

**DfT Reference: TWA/24/APP/03**

**Document Reference: CD26-01-APP-W3-2**

**The Cambourne to Cambridge Order**

Cambridgeshire County Council

**Transport and Works Act 1992**

**Transport and Works (Inquiries Procedure) Rules 2004**

**Inquiry into:**

**THE CAMBOURNE TO CAMBRIDGE ORDER**

**APPENDICES TO THE PROOF OF EVIDENCE**

**of**

**Andy Saunders BA(Hons), MCIEEM, MCIWEM, CENV, CWEM**

**of WSP**

On behalf of Cambridgeshire County Council

**14th August 2025**

**Planning Inspectorate Reference: DPI/E0535/25/1**

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**APPENDIX A – PEDESTRIAN AND CYCLE COUNT – FOOTPATH OFF A1303 MADINGLEY ROAD**



**Intelligent Data Collection Limited**  
**Cambourne Cambridge**  
**Page 1**

**Client:** WSP  
**Project Number:** ID-0424-0089  
**Site Number:** Site 1  
**Site Name:** Footpath of A1303 Madingley Road  
**Date of Survey:** 07.06.2024-13.06.2024  
**Survey Type:** Pedestrian and Cycle Count



|                  |                                                                              |  |  |
|------------------|------------------------------------------------------------------------------|--|--|
| Revision         | Rev A                                                                        |  |  |
| Date             | 22.06.2024                                                                   |  |  |
| Prepared by      | Richard Collins                                                              |  |  |
| Signature        |                                                                              |  |  |
| Checked by       | Luke Martin                                                                  |  |  |
| Signature        |                                                                              |  |  |
| Project Director | Paul O'Neill                                                                 |  |  |
| Signature        |                                                                              |  |  |
| Project Number   | ID:0424-0089                                                                 |  |  |
| File Ref         | ID:0424-0089<br>Cambourne, Cambridge -<br>Pedestrian & Cycle<br>Count Site 1 |  |  |

[illegible]

# Intelligent Data Collection Limited



**Client:** WSP  
**Project Number:** ID-0424-0089  
**Site Number:** Site 1  
**Site Name:** Footpath of A1303 Madingley Road  
**Dates of Survey:** 07.06.2024-13.06.2024  
**Survey Type:** Pedestrian and Cycle Count

| X Coordinate | Y Coordinate | Google Maps Link           |
|--------------|--------------|----------------------------|
| 52.215495    | 0.054841     | <a href="#">Click Here</a> |

## Site Layout



## Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Footage is not available between 8pm and 9pm on each day of the survey. Footage is also missing during the following times:

06:00 to 07:09 (04.06.2024);  
18:20 to 18:58 (06.06.2024); and  
08:46 to 08:49 (07.06.2024).

# Intelligent Data Collection Limited



**Client:** WSP  
**Project Number:** ID-0424-0089  
**Site Number:** Site 1  
**Site Name:** Footpath of A1303 Madingley Road  
**Dates of Survey:** 07.06.2024-13.06.2024  
**Survey Type:** Pedestrian and Cycle Count

## AM Peak

| Date       | Movement 1 |          |            |       | Movement 2 |          |            |       |
|------------|------------|----------|------------|-------|------------|----------|------------|-------|
|            | Peds       | Cyclists | Equestrian | Total | Peds       | Cyclists | Equestrian | Total |
| 04.06.2024 | 0          | 0        | 0          | 0     | 0          | 1        | 0          | 1     |
| 05.06.2024 | 1          | 0        | 0          | 1     | 0          | 0        | 0          | 0     |
| 06.06.2024 | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 07.06.2024 | 0          | 0        | 0          | 0     | 1          | 0        | 0          | 1     |
| 08.06.2024 | 6          | 1        | 0          | 7     | 5          | 0        | 0          | 5     |
| 09.06.2024 | 2          | 0        | 0          | 2     | 3          | 2        | 0          | 5     |
| 10.06.2024 | 0          | 0        | 0          | 0     | 1          | 0        | 0          | 1     |

## PM Peak

| Date       | Movement 1 |          |            |       | Movement 2 |          |            |       |
|------------|------------|----------|------------|-------|------------|----------|------------|-------|
|            | Peds       | Cyclists | Equestrian | Total | Peds       | Cyclists | Equestrian | Total |
| 04.06.2024 | 0          | 0        | 0          | 0     | 1          | 0        | 0          | 1     |
| 05.06.2024 | 0          | 1        | 0          | 1     | 6          | 0        | 0          | 6     |
| 06.06.2024 | 3          | 0        | 0          | 3     | 4          | 1        | 0          | 5     |
| 07.06.2024 | 2          | 0        | 0          | 2     | 0          | 1        | 0          | 1     |
| 08.06.2024 | 1          | 1        | 0          | 2     | 0          | 0        | 0          | 0     |
| 09.06.2024 | 0          | 0        | 0          | 0     | 1          | 1        | 0          | 2     |
| 10.06.2024 | 2          | 0        | 0          | 2     | 1          | 0        | 0          | 1     |

## Total

| Date       | Movement 1 |          |            |       | Movement 2 |          |            |       |
|------------|------------|----------|------------|-------|------------|----------|------------|-------|
|            | Peds       | Cyclists | Equestrian | Total | Peds       | Cyclists | Equestrian | Total |
| 04.06.2024 | 2          | 0        | 0          | 2     | 5          | 1        | 0          | 6     |
| 05.06.2024 | 4          | 1        | 0          | 5     | 9          | 0        | 0          | 9     |
| 06.06.2024 | 6          | 0        | 0          | 6     | 7          | 1        | 0          | 8     |
| 07.06.2024 | 2          | 0        | 0          | 2     | 8          | 1        | 0          | 9     |
| 08.06.2024 | 18         | 5        | 0          | 23    | 14         | 3        | 0          | 17    |
| 09.06.2024 | 10         | 0        | 0          | 10    | 11         | 4        | 0          | 15    |
| 10.06.2024 | 3          | 0        | 0          | 3     | 4          | 0        | 0          | 4     |

# Intelligent Data Collection Limited



Client: WSP  
 Project Number: ID-0424-0089  
 Site Number: Site 1  
 Site Name: Footpath of A1303 Madingley Road  
 Date of Survey: 04.06.2024  
 Survey Type: Pedestrian and Cycle Count

Input by: Richard Collins  
 Checked by: Luke Martin

| Time              | Movement 1 |          |            |       | Movement 2 |          |            |       |
|-------------------|------------|----------|------------|-------|------------|----------|------------|-------|
|                   | Peds       | Cyclists | Equestrian | Total | Peds       | Cyclists | Equestrian | Total |
| 06:00             |            |          |            | 0     |            |          |            | 0     |
| 06:15             |            |          |            | 0     |            |          |            | 0     |
| 06:30             |            |          |            | 0     |            |          |            | 0     |
| 06:45             |            |          |            | 0     |            |          |            | 0     |
| 07:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 07:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 07:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 07:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 08:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 08:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 08:30             | 0          | 0        | 0          | 0     | 0          | 1        | 0          | 1     |
| 08:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 09:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 09:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 09:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 09:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 10:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 10:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 10:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 10:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 11:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 11:15             | 0          | 0        | 0          | 0     | 1          | 0        | 0          | 1     |
| 11:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 11:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 12:00             | 0          | 0        | 0          | 0     | 1          | 0        | 0          | 1     |
| 12:15             | 1          | 0        | 0          | 1     | 0          | 0        | 0          | 0     |
| 12:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 12:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 13:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 13:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 13:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 13:45             | 0          | 0        | 0          | 0     | 1          | 0        | 0          | 1     |
| 14:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 14:15             | 1          | 0        | 0          | 1     | 0          | 0        | 0          | 0     |
| 14:30             | 0          | 0        | 0          | 0     | 1          | 0        | 0          | 1     |
| 14:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 15:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 15:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 15:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 15:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 16:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 16:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 16:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 16:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 17:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 17:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 17:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 17:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 18:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 18:15             | 0          | 0        | 0          | 0     | 1          | 0        | 0          | 1     |
| 18:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 18:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 19:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 19:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 19:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 19:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 06:00-10:00 Total | 0          | 0        | 0          | 0     | 0          | 1        | 0          | 1     |
| 16:00-20:00 Total | 0          | 0        | 0          | 0     | 1          | 0        | 0          | 1     |
| 06:00-20:00 Total | 2          | 0        | 0          | 2     | 5          | 1        | 0          | 6     |

# Intelligent Data Collection Limited



**Client:** WSP  
**Project Number:** ID-0424-0089  
**Site Number:** Site 1  
**Site Name:** Footpath of A1303 Madingley Road  
**Date of Survey:** 05.06.2024  
**Survey Type:** Pedestrian and Cycle Count

**Input by:** Richard Collins  
**Checked by:** Luke Martin

|                          | Movement 1 |          |            |          | Movement 2 |          |            |          |
|--------------------------|------------|----------|------------|----------|------------|----------|------------|----------|
| Time                     | Peds       | Cyclists | Equestrian | Total    | Peds       | Cyclists | Equestrian | Total    |
| 06:00                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 06:15                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 06:30                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 06:45                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 07:00                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 07:15                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 07:30                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 07:45                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 08:00                    | 1          | 0        | 0          | 1        | 0          | 0        | 0          | 0        |
| 08:15                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 08:30                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 08:45                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 09:00                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 09:15                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 09:30                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 09:45                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 10:00                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 10:15                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 10:30                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 10:45                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 11:00                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 11:15                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 11:30                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 11:45                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 12:00                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 12:15                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 12:30                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 12:45                    | 1          | 0        | 0          | 1        | 0          | 0        | 0          | 0        |
| 13:00                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 13:15                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 13:30                    | 1          | 0        | 0          | 1        | 1          | 0        | 0          | 1        |
| 13:45                    | 0          | 0        | 0          | 0        | 1          | 0        | 0          | 1        |
| 14:00                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 14:15                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 14:30                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 14:45                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 15:00                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 15:15                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 15:30                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 15:45                    | 1          | 0        | 0          | 1        | 1          | 0        | 0          | 1        |
| 16:00                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 16:15                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 16:30                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 16:45                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 17:00                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 17:15                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 17:30                    | 0          | 1        | 0          | 1        | 0          | 0        | 0          | 0        |
| 17:45                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 18:00                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 18:15                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 18:30                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 18:45                    | 0          | 0        | 0          | 0        | 2          | 0        | 0          | 2        |
| 19:00                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 19:15                    | 0          | 0        | 0          | 0        | 2          | 0        | 0          | 2        |
| 19:30                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 19:45                    | 0          | 0        | 0          | 0        | 2          | 0        | 0          | 2        |
| <b>06:00-10:00 Total</b> | <b>1</b>   | <b>0</b> | <b>0</b>   | <b>1</b> | <b>0</b>   | <b>0</b> | <b>0</b>   | <b>0</b> |
| <b>16:00-20:00 Total</b> | <b>0</b>   | <b>1</b> | <b>0</b>   | <b>1</b> | <b>6</b>   | <b>0</b> | <b>0</b>   | <b>6</b> |
| <b>06:00-20:00 Total</b> | <b>4</b>   | <b>1</b> | <b>0</b>   | <b>5</b> | <b>9</b>   | <b>0</b> | <b>0</b>   | <b>9</b> |

# Intelligent Data Collection Limited



Client: WSP  
 Project Number: ID-0424-0089  
 Site Number: Site 1  
 Site Name: Footpath of A1303 Madingley Road  
 Date of Survey: 06.06.2024  
 Survey Type: Pedestrian and Cycle Count

Input by: Richard Collins  
 Checked by: Luke Martin

|                   | Movement 1 |          |            |       | Movement 2 |          |            |       |
|-------------------|------------|----------|------------|-------|------------|----------|------------|-------|
| Time              | Peds       | Cyclists | Equestrian | Total | Peds       | Cyclists | Equestrian | Total |
| 06:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 06:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 06:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 06:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 07:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 07:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 07:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 07:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 08:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 08:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 08:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 08:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 09:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 09:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 09:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 09:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 10:00             | 1          | 0        | 0          | 1     | 0          | 0        | 0          | 0     |
| 10:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 10:30             | 0          | 0        | 0          | 0     | 1          | 0        | 0          | 1     |
| 10:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 11:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 11:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 11:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 11:45             | 2          | 0        | 0          | 2     | 0          | 0        | 0          | 0     |
| 12:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 12:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 12:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 12:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 13:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 13:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 13:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 13:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 14:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 14:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 14:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 14:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 15:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 15:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 15:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 15:45             | 0          | 0        | 0          | 0     | 2          | 0        | 0          | 2     |
| 16:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 16:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 16:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 16:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 17:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 17:15             | 1          | 0        | 0          | 1     | 0          | 0        | 0          | 0     |
| 17:30             | 0          | 0        | 0          | 0     | 3          | 1        | 0          | 4     |
| 17:45             | 2          | 0        | 0          | 2     | 1          | 0        | 0          | 1     |
| 18:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 18:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 18:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 18:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 19:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 19:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 19:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 19:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 06:00-10:00 Total | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 16:00-20:00 Total | 3          | 0        | 0          | 3     | 4          | 1        | 0          | 5     |
| 06:00-20:00 Total | 6          | 0        | 0          | 6     | 7          | 1        | 0          | 8     |

# Intelligent Data Collection Limited



**Client:** WSP  
**Project Number:** ID-0424-0089  
**Site Number:** Site 1  
**Site Name:** Footpath of A1303 Madingley Road  
**Date of Survey:** 07.06.2024  
**Survey Type:** Pedestrian and Cycle Count

**Input by:** Richard Collins  
**Checked by:** Luke Martin

| Time              | Movement 1 |          |            |       | Movement 2 |          |            |       |
|-------------------|------------|----------|------------|-------|------------|----------|------------|-------|
|                   | Peds       | Cyclists | Equestrian | Total | Peds       | Cyclists | Equestrian | Total |
| 06:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 06:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 06:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 06:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 07:00             | 0          | 0        | 0          | 0     | 1          | 0        | 0          | 1     |
| 07:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 07:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 07:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 08:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 08:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 08:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 08:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 09:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 09:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 09:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 09:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 10:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 10:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 10:30             | 0          | 0        | 0          | 0     | 1          | 0        | 0          | 1     |
| 10:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 11:00             | 0          | 0        | 0          | 0     | 1          | 0        | 0          | 1     |
| 11:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 11:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 11:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 12:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 12:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 12:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 12:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 13:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 13:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 13:30             | 0          | 0        | 0          | 0     | 1          | 0        | 0          | 1     |
| 13:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 14:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 14:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 14:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 14:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 15:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 15:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 15:30             | 0          | 0        | 0          | 0     | 4          | 0        | 0          | 4     |
| 15:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 16:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 16:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 16:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 16:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 17:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 17:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 17:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 17:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 18:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 18:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 18:30             | 1          | 0        | 0          | 1     | 0          | 0        | 0          | 0     |
| 18:45             | 0          | 0        | 0          | 0     | 0          | 1        | 0          | 1     |
| 19:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 19:15             | 1          | 0        | 0          | 1     | 0          | 0        | 0          | 0     |
| 19:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 19:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 06:00-10:00 Total | 0          | 0        | 0          | 0     | 1          | 0        | 0          | 1     |
| 16:00-20:00 Total | 2          | 0        | 0          | 2     | 0          | 1        | 0          | 1     |
| 06:00-20:00 Total | 2          | 0        | 0          | 2     | 8          | 1        | 0          | 9     |

# Intelligent Data Collection Limited



Client: WSP  
 Project Number: ID-0424-0089  
 Site Number: Site 1  
 Site Name: Footpath of A1303 Madingley Road  
 Date of Survey: 08.06.2024  
 Survey Type: Pedestrian and Cycle Count

Input by: Richard Collins  
 Checked by: Luke Martin

| Time              | Movement 1 |          |            |       | Movement 2 |          |            |       |
|-------------------|------------|----------|------------|-------|------------|----------|------------|-------|
|                   | Peds       | Cyclists | Equestrian | Total | Peds       | Cyclists | Equestrian | Total |
| 06:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 06:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 06:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 06:45             | 1          | 0        | 0          | 1     | 0          | 0        | 0          | 0     |
| 07:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 07:15             | 0          | 0        | 0          | 0     | 1          | 0        | 0          | 1     |
| 07:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 07:45             | 1          | 0        | 0          | 1     | 0          | 0        | 0          | 0     |
| 08:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 08:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 08:30             | 2          | 0        | 0          | 2     | 1          | 0        | 0          | 1     |
| 08:45             | 2          | 0        | 0          | 2     | 2          | 0        | 0          | 2     |
| 09:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 09:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 09:30             | 0          | 1        | 0          | 1     | 0          | 0        | 0          | 0     |
| 09:45             | 0          | 0        | 0          | 0     | 1          | 0        | 0          | 1     |
| 10:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 10:15             | 4          | 0        | 0          | 4     | 0          | 3        | 0          | 3     |
| 10:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 10:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 11:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 11:15             | 0          | 2        | 0          | 2     | 1          | 0        | 0          | 1     |
| 11:30             | 0          | 0        | 0          | 0     | 2          | 0        | 0          | 2     |
| 11:45             | 1          | 0        | 0          | 1     | 0          | 0        | 0          | 0     |
| 12:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 12:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 12:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 12:45             | 2          | 0        | 0          | 2     | 1          | 0        | 0          | 1     |
| 13:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 13:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 13:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 13:45             | 0          | 0        | 0          | 0     | 1          | 0        | 0          | 1     |
| 14:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 14:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 14:30             | 4          | 0        | 0          | 4     | 0          | 0        | 0          | 0     |
| 14:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 15:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 15:15             | 0          | 0        | 0          | 0     | 4          | 0        | 0          | 4     |
| 15:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 15:45             | 0          | 1        | 0          | 1     | 0          | 0        | 0          | 0     |
| 16:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 16:15             | 0          | 1        | 0          | 1     | 0          | 0        | 0          | 0     |
| 16:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 16:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 17:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 17:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 17:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 17:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 18:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 18:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 18:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 18:45             | 1          | 0        | 0          | 1     | 0          | 0        | 0          | 0     |
| 19:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 19:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 19:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 19:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 06:00-10:00 Total | 6          | 1        | 0          | 7     | 5          | 0        | 0          | 5     |
| 16:00-20:00 Total | 1          | 1        | 0          | 2     | 0          | 0        | 0          | 0     |
| 06:00-20:00 Total | 18         | 5        | 0          | 23    | 14         | 3        | 0          | 17    |

# Intelligent Data Collection Limited



Client: WSP  
 Project Number: ID-0424-0089  
 Site Number: Site 1  
 Site Name: Footpath of A1303 Madingley Road  
 Date of Survey: 09.06.2024  
 Survey Type: Pedestrian and Cycle Count

Input by: Richard Collins  
 Checked by: Luke Martin

|                   | Movement 1 |          |            |       | Movement 2 |          |            |       |
|-------------------|------------|----------|------------|-------|------------|----------|------------|-------|
| Time              | Peds       | Cyclists | Equestrian | Total | Peds       | Cyclists | Equestrian | Total |
| 06:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 06:15             | 1          | 0        | 0          | 1     | 0          | 0        | 0          | 0     |
| 06:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 06:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 07:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 07:15             | 0          | 0        | 0          | 0     | 1          | 0        | 0          | 1     |
| 07:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 07:45             | 0          | 0        | 0          | 0     | 1          | 0        | 0          | 1     |
| 08:00             | 1          | 0        | 0          | 1     | 0          | 0        | 0          | 0     |
| 08:15             | 0          | 0        | 0          | 0     | 1          | 0        | 0          | 1     |
| 08:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 08:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 09:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 09:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 09:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 09:45             | 0          | 0        | 0          | 0     | 0          | 2        | 0          | 2     |
| 10:00             | 0          | 0        | 0          | 0     | 2          | 0        | 0          | 2     |
| 10:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 10:30             | 2          | 0        | 0          | 2     | 0          | 0        | 0          | 0     |
| 10:45             | 0          | 0        | 0          | 0     | 2          | 0        | 0          | 2     |
| 11:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 11:15             | 4          | 0        | 0          | 4     | 1          | 0        | 0          | 1     |
| 11:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 11:45             | 0          | 0        | 0          | 0     | 0          | 1        | 0          | 1     |
| 12:00             | 2          | 0        | 0          | 2     | 2          | 0        | 0          | 2     |
| 12:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 12:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 12:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 13:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 13:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 13:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 13:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 14:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 14:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 14:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 14:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 15:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 15:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 15:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 15:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 16:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 16:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 16:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 16:45             | 0          | 0        | 0          | 0     | 0          | 1        | 0          | 1     |
| 17:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 17:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 17:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 17:45             | 0          | 0        | 0          | 0     | 1          | 0        | 0          | 1     |
| 18:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 18:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 18:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 18:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 19:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 19:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 19:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 19:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 06:00-10:00 Total | 2          | 0        | 0          | 2     | 3          | 2        | 0          | 5     |
| 16:00-20:00 Total | 0          | 0        | 0          | 0     | 1          | 1        | 0          | 2     |
| 06:00-20:00 Total | 10         | 0        | 0          | 10    | 11         | 4        | 0          | 15    |

# Intelligent Data Collection Limited



Client: WSP  
 Project Number: ID-0424-0089  
 Site Number: Site 1  
 Site Name: Footpath of A1303 Madingley Road  
 Date of Survey: 10.06.2024  
 Survey Type: Pedestrian and Cycle Count

Input by: Richard Collins  
 Checked by: Luke Martin

| Time              | Movement 1 |          |            |       | Movement 2 |          |            |       |
|-------------------|------------|----------|------------|-------|------------|----------|------------|-------|
|                   | Peds       | Cyclists | Equestrian | Total | Peds       | Cyclists | Equestrian | Total |
| 06:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 06:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 06:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 06:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 07:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 07:15             | 0          | 0        | 0          | 0     | 1          | 0        | 0          | 1     |
| 07:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 07:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 08:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 08:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 08:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 08:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 09:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 09:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 09:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 09:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 10:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 10:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 10:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 10:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 11:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 11:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 11:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 11:45             | 0          | 0        | 0          | 0     | 2          | 0        | 0          | 2     |
| 12:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 12:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 12:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 12:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 13:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 13:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 13:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 13:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 14:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 14:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 14:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 14:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 15:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 15:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 15:30             | 1          | 0        | 0          | 1     | 0          | 0        | 0          | 0     |
| 15:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 16:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 16:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 16:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 16:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 17:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 17:15             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 17:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 17:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 18:00             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 18:15             | 1          | 0        | 0          | 1     | 0          | 0        | 0          | 0     |
| 18:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 18:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 19:00             | 1          | 0        | 0          | 1     | 0          | 0        | 0          | 0     |
| 19:15             | 0          | 0        | 0          | 0     | 1          | 0        | 0          | 1     |
| 19:30             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 19:45             | 0          | 0        | 0          | 0     | 0          | 0        | 0          | 0     |
| 06:00-10:00 Total | 0          | 0        | 0          | 0     | 1          | 0        | 0          | 1     |
| 16:00-20:00 Total | 2          | 0        | 0          | 2     | 1          | 0        | 0          | 1     |
| 06:00-20:00 Total | 3          | 0        | 0          | 3     | 4          | 0        | 0          | 4     |

## **APPENDIX B – OFF ROAD ALTERNATIVE CARBON CALCULATIONS**

| Lifecycle stages |                                                    | Proposed Scheme       |              | CPPF Alternative      |              | Comparison          |                                     | Commentary                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|------------------|----------------------------------------------------|-----------------------|--------------|-----------------------|--------------|---------------------|-------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                  |                                                    | Emissions*<br>(tCO2e) | % of total** | Emissions*<br>(tCO2e) | % of total** | Absolute<br>(tCO2e) | CPPF Alternative<br>as % of Phase 1 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| A1-3,<br>A5      | Product stage and A5 Waste disposal                | 11,630                | 40%          | 6,940                 | 38%          | -4,690              | 60%                                 | Reasons for the lower emissions for the CPPF Alternative are discussed below. Some items could not be included in the GHG calculation due to the level of detail provided by CPPF.<br><br>This GHG emissions calculation of the CPPF alternative has:<br>- 28% less asphalt (~1,500 tCO2e).<br>- 38% less imported aggregate / soil disposed of (~4,300 tCO2e)<br>- No street furniture or steel for civils work (~250tCO2e) has been assumed for the CPPF Alternative between Maddingly Mulch roundabout and Cambridge. This was not able to be quantified based on the detail provided by CPPF for this phase of the Alternative. Street furniture and steels for civils work will be required for this phase of the CPPF Alternative.<br>- 92% less concrete pipework (~950tCO2e).<br>- Not included detail on utility diversions for the CPPF Alternative between Maddingly Mulch roundabout and Cambridge and as these are not able to be quantified based on the detail provided by CPPF. Utility diversion will be required for this phase of the CPPF Alternative.<br>- No drainage plan for the CPPF Alternative between Maddingly Mulch roundabout and Cambridge was provided CPPF. It is not possible to estimate emissions from drainage basins for this phase of the CPPF Alternative based on the detail provided by CPPF. A drainage plan will be required for this phase of the CPPF Alternative. |
| A4, A5           | Transport of materials to and away from site       | 9,760                 | 34%          | 5,820                 | 27%          | -3,940              | 60%                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| A5               | Plant and equipment use during construction        | 1,850                 | 6%           | 1,190                 | 7%           | -660                | 64%                                 | Scheme costs are lower in the Alternative (~33% - not accounting for inflation).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| B2-B5            | Maintenance, repair, replacement, refurbishment*** | 5,890                 | 20%          | 4,160                 | 23%          | -1,730              | 71%                                 | Less asphalt requires replacing that would not be required to be placed already as part of maintenance of existing roads (28% (~1,550 tCO2e)). Less street furniture requires replacing that would not be required to be placed already as part of maintenance of existing roads (~150 tCO2e)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Total            |                                                    | 29,130                | 100%         | 18,110                | 100%         | -11,020             | 62%                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

\*Rounded to the nearest 10 tCO2e.

\*\* Percentages equate to proportion of infrastructure carbon only, not the whole-life carbon impact.

\*\*\* WSP has updated their calculation approach for B2-B5 since the ES was completed in 2023. The CPPF Alternative has been assessed using the same methodology as the ES to allow for a direct comparison between the Phase 1 design and the CPPF Alternative

## **APPENDIX C – CARBON ASSESSMENT UPDATE**



# CARBON ASSESSMENT UPDATE

|         |                                                      |                  |          |
|---------|------------------------------------------------------|------------------|----------|
| DATE:   | 30 July 2025                                         | CONFIDENTIALITY: | Public   |
| DATE:   | Cambridge Partnership (GCP) - Cambourne to Cambridge |                  |          |
| AUTHOR: | Edward Masterson-Cox                                 | APPROVED:        | Tom Gold |

## INTRODUCTION

The quantified whole-life carbon (WLC) assessment for the Cambourne to Cambridge scheme has been updated to use the latest available traffic modelling outputs and assumptions from the latest iteration of the Transport Appraisal Guidance (TAG) Databook that has been released since the OBC assessment of May 2023. The results are detailed below.

## SUMMARY OF APPROACH AND OUTCOMES

The process of assessing the scheme’s carbon impacts can be summarised as follows:

1. The original carbon assessment (May 2023) followed TAG requirements for whole-life carbon assessment.
2. A sensitivity test using the latest TAG Databook has been completed following a challenge from Cambridge Past Present and Future (CPPF) that using the latest Databook would temper carbon benefits. This effect is shown in the results below and in the updated carbon summary.
3. In updating the assessment as per point 2 above, we have taken the opportunity to update traffic modelling data in line with the wider OBC and the addendum of November 2023, and removed the option which reflected the potential impact of Making Connections.
4. The overall combined impact of these updates (points 2 and 3) is marginal with the overall estimated net whole-life carbon impact and associated net zero payback period being commensurate with the scale of the original assessment.

## RESULTS

Note that only the net impacts and user emissions impacts are shown because these are the only assessment components which have changed, i.e., the capital carbon and vegetation assessments remain unchanged. All impacts are shown over the construction period plus 60-year appraisal period (62 years).

### *Standard assessment*

For the Standard assessment, Table 1 illustrates the magnitude of change in user emissions and the relative net impact between the 2023 assessment and the 2025 updates.

Table 1 – Standard assessment results comparison

|                                                              | <b>May 2023 Assessment</b> | <b>Updated assessment using TAG 2022</b> | <b>Updated assessment using TAG 2025</b> | <b>Difference (between May 2023 assessment and updated assessment using 2025 TAG Databook)</b> |
|--------------------------------------------------------------|----------------------------|------------------------------------------|------------------------------------------|------------------------------------------------------------------------------------------------|
| Changes in general traffic (AADT)                            | -30,960 tCO <sub>2</sub> e | -56,915 tCO <sub>2</sub> e               | -34,895 tCO <sub>2</sub> e               | -3,935 tCO <sub>2</sub> e                                                                      |
| Modal shift to bus (Bus forecasting)                         | -4,500 tCO <sub>2</sub> e  | -4,315 tCO <sub>2</sub> e                | -2,290 tCO <sub>2</sub> e                | +2,210 tCO <sub>2</sub> e                                                                      |
| Modal shift to walking & cycling (AMAT)                      | -600 tCO <sub>2</sub> e    | -300 tCO <sub>2</sub> e                  | -210 tCO <sub>2</sub> e                  | +390 tCO <sub>2</sub> e                                                                        |
| Net Impact (including capital carbon and vegetation impacts) | -5,020                     | -30,491                                  | -7,055                                   | -2,035                                                                                         |
| Carbon payback period                                        | 2078                       | 2058                                     | 2078                                     | None                                                                                           |

#### Optimistic sensitivity test

For the 'Optimistic' sensitivity test, Table 2 illustrates the magnitude of change in user emissions and the relative net impact between the 2023 assessment and the 2025 updates.

Table 2 – 'Optimistic' sensitivity test results comparison

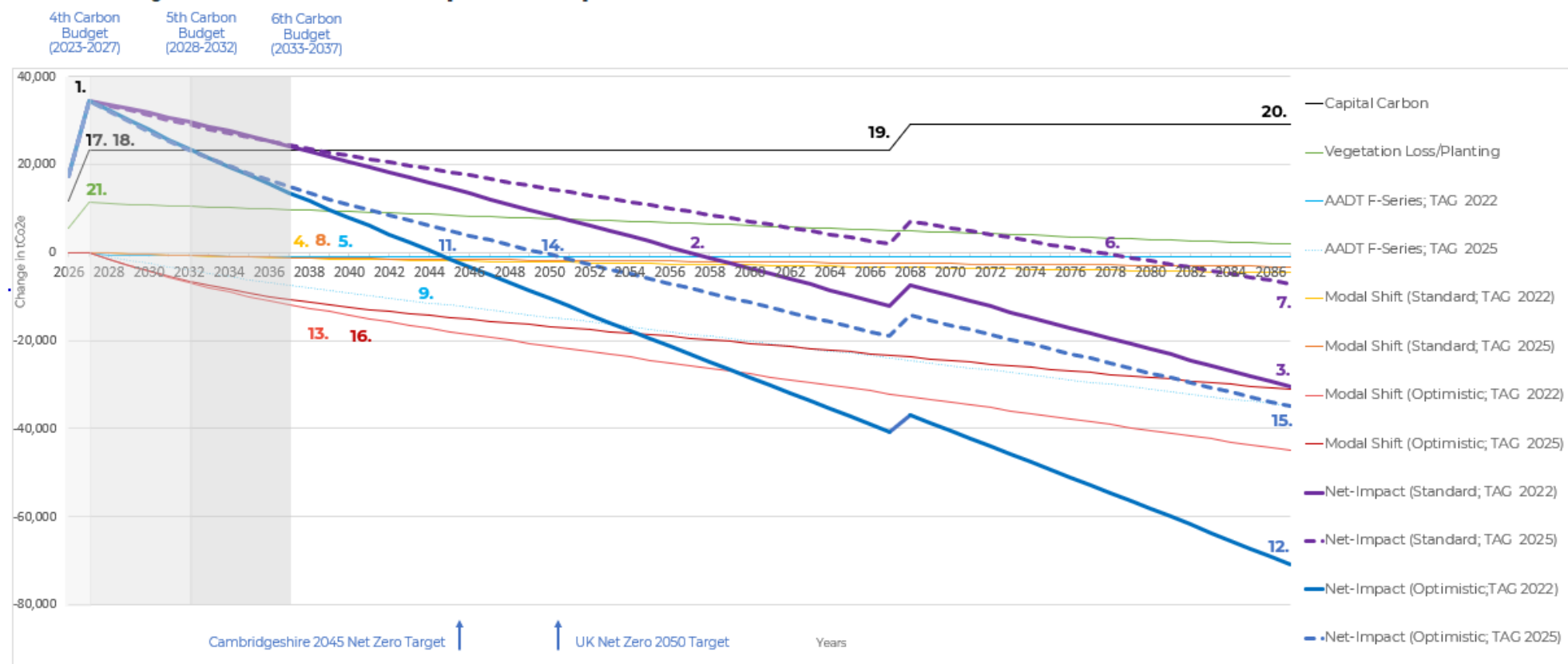
|                                                              | <b>May 2023 Assessment</b> | <b>Updated assessment using TAG 2022</b> | <b>Updated assessment using TAG 2025</b> | <b>Difference (between May 2023 assessment and updated assessment using 2025 TAG Databook)</b> |
|--------------------------------------------------------------|----------------------------|------------------------------------------|------------------------------------------|------------------------------------------------------------------------------------------------|
| Changes in general traffic (AADT)                            | -30,960 tCO <sub>2</sub> e | -56,915 tCO <sub>2</sub> e               | -34,895 tCO <sub>2</sub> e               | -3,935 tCO <sub>2</sub> e                                                                      |
| Modal shift to bus (Bus forecasting)                         | -46,270 tCO <sub>2</sub> e | -44,400 tCO <sub>2</sub> e               | -30,735 tCO <sub>2</sub> e               | +15,535 tCO <sub>2</sub> e                                                                     |
| Modal shift to walking & cycling (AMAT)                      | -850 tCO <sub>2</sub> e    | -505 tCO <sub>2</sub> e                  | -415 tCO <sub>2</sub> e                  | +435 tCO <sub>2</sub> e                                                                        |
| Net Impact (including capital carbon and vegetation impacts) | -47,040 tCO <sub>2</sub> e | -70,780 tCO <sub>2</sub> e               | -35,005 tCO <sub>2</sub> e               | +12,035 tCO <sub>2</sub> e                                                                     |
| Carbon payback period                                        | 2044                       | 2045                                     | 2050                                     | +6                                                                                             |

## UPDATED SUMMARY GRAPH

Figure 1 below illustrates graphically the impacts of the scheme and Figure 2 is a simplified version. Note that only the updated assessment is illustrated, but both for TAG Databook assumptions of 2022 and 2025.

Figure 1 – Scheme impacts graph for the updated assessment (TAG 2022 and 2025)

### Cumulative Change in Carbon Emissions - CtoC VF6.2 [TAG 2022 & 2025]



Standard assessment TAG 2022

**2.** Estimated net zero **payback period of 2058.**

**3.** Net impact of **-30,491 tCO<sub>2</sub>e** over 60-year appraisal period + construction.

**4.** Modal shift: -4,615 tCO<sub>2</sub>e. To walking and cycling avoids (-)300 tCO<sub>2</sub>e carbon benefit. To bus avoids (-)4,315 tCO<sub>2</sub>e carbon benefit.

**5.** Changes in general traffic (AADT F-Series TAG 2022): -56,915 tCO<sub>2</sub>e.

Standard assessment TAG 2025

**6.** Estimated net zero **payback period of 2078.**

**7.** Net impact of **-7,055 tCO<sub>2</sub>e** over 60-year appraisal period + construction.

**8.** Modal shift: -3,200 tCO<sub>2</sub>e. To walking and cycling avoids (-)210 tCO<sub>2</sub>e carbon benefit. To bus avoids (-)2,290 tCO<sub>2</sub>e carbon benefit.

**9.** Changes in general traffic (AADT F-Series TAG 2025): -34,895 tCO<sub>2</sub>e.

Optimistic assessment TAG 2022

**11.** Estimated net zero **payback period of 2045.**

**12.** Net impact of **-70,780 tCO<sub>2</sub>e** over 60-year appraisal period + construction.

**13.** Modal shift: -44,905 tCO<sub>2</sub>e. To walking and cycling avoids (-)505 tCO<sub>2</sub>e carbon benefit. To bus avoids (-)44,400 tCO<sub>2</sub>e carbon benefit.

**5.** Changes in general traffic (AADT F-Series TAG 2022): -56,915 tCO<sub>2</sub>e.

Optimistic assessment TAG 2025

**14.** Estimated net zero **payback period of 2050.**

**15.** Net impact of **-35,005 tCO<sub>2</sub>e** over 60-year appraisal period + construction.

**16.** Modal shift: -31,150 tCO<sub>2</sub>e. To walking and cycling avoids (-)415 tCO<sub>2</sub>e carbon benefit. To bus avoids (-)30,735 tCO<sub>2</sub>e carbon benefit.

**9.** Changes in general traffic (AADT F-Series TAG 2025): -34,895 tCO<sub>2</sub>e.

Applies to all scenarios

**1.** Carbon emissions due to construction activities.

**17.** Estimated +23,240 tCO<sub>2</sub>e increase in emissions in 2026 and 2027 from infrastructure carbon during the construction phase.

**18.** Use of low-carbon construction materials and practices has the potential to reduce infrastructure carbon.

**19.** Maintenance impact of +5,890 tCO<sub>2</sub>e over the appraisal period primarily caused by asphalt at 40 years for resurfacing. This impact will also reduce (improve) as low carbon construction methods and materials become available.

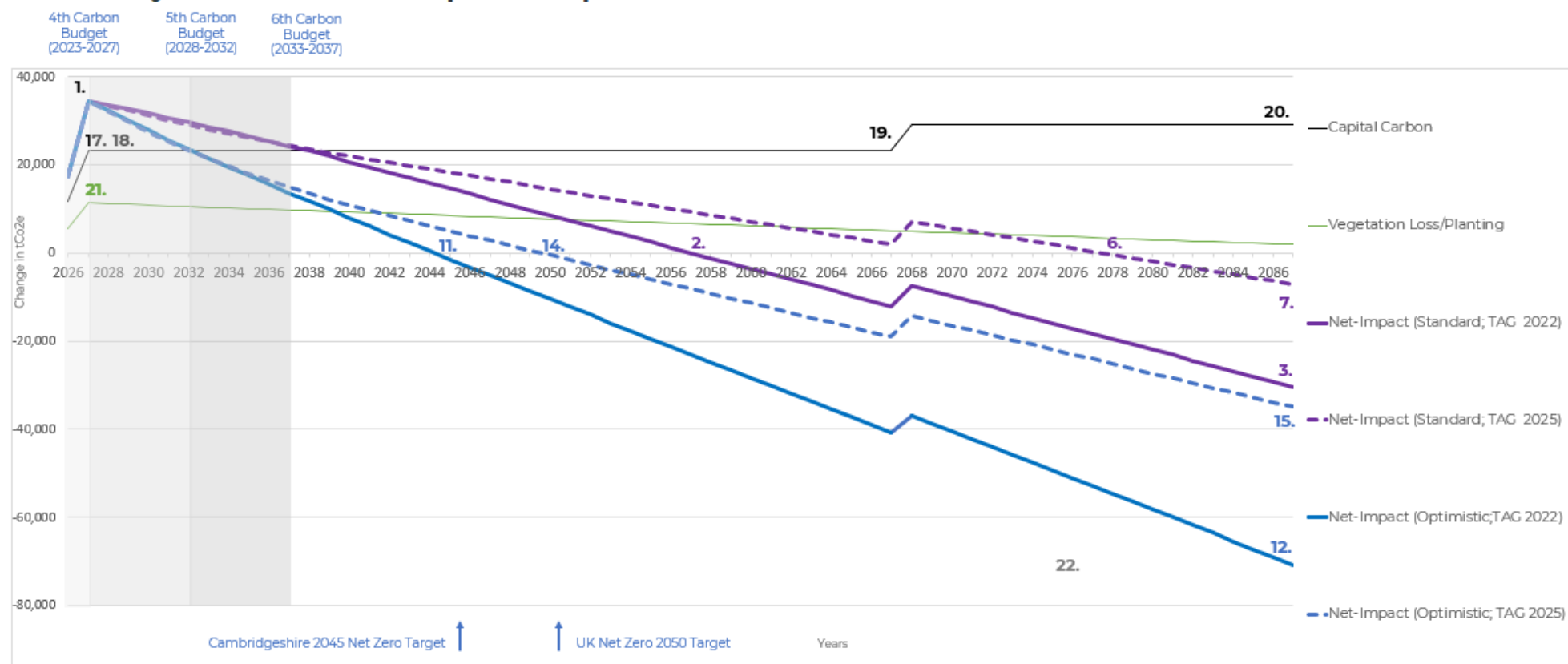
**20.** Deconstruction scoped out as it is anticipated that asset(s) will not be decommissioned after 60 years.

**21.** Tree planting and loss is expected to have a net impact of approximately +1,910 tCO<sub>2</sub>e over the 60 year appraisal period: caused initially by the removal of trees and associated release of carbon, with new tree planting sequestering some of that impact over

**22.** Behaviour change which encourages use of active modes and public transport as a result of wider societal or policy change, and paired with in-combination benefits will unlock additional user emissions carbon savings.

Figure 2 – Simplified scheme impacts graph for the updated assessment (TAG 2022 and 2025)

**Cumulative Change in Carbon Emissions - CtoC VF6.2 [TAG 2022 & 2025]**



Standard assessment TAG 2022

**2.** Estimated net zero **payback period of 2058.**    **3.** Net impact of **-30,491 tCO<sub>2</sub>e** over 60-year appraisal period + construction.

Standard assessment TAG 2025

**6.** Estimated net zero **payback period of 2078.**    **7.** Net impact of **-7,055 tCO<sub>2</sub>e** over 60-year appraisal period + construction.

Optimistic sensitivity test TAG 2022

**11.** Estimated net zero **payback period of 2045.**    **12.** Net impact of **-70,780 tCO<sub>2</sub>e** over 60-year appraisal period + construction.

Optimistic sensitivity test TAG 2025

**14.** Estimated net zero **payback period of 2050.**    **15.** Net impact of **-35,005 tCO<sub>2</sub>e** over 60-year appraisal period + construction.

**Applies to all scenarios**

**1.** Carbon emissions due to construction activities.

**17.** Estimated +23,240 tCO<sub>2</sub>e increase in emissions in 2026 and 2027 from infrastructure carbon during the construction phase.

**18.** Use of low-carbon construction materials and practices has the potential to reduce infrastructure carbon.

**19.** Maintenance impact of +5,890 tCO<sub>2</sub>e over the appraisal period primarily caused by asphalt at 40 years for resurfacing. This impact will also reduce (improve) as low carbon construction methods and materials become available.

**20.** Deconstruction scoped out as it is anticipated that asset(s) will not be decommissioned after 60 years.

**21.** Tree planting and loss is expected to have a net impact of approximately +1,910 tCO<sub>2</sub>e over the 60 year appraisal period: caused initially by the removal of trees and associated release of carbon, with new tree planting sequestering some of that impact over

**22.** Behaviour change which encourages use of active modes and public transport as a result of wider societal or policy change, and paired with in-combination benefits will unlock additional user emissions carbon savings.

## SUMMARY OF UPDATES

Relative to the OBC carbon assessment of May 2023, the July 2025 assessment includes updates as detailed in Table 3 below.

Table 3 – Summary of updates

| Update type                                                       | May 2023 assessment                                                                                                                                                                                                                       | July 2025 update                                                                                                                                                                                                                                            | Implications of change                                                                                                                                                                                                                                                                                                                                                                                    |
|-------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Traffic modelling:<br>Annual Average Daily Traffic (AADT) outputs | E-Series data                                                                                                                                                                                                                             | F-Series Data                                                                                                                                                                                                                                               | User emission assessment uses the same traffic model data as used in the wider assessment. For implications in carbon terms, see 'Results' below.                                                                                                                                                                                                                                                         |
| TAG Databook<br>A1.3.9<br>A1.3.11<br>A3.3                         | - Databook May 2022 V1.18 for changes in general traffic flows (AADT)<br><br>- Databook November 2022 V1.20.1 for modal shift impacts - bus and walking & cycling / Active Modal Appraisal Toolkit (AMAT)                                 | Databook May 2025 V2.01 used for all user emission assessments.                                                                                                                                                                                             | Version 2.01 of the TAG Databook (A1.3.9) assumes a greater level of electric car mileage in future years.<br><br>This tempers the 'savings' derived or carbon avoided by modal shift because each vehicle kilometre avoided saves less carbon as the vehicle fleet itself is less carbon intensive.<br><br>Both 2022 and 2025 outcomes are shown to illustrate the sense of change, see 'Results' below. |
| Omitted 'With Making Connections' sensitivity test'               | The 'Optimistic' Sensitivity test had two options, both 'With Making Connections' and 'Without Making Connections'.                                                                                                                       | 'With Making Connections' 'Optimistic' sensitivity test now omitted as the Making Connections scheme will not progress.                                                                                                                                     | Now only one 'Optimistic' sensitivity test is provided. The 'Without Making Connections' sensitivity test provided is more conservative because no traffic demand management is assumed, therefore carbon reductions are not magnified as strongly.                                                                                                                                                       |
| Changes in vehicle kilometres for AMAT outputs                    | Original OBC AMATs used.<br><br>Changes in vehicle kilometres (vkms) as follows:<br><br>Standard assessment: -167,000 annual vkms avoided<br><br>Optimistic sensitivity test ('Without Making Connections'): -237,000 annual vkms avoided | AMAT outputs from the November 2023 OBC addendum used.<br><br>Changes in vehicle kilometres (vkms) as follows:<br><br>Standard assessment: -88,000 annual vkms avoided<br><br>Optimistic sensitivity test (30% demand uplift): -147,090 annual vkms avoided | Tempering of the carbon savings associated with avoided vkms to due modal shift to walking and cycling.<br><br>Fewer vkms avoided in the updated assessment means less carbon avoided in the updated assessment.<br><br>The relative impact is minor given the magnitude of carbon associated with walking and cycling is less significant than that of vehicular traffic.                                |
| Alignment to the construction start year of 2026 and              | The annualised profile of modal shift (bus and walking and cycling) impacts started in 2026 rather than 2028.                                                                                                                             | The annualised profile of modal shift (bus and walking and cycling) impacts is corrected to start in 2028.                                                                                                                                                  | All impacts now aligned to the scheme's expected operational year as per the wider business case. This slightly worsens the scheme's impact because                                                                                                                                                                                                                                                       |

| <b>Update type</b>                                | <b>May 2023 assessment</b> | <b>July 2025 update</b> | <b>Implications of change</b>                                                                                                      |
|---------------------------------------------------|----------------------------|-------------------------|------------------------------------------------------------------------------------------------------------------------------------|
| operational year of 2028 for modal shift impacts. |                            |                         | carbon avoided in earlier years would have been higher due to the lower ZEV fleet composition, albeit the magnitude is negligible. |