

APPENDICES

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Title: TRANSPORT ASSESSMENT  
Project: Alington Estate, Little Barford  
Client: Executors of the Late Nigel Alington  
Project No.: 60830



Our Ref: 60830/DDP/MJD

Your Ref:

12 April 2021

By email only: Melanie.MacLeod@bedford.gov.uk

██████████  
Manager for Transport Policy, Infrastructure and Highways Development Control  
Bedford Borough Council  
Borough Hall  
Cauldwell Street  
Bedford, MK42 9AP

Dear ██████████

Re: Alington Estate, Little Barford

As you will already be aware from our recent meeting, ██████████ are assisting The Executors of the late Nigel Alington and CODE Development Planners with the transportation matters relating to the development of the Alington Estate, Little Barford at the Local Plan site allocation stage.

The site lies to the east and west of Barford Road, Little Barford with further land to the east of the East Coast Main Line railway. The site is shown indicatively on the Highway Network Plan attached and has an approximate OS grid reference of 518356, 256536 and a postcode of PE19 6YE.

The development proposals are split into two main sectors, some commercial aspects to the west and part east of Barford Road with the majority of the site as residential development.

In order to demonstrate that the site is likely to be acceptable in highway capacity terms at the Local Plan allocation stage we have set out below a proposed scope of assessment. This scope would also form the basis of the capacity assessment element for any future formal Transport Assessment (TA), should a planning application for the site be progressed.

As we are aware that the site may potentially have impacts on the Trunk Road Network, Highways England (HE) have been provided with a copy of this letter for their comment.

As the consultation relates to the preparation of evidence at the Local Plan stage rather than the planning application stage, it is assumed that no fees for review are due at this time.

Cont'd.../

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## Existing Conditions

Little Barford lies to the south of St Neots along Barford Road. Footway is present on the west side of Barford Road through the existing residential area only which is subject to a 40mph speed limit. To the north of the residential area lies Little Barford Power Station and an employment area which is immediately south of the exiting A428. The town St Neots lies further to the north of the employment area.

**A Thursday's only bus service provides a weekly shopping trip connection to St Neots.**

The A428 to the north of the site provides the primary route for travel to the east, and north (via the A1). For travel to the south access to the A1 is at the junction with Tempsford Road. The A1 Tempsford junction is split with the A1 southbound off slip located some 1.9km to the north of the main part of the junction. The A1 Tempsford junction to the south or the A428 to the west can be used for travel to Bedford and the west via the A421.

A 7.5T weight restriction is present on Barford Road through Little Barford (south of the power station access) to the junction with the A1 Tempsford north junction (southbound off slip) to the south. The restriction is except for access in the southbound direction.

## Sustainable Travel

At this stage is proposed to consider how the site might connect pedestrians/cycles to/from St Neots. Public transport appropriate to the development quantum would be considered at the planning application stage.

## Highway Safety

No formal assessment of highway safety is proposed at this stage, however a review of relevant local highway injury accident records would form part of any future TA for the site.

## Committed Development

The following developments will be considered as committed as a minimum:

- [1300388OUT](#) - Loves Farm East, Cambridge Road St Neots - 1,020 dwellings, up to 7.6ha of mixed uses;
- [16/01507/OUT](#) - Land Between the Railway Line and St Neots Bypass and Potton Road, Eynesbury; and
- [17/02308/OUT](#) - Wintringham Park, Cambridge Road, St Neots.

Developments considered committed by application [17/02308/OUT](#), includes the Loves Farm East site (application [1300388OUT](#)) and various developments at Wyboston Lakes (near the existing A1/A428 junction). We will take these as committed using flows summarised in the Transport Assessment supporting application [17/02308/OUT](#).

We will consider the above developments as committed along with any identified as a result of our email to you of 07/04/21. Should there be any other additional developments which should be considered at this stage, please advise of their local plan allocation reference or planning application number. Any commercial development over 500m<sup>2</sup> GFA (or 0.2HA total site area) of commercial



development or 60 dwellings may be relevant in Bedford Borough Council and adjacent district council areas.

#### Proposed Development

The proposed development lies to the east and west of Barford Road, Little Barford and to the east of the East Coast Main Line railway. The majority of the site would be residential with some commercial development is expected either side of Barford Road.

A number of access points will be required to/from Barford Road for the development. The exact locations and formats of the junctions have yet to be determined and would be detailed at the planning application stage, should the site progress. The accesses would be designed based on the applicable design standards/guidance and capacity requirements. The provision of parking and manoeuvring requirements would be assessed at the planning application stage. There is also potential for an access through land within the applicants control to Potton Road, however this is not being considered at this stage.

We are aware of the Development Consent Order (DCO) for the A428 Black Cat to Caxton Gibbet Road Improvement scheme is still progressing despite the cancellation of the wider Oxford to Cambridge expressway scheme.

We are further aware of the consultation on the east west rail scheme which is running from 31<sup>st</sup> March to 9<sup>th</sup> June 2021. At this stage we will assume that the proposals will not directly affect the land for development to be robust in our assessment.

#### Trip Generation

The site is presently primarily in agricultural use with minimal trip generation, which for the purpose of the assessment will be taken as nil.

The TRICS database has been used to estimate the likely weekday vehicular trip generation for the development proposals.

The site selection for the residential element is for houses privately owned (a worst case), in excess of 350 dwellings, in an edge of town or suburban area, in England (excluding sites in Greater London). The data contained sites with and without a Travel Plan (TP) (as the site will be required to have one).

For the commercial element, industrial estate trip rates by site area have been considered for sites between 2ha and 10ha. The site selection includes sites in an edge of town, neighbourhood centre, free standing or suburban area. There were no sites with a TP in the data set.

The TRICS reports are appended to this letter for reference and are summarised in Table 1.

Table 1 : TRICS Based Trip Rates

	Estimated Trip Generation					
	AM Peak		PM Peak		12 Hour	
	Arrival	Depart	Arrival	Depart	Arrival	Depart
Vehicles per Dwelling (TRICS)	0.122	0.360	0.333	0.158	1.967	2.013
Vehicles per 1ha (TRICS)	15.318	5.919	4.289	14.458	95.405	96.677

### Trip Distribution

Traffic distribution has been considered based journey to work data from the 2011 Census which provides details of journeys to work places at the Middle Layer Super Output Area (MSOA) level. The data is available for residents going to work and for employees from home. The distribution for both has been calculated for the Huntingdonshire 021 zone for the combined **modes of "driving a car or van", "motorcycle" and "taxi"**, which is then assigned to the local network based on the most likely routes.

Whilst the development is actually within the zone Bedford 004, the area covered is rather large and extending from the edge of St Neots to the edge of Bedford. The distribution of trips for Little Barford is more likely to be similar to Huntingdonshire 021 which represents an area to the north of the A428 / Barford Road junction. Huntingdonshire 021 is roughly bound by the A428, the East Coast Main Line railway, Cambridge Street, Fox Brook, and the River Great Ouse. Huntingdonshire 021 was also the basis for traffic distribution calculations for the committed development at Wintringham Park (application [17/02308/OUT](#)).

Trips to/from the A1 (north), A428 (east), Great North Road and St Neots would use Barford Road to/from the A428 junction. Trips for the A1 (south) would use Barford Road to/from the south. Trips for the A421 (to the west) would likely be split between the routes to the north and south. Given the layout of the A1 Tempsford junction to the south, departing trips will be routed via the A428 (west) to the A1 as this is the shortest route. For arrivals the route from the south is shorter and therefore trips from the A421 (west) will route via the A1 (south) then on to Barford Road to the south of Little Barford.

The development would offer residential and commercial development, with further existing employment available at the northern end of Little Barford. Trips within Bedford 004 will be therefore be taken as a proxy for internal to Little Barford not reaching either the A428 (to the north) or the A1 (to the south).

A copy of the analysis is attached, with the resulting distribution summarised in Table 2.

Table 2 : Trip Distribution

Route No	Route Name	Residential Split	Commercial Split
0	Little Barford Internal	6%	2%
1	A1 (north) via A428 (west)	20%	21%
2	Great North Road (north) via A428 (west)	12%	17%
3	Barford Road, St Neots	19%	35%
4	A428 (east)	21%	11%
5	A1 (south)	13%	7%
6	A421 (west)*	9%	8%

\* Departures routed via A428 (west), arrivals via Barford Road (south)

A number of trips using Barford Road to/from the north may visit a food superstore (Tesco) located immediately to the northwest of the A428/Barford Road junction. The store is accessed from Barford Road to the north of the A428. Trips could be either as a pass-by/linked trip or (for the residential element) as a destination in its own right. For simplicity any potential pass-by/linked trips would be ignored, however for residential trips, observed turning proportions of traffic at the Tesco access versus that continuing along Barford Road would be applied to flows to/from Route 3 Barford Road, St Neots from the Census data summarised above to allow for some trips (shopping or employee) to/from the food store.

#### Future Traffic Forecast

Background traffic growth factors to 2040, the horizon date for the emerging Bedford Local Plan and likely completion of the development, will be calculated from data contained in the TEMPro computer program. The calculation will be made for the area of Bedford 004 in which the site lies, along with Central Bedfordshire 004 and Huntingdonshire 021, using datasets NTEM 7.2 and RTF 2018 (Scenario 1) with a road type of trunk (as the assessment will include the A1 and A428).

The redistribution of traffic as a result of the proposed A428 Black Cat to Caxton Gibbet which will be taken as committed will be considered. We will review the data contained on the recent DCO, along with any supplementary made available by AECOM on behalf of Highways England and any data supplied by Bedford Borough Council. The methodology used in the analysis will be detailed along with any modelling undertaken as appropriate.

#### Baseline Data and Highway Capacity

Given the size of the proposed development, there is potential for a number of development vehicular trips at the following junctions:

- A. A1 / Tempsford / Church Street junction
- B. A1 / A421 Black Cat Roundabout
- C. A1 / A428 Junction and slips roads
- D. A428 / Barford Road
- E. Barford Road / Little Barford Power Station
- F. Site Accesses
- G. B1043 Barford Road / Chapman Way
- H. B1043 Barford Road / B1046 Cromwell Road
- I. B1046 Cromwell Road / Potton Road

An initial review of each location along with the available traffic data (as new data cannot currently be collected) and any proposed assessment is considered below. Where a capacity assessment is appropriate this will be undertaken using TRL program Junctions 9 or JCT program LinSig as applicable for the period to 2040.

*A: A1 / Tempsford / Church Street junction*

This grade separated junction features access to the A1 in both directions and a northbound off-slip. The southbound off-slip provision, which meets Barford Road at a priority junction located some 1.9km to the north, would also be considered as part of the overall junction.

The main part of the junction includes two roundabouts (to the north of the three slip roads) and a priority junction on the western side. The southbound off slip meets with Barford Road at a simple priority junction.

The assessment of the junction will ideally include the slip road merge/diverge arrangements in accordance with DMRB criteria and also the priority junction plus roundabout components which would be assessed with Junctions 9. The final aspects of the junction to be assessed would however be dependent any existing data available as new data cannot be collected at this time.

We have requested from AECOM (on behalf of Highways England) traffic survey and modelling data for the junction described in the DCO documentation which, if provided, may enable an assessment of the various parts of the junction. Alternatively, any data supplied from Bedford Borough Council and/or publicly available HA WebTRIS and DfT data would be considered.

*B: A1/A421 Black Cat Roundabout*

Any traffic for the A421 (towards Bedford) is likely to pass through the Black Cat Roundabout. At this stage, it is assumed that an A428 improvement scheme is effectively committed which will result in a significant change to the existing junction providing substantial additional capacity. As the improvement would allow for future growth, no assessment of this junction is proposed at this time.

*C: A1 / A428 Junction and slips roads*

Traffic for the A1 to the north and some of that for the A421 would pass through this junction. With the proposed diversion of the A428 removing a significant amount of traffic from this location (particularly that of the A1 to the south), no assessment of the junction or slip roads is proposed at this stage.

*D: A428 / Barford Road*

A significant number of development trips would pass through this 4 arm roundabout junction which may be affected by the development regardless of the implementation of the proposed A428 scheme.

The junction would therefore be assessed for capacity using Junctions 9. We will consider data used in the DCO and any information provided from Bedford Borough Council in the assessment, depending on availability.

The junction was counted for the DCO in 2017 for which the data has been requested. Alternatively 2016 traffic data reported in planning application [17/02308/OUT](#) would be considered.

The assessment will be made for the full development quantum assuming the A428 scheme has been completed. To consider appropriate development phasing, this junction may also be assessed for an interim development quantum and assessment year (forecast using TEMPro as above) to be determined.

*E: Barford Road / Little Barford Power Station*

We are not aware of any relevant traffic data being available for this 4 arm roundabout junction, and the flows to/from the power station are not considered to be significant. It is therefore not proposed to assess this junction at this stage.

This junction would be assessed at the planning application stage should conditions allow traffic data to be collected at the time.

*F: Site Accesses*

At this stage the final number and format of accesses to Barford Road have yet to be determined. The site accesses would be design with appropriate capacity provision and assessed at the planning application stage.

*G: B1043 Barford Road / Chapman Way*

Development traffic heading for St Neots would pass through this 4 arm roundabout junction, which also provides access to a food superstore. An assessment of this junction would be undertaken using Junctions 9 with either the available data from the DCO and Bedford Borough Council or historic traffic count data.

*H: B1043 Barford Road / B1046 Cromwell Road*

Should the development ultimately consider an access to Potton Road to the east of the site, traffic for all routes via this access would presently use the B1046/B1043 to reach the existing A428. The master plan for committed development [17/02308/OUT](#) however indicates that a shorter route would be available between the B1046 and A428 through that site. This route would be preferable to that of the B1043/B1046 and therefore no assessment of this junction is considered to be necessary. Should it become necessary to assess this junction it would be based on 2018 traffic data used with planning application [16/01507/OUT](#).

*I: B1046 Cromwell Road / Potton Road*

As with the B1043/B1046 junction above committed development [17/02308/OUT](#) provides a more direct route between the site and the wider highway network. Therefore no assessment of this 3 arm traffic signal controlled junction is considered to be necessary, however if required it would be based on that of planning application [16/01507/OUT](#), with 2016 traffic data.

**Travel Plan**

We understand that a TP for the residential and commercial elements will ultimately be required. Should the site progress to the planning application stage an interim TP will be provided for the residential element along with an interim TP framework for the commercial parts of the site at that time.

Other issues for Consideration

We are not aware of any other issues to review to show that the development can be accommodated in highway capacity terms at this stage.

Summary

I trust the above is satisfactory and you can provide comment or approval to the scope of this assessment.

In the meantime should you have any queries, please do not hesitate to contact myself or my colleague Martin Doughty ([martindoughty@rj.uk.com](mailto:martindoughty@rj.uk.com)).

Yours sincerely



Transportation Engineer

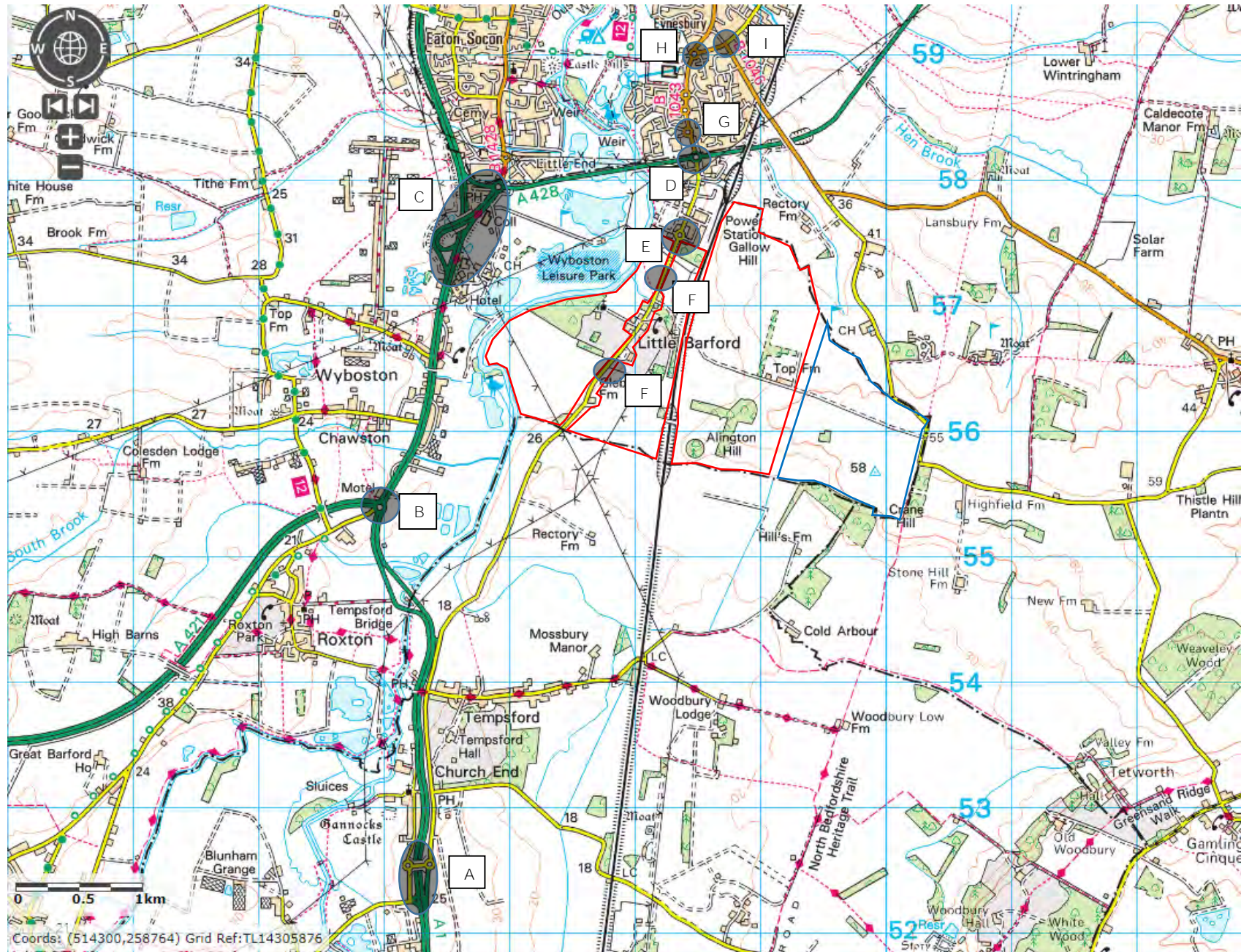
on behalf of 

encs 60830 – Allington Estate – Highway Network – 01.02.21  
Trip Rate Information (TRICS)  
Trip Distribution Analysis

Cc   
  




60830 – Alington Estate – Highway Network – 01.02.21



## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED  
**VEHICLES**

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	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: No of Dwellings  
 Actual Range: 363 to 984 (units: )  
 Range Selected by User: 350 to 1700 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 24/09/19

*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:

Monday	1 days
Tuesday	3 days
Wednesday	1 days

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

Selected survey types:

Manual count	5 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 undertaken using machines.*

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	4

*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:

Residential Zone	4
No Sub Category	1

*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:

C3	5 days
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*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 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	3 days
20,001 to 25,000	1 days

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

Population within 5 miles:

50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days

*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	3 days
1.1 to 1.5	2 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.*

Travel Plan:

Yes	2 days
No	3 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	5 days
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*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	DS-03-A-02 RADBOURNE LANE DERBY	MIXED HOUSES	DERBYSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	371	
	<i>Survey date: TUESDAY</i>	<i>10/07/18</i>	<i>Survey Type: MANUAL</i>
2	KC-03-A-06 MARGATE ROAD HERNE BAY	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	363	
	<i>Survey date: WEDNESDAY</i>	<i>27/09/17</i>	<i>Survey Type: MANUAL</i>
3	NE-03-A-02 HANOVER WALK SCUNTHORPE	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE
	Edge of Town No Sub Category Total No of Dwellings:	432	
	<i>Survey date: MONDAY</i>	<i>12/05/14</i>	<i>Survey Type: MANUAL</i>
4	NF-03-A-09 ROUND HOUSE WAY NORWICH CRINGLEFORD	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	984	
	<i>Survey date: TUESDAY</i>	<i>24/09/19</i>	<i>Survey Type: MANUAL</i>
5	WS-03-A-11 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	918	
	<i>Survey date: TUESDAY</i>	<i>02/04/19</i>	<i>Survey Type: MANUAL</i>

*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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	614	0.054	5	614	0.298	5	614	0.352
08:00 - 09:00	5	614	0.122	5	<b>614</b>	<b>0.360</b>	5	614	0.482
09:00 - 10:00	5	614	0.127	5	614	0.144	5	614	0.271
10:00 - 11:00	5	614	0.093	5	614	0.120	5	614	0.213
11:00 - 12:00	5	614	0.101	5	614	0.098	5	614	0.199
12:00 - 13:00	5	614	0.124	5	614	0.125	5	614	0.249
13:00 - 14:00	5	614	0.120	5	614	0.116	5	614	0.236
14:00 - 15:00	5	614	0.139	5	614	0.142	5	614	0.281
15:00 - 16:00	5	614	0.201	5	614	0.157	5	614	0.358
16:00 - 17:00	5	614	0.247	5	614	0.146	5	614	0.393
17:00 - 18:00	5	<b>614</b>	<b>0.333</b>	5	614	0.158	5	<b>614</b>	<b>0.491</b>
18:00 - 19:00	5	614	0.306	5	614	0.149	5	614	0.455
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.967			2.013			3.980

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:	363 - 984 (units: )
Survey date range:	01/01/12 - 24/09/19
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : D - INDUSTRIAL ESTATE

## VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	KC KENT	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	3 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	NB NORTHUMBERLAND	1 days
	TW TYNE & WEAR	2 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: Site area  
 Actual Range: 2.10 to 7.85 (units: hect)  
 Range Selected by User: 2 to 10 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 27/09/19

*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:

Monday	2 days
Tuesday	4 days
Wednesday	3 days
Thursday	5 days
Friday	6 days

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

Selected survey types:

Manual count	20 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 undertaken using machines.*

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	12
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	2

*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:

Industrial Zone	9
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*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:

n/a	3 days
B1	4 days
B2	11 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 1 mile:

1,000 or Less	2 days
1,001 to 5,000	2 days
5,001 to 10,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	5 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	2 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	10 days
250,001 to 500,000	2 days
500,001 or More	1 days

*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	11 days
1.1 to 1.5	9 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.*

Travel Plan:

No	20 days
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*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	20 days
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*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	BR-02-D-05 NOVERS HILL BRISTOL BEDMINSTER Suburban Area (PPS6 Out of Centre) Industrial Zone Total Site area: 4.48 hect <i>Survey date: FRIDAY 29/11/13</i>	INDUSTRIAL ESTATE	BRI STOL CITY	<i>Survey Type: MANUAL</i>
2	ES-02-D-06 COURTLANDS ROAD EASTBOURNE  Edge of Town Residential Zone Total Site area: 2.30 hect <i>Survey date: MONDAY 21/10/13</i>	INDUSTRIAL ESTATE	EAST SUSSEX	<i>Survey Type: MANUAL</i>
3	EX-02-D-04 PASTURE ROAD WITHAM  Edge of Town Industrial Zone Total Site area: 7.85 hect <i>Survey date: THURSDAY 10/05/18</i>	INDUSTRIAL ESTATE	ESSEX	<i>Survey Type: MANUAL</i>
4	KC-02-D-02 SOUTHWELL ROAD DEAL  Edge of Town Residential Zone Total Site area: 3.54 hect <i>Survey date: WEDNESDAY 28/11/12</i>	INDUSTRIAL ESTATE	KENT	<i>Survey Type: MANUAL</i>
5	LC-02-D-06 SMALLSHAW LANE BURNLEY  Suburban Area (PPS6 Out of Centre) Industrial Zone Total Site area: 2.41 hect <i>Survey date: THURSDAY 29/09/16</i>	INDUSTRIAL ESTATE	LANCASHIRE	<i>Survey Type: MANUAL</i>
6	LN-02-D-02 STATION ROAD NEAR BOSTON SWINESHEAD Neighbourhood Centre (PPS6 Local Centre) Village Total Site area: 2.20 hect <i>Survey date: TUESDAY 11/12/12</i>	INDUSTRIAL ESTATE	LINCOLNSHIRE	<i>Survey Type: MANUAL</i>
7	LN-02-D-03 DEACON ROAD LINCOLN  Edge of Town Industrial Zone Total Site area: 3.25 hect <i>Survey date: FRIDAY 28/06/19</i>	INDUSTRIAL ESTATE	LINCOLNSHIRE	<i>Survey Type: MANUAL</i>
8	NB-02-D-02 OLDSTONE ROAD NEAR CRAMLINGTON EAST CRAMLINGTON Free Standing (PPS6 Out of Town) Out of Town Total Site area: 2.60 hect <i>Survey date: FRIDAY 16/11/12</i>	INDUSTRIAL ESTATE	NORTHUMBERLAND	<i>Survey Type: MANUAL</i>
9	NR-02-D-01 ROBINSON WAY KETTERING  Edge of Town Industrial Zone Total Site area: 6.60 hect <i>Survey date: THURSDAY 23/10/14</i>	INDUSTRIAL ESTATE	NORTHAMPTONSHIRE	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

10	SM-02-D-01 A359 YEOVIL SPARKFORD Free Standing (PPS6 Out of Town) Out of Town Total Site area: 3.80 hect <i>Survey date: WEDNESDAY 03/04/19</i>	INDUSTRIAL ESTATE	SOMERSET	<i>Survey Type: MANUAL</i>
11	TW-02-D-07 SWALWELL BANK GATESHEAD WHICKHAM Edge of Town Residential Zone Total Site area: 2.10 hect <i>Survey date: FRIDAY 04/10/13</i>	INDUSTRIAL ESTATE	TYNE & WEAR	<i>Survey Type: MANUAL</i>
12	TW-02-D-08 NORTH HYLTON ROAD SUNDERLAND SOUTHWICK Suburban Area (PPS6 Out of Centre) Development Zone Total Site area: 2.70 hect <i>Survey date: TUESDAY 04/04/17</i>	INDUSTRIAL ESTATE	TYNE & WEAR	<i>Survey Type: MANUAL</i>
13	WK-02-D-03 EASTBORO WAY NUNEATON  Edge of Town Industrial Zone Total Site area: 5.60 hect <i>Survey date: THURSDAY 26/09/19</i>	INDUSTRIAL ESTATE	WARWICKSHIRE	<i>Survey Type: MANUAL</i>
14	WK-02-D-04 ABELES WAY ATHERSTONE  Edge of Town No Sub Category Total Site area: 4.86 hect <i>Survey date: FRIDAY 27/09/19</i>	INDUSTRIAL ESTATE	WARWICKSHIRE	<i>Survey Type: MANUAL</i>
15	WL-02-D-02 HEADLANDS GROVE SWINDON  Suburban Area (PPS6 Out of Centre) Residential Zone Total Site area: 2.55 hect <i>Survey date: TUESDAY 20/09/16</i>	INDUSTRIAL ESTATE	WILTSHIRE	<i>Survey Type: MANUAL</i>
16	WM-02-D-02 DUNLOP WAY BIRMINGHAM  Edge of Town Residential Zone Total Site area: 5.09 hect <i>Survey date: WEDNESDAY 07/11/12</i>	INDUSTRIAL ESTATE	WEST MIDLANDS	<i>Survey Type: MANUAL</i>
17	WO-02-D-02 WEIR LANE WORCESTER  Edge of Town Residential Zone Total Site area: 3.00 hect <i>Survey date: MONDAY 14/11/16</i>	INDUSTRIAL ESTATE	WORCESTERSHIRE	<i>Survey Type: MANUAL</i>
18	WY-02-D-03 ARMLEY ROAD LEEDS  Suburban Area (PPS6 Out of Centre) Industrial Zone Total Site area: 6.08 hect <i>Survey date: FRIDAY 20/09/13</i>	INDUSTRIAL ESTATE	WEST YORKSHIRE	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

19	WY-02-D-04 LAW STREET CLECKHEATON	INDUSTRIAL ESTATE		WEST YORKSHIRE
	Edge of Town Industrial Zone			
	Total Site area:	2.32	hect	
	<i>Survey date: THURSDAY</i>	<i>15/09/16</i>		<i>Survey Type: MANUAL</i>
20	WY-02-D-06 PIONEER WAY CASTLEFORD	INDUSTRIAL ESTATE (PART)		WEST YORKSHIRE
	Edge of Town Industrial Zone			
	Total Site area:	2.20	hect	
	<i>Survey date: TUESDAY</i>	<i>23/05/17</i>		<i>Survey Type: MANUAL</i>

*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.*



TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

## VEHICLES

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	5.23	0.191	2	5.23	0.000	2	5.23	0.191
05:30 - 06:00	2	5.23	1.816	2	5.23	0.382	2	5.23	2.198
06:00 - 06:30	3	4.57	1.094	3	4.57	0.365	3	4.57	1.459
06:30 - 07:00	3	4.57	3.282	3	4.57	0.802	3	4.57	4.084
07:00 - 07:30	20	3.78	4.687	20	3.78	1.152	20	3.78	5.839
07:30 - 08:00	20	3.78	7.269	20	3.78	1.933	20	3.78	9.202
08:00 - 08:30	20	<b>3.78</b>	<b>7.679</b>	20	3.78	2.900	20	3.78	10.579
08:30 - 09:00	20	3.78	7.639	20	3.78	3.019	20	<b>3.78</b>	<b>10.658</b>
09:00 - 09:30	20	3.78	5.865	20	3.78	3.628	20	3.78	9.493
09:30 - 10:00	20	3.78	4.462	20	3.78	3.667	20	3.78	8.129
10:00 - 10:30	20	3.78	4.594	20	3.78	3.972	20	3.78	8.566
10:30 - 11:00	20	3.78	3.416	20	3.78	3.310	20	3.78	6.726
11:00 - 11:30	20	3.78	3.959	20	3.78	3.760	20	3.78	7.719
11:30 - 12:00	20	3.78	3.985	20	3.78	3.641	20	3.78	7.626
12:00 - 12:30	20	3.78	4.303	20	3.78	5.005	20	3.78	9.308
12:30 - 13:00	20	3.78	4.290	20	3.78	4.634	20	3.78	8.924
13:00 - 13:30	20	3.78	4.422	20	3.78	4.753	20	3.78	9.175
13:30 - 14:00	20	3.78	4.607	20	3.78	4.091	20	3.78	8.698
14:00 - 14:30	20	3.78	3.826	20	3.78	4.554	20	3.78	8.380
14:30 - 15:00	20	3.78	3.588	20	3.78	4.316	20	3.78	7.904
15:00 - 15:30	20	3.78	3.283	20	3.78	4.210	20	3.78	7.493
15:30 - 16:00	20	3.78	2.886	20	3.78	4.356	20	3.78	7.242
16:00 - 16:30	20	3.78	2.847	20	3.78	5.468	20	3.78	8.315
16:30 - 17:00	20	3.78	2.621	20	3.78	6.448	20	3.78	9.069
17:00 - 17:30	20	3.78	1.668	20	<b>3.78</b>	<b>8.010</b>	20	3.78	9.678
17:30 - 18:00	20	3.78	1.589	20	3.78	5.640	20	3.78	7.229
18:00 - 18:30	20	3.78	0.980	20	3.78	2.674	20	3.78	3.654
18:30 - 19:00	20	3.78	0.940	20	3.78	1.536	20	3.78	2.476
19:00 - 19:30	3	4.57	2.115	3	4.57	1.240	3	4.57	3.355
19:30 - 20:00	3	4.57	1.823	3	4.57	2.407	3	4.57	4.230
20:00 - 20:30	3	4.57	0.365	3	4.57	1.605	3	4.57	1.970
20:30 - 21:00	3	4.57	0.365	3	4.57	0.584	3	4.57	0.949
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			106.456			104.062			210.518

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:	2.10 to 7.85 (units: hect)
Survey date date range:	01/01/12 - 27/09/19
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

*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.*

2011 Census Trip Distribution Summary for Place of Residence Middle Layer Super Output Area Huntingdonshire 021			
Route	Route Name	Total Car/Van Driver, Taxi & M/C trips	Split
0	Little Barford Internal	197	6%
1	A1 (north) via A428 (west)	634	20%
2	Great North Road (north) via A428 (west)	361	12%
3	Barford Road, St Neots	599	19%
4	A428 (east)	654	21%
5	A1 (south)	402	13%
6	A421 (west)*	284	9%
Total		3131	100%

\* Departures routed via A428 (west), arrivals via Barford Road (south)

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)  
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Population : All usual residents aged 16 and over in employment the week before the census  
Units : Persons  
Date : 2011  
usual residence : E02003619 : Bedford 004 (2011 super output area - middle layer)

Notes:  
All zones with zero trips have been removed  
In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies

place of work : 2011 super output area - n	All cateq	Work ma	Undergr	Train	Bus, min	Taxi	Motorcyc	Driving a	Passeng	Bicycle	On foot	Other m	Route	Destination
E02003773	Huntingdonshire 021	693	0	0	5	8	6	2	267	21	69	312	3	3 St Neots
E02003771	Huntingdonshire 019	534	0	0	5	9	5	3	195	35	71	209	2	3 St Neots
E02003774	Huntingdonshire 022	468	0	0	0	31	4	3	277	44	64	45	0	2 St Neots
E02003619	Bedford 004	291	0	0	1	3	3	3	191	26	36	27	1	0 Great & Little Barford
E02003764	Huntingdonshire 012	239	0	0	23	1	0	1	188	11	3	11	1	1 Huntingdon
E02003762	Huntingdonshire 010	126	0	0	2	2	1	3	101	10	2	4	1	1 Alconbury
E02003770	Huntingdonshire 018	122	0	0	0	4	2	1	86	20	4	4	1	3 St Neots
E02003767	Huntingdonshire 015	97	0	0	1	0	1	1	81	5	5	3	0	1 Spaldwick
E02006874	South Cambridgeshire 021	90	0	0	2	2	2	1	80	3	0	0	0	4 Papworth
E02003725	Cambridge 007	87	0	0	3	24	0	0	53	4	1	1	1	4 Cambridge
E02003772	Huntingdonshire 020	68	0	0	0	2	0	1	53	5	1	6	0	2 St Neots
E02003600	Central Bedfordshire 002	66	0	0	1	6	0	0	55	3	0	1	0	5 Sandy
E02003769	Huntingdonshire 017	52	0	0	0	2	0	0	34	8	1	7	0	1 Buckden
E02003781	South Cambridgeshire 007	48	0	0	0	1	0	0	44	2	0	1	0	4 Milton
E02003760	Huntingdonshire 008	45	0	0	3	1	0	0	36	2	2	1	0	1 Huntingdon
E02006873	South Cambridgeshire 020	40	0	0	0	2	0	0	35	3	0	0	0	4 Cambourn
E02003731	Cambridge 013	38	0	0	1	2	0	1	32	2	0	0	0	4 Cambridge
E02003787	South Cambridgeshire 013	38	0	0	1	0	0	2	30	5	0	0	0	3 Gamlingay
E02003602	Central Bedfordshire 004	37	0	0	0	0	0	1	32	3	1	0	0	5 West of Biggleswade
E02003730	Cambridge 012	37	0	0	1	8	0	1	23	2	0	2	0	4 Cambridge (Trumpington)
E02003765	Huntingdonshire 013	34	0	0	0	0	0	0	33	1	0	0	0	4 St Ives
E02003604	Central Bedfordshire 006	31	0	0	1	0	0	0	26	2	2	0	0	5 Biggleswade
E02003627	Bedford 012	29	0	0	0	2	0	0	22	1	0	4	0	6 Bedford
E02003721	Cambridge 003	28	0	0	0	0	0	0	28	0	0	0	0	4 Cambridge
E02000001	City of London 001	26	0	0	23	0	0	0	3	0	0	0	0	5 London
E02003766	Huntingdonshire 014	26	0	0	0	1	0	0	23	2	0	0	0	4 Godmanchester
E02003630	Bedford 015	25	0	0	0	2	0	0	23	0	0	0	0	6 Bedford
E02000977	Westminster 018	24	0	0	17	0	0	0	5	0	0	2	0	5 London
E02004910	North Hertfordshire 002	24	0	0	0	0	0	0	21	2	0	1	0	4 Royston
E02003756	Huntingdonshire 006	24	0	0	0	0	0	0	23	1	0	0	0	1 Huntingdon (north of)
E02003622	Bedford 007	22	0	0	0	0	0	0	20	2	0	0	0	6 Bedford
E02004914	North Hertfordshire 006	22	0	0	0	0	0	1	20	0	0	1	0	5 Letchworth
E02003250	Peterborough 014	22	0	0	10	1	0	0	8	1	0	2	0	1 Peterborough
E02003629	Bedford 014	21	0	0	0	0	0	0	20	1	0	0	0	6 Bedford
E02003726	Cambridge 008	19	0	0	0	1	0	1	16	0	0	1	0	4 Cambridge
E02003633	Bedford 018	19	0	0	0	0	0	1	17	1	0	0	0	6 Bedford
E02004951	Stevenage 008	19	0	0	8	0	0	0	11	0	0	0	0	5 Stevenage
E02003724	Cambridge 006	19	0	0	0	2	0	0	14	1	0	2	0	4 Cambridge
E02003791	South Cambridgeshire 017	19	0	0	0	0	0	0	18	1	0	0	0	4 Duxford
E02003616	Bedford 001	19	0	0	0	0	0	0	17	2	0	0	0	2 Sharnbrook
E02003756	Huntingdonshire 004	19	0	0	0	0	0	0	15	3	0	1	0	1 Sawtry
E02003723	Cambridge 005	18	0	0	0	1	0	1	12	0	1	3	0	4 Cambridge
E02003763	Huntingdonshire 011	18	0	0	0	0	0	0	12	2	1	3	0	4 St Ives
E02003601	Central Bedfordshire 003	17	0	0	0	0	0	0	15	2	0	0	0	5 Pottton
E02003779	South Cambridgeshire 005	17	0	0	0	0	0	0	17	0	0	0	0	4 Bar Hill
E02003626	Bedford 011	16	0	0	0	1	0	0	15	0	0	0	0	6 Bedford
E02003603	Central Bedfordshire 005	16	0	0	1	0	0	0	15	0	0	0	0	5 Biggleswade
E02003768	Huntingdonshire 016	15	0	0	0	1	0	1	12	1	0	0	0	6 Hemingford Grey
E02000979	Westminster 020	14	0	1	11	0	0	0	2	0	0	0	0	5 London
E02003785	South Cambridgeshire 011	14	0	0	0	2	0	0	12	0	0	0	0	4 Fulbourn
E02003472	Milton Keynes 014	13	0	0	0	0	0	0	13	0	0	0	0	6 Milton Keynes
E02004954	Stevenage 011	13	0	1	3	0	0	0	8	1	0	0	0	5 Stevenage
E02000808	Southwark 002	13	0	0	13	0	0	0	0	0	0	0	0	5 London
E02003728	Cambridge 010	13	0	0	0	1	0	0	11	1	0	0	0	4 Cambridge
E02003625	Bedford 010	12	0	0	0	2	0	0	10	0	0	0	0	6 Bedford
E02004983	Welwyn Hatfield 004	12	0	0	0	0	0	0	11	0	1	0	0	5 Welwyn Garden City
E02000972	Westminster 013	12	0	0	10	0	0	1	0	0	0	1	0	5 London
E02003759	Huntingdonshire 007	12	0	0	0	0	0	0	9	1	0	2	0	4 Needingworth
E02003777	South Cambridgeshire 003	12	0	0	0	0	0	0	11	1	0	0	0	4 Longstanton
E02003780	South Cambridgeshire 006	12	0	0	0	0	0	0	12	0	0	0	0	4 Histon/Impington
E02003784	South Cambridgeshire 010	12	0	0	1	0	0	0	10	1	0	0	0	4 Comberton
E02003618	Bedford 003	10	0	0	0	0	0	0	9	1	0	0	0	6 Clapham, Milton Ernest & Oakl
E02004989	Welwyn Hatfield 010	10	0	0	2	0	0	0	7	1	0	0	0	5 Hatfield
E02003778	South Cambridgeshire 004	10	0	0	0	0	0	0	10	0	0	0	0	4 Waterbeach
E02003793	South Cambridgeshire 019	10	0	0	0	1	0	0	8	1	0	0	0	4 Bassingbourn
E02003599	Central Bedfordshire 001	9	0	0	0	0	0	0	9	0	0	0	0	5 Sandy
E02003609	Central Bedfordshire 011	9	0	0	0	0	0	0	8	0	0	1	0	5 Shillington
E02000970	Westminster 011	9	0	1	7	0	0	0	1	0	0	0	0	5 London
E02003634	Bedford 019	8	0	0	0	0	0	0	8	0	0	0	0	6 Bedford
E02003467	Milton Keynes 009	8	0	0	0	0	0	0	7	1	0	0	0	6 Milton Keynes
E02003475	Milton Keynes 017	8	0	0	0	0	0	0	7	1	0	0	0	6 Milton Keynes
E02006853	Tower Hamlets 032	8	0	0	0	0	0	0	1	0	2	5	0	5 London
E02006854	Tower Hamlets 033	8	0	3	5	0	0	0	0	0	0	0	0	5 London
E02003249	Peterborough 013	8	0	0	0	0	0	0	8	0	0	0	0	1 Peterborough
E02003251	Peterborough 015	8	0	0	0	0	0	0	6	1	0	1	0	1 Peterborough
E02003753	Huntingdonshire 001	8	0	0	0	0	0	0	7	0	1	0	0	1 Yaxley
E02003605	Central Bedfordshire 007	7	0	0	0	0	0	0	6	1	0	0	0	6 Cranfield
E02003481	Milton Keynes 023	7	0	0	0	0	0	0	5	2	0	0	0	6 Milton Keynes
E02000574	Islington 021	7	0	0	7	0	0	0	6	0	0	0	0	5 N London
E02003719	Cambridge 001	7	0	0	0	3	0	0	2	1	0	1	0	4 Cambridge
E02003722	Cambridge 004	7	0	0	0	0	0	0	7	0	0	0	0	4 Cambridge
E02003776	South Cambridgeshire 002	7	0	0	0	0	0	0	6	0	1	0	0	4 Cottenham
E02003783	South Cambridgeshire 009	7	0	0	0	0	0	0	7	0	0	0	0	4 Girtton
E02003792	South Cambridgeshire 018	7	0	0	0	0	0	0	6	1	0	0	0	4 Melbourn
E02003254	Peterborough 018	7	0	0	0	0	0	0	7	0	0	0	0	1 Peterborough (west of)
E02006877	Peterborough 022	7	0	0	0	0	0	0	7	0	0	0	0	1 Peterborough
E02004868	Dacorum 013	6	0	0	1	0	0	0	5	0	0	0	0	6 Hemel Hempstead
E02004945	Stevenage 002	6	0	0	0	0	0	0	6	0	0	0	0	5 Stevenage
E02003755	Huntingdonshire 003	6	0	0	0	0	0	0	5	0	0	1	0	1 Ramsey
E02003606	Central Bedfordshire 008	5	0	0	0	0	0	0	5	0	0	0	0	6 Clophill & Maulden
E02003610	Central Bedfordshire 012	5	0	0	0	0	0	0	4	1	0	0	0	6 Amptill
E02004913	North Hertfordshire 005	5	0	0	0	0	0	0	4	0	0	1	0	5 Ashwell
E02004944	Stevenage 001	5	0	0	0	0	0	0	5	0	0	0	0	5 Stevenage
E02000191	Camden 026	5	0	0	5	0	0	0	0	0	0	0	0	5 N London
E02000371	Hackney 027	5	0	0	5	0	0	0	0	0	0	0	0	5 N London
E02003775	South Cambridgeshire 001	5	0	0	0	0	0	0	5	0	0	0	0	4 Willingham
E02003245	Peterborough 009	5	0	0	1	0	0	0	4	0	0	0	0	1 Newborough
E02003248	Peterborough 012	5	0	0	0	0	0	0	5	0	0	0	0	1 Peterborough
E02003757	Huntingdonshire 005	5	0	0	0	1	0	0	2	0	2	0	0	1 Warboys
E02003761	Huntingdonshire 009	5	0	0	0	0	0	0	3	0	0	2	0	1 Huntingdon
E02003246	Peterborough 010	4	0	0	0	0	0	0	3	0	1	0	0	1 Peterborough
E02003786	South Cambridgeshire 012	4	0	0	0	0	0	0	4	0	0	0	0	4 Great Shelford
E0200														



E02002829	: Leicester 003	1	0	0	0	0	0	0	1	0	0	0	0	1
E02002857	: Leicester 031	1	0	0	0	0	0	0	0	0	1	0	0	1
E02006851	: Leicester 041	1	0	0	0	0	0	0	0	0	0	0	0	1
E02006905	: Nottingham 040	1	0	0	1	0	0	0	0	0	0	0	0	1
E02002863	: Rutland 001	1	0	0	0	0	0	0	0	1	0	0	0	1
E02005460	: North Kesteven 008	1	0	0	0	0	0	0	1	0	0	0	0	1
E02005471	: South Holland 007	1	0	0	1	0	0	0	0	1	0	0	0	1
E02005479	: South Kesteven 004	1	0	0	1	0	0	0	0	0	0	0	0	1
E02005480	: South Kesteven 005	1	0	0	0	0	0	0	1	0	0	0	0	1
E02005626	: Daventry 008	1	0	0	0	0	0	0	1	0	0	0	0	6
E02005648	: Kettering 010	1	0	0	0	0	0	0	1	0	0	0	0	1
E02002925	: Herefordshire 021	1	0	0	0	0	0	0	1	0	0	0	0	1
E02006009	: Shropshire 027	1	0	0	0	0	0	0	0	0	1	0	0	1
E02006029	: Shropshire 015	1	0	0	0	0	0	0	1	0	0	0	0	1
E02006516	: Stratford-on-Avon 013	1	0	0	0	0	0	0	1	0	0	0	0	6
E02006518	: Stratford-on-Avon 015	1	0	0	0	0	0	0	1	0	0	0	0	6
E02001904	: Birmingham 078	1	0	0	0	0	0	0	1	0	0	0	0	1
E02001958	: Coventry 001	1	0	0	0	0	0	0	0	1	0	0	0	1
E02001993	: Coventry 036	1	0	0	0	0	0	0	1	0	0	0	0	1
E02002113	: Walsall 004	1	0	0	0	0	0	0	1	0	0	0	0	1
E02002127	: Walsall 018	1	0	0	0	0	0	0	1	0	0	0	0	1
E02006736	: Worcester 003	1	0	0	0	0	0	0	1	0	0	0	0	1
E02003242	: Peterborough 006	1	0	0	0	0	0	0	1	0	0	0	0	1
E02003733	: East Cambridgeshire 002	1	0	0	0	0	0	0	0	0	1	0	0	4
E02003740	: East Cambridgeshire 009	1	0	0	0	0	0	0	1	0	0	0	0	4
E02004471	: Brentwood 008	1	0	0	0	0	0	0	1	0	0	0	0	5
E02004501	: Chelmsford 017	1	0	0	0	0	0	0	1	0	0	0	0	4
E02004507	: Colchester 002	1	0	0	0	0	0	0	1	0	0	0	0	4
E02004512	: Colchester 007	1	0	0	0	0	0	0	1	0	0	0	0	4
E02004530	: Epping Forest 004	1	0	0	0	0	0	0	1	0	0	0	0	5
E02004537	: Epping Forest 011	1	0	0	0	0	0	0	1	0	0	0	0	5
E02004541	: Epping Forest 015	1	0	0	0	0	0	0	1	0	0	0	0	5
E02004588	: Tendring 016	1	0	0	0	0	0	0	1	0	0	0	0	4
E02004592	: Uttlesford 002	1	0	0	0	0	0	0	1	0	0	0	0	4
E02004848	: Broxbourne 006	1	0	0	0	0	0	0	1	0	0	0	0	5
E02004876	: Dacorum 021	1	0	0	0	0	0	0	1	0	0	0	0	6
E02004884	: East Hertfordshire 007	1	0	0	0	0	0	0	1	0	0	0	0	5
E02004886	: East Hertfordshire 009	1	0	0	0	0	0	0	1	0	0	0	0	5
E02004889	: East Hertfordshire 012	1	0	0	0	0	0	0	1	0	0	0	0	5
E02004893	: East Hertfordshire 016	1	0	0	0	0	0	0	1	0	0	0	0	5
E02004897	: Hertsmere 002	1	0	0	0	0	0	0	1	0	0	0	0	5
E02004978	: Watford 011	1	0	0	0	0	0	0	1	0	0	0	0	5
E02004982	: Welwyn Hatfield 003	1	0	0	0	0	0	0	1	0	0	0	0	5
E02004984	: Welwyn Hatfield 005	1	0	0	0	0	0	0	1	0	0	0	0	5
E02004995	: Welwyn Hatfield 016	1	0	0	0	0	0	0	1	0	0	0	0	5
E02005529	: Broadland 010	1	0	0	0	0	0	0	1	0	0	0	0	4
E02005551	: King's Lynn and West Norfolk 00'	1	0	0	0	0	0	0	1	0	0	0	0	4
E02005553	: King's Lynn and West Norfolk 00'	1	0	0	0	0	0	0	1	0	0	0	0	4
E02005557	: King's Lynn and West Norfolk 00'	1	0	0	0	0	0	0	1	0	0	0	0	4
E02005590	: Norwich 007	1	0	0	0	0	0	0	0	0	1	0	0	4
E02006907	: Norwich 014	1	0	0	0	0	0	0	1	0	0	0	0	4
E02006291	: Suffolk Coastal 005	1	0	0	0	0	0	0	1	0	0	0	0	4
E02000172	: Camden 007	1	0	0	1	0	0	0	0	0	0	0	0	5
E02000358	: Hackney 014	1	0	0	1	0	0	0	0	0	0	0	0	5
E02000365	: Hackney 021	1	0	1	0	0	0	0	0	0	0	0	0	5
E02000366	: Hackney 022	1	0	0	1	0	0	0	0	0	0	0	0	5
E02000370	: Hackney 026	1	0	0	1	0	0	0	0	0	0	0	0	5
E02000372	: Hammersmith and Fulham 001	1	0	0	0	1	0	0	0	0	0	1	0	5
E02000392	: Hammersmith and Fulham 021	1	0	0	1	0	0	0	0	0	0	0	0	5
E02000412	: Haringey 016	1	0	0	1	0	0	0	0	0	0	0	0	5
E02000419	: Haringey 023	1	0	0	1	0	0	0	0	0	0	0	0	5
E02000564	: Islington 011	1	0	0	1	0	0	0	0	0	0	0	0	5
E02000566	: Islington 013	1	0	0	1	0	0	0	0	0	0	0	0	5
E02000584	: Kensington and Chelsea 008	1	0	0	1	0	0	0	0	0	0	0	0	5
E02000592	: Kensington and Chelsea 016	1	0	0	1	0	0	0	0	0	0	0	0	5
E02000595	: Kensington and Chelsea 019	1	0	0	1	0	0	0	0	0	0	0	0	5
E02000647	: Lambeth 030	1	0	0	0	0	0	0	1	0	0	0	0	5
E02000731	: Newham 018	1	0	0	0	0	0	0	1	0	0	0	0	5
E02000746	: Newham 033	1	0	0	1	0	0	0	0	0	0	0	0	5
E02000873	: Tower Hamlets 010	1	0	0	1	0	0	0	0	0	0	0	0	5
E02000960	: Westminster 001	1	0	0	1	0	0	0	0	0	0	0	0	5
E02000976	: Westminster 017	1	0	0	1	0	0	0	0	0	0	0	0	5
E02000020	: Barking and Dagenham 019	1	0	0	0	0	0	0	1	0	0	0	0	5
E02000038	: Barnet 015	1	0	0	0	0	0	0	1	0	0	0	0	5
E02000040	: Barnet 017	1	0	0	0	0	0	0	1	0	0	0	0	5
E02000061	: Barnet 038	1	0	0	1	0	0	0	0	0	0	0	0	5
E02000083	: Bexley 019	1	0	0	0	0	0	0	1	0	0	0	0	5
E02000102	: Brent 010	1	0	0	0	0	0	0	1	0	0	0	0	5
E02000123	: Brent 031	1	0	0	1	0	0	0	0	0	0	0	0	5
E02000242	: Ealing 005	1	0	0	0	0	0	0	1	0	0	0	0	5
E02000244	: Ealing 007	1	0	0	0	0	0	0	1	0	0	0	0	5
E02000269	: Ealing 032	1	0	0	0	0	0	0	1	0	0	0	0	5
E02000270	: Ealing 033	1	0	0	1	0	0	0	0	0	0	0	0	5
E02000282	: Enfield 006	1	0	0	0	0	0	0	0	1	0	0	0	5
E02000296	: Enfield 020	1	0	0	0	0	0	0	1	0	0	0	0	5
E02006793	: Enfield 037	1	0	0	0	0	0	0	1	0	0	0	0	5
E02000315	: Greenwich 003	1	0	0	0	0	0	0	1	0	0	0	0	5
E02000327	: Greenwich 015	1	0	0	0	0	0	0	1	0	0	0	0	5
E02000333	: Greenwich 021	1	0	0	0	0	0	0	1	0	0	0	0	5
E02000470	: Havering 007	1	0	0	0	0	0	0	0	1	0	0	0	5
E02000496	: Hillingdon 003	1	0	0	0	0	0	0	1	0	0	0	0	5
E02000517	: Hillingdon 024	1	0	0	0	0	0	0	1	0	0	0	0	5
E02006796	: Hillingdon 033	1	0	0	0	0	0	0	0	0	0	1	0	5
E02006792	: Hounslow 029	1	0	0	0	0	0	0	1	0	0	0	0	5
E02000786	: Richmond upon Thames 003	1	0	0	1	0	0	0	0	0	0	0	0	5
E02000791	: Richmond upon Thames 008	1	0	0	0	0	0	0	1	0	0	0	0	5
E02003366	: Bracknell Forest 015	1	0	0	0	0	0	0	1	0	0	0	0	1
E02003405	: Reading 017	1	0	0	0	0	0	0	1	0	0	0	0	5
E02003432	: Windsor and Maidenhead 012	1	0	0	0	0	0	0	1	0	0	0	0	5
E02003447	: Wokingham 009	1	0	0	0	0	0	0	1	0	0	0	0	5
E02003673	: Aylesbury Vale 022	1	0	0	0	0	0	0	1	0	0	0	0	5
E02003692	: South Bucks 005	1	0	0	0	0	0	0	1	0	0	0	0	5
E02003694	: South Bucks 007	1	0	0	0	0	0	0	1	0	0	0	0	5
E02003710	: Wycombe 015	1	0	0	0	0	0	0	0	1	0	0	0	5
E02003718	: Wycombe 023	1	0	0	0	0	0	0	1	0	0	0	0	5
E02004681	: Basildon and Deane 007	1	0	0	0	0	0	0	0	0	0	1	0	5
E02005074	: Maidstone 007	1	0	0	1	0	0	0	0	0	0	0	0	5
E02005085	: Maidstone 018	1	0	0	0	0	0	0	0	1	0	0	0	5
E02005939	: Cherwell 019	1	0	0	0	0	0	0	0	1	0	0	0	6
E02005978	: Vale of White Horse 001	1	0	0	0	0	0	0	1	0	0	0	0	6
E02005987	: Vale of White Horse 010	1	0	0	0	0	0	0	1	0	0	0	0	6
E02006319	: Elmbridge 003	1	0	0	0	0	0	0	1	0	0	0	0	5
E02006344	: Guildford 001	1	0	0	0	0	0	0	1	0	0	0	0	5
E02006364	: Mole Valley 003	1	0	0	0	0	0	0	1	0	0	0	0	5
E02006387	: Reigate and Banstead 013	1	0	0	0	0	0							

E02003632 : Bedford 017	1	0	0	0	0	0	0	1	0	0	0	0	6 Bedford
E02003607 : Central Bedfordshire 009	1	0	0	0	0	0	0	1	0	0	0	0	6 Marston Moretaine
E02003615 : Central Bedfordshire 017	1	0	0	0	0	0	0	1	0	0	0	0	6 Harlington
E02003643 : Central Bedfordshire 024	1	0	0	0	0	0	0	1	0	0	0	0	6 Leighton Buzzard
E02003644 : Central Bedfordshire 026	1	0	0	0	0	0	0	1	0	0	0	0	6 Dunstable
E02003647 : Central Bedfordshire 029	1	0	0	0	0	0	0	1	0	0	0	0	6 Dunstable
E02003260 : Luton 003	1	0	0	1	0	0	0	1	0	0	0	0	6 Luton
E02003265 : Luton 008	1	0	0	1	0	0	0	1	0	0	0	0	6 Luton
E02003276 : Luton 019	1	0	0	0	0	0	0	1	0	0	0	0	6 Luton
E02003460 : Milton Keynes 002	1	0	0	0	0	0	0	1	0	0	0	0	6 Milton Keynes
E02003465 : Milton Keynes 007	1	0	0	0	0	0	0	1	0	0	0	0	6 Milton Keynes
E02003479 : Milton Keynes 021	1	0	0	0	0	0	0	0	1	0	0	0	6 Milton Keynes
E02003486 : Milton Keynes 028	1	0	0	0	0	0	0	1	0	0	0	0	6 Milton Keynes
E02003488 : Milton Keynes 030	1	0	0	0	0	0	0	1	0	0	0	0	6 Milton Keynes
E02005933 : Cherwell 013	1	0	0	0	0	0	0	1	0	0	0	0	6 Bicester
E02003106 : South Gloucestershire 017	1	0	0	0	0	0	0	0	0	1	0	0	5 Gloucestershire
E02004435 : Basildon 012	1	0	0	0	0	0	0	1	0	0	0	0	5 Basildon
E02004852 : Broxbourne 010	1	0	0	0	0	0	0	1	0	0	0	0	5 Cheshunt
E02004855 : Broxbourne 013	1	0	0	0	0	0	0	1	0	0	0	0	5 Waltham Cross
E02004881 : East Hertfordshire 004	1	0	0	0	0	0	0	1	0	0	0	0	5 Bishops Stortford
E02004887 : East Hertfordshire 010	1	0	0	0	0	0	0	1	0	0	0	0	5 Watton on Stone
E02004899 : Hertsmere 004	1	0	0	0	0	0	0	1	0	0	0	0	5 Shenley
E02004901 : Hertsmere 006	1	0	0	0	0	0	0	1	0	0	0	0	5 Borehamwood
E02004906 : Hertsmere 011	1	0	0	0	0	0	0	1	0	0	0	0	5 Borehamwood
E02004915 : North Hertfordshire 007	1	0	0	0	0	0	0	1	0	0	0	0	5 Letchworth
E02004917 : North Hertfordshire 009	1	0	0	0	0	0	0	1	0	0	0	0	5 Letchworth
E02004936 : St Albans 013	1	0	0	0	0	0	0	1	0	0	0	0	5 St Albans
E02004939 : St Albans 016	1	0	0	0	0	0	0	1	0	0	0	0	5 St Albans
E02004940 : St Albans 017	1	0	0	0	0	0	0	1	0	0	0	0	5
E02004942 : St Albans 019	1	0	0	0	0	0	0	1	0	0	0	0	5
E02004961 : Three Rivers 006	1	0	0	0	0	0	0	1	0	0	0	0	5
E02004964 : Three Rivers 009	1	0	0	0	0	0	0	1	0	0	0	0	5
E02004976 : Watford 009	1	0	0	0	0	0	0	1	0	0	0	0	5
E02004986 : Welwyn Hatfield 007	1	0	0	1	0	0	0	0	0	0	0	0	5 Watford
E02004991 : Welwyn Hatfield 012	1	0	0	0	0	0	0	1	0	0	0	0	5 Walwyn Garden City
E02000183 : Camden 018	1	0	0	1	0	0	0	0	0	0	0	0	5 Hatfield
E02000187 : Camden 022	1	0	0	1	0	0	0	0	0	0	0	0	5 N London
E02000375 : Hammersmith and Fulham 004	1	0	0	0	0	0	0	1	0	0	0	0	5 N London
E02000809 : Southwark 003	1	0	0	1	0	0	0	0	0	0	0	0	5 W London
E02000974 : Westminster 015	1	0	0	1	0	0	0	0	0	0	0	0	5 London
E02000026 : Barnet 003	1	0	0	0	0	0	0	1	0	0	0	0	5 London
E02000030 : Barnet 007	1	0	0	0	0	0	0	1	0	0	0	0	5 NW London
E02000109 : Brent 017	1	0	0	0	0	0	0	1	0	0	0	0	5 NW London
E02000121 : Brent 029	1	0	0	0	0	0	0	1	0	0	0	0	5 NW London
E02000252 : Ealing 015	1	0	0	0	0	0	0	1	0	0	0	0	5 W London
E02000500 : Hillingdon 007	1	0	0	0	0	0	0	1	0	0	0	0	5 W London
E02000509 : Hillingdon 016	1	0	0	0	0	0	0	1	0	0	0	0	5 W London
E02003660 : Aylesbury Vale 009	1	0	0	0	0	0	0	1	0	0	0	0	5
E02003664 : Aylesbury Vale 013	1	0	0	0	0	0	0	1	0	0	0	0	5
E02003695 : South Bucks 008	1	0	0	0	0	0	0	1	0	0	0	0	5
E02006578 : Crawley 004	1	0	0	0	0	0	0	1	0	0	0	0	5
E02003732 : East Cambridgeshire 001	1	0	0	0	0	0	0	1	0	0	0	0	4 Littleport
E02003734 : East Cambridgeshire 003	1	0	0	0	0	0	0	1	0	0	0	0	4 Ely
E02003737 : East Cambridgeshire 006	1	0	0	0	0	0	0	1	0	0	0	0	4 Soham
E02004595 : Uttlesford 005	1	0	0	0	0	1	0	0	0	0	0	0	4 Stanstead Mountfitchet
E02004596 : Uttlesford 006	1	0	0	0	0	0	0	1	0	0	0	0	4 Stanstead Airport
E02006826 : Forest Heath 008	1	0	0	0	0	0	0	1	0	0	0	0	4 Newmarket Heath
E02006276 : St Edmundsbury 004	1	0	0	0	0	0	0	1	0	0	0	0	4 East and North of Bury St Edm
E02006278 : St Edmundsbury 006	1	0	0	0	0	0	0	1	0	0	0	0	4 Bury St Edmunds
E02005637 : East Northamptonshire 009	1	0	0	0	0	0	0	1	0	0	0	0	2 Rushden
E02002867 : Rutland 005	1	0	0	0	0	0	0	1	0	0	0	0	1 Uppingham
E02005612 : Corby 001	1	0	0	0	0	0	0	1	0	0	0	0	1 Corby
E02005632 : East Northamptonshire 004	1	0	0	0	0	0	0	1	0	0	0	0	1 Stanwick
E02005640 : Kettering 002	1	0	0	0	0	0	0	1	0	0	0	0	1 Desborough
E02005644 : Kettering 006	1	0	0	0	0	0	0	1	0	0	0	0	1 Kettering
E02005647 : Kettering 009	1	0	0	0	0	0	0	1	0	0	0	0	1 Kettering
E02005651 : Northampton 002	1	0	0	0	0	0	0	1	0	0	0	0	1 Northampton
E02005694 : Wellyingborough 003	1	0	0	0	0	0	0	1	0	0	0	0	1 Wellyingborough
E02005697 : Wellyingborough 006	1	0	0	0	0	0	0	1	0	0	0	0	1 Wellyingborough
E02005699 : Wellyingborough 008	1	0	0	0	0	0	0	1	0	0	0	0	1 Wellyingborough
E02006492 : Rugby 001	1	0	0	0	0	0	0	1	0	0	0	0	1
E02003252 : Peterborough 016	1	0	0	0	0	0	0	1	0	0	0	0	1 Peterborough
E02003746 : Fenland 005	1	0	0	0	0	0	0	1	0	0	0	0	1 March
E02003360 : Bracknell Forest 009	1	0	0	0	0	0	0	1	0	0	0	0	1 Bracknell (west of London)

2011 Census Trip Distribution Summary for Place of Work Middle Layer Super Output Area Huntingdonshire 021			
Route	Route Name	Total Car/Van Driver, Taxi & M/C trips	Split
0	Little Barford Internal	27	2%
1	A1 (north) via A428 (west)	321	21%
2	Great North Road (north) via A428 (west)	269	17%
3	Barford Road, St Neots	548	35%
4	A428 (east)	167	11%
5	A1 (south)	111	7%
6	A421 (west)*	120	8%
Total		1563	100%

\* Departures routed via A428 (west), arrivals via Barford Road (south)

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)  
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 Population : All usual residents aged 16 and over in employment the week before the census  
 Units : Persons  
 Date : 2011  
 place of work : E02003773 : Huntingdonshire 021 (2011 super output area - middle layer)

Notes:  
 All zones with zero trips have been removed  
 In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies

usual residence : 2011 super output are	All cateq	Work me	Underqr	Train	Bus, min	Taxi	Motorcyc	Driving ε	Passeng	Bicycle	On foot	Other m	Route	Destination
E02003773 : Huntingdonshire 021	693	0	0	5	8	6	2	267	21	69	312	3	3	St Neots
E02003771 : Huntingdonshire 019	204	0	0	1	2	0	0	114	11	28	48	0	3	St Neots
E02003774 : Huntingdonshire 022	200	0	0	0	3	4	1	132	21	22	17	0	2	St Neots
E02003770 : Huntingdonshire 018	189	0	0	2	1	2	2	142	15	12	13	0	3	St Neots
E02003772 : Huntingdonshire 020	183	0	0	0	7	1	2	119	10	28	15	1	2	St Neots
E02003769 : Huntingdonshire 017	65	0	0	0	1	0	0	57	7	0	0	0	1	Buckden
E02003767 : Huntingdonshire 015	54	0	0	0	0	0	1	48	1	2	2	0	1	Spaldwick
E02003619 : Bedford 004	40	0	0	0	3	0	0	27	7	2	1	0	0	Great & Little Barford
E02003762 : Huntingdonshire 010	38	0	0	0	1	0	0	32	1	2	2	0	1	Alconbury
E02003763 : Huntingdonshire 011	28	0	0	0	0	0	0	24	0	2	2	0	4	St Ives
E02003764 : Huntingdonshire 012	28	0	0	2	1	0	0	20	1	1	3	0	1	Huntingdon
E02003766 : Huntingdonshire 014	19	0	0	1	0	0	0	17	0	1	0	0	4	Godmanchester
E02006874 : South Cambridgeshire 021	19	0	0	0	0	0	1	18	0	0	0	0	4	Papworth
E02003756 : Huntingdonshire 004	18	0	0	0	0	0	0	13	1	2	2	0	1	Sawtry
E02003761 : Huntingdonshire 009	18	0	0	0	0	0	0	15	0	0	3	0	1	Huntingdon
E02003768 : Huntingdonshire 016	17	0	0	0	0	0	0	13	1	0	3	0	6	Hemingford Grey
E02003600 : Central Bedfordshire 002	17	0	0	1	0	0	1	15	0	0	0	0	5	Sandy
E02003758 : Huntingdonshire 006	16	0	0	0	0	0	0	13	2	0	1	0	1	Huntingdon (north of)
E02003760 : Huntingdonshire 008	16	0	0	2	0	0	0	12	2	0	0	0	1	Huntingdon
E02003603 : Central Bedfordshire 005	14	0	0	2	0	0	0	12	0	0	0	0	5	Biggleswade
E02003787 : South Cambridgeshire 013	14	0	0	0	0	0	0	13	1	0	0	0	3	Gamlingay
E02003757 : Huntingdonshire 005	14	0	0	0	0	0	0	14	0	0	0	0	1	Warboys
E02003629 : Bedford 014	13	0	0	0	4	0	0	8	1	0	0	0	6	Bedford
E02003753 : Huntingdonshire 001	13	0	0	0	1	0	0	11	1	0	0	0	1	Yaxley
E02003602 : Central Bedfordshire 004	12	0	0	0	0	0	0	11	1	0	0	0	5	West of Biggleswade
E02003759 : Huntingdonshire 007	12	0	0	0	0	0	0	11	0	0	1	0	4	Needingworth
E02003755 : Huntingdonshire 003	11	0	0	0	0	0	0	10	1	0	0	0	1	Ramsey
E02003599 : Central Bedfordshire 001	10	0	0	1	0	0	0	9	0	0	0	0	5	Sandy
E02003754 : Huntingdonshire 002	10	0	0	0	3	0	0	5	2	0	0	0	1	Stilton
E02003601 : Central Bedfordshire 003	9	0	0	0	0	0	0	9	0	0	0	0	5	Potton
E02003775 : South Cambridgeshire 001	9	0	0	0	0	0	0	9	0	0	0	0	4	Willingham
E02003627 : Bedford 012	8	0	0	0	1	0	0	5	1	0	1	0	6	Bedford
E02003634 : Bedford 019	8	0	0	0	1	0	0	6	1	0	0	0	6	Bedford
E02003621 : Bedford 006	7	0	0	0	1	0	0	6	0	0	0	0	6	Bedford
E02003608 : Central Bedfordshire 010	7	0	0	0	0	0	0	7	0	0	0	0	5	Helntow & Arlesey
E02003765 : Huntingdonshire 013	7	0	0	0	0	0	0	5	1	0	1	0	4	St Ives
E02006873 : South Cambridgeshire 020	7	0	0	0	0	0	0	7	0	0	0	0	4	Cambourn
E02003633 : Bedford 018	6	0	0	0	0	0	0	6	0	0	0	0	6	Bedford
E02003604 : Central Bedfordshire 006	6	0	0	1	0	0	0	5	0	0	0	0	5	Biggleswade
E02003733 : East Cambridgeshire 002	5	0	0	0	0	0	0	5	0	0	0	0	4	Little Downham
E02003622 : Bedford 007	5	0	0	0	0	0	0	5	0	0	0	0	6	Bedford
E02003625 : Bedford 010	5	0	0	0	1	0	0	4	0	0	0	0	6	Bedford
E02003626 : Bedford 011	5	0	0	0	0	0	0	5	0	0	0	0	6	Bedford
E02003628 : Bedford 013	5	0	0	0	2	0	0	2	1	0	0	0	6	Bedford
E02003784 : South Cambridgeshire 010	5	0	0	0	0	0	0	5	0	0	0	0	4	Comberton
E02006877 : Peterborough 022	5	0	0	0	0	0	0	5	0	0	0	0	1	Peterborough
E02003618 : Bedford 003	4	0	0	0	0	0	0	4	0	0	0	0	6	Clapham, Milton Ernest & Oakl
E02003623 : Bedford 008	4	0	0	0	0	0	0	4	0	0	0	0	6	Bromham
E02003624 : Bedford 009	4	0	0	0	1	0	0	3	0	0	0	0	6	Bedford
E02003631 : Bedford 016	4	0	0	0	0	0	0	4	0	0	0	0	6	Bedford
E02003609 : Central Bedfordshire 011	4	0	0	0	0	0	0	4	0	0	0	0	5	Shillington
E02003725 : Cambridge 007	4	0	0	0	0	0	0	4	0	0	0	0	4	Cambridge
E02003779 : South Cambridgeshire 005	4	0	0	0	0	0	0	4	0	0	0	0	4	Bar Hill
E02003781 : South Cambridgeshire 007	4	0	0	0	0	0	0	4	0	0	0	0	4	Milton
E02003616 : Bedford 001	4	0	0	0	0	0	0	3	1	0	0	0	2	Sharnbrook
E02005631 : East Northamptonshire 003	4	0	0	0	0	0	0	3	0	0	0	1	1	Thrapston
E02003635 : Bedford 020	3	0	0	0	0	0	0	2	0	0	0	1	6	Wootton & Stewarby
E02003606 : Central Bedfordshire 008	3	0	0	0	0	0	0	2	1	0	0	0	6	Clophill & Maulden
E02003487 : Milton Keynes 029	3	0	0	0	1	0	0	1	0	0	1	0	6	Milton Keynes
E02003611 : Central Bedfordshire 013	3	0	0	0	0	0	1	1	0	1	0	0	5	Lower Stondon
E02004913 : North Hertfordshire 005	3	0	0	0	1	0	0	2	0	0	0	0	5	Ashwell
E02003721 : Cambridge 003	3	0	0	0	0	0	0	3	0	0	0	0	4	Cambridge
E02003723 : Cambridge 005	3	0	0	0	0	0	0	3	0	0	0	0	4	Cambridge
E02003724 : Cambridge 006	3	0	0	0	0	0	0	2	1	0	0	0	4	Cambridge
E02003727 : Cambridge 009	3	0	0	0	2	0	0	1	0	0	0	0	4	Cambridge
E02004910 : North Hertfordshire 002	3	0	0	1	0	0	0	2	0	0	0	0	4	Royston
E02005636 : East Northamptonshire 008	3	0	0	0	0	0	0	3	0	0	0	0	2	Rushden
E02003617 : Bedford 002	3	0	0	0	1	0	0	1	1	0	0	0	2	Harrold
E02005632 : East Northamptonshire 004	3	0	0	0	0	0	0	3	0	0	0	0	1	Stanwick
E02005635 : East Northamptonshire 007	3	0	0	0	0	0	0	3	0	0	0	0	1	Hingham Ferrers
E02003237 : Peterborough 001	3	0	0	0	0	0	0	3	0	0	0	0	1	Market Deeping
E02003252 : Peterborough 016	3	0	0	2	0	0	0	0	0	0	1	0	1	Peterborough
E02003254 : Peterborough 018	3	0	0	1	0	0	0	2	0	0	0	0	1	Peterborough (west of)
E02003749 : Fenland 008	3	0	0	0	0	0	0	3	0	0	0	0	1	Whittlesey
E02003989 : Carlisle 003	2	0	0	0	0	0	0	2	0	0	0	0	1	
E02005475 : South Holland 011	2	0	0	0	0	0	0	2	0	0	0	0	1	Crowland
E02005627 : Daventry 009	2	0	0	0	0	0	0	2	0	0	0	0	6	
E02003743 : Fenland 002	2	0	0	0	0	0	0	2	0	0	0	0	1	Wisbech
E02004946 : Stevenage 003	2	0	0	0	0	0	0	2	0	0	0	0	5	Stevenage
E02004952 : Stevenage 009	2	0	0	0	0	0	0	2	0	0	0	0	5	Stevenage
E02004963 : Three Rivers 008	2	0	0	0	0	0	0	2	0	0	0	0	5	Stevenage
E02006299 : Suffolk Coastal 013	2	0	0	0	0	0	0	2	0	0	0	0	5	
E02005969 : South Oxfordshire 012	2	0	0	0	0	0	0	2	0	0	0	0	4	Old Felixstowe
E02003174 : Bournemouth 003	2	0	0	0	0	0	0	2	0	0	0	0	5	
E02004244 : East Dorset 002	2	0	0	0	0	0	0	2	0	0	0	0	5	
E02006051 : Mendip 005	2	0	0	0	0	0	0	2	0	0	0	0	5	
E02005623 : Daventry 005	2	0	0	0	0	0	0	2	0	0	0	0	6	
E02005674 : Northampton 025	2	0	0	0	0	0	0	2	0	0	0	0	6	Northampton
E02005688 : South Northamptonshire 008	2	0	0	0	0	0	0	2	0	0	0	0	6	Deanshanger
E02003620 : Bedford 005	2	0	0	0	0	0	0	2	0	0	0	0	6	Bedford
E02003630 : Bedford 015	2	0	0	0	1	0	0	1	0	0	0	0	6	Bedford
E02003613 : Central Bedfordshire 015	2	0	0	0	0	0	0	2	0	0	0	0	6	Filtwick
E02003615 : Central Bedfordshire 017	2	0	0	0	0	0	0	2	0	0	0	0	6	Harlington
E02003479 : Milton Keynes 021	2	0	0	1	0	0	0	1	0	0	0	0	6	Milton Keynes
E02003485 : Milton Keynes 027	2	0	0	0	0	0	0	1	0	0	1	0	6	Milton Keynes
E02003612 : Central Bedfordshire 014	2	0	0	0	0	0	0	2	0	0	0	0	5	Stotfold
E02004916 : North Hertfordshire 008	2	0	0	0	0	0	0	1	1	0	0	0	5	Letchworth
E02004921 : North Hertfordshire 013	2	0	0	0	0	0	0	2	0	0	0	0	5	Hitchin
E02004948 : Stevenage 005	2	0	0	0	0	0	0	2	0	0	0	0	5	Stevenage
E02003719 : Cambridge 001	2	0	0	0	0	0	0	2	0	0	0	0	4	Cambridge
E02003729 : Cambridge 011	2	0	0	0	0	0	0	2	0	0	0	0	4	Cambridge

E02003735	: East Cambridgeshire 004	2	0	0	1	0	0	0	1	0	0	0	4	Ely
E02003737	: East Cambridgeshire 006	2	0	0	0	0	0	0	2	0	0	0	4	Soham
E02003776	: South Cambridgeshire 002	2	0	0	0	0	0	0	2	0	0	0	4	Cottenham
E02003777	: South Cambridgeshire 003	2	0	0	0	0	0	0	2	0	0	0	4	Longstanton
E02003780	: South Cambridgeshire 006	2	0	0	0	0	0	0	2	0	0	0	4	Histon/Impington
E02003783	: South Cambridgeshire 009	2	0	0	0	0	0	0	2	0	0	0	4	Girton
E02003791	: South Cambridgeshire 017	2	0	0	0	0	0	0	2	0	0	0	4	Duxford
E02003793	: South Cambridgeshire 019	2	0	0	0	0	0	0	2	0	0	0	4	Bassingbourn
E02004909	: North Hertfordshire 001	2	0	0	1	0	0	0	1	0	0	0	4	Royston
E02005637	: East Northamptonshire 009	2	0	0	0	0	0	0	2	0	0	0	2	Rushden
E02005488	: South Kesteven 013	2	0	0	0	0	0	0	2	0	0	0	1	Market Deeping
E02005694	: Wellingborough 003	2	0	0	0	0	0	0	2	0	0	0	1	Wellingborough
E02003245	: Peterborough 009	2	0	0	1	0	0	0	1	0	0	0	1	Newborough
E02006878	: Peterborough 023	2	0	0	0	0	0	0	2	0	0	0	1	Peterborough
E02003746	: Fenland 005	2	0	0	0	0	0	0	1	1	0	0	1	March
E02003747	: Fenland 006	2	0	0	0	0	0	0	2	0	0	0	1	Whittlesey
E02004296	: County Durham 019	1	0	0	0	0	0	0	1	0	0	0	0	1
E02002212	: Bradford 030	1	0	0	0	0	0	0	1	0	0	0	0	1
E02002214	: Bradford 032	1	0	0	0	0	0	0	1	0	0	0	0	1
E02002350	: Leeds 021	1	0	0	0	0	0	0	0	0	1	0	0	1
E02002863	: Rutland 001	1	0	0	0	0	0	0	1	0	0	0	0	1
E02005354	: Charnwood 010	1	0	0	0	0	0	0	1	0	0	0	0	1
E02005375	: Harborough 009	1	0	0	0	0	0	0	1	0	0	0	0	1
E02005392	: Melton 002	1	0	0	0	0	0	0	1	0	0	0	0	1
E02005473	: South Holland 009	1	0	0	0	0	0	0	0	1	0	0	0	1
E02005476	: South Kesteven 001	1	0	0	0	0	0	0	1	0	0	0	0	1
E02005486	: South Kesteven 011	1	0	0	0	0	0	0	1	0	0	0	0	1
E02005665	: Northampton 016	1	0	0	0	0	0	0	1	0	0	0	0	6
E02005666	: Northampton 017	1	0	0	0	0	0	0	1	0	0	0	0	6
E02005669	: Northampton 020	1	0	0	0	0	0	0	1	0	0	0	0	6
E02005681	: South Northamptonshire 001	1	0	0	0	0	0	0	1	0	0	0	0	6
E02005902	: Newark and Sherwood 010	1	0	0	0	0	0	0	1	0	0	0	0	1
E02002931	: Telford and Wrekin 004	1	0	0	0	0	0	0	1	0	0	0	0	1
E02006486	: Nuneaton and Bedworth 012	1	0	0	0	0	0	0	1	0	0	0	0	1
E02006501	: Rugby 010	1	0	0	0	0	0	0	1	0	0	0	0	1
E02002037	: Dudley 038	1	0	0	0	0	0	0	1	0	0	0	0	1
E02002124	: Walsall 015	1	0	0	0	0	0	0	1	0	0	0	0	1
E02003246	: Peterborough 010	1	0	0	0	0	0	0	1	0	0	0	0	1
E02003726	: Cambridge 008	1	0	0	0	1	0	0	0	0	0	0	0	4
E02003740	: East Cambridgeshire 009	1	0	0	0	0	0	0	1	0	0	0	0	4
E02003786	: South Cambridgeshire 012	1	0	0	0	0	0	0	1	0	0	0	0	4
E02004591	: Uttlesford 001	1	0	0	0	0	0	0	1	0	0	0	0	4
E02004594	: Uttlesford 004	1	0	0	0	0	0	0	1	0	0	0	0	4
E02004848	: Broxbourne 006	1	0	0	0	0	0	0	1	0	0	0	0	5
E02004850	: Broxbourne 008	1	0	0	0	0	0	0	1	0	0	0	0	5
E02004879	: East Hertfordshire 002	1	0	0	0	0	0	0	1	0	0	0	0	5
E02004884	: East Hertfordshire 007	1	0	0	0	0	0	0	1	0	0	0	0	5
E02005564	: King's Lynn and West Norfolk 0	1	0	0	0	0	0	0	1	0	0	0	0	4
E02005566	: King's Lynn and West Norfolk 0	1	0	0	0	0	0	0	1	0	0	0	0	4
E02005601	: South Norfolk 005	1	0	0	0	0	0	0	1	0	0	0	0	4
E02006234	: Babergh 008	1	0	0	0	0	0	0	1	0	0	0	0	4
E02006274	: St Edmundsbury 002	1	0	0	0	0	0	0	1	0	0	0	0	4
E02006275	: St Edmundsbury 003	1	0	0	0	0	0	0	1	0	0	0	0	4
E02000011	: Barking and Dagenham 010	1	0	0	0	0	0	0	1	0	0	0	0	5
E02000015	: Barking and Dagenham 014	1	0	0	0	0	0	0	1	0	0	0	0	5
E02000088	: Bexley 024	1	0	0	0	0	0	0	1	0	0	0	0	5
E02000303	: Enfield 027	1	0	0	0	1	0	0	0	0	0	0	0	5
E02006796	: Hillingdon 033	1	0	0	0	0	0	0	0	0	0	0	0	5
E02003469	: Milton Keynes 011	1	0	0	0	0	0	0	1	0	0	0	0	6
E02005977	: South Oxfordshire 020	1	0	0	0	0	0	0	1	0	0	0	0	5
E02002993	: Bath and North East Somerset	1	0	0	0	0	0	0	0	0	0	1	0	6
E02003187	: Bournemouth 016	1	0	0	0	0	0	0	0	1	0	0	0	5
E02004653	: Stroud 003	1	0	0	0	0	0	0	1	0	0	0	0	6
E02004654	: Stroud 004	1	0	0	0	0	0	0	1	0	0	0	0	6
E02004663	: Stroud 013	1	0	0	0	0	0	0	1	0	0	0	0	6
W02000343	: Wiltshire 008	1	0	0	0	0	0	0	1	0	0	0	0	6
E02005678	: Northampton 029	1	0	0	0	0	0	0	1	0	0	0	0	6
E02003632	: Bedford 017	1	0	0	0	0	0	0	1	0	0	0	0	6
E02003605	: Central Bedfordshire 007	1	0	0	0	0	0	0	1	0	0	0	0	6
E02003607	: Central Bedfordshire 009	1	0	0	0	0	0	0	1	0	0	0	0	6
E02003610	: Central Bedfordshire 012	1	0	0	0	0	0	0	1	0	0	0	0	6
E02003642	: Central Bedfordshire 025	1	0	0	0	0	0	0	1	0	0	0	0	6
E02003644	: Central Bedfordshire 026	1	0	0	0	0	0	0	1	0	0	0	0	6
E02003265	: Luton 008	1	0	0	0	0	0	0	1	0	0	0	0	6
E02003275	: Luton 018	1	0	0	1	0	0	0	0	0	0	0	0	6
E02004870	: Dacorum 015	1	0	0	0	0	0	0	1	0	0	0	0	6
E02003460	: Milton Keynes 002	1	0	0	0	0	0	0	0	1	0	0	0	6
E02003461	: Milton Keynes 003	1	0	0	0	0	0	0	1	0	0	0	0	6
E02003464	: Milton Keynes 006	1	0	0	0	0	0	0	1	0	0	0	0	6
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## Duncan Palmer

---

**From:** [REDACTED]  
**Sent:** 14 June 2021 16:16  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Alington Estate Little Barford; Scope for Transport Assessment  
**Attachments:** Alington Estate Scope and TA response.pdf; BBTM Access for Third Parties Draft Final Version.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** RJSave

Bedford BC - **OFFICIAL-Unsecure**

Dear [REDACTED],

Thank you for attending the meeting with [REDACTED] and myself on the scope of assessment for the Alington Estate proposed development. As we agreed, please find attached some comments which I hope you find useful. I am satisfied that the points raised in these comments can form the basis of the scope of any future Transport Assessment.

I note your comment that you have sent a copy of the letter to Highways England given the site's proximity to the trunk road network, and urge you to continue this communication through the site's development. Within this context, it may also be worthwhile informing the adjacent highway authorities of Cambridgeshire County Council and Central Bedfordshire Council of your proposals and engagement with ourselves.

I confirm that no fees are due at this stage as this proposal is being assessed in the context of the Local Plan Review. However, if at some future point, the site were to progress to a planning application, charges would be likely for pre-application advice. The exact nature of these will need to be determined when more details are known.

As mentioned, we have developed a new SATURN model of the Borough which is currently going through the validation process with Highways England. I have attached a draft note on the Protocol for Third Party Access and would be happy to discuss this in more detail if you are considering modelling the traffic impact of the proposed development.

Please contact me if you have any queries on any of the points raised in this email or the attachments.

Kind regards,  
[REDACTED]

[REDACTED]  
**Manager for Transport Policy, Infrastructure and Highways Development Control**  
Bedford Borough Council  
Borough Hall  
Cauldwell Street  
BEDFORD  
MK42 9AP



Web: [www.bedford.gov.uk](http://www.bedford.gov.uk)

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**Alington Estate: BBC comments on scoping note / pre Transport Assessment**  
**Date: 14<sup>th</sup> June 2021**  
**Prepared by [REDACTED] - BBC**

---

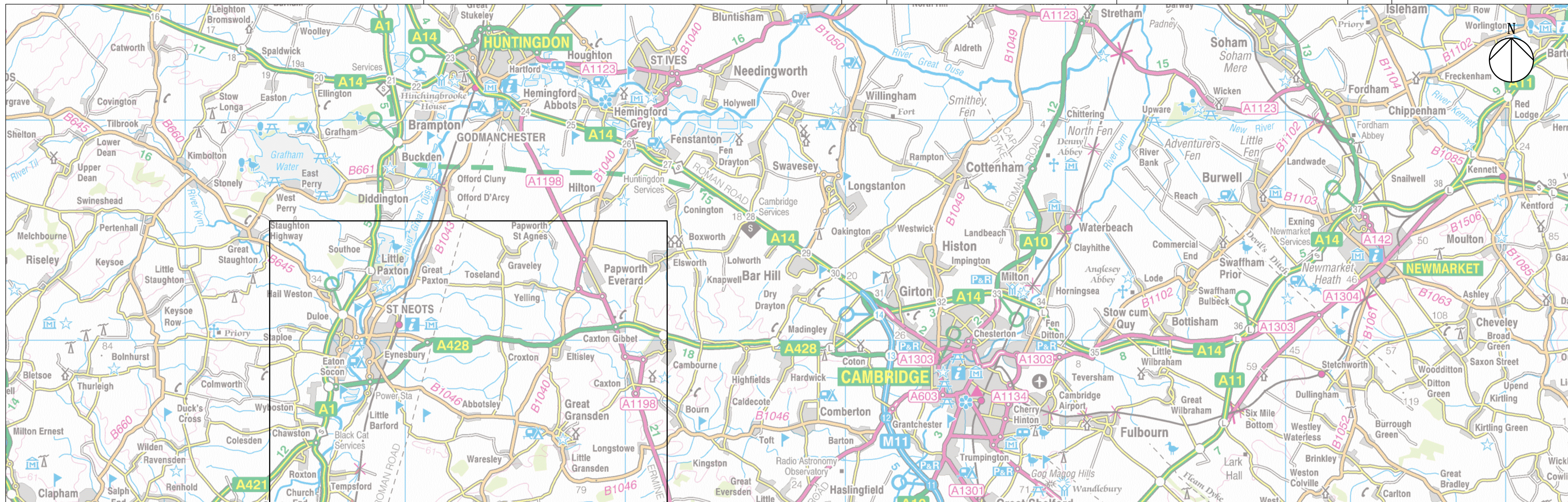
Please refer to the comments below as a starting point for future discussion;

- 3 -5 year Collision history (allowing for the impact of Covid) would be required
- No other major developments identified in the BBC area except development on Wyboston Lakes development e.g. care home
- Links through to Potton Road should be discussed with neighbouring authorities as it may encourage 'rat-running'
- Trip Generation:
  - Use of TRICS is acceptable, but edge of town/suburban does not really represent the location (although it is recognised there is nothing more relevant in the database). External vehicle trip generation based on the rates should not therefore be reduced any further for journey purpose external to the site
  - Commercial trip rates - same comment
- Trip Distribution:
  - Agree Huntingdonshire 021 is an acceptable MSOA on which to base
  - Bedford 004 should be compared to/averaged with Huntingdonshire 021 to check internalisation
  - Some further breakdown (diagram) would be helpful to understanding of % of trips going north(+30%) as opposed to east towards Cambridge (21%) west and if this is likely to continue as housing in Cambridgeshire is expensive and in demand
  - Small reduction in pass-by trips is acceptable – may need to reduce over time as depends on size of foodstore within site in later years)
- Future Traffic Forecast:
  - 2040 is acceptable
  - How the 3 areas will be weighted / averaged will need to be confirmed / documented. Average would be acceptable
  - Redistribution based on Black Cat DCO reasonable
- Base Data and Capacity:
  - Junctions proposed comprehensive
  - BBC suggest a % impact assessment carried out to determine which junctions need further operational assessment
- Travel Plan
  - A Framework TP would be required at Outline with a final conditioned to be based on surveys 6-12 months following
- Access strategy

- Preliminary thoughts on access strategy, including primary and secondary access, and access for public transport / active travel

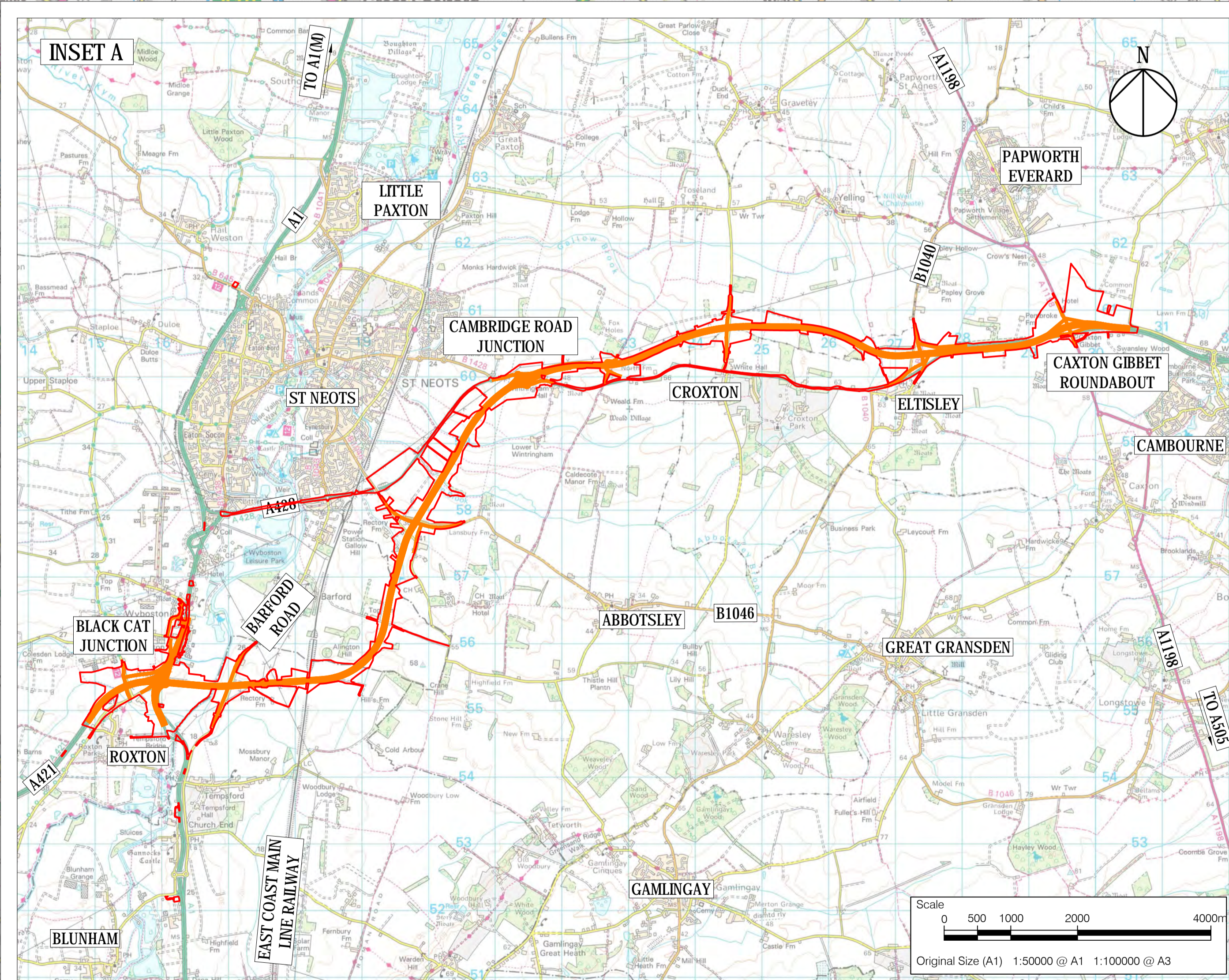






**KEY**

- SCHEME ALIGNMENT
- DEVELOPMENT CONSENT ORDER (DCO) BOUNDARY



Purpose of Issue  
**DCO APPLICATION**

Client  
Highways England  
Woodlands  
Manton Lane  
Manton Industrial Estate  
Bedford  
MK41 7LW

Development Consent Order Number  
**TR010044**

Project Title  
**A428 BLACK CAT TO CAXTON GIBBET IMPROVEMENTS**

Drawing Title  
**LOCATION PLAN REGULATION 5(2)(O)**

Final for DCO Application	WV	03/02/21	PO6
Revision Details	By	Date	Suffix
	Check		

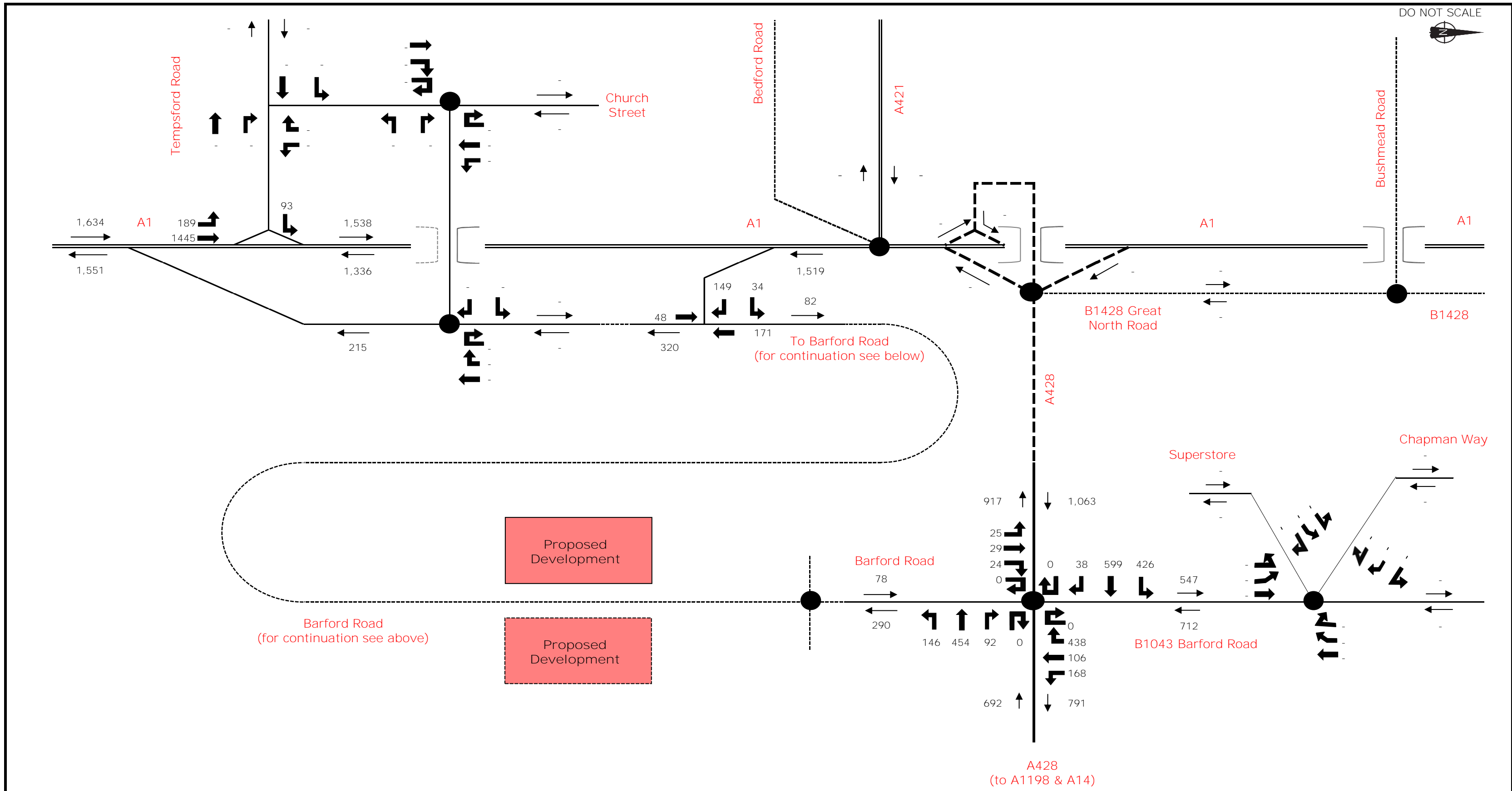
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Location A428_SW_Z_ZZ		Type -DR-DC-2101		Page PO6

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 File Date: 03/02/21 11:53:08  
 File User: JMW

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  - Road network layout is representative only and not to scale.
  - Junctions that are not being investigated are unlikely to show complete data in all scenarios.
  - All flows are displayed to the nearest Vehicle, actual values used in subsequent calculations where available.
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**Key:**

- == Trunk Road Network (Dual Carriageway)
- Trunk Road Network (Single Carriageway)
- Local Road Network Assessed
- Indicative Road Network

REV	DATE	DESCRIPTION	DRAWN	CHKD

**Richard Jackson Engineering Consultants**

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 4 The Old Church, St. Matthews Road, Norwich, Norfolk NR1 1SP  
 The Wheelhouse, Bonds Mill, Stonehouse, Gloucestershire GL10 3RF  
 Email Address: mail@rj.uk.com

Tel: 01206 228800  
 Tel: 020 7448 9910  
 Tel: 01223 314794  
 Tel: 01603 230240  
 Tel: 01172 020070  
 Web Site: http://www.rj.uk.com

Project Title  
 Alington Estate, Little Barford

Drawing Title  
 TRAFFIC FLOW DIAGRAM - SCENARIO 1

AM 2040 A428 Scheme DCO Committed Flows

Client Title  
 Executors of the Late Nigel Alington

Scale  
 NTS

Drawn  
 D. Palmer

Date  
 05/08/21

Job Manager  
 [Redacted]

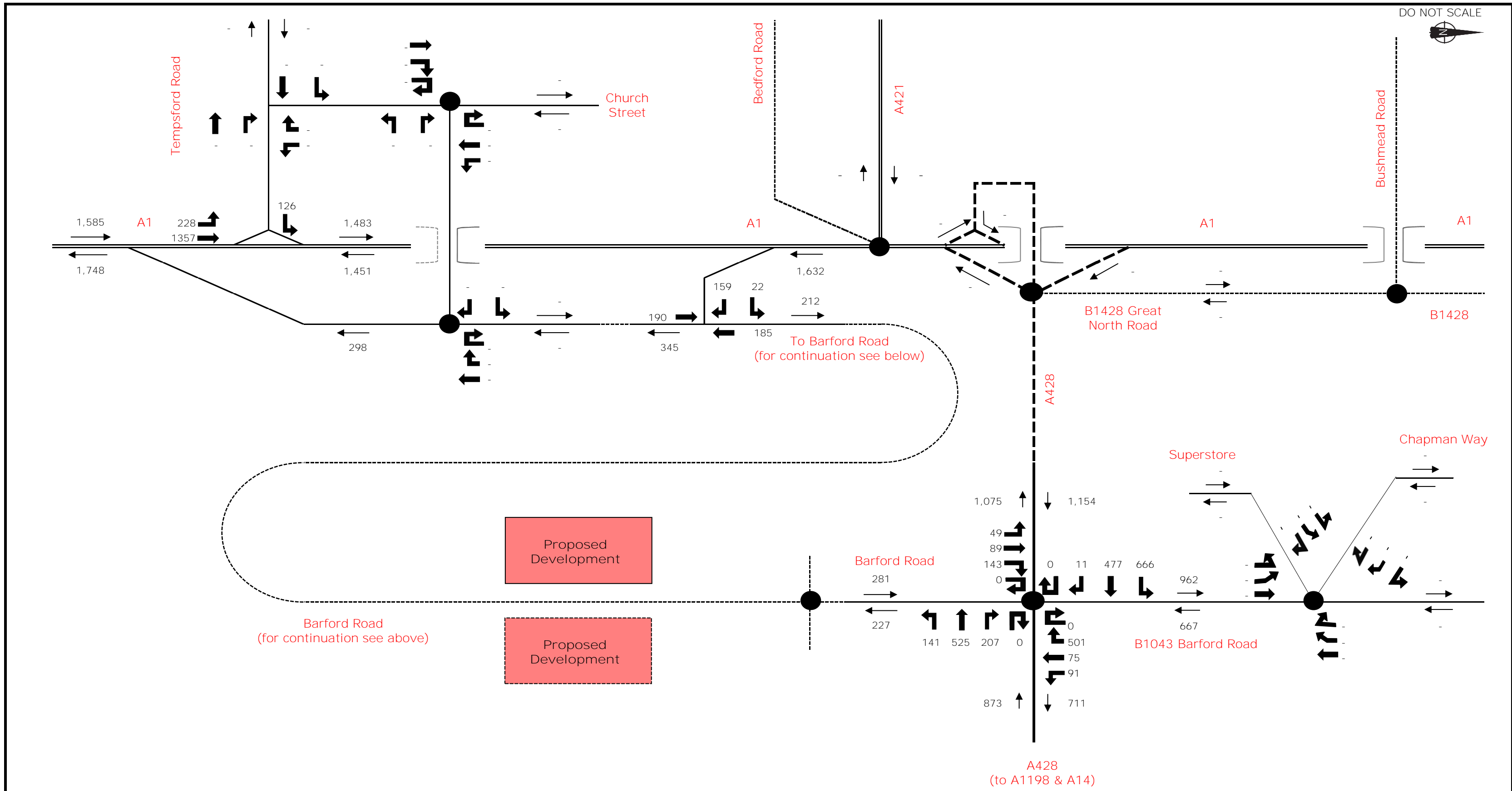
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Drawing Status

INFORMATION     APPROVAL     COSTING  
 TENDER     CONSTRUCTION     AS CONSTRUCTED





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Project Title  
Alington Estate, Little Barford

Drawing Title  
TRAFFIC FLOW DIAGRAM - SCENARIO 2

PM 2040 A428 Scheme DCO Committed Flows

Client Title  
Executors of the Late Nigel Alington

Scale  
NTS

Drawn  
D. Palmer

Date  
05/08/21

Job Manager  
[Redacted]

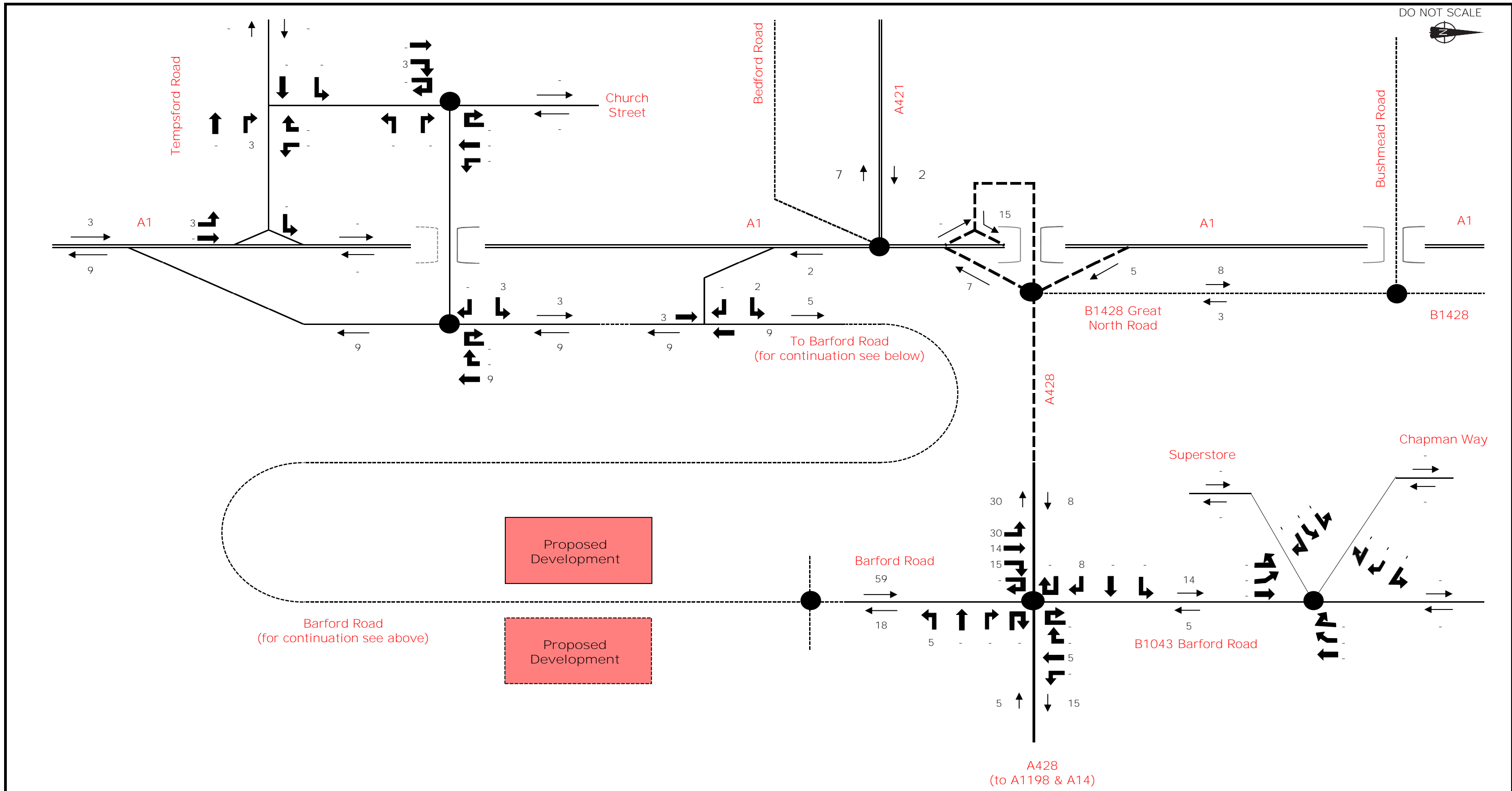
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INFORMATION     APPROVAL     COSTING

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Project Title  
 Alington Estate, Little Barford

Drawing Title  
 TRAFFIC FLOW DIAGRAM - SCENARIO 3

AM Proposed Residential Development Phase 1

Client Title  
 Executors of the Late Nigel Alington

Scale  
 NTS

Drawn  
 D. Palmer

Date  
 05/08/21

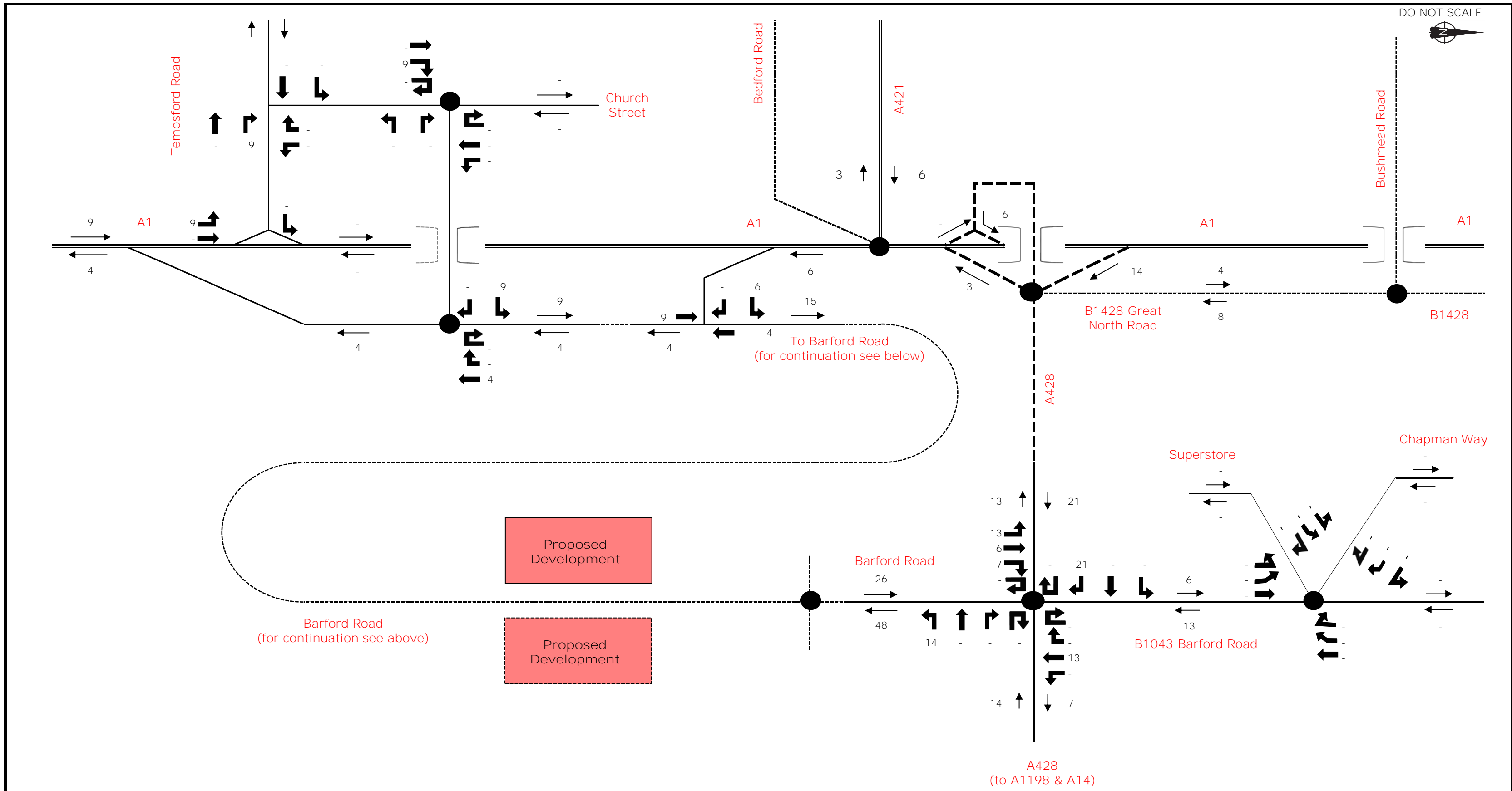
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Drawing No.  
 60830/P/TA/03

Drawing Status

INFORMATION     APPROVAL     COSTING  
 TENDER     CONSTRUCTION     AS CONSTRUCTED



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- Indicative Road Network

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Project Title  
Alington Estate, Little Barford

Drawing Title  
TRAFFIC FLOW DIAGRAM - SCENARIO 4

PM Proposed Residential Development Phase 1

Client Title  
Executors of the Late Nigel Alington

Scale  
NTS

Drawn  
D. Palmer

Date  
05/08/21

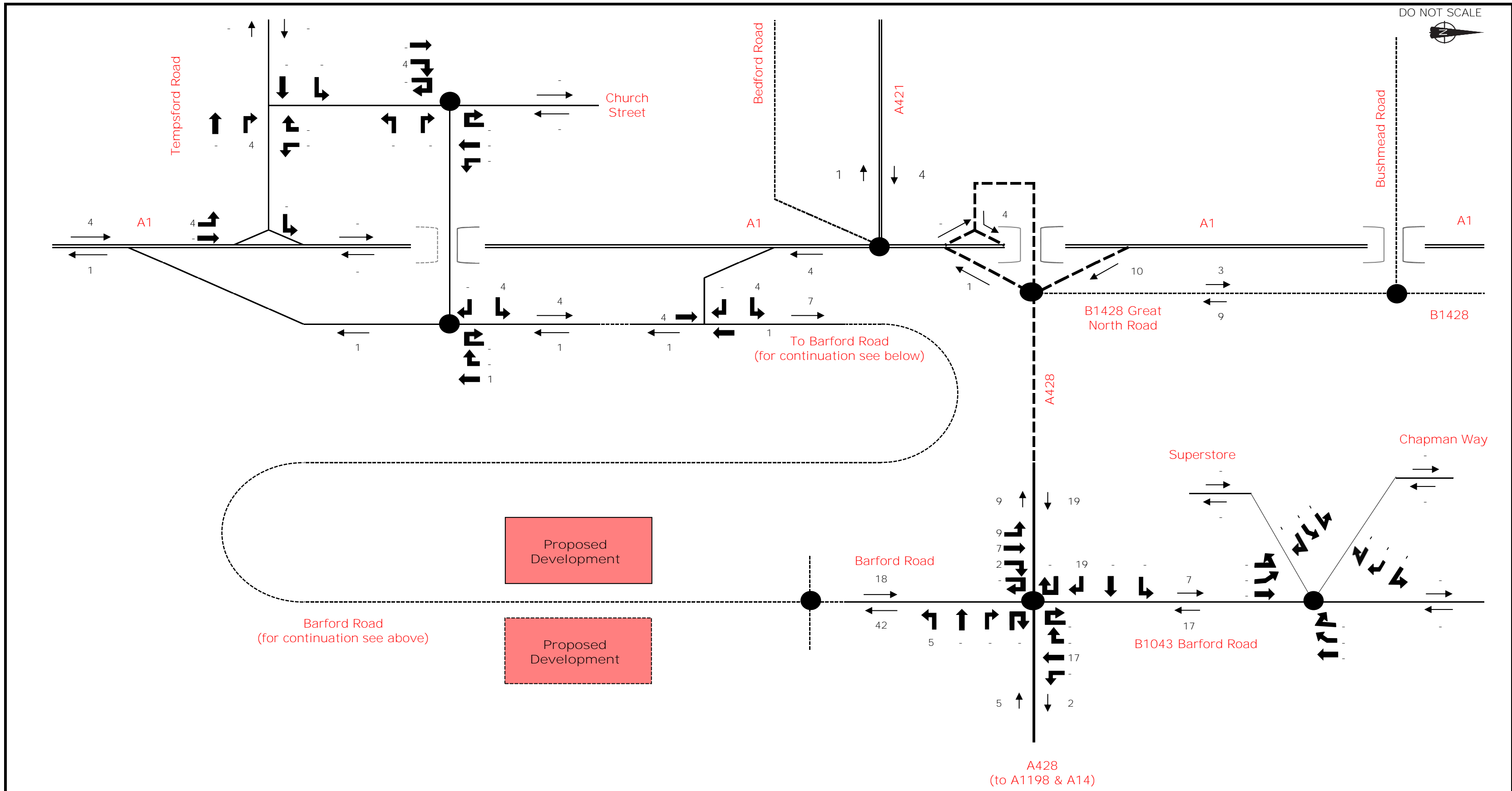
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Drawing Status

INFORMATION     APPROVAL     COSTING  
 TENDER     CONSTRUCTION     AS CONSTRUCTED



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- Indicative Road Network

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Project Title  
Alington Estate, Little Barford

Drawing Title  
TRAFFIC FLOW DIAGRAM - SCENARIO 5

AM Proposed Employment Development

Client Title  
Executors of the Late Nigel Alington

Scale  
NTS

Drawn  
D. Palmer

Date  
05/08/21

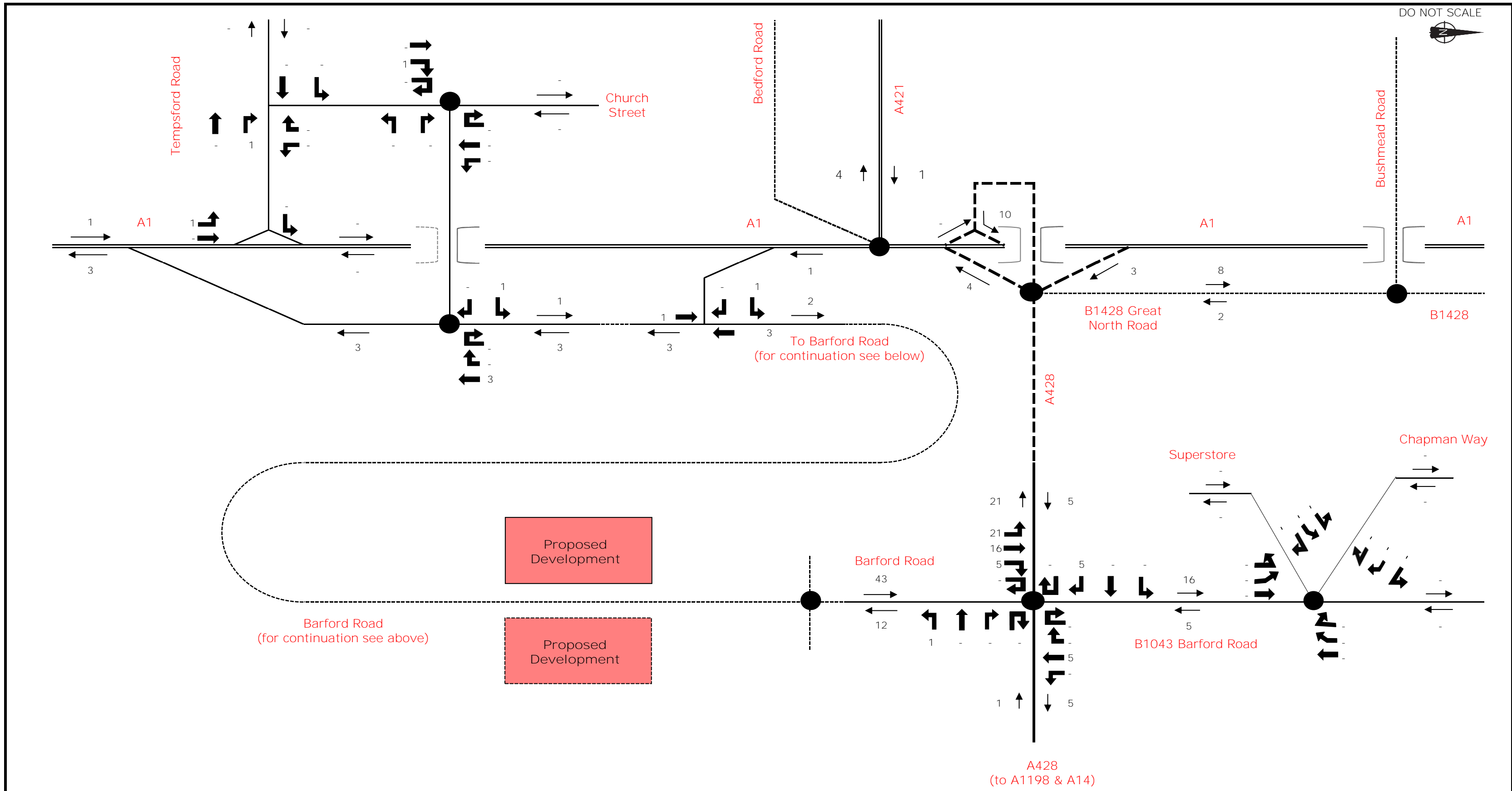
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Quality Checked  
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Drawing No.  
60830/P/TA/05

Drawing Status

INFORMATION     APPROVAL     COSTING  
 TENDER     CONSTRUCTION     AS CONSTRUCTED



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Project Title  
Alington Estate, Little Barford

Drawing Title  
TRAFFIC FLOW DIAGRAM - SCENARIO 6

PM Proposed Employment Development

Client Title  
Executors of the Late Nigel Alington

Scale  
NTS

Drawn  
D. Palmer

Date  
05/08/21

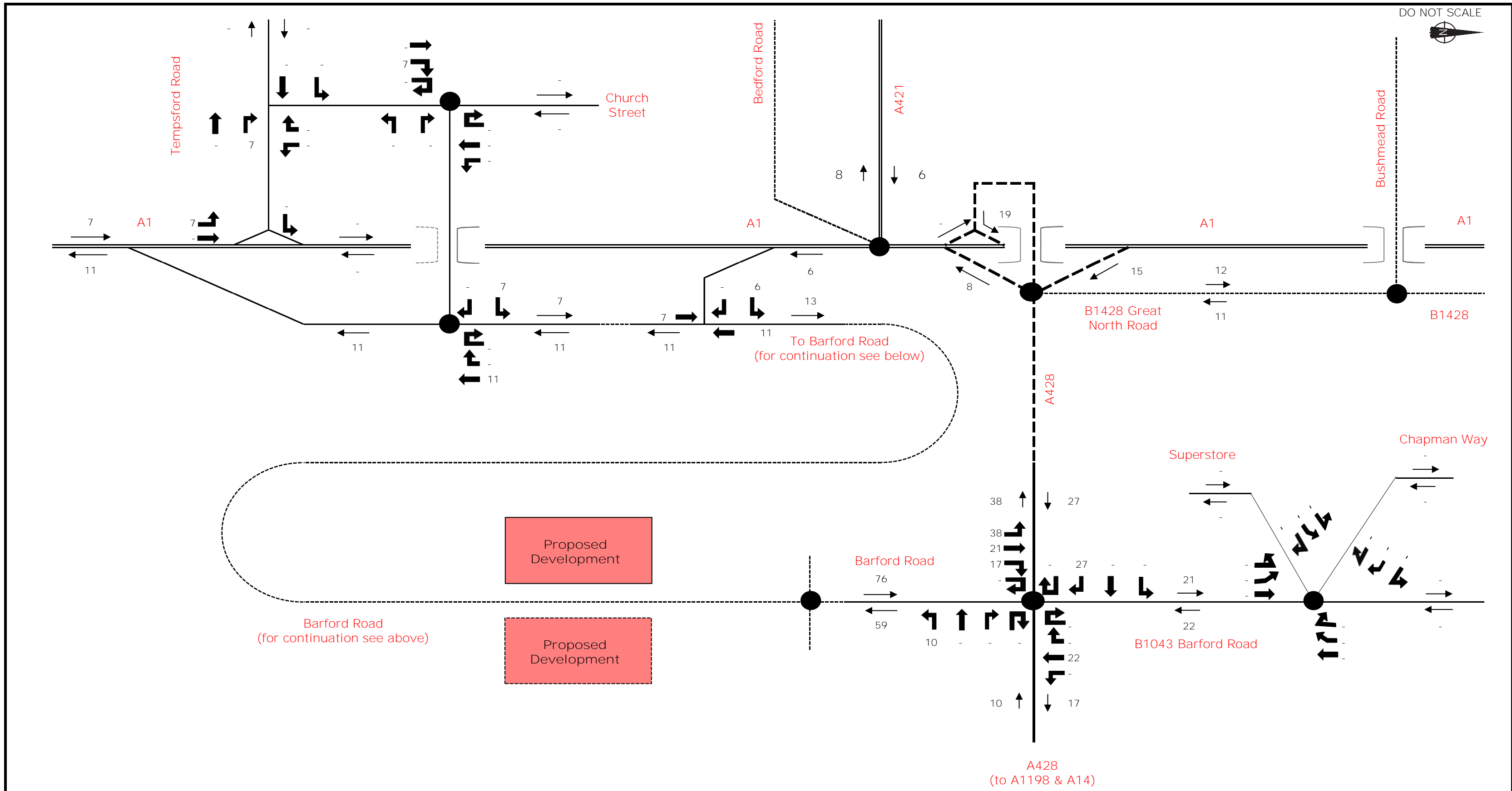
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60830/P/TA/06

Drawing Status

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 Web Site: http://www.rj.uk.com

Project Title  
 Alington Estate, Little Barford

Drawing Title  
 TRAFFIC FLOW DIAGRAM - SCENARIO 7

AM Proposed Development Phase 1 Combined

Client Title  
 Executors of the Late Nigel Alington

Scale  
 NTS

Drawn  
 D. Palmer

Date  
 05/08/21

Job Manager  
 [Redacted]

Quality Checked  
 [Redacted]

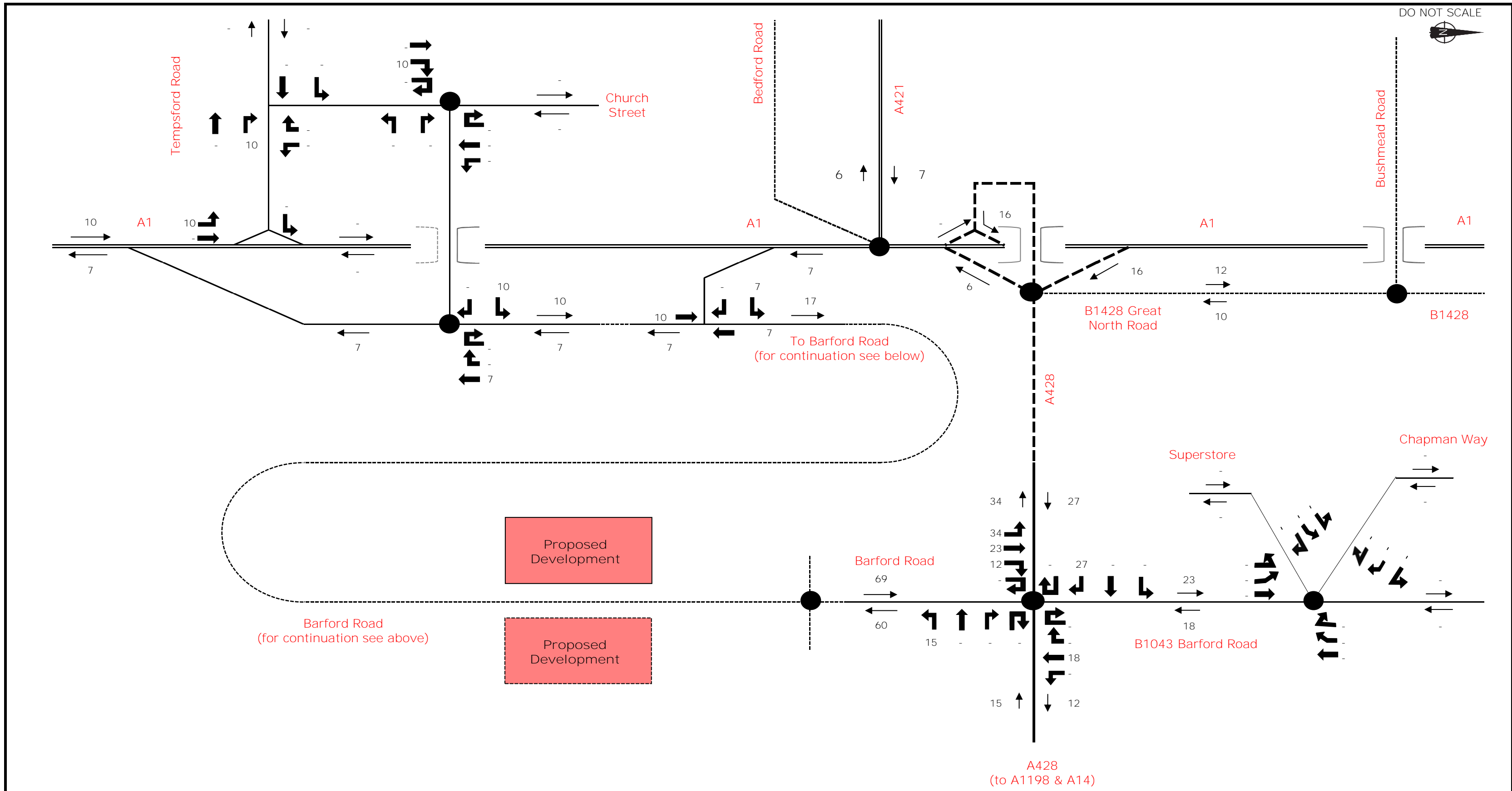
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Drawing Status

INFORMATION     APPROVAL     COSTING

TENDER     CONSTRUCTION     AS CONSTRUCTED





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 Tel: 01172 020070  
 Web Site: http://www.rj.uk.com

Project Title  
Alington Estate, Little Barford

Drawing Title  
TRAFFIC FLOW DIAGRAM - SCENARIO 8

PM Proposed Development Phase 1 Combined

Client Title  
Executors of the Late Nigel Alington

Scale  
NTS

Drawn  
D. Palmer

Date  
05/08/21

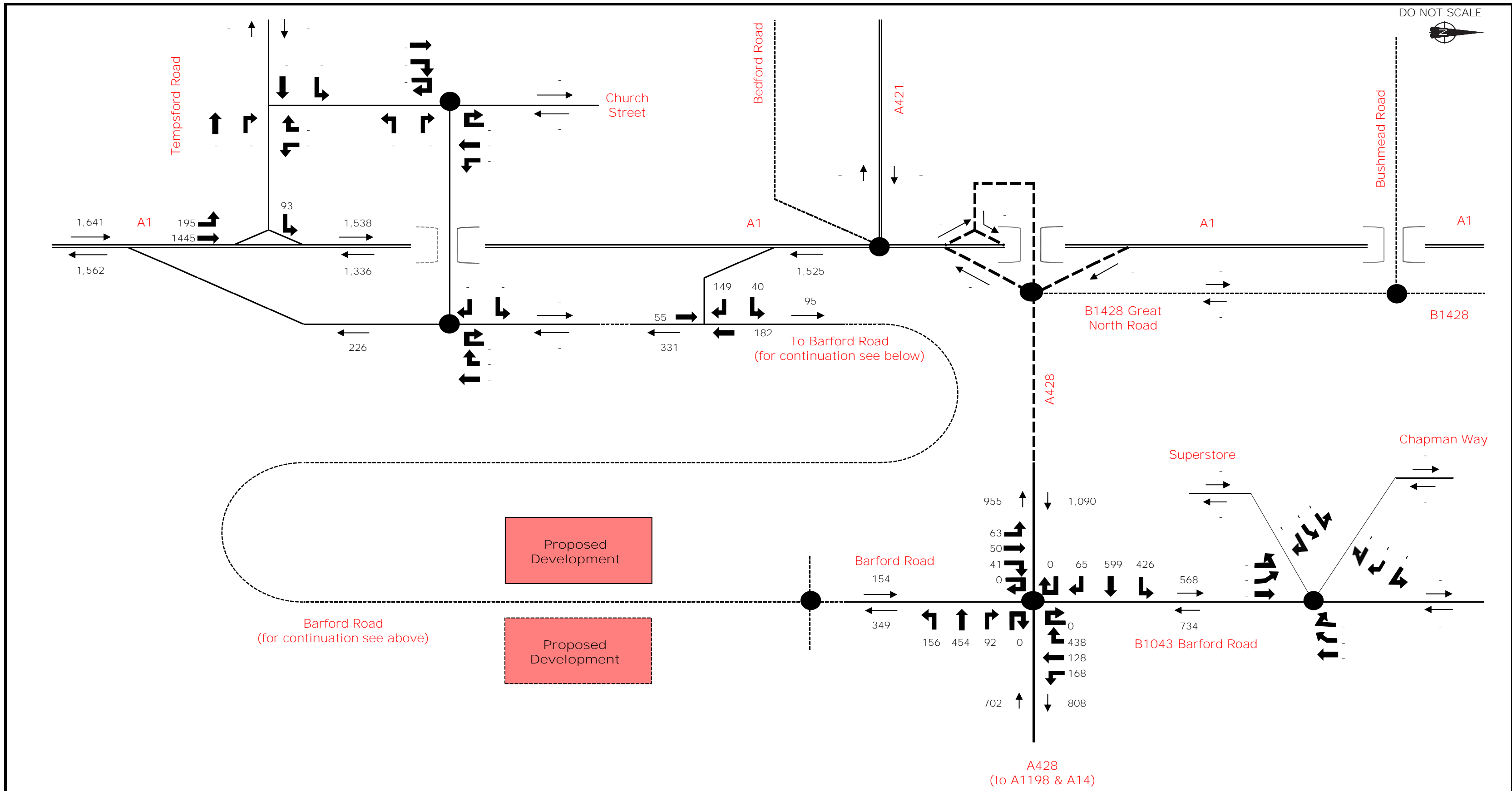
Job Manager  
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Quality Checked  
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Drawing No.  
60830/P/TA/08

Drawing Status

INFORMATION     APPROVAL     COSTING  
 TENDER     CONSTRUCTION     AS CONSTRUCTED



- All flows are in Vehicles.
  - Based on traffic flow data from A428 Black Cat to Caxton Gibbet Road Improvement Development Consent Order Traffic Data.
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  - Junctions that are not being investigated are unlikely to show complete data in all scenarios.
  - All flows are displayed to the nearest Vehicle, actual values used in subsequent calculations where available.
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**Key:**

- == Trunk Road Network (Dual Carriageway)
- Trunk Road Network (Single Carriageway)
- Local Road Network Assessed
- Indicative Road Network

REV	DATE	DESCRIPTION	DRAWN	CHKD

**Richard Jackson Engineering Consultants**

847 The Crescent, Colchester, CO4 9YQ  
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 5 Quern House, Mill Court, Great Shelford, Cambs, CB22 5LD  
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 Email Address: mail@rj.uk.com

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 Tel: 020 7448 9910  
 Tel: 01223 314794  
 Tel: 01603 230240  
 Tel: 01172 020070  
 Web Site: http://www.rj.uk.com

Project Title  
Alington Estate, Little Barford

Drawing Title  
TRAFFIC FLOW DIAGRAM - SCENARIO 9

AM 2040 with Proposed Development Phase 1

Client Title  
Executors of the Late Nigel Alington

Scale  
NTS

Drawn  
D. Palmer

Date  
05/08/21

Job Manager  
[Redacted]

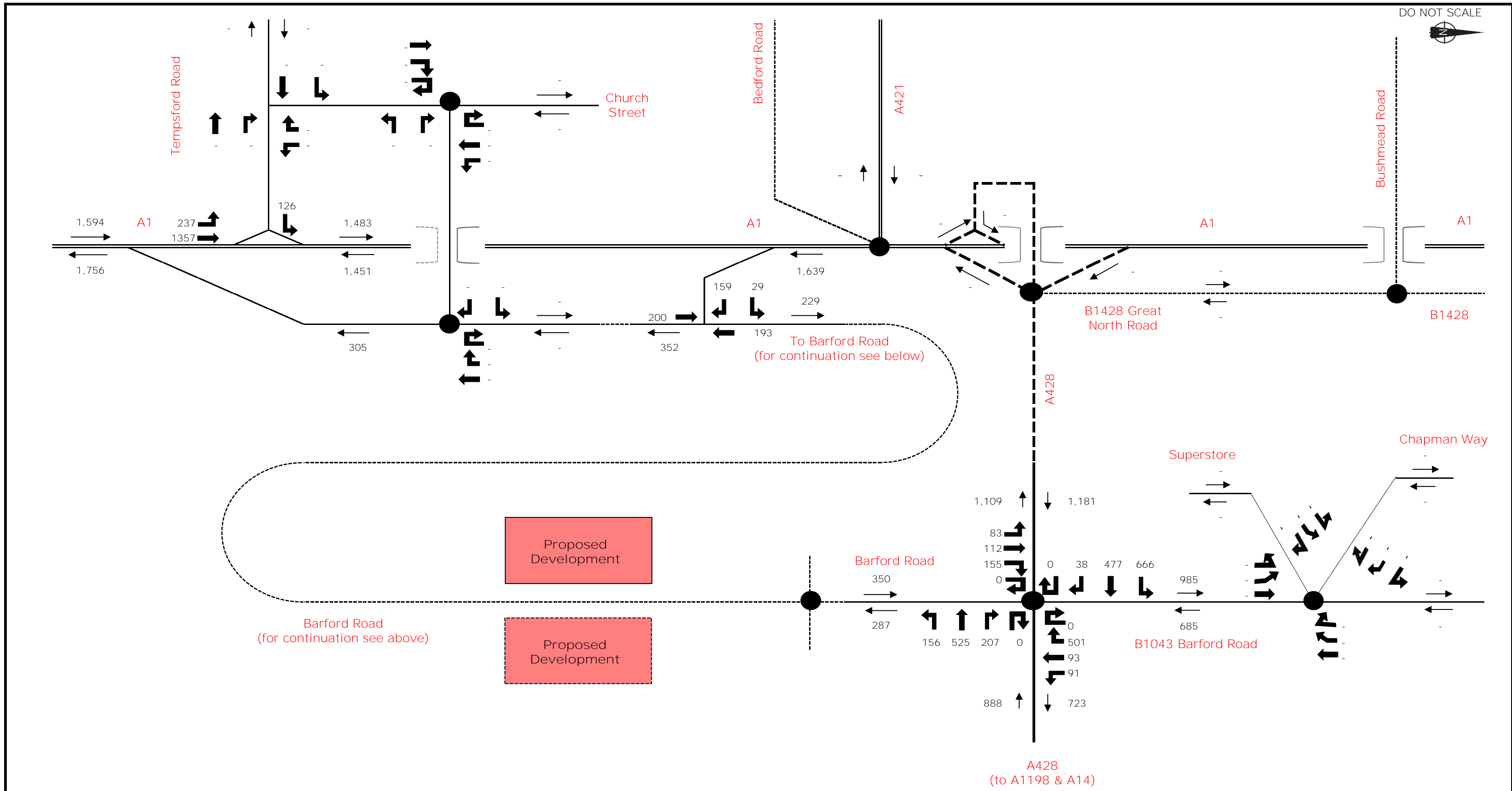
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Drawing No.  
60830/P/TA/09

Drawing Status

INFORMATION     APPROVAL     COSTING  
 TENDER     CONSTRUCTION     AS CONSTRUCTED





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**Key:**

- == Trunk Road Network (Dual Carriageway)
- Trunk Road Network (Single Carriageway)
- Local Road Network Assessed
- Indicative Road Network

REV	DATE	DESCRIPTION	DRAWN	CHKD

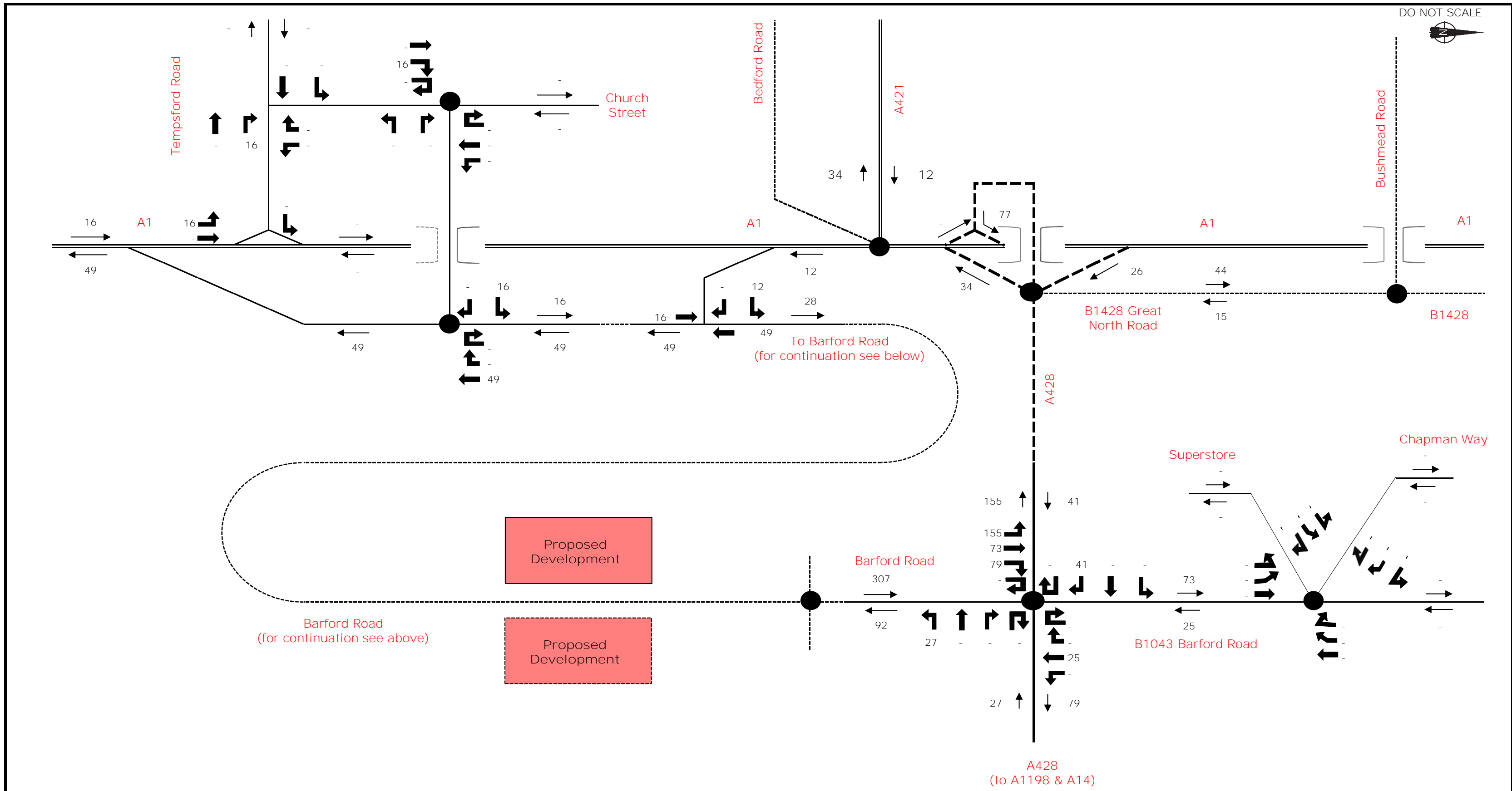
**Richard Jackson Engineering Consultants**

847 The Crescent, Colchester, CO4 9YQ  
 Unit 06C130, 6th Floor, 1 St. Katherine's Way, London, E1W 1UN  
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Project Title Alington Estate, Little Barford	Client Title Executors of the Late Nigel Alington
Drawing Title TRAFFIC FLOW DIAGRAM - SCENARIO 10	Scale NTS
PM 2040 with Proposed Development Phase 1	Drawn D. Palmer
	Date 05/08/21
	Job Manager [Redacted]
	Quality Checked [Redacted]

Drawing No. 60830/P/TA/10	Revision
Drawing Status	
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<input type="checkbox"/> TENDER	<input type="checkbox"/> AS CONSTRUCTED
<input type="checkbox"/> CONSTRUCTION	<input type="checkbox"/> COSTING



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**Key:**

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- Trunk Road Network (Single Carriageway)
- Local Road Network Assessed
- Indicative Road Network

REV	DATE	DESCRIPTION	DRAWN	CHKD

**Richard Jackson Engineering Consultants**

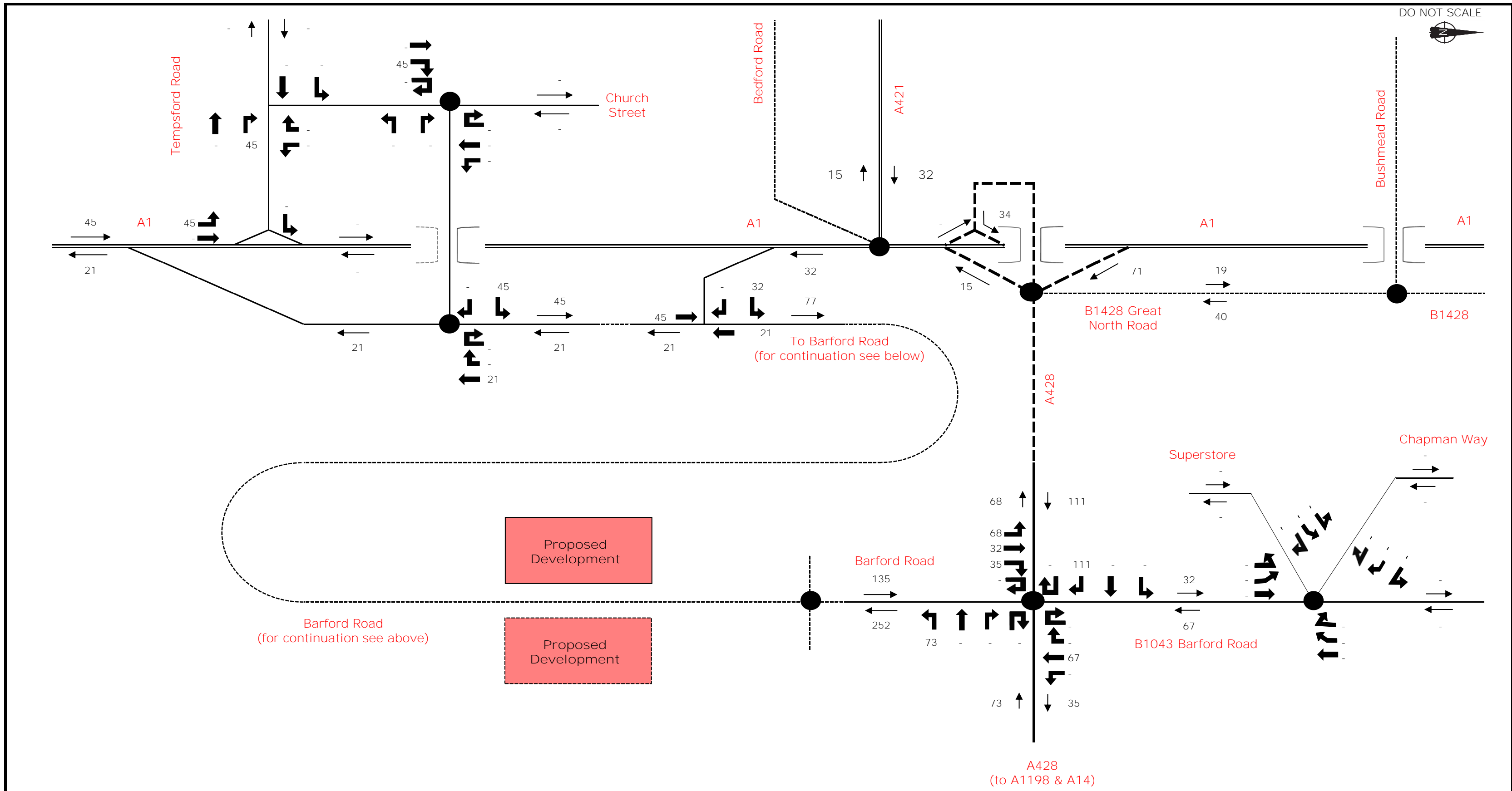
847 The Crescent, Colchester, CO4 9YQ  
 Unit 06C130, 6th Floor, 1 St. Katherine's Way, London, E1W 1UN  
 5 Quern House, Mill Court, Great Shelford, Cambs, CB22 5LD  
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 Web Site: http://www.rj.uk.com

Project Title Alington Estate, Little Barford
Drawing Title TRAFFIC FLOW DIAGRAM - SCENARIO 11
AM Proposed Residential Development Phase 2

Client Title Executors of the Late Nigel Alington		
Scale NTS	Drawn D. Palmer	Date 05/08/21
Job Manager [REDACTED]	Quality Checked [REDACTED]	

Drawing No. 60830/P/TA/11	Revision
Drawing Status	
<input checked="" type="checkbox"/> INFORMATION	<input type="checkbox"/> APPROVAL
<input type="checkbox"/> TENDER	<input type="checkbox"/> AS CONSTRUCTED



- All flows are in Vehicles.
  - Based on traffic flow data from A428 Black Cat to Caxton Gibbet Road Improvement Development Consent Order Traffic Data.
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**Key:**

- == Trunk Road Network (Dual Carriageway)
- Trunk Road Network (Single Carriageway)
- Local Road Network Assessed
- Indicative Road Network

REV	DATE	DESCRIPTION	DRAWN	CHKD

**Richard Jackson Engineering Consultants**

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 Tel: 01603 230240  
 Tel: 01172 020070  
 Web Site: http://www.rj.uk.com

Project Title  
Alington Estate, Little Barford

Drawing Title  
TRAFFIC FLOW DIAGRAM - SCENARIO 12

PM Proposed Residential Development Phase 2

Client Title  
Executors of the Late Nigel Alington

Scale  
NTS

Drawn  
D. Palmer

Date  
05/08/21

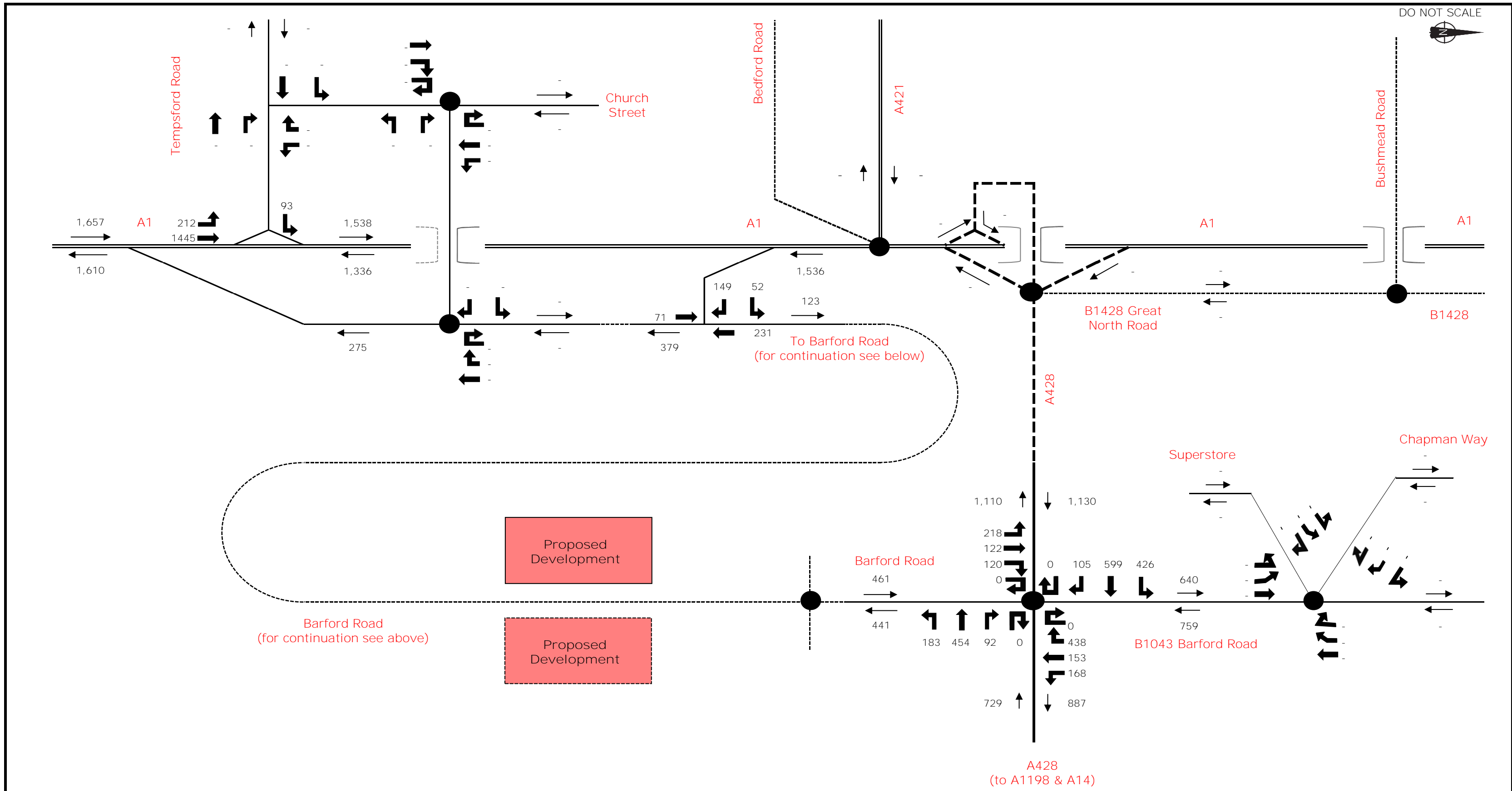
Job Manager  
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Quality Checked  
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Drawing No.  
60830/P/TA/12

Drawing Status

INFORMATION     APPROVAL     COSTING  
 TENDER     CONSTRUCTION     AS CONSTRUCTED



- All flows are in Vehicles.
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**Key:**

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- Trunk Road Network (Single Carriageway)
- Local Road Network Assessed
- Indicative Road Network

REV	DATE	DESCRIPTION	DRAWN	CHKD

**Richard Jackson Engineering Consultants**

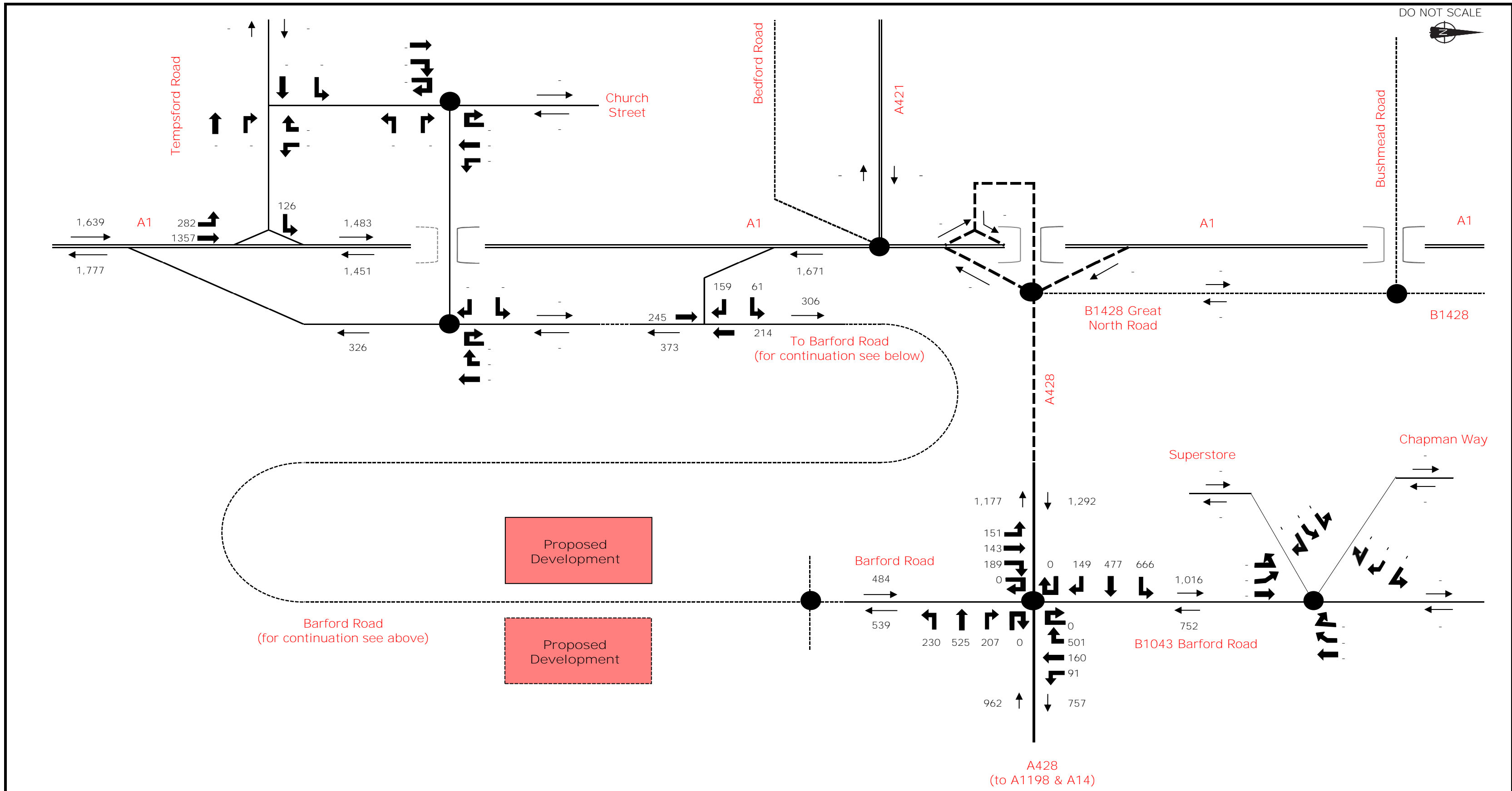
847 The Crescent, Colchester, CO4 9YQ  
 Unit 06C130, 6th Floor, 1 St. Katherine's Way, London, E1W 1UN  
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 Tel: 01603 230240  
 Tel: 01172 020070  
 Web Site: http://www.rj.uk.com

Project Title Alington Estate, Little Barford
Drawing Title TRAFFIC FLOW DIAGRAM - SCENARIO 13
AM 2040 with Proposed Development Phases 1 & 2

Client Title Executors of the Late Nigel Alington		
Scale NTS	Drawn D. Palmer	Date 05/08/21
Job Manager [Redacted]	Quality Checked [Redacted]	

Drawing No. 60830/P/TA/13	Revision
Drawing Status	
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<input type="checkbox"/> TENDER	<input type="checkbox"/> AS CONSTRUCTED



- All flows are in Vehicles.
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- Trunk Road Network (Single Carriageway)
- Local Road Network Assessed
- Indicative Road Network

REV	DATE	DESCRIPTION	DRAWN	CHKD

**Richard Jackson Engineering Consultants**

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 Tel: 01223 314794  
 Tel: 01603 230240  
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 Web Site: http://www.rj.uk.com

Project Title  
Alington Estate, Little Barford

Drawing Title  
TRAFFIC FLOW DIAGRAM - SCENARIO 14

PM 2040 with Proposed Development Phases 1 & 2

Client Title  
Executors of the Late Nigel Alington

Scale  
NTS

Drawn  
D. Palmer

Date  
05/08/21

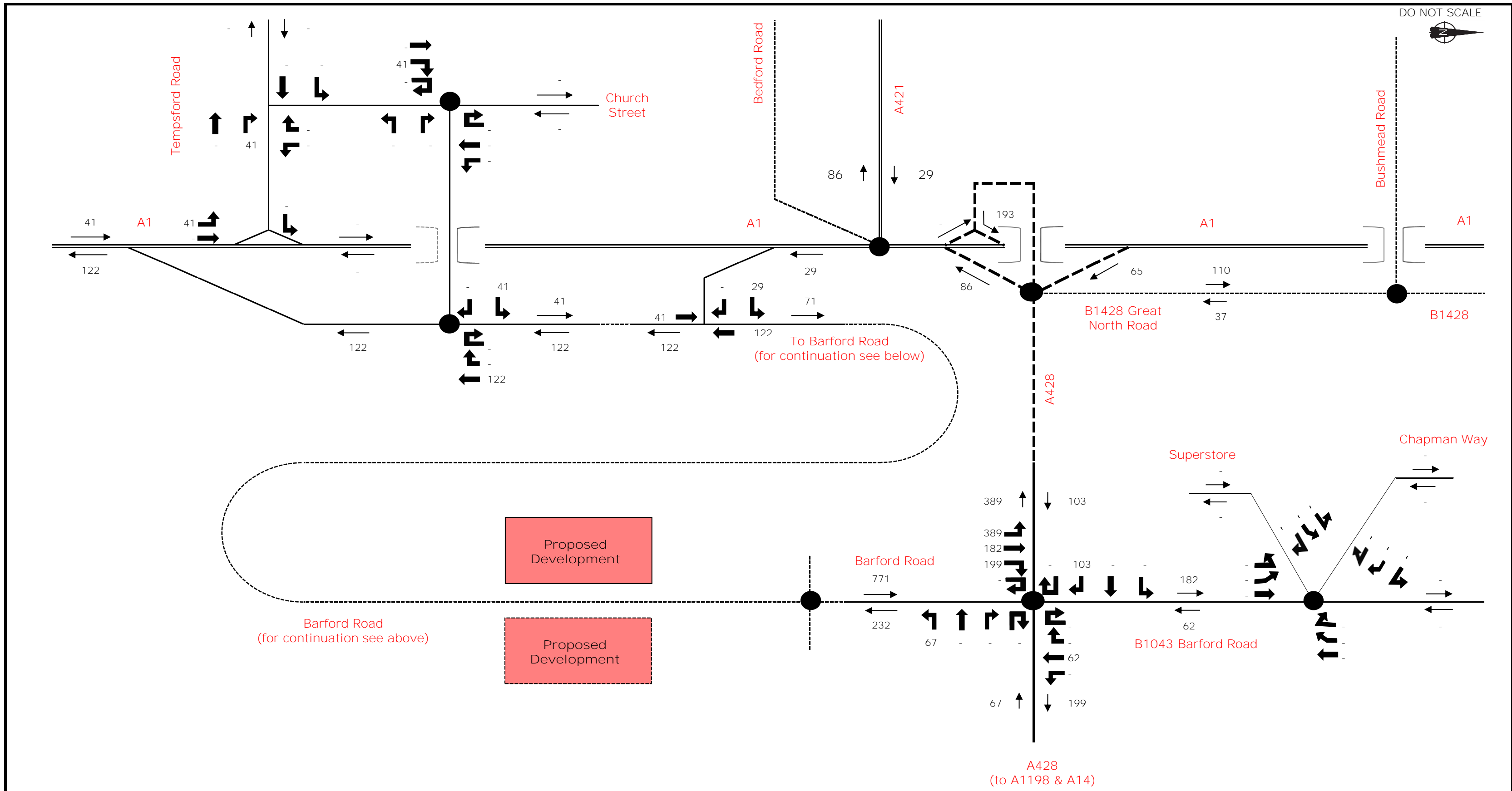
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Quality Checked  
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Drawing No.  
60830/P/TA/14

Drawing Status

INFORMATION     APPROVAL     COSTING  
 TENDER     CONSTRUCTION     AS CONSTRUCTED



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- Local Road Network Assessed
- Indicative Road Network

REV	DATE	DESCRIPTION	DRAWN	CHKD

**Richard Jackson Engineering Consultants**

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 Tel: 01172 020070  
 Web Site: http://www.rj.uk.com

Project Title  
Alington Estate, Little Barford

Drawing Title  
TRAFFIC FLOW DIAGRAM - SCENARIO 15

AM Proposed Residential Development Phase 3

Client Title  
Executors of the Late Nigel Alington

Scale  
NTS

Drawn  
D. Palmer

Date  
05/08/21

Job Manager  
[Redacted]

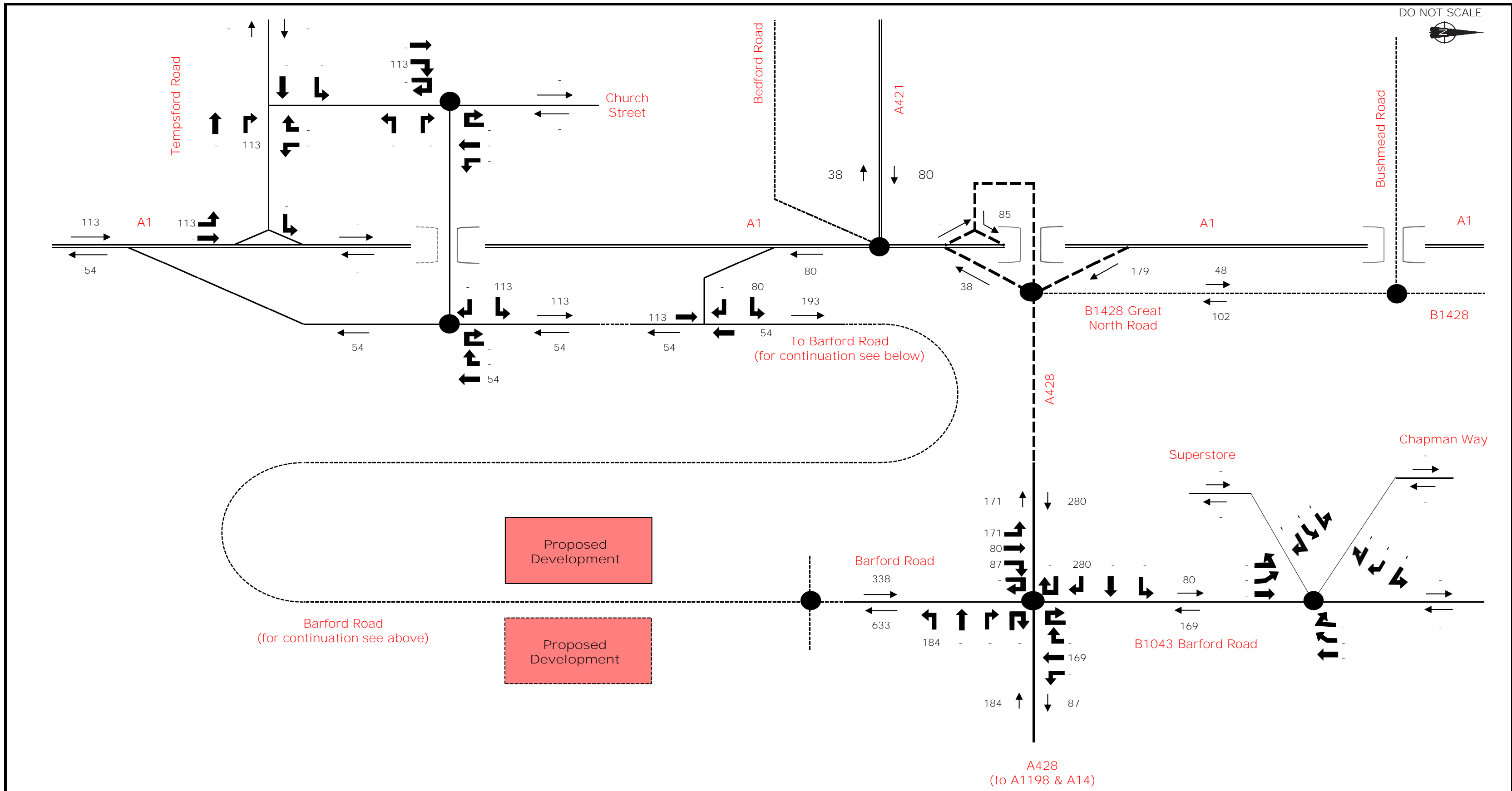
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Drawing No.  
60830/P/TA/15

Drawing Status

INFORMATION     APPROVAL     COSTING  
 TENDER     CONSTRUCTION     AS CONSTRUCTED





- All flows are in Vehicles.
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**Key:**

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- Trunk Road Network (Single Carriageway)
- Local Road Network Assessed
- Indicative Road Network

REV	DATE	DESCRIPTION	DRAWN	CHKD

**Richard Jackson Engineering Consultants**

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 Tel: 01603 230240  
 Tel: 01172 020070  
 Web Site: http://www.rj.uk.com

Project Title  
Alington Estate, Little Barford

Drawing Title  
TRAFFIC FLOW DIAGRAM - SCENARIO 16

PM Proposed Residential Development Phase 3

Client Title  
Executors of the Late Nigel Alington

Scale  
NTS

Drawn  
D. Palmer

Date  
05/08/21

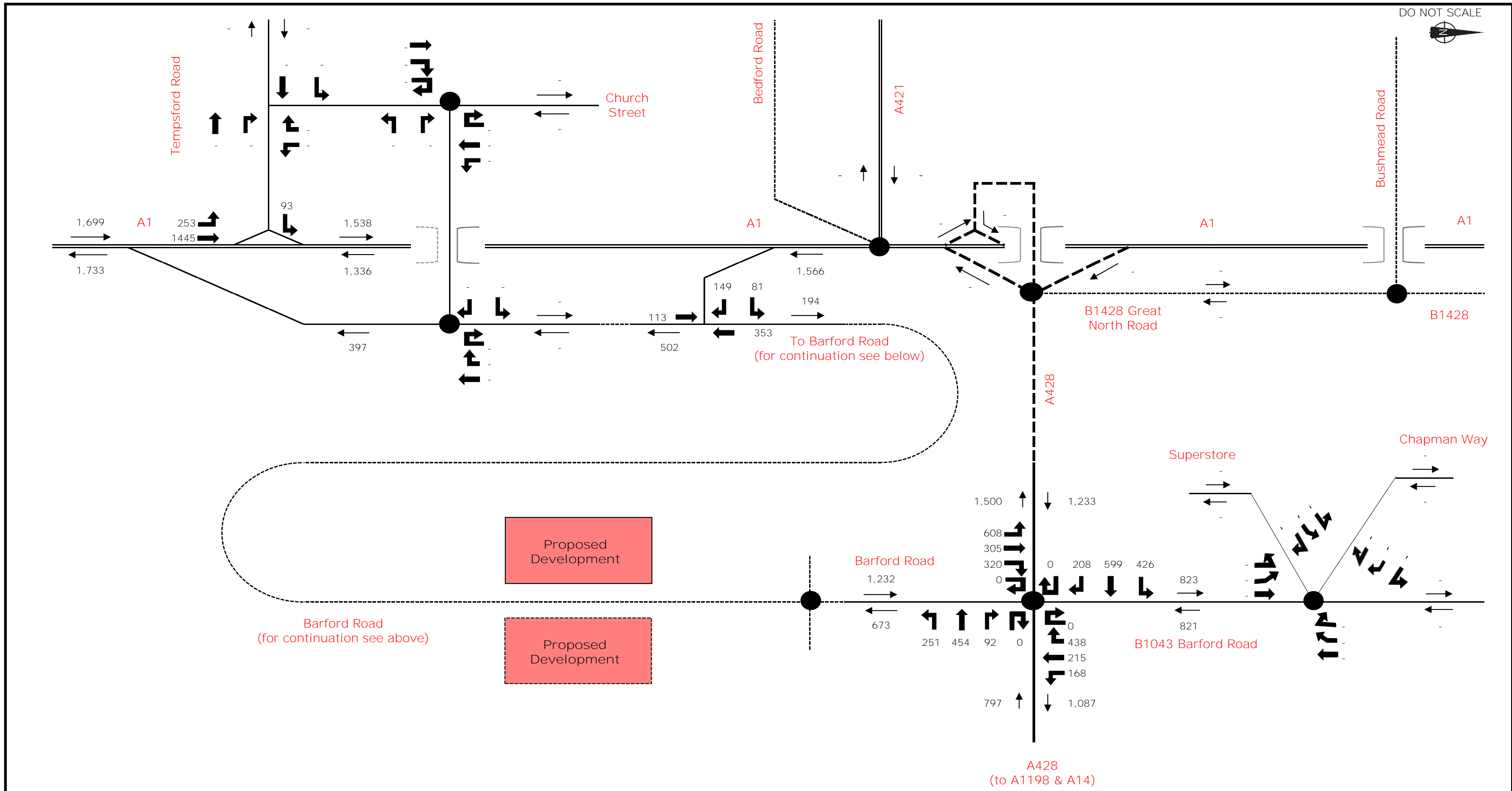
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Drawing No.  
60830/P/TA/16

Drawing Status

INFORMATION     APPROVAL     COSTING  
 TENDER     CONSTRUCTION     AS CONSTRUCTED



- All flows are in Vehicles.
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- Local Road Network Assessed
- Indicative Road Network

REV	DATE	DESCRIPTION	DRAWN	CHKD

**Richard Jackson Engineering Consultants**

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 Tel: 01172 020070  
 Web Site: http://www.rj.uk.com

Project Title  
Alington Estate, Little Barford

Drawing Title  
TRAFFIC FLOW DIAGRAM - SCENARIO 17

AM 2040 with Proposed Development Phases 1,2&3

Client Title  
Executors of the Late Nigel Alington

Scale  
NTS

Drawn  
D. Palmer

Date  
05/08/21

Job Manager  
[Redacted]

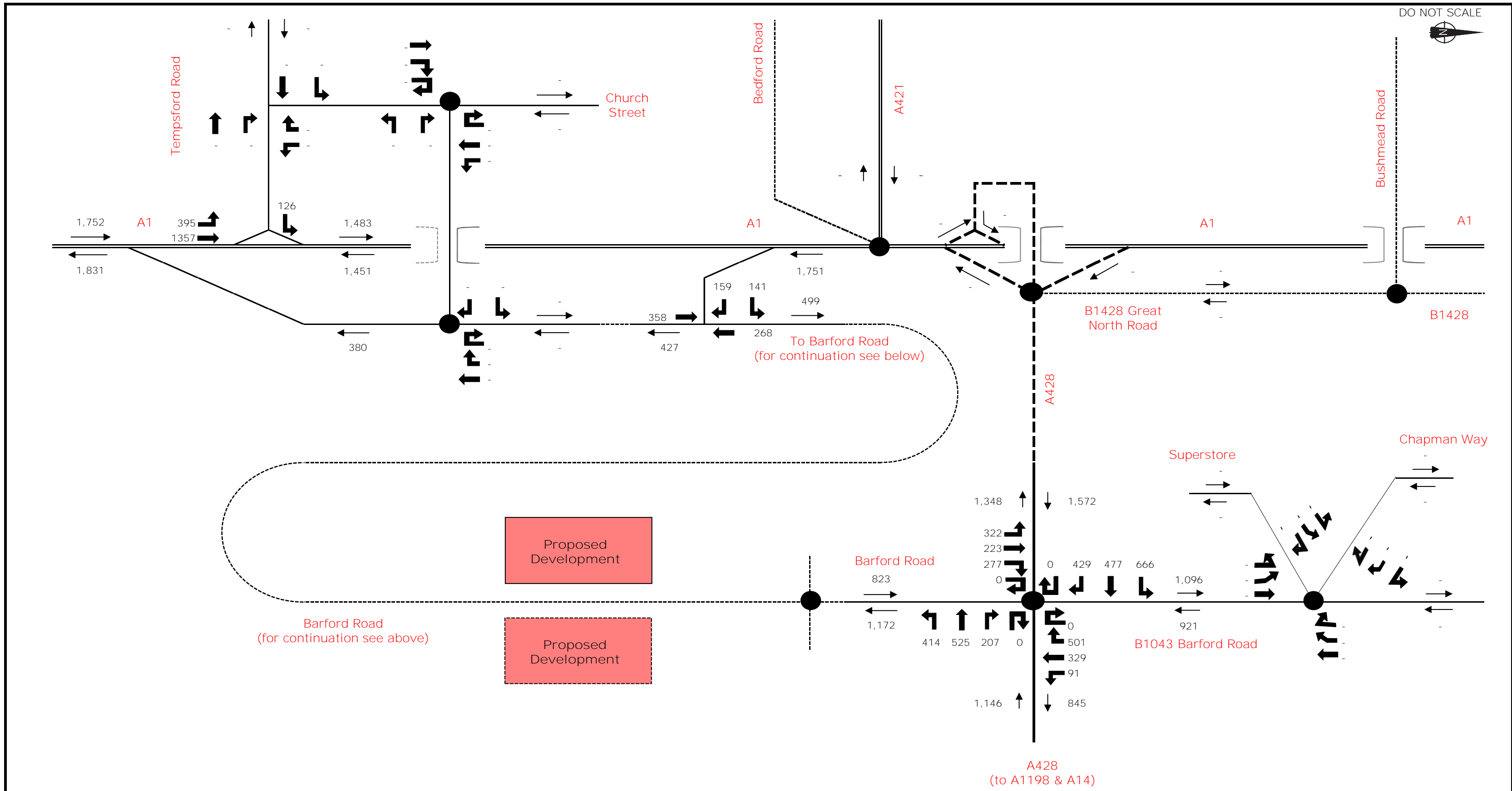
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Drawing No.  
60830/P/TA/17

Drawing Status

INFORMATION     APPROVAL     COSTING  
 TENDER     CONSTRUCTION     AS CONSTRUCTED





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- Local Road Network Assessed
- Indicative Road Network

REV	DATE	DESCRIPTION	DRAWN	CHKD

**Richard Jackson Engineering Consultants**

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 Tel: 01172 020070  
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Project Title  
Alington Estate, Little Barford

Drawing Title  
TRAFFIC FLOW DIAGRAM - SCENARIO 18

PM 2040 with Proposed Development Phases 1,2&3

Client Title  
Executors of the Late Nigel Alington

Scale  
NTS

Drawn  
D. Palmer

Date  
05/08/21

Job Manager  
[Redacted]

Quality Checked  
[Redacted]

Drawing No.  
60830/P/TA/18

Drawing Status

INFORMATION    APPROVAL    COSTING  
 TENDER    CONSTRUCTION    AS CONSTRUCTED

