23	5	14	4	21	1232				

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 3

DATE: 10/12/2019

LOCATION: LONDON ROAD / BURY ROAD

DAY: TUESDAY

TIME	TO ARM A LONDON ROAD (N)										FROM ARM A LONDON ROAD (N)									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT				
16:00	86	12	2	0	1	0	0	101	106	19	0	0	2	1	1	129				
16:15	88	10	1	0	0	1	2	102	136	12	0	0	0	0	1	149				
16:30	69	3	1	0	2	1	0	76	155	14	2	0	1	2	0	174				
16:45	88	8	1	0	0	0	1	98	154	17	0	1	1	0	2	175				
H/TOT	331	33	5	0	3	2	3	377	551	62	2	1	4	3	4	627				
17:00	95	5	1	0	1	2	1	105	149	17	0	0	0	1	1	168				
17:15	102	12	0	0	1	0	0	115	124	10	1	0	5	6	0	146				
17:30	132	10	0	1	1	0	0	144	140	8	0	0	1	0	2	151				
17:45	104	8	0	0	1	0	0	113	146	4	1	0	1	1	1	154				
H/TOT	433	35	1	1	4	2	1	477	559	39	2	0	7	8	4	619				
18:00	93	4	0	0	2	0	1	100	148	4	0	0	1	2	2	157				
18:15	93	6	0	0	0	1	0	100	109	1	0	0	1	0	0	111				
18:30	93	7	1	0	0	0	0	101	83	4	0	0	1	2	1	91				
18:45	82	3	0	0	3	0	0	88	85	4	0	0	0	0	0	89				
H/TOT	361	20	1	0	5	1	1	389	425	13	0	0	3	4	3	448				
P/TOT	1125	88	7	1	12	5	5	1243	1535	114	4	1	14	15	11	1694				

TO ARM A IS TOTAL OF MOVEMENTS 3, 6
FROM ARM A IS TOTAL OF MOVEMENTS 1, 2

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 3

DATE: 10/12/2019

LOCATION: LONDON ROAD / BURY ROAD

DAY: TUESDAY

TIME	TO ARM B LONDON ROAD (S)							FROM ARM B LONDON ROAD (S)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	39	6	0	0	0	1	1	47	116	13	1	0	2	1	0	133
07:15	65	9	3	0	0	0	0	77	144	12	1	0	1	2	2	162
07:30	86	10	0	0	1	0	1	98	133	9	1	1	1	2	0	147
07:45	92	11	3	0	2	1	1	110	108	19	2	0	2	0	1	132
H/TOT	282	36	6	0	3	2	3	332	501	53	5	1	6	5	3	574
08:00	132	11	3	0	1	0	2	149	91	14	3	0	1	2	1	112
08:15	165	13	3	0	1	1	1	184	130	14	2	1	2	1	0	150
08:30	100	17	3	0	2	1	0	123	93	10	2	1	0	0	1	107
08:45	116	13	4	2	1	1	2	139	89	12	4	0	1	1	2	109
H/TOT	513	54	13	2	5	3	5	595	403	50	11	2	4	4	4	478
09:00	109	15	2	0	1	0	2	129	109	7	1	1	0	2	0	120
09:15	78	14	1	1	1	0	4	99	137	12	4	0	1	2	0	156
09:30	54	10	1	1	1	0	0	67	95	13	3	0	1	1	0	113
09:45	93	12	1	1	2	0	0	109	96	15	0	0	3	0	0	114
H/TOT	334	51	5	3	5	0	6	404	437	47	8	1	5	5	0	503
P/TOT	1129	141	24	5	13	5	14	1331	1341	150	24	4	15	14	7	1555

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 3

DATE: 10/12/2019

LOCATION: LONDON ROAD / BURY ROAD

DAY: TUESDAY

TIME	TO ARM B LONDON ROAD (S)										FROM ARM B LONDON ROAD (S)									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT				
16:00	119	18	0	0	2	1	1	141	90	9	2	0	1	0	0	102				
16:15	165	17	0	0	0	0	1	183	93	11	1	0	0	0	2	107				
16:30	168	12	2	0	1	2	0	185	72	3	1	0	2	1	0	79				
16:45	159	19	0	1	1	0	0	180	88	11	1	0	0	0	1	101				
H/TOT	611	66	2	1	4	3	2	689	343	34	5	0	3	1	3	389				
17:00	155	16	0	0	0	1	0	172	104	4	1	0	1	2	1	113				
17:15	143	13	0	0	5	6	0	167	98	9	0	0	0	0	0	107				
17:30	151	8	0	0	1	0	1	161	117	10	0	1	1	0	1	130				
17:45	156	4	1	0	1	1	0	163	98	7	0	0	1	1	0	107				
H/TOT	605	41	1	0	7	8	1	663	417	30	1	1	3	3	2	457				
18:00	165	4	0	0	1	2	0	172	104	4	0	0	2	0	1	111				
18:15	124	3	0	0	1	0	0	128	93	4	0	0	0	1	0	98				
18:30	99	5	0	0	1	2	1	108	95	8	1	0	0	0	0	104				
18:45	102	4	0	0	0	0	0	106	83	4	0	0	2	0	0	89				
H/TOT	490	16	0	0	3	4	1	514	375	20	1	0	4	1	1	402				
P/TOT	1706	123	3	1	14	15	4	1866	1135	84	7	1	10	5	6	1248				

TO ARM B IS TOTAL OF MOVEMENTS 2, 5
FROM ARM B IS TOTAL OF MOVEMENTS 3, 4

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 3

DATE: 10/12/2019

LOCATION: LONDON ROAD / BURY ROAD

DAY: TUESDAY

TIME	TO ARM C BURY ROAD										FROM ARM C BURY ROAD									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT				
07:00	16	1	0	0	1	0	0	18	19	2	0	0	0	0	0	22				
07:15	20	2	0	0	0	0	0	22	31	4	0	0	0	0	0	35				
07:30	35	4	2	0	0	0	0	41	43	8	0	1	0	0	1	53				
07:45	25	2	0	0	1	0	3	31	41	6	1	0	0	1	2	51				
H/TOT	96	9	2	0	2	0	3	112	134	20	1	1	0	1	4	161				
08:00	24	4	0	0	0	0	2	30	70	5	0	0	0	0	4	79				
08:15	33	4	0	0	0	0	1	38	63	12	0	0	0	0	0	75				
08:30	33	2	0	0	0	0	1	36	43	2	1	0	0	0	0	46				
08:45	40	1	1	0	0	1	3	46	50	8	2	0	0	0	0	60				
H/TOT	130	11	1	0	0	1	7	150	226	27	3	0	0	0	4	260				
09:00	29	4	1	0	0	0	0	34	49	3	1	0	0	0	4	57				
09:15	28	3	0	0	0	0	0	31	39	3	2	0	0	1	0	45				
09:30	33	3	0	0	0	0	0	36	25	6	0	0	0	0	0	31				
09:45	30	4	1	0	0	0	0	35	34	7	0	0	0	0	0	41				
H/TOT	120	14	2	0	0	0	0	136	147	19	3	0	0	1	4	174				
P/TOT	346	34	5	0	2	1	10	398	507	66	7	1	0	2	12	595				

MANUAL CLASSIFIED COUNTS



JOB REF: 24803

JOB NAME: STAPLEFORD

SITE: 3

DATE: 10/12/2019

LOCATION: LONDON ROAD / BURY ROAD

DAY: TUESDAY

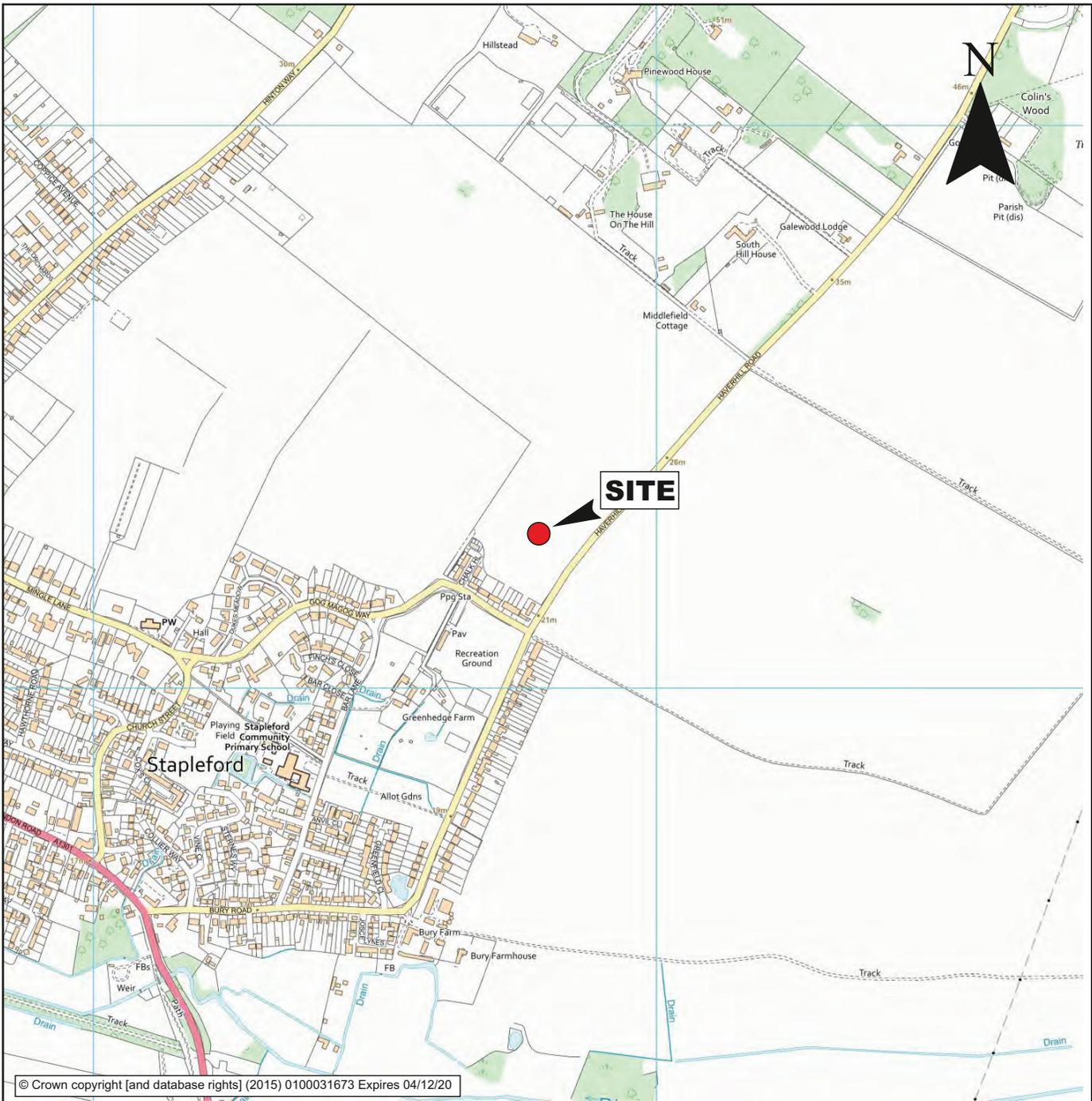
TIME	TO ARM C BURY ROAD										FROM ARM C BURY ROAD									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT				
16:00	38	6	0	0	0	0	0	44	47	8	0	0	0	0	0	55				
16:15	29	2	0	0	0	0	1	32	53	6	0	0	0	1	1	61				
16:30	30	6	0	0	0	0	0	36	40	4	0	0	0	0	0	44				
16:45	36	4	0	0	0	0	2	42	41	3	0	0	0	0	0	44				
H/TOT	133	18	0	0	0	0	3	154	181	21	0	0	0	1	1	204				
17:00	44	4	0	0	0	0	1	49	41	4	0	0	0	0	0	45				
17:15	33	1	1	0	0	0	0	35	56	7	0	0	1	0	0	64				
17:30	34	2	0	0	0	0	2	38	60	2	0	0	0	0	0	62				
17:45	32	2	0	0	0	1	1	36	48	3	0	0	0	0	0	51				
H/TOT	143	9	1	0	0	1	4	158	205	16	0	0	1	0	0	222				
18:00	31	1	0	0	0	1	2	35	37	1	0	0	0	1	0	39				
18:15	26	0	0	0	0	0	0	26	41	4	0	0	0	0	0	45				
18:30	22	1	0	0	0	0	0	23	36	1	0	0	0	0	0	37				
18:45	24	1	0	0	0	0	0	25	40	0	0	0	1	0	0	41				
H/TOT	103	3	0	0	0	1	2	109	154	6	0	0	1	1	0	162				
P/TOT	379	30	1	0	0	2	9	421	540	43	0	0	2	2	1	588				

TO ARM C IS TOTAL OF MOVEMENTS 1, 4
FROM ARM C IS TOTAL OF MOVEMENTS 5, 6

APPENDIX 04

Trics Output Data

DRAWINGS



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**HAVERHILL ROAD,
STAPLEFORD**

TRANSPORT STATEMENT

SITE LOCATION PLAN

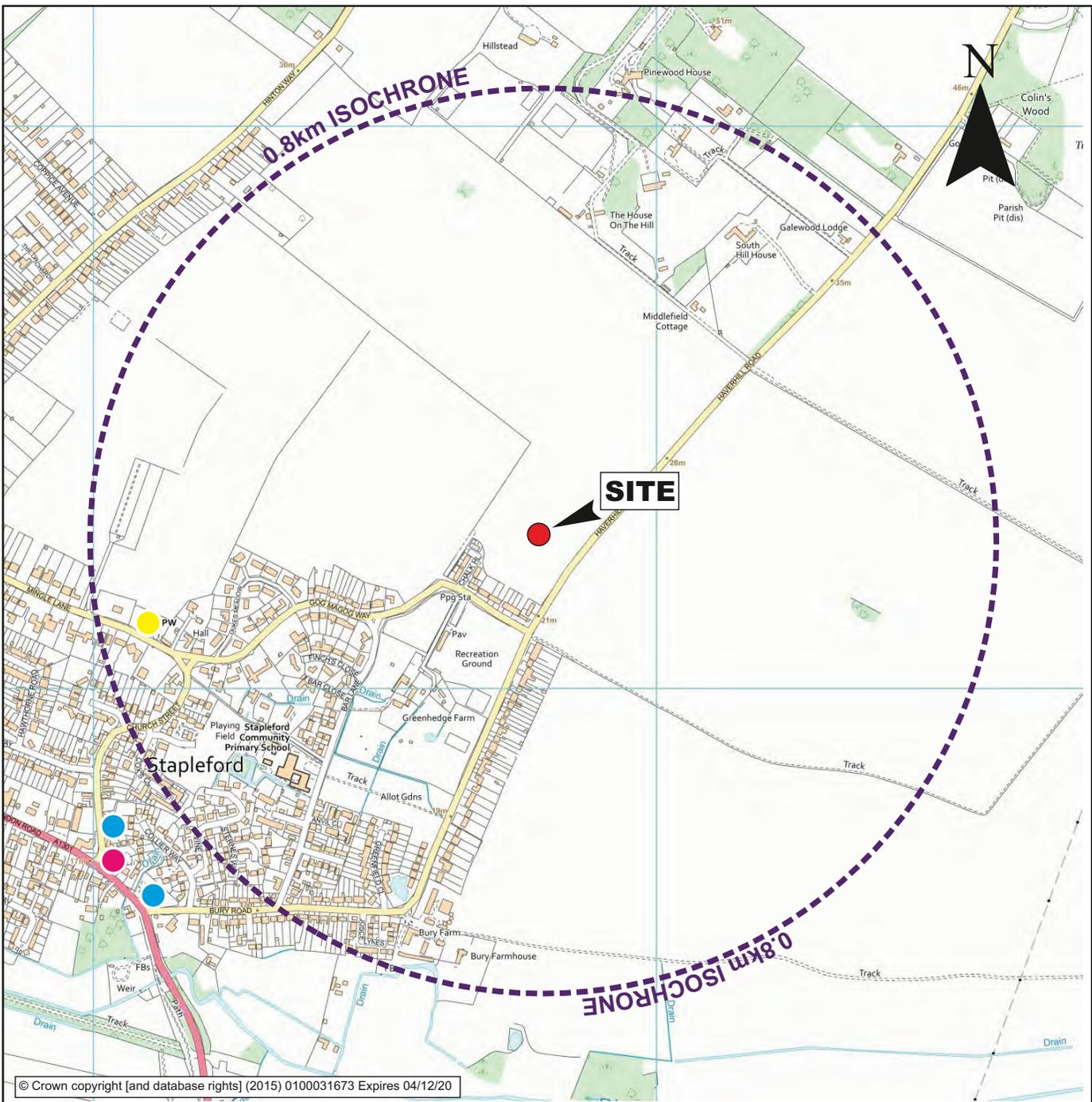
DRAWING No 1

Scale
1:10,000 @ A4

Date
DECEMBER 2019

406.05693.00002 14.001.0 SITE LOCATION PLAN.CDR

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LEGEND

-  CONVENIENCE STORE
-  PUBLIC HOUSE
-  CHURCH

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**HAVERHILL ROAD,
 STAPLEFORD**

TRANSPORT STATEMENT

**NEAREST LOCAL SERVICES
 AND AMENITIES WITH 0.8km
 BLANKET ISOCHRONE**

DRAWING No 2

Scale 1:10,000 @ A4 Date DECEMBER 2019

406.05693.00002 14.002.0 SERVICES AND AMENITIES.CDR

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NOTES

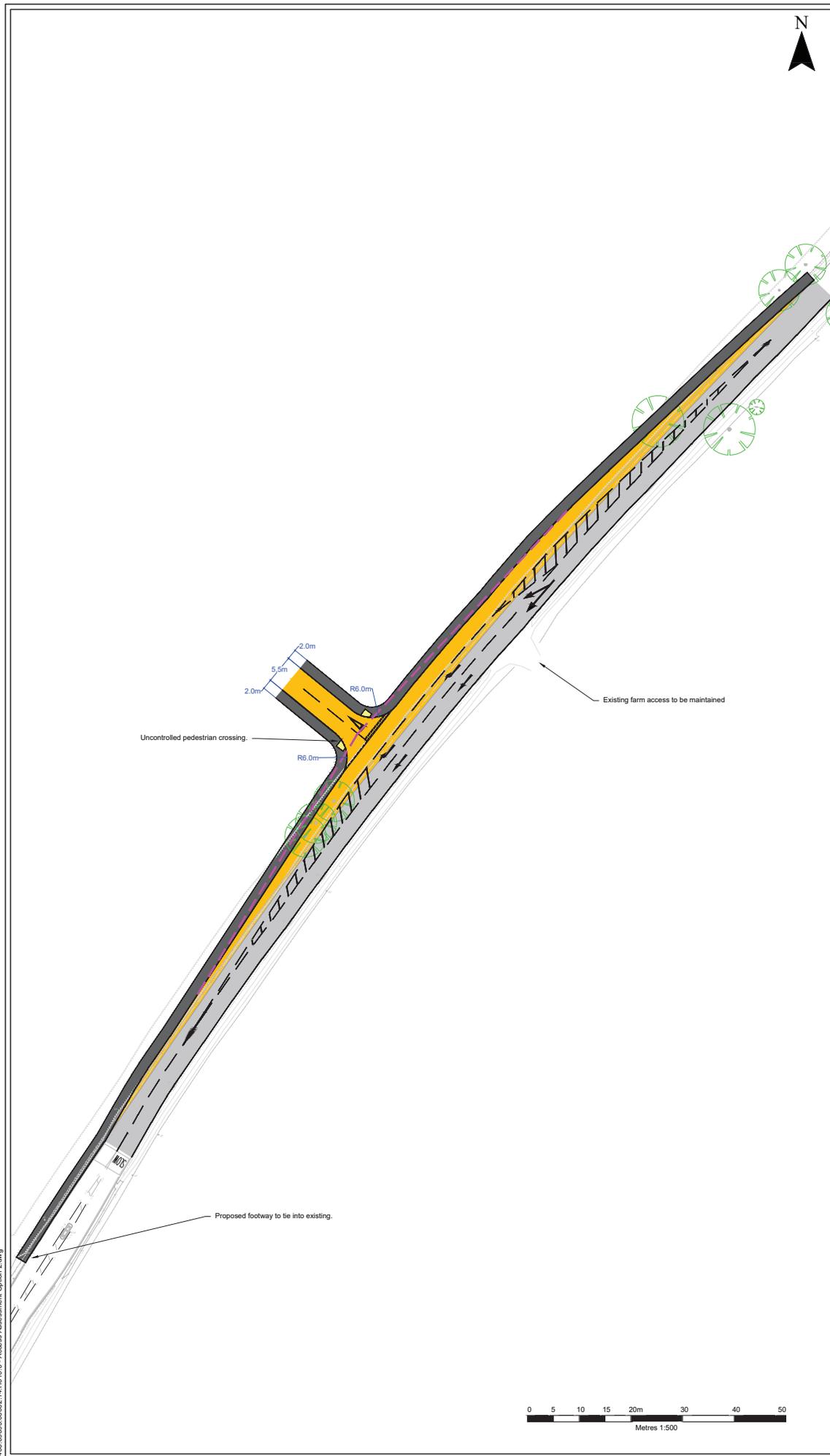
SLR drawing uses topographical survey data supplied by Carter Jonas Ltd. Drawing No. PLS-306.

Dimensions used for ghost island junction:

- 10m Turning length
- 40m Deceleration length
- 15m Direct taper length
- 58.5m Taper length at 1:20
- 3.0m Through lane width
- 3.0m Turning lane width

LEGEND

	Proposed Carriageway
	Proposed Footway
	Existing Carriageway
	2.4 x 59.0m Visibility Splay



406.09693.00002.14.H011.0 - Access Assessment Option 2.dwg





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LAND AT HAVERHILL ROAD
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TRANSPORT

ACCESS ASSESSMENT
OPTION 2

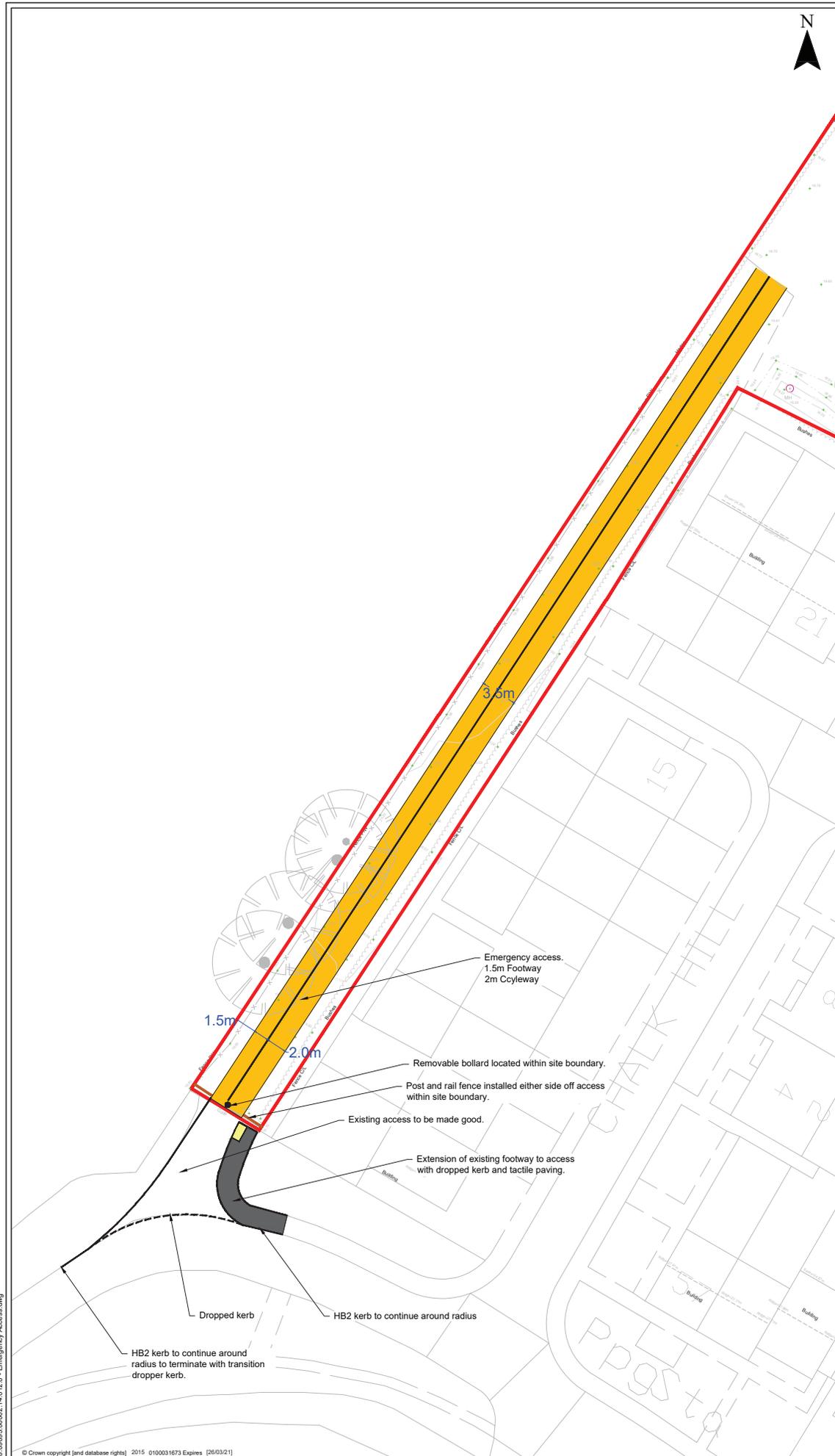
406.09693.00002.14.H011.0

Scale: 1:500 @ A2	Date: NOVEMBER 2019
-------------------	---------------------

NOTES
 SLR drawing uses topographical survey data supplied by Carter Jonas Ltd. Drawing No. PLS-306.

LEGEND

	Proposed 1.5m footway / 2m cycleway
	Proposed extension of footway
	Development site boundary



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406.09693.00002.14.012.0

Scale: 1:250 @ A2 Date: MARCH 2020

406.09693.00002.14.012.0 - Emergency Access.dwg

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