

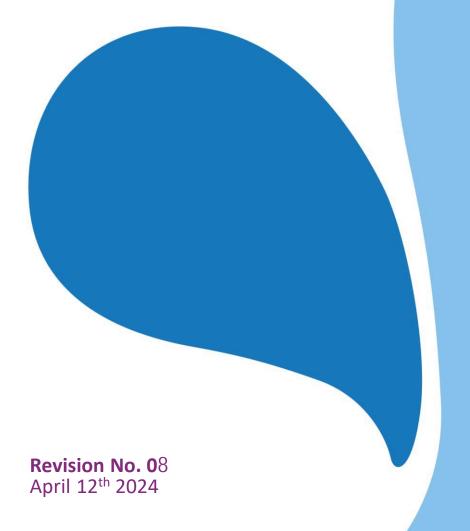
Cambridge Waste Water Treatment Plant Relocation Project Anglian Water Services Limited

Appendix 19.3: Transport Assessment Part 2

Application Document Reference: 5.4.19.3

PINS Project Reference: WW010003

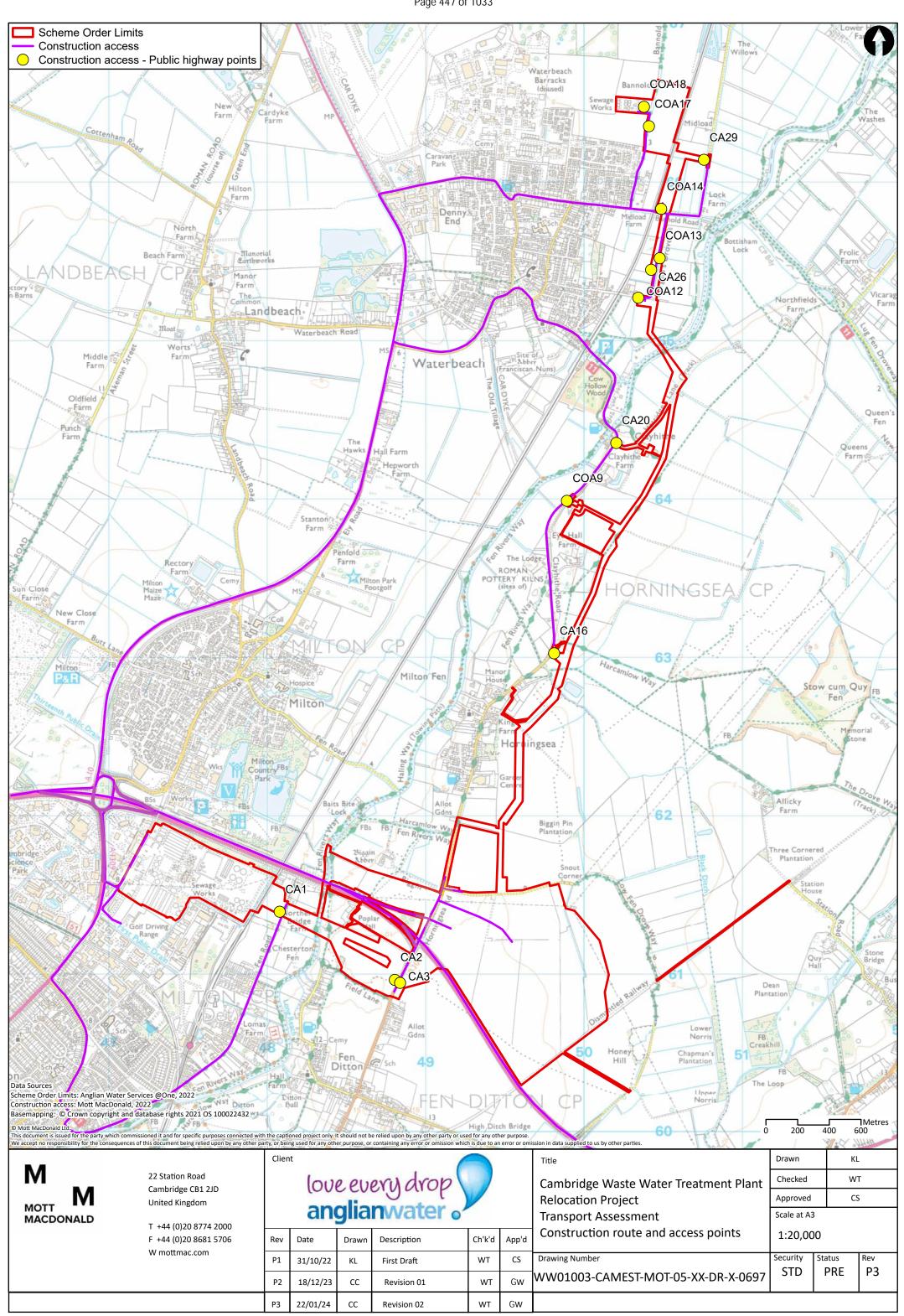
APFP Regulation No. 5(2)a



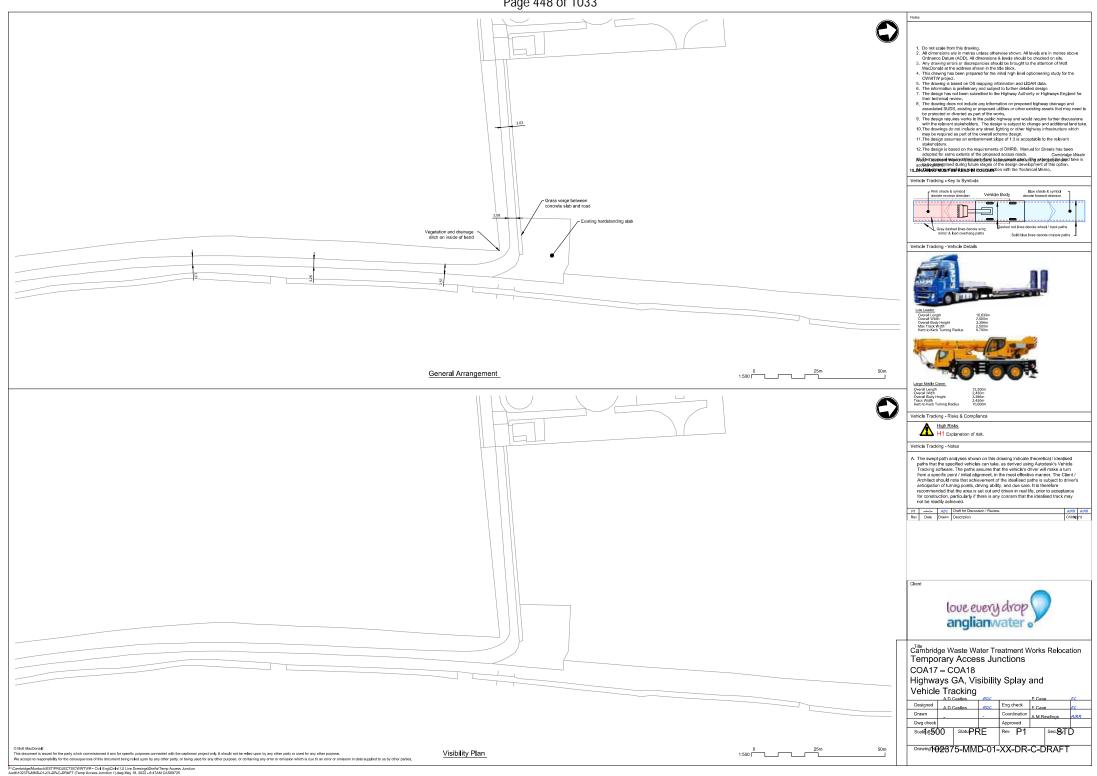
Cambridge Waste Water Treatment Relocation Project Transport Assessment



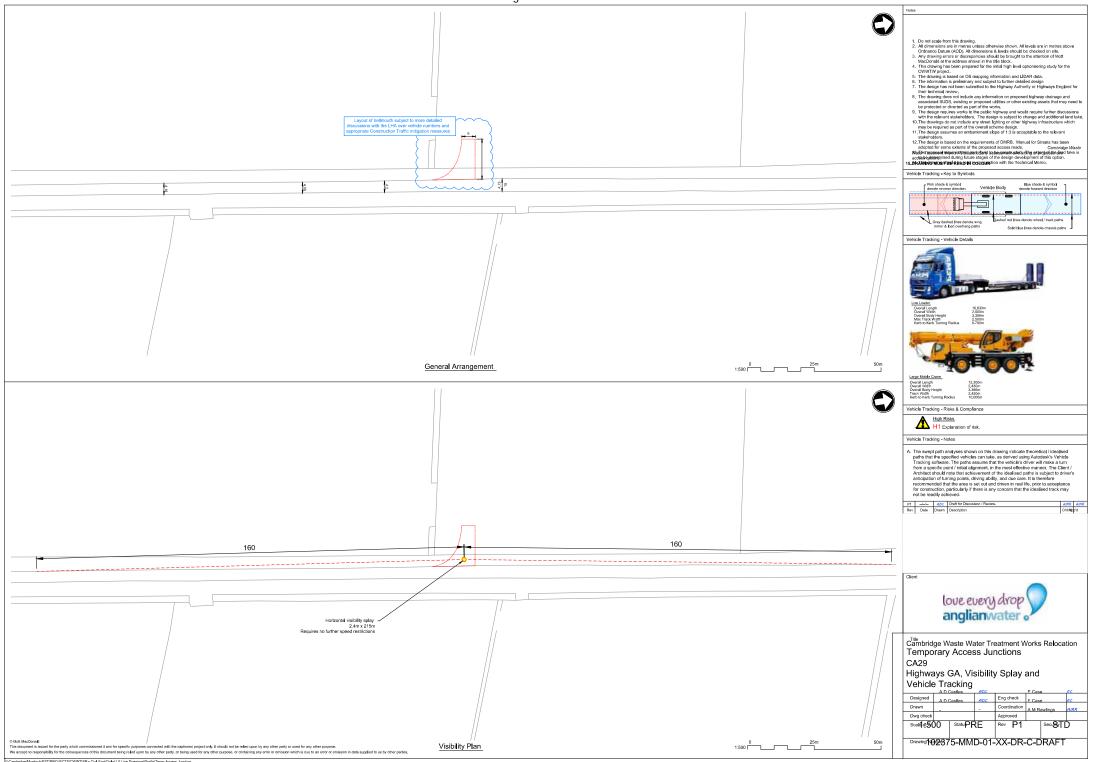
Appendix G: Swept Path Analysis



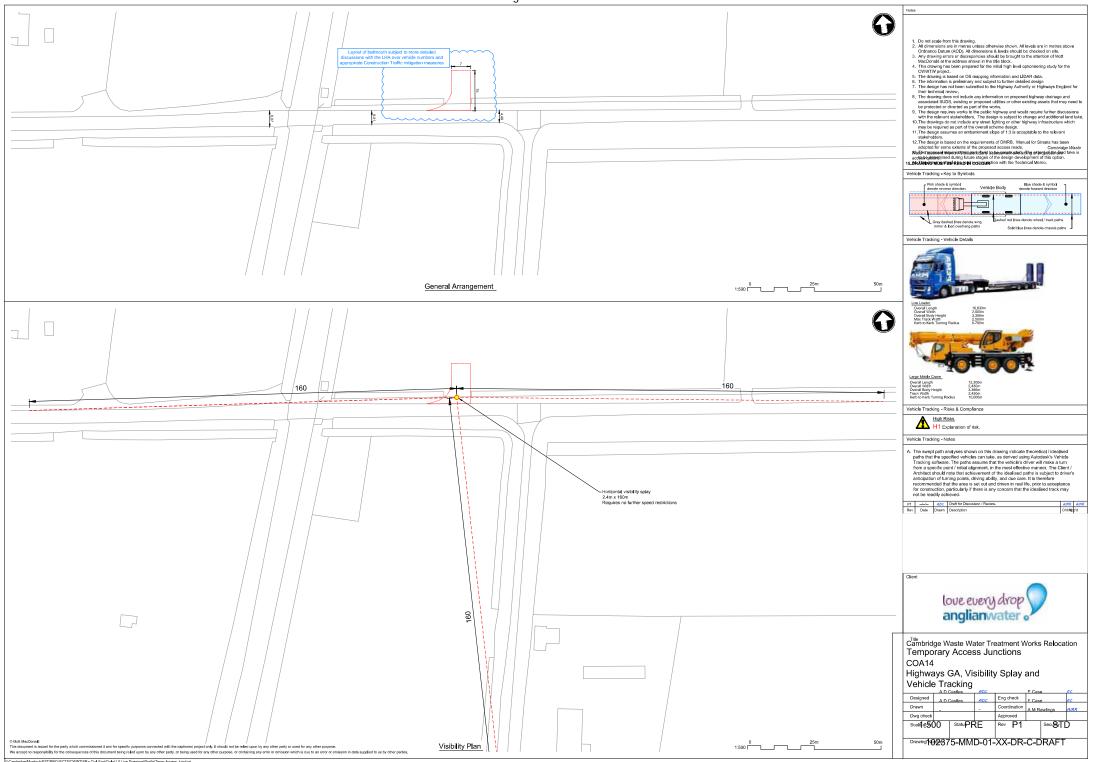
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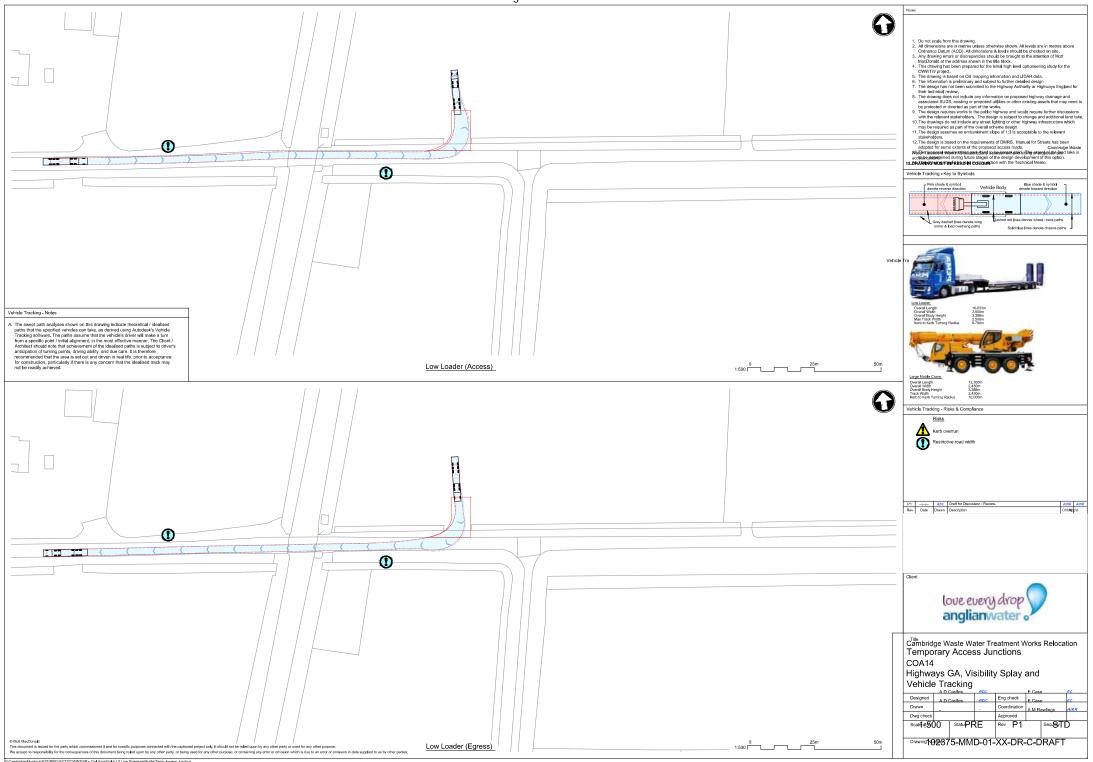


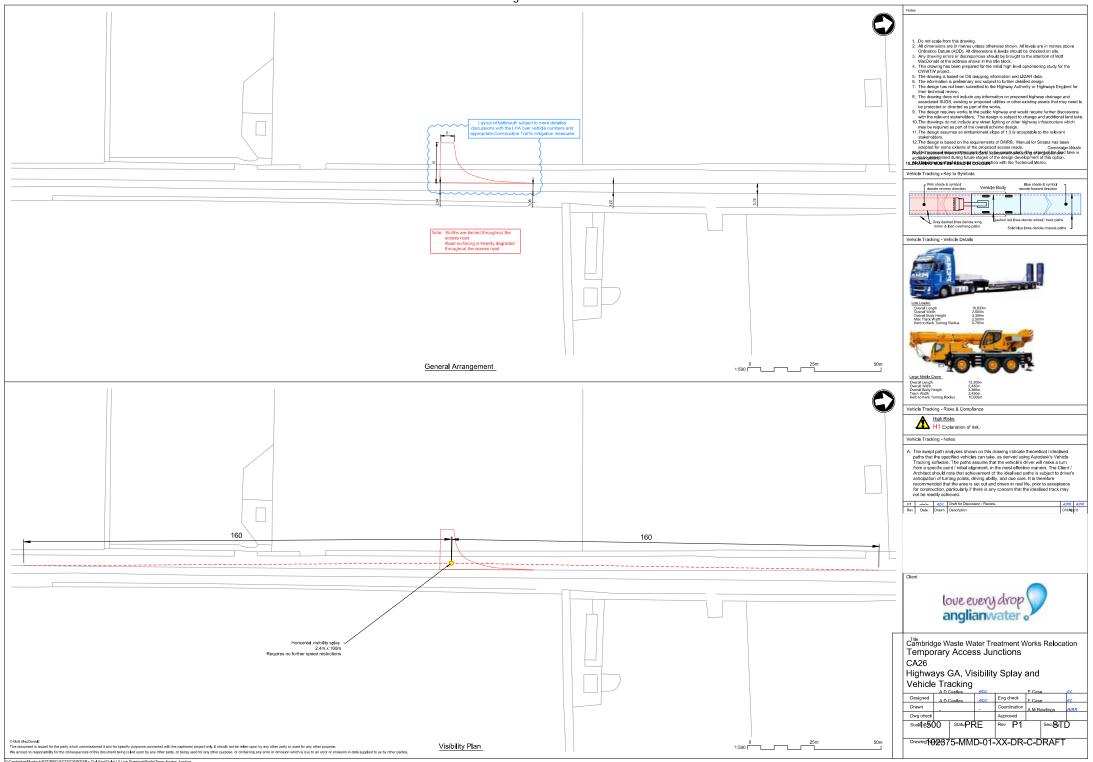








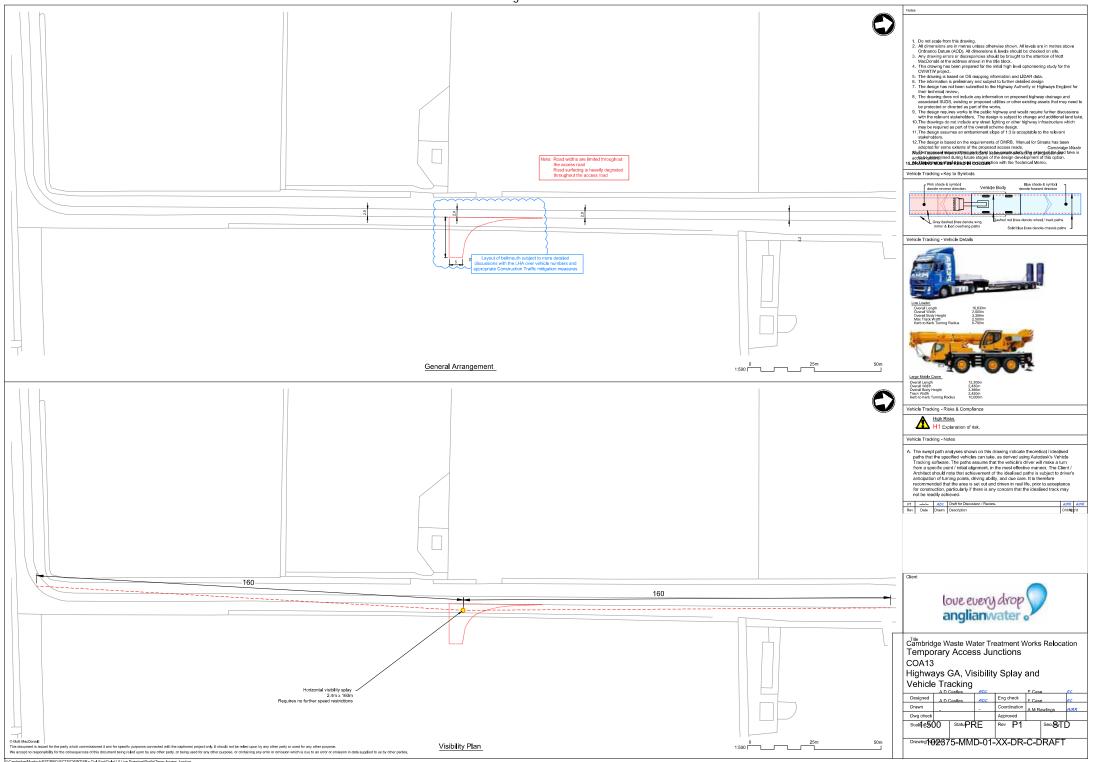




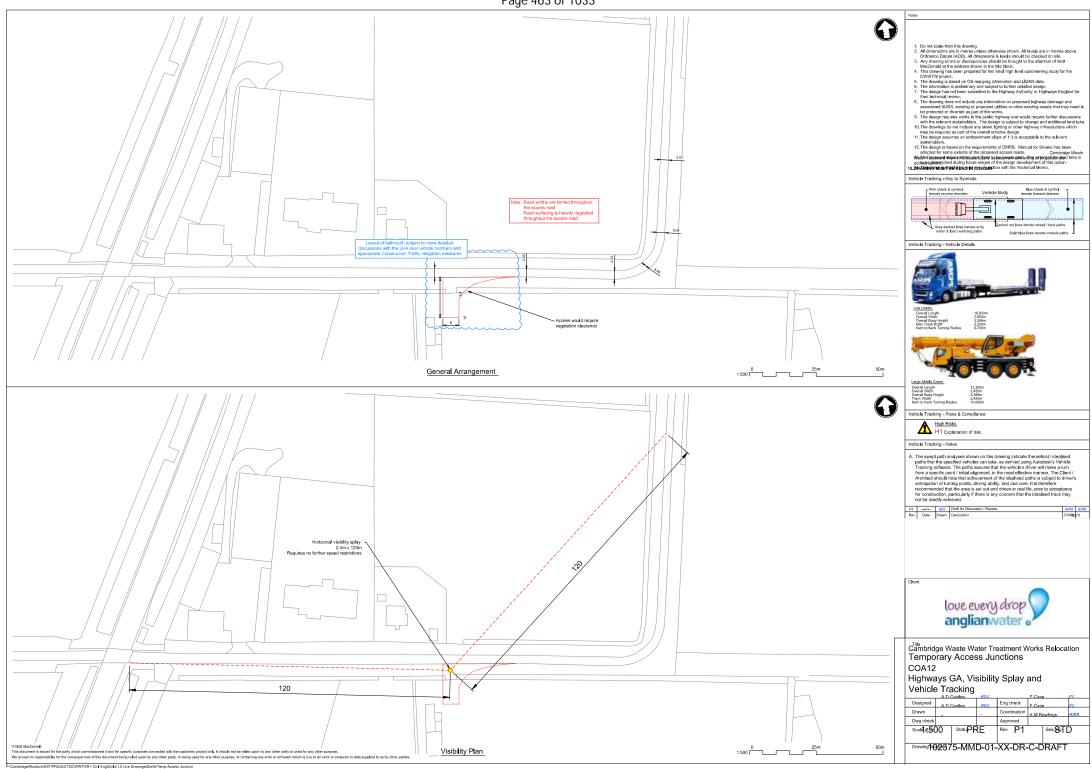
Low Loader (Egress)

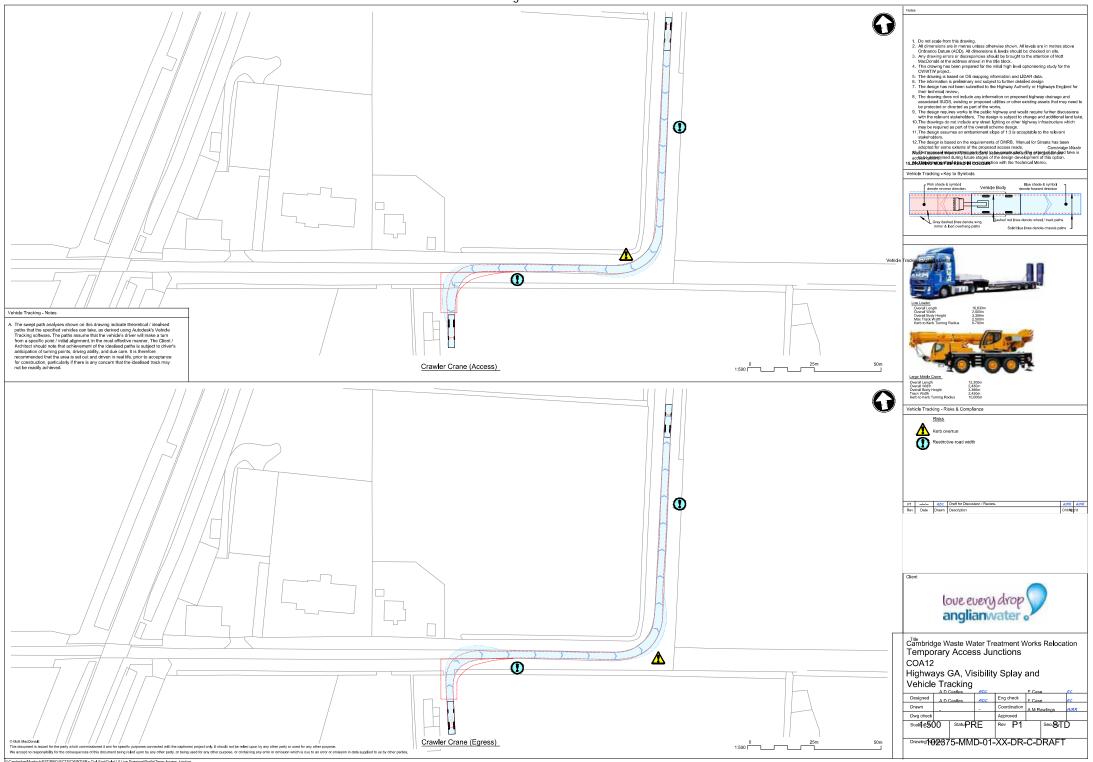
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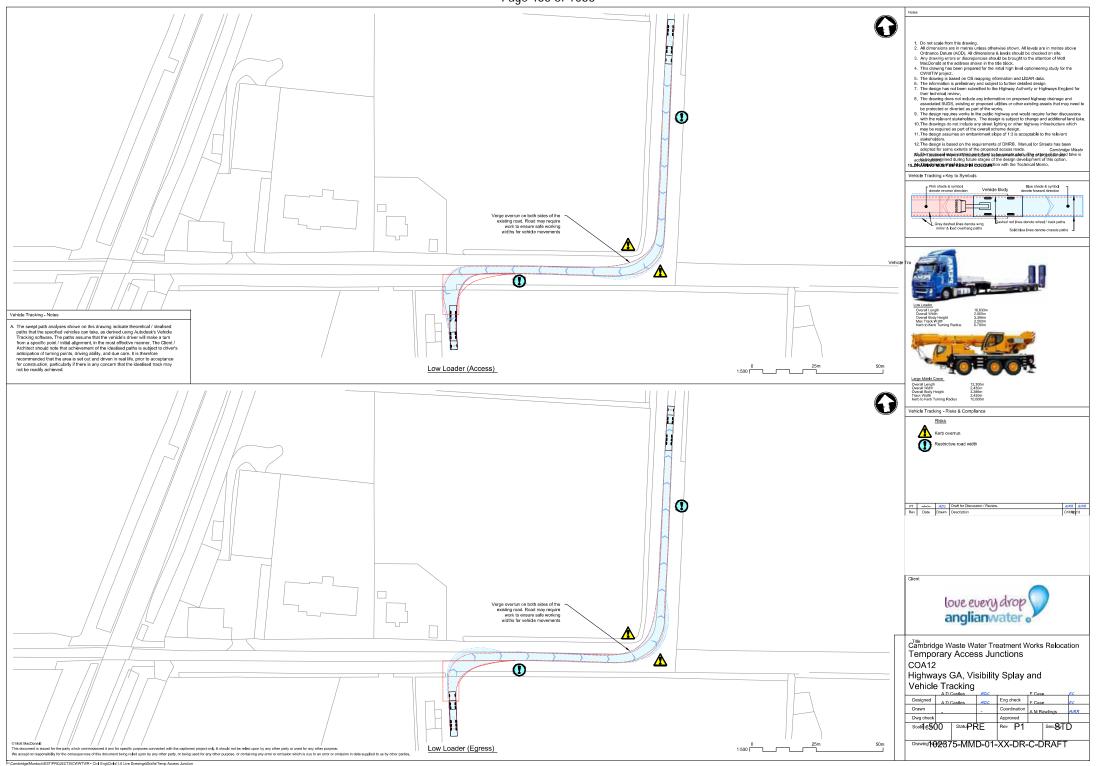
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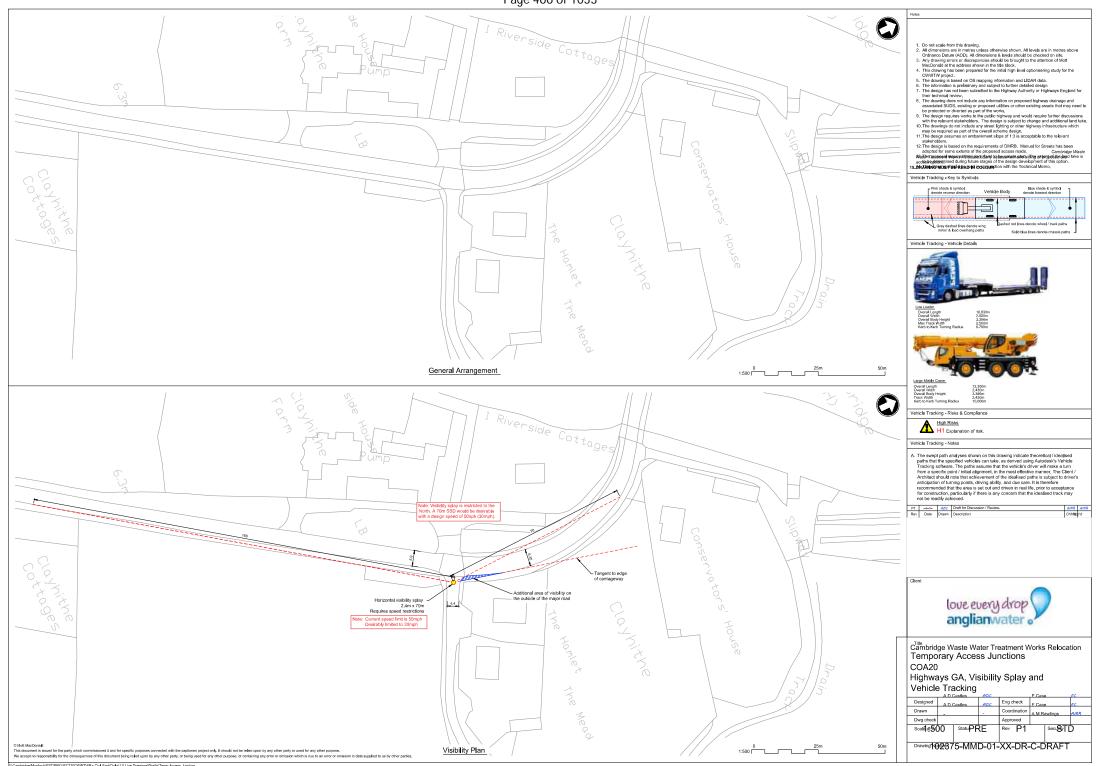


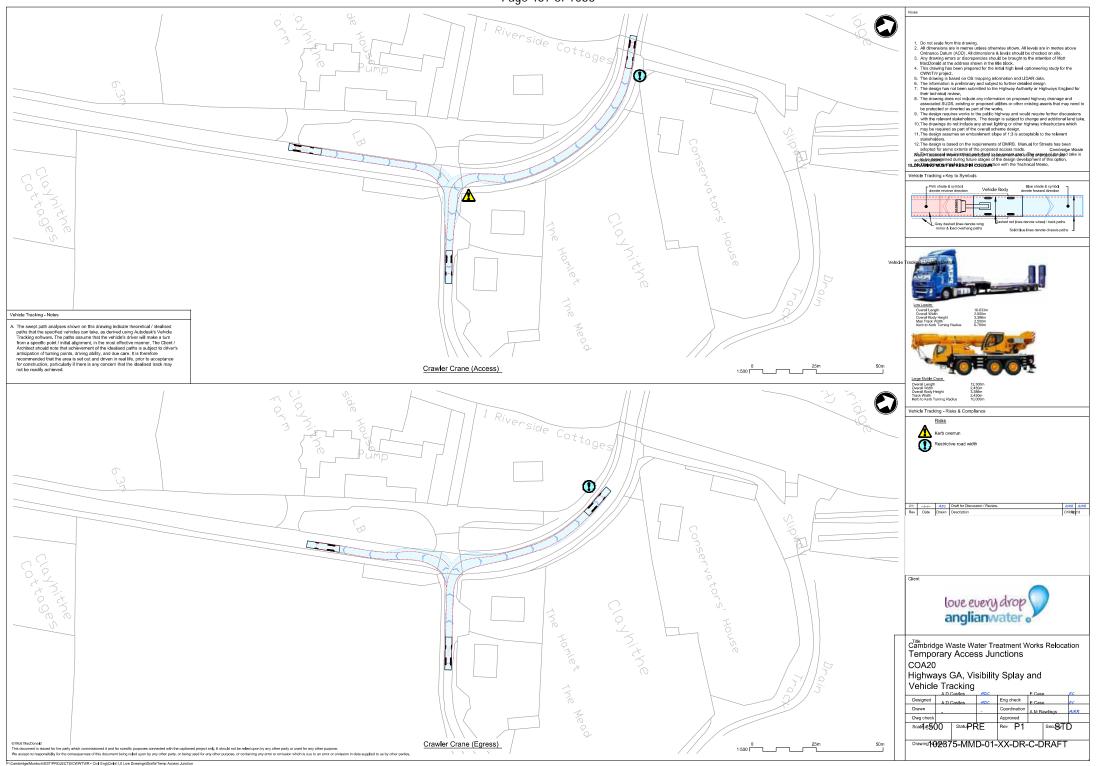
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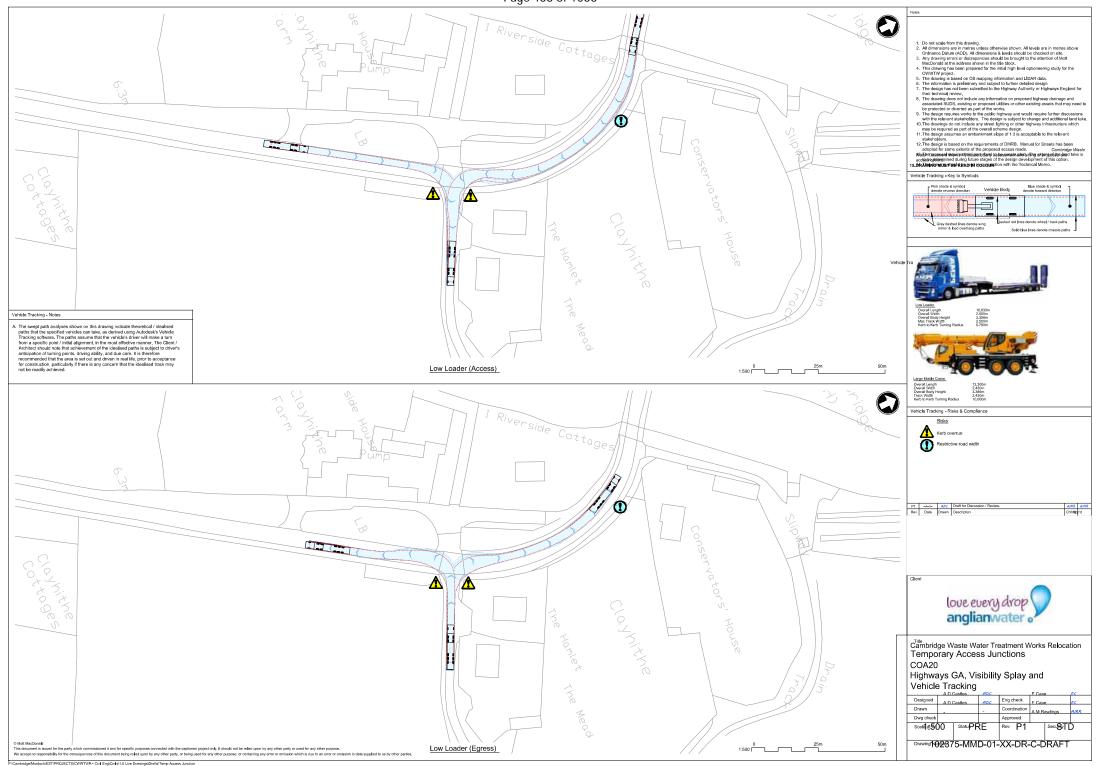


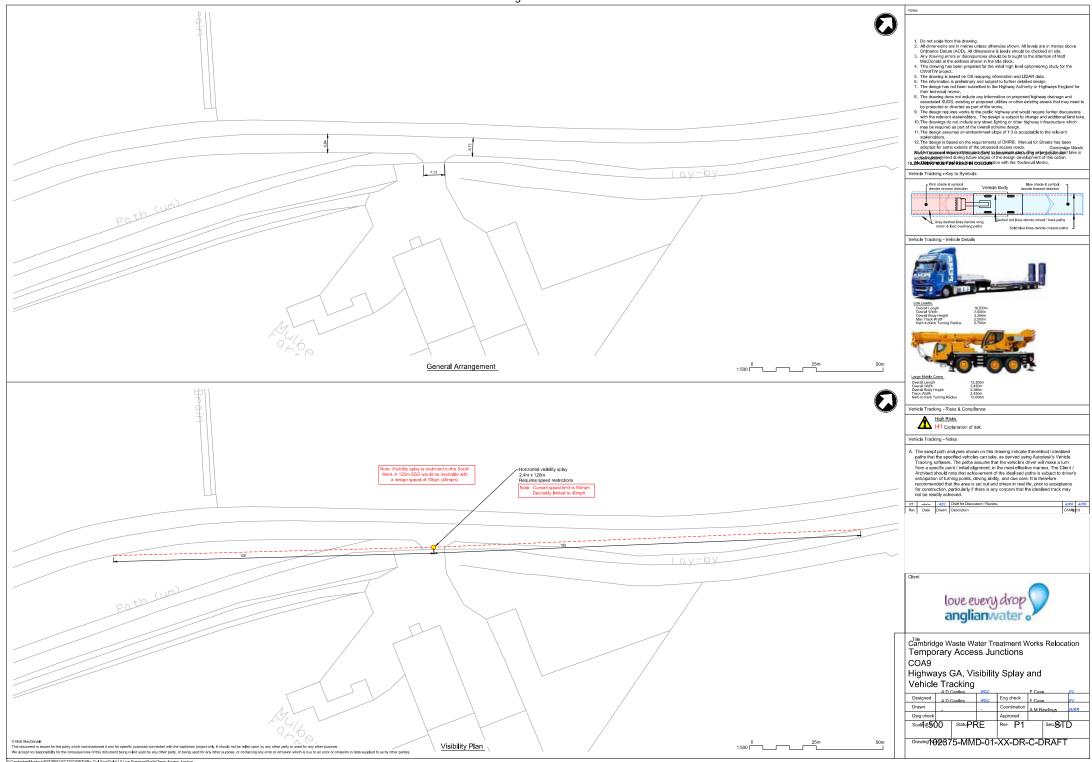


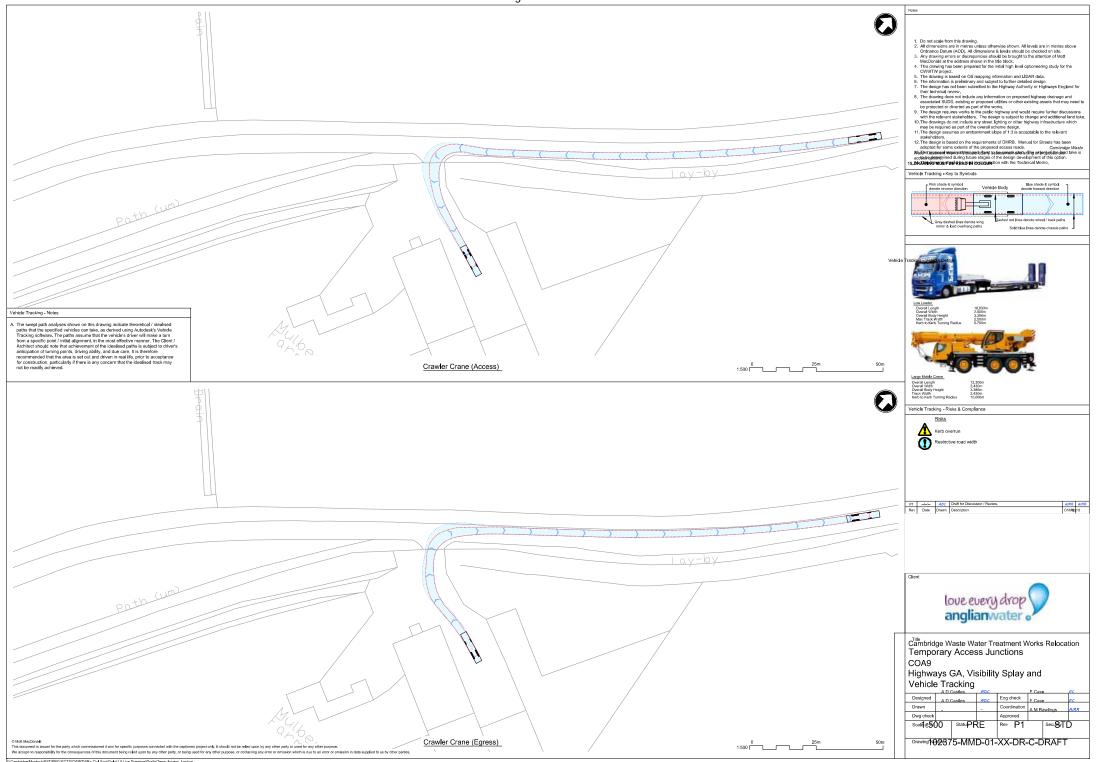


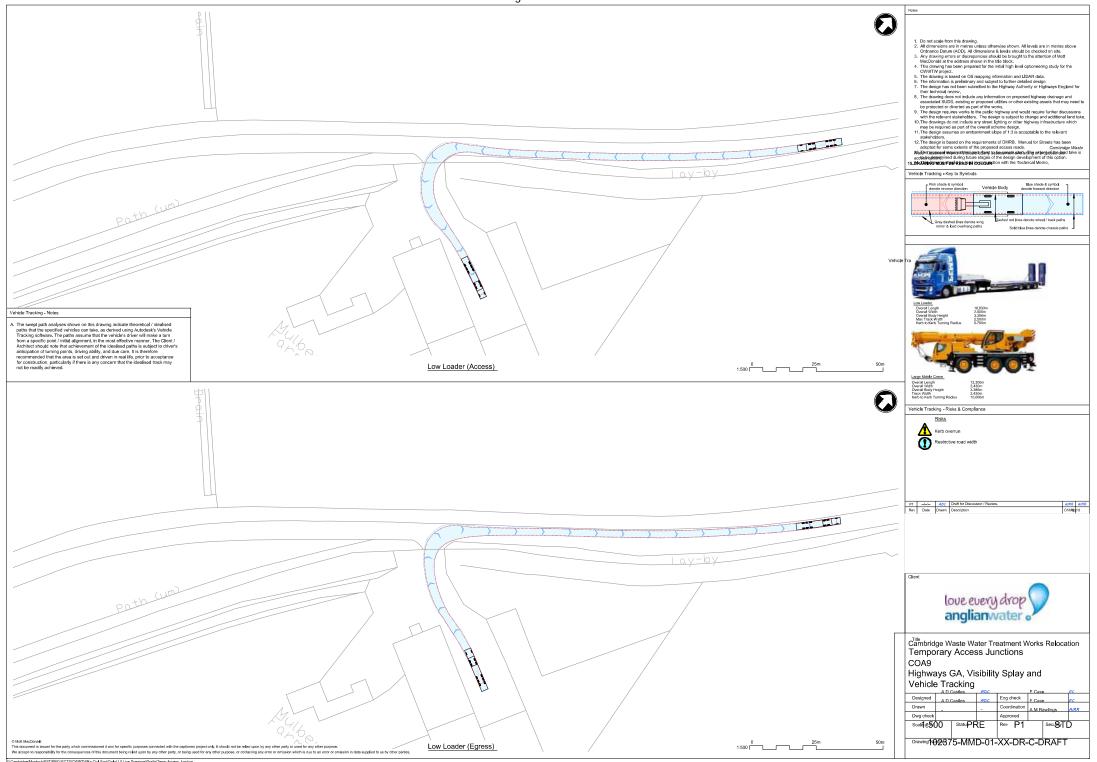


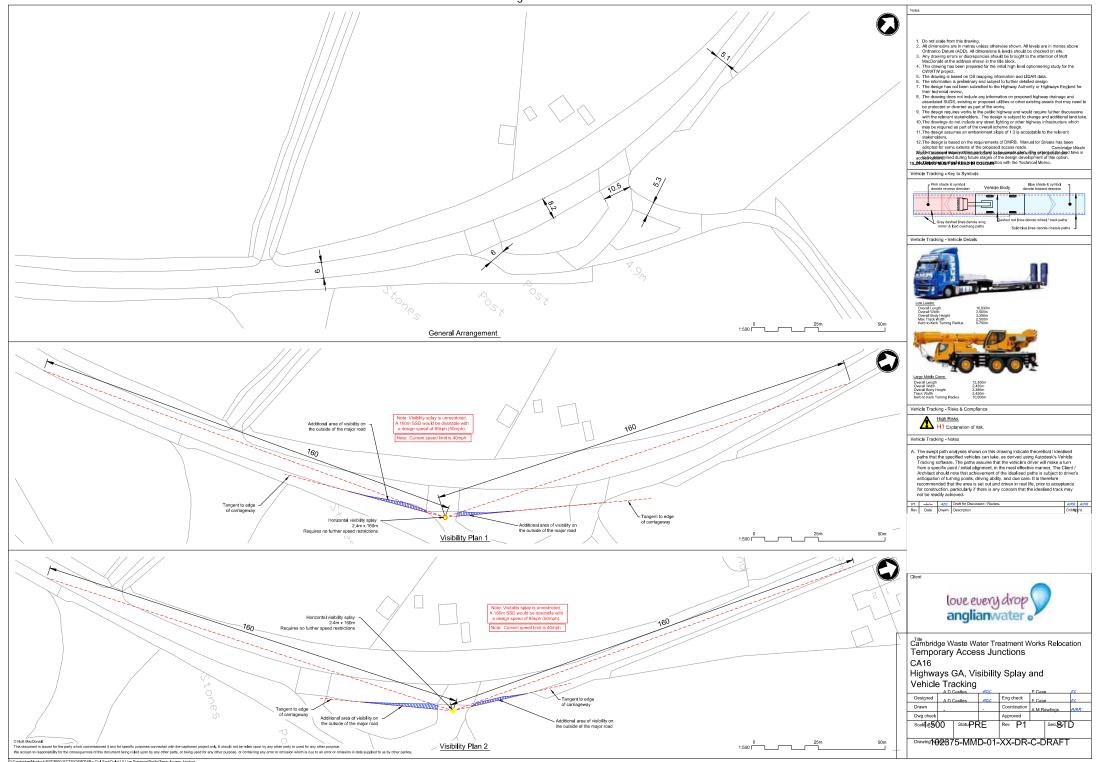




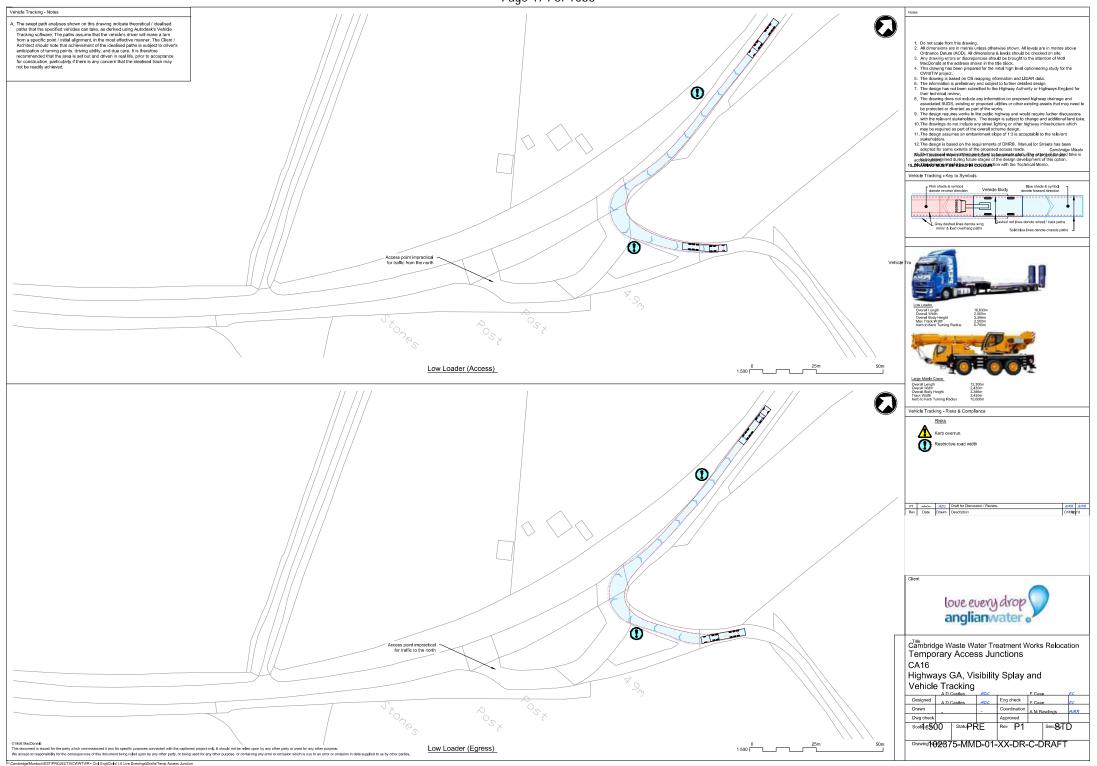


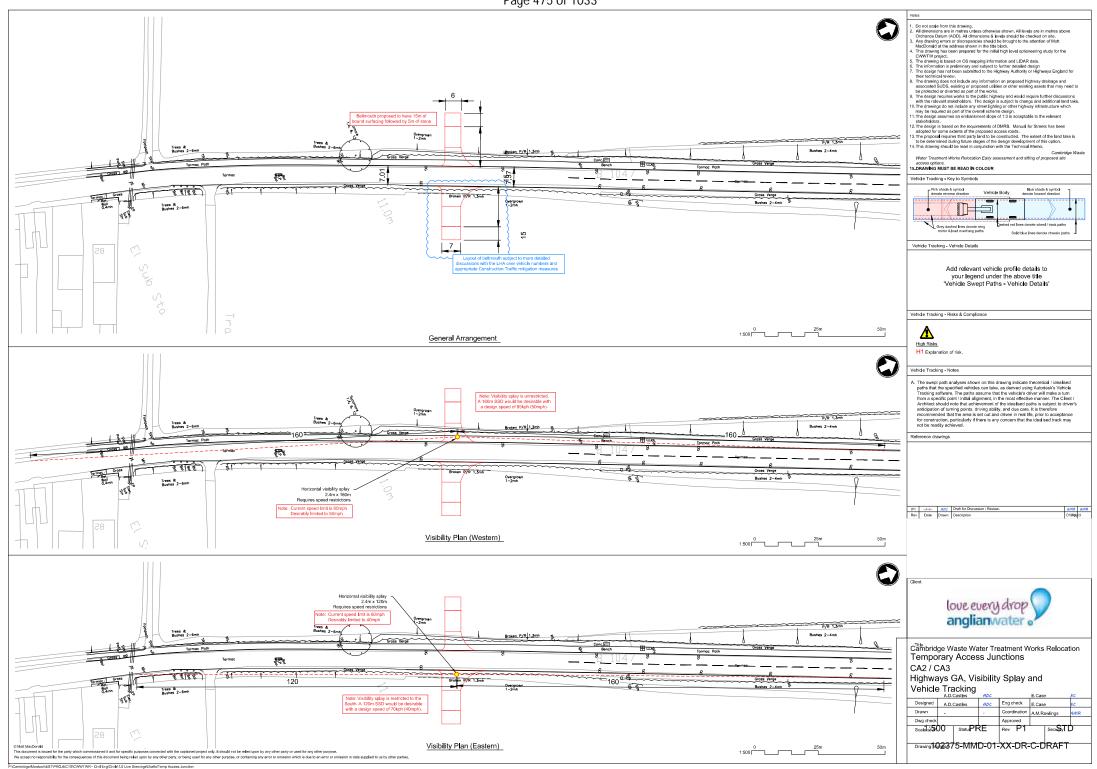


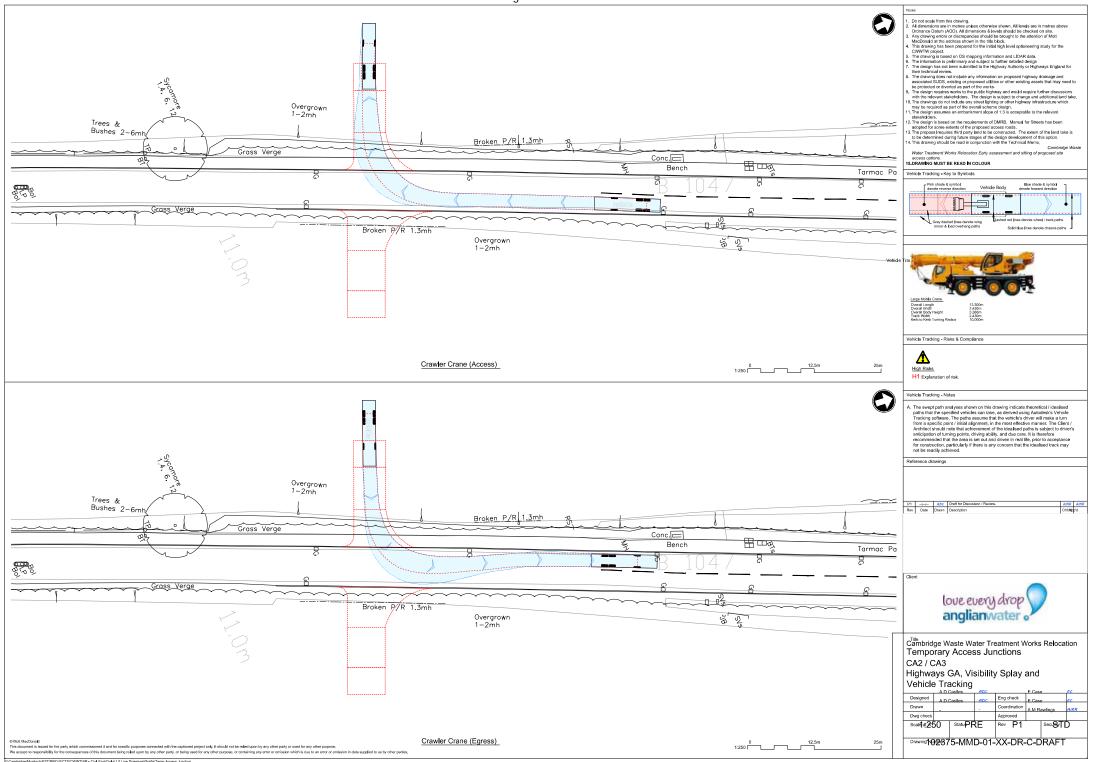


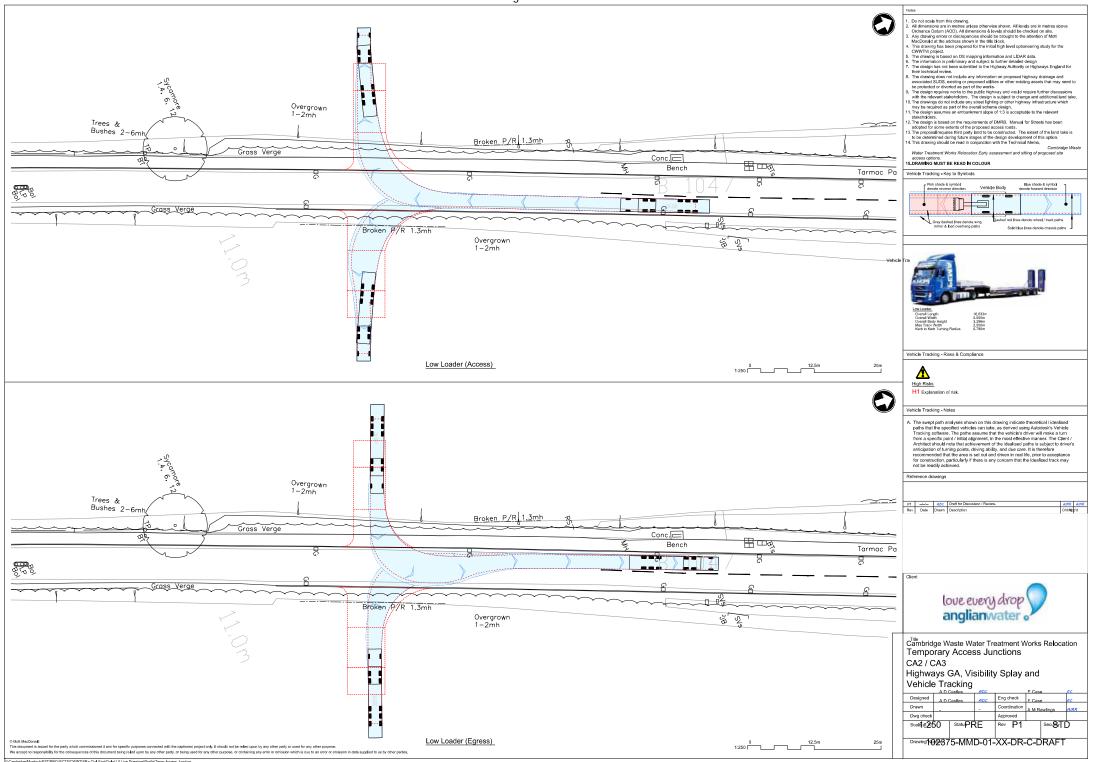


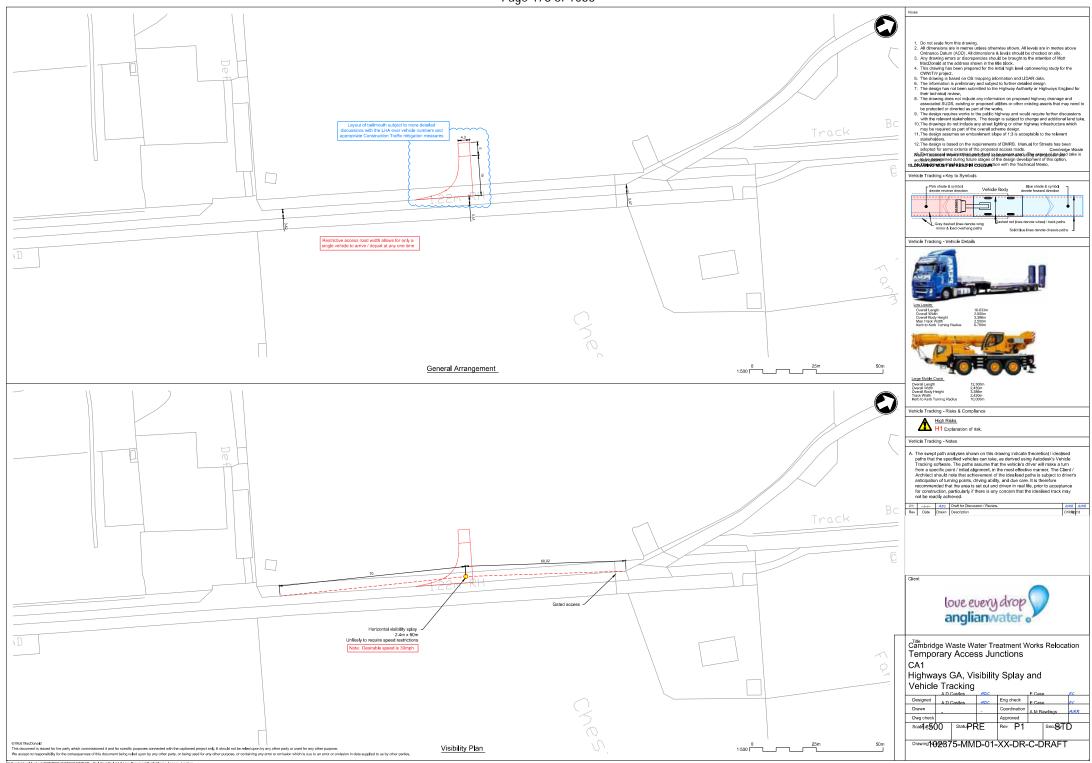


































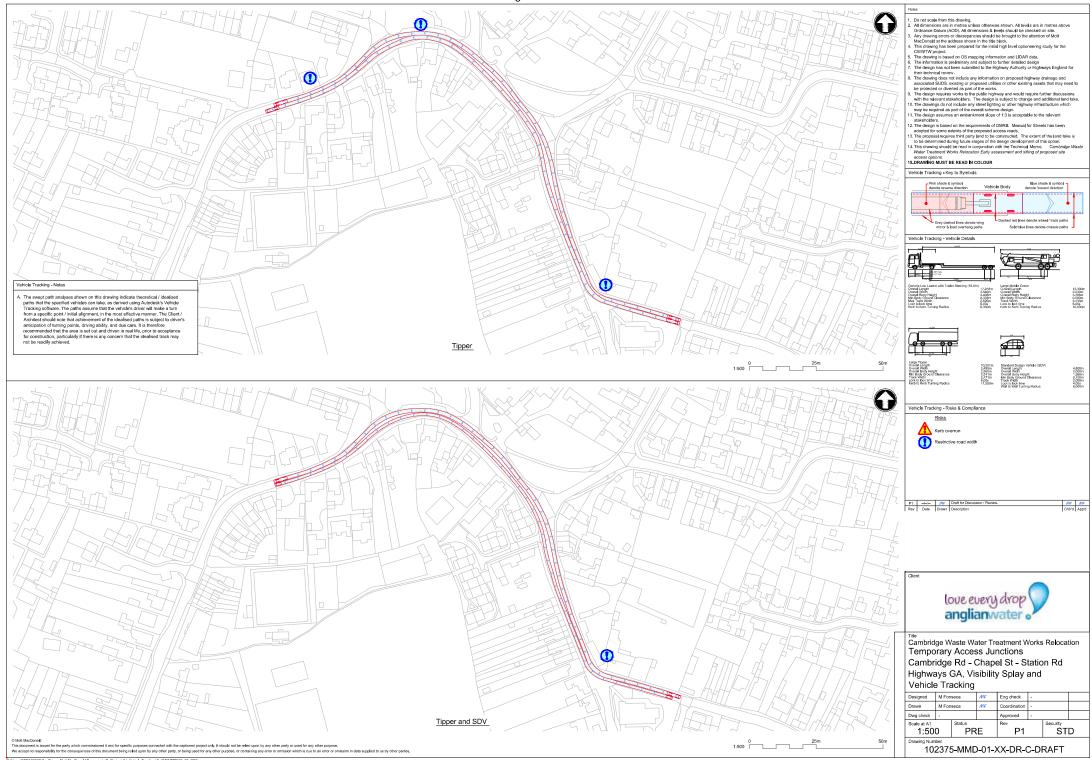










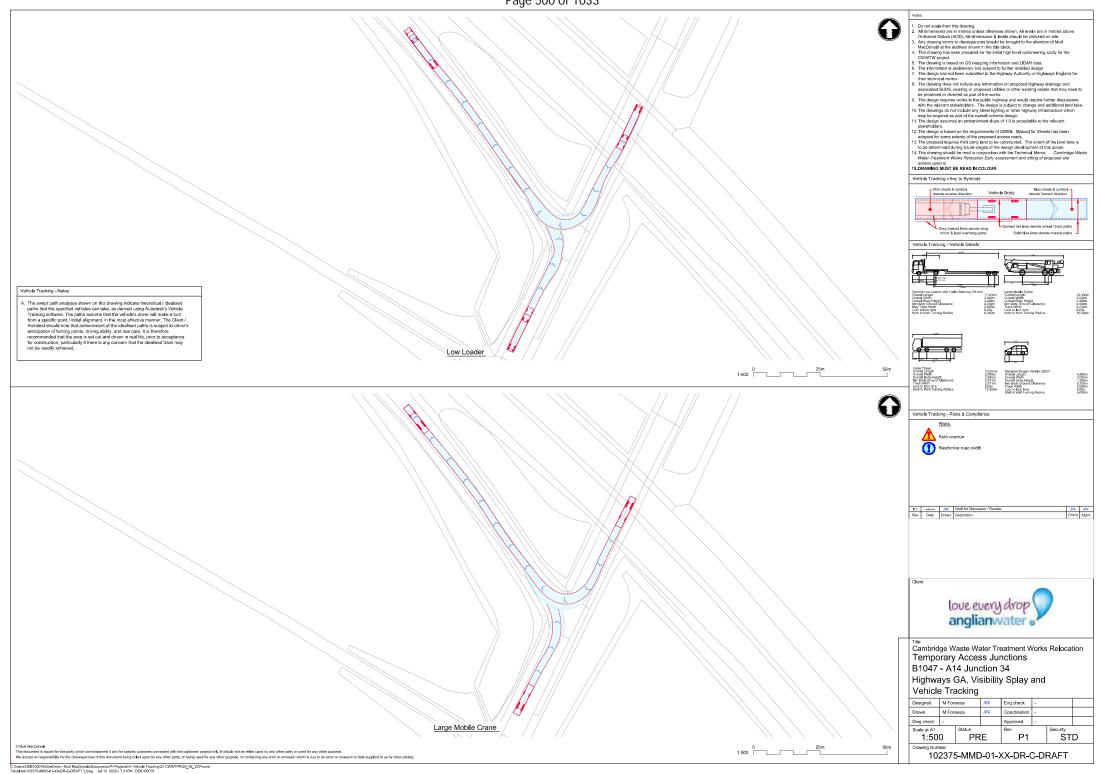


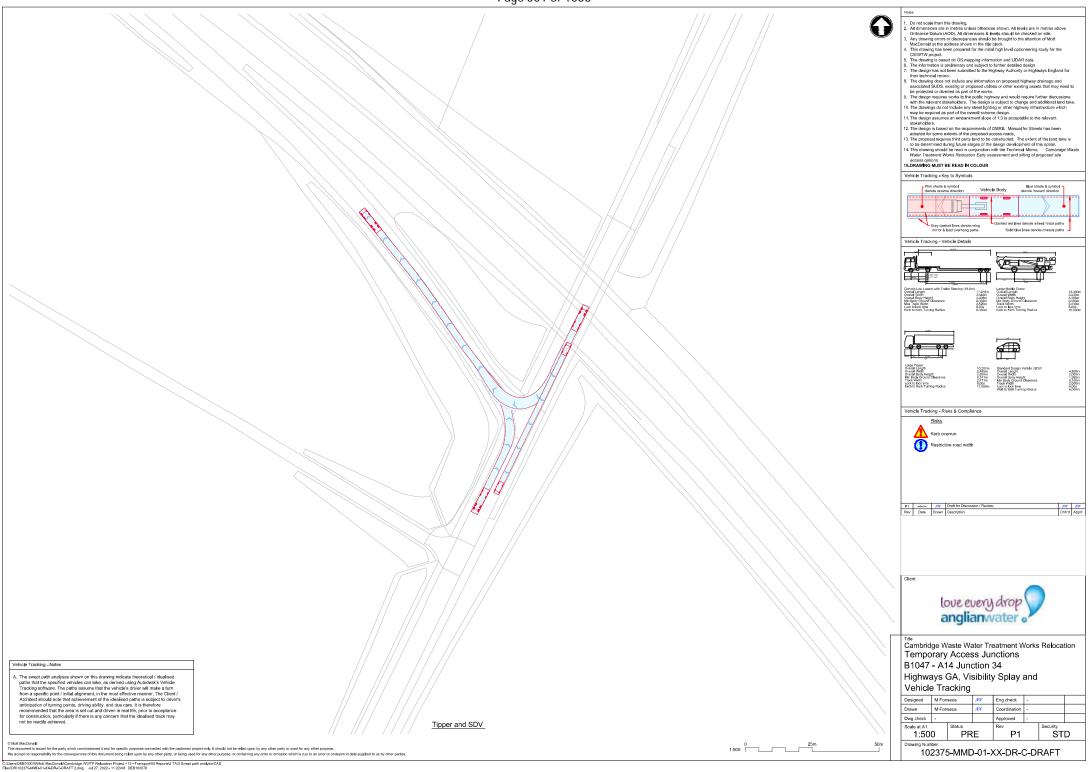




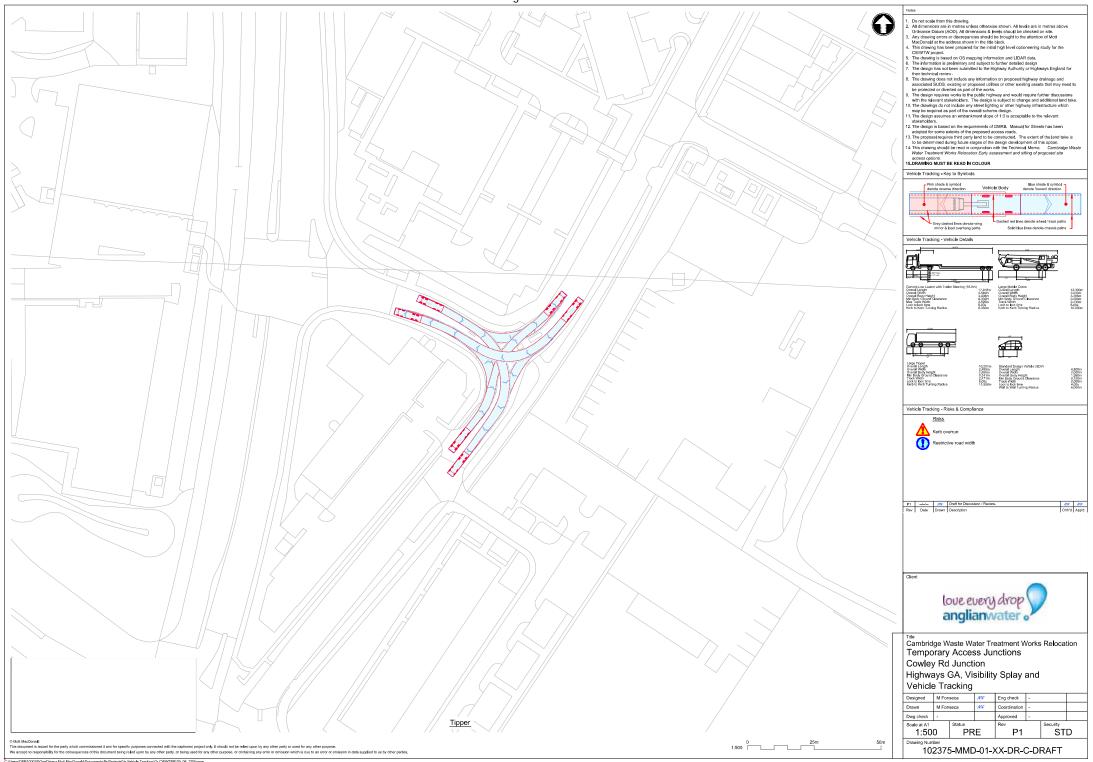






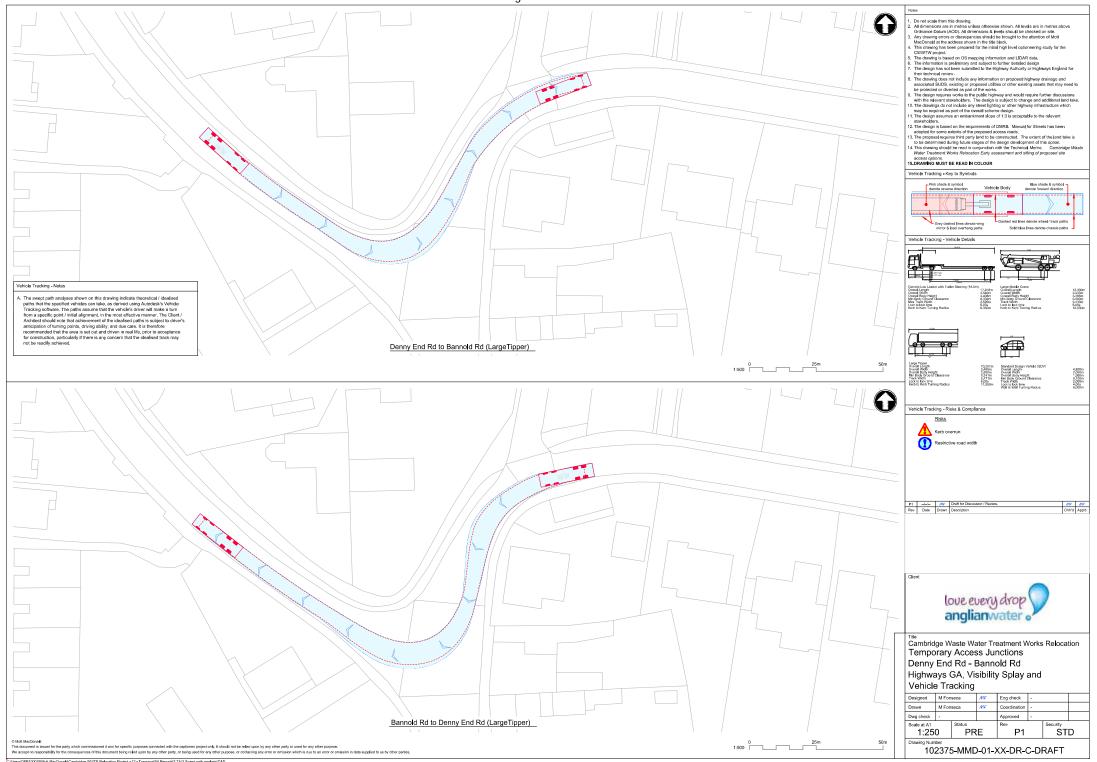






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Bannold Drove to Bannold Rd East Egress (Low Loader)

Vehicle Tracking Designed M Fonseca Drawn M Fonseca Coordination Dwg check

1:250 PRE P1 ŚTD

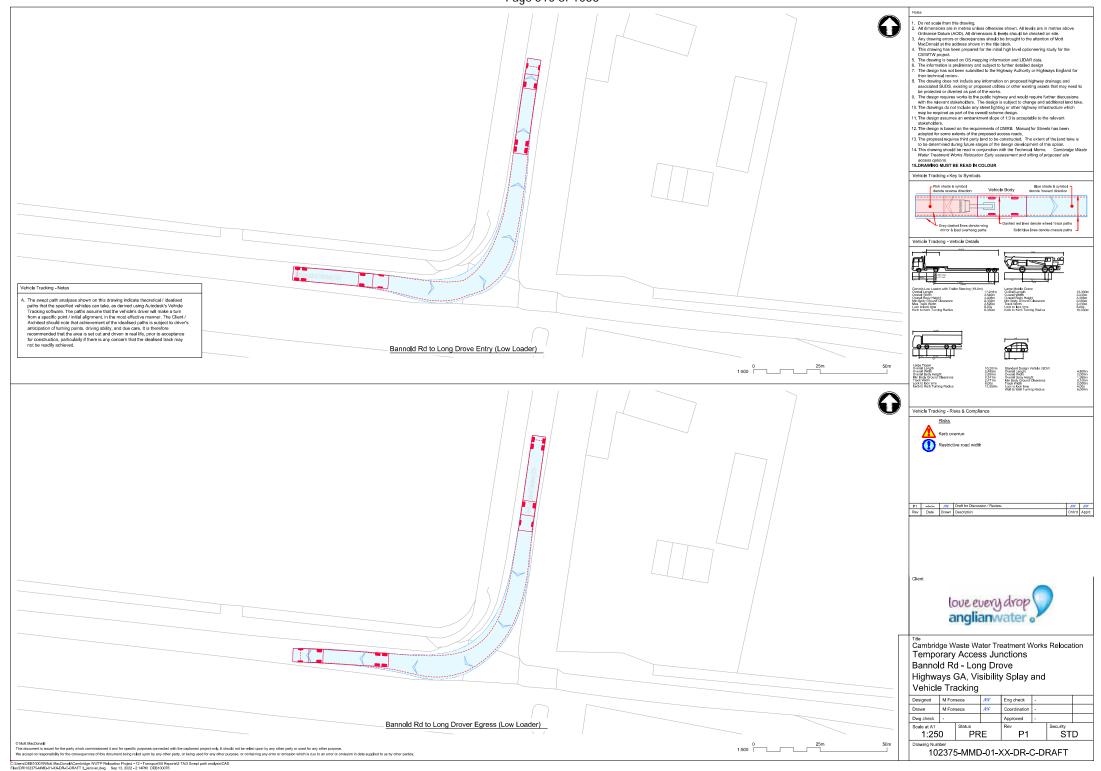
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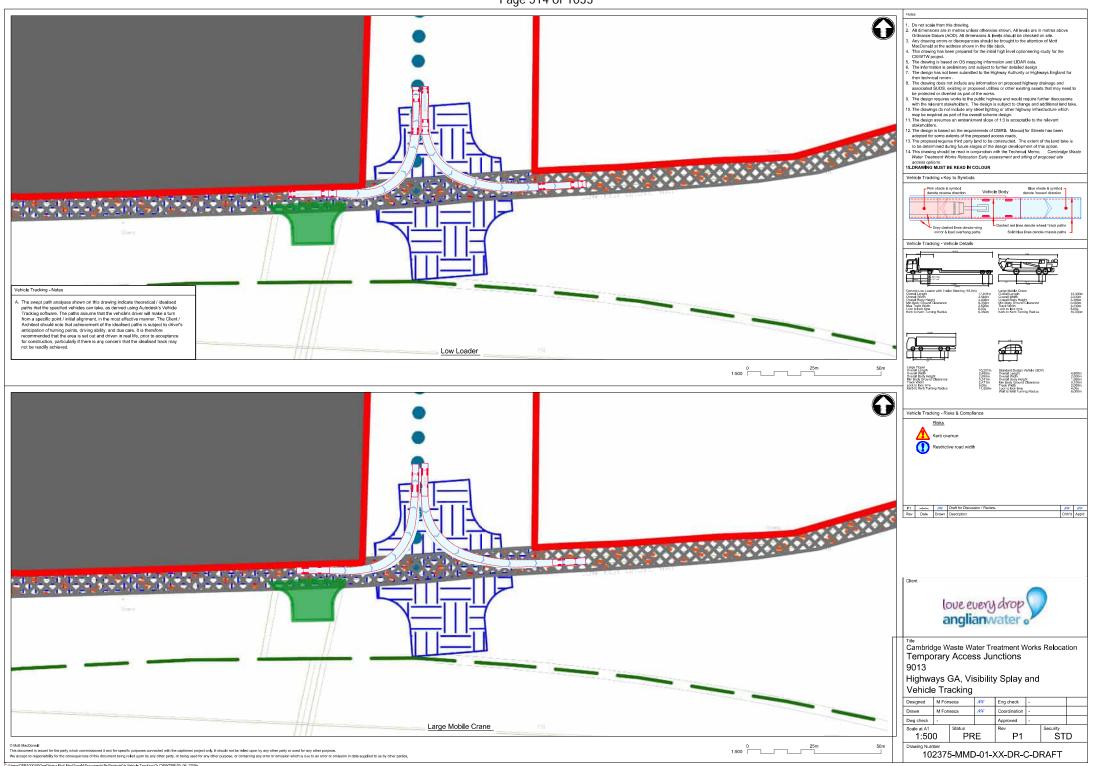


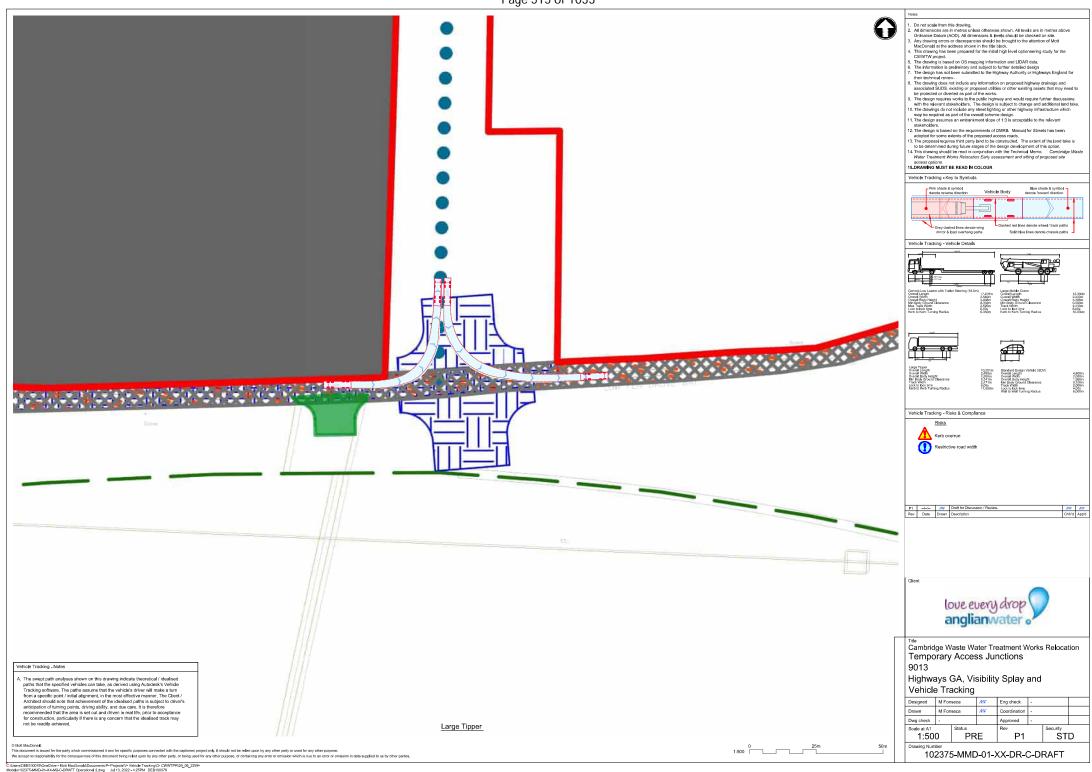


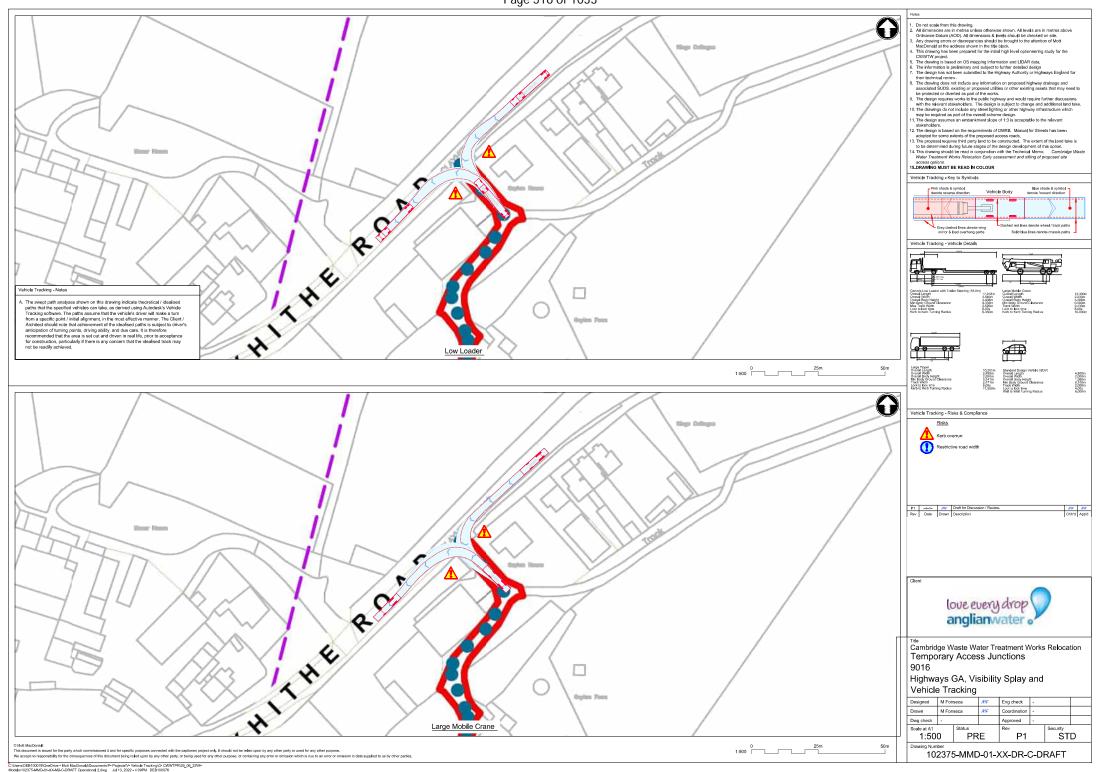


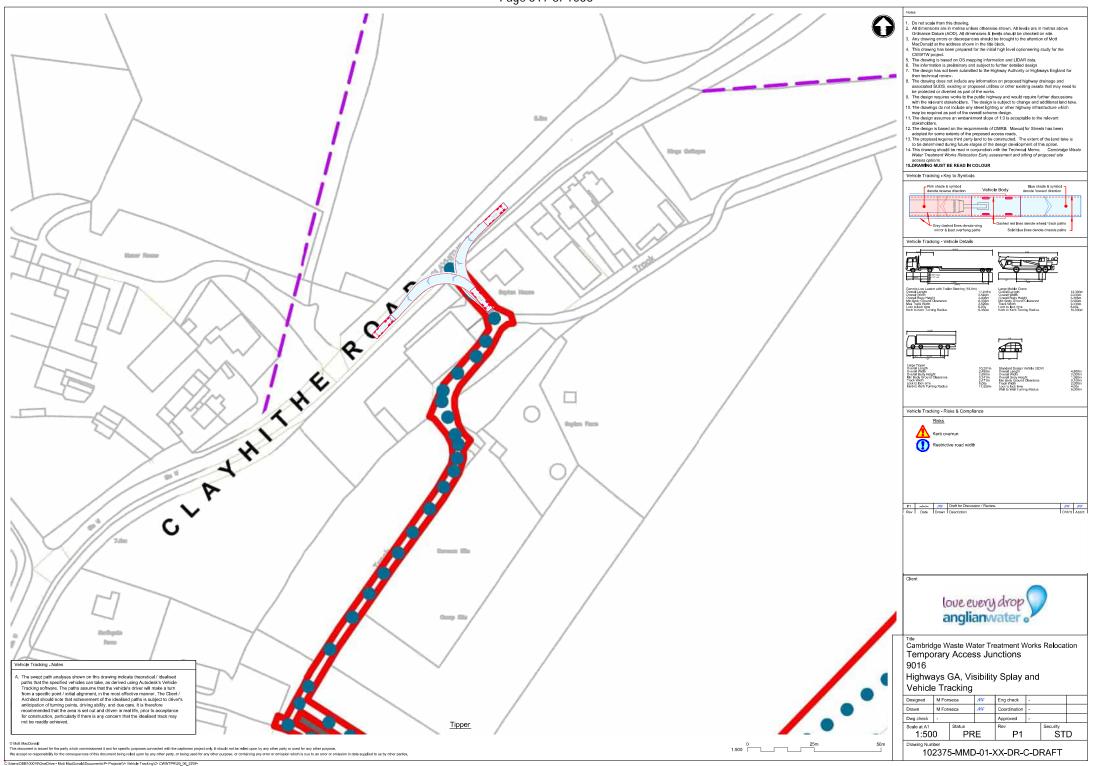






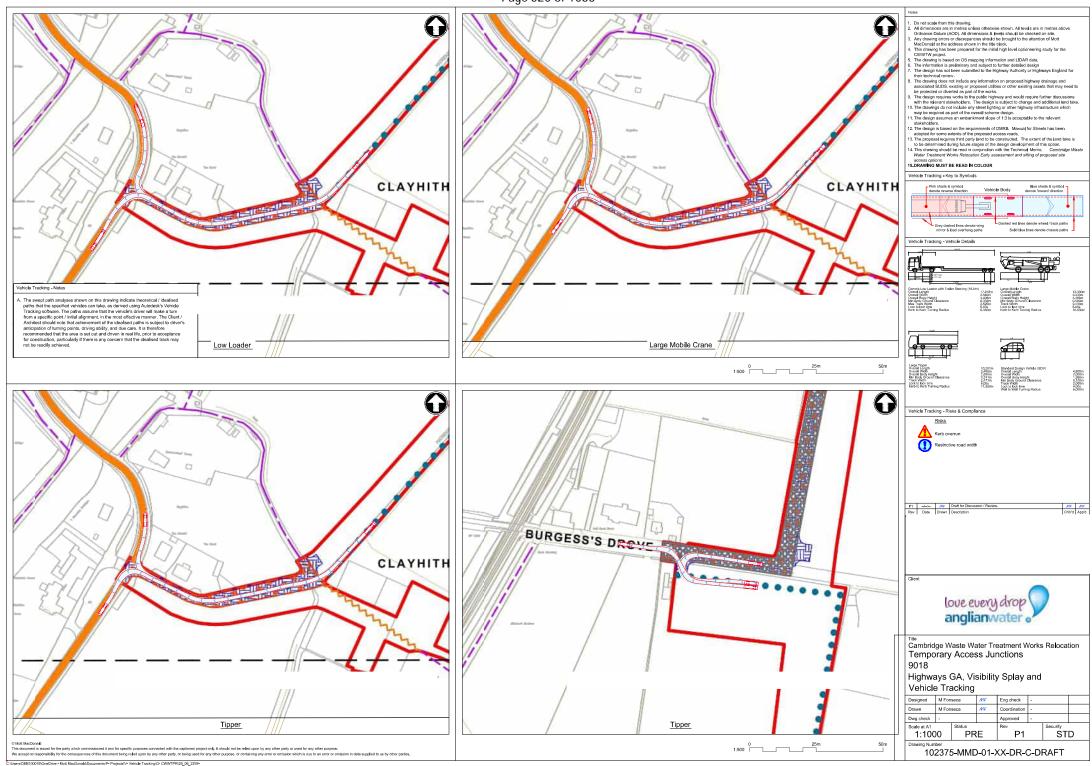




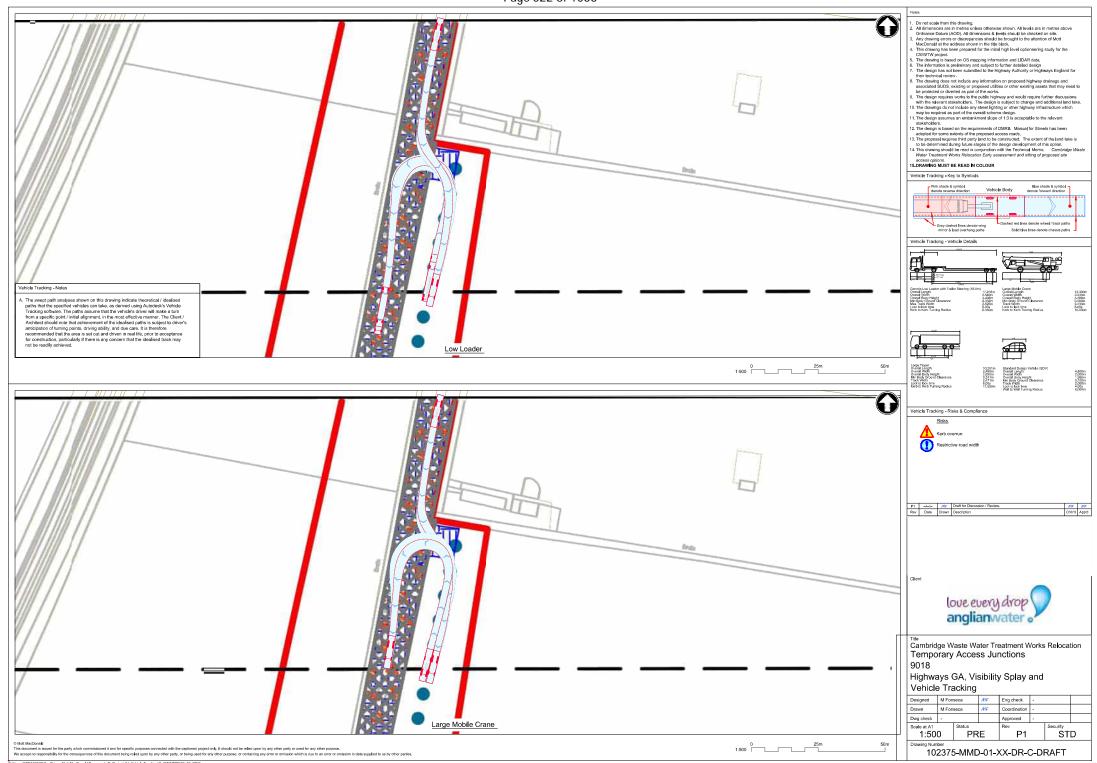












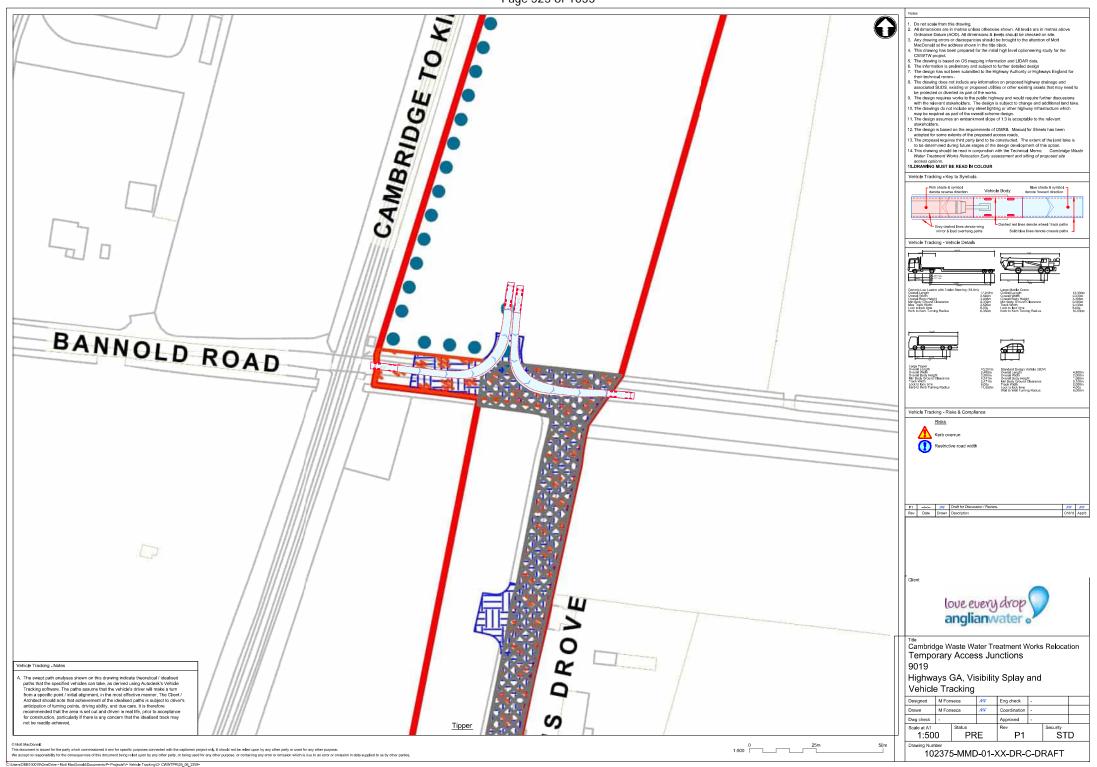
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The ExA:

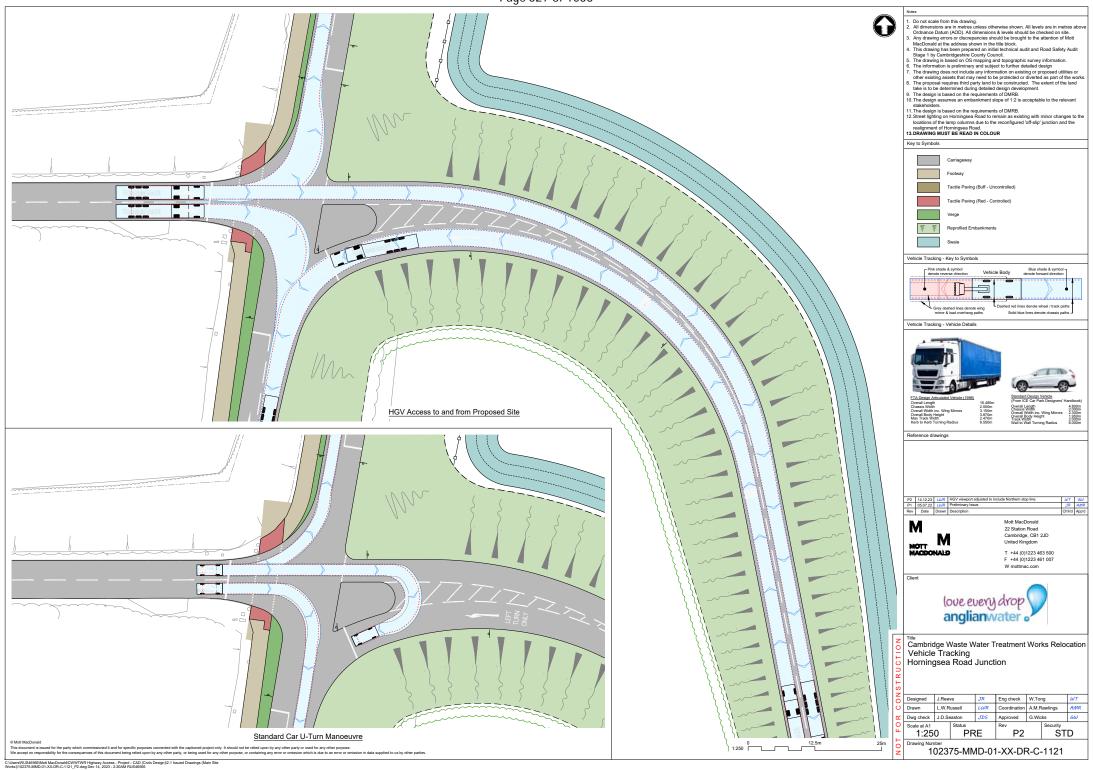
Construction traffic routes – safety

At Appendix G of the TA [AS-108] there are swept path analyses of the J34 on-slip. Please provide:

- a. a swept path analysis for the off-slip junction with the A14 overbridge, including for tipper trucks; and
- b. commentary on whether construction vehicles would be able to safely turn left or right from the J34 off-slip in the event that southbound queuing to the J34 on-slip extends close to or beyond (to the north of) the junction of the J34 off-slip and the A14 overbridge (for example when concrete pouring / directional drilling works take place during the peak periods).

The Applicant has produced these drawings. The Applicant's commentary for these swept paths is as follows:

There are no issues noted for an articulated vehicle (maximum vehicle size expected at site) to complete the left and right turn from the offslip onto Horningsea Road. It is noted that for both manoeuvres, articulated vehicles would need to encroach slightly into the opposite lane to complete the manoeuvres. In spite of this, there is no risk of collision with vehicles from opposite lanes when turning from the offslip as the traffic signal sequence at the junction ensures that when the traffic signals on the offslip are green, traffic signals on other arms would be red. In the event that southbound queuing on A14 overbridge from the on-slip extends close to or beyond the junction of the J34 offslip and the A14 overbridge, articulated vehicles would not be able to complete the right turn from the offslip due to lack of space. The left turn from the offslip onto Horningsea Road northbound north of J34 can be completed as vehicles are not expected to queue in front of the stop line on Horningsea Road southbound leading towards the offslip/A14 overbridge. Therefore, even if an articulated vehicle were to encroach on the opposite lane, there would be no traffic present on that lane owing to the location of the stop line.





Cambridge Waste Water Treatment Relocation Project Transport Assessment



Appendix H: Discovery Centre TRICS® Data

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Mott MacDonald Fleet Place London Licence No: 704113

Calculation Reference: AUDIT-704113-220804-0830

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE

Category : I - ART GALLERIES/MUSEUMS/EXHIBITIONS

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

16 ULSTER (REPUBLIC OF IRELAND)

DN DONEGAL 1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 750 to 750 (units: sqm)
Range Selected by User: 200 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 23/11/19

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

Selected survey days:

Wednesday 1 days

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

Selected survey types:

Manual count 1 days
Directional ATC Count 0 days

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

1

1

Selected Locations:

Edge of Town Centre

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

Selected Location Sub Categories:

High Street

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

Secondary Filtering selection:

Use Class:

F1(c) 1 days

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

Population within 500m Range:

All Surveys Included

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Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000 1 days

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

Population within 5 miles:

5,001 to 25,000

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

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

1 days

Travel Plan:

No 1 days

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

PTAL Rating:

No PTAL Present 1 days

This data displays the number of selected surveys with PTAL Ratings.

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LIST OF SITES relevant to selection parameters

1 DN-07-I-02 COUNTY MUSEUM DONEGAL

HIGH ROAD LETTERKENNY BALLYBOE GLENCAR Edge of Town Centre High Street

Total Gross floor area: 750 sqm

Survey date: WEDNESDAY 10/10/18 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref		Reason for Deselection
DU-07-I-01	Location unsuitable	
ES-07-I-01	Location unsuitable	

Licence No: 704113 Mott MacDonald Fleet Place London

TRIP RATE for Land Use 07 - LEISURE/I - ART GALLERIES/MUSEUMS/EXHIBITIONS

MULTI-MODAL TOTAL VEHICLES Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.88

		ARRIVALS			DEPARTURES		TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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										
08:00 - 09:00										
09:00 - 10:00	1	750	0.267	1	750	0.133	1	750	0.400	
10:00 - 11:00	1	750	0.000	1	750	0.133	1	750	0.133	
11:00 - 12:00	1	750	0.000	1	750	0.000	1	750	0.000	
12:00 - 13:00	1	750	0.133	1	750	0.000	1	750	0.133	
13:00 - 14:00	1	750	0.133	1	750	0.133	1	750	0.266	
14:00 - 15:00	1	750	0.400	1	750	0.267	1	750	0.667	
15:00 - 16:00	1	750	0.533	1	750	0.267	1	750	0.800	
16:00 - 17:00	1	750	0.133	1	750	0.667	1	750	0.800	
17:00 - 18:00	1	750	0.000	1	750	0.133	1	750	0.133	
18:00 - 19:00										
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			1.599			1.733			3.332	

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

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

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Parameter summary

Trip rate parameter range selected: 750 - 750 (units: sgm) 01/01/14 - 23/11/19 Survey date date range:

Number of weekdays (Monday-Friday): 1 Number of Saturdays: 0 Number of Sundays: 0 Surveys automatically removed from selection: 0 Surveys manually removed from selection: 2

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

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TRIP RATE for Land Use 07 - LEISURE/I - ART GALLERIES/MUSEUMS/EXHIBITIONS MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS		[DEPARTURES	3		TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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										
08:00 - 09:00										
09:00 - 10:00	1	750	0.267	1	750	0.133	1	750	0.400	
10:00 - 11:00	1	750	0.000	1	750	0.133	1	750	0.133	
11:00 - 12:00	1	750	0.000	1	750	0.000	1	750	0.000	
12:00 - 13:00	1	750	0.133	1	750	0.000	1	750	0.133	
13:00 - 14:00	1	750	0.267	1	750	0.133	1	750	0.400	
14:00 - 15:00	1	750	0.533	1	750	0.533	1	750	1.066	
15:00 - 16:00	1	750	0.933	1	750	0.533	1	750	1.466	
16:00 - 17:00	1	750	0.133	1	750	0.800	1	750	0.933	
17:00 - 18:00	1	750	0.000	1	750	0.133	1	750	0.133	
18:00 - 19:00										
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			2.266			2.398			4.664	

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

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TRIP RATE for Land Use 07 - LEISURE/I - ART GALLERIES/MUSEUMS/EXHIBITIONS

MULTI-MODAL PEDESTRIANS Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS		[DEPARTURES			TOTALS	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip		
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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											
08:00 - 09:00											
09:00 - 10:00	1	750	0.000	1	750	0.000	1	750	0.000		
10:00 - 11:00	1	750	0.400	1	750	0.400	1	750	0.800		
11:00 - 12:00	1	750	0.000	1	750	0.000	1	750	0.000		
12:00 - 13:00	1	750	0.000	1	750	0.000	1	750	0.000		
13:00 - 14:00	1	750	0.400	1	750	0.133	1	750	0.533		
14:00 - 15:00	1	750	0.000	1	750	0.000	1	750	0.000		
15:00 - 16:00	1	750	0.000	1	750	0.267	1	750	0.267		
16:00 - 17:00	1	750	0.000	1	750	0.000	1	750	0.000		
17:00 - 18:00	1	750	0.000	1	750	0.000	1	750	0.000		
18:00 - 19:00											
19:00 - 20:00											
20:00 - 21:00											
21:00 - 22:00											
22:00 - 23:00											
23:00 - 24:00											
Total Rates:			0.800			0.800			1.600		

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

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TRIP RATE for Land Use 07 - LEISURE/I - ART GALLERIES/MUSEUMS/EXHIBITIONS MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.88

		ARRIVALS		[DEPARTURES		TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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										
08:00 - 09:00										
09:00 - 10:00	1	750	0.267	1	750	0.133	1	750	0.400	
10:00 - 11:00	1	750	0.400	1	750	0.533	1	750	0.933	
11:00 - 12:00	1	750	0.000	1	750	0.000	1	750	0.000	
12:00 - 13:00	1	750	0.133	1	750	0.000	1	750	0.133	
13:00 - 14:00	1	750	0.667	1	750	0.267	1	750	0.934	
14:00 - 15:00	1	750	0.533	1	750	0.533	1	750	1.066	
15:00 - 16:00	1	750	0.933	1	750	0.800	1	750	1.733	
16:00 - 17:00	1	750	0.133	1	750	0.800	1	750	0.933	
17:00 - 18:00	1	750	0.000	1	750	0.133	1	750	0.133	
18:00 - 19:00										
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			3.066			3.199			6.265	

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

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3.332

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TRIP RATE for Land Use 07 - LEISURE/I - ART GALLERIES/MUSEUMS/EXHIBITIONS

MULTI-MODAL CARS

Total Rates:

Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

		ARRIVALS		Ī	DEPARTURES	5	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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										
08:00 - 09:00										
09:00 - 10:00	1	750	0.267	1	750	0.133	1	750	0.400	
10:00 - 11:00	1	750	0.000	1	750	0.133	1	750	0.133	
11:00 - 12:00	1	750	0.000	1	750	0.000	1	750	0.000	
12:00 - 13:00	1	750	0.133	1	750	0.000	1	750	0.133	
13:00 - 14:00	1	750	0.133	1	750	0.133	1	750	0.266	
14:00 - 15:00	1	750	0.400	1	750	0.267	1	750	0.667	
15:00 - 16:00	1	750	0.533	1	750	0.267	1	750	0.800	
16:00 - 17:00	1	750	0.133	1	750	0.667	1	750	0.800	
17:00 - 18:00	1	750	0.000	1	750	0.133	1	750	0.133	
18:00 - 19:00										
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										

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

1.733

1.599

TRICS 7.9.2

TRIP RATE for Land Use 07 - LEISURE/I - ART

GALLERIES/MUSEUMS/EXHIBITIONS

Calculation Factor: 100 sqm Count Type: TOTAL VEHICLES

			ARRIVALS			DEPAR S	TURE	Ave	TOTAL S
	No.	Ave.	Trip	No.	Ave.	Trip	No.		Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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									
08:00-09:00									
09:00-10:00	1	750	0.267	1	750	0.133	1	750	0.4
10:00-11:00	1	750	0	1	750	0.133	1	750	0.133
11:00-12:00	1	750	0	1	750	0	1	750	0
12:00-13:00	1	750	0.133	1	750	0	1	750	0.133
13:00-14:00	1	750	0.133	1	750	0.133	1	750	0.266
14:00-15:00	1	750	0.4	1	750	0.267	1	750	0.667
15:00-16:00	1	750	0.533	1	750	0.267	1	750	0.8
16:00-17:00	1	750	0.133	1	750	0.667	1	750	0.8
17:00-18:00	1	750	0	1	750	0.133	1	750	0.133
18:00-19:00									
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			1.599			1.733			3.332

TRICS 7.9.2

TRIP RATE for Land Use 07 - LEISURE/I - ART

GALLERIES/MUSEUMS/EXHIBITIONS

Calculation Factor: 100 sqm
Count Type: VEHICLE OCCUPANTS

			ARRIVALS			DEPAR S	TURE		TOTAL S
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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									
08:00-09:00									
09:00-10:00	1	750	0.267	1	750	0.133	1	750	0.4
10:00-11:00	1	750	0	1	750	0.133	1	750	0.133
11:00-12:00	1	750	0	1	750	0	1	750	0
12:00-13:00	1	750	0.133	1	750	0	1	750	0.133
13:00-14:00	1	750	0.267	1	750	0.133	1	750	0.4
14:00-15:00	1	750	0.533	1	750	0.533	1	750	1.066
15:00-16:00	1	750	0.933	1	750	0.533	1	750	1.466
16:00-17:00	1	750	0.133	1	750	8.0	1	750	0.933
17:00-18:00	1	750	0	1	750	0.133	1	750	0.133
18:00-19:00									
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			2.266			2.398			4.664

TRICS 7.9.2

TRIP RATE for Land Use 07 - LEISURE/I - ART

GALLERIES/MUSEUMS/EXHIBITIONS

Calculation Factor: 100 sqm Count Type: PEDESTRIANS

			ARRIVALS			DEPAR S	TURE	A.	TOTAL S
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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									
08:00-09:00									
09:00-10:00	1	750	0	1	750	0	1	750	0
10:00-11:00	1	750	0.4	1	750	0.4	1	750	0.8
11:00-12:00	1	750	0	1	750	0	1	750	0
12:00-13:00	1	750	0	1	750	0	1	750	0
13:00-14:00	1	750	0.4	1	750	0.133	1	750	0.533
14:00-15:00	1	750	0	1	750	0	1	750	0
15:00-16:00	1	750	0	1	750	0.267	1	750	0.267
16:00-17:00	1	750	0	1	750	0	1	750	0
17:00-18:00	1	750	0	1	750	0	1	750	0
18:00-19:00									
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.8			0.8			1.6

TRICS 7.9.2

TRIP RATE for Land Use 07 - LEISURE/I - ART

GALLERIES/MUSEUMS/EXHIBITIONS

Calculation Factor: 100 sqm Count Type: TOTAL PEOPLE

			ARRIVALS			DEPAR S	TURE		TOTAL S
	No.	۸۷۵	Trin	No.	۸۷۰	Trin	No.	Ave	Trin
Time Range	Days	Ave. GFA	Trip Rate	Days	Ave. GFA	Trip Rate	Days	GFA	Trip Rate
00:00-01:00	- 5.75			, -			7 -		
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									
08:00-09:00									
09:00-10:00	1	750	0.267	1	750	0.133	1	750	0.4
10:00-11:00	1	750	0.4	1	750	0.533	1	750	0.933
11:00-12:00	1	750	0	1	750	0	1	750	0
12:00-13:00	1	750	0.133	1	750	0	1	750	0.133
13:00-14:00	1	750	0.667	1	750	0.267	1	750	0.934
14:00-15:00	1	750	0.533	1	750	0.533	1	750	1.066
15:00-16:00	1	750	0.933	1	750	8.0	1	750	1.733
16:00-17:00	1	750	0.133	1	750	8.0	1	750	0.933
17:00-18:00	1	750	0	1	750	0.133	1	750	0.133
18:00-19:00									
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			3.066			3.199			6.265

TRICS 7.9.2

TRIP RATE for Land Use 07 - LEISURE/I - ART

GALLERIES/MUSEUMS/EXHIBITIONS

Calculation Factor: 100 sqm

Count Type: CARS

			ARRIVALS			DEPAR S	TURE		TOTAL S
			AMMIVALS			J		Ave	3
	No.	Ave.	Trip	No.	Ave.	Trip	No.		Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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									
08:00-09:00									
09:00-10:00	1	750	0.267	1	750	0.133	1	750	0.4
10:00-11:00	1	750	0	1	750	0.133	1	750	0.133
11:00-12:00	1	750	0	1	750	0	1	750	0
12:00-13:00	1	750	0.133	1	750	0	1	750	0.133
13:00-14:00	1	750	0.133	1	750	0.133	1	750	0.266
14:00-15:00	1	750	0.4	1	750	0.267	1	750	0.667
15:00-16:00	1	750	0.533	1	750	0.267	1	750	8.0
16:00-17:00	1	750	0.133	1	750	0.667	1	750	8.0
17:00-18:00	1	750	0	1	750	0.133	1	750	0.133
18:00-19:00									
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			1.599			1.733			3.332

TRICS 7.9.2

Mode split

Mode	Total number of trips	Mode split
Taxis	0	0.0%
OGVs	0	0.0%
PSVs	0	0.0%
LGVs	0	0.0%
Cars	7	34.7%
Cyclists	0	0.0%
Pedestrians	13	65.3%
Bus	0	0.0%
Rail	0	0.0%
Motorcycles	0	0.0%
Total	20	100.0%

Total people

Calculation factor: 100sqm

Calculation facto		AR	RIVALS			[DEPARTURES			TOT	ΓALS	
Time Range	No. Days	Ave. GFA	Trip Rate	Trip rate for	No. Days2	Ave. GFA3	Trip Rate3	Trip rate for site2	No. Days3	Ave. GFA4	Trip Rate2	Trip Rate2
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				0				0				0
08:00-09:00				0				0				0
09:00-10:00	:	1 75	0 0.267	1		1 75	0.133	0		1 75	0 0.4	1
10:00-11:00		1 75	0 0.4	1		1 75	0.533	1		1 75	0.933	2
11:00-12:00		1 75	0 0	0		1 75	0 0	0		1 75	0 0	0
12:00-13:00		1 75	0 0.133	0		1 75	0 0	0		1 75	0.133	0
13:00-14:00		1 75	0 0.667	1		1 75	0.267	1		1 75	0.934	2
14:00-15:00		1 75	0 0.533	1		1 75	0.533	1		1 75	0 1.066	2
15:00-16:00		1 75	0.933	2		1 75	0.8	2		1 75	0 1.733	4
16:00-17:00		1 75	0 0.133	0		1 75	0.8	2		1 75	0.933	2
17:00-18:00		1 75	0 0	0		1 75	0.133	0		1 75	0.133	0
18:00-19:00				0				0				0
19:00-20:00												
20:00-21:00												
21:00-22:00												
22:00-23:00												
23:00-24:00												
Daily Trip Rates:			3.066	6			3.199	7			6.265	13

100sqm

Total proposed floorspace (sqm)

209 conversion factor

2.09

Total vehicles

Calculation factor: 100sqm

Calculation racto	,		ARRIVALS				DEPARTURES		TOTALS				
Time Range	No. Days	Ave. GFA	Trip Rate	Trip rate for site	No. Days2	Ave. GFA3	Trip Rate3	Trip rate for site2	No. Days3	Ave. GFA4	Trip Rate2	Trip Rate2	
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				C)			0				0	
08:00-09:00				C)			0				0	
09:00-10:00		1 75	0.267	1		1 75	0 0.133	0		1 75	0 0.4	1	
10:00-11:00		1 75	0 0	C)	1 75	0 0.133	0	:	1 75	0 0.133	0	
11:00-12:00		1 75	0 0	C)	1 75	0 0	0		1 75	0 0	0	
12:00-13:00		1 75	0.133	C	<mark>)</mark>	1 75	0 0	0	:	1 75	0 0.133	0	
13:00-14:00		1 75	0.133	C)	1 75	0 0.133	0		1 75	0 0.266	1	
14:00-15:00		1 75	0 0.4	1		1 75	0 0.267	1		1 75	0 0.667	1	
15:00-16:00		1 75	0.533	1		1 75	0 0.267	1		1 75	0.8	2	
16:00-17:00		1 75	0.133	C)	1 75	0 0.667	1		1 75	0.8	2	
17:00-18:00		1 75	0 0	C		1 75	0 0.133	0		1 75	0.133	0	
18:00-19:00				C	<mark>)</mark>			0				0	
19:00-20:00													
20:00-21:00													
21:00-22:00													
22:00-23:00													
23:00-24:00													
Daily Trip Rates:			1.599	3			1.733	4			3.332	7	

Total proposed 209 floorspace (sqm)

100sqm

conversion 2.09

Taxis

			ARRIVALS			C	EPARTURES		TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Trip rate for site	No. Days2	Ave. GFA3	Trip Rate3	Trip rate for site2	No. Days3	Ave. GFA4 Trip Rate2	2 Trip rate for site22	
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				0				0			0	
08:00-09:00				0				0			0	
09:00-10:00				0				0			0	
10:00-11:00				0				0			0	
11:00-12:00				0				0			0	
12:00-13:00				0				0			0	
13:00-14:00				0				0			0	
14:00-15:00				0				0			0	
15:00-16:00				0				0			0	
16:00-17:00				0				0			0	
17:00-18:00				0				0			0	
18:00-19:00				0				0			0	
19:00-20:00												
20:00-21:00												
21:00-22:00												
22:00-23:00												
23:00-24:00												
Daily Trip Rates:				0				0			0	

Total proposed 209 floorspace (sqm)

100sqm

conversion 2.09

Vehicle occupants

Calculation factor: 100sqm

Calculation facto			ARRIVALS				EPARTURES		TOTALS				
Time Range	No. Days	Ave. GFA	Trip Rate	Trip rate for site	No. Days2	Ave. GFA3	Trip Rate3	Trip rate for site2	No. Days3	Ave. GFA4	Trip Rate2	Trip Rate2	
00:00-01:00													
01:00-02:00													
02:00-03:00													
03:00-04:00													
04:00-05:00													
05:00-06:00				0				0)			0	
06:00-07:00				0				0)			0	
07:00-08:00				0				0)			0	
08:00-09:00				0				0)			0	
09:00-10:00		1 75	0.267	1		1 75	0 0.133	0)	1 75	0 0.	4 1	
10:00-11:00		1 75	0 0	0		1 75	0 0.133	0)	1 75	0 0.13	3 0	
11:00-12:00		1 75	0 0	0		1 75	0 0	0)	1 75	0	0 0	
12:00-13:00		1 75	0.133	0		1 75	0 0	0)	1 75	0 0.13	3 0	
13:00-14:00		1 75	0.267	1		1 75	0 0.133	0)	1 75	0 0.	4 1	
14:00-15:00		1 75	0.533	1		1 75	0 0.533	1		1 75	0 1.06	6 2	
15:00-16:00		1 75	0.933	2		1 75	0 0.533	1		1 75	0 1.46	6 3	
16:00-17:00		1 75	0.133	0		1 75	0 0.8	2		1 75	0 0.93	3 2	
17:00-18:00		1 75	0 0	0		1 75	0 0.133	0		1 75	0 0.13	<mark>3</mark> 0	
18:00-19:00				0				0	<u> </u>			0	
19:00-20:00				0				0)			0	
20:00-21:00				0				0)			0	
21:00-22:00													
22:00-23:00													
23:00-24:00													
Daily Trip Rates:			2.266	5			2.398	5			4.66	4 10	

Total proposed floorspace (sqm)

100sqm

conversion 2.09

209

Cars

Carculation facto			ARRIVALS				DEPARTURES		TOTALS				
Time Range	No. Days	Ave. GFA	Trip Rate	Trip rate for site	No. Days2	Ave. GFA3	Trip Rate3	Trip rate for site2	No. Days3	Ave. GFA4	Trip Rate2	Trip rate for site3	
00:00-01:00													
01:00-02:00													
02:00-03:00													
03:00-04:00													
04:00-05:00													
05:00-06:00				C				C				0	
06:00-07:00				O				C)			0	
07:00-08:00				O				C)			0	
08:00-09:00				0				C				0	
09:00-10:00		1 75	0.267	1		1 75	0.13	3		1 75	0 0.4	1	
10:00-11:00	:	1 75	50 C	1		1 75	0.13	3	<u> </u>	1 75	0.133	0	
11:00-12:00	:	1 75	50 C	1		1 75	0 0	0	<u> </u>	1 75	0 0	0	
12:00-13:00	:	1 75	0.133	1		1 75	60 (0)	1 75	0.133	0	
13:00-14:00	:	1 75				1 75		3	<u> </u>	1 75			
14:00-15:00	:	1 75	0.4	1		1 75	0.26	71		1 75	0.667	1	
15:00-16:00	:	1 75	0.533	1		1 75	0.26	71		1 75	0 0.8	2	
16:00-17:00		1 75		1		1 75				1 75			
17:00-18:00	:	1 75	50 C	1		1 75	0.133	3)	1 75	0.133	0	
18:00-19:00				0				C	<u>)</u>			0	
19:00-20:00				0				C	<mark>)</mark>			0	
20:00-21:00				0				C	<mark>)</mark>			0	
21:00-22:00													
22:00-23:00													
23:00-24:00													
Daily Trip Rates:			1.599	3			1.733	3			3.332	7	

Total proposed 209 floorspace (sqm)

100sqm

conversion 2.09

Pedestrians

Calculation factor: 100sqm

Carcalation factors 2003qm			ARRIVALS			[DEPARTURES		TOTALS				
Time Range	No. Days	Ave. GFA	Trip Rate	Trip rate for site	No. Days2	Ave. GFA2	Trip Rate3	Trip rate for site2	No. Days3	Ave. GFA3	Trip Rate2	Trip rate for site3	
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				0				()			0	
08:00-09:00				0				()			0	
09:00-10:00		1 75	50	0		1 75	50	0)	1 75	0 0.4	1	
10:00-11:00		1 75	0.4	1		1 75	0 0	.4 1	-	1 75	0 0.933	2	
11:00-12:00		1 75	50	0		1 75	50	0	<mark>)</mark>	1 75	0 0	0	
12:00-13:00		1 75	50	0		1 75	50	0	<mark>)</mark>	1 75	0 0.133	0	
13:00-14:00		1 75	0.4	1 1		1 75	0.13	33 ()	1 75	0 0.934	. 2	
14:00-15:00		1 75	50	0		1 75	50	0	<mark>)</mark>	1 75	0 1.066	2	
15:00-16:00		1 75	50	0		1 75	0.26	57 <u> </u>	_	1 75	0 1.733	4	
16:00-17:00		1 75	60	0		1 75	50	0	<mark>)</mark>	1 75	0 0.933	2	
17:00-18:00		1 75	60	0		1 75	50	0		1 75	0 0.133	0	
18:00-19:00				0				(<mark>)</mark>			0	
19:00-20:00													
20:00-21:00													
21:00-22:00													
22:00-23:00													
23:00-24:00													
Daily Trip Rates:			0.8	3 2			0	.8 2	2		6.265	13	

Total proposed floorspace (sqm) 209

100sqm 2.09

OGVs

Calculation facto			ARRIVALS			E	EPARTURES				TOTALS	
Time Range	No. Days	Ave. GFA	Trip Rate	Trip rate for site	No. Days2	Ave. GFA3	Trip Rate3	Trip rate for site2	No. Days3	Ave. GFA4	Trip Rate2	Trip rate for site3
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				0				0				0
08:00-09:00				0				0				0
09:00-10:00				0				0				0
10:00-11:00				0				0				0
11:00-12:00				0				0				0
12:00-13:00				0				0				0
13:00-14:00				0				0				0
14:00-15:00				0				0				0
15:00-16:00				0				0				0
16:00-17:00				0				0)			0
17:00-18:00				0				0				0
18:00-19:00				0				0				0
19:00-20:00												
20:00-21:00												
21:00-22:00												
22:00-23:00												
23:00-24:00												
Daily Trip Rates:				0				0				0

Total proposed 209 floorspace (sqm)

100sqm

conversion 2.09

PSVs

			ARRIVALS			С	DEPARTURES		TOTALS				
Time Range	No. Days	Ave. GFA	Trip Rate	Trip rate for site	No. Days2	Ave. GFA3	Trip Rate3	Trip rate for site2	No. Days3	Ave. GFA4	Trip Rate2	Trip rate for site3	
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				0				C)			0	
08:00-09:00				0				C				0	
09:00-10:00				0				C)			0	
10:00-11:00				0				C)			0	
11:00-12:00				0				C)			0	
12:00-13:00				0				C)			0	
13:00-14:00				0				C)			0	
14:00-15:00				0				C)			0	
15:00-16:00				0				C)			0	
16:00-17:00				0				C)			0	
17:00-18:00				0				C)			0	
18:00-19:00				0				C)			0	
19:00-20:00													
20:00-21:00													
21:00-22:00													
22:00-23:00													
23:00-24:00													
Daily Trip Rates:				0			(0				0	

Total proposed floorspace (sqm)

100sqm

conversion 2.09

209

LGVs

			ARRIVALS			D	EPARTURES		TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Trip rate for site	No. Days2	Ave. GFA3	Trip Rate3	Trip rate for site2	No. Days3	Ave. GFA4	Trip Rate2	Trip rate for site3
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00				0				0				0
06:00-07:00				0				0				0
07:00-08:00				0				0				0
08:00-09:00				0				0				0
09:00-10:00				0				0				0
10:00-11:00				0				0				0
11:00-12:00				0				0				0
12:00-13:00				0				0				0
13:00-14:00				0				0				0
14:00-15:00				0				0				0
15:00-16:00				0				0				0
16:00-17:00				0				0				0
17:00-18:00				0				0				0
18:00-19:00				0				0				0
19:00-20:00				0				0				0
20:00-21:00				0				0				0
21:00-22:00												
22:00-23:00												
23:00-24:00												
Daily Trip Rates:				0				0				0

Total proposed 209 floorspace (sqm)

100sqm

conversion 2.09

Bus passengers

Calculation factor: 100sqm

Calculation facto			ARRIVALS			[DEPARTURES				TOTALS	
Time Range	No. Days	Ave. GFA	Trip Rate	Trip rate for site	No. Days2	Ave. GFA2	Trip Rate3	Trip rate for site2	No. Days3	Ave. GFA3	Trip Rate2	Trip rate for site3
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				0				C				0
08:00-09:00				0				C				0
09:00-10:00				0				C				0
10:00-11:00				0				C				0
11:00-12:00				0				C				0
12:00-13:00				0				C				0
13:00-14:00				0				C				0
14:00-15:00				0				C				0
15:00-16:00				0				C				0
16:00-17:00				0				C				0
17:00-18:00				0				C				0
18:00-19:00				0				C				0
19:00-20:00												
20:00-21:00												
21:00-22:00												
22:00-23:00												
23:00-24:00												
Daily Trip Rates:				0				C				0

Total proposed floorspace (sqm) 100sqm

conversion 0

Cyclists

Calculation factor: 100sqm

Calculation facto			ARRIVALS			[DEPARTURES				TOTALS	
Time Range	No. Days	Ave. GFA	Trip Rate	Trip rate for site	No. Days2	Ave. GFA3	Trip Rate3	Trip rate for site2	No. Days3	Ave. GFA4	Trip Rate2	Trip rate for site3
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00				0)			()			0
06:00-07:00				0)			()			0
07:00-08:00				0)			()			0
08:00-09:00				0				(0
09:00-10:00				0)			()			0
10:00-11:00				0)			()			0
11:00-12:00				0)			()			0
12:00-13:00				0)			()			0
13:00-14:00				0))			0
14:00-15:00				0)			()			0
15:00-16:00				0)			()			0
16:00-17:00				0)			()			0
17:00-18:00				0				(0
18:00-19:00				0)			()			0
19:00-20:00				0)			()			0
20:00-21:00				0)			()			0
21:00-22:00												
22:00-23:00												
23:00-24:00												
Daily Trip Rates:				0)			0

Total proposed 209 floorspace (sqm)

100sqm

conversion 2.09

Motorcyclists

Calculation factor: 100sqm

Calculation facto			ARRIVALS			[DEPARTURES				TOTALS	
Time Range	No. Days	Ave. GFA	Trip Rate	Trip rate for site	No. Days2	Ave. GFA2	Trip Rate3	Trip rate for site2	No. Days3	Ave. GFA3	Trip Rate2	Trip rate for site3
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00				0)			()			0
06:00-07:00				0)			()			0
07:00-08:00				0))			0
08:00-09:00				0				(0
09:00-10:00				0)			()			0
10:00-11:00				0)			()			0
11:00-12:00				0))			0
12:00-13:00				0)			()			0
13:00-14:00				0)			()			0
14:00-15:00				0)			()			0
15:00-16:00				0))			0
16:00-17:00				0))			0
17:00-18:00				0				(0
18:00-19:00				0)			()			0
19:00-20:00				0))			0
20:00-21:00				0)			()			0
21:00-22:00												
22:00-23:00												
23:00-24:00												
Daily Trip Rates:				0)			0

Total proposed 209 floorspace (sqm)

100sqm

conversion 2.09

Rail passengers

Calculation factor: 100sqm

Calculation facto	1		ARRIVALS			[DEPARTURES				TOTALS	
Time Range	No. Days	Ave. GFA	Trip Rate	Trip rate for site	No. Days2	Ave. GFA2	Trip Rate3	Trip rate for site2	No. Days3	Ave. GFA3	Trip Rate2	Trip rate for site3
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				0)				O			0
08:00-09:00				0				(D			0
09:00-10:00				0)			(O			0
10:00-11:00				0)			()			0
11:00-12:00				0)				O			0
12:00-13:00				0)			()			0
13:00-14:00				0)			(O			0
14:00-15:00				0)			(<mark>)</mark>			0
15:00-16:00				0)			(0			0
16:00-17:00				0)				0			0
17:00-18:00				0				(D			0
18:00-19:00				0)			()			0
19:00-20:00												
20:00-21:00												
21:00-22:00												
22:00-23:00												
23:00-24:00												
Daily Trip Rates:				0)			0

Total proposed floorspace (sqm) 100sqm

conversion 0

Cambridge Waste Water Treatment Relocation Project Transport Assessment



Appendix I: MCC and ATC comparisons

Cambridge Waste Water Treatment Relocation Project Appendix I 5.4.19.13



Document Control

Document title	5.4.19.13 ATC to MCC Comparison
Version No.	1
Date Approved	17 October 2022
Date 1st Issued	

Version History

Version	Date	Author	Checked	Approved	Description of change
1		_		_	Final

Cambridge Waste Water Treatment Relocation Project Appendix I 5.4.19.13



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1 Sites surveyed

1.1 Overview

Table 1.1: Summary of sites surveyed

	difference	
	difference	
	8.0%	ATC is around 8% higher than MCC counts in both AM and PM peak. A possible explanation for the higher ATC figures than MCC is that the ATC captures traffic accessing and egressing the construction site access point along Denny End Lane at the Cambridgeshire Army Cadets Force from the Waterbeach direction whereas the MCC does not as the MCC is placed at the A10/Denny End Lane junction. Traffic could choose to egress from the construction site by turning left as there are queues on the right hand turn towards the A10 from the site construction access point and the MCC would not capture this movement.
· ·	1.1%	MCC is 10% higher than ATC in AM Peak, However ATC is 7% higher than MCC in the PM peak
•	Comparable location not available	N/A
	3.5%	ATC is 2% higher than MCC in AM Peak and around 5% higher in the PM peak
•	1.0%	MCC is around 109% higher than ATC counts in AM peak and 91% higher in PM peak
	0.4%	MCC is 4% higher than ATC counts in AM peak, however ATC is 3% higher in PM peak
en Road	Comparable location not available	N/A
	3.1%	MCC is 11% higher than ATC counts in AM peak, however ATC is 5% higher in PM peak
Vater	10.5%	MCC is around 14% higher than ATC counts in
treet		AM peak and around 8% higher in PM peak
	Car Dyke Road Clayhithe Road Bannold Road Horningsea Road Wiltom Road Fen Road Green End Road	Car Dyke 1.1% Road Clayhithe Comparable location not available Bannold 3.5% Road Horningsea 1.0% Road Wiltom 0.4% Road Fen Road Comparable location not available Green End 3.1% Road Road Road Road Road Road Road Road



1.2 ATC Site – Denny End Road

	3-day Average (Tue-Thur)			Summary
		Percentage		ATC is around 8% higher than MCC counts in both AM and PM peak.
	ATC	MCC	Difference	A possible explanation for the higher ATC figures than MCC is that
7000-1000	1472	1359	8.3%	the ATC captures traffic accessing and egressing the construction site access point along Denny End Lane at the Cambridgeshire Army
1600-1800	1494	1388	7.6%	Cadets Force from the Waterbeach direction whereas the MCC does not as the MCC is placed at the A10/Denny End Lane junction. Traffic could choose to egress from the construction site by turning left as there are queues on the right hand turn towards the A10 from the site construction access point and the MCC would not capture this
Total	2966	2747	8.0%	movement.

ATC Site 1 location





ATC location



MCC location





1.3 ATC Site 2 – Car Dyke Road

	3-day	Averag	e (Tue-Thur)	Summary		
	ATC	MCC	Percentage difference	MCC is 10% higher than ATC in AM		
7000-1000	1067	1176	10.2%	Peak, However ATC is 7% higher		
1600-1800	1205	1121	7.4%	than MCC in the PM peak		
Total	2272	2297	1.1%			

1.4 ATC Site 3 – Clayhithe Road

3-day Average (Tue-Thur)

	ATC	MCC	Percentage difference						
7000-1000	908		NA						
1600-1800	1025		NA						
Total	1933	0	Comparable location not available						

1.5 ATC Site 4 – Clayhithe Road

	3-day	Averag	ge (Tue-Thur)	Summary
	ATC	MCC	Percentage difference	ATC is 2% higher than MCC in AM
7000-1000	628	615	2.1%	
1600-1800	722	689	4.7%	PM peak
Total	1350	1304	3.5%	



1.6 ATC Site 5 – Horningsea Road

	3-day Average (Tue-Thur)			Summary
	ATC	MCC	Percentage difference	MCC is around 109% higher than ATC counts in AM peak and 91% higher in PM peak
7000-1000	1108	1147	3.5%	
1600-1800	1206	1144	5.4%	
Total	2314	2291	1.0%	

1.7 ATC Site 6 - Milton Road

	3-day	y Avera	ge (Tue-Thur)	Summary
	ATC	MCC	Percentage difference	MCC is 4% higher than ATC
7000-1000	4369	4542		counts in AM peak, however
1600-1800	4269	4132	3.3%	ATC is 3% higher in PM peak
Total	8639	8674	0.4%	

1.8 ATC Site 7 – Fen Road

		_		
-3-d	av I	Average	(Tue-T	hur)

	3 day Average	, (rac mar)	
	ATC (Fen Road)	MCC (Water Lane)	Percentage Difference
7000-1000	521		
1600-1800	600		
Total	1121		Comparable location not available

1.9 ATC Site 8 – Green End Road

	3-day Average (Tue	-Thur)	Summary		
	ATC (Green End Road)	MCC (Green End Road) (NE)	Percentage Difference	MCC is 11% higher than ATC counts in	
7000- 1000	1848	2055	11.2%	AM peak, however ATC is 5% higher in	
1600- 1800	1862	1768	5.3%	PM peak	
Total	3710	3823	3.1%		

Cambridge Waste Water Treatment Relocation Project Appendix I 5.4.19.13



1.10 ATC Site 9 – Water Street

	3-day A	verage (Tue-1	Γhur)	Summary
	ATC (Water Street)	MCC (Site 20 Water Lane) (SE)	Percentage difference	MCC is around 14% higher than ATC counts in AM peak and around 8% higher in PM peak
7000- 1000	998	1135	13.7%	nigher in Pivi peak
1600- 1800	1100	1183	7.6%	
Total	2098	2318	10.5%	

Cambridge Waste Water Treatment Relocation Project Transport Assessment



Appendix J: Consultation 2 Stakeholder Feedback

Cambridge Waste Water Treatment Relocation Project Appendix J: Consultation 2 stakeholder feedback



Date	Consultee	Points raised	How and where addressed
18/08/21	Cambridge Past, Present & Future (CPPF)	The main area of uncertainty is the vehicle access. CPPF strongly objects to any proposals to provide vehicular access into the site from the farm access bridge at Honey Hill via Junction 35 (Option 2).	Option 2 was not selected, the access within the Proposed Development is Option 1b, which does not interact directly with Junction 35. The selection of vehicle access and consideration of all options is discussed further within Chapter 3: Site Selection and Alternatives (Application Document Reference 5.2.3). The assessment provided in Section 4 (Assessment of Effects) of this chapter assesses Option 1b.
12 August 2021	National Highways	Access option 1a remains National Highways' preferred option, closely followed by Option 1b. Access option 3 would be contrary to policy 'The Strategic Road Network and the delivery of sustainable development' and therefore National Highways object to this proposal.	Option 3 has not been selected on account of technical issues around creating a new junction off the A14 based on National Highways' feedback – the access is Option 1b. The selection of vehicle access and consideration of all options is discussed in further within Chapter 3: Alternatives Considered. The assessment provided in Section 4 (Assessment of Effects) of this chapter assesses Option 1b.
12 August 2021	National Highways	The TA should also consider any other development that makes up part of the application, such as the proposed recreation facilities.	Noted and accepted. The Transport Assessment Application Document Reference 5.4.19.3) covers all aspects of Proposed Development, including the proposed visitor centre.
13 August 2021	East Cambridge District Council	Most acceptable options are options 1a and 1b. To create an additional access from the A14 is unlikely to be acceptable.	The preferred access option is Option 1b.
18 August 2021	Urban and Civic	U&C offers a preliminary view that a new junction off the A14 appears, without the benefit of the detailed assessments that will follow, to be preferrable and justified given the strategic importance of the proposed facility.	Noted. Option 3 has not been selected on account of technical issues around creating a new junction off the A14 based feedback provided by National Highways— the access is Option 1b. The selection of vehicle access and consideration of all options is discussed in further detail within Chapter 3: Site Selection and Alternatives (Application Document Reference 5.2.3). The assessment provided in Section 4 (Assessment of Effects) of this chapter assesses Option 1b.
16 August 2021	Natural England	Access assessment needs to include air quality assessment. A CEMP is also needed.	Noted. An air quality assessment has been undertaken as part of Chapter 7: Air Quality (Application Document Reference 5.2.7). The CoCP Part A and B (Application Document Reference. 5.4.2.1, 5.4.2.2) requires a CEMP to be produced prior to any works commencing on site.

Cambridge Waste Water Treatment Relocation Project Appendix J: Consultation 2 stakeholder feedback



Date	Consultee	Points raised	How and where addressed
17 August 2021	Cambridgeshire County Council	Cambridgeshire County Council (CCC) has worked with the applicant to ensure that this junction (junction 34 of the A14) has been modelled in accordance with CCC requirements and the modelling done so far shows that this junction will operate within capacity. This is subject to further work on the flows and so is the preliminary findings of the modelling. The assessment will need to include the construction traffic as well as the operational, and visitor traffic once built. Improvements are proposed to the cycle and pedestrian route on the north and south of the proposed Waste Water Treatment Plant site access. The Applicant is asked to continue to ensure that the drawings for this area are coordinated with the Greater Cambridge Partnership and the Horningsea Greenway project.	Noted and accepted. As stated, Junction 34 of the A14 has been modelling in accordance with CCC requirements, whereby preliminary findings show that the junction works within capacity. The Transport Assessment (Application Document Reference. 5.4.19.3) includes information on modelling during construction, operation (including visitor traffic) and decommissioning. Mitigation proposals and drawings for Horningsea Road have taken into account the Horningsea Greenway project.
17 August 2021	South Cambridge District Council	If Option 1b remains, the District Council will expect to see within the DCO, carefully detailed designs for the junction and details of control systems to prevent vehicles travelling to and from the site using any access routes other than the A14 during the construction and operation stages. Given the rationale presented by Anglian Water for the choice of Option 1b, the District Council's recommendation again if this remains the proposed option, it should also deliver enhanced pedestrian and cycle access, cycling facilities. Importantly, details indicating how access to the site would not compromise cycling safety along Horningsea Road, in the vicinity of the new junction/4th arm will be required as part of the DCO. In addition, the District Council considers that measures to avoid traffic queuing/congestion on Denny End Road and Bannold Road need to be incorporated into the DCO proposals as this route is prone to congestion. The District Council remains of the opinion that direct access from the A14 would be the preferred option rather than Option 1b and asks Anglian Water to reconsider.	Option 1b-has been selected and taken forward into the Proposed Development. Option 3 has not been selected on account of technical issues around creating a new junction off the A14 based on feedback provided by National Highways. The Transport Assessment (Application Document Reference 5.4.19.3) provides details on the mitigation measures on Horningsea Road, which is also summarised in the section 2.8 of this chapter. These mitigation measures ensure that access to the site does not compromise safety along Horningsea Road The Transport Assessment Application Document Reference. 5.4.19.3) includes a review of the junctions with the A10 / Denny End Road and A10 / Car Dyke Lane to assess capacity and delay during the construction works. Bannold Road at its junction with Denny End Road is noted as narrow (Application Document Reference. 5.4.19.3) and mitigation will be in place to prevent parking on that corner to minimise traffic conflicts. The CTMP (Application Document Reference. 5.4.19.7) and CoCP (Application Document Reference. 5.4.2.1, 5.4.2.2) set out the construction route to and from the proposed WWTP site.

Cambridge Waste Water Treatment Relocation Project Appendix J: Consultation 2 stakeholder feedback



Date	Consultee	Points raised	How and where addressed
17 August 2021	Fen Ditton Parish Council	FDPC considers extra mitigation is required and should include: • Commitment to model overall traffic performance with historic data as a baseline and not rely on AWS surveys since these were at a time when traffic into Cambridge was below historic levels.	The modelling approach and use of survey information has been discussed and agreed with CCC. This includes checks to ensure survey results provided by AWS are not abnormal due to the Covid-19 pandemic. The Transport Assessment (Application Document Reference 5.4.19.3) is supported by additional surveys completed to verify the data used.
24 August 2021	Horningsea Parish Council	HPC is not aware of any evaluation assessment material being published by AWS and would like to request this information to allow HPC a full understanding of the relevant facts. We also request a copy of the determination by Highways that found it was not possible to access the site from the A14, Option 3.	Chapter 3: Site Selection and Alternatives (Application Document Reference 5.2.3) provides details of the access options considered for the project. Option 3 has not been selected on account of technical issues around creating a new junction off the A14 based on feedback from National Highways.
24 August 2021	Horningsea Parish Council	We fear that the traffic volume has been underestimated. We would like to see this analysis including all of the access routes into the site; including A14 westbound and A14 eastbound.	The modelling approach and use of survey information has been discussed and agreed with CCC. This includes checks to ensure that survey results provided by AWS are not abnormal due to the Covid-19 pandemic. The Transport Assessment (Application Document Reference. 5.4.19.3) is supported by additional surveys completed to verify the data used.
24 August 2021	Horningsea Parish Council	HPC also supports reduced speed limits on Horningsea Road. Suggest reduce to 30mph and 20mph in the village and enforce with speed cameras and traffic calming measures. We also want confirmation that this mitigation is within the control of AWS.	A set of mitigation measures for Horningsea Road have been included in the design and are outlined in mitigation measures adopted as part of the Proposed Development.
24 August 2021	Horningsea Parish Council	It is a significant concern that we believe AWS has failed to factor in the cumulative traffic impact of previous recorded congestion at junction 34, reduction in traffic flows (due to Covid) during the 2021 AWS surveys, CWWTP Construction traffic, CWWTP operational traffic, the proposed additional J34 arm, Waterbeach New Town, Marleigh, development at Fulbourn, dualling of the A10, general traffic growth and the pending development of the airport site.	The modelling approach and use of survey information has been discussed and agreed with CCC. This includes checks to ensure survey results provided by the Applicant are not abnormal due to the Covid-19 pandemic. The Transport Assessment (Document Reference 5.4.19.3) is supported by additional surveys completed to verify the data used. Impacts associated with committed developments in the area are accounted for within the TEMPro growth factors used, which has been agreed with CCC.
24 August 2021	Horningsea Parish Council	We request forecast operational HGV movements. Most of the movements are liquid sludge imports and septic tank	The Transport Assessment (Application Document Reference. 5.4.19.3) provides information on operational HGV movements. The routing of

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Date	Consultee	Points raised	How and where addressed
		movements, why are these being trucked here from	HGVs in operation has been based on sludge imports at the existing
		destinations such as Ely and Huntingdon? We request	Cambridge WWTP. A technical note (Appendix C, Application
		forecast for operational HGV movements and an alternative	e Document Ref: 5.4.19.3) outlines the origins of sludge imports during
		plan for the movement of sludge lorries to more	operation in 2020 at the existing Cambridge WWTP.
		appropriate sites.	

Cambridge Waste Water Treatment Relocation Project Transport Assessment



Appendix K: TEMPro Growth Factor Technical Note

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Document Control

Document title	Technical Note: Modelling Overview and TEMPro Growth Factor
Version No.	1
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Version History

Date	Author	Description of change
12/01/2022	-	Technical note at PEI.
15/02/2024	-	Revisions to TEMPro growth factors following modelling review and
		formatting updates.
	12/01/2022	12/01/2022 -

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1 Technical Note: Modelling overview and TEMPro growth factors

1.1 Preliminary Modelling Overview

- 1.1.1 Each option has been assessed using the industry-standard software of either Junctions 9 (PICADY) or LinSig (Version 3) to anticipate if the proposed junction designs would be predicted to operate within capacity.
- 1.1.2 Junctions9 software measures performance as the ratio of flow to capacity (RFC). An RFC value is greater than one means that a turning movement has a higher level of traffic flow than its theoretical capacity. As a result, queues may occur. An RFC below 0.85 is considered acceptable as there is still scoped to accommodate future growth.
- 1.1.3 LinSig is a computer software package for assessing and designing traffic signal junctions either individually or as a network comprised of several junctions. It is used by traffic engineers to construct a model of the junction or network which can then be used to assess different designs and methods of operation. LinSig v3 software measures performance as the degree of saturation (DoS). A DoS value of greater than 100% means that a lane movement has a higher level of traffic flow than its theoretical capacity. As a result, queues may occur. A DoS below 90% is considered acceptable as there is still coped to accommodate future growth.

1.2 Survey and TEMPro growth factors

1.2.1 Survey (December 2021) data has been used to inform the base years. To estimate the future 2025 base, a TEMPro 7.2 growth factors for South Cambridgeshire have been applied to the base flows. The applied factors are outlined in Table 1-1 below:

Table 1-1: TEMPro growth factors

Base Year to Scenario Year	TEMPro growth factors
2021 – 2026	1.060
2021 – 2028	1.082
2021 – 2033	1.1362
2021 – 2038	1.1857

1.2.2 To predict future growth as accurate as possible, TEMPro 7.2 reflects all planned growth in the area. TEMPro 7.2 growth factors are in line with the most recent Road Traffic Forecast (2018). However, as land use developments are a source of uncertainty, TEMPro 7.2 growth factors are blanket, and they do not predict where exactly growth will appear.

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- 1.2.3 It is suggested to apply unadjusted growth factors to estimate the future base as the Cambridge Wastewater Treatment plant will not generate a significant number of homes or jobs in the area.
- 1.2.4 However, if any significant developments appear in the area, forecasted trips could be excluded from the growth to avoid double counting. In this case, the developments and the number of excluded trips should be agreed with CCC.



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You can view all our DCO application documents and updates on the application on The Planning Inspectorate website:

https://infrastructure.planninginspectorate.gov.uk/projects/eastern/cambridge-waste-water-treatment-plant-relocation/

