#	Northing	Highway_Authority	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit	Light_conditions
1	258929	Cambridgeshire	U0	Fine without high winds	Slip Road	Dry	30	Darkness: street lights present and lit
2	258836	Cambridgeshire	U0	Fine without high winds	Single carriageway	Wet or Damp	30	Daylight: regardless of presence of streetlights
3	258761	Cambridgeshire	U0	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
4	258874	Cambridgeshire	A1134	Fine without high winds	Dual carriageway	Dry	30	Daylight: regardless of presence of streetlights
5	258927	Cambridgeshire	U0	Fine without high winds	Slip Road	Dry	30	Daylight: regardless of presence of streetlights
6	258928	Cambridgeshire	A1134	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
7	258511	Cambridgeshire	U0	Fine without high winds	Single carriageway	Dry	20	Daylight: regardless of presence of streetlights
8	258561	Cambridgeshire	U0	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
9	258544	Cambridgeshire	U0	Fine without high winds	Single carriageway	Dry	20	Daylight: regardless of presence of streetlights
10	258634	Cambridgeshire	U0	Unknown	Single carriageway	Dry	20	Daylight: regardless of presence of streetlights
11	258708	Cambridgeshire	U0	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
12	258633	Cambridgeshire	U0	Fine without high winds	Single carriageway	Dry	20	Daylight: regardless of presence of streetlights
13	258339	Cambridgeshire	U0	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
14	258806	Cambridgeshire	U0	Other	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
15	259022	Cambridgeshire	A1134	Raining without high winds	Dual carriageway	Wet or Damp	40	Daylight: regardless of presence of streetlights
16	258756	Cambridgeshire	U0	Fine without high winds	Roundabout	Dry	30	Daylight: regardless of presence of streetlights

17	258643	Cambridgeshire	U0	Other	Slip Road	Wet or Damp	30	Daylight: regardless of presence of streetlights
18	258753	Cambridgeshire	U0	Fine without high winds	Roundabout	Dry	40	Daylight: regardless of presence of streetlights
19	258763	Cambridgeshire	U0	Fine without high winds	Roundabout	Dry	30	Daylight: regardless of presence of streetlights
20	258735	Cambridgeshire	U0	Raining without high winds	Single carriageway	Wet or Damp	30	Daylight: regardless of presence of streetlights
21	259148	Cambridgeshire	A1134	Fine without high winds	Dual carriageway	Wet or Damp	30	Darkness: street lights present and lit
22	258646	Cambridgeshire	U0	Raining without high winds	Single carriageway	Wet or Damp	30	Darkness: street lights present and lit
23	258673	Cambridgeshire	U0	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
24	258208	Cambridgeshire	U0	Fine without high winds	Single carriageway	Dry	20	Daylight: regardless of presence of streetlights
25	258890	Cambridgeshire	A1134	Fine with high winds	Dual carriageway	Dry	30	Daylight: regardless of presence of streetlights
26	258769	Cambridgeshire	U0	Fine without high winds	Roundabout	Dry	30	Daylight: regardless of presence of streetlights
27	258509	Cambridgeshire	U0	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
28	259239	Cambridgeshire	A1134	Fine without high winds	Dual carriageway	Dry	30	Daylight: regardless of presence of streetlights
29	259145	Cambridgeshire	U0	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
30	258720	Cambridgeshire	U0	Fine without high winds	Single carriageway	Dry	20	Daylight: regardless of presence of streetlights
31	258956	Cambridgeshire	A1134	Fine without high winds	Dual carriageway	Dry	30	Daylight: regardless of presence of streetlights
32	258781	Cambridgeshire	U0	Raining without high winds	Roundabout	Dry	30	Daylight: regardless of presence of streetlights
33	258932	Cambridgeshire	A1134	Fine without high winds	Dual carriageway	Dry	30	Darkness: street lights present and lit

34	258899	Cambridgeshire	A1134	Fine without high winds	Dual carriageway	Dry	30	Daylight: regardless of presence of streetlights
35	258494	Cambridgeshire	U0	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
36	259203	Cambridgeshire	A1134	Fine without high winds	Dual carriageway	Dry	30	Daylight: regardless of presence of streetlights
37	258940	Cambridgeshire	A1134	Fine without high winds	Dual carriageway	Dry	30	Daylight: regardless of presence of streetlights
38	259153	Cambridgeshire	U0	Fine without high winds	Dual carriageway	Dry	30	Daylight: regardless of presence of streetlights
39	259177	Cambridgeshire	U0	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
40	258578	Cambridgeshire	U0	Raining without high winds	One way street	Wet or Damp	20	Darkness: street lights present and lit
41	259235	Cambridgeshire	A1134	Fine without high winds	Dual carriageway	Dry	30	Daylight: regardless of presence of streetlights
42	259022	Cambridgeshire	A1134	Fine without high winds	Dual carriageway	Dry	30	Daylight: regardless of presence of streetlights

#	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty
1	T or staggered junction	Pelican, puffin, toucan or similar non-junction pedestrian light crossing	1	0	0	0	1	0
2	T or staggered junction	No physical crossing facility within 50 metres	1	0	0	0	1	0
3	Not at or within 20 metres of junction	Pelican, puffin, toucan or similar non-junction pedestrian light crossing	0	0	1	0	0	0
4	Not at or within 20 metres of junction	Pedestrian phase at traffic signal junction	0	0	1	0	0	0
5	T or staggered junction	Zebra crossing	0	0	1	0	0	0
6	T or staggered junction	No physical crossing facility within 50 metres	1	0	0	0	1	0
7	T or staggered junction	No physical crossing facility within 50 metres	1	0	0	0	1	0
8	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	1	0	0	0	1	0
9	T or staggered junction	No physical crossing facility within 50 metres	0	0	0	0	0	0
10	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	1	0	0	1	1	0
11	Not at or within 20 metres of junction	Zebra crossing	0	0	0	0	0	0
12	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	1	0	0	0
13	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	0	0	0	0
14	Not at or within 20 metres of junction	Zebra crossing	0	1	0	0	0	1
15	Crossroads	Pedestrian phase at traffic signal junction	0	0	0	0	0	0

16	Roundabout	Pelican, puffin, toucan or similar non-junction pedestrian light crossing	0	0	1	0	0	0
17	Slip road	Pelican, puffin, toucan or similar non-junction pedestrian light crossing	0	0	0	0	0	0
18	Roundabout	Central refuge - no other controls	0	0	1	0	0	0
19	Roundabout	Pelican, puffin, toucan or similar non-junction pedestrian light crossing	1	0	0	0	1	0
20	Mini roundabout	No physical crossing facility within 50 metres	1	0	0	0	1	0
21	Crossroads	No physical crossing facility within 50 metres	0	0	0	0	0	0
22	T or staggered junction	No physical crossing facility within 50 metres	1	0	0	0	1	0
23	T or staggered junction	No physical crossing facility within 50 metres	1	0	0	0	1	0
24	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	1	1	0	0
25	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	0	0	0	0
26	Roundabout	No physical crossing facility within 50 metres	0	0	0	0	0	0
27	T or staggered junction	No physical crossing facility within 50 metres	1	0	0	0	1	0
28	T or staggered junction	No physical crossing facility within 50 metres	0	0	0	0	0	0
29	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	0	0	0	0
30	Mini roundabout	No physical crossing facility within 50 metres	1	0	0	0	1	0
31	T or staggered junction	No physical crossing facility within 50 metres	0	1	0	0	0	1

32	Roundabout	No physical crossing facility within 50 metres	1	0	0	0	1	0
33	T or staggered junction	No physical crossing facility within 50 metres	0	0	0	0	0	0
34	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	1	0	0	0	0
35	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	1	0	0	0	1
36	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	0	0	0	0
37	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	0	0	0	0
38	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	0	1	0	0
39	Not at or within 20 metres of junction	Pedestrian phase at traffic signal junction	1	0	0	0	1	0
40	Not at or within 20 metres of junction	Zebra crossing	1	0	0	0	1	0
41	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	1	0	0	0	1	0
42	Crossroads	Pedestrian phase at traffic signal junction	0	1	0	0	0	1

#	Involved_car	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control	Is_Provisional	Is_Amended	Web_Link	Count
1	1	0	0	0	Cambridge	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2020350935276	1
2	1	0	0	0	Cambridge	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2020350937537	1
3	0	1	0	0	Cambridge	Not Applicable	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2021351059580	1
4	0	0	0	0	Cambridge	Not Applicable	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2020350966664	1
5	1	0	0	0	Cambridge	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2021351114033	1
6	1	0	0	0	Cambridge	Auto traffic signal	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2021351082663	1
7	0	1	0	0	Cambridge	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2022351251194	1
8	1	0	0	1	Cambridge	Not Applicable	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2020350983711	1

9	1	0	0	0	Cambridge	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/Reports/ProReportService?reportId=2022351218183	1
10	1	0	0	0	Cambridge	Not Applicable	No	No	https://www.crashmap.co.uk/Reports/ProReportService?reportId=2020350960952	1
11	1	0	0	0	Cambridge	Not Applicable	No	No	https://www.crashmap.co.uk/Reports/ProReportService?reportId=2021351132082	1
12	1	0	0	0	Cambridge	Not Applicable	No	No	https://www.crashmap.co.uk/Reports/ProReportService?reportId=2021351016424	1
13	1	1	0	0	Cambridge	Not Applicable	No	No	https://www.crashmap.co.uk/Reports/ProReportService?reportId=2020350921411	1
14	1	0	0	1	Cambridge	Not Applicable	No	No	https://www.crashmap.co.uk/Reports/ProReportService?reportId=2021351130608	1
15	1	0	0	1	Cambridge	Auto traffic signal	No	No	https://www.crashmap.co.uk/Reports/ProReportService?reportId=2022351240912	1
16	1	0	0	0	Cambridge	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/Reports/ProReportService?reportId=2020350965899	1
17	1	0	0	0	Cambridge	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/Reports/ProReportService?reportId=2021351019228	1

18	1	0	0	0	Cambridge	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/Reports/ProReportService?reportId=2021351040943	1
19	0	1	0	1	Cambridge	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/Reports/ProReportService?reportId=2020351013251	1
20	1	0	0	0	Cambridge	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/Reports/ProReportService?reportId=2022351185039	1
21	1	0	0	0	Cambridge	Auto traffic signal	No	No	https://www.crashmap.co.uk/Reports/ProReportService?reportId=2021351014219	1
22	1	0	0	0	Cambridge	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/Reports/ProReportService?reportId=2022351131067	1
23	1	0	0	0	Cambridge	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/Reports/ProReportService?reportId=2020350987432	1
24	1	0	0	0	Cambridge	Not Applicable	No	No	https://www.crashmap.co.uk/Reports/ProReportService?reportId=2020350974103	1
25	1	0	0	0	Cambridge	Not Applicable	No	No	https://www.crashmap.co.uk/Reports/ProReportService?reportId=2020350935617	1
26	1	0	0	0	Cambridge	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/Reports/ProReportService?reportId=2021351040902	1

27	0	1	0	0	Cambridge	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2021351092261	1
28	1	0	0	0	Cambridge	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2020351006978	1
29	1	0	0	0	Cambridge	Not Applicable	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2020350936826	1
30	1	0	0	0	Cambridge	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2022351182073	1
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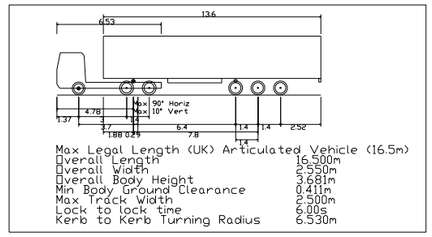
32	1	0	0	0	Cambridge	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2020350952269	1
33	1	0	0	1	Cambridge	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2022351183335	1
34	1	0	0	0	Cambridge	Not Applicable	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2022351202302	1
35	1	0	0	0	Cambridge	Not Applicable	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2022351218775	1

36	1	0	0	0	Cambridge	Not Applicable	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2021351074287	1
37	1	0	0	0	Cambridge	Not Applicable	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2021351039677	1
38	1	0	0	0	Cambridge	Not Applicable	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2020350970607	1
39	1	0	0	1	Cambridge	Not Applicable	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2021351063732	1
40	1	0	0	0	Cambridge	Not Applicable	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2020351030344	1
41	1	0	0	0	Cambridge	Not Applicable	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2021351039696	1
42	1	0	0	0	Cambridge	Auto traffic signal	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2021351046123	1

D. Swept Path Analysis



Rev	Date	Description	By	Chk
A04	02.08.24	LATEST LAYOUT ADDED		DM
A03	06.07.23	SKIP SIZE UPDATED		JH
A02	23.06.23	SITE PLAN UPDATED		JH
A01	24.11.20	ISSUED		DM

Amendments

Project

Beehive Retail Park, Cambridge

Title

Service and Delivery Vehicles
Swept Path Analysis
16.5m HGV

Client

RAILPEN

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t 020 7928 7888
mail@watermangroup.com www.watermangroup.com

Work Stage: STAGE 2 Concept design — RIBA

Suitability: PRELIMINARY

Designed By	Director	Waterman Ref
JH	MP	WIE17469
Drawn By	**Date**	**Scales @ A3**
GF	November 2020	1:1,250

Project	Originator	Functional	Spatial	Form	Discipline	Number	Revision
WIE	SA	05				0005	A04

1:1250 0 10m 20m 30m 40m 50m 60m 70m 80m 90m 100m 110m 120m

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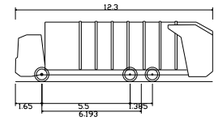
A3-Wat-S



12.3m Refuse Vehicle

Overall Length	12.300m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.400m

Rev	Date	Description	By	Chk
A04	02.08.24	LATEST LAYOUT ADDED		DM
A03	06.07.23	SKIP SIZE UPDATED		JH
A02	23.06.23	SITE PLAN UPDATED		JH
A01	24.11.20	ISSUED		DM

Amendments

Project

Beehive Retail Park, Cambridge

Title

Service and Delivery Vehicles
Swept Path Analysis
12.3m Refuse Collection Vehicle

Client

RAILPEN

waterman

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Work Stage: STAGE 2 Concept design — RIBA

Suitability: PRELIMINARY

Designed By: JH	Director: MP	Waterman Ref: WIE17469	
Drawn By: GF	Date: November 2020	Scales @ A3: 1:1,250	

Project	Originator	Functional	Spatial	Form	Discipline	Number	Revision
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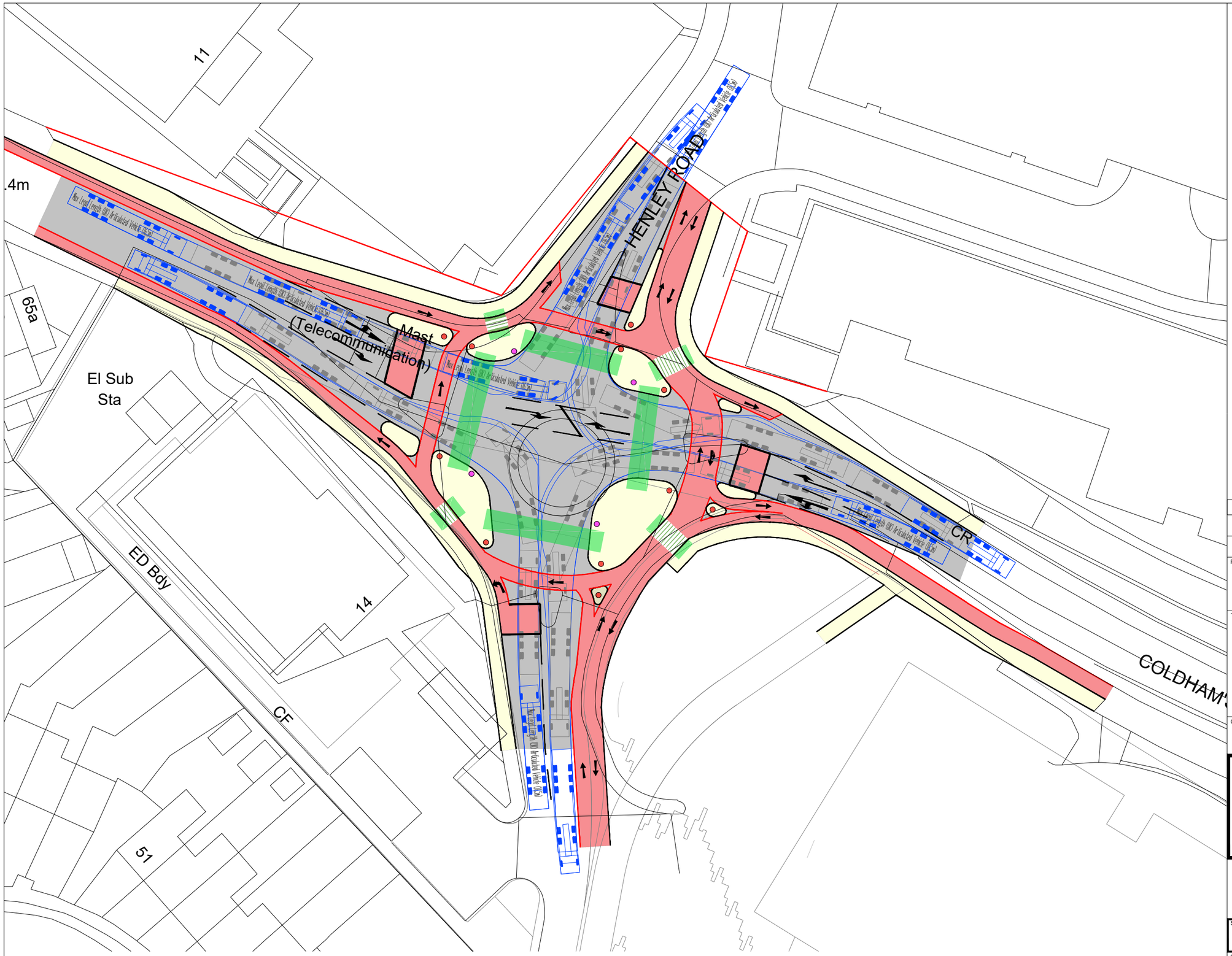
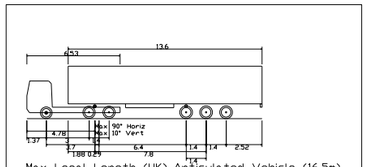
A3-Wat-S





Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

1:500 0 10m 20m 30m 40m 50m

1:1 0 10 20 30 40 50 60 70 80 90 100

P01	S0	19:03:24	ISSUED	SR	DM
Status		Date	Description	By	Chk

Amendments

Project

Beehive Retail Park, Cambridge

Title

INDICATIVE CYCLOPS ACCESS SWEPT PATH - HGV

Client

Railpen

waterman

Pickfords Wharf, Clink Street, London SE1 9DG

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Status

PRELIMINARY

Designed By	Director	Waterman Ref
SR	DM	WIE17469
Drawn By	**Date**	**Scales @ A3**
SR	MARCH 2024	1:500

Project - Originator - Volume - Level - Type - Role - Number

WIE-17469-SA-05-0082-P01

Revision

P01

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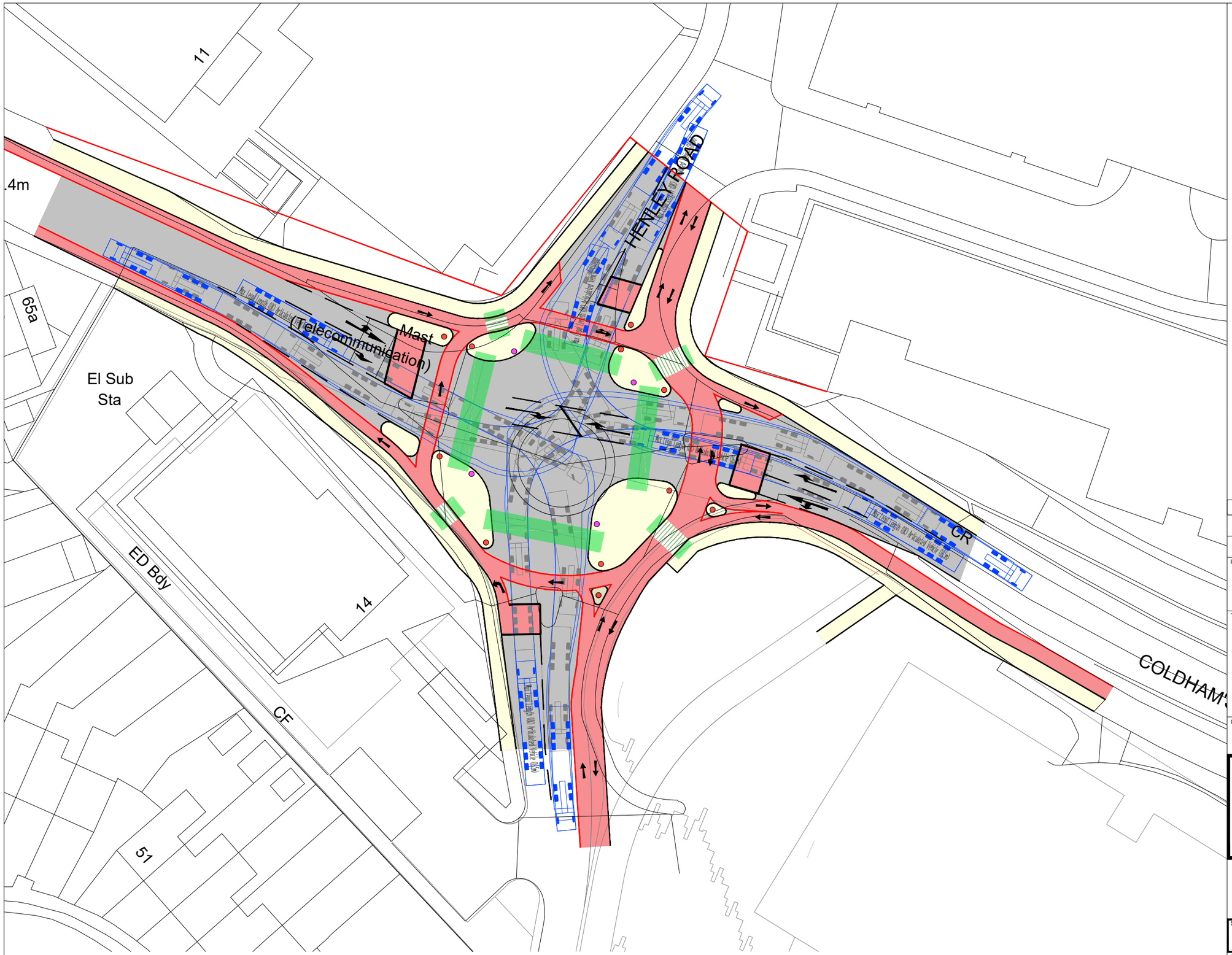

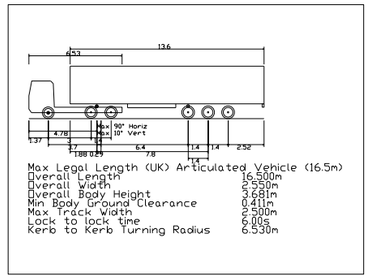

Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.330m

1:500 0 10m 20m 30m 40m 50m

1:1 0 10 20 30 40 50 60 70 80 90 100

P01	S0	19:03:24	ISSUED	SR / DM
Status		Date	Description	By / Chk

Amendments

Project

Beehive Retail Park, Cambridge

Title

INDICATIVE CYCLOPS ACCESS SWEPT PATH - HGV

Client

Railpen

waterman

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Status

PRELIMINARY

Designed By: SR	Director: DM	Waterman Ref: WIE17469
Drawn By: SR	Date: MARCH 2024	Scales @ A3: 1:500

Project - Originator - Volume - Level - Type - Role - Number

WIE-17469-SA-05-0083-P01

Revision

P01

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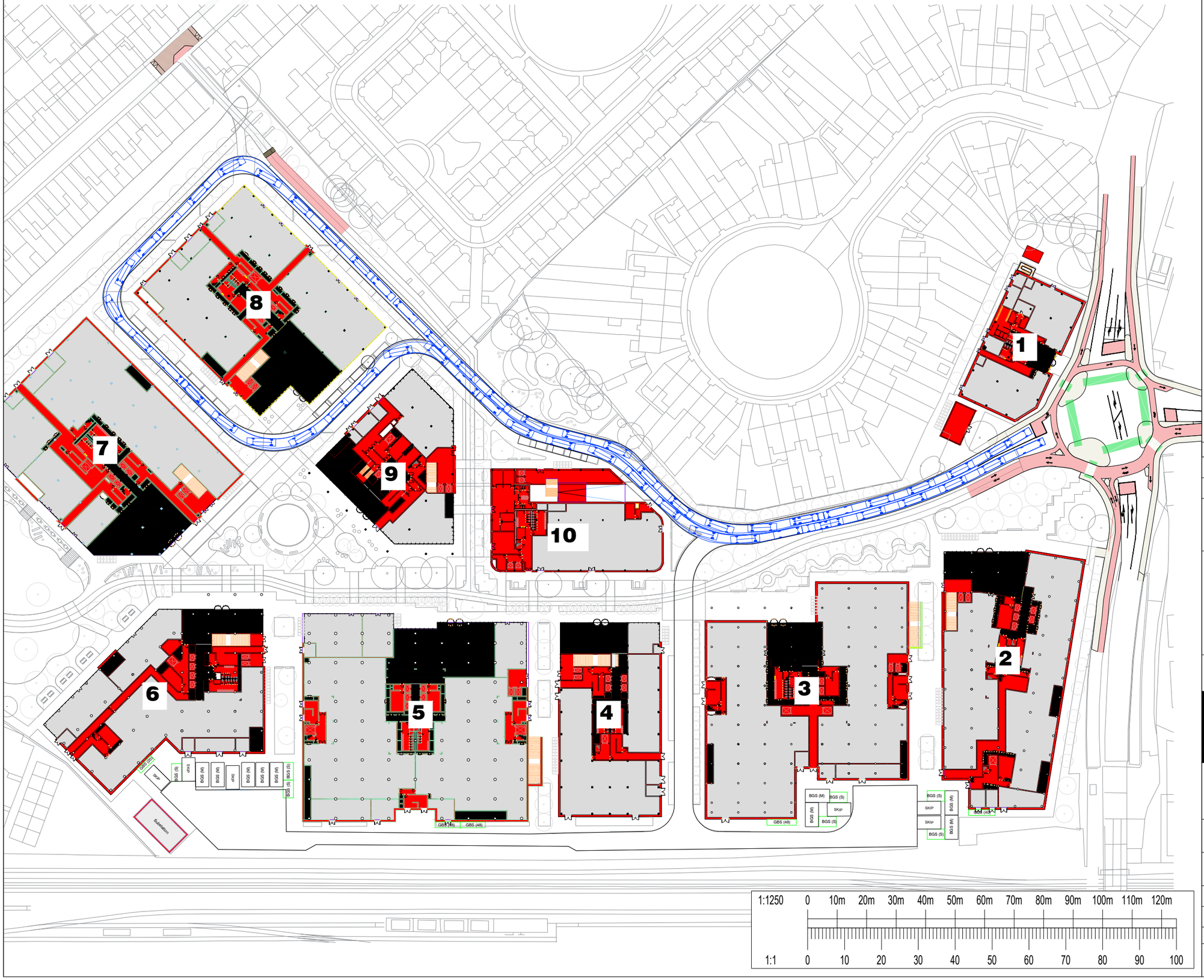

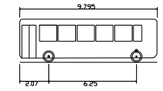

Single Deck Bus	
Overall Length	9.795m
Overall Width	2.500m
Overall Body Height	3.070m
Min Body Ground Clearance	0.306m
Track Width	2.322m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	10.111m

Rev	Date	Description	By	Chk
A01	01.08.24	ISSUED	DM	VL

Amendments

Project

Beehive Retail Park, Cambridge

Title

Swept Path Analysis
Single Deck Bus

Client

Railpen

waterman

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Work Stage	STAGE 2 Concept design	RIBA S2
Suitability	INFORMATION	

Designed By	Director	Waterman Ref
DM	VL	WIE17469
Drawn By	**Date**	**Scales @ A3**
DM	August 2024	1:1,250

Project | Originator | Functional | Spatial | Form | Discipline | Number	Revision
WIE-17469-SA-05-0085-P01	A01

1:1250 0 10m 20m 30m 40m 50m 60m 70m 80m 90m 100m 110m 120m

1:1 0 10 20 30 40 50 60 70 80 90 100

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E. ATZ Assessment

Project Otter – Beehive Redevelopment, Cambridge

Active Travel Zone Assessment

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Client Name:	Railpen
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Quality Assurance – Approval Status

This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015 and BS EN ISO 45001:2018)

Revision	Status	Date	Prepared by	Checked by	Approved by
Appendix E	A1	August 2024	J. Hamp / D. Martin Senior Transport Planner	J. Hamp / D. Martin Senior Transport Planner	v. Lasseaux Associate Director

Comments

Revision		Status	
P*nn*	Preliminary (shared; non-contractual)	S1	Coordination
C*nn*	Contractual	S2	Information
		S3	Review & Comment
		S4	Review & Authorise
		S5	Review & Acceptance
		A0, A1, A*n*	Authorised & Accepted (*n*=work stage if applicable)

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1. Active Travel Assessment

1.1 Introduction

This Active Travel Zone (ATZ) assessment has been undertaken to consider how future staff and occupiers will be able to make key journeys to and from the Site to support sustainable travel on a daily basis. The ATZ assessment has been undertaken in accordance with TfL Healthy Streets ATZ methodology.

A review of the main travel corridor routes to the Site from the main attractors have been assessed and reviewed using the TfL Healthy Streets ATZ methodology. The routes have been assessed using the 8 Healthy Streets indicators below:

- **Easy to cross** - Making streets easier to cross is important to encourage more walking and to connect communities. People prefer direct routes and being able to cross streets at their convenience. Physical barriers and fast moving or heavy traffic can make streets difficult to cross.
- **Shade and shelter** - Providing shade and shelter from high winds, heavy rain and direct sun enables everybody to use our streets, whatever the weather.
- **Places to stop and rest** - A lack of resting places can limit mobility for certain groups of people. Ensuring there are places to stop and rest benefits everyone, including local businesses, as people will be more willing to visit, spend time in, or meet other people on our streets.
- **Not too noisy** - Reducing the noise impacts of motor traffic will directly benefit health, improve the ambience of street environments and encourage active travel and human interaction.
- **People choose to walk, cycle and use public transport** - Walking and cycling are the healthiest and most sustainable ways to travel, either for whole trips or as part of longer journeys on public transport. A successful transport system encourages and enables more people to walk and cycle more often.
- **People feel safe** - The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger or experience threats to their personal safety.
- **Things to see and do** - People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art and where other people are using the street. They will be less dependent on cars if the shops and services they need are within short distances, so they do not need to drive to get to them.
- **People feel relaxed** - A wider range of people will choose to walk or cycle if our streets are not dominated by motorised traffic, and if pavements and cycle paths are not overcrowded, dirty, cluttered or in disrepair.

1.2 Destinations

Census origin-destination data for Cambridge has been utilised to derive the key corridors of travel for those accessing the Site on foot and by bicycle, based on commuting data for those in employment in output area E02003726: Cambridge 008, within which the Site is located.

The key corridors, have been established via access to nodes within the broad census catchments, with the following locations forming the main nodes through which sustainable travel is undertaken:

- Cambridge North Station;
- Cambridge Station;
- Coldhams Lane / Brooks Road / Sainsburys Roundabout; and
- Cambridge Centre / East Road.

A number of routes within the corridors of travel have been reviewed as part of the ATZ assessment, with many of the routes making up the main corridors of travel between the Site and the identified nodes.

A summary of the routes assessed and the potential measures for improvement to be considered as part of the ATZ assessment are identified in the tables below.

Table 1: ATZ Assessment - York Street, Ainsworth Street and Sleaford Street

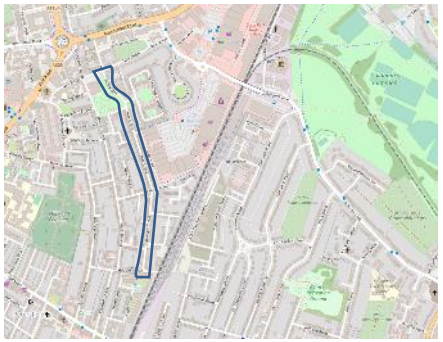
York Street to Ainsworth Street via the crossroads with Sleaford Street	Healthy Streets Indicator	Healthy Streets Commentary and Suggested Measures
Assessed Route:  **Photo 1: York Street/Sleaford Street/Ainsworth Street crossroad (looking west)**  **Photo 2: Ainsworth Street junction with Hooper Street (looking north)** 	**Easy to cross**	Along this route, there are footways on both sides of the carriageway. **The improvements to the access and improved signage and wayfinding would improve this route.**
	Shade and shelter	The presence of trees and buildings give this route adequate shelter and shade, subject to the time of day. There is a park along the route that provides a publicly accessible rest area that is under shade. **A rest area with a shelter would improve this route.**
	Places to stop and rest	There are benches inside St Matthew's Piece, the park on York Street. Although there is a lack of shelter at this location. **A shelter would improve the existing location to stop and rest.**
	Not too noisy	The main noise generator along this route is the traffic along New Street, which is a 20mph speed limit. **There is little opportunity for the reduction of noise from vehicle traffic, with planting or screening between the carriageway and footway not possible due to the available footway width.**
	People choose to walk, cycle, and use public transport	The route has maintained footways encourages walking. **The improvements to the access, a raised table, a cycle lane, and improved signage and wayfinding would further encourage the choice to walk and cycle.**
	People feel safe	Street lighting and residential frontages along the Site provide the route with natural surveillance. **This assessment suggests no measures.**
	Things to see and do	The route benefits from a park on York Street and a pub on Ainsworth Street. There are opportunities for things to see and do in the area due to the urban residential location. **This assessment suggests no measures.**
	People feel relaxed	The vehicle traffic along York Street and Ainsworth Street will not unsettle vulnerable road users. Therefore, people feel relaxed when using this route. **This assessment suggests no measures.**

Table 2: ATZ Assessment – Hooper Street, Ainsworth Street and Gwydir Street

Hooper Street – from Ainsworth Street to Gwydir Street	Healthy Streets Indicator	Healthy Streets Commentary and Suggested Measures
Assessed Route:  **Photo 1: Hooper Street/Anisworth Street junction (looking west)**  **Photo 2: Hooper Street modal filter looking east** 	**Easy to cross**	There is footway provision along both sides of the Hooper Street carriageway. A modal filter on Hooper Street between Sutton Street and Kingston Street closing this section to vehicle traffic. **This assessment suggests no measures.**
	Shade and shelter	Buildings and trees along this route provide shade and shelter, subject to the time of day. **This assessment suggests no measures.**
	Places to stop and rest	The route lacks areas to stop and rest, due to the residential area and lack of footway width. **A rest area with shelter would improve the lack of provision, this may not be achievable.**
	Not too noisy	Hooper Street is residential with no through route so not busy in peak hours. **This assessment suggests no measures.**
	People choose to walk, cycle, and use public transport	Pedestrians and cyclists use this route. The footway is free of obstructions. The low traffic movements are conductive for cycling and is part of National Cycle Route 11. **Improving the signage and wayfinding and widening the modal filter would encourage the choice to cycle as an alternative to car use.**
	People feel safe	Street lighting and residential frontages along this route provide natural surveillance. **This assessment suggests no measures.**
	Things to see and do	There are opportunities to see and do things in the area due to the urban residential location. **This assessment suggests no measures.**
	People feel relaxed	The vehicle traffic along Hooper Street will not unsettle vulnerable road users. Therefore, people feel relaxed along this route. **This assessment suggests no measures.**

Table 3: ATZ Assessment – Gwydir Street and St Barnabas Road

Gwydir Street and St Barnabas Road beginning at the Gwydir Street/Hooper Street junction	Healthy Streets Indicator	Healthy Streets Commentary and Suggested Measures
Assessed Route:  **Photo 1: Gwydir Street/Hooper Street junction looking south.**  **Photo 2: St Barnabas Road/Tenison Road junction looking east.** 	**Easy to cross**	There are footways on both sides of the carriageway. The crossing points over Mill Road and Tenison Road have dropped kerbs with tactile paving. **This assessment suggests no measures.**
	Shade and shelter	The trees and buildings provide shade and shelter subject to the time of day, although there is no formal provision of shade and shelter on this link. **This assessment suggests no measures.**
	Places to stop and rest	The route has no formal areas to stop and rest, due to the available footway width and the residential area. **A rest area with a shelter would improve this route but the only location available is the pedestrian area outside St Barnabas Church.**
	Not too noisy	The traffic along Mill Road is the main noise generator on this route, which is subject to a 20mph speed limit. **The footway width prevents planting or screening between the carriageway and footway, reducing opportunity for reduction of noise from vehicle traffic on Mill Road.**
	People choose to walk, cycle, and use public transport	The footway is free of obstructions. The low traffic movements are conductive for cycling and is part of National Cycle Route 11. **LTN1/20 capacity on-street provision would further encourage the choice to cycle as an alternative to car use.**
	People feel safe	Street lighting and residential frontages provide natural surveillance. **This assessment suggests no measures.**
	Things to see and do	Mill Road is a high street with associated leisure and retail opportunities. **This assessment suggests no measures.**
	People feel relaxed	The vehicle traffic along Mill Road could unsettle some vulnerable users. However, there are signalised crossing points with dropped kerbs and tactile paving, thus people will feel relaxed when using this route. **This assessment suggests no measures.**

Table 4: ATZ Assessment – Devonshire Road and Tenison Road

Tenison Road and Devonshire Road beginning at Tenison Road/St Barnabas Road junction	Healthy Streets Indicator	Healthy Streets Commentary and Suggested Measures
Assessed Route:  **Photo 1: Tenison Road/Devonshire Road junction looking east.**  **Photo 2: Devonshire Road/Mill Road junction looking south.** 	**Easy to cross**	There are crossings with dropped kerbs and tactile paving at the junctions. There are footways on both sides of the carriageway along this route. **This assessment suggests no measures.**
	Shade and shelter	The buildings and trees provide shade and shelter subject to the time of day, although there is no formal provision present. **This assessment suggests no measures.**
	Places to stop and rest	The route currently has no places to stop and rest. **A rest area with shelter would improve this route.**
	Not too noisy	Devonshire Road is residential and not too busy in peak times. **Due to the available footway width planting screening users from the carriageway is not available.**
	People choose to walk, cycle, and use public transport	The footway is free from obstructions. The route is conductive to cycling and the Tenison Road section of the route is part of National Cycle Route 11. **One-way northbound traffic on Devonshire Road and on-street LTN 1/20 capacity will encourage the choice to cycle as an alternative to car use.**
	People feel safe	Street lighting and residential frontages provide natural surveillance. **This assessment suggests no measures.**
	Things to see and do	Mill Road is a high street with associated leisure and retail opportunities. **This assessment suggests no measures.**
	People feel relaxed	The vehicle traffic along Tenison Road could unsettle vulnerable users. The area is residential, and people will still feel relaxed when using this route. **This assessment suggests no measures.**

Table 5: ATZ Assessment – Coldhams Lane (Newmarket Road to Cromwell Road)

Coldhams Lane – between the Site Access and Coldhams Lane Bridge	Healthy Streets Indicator	Healthy Streets Commentary and Suggested Measures
Assessed Route:  **Photo 1: Site access roundabout looking east.**  **Photo 2: Coldhams Lane Bridge looking west.** 	**Easy to cross**	There is a shared footway/cycleway along both sides of the carriageway on Coldhams Lane between the roundabout and the length of the bridge. There is a signalised pedestrian crossing on the east arm of the roundabout that has dropped kerbs, tactile paving, and guard railings. This provides safe access to the Cambridge Retail and Coldhams Road. **This assessment suggests no measures, however the proposed Site access will provide additional pedestrian and cycle crossing facilities.**
	Shade and shelter	The trees along the route towards the bridge provide shade and shelter subject to the time of day and the bridge is partially covered. **A rest area with shelter would improve this route – at the Site access.**
	Places to stop and rest	The route currently has no places to stop and rest. **A rest area with a shelter would improve this route.**
	Not too noisy	The main generator of noise is the traffic along the route, which is subject to a 30mph speed limit. **The Proposed Development will reduce vehicle flows along Coldhams Lane and reduce noise arising from traffic.**
	People choose to walk, cycle, and use public transport	The wide footway/cycleway provision encourages non-car methods of travel on this route. **Removing the guard railings leading up to the bridge, widening the cycle lane, removing the cover on the bridge, and adding cycling marking on the carriageway would encourage the choice to walk and cycle.**
	People feel safe	Street lighting provides natural surveillance. **This assessment suggests no measures.**
	Things to see and do	The Cambridge Retail Park provides opportunities for things to see and do. **This assessment suggests no measures.**
	People feel relaxed	The vehicle traffic along Coldhams Lane and cycle use on the shared footway/cycleway could unsettle vulnerable users. **Partial segregation of pedestrians and cyclists would improve this route.**

Table 6: ATZ Assessment – Coldhams Lane North

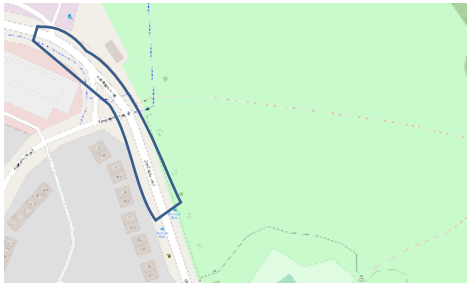
Coldhams Lane by the Chisholm Trail – south of Coldhams Lane Bridge	Healthy Streets Indicator	Healthy Streets Commentary and Suggested Measures
Assessed Route:  **Photo 1: Coldhams Lane/Coldhams Road junction looking southeast.**  **Photo 2: Coldhams Lane bus routes looking northwest.** 	**Easy to cross**	At the Coldhams Lane/Cromwell Road junction which forms the northern extent of this route, there is a signalised crossing with dropped kerbs, tactile paving, and guard railings on all arms. **The proposals would support the GCP design of this junction which aims pedestrian and cycle crossing at this junction.**
	Shade and shelter	The buildings on this route provide shade and shelter subject to the time of day, although there is no formal provision. **This assessment suggests no measures.**
	Places to stop and rest	The route has no formal rest area and the footway width along both sides of the carriageways limits opportunities for provision. **There is space for a rest area with a shelter on the east side of the junction, which would improve this route.**
	Not too noisy	The main noise generator is the Coldhams Lane carriageway. **The Proposed Development will reduce vehicle flows along Coldhams Lane and reduce noise arising from traffic.**
	People choose to walk, cycle, and use public transport	There are two cycle lanes on either side of the carriageway. **The proposals would support the GCP design of this junction which aims pedestrian and cycle crossing at this junction.**
	People feel safe	The street lighting and residential frontages provide natural surveillance. **This assessment suggests no measures.**
	Things to see and do	The area is residential, however Coldhams Common provides public facilities such as an outdoor gym which gives things to see and do. **This assessment suggests no measures.**
	People feel relaxed	The vehicle traffic along Coldhams Lane could unsettle some vulnerable users. However, the separation between pedestrians and cyclist would result in people feeling relaxed when using this route. **This assessment suggests no measures.**

Table 7: ATZ Assessment – Coldhams Lane South

Coldhams Lane to Brooks Road/Barnwell Road Roundabout	Healthy Streets Indicator	Healthy Streets Commentary and Suggested Measures
Assessed Route:  **Photo 1: Coldhams Lane bus stops (Brampton Road) looking southeast.**  **Photo 2: Coldhams Lane/Coldhams Grove junction looking northwest.** 	**Easy to cross**	Along this route there are side road crossing points with dropped kerbs but no tactile paving. There is a signalised crossing on Coldhams Lane between Stourbridge Grove and Vinery Road. **Tactile paving where there is dropped kerbs would improve this route.**
	Shade and shelter	The buildings and trees on this route provide shade and shelter subject to the time of day. There are six bus stops with shelter along the route. **This assessment suggests no measures.**
	Places to stop and rest	The bus stops provide opportunities to stop and rest. **This assessment suggests no measures.**
	Not too noisy	The vehicle traffic on the Coldhams Lane carriageway is the main noise generator. **The Proposed Development will reduce vehicle flows along Coldhams Lane and reduce noise arising from traffic.**
	People choose to walk, cycle, and use public transport	There are cycle lanes on either side of Coldhams Lane, with bus stops present along the full length of the link. **Bollards on the cycle lanes and widening cycle lanes next to a grass verge would improve this route.**
	People feel safe	Street lighting and residential frontages provide natural surveillance. **This assessment suggests no measures.**
	Things to see and do	The route is residential but there are limited opportunities to do and see things in the area. **This assessment suggests no measures.**
	People feel relaxed	The vehicle traffic along Coldhams Lane could unsettle some vulnerable users. However, the separation of pedestrians and cyclists results in people feeling relaxed when using this route. **This assessment suggests no measures.**

Table 8: ATZ Assessment – Coldhams Lane/Brooks Road Roundabout

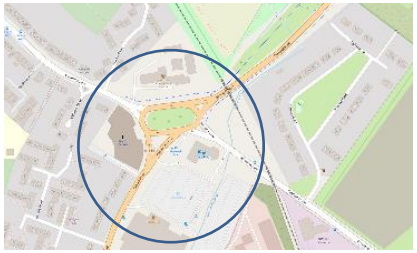
Coldhams Lane/Brooks Road/Barnwell Road roundabout	Healthy Streets Indicator	Healthy Streets Commentary and Suggested Measures
Assessed Route:  **Photo 1: Coldhams Lane/Coldhams Grove junction looking northwest.**  **Photo 2: Coldhams Lane/Brooks Road/Barnwell Road roundabout looking northwest.** 	Easy to cross	There is a signalised pedestrian on the northwest Coldhams Lane arm and a zebra crossing on the opposite Coldhams Lane arm. There is a footway on all sections of the carriageway. There are no formal pedestrian crossings on the Brooks Road and Barnwell Road arms of the roundabout or over the Coldhams Lane/Coldhams Grove junction. **Crossing points on each arm for pedestrians and cyclists with dropped kerbs and tactile paving would improve this route.**
	Shade and shelter	The trees give this route shelter and shade, subject to the time of day, although there is a lack of publicly accessible rest area that benefit from shelter. **A rest area with shelter would help this route.**
	Places to stop and rest	There are no places to stop and rest, although there is a Sainsbury's on the Brooks Road arm of the roundabout. **A rest area with shelter would improve this route.**
	Not too noisy	The roundabout is the main generator of noise on this route. **The Proposed Development will reduce vehicle flows along Coldhams Lane and reduce noise arising from traffic.**
	People choose to walk, cycle, and use public transport	The footway provides opportunity for walking. The roundabout and Coldhams Lane is subject to a 30mph speed limit. **Continuing on-street cycle markings into the roundabout would encourage the choice to cycle as an alternative to car use.**
	People feel safe	Street lighting provides natural surveillance. **This assessment suggests no measures.**
	Things to see and do	There are things to do and see on the roundabout, owing to the Sainsbury's on the roundabout. **This assessment suggests no measures.**
	People feel relaxed	The vehicle traffic on the roundabout could unsettle some vulnerable road users. **This assessment suggests no measures.**

Table 9: ATZ Assessment – Chisholm Trail Phase 1 South

Chisholm Trail – from Coldhams Lane to Newmarket Road (A1134)	Healthy Streets Indicator	Healthy Streets Commentary and Suggested Measures
Assessed Route:  **Photo 1: Chisholm Trail entrance on Coldhams Lane looking north.**  **Photo 2: Chisholm Trail entrance on Newmarket Road (A1134) looking south.** 	Easy to cross	There are signalised pedestrian crossings with dropped kerbs and tactile paving on both entrances to the route. **This assessment suggests no measures.**
	Shade and shelter	Trees provide shelter and shade, subject to the time of day. Although there is no publicly accessible rest areas that benefit from shelter. **A rest area with shelter would improve this route.**
	Places to stop and rest	There are no opportunities to stop and rest along this route. **A rest area with shelter would improve this route.**
	Not too noisy	The Newmarket Road (A1134) vehicle traffic is the main generator of noise on the route, but it is separated from the route by planting and screening. **This assessment suggests no measures.**
	People choose to walk, cycle, and use public transport	The Chisholm Trail is a primary cycle route separate from traffic. It is wide enough for cyclists and pedestrians to use. **The provision of marked cycle lanes would improve this route.**
	People feel safe	Footpath lighting provides natural surveillance but there is a underpass half way along the route. **Effective lighting should be provided at all times when it is dark.**
	Things to see and do	The Coldhams Lane entrance is near the Cambridge Retail Park and the Newmarket Road (A1134) entrance is near Abbey Stadium. **This assessment suggests no measures.**
	People feel relaxed	The footpath is a shared pedestrian/cycle route. **Cycle markings to separate pedestrians and cyclists would improve this route.**

Table 10: ATZ Assessment – Chisholm Trail Phase 1 North

Chisholm Trail – between Newmarket Road (A1134) and Chisholm Trail Bridge	Healthy Streets Indicator	Healthy Streets Commentary and Suggested Measures
Assessed Route:  **Photo 1: Chisholm Trail Newmarket Road (A1134) entrance looking south.**  **Photo 2: Chisholm Trail Bridge looking northeast.** 	**Easy to cross**	An underpass for pedestrians and cyclists is provided under Newmarket Road. **This assessment suggests no measures.**
	Shade and shelter	Trees along this route provide natural shade, although there is no formal provision. **A rest area with shelter would improve this route.**
	Places to stop and rest	There are limited opportunities to stop and rest along this route. **A rest area with shelter would improve this route.**
	Not too noisy	Newmarket Road (A1134) vehicle traffic is the main noise generator. However, there is planting and screening between Newmarket Road (A1134) and Chisholm Trail. **This assessment suggests no measures.**
	People choose to walk, cycle, and use public transport	The footpath is wide and in good condition allowing for pedestrians and cyclists to use the route. **This assessment suggests no measures.**
	People feel safe	Footpath lighting provides natural surveillance. **This assessment suggests no measures.**
	Things to see and do	The retail and leisure opportunities around Abbey Stadium give people things to see and do. **This assessment suggests no measures.**
	People feel relaxed	The vehicle free route and the natural surveillance result in a relaxing environment on this route. **This assessment suggests no measures.**

Table 11: ATZ Assessment – Chisholm Trail and Cambridge North

Chisholm Trail – between Chisholm Trail Bridge and Cambridge North Rail Station	Healthy Streets Indicator	Healthy Streets Commentary and Suggested Measures
Assessed Route:  **Photo 1: Chisholm Trail Bridge looking south.**  **Photo 2: Chisholm Trail on Moss Bank looking northeast.** 	**Easy to cross**	The new Chisholm Trail Bridge provides a pedestrian/cycle crossing point over the River Cam. **This assessment suggests no measures.**
	Shade and shelter	The residential properties and trees provide natural shade along this route, although there is no formal provision. **The trees along this route could be managed to maximise the shade and shelter they provide along the route.**
	Places to stop and rest	Seating is provided along the shared foot/cycle path on the River Cam. **No area for improvement**
	Not too noisy	Fen Road vehicle traffic is the main noise generator on this route. However, given the residential nature of Fen Road, the traffic and noise levels would be minimal. **This assessment suggests no measures.**
	People choose to walk, cycle, and use public transport	The footways are wide and in good condition, which is conductive for walking. The residential nature of the route, vehicle flows, and low speed means this route is attractive for cycling. The route terminates at a rail station. **This assessment suggests no measures.**
	People feel safe	The residential frontages and street lighting provides natural surveillance. **This assessment suggests no measures.**
	Things to see and do	The riverfront foot/cycle paths provides something to see and do along this route. **This assessment suggests no measures.**
	People feel relaxed	The low vehicle movements and speeds associated with residential roads, and high levels of natural surveillance results in a relaxing environment on the route. **This assessment suggests no measures.**

Table 12: ATZ Assessment – York Street to East Road

East Road (A603) – between Beehive Centre and East Road (A603)	Healthy Streets Indicator	Healthy Streets Commentary and Suggested Measures
Assessed Route:  **Photo 1: York Street Site access looking northwest.**  **Photo 2: St Matthew's Street/East Road (A603) junction looking northwest.** 	Easy to cross	There is a signalised pedestrian crossing with dropped kerbs and tactile paving at the junction between East Road (A603) and St Matthew's Street. There are no crossings on the side roads. **Dropped kerbs with tactile paving on the side roads would improve this route.**
	Shade and shelter	The residential properties and trees along this route provide natural shade. **A rest area with a shelter would improve this route.**
	Places to stop and rest	There is a bench within St Matthew's Piece. **A rest area with a shelter would improve this route.**
	Not too noisy	East Road (A603) vehicle traffic is the main generator of noise on the route. However, the route is residential with low traffic and noise levels. Cambridge Crown Court, on East Road (A603), also generates noise. **This assessment suggests no measures.**
	People choose to walk, cycle, and use public transport	The footways are wide and in good condition, which is conductive for walking. This route is an attractive route for cycling given the residential nature of the route, vehicle flows, low speeds, and carriageway width. **Removing the guard railings on the East Road (A603) roundabout subway entrances would allow easier transition for cyclists.**
	People feel safe	The residential frontages and street lighting provide natural surveillance of the route. Therefore, there are good levels of safety on the route. **This assessment suggests no measures.**
	Things to see and do	There are retail and leisure Sites on East Road (A603) that provide opportunities for things to see and do. **This assessment suggests no measures.**
	People feel relaxed	The low vehicle movements and speeds associated with residential roads, and high levels of natural surveillance result in a relaxing environment on the route. **This assessment suggests no measures.**

Table 13: ATZ Assessment – East Road

East Road (A603) – Between St Matthew's Street and Crispin Place	Healthy Streets Indicator	Healthy Streets Commentary and Suggested Measures
Assessed Route:  **Photo 1: East Road (A603)/St Matthew's Street junction looking southwest.**  **Photo 2: East Road (A603)/Crispin Place junction looking northeast.** 	**Easy to cross**	There is a signalised pedestrian crossing with dropped kerbs and tactile paving at the junction of East Road (A603) and St Matthew's Street. The East Road (A603) is a dual carriageway, which limits the opportunity for crossings. **This assessment suggests no measures.**
	Shade and shelter	Buildings and trees provide natural shade. There is a bus stop with shelter on East Road (A603). **This assessment suggests no measures.**
	Places to stop and rest	There is a bus stop with shelter on this route. **This assessment suggests no measures.**
	Not too noisy	The vehicle traffic on East Road (A603) is the main noise generator on this route. The A road designation of the route limits opportunities to reduce traffic noise. **This assessment suggests no measures.**
	People choose to walk, cycle, and use public transport	The footways are wide and in condition, which is a conductive environment for walking. There are cycle lanes on both sides of the carriageway. **Bollards are a feasible protection for the existing cycle lane.**
	People feel safe	The street lighting and buildings along this route provide natural surveillance. Therefore, the route is safe. **This assessment suggests no measures.**
	Things to see and do	There are many things to do and see along the route as there are retail units along East Road. **This route suggests no measures.**
	People feel relaxed	The high vehicle movements associated with this route may unsettle vulnerable road users. **The Proposed Development will reduce vehicle flows along East Road.**

Table 14: ATZ Assessment – Crisping Place, Burleigh Place and Fitzroy Street

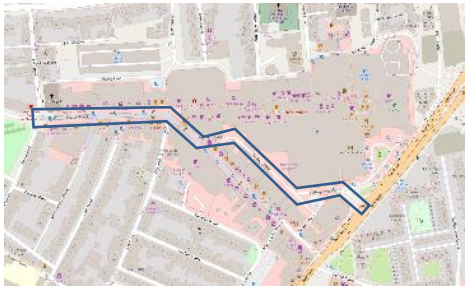
Crispin Place/Burleigh Place/Fitzroy Street	Healthy Streets Indicator	Healthy Streets Commentary and Suggested Measures
Assessed Route:  **Photo 1: East Road (A603)/Crispin Place junction looking northwest.**  **Photo 2: Fitzroy Street adjacent New Square Park looking east.** 	**Easy to cross**	There are dropped kerbs, without tactile paving, at the junction of East Road (A603) and Crispin Place. There are no formal crossing points over East Road (A603). **Tactile paving at the dropped kerbs would improve this route.**
	Shade and shelter	The buildings along this route provide natural shade and there are benches on Fitzroy Street. **This assessment suggests no measures.**
	Places to stop and rest	There are benches on Fitzroy Street. **This assessment suggests no measures.**
	Not too noisy	The vehicle traffic on the East Road (A603) is the main noise generator on this route. However, buildings separate the route from East Road (A603) so noise levels will be minimal. **This assessment suggests no measures.**
	People choose to walk, cycle, and use public transport	Burleigh Place and Fitzroy Street are, pedestrianised and wide enough for cycling. Given the retail nature of the route, low vehicle movements and speeds on Crispin Place, this route is attractive to cyclists. **This assessment suggests no measures.**
	People feel safe	Given the retail nature and street lighting offering natural surveillance, the route is safe. **This assessment suggests no measures.**
	Things to see and do	Owing to the retail nature of the route there are things to see or do on the route. **This assessment suggests no measures.**
	People feel relaxed	The low vehicle movements and speeds on Crispin Place, and the natural surveillance results in a relaxing environment on the route. **This assessment suggests no measures.**

Table 15: ATZ Assessment – New Square Park and Christ's Piece

Cambridge City Centre – New Square Park and Christ's Piece	Healthy Streets Indicator	Healthy Streets Commentary and Suggested Measures
Assessed Route:  **Photo 1: New Square Park looking west.**  **Photo 2: Cambridge City Centre looking northeast.** 	**Easy to cross**	There is a signalised pedestrian crossing with dropped kerbs and tactile paving on Emmanuel Road. The route is pedestrian/cycle only. **This assessment suggests no measures.**
	Shade and shelter	The trees and buildings along this route provide natural shade. There are benches in New Square Park and Christ's Piece. The retail opportunities in Cambridge City Centre offer shade and shelter. **This assessment suggests no measures.**
	Places to stop and rest	There are opportunities to stop and rest along this route, both in the parks and cafes in Cambridge City Centre. **This assessment suggests no measures.**
	Not too noisy	The vehicle traffic on Emmanuel Road would be the main noise generator. However, given the separation between the carriageway and the rest of the route, noise levels will be minimal. **This assessment suggests no measures.**
	People choose to walk, cycle, and use public transport	The footways are wide and in good condition, which is a conductive environment for walking. Given the route is pedestrian/cyclists only, the only crossing is signalised with dropped kerbs and tactile paving, the route is attractive for cyclists. **This assessment suggests no measures.**
	People feel safe	This section of the route is within the city centre, and there is footpath lighting in New Square Park. **This assessment suggests no measures.**
	Things to see and do	This section of the route is within the city centre. Therefore, there are things to see and do in the area such as the shopping centre and city centre retail units. **This assessment suggests no measures.**
	People feel relaxed	The pedestrian nature of the route and natural surveillance results in a relaxing environment of the route. **This assessment suggests no measures.**

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F. Traffic Survey Specification

WIE17469 Project Otter – Beehive Centre & Cambridge Retail Park Traffic Survey Specification

An estimate is required for several traffic surveys to be undertaken at and in the area local to both the Beehive Centre Retail Park and Cambridge Retail Park, Cambridge. These surveys include:

- Manual Classified Turning Counts (MCTCs) at 13 junctions with Queue Length Surveys at 9 of these junctions;
- Automatic Traffic Count (ATC) Surveys at 4 locations;
- **Beehive Centre** –
    - Multi-Modal surveys at 6 site access points to the existing Beehive Centre site which includes ANPR cameras on the motorised vehicular access to site. As well as vehicle ins and out numbers, the ANPR should provide car parking duration figures.
    - **Establish the numbers of pedestrians and cycles diverting off and onto footway passing through site at 3 locations towards retail units during peak periods;**
    - In addition, parking occupancy surveys to be undertaken within 5 parking zones in car park.
    - **Surveys of 5 cycle parking locations at site to assess arrivals and departures during peak periods.**
    - **Survey of numbers arriving and departing site by bus at internal site bus stop during peak periods.**

- Cambridge Retail Park - Multi-Modal surveys at 7 site access points to the existing Cambridge Retail Park site which includes ANPR cameras on the motorised vehicular access to site. As well as vehicle ins and out numbers, the ANPR should provide car parking duration figures. In addition, parking occupancy surveys to be undertaken within 5 parking zones in car park;
- Servicing Trip Surveys at Beehive Centre (at 2 locations) and Cambridge Retail Park (3 locations).
- 5 Non-Motorised User (NMU) surveys north of the Beehive site and 6 south of the site;
- On-Street Parking Beat surveys to the north, south and west of the Beehive Centre site.
- Questionnaire surveys for shoppers at both Beehive Centre (outside Asda **and Pets at Home stores)** and Cambridge Retail Park (outside Currys).

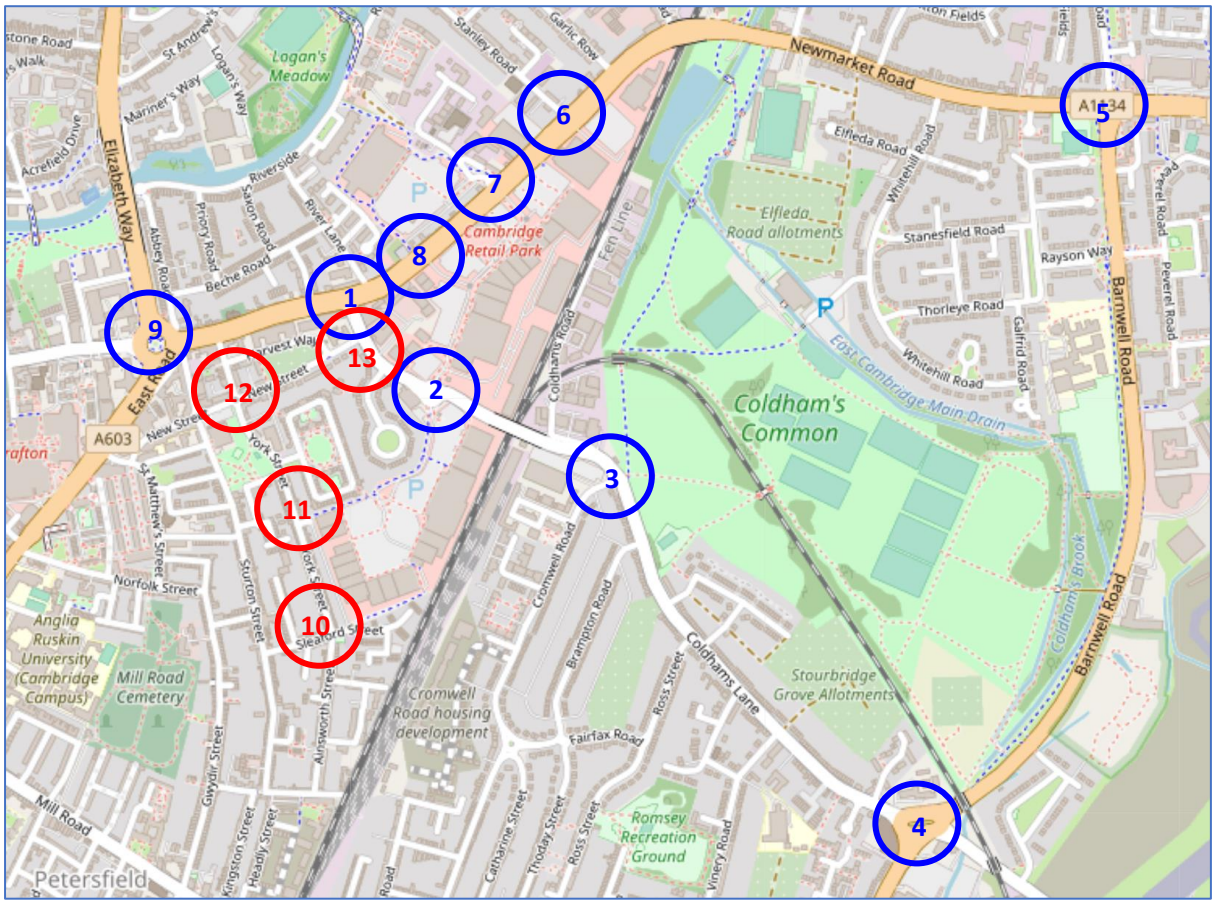
Further details are provided below and in the survey requirements table at the end of the document.

MCTC and Queue Length Surveys

Figure 1 shows the location of Junctions 1 to 13. Junctions where MCTC and Queue Length surveys are required are highlighted in blue circles and junctions where only MCTC surveys are required (9 junctions) are shown in red circles. The 13 junctions shown in **Figure 1** required for surveys are as follows:

1. A1134 Newmarket Road / Coldhams Lane / River Lane staggered 4-arm signal-controlled junction;
2. Site Access / Coldhams Lane roundabout junction;
3. Coldhams Lane / Cromwell Road signal-controlled junction;
4. Coldhams Lane / Brooks Road / Barnwell Road roundabout junction;
5. A1134 Newmarket Road / Barnwell Road / Wadloes Road roundabout junction;
6. A1134 Newmarket Road / Stanley Road signal-controlled junction;
7. A1134 Newmarket Road / Cheddars Lane signal-controlled junction;
8. A1134 Newmarket Road / Cambridge Retail Park Access signal-controlled junction
9. A1134 Newmarket Road / East Road / Elizabeth Way signal-controlled roundabout;
10. Ainsworth Street / Sleaford Street / York Street junction;
11. York Street / Rope Walk junction;
12. New Street / York Street / Abbey Street mini-roundabout junction; and
13. Coldhams Lane / New Street priority junction.

Figure 1: Location of MCTC and Queue Length Surveys (Junctions 1 to 9) and MCTC Surveys (Junctions 10 to 13)

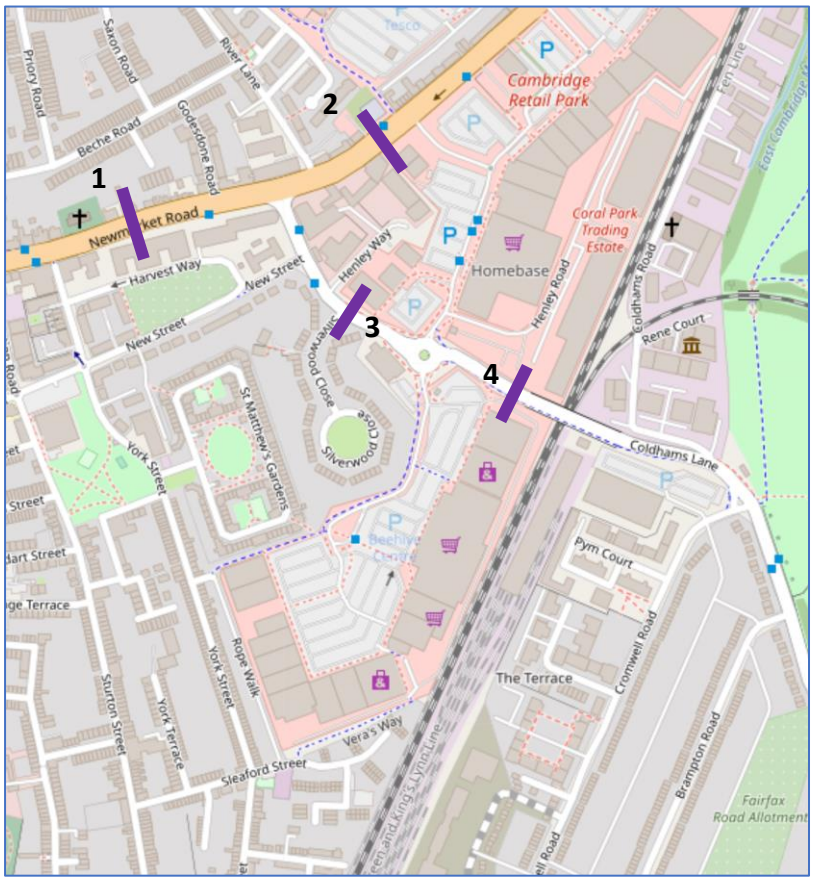


ATC Surveys

Figure 2 below shows the required approximate locations of the four ATC surveys required. The locations are as described:

1. A1134 Newmarket Road - at a suitable location west of its junction with Coldhams Lane.
2. A1134 Newmarket Road - at a suitable location east of its junction with Coldhams Lane.
3. Coldhams Lane – at a suitable location west of its junction with the retail parks and east of Silverwood Close.
4. Coldhams Lane – at a suitable location east of its junction with the retail parks.

Figure 2: Location of ATC Surveys (indicated by purple lines)



Beehive Centre Site Multi-Modal & Parking Surveys

Multi-Modal Surveys:

The locations of the 6 site access/exit points where multi-modal surveys are required are shown below in **Figure 3**.

The site access/exit points are as described:

1. Pedestrian access point via Sleaford Street;
2. Pedestrian / cycle access point via York Street;
3. Pedestrian / cycle access point via St Matthew's Gardens;
4. Main site access (vehicular / pedestrian) via Coldhams Lane roundabout;
5. Informal pedestrian access point via Coldhams Lane; and