

# **CSRM Technical Modelling Report for Cambridge and South Cambridgeshire Local Plans**

**Supplementary Technical Note, November 2015**

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# 1. Introduction

As part of discussion at the Examination into the Cambridge Submission Local Plan and South Cambridgeshire Submission Local Plan, the Councils were asked by the Inspector at the Matter 7 Transport Hearing on 18 February 2015 to meet with participants and prepare a statement of Common Ground. As part of that process, participants on Matter 7 (Transport) requested that the Councils make available additional information on the Transport Modelling carried out during the plan preparation process.

As a result of the Matter 7 Hearing a Supplementary Statement was published on 10 March 2015 by the Councils M7CCC&SCDC – Supplement 2), which provided information on:

- The Validation Report for the CSRM Model
- Assumptions used in the model runs referred to in the CSRM Modelling Report (CSRM Modelling Summary Report for Cambridge and South Cambridgeshire Local Plans – July 2013 RD/Strat/160)
- How the Cambridge Western Orbital was applied in the CSRM Model run referenced in the Modelling Report.

For completeness this is attached at appendix A, of this Note, and it is also available here:

<https://www.cambridge.gov.uk/sites/www.cambridge.gov.uk/files/documents/M7%20supplement%20%20-%20Re-run%20Modelling.pdf>

A Further Supplement was published by the Councils on 31 March 2015 (M7CCC&SCDC – Supplement 3), providing further information which addressed some apparent inconsistencies concerning housing numbers in the phase 3 model run. This supplement is attached at appendix B of this note, and is also available here:

<https://www.cambridge.gov.uk/sites/www.cambridge.gov.uk/files/documents/M7%20supplement%20-%20Re-run%20Modelling.pdf>

A revised version of the Modelling Summary Report was produced to show the impact of the changes (RD/Strat/161), which accompanied the supplement.

A meeting was held with both Councils, the County Council and their consultants, and Matter 7 participants on 16 April 2015 where participants asked questions and requested additional information on the modelling undertaken. A supplementary technical note was produced and shared with Matter 7 participants on 15 May 2015 to provide further technical information from the March 2015 CSRM model runs which supported the local plans. The intention was that this document would help inform preparation of a statement of common ground which would be submitted to the examination. The Inspectors Letter of 20 May 2015 required further transport modelling to be undertaken, and the Councils considered that this work should be undertaken before pursuing a statement of common ground further. This document has now been added to the examination library for completeness (RD/MC/072).

In October 2015 Phases 2 and 3 were re-run to address points raised by the Inspectors (phase 2) and reflect emerging proposed modifications to the submission Local Plans (phase 3). A new transport evidence base document was published in November 2015 - Local Plans CSRM – Cambridge and South Cambridgeshire Local Plans Transport Report, (November 2015) (RD/MC/070). The Transport Report sets out in a comprehensive manner the transport modelling undertaken during the plan making process, including additional modelling carried out as a result of the inspector's letter.

This document is an updated version of the supplementary technical note of 15 May 2015, providing the same further technical information requested by the Matter 7 participants, updated for the October 2015 model runs. Appendix G lists the specific requests and the location in this document where they are addressed.

Unless explicitly stated otherwise, all information provided in this note referencing the Do Something (DS) model relates to the October 2015 Phase 3 runs.



## 2. CSRM Modelling Summary Reports

This section provides further clarification of information found in the CSRM Modelling Summary Reports (RD/Strat/160 & RD/Strat/161).

### 2.1. Change in Trips by Travel Mode

Figure 6-6 and Table 6-3 in Section 6 of the Local Plans CSRM – Cambridge and South Cambridgeshire Local Plans Transport Report, November 2015 (RD/MC/070) illustrate the increase in travel demand anticipated between 2011 and 2031 by transport mode across the Sub Region.

Table 1 below provides the absolute figures supporting figure 6-6. The figures show the change in the total trips by mode between 2011 and 2031 for each CSRM Scenario. It should be noted that the time periods are as follows: AM 7am-10am, IP 10am-4pm, PM 4pm-7pm.

**Table 1. Total Trips by mode (2011 to 2031)**

		Active	Car	PT	Grand Total
2011	AM	155,811	261,004	33,052	449,867
	IP	253,107	477,381	29,943	760,430
	PM	108,642	299,216	25,301	433,159
<b>Total</b>		<b>517,560</b>	<b>1,037,601</b>	<b>88,296</b>	<b>1,643,456</b>
2031 Without Transport Strategy	AM	191,961	317,615	38,658	548,234
	IP	310,240	604,957	35,297	950,494
	PM	132,812	372,465	30,176	535,452
<b>Total</b>		<b>635,012</b>	<b>1,295,037</b>	<b>104,131</b>	<b>2,034,180</b>
2031 With Transport Strategy	AM	192,800	314,841	41,460	549,101
	IP	311,501	599,278	37,978	948,757
	PM	133,174	369,276	32,526	534,975
<b>Total</b>		<b>637,475</b>	<b>1,283,394</b>	<b>111,964</b>	<b>2,032,833</b>

Table 2 below shows the absolute figures for movements by all travel modes between Cambridge, South Cambridgeshire and elsewhere supporting table 6-3. These are the totals for the AM, IP and PM periods (7am-7pm) for all modes, including walk and cycle.

**Table 2. Origin and Destination of Trips (total for all modes)**

	Origin	Destination			Total
		Cambridge	South Cambridgeshire	Elsewhere	
2011	Cambridge	279,503	75,339	42,008	396,850
	South Cambridgeshire	82,530	228,624	114,204	425,358
	Elsewhere	45,312	112,923	663,012	821,248
	<b>Total</b>	<b>407,345</b>	<b>416,886</b>	<b>819,225</b>	<b>1,643,456</b>
2031 Without Transport Strategy	Cambridge	362,994	100,240	51,155	514,388
	South Cambridgeshire	110,011	304,728	143,788	558,527
	Elsewhere	56,335	144,760	760,169	961,265
	<b>Total</b>	<b>529,340</b>	<b>549,727</b>	<b>955,112</b>	<b>2,034,180</b>
2031 With Transport Strategy	Cambridge	357,523	101,553	52,269	511,345
	South Cambridgeshire	111,262	300,948	145,085	557,295
	Elsewhere	57,267	145,848	761,078	964,193
	<b>Total</b>	<b>526,051</b>	<b>548,350</b>	<b>958,432</b>	<b>2,032,833</b>

## 2.2. Transport Scheme Phasing

This section identifies the phasing assumptions for transport schemes that was used in the transport modelling. The information below is drawn from Appendix B of the Local Plans CSRM – Cambridge and South Cambridgeshire Local Plans Transport Report, November 2015 (RD/MC/070).

### Highways

Section B.2.1 in Appendix B of the Local Plans CSRM – Cambridge and South Cambridgeshire Local Plans Transport Report, November 2015 (RD/MC/070) details the highway schemes included as part of the transport measures.

### Public Transport and Cycling Schemes

The cycling enhancements included in transport measures are listed in table B.2, and illustrated in Figure B.3 of Appendix B of the Local Plans CSRM – Cambridge and South Cambridgeshire Local Plans Transport Report, November 2015 (RD/MC/070). Figure B.3 also includes the timing assumptions, with the colours of the routes on the map indicating the different timing assumptions.

Public transport schemes included in the transport measures are listed in Table B.2 of Local Plans CSRM – Cambridge and South Cambridgeshire Local Plans Transport Report, November 2015 (RD/MC/070). The modelling assumed that all public transport upgrades (bus, rail and park & ride) were in place by 2021, with some being introduced by 2016. This may not reflect the timing of the individual schemes which evolved subsequent to the modelling, particularly through the City Deal prioritisation to support delivery. The analysis focused on 2031 (when all schemes should be in place).

## 2.3. Suppressed Demand

Paragraphs 5.69 and 5.70 of the November 2015 Transport Report refer to the impact of suppressed demand which takes advantage of road capacity freed up by other measures. This is an alternative term for the 'back-filling' referred to in Section 2.1 of the previous CSRM Technical Modelling Report (RD/Strat/160 & RD/Strat/161) referred to 'back filling'. When road space on congested routes is freed up by, for example developing in more sustainable locations or through change in travel mode, some of the benefit is eroded as suppressed demands released and takes up the space created. This section of this report provides further information on this process.

The transport modelling that underpins the local plan assumes journey makers use logic and judgement to find routes, modes and travel options that minimise their respective travel costs. The land use model also considers a bigger picture of trade-offs between location of residence/employment and other services by considering housing costs and travel costs to differing types of essential services (including jobs and education).

Where development is focused on more sustainable locations, with good access to alternative modes of transport, there are four basic consequences, which are reflected in the model:

- 1.) Overall trip lengths in the modelled area can be shortened, as those people who would otherwise travel from more distant locations are now making shortened movements from the additional dwellings in more sustainable locations;
- 2.) This reduction in trips (many of which by car) means there will be “short term” spare capacity liberated on transport links in the outer areas and routes to the main areas of employment and services, where movement is focussed towards;
- 3.) The mode share of the occupants in more sustainable locations tends to be more biased towards more sustainable modes, which could free up road capacity compared to more dispersed development patterns; and
- 4.) There will be a tendency for potentially reduced congestion and hence a reduction in travel times for certain groups of users, particularly those travelling to the main areas of employment and services.

Being a transport system which always strive for equilibrium, these changes in conditions would only be short term. In practice people (and the responses tailored in the model) assumes trip makers will continue to seek out minimum cost routes and rebalance their locational and mode choices accordingly. Hence the rebalancing would have 2 primary effects:

- a.) Any reduced congestion for all other existing areas beyond the development will mean there is scope for more and slightly longer distance travel by car (i.e. the remaining outlying residents have a slightly higher tendency to travel by car to the main areas of employment and services);
- b.) There may be some contraction of peak spreading leading to a re-intensified peak hour;

However it should also be noted that even in some areas considered to be more sustainable, for example in the region between the fringe developments and larger urban areas, localised congestion might actually increase unless the development impacts are fully mitigated.

## **2.4. Model Zoning Structure**

The Cambridge Sub-Regional Transport Model uses a zoning system to aggregate trip origins and destinations into manageable chunks for modelling purposes. The transport model zoning system for the CSRM is shown in Appendix C. Trip generation across the network is built up from the frequency of trips between zones in the zoning system, representing trip origins and destinations. Zones are more concise closer to the area of study where modelling is more detailed, becoming larger towards the external areas. The total demand from any given zone is loaded onto the modelled network at strategic locations within that zone boundary, providing access to the transport network.

# 3. Land Use Assumptions

## 3.1. Land Use Assumptions

Tables 5-1 and 5-2 in the Local Plans CSRM – Cambridge and South Cambridgeshire Local Plans Transport Report, November 2015 (RD/MC/070) summarise the housing and employment inputs for each modelled scenario.

The tables in Appendix E of this supplementary technical note provide a further breakdown of the growth in dwellings and employment assumed in the October 2015 phase 3 model runs. Where possible specific site information on dwellings and employment was applied. Where further growth was anticipated but no specific site was available (e.g. for windfall development), the growth was applied pro rata across the model zones affected.



# 4. Highway Assumptions

## 4.1. Sectorised Demand Matrices

In order to provide further background information on the transport movements which CSRM is assuming in the base and future year scenarios, sector-sector summaries have been prepared, and are presented in a spreadsheet at Appendix F. 20 sectors have been defined covering the two districts in detail, and the rest of mainland UK in larger sectors (see maps included in Appendix D). The information has been prepared grouping car trips (including Park & Ride as they generate local car movements), public transport (bus, guided bus and rail) and active (walk and cycle). The tables show the total number of trips which CSRM has produced in 2011, and in 2031 with and without the transport strategy in place.

## 4.2. Average Journey Lengths

This corresponds to the origin/destination Table 6-3 of the Local Plans CSRM – Cambridge and South Cambridgeshire Local Plans Transport Report, November 2015 (RD/MC/070).

Table 3 below shows the average trip lengths for journeys by car taken from CSRM for 2011 and 2031 with/without the transport strategy. These figures are average trip lengths for trips between each of the district-district pairs shown, weighted according to the number of trips (e.g. Cambridge-Cambridge movements are a mixture of trips between zones in Cambridge of different lengths. As the shorter trips are more common, the weighted average takes this into account).

As expected, the Cambridge-Cambridge trips are shortest, and trips to Cambridge from 'Elsewhere' are the longest. Table 4 expresses the change in average trip length as a percentage of the 2011 figures. Cambridge-Cambridge car trip lengths grow by 12% in the Do Something compared with only 2% in the Do Minimum, which though appearing high represents a change of only 0.35km. This is explained by the mode shift of shorter trips to bus, walk and cycle, and the lengthening of highway routes across the city caused by roadspace reallocation.

Other than this, the trip lengths grow most quickly to/from destinations outside Cambridge and South Cambridgeshire, due to the increased levels of in-commuting from outside Cambridgeshire.

**Table 3. Average Trip Lengths (km), Car Trips**

		To destinations in:			
		Cambridge City	South Cambs	Elsewhere	All Areas
2011	From origins in:				
	Cambridge	3.5	11.3	51.9	17.2
	South Cambridgeshire	11.4	10.9	45.0	23.0
	Elsewhere	50.8	43.6	29.6	33.5
<b>Total</b>		<b>17.5</b>	<b>22.5</b>	<b>33.8</b>	<b>28.1</b>
2031 Without Transport Strategy	From origins in:				
	Cambridge	3.6	11.3	54.3	17.2
	South Cambridgeshire	11.5	10.8	46.5	22.9
	Elsewhere	53.5	45.0	31.5	35.6
<b>Total</b>		<b>17.8</b>	<b>22.6</b>	<b>35.8</b>	<b>28.9</b>
2031 With Transport Strategy	From origins in:				
	Cambridge	3.9	11.5	56.3	18.2
	South Cambridgeshire	11.5	10.8	47.7	23.5
	Elsewhere	55.4	46.2	32.3	36.5
<b>Total</b>		<b>18.6</b>	<b>23.2</b>	<b>36.7</b>	<b>29.8</b>

**Table 4. Percentage Change in Trip Lengths, Car Trips (2011-2031)**

		To destinations in:			
	From origins in:	Cambridge City	South Cambs	Elsewhere	All Areas
2031 Without Transport Strategy	Cambridge	2%	0%	5%	0%
	South Cambridgeshire	0%	-2%	3%	0%
	Elsewhere	5%	3%	6%	6%
	<b>Total</b>	<b>2%</b>	<b>0%</b>	<b>6%</b>	<b>3%</b>
2031 With Transport Strategy	Cambridge	12%	2%	8%	5%
	South Cambridgeshire	1%	-1%	6%	2%
	Elsewhere	9%	6%	9%	9%
	<b>Total</b>	<b>7%</b>	<b>3%</b>	<b>9%</b>	<b>6%</b>

The following tables (Table 5 and Table 6) show average trip lengths for public transport trips. The introduction of the transport strategy has the impact of lengthening public transport trips. This will occur because the transport strategy makes travelling by public transport more attractive over long distances, and hence longer trips are encouraged. The improvements to cycling infrastructure may also lead to some shorter bus trips switching to cycling, which would add to this effect.

**Table 5. Average Trip Lengths (km), Public Transport**

		To destinations in:			
	From origins in:	Cambridge City	South Cambs	Elsewhere	All Areas
2011	Cambridge	4.3	13.4	52.0	19.6
	South Cambridgeshire	14.0	12.6	46.0	22.7
	Elsewhere	50.6	43.4	33.7	38.2
	<b>Total</b>	<b>19.9</b>	<b>21.6</b>	<b>38.7</b>	<b>29.0</b>
2031 Without Transport Strategy	Cambridge	4.5	12.8	56.9	20.4
	South Cambridgeshire	13.2	12.0	50.5	23.5
	Elsewhere	54.9	48.0	35.2	40.9
	<b>Total</b>	<b>20.3</b>	<b>22.3</b>	<b>41.7</b>	<b>30.3</b>
2031 With Transport Strategy	Cambridge	4.8	13.4	57.8	23.4
	South Cambridgeshire	13.9	12.8	52.5	24.2
	Elsewhere	56.2	50.7	35.0	41.7
	<b>Total</b>	<b>23.4</b>	<b>23.3</b>	<b>42.2</b>	<b>31.9</b>

**Table 6. Percentage Change in Trip Lengths, Public Transport (2011-2031)**

		To destinations in:			
From origins in:		Cambridge City	South Cambs	Elsewhere	All Areas
2031 Without Transport Strategy	Cambridge	5%	-5%	9%	4%
	South Cambridgeshire	-5%	-5%	10%	4%
	Elsewhere	9%	11%	5%	7%
	<b>Total</b>	<b>2%</b>	<b>3%</b>	<b>8%</b>	<b>5%</b>
2031 With Transport Strategy	Cambridge	13%	0%	11%	19%
	South Cambridgeshire	-1%	2%	14%	7%
	Elsewhere	11%	17%	4%	9%
	<b>Total</b>	<b>17%</b>	<b>8%</b>	<b>9%</b>	<b>10%</b>

### 4.3. A428/A1303 Corridor Traffic Volumes and Journey Times

Information on the impact on Journey Times was provided in Appendix E of the Local Plans CSRM – Cambridge and South Cambridgeshire Local Plans Transport Report, November 2015 (RD/MC/070). This section provides further detail of traffic volumes and journey times for vehicles using the A428/A1303 corridor.

Traffic volumes and journey times for the A428/A1303 corridor have been extracted from the model. Figure 1 below indicates the geographical location on the A428/A1303 corridor where demand and actual traffic volumes have been extracted. Traffic volumes have been taken on a screenline which has been drawn parallel to the M11. A screenline is simply an artificial divide following a natural or artificial boundary, in this case the M11, intersecting all highway routes that pass through it.

Traffic modelling software frequently utilises a common unit, known as the Passenger Car Unit (PCU), to represent general traffic. Common vehicle types are assigned a conversion factor so that an equivalent PCU value can be generated from vehicle data. In this instance cars and LGVs equate to 1 PCU, whilst HGVs equate to 2.3. Demand flow (PCU/hr) includes all flow components (assigned from the trip matrix) that would like to make a particular trip during the modelled time period, whereas actual flow (PCU/hr) refers to the number of PCUs which actually complete an assigned trip in the model. Actual flow is less than demand flow due to congestion in the modelled network resulting in some trips not being completed within the modelled time period.

Figure 1. M11 screenline location

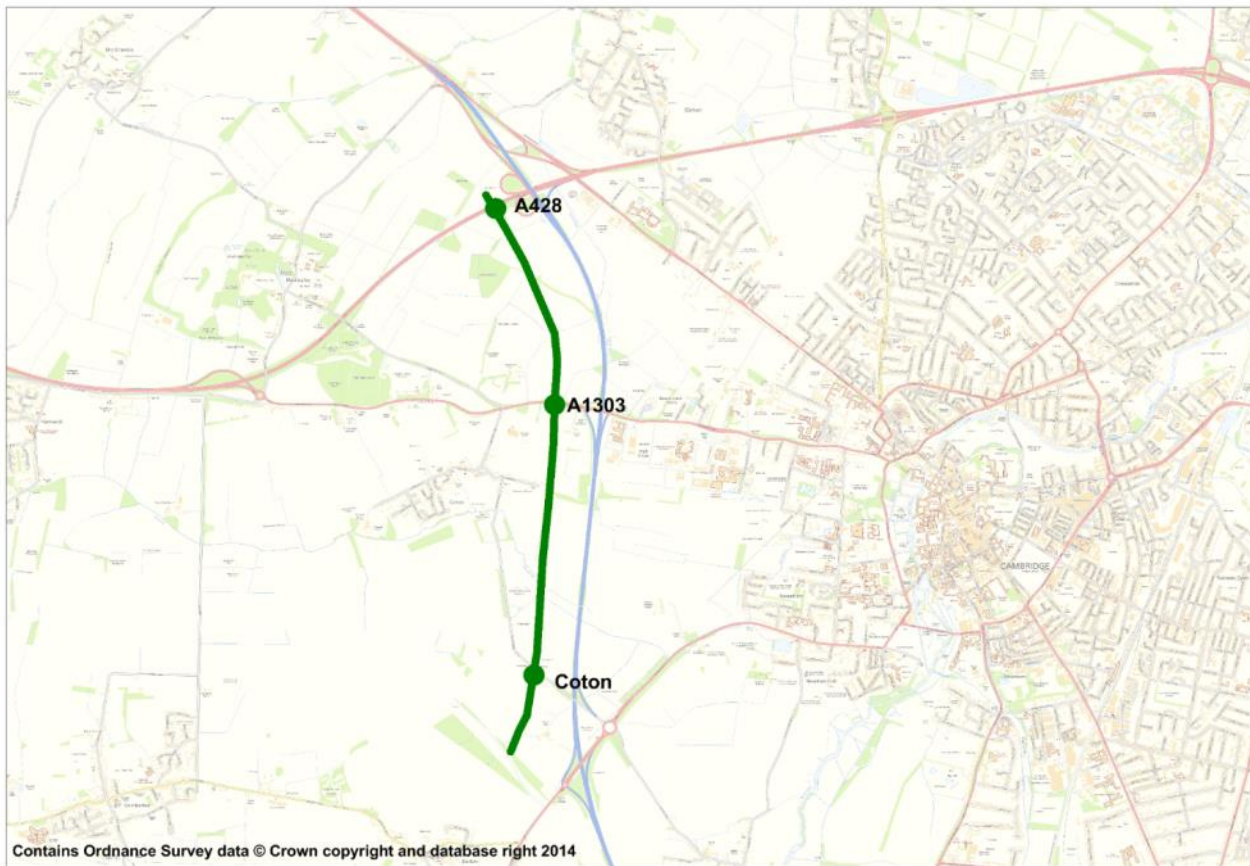


Figure 2. Figure 2 and Figure 3 show the total highway demand and actual flows for the A428/A1303 corridor that pass through the M11 screenline in the direction towards and away from Cambridge respectively. 2031 Do Something A428/A1303 corridor actual and demand flow (towards Cambridge)

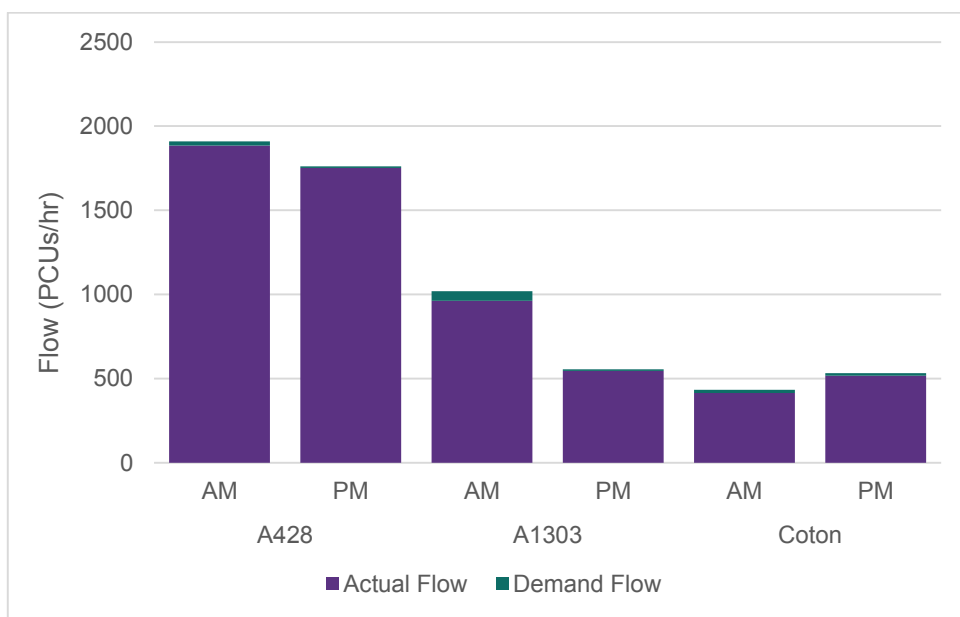


Figure 3. 2031 Do Something A428/A1303 corridor actual and demand flow (from Cambridge)

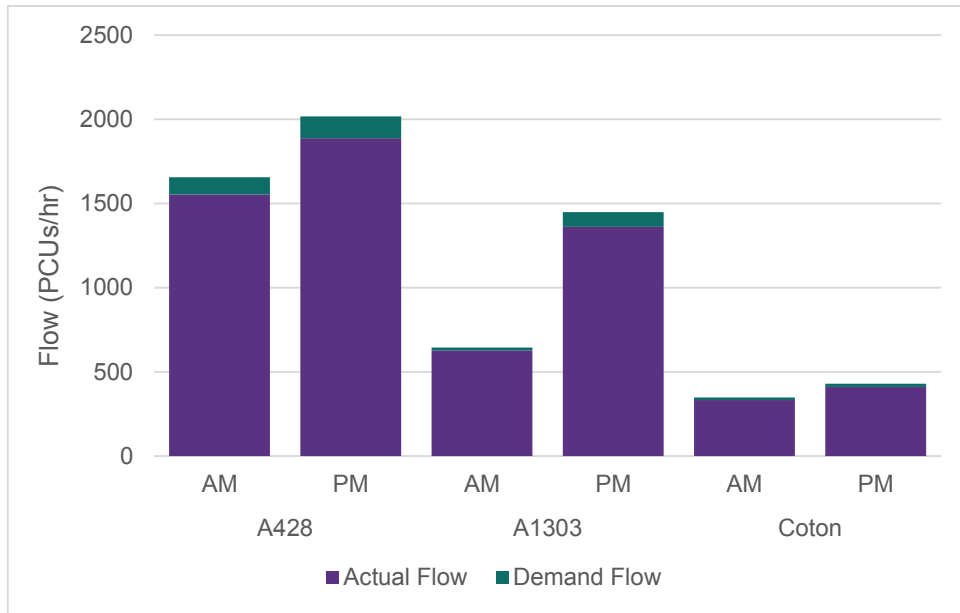
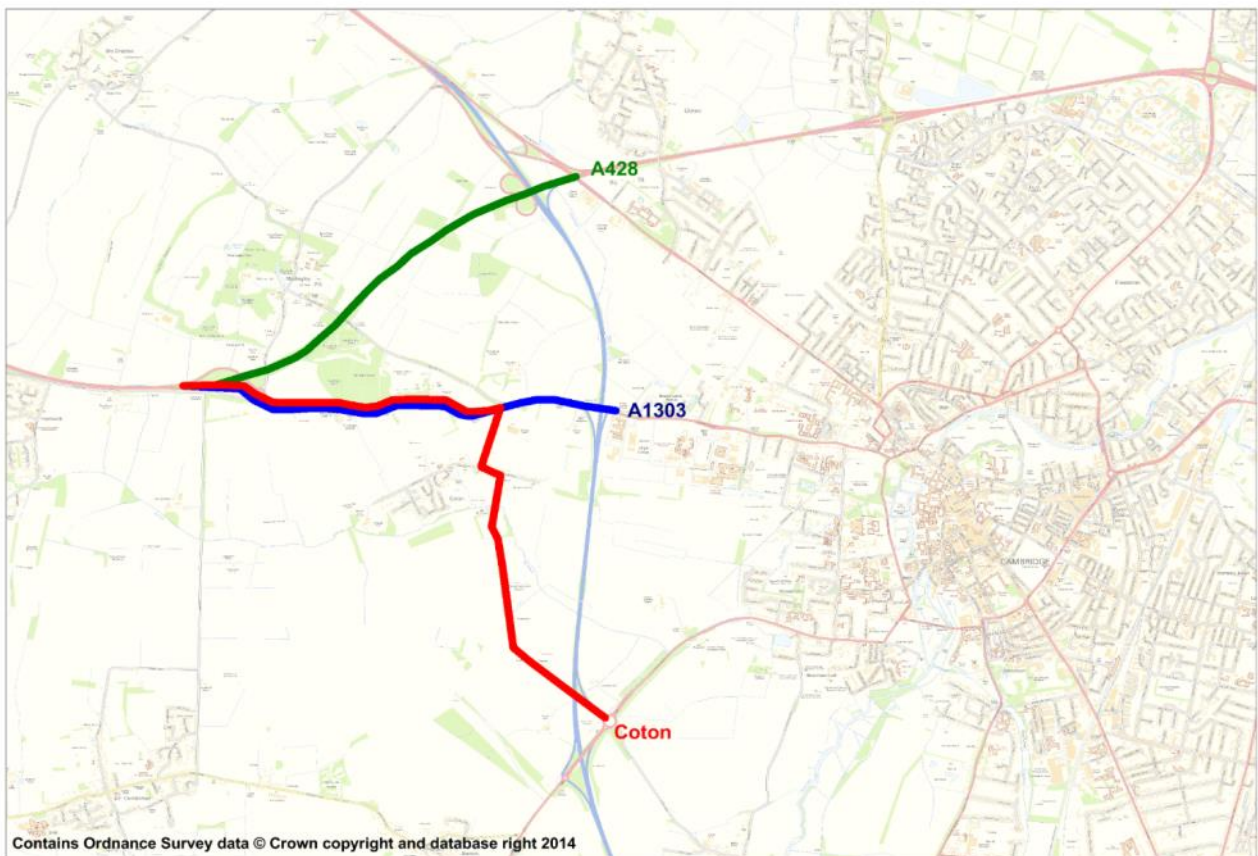
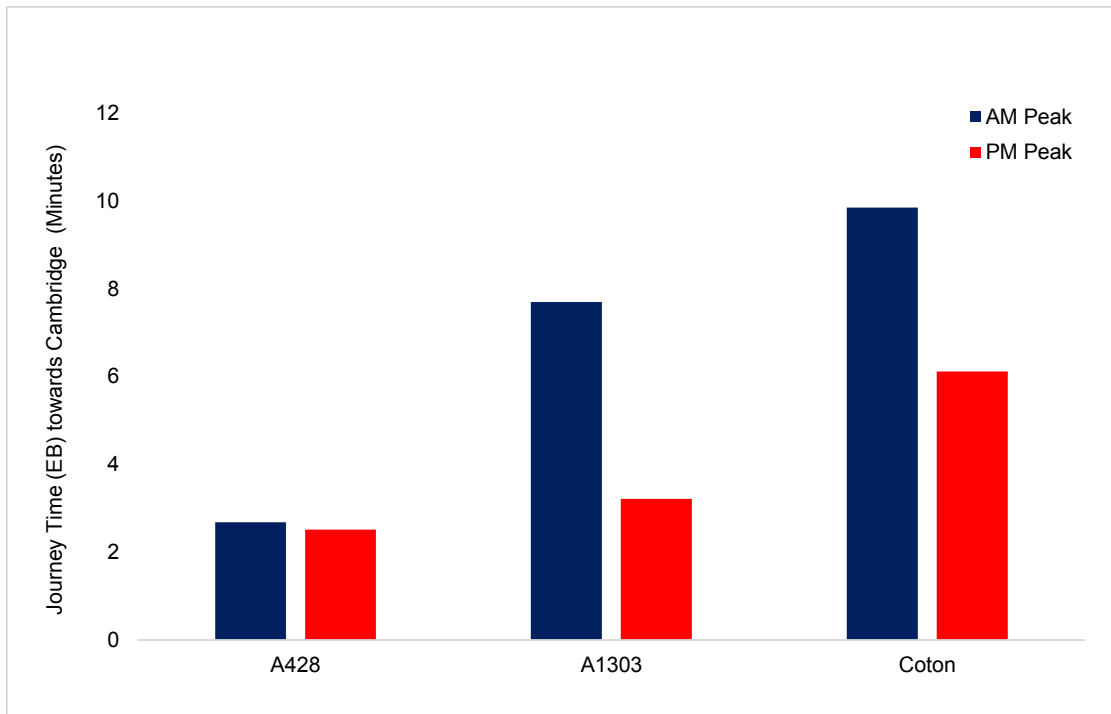


Figure 4 identifies three journey time routes for the A428/A1303 corridor.

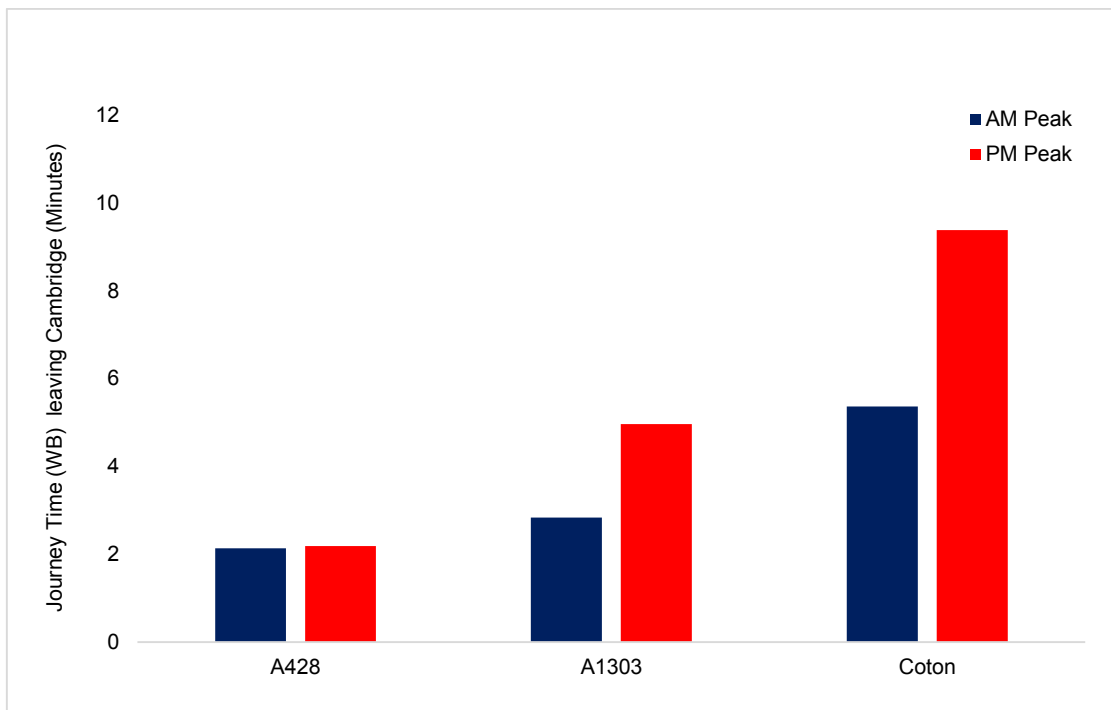
**Figure 4. Journey time routes**



**Figure 5.** Figure 5 and Figure 6 indicate the total time taken to travel each journey time route in the AM and PM peak hour. 2031 Do Something A428/A1303 corridor journey time routes (towards Cambridge)



**Figure 6.** 2031 Do Something A428/A1303 corridor journey times (from Cambridge)



#### 4.4. A14 Proposed Scheme at Girton Interchange

As detailed earlier, in the modelling the A14 scheme was assumed to be completed in 2021.

Figure 7 shows the lane allocations on each of the modelled highway links at the A14 Girton Interchange. The model coding replicates the proposed Highways England A14 design which is shown in Figure 8 and

can be found at the following link:

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/302079/Proposed\\_Scheme\\_G\\_A\\_PO\\_21.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/302079/Proposed_Scheme_G_A_PO_21.pdf)

Figure 7. 2031 'Do Something' highway model network – lane allocation

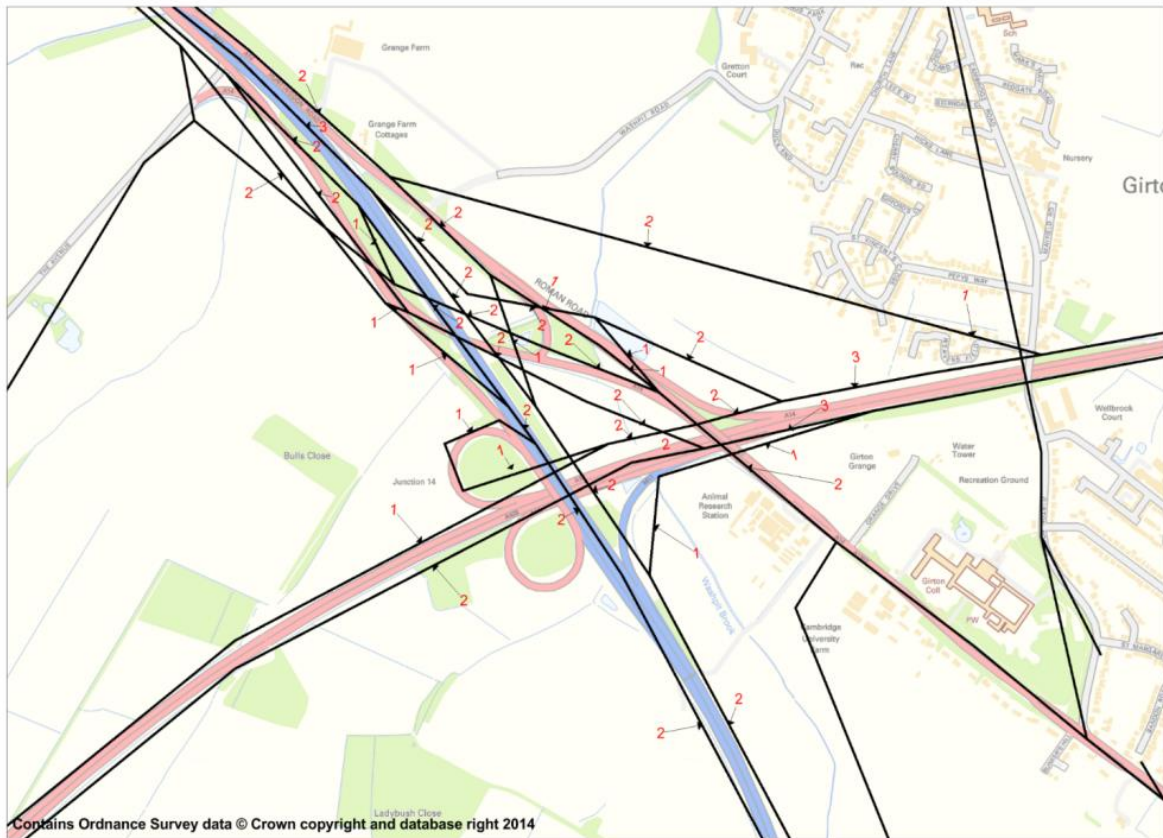


Figure 8. Highways England A14 proposed scheme for A14 Girton Interchange

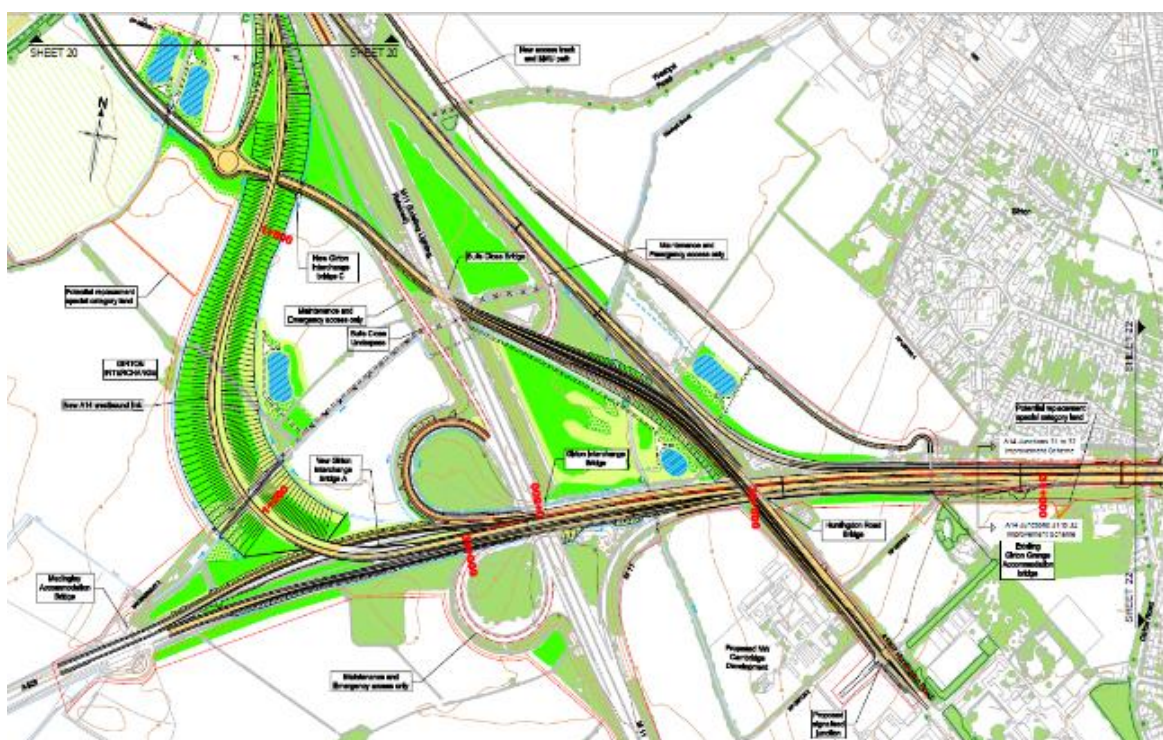


Table 7 presents the AM and PM peak hour actual flow movements in Passenger Car Units (PCUs) at the A428 Girton Interchange between the M11, A428 and A14. As with the current configuration of the interchange, the proposed scheme does not allow for all movements to be made at this junction, for example it will not be possible to access the M11 from the A428. Movements that will not be possible are marked as n/a in the below table.

**Table 7. Turning movements at the A428 Girton Interchange (actual flow PCUs), 2031 Do Something**

From/To	AM Peak Hour (0800-0900)				PM Peak Hour (1700-1800)			
	M11 (S)	A428	M11 (N)	A14	M11 (S)	A428	M11 (N)	A14
M11 (S)		n/a	2296	1339		n/a	2745	757
A428	n/a		n/a	1858	n/a		n/a	1670
M11 (N)	3355	n/a		2640	3146	n/a		2788
A14	899	1624	2652		983	1964	3261	

## 4.5. Cambridge Development Strategy Impact

The footnote to para 1.10 of Local Plans CSRM – Cambridge and South Cambridgeshire Local Plans Transport Report, November 2015 (RD/MC/070) highlights that new households in or near Cambridge use cars less than those in villages or new settlements further from Cambridge: typically there are 6% more extra car trips per dwelling further from Cambridge.

The figure was derived by comparing CSRM's projection of the number of additional car trips per additional dwelling added between scenarios. For the Phase 1 scenario where only Village extensions were explored, the number of additional AM car trips per dwelling added was 0.76. For the scenario developing Cambridge fringe sites, this figure of 0.72, which is ~6% lower. Note that these are average rates across all developments added in each scenario, indicating the net impact of a shift in the emphasis of development. So the statement can be clarified as: on average, the scenario with Cambridge fringe developments generated 6% fewer additional car trips per additional dwelling than the scenario assuming only village extensions.



# 5. Public Transport and Active Modes Assumptions

## 5.1. Proposed A428 Park & Ride Site

Transport measures included in the 'do-something' option include a new Park and Ride on the A428, as indicated in Appendix B of the Local Plans CSRM – Cambridge and South Cambridgeshire Local Plans Transport Report, November 2015 (RD/MC/070).

The A428 park and ride site is included in the Phase 2 modelling from 2021 onwards, and in the preferred strategy (phase 3) as part of the transport strategy, also from 2021 onwards. The capacity of the car park at the new site is assumed to be unconstrained and no parking charge was assumed. It assumes a ten minute frequency service running between the new site to Madingley P&R where it then joins the existing Madingley Road P&R site route. The fare was assumed to be directly equivalent to that charged at Madingley Road P&R.

Figure 9 below highlights the modelled location of the A428 P&R site. It is located north of the A428, connecting to St. Neots road at the junction with Broadway, and is only accessible from the parallel local road. This was considered an appropriately indicative location, where the impacts of a new Park and Ride on the corridor could be appropriately identified. The actual location of the proposed site is still to be determined.

**Figure 9. A428 Park and Ride site location for modelling purposes**

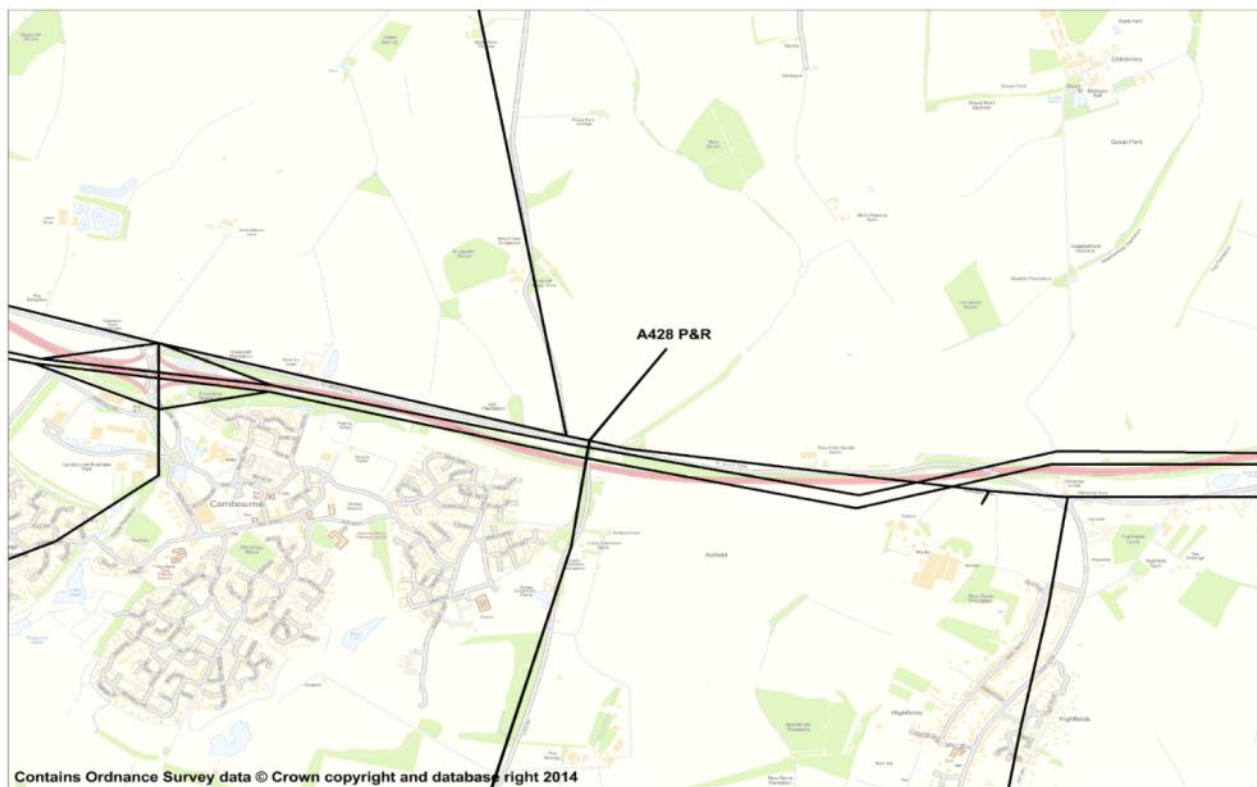


Table 8 indicates the level of demand for A428 P&R services during the AM and PM peak hours. "To Park & Ride Site" refers to the demand flow accessing the A428 site to use the P&R services, whilst "From Park & Ride Site" refers to the demand flow exiting the site having used a P&R service.

**Table 8. 2031 Do Something highway model network – A428 P&R Demand Flow (PCUs)**

	<b>AM Peak Hour (0800-0900)</b>	<b>PM Peak Hour (1700-1800)</b>
To Park and Ride Site	272	20
From Park and Ride Site	15	479

Of the 272 AM peak vehicle trips, 189 (70%) are made by people living within South Cambridgeshire, and 46 (17%) from Huntingdonshire. In the evening, 300 (63%) vehicle trips are to South Cambridgeshire and 110 (23%) to Huntingdonshire.

## 5.2. A428 Bus Service

Transport strategy measures included in the ‘do-something’ option include enhancements to public transport measures, including High Quality Public Transport services on the St Neots to Cambridge (A428) corridor. This is stated in section B.2.2 of Appendix B of the Local Plans CSRM – Cambridge and South Cambridgeshire Local Plans Transport Report, November 2015 (RD/MC/070).

On the A428 corridor (as with the A10 South, A10 North and A1307 South), the introduction of high quality bus services has been modelled by enhancing speed, frequency and the relative attractiveness of services compared with existing bus routes. This did not involve any change to the existing routing or stopping patterns, as such information was not available or appropriate to strategic tests. Instead, the existing service structure was maintained based on the City 1, City 4, 18 and X5 services, with increases in frequency and bus speed.

After comparison of busway speeds (on current Cambridgeshire Guided Busway (CGB)) with the existing services, the journey times on rural corridors were improved by a 40-50% uplift in speed to give an average busway speed of circa 60-65kph (though varying by route section based on current timetabled speeds).

A 10-minute frequency service was assumed, again in line with CGB.

These were intended as broad strategic assumptions which would represent what might be achieved by introducing full segregation and bus-priority measures along the route. In undertaking a more complete design the accessibility from each site (internal routes, bus stop locations and walk times) would be reviewed.

All high quality bus services coded in the model were treated as Guided Bus ways for the purpose of measuring attractiveness. This means that a weighting is applied to time spent travelling by these bus services, relative to ‘normal’ bus services. This approach is quite standard for rail services, where a factor of 0.8 is typically used to represent the greater comfort and ability to use time productively whilst travelling by train. As Guided Bus services also have greater comfort (a smoother ride, wifi internet access and leather seats), a factor of 0.9 has been applied, representing their attraction being part way between that of bus and rail. This factor applies only to the in-vehicle element of the journey. Section 4.9 of the CSRM Model Development and Validation Report (MDVR)<sup>2</sup> provides a complete explanation of how weightings of time are used within the model.

## 5.3. Western Orbital Bus Service

Transport strategy measures included in the ‘do-something’ option also included an orbital bus service from Cambridge Science Park Station to Addenbrookes, via North West Cambridge. This is stated in section B.2.2

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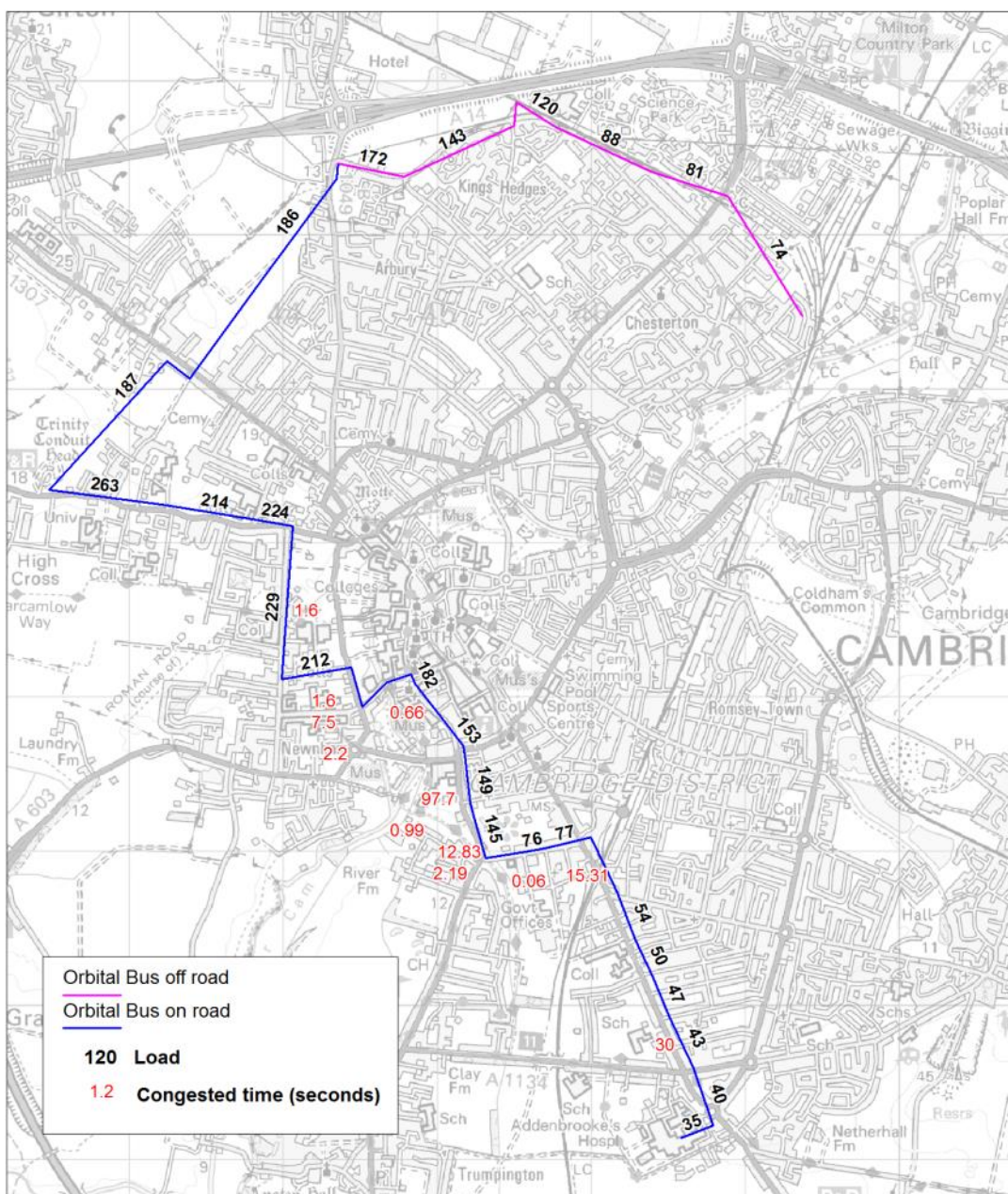
<sup>2</sup> <http://assets.highways.gov.uk/freedom-of-information/disclosure-log/a14-cambridge-to-huntingdon-improvement-scheme-698600/Local-Model-Validation-Report.pdf>

of Appendix B of the Local Plans CSRM – Cambridge and South Cambridgeshire Local Plans Transport Report, November 2015 (RD/MC/070).

Figure 10 below shows the Western Orbital bus service as coded in the CSRM model. As can be seen, the service is coded to run 'off road' (i.e. segregated from traffic) through King's Hedges and to Histon Road. Though currently coded as 'on road' through the Darwin Green and NW Cambridge sites, these sections may when fully planned also include segregation. At present, the remainder of the route is also modelled as non-segregated.

The red figures show the additional journey time added in the model where modelled traffic speed is below the timetabled bus speed. The delays are relatively small on each section, but would clearly accumulate through the journey. It is possible that with improved masterplanning of the North-West Cambridge sites and better interchange this route will ultimately attract more patronage.

**Figure 10. Western Orbital Bus Service**





## 6. Other Issues

### 6.1. Approach to Phase 2

Table 9 below provides further information regarding the Phase 2 modelling runs addressed in in the Local Plans CSRM – Cambridge and South Cambridgeshire Local Plans Transport Report, November 2015 (RD/MC/070).

**Table 9. Responses to queries on Phase 2 methodology**

	<b>Further information on methodology and data used and assumptions made in the Phase 2 tests:</b>	<b>Response</b>
a	Was the whole CSRM re-run for the three Phase 2 options or were sub-models run?	The whole of CSRM was run iteratively for each of the Phase 2 development options, with and without the Transport Strategy. These were complete model runs with all functionality used, which is the normal mode of running.
b	How was the Village Origin model defined – was this modelled for all villages in South Cambs except Waterbeach and Bourn or was it estimated based on a subset of villages (if so which ones)?	The whole model was run, as in other scenarios. The only differences were in input assumptions.
c	What assumptions does the model make about internalised trips in new settlements compared with village origins?	For internalised trips, the model makes a calculation of the number of internal trips as part of the trip distribution process, based on the relative cost and attractiveness of internal vs external destinations for each trip purpose. Refer to Section 3.8 of the Model Development and Validation Report (MDVR) <sup>3</sup> for more information.
d	What differences in ‘residual disutility factors’ are there between Bourn Airfield and village origins?	The residual disutility factors are determined during model validation to replicate the base year conditions.
e	What geographic area/population was used as the baseline for Bourn Airfield in 2011?	There is no baseline in 2011. The Bourn Airfield zone is largely empty before the development, and trips are generated directly based on the amount of development added.
f	Bourn Airfield: How many AM trips by mode were assumed for 2011 and what was the source of these estimates? How many trips were generated by the model for 2031? What were all the destinations for all these trips?	For the first part, refer to (e) above. The response to Actions 8 and 9 should provide the remaining information for both of these questions.
g	Village origins: How many AM trips by mode were assumed in 2011 and what was the source of these estimates? How many trips were generated by the model for 2031	

<sup>3</sup> <http://assets.highways.gov.uk/freedom-of-information/disclosure-log/a14-cambridge-to-huntingdon-improvement-scheme-698600/Local-Model-Validation-Report.pdf>

## 6.2. Treatment of Uncertainty

Queries have been raised regarding the treatment of uncertainty in Transport modelling. There is no methodology available to directly estimate the level of uncertainty or probability bounds of model outputs. Uncertainty arises both from the model, and from the model parameters themselves, and is often dealt with by exploring different growth scenarios and making comparisons based on changing only a small number of input factors.

This is the approach taken in the Local Plan modelling work: by comparing different development scenarios (village extensions vs new settlements vs urban fringe, and with/without the Transport Strategy), any absolute error in the model inputs or outputs is less relevant, and the change between scenarios can then be considered in isolation. Hence the reporting has emphasised the difference between outcomes in the final plan year (2031), with different configurations of housing and transport strategies, to assess how material the differences between these might be.

## 6.3. Models used for Local Plan Analysis

The Local Plan work was carried out entirely using the CSRSM, as developed by WSP and Atkins on behalf of Cambridgeshire County Council and the Highways Agency. The model used was as described in the October 2009 Model Development and Validation Report and Local Highway Model Validation Report<sup>4</sup>.

In CSRSM, the highway networks and assignment modelling are undertaken using a SATURN highway model, and all other aspects of transport demand, PT, walk and cycle assignment are dealt with by a MEPLAN model.

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<sup>4</sup> <http://assets.highways.gov.uk/freedom-of-information/disclosure-log/a14-cambridge-to-huntingdon-improvement-scheme-698600/Local-Model-Validation-Report.pdf>

# **Appendix A. M7 Supplement 2 – Re-run Modelling**

**Cambridge Local Plan and South Cambridgeshire Local Plan**

**Matter 7: Transport**

**Update on Transport Modelling**

**Introduction**

1. At the Matter 7 Transport Hearing on 18 February 2015, the Councils were asked to provide additional information on the Transport Modelling that was undertaken during the preparation of the Local Plans, using the Cambridge Sub Regional Model (CSRM), in particular:
  - The Validation Report for the CCRM Model.
  - Assumptions used in the model runs referred to in the CSRM Modelling Report (RD/Strat/160)
  - How the Cambridge Western Orbital was applied in the CSRM Model run referenced in the Modelling Report.
2. This supplementary statement provides the information above. It is being shared among other participants at the Hearing.

**The Validation Report for the CCRM Model**

3. The Cambridge Sub Regional Model (CSRM) is a WebTAG compliant model. This means that it is compliant with government guidance for transport models of this type and has used government guidance and published forecasts to predict patterns into the future. This includes forecast increases in parameters such as fuel price change and public transport fare changes as well as parameters that control traffic forecasts over time such as car ownership trends and corresponding vehicle occupancy trends, allowing for a greater degree of certainty in the modelling outputs. It is monitored and updated periodically to ensure its validity.
4. Two Cambridge Sub-Regional Model Validation Reports are publicly available documents available on the Highways Agency Website. Further information is provided in section 2 of the Technical Note at Appendix 1.

**Assumptions used in the model runs referred to in the CSRM Modelling Report**

5. The CSRM Modelling Summary Report for Cambridge and South Cambridgeshire Local Plans July 2013<sup>1</sup> details three phases of modelling:

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<sup>1</sup> RD/Strat/160



- Phase 1 (Autumn 2012): Seven different scenarios were tested. All included the then committed level of development (planning permissions and sites allocated in adopted local plans - scenario B). The seven scenarios were based on the sites in the Issues and Options 2012 consultation and potential emerging site options that were being tested ahead of Issues and Options 2<sup>2</sup>. The scenarios increased the amount of development at each stage of the development sequence, allowing the impact of different development strategies to be tested.<sup>3</sup>
- Phase 2 (Spring 2013): Detailed tests were carried out on three short-listed strategic options. In view of the clarity by that time on the strategy for Cambridge, the phase 2 tests focused on strategic options for South Cambridgeshire drawing on site options from the two rounds of issues and options consultations:
  1. village focused development in South Cambridgeshire,
  2. new settlement at Bourn Airfield and
  3. new settlement at Waterbeach.

These tests allowed the different development focuses to be compared, including the potential for mitigation of transport impacts<sup>4</sup>. By this point the decision had been taken that major new development on the edge of Cambridge should be a rejected option, so further modelling of this option was not carried out.

- Phase 3 (Spring 2013): the Phase 3 modelling was to test the emerging Proposed Submission Local Plan scenarios for South Cambridgeshire and Cambridge, together with an enhanced package of transport mitigations, in advance of finalisation of the draft plans (RD/Strat/160, CSRM Modelling Summary Report, Section 2.4). Transport mitigation measures used in the transport modelling reflect those developed for the emerging Transport Strategy for Cambridge and South Cambridgeshire (TSCSC), designed by CCC to address significant known transport issues, and anticipate measures which would be needed to support future growth<sup>5</sup>.
6. The Technical Note provides further information on the scenarios and the assumptions as requested by the Inspector (see section 3 of Appendix 1). At each stage of modelling, assumptions were made regarding the housing and jobs that would take place at different locations across the districts informed by the information available at the time. The Technical Note includes Table 3.1 that provides a synopsis of the inputs to the model runs.

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<sup>2</sup> Note that scenario F included land west of Trumpington Road which following completion of the technical assessment was not included as a site option for consultation.

<sup>3</sup> RD/Strat/160, CSRM Modelling Summary Report, Section 2.1

<sup>4</sup> RD/Strat/160, CSRM Modelling Summary Report, Section 2.3

<sup>5</sup> RD/Strat/160, CSRM Modelling Summary Report, Appendix B

7. In preparing this note the Councils have noted some inconsistencies with the trajectories used in the Phase 3 modelling:
- Cambridge – the total dwellings modelled at 14,288 dwellings is broadly consistent with, and slightly higher than, the Proposed Submission Local Plan trajectory figure of 14,191 dwellings<sup>6</sup>. However the phase 3 modelling retained two locations for development on the edge of Cambridge from the earlier phases of modelling, namely a site to the west of Trumpington Road and a site south of Fulbourn Road, neither of which were allocated for housing in the Proposed Submission Local Plan or subsequently. Also the Worts Causeway sites (GB1 and GB2) were at the time of the phase 3 modelling identified as appropriate for a lower capacity of 430 dwellings compared with 495 which was the level of development input into the phase 3 modelling. The Proposed Submission Local Plan provided for the balance of dwellings, which had erroneously been retained in the model in the above locations, as being dispersed across the urban area through updated capacity assumptions of sites identified in the Phase 1 model runs and an updated windfall assessment.
  - South Cambridgeshire – the phase 3 modelling includes additional sites that had gained planning permission since the earlier model runs and the allocated sites in the Proposed Submission Local Plan, which along with commitments is broadly consistent with the 19,000 dwelling housing target in the draft plan at 18,663 dwellings. However, the additional year of completions since the earlier model runs (2011-2012 at 696 dwellings) was not included within the Phase 3 model, nor was the future allowance for windfalls as included in the Proposed Submission Local Plan trajectory (2,900 dwellings). As such, the overall number of dwellings included in the phase 3 modelling was not consistent with the trajectory included in the Proposed Submission Local Plan of 22,189 dwellings<sup>7</sup>.
8. These inputs into the phase 3 modelling have been discussed with the County Council and for completeness it is intended that they will be addressed through a rerun of the Phase 3 modelling with the inputs corrected for consistency with the Proposed Submission Local Plans and put before the examination as soon as possible.

### **How the Cambridge Western Orbital was applied in the CSRM Model run referenced in the Modelling Report**

9. Section 4 of the Technical Note at Appendix 1 provides an overview of the assumptions made in the transport modelling supporting the Local Plan regarding the Cambridge Western Orbital public transport route. For the purposes of modelling it assumed improvements to existing routes for bus movements.

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<sup>6</sup> At time of submission the trajectory figure in the most recently published Cambridge AMR was 14,091 dwellings.

<sup>7</sup> At time of submission the trajectory figure in the most recently published South Cambridgeshire AMR was 22,206 dwellings.

10. It should be noted that the Western Orbital proposals have evolved since the modelling work. The final Transport Strategy for Cambridge and South Cambridgeshire (TSCSC)<sup>8</sup> describes the scheme as a dedicated bus facility to run parallel to the M11 between junction 11 (Trumpington) and junction 13 (Madingley Road). This would offer greater segregation and more integrated interchange options than assumed in the modelling with likely enhanced public transport modes shares. This is particularly the case when considered together with the A428 Public Transport corridor enhancements, all of which will tend to improve modal transfer.

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<sup>8</sup> Transport Strategy for Cambridge and South Cambridgeshire Action Plan (RD/T/120)  
Scheme DC13 – Page B10

# Technical note

<b>Project:</b>	South Cambridgeshire Local Plan and Cambridge Local Plan examinations	<b>To:</b>	Cambridgeshire County Council
<b>Subject:</b>	CSRM Modelling Information Update	<b>From:</b>	Atkins
<b>Date:</b>	09 March 2015	<b>cc:</b>	Cambridge City Council and South Cambs District Council

## 1. Introduction

1.1. To support the CSRM Modelling Summary Report for Cambridge and South Cambridgeshire Local Plans, Atkins has been asked to identify the planning inputs and network parameters used for each test conducted to support each stage of the analysis. In particular the following information was requested:

- The Model Validation reports for the base year modelling;
- The planning assumptions for each test covering housing and employment allocations alongside specific transport measures; and
- The representation of the orbital bus route from Science Park Station to Addenbrooke's via Cambridge North-West.

1.2. Each of these areas is described in the following sections.

# Technical note

## 2. Model Validation Reports

2.1. The CSRМ has been used extensively for other plan making exercises within Cambridgeshire, for developer related tests of larger sites through Cambridgeshire County Council and by the Highways Agency (HA) as a source of demand forecasts for all current work on the A14 Cambridge to Huntingdon Upgrade which underpins the business case submission and DCO process for this important regional and national highway scheme.

2.2. The CSRМ is supported by two validations reports:

- Transport Demand and Public Transport Model Development and Validation Report (October 2009) – a combined MEPLAN based land use, transport demand and Public Transport assignment model
- Highway Model Component: Model Development and Validation Report (July 2009) – a SATURN based highway assignment model

2.3. These large and detailed documents have been in the public domain since autumn 2013 through the HA website as appendices to the A14 Cambridge to Huntingdon Improvement Scheme Local Model Validation Report:

<http://assets.highways.gov.uk/freedom-of-information/disclosure-log/a14-cambridge-to-huntingdon-improvement-scheme-698600/Local-Model-Validation-Report.pdf>

2.4. Both documents relate to the original base year model formulated to replicate conditions in 2006.

## Technical note

### 3. Input Assumption Ledger for Land Uses

- 3.1. A number of tests were conducted through the three phases of the Local Plan work. These are described in the CSRM Modelling Summary Report for Cambridge and South Cambridgeshire Local Plans July 2013. The Input Ledger shown in Table 3.1 gives a breakdown of the key planning assumptions made for each test together with any transport mitigation assumed for Phases 2 and 3.

**Table 3.1: Assumptions for CSRM runs for the City and South Cambs Local Plan Analysis**

Phase	Scenario	Name	Dwellings				Jobs				Transport Tests		
				Cambridge	S. Cambs	Hunts	E. Cambs	Cambridge	S. Cambs	Hunts	E. Cambs	Without Mitigation	With Mitigation
Phase 1	B *	Committed		10512	14219	9952	1594	14900	22400	15100	7900	Chesterton Station 2016, WOTC link 2013, A14 Complementary PT services	n/a
	C *	Within Cambridge Urban area	As B plus	2098	0	5641	7105	14900	22400	15100	7900	As B	n/a
	D1 *	Waterbeach New Settlement	As C plus		4500			14900	22400	15100	7900	As B	n/a
	D2 *	Bourn Airfield New Settlement	As C plus		3500			14900	22400	15100	7900	As B	n/a
	E *	Village extensions	As C plus		6130			14900	22400	15100	7900	As B	n/a
	F *	Cambridge Fringe	As C plus		1678			14900	22400	15100	7900	As B	n/a
	F+ *	Cambridge Fringe higher level	As C plus		3654	348		14900	22400	15100	7900	As B	n/a
	G	Combination Test (D2, E and F)	As C plus		1678	9630			14900	22400	15100	7900	As B
Phase 2	1 *	Village Based	As F, plus		5363			15000	22810	15100	7900	A14 scheme from 2019	All schemes in Appendix B except A10 dualling
	2 *	Waterbeach New Town	As F, plus		14273			15000	22810	15100	7900	As Above	All schemes in Appendix B
	3 *	Bourn Airfield New Settlement	As F, plus		6713			15000	22810	15100	7900	As Above	All schemes in Appendix B
Phase 3		Preferred Option		14288	18663	15593	8699	22100	22506	15100	7900	As Above	All schemes in Appendix B except A10 dualling

- \* Phase 1 - B Includes: Cambridge Fringe sites committed in existing plans, and Cambourne (950) and Northstowe (7500)
- \* Phase 1 - C Identified SHLAA sites within Cambridge (1258), and windfall allowance (840)
- \* Phase 1 - D1 Waterbeach new settlement (4500)
- \* Phase 1 - D2 Bourn Airfield (3500)
- \* Phase 1 - E All villages Sites identified in South Cambridgeshire Issues and Options 2012 (including Cambourne West)
- \* Phase 1 - F Additional sites on Cambridge Fringe - Land West of Trumpington Road (1106), Worts Causeway (495) , Fulbourn Road South (77)
- \* Phase 1 – F+ Additional sites on Cambridge Fringe (higher level) – As F plus additional locations on the Cambridge fringe (see below)
  
- \* Phase 2 - 1 NIAB3 (130) Cambourne West (1000), Waterbeach (Barracks Built Area Only) (1090) Northstowe Reserve (900), Village sites focusing on Rural Centres and Minor Rural Centres (2243)
- \* Phase 2 - 2 NIAB3 (130) Waterbeach New Town (10,000), Cambourne West (1000), Northstowe Reserve (900), Village sites at Rural Centres and Minor Rural Centres (2243)
- \* Phase 2 - 3 Bourn Airfield New Village (3500) Waterbeach (Barracks Built Area Only) (1090), Northstowe Reserve (900), Villages sites at Rural Centres and Minor Rural Centres (1223)
  
- \* Phase 3 Sites reflecting Cambridge and South Cambridgeshire Proposed Submission Local Plans, with completions anticipated at 2031.

Note: Phase 1 F+ was used to test a Cambridge Fringe focused strategy as a comparator. Dwellings were distributed around a range of Green Belt broad locations to deliver around 4000 dwellings, rather than reflecting specific site proposals. These are described by reference to the Broad Locations identified in each Councils' Issues and Options report 2012 (South Cambridge Issue 12 and Figure 4, pages 41 and 42 and Cambridge Issues and Options 2012 Issues 10 to 19, pages 48 to 74):

Broad Location 1 – Land to the north and south of Barton Road (39)

Broad Location 3 – Land West of Trumpington Road (424)

Broad Location 5 – Land South of Addenbrooke's Road (1,502)

Broad Location 7 – Land between Babraham Road and Fulbourn Road (1,212)

Broad Location 8 – Land East of Gazelle Way (754)



# Technical note

## 4. Orbital Bus Route Alignment

- 4.1. Appendix B.2 of the Modelling Summary Report describes “An Orbital bus service from Cambridge Science Park to Addenbrooke’s, via North West Cambridge”.
- 4.2. Figure 4.1 provides a plan of the route as coded in the Public Transport Assignment model. It had been anticipated this would augment the Uni/Citi 4 services.

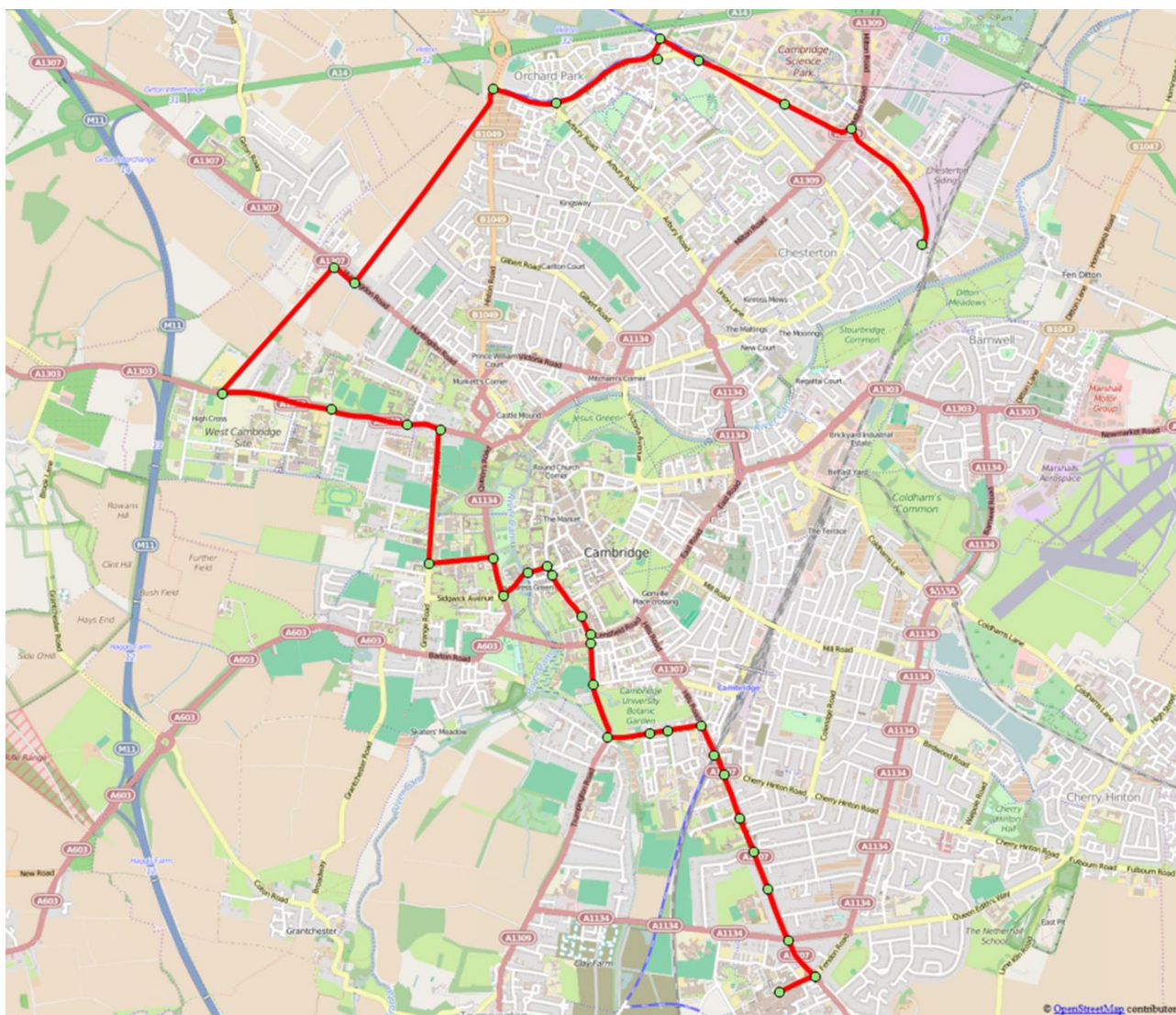


Figure 4.1: Route and Stop location of Orbital Bus Service assumed in TSCSC modelling

# Technical note

4.3. Table 4.1 lists service frequency and congested journey times assumed for the service between selected points along the route.

Modelled characteristic	Assumed Value
Service Frequency	15 mins
Journey Time: Science Park Station – Cambridge Regional College (CRC)	2.0 mins
Journey Time: CRC - Madingley Road/P&R	5.2 mins
Journey Time: Madingley Road/P&R- Peterhouse	10.1 mins
Journey Time: Peterhouse - Addenbrookes	10.6 mins

**Table 4.1: Characteristics of Orbital Bus Route Cambridge Science Park Station to Addenbrooke’s**

4.4. It should be noted that the final version of the Transport Strategy for Cambridge and South Cambridgeshire Action Plan<sup>1</sup> describes the scheme as a dedicated bus facility to run parallel to the M11 between junction 11 (Trumpington) and junction 13 (Madingley Road). City Deal Schemes are now advancing Western Orbital options that may be able to offer greater segregation and more integrated interchange options particularly with the A428 PT corridor enhancements, all of which will tend to improve modal transfer.

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<sup>1</sup> Transport Strategy for Cambridge and South Cambridgeshire Action Plan (RD/T/120) Scheme DC13 – Page B10

# **Appendix B. M7 Supplement 3 – Re- run of Phase 3 Modelling 31 03 2015**

**Cambridge Local Plan and South Cambridgeshire Local Plan**

**Matter 7: Transport**

**Update on Transport Modelling – Revised Phase 3 Model Run**

**Introduction**

1. Following the Matter 7 Transport Hearing on 18 February 2015, the Councils were asked to provide additional information on the Transport Modelling that was undertaken during the preparation of the Local Plans, using the Cambridge Sub Regional Model (CSRM). A statement was published (M7CCC&SCDC – Supplement 2) which provided information on:
  - The Validation Report for the CCRM Model
  - Assumptions used in the model runs referred to in the CSRM Modelling Report (CSRM Modelling Summary Report for Cambridge and South Cambridgeshire Local Plans – July 2013 RD/Strat/160)
  - How the Cambridge Western Orbital was applied in the CSRM Model run referenced in the Modelling Report.
2. The Statement identified some inconsistencies between the Proposed Submission Local Plans with the housing trajectories used in the Phase 3 modelling. This phase of modelling was used to test the development scenario of the Cambridge and South Cambridgeshire Proposed Submission Local Plans. The Councils have stated that they would commission a rerun of the Phase 3 modelling with the inputs corrected for consistency with the proposed submission plans and put the results of this rerun before the examination as soon as possible.
3. This work has now been completed, and this supplementary statement provides this information. It is being shared with other participants at the Hearing with a view to further discussion taking place to produce a statement of common ground.

**Inputs to the revised phase 3 model run**

4. The Cambridge Sub-Regional Model (CSRM) phase 3 has been rerun. The only changes made to the Phase 3 modelling described in the CSRM Summary Report are to the housing assumptions to reflect the trajectories. In summary, these changes were as follows:
  - Cambridge – the total dwellings modelled has been revised to reflect the Proposed Submission Local Plan trajectory figure of 14,191 dwellings (rather than 14,288), with the distribution reflecting the trajectory accompanying in the Proposed Submission Local Plan.

- South Cambridgeshire – the total dwellings modelled has been revised to reflect the Proposed Submission Local Plan trajectory figure of 22,189 dwellings (rather than 18,663), with the distribution reflecting the trajectory printed in the Proposed Submission Local Plan. The differences were largely the inclusion of 2,900 windfalls, and one year of completions (for 2011-2012 at 696 dwellings).
5. The additional model run has been added as a row in the table entitled Assumptions for CSRM runs for the City and South Cambs Local Plan Analysis, that was included in M7CCC&SCDC – Supplement 2 (table 3.1), attached to Appendix 1 of this Statement.
  6. As was done with the original Phase 3, the model was run twice with these revised figures, a ‘do nothing run’ which identifies the transport impacts without mitigation measures, and a ‘do-something run’, which includes the mitigation measures as detailed in Appendix B of the Modelling Report.

### **Technical Note**

7. Atkins and WSP, on behalf of Cambridgeshire County Council, have produced a Technical note describing the revised model runs, and commentary on the differences between the original Phase 3 model run and the revised Phase 3 model run. This is included as Appendix 2 to this Statement.

### **The CSRM Modelling Summary Report for Cambridge and South Cambridgeshire Local Plans**

8. In order to reflect the revised Phase 3 model runs, a revised version of the Modelling Report has been produced. This has been added to the Reference Documents library, as ‘CSRM Modelling Summary Report for Cambridge and South Cambridgeshire Local Plans – July 2013 UPDATE MARCH 2015 (RD/Strat/161)’.
9. Where there are changes as a result of the new model runs, these are highlighted, with the new text underlined and the deleted text crossed through. It should be noted that the revisions change a number of the figures in the report, and a number of the tables and graphs have been revised, but as anticipated the majority of the report remains unchanged.
10. The report is a summary of the modelling work undertaken for the Local Plans (it is not a summary of a longer ‘Full’ report, as is clear from paragraph 1.1 of the CSRM Modelling Summary Report (RD/Strat/160) and as was made clear at the examination hearing on day 14).

### **Outcomes**

11. Cambridgeshire County Council, reflecting the advice of Atkins / WSP, concludes that although a number of figures change, these changes are modest. None of the changes is such as to lead to a need to revise the conclusions within the

Modelling Summary Report nor do these changes undermine the appropriateness of the development strategy contained in the submitted local plans.

12. Cambridge City Council and South Cambridgeshire District Council consider that the development strategy contained within the Submitted Plans remains sound.

# Appendix 1: Note to accompany CSRM Phase 3 Rerun

Note prepared by Atkins and WSP | Parsons Brinckerhoff on behalf of Cambridgeshire County Council  
27<sup>th</sup> March 2015

## 1 Introduction

### 1.1 Purpose of note

- 1.1.1 This note provides an overview of two additional runs of the Cambridge Sub Regional Model (CSRM), carried out by WSP and Atkins in March 2015. The purpose of the note is to:
- Confirm the changes made to the inputs into the model runs, in comparison to the original 'Phase 3' model outputs reported in July 2013;
  - Identify and comment on the model results and any changes in the outputs, particularly with reference to the charts and information contained in the published Modelling Summary Report (an update for which has been supplied separately) and to identify any implications for the Local Plans.

### 1.2 Background

- 1.2.1 In 2013, CSRM runs were carried out by WSP and Atkins in support of the development of Local Plans for Cambridge City Council (CCiC) and South Cambridgeshire District Council (SCDC), and incorporating testing of the then emerging Transport Strategy for Cambridge and South Cambridgeshire (TSCSC) prepared by Cambridgeshire County Council (CCC).
- 1.2.2 The final 'Phase 3' model tests were undertaken and reported in July 2013, and were summarised in the Modelling Summary Report<sup>1</sup> for the Cambridge and South Cambridgeshire Local Plans – July 2013. The inputs into the Phase 3 model run were intended to reflect the emerging Proposed Submission Local Plans.
- 1.2.3 As stated in the accompanying covering note, the Councils have identified certain inconsistencies in the Phase 3 model run inputs and a further model run to correct these inconsistencies has been carried out.

### 1.3 Structure of Note

- 1.3.1 This note is structured as follows:
- Section 2: Information received concerning inputs for model rerun.
  - Section 3: Commentary on revised model rerun results, and comparisons with previous phase 3 model run.

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<sup>1</sup> RD/Strat/160

## 2 Revised CSRM Run Inputs

### 2.1 Overview

- 2.1.1 The model reruns were undertaken on a 'like for like' basis with those previously reported for Phase 3 work in July 2013, with the exception of inputs concerning the dwelling growth assumptions and distribution to accurately reflect the Proposed Submission Local Plans.
- 2.1.2 This means in particular that the inputs relating to the following remained fixed in comparison to the previous model runs: all highway infrastructure, public transport, walk and cycle infrastructure, employment locations and totals, assumed commuting rates. In addition all housing assumptions related to East Cambridgeshire and Huntingdonshire were as in previous runs.
- 2.1.3 As previously, the identical development assumptions were used in two separate transport scenarios: with/without the inclusion of the transport improvement schemes proposed for the TSCSC.

### 2.2 Model Rerun Dwelling Assumptions

- 2.2.1 The revised dwelling assumptions were supplied by SCDC and CCiC between 10<sup>th</sup> and 13<sup>th</sup> March 2015. The final allocations used for the model rerun were confirmed to SCDC and CCiC by WSP in our spreadsheet 'SCDC and CCiC ScenK2 Dwells Confirmation 130315.xlsx' (issued 13<sup>th</sup> March 2015)<sup>2</sup>.
- 2.2.2 The table at Appendix 1 summarises the total dwelling development from 2011 to 2031 assumed in the model.

The Councils' supplement 2 statement (M7/CCC & SCDC – Supplement 2) identified at paragraph 7 that for Cambridge a site to the west of Trumpington Road had been included in the original phase 3 modelling inputs even though this site was not an allocation in the then emerging Proposed Submission Cambridge Local Plan. However, while undertaking the phase 3 rerun, it has been confirmed that in fact this site not included in the original phase 3 model run inputs and the dwellings previously attributed to this site were, within the original phase 3 model run, distributed around the city. However, this late change to the original phase 3 model inputs was wrongly not captured in the record of the inputs to phase 3 as included in table 3.1 of the supplement 2 statement hence the explanation given in paragraph 7 of that statement.

- 2.2.3 The principal changes to the rerun model inputs are in summary as follows:
- For South Cambridgeshire, the total number of dwellings has risen from 18,663 in the original phase 3 modelling to 22,189 in the re-run. This is due to additional windfall growth being assumed and a further year of house completions since the earlier runs. The specific model zone has been attributed to 1,000 dwellings (within the original 18,663) which were, in the original phase 3 model input, more generally distributed on a non site specific basis across the district. This change to the inputs more accurately reflects information as the location of committed sites within the housing trajectory. There remain 383 dwellings on small sites which have not been allocated to specific model zones and are treated as windfall (to which see below);
  - For Cambridge City, the total number of homes has reduced from 14,288 to 14,191. Moreover, the number of windfalls within the overall total of 14,191 has increased from 1,550 to 1,850. An alteration to the distribution of dwellings to reflect the proposed submission plan has also been input into the model re-run .
- 2.2.4 As part of the model rerun exercise, WSP also reviewed with CCiC and SCDC the methodology for assigning windfall developments to model zones. In the original model runs it had been assumed that these should be allocated pro rata based on the 2011-2031 development in each zone (i.e. zones with no proposed development would receive no windfall). For the revised run, windfall sites were allocated proportionate to the number of existing dwellings in 2011 in each zone.

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<sup>2</sup> Following feedback from CCiC, 95 dwellings at 379-381 Milton Road were shifted from CSRM Transport Zone 78 to 26.



### 3 Commentary on Results

- 3.1.1 WSP and Atkins analysed the model rerun results using the same approach to that used in 2013. Checks were carried out to ensure that the rerun results were logical and consistent with the changes to the inputs.
- 3.1.2 The results were reflected within a revision to the CSR Modelling Summary Report, and its accompanying appendices.
- 3.1.3 It is clear from the track changes to the Modelling Summary Report that there are a limited number of changes arising from the phase 3 model rerun. Moreover, it is clear that the changes are not significant in terms of their effect. In general the changes are of a minor nature with a number of figures changing by only 1 or 2 percentage points. The level of change for graphs showing traffic growth and congestion, and car trips to/from Cambridge show a relatively greater change from the published modelling summary report. However, this change is not at a level that leads to a need to change the commentary or conclusions within the report.
- 3.1.4 The modest scale of the changes and their effect are considered to be reasonable given the limited extent of alterations to model inputs. The extent of the change in the modelling results is largely explained by the fact that employment growth assumptions are identical in each run. As each job in the area requires a worker to fill it, the total number of employment related trips is constrained. With more housing in the study area, there is a consequential reduction in the number of in-commuting trips into the study area and some in-commuting trips within the original phase 3 model results are now replaced by local trips, as a result of the increase in housing input into the model rerun.
- 3.1.5 It is considered that none of these modest changes to the model result are such as to lead to a change the overall conclusions set out in the modelling summary report.

Appendix 1: Assumptions for CSRM runs for the City and South Cambs Local Plan Analysis UPDATE

Phase	Scenario	Name	Dwellings					Jobs				Transport Tests	
				Cambridge	S. Cambs	Hunts	E. Cambs	Cambridge	S. Cambs	Hunts	E. Cambs	Without Mitigation	With Mitigation
Phase 1	B *	Committed		10512	14219	9952	1594	14900	22400	15100	7900	Chesterton Station 2016, WOTC link 2013, A14 Complementary PT services	n/a
	C *	Within Cambridge Urban area	As B plus	2098	0	5641	7105	14900	22400	15100	7900	As B	n/a
	D1 *	Waterbeach New Settlement	As C plus		4500			14900	22400	15100	7900	As B	n/a
	D2 *	Bourn Airfield New Settlement	As C plus		3500			14900	22400	15100	7900	As B	n/a
	E *	Village extensions	As C plus		6130			14900	22400	15100	7900	As B	n/a
	F *	Cambridge Fringe	As C plus		1678			14900	22400	15100	7900	As B	n/a
	F+ *	Cambridge Fringe higher level	As C plus		3654	348			14900	22400	15100	7900	As B
G	Combination Test (D2, E and F)	As C plus		1678	9630			14900	22400	15100	7900	As B	n/a
Phase 2	1 *	Village Based	As F, plus		5363			15000	22810	15100	7900	A14 scheme from 2019	All schemes in Appendix B except A10dualling
	2 *	Waterbeach New Town	As F, plus		14273			15000	22810	15100	7900	As Above	All schemes in Appendix B
	3 *	Bourn Airfield New Settlement	As F, plus		6713			15000	22810	15100	7900	As Above	All schemes in Appendix B
Phase 3		Preferred Option		14288	18663	15593	8699	22100	22506	15100	7900	As Above	All schemes in Appendix B except A10 dualling
<b>Phase 3 Re-Run March 2015</b>		<u>Preferred Option (corrected)</u>		<u>14191</u>	<u>22189</u>	<u>15593</u>	<u>8699</u>	<u>22100</u>	<u>22506</u>	<u>15100</u>	<u>7900</u>	<u>As Above</u>	<u>All schemes in Appendix B except A10 dualling</u>

- \* Phase 1 - B Includes: Cambridge Fringe sites committed in existing plans, and Cambourne (950) and Northstowe (7500)
- \* Phase 1 - C Identified SHLAA sites within Cambridge (1258), and windfall allowance (840)
- \* Phase 1 - D1 Waterbeach new settlement (4500)
- \* Phase 1 - D2 Bourn Airfield (3500)
- \* Phase 1 - E All villages Sites identified in South Cambridgeshire Issues and Options 2012 (including Cambourne West)
- \* Phase 1 - F Additional sites on Cambridge Fringe - Land West of Trumpington Road (1106), Worts Causeway (495) , Fulbourn Road South (77)
- \* Phase 1 – F+ Additional sites on Cambridge Fringe (higher level) – As F plus additional locations on the Cambridge fringe (see below)
  
- \* Phase 2 - 1 NIAB3 (130) Cambourne West (1000), Waterbeach (Barracks Built Area Only) (1090) Northstowe Reserve (900), Village sites focusing on Rural Centres and Minor Rural Centres (2243)
- \* Phase 2 - 2 NIAB3 (130) Waterbeach New Town (10,000), Cambourne West (1000), Northstowe Reserve (900), Village sites at Rural Centres and Minor Rural Centres (2243)
- \* Phase 2 - 3 Bourn Airfield New Village (3500) Waterbeach (Barracks Built Area Only) (1090), Northstowe Reserve (900), Villages sites at Rural Centres and Minor Rural Centres (1223)
  
- \* Phase 3 Sites reflecting Cambridge and South Cambridgeshire Proposed Submission Local Plans, with completions anticipated at 2031.
  
- \* Phase 3 Re-Run March 2015 Sites reflecting Cambridge and South Cambridgeshire Proposed Submission Local Plans, with completions anticipated at 2031 (Higher figures reflect inclusion of windfall allowance, and completions 2011 to 2012.

Note: Phase 1 F+ was used to test a Cambridge Fringe focused strategy as a comparator. Dwellings were distributed around a range of Green Belt broad locations to deliver around 4000 dwellings, rather than reflecting specific site proposals. These are described by reference to the Broad Locations identified in each Councils' Issues and Options report 2012 (South Cambridge Issue 12 and Figure 4, pages 41 and 42 and Cambridge Issues and Options 2012 Issues 10 to 19, pages 48 to 74):

- Broad Location 1 – Land to the north and south of Barton Road (39)
- Broad Location 3 – Land West of Trumpington Road (424)
- Broad Location 5 – Land South of Addenbrooke's Road (1,502)
- Broad Location 7 – Land between Babraham Road and Fulbourn Road (1,212)
- Broad Location 8 – Land East of Gazelle Way (754)

# Appendix C. Transport Model Zone Structure



Figure A1 – Transport Model Zone Structure - UK

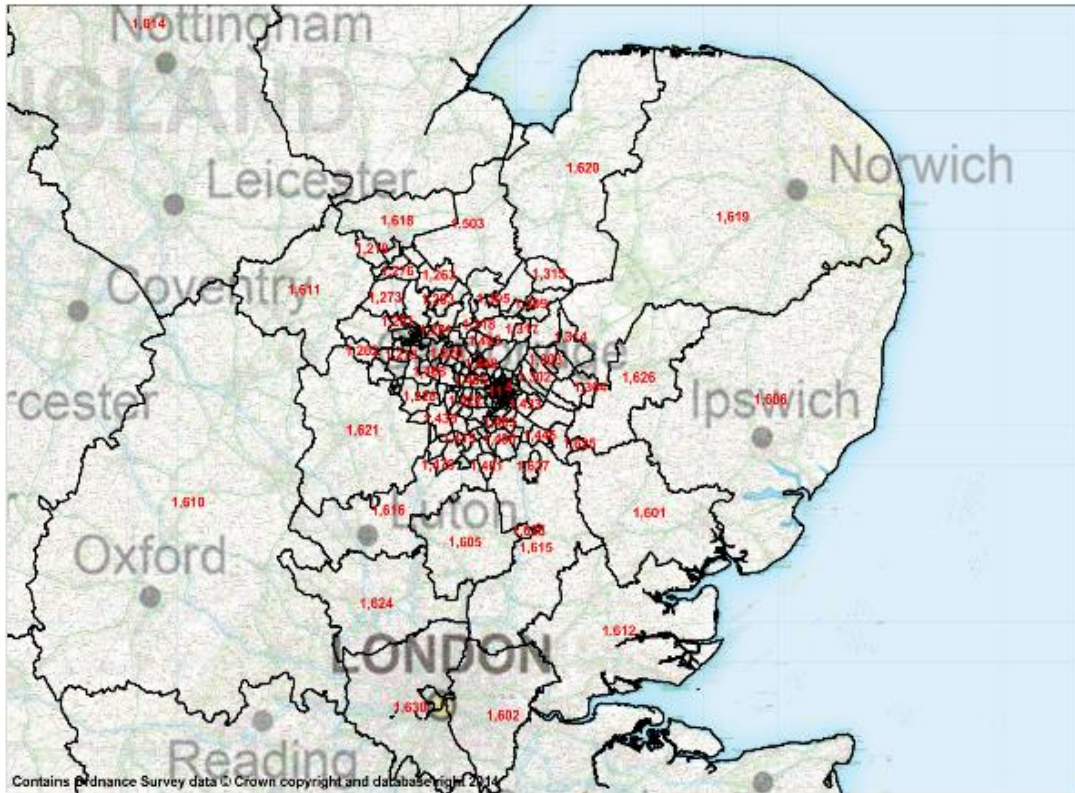
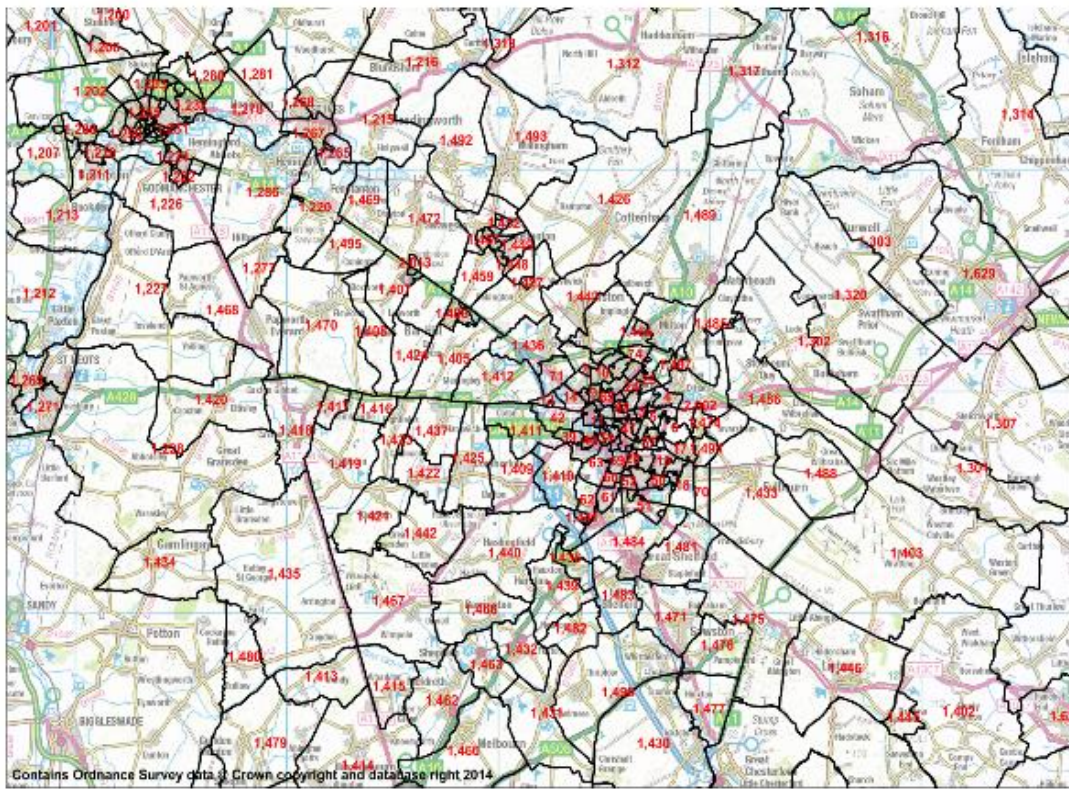
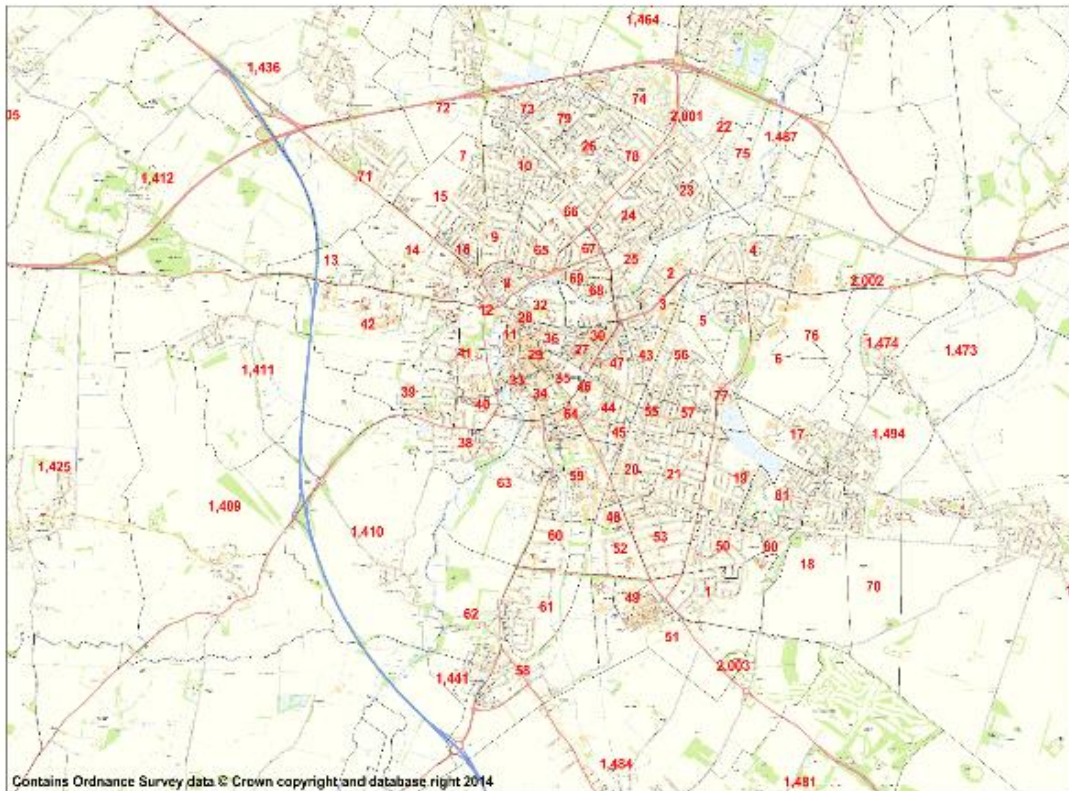


Figure A2 – Transport Model Zone Structure – East of England



**Figure A3 – Transport Model Zone Structure – Cambridgeshire**



**Figure A4 – Transport Model Zone Structure – Cambridge**

# Appendix D. Sectoring System

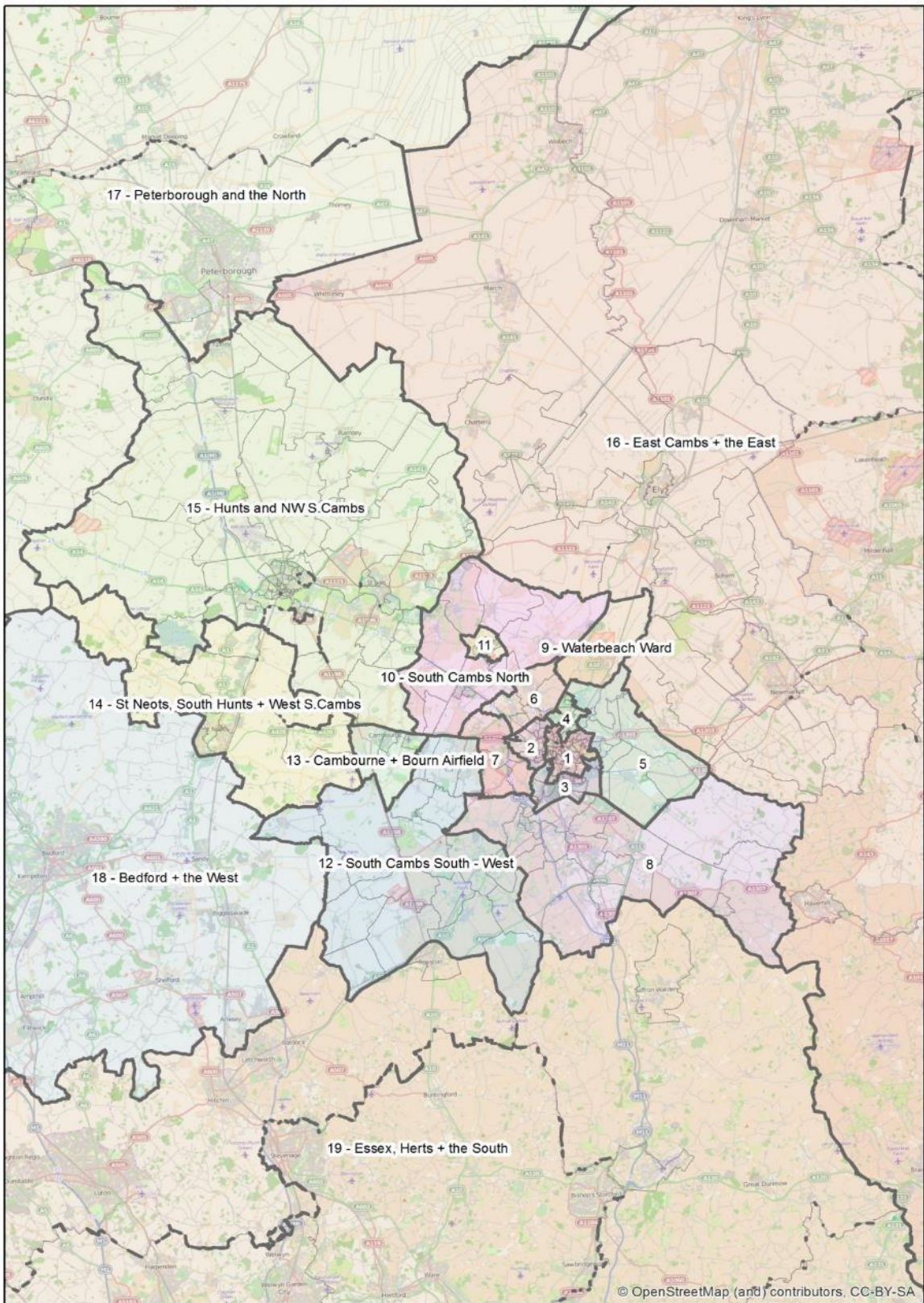


Figure B1 – Sectoring System – Cambridgeshire



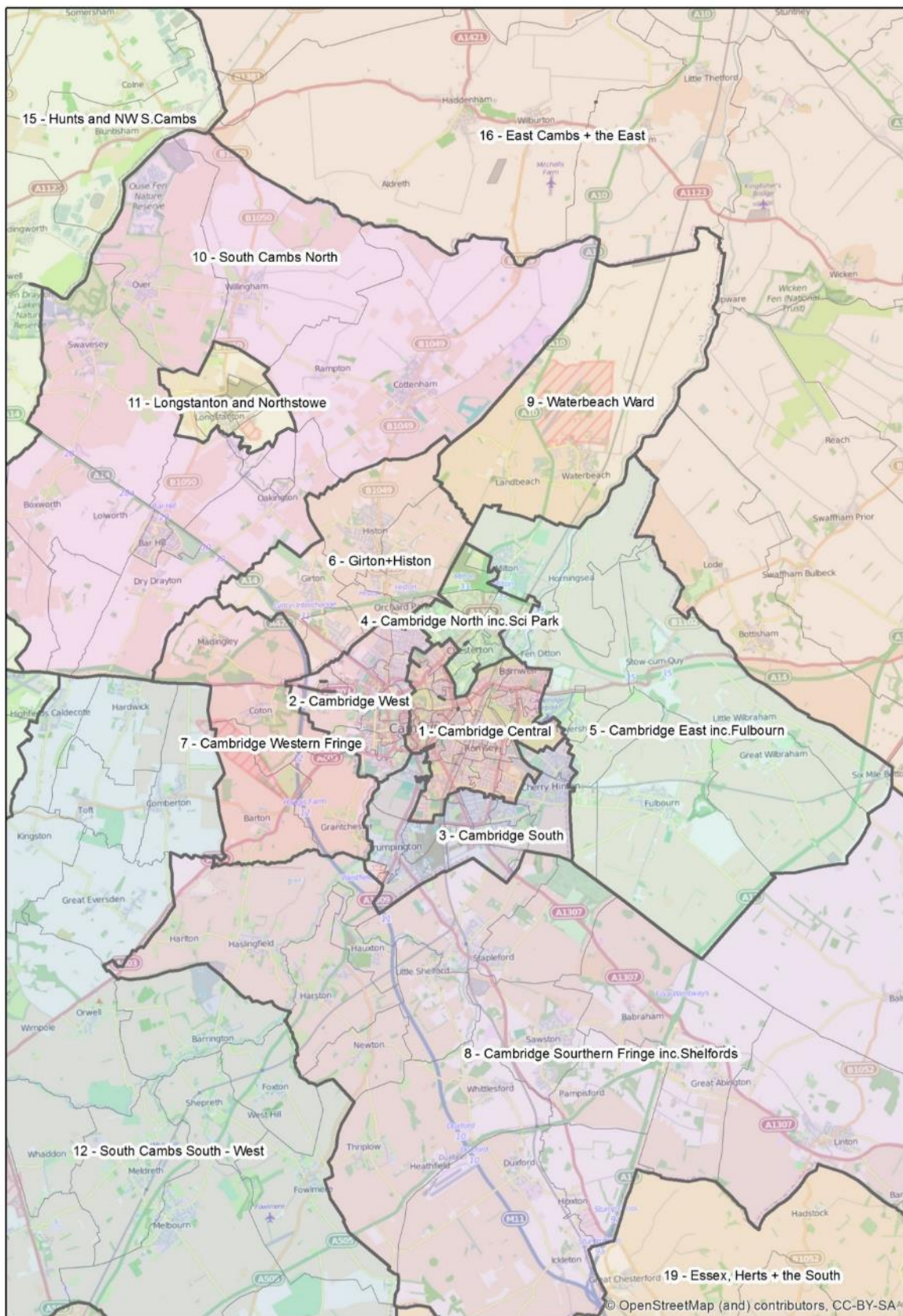


Figure B2 – Sectoring System – Cambridge

# **Appendix E. Dwellings and Employment Inputs**

## Assumed Dwelling Developments in Cambridge City

Input information to CSR, prepared based on advice from Cambridge City Council

Classification	Site Name and Address	CSR				Total	
		Transport Zone	2012-2016	2017-2021	2022-2026		2027-2031
Committed	The Paddocks Trading Estate, Cherry Hinton Road	19	0	-	123	-	123
	379-381 Milton Road	78	0	-	40	55	95
	Cambridge City Football Ground, Milton Road	65	0	106	-	-	106
	Willowcroft, Histon Road	9	0	78	-	-	78
	Travis Perkins, Devonshire Road	44	0	43	-	-	43
	Police Station, Parkside	27	0	50	-	-	50
	Milton Infant & Junior School, Milton Road	65	0	5	-	-	5
	Housing allocation at, Henry Giles House, Chesterton Road, Cambridge, CB4	65	0	20	28	-	48
	295 Histon Road	7	0	32	-	-	32
	Sandy Lane	67	0	-	23	-	23
	New Street / Newmarket Road	2	14	75	-	-	89
	Betjeman House, Hills Road	59	0	-	-	156	156
	Land Around 16 Mill Lane	33	0	-	30	-	30
	Station Area	45	78	120	-	-	198
		59	78	120	-	-	198
	Camfields Resource Centre and Oil Depot 137-139 Ditton Walk	2	0	15	20	-	35
	315-349 Mill Road and Brookfields	57	0	-	64	-	64
	Cambridge East - Land at Coldham's Lane	6	0	57	-	-	57
	Total - NIAB	7	0	400	414	-	814
		15	0	400	414	-	814
	Total - Clay Farm	58	82	661	-	-	743
		61	82	661	-	-	743
	NW - Cambridge University	13	0	478	138	-	617
		14	0	478	138	-	617
		71	0	478	138	-	617
	Trumpington Meadows	58	43	36	-	-	79
		1440	43	36	-	-	79
		1441	43	36	-	-	79
	Glebe Farm	58	31	3	-	-	34
	Bell School Site	51	0	270	-	-	270
	Cambridge Water Company, Rustat Road	20	35	108	-	-	143
	18-19 Regent Terrace	35	11	-	-	-	11
	1 Ditton Walk	2	12	-	-	-	12
	40-64 Colville Road and 1-9 Augers Road	18	23	-	-	-	23
	132-136 Newmarket Road	2	13	-	-	-	13
	Campkin Court, Cambridge	26	32	-	-	-	32
	Play Area PL/006 and Garages, Atkins Close	78	12	-	-	-	12
	Land to Rear of 99 - 105, SHELFORD ROAD, CAMBRIDGE	58	14	-	-	-	14
	MONSANTO, MARIS LANE, CAMBRIDGE, CAMBRIDGESHIRE, CB2 2LQ	58	107	-	-	-	107
		1440	107	-	-	-	107
	1441	107	-	-	-	107	
169-173 HIGH STREET, EAST CHESTERTON, CAMBRIDGE, CAMBRIDGESHIRE, CB4 1	25	11	-	-	-	11	
Land at Nowrthwest of Scotland Road and Southwest of Elmfield Road, ELMFIELD CLOSE,	24	40	-	-	-	40	
Downing College Athletic Ground, 24 LONG ROAD, CAMBRIDGE	49	50	-	-	-	50	

Classification	Site Name and Address	CSRM Transport					Total
		Zone	2012-2016	2017-2021	2022-2026	2027-2031	
	Land rear of Stable Industrial Estate, Fen Road, Cambridge, CB4	23	-16	-	-	-	16
	Land Adjacent To 7, SEVERN PLACE, CAMBRIDGE	30	11	-	-	-	11
	190-192 HISTON ROAD, CAMBRIDGE, CAMBRIDGESHIRE, CB4 3JP	9	12	-	-	-	12
	NEATH FARM BUSINESS PARK, 154 CHURCH END, CAMBRIDGE, CAMBRIDGESHIRE,	17	25	-	-	-	25
	Land at Simons House and 18-25 Rackham Close, HISTON ROAD, CAMBRIDGE	9	40	-	-	-	40
	Land at, The Junction of Hills Road and, Cherry Hinton Road, Cambridge, CB1	20	133	-	-	-	133
	CAMBRIDGESHIRE FIRE AND RESCUE SERVICE, PARKSIDE, CAMBRIDGE, CB1 1JF	27	98	-	-	-	98
	FCB05 & ABA03, land at Former Government Buildings, BROOKLANDS AVENUE, CAMBR	59	12	-	-	-	12
	LAND REAR OF CLARENDON HOUSE AND FITZWILLIAM ROAD, CLARENDON ROAD,	59	315	-	-	-	315
	Rectory Farm, MADINGLEY ROAD, CAMBRIDGE	42	10	-	-	-	10
	30-31 OCCUPATION ROAD, CAMBRIDGE, CAMBRIDGESHIRE, CB1 2QR	47	12	-	-	-	12
	FOSTER MILL, STATION ROAD, CAMBRIDGE, CAMBRIDGESHIRE, CB1 2JL	45	75	-	-	-	75
		59	75	-	-	-	75
	Clay Farm, Long Road Cambridge	58	340	-	-	-	340
		61	340	-	-	-	340
	51, Barnwell Road, CAMBRIDGE, CB5 8RG	5	12	-	-	-	12
	Land adjacent 5, WELLINGTON COURT, CAMBRIDGE	30	14	-	-	-	14
	Land R/o 100 - 108 Shelford Road Cambridge Cambridgeshire CB2 9NF	58	13	-	-	-	13
	Apartments at 13, CHESTERTON ROAD, CAMBRIDGE, CB4 3AD	8	12	-	-	-	12
	SEYMOUR COURT, SEYMOUR STREET, CAMBRIDGE, CB1 3DL	54	34	-	-	-	34
	Land at 35, PARKSIDE, CAMBRIDGE	35	12	-	-	-	12
	Development Site, Former Government Buildings, Brooklands Avenue, Cambridge, CB2	59	30	-	-	-	30
	Site at 78-80, FULBOURN ROAD, CAMBRIDGE	18	16	-	-	-	16
	23-29 OCCUPATION ROAD, CAMBRIDGE, CB1 2RT	47	14	-	-	-	14
	NIAB Site Land off, HUNTINGDON ROAD, CAMBRIDGE	15	167	-	-	-	167
	LAND REAR OF 98-108, SHELFORD ROAD, CAMBRIDGE, CAMBRIDGESHIRE	58	253	-	-	-	253
	Land, at, George Nuttall Close, Cambridge, CB4	66	38	-	-	-	38
		78	38	-	-	-	38
	171-211 CROMWELL ROAD, CAMBRIDGE, CB1 3BA	56	127	-	-	-	127
	Land to the rear of 60-64, Chesterton Road, CAMBRIDGE, CB4 1EP	65	8	-	-	-	8
		69	8	-	-	-	8
	18-19 REGENT TERRACE, CAMBRIDGE, CAMBRIDGESHIRE, CB2 1AA	35	11	-	-	-	11
	Land to the rear of 231-247 MILTON ROAD, CAMBRIDGE, CAMBRIDGESHIRE, CB4 1XQ	78	13	-	-	-	13
	QUEEN EDITH, WULFSTAN WAY, CAMBRIDGE, CAMBRIDGESHIRE, CB1 8QN	50	13	-	-	-	13
<b>Committed Total</b>			<b>3,381</b>	<b>4,766</b>	<b>1,570</b>	<b>211</b>	<b>9,928</b>
<b>Option Development</b>	149 Cherry Hinton Road and Telephone Exchange, Coleridge Road	21	0	-	-	35	35
	Mill Road Depot and adjoining properties, Mill Road	47	0	-	137	30	167
	Horizon Resource Centre, 285 Coldham's Lane	54	0	-	-	40	40
	British Telecom, Long Road	60	0	-	-	76	76
	Cambridge Professional Development Centre, Foster Road	61	0	-	-	67	67
	Mount Pleasant House, Mount Pleasant	12	0	-	50	-	50
	Clifton Road Area	20	0	-	250	300	550

Classification	Site Name and Address	CSRM Transport Zone					Total
		2012-2016	2017-2021	2022-2026	2027-2031		
	Michael Young Centre, Purbeck Road	48	95	-	-	-	95
	82-88 Hills Road and 57-63 Bateman Street	59	0	-	-	20	20
	636-656 Newmarket Road, Holy Cross Church Hall, East Barnwell Community Centre and N Ridgeons, Cromwell Road	5	0	-	-	75	75
	315-349 Mill Road and Brookfields	56	0	-	218	27	245
	Cambridge East Land North of Cherry Hinton	54	0	-	64	-	64
		6	0	270	250	121	640
		17	0	270	250	121	640
	Land north of Wort's Causeway	1	0	200	-	-	200
	Land south of Wort's Causeway	51	0	230	-	-	230
	Glebe Farm 2	58	0	30	-	-	30
	Site at Cambridge Regional College, NEWMARKET ROAD, CAMBRIDGE	31	205	-	-	-	205
<b>Option Development Total</b>			<b>300</b>	<b>999</b>	<b>1,219</b>	<b>911</b>	<b>3,429</b>
<b>Windfall</b>	115-119 Perne Road	21	0	12	-	-	12
	169-173 High Street, East Chesterton	25	0	-	-	-	-
	51 Barnwell Road	5	0	-	-	-	-
	186-188 Histon Road	9	0	11	-	-	11
	Land to the Rear of 231-247 Milton Road	66	0	-	-	-	-
	394-398, Mill Road and 8 Montreal Road	57	0	13	-	-	13
	Land And Buildings To Rear Of 1 - 5 Napier Street and Adjacent To 1A Napier Street (Tredg	30	0	14	-	-	14
	Land Between 60 - 68 Victoria Road	65	0	10	-	-	10
	Land At 21 To 23 Milton Road	65	0	10	-	-	10
<b>Windfall Total</b>			<b>0</b>	<b>70</b>	<b>-</b>	<b>-</b>	<b>70</b>
<b>Windfall (Site not determined)</b>		1					28
		2					35
		5					36
		6					5
		7					31
		8					21
		9					37
		12					7
		13					13
		14					22
		15					33
		17					54
		18					81
		19					48
		20					32
		21					64
		23					68
		24					47
		25					25
		26					147
		27					16
		30					3
		31					11
		33					5
		35					7
		42					5
		44					45
		45					6

Classification	Site Name and Address	CSRM Transport				Total	
		Zone	2012-2016	2017-2021	2022-2026		2027-2031
		47				54	
		48				9	
		49				1	
		50				30	
		51				4	
		54				37	
		56				42	
		57				34	
		58				17	
		59				28	
		60				10	
		61				32	
		65				45	
		66				48	
		67				16	
		69				22	
		3				5	
		4				68	
		10				58	
		11				7	
		16				10	
		22				8	
		29				0	
		32				10	
		34				9	
		36				12	
		37				3	
		38				19	
		39				16	
		40				13	
		41				21	
		43				25	
		52				0	
		53				38	
		55				30	
		62				8	
		63				17	
		64				17	
<b>Windfall (Site not determined) Total</b>						<b>1,755</b>	
<b>Grand Total</b>			<b>3,681</b>	<b>5,835</b>	<b>2,789</b>	<b>1,122</b>	<b>15,182</b>

## Assumed Dwelling Developments in South Cambridgeshire

Input information to CSRM, prepared based on advice from Cambridge City Council

Classification	Site Name and Address	CSRM Transport					Total
		Zone	2012-2016	2017-2021	2022-2026	2027-2031	
Committed	1 CHAPEL LANE, HARSTON, CAMBRIDGE, CB22 7NG	1439	0	0	0	0	0
	12 ROYSTON ROAD, WHITTLESFORD, CAMBRIDGE, CB2 4NW	1490	1	0	0	0	1
	12 SWAYNES LANE, COMBERTON	1425	0	0	0	0	0
	13 SILVERDALE AVENUE, COTON	1411	0	0	0	0	0
	14 HASLINGFIELD ROAD, BARTON, CAMBRIDGE, CB23 7AG	1409	0	0	0	0	0
	155 THE CAUSEWAY, BASSINGBOURN CUM KNEESWORTH	1414	9	0	0	0	9
	163 CARLTON GREEN ROAD, CARLTON, NEWMARKET, CB8 9LD	1403	0	0	0	0	0
	18 HASLINGFIELD ROAD, HARLTON	1440	0	0	0	0	0
	18 HIGH STREET, HARSTON, CAMBRIDGE, CB22 7PX	1439	14	0	0	0	14
	2 LONG LANE, GAMLINGAY, SANDY, SG19 3ES	1434	0	0	0	0	0
	2 WEST GREEN, BARRINGTON	1466	0	0	0	0	0
	26 NEW ROAD, HASLINGFIELD, CAMBRIDGE, CB23 1LR	1440	1	0	0	0	1
	2-6 RIDGEWAY, PAPWORTH EVERARD	1468	4	0	0	0	4
	26 WEST END, WHITTLESFORD, CAMBRIDGE, CB22 4LX	1490	7	0	0	0	7
	26 WOODLANDS ROAD, GREAT SHELFORD	1484	0	0	0	0	0
	27 MINGLE LANE, STAPLEFORD	1481	0	0	0	0	0
	28 HINTON WAY, GREAT SHELFORD, CAMBRIDGE, CB22 5BB	1484	0	0	0	0	0
	3 DUNGATE LANE, BALSHAM, CAMBRIDGE, CB21 4HF	1403	1	0	0	0	1
	33 COPPICE AVENUE, GREAT SHELFORD, CAMBRIDGE, CB22 5AQ	1484	1	0	0	0	1
	33 MARSHALLS CLOSE, TEVERSHAM	1474	2	0	0	0	2
	4 ROYSTON ROAD, LITLINGTON, ROYSTON, SG8 0RL	1414	1	0	0	0	1
	42 OVER ROAD, WILLINGHAM, CAMBRIDGESHIRE, CB24 5EU	1493	2	0	0	0	2
	44 HAUXTON ROAD, LITTLE SHELFORD, CAMBRIDGE, CB22 5HJ	1483	1	0	0	0	1
	48 NORTH ROAD, GREAT ABINGTON, CAMBRIDGE, CB21 6AS	1475	0	0	0	0	0
	49 STATION ROAD, HISTON, CAMBRIDGE, CB24 9LQ	1443	3	0	0	0	3
	49 WOOLLARDS LANE, GREAT SHELFORD, CAMBRIDGE, CB22 5LZ	1484	24	0	0	0	24
	50 CHURCH LANE, COTTENHAM, CAMBRIDGESHIRE, CB24 8SN	1426	0	0	0	0	0
	56 HIGH STREET, LANDBEACH, CAMBRIDGE, CB25 9FT	1489	1	0	0	0	1
	58 TOWN STREET, NEWTON, CAMBRIDGE, CB22 7PE	1482	1	0	0	0	1
	71 WHITCROFT ROAD, MELDRETH, ROYSTON, SG8 6LS	1462	20	0	0	0	20
	74 FROG END, SHEPRETH, ROYSTON, SG8 6RF	1463	3	0	0	0	3
	86 WEST DRIVE HIGHFIELDS, CALDECOTE	1423	1	0	0	0	1
	9 ORWELL TERRACE, BARRINGTON, CAMBRIDGE, CB22 7SG	1466	1	0	0	0	1
	ADJACENT 15, THE LAWNS, MELBOURN, CAMBRIDGESHIRE	1460	1	0	0	0	1
	Building at Bright Haven, ROBINS LANE, LOLWORTH	1407	1	0	0	0	1
	Cantelupe Farm, CANTELUPE ROAD, HASLINGFIELD, CAMBRIDGE, CB23 1LY	1440	0	0	0	0	0
	Dwelling and Land at 25, ROYSTON ROAD, WHITTLESFORD	1430	3	0	0	0	3
	Dwelling at 30, NEW ROAD, HASLINGFIELD	1440	15	0	0	0	15
	Dwelling at 31, SOUTH ROAD, GREAT ABINGTON	1475	1	0	0	0	1
	Dwelling at 80, HIGH STREET, MELBOURN	1460	1	0	0	0	1
	East Part of UC11, STERLING WAY, UPPER CAMBOURNE	1419	13	0	0	0	13
	Garages & 18 & 19 HADDOWS CLOSE, LONGSTANTON	1454	3	0	0	0	3
	GC26, UPPER CAMBOURNE, CAMBOURNE	1417	10	0	0	0	10
	Hill Farm House, 20 CHISHILL ROAD, HEYDON	1461	1	0	0	0	1
	House at 101, WEST DRIVE, HIGHFIELDS, CALDECOTE	1423	1	0	0	0	1
Land adj 2, HIGH STREET, TEVERSHAM	1473	1	0	0	0	1	

Classification	Site Name and Address	CSRM Transport Zone					Total
		2012-2016	2017-2021	2022-2026	2027-2031		
	Land adj 35, STREETLY END, WEST WICKHAM	1402	1	0	0	0	1
	Land adj to, 43 ORCHARD ROAD, GREAT SHELFORD	1484	1	0	0	0	1
	Land adj. 1, DAVEY CRESCENT, GREAT SHELFORD	1484	1	0	0	0	1
	Land adjacent 2 Water Lane, Histon	1443	1	0	0	0	1
	Land adjacent to 2, THE HECTARE, GREAT SHELFORD	1484	1	0	0	0	1
	Land Adjacent to 24, WEST ROAD, GAMLINGAY, SANDY	1434	1	0	0	0	1
	Land Adjacent to 39, Frog End, Great Wilbraham, Cambridge, CB1	1488	1	0	0	0	1
	Land adjacent to Peacehaven, MILL HILL, WESTON COLVILLE	1403	1	0	0	0	1
	Land adjacent, 36a, Boxworth End, Swavesey, Cambridge, CB24 4RA	1472	1	0	0	0	1
	Land Adjacent, 4, Home End, Fulbourn, Cambridge, CB1	1433	8	0	0	0	8
	Land adjacent, Rectory Farm Bungalow, Hildersham, Cambridge, CB1	1446	1	0	0	0	1
	Land at 111, RAMPTON ROAD, COTTENHAM	1426	1	0	0	0	1
	Land at 13, CHURCH LANE, COTTENHAM	1426	1	0	0	0	1
	Land at 32, COOTES LANE, FEN DRAYTON	1469	1	0	0	0	1
	Land at 43, PIERCE LANE, FULBOURN	1433	1	0	0	0	1
	Land at 68, HIGH STREET, GRAVELEY	1468	1	0	0	0	1
	Land at 70, HIGH STREET, COTTENHAM	1426	-1	0	0	0	-1
	Land at 90, HIGH STREET, MELDRETH	1462	1	0	0	0	1
	Land at Lower Manor Farm, LOWER ROAD, CROYDON	1435	1	0	0	0	1
	Land at Phase 3a, High Street, Longstanton, Cambridgeshire	1456	9	0	0	0	9
	Land at Southgate Farm, CHESTERTON FEN ROAD, MILTON	75	26	0	0	0	26
	Land at, 14, Shepreth Road, Foxton, Cambridge, CB2	1432	1	0	0	0	1
	Land at, 2 MINGLE LANE, GREAT SHELFORD	1484	1	0	0	0	1
	Land at, 322 High Street, Cottenham, Cambridge, CB4	1426	1	0	0	0	1
	Land at, UC03, THE VINES, CAMBOURNE	1419	15	0	0	0	15
	Land Between, 3-11, MORTIMERS LANE, Foxton, Cambridge, CB22 6RR	1432	1	0	0	0	1
	Land comprising of 12 Wisbey's Yard & 1 & 3 F, FOUNTAIN LANE, HASLINGFIELD	1440	9	0	0	0	9
	Land North of CHALLIS GREEN, BARRINGTON	1466	39	0	0	0	39
	Land north of, 1A-29 BANNOLD ROAD, WATERBEACH, CAMBRIDGESHIRE, CB5	1489	1	0	0	0	1
	Land north of, 45-67 Impington Lane, Impington, Cambridge, CB4	1444	16	0	0	0	16
	Land North of, WELLBROOK WAY, GIRTON	71	76	0	0	0	76
	Land off Rockmill End/Spong Drive, Willingham	1493	19	0	0	0	19
	LAND ON THE NORTH SIDE OF, BANNOLD ROAD, WATERBEACH, CAMBRIDGESHIRE	1489	10	0	0	0	10
	Land Parcel B1 Arbury Camp, KINGS HEDGES ROAD, IMPINGTON	73	33	0	0	0	33
	Land Parcel UC09, CAMBOURNE	1419	47	0	0	0	47
	Land R/O Fairview, ROYSTON ROAD, LITLINGTON	1414	1	0	0	0	1
	Land Rear of 15, HIGH STREET, LITTLE SHELFORD	1483	1	0	0	0	1
	Land rear of 21, WHITECROFT ROAD, MELDRETH	1462	1	0	0	0	1
	Land rear of 45 HIGHFIELDS ROAD, CALDECOTE	1423	1	0	0	0	1
	Land rear of 97, HIGH STREET, GIRTON	1436	1	0	0	0	1
	Land rear of, 45 LONDON ROAD, HARSTON	1439	1	0	0	0	1
	Land rear, 21-23 WAY LANE, WATERBEACH	1489	1	0	0	0	1
	Land south of 93, DUXFORD ROAD, WHITTLESFORD	1490	1	0	0	0	1
	Land to the North-East of 47, LONDON ROAD, HARSTON	1439	1	0	0	0	1
	Land to the North of 104 High Street Great Abington Cambridge CB21 6AE	1475	1	0	0	0	1
	Land to the North-west of Rose Cottage Church Street Whaddon	1415	8	0	0	0	8
	LAND TO THE SOUTH OF 38, MILL ROAD, OVER	1492	1	0	0	0	1
	Land to the South-east of 30 Fen End, Over, CB24 5NE	1492	1	0	0	0	1
	Land to the West of 33, HIGH STREET, HAUXTON	1438	16	0	0	0	16



Classification	Site Name and Address	CSRM					Total
		Transport Zone	2012-2016	2017-2021	2022-2026	2027-2031	
	Land to the West of, ERMINE STREET SOUTH, PAPWORTH EVERARD	1468	124	0	0	0	124
	Maltings Buildings 94 - 96, HIGH STREET, LINTON	1446	2	0	0	0	2
	Menders, CHURCH LANE, ABINGTON PIGOTTS, ROYSTON, SG8 0SG	1479	2	0	0	0	2
	Old John of Gaunt, 183, NORTH END, BASSINGBOURN	1414	1	0	0	0	1
	Parcel D Land at, Arbury Park, KINGS HEDGES ROAD, IMPINGTON	73	23	0	0	0	23
	Parkfield Barn, BUTTON END, HARSTON	1439	1	0	0	0	1
	PHASE 2 - GC13, MAYFIELD WAY, CAMBOURNE	1417	18	0	0	0	18
	Phase 3A, land west of Striplands Farm, HIGH STREET, LONGSTANTON	1456	72	0	0	0	72
	Phase 3B, HOME FARM, LONGSTANTON	1457	159	0	0	0	159
	Property at 90, HIGH STREET, SAWSTON	1471	1	0	0	0	1
	Robsie, POTTON ROAD MILL HILL, GAMLINGAY	1434	0	0	0	0	0
	Scotland Drove Park, ROSE AND CROWN ROAD, SWAVESEY	1472	8	0	0	0	8
	Site at 47, LONDON ROAD, HARSTON	1439	2	0	0	0	2
	South East part of Area UC01 Halifax Road Cambourne	1419	36	0	0	0	36
	Spring Close, CHURCH LANE, SAWSTON	1471	0	0	0	0	0
	St Colettes & Gretton School, HIGH STREET, GIRTON, CAMBRIDGE, CB3 0QL	1436	0	0	0	0	0
	The Granary Chalk Farm, HIGH STREET, BABRAHAM	1475	1	0	0	0	1
	The Meadowbands Mill Hill Gamlingay	1434	1	0	0	0	1
	The Old Chapel, FROGGE STREET, ICKLETON, SAFFRON WALDEN, CB10 1SH	1430	1	0	0	0	1
	The Windmill Estate Land off, HAGGIS GAP, FULBOURN	1433	8	0	0	0	8
	Times House, FEN END, WILLINGHAM, CAMBRIDGESHIRE, CB24 5LH	1493	6	0	0	0	6
	UC08, OFF STERLING WAY, CAMBOURNE	1419	35	0	0	0	35
	UC11 STERLING WAY, CAMBOURNE	1419	27	0	0	0	27
	Unit B & C, 3 SPIGGOTS CLOSE, LONGSTANTON	1457	1	0	0	0	1
	Walnut Farm, 87, High Street, Landbeach	1489	10	0	0	0	10
	Willowbeech, HIGH STREET, CASTLE CAMPS	1402	0	0	0	0	0
	38 SHEPRETH ROAD, BARRINGTON	1466	1	0	0	0	1
	Land at and adj to Battlegate Cottage, Battlegate Road, Boxworth, Cambridge, CB3	1408	1	0	0	0	1
	Land to the North-west of 41, HIGHFIELDS ROAD, HIGHFIELDS, CALDECOTE	1423	1	0	0	0	1
	Land at GC09, GC10 & GC11, SCHOOL LANE, CAMBOURNE	1417	2	0	0	0	2
	Barns to south of, Little Biggs Farm, Camps End, Castle Camps, Cambridge, CB1	1402	1	0	0	0	1
	Land at, Trollhaugen, 2 Church End, Coton, Cambridge, CB3	1411	1	0	0	0	1
	12, CHURCH LANE, COTTENHAM	1426	1	0	0	0	1
	Land at, 6 THE GREEN, DUXFORD, CAMBRIDGESHIRE	1430	1	0	0	0	1
	The Windmill Estate Land off, CAMBRIDGE ROAD, FULBOURN	1433	-16	0	0	0	-16
	Windmill Estate Phase 2B, WINDMILL ESTATE, FULBOURN	1433	50	0	0	0	50
	Plot 4, land to rear of, 89-91 Hinton Way, Great Shelford, Cambridge, CB2	1484	1	0	0	0	1
	Land rear of 70, CAMBRIDGE ROAD, GREAT SHELFORD	1484	1	0	0	0	1
	Land rear of 68 & 70, and land at, 66 CAMBRIDGE ROAD, GREAT SHELFORD, CAMBRII	1484	3	0	0	0	3
	Barn adj to, 99 HIGH STREET, GUILDEN MORDEN	1479	1	0	0	0	1
	Land adjacent to, 20 BROOKHAMPTON STREET, ICKLETON	1430	1	0	0	0	1
	New plot at Blackwell Caravan Site, MERE WAY, MILTON, CAMBRIDGE, CB4 2QL	1464	1	0	0	0	1
	Dwelling at 72, HIGH STREET, WEST WRATTING	1403	1	0	0	0	1
	28 HIGH STREET, BALSHAM, CAMBRIDGE, CB21 4DJ	1403	0	0	0	0	0
	13 SHEPRETH ROAD, BARRINGTON, CAMBRIDGE, CB22 7SB	1466	0	0	0	0	0
	Hillside, 17 ORWELL ROAD, BARRINGTON	1466	0	0	0	0	0
	Building North West of Barton House, WIMPOLE ROAD, BARTON	1409	1	0	0	0	1
	66, SPRING LANE, BASSINGBOURN CUM KNEESWORTH	1414	1	0	0	0	1
	82, SPRING LANE, BASSINGBOURN CUM KNEESWORTH	1414	1	0	0	0	1

Classification	Site Name and Address	CSRM					Total
		Transport Zone	2012-2016	2017-2021	2022-2026	2027-2031	
	Fen Bridge Farm, Fen Road, Bassingbourn Cum Kneesworth, Cambridgeshire	1414	-1	0	0	0	-1
	64 SPRING LANE, BASSINGBOURN CUM KNEESWORTH, ROYSTON, SG8 5HT	1414	0	0	0	0	0
	Lodge Cottage, 72, BROOK ROAD, Bassingbourn, SG8 5NS	1414	0	0	0	0	0
	61 OLD NORTH ROAD, BASSINGBOURN CUM KNEESWORTH, ROYSTON, SG8 5JL	1414	1	0	0	0	1
	Little Grove Framhouse, Overhall Farm, ELSWORTH ROAD, BOXWORTH	1408	1	0	0	0	1
	Parcel 1B Land to the South, Brace Dein, Cambourne, Cambridgeshire	1419	5	0	0	0	5
	Land Parcel UC09, off, Sterling Way, Cambourne, CAMBRIDGESHIRE, CB23 6AR	1419	6	0	0	0	6
	Land Parcel Cell 1A, CAMBOURNE	1419	87	0	0	0	87
	Development Cell UC04a, STERLING WAY, CAMBOURNE	1419	13	0	0	0	13
	Frontage of Parcel 1C to the existing Village Green, Parcel 1C, Upper Cambourne, Cambo	1419	16	0	0	0	16
	Land Parcels 1C and 2A, on the eastern s, Parcels 1C and 2A, Upper Cambourne, Cambo	1419	114	0	0	0	114
	Land Adjacent 1, HALL COTTAGES, ACRE ROAD, CARLTON	1403	1	0	0	0	1
	1 PARK LANE, CASTLE CAMPS	1402	1	0	0	0	1
	Land RO 65 and 67, LONG ROAD, COMBERTON	1425	1	0	0	0	1
	Land at, THE VALLEY, COMBERTON	1425	11	0	0	0	11
	3 LONG ROAD, COMBERTON, CAMBRIDGE, CB23 7DG	1425	1	0	0	0	1
	12 SILVERDALE AVENUE, COTON, CAMBRIDGE, CB23 7PP	1411	0	0	0	0	0
	Cuckoo Hill Farm, OAKINGTON ROAD, COTTENHAM	1426	1	0	0	0	1
	Land to the South-east of 34 STEVENS CLOSE, COTTENHAM	1426	1	0	0	0	1
	Land to the South-East of 13 (Plot 2) CHURCH LANE, COTTENHAM	1426	1	0	0	0	1
	137 HIGH STREET, COTTENHAM	1426	1	0	0	0	1
	22, RAMPTON ROAD, COTTENHAM	1426	1	0	0	0	1
	1 THE LAKES, CAMBRIDGE, CB24 8PP	1426	4	0	0	0	4
	18 OAKINGTON ROAD, DRY DRAYTON, CAMBRIDGE, CB23 8DD	1405	0	0	0	0	0
	Land adjacent to 8, MOORFIELD ROAD, DUXFORD	1430	1	0	0	0	1
	8, Moorfield Road, Duxford, Cambridge, Cambridgeshire, CB22 4PS	1430	1	0	0	0	1
	13 GRANGE ROAD, DUXFORD, CAMBRIDGE, CB22 4QE	1430	0	0	0	0	0
	7 THE DRIFT, ELSWORTH	1470	1	0	0	0	1
	Eltisley Methodist Chapel, THE GREEN, ELTISLEY	1420	1	0	0	0	1
	Land to the South of 27 Green End Fen Ditton Cambridge	1487	1	0	0	0	1
	Land East of 30/32, HIGH DITCH ROAD, FEN DITTON	1487	2	0	0	0	2
	SPRINGFIELD, FOWLMERE ROAD, MELBOURN	1431	0	0	0	0	0
	Land at 6, CAMBRIDGE ROAD, FOXTON	1432	1	0	0	0	1
	Land off Cox's Drov, COX'S DROVE, FULBOURN	1433	1	0	0	0	1
	312-322 CAMBRIDGE ROAD, FULBOURN	70	12	0	0	0	12
	16 TEVERSHAM ROAD, FULBOURN, CAMBRIDGE, CB21 5EB	1433	-1	0	0	0	-1
	Adjacent 13, SCHOOL CLOSE, GAMLINGAY, CAMBRIDGESHIRE	1434	1	0	0	0	1
	Land West of 24 West Road, Gamlingay, Sandy Beds	1434	1	0	0	0	1
	22 MILL STREET, GAMLINGAY, SANDY, SG19 3JW	1434	1	0	0	0	1
	76 CINQUES ROAD, GAMLINGAY, SANDY, SG19 3NR	1434	1	0	0	0	1
	Land to the rear of 121, Girton Road, Girton, Cambridgeshire	1436	1	0	0	0	1
	Land to the South-east of 1 High Street Girton Cambridge CB23 0QA	1436	1	0	0	0	1
	25 HICKS LANE, GIRTON, CAMBRIDGE, CB3 0JS	1436	1	0	0	0	1
	294 WELLBROOK WAY, GIRTON, CAMBRIDGE, CB3 0GJ	71	11	0	0	0	11
	Annexe, 2 Thornton Road, Girton, Cambridge, Cambridgeshire, CB3 0NW	71	1	0	0	0	1
	Land adj to, 10 Huntingdon Road, Girton, Cambridge, CB3	71	1	0	0	0	1
	24 BANDON ROAD, GIRTON, CAMBRIDGE, CB3 0LU	71	-1	0	0	0	-1
	2 PEPYS WAY, GIRTON, CAMBRIDGE, CB3 0PA	1436	1	0	0	0	1
	26, NUTTERS CLOSE, GRANTCHESTER	1410	1	0	0	0	1

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		2012-2016	2017-2021	2022-2026	2027-2031		
	Bridgefoot Farm Kennels, Barley Road, Flint Cross, Great And Little Chishill, Royston, Carr	1461	1	0	0	0	1
	The Bungalow Hall Farm, HIGH STREET, GREAT ABINGTON	1475	1	0	0	0	1
	Land to the north-west of No.3, LEEWAY AVENUE, GREAT SHELFORD	1484	1	0	0	0	1
	7 CHASTON ROAD, GREAT SHELFORD	1484	1	0	0	0	1
	8 WOOLLARDS LANE, GREAT SHELFORD	1484	-1	0	0	0	-1
	31 COPPICE AVENUE, GREAT SHELFORD, CAMBRIDGE, CB22 5AQ	1484	0	0	0	0	0
	Dwelling at 21, WOODLANDS ROAD, GREAT SHELFORD	1484	1	0	0	0	1
	123 CAMBRIDGE ROAD, GREAT SHELFORD, CAMBRIDGE, CB22 5JJ	1484	1	0	0	0	1
	18 COPPICE AVENUE, GREAT SHELFORD, CAMBRIDGE, CB22 5AQ	1484	0	0	0	0	0
	8 HASLINGFIELD ROAD, HARLTON, CAMBRIDGE, CB23 1ER	1440	0	0	0	0	0
	53 LONDON ROAD, HARSTON, CAMBRIDGE, CB22 7QJ	1439	1	0	0	0	1
	9A ROYSTON ROAD, HARSTON, CAMBRIDGE, CB22 7NH	1439	1	0	0	0	1
	Land rear of 41, LONDON ROAD, HARSTON	1439	1	0	0	0	1
	44 HIGH STREET, HARSTON	1439	1	0	0	0	1
	Land adj. 121, HIGH STREET, HARSTON	1439	1	0	0	0	1
	41 LONDON ROAD, HARSTON, CAMBRIDGE, CB22 7QQ	1439	0	0	0	0	0
	18A FOUNTAIN LANE, HASLINGFIELD, CAMBRIDGE, CB23 1LT	1440	1	0	0	0	1
	Land adj Rosedean, HIGH STREET, HILDERSHAM	1446	1	0	0	0	1
	Land adj to 2, WATER LANE, HISTON, CB24 9LR	1443	1	0	0	0	1
	23 HOME CLOSE, HISTON	1443	-1	0	0	0	-1
	Land to the Rear Garden 1, COTTENHAM ROAD, HISTON	1443	1	0	0	0	1
	Land Adj to 1, ABBOTS WAY, HORNINGSEA, CAMBRIDGE	1485	1	0	0	0	1
	Land adjacent to 5, VILLA ROAD, IMPINGTON	1444	1	0	0	0	1
	Land West of Merrington Place, Off Impington Lane, Impington, Cambridge, CB24 9LT	1444	31	0	0	0	31
	ADJACENT THE GROVE, MILTON ROAD, IMPINGTON, CAMBRIDGE, CB1	1444	1	0	0	0	1
	Land at, 12, Back Road, Linton, Cambridge, CB1	1446	3	0	0	0	3
	Dwelling at Gadridge, ABINGTON ROAD, LITLINGTON	1414	1	0	0	0	1
	4 LOWFIELDS, LITTLE EVERS DEN	1442	1	0	0	0	1
	Building at, Fullers Hill Farm, Fullers Hill, Little Gransden, Sandy, SG19	1435	3	0	0	0	3
	1 CHURCH STREET, LITTLE SHELFORD	1483	1	0	0	0	1
	Land adj to 8, HIGH STREET, LITTLE SHELFORD	1483	1	0	0	0	1
	Pole Barn, WOODSIDE, LONGSTANTON	1455	1	0	0	0	1
	Land and plots forming part of the Stantone Gardens Development (phase 3a), Land at, HI	1456	6	0	0	0	6
	Land at the Corner of Dry Drayton Road and, The Avenue, Madingley, Cambridge, CB3	1412	1	0	0	0	1
	Land to the South of The Pink Geranium, STATION ROAD, MELBOURN	1460	1	0	0	0	1
	26 HIGH STREET, MELBOURN, ROYSTON, SG8 6DZ	1460	9	0	0	0	9
	Land adjacent to 9, THE LAWNS, MELBOURN	1460	1	0	0	0	1
	The Pink Geranium, 25 STATION ROAD, MELBOURN	1460	1	0	0	0	1
	Falconer Court, HIGH STREET, MELBOURN, ROYSTON, SG8 6AP	1460	2	0	0	0	2
	Land adjacent to 26, CHISWICK END, MELDRETH, SG8 6LZ	1462	1	0	0	0	1
	Site at 15, CHISWICK END, MELDRETH	1462	0	0	0	0	0
	17 WHITCROFT ROAD, MELDRETH, ROYSTON, SG8 6ND	1462	21	0	0	0	21
	286 THE ROWANS, MILTON, CAMBRIDGE, CB24 6ZL	1465	1	0	0	0	1
	Land Parcel H1, ORCHARD PARK	73	34	0	0	0	34
	51, Sweetpea Way, Orchard Park, Cambridge, Cambridgeshire, CB4 2GT	73	0	0	0	0	0
	Land adj to, 7 HIGH STREET, ORWELL	1467	1	0	0	0	1
	8 RIDGEWAY, PAPWORTH EVERARD, CAMBRIDGE, CB23 3RW	1468	5	0	0	0	5
	Tractor Shed Adjacent to, Lantern House, Ivy Farm, THE GREEN, RAMPTON	1426	1	0	0	0	1
	Land to the East of Vicarage, VICARAGE AVENUE, SAWSTON	1471	3	0	0	0	3

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		Transport Zone	2012-2016	2017-2021	2022-2026	2027-2031	
	Land at The Grove, HIGH STREET, SAWSTON	1471	1	0	0	0	1
	40A HIGH STREET, SAWSTON, CAMBRIDGE, CB22 3BG	1471	4	0	0	0	4
	34 MINGLE LANE, STAPLEFORD, CAMBRIDGE, CB22 5SY	1481	1	0	0	0	1
	Land rear of 26 CHURCH STREET, STAPLEFORD	1481	1	0	0	0	1
	Land at, The Mill, Ashwell Road, Steeple Morden, Royston, SG8	1479	1	0	0	0	1
	62-66 STATION ROAD, STEEPLER MORDEN, ROYSTON, SG8 0NS	1478	-3	0	0	0	-3
	Land Adjacent to 28, ASHWELL ROAD, STEEPLER MORDEN	1479	8	0	0	0	8
	59 STATION ROAD, STEEPLER MORDEN, ROYSTON, SG8 0NS	1478	0	0	0	0	0
	57 KINGSWAY, THRIPLow	1490	1	0	0	0	1
	Land to the site of 79, KINGSWAY, THRIPLow	1490	1	0	0	0	1
	50 COMBERTON ROAD, TOFT, CAMBRIDGE, CB23 2RY	1422	1	0	0	0	1
	7 & 9 DENNY END ROAD, WATERBEACH, CAMBRIDGE, CB25 9PB	1489	0	0	0	0	0
	22 HIGH STREEET, WATERBEACH	1489	1	0	0	0	1
	r/o 31, High Street, Waterbeach, Cambridge, CB25 9JU	1489	1	0	0	0	1
	110 DUXFORD ROAD, WHITTLESFORD, CAMBRIDGE, CB22 4NH	1490	0	0	0	0	0
	23 ROYSTON ROAD, DUXFORD, CAMBRIDGE, CB22 4NW	1430	1	0	0	0	1
	Dwelling at 5, NORTH ROAD, WHITTLESFORD	1490	1	0	0	0	1
	Land adjacent to 43, EARITH ROAD, WILLINGHAM	1493	1	0	0	0	1
	Land Rear of 48 HADEN WAY, WILLINGHAM	1493	1	0	0	0	1
	Land Rear of 7, BERRYCROFT, WILLINGHAM	1493	1	0	0	0	1
	Foxes Meadow, Priest Lane, Willingham, Cambridge, CB24 5HZ	1493	2	0	0	0	2
	The Stables Schole Road Willingham Cambridgeshire CB24 5JD	1493	1	0	0	0	1
	6 Cadwin Field, SCHOLE ROAD, WILLINGHAM, CAMBRIDGESHIRE, CB24 5JD	1493	1	0	0	0	1
	4 Longacre, Meadow Road, Willingham, Cambridge, Cambridgeshire, CB24 5JL	1493	1	0	0	0	1
	37 ROCKMILL END, WILLINGHAM, CAMBRIDGE, CB4 5HY	1493	9	0	0	0	9
	Land to r/o Blacksmith's Close, HIGH STREET, BABRAHAM	1475	11	0	0	0	11
	22-46 MAYS AVENUE, BALSHAM	1403	-3	0	0	0	-3
	42 High Street (Access off Nine Chimneys Lane), Balsham, Cambridge, Cambridgeshire, C	1403	1	0	0	0	1
	87 High Street, Balsham, Cambridge, CB1 6EP	1403	1	0	0	0	1
	Land adj. 17, OTTER CLOSE, BAR HILL	1406	1	0	0	0	1
	17 ORWELL ROAD, BARRINGTON, CB22 7SE	1466	1	0	0	0	1
	36, HIGH STREET, BARRINGTON	1466	1	0	0	0	1
	2, HASLINGFIELD ROAD, BARTON	1409	1	0	0	0	1
	ROCKERY FARM, BROADWAY, BOURN	1419	2	0	0	0	2
	The Apiary 107, CAXTON END, BOURN, CAMBRIDGE, CB23 2ST	1419	0	0	0	0	0
	95, West Drive, Highfields Caldecote, CAMBRIDGE, CB23 7RY	1423	1	0	0	0	1
	1 NEW HALL LANE, CAMBOURNE, CAMBRIDGE, CB23 6GD	1417	1	0	0	0	1
	41 BROAD STREET, CAMBOURNE, CAMBRIDGE, CB23 6DH	1417	0	0	0	0	0
	Carlton Hall Farmhouse Carlton Hall Farm, ACRE ROAD, CARLTON, NEWMARKET, CB8	1403	1	0	0	0	1
	Land adjacent to, St Olaves, Park Lane, Castle Camps, Cambridge, CB1	1402	1	0	0	0	1
	Highbanks House, CAMPS END, CASTLE CAMPS, CAMBRIDGE, CB21 4TR	1402	0	0	0	0	0
	75 THE FOOTPATH, COTON, CAMBRIDGE, CB23 7PX	1411	0	0	0	0	0
	Land Adjacent to 14, SILVERDALE AVENUE, COTON	1411	1	0	0	0	1
	Oxholme Farm, OXHOLME FARM DROVE, COTTENHAM	1426	1	0	0	0	1
	Land rear of, 39-41 Lambs Lane, Cottenham, Cambridge, CB4	1426	1	0	0	0	1
	136 HIGH STREET, COTTENHAM, CAMBRIDGESHIRE, CB4 8RX	1426	1	0	0	0	1
	64-66 RAMPTON ROAD, COTTENHAM, CAMBRIDGESHIRE, CB24 8TH	1426	1	0	0	0	1
	Land rear of 315 HIGH STREET, COTTENHAM	1426	1	0	0	0	1
	Workshop To The Rear Of 136, HIGH STREET, COTTENHAM, CAMBRIDGE, CB24 8RX	1426	1	0	0	0	1

Classification	Site Name and Address	CSRM					Total
		Transport Zone	2012-2016	2017-2021	2022-2026	2027-2031	
	282 HIGH STREET, COTTENHAM	1426	1	0	0	0	1
	29 PARK STREET, DRY DRAYTON, CAMBRIDGE, CB23 8DA	1405	1	0	0	0	1
	36, St. Johns Street, Duxford, CAMBRIDGE, CB22 4RA	1430	-1	0	0	0	-1
	11 CHURCH STREET, FEN DITTON, CAMBRIDGE, CB5 8SU	1487	0	0	0	0	0
	The Blue Lion, 2 HORNINGSEA ROAD, FEN DITTON, CAMBRIDGE, CB5 8SZ	1487	13	0	0	0	13
	THE NURSERIES, THE WAY, FOWLMERE, ROYSTON, SG8 7SU	1431	1	0	0	0	1
	Land Adjacent to 4, CAMBRIDGE ROAD, FOWLMERE	1431	10	0	0	0	10
	Land west of, The Way, Fowlmere, Cambridgeshire	1431	1	0	0	0	1
	59 HIGH STREET, FOXTON, CAMBRIDGE, CB22 6RP	1432	-1	0	0	0	-1
	14 FOWLMERE ROAD, FOXTON, CAMBRIDGE, CB22 6RT	1432	0	0	0	0	0
	Land Adj to Hall Farm, 3 School Lane, Fulbourn, Cambridgeshire	1433	1	0	0	0	1
	Land at, 4-5 Little Heath, Gamlingay, Sandy, SG19	1434	1	0	0	0	1
	LAND SOUTH OF, STATION ROAD, GAMLINGAY, CAMBRIDGESHIRE, SG19 3HE	1434	71	0	0	0	71
	28, Church Street, Gamlingay, SANDY, SG19 3JH	1434	1	0	0	0	1
	93, Cinques Road, Gamlingay, SANDY, SG19 3NR	1434	8	0	0	0	8
	Land rear of 2, PEPYS WAY, GIRTON, CAMBRIDGE	1436	1	0	0	0	1
	Land adj to, 24 Barley Road, Great Chishill, Royston, SG8	1461	1	0	0	0	1
	Bridgefoot Farm, Barley Road Flint Cross, GREAT AND LITTLE CHISHILL, SG8 7PU	1461	0	0	0	0	0
	8, North Hall Farm Bungalows, Barley Road, Flint Cross, Great And Little Chishill, Royston,	1461	4	0	0	0	4
	32, SOUTH ROAD, GREAT ABINGTON, CAMBRIDGE	1475	1	0	0	0	1
	Barn Adjacent to 44, NORTH ROAD, GREAT ABINGTON	1475	1	0	0	0	1
	Dandys, KINGS MILL LANE, GREAT SHELFORD, CAMBRIDGE, CB22 5EN	1484	0	0	0	0	0
	77 STATION ROAD, GREAT WILBRAHAM, CAMBRIDGE, CB21 5JA	1488	0	0	0	0	0
	23A, POUND GREEN, GULDEN MORDEN	1479	1	0	0	0	1
	Land rear of 39, LONDON ROAD, HARSTON	1439	1	0	0	0	1
	Orchard Close, Harston, Cambridge, CB22 7PT	1439	5	0	0	0	5
	Land rear of 48 HIGH STREET, HASLINGFIELD, CAMBRIDGE, CB23 1JW	1440	1	0	0	0	1
	Farm Lodge, HIGH STREET, HILDERSHAM, CAMBRIDGE, CB21 6BU	1446	-1	0	0	0	-1
	47A STATION ROAD, HISTON, CAMBRIDGE, CB24 9LQ	1443	0	0	0	0	0
	43A COTTENHAM ROAD, HISTON, CAMBRIDGE, CB24 9ES	1443	-1	0	0	0	-1
	1 KINGSWAY, HISTON	1443	1	0	0	0	1
	Land rear of 14, COTTENHAM ROAD, HISTON	1443	1	0	0	0	1
	48, Merton Road, Histon, Cambridge, Cambridgeshire, CB24 9JW	1443	1	0	0	0	1
	LAND REAR OF 28, HIGH STREET, HISTON, CAMBRIDGESHIRE, CB4 9JD	1443	1	0	0	0	1
	17 SHIRLEY ROAD, HISTON, CAMBRIDGE, CB24 9JR	1443	1	0	0	0	1
	Land rear of, 9-17 GRANGE ROAD, ICKLETON	1430	1	0	0	0	1
	7 WATER LANE, IMPINGTON, CAMBRIDGE, CB24 9XW	1444	-1	0	0	0	-1
	S C A Packaging Ltd, VILLA ROAD, HISTON, CAMBRIDGE, CB24 9NZ	1444	72	0	0	0	72
	PLOT 2, THE GROVE, MILTON ROAD, IMPINGTON, CAMBRIDGE, CB4 9NF	1444	1	0	0	0	1
	Land to the East of 37, CAMBRIDGE ROAD, IMPINGTON	1444	1	0	0	0	1
	Land adjacent to 10 MILL ROAD, IMPINGTON	1444	1	0	0	0	1
	KINGSTON PASTURES FARM HOUSE, OLD WIMPOLE ROAD, KINGSTON, ROYSTON,	1421	1	0	0	0	1
	7-9 HIGH STREET, LANDBEACH, CAMBRIDGE, CB25 9FR	1489	0	0	0	0	0
	54 HIGH STREET, LANDBEACH, CAMBRIDGE, CB25 9FT	1489	1	0	0	0	1
	Land at RO 20, BACK ROAD, LINTON	1446	1	0	0	0	1
	Land Adjacent to 12 BACK ROAD, LINTON	1446	3	0	0	0	3
	Station House, STATION ROAD, LINTON, Cambridge, CB1 6NW	1446	-1	0	0	0	-1
	Greenditch Farm, BALSHAM ROAD, LINTON, CAMBRIDGE, CB21 4LE	1446	0	0	0	0	0
	Land rear of, 42 Back Road, Linton, Cambridge, CB1	1446	1	0	0	0	1

Classification	Site Name and Address	CSRM					Total
		Transport Zone	2012-2016	2017-2021	2022-2026	2027-2031	
	Land rear of, 16-18 Back Road, Linton, Cambridge, CB1	1446	1	0	0	0	1
	Land between 76 and 92 Chalklands, Linton, Cambridge, Cambridgeshire, CB21 4JH	1446	4	0	0	0	4
	9 to 15, Cambridge Road, Linton, CAMBRIDGE, CB21 4NN	1446	14	0	0	0	14
	41 CAMBRIDGE ROAD, LITTLE ABINGTON, CAMBRIDGE, CB21 6BL	1475	0	0	0	0	0
	Land at 71, MAIN ROAD, LITTLE GRANSDEN	1435	1	0	0	0	1
	Land adjacent, 47, Primrose Hill, Little Gransden, Cambridge, Cambridgeshire, SG19 3DP	1435	1	0	0	0	1
	30, High Street, Little Shelford, CAMBRIDGE, CB22 5ES	1483	-1	0	0	0	-1
	Martins, ROBINS LANE, LOLWORTH	1407	1	0	0	0	1
	25 Badgers Holt, St Michael's Lane, Longstanton, Cambridge, Cambridgeshire, CB24 3DE	1455	0	0	0	0	0
	Land adjacent to, Mansfield House, Melbourn, Royston, SG8	1460	1	0	0	0	1
	Land adjacent to 25 STATION ROAD, MELBOURN	1460	1	0	0	0	1
	45, Orchard Road, Melbourn, ROYSTON, SG8 6BP	1460	0	0	0	0	0
	4-6 CHISWICK END, MELDRETH	1462	1	0	0	0	1
	Land to the East of 104-108 High Street Meldreth SG8 6LB	1462	3	0	0	0	3
	63 HIGH STREET, MELDRETH, ROYSTON, SG8 6LB	1462	1	0	0	0	1
	48, FEN ROAD, MILTON	1465	1	0	0	0	1
	West View Park, Chesterton Fen Road, MILTON, CB4 1TU	75	18	0	0	0	18
	33, Froment Way, Milton, CAMBRIDGE, CB24 6DT	1465	1	0	0	0	1
	Land adjacent Lea Court, COLES ROAD, Milton, Cambridge, CB4 6BW	1465	1	0	0	0	1
	Former EDF Depot & Training Centre, Ely Road, Milton, Cambridge, Cambridgeshire, CB4	1465	89	0	0	0	89
	Land rear of 14 FEN ROAD, MILTON	1465	1	0	0	0	1
	4a, High Street, Milton, Cambridge, Cambridgeshire, CB24 6AJ	1465	1	0	0	0	1
	Sandy Park, CHESTERTON FEN ROAD, MILTON, CAMBRIDGE, CB4 1TH	75	30	0	0	0	30
	41 CAMBRIDGE ROAD, OAKINGTON AND WESTWICK, CAMBRIDGE, CB24 3BG	1428	0	0	0	0	0
	7, Meadow Farm Close, Oakington, CAMBRIDGE, CB24 3AS	1428	1	0	0	0	1
	37, Circus Drive, CAMBRIDGE, CB4 2BT	73	-1	0	0	0	-1
	Land Parcel G, CHIEFTAIN WAY, ORCHARD PARK	73	16	0	0	0	16
	28 Town Green Road, Orwell, Royston, SG8 5QL	1467	1	0	0	0	1
	Elm Court, Drings Close, Over, Cambridge, CB24 5SB	1492	-1	0	0	0	-1
	65 Willingham Road, Over, Cambridge, Cambridgeshire, CB24 5PE	1492	1	0	0	0	1
	Land S/E of, Mustills Lane, Over, Cambridgeshire	1492	1	0	0	0	1
	14, FEN END, OVER	1492	1	0	0	0	1
	1, Haynes Owen Place, Papworth Everard, CAMBRIDGE, CB23 3RR	1468	2	0	0	0	2
	Phase 2 Land to the West of, ERMINE STREET SOUTH, PAPWORTH EVERARD	1468	108	0	0	0	108
	Land adj to 13 SUNDERLANDS AVENUE, SAWSTON, CB22 3JU	1471	1	0	0	0	1
	Land rear of 9, BABRAHAM ROAD, SAWSTON, CB22 3DQ	1471	1	0	0	0	1
	Land to West of 41, MILL LANE, SAWSTON	1471	1	0	0	0	1
	16 HOLME WAY, SAWSTON, CAMBRIDGE, CB22 3LD	1471	1	0	0	0	1
	Sawston Riding School, Common Lane, Sawston, CAMBRIDGE, CB22 3HW	1471	1	0	0	0	1
	38 BROOKFIELD ROAD, SAWSTON, CAMBRIDGESHIRE, CB2 4EH	1471	3	0	0	0	3
	John Huntingdons Charity, 59, High Street, SAWSTON, CB22 3BG	1471	1	0	0	0	1
	Land at, The Oak, 11 Babraham Road, Sawston, Cambridge, CB2	1471	2	0	0	0	2
	Land between 26-58 MELDRETH ROAD, SHEPRETH	1463	12	0	0	0	12
	Site Adj to, Carters Farmhouse, Main Street, Shudy Camps, CAMBRIDGESHIRE, CB21 4F	1402	1	0	0	0	1
	11 CHURCH FARM LANE, STEEPLE MORDEN, ROYSTON, SG8 0NL	1479	1	0	0	0	1
	83 STATION ROAD, STEEPLE MORDEN, BALDOCK, SG7 5RP	1478	1	0	0	0	1
	Mayburl, NEWMARKET ROAD, STOW CUM QUY, CAMBRIDGE, CB25 9AQ	1486	1	0	0	0	1
	Alvescote, Newmarket Road, Stow-cum-quy, CAMBRIDGE, CB25 9AQ	1486	1	0	0	0	1
	63 KINGSWAY, THRIPLow, CAMBRIDGE, CB22 4QN	1490	1	0	0	0	1

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		Transport Zone	2012-2016	2017-2021	2022-2026	2027-2031	
	Land at 72, WEST STREET, TOFT	1422	1	0	0	0	1
	Land to the South of 46 High Street , High Street, Toft, Cambridge, CB23 2RL	1422	1	0	0	0	1
	64A, Cambridge Road, Waterbeach, Cambridge, Cambridgeshire, CB25 9NJ	1489	1	0	0	0	1
	84 WAY LANE, WATERBEACH, CAMBRIDGE, CB25 9NQ	1489	1	0	0	0	1
	The Old School House, 9 Green Side, Waterbeach, Cambridgeshire, CB25 9HW	1489	1	0	0	0	1
	10 BURGESS ROAD, WATERBEACH, CAMBRIDGE, CB25 9ND	1489	1	0	0	0	1
	Causeway Villa, SCHOOL LANE, CHITTERING, WATERBEACH, CAMBRIDGE, CB25 9PV	1489	0	0	0	0	0
	7, Denny End Road, Waterbeach, CAMBRIDGE, CB25 9PB	1489	1	0	0	0	1
	2, Primrose Lane, Waterbeach, CAMBRIDGE, CB25 9JZ	1489	1	0	0	0	1
	Land Adjacent to 12, BURGESS ROAD, WATERBEACH	1489	1	0	0	0	1
	15 ROBSON COURT, WATERBEACH, CAMBRIDGE, CB25 9LE	1489	-5	0	0	0	-5
	10, Burton End, West Wickham, Cambridge, CB21 4SD	1402	1	0	0	0	1
	Land to the North-West of THE CAUSEWAY, WEST WRATTING	1403	1	0	0	0	1
	School House, CHURCH END, WESTON COLVILLE, CAMBRIDGE, CB21 5PE	1403	0	0	0	0	0
	Property at Cattell's Mill Site, MILL ROAD, WILLINGHAM	1493	1	0	0	0	1
	7, Belsars Field Schole Road, Willingham, Cambridgeshire	1493	1	0	0	0	1
	3 Beaumont Place, Meadow Road, WILLINGHAM, CB24 5JL	1493	5	0	0	0	5
	178 Station Road, Willingham, Cambridgeshire, CB24 5HG	1493	1	0	0	0	1
	12 GREEN STREET, WILLINGHAM, CAMBRIDGE, CB24 5JA	1493	8	0	0	0	8
	Land rear of 31, CAMBRIDGE ROAD, WIMPOLE	1467	1	0	0	0	1
	4, Old House Road, Balsham, CAMBRIDGE, CB21 4EF	1403	-1	0	0	0	-1
	25, Comberton Road, Barton, CAMBRIDGE, CB23 7BA	1409	-1	0	0	0	-1
	Clare Farm Barn, New Road, Barton, CAMBRIDGE, CB23 7AY	1409	1	0	0	0	1
	Rear of 165, The Causeway, Bassingbourn, ROYSTON, SG8 5JD	1414	1	0	0	0	1
	71, Caxton End, Bourn, CAMBRIDGE, CB23 2SS	1419	-1	0	0	0	-1
	Land Rear of Mermaid Spinney, HIGH STREET, BOXWORTH	1407	1	0	0	0	1
	Birds Pastures Farm, Battlegate Road, BOXWORTH, CB23 4NL	1408	1	0	0	0	1
	Parcels 3B and 3C, Land at Upper Cambourne, Cambridgeshire	1419	56	0	0	0	56
	Parcels 3B, 3C and 4C, Upper Cambourne, CAMBRIDGE	1419	43	0	0	0	43
	Land parcels known as Cell 2b and 2c off Vickers Way and Hudson Way, Upper Cambourne	1419	39	0	0	0	39
	Brace Dein, Upper Cambourne, Cambridgeshire	1419	91	0	0	0	91
	31, Bourn Road, Caxton, CAMBRIDGE, CB23 3PP	1418	1	0	0	0	1
	Barn at Northfield Farm, Long Road, Comberton, Cambridge	1425	1	0	0	0	1
	Marshalls Farmhouse, ELSWORTH ROAD, CONINGTON, CAMBRIDGE, CB23 4LW	1469	4	0	0	0	4
	12, Silverdale Avenue, Coton, CAMBRIDGE, CB23 7PP	1411	1	0	0	0	1
	Land to Rear of 90 Rooks Street, Cottenham, Cambridge, CB24 8RB	1426	1	0	0	0	1
	108, Histon Road, Cottenham, CAMBRIDGE, CB24 8UG	1426	5	0	0	0	5
	Land at the Junction, Long Drove &, BEACH ROAD, Cottenham, CB24 8RG	1426	22	0	0	0	22
	55, Boxworth Road, Elsworth, CAMBRIDGE, CB23 4JQ	1470	-1	0	0	0	-1
	The Lodge, Honey Hill, Fen Drayton, Cambridge, Cambridgeshire, CB24 4SF	1469	1	0	0	0	1
	54 PARK LANE, FEN DRAYTON	1469	2	0	0	0	2
	26 SPRINGHILL ROAD, FEN DRAYTON, CAMBRIDGESHIRE, CB24 4SR	1469	1	0	0	0	1
	46 High Street Foxton, Cambridge, CB22 6RP	1432	-1	0	0	0	-1
	24, Fowlmere Road, Foxton, CAMBRIDGE, CB22 6RT	1432	1	0	0	0	1
	L Abri, TEVERSHAM ROAD, FULBOURN, CAMBRIDGE, CB21 5EB	1433	-1	0	0	0	-1
	6b, Heath Road, Gamlingay, SANDY, SG19 2JE	1434	1	0	0	0	1
	Corner Bungalow, West Road, Gamlingay, SANDY, SG19 3JT	1434	-1	0	0	0	-1
	Land rear of 15 St Margarets Street. Fronting Bandon Road, Girton, Cambridge, CB3 0LT	71	1	0	0	0	1
	57A, North Road, Abington, CAMBRIDGE, CB21 6AS	1475	1	0	0	0	1

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		Transport Zone	2012-2016	2017-2021	2022-2026	2027-2031	
	42, Wimpole Road, Great Eversden, CAMBRIDGE, CB23 1HR	1442	1	0	0	0	1
	22, Mingle Lane, Great Shelford, CAMBRIDGE, CB22 5BG	1484	-1	0	0	0	-1
	Land adj 11, CAMBRIDGE ROAD, GREAT SHELFORD	1484	1	0	0	0	1
	29-35, London Road, Stapleford, Cambridgeshire, CB22 5DD	1484	4	0	0	0	4
	E I W H S Ltd, 1, London Road, Great Shelford, CAMBRIDGE, CB22 5DB	1484	6	0	0	0	6
	Springfield, 6, Mingle Lane, Great Shelford, CAMBRIDGE, CB22 5BG	1484	-1	0	0	0	-1
	10, Chaston Road, Great Shelford, CAMBRIDGE, CB22 5AP	1484	-1	0	0	0	-1
	6, Cabbage Moor, Great Shelford, CAMBRIDGE, CB22 5NB	1484	1	0	0	0	1
	Plot 1 and 2, Trinity Lane, Great Shelford, CB22 5JE	1484	2	0	0	0	2
	44, Granhams Road, Great Shelford, CAMBRIDGE, CB22 5JX	1484	-1	0	0	0	-1
	23a, Pound Green, Guilden Morden, ROYSTON, SG8 0JZ	1479	1	0	0	0	1
	10, Haslingfield Road, Harlton, CAMBRIDGE, CB23 1ER	1440	-1	0	0	0	-1
	Land to the rear of, 51, London Road, Harston, CB22 7QJ, 51, London Road, Harston, Car	1439	1	0	0	0	1
	51, London Road, Harston, Cambridge, Cambridgeshire, CB22 7QJ	1439	-1	0	0	0	-1
	Land at Former Monsanto Site, West of, HAUXTON ROAD, Trumpington, Cambridge	1441	29	0	0	0	29
	Land r/o, 71, NEW ROAD, Haslingfield, CAMBRIDGESHIRE, CB23 1JD	1440	1	0	0	0	1
	101 HIGH STREET, HINXTON, SAFFRON WALDEN, CB10 1RF	1477	1	0	0	0	1
	ADJACENT 27, HIGH STREET, HINXTON, CAMBRIDGESHIRE	1477	1	0	0	0	1
	Site Adj 9, AUDLEY WAY, HORSEHEATH, CB21 4QE	1402	3	0	0	0	3
	Mill House, LINTON ROAD, HORSEHEATH, CAMBRIDGE, CB1 6QW	1402	0	0	0	0	0
	The Lodge, PARK DRIVE, IMPINGTON	1444	-1	0	0	0	-1
	27 PEPYS TERRACE, IMPINGTON, CAMBRIDGE, CB24 9NT	1444	1	0	0	0	1
	Summerhill, Tinkers Lane, Kingston, CAMBRIDGE, CB23 2NW	1421	1	0	0	0	1
	4 Kingston Wood Farm Cottages, Ermine Way, Arrington, ROYSTON, SG8 0AN	1421	0	0	0	0	0
	Land to rear of 51, High Street, Landbeach, Cambridge, Cambridgeshire, CB25 9FR	1489	1	0	0	0	1
	8, Matthew Parker Close, Landbeach, CAMBRIDGE, CB25 9FB	1489	0	0	0	0	0
	2, High Street, Linton, CAMBRIDGE, CB21 4HS	1446	-1	0	0	0	-1
	Land North East of 36, BACK ROAD, LINTON	1446	1	0	0	0	1
	Land Adjacent to 1, THE MOUNT, LITLINGTON	1414	1	0	0	0	1
	ADJACENT MAGNOLIA, HARLTON ROAD, LITTLE EVERSDEEN, CAMBRIDGESHIRE, CE	1442	1	0	0	0	1
	Land at rear of 7 Church Walk, Little Gransden, SG19 3DY	1435	1	0	0	0	1
	Station Cottages, Six Mile Bottom, Little Wilbraham, Cambridgeshire, CB8 0UJ	1486	1	0	0	0	1
	RECTORY FARM SITE, RECTORY FARM ROAD, LITTLE WILBRAHAM, CAMBRIDGE, C	1486	1	0	0	0	1
	Land at the junction of Nelson Crescent, HIGH STREET, LONGSTANTON	1456	10	0	0	0	10
	48 OLD NORTH ROAD, LONGSTOWE, CAMBRIDGE, CB23 2UB	1435	1	0	0	0	1
	9, Trigg Way, Melbourn, ROYSTON, SG8 6HX	1460	1	0	0	0	1
	32 STATION ROAD, MELBOURN, ROYSTON, SG8 6DX	1460	-1	0	0	0	-1
	Langdale, Cambridge Road, Melbourn, ROYSTON, SG8 6EY	1460	-1	0	0	0	-1
	31 THE MOOR, MELBOURN, ROYSTON, SG8 6ED	1460	-1	0	0	0	-1
	8, Howard Road, Meldreth, ROYSTON, SG8 6LU	1462	1	0	0	0	1
	The Station Yard, 6, High Street, MELDRETH, SG8 6JU	1462	4	0	0	0	4
	7, WHITECROFT ROAD, MELDRETH, ROYSTON	1462	1	0	0	0	1
	19, WHITECROFT ROAD, MELDRETH, ROYSTON	1462	1	0	0	0	1
	Showman's Site, Biddall's Boulevard, KNEESWORTH ROAD, MELDRETH, Kneesworth R	1462	6	0	0	0	6
	The Old Coal Yard, Chesterton Fen Road, Milton, Cambridge, Cambridgeshire, CB4 1TU	75	0	0	0	0	0
	51 CAMBRIDGE ROAD, MILTON, CAMBRIDGE, CB24 6AW	1465	1	0	0	0	1
	Dwelling at 9, CAMBRIDGE ROAD, MILTON	1465	-1	0	0	0	-1
	14 CAMBRIDGE ROAD, OAKINGTON AND WESTWICK, CAMBRIDGE, CB24 3BG	1428	-1	0	0	0	-1
	Land adjacent to 64, Water Lane, Oakington, CAMBRIDGE, CB24 3AL	1428	1	0	0	0	1



Classification	Site Name and Address	CSRM					Total
		Transport Zone	2012-2016	2017-2021	2022-2026	2027-2031	
	Adjacent Travelodge Hotel, Chieftain Way, CAMBRIDGE, CB4 2WR	73	7	0	0	0	7
	Site A, Orchard Park, Ring Fort Road, CAMBRIDGE, CB4 2GW	73	40	0	0	0	40
	Site A (Q & HRCC) Land off Ringfort Road and site B (E3,Comm2a, Comm2b & E4) Land t	73	28	0	0	0	28
	13, Hurdleditch Road, Orwell, ROYSTON, SG8 5QG	1467	15	0	0	0	15
	48, High Street, Orwell, ROYSTON, SG8 5QN	1467	-1	0	0	0	-1
	16 WILLINGHAM ROAD, OVER, CAMBRIDGESHIRE, CB24 5PD	1492	1	0	0	0	1
	35, Mill Road, Over, CAMBRIDGE, CB24 5PY	1492	0	0	0	0	0
	39, Mill Road, Over, CAMBRIDGE, CB24 5PY	1492	-1	0	0	0	-1
	Land Adjacent to, 9 New Road, Over, Cambridgeshire	1492	1	0	0	0	1
	Chain Farm, Overcote Road, Over, Cambridge, Cambridgeshire, CB24 5NS	1492	1	0	0	0	1
	Plot adjacent White Horse, London Road, Pampisford, CAMBRIDGE, CB22 3EF	1476	1	0	0	0	1
	MACFARLANE GRIEVE HOUSE, CHURCH LANE, PAPWORTH EVERAD, CAMBRIDGE,	1468	28	0	0	0	28
	Macfarlane Grieve House, Church Lane, PAPWORTH EVERARD, CB23 3QW	1468	2	0	0	0	2
	Land to the South of Southbrook Field Papworth Everard Cambridge CB3 8UW	1468	65	0	0	0	65
	Land Adjacent to 5, HIGH STREET, RAMPTON	1426	1	0	0	0	1
	17 COMMON LANE, SAWSTON, CAMBRIDGE, CB22 3HW	1471	0	0	0	0	0
	94, High Street, Sawston, CAMBRIDGE, CB22 3HJ	1471	1	0	0	0	1
	25, Sunderlands Avenue, Sawston, Cambridgeshire, CB22 4JU	1471	1	0	0	0	1
	Former John Falkner Infant School, The Baulks, Sawston, Cambridgeshire, CB22 3NP	1471	1	0	0	0	1
	Land to the rear of, 41, MILL LANE, Sawston, Cambridge	1471	1	0	0	0	1
	Land Rear of 82 MILL LANE, SAWSTON, CAMBRIDGESHIRE, CB22 3HZ	1471	1	0	0	0	1
	Land Adj, 21, Sunderlands Avenue, Sawston, CAMBRIDGE, CB22 3JU	1471	1	0	0	0	1
	Static Home, Mill Green Meadow, Mill Green, Horseheath, CAMBRIDGE, CB21 4QZ	1402	1	0	0	0	1
	18a, Joscelynes, Stapleford, CAMBRIDGE, CB22 5EA	1481	1	0	0	0	1
	31 & 33, Mingle Lane, Stapleford, Cambridge, Cambridgeshire, CB22 5SY	1481	-2	0	0	0	-2
	105 Hay Street, Steeple Morden, Royston, Cambridgeshire, SG8 0PD	1479	-1	0	0	0	-1
	57 HAY STREET, STEEPLE MORDEN, ROYSTON, SG8 0PD	1479	0	0	0	0	0
	Land Rear of Orchard Cottage, 58 HAY STREET, STEEPLE MORDEN, CAMBRIDGESHIF	1479	1	0	0	0	1
	Land to the South-East of 71, HIGH STREET, TEVERSHAM	1473	1	0	0	0	1
	Land Adj to Oak Barn, Thriplow Heath, Newmarket Road, Thriplow, Royston, Cambridgesh	1490	1	0	0	0	1
	79 SCHOOL LANE, TOFT	1422	1	0	0	0	1
	Old Horse Yard, 62, COMBERTON ROAD, Toft, Cambridgeshire, CB23 2RY	1422	1	0	0	0	1
	69, High Street, Toft, CAMBRIDGE, CB23 2RL	1422	-1	0	0	0	-1
	28A,The Barn, MERTON PARK, HIGH STREET, WATERBEACH	1489	1	0	0	0	1
	38, High Street, Waterbeach, CAMBRIDGE, CB25 9JU	1489	1	0	0	0	1
	76, Rosemary Road, Waterbeach, Cambridge, Cambridgeshire, CB25 9NB	1489	1	0	0	0	1
	12, Pieces Lane, Waterbeach, CAMBRIDGE, CB25 9NF	1489	-1	0	0	0	-1
	White Horse, 3, High Street, WEST WICKHAM, CB21 4RY	1402	1	0	0	0	1
	92, High Street, West Wickham, Cambridge, Cambridgeshire, CB21 4SB	1402	1	0	0	0	1
	132 MELDRETH ROAD, WHADDON, ROYSTON, SG8 5RP	1415	1	0	0	0	1
	48, Duxford Road, Whittlesford, CAMBRIDGE, CB22 4NQ	1490	-1	0	0	0	-1
	1, Burma Road, Duxford, CAMBRIDGE, CB22 4QP	1490	1	0	0	0	1
	1 CHURCH LANE, WHITTLESFORD, CAMBRIDGE, CB22 4NX	1490	0	0	0	0	0
	3, Station Road, Whittlesford, CAMBRIDGE, CB22 4NL	1490	-1	0	0	0	-1
	2 Willows, Meadow Road, Willingham, CAMBRIDGE, CB24 5JL	1493	2	0	0	0	2
	3, Whites Path, WILLINGHAM, CB24 5ET	1493	-1	0	0	0	-1
	Cadwin Field., 3, Scholes Road, Willingham, Cambridgeshire, CB24 5AB	1493	1	0	0	0	1
	Greenacres, Meadow Road, Willingham, CAMBRIDGE, CB24 5JL	1493	2	0	0	0	2
	22 FEN END, WILLINGHAM, CAMBRIDGESHIRE, CB24 5LH	1493	0	0	0	0	0

Classification	Site Name and Address	CSRM Transport Zone					Total
		2012-2016	2017-2021	2022-2026	2027-2031		
	5, Meadow Road, Willingham, Cambridgeshire	1493	2	0	0	0	2
	18, Mill Road, Willingham, CAMBRIDGE, CB24 5UU	1493	1	0	0	0	1
	Orchard Park - parcels Q, Com2 & the former HRCC site	73	39	26	0	0	65
	Orchard Park - parcel K1	73	0	38	0	0	38
	Orchard Park - parcels L2 & Com 4	73	0	15	0	0	15
	North West Cambridge (University Site)	71	20	645	490	0	1155
	Land between Huntingdon Road, Histon Road and the A14 (Darwin Green 2 / NIAB 2 and I	72	0	75	750	175	1000
	Cambridge East - north of Newmarket Road	1487	0	365	700	235	1300
	Cambridge East - north of Cherry Hinton	1473	0	261	160	59	480
	Trumpington Meadows (Cambridge Southern Fringe)	1441	22	591	0	0	613
	Northstowe	1449	0	1075	1250	1250	3575
	Cambourne - additional 950 dwellings	1419	175	324	0	0	499
	Fulbourn & Ida Darwin Hospitals	1433	0	230	0	0	230
	Papworth West-Central - Catholic Church site	1468	0	0	0	0	0
	Papworth West-Central - south of Church Lane	1468	0	66	0	0	66
	Former Bayer CropScience site, Hauxton	1438	30	255	0	0	285
	West of Ermine Street South, Papworth Everard	1468	29	21	0	0	50
<b>Committed Total</b>			<b>3050</b>	<b>3987</b>	<b>3350</b>	<b>1719</b>	<b>12106</b>
<b>Option Development</b>	Waterbeach New Town	1489	0	0	800	1250	2050
	Bourn Airfield New Village	1416	0	0	610	750	1360
	Cambourne West	1418	0	350	750	100	1200
	Dales Manor Business Park, Sawston	1471	0	130	70	0	200
	Land north of Babraham Road, Sawston	1475	0	80	0	0	80
	Land south of Babraham Road, Sawston	1471	0	160	100	0	260
	Land north of Impington Lane, Impington	1444	0	25	0	0	25
	Land west of New Road, Melbourn (land south west of Victoria Way)	1460	10	54	0	0	64
	Land west of New Road, Melbourn (land at 36 New Road)	1460	0	18	0	0	18
	Green End Industrial Estate, Gamlingay	1434	0	90	0	0	90
	East of Rockmill End, Willingham	1493	0	50	0	0	50
	Land at Bennell Farm, West Street, Comberton	1422	0	90	0	0	90
	Land at Linton Road, Great Abington	1475	0	35	0	0	35
	Land at junction of High Street & Pampisford Road, Great Abington	1475	0	12	0	0	12
	Land at Bancroft Farm, Church Lane, Little Abington	1475	0	6	0	0	6
	Land at Toseland Road, Graveley	1468	0	6	0	0	6
<b>Option Development Total</b>			<b>10</b>	<b>1106</b>	<b>2330</b>	<b>2100</b>	<b>5546</b>
<b>Windfall</b>	Land at Moores Farm, Fowlmere Road, Foxton	1432	0	15	0	0	15
	Land west of 22a West Road, Gamlingay	1434	4	6	0	0	10
	57 Brickhills, Willingham	1493	19	0	0	0	19
	Land south of Station Road, Gamlingay	1434	14	0	0	0	14
	Land at junction of Long Drove & Beech Road, Cottenham	1426	25	0	0	0	25
	31 The Moor, Melbourn	1460	11	0	0	0	11
	Land at Former EDF Energy Depot & Training Centre, Ely Road, Milton	1465	0	0	0	0	0
	Former John Falkner Infants School, The Baulks, Sawston	1471	9	0	0	0	9
	Land at Church Street, Great Eversden	1442	0	10	0	0	10
	Land at London Road, Great Shelford & Granta Terrace, Stapleford	1481	14	44	0	0	58
	Land west of Cody Road, Waterbeach	1489	0	60	0	0	60
	Land north of Bannold Road, Waterbeach	1489	0	90	0	0	90
	Showmans Site, Biddall's Boulevard, Kneesworth Road, Meldreth	1462	0	0	0	0	0
	Land north of Fen Drayton Road, Swavesey	1472	0	20	0	0	20

Classification	Site Name and Address	CSRM					Total
		Transport Zone	2012-2016	2017-2021	2022-2026	2027-2031	
	Land rear of Cygnus Business Park, Swavesey	1472	0	12	0	0	12
	Granta Processors, Mill Lane, Whittlesford	1490	0	16	0	0	16
	Land at Bannold Road & Bannold Drove, Waterbeach	1489	0	57	0	0	57
	Newdigate House, 3 Horseheath Road, Linton	1446	-1	12	0	0	11
	Land to the east of Cody Road & north of Bannold Road, Waterbeach	1489	0	36	0	0	36
	Land west of Longstanton	1457	0	0	0	0	0
	Land rear of 131 The Causeway, Bassingbourn-cum-Kneesworth	1414	0	20	0	0	20
	Land adjacent to Hill Farm, Fowlmere Road, Foxton	1432	0	15	0	0	15
	Land at Ermine Street, Caxton	1418	0	10	0	0	10
	Former CEMEX Cement Works, Haslingfield Road, Barrington	1466	0	220	0	0	220
	Land north of Daniels Close, Willingham	1493	0	12	0	0	12
<b>Windfall Total</b>			<b>95</b>	<b>655</b>	<b>0</b>	<b>0</b>	<b>750</b>
<b>Windfall (Site not determined)</b>		70					17
		71					60
		72					43
		73					41
		75					5
		1402					35
		1403					51
		1405					13
		1406					49
		1407					7
		1408					1
		1409					17
		1410					12
		1411					17
		1412					4
		1414					80
		1415					8
		1416					29
		1417					22
		1418					61
		1419					47
		1420					17
		1421					5
		1422					18
		1423					19
		1425					44
		1426					121
		1428					22
		1430					51
		1431					24
		1432					26
		1433					74
		1434					73
		1435					24
		1436					25
		1438					23
		1439					30

Classification	Site Name and Address	CSR Transport				Total
		Zone	2012-2016	2017-2021	2022-2026	
		1440				39
		1442				14
		1443				67
		1444				48
		1446				95
		1449				11
		1454				29
		1455				10
		1456				5
		1457				6
		1460				91
		1461				16
		1462				32
		1463				15
		1464				8
		1465				73
		1466				24
		1467				21
		1468				74
		1469				23
		1470				18
		1471				140
		1472				47
		1473				52
		1474				6
		1475				34
		1476				6
		1477				5
		1478				5
		1479				38
		1481				37
		1482				8
		1483				18
		1484				88
		1485				3
		1486				8
		1487				36
		1488				6
		1489				110
		1490				50
		1492				56
		1493				73
		68				13
		76				1
		1404				37
		1413				2
		1424				1
		1427				5
		1437				50

Classification	Site Name and Address	CSR Transport				Total	
		Zone	2012-2016	2017-2021	2022-2026		2027-2031
		1445				2	
		1450				0	
		1451				1	
		1458				2	
		1459				1	
		1480				4	
<b>Windfall (Site not determined) Total</b>						<b>2879</b>	
<b>Grand Total</b>			<b>3155</b>	<b>5748</b>	<b>5680</b>	<b>3819</b>	<b>21281</b>

**Employment Growth Assumed in Cambridge City and South Cambridgeshire**

Change in site employment expected, as specified by Cambridge City and South Cambridgeshire for Local Plan tests

Note that these are input figures for total employment, expressed as change from 2011 Base Year

Where employment changes were spread over a large area, the changes were simply divided between the zones.

Source: H:\CSRM\Projects\S20-Local Plan Green Belt\05 Outputs\01 Phase 2\14 Outputs for Supplementary Report\Dwellings and employment\employment by zone.xlsx\jemp inputs

District	Site	Transport Zone	2012-2016	2017-2021	2022-2026	2027-2031	Total		
Cambridge	Wider City Centre	11	290	132	53	53	528		
		12	290	132	53	53	528		
		27	290	132	53	53	528		
		29	290	132	53	53	528		
		30	290	132	53	53	528		
		31	290	132	53	53	528		
		32	290	132	53	53	528		
		33	290	132	53	53	528		
		34	290	132	53	53	528		
		35	290	132	53	53	528		
		36	290	132	53	53	528		
		37	290	132	53	53	528		
		43	290	132	53	53	528		
		44	290	132	53	53	528		
		45	290	132	53	53	528		
		47	290	132	53	53	528		
59	290	132	53	53	528				
64	290	132	53	53	528				
<b>Total</b>			<b>5,225</b>	<b>2,375</b>	<b>950</b>	<b>950</b>	<b>9,500</b>		
Addenbrooke's	49	1,513	688	275	275	2,750			
	51	1,513	688	275	275	2,750			
<b>Total</b>			<b>3,025</b>	<b>1,375</b>	<b>550</b>	<b>550</b>	<b>5,500</b>		
West Cambridge & North West Cambridge (City)	14	84	140	168	168	560			
	42	366	610	732	732	2,440			
<b>Total</b>			<b>450</b>	<b>750</b>	<b>900</b>	<b>900</b>	<b>3,000</b>		
Northern Fringe (City)	22	0	0	1,000	1,000	2,000			
ARM / Capita Park (City)	18	0	500	500	0	1,000			
Elsewhere (City)	11	34	15	6	6	61			
	12	34	15	6	6	61			
	27	34	15	6	6	61			
	29	34	15	6	6	61			
	30	34	15	6	6	61			
	31	34	15	6	6	61			
	32	34	15	6	6	61			
	33	34	15	6	6	61			
	34	34	15	6	6	61			
	35	34	15	6	6	61			
	36	34	15	6	6	61			
	37	34	15	6	6	61			
	43	34	15	6	6	61			
	44	34	15	6	6	61			
45	34	15	6	6	61				
47	34	15	6	6	61				
59	34	15	6	6	61				
64	34	15	6	6	61				
<b>Total</b>			<b>605</b>	<b>775</b>	<b>1,610</b>	<b>1,110</b>	<b>4,100</b>		
<b>Cambridge Total</b>			<b>9,305</b>	<b>5,275</b>	<b>4,010</b>	<b>3,510</b>	<b>22,100</b>		
South Cambridgeshire	Northstowe	1427	0	92	321	504	917		
		1449	0	92	321	504	917		
		1450	0	92	321	504	917		
		1452	0	92	321	504	917		
		1453	0	92	321	504	917		
		1458	0	92	321	504	917		
		<b>Total</b>			<b>0</b>	<b>550</b>	<b>1,925</b>	<b>3,025</b>	<b>5,500</b>
		Cambourne	1417	345	575	690	690	2,300	
		Granta Park	1475	600	600	600	600	2,400	
		Hinxton	1477	175	175	175	175	700	
		Babraham	1475	225	225	225	225	900	
		Landbeach	1489	210	350	420	420	1,400	
		West Cambridge & North West Cambridge (SCDC)	71	0	693	693	714	2,100	
		Northern Fringe (SCDC)	74	270	450	540	540	1,800	
Others (SCDC)	1427	18	18	18	18	71			
	1429	18	18	18	18	71			
	1448	18	18	18	18	71			
	1449	18	18	18	18	71			
	1450	18	18	18	18	71			
	1451	18	18	18	18	71			
	1452	18	18	18	18	71			
	1453	18	18	18	18	71			
	1454	18	18	18	18	71			
	1455	18	18	18	18	71			
	1456	18	18	18	18	71			
	1457	18	18	18	18	71			
	1458	18	18	18	18	71			
1459	18	18	18	18	71				
<b>Total</b>			<b>2,075</b>	<b>3,318</b>	<b>3,593</b>	<b>3,614</b>	<b>12,600</b>		
Waterbeach	1416	0	0	561	1,139	1,700			
Bourn Airfield	1489	0	0	0	1,300	1,300			
Bar Hill	1406	50	50	50	50	200			
	1404	50	50	50	50	200			
<b>Total</b>			<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>400</b>		
ARM / Capita Park (SCDC)	70	0	250	250	0	500			
<b>South Cambridgeshire Total</b>			<b>2,175</b>	<b>4,218</b>	<b>6,429</b>	<b>9,178</b>	<b>22,001</b>		
<b>Grand Total</b>			<b>11,480</b>	<b>9,493</b>	<b>10,439</b>	<b>12,688</b>	<b>44,101</b>		

## **Appendix F. CSRM OD Movements**













Scenario	Origin	Origin																				Grand Total
		1.0 Cambridge Central	2.0 Cambridge West	3.0 Cambridge South	4.0 Cambridge North inc.Sci Park	5.0 Cambridge East inc.Fulbourn	6.0 Girton+Histon	7.0 Cambridge Western Fringe	8.0 Cambridge Southern Fringe inc.Shelfords	9.0 Waterbeach Ward	10.0 South Cambs North	11.0 Longstanton and Northstowe	12.0 South Cambs South-West	13.0 Cambourne + Bourn Airfield	14.0 St Neots, South Hunts + West S.Cambs	15.0 Hunts and NW S.Cambs	16.0 East Cambs + the East	17.0 Peterborough and the North	18.0 Bedford + the West	19.0 Essex, Herts + the South	20.0 London	
Growth 2011 to 2031 Without Transport Strategy	1.0 Cambridge Central	775	128	410	59	-20	73	28	195	108	33	127	-1	145	23	92	197	60	25	44	3	2,504
	2.0 Cambridge West	480	334	179	112	49	161	94	107	81	201	137	47	175	45	229	156	63	35	55	15	2,754
	3.0 Cambridge South	911	108	737	74	92	62	35	523	84	103	68	91	99	35	131	226	43	30	188	81	3,721
	4.0 Cambridge North inc.Sci Park	8	31	12	-6	-70	20	-1	-19	58	35	86	-9	105	12	63	10	9	-8	-30	-14	295
	5.0 Cambridge East inc.Fulbourn	249	28	166	16	184	58	3	53	133	69	76	1	95	22	95	201	44	31	17	5	1,548
	6.0 Girton+Histon	457	231	135	185	85	391	30	67	121	338	216	49	224	54	275	200	74	51	73	28	3,285
	7.0 Cambridge Western Fringe	38	13	7	-1	-1	12	-13	-11	7	27	27	2	53	7	15	1	3	0	-8	-4	172
	8.0 Cambridge Southern Fringe inc.Shelfords	237	-35	293	-16	-14	22	-8	-29	78	19	106	12	149	46	55	305	40	42	76	9	1,387
	9.0 Waterbeach Ward	219	55	70	63	125	62	8	46	538	104	37	17	48	17	78	206	18	9	19	7	1,746
	10.0 South Cambs North	-17	17	37	36	-24	92	-7	-39	124	-13	478	-42	265	45	113	65	24	-9	-56	-26	1,062
	11.0 Longstanton and Northstowe	453	209	159	168	118	221	23	142	102	718	520	104	192	100	512	239	64	41	96	38	4,220
	12.0 South Cambs South-West	35	-24	64	-5	-38	13	-15	-45	52	-10	124	-144	451	195	36	39	44	78	45	-16	878
	13.0 Cambourne + Bourn Airfield	334	171	150	214	91	146	59	153	57	261	107	216	476	392	564	203	117	164	227	52	5,154
	14.0 St Neots, South Hunts + West S.Cambs	177	67	86	94	26	71	19	81	49	135	103	121	597	859	702	118	143	174	243	39	3,905
	15.0 Hunts and NW S.Cambs	123	78	82	132	23	152	15	25	141	217	473	-36	808	459	4,677	263	1,122	49	-58	-63	8,682
	16.0 East Cambs + the East	452	12	477	-33	33	88	-5	846	485	158	431	55	327	83	839	5,364	10	-30	-186	-78	9,327
	17.0 Peterborough and the North	62	29	47	55	34	38	1	61	51	96	120	55	147	174	1,934	102	0	0	0	0	3,007
	18.0 Bedford + the West	-37	-12	-2	-30	-17	6	-2	3	8	10	50	-63	166	286	19	7	0	0	0	0	392
	19.0 Essex, Herts + the South	65	-10	263	-22	17	43	-3	471	41	56	161	57	327	307	169	54	0	0	0	0	1,997
	20.0 London	47	12	97	9	20	18	-1	132	13	20	46	13	50	40	45	15	0	0	0	0	577
Total	5,067	1,443	3,468	1,105	713	1,749	259	2,762	2,329	2,579	3,491	542	5,899	3,201	10,642	7,971	1,879	684	746	79	56,611	
Growth 2011 to 2031 With Transport Strategy	1.0 Cambridge Central	378	94	331	5	-44	65	27	135	96	27	125	-19	139	20	73	142	53	56	54	16	1,770
	2.0 Cambridge West	444	317	145	107	45	153	94	87	80	191	135	35	165	42	209	150	57	56	61	19	2,594
	3.0 Cambridge South	738	88	692	62	74	56	33	500	73	97	66	82	91	32	116	192	38	41	203	90	3,365
	4.0 Cambridge North inc.Sci Park	-19	24	-5	-5	-66	18	-1	-26	62	36	85	-15	101	10	53	14	7	5	-22	-11	246
	5.0 Cambridge East inc.Fulbourn	207	29	128	22	175	59	2	22	130	70	75	-6	89	20	89	201	40	48	19	10	1,430
	6.0 Girton+Histon	462	228	117	187	84	369	29	58	121	322	212	35	209	50	257	202	68	73	82	33	3,197
	7.0 Cambridge Western Fringe	41	15	3	-2	-3	10	-15	-14	6	21	26	-1	50	6	10	0	1	3	-6	-4	148
	8.0 Cambridge Southern Fringe inc.Shelfords	38	-39	254	-18	-29	19	-9	-145	77	14	105	-20	136	42	42	271	32	41	107	27	946
	9.0 Waterbeach Ward	240	71	65	95	137	79	9	45	538	118	40	21	54	21	88	207	20	19	29	12	1,907
	10.0 South Cambs North	2	26	26	49	-23	87	-7	-44	117	-45	472	-62	242	43	92	68	20	17	-37	-19	1,023
	11.0 Longstanton and Northstowe	461	216	155	170	116	221	24	140	101	710	515	94	174	94	499	238	62	50	103	41	4,187
	12.0 South Cambs South-West	-43	-18	52	-7	-45	7	-15	-57	52	-32	119	-251	436	201	-5	32	26	107	194	15	767
	13.0 Cambourne + Bourn Airfield	364	173	128	190	78	125	54	141	53	221	94	197	428	416	473	192	99	270	285	64	5,046
	14.0 St Neots, South Hunts + West S.Cambs	190	69	75	85	20	65	20	75	47	123	98	103	594	770	481	110	104	250	321	57	3,657
	15.0 Hunts and NW S.Cambs	142	86	52	126	15	139	15	14	135	202	469	-89	683	407	4,530	272	1,065	135	38	-23	8,414
	16.0 East Cambs + the East	217	-9	276	-41	22	89	-6	552	420	128	415	4	309	67	557	5,167	5	-1	-158	-59	7,955
	17.0 Peterborough and the North	66	23	37	40	25	31	-1	47	42	79	112	24	124	117	1,481	80	0	0	0	0	2,328
	18.0 Bedford + the West	109	37	59	51	29	35	4	102	48	71	75	51	281	341	370	106	0	0	0	0	1,767
	19.0 Essex, Herts + the South	47	10	279	17	29	55	0	486	59	84	172	120	373	328	354	98	0	0	0	0	2,512
	20.0 London	36	14	97	11	20	19	0	134	13	21	47	18	52	37	42	17	0	0	0	0	579
Total	4,120	1,455	2,964	1,144	659	1,702	257	2,252	2,271	2,456	3,458	321	5,731	3,066	9,811	7,760	1,696	1,169	1,273	268	53,837	

CCiC and SCDC Local Plan : CSRM Model Origin-Destination Movements - Public Transport Trips

See maps of the sector system in Appendix C

Data below represents the CSRM Origin-Destination movements in 2011 to 2031. 2026 and 2031 are shown with/without the Transport Strategy

For simplicity, movements have been summarised into 20 sectors, as shown on a separate map.

Information given is for the wider AM peak (7am-10am).

Public Transport trips include Bus, Guided Bus and Rail trips.

Data has been extracted from the Phase 3 re-run undertaken in March 2015 (Scenario K2)

Scenario	Origin	Destination																				Grand Total
		1.0 Cambridge Central	2.0 Cambridge West	3.0 Cambridge South	4.0 Cambridge North inc.Sci Park	5.0 Cambridge East inc.Fulbourn	6.0 Girton+Histon	7.0 Cambridge Western Fringe	8.0 Cambridge Southern Fringe inc.Shelfords	9.0 Waterbeach Ward	10.0 South Cambs North	11.0 Longstanton and Northstowe	12.0 South Cambs South-West	13.0 Cambourne + Bourn Airfield	14.0 St Neots, South Hunts + West S.Cambs	15.0 Hunts and NW S.Cambs	16.0 East Cambs + the East	17.0 Peterborough and the North	18.0 Bedford + the West	19.0 Essex, Herts + the South	20.0 London	
2011	1.0 Cambridge Central	769	332	212	102	69	87	13	151	16	95	5	136	11	9	37	242	20	31	193	400	2,932
	2.0 Cambridge West	424	124	96	60	12	77	10	27	2	100	2	118	6	5	22	30	5	15	51	146	1,332
	3.0 Cambridge South	486	64	161	23	36	22	2	91	3	23	1	71	3	2	7	39	10	7	60	155	1,267
	4.0 Cambridge North inc.Sci Park	382	90	84	19	35	30	2	24	6	80	2	41	1	2	27	40	4	9	35	54	968
	5.0 Cambridge East inc.Fulbourn	318	26	115	29	28	17	1	36	13	24	0	36	1	1	5	69	3	4	29	66	819
	6.0 Girton+Histon	283	54	69	37	8	112	1	10	2	223	2	35	1	2	24	25	2	5	23	55	974
	7.0 Cambridge Western Fringe	55	7	13	3	1	2	2	2	0	5	0	64	1	1	2	3	0	1	4	6	170
	8.0 Cambridge Southern Fringe inc.Shelfords	645	30	274	17	14	12	3	194	6	17	0	227	1	1	3	91	13	6	277	240	2,071
	9.0 Waterbeach Ward	113	6	17	17	23	4	0	6		8	0	13	0	0	2	58	3	1	17	36	324
	10.0 South Cambs North	483	64	95	160	7	181	6	11	2	543	10	45	3	6	106	45	9	9	34	74	1,893
	11.0 Longstanton and Northstowe	77	8	8	19	1	9	0	1	0	90	0	3	0	0	11	2	1	1	4	7	244
	12.0 South Cambs South-West	589	39	246	34	4	14	7	56	3	25	0	425	20	19	72	49	57	19	243	299	2,220
	13.0 Cambourne + Bourn Airfield	142	20	54	24	1	4	2	3	1	6	0	396	37	24	30	6	6	10	16	52	833
	14.0 St Neots, South Hunts + West S.Cambs	140	26	40	27	1	5	1	2	0	12	0	94	19	369	364	11	204	176	71	309	1,872
	15.0 Hunts and NW S.Cambs	649	87	134	366	7	54	5	10	3	500	6	121	20	295	3,520	76	795	140	106	699	7,592
	16.0 East Cambs + the East	1,396	92	350	160	28	61	1	284	33	171	1	79	2	16	147	2,394	80	16	160	219	5,689
	17.0 Peterborough and the North	101	18	21	13	2	3	0	8	5	6	1	11	2	49	275	16				529	529
	18.0 Bedford + the West	54	10	7	8	2	2	0	2	1	3	0	7	2	75	48	3				226	226
	19.0 Essex, Herts + the South	409	26	92	17	6	6	0	59	9	7	1	109	1	20	50	32				846	846
	20.0 London	75	19	20	9	4	4	0	13	9	4	1	15	2	13	49	16				252	252
	Total		7,588	1,143	2,106	1,147	288	705	58	989	114	1,943	34	2,047	132	910	4,800	3,247	1,211	448	1,325	2,818
2016 Without Transport Strategy	1.0 Cambridge Central	804	347	245	103	61	97	12	160	16	97	6	142	11	9	38	239	27	30	274	406	3,125
	2.0 Cambridge West	440	166	102	56	10	77	9	26	3	96	3	120	6	5	25	30	7	11	60	122	1,374
	3.0 Cambridge South	590	68	226	26	34	27	2	111	3	26	1	93	3	2	9	44	13	8	89	180	1,555
	4.0 Cambridge North inc.Sci Park	432	95	106	13	30	47	2	33	7	97	3	49	2	2	29	49	9	8	75	71	1,160
	5.0 Cambridge East inc.Fulbourn	331	26	127	29	25	20	1	37	13	28	1	40	1	1	6	68	4	4	41	78	880
	6.0 Girton+Histon	315	56	80	46	7	139	1	12	3	234	3	41	2	2	29	27	5	5	37	80	1,122
	7.0 Cambridge Western Fringe	48	7	12	3	0	2	2	2	0	4	0	66	2	1	2	3	0	1	5	6	164
	8.0 Cambridge Southern Fringe inc.Shelfords	643	32	292	21	13	13	3	200	6	18	1	238	2	1	4	92	13	6	338	227	2,164
	9.0 Waterbeach Ward	114	6	18	17	18	6	0	6		9	0	13	0	0	2	54	4	1	25	29	323
	10.0 South Cambs North	490	67	101	159	7	212	5	12	3	529	12	49	3	7	125	48	14	9	53	93	1,996
	11.0 Longstanton and Northstowe	83	10	10	24	2	14	0	2	1	123	0	4	0	0	19	3	2	1	8	12	319
	12.0 South Cambs South-West	578	38	248	55	4	17	6	59	4	30	1	439	25	20	79	53	61	20	259	316	2,309
	13.0 Cambourne + Bourn Airfield	160	24	66	29	1	5	2	4	1	7	0	496	69	29	37	8	8	12	25	75	1,059
	14.0 St Neots, South Hunts + West S.Cambs	159	27	49	24	1	5	1	2	0	12	0	96	25	382	431	12	243	179	81	361	2,092
	15.0 Hunts and NW S.Cambs	695	101	149	301	8	65	5	12	3	543	11	137	24	323	3,783	90	828	153	163	745	8,141
	16.0 East Cambs + the East	1,550	95	403	242	28	76	1	294	35	198	2	86	2	16	161	2,500	95	19	202	177	6,183
	17.0 Peterborough and the North	145	35	34	18	4	4	0	10	5	11	2	12	2	43	296	16				637	637
	18.0 Bedford + the West	43	8	7	6	1	2	0	2	1	3	0	6	2	65	44	2				193	193
	19.0 Essex, Herts + the South	425	28	97	36	9	8	0	74	11	11	2	115	1	17	60	38				933	933
	20.0 London	81	18	21	17	5	5	0	14	8	5	2	15	3	14	54	14				276	276
	Total		8,128	1,252	2,392	1,227	269	840	53	1,072	122	2,081	50	2,258	183	940	5,232	3,389	1,334	467	1,735	2,979



Scenario	Origin	1.0 Cambridge Central	2.0 Cambridge West	3.0 Cambridge South	4.0 Cambridge North inc.Sci Park	5.0 Cambridge East inc.Fulbourn	6.0 Girton+Histon	7.0 Cambridge Western Fringe	8.0 Cambridge Southern Fringe inc.Shelfords	9.0 Waterbeach Ward	10.0 South Cambs North	11.0 Longstanton and Northstowe	12.0 South Cambs South-West	13.0 Cambourne + Bourn Airfield	14.0 St Neots, South Hunts + West S.Cambs	15.0 Hunts and NW S.Cambs	16.0 East Cambs + the East	17.0 Peterborough and the North	18.0 Bedford + the West	19.0 Essex, Herts + the South	20.0 London	Grand Total		
2026 Without Transport Strategy	1.0 Cambridge Central	813	379	293	111	71	97	12	220	38	100	19	146	16	9	38	210	39	37	262	535	3,445		
	2.0 Cambridge West	599	238	146	64	12	94	9	42	7	124	25	146	12	6	34	39	12	15	73	170	1,867		
	3.0 Cambridge South	786	93	343	37	42	38	3	162	10	39	6	142	6	2	12	59	21	12	115	266	2,195		
	4.0 Cambridge North inc.Sci Park	489	100	130	10	25	44	2	47	25	100	27	46	3	2	34	48	12	10	79	88	1,322		
	5.0 Cambridge East inc.Fulbourn	332	21	131	22	27	15	1	40	54	19	4	36	2	1	5	67	5	4	43	86	916		
	6.0 Girton+Histon	359	68	96	60	7	161	1	16	8	290	40	59	4	2	41	32	7	7	44	112	1,413		
	7.0 Cambridge Western Fringe	35	6	11	2	0	2	2	1	0	4	1	62	3	0	1	2	0	0	4	5	144		
	8.0 Cambridge Southern Fringe inc.Shelfords	587	28	286	21	12	12	3	201	26	19	3	250	3	2	4	90	15	7	281	227	2,076		
	9.0 Waterbeach Ward	105	7	16	15	22	3	0	6	5	1	7	0	0	2	33	3	2	25	31	284	284		
	10.0 South Cambs North	406	62	86	140	5	192	4	11	5	451	102	39	5	6	114	39	13	9	46	87	1,822		
	11.0 Longstanton and Northstowe	121	24	18	45	5	29	0	4	2	173	6	8	1	1	44	7	3	3	15	20	531		
	12.0 South Cambs South-West	498	32	231	54	4	16	5	56	22	26	4	392	48	17	88	48	58	22	257	296	2,174		
	13.0 Cambourne + Bourn Airfield	148	30	61	33	1	5	3	4	2	7	1	481	180	32	47	9	10	18	30	98	1,199		
	14.0 St Neots, South Hunts + West S.Cambs	143	26	40	19	1	4	1	2	1	11	2	71	50	391	518	12	252	176	94	387	2,203		
	15.0 Hunts and NW S.Cambs	618	99	129	249	6	59	4	12	7	480	72	117	57	328	4,113	87	766	179	140	727	8,247		
	16.0 East Cambs + the East	1,479	86	379	236	29	70	1	279	200	181	10	93	4	17	163	2,361	102	21	192	173	6,076		
	17.0 Peterborough and the North	131	29	33	20	4	4	0	13	8	12	5	14	2	46	300	15					635	635	
	18.0 Bedford + the West	30	6	5	5	1	1	0	2	1	2	1	6	4	59	43	2						169	169
	19.0 Essex, Herts + the South	307	19	83	28	7	6	0	53	12	10	3	91	1	17	51	29						718	718
	20.0 London	76	15	22	15	5	5	0	13	8	5	3	14	3	15	49	13						260	260
Total		8,063	1,367	2,541	1,187	289	858	51	1,185	435	2,057	334	2,219	405	953	5,701	3,203	1,319	521	1,699	3,308	37,695		
2026 With Transport Strategy	1.0 Cambridge Central	662	298	264	81	65	104	16	309	40	105	22	191	29	18	53	235	44	65	306	516	3,421		
	2.0 Cambridge West	554	69	172	35	14	98	11	58	8	117	24	160	20	11	35	45	13	27	84	167	1,723		
	3.0 Cambridge South	780	107	233	47	32	39	3	205	13	45	9	205	13	5	19	72	26	23	140	255	2,270		
	4.0 Cambridge North inc.Sci Park	443	40	145	5	24	38	2	73	37	90	25	60	7	5	43	51	13	17	90	86	1,292		
	5.0 Cambridge East inc.Fulbourn	343	25	113	21	22	15	1	57	36	23	6	56	4	2	8	66	5	5	50	84	943		
	6.0 Girton+Histon	369	73	103	44	7	157	1	22	10	273	37	63	9	5	39	33	7	11	51	110	1,424		
	7.0 Cambridge Western Fringe	48	3	13	3	0	2	0	4	1	5	1	24	8	2	2	4	0	1	5	5	130		
	8.0 Cambridge Southern Fringe inc.Shelfords	866	30	318	32	16	14	3	235	29	23	5	271	7	3	7	101	14	8	276	219	2,477		
	9.0 Waterbeach Ward	146	12	22	23	14	6	0	9	8	3	15	1	1	4	32	3	2	28	30	359	359		
	10.0 South Cambs North	433	60	101	134	7	191	2	17	9	439	98	45	5	8	112	42	12	11	53	88	1,866		
	11.0 Longstanton and Northstowe	134	24	26	43	7	29	1	7	4	163	6	14	2	1	43	8	3	3	17	20	554		
	12.0 South Cambs South-West	658	37	264	57	5	15	5	63	22	29	5	387	50	23	93	52	51	22	273	292	2,405		
	13.0 Cambourne + Bourn Airfield	192	37	87	47	2	5	4	7	3	8	2	507	242	53	39	10	9	26	33	93	1,405		
	14.0 St Neots, South Hunts + West S.Cambs	214	41	60	35	2	6	1	4	2	11	2	89	76	391	518	14	205	207	101	361	2,341		
	15.0 Hunts and NW S.Cambs	711	98	177	241	10	58	4	19	13	479	70	128	69	344	4,652	90	1,009	162	178	688	9,200		
	16.0 East Cambs + the East	1,603	95	411	234	30	72	1	291	206	185	11	99	6	18	178	2,242	91	20	226	211	6,230		
	17.0 Peterborough and the North	108	31	41	18	4	3	0	12	6	9	4	12	3	35	368	13					666	666	
	18.0 Bedford + the West	68	11	14	14	3	3	0	10	4	4	2	14	7	69	45	3						271	271
	19.0 Essex, Herts + the South	482	30	108	45	12	9	1	72	22	15	6	118	3	19	90	33						1,066	1,066
	20.0 London	89	14	24	14	5	5	0	13	8	5	2	13	3	15	47	15						271	271
Total		8,903	1,136	2,696	1,172	281	866	58	1,489	473	2,035	339	2,469	563	1,025	6,395	3,162	1,506	611	1,909	3,227	40,316		



Scenario	Origin	1.0 Cambridge Central	2.0 Cambridge West	3.0 Cambridge South	4.0 Cambridge North inc.Sci Park	5.0 Cambridge East inc.Fulbourn	6.0 Girton+Histon	7.0 Cambridge Western Fringe	8.0 Cambridge Southern Fringe inc.Shelfords	9.0 Waterbeach Ward	10.0 South Cambs North	11.0 Longstanton and Northstowe	12.0 South Cambs South-West	13.0 Cambourne + Bourn Airfield	14.0 St Neots, South Hunts + West S.Cambs	15.0 Hunts and NW S.Cambs	16.0 East Cambs + the East	17.0 Peterborough and the North	18.0 Bedford + the West	19.0 Essex, Herts + the South	20.0 London	Grand Total
		2031 Without Transport Strategy	1.0 Cambridge Central	829	402	305	118	73	101	12	240	53	102	30	149	20	8	38	212	46	39	292
	2.0 Cambridge West	609	250	149	67	13	97	10	46	9	126	44	147	17	6	35	41	14	16	80	188	1,963
	3.0 Cambridge South	779	97	348	40	42	39	3	165	14	40	10	141	7	2	12	61	24	13	120	277	2,235
	4.0 Cambridge North inc.Sci Park	498	105	135	10	26	44	1	53	36	100	45	44	5	2	36	49	13	10	86	95	1,395
	5.0 Cambridge East inc.Fulbourn	320	21	128	23	27	15	1	41	69	19	7	34	2	1	5	64	6	4	45	90	922
	6.0 Girton+Histon	341	68	93	59	7	162	1	16	10	285	66	55	6	2	42	31	8	7	45	115	1,420
	7.0 Cambridge Western Fringe	33	6	10	2	0	2	2	1	1	3	1	58	4	0	1	2	0	0	4	5	136
	8.0 Cambridge Southern Fringe inc.Shelfords	547	27	276	22	12	12	3	196	36	18	5	244	4	2	4	90	16	8	278	232	2,033
	9.0 Waterbeach Ward	126	9	20	20	29	4	0	8		6	3	9	1	0	2	40	4	2	31	42	356
	10.0 South Cambs North	369	60	81	132	6	189	4	11	7	416	146	35	6	6	114	37	12	10	46	88	1,773
	11.0 Longstanton and Northstowe	138	31	22	57	8	41	1	5	3	206	8	10	1	1	62	9	4	4	19	25	655
	12.0 South Cambs South-West	470	31	221	55	4	15	5	54	31	25	6	371	57	17	97	46	59	23	259	296	2,145
	13.0 Cambourne + Bourn Airfield	144	33	60	35	1	6	3	5	2	7	2	488	236	35	52	10	11	21	34	112	1,295
	14.0 St Neots, South Hunts + West S.Cambs	126	25	35	16	1	4	1	1	1	9	3	59	59	379	527	12	236	176	93	370	2,133
	15.0 Hunts and NW S.Cambs	556	96	114	220	6	54	4	11	8	431	107	104	68	338	4,128	84	738	193	144	722	8,126
	16.0 East Cambs + the East	1,541	99	422	252	32	70	1	291	282	175	17	93	6	22	198	2,280	107	22	194	172	6,275
	17.0 Peterborough and the North	175	39	43	31	7	6	0	22	15	18	13	22	4	56	361	20					832
	18.0 Bedford + the West	33	7	6	6	1	2	0	3	2	3	2	7	5	63	51	2					193
	19.0 Essex, Herts + the South	330	22	94	36	8	7	0	62	16	11	6	96	2	20	62	32					805
	20.0 London	85	17	24	19	5	6	0	15	11	6	5	15	4	16	56	15					300
	Total	8,050	1,446	2,586	1,221	310	875	52	1,247	609	2,007	526	2,180	512	977	5,883	3,137	1,297	549	1,771	3,423	38,658
2031 With Transport Strategy	1.0 Cambridge Central	675	319	272	87	65	108	16	325	54	108	34	189	35	17	52	237	50	69	335	568	3,618
	2.0 Cambridge West	563	72	175	37	14	101	12	63	11	119	41	159	26	12	36	47	14	29	91	184	1,808
	3.0 Cambridge South	771	110	237	49	32	41	3	206	18	46	14	200	16	5	19	74	28	23	145	263	2,299
	4.0 Cambridge North inc.Sci Park	452	41	150	5	24	37	2	79	50	90	40	57	10	5	44	52	14	18	96	93	1,359
	5.0 Cambridge East inc.Fulbourn	321	25	111	21	22	15	1	56	46	23	10	52	5	2	8	64	6	6	51	87	930
	6.0 Girton+Histon	355	73	101	43	7	158	1	22	14	269	61	58	11	5	39	32	7	11	53	113	1,435
	7.0 Cambridge Western Fringe	44	3	12	3	0	2	0	3	2	4	2	23	9	2	1	3	0	1	4	5	123
	8.0 Cambridge Southern Fringe inc.Shelfords	808	30	308	33	16	14	3	229	40	23	8	261	8	3	7	100	15	8	273	222	2,410
	9.0 Waterbeach Ward	169	15	27	29	17	7	0	12		10	5	17	2	1	5	39	4	3	35	40	439
	10.0 South Cambs North	397	59	94	127	7	187	2	16	12	405	141	39	6	8	111	40	12	11	52	88	1,814
	11.0 Longstanton and Northstowe	156	32	32	54	9	40	1	9	7	193	8	17	3	2	59	11	4	4	22	24	687
	12.0 South Cambs South-West	619	36	256	58	5	15	5	61	32	29	9	363	55	24	102	50	52	23	275	293	2,359
	13.0 Cambourne + Bourn Airfield	194	41	87	53	2	6	5	8	4	9	3	514	309	60	43	11	10	30	36	105	1,530
	14.0 St Neots, South Hunts + West S.Cambs	195	41	54	32	2	5	1	4	3	10	3	73	89	382	532	13	196	208	102	356	2,302
	15.0 Hunts and NW S.Cambs	653	97	161	217	9	54	4	18	16	437	106	113	81	351	4,762	87	967	169	182	685	9,169
	16.0 East Cambs + the East	1,649	108	451	250	32	72	2	302	290	182	19	96	8	22	214	2,163	96	20	228	210	6,413
	17.0 Peterborough and the North	144	42	52	28	7	5	0	21	12	13	8	18	4	44	437	17					854
	18.0 Bedford + the West	84	15	16	18	4	4	0	14	7	6	4	16	10	77	59	4					338
	19.0 Essex, Herts + the South	541	37	124	61	15	12	1	89	34	20	13	130	4	24	113	37					1,254
	20.0 London	102	17	26	18	6	6	0	15	11	6	5	14	4	16	56	18					319
	Total	8,891	1,212	2,746	1,223	295	887	60	1,552	662	2,001	537	2,412	696	1,059	6,701	3,100	1,475	634	1,982	3,335	41,460





Scenario	Origin	Destination																				Grand Total
		1.0 Cambridge Central	2.0 Cambridge West	3.0 Cambridge South	4.0 Cambridge North inc.Sci Park	5.0 Cambridge East inc.Fulbourn	6.0 Girton+Histon	7.0 Cambridge Western Fringe	8.0 Cambridge Southern Fringe inc.Shelfords	9.0 Waterbeach Ward	10.0 South Cambs North	11.0 Longstanton and Northstowe	12.0 South Cambs South-West	13.0 Cambourne + Bourn Airfield	14.0 St Neots, South Hunts + West S.Cambs	15.0 Hunts and NW S.Cambs	16.0 East Cambs + the East	17.0 Peterborough and the North	18.0 Bedford + the West	19.0 Essex, Herts + the South	20.0 London	
Growth 2011 to 2031 Without Transport Strategy	1.0 Cambridge Central	59	70	93	16	5	14	-1	89	36	7	25	13	10	-1	1	-30	26	8	99	196	736
	2.0 Cambridge West	186	126	53	7	0	20	0	19	7	26	42	29	11	1	13	10	9	1	29	42	630
	3.0 Cambridge South	293	33	187	16	6	17	1	74	11	17	10	70	5	0	4	22	14	6	60	121	968
	4.0 Cambridge North inc.Sci Park	117	15	52	-9	-9	13	-1	29	30	21	43	3	3	0	0	9	9	1	51	41	427
	5.0 Cambridge East inc.Fulbourn	2	-4	13	-7	0	-2	0	5	57	-5	7	-2	1	0	0	-5	3	1	16	23	103
	6.0 Girton+Histon	58	13	24	22	0	50	0	6	9	62	64	20	5	0	18	6	5	2	23	60	446
	7.0 Cambridge Western Fringe	-23	-1	-2	-1	0	0	0	-1	0	-1	1	-6	2	0	0	-1	0	0	0	-1	-34
	8.0 Cambridge Southern Fringe inc.Shelfords	-98	-2	2	5	-2	1	0	3	30	2	5	17	3	0	1	-2	3	2	1	-8	-38
	9.0 Waterbeach Ward	13	3	4	3	7	0	0	2	0	-2	3	-4	0	0	1	-19	1	1	14	6	33
	10.0 South Cambs North	-114	-4	-14	-28	-1	8	-2	0	5	-127	136	-10	3	0	8	-8	3	0	12	14	-120
	11.0 Longstanton and Northstowe	61	23	14	38	7	33	0	4	3	116	8	7	1	1	50	7	3	3	15	17	411
	12.0 South Cambs South-West	-119	-8	-24	20	0	1	-2	-2	28	0	6	-54	37	-2	25	-2	2	5	16	-2	-75
	13.0 Cambourne + Bourn Airfield	2	13	5	12	0	2	1	2	2	0	2	92	199	11	22	4	5	12	18	59	463
	14.0 St Neots, South Hunts + West S.Cambs	-14	-1	-5	-11	0	-1	0	0	1	-3	2	-35	40	10	163	1	32	0	22	61	262
	15.0 Hunts and NW S.Cambs	-92	9	-20	-146	-1	0	-1	1	6	-68	101	-17	48	42	608	9	-58	53	37	23	534
	16.0 East Cambs + the East	146	6	72	91	4	9	0	7	249	4	16	14	4	5	51	-114	28	6	33	-48	586
	17.0 Peterborough and the North	74	21	23	18	5	4	0	14	10	12	11	10	2	7	86	5	0	0	0	0	303
	18.0 Bedford + the West	-21	-4	-1	-2	-1	-1	0	1	1	0	1	0	4	-12	3	0	0	0	0	0	-33
	19.0 Essex, Herts + the South	-79	-4	2	19	1	1	0	3	7	4	5	-13	1	0	11	-1	0	0	0	0	-41
	20.0 London	11	-1	4	10	1	1	0	2	2	2	4	4	2	3	7	-1	0	0	0	0	48
Total	462	303	480	74	21	170	-6	258	495	65	492	133	381	68	1,083	-110	86	101	447	605	5,606	
Growth 2011 to 2031 With Transport Strategy	1.0 Cambridge Central	-95	-13	61	-15	-4	21	3	174	38	13	29	53	24	8	15	-6	30	37	142	168	686
	2.0 Cambridge West	140	-53	80	-23	2	24	2	36	9	18	39	41	20	6	14	17	9	14	41	38	475
	3.0 Cambridge South	285	46	75	26	-4	18	1	115	15	23	14	129	13	3	12	35	18	16	85	108	1,032
	4.0 Cambridge North inc.Sci Park	71	-50	67	-14	-11	7	0	55	44	10	38	16	8	3	18	12	10	9	61	39	391
	5.0 Cambridge East inc.Fulbourn	3	0	-4	-8	-6	-2	0	20	33	-2	10	16	4	1	3	-5	3	2	23	21	112
	6.0 Girton+Histon	72	18	32	6	-1	46	0	12	13	46	59	23	10	3	15	7	5	6	30	58	461
	7.0 Cambridge Western Fringe	-12	-4	-1	1	0	0	-2	1	2	-1	2	-41	8	1	0	0	0	0	0	-2	-47
	8.0 Cambridge Southern Fringe inc.Shelfords	163	0	34	16	2	2	0	35	34	6	8	34	7	1	3	9	2	2	-4	-17	339
	9.0 Waterbeach Ward	57	9	11	12	-6	3	0	6	0	2	5	4	2	1	4	-19	1	2	18	4	115
	10.0 South Cambs North	-86	-5	-1	-34	0	6	-4	5	10	-138	131	-6	4	2	5	-5	3	2	18	14	-79
	11.0 Longstanton and Northstowe	79	24	24	35	8	31	1	8	7	103	8	14	3	1	47	8	3	3	18	17	443
	12.0 South Cambs South-West	30	-3	10	23	1	1	-3	4	29	3	8	-61	35	5	31	1	-5	4	32	-6	139
	13.0 Cambourne + Bourn Airfield	51	21	33	30	1	2	2	5	3	2	3	119	272	37	13	5	4	21	20	53	697
	14.0 St Neots, South Hunts + West S.Cambs	55	15	13	4	1	1	0	2	2	-2	3	-21	71	13	168	3	-8	32	31	47	430
	15.0 Hunts and NW S.Cambs	4	10	27	-148	3	0	-1	8	13	-63	100	-9	61	56	1,242	12	172	29	76	-15	1,577
	16.0 East Cambs + the East	253	16	101	90	5	11	0	18	257	11	18	17	6	6	67	-231	16	5	68	-9	724
	17.0 Peterborough and the North	44	24	31	15	5	3	0	13	8	8	7	7	3	-5	162	1	0	0	0	0	325
	18.0 Bedford + the West	30	4	9	9	2	2	0	12	6	3	4	9	8	1	11	2	0	0	0	0	112
	19.0 Essex, Herts + the South	132	11	32	45	9	6	1	30	25	12	12	21	3	4	62	5	0	0	0	0	408
	20.0 London	27	-2	6	9	1	1	0	2	2	2	4	-1	1	3	7	3	0	0	0	0	67
Total	1,303	70	640	76	7	182	2	563	548	58	503	365	564	150	1,900	-146	264	186	657	517	8,408	

CCiC and SCDC Local Plan : CSRM Model Origin-Destination Movements - Walk and Cycle Trips

See maps of the sector system in Appendix D

Data below represents the CSRM Origin-Destination movements in 2011 and 2031 with/without the Transport Strategy  
 For simplicity, movements have been summarised into 20 sectors, as shown on a separate map.  
 Information given is for the wider AM peak (7am-10am).

Data has been extracted from the Phase 3 re-run undertaken in March 2015 (Scenario K2)

Scenario	Origin	Destination																				Grand Total
		1.0 Cambridge Central	2.0 Cambridge West	3.0 Cambridge South	4.0 Cambridge North inc.Sci Park	5.0 Cambridge East inc.Fulbourn	6.0 Girton+Histon	7.0 Cambridge Western Fringe	8.0 Cambridge Southern Fringe inc.Shelfords	9.0 Waterbeach Ward	10.0 South Cambs North	11.0 Longstanton and Northstowe	12.0 South Cambs South-West	13.0 Cambourne + Bourn Airfield	14.0 St Neots, South Hunts + West S.Cambs	15.0 Hunts and NW S.Cambs	16.0 East Cambs + the East	17.0 Peterborough and the North	18.0 Bedford + the West	19.0 Essex, Herts + the South	20.0 London	
2011	1.0 Cambridge Central	21,987	4,588	3,576	1,559	494	263	39	143	46	36	3	35	5	1	6	20	0	0	1	0	32,802
	2.0 Cambridge West	6,686	8,896	670	894	60	417	47	31	16	29	2	21	4	1	4	5	0	0	0	0	17,783
	3.0 Cambridge South	3,931	431	4,639	106	287	26	19	232	8	8	1	19	2	0	1	8	0	0	1	0	9,719
	4.0 Cambridge North inc.Sci Park	2,884	791	235	2,486	169	216	5	16	37	30	1	7	2	0	3	6	0	0	0	0	6,889
	5.0 Cambridge East inc.Fulbourn	925	98	708	345	1,259	68	1	20	70	10	0	2	0	0	1	60	0	0	0	0	3,567
	6.0 Girton+Histon	915	703	108	563	42	2,170	5	6	16	70	1	4	1	0	3	3	0	0	0	0	4,610
	7.0 Cambridge Western Fringe	187	112	75	14	2	4	153	12	0	5	0	55	1	0	0	0	0	0	0	0	620
	8.0 Cambridge Southern Fringe inc.Shelfords	404	57	1,053	18	22	4	19	5,871	1	1	0	48	1	0	0	13	0	0	16	0	7,529
	9.0 Waterbeach Ward	102	24	21	121	68	21	0	1	733	43	0	0	0	0	0	3	0	0	0	0	1,138
	10.0 South Cambs North	119	63	25	151	15	142	19	2	32	3,496	60	20	8	1	103	13	0	0	0	0	4,269
	11.0 Longstanton and Northstowe	11	5	2	9	1	3	0	0	0	72	223	1	0	0	2	1	0	0	0	0	330
	12.0 South Cambs South-West	173	62	112	40	3	5	48	74	1	14	0	5,869	83	20	7	0	0	0	156	0	6,667
	13.0 Cambourne + Bourn Airfield	14	7	6	17	1	2	2	1	0	5	0	53	1,489	8	21	0	0	0	0	0	1,626
	14.0 St Neots, South Hunts + West S.Cambs	2	1	1	1	0	0	0	0	0	1	0	12	10	10,228	158	0	0	0	0	0	10,415
	15.0 Hunts and NW S.Cambs	13	7	3	19	1	5	1	1	1	145	2	6	29	114	28,602	24	458	0	0	0	29,431
	16.0 East Cambs + the East	61	11	38	40	50	5	0	20	8	17	1	0	0	0	47	17,803	0	0	0	0	18,102
	17.0 Peterborough and the North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	158	0	0	0	0	0	158
	18.0 Bedford + the West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	19.0 Essex, Herts + the South	2	0	3	0	0	0	0	31	0	0	0	121	0	0	0	0	0	0	0	0	158
	20.0 London	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	38,416	15,857	11,274	6,384	2,473	3,349	359	6,461	970	3,981	294	6,273	1,637	10,373	29,117	17,960	458	0	174	0	155,811
2016 Without Transport Strategy	1.0 Cambridge Central	23,267	4,740	4,098	1,594	467	286	38	146	45	37	3	36	6	1	6	21	0	0	1	0	34,792
	2.0 Cambridge West	6,909	9,355	762	880	61	496	50	30	16	30	2	21	5	1	4	6	0	0	0	0	18,629
	3.0 Cambridge South	4,507	481	5,436	114	281	29	26	301	9	8	1	23	2	0	2	9	0	0	1	0	11,231
	4.0 Cambridge North inc.Sci Park	3,203	849	298	2,616	173	261	5	18	38	31	2	7	2	0	3	7	0	0	0	0	7,514
	5.0 Cambridge East inc.Fulbourn	1,007	109	764	377	1,208	79	1	19	72	10	0	2	1	0	1	62	0	0	0	0	3,711
	6.0 Girton+Histon	1,051	818	140	653	42	2,371	11	7	18	68	2	4	2	0	3	3	0	0	0	0	5,193
	7.0 Cambridge Western Fringe	194	118	78	14	2	7	134	11	0	4	0	53	1	0	0	0	0	0	0	0	619
	8.0 Cambridge Southern Fringe inc.Shelfords	437	57	1,124	17	21	4	19	5,827	1	1	0	47	1	0	0	13	0	0	15	0	7,584
	9.0 Waterbeach Ward	102	23	23	115	61	23	0	1	704	40	0	0	0	0	0	3	0	0	0	0	1,097
	10.0 South Cambs North	127	67	29	153	13	156	18	2	32	3,444	68	20	8	1	104	21	0	0	0	0	4,263
	11.0 Longstanton and Northstowe	13	6	3	11	1	4	0	0	0	113	283	1	0	0	4	1	0	0	0	0	441
	12.0 South Cambs South-West	191	65	133	41	3	6	45	74	1	13	1	5,867	95	21	7	1	0	0	158	0	6,719
	13.0 Cambourne + Bourn Airfield	18	9	8	22	1	2	2	1	0	6	0	58	1,756	9	23	0	0	0	0	0	1,915
	14.0 St Neots, South Hunts + West S.Cambs	3	1	1	2	0	0	0	0	0	1	0	20	12	10,858	173	0	0	0	0	0	11,072
	15.0 Hunts and NW S.Cambs	15	8	4	20	1	5	1	1	1	149	4	6	30	115	29,516	30	444	0	0	0	30,349
	16.0 East Cambs + the East	67	12	45	42	49	5	0	19	8	19	1	0	0	0	50	18,892	0	0	0	0	19,210
	17.0 Peterborough and the North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	154	0	0	0	0	0	155
	18.0 Bedford + the West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	19.0 Essex, Herts + the South	2	0	3	0	0	0	0	27	0	0	0	110	0	0	0	0	0	0	0	0	144
	20.0 London	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	41,112	16,720	12,948	6,670	2,384	3,733	350	6,486	945	3,974	368	6,277	1,921	11,008	30,053	19,068	444	0	175	0	164,637













# Appendix G. Response Location

Action	Action Detail	Location in the Supplementary Technical Note
<b>Local Plans CSRM – Cambridge and South Cambridgeshire Local Plans Transport Report, (November 2015) (RD/MC/070)</b>		
1	All Output Data underpinning the percentage change figures presented in the reports, including table 6-3 in RD/MC/070	Section 2.1
2	Confirmation on the timing of the delivery in the model of the Highway Schemes (Section B.2.1) and Public Transport and Cycle Schemes (Section B.2.2) for both Phase 2 and Phase 3 Model Runs	Section 2.2
3	Phase 1 Tests Output data that underpins comment on back-filling (now termed as suppressed demand in paragraphs 5.69 and 5.70)	Section 2.3
4	Map of modelling zones with zone numbers	Section 2.4
<b>Land Use Assumptions</b>		
5	Dwelling/Job numbers in Chapter 5 of RD/MC/070 (in addition to details of timing/modelling of infrastructure previously requested not covered in Supplements 2 and 3), including windfalls by zone for each district	Section 3.1 (and Appendix E)
6	<p>Details of interim 5 year period housing/job trajectories input into Model by zone for all four phase (phase 1, phase 2, phase 3 and phase 3 rerun) tests for:</p> <ol style="list-style-type: none"> <li>2016 to 2021</li> <li>2021 to 2026</li> <li>2026 to 2031</li> <li>For 2021, the network operations statistics produced in the CSRM, and those statistics further sought by others as part of this review (for these time intervals) are replicated, so that the evolution of the plan can be properly understood and not just the performance at the end of the Plan period.</li> </ol> <p>Note it has not been possible to provide the requested additional information on 5 year periods, in view of the substantial amount of complex work needed to provide information in the form requested.</p>	Section 3.1 (and Appendix E)
<b>Highways Assumptions</b>		
7	Details of link structure and input parameters for the A428/A14 junction used in the model runs and screen output	Section 4.4
8	<p>For phases 1, 2 and 3 Origin/Destination Trip matrices for all zones for AM peak and PM peak by:</p> <ol style="list-style-type: none"> <li>Trip purpose</li> <li>Main Mode of Travel</li> </ol> <p>Action 8 Post Meeting Update: Having given careful consideration to this request for information, we consider that this information for all zones would not be required under Local Plan transport modelling requirements identified in the NPPG, or under WebTAG guidance. We therefore consider that this</p>	Section 4.1 (and Appendix F)

Action	Action Detail	Location in the Supplementary Technical Note
	<p>request goes beyond what is reasonable to provide. Moreover, the collation of the information requested through action 8 would involve a very substantial amount of time and resource. The councils consider that there is no justification for such a wide ranging request.</p> <p>Question 9 asks for focussed information relating to specific sites, which we consider it reasonable to provide. See the comment on that question.</p>	
9	<p>Trip assignments by mode of travel for AM and PM peak of Bourn Airfield New Settlement, Cambourne West and Waterbeach New Settlement.</p> <p>Information has been provided on a zonal basis.</p>	Section 4.1 (and Appendix F)
10	<p>For <u>all phase</u> runs traffic volumes (actual and demand), delays for links on A428/A1303 corridor and adjacent local links for AM &amp; PM peak period</p>	Section 4.3
11	<p>Average Journey lengths (Km) by time period for 2011 DM, 2031 DM (i.e. without Transport Strategy) &amp; 2031 DS (i.e. with Transport Strategy) by mode for origin/destination table at, table 6-3 in RD/MC/070. Details of average journey lengths within Cambridge and South Cambs areas for trips ending in Cambridge or South Cambs which originate in Cambridge or South Cambs (i.e. data for average local journey lengths and journey times)</p>	Section 4.2
12	<p>Clarification of assumption and timing of A10 dualling</p>	As for Action 2
13	<p>Data underpinning statement that development in and around Cambridge leads to 6% fewer car trips than new settlement or dispersal strategies</p>	Section 4.5
14	<p>Provide numbers going through the A428 Girton Interchange</p>	Section 4.4
<b>Public Transport and Active Mode Assumptions</b>		
15	<p>Input data for all zones for public transport and active modes of travel</p> <p><b>Action 15 Post Meeting Update:</b> Having given careful consideration to this request for information, we consider that this information for all zones would not be required under Local Plan transport modelling requirements identified in the NPPG. We therefore consider that this request goes beyond what is reasonable to provide. Moreover, the collation of the information requested through action 15 would involve a very substantial amount of time and resource. The councils consider that there is no justification for such a wide ranging request.</p> <p>If there are particular sites for which this information is desired, the Councils would be willing to consider any specific requests and whether it is reasonable to provide such information along with an appropriate timescale for doing so.</p>	N/A
16	<p>Input data for A428 P&amp;R:</p> <ol style="list-style-type: none"> <li>a. Timing of delivery</li> <li>b. Zone and connections with Highway network</li> </ol>	Section 5.1

Action	Action Detail	Location in the Supplementary Technical Note
	<ul style="list-style-type: none"> <li>c. Bus Service frequency and route specified</li> <li>d. Input fare including any charging for car parking</li> <li>e. Capacity of car park</li> </ul>	
17	Confirmation of P&R location modelled, including whether north or south of A428	Section 5.1
18	Output results for A428 P&R: <ul style="list-style-type: none"> <li>a. Demand for P&amp;R service during AM &amp; PM peak periods</li> <li>b. Origin/Destination trip matrices of people using P&amp;R</li> </ul>	Section 5.1
19	Input data for Guided Bus Way modelled on A428 Corridor: <ul style="list-style-type: none"> <li>a. Service frequency</li> <li>b. Bus Journey speeds between zones by link</li> <li>c. Details and explanation of the 'CGB attractiveness' factor applied</li> </ul>	Section 5.2
20	Origin/Destination trip matrices outputs by bus/Guided bus for Bourne Airfield and Cambourne West developments for AM & PM peak periods  Information has been provided on a zonal basis.	Section 4.1
21	Further details on Orbital Bus Route Cambridge Science Park Station to Addenbrookes (Table 4.1 in M7/CCC & SCDC – Supplement 2): <ul style="list-style-type: none"> <li>a. Degree of segregation assumed for each section of route in Table 4.1</li> <li>b. Level of congestion used in determining identified 'Assumed Values'</li> <li>c. Output demand using this service generated by development at Bourn Airfield and Cambourne West</li> </ul>	Section 5.3
22	Details of timing of delivery of Public Transport and Cycle Schemes modelled (as listed in RD/MC/070 Section B.2.2).	As for Action 2.
<b>Other Issues</b>		
23	Can the following list of technical notes referred to in the LMVR be made available: <ul style="list-style-type: none"> <li>a. WSP Technical Note 1237/054 and 1237/057</li> <li>b. Atkins, Technical Note "Bus Passenger OD Data – Expansion Factor Methodology Note", June 2009</li> <li>c. All WSP CSRM Technical Notes listed in Section 9 on page 138 of CSRM Model Development Report</li> </ul>	Background Technical notes were provided through CCC on request.
24	Explain the methodology and data used and assumptions made in the Phase 2 tests, including: <ul style="list-style-type: none"> <li>a. Was the whole CSRM re-run for the 3 Phase 2 options or were sub-models run and, if so could they provide details?</li> <li>b. How was the Village Origin model defined – was this modelled for all villages in South Cambs except Waterbeach and Bourn or was it</li> </ul>	Section 6.

Action	Action Detail	Location in the Supplementary Technical Note
	<p>estimated based on a subset of villages (if so which ones)?</p> <p>c. What assumptions does the model make about internalised trips in new settlements compared with village origins? What differences in 'residual disutility factors' are there between Bourn Airfield and Village origins?</p> <p>d. What geographic area/population did you use as the baseline for Bourn Airfield in 2011?</p> <p>e. Bourn Airfield: How many AM trips by mode were assumed for 2011 and what was the source of these estimates? How many trips were generated by the model for 2031? Please provide a list of all the destinations for all these trips. (Steve Jones has requested how this information is presented).</p> <p>f. Village Origins: How many AM trips by mode were assumed in 2011 and what was the source of these estimates? How many trips were generated by the model for 2031?</p>	
26	Check whether anything was published on transport modelling for the plans before the modelling report was published	Nothing published
27	Consider the degree of error / assumptions made in phase 2 runs (i.e. the run is accurate with 95% probability).	Section 6.2
28	Which traffic models were used to produce the data outputs? There are references in the documents to a Sabre model and to WebTAG compliance but which actual models/versions were used?	Section 6.3
29	What are the error bars for the data output from the model? I appreciate that strategic transport models do not have the rigour expected of a technical model used for engineering or science but unless there is some knowledge of the boundaries of the output data, the data has very limited validity	Section 6.2