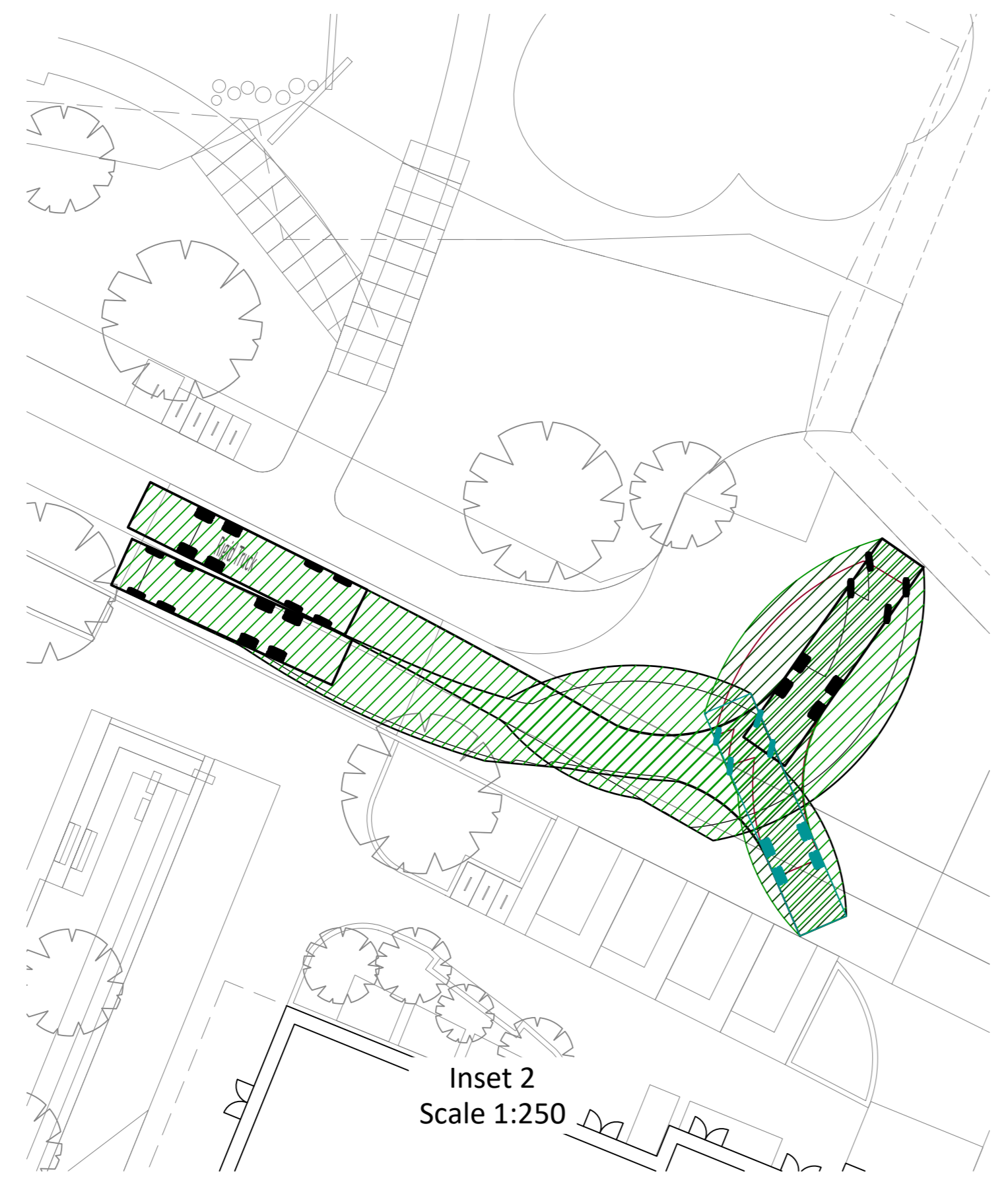
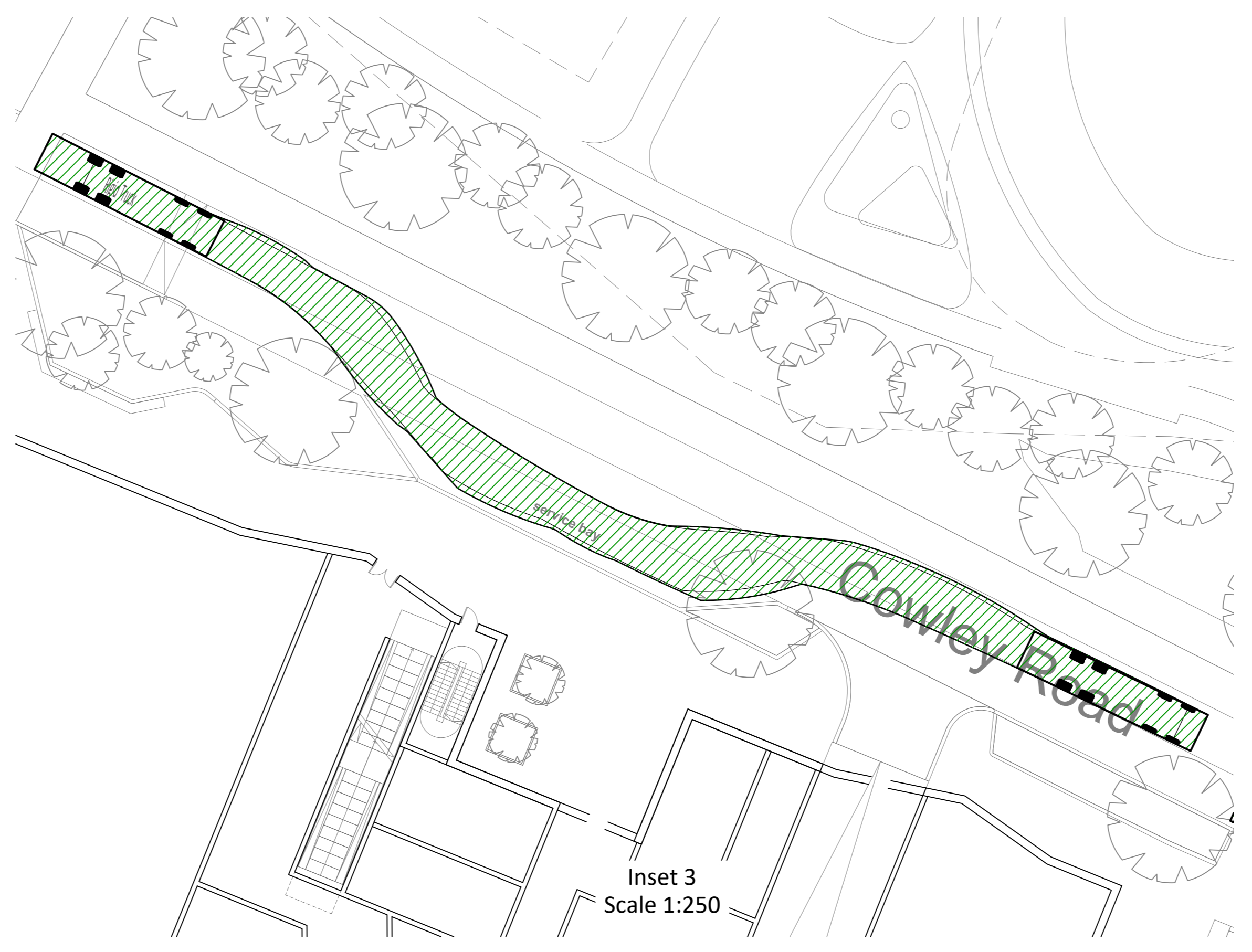


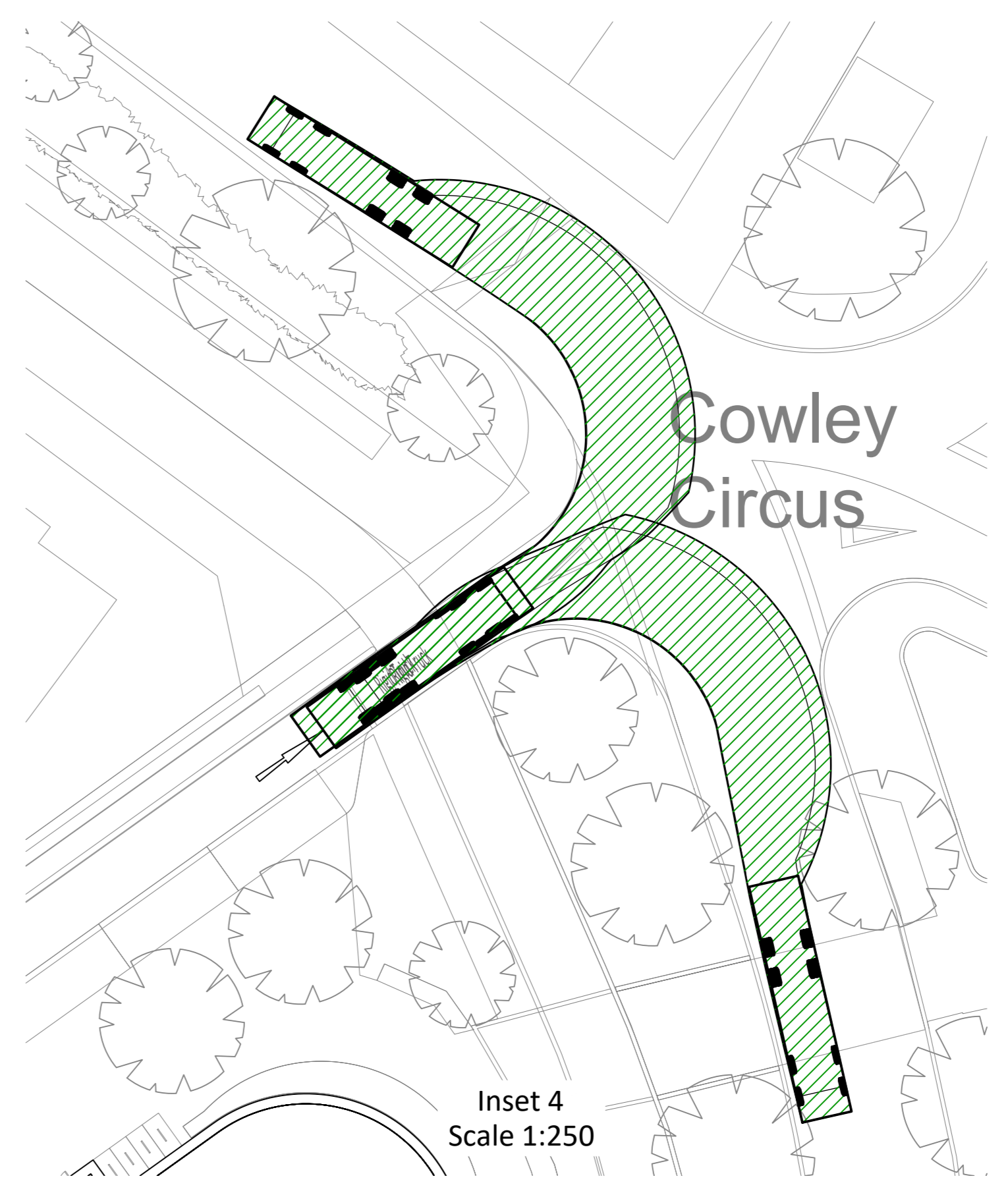
Inset 1
Scale 1:250



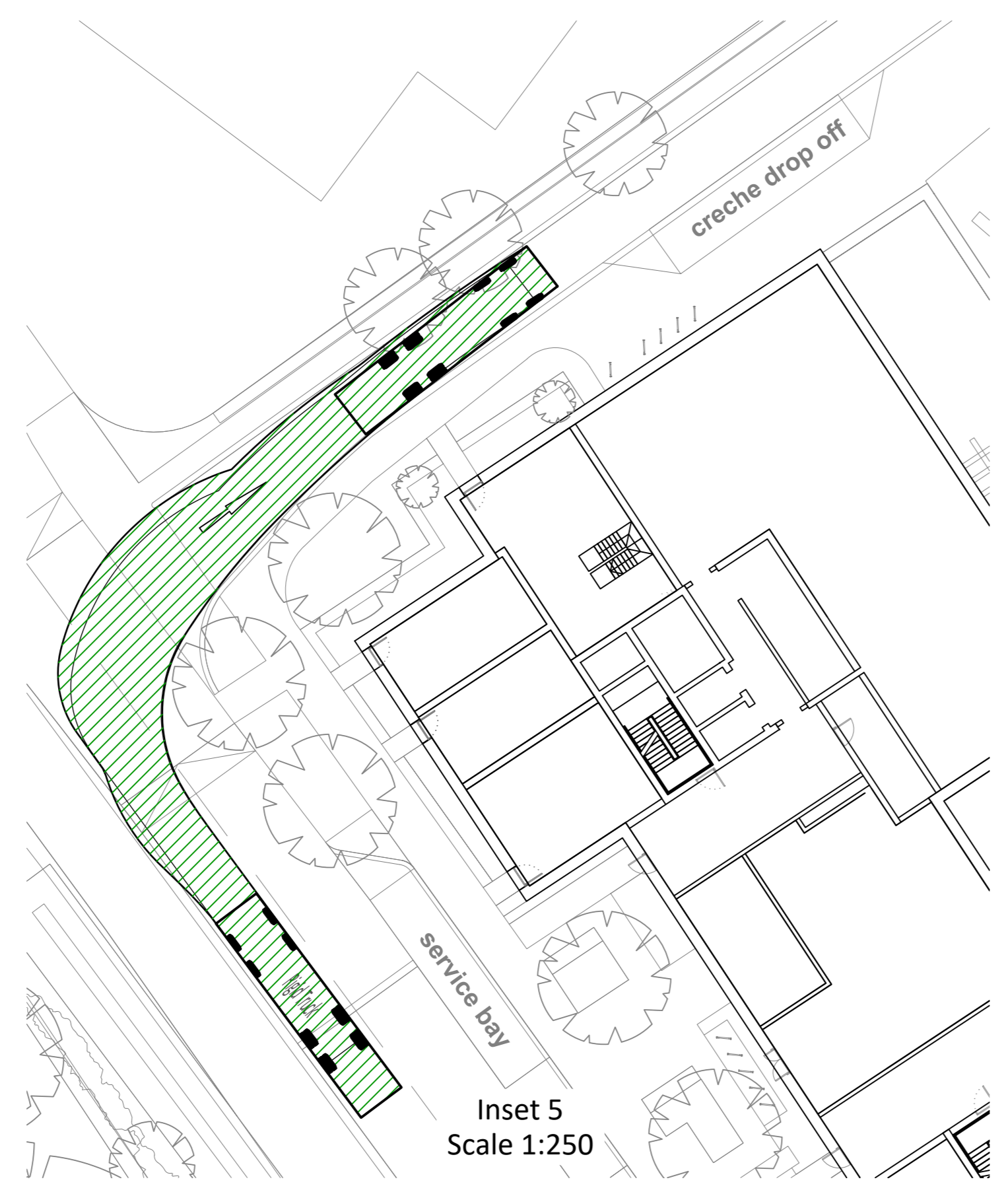
Inset 2
Scale 1:250



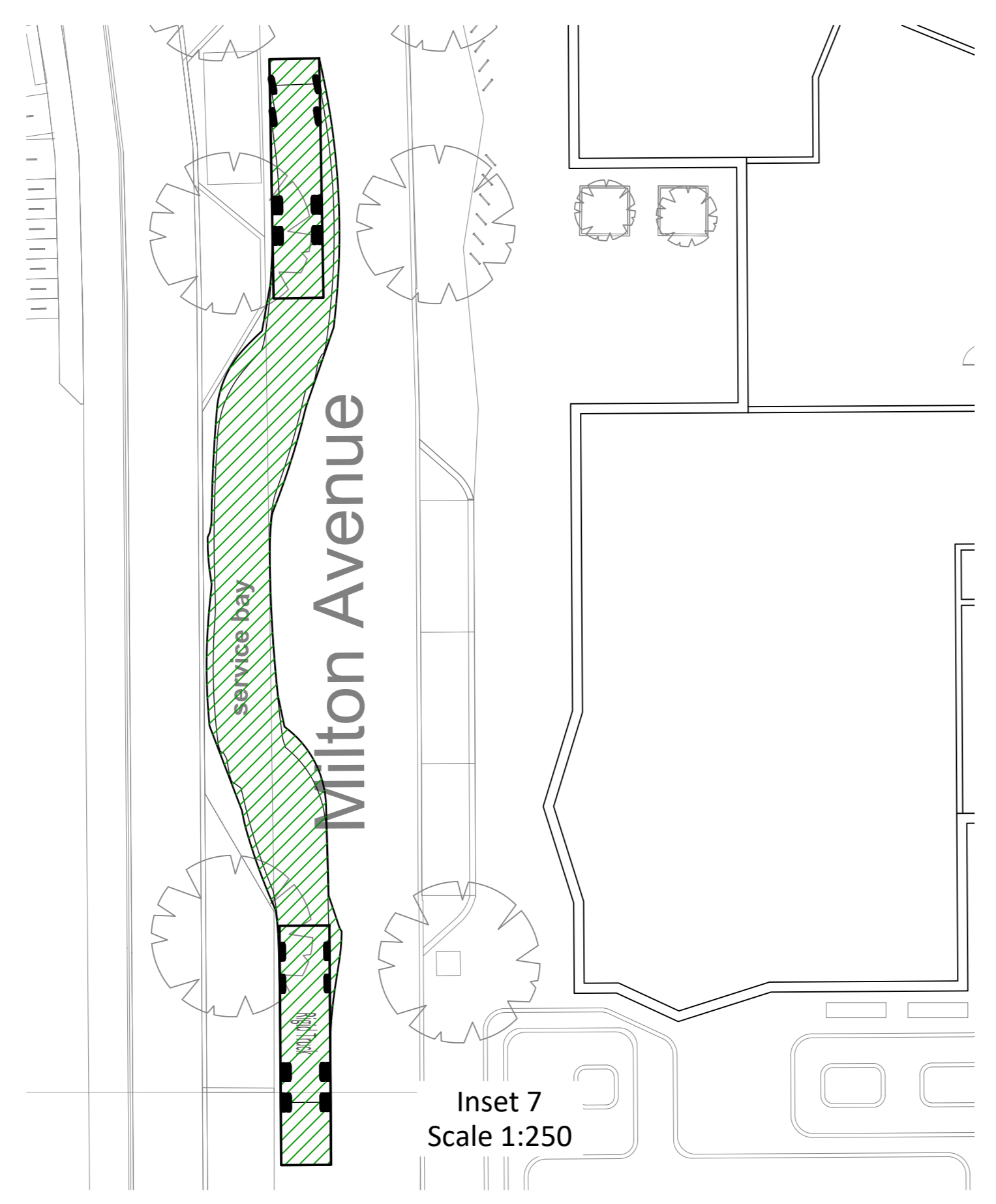
Inset 3
Scale 1:250



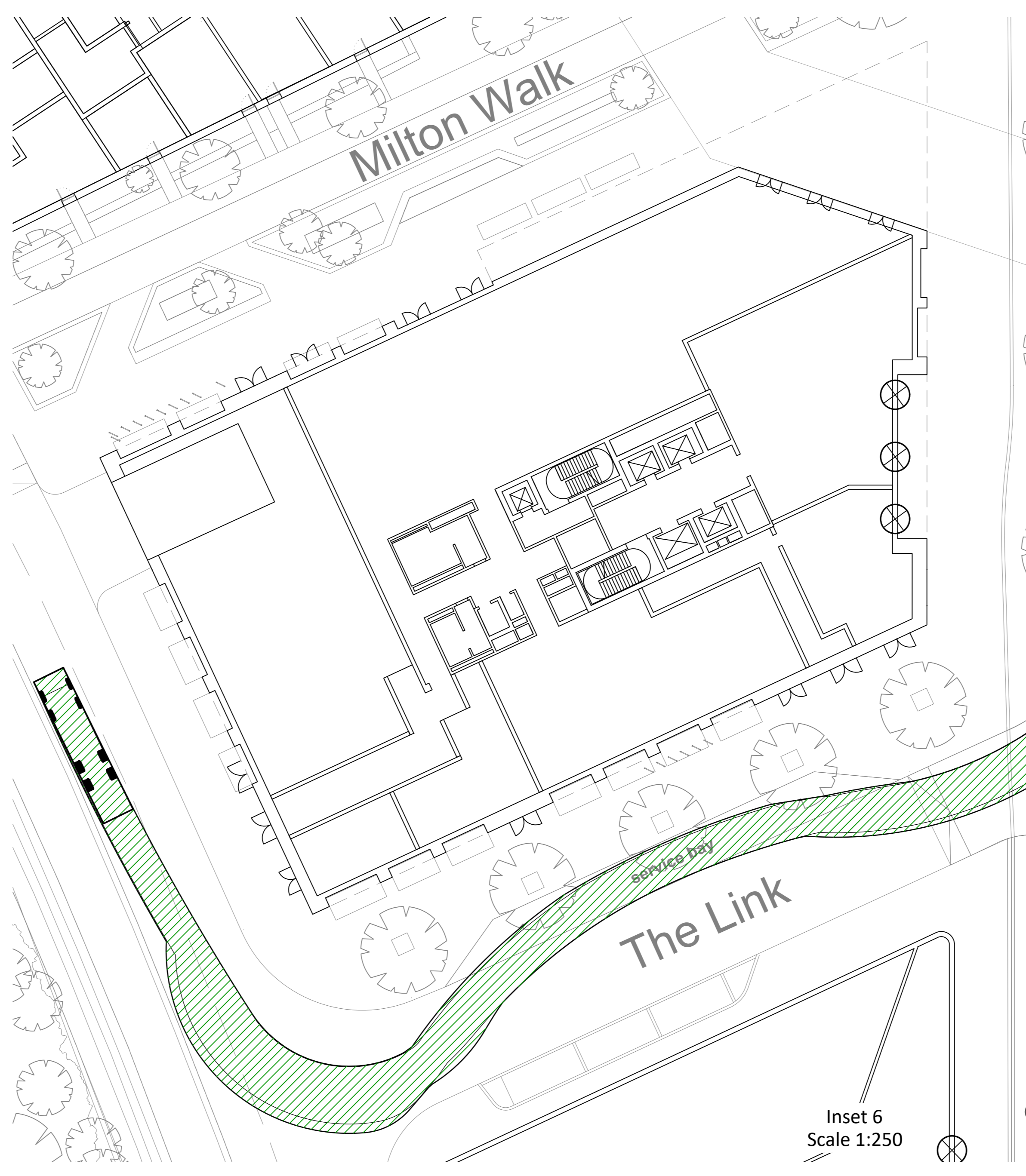
Inset 4
Scale 1:250



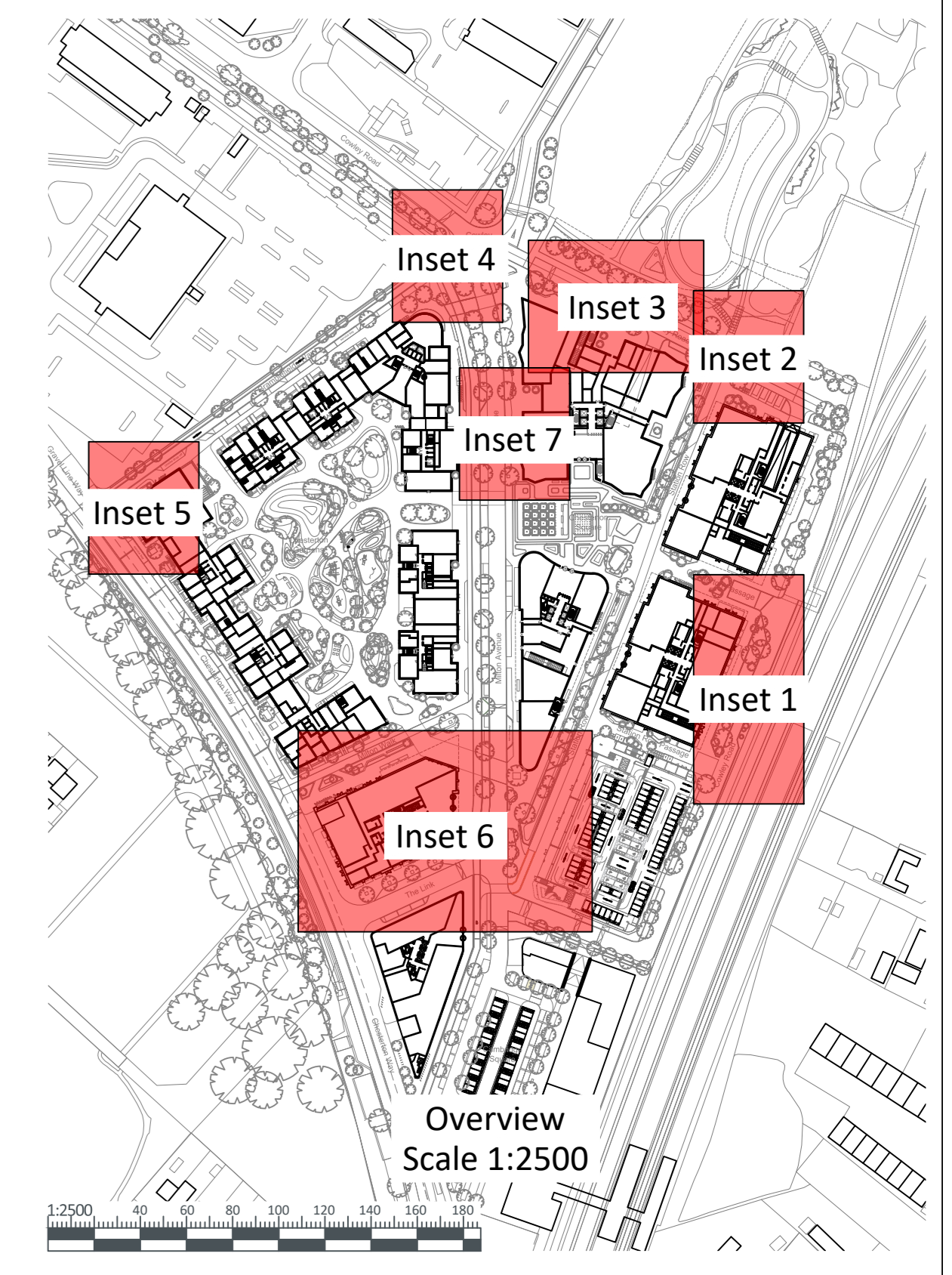
Inset 5
Scale 1:250



Inset 7
Scale 1:250



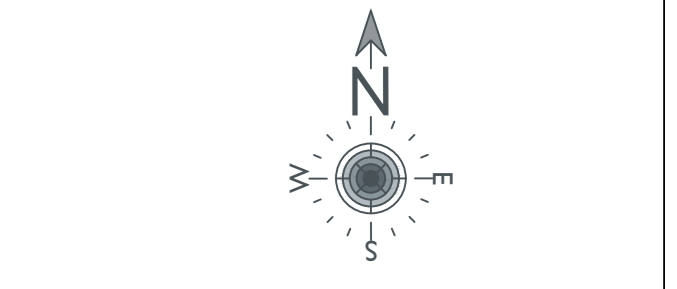
Inset 6
Scale 1:250



NOTES
These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9.

1. These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9.
2. All dimensions in metres unless stated otherwise.
3. This drawing is based on 'Make drawing 239ACAE-PLT-PROPOSED-12000-01-PLANNING, with Make' received 07/10/2021.
4. The purpose of this drawing is to show the location of the proposed service road on cross sections of the existing ground.
5. Levels information based on topographical survey data in Survey Solutions drawing 20252ea Rev A dated 19/01/2018.

- GENERAL NOTES**
1. This drawing is to be read in conjunction with all other relevant Engineering and Architect's details.
 2. The design details presented must be reviewed in conjunction with the wider site information and the constraints which may not be evident on drawing and must be requested if not already provided. This includes, but not limited to, ground conditions (geotechnical and geo-environmental), groundwater levels, buried services, remnant obstructions, ecology, tree protection and topography.
 3. The Engineer shall be notified immediately, in writing, should any errors or discrepancies be found prior to the commencement or continuation of any works.
 4. All work is to be carried out in accordance with current British Standards, Building Regulations and Historic Standards.
 5. It is the responsibility of the Contractor to execute the works at all times in strict accordance with the requirements of the Health and Safety at Work Act 1974, and the CDM Regulations 2015. The Contractor will be deemed to have allowed for full compliance, including full liaison with the CDM Co-ordinator, within his rates.
 6. Any existing details which are shown on this drawing are for guidance only and are to be checked on site by the contractor. Any variations are to be recorded and reported to the engineer immediately.
 7. Before work commences contractor should consult the engineer and the SI report regarding any contamination issues. All necessary Health and Safety measures to be taken.



KEY

Rigid Truck	12,000m
Overall Length	2,500m
Overall Width	3,925m
Overall Body Height	0,412m
Min Body Ground Clearance	2,471m
Track Width	6,905m
Lock to lock time	11,900m
Kerb to Kerb Turning Radius	11,900m

PI 25.05.23 Updated to latest layout, Milton Avenue tracking OB

REV DATE REVISIONS/DATE

Seven House - High Street
Longbridge, Birmingham
B11 2JG, Tel: 0121 475 0234

PJA
Birmingham - Bristol
Exeter - London - Reading
jpa.co.uk

Brookgate Ltd

PROJECT

Cambridge North

BOARDING TITLE

Rigid Truck
Vehicle Tracking

DRAWING DATE STATUS

INFORMATION

05425 - C - 2206 - PI

Revision Letter: P, Author: A, Approved: S, Tender: C, Drawn: S

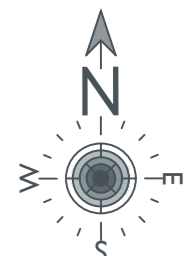
DATE DRAWING ATTACHED

SCALE DRAWN ENGINEER DATE

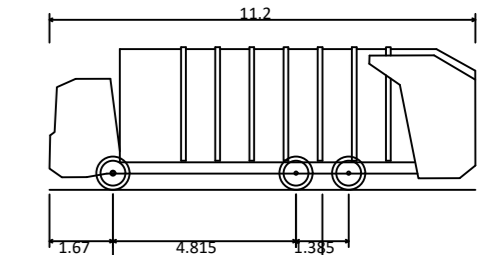
A0@1:250 OB GD 28.04.22

- 1. These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9.
- 2. All dimensions in metres unless stated otherwise.
- 3. This drawing is based on 'Make' drawing 239ACAE-PLT-PROPOSED-12000-01-PLANNING, with 'Make' received 07/10/2021.
- 4. The purpose of this drawing is to show the location of the proposed service road on cross sections of the existing ground.
- 5. Levels information based on topographical survey data in Survey Solutions drawing 20852ea Rev A dated 19/01/2018.

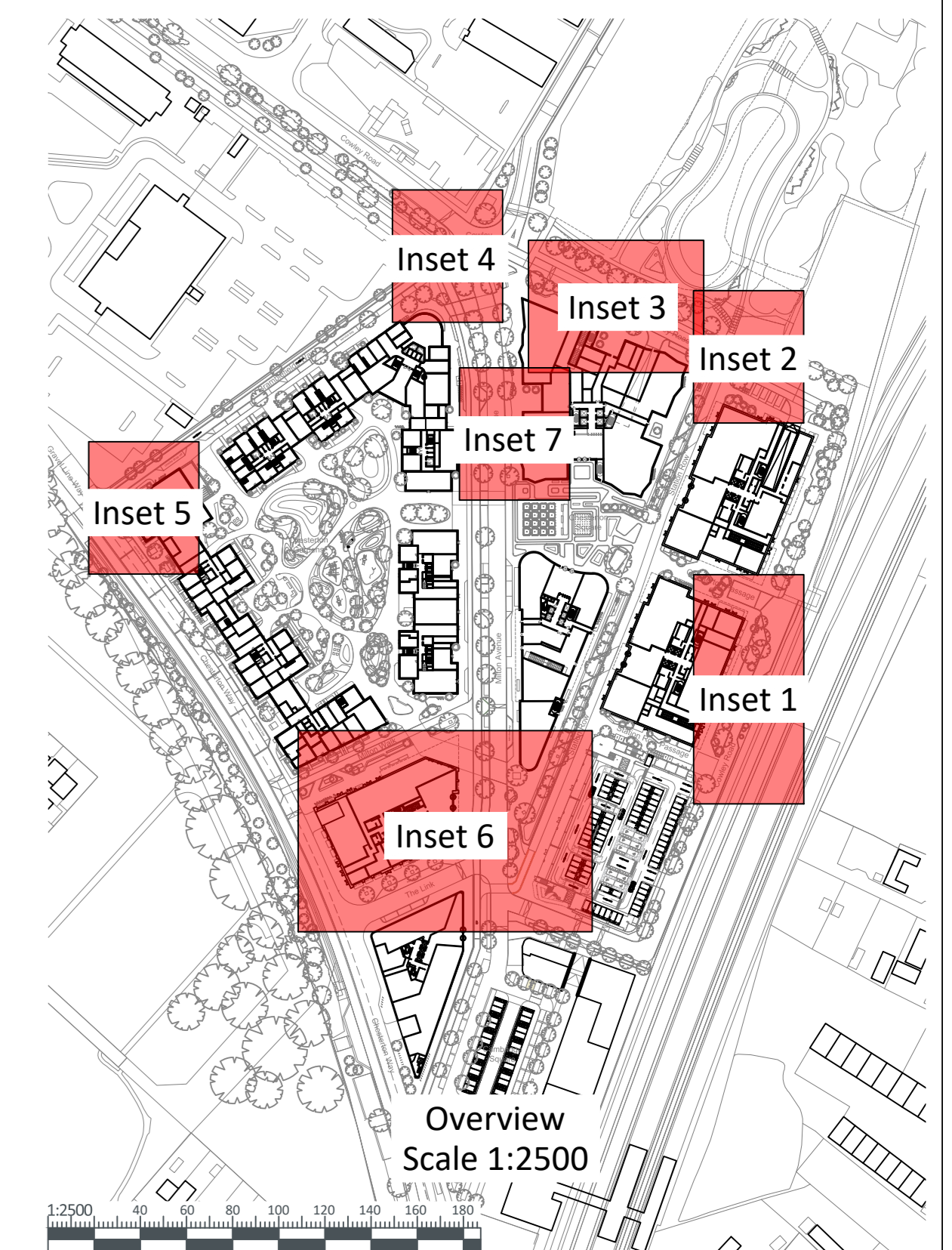
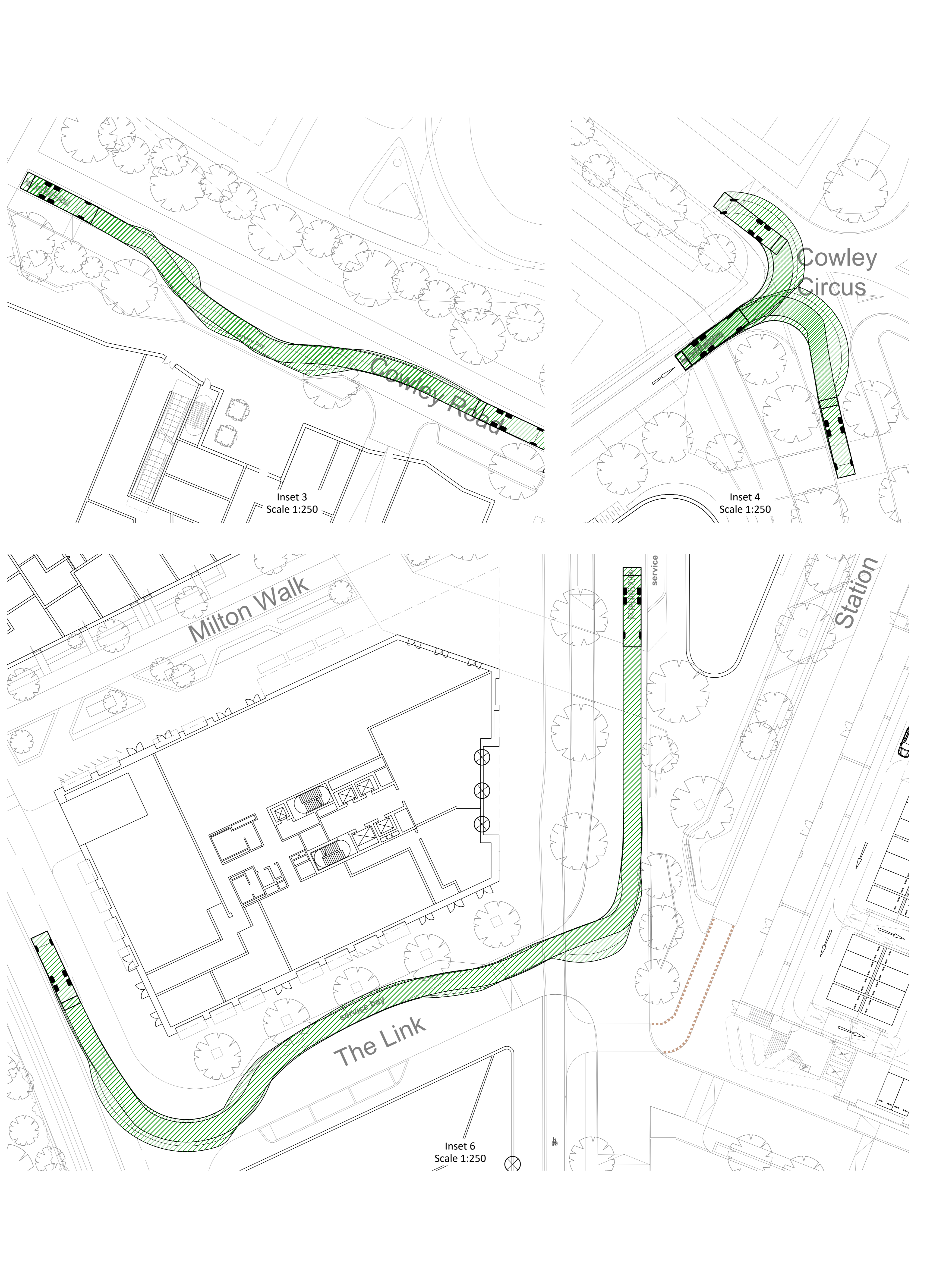
- GENERAL NOTES**
- 1. This drawing is to be read in conjunction with all other relevant Engineering and Architect's details.
 - 2. The design details presented must be reviewed in conjunction with the wider site information and the constraints which may not be evident on drawing and must be requested if not already provided. This includes, but not limited to, ground conditions (geotechnical and geo-environmental), groundwater levels, buried services, remnant obstructions, ecology, tree protection and topography.
 - 3. The Engineer shall be notified immediately, in writing, should any errors or discrepancies be found prior to the commencement or continuation of any works.
 - 4. All work is to be carried out in accordance with current British Standards, Building Regulations and Historic Standards.
 - 5. It is the responsibility of the Contractor to execute the works at all times in strict accordance with the requirements of the Health and Safety at Work Act 1974, and the CDM Regulations 2015. The Contractor will be deemed to have allowed for full compliance, including full liaison with the CDM Co-ordinator, within his rates.
 - 6. Any existing details which are shown on this drawing are for guidance only and are to be checked on site by the contractor. Any variations are to be recorded and reported to the engineer immediately.
 - 7. Before work commences contractor should consult the engineer and the SI report regarding any contamination issues. All necessary Health and Safety measures to be taken.



KEY



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	11.200m
Overall Length	11.200m
Overall Width	3.751m
Overall Body Height	0.344m
Min Body Ground Clearance	2.500m
Track Width	4.005m
Kerb to Kerb Turning Radius	9.500m



PI	25.05.22	Updated to latest layout, Milton Avenue tracking	OB
REV	DATE	REVISION/NOTE	BY



Brookgate Ltd

PROJECT: Cambridge North

BOARDING TITLE: Refuse Vehicle Tracking

INFORMATION

05425 - C - 2207 - PI

SCALE	CREATED	ENGINEERED	DATE
A0@1:250	OB	GD	28.04.22



Appendix E Cambridge North Spreadsheet Model

Parking Allocation

	Spaces	Notes
Cambridge North AAP parking budget	873	

Existing/Committed Parking

	Spaces	Notes
OCS basement provision	53	
OCS disabled parking provision	3	Three on-street
Hotel provision	20	Currently provided in surface car park, to be accommodated within Mobility Hub capacity
Existing rail provision	428	
Future rail provision	194	Updated 25/04/22 for consistency with ACME designs
Total rail related provision:	622	

Proposed Development

	Spaces	Notes
Mobility Hub capacity	725	Designs from 25/04/22. Includes 20 standard bays for hotel

Commercial Development

One Milton Avenue basement (S4)	60	
One Station Row basement (S6)	60	
Three Station Row basement (S7)	60	Parking space numbers as agreed with ACME, DBA and Brookgate 27/04/22
Two Milton Avenue basement (S8)	141	
One Chesterton Square basement (S9)		
Total basement parking provision	321	
Within Mobility hub	83	(Mobility Hub capacity - rail related provision - hotel provision)
Commercial on-street disabled provision	13	Agreed with ACME, DBA and Brookgate 27/04/22
Total parking provision for commercial uses	417	(Mobility Hub capacity - rail related provision - hotel provision + on-street disabled provision + basement provision)
<i>Residual parking budget quantum</i>	<i>456</i>	<i>(Parking Budget - commercial development)</i>

Residential Development

On-street disabled spaces	22	Brookgate spreadsheet dated 22/02/22
Basement provision	0	
Total residential:	22	
<i>Residual parking budget quantum</i>	<i>434</i>	

Commercial Development Breakdown

Commercial Floorspace Split

Source: ACME Area Schedule 20/05/22

Office Space	13,952	21%
Lab space	51,717	79%
Total:	65,669	100%

Commercial Parking Space Allocation

Office parking	64	15%
Lab parking	354	85%
Total:	418	100%

Offices

Table 26: Implied parking accumulation assuming AM peak employment trip budget not breached

Time	Arrival %	Departure %	Trip arrivals	Trip departures	Accumulation
07:00-08:00	18%	2%	1258	167	1091
08:00-09:00	37%	4%	2616	266	3440
09:00-10:00	13%	4%	912	268	4084
10:00-11:00	4%	3%	294	195	4183
11:00-12:00	4%	4%	266	264	4185
12:00-13:00	5%	8%	359	554	3990
13:00-14:00	6%	5%	435	364	4062
14:00-15:00	4%	5%	307	325	4045
15:00-16:00	3%	8%	195	565	3674
16:00-17:00	3%	13%	197	912	2960
17:00-18:00	2%	27%	149	1843	1267
18:00-19:00	1%	18%	67	1215	119
Total	100%	100%	7056	6937	-

Source: Mott MacDonald and TRICS

Note: Assumed no overnight parking. Early departures are assumed to represent drop-offs.

Source: <https://www.greatercambridgeplanning.org/media/1234/nec-aap-transport-evidence-base.pdf>

Residential

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	228	0.068	15	228	0.270	15	228	0.338
08:00 - 09:00	15	228	0.125	15	228	0.366	15	228	0.491
09:00 - 10:00	15	228	0.123	15	228	0.167	15	228	0.290
10:00 - 11:00	15	228	0.110	15	228	0.135	15	228	0.245
11:00 - 12:00	15	228	0.118	15	228	0.134	15	228	0.252
12:00 - 13:00	15	228	0.127	15	228	0.129	15	228	0.256
13:00 - 14:00	15	228	0.127	15	228	0.128	15	228	0.255
14:00 - 15:00	15	228	0.122	15	228	0.150	15	228	0.272
15:00 - 16:00	15	228	0.240	15	228	0.163	15	228	0.403
16:00 - 17:00	15	228	0.231	15	228	0.136	15	228	0.367
17:00 - 18:00	15	228	0.300	15	228	0.141	15	228	0.441
18:00 - 19:00	15	228	0.277	15	228	0.136	15	228	0.413
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.968			2.055			4.023

Appendix B.5 AAP Transport Evidence Base

Brookgate

Converting to live data

Time Period	Arrivals	Departures	Arr	Dep	Acc	Acc Profile
0700-0800	18%	2%	1258	167	1091	0.26
0800-0900	37%	4%	2616	266	3441	0.82
0900-1000	13%	4%	912	268	4085	0.98
1000-1100	4%	3%	294	195	4184	1.00
1100-1200	4%	4%	266	264	4186	1.00
1200-1300	5%	8%	359	554	3991	0.95
1300-1400	6%	5%	435	364	4062	0.97
1400-1500	4%	5%	307	325	4044	0.97
1500-1600	3%	8%	195	565	3674	0.88
1600-1700	3%	13%	197	912	2959	0.71
1700-1800	2%	27%	149	1843	1265	0.30
1800-1900	1%	18%	67	1215	117	0.03
	100%	101%	7055	6938		

Relationship of Arrivals/Departures and Accumulation

Arr/Acc	Dep/Acc
1.153071	0.153071
0.760244	0.077303
0.223256	0.065606
0.070268	0.046606
0.063545	0.063067
0.089952	0.138812
0.10709	0.089611
0.075915	0.080366
0.053076	0.153783
0.066577	0.308212
0.117787	1.456917
0.57265	10.38462

Converting to live data

Time Period	Arrivals	Departures
0700-0800	0.068	0.270
0800-0900	0.125	0.366
0900-1000	0.123	0.167
1000-1100	0.110	0.135
1100-1200	0.118	0.134
1200-1300	0.127	0.129
1300-1400	0.127	0.128
1400-1500	0.122	0.150
1500-1600	0.240	0.163
1600-1700	0.231	0.136
1700-1800	0.300	0.141
1800-1900	0.277	0.136
	1.968	2.055

Percentages		
Time Period	Arrivals	Departures
0700-0800	3%	13%
0800-0900	6%	18%
0900-1000	6%	8%
1000-1100	6%	7%
1100-1200	6%	7%
1200-1300	6%	6%
1300-1400	6%	6%
1400-1500	6%	7%
1500-1600	12%	8%
1600-1700	12%	7%
1700-1800	15%	7%
1800-1900	14%	7%
	100%	100%

Labs

Data from: 17/1799/FUL New Cavendish Labs on the West site

Table 7.2: Amended Hourly Person Trip Rates per 100m² and the Resulting Trips for the Proposed Development (37,696m²)

Time	Amended Total Person Trip Rates			Total Person Trips for Proposed Development		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	0.360	0.123	0.483	136	46	182
08:00-09:00	0.804	0.087	1.000	341	37	377
09:00-10:00	1.151	0.150	1.300	434	56	490
10:00-11:00	0.580	0.158	0.738	219	60	278
11:00-12:00	0.493	0.244	0.737	186	82	270
12:00-13:00	0.475	0.835	1.310	179	315	494
13:00-14:00	0.869	0.580	1.448	328	218	546
14:00-15:00	0.898	0.315	1.213	338	118	457
15:00-16:00	0.220	0.658	0.878	83	248	331
16:00-17:00	0.263	0.984	1.247	99	371	470
17:00-18:00	0.132	1.036	1.168	50	381	440
18:00-19:00	0.159	0.826	0.984	60	311	371
07:00-19:00	6.503	6.006	12.509	2,451	2,264	4,715

Converting to live data

Table 7.2: Amended Hourly Person Trip Rates per 100m² and the Resulting Trips for the Proposed Development (37,696m²)

Time Period	Amended Total Person Trip Rates			Total Person Trips for Proposed Development			Accumulation	Arr/Acc	Dep/Acc	
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way				
0700-0800	0.360	0.123	0.483	136	46	162	90	8%	1.511111	0.511111
0800-0900	0.904	0.097	1.000	341	37	377	394	33%	0.865482	0.093908
0900-1000	1.151	0.150	1.300	434	56	490	772	64%	0.562176	0.072538
1000-1100	0.580	0.158	0.738	219	60	278	931	78%	0.235230	0.064448
1100-1200	0.493	0.244	0.737	166	92	278	1005	84%	0.165174	0.091542
1200-1300	0.475	0.635	1.310	179	315	494	869	73%	0.205989	0.362485
1300-1400	0.869	0.580	1.449	328	219	546	978	82%	0.335378	0.223926
1400-1500	0.898	0.315	1.213	339	119	457	1198	100%	0.282971	0.099322
1500-1600	0.220	0.658	0.878	83	248	331	1033	86%	0.080348	0.240077
1600-1700	0.263	0.984	1.247	99	371	470	761	64%	0.130092	0.487516
1700-1800	0.132	1.036	1.168	50	391	440	420	35%	0.119047	0.930952
1800-1900	0.159	0.826	0.984	60	311	371	169	14%	0.355029	1.840236
	6.503	6.006	12.509	2451	2264	4715				
				2434	2265	4694				

Relationship of Arrivals/Departures and Accumulation

Labs Sensitivity Test Data

S_0404_16_FL-Transport_Assessment
The Bradfield Centre Planning Application 2016

Data below from a survey of the Peterhouse Technology Park, taken from Table 4.2 of the TA, and Appendix BGH 29

Estimated Car Park Occupancy at 07:00: 20

Time Period	Arrivals	Departures	Accum.
0700-0800	21	2	38
0800-0900	44	10	72
0900-1000	37	4	105
1000-1100	11	5	111
1100-1200	8	7	112
1200-1300	12	20	104
1300-1400	18	12	110
1400-1500	10	11	110
1500-1600	6	13	102
1600-1700	4	30	76
1700-1800	4	39	41
1800-1900	2	22	22
Totals	177	175	99%

Relationship of Arrivals/Departures and Accumulation

Arr/Acc	Dep/Acc
0.552632	0.052632
0.611111	0.138889
0.352381	0.038095
0.099099	0.045045
0.071429	0.0625
0.115385	0.192308
0.163636	0.109091
0.090909	0.3
0.058824	0.127451
0.052632	0.394737
0.097561	0.95122
0.090909	1

Offices

		Spaces
Office Parking Spaces:		64
Car park occupancy prior to 0700:	2.5%	62
Peak car park occupancy:	85%	53

peak occupancy=>

Time Period	Arrivals		Departures		Accum.	
0700-0800	16	18%	2	2%	14	26%
0800-0900	33	37%	3	4%	43	82%
0900-1000	12	13%	3	4%	52	98%
1000-1100	4	4%	2	3%	53	100%
1100-1200	3	4%	3	4%	53	100%
1200-1300	5	5%	7	8%	50	95%
1300-1400	5	6%	5	5%	51	97%
1400-1500	4	4%	4	5%	51	97%
1500-1600	2	3%	7	8%	46	88%
1600-1700	2	3%	12	13%	37	71%
1700-1800	2	2%	23	27%	16	30%
1800-1900	1	1%	15	18%	1	3%
Total:	89	100%	88	100%		

Labs

Lab Parking Spaces:		353
Car park occupancy prior to 0700:	2.5%	344
Peak car park occupancy:	85%	293

Time Period	Arrivals	Departures	Accum.
0700-0800	33 6%	11 2%	22 8%
0800-0900	83 14%	9 2%	96 33%
0900-1000	106 18%	14 2%	189 64%
1000-1100	54 9%	15 3%	227 78%
1100-1200	41 7%	22 4%	246 84%
1200-1300	44 7%	77 14%	212 73%
1300-1400	80 13%	54 10%	239 82%
1400-1500	83 14%	29 5%	293 100%
1500-1600	20 3%	61 11%	252 86%
1600-1700	24 4%	91 16%	186 64%
1700-1800	12 2%	96 17%	103 35%
1800-1900	15 2%	76 14%	41 14%
Total:	595 100%	553 100%	

peak occupancy=>

peak occupancy=>

Lab Sensitivity Test

Time Period	Arrivals	Departures	Accum.
0700-0800	55 12%	5 1%	99 34%
0800-0900	115 25%	26 6%	188 64%
0900-1000	97 21%	10 2%	274 94%
1000-1100	29 6%	13 3%	290 99%
1100-1200	21 5%	18 4%	293 100%
1200-1300	31 7%	52 11%	272 93%
1300-1400	47 10%	31 7%	287 98%
1400-1500	26 6%	29 6%	287 98%
1500-1600	16 3%	34 7%	267 91%
1600-1700	10 2%	78 17%	199 68%
1700-1800	10 2%	102 22%	107 37%
1800-1900	5 1%	57 13%	57 20%
Total:	463 100%	457 100%	

Notes

- Based upon data from planning application for The Bradfield Centre (S/0404/16/FL)
- Total No. trips varies from main assessment as it is calculated from the relationship between arr/dep and accumulation.

Residential

Residential Parking Spaces:

Time Period	Arrivals		Departures		Accum.	
0700-0800	1	3%	6	13%	18	80%
0800-0900	3	6%	8	18%	12	56%
0900-1000	3	6%	4	8%	11	51%
1000-1100	2	6%	3	7%	11	49%
1100-1200	3	6%	3	7%	10	47%
1200-1300	3	6%	3	6%	10	47%
1300-1400	3	6%	3	6%	10	47%
1400-1500	3	6%	3	7%	10	44%
1500-1600	5	12%	4	8%	11	52%
1600-1700	5	12%	3	7%	13	61%
1700-1800	7	15%	3	7%	17	77%
1800-1900	6	14%	3	7%	20	91%
Totals	43	100%	45	100%		

Commercial Development

Source: Smart Journeys Data for CB1, October 2019

	5-day Ave
Car Driver	11.3%
Car Passenger	0.3%
Taxi	0.3%
Train	22.9%
Bus	4.1%
P&R	1.4%
Walk/Run	13.0%
Cycle	46.8%
Total:	100%

Resultant Trips for Cambridge North

	AM		PM	
	Arr	Dep	Arr	Dep
Car Driver	116	12	14	119
Car Passenger	4	0	0	4
Taxi	4	0	0	4
Train	236	25	29	241
Bus	42	5	5	43
P&R	14	2	2	14
Walk/Run	134	14	16	137
Cycle	483	51	59	493
Total:	1033	110	125	1055

Total Cambridge North Development Multi-Modal Trip Generation

	AM		PM		Average Mode Share
	Arr	Dep	Arr	Dep	
Car Driver	119	20	21	122	9%
Car Passenger	5	6	4	5	1%
Taxi	4	1	1	4	0.3%
Train	250	86	67	259	22%
Bus	47	26	19	50	5%
P&R	14	2	2	14	1%
Walk/Run	160	126	87	169	18%
Cycle	512	177	139	530	44%
Total:	1112	446	341	1153	100%

Residential Development

Source: North East Cambridge AAP Transport Evidence Base Appendix B.5 C3 Mixed Private/Affordable Housing Trip Rates per Dwelling

TRICS 7.5.3 121018 B18.48 Database right of TRICS Consortium Limited, 2018. All rights reserved Tuesday 30/10/18
Mott MacDonald Stamford Street Altrincham Licence No: 704103 Page 8

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	228	0.104	15	228	0.458	15	228	0.562
08:00 - 09:00	15	228	0.185	15	228	0.791	15	228	0.976
09:00 - 10:00	15	228	0.200	15	228	0.269	15	228	0.469
10:00 - 11:00	15	228	0.162	15	228	0.205	15	228	0.367
11:00 - 12:00	15	228	0.181	15	228	0.217	15	228	0.398
12:00 - 13:00	15	228	0.210	15	228	0.200	15	228	0.410
13:00 - 14:00	15	228	0.203	15	228	0.198	15	228	0.401
14:00 - 15:00	15	228	0.199	15	228	0.236	15	228	0.435
15:00 - 16:00	15	228	0.452	15	228	0.267	15	228	0.819
16:00 - 17:00	15	228	0.435	15	228	0.232	15	228	0.667
17:00 - 18:00	15	228	0.507	15	228	0.231	15	228	0.738
18:00 - 19:00	15	228	0.414	15	228	0.215	15	228	0.629
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.352			3.519			6.871

TRICS Multi-modal Total People Trips

Converting to live data

Dwellings:

Time Period	Trip Rates	
	Arr	Dep
0700-0800	0.104	0.458
0800-0900	0.185	0.791
0900-1000	0.200	0.269
1000-1100	0.162	0.205
1100-1200	0.181	0.217
1200-1300	0.210	0.200
1300-1400	0.203	0.198
1400-1500	0.199	0.236
1500-1600	0.552	0.267
1600-1700	0.435	0.232
1700-1800	0.507	0.231
1800-1900	0.414	0.215
Total:	3.352	3.519

Trip Generation	Arr		Dep	
	Arr	Dep	Arr	Dep
0700-0800	44	195		
0800-0900	79	336		
0900-1000	85	114		
1000-1100	69	87		
1100-1200	77	92		
1200-1300	89	85		
1300-1400	86	84		
1400-1500	85	100		
1500-1600	235	113		
1600-1700	185	99		
1700-1800	215	98		
1800-1900	176	91		
Total:	1425	1496		

Method of Travel to Work	E01017987 : Cambridge 008A	Non-car driver trips	%
All categories: Method of travel to work	1,437	658	100%
Work mainly at or from home	114		
Underground, metro, light rail, tram	3		
Train	122	122	19%
Bus, minibus or coach	44	44	7%
Taxi	1	1	0%
Motorcycle, scooter or moped	2	2	0%
Driving a car or van	153		0%
Passenger in a car or van	12	12	2%
Bicycle	252	252	38%
On foot	224	224	34%
Other method of travel to work	1	1	0%
Not in employment	509		

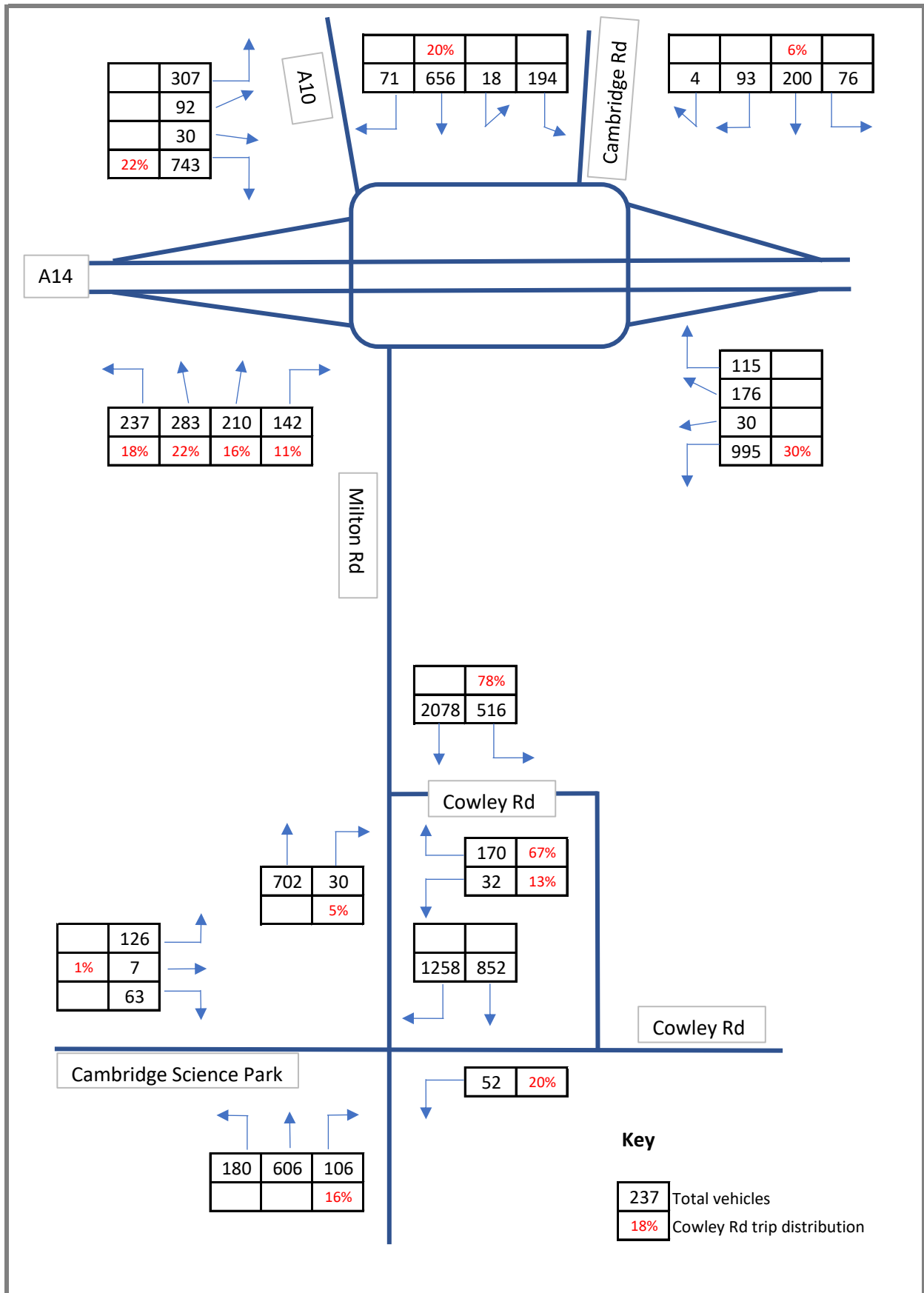
Resultant Trips for Cambridge North

	AM		PM		Mode Share
	Arr	Dep	Arr	Dep	
Car Driver	3	8	7	3	3%
Car Passenger	1	6	4	2	2%
Taxi	0	0	0	0	0%
Train	14	61	39	18	18%
Bus	5	22	14	6	6%
Walk/Run	26	112	71	32	33%
Cycle	29	126	80	36	37%
Total:	79	336	215	98	100%

Note: Car driver trips extracted from assessment. Remaining trips split according to 2011 Census data for CB1



Appendix F Traffic Flow Diagrams



Project:

Cambridge North

2017 Base Traffic Flows

Client:

Brookgate Land Limited

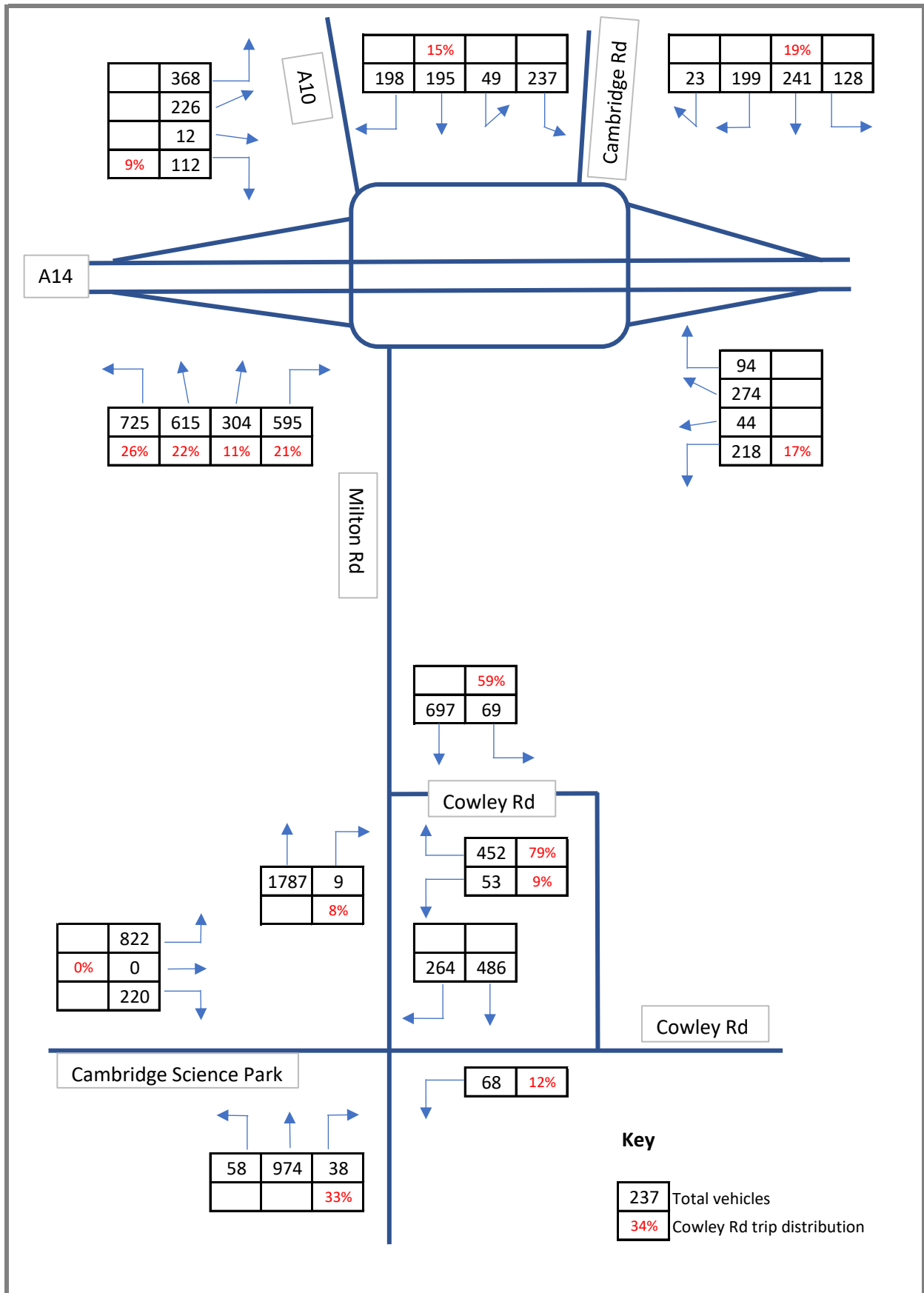
AM Peak (08:00-09:00)

Job No.

5425

Figure:

1



Project:

Cambridge North

Client:

Brookgate Land Limited

Job No.

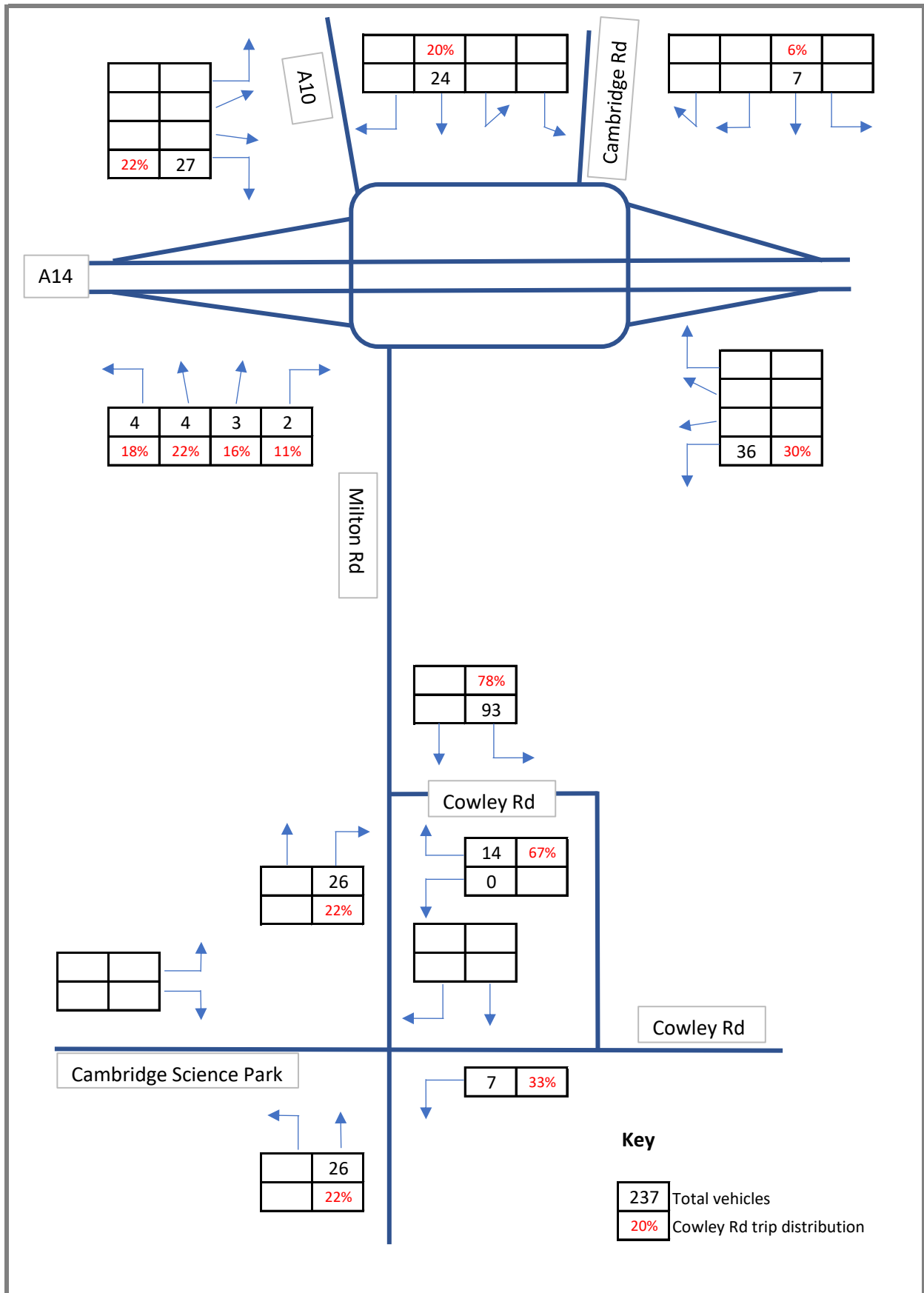
5425

Figure:

2

2017 Base Traffic Flows

PM Peak (17:00-18:00)



Project:

Cambridge North

Development Traffic Assignment

Client:

Brookgate Land Limited

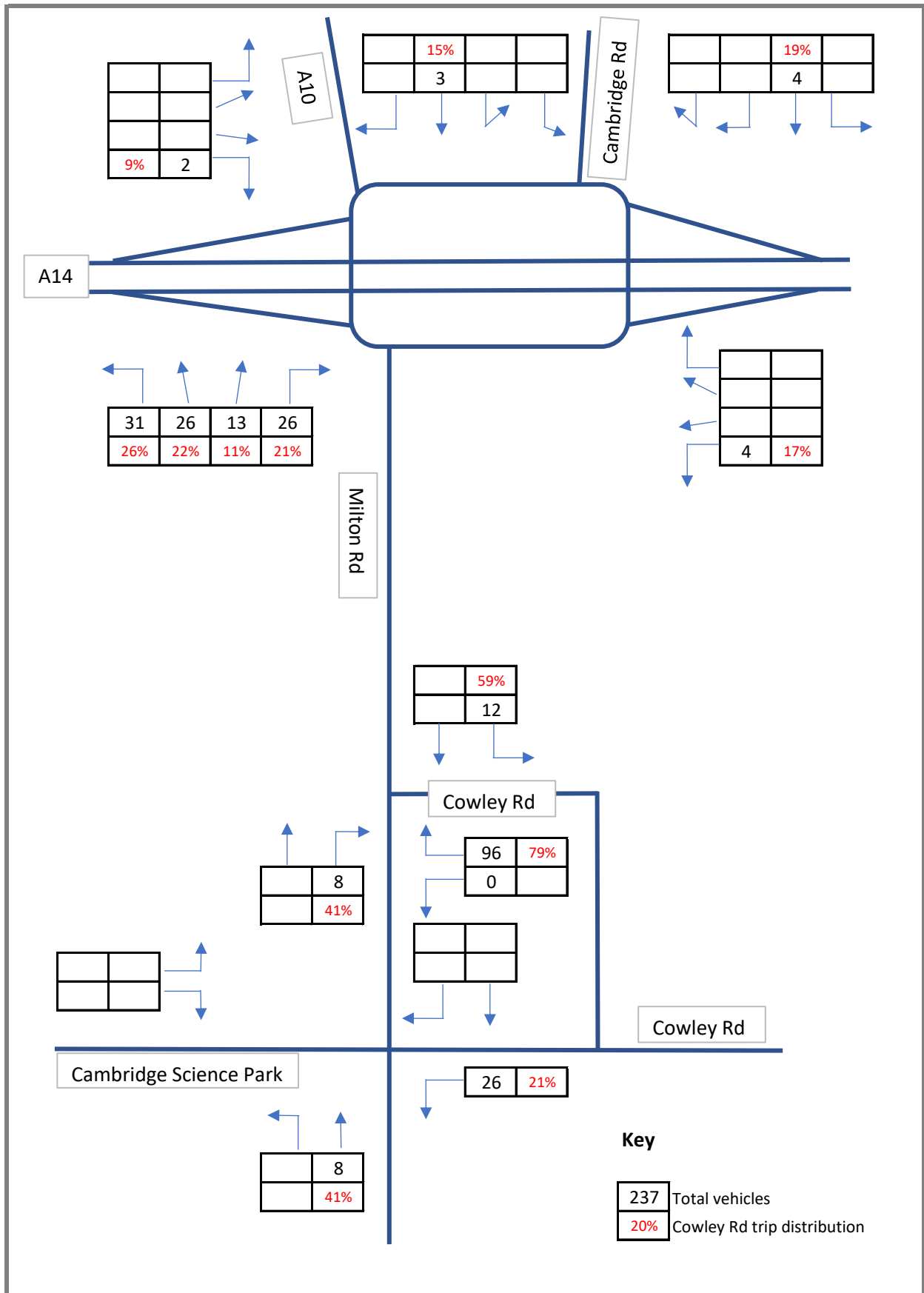
AM Peak (08:00-09:00)


Job No.

5425

Figure:

3



	Project:	Cambridge North		Development Traffic Assignment
	Client:	Brookgate Land Limited		
	Job No.	5425	Figure:	4