

Cambridgeshire Sub-Regional Model 2

F-series Model Forecasting Report

Cambridgeshire County Council

May 2022

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Contents

Chapter	Page
1. Introduction	9
1.1. Background	9
1.2. Key model design considerations	10
1.3. Proposed uses of the model	10
1.4. Purpose of report	12
1.5. Report structure	12
2. Description of CSRM2 model and use for forecast years	13
2.1. Introduction	13
2.2. CSRM2 model inputs and outputs	13
2.3. CSRM2 forecast years	14
2.4. CSRM2 Baseline	15
2.5. Model coverage and zone types	15
3. Land use and trip end assumptions	20
3.1. Overview	20
3.2. F-series Baseline land use methodology	22
3.3. F-series Baseline district-level summary	23
3.4. In and out-commuters	44
3.5. Goods vehicle and through trip demand	44
4. Global assumptions on travel characteristics	46
4.1. Introduction	46
4.2. Purpose and User Classes	46
4.3. Vehicle operating costs	47
4.4. Vehicle occupancies	50
4.5. Values of time	51
4.6. Bus and Guided bus fares	53
4.7. Rail fares	53
4.8. Parking charges	53
4.9. Weighting of time by journey stage	54
5. Transport supply	55
5.1. Introduction	55
5.2. Transport supply in the F-series Baseline	57
6. F-series Baseline model outputs	67
6.1. Introduction	67
6.2. Production and attractions	67
6.3. Sector definition – zone aggregation for results	75
6.4. Trips by purpose	80
6.5. Trip distribution	84
6.6. Trip lengths	85
6.7. Trips by mode	88
6.8. Summary of trip-making by time period	91
6.9. SATURN highway outputs	92
6.10. Convergence	104

Appendices	106
Appendix A. Baseline land use inventory	107
A.1. Housing inventory	107
A.2. Employment inventory	163
Appendix B. TAG trends	172
B.1. Introduction	172
B.2. Growth in fuel costs	172
B.3. Change in fleet mix	173
B.4. Fuel consumption improvements	175
B.5. Growth in VoT	177
Appendix C. Transport scheme uncertainty log	178
C.1. Transport uncertainty log	178
Appendix D. Production and Attraction Tables	180
D.1. Commentary	180
D.2. 2015 and 2026 home-based trips	180
D.3. 2015 and 2026 non-home-based trips	182
D.4. 2026 and 2041 home-based trips	182
D.5. 2026 and 2041 non-home-based trips	184
Appendix E. Trips by mode	185
Appendix F. Highway flow changes	198
F.1. Flow changes for 2015 base year to 2026 Baseline in AM Peak hour	199
F.2. Flow changes for 2015 base year to 2026 Baseline in PM Peak hour	207
F.3. Flow changes for 2026 to 2041 Baseline in PM Peak hour	215

Tables

Table 2-1 - List of Growth Zones in 2026 Baseline	18
Table 2-2 - List of additional Growth Zones in 2041 Baseline	19
Table 3-1 - In and out-commuting: definition of terms	21
Table 3-2 - Dwelling growth by district	23
Table 3-3 - Dwelling growth by zone groups	24
Table 3-4 - Population per dwelling and assumed 2011-2041 trend in CSRM2 inputs	24
Table 3-5 - Population by district	25
Table 3-6 - Population by district and zone type	25
Table 3-7 - Jobs by district	30
Table 3-8 - Jobs by district and zone type used in the Baseline	30
Table 3-9 - Employment density values by use class	31
Table 3-10 - Proportion of population who are workers	34
Table 3-11 - Number of workers (employed residents)	34
Table 3-12 - Number of non-workers (including children, students and those who are not employed)	35
Table 3-13 - 2015-2026 change in non-working population composition	35
Table 3-14 - 2026-2041 change in non-working population composition	35
Table 3-15 - CSRM2 study area household composition by number of cars	38
Table 3-16 - Household car ownership composition of population in CSRM2	39
Table 3-17 - In-commuter and out-commuter assumptions	44

Table 3-18 - Classification of trips between districts used for applying DfT RTF growth rates	45
Table 3-19 - DfT RTF derived growth rates (2015-2026) by road type and vehicle type	45
Table 3-20 - DfT RTF derived growth rates (2015-2041) by road type and vehicle type	45
Table 4-1 - Summary of sources for global assumptions	46
Table 4-2 - CSRM2 Purpose and User Class definitions	47
Table 4-3 - Fuel cost equation parameters, 2015 (in 2015 prices)	48
Table 4-4 - Fuel cost equation parameters, 2026 (in 2015 prices)	48
Table 4-5 - Fuel cost equation parameters, 2041 (in 2015 prices)	48
Table 4-6 - Average network speeds (kph)	49
Table 4-7 - Non-fuel cost equation parameters, 2015 (in 2015 prices)	49
Table 4-8 - Non-fuel cost equation parameters, 2026 (in 2015 prices)	49
Table 4-9 - Non-fuel cost equation parameters, 2041 (in 2015 prices)	49
Table 4-10 - Vehicle operating costs in CSRM2, 2015 (pence per km, in 2015 prices)	50
Table 4-11 - Vehicle operating costs in CSRM2, 2026 (pence per km, in 2015 prices)	50
Table 4-12 - Vehicle operating costs in CSRM2, 2041 (pence per km, in 2015 prices)	50
Table 4-13 - Light vehicle occupancies in CSRM2, all years	51
Table 4-14 - Values of time per person in CSRM2 TDM, 2015 (pence per minute, in 2015 prices)	51
Table 4-15 - Values of time per person in CSRM2 TDM, 2026 (pence per minute, in 2015 prices)	51
Table 4-16 - Values of time per person in CSRM2 TDM, 2041 (pence per minute, in 2015 prices)	51
Table 4-17 - Values of time per vehicle in CSRM2 HAM, 2015 (pence per minute, in 2015 prices)	52
Table 4-18 - Values of time per vehicle in CSRM2 HAM, 2026 (pence per minute, in 2015 prices)	52
Table 4-19 - Values of time per vehicle in CSRM2 HAM, 2041 (pence per minute, in 2015 prices)	53
Table 5-1 - Calculation of bus times in future year scenarios	56
Table 5-2 - Estimated speed hump spacing required to achieve a mean 'after' speed between humps	57
Table 5-3 - Expected speed reduction effect of traffic calming measures	57
Table 5-4 - Fare for a return ticket to the city centre for the new P&R sites	63
Table 5-5 - F-series Baseline: additional High Quality Bus services	64
Table 6-1 - Change in trip origins by sector and purpose (07:00 to 19:00), 2015-2026	81
Table 6-2 - Percentage change in trip origins by sector and purpose (07:00 to 19:00), 2015-2026	82
Table 6-3 - Change in trip origins by sector and purpose (07:00 to 19:00), 2026-2041	83
Table 6-4 - Percentage change in trip origins by sector and purpose (07:00 to 19:00), 2026-2041	84
Table 6-5 - % change in 12-hour district to district trips, 2015 to 2026	85
Table 6-6 - % change in 12-hour district to district trips, 2026 to 2041	85
Table 6-7 - Average trip lengths	86
Table 6-8 - Average trip lengths by sector of trip origin	87
Table 6-9 - Mode definitions	88
Table 6-10 - Comparison of modal split over modelled time period (07:00 to 19:00)	88
Table 6-11 - Change in mode share by trip origin district, 2015 to 2026	89

Table 6-12 - Change in mode share by trip origin district, 2026 to 2041	90
Table 6-13 - Change in proportion of 12-hour trip origins by district in each time period	91
Table 6-14 - Change in proportion of 12-hour trip destinations by district in each time period	91
Table 6-15 - Total network delay in hours (2015 Base, 2026 & 2041 Baseline), AM Peak hour	92
Table 6-16 - Total network delay in hours (2015 base year, 2026 & 2041 Baseline), Inter peak hour	92
Table 6-17 - Total network delay in hours (2015 base year, 2026 & 2041 Baseline), PM Peak hour	93
Table 6-18 - Total network PCU kilometres (2015 base year, 2026 & 2041 Baseline), AM Peak hour	93
Table 6-19 - Total network PCU kilometres (2015 base year, 2026 & 2041 Baseline), Inter Peak hour	94
Table 6-20 - Total network PCU kilometres (2015 base year, 2026 & 2041 Baseline), PM Peak hour	94
Table 6-21 - Average delay per PCU kilometre in seconds (2015 base year, 2026 & 2041 Baseline), AM Peak hour	95
Table 6-22 - Average delay per PCU kilometre in seconds (2015 base year, 2026 & 2041 Baseline), Inter Peak hour	96
Table 6-23 - Average delay per PCU kilometre in seconds (2015 base year, 2026 & 2041 Baseline), PM Peak hour	96
Table 6-24 - Summary of TDM convergence for (2026 and 2041 F-series Baseline)	104
Table 6-25 - F-series highway assignment convergence standards	104
Table 6-26 - Summary of highway model convergence (2026 and 2041 Baseline)	105
Table A-1 - Baseline Housing development sites	107
Table A-2 - South Cambridgeshire and Cambridge job projection by site and employment sector (SIC)	163
Table A-3 - Growth profile of B-type jobs from 2020	165
TableA-4 - East Cambridgeshire employment land projection by sites	166
TableA-5 - Huntingdonshire employment floorspace projection by sites and phasing	169
Table D-1 - 2015 and 2026 HBW trips produced in/attracted to LADs/external	180
Table D-2 - 2015 and 2026 HBEB trips produced in/attracted to LADs/external	180
Table D-3 - 2015 and 2026 HBEd trips produced in/attracted to LADs/external	181
Table D-4 - 2015 and 2026 HBPS trips produced in/attracted to LADs/external	181
Table D-5 - 2015 and 2026 HBRV trips produced in/attracted to LADs/external	181
Table D-6 - 2015 and 2026 NHBEB trips produced in/attracted to LADs/external	182
Table D-7 - 2015 and 2026 NHBO trips produced in/attracted to LADs/external	182
Table D-8 - 2026 and 2041 HBW trips produced in/attracted to LADs/external	182
Table D-9 - 2026 and 2041 HBEB trips produced in/attracted to LADs/external	183
Table D-10 - 2026 and 2041 HBEd trips produced in/attracted to LADs/external	183
Table D-11 - 2026 and 2041 HBPS trips produced in/attracted to LADs/external	183
Table D-12 - 2026 and 2041 HBRV trips produced in/attracted to LADs/external	183
Table D-13 - 2026 and 2041 NHBEB trips produced in/attracted to LADs/external	184
Table D-14 - 2026 and 2041 NHBO trips produced in/attracted to LADs/external	184
Table E-1 - Change in trip origins by sector and mode AM Peak (7am - 10am), 2015-2026	186
Table E-2 - Percentage change in trip origins by sector and mode AM Peak (7am-10am), 2015-2026	187
Table E-3 - Change in mode share for trip origins by sector AM Peak (7am-10am), 2015 - 2026	188

Table E-4 - Change in trip origins by sector and mode AM Peak (7am-10am), 2026-2041	189
Table E-5 - Percentage change in trip origins by sector and mode AM Peak (7am-10am), 2026-2041	190
Table E-6 - Change in mode share for trip origins by sector AM Peak (7am-10am), 2026 - 2041	191
Table E-7 - Change in trip destinations by sector and mode AM Peak (7am-10am), 2015-2026	192
Table E-8 - Percentage change in trip destinations by sector and mode AM Peak (7am-10am), 2015-2026	193
Table E-9 - Change in mode share for trip destinations by sector AM Peak (7am-10am), 2015-2026	194
Table E-10 - Change in trip destinations by sector and mode AM peak (7am-10am), 2026-2041	195
Table E-11 - Percentage change in trip destinations by sector and mode AM Peak (7am-10am), 2026-2041	196
Table E-12 - Change in mode share for trip destinations by sector AM Peak (7am-10am), 2026-2041	197

Figures

Figure 2-1 - Model structure and input of policy options for CSRM2 modelling tool	13
Figure 2-2 - CSRM2 growth zones in 2026	16
Figure 2-3 - CSRM2 growth zones in 2041	17
Figure 3-1 - Baseline dwellings change by zone, 2015-2026	26
Figure 3-2 - Baseline population change by zone, 2015-2026	26
Figure 3-3 - Baseline dwellings change by zone, 2026-2041	28
Figure 3-4 - Baseline population change by zone, 2026-2041	29
Figure 3-5 - Baseline job change by zone, 2015-2026	32
Figure 3-6 - Baseline job change by zone, 2026-2041	33
Figure 3-7 - Baseline change in workers (2015-2026)	36
Figure 3-8 - Baseline change in workers (2026-2041)	37
Figure 3-9 - Number of pupils in the base year and forecast years by Local Authority and school type	41
Figure 3-10 - Baseline change in school places (2015-2026)	42
Figure 3-11 - Baseline change in school places (2026-2041)	43
Figure 5-1 – CSRM2 F-series Baseline Transport Schemes	58
Figure 5-2 - Highway network changes from base year to forecast years in the CSRM2 Baseline	61
Figure 5-3 - F-series scenario: new Guided Bus services	65
Figure 6-1 - 2015 to 2026 growth comparison of workers, HBW and HBEB trip productions	68
Figure 6-2 - 2026 to 2041 growth comparison of workers, HBW and HBEB trip productions	68
Figure 6-3 - 2015 to 2026 growth comparison of non-workers and HBEd trip productions	68
Figure 6-4 - 2026 to 2041 growth comparison of non-workers and HBEd trip productions	69
Figure 6-5 - 2015 to 2026 growth comparison of population, HBPS and HBRV trip productions	69
Figure 6-6 - 2026 to 2041 growth comparison of population, HBPS and HBRV trip productions	69
Figure 6-7 - Change in trip productions 2015-2026, Baseline	71
Figure 6-8 - Change in trip productions 2026-2041, Baseline	72
Figure 6-9 - Change in trip attractions 2015-2026, Baseline	73
Figure 6-10 - Change in trip attractions 2026-2041, Baseline	74

Figure 6-11 - CSRM2 zones to sectors (study area)	76
Figure 6-12 - CSRM2 zones to sectors (overview)	77
Figure 6-13 - CSRM2 zones to sectors (Cambridge)	78
Figure 6-14 - CSRM2 zones to sectors (Huntingdon)	79
Figure 6-15 - Comparison of modal split over modelled time period (07:00 to 19:00)	89
Figure 6-16 - Average delay per kilometre travelled (seconds per km) by assignment hour and year	95
Figure 6-17 - Flow changes in Cambridge (2026 to 2041 Baseline), AM Peak hour	97
Figure 6-18 - Flow changes in Huntingdon (2026 to 2041 Baseline), AM Peak hour	98
Figure 6-19 - Flow changes in Ely (2026 to 2041 Baseline), AM Peak hour	99
Figure 6-20 - Flow changes in St. Neots (2026 to 2041 Baseline), AM Peak hour	100
Figure 6-21 - Flow changes on the A428 corridor (2026 to 2041 Baseline), AM Peak hour	101
Figure 6-22 - Flow changes in Northstowe (2026 to 2041 Baseline), AM Peak hour	102
Figure 6-23 - Flow changes in Waterbeach (2026 to 2041 Baseline), AM Peak hour	103
Figure B-1 - Forecast growth in fuel resource cost	172
Figure B-2 - Forecast growth in fuel duty for petrol and diesel	173
Figure B-3 - Forecast change in car fleet mix	174
Figure B-4 - Forecast change in LGV fleet mix	174
Figure B-5 - Forecast change in car fuel consumption	175
Figure B-6 - Forecast change in LGV fuel consumption	176
Figure B-7 - Forecast change in VoT per person	177
Figure F-1 - Flow changes in Cambridge (2015 base year to 2026 Baseline), AM Peak hour	200
Figure F-2 - Flow changes in Huntingdon (2015 base year to 2026 Baseline), AM Peak hour	201
Figure F-3 - Flow changes in Ely (2015 base year to 2026 Baseline), AM Peak hour	202
Figure F-4 - Flow changes in St. Neots (2015 base year to 2026 Baseline), AM Peak hour	203
Figure F-5 - Flow changes on the A428 corridor (2015 base year to 2026 Baseline), AM Peak hour	204
Figure F-6 - Flow changes in Northstowe (2015 base year to 2026 Baseline), AM Peak hour	205
Figure F-7 - Flow changes in Waterbeach (2015 base year to 2026 Baseline), AM Peak hour	206
Figure F-8 - Flow changes in Cambridge (2015 base year to 2026 Baseline), PM Peak hour	208
Figure F-9 - Flow changes in Huntingdon (2015 base year to 2026 Baseline), PM Peak hour	209
Figure F-10 - Flow changes in Ely (2015 base year to 2026 Baseline), PM Peak hour	210
Figure F-11 - Flow changes in St. Neots (2015 base year to 2026 Baseline), PM Peak hour	211
Figure F-12 - Flow changes on the A428 corridor (2015 base year to 2026 Baseline), PM Peak hour	212
Figure F-13 - Flow changes in Northstowe (2015 base year to 2026 Baseline), PM Peak hour	213
Figure F-14 - Flow changes in Waterbeach (2015 base year to 2026 Baseline), PM Peak hour	214
Figure F-15 - Flow changes in Cambridge (2026 to 2041 Baseline), PM Peak hour	215
Figure F-16 - Flow changes in Huntingdon (2026 to 2041 Baseline), PM Peak hour	216
Figure F-17 - Flow changes in Ely (2026 to 2041 Baseline), PM Peak hour	217
Figure F-18 - Flow changes in St. Neots (2026 to 2041 Baseline), PM Peak hour	218
Figure F-19 - Flow changes on the A428 corridor (2026 to 2041 Baseline), PM Peak hour	219
Figure F-20 - Flow changes in Northstowe (2026 to 2041 Baseline), PM Peak hour	220
Figure F-21 - Flow changes in Waterbeach (2026 to 2041 Baseline), PM Peak hour	221

1. Introduction

1.1. Background

The original Cambridge Sub-Regional Model (CSRM1) was developed between 2006 and 2009 by WSP and Atkins, on behalf of Cambridgeshire County Council (CCC) and the Highways Agency. The model was originally designed to support both the A14 upgrade and the Transport Innovation Fund (TIF) work for CCC. As such, the model was designed to be a fully integrated multi-modal transport model, compliant with the Department for Transport's (DfT's) Transport Analysis Guidance (TAG) with respect to those schemes assessed, including major scheme business case development for multi-modal schemes.

In early 2015, it was recognised that the 2006 base year validation of CSRM1 made it less suitable for work going forward, and it was agreed that a complete model refresh should take place. Following preliminary scoping work by WSP and Atkins (Phase 1 of model development), CCC commissioned Atkins to carry out an update and re-validation of CSRM1, to provide a refreshed model which is termed CSRM2 and has a base year of 2015.

The motivation for the CSRM2 update was that CCC required an up-to-date model developed using best practice as set out in TAG, to carry out testing and development of the Greater Cambridge Partnership (GCP) transport schemes, together with more general strategic planning and business case work, major site development and other transport scheme / transport strategy development. The main changes addressed during the refresh can be summarised as follows:

- The Land Use model previously part of CSRM1 has been removed, and replaced with a more standard approach of developing the trip ends by purpose externally from the model based on planning data as set out in Chapter 5 of this report;
- The network for the SATURN Highway Assignment Model (HAM) has been substantially reviewed, re-built and re-validated, using traffic counts, mobile phone data, traffic signal settings, network surveys and TrafficMaster travel time data. This process is described in the Local Model Validation Report (LMVR¹);
- Elements of the transport demand and public transport model have been improved where possible, particularly the modelling of Park & Ride (P&R) site choice as summarised in Section 2.9 of the Model Development Validation Report (MDVR²);
- The public transport services for bus, guided bus, rail and P&R have been fully updated and more explicitly linked to published electronic timetables. Walk and cycle networks have also been refreshed, with detail added and improved representation of footpaths and cycleways;
- P&R modelling was further refined to extend the modelling of P&R beyond services to and from Cambridge city centre; and
- Following the above changes, the transport demand model (TDM) calibration, public transport and active mode assignment have been validated against observed data, as described in Chapters 7 and 8 of the MDVR.

CSRM2 has been developed with a base year of 2015, which applies to the data collection, transport network and public transport services. Approximately annually, a new version of the base model is released, which incorporates updates to coding (including additional detail, if appropriate, in areas that have been the subject of specific studies) and TAG sourced parameters. These model versions are denoted by letters:

- the A-series was used in autumn 2016;
- the B-series was released in summer 2017;
- the C-series was released in December 2017;
- the D-series was released in winter 2018;
- the E-series was released in winter 2019; and
- the F-series was released in summer 2021.

The CSRM2 F-series was developed in 2020-2021 to enhance the representation of cycling in the model with differentiated cycling facilities impacting travellers' choices of mode and route; and extending the

¹ 'Cambridge Sub-Regional Model 2: F-Series Highway Local Model Validation Report', CSRM2 F-Series Highway LMVR_v5.0.pdf (Atkins, September 2021)

² 'Cambridge Sub-Regional Model 2: F-Series Model Development Validation Report', CSRM2_F-Series_TDM_MDVR_v5.1.pdf (Atkins, October 2021)

modelling of P&R to enable users to park and continue their journey by bus or by active modes (walk and cycle) – this is termed “Park & Active” (P&A). The F-series also improved the level of detail in areas that are the focus of current transport scheme projects, and added a 2019 Present Year Validation (PYV) to extend the life of the model until such time as a whole new base year can be created (once the disruption to travel behaviour and patterns caused by the COVID-19 pandemic has settled to a “new normal” state).

Throughout this report, the original CSRM is referred to as CSRM1, and the refreshed model as CSRM2.

1.2. Key model design considerations

CSRM2 retains many of the design principles and considerations of the original CSRM1, the design of which was informed by the need for major scheme business cases to be developed for the A14 upgrade and Transport Innovation Fund (TIF) programme of the time. The software also remains the same, though updated to the latest versions: namely, a combination of MEPLAN (for the TDM and PT/active mode assignments) and SATURN (for the HAM), stitched together with scripts written in Batch, Python and Perl. With this in mind, the model has the following key design features:

- Integration of a synthetic TDM for personal travel with a validated highway model, implemented incrementally;
- Inclusion in the TDM of trips covering all purposes, modes and trip lengths, to allow a full range of demand responses to be considered;
- Future growth in trip ends informed by detailed assessments of land use change, demographics and development areas;
- Modelling of private, public and active transport modes including explicit representation of journey stages and costs, and local sub-modes such as P&R, P&A and the Cambridgeshire Guided Busway (CGB);
- Modelling of cycling commensurate with the higher-than-average use of this mode in and around Cambridge;
- A separately validated HAM, using the SATURN software to include modelling of queues and junction delays at a strategic level so that changes to the highway network can be fed through in more detail than if the whole model were solely in MEPLAN;
- Segmentation of the travel demand in the TDM and HAM sufficient to represent variations in value of time (VoT) by travel purpose, and traveller type including income;
- Impacts of traffic congestion on private vehicles and (where relevant) public transport journey times; and
- Use of TAG default TDM structures and parameters, adjusted appropriately to local calibration data where this is available.

1.3. Proposed uses of the model

The primary proposed use of CSRM2 is to support the assessment of transport schemes, taking account of all modes of transport and the interaction between transport supply and travel demand, including the influence of land use change. With high growth expectations in both housing and employment in Cambridgeshire, it is critical to have evaluation frameworks of a size capable of capturing change and the longer-term equilibrium of the sub-region. Funding required to support schemes being considered in the sub-region are at such a scale that almost all schemes would be classed as “Major Schemes” with associated higher-level business case requirements.

With explicit representation of public transport supply and demand, CSRM2 can capture and evaluate the benefits of new infrastructure (highway, Public Transport (PT) and sustainable modes) as well as modified service patterns (PT) and active modes (walk and cycle). Trends in land use can be taken into account, including housing and employment, as well as demographic shifts and levels of in- and out-commuting.

In order to support the development of business cases for major schemes, forecasts conducted need to be able to project sufficiently far into the future to capture the severity of growing congestion through time.

The four key districts within CSRM2 (Cambridge, South Cambridgeshire, Huntingdonshire and East Cambridgeshire) all have ambitious growth aspirations and CSRM2 can be used to assess the transport impacts of alternative development options to inform updates to the Local Plans.

1.3.1. Greater Cambridge Partnership

Greater Cambridge Partnership (GCP) status was agreed with central government in June 2014, supporting the creation of 45,000 jobs and a combination of private and public funding totalling £5 billion, with £1 billion

directed towards transport infrastructure projects. The transport schemes being considered are a mix of public transport, highway network capacity management/re-allocation and other demand management such as workplace parking levies.

CSRM2 is specifically tailored to cover the GCP initiatives which radiate out from Cambridge through into South Cambridgeshire district. The overall strategic impact of schemes in terms of corridor-based changes in demand, traffic assignment and consequential impact on journey times can be examined using CSRM2, subject to localised benchmarking validation checks. More localised assessments, such as individual junctions, could require use of local modelling informed by CSRM2. Outputs from CSRM2 can be passed through the DfT's economic appraisal software TUBA, allowing long term economic cost benefit analysis to be performed.

CSRM2's enhanced representation of cycling in the F-series, including the concept of P&A using the city's existing P&R sites, is tailored towards the types of scheme that GCP are working on.

1.3.2. Local Authority Districts

The internal area of CSRM2 covers the Local Authority Districts (LADs) of Cambridge, South Cambridgeshire, Huntingdonshire and East Cambridgeshire. As with CSRM1, the model has been designed for the purpose of modelling transport and land use changes in each of the four LADs. The assessment of Local Plans was particularly considered in this respect, and work on the Huntingdonshire Local Plan was undertaken using the CSRM2 A-series in December 2016, whilst the F-series is being used for the Greater Cambridge (Cambridge and South Cambridgeshire) Local Plan.

1.3.3. Cambridgeshire and Peterborough Combined Authority

The Cambridgeshire and Peterborough Combined Authority (CPCA) is a combined authority covering the ceremonial county of Cambridgeshire. The authority was established on 3 March 2017 and it includes the following local councils: Cambridgeshire County Council, Peterborough City Council, Cambridge City Council, East Cambridgeshire District Council, Fenland District Council, Huntingdonshire District Council and South Cambridgeshire District Council. Key ambitions for the CPCA include doubling the size of the local economy, accelerating house building rates to meet local and UK need and delivering connectivity in terms of transport and digital links.

Although the CSRM2 study area does not cover the whole CPCA administrative boundary, the model can forecast many of the impacts that wider regional transport schemes would have within the sub-region. The areas covered by the combined authority lying outside the CSRM2 study area are represented by external zones in more detail than more distant areas as outlined in Section 1.3.4.

1.3.4. External areas

As the model considers only four LADs of Cambridgeshire (excluding Fenland District) as internal areas, there is some limitation in the dynamic predictions of travel to and from adjacent areas. Trips from these areas into and out of the internal study area are considered for external zones, which include Peterborough, Newmarket and Royston, as well as adjacent areas of Essex, Norfolk, Suffolk, Bedfordshire and Fenland itself. More detail was added in external areas near Mildenhall and Tempsford to improve the representation of potential strategic transport schemes such as the Cambridge Autonomous Metro (CAM) and East West Rail.

For these external areas, the level and nature of interaction with the internal area follows growth trajectories rather than any dynamic predictions of demand activity, and, while still informative, should be considered as an exogenous assumption in the model.

1.3.5. Developer and other applications

Historically, CSRM1 was used for the impact assessments of larger proposed development sites such as the National Institute of Agricultural Botany (NIAB), Cambridge North West, Northstowe, Alconbury Weald and Cambourne West. Whilst the expectation that the base model would be able to match observations of individual movements at junctions may be unrealistic, localised modelling informed by strategic assessments using CSRM2 can be appropriate for modelling the impact of individual developments. It is anticipated that CSRM2 F-series will be used for developer testing in the wake of the modelling work for the Greater Cambridge Local Plan.

1.4. Purpose of report

This report is one of the three reports prepared by Atkins to document the CSRM2 F-series model and its development. The others are the LMVR and MDVR, referenced in Section 1.1.

This report is the Forecasting Report for CSRM2, which provides documentation of:

- The approach to forecasting transport demand and travel conditions in CSRM2, including the future year assumptions required for forecasting;
- The assumptions which have been input to the model in the Baseline (see Section 2.4 for definition), including how these were identified; and
- Summary outputs of the model for the Baseline in the 2026 and 2041 forecast years.

This report is not intended to act as a manual or guide to the use of the model for forecasting. It is intended to document the general approach, assumptions and results for the Baseline. This provides important quality assurance for the model, and also acts as a reference for anyone wishing to consider forecasting applications of the model or interpret the results of these.

The previously issued version of this document (v4.0) documented the E-series version of CSRM2. This version reports the F-series version of the model. All model inputs, outputs and analysis in this report have been updated to reflect the F-series version of the model. The key design principles are unchanged and carried forward from earlier versions.

The 2026 and 2041 forecast years for the F-series are the subject of this report. These incorporate all the changes made in the CSRM2 F-series model version described in the CSRM2 F-series MDVR and LMVR. In addition, they incorporate an updated “Baseline” forecast land use scenario and transport schemes committed to be built in the future years. This scenario is intended to be the best fit for testing economic growth from emerging Local Plans and transport mitigation targets set by GCSP.

Throughout this report, where appropriate to give access to more detail whilst avoiding repetition, references are made to the LMVR and MDVR documents.

1.5. Report structure

The remainder of this report is structured as follows:

- Chapter 2: An overview of the CSRM2 model structure and essentials of forecasting, including definition of the Baseline and discussion of the major model inputs/outputs.
- Chapter 3: Land use and development assumptions input to CSRM2 for the Baseline, which are used to determine the number of trips generated (trip productions) and the locations to which they are attracted (trip attractions).
- Chapter 4: Assumptions on travel characteristics which are input globally to the model. These include vehicle operating costs (including fuel), travellers’ values of time, car occupancy, parking charges and public transport fares.
- Chapter 5: Transport supply changes, summarising the changes to transport infrastructure and public transport assumed in the Baseline.
- Chapter 6: The model forecasting results when Baseline assumptions for 2026 and 2041 are applied.

2. Description of CSRM2 model and use for forecast years

2.1. Introduction

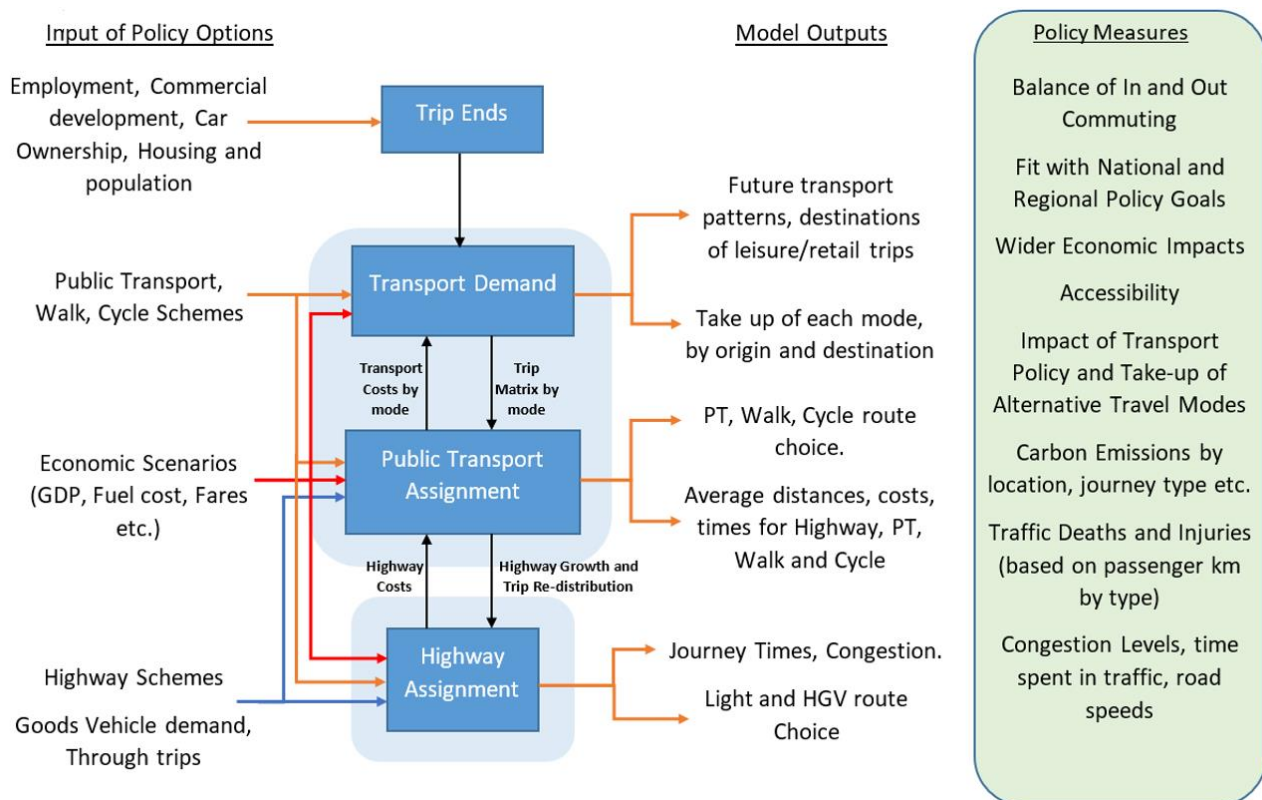
This section of the report outlines the concepts used when forecasting in CSRM2, and how these relate to future year forecast assumptions described in Chapters 3 to 5.

A general overview of CSRM2 is first given in Sections 2.2 and 2.3 before specific guidance on the forecasting assumptions in Sections 2.4 and 2.5. See also Chapter 2 of the MDVR for a more detailed description of the model structure, study area and other basic concepts.

2.2. CSRM2 model inputs and outputs

The overall structure of CSRM2 is shown in Figure 2-1, together with major inputs and outputs.

Figure 2-1 - Model structure and input of policy options for CSRM2 modelling tool



The forecasting is carried out by four main parts of the model, described in more detail in the MDVR:

- **Trip Ends.** The trip ends describe the number of trips generated by and attracted to each model zone (known as “productions” and “attractions” respectively). They are derived outside the main model, using a standardised ‘trip end’ spreadsheet which combines absolute numbers of dwellings, jobs and other trip-attracting activities with trip rates to calculate trip ends. See Chapter 5 of the MDVR for more information on the derivation of trip ends, and Section 3.2 of this report for the Baseline land use assumptions;
- **Transport Demand.** This runs in the MEPLAN transport modelling software where choice of mode and destination are carried out;
- **Public Transport Assignment.** This module assigns public transport, walk and cycle trips and also runs in the MEPLAN transport modelling software; and
- **Highway Assignment Model (HAM).** This runs in the SATURN transport modelling software.

Both the PT-Walk-Cycle and HAM sub-models are implemented for three time segments: the PT-Walk-Cycle assignment model uses morning peak from 07:00 to 10:00, the Inter Peak period from 10:00 to 16:00 hours, and the evening peak from 16:00 to 19:00; whereas the highway assignment is implemented for weekday peak and Inter Peak hours from 08:00 to 09:00, a one hour average for the time period 10:00-16:00, and 17:00 to 18:00.

The major types of input for forecasting are as follows:

- Land Use: Employment, population and related information are inputs to the Trip End calculation process;
- PT, walking and cycling infrastructure: These determine the connectivity, travel times and costs of travel by these modes. Chapter 3 of the MDVR gives further background, and Chapter 5 below describes the Baseline inputs. These changes are input to the PT/walk/cycle network model in MEPLAN, and also affect inputs to the HAM, via pre-loads of on-road bus services to the road network;
- Economic scenarios: These relate to growth in GDP, vehicle operating costs, and other pricing related assumptions such as public transport fares and parking charges. They are normally input as global assumptions, though parking and PT fares can be modified at a local level. GDP impacts the model via growth in the travellers' value of time, which determines trade-offs between travel time and money costs of travel. Chapter 4 of the MDVR gives further information on the concepts behind these, whilst Chapter 4 of this report provides information on Baseline inputs;
- Highway schemes: Changes to highway infrastructure are input directly to the HAM via standard SATURN coding procedures. However, the resulting highway infrastructure is also input to the PT assignment in order that road speeds can be used for modelling PT journey times for on-road route sections. The LMVR describes the base year highway network coding, and the highway changes in the Baseline are summarised in Chapter 5 below; and
- Goods vehicles and through trips: Goods vehicle trips include all freight and delivery by heavy (HGV) or light (LGV) goods vehicles; whilst 'through trips' describe any vehicle trips between external zones which pass through the study area. Each of these are input to the model via pre-prepared matrices for a given year, and applied directly within the HAM.

These inputs are used by the model to determine outputs which can be grouped broadly as follows (although this is not an exhaustive list):

- Future transport patterns: Information on the numbers of trips generated by and attracted to model zones, and the patterns of travel which occur, in a given year. These are driven by the land use assumed in each zone, and the costs (both time and money) of travel between zones for that specific year;
- The proportion of travel by each modelled mode, which can be considered at study area level, at zonal level, or for individual origin-destination pairs. This is affected by the choice of travel modes from/to each location and their relative costs;
- Routing of trips by any individual mode can be studied to determine the number of people travelling on each link within the travel network, or on bus/rail services at each stage of their route. Routings are determined by trade-offs of travel distance, speeds and journey cost; and
- Journey times and costs can be studied to determine the time spent travelling, impact of congestion delays and balance of time versus money cost for each journey.

2.3. CSRM2 forecast years

CSRM2 has been calibrated and validated to a base year of 2015 with additional Present Year Validation carried out for 2019, as described in the MDVR. Any year can be studied using CSRM2, provided that:

- Trip ends are updated to represent changes in land use, including specific developments and overall trends in land use (e.g. economic activity, household size) (see Chapter 3);
- Global input assumptions are updated to represent the year in question (see Chapter 4); and
- Any transport supply changes are coded (see Chapter 5).

CSRM2 forecast years have been implemented using 5-year steps, and many of the input files are already set up for 2026, 2031, 2036 and 2041, but the model can run for any year (and beyond 2041).

Future year tests with CSRM2 will normally be expected to compare the 2015 base year with 'Do Minimum' (DM) and 'Do Something' (DS) scenarios. The DM represents a "likely to be" future year without a specific development, transport intervention or other change, with the DS being identical but including the change being tested. The DM and DS are normally designed specifically to provide information in relation to a specific (set of) transport intervention(s) or development(s). This means that comparison between DMs for

different schemes can be problematic. To address this, the CSRM2 Baseline has been developed as a starting point for scheme testing. This is described in the next section.

2.4. CSRM2 Baseline

The CSRM2 F-series forecast year scenario is the Baseline. This assumes the “GCP Phase 1” transport schemes and the City Access Proxy as its transport supply component (see Section 5.2 for more details). The land use assumptions for this model scenario are updated to include the adopted Local Plan assumptions for Huntingdonshire and East Cambridgeshire, and assumptions emerging from ongoing work by the Greater Cambridge Shared Planning team for Cambridge and South Cambridgeshire to update their Local Plan (August 2021). The transport infrastructure and services are the same in both forecast years tested (2026 and 2041). The Baseline has been developed to be a common point of reference for a range of studies. It is a standalone scenario with consistent assumptions across all of the inputs described in the sections above.

It is important to note that by following these local assumptions, the Baseline does not align with DfT’s NTEM v7.2 dataset on land use or growth in trip ends, although car ownership trends have been derived directly from NTEM.

The Baseline is intended to represent a known case against which other studies can compare. Whilst the assumptions made within the Baseline make it suitable for use as a starting point for scenario testing, it does not necessarily have to form the DM for specific studies. It does, however, provide:

- a common starting point for constructing any scheme-specific DM; and
- a common reference point if CSRM2 studies require comparison but employ different DM cases.

2.5. Model coverage and zone types

CSRM2 has an internal ‘study area’ comprising four of the five Local Authority districts of Cambridgeshire: Cambridge, South Cambridgeshire, Huntingdonshire and East Cambridgeshire. Fenland district is treated as external.

Within the study area, all transport supply is modelled at a consistent level of detail, and all trip-making is considered. The model represents the rest of the mainland UK in 32 ‘external’ zones. For these zones, the transport supply is represented in less detail, and only trips to/from the study area are considered.

The model coverage and zoning are described in detail in Sections 2.2 and 2.3 of the MDVR.

Two zoning concepts specific to forecasting are ‘development zones’ and ‘growth zones’. Development zones are spare zones in the base year model, but deliberately left empty of any land use (and therefore trip ends) and with no fixed physical location. They are therefore available to be activated in any future year scenario when it is not desirable to place new development in an existing zone, with their location, network connections and land use determined to specifically represent the future development.

The term ‘growth zone’ applies to any zone for which land use development is expected to transform trip-making rather than being incremental from existing patterns. The set of growth zones for any given scenario and year is specified by the user. This determines how the growth in car trips in the highway assignment matrix is calculated, as follows:

- For non-growth zones: scaling the 2015 base year according to synthetic trip growth (incremental modelling) from the TDM; or
- For growth zones: using the synthetic forecasts of vehicle trips from the TDM directly in the highway model (absolute modelling).

All development zones are treated as growth zones by default. In addition, several zones which contain trip ends in the base year are also projected in the Baseline land use scenario to have development to an extent that they are treated as growth zones. The zones defined as growth zones in the Baseline are highlighted (and numbered) in Figure 2-2 and Figure 2-3 for 2026 and 2041 respectively, and listed in Table 2-1 and Table 2-2. In creating new model scenarios, any model zone can be specified by the user as a growth zone should this become appropriate. See Sections 6.9 and 6.10 of the MDVR for more information.

Figure 2-2 - CSRM2 growth zones in 2026

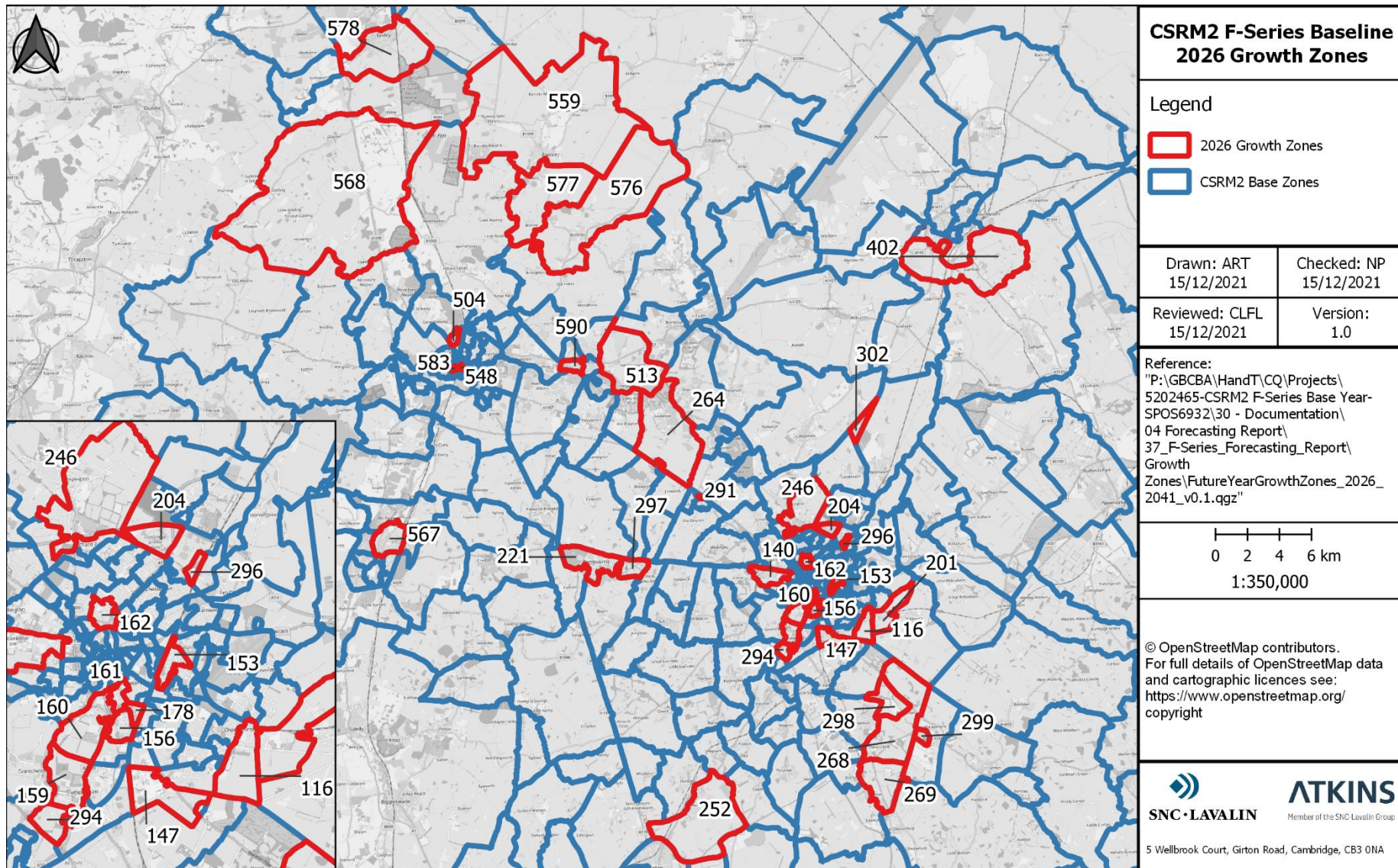


Figure 2-3 - CSRM2 growth zones in 2041

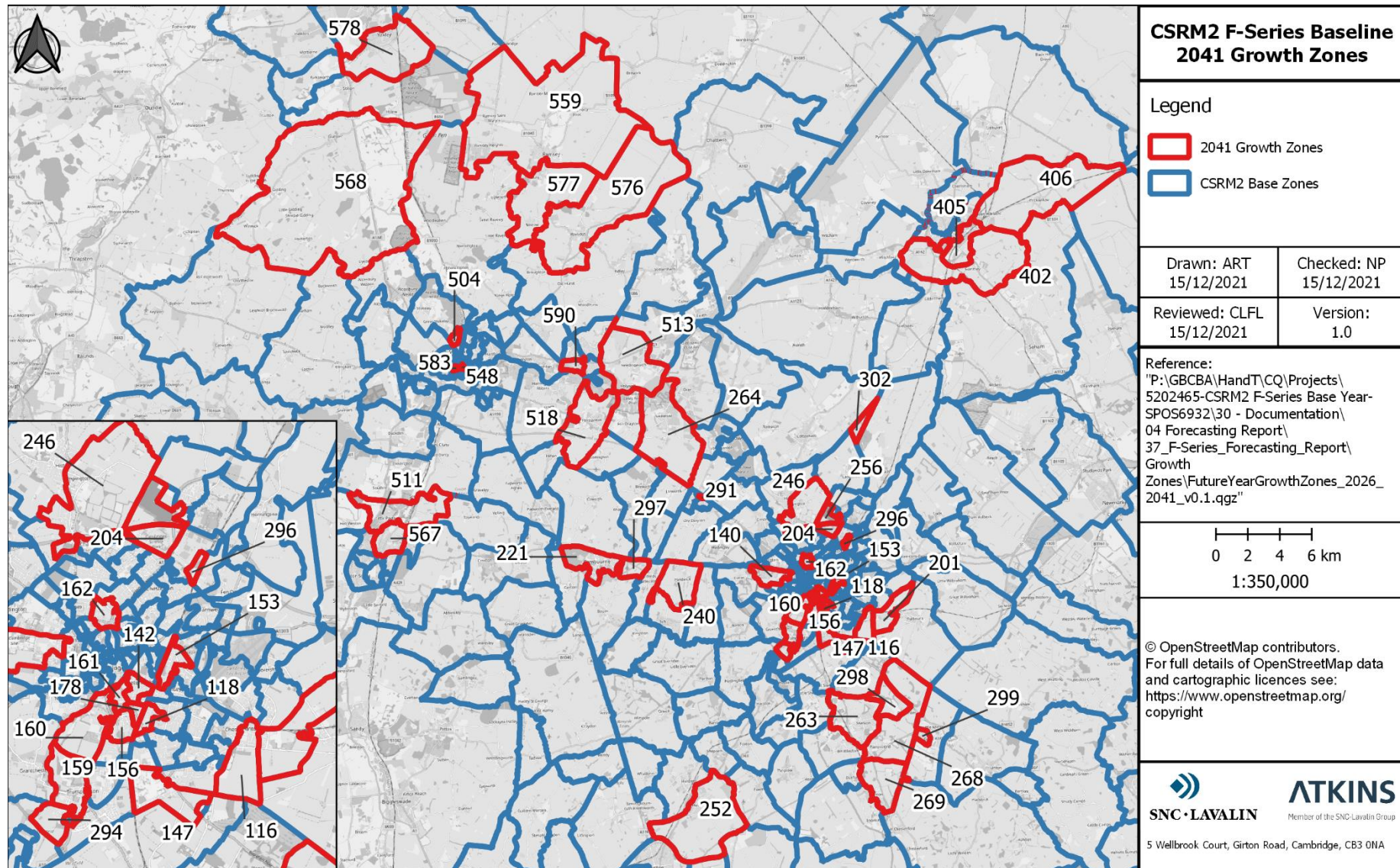


Table 2-1 - List of Growth Zones in 2026 Baseline

Zone Number	Zone Name
116	Cherry Hinton 5 and ARM
140	South of Madingley Road
147	Addenbrooke's and Long Rd 6th Form Coll
153	Romsey 1
156	Brooklands Avenue
159	Trumpington 2
160	Trumpington 1
161	Hills Road 1
162	Chesterton 4
178	CB1 / Station Road / Hills Road
201	Fulbourn Tesco and Hospital
204	Cambridge Science Park
221	Cambourne
246	Impington
252	Melbourn
264	Swavesey
268	Pampisford
269	Hinxton
291	Bar Hill Hotel and Golf Club
294	Trumpington Meadows
296	Chesterton Sidings
297	Bourn Airfield
298	Babraham Research Campus
299	Granta Park
302	Cambridge Research Park
402	Ely 2
504	Ermine Business Park, Huntingdon
513	Needlingworth
548	Huntingdon 8
559	Ramsey
567	St Neots 3
568	Sawtry and Giddings
576	Warboys
577	Bury and Wistow
578	Yaxley
583	Hinchingbrooke, Police Headquarters
590	St Ives 5

Table 2-2 - List of additional Growth Zones in 2041 Baseline

Zone Number	Zone Name
118	Leisure Park and Clifton Road Industrial Estate and Hills Rd 6th form college
142	Hills Road / Mil Road
240	Hardwick
256	Butt Lane tip
263	Sawston
405	Ely 5
406	Prickwillow
511	Southoe
518	Fenstanton

3. Land use and trip end assumptions

3.1. Overview

3.1.1. Introduction

This chapter describes the assumptions for land use and trip ends which have been implemented for the CSRM2 F-series Baseline.

For forecasting transport impacts, it is the travel demand that is required; measured, for personal travel, as numbers of person trips taking place in different locations, by various modes throughout the day. This demand for travel is a direct consequence of the numbers of people living, working and pursuing other recreational and business activities across the study area. To estimate the future demand for travel, it is therefore important to first estimate the likely levels and patterns of land use activities which in turn lead to person trips.

As described in the MDVR (Chapter 5), population and land use inputs for CSRM2 are first prepared for the year 2011 (making use of the 2011 Census of Population data, and also in line with the base years of the existing adopted Cambridge and South Cambridgeshire Local Plans). The inputs are then updated to the 2015 CSRM2 base year and 2019 Present Year Validation using local data and further forecast to the Baseline in 2026 and 2041 using the land use assumptions described below.

3.1.2. Land use assumptions

Forecast assumptions relating to dwellings and employment in the (internal) study area are derived at a zonal level, based on development sites specified by the four LADs: Cambridge, South Cambridgeshire, East Cambridgeshire and Huntingdonshire. The zonal growth is then controlled to total dwelling and employment growth specified at district level.

The resident population is determined using zonal population per dwelling data. This allows for variations in population due to building in zones with historically high or low household sizes, and can also be set to bespoke values for any future development where there is a specific expectation of household size. The zonal population per dwelling values were initially sourced from the 2011 Census of Population but varied through time, as shown later in Table 3-4, to account for future trends in household size using an adjustment factor derived from East of England Forecasting Model (EEFM) data.

Employment numbers are predicted based on 2011 totals which are derived from the 2011 Census. The growth for 2011-2019 comes from employment changes specified by the EEFM, as described in Section 5.4 of the MDVR. Beyond 2019, the approach to employment growth varies by LAD:

- An interim 2020 scenario is obtained by creating a yearly growth factor based on existing committed Local Plans for all LADs;
- Huntingdonshire growth reflects the Huntingdonshire's Local Plan to 2036 (adopted 15 May 2019);
- East Cambridgeshire growth includes the East Cambridgeshire Local Plan to 2031 (adopted 21st May 2015) and the second Review of the Local Plan (April 2020); and
- Cambridge and South Cambridgeshire switch to new inputs for the period 2020-2041 supplied by GCSP and CCC as part of the modelling for the forthcoming GCSP Local Plan.

3.1.3. Segmentations of population and employment

Both population and employment are segmented to allow trip ends by person type and purpose to be produced for the model, as described in Section 2.7 of the MDVR.

The population is segmented by broad economic groups/life stages (education stage, employed, non-employed, students and retired), car ownership and income group.

For commuting purposes, both employed residents (workers) and employment (jobs) are segmented into socio-economic classes, termed 'GSeC' (Grouped Socio-economic Class, see Section 2.7, Table 2-5 of the MDVR).

In the Baseline land use scenario, the population and employment of each zone are assumed to maintain the same segmentations as in the base year. It is important to note that where segmentations in each zone are assumed to be unchanged through time, this may still produce overall changes in demographics, depending on the zones which receive the most development.

The change in segmentation through time is however controlled at a district level to account for high level trends. This happens through controlling the balance of the employed and non-employed population (see Section 3.3.3) and by controlling changes in car ownership, using trends taken from the DfT's NTEM v7.2 dataset (see Section 3.3.4).

Segmentation of employment is also considered explicitly to represent sites which attract shopping, personal business and leisure trips. This makes use of the 2007 UK Standard Industrial Classifications (SIC) for employment, as follows (see Section 5.3 of the MDVR for further information):

- Employment in retail, accommodation, food services and health services (SIC G, I and Q) is used to represent attractions for personal business and shopping (HBPS) trips; and
- Employment in arts, entertainment and recreation (SIC R and S) is used to represent attractions for recreation (HBRV) trips³.

The segmentation of employment by zone is varied over time to account for changes in the distribution of employment in retail, accommodation, food services and health services to forecast the changes in HBPS trips. Employment in arts, entertainment and recreation is assumed to be unchanged in the Baseline, but HBRV trip attractions do vary in the forecast years as these are also represented by the distribution of the population (i.e. affected by the locations of new dwellings).

3.1.4. In-commuting and out-commuting

For the Cambridge sub-region, the patterns of commuting and the relative supply of jobs and resident workers form a major component of travel demand. The balance of workers available relative to jobs in the study area relates not only to the internal development assumptions, but also to the levels of in-commuting and out-commuting.

Table 3-1 illustrates how CSRM2 accounts for in- and out-commuting: In-commuters are considered as workers living in external zones but filling internal jobs; out-commuting is defined by creating external jobs, which must be filled by residents in the study area.

Table 3-1 - In and out-commuting: definition of terms

Workers	Internal Jobs	External Jobs
Internal Workers	Workers living and working internally	Out-commuters: workers living internally, filling external jobs
External Workers	In-commuters: workers living externally, filling internal jobs	Workers living and working externally ⁴

CSRM2 forecasts likely distributions of commuting trips within the study area, but is not able to determine what proportion of jobs will be filled by workers from outside the study area (in-commuters), or how many residents will take up jobs outside the study area (out-commuters).

It is therefore necessary to provide input assumptions to determine the growth in external workers (in-commuting) and external jobs (out-commuting) and ensure an overall balance. Section 3.2 below describes the Baseline land use assumptions used in determining the levels of in and out-commuting.

3.1.5. Trip rates

The CSRM2 methodology allows for trip rates to be varied through time. However, no adjustments are currently applied for future years and the trip rates used in the Baseline are the same as those reported in Section 5.5 of the MDVR. The NTEM7.2 Planning Data Guidance⁵ states that, although trip rates were observed to fall between 2011 and 2016, the reasons for the decline are not clear and hence trip rates are assumed to be static thereafter.

³ Recreation trips are combined with visiting friends and relatives in a single trip purpose, with the combined total of SIC R and S employment given equal weighting to population as an attraction. The National Travel Survey shows that visiting and general recreation have similar trip rates, which supports this equal weighting.

⁴ The CSRM2 highway assignment matrices include external-external trips which cross the study area. These are scaled in future years using only national road traffic forecasts (see Section 3.4), but no demand responses are considered. No external-external trips by any other mode are included in CSRM2.

⁵ Department for Transport, (2017) NTEM7.2 Planning Data Guidance, p.59, available at <https://data.gov.uk/dataset/national-trip-end-model-ntem>.

3.2. F-series Baseline land use methodology

The F-series Baseline is a set of land use assumptions in forecast years that were developed in 2021, aligning with the agreed modelling inputs for the future GCSP Local Plan (for Cambridge and South Cambridgeshire), and with the existing committed Local Plans for Huntingdonshire and East Cambridgeshire. Workers and population follow the distribution of employment and dwellings expected from these Local Plans.

This section sets out the approach adopted to derive the input land use forecasts for the F-series Baseline. Section 3.3 provides a summary of the input assumptions adopted for the F-series Baseline model runs.

The F-series Baseline land use scenario has been built up following the principles set out in Section 3.1.2. A summary of the logic used to calculate the zonal jobs and dwellings for the F-series Baseline, based on the Local Plans of the various LADs is set out here, with more information on each step provided in the subsequent sections. In brief, the steps taken to calculate these target values were:

1. The growth in dwellings was taken from the latest (2020) Annual Monitoring Reports for committed sites.
2. EEFM (2019) data for population and dwellings was obtained and used to calculate a 2011 population/dwelling ratio at the LAD level. As this differs to that derived from the 2011 Census population and dwelling totals, the growth from the 2011 EEFM data was used to obtain the population/dwelling ratio in the forecast year. The ratio was applied to the zonal dwellings in the forecast year to obtain the forecast zonal population.
3. The zonal workers were obtained in a similar way to the zonal population (i.e. from EEFM growth applied to Census values as a proportion of the zonal population). Zonal non-working population has been derived as the difference between the population and the working population.
4. 2011 jobs were taken as a full time/part time split from the 2011 Census and are provided at a zonal level. This zonal full time/part time ratio was used in all other years to derive full time and part time employment totals. For development zones (i.e. sites that were not built out in 2011) a district-wide average was used instead.
5. MSOA level EEFM (2019) jobs data was supplied by CCC/the Cambridge Research Group and used to obtain total jobs growth for 2011-2019. This dataset did not include years beyond 2019, however.
6. GCSP supplied their latest (circa May 2021) projected jobs growth for use in the Baseline, however, these data were for the period 2020-2041. This left a 1-year gap between the end of the EEFM (2019) dataset and the start of the Local Plan data for the GCSP districts.
7. To fill the gap, employment in 2020 in Cambridge and South Cambridgeshire was derived by calculating the growth in employment from 2011 to 2019 in each of these LADs and subtracting this from the total employment that their existing committed Local Plans required between 2011 and 2031.
8. This left a 2019-2031 employment growth, which was divided by 12 (=2031-2019) to get a yearly growth in employment for both Cambridge and South Cambridgeshire. Multiplying this through by the proportion of the LAD total jobs in each zone in 2019 gives the zonal employment growth to 2020 within the GCSP districts.
9. As no more recent Local Plan data for Huntingdonshire and East Cambridgeshire were available at the time of creating the Baseline, the existing committed local plans for these LADs were used to forecast their employment growth. As with the GCSP districts, the growth in employment from the existing Local Plan start periods (2011) to 2019 was subtracted from the required growth to the end of the existing plan period (2036 for Huntingdonshire, 2031 for East Cambridgeshire).
10. This was used to generate the yearly growth figure as used to obtain 2020 employment growth in the GCSP districts. The forecast year growth for East Cambridgeshire and Huntingdonshire was restricted to this yearly level, with the sites identified in the existing Local Plans for these districts being scaled proportionally to match.
11. To prevent growth in employment being limited only to large sites, 10% of the growth in each district was deemed to be windfall and was distributed proportionally (based on the 2019 employment totals) between all the zones in East Cambridgeshire and Huntingdonshire that were not allocated any major jobs growth.
12. Beyond the end of the existing Local Plan periods, it was assumed that the employment growth and distribution specified in the plans repeated the final 5-year step until 2041 was reached.
13. In and out-commuters were then derived using Census data in 2011 and EEFM data in 2015/2019. Similarly, the in and out-commuters for 2020-2041 are based on EEFM data.

14. Service jobs and School provisions in the forecast years, which determine the attraction factors for Recreational and Education trips, grow according to the changes in population in the forecast years.

3.3. F-series Baseline district-level summary

This section summarises the F-series Baseline land use inputs calculated as described in Section 3.2 above. The inputs refer to the 2026 and 2041 F-series Baseline.

3.3.1. Dwellings and population

Table 3-2 summarises the total dwelling growth in the Baseline land use, which is derived from the inventory of individual sites provided in Appendix A.

Table 3-2 - Dwelling growth by district

District	2015 Total	Number of additional dwellings		Percentage Growth	
		2015-2026	2026-2041	2015-2026	2026-2041
Cambridge	51,138	9,094	4,243	18%	7%
South Cambridgeshire	64,469	13,584	17,438	21%	22%
Huntingdonshire	73,876	12,251	11,442	17%	13%
East Cambridgeshire	36,759	7,024	4,366	19%	10%
Total	226,242	41,953	37,489	19%	14%

Table 3-3 shows how the growth in each district is divided between development zones (major development in entirely new sites), 2041 growth zones (existing zones with major development by 2041 – see Figure 2-3) and 2041 non-growth zones (smaller sites in existing zones). Each district also specified a number of windfall sites which are distributed across the district as pro rata growth and are included in the totals.

Table 3-3 - Dwelling growth by zone groups

District	Zone Groups	2015 Total	Number of additional dwellings	
			2015-2026	2026-2041
Cambridge	Non-Growth Zones	42,156	1,969	508
	Growth Zones	8,981	1,731	538
	Development Zones	0	4,483	1,247
	Windfalls	0	911	1,950
	Total	51,138	9,094	4,243
South Cambridgeshire	Non-Growth Zones	51,437	3,675	20
	Growth Zones	13,032	2,794	3,675
	Development Zones	0	5,420	11,443
	Windfalls	0	1,695	2,300
	Total	64,469	13,584	17,438
Huntingdonshire	Non-Growth Zones	52,570	2,316	476
	Growth Zones	21,307	2,889	691
	Development Zones	0	4,861	8,250
	Windfalls	0	2,185	2,025
	Total	73,876	12,251	11,442
East Cambridgeshire	Non-Growth Zones	35,789	3,275	130
	Growth Zones	970	82	350
	Development Zones	0	3,283	3,136
	Windfalls	0	384	750
	Total	36,759	7,024	4,366

Table 3-4 shows the average population per dwelling in each district in 2011, 2015, 2026 and 2041. The 2026 and 2041 values include a scaling of the 2011 household occupancies by the factors shown in the right-hand columns of the table. This shows an assumption that household size for each model zone in Cambridge in 2041 will be roughly 4/5^{ths} of what it was in the 2011 Census year.

Table 3-4 - Population per dwelling and assumed 2011-2041 trend in CSRM2 inputs

District	Population per Dwelling				2011-2026 Trend	2026-2041 Trend
	2011	2015	2026	2041		
Cambridge	2.57	2.45	2.19	2.00	0.86	0.91
South Cambridgeshire	2.41	2.40	2.25	2.06	0.93	0.92
Huntingdonshire	2.37	2.37	2.25	2.13	0.95	0.95
East Cambridgeshire	2.34	2.39	2.29	2.11	0.98	0.92
Total	2.42	2.40	2.24	2.08	0.93	0.93

Table 3-5 shows the growth in population for each district. The 2015 population in the model base year is derived from mid-year population estimates downloaded from NOMISWEB⁶, whereas the forecast year population figures have been calculated by converting the zonal dwellings to population, using the spatial

⁶ <http://www.nomisweb.co.uk>, retrieved January 2021

variation from the 2011 Census population per dwelling figures and scaling the total population by Local Authority to match the population per dwelling ratio in Table 3-4.

When compared with Table 3-2, it can be seen that the population is expected to grow at a much slower rate than dwellings in each district, or even to reduce in some cases (e.g. 6% vs 18% for Cambridge from 2015-2026 and -3% vs 7% from 2026-2041). The difference is due to the assumption of falling household size, which is expressed in CSRM2 in terms of population per dwelling. Household sizes have been observed to be reducing over time. Forecast reductions in household size are a component of the East of England Forecast model. The reduction in persons per dwelling used is similar to that assumed in DfT's NTEM 7.2 dataset.

Table 3-5 - Population by district

District	2015	Change in population		Percentage Growth	
		2015-2026	2026-2041	2015-2026	2026-2041
Cambridge	125,105	7,020	-3,419	6%	-3%
South Cambridgeshire	154,488	21,198	21,426	14%	12%
Huntingdonshire	175,334	18,357	13,927	10%	7%
East Cambridgeshire	87,783	12,455	1,209	14%	1%
Total	542,710	59,031	33,143	11%	6%

Table 3-6 shows the equivalent information for the population by zone type, which can be compared with the growth in dwellings shown in Table 3-3.

Table 3-6 - Population by district and zone type

District	Zone Groups	2015 Total	Change in Population	
			2015-2026	2026-2041
Cambridge	Non-Growth Zones	105,718	-4,186	-4,809
	Growth Zones	19,387	1,311	-238
	Development Zones	0	9,895	1,628
	Total	125,105	7,020	-3,419
South Cambridgeshire	Non-Growth Zones	122,487	4,292	-6,602
	Growth Zones	32,001	4,733	5,440
	Development Zones	0	12,174	22,589
	Total	154,488	21,198	21,426
Huntingdonshire	Non-Growth Zones	126,141	1,481	-2,805
	Growth Zones	49,193	5,931	-254
	Development Zones	0	10,946	16,985
	Total	175,334	18,357	13,927
East Cambridgeshire	Non-Growth Zones	85,703	4,692	-5,275
	Growth Zones	2,080	253	455
	Development Zones	0	7,510	6,029
	Total	87,783	12,455	1,209

Figure 3-1 and Figure 3-3 show the geographical distribution of new dwellings by CSRM2 zone between forecast years (as detailed in Appendix A), while Figure 3-2 and Figure 3-4 show the resulting change in population in each zone (taking account of changes in population per dwelling as described above).

Figure 3-1 - Baseline dwellings change by zone, 2015-2026

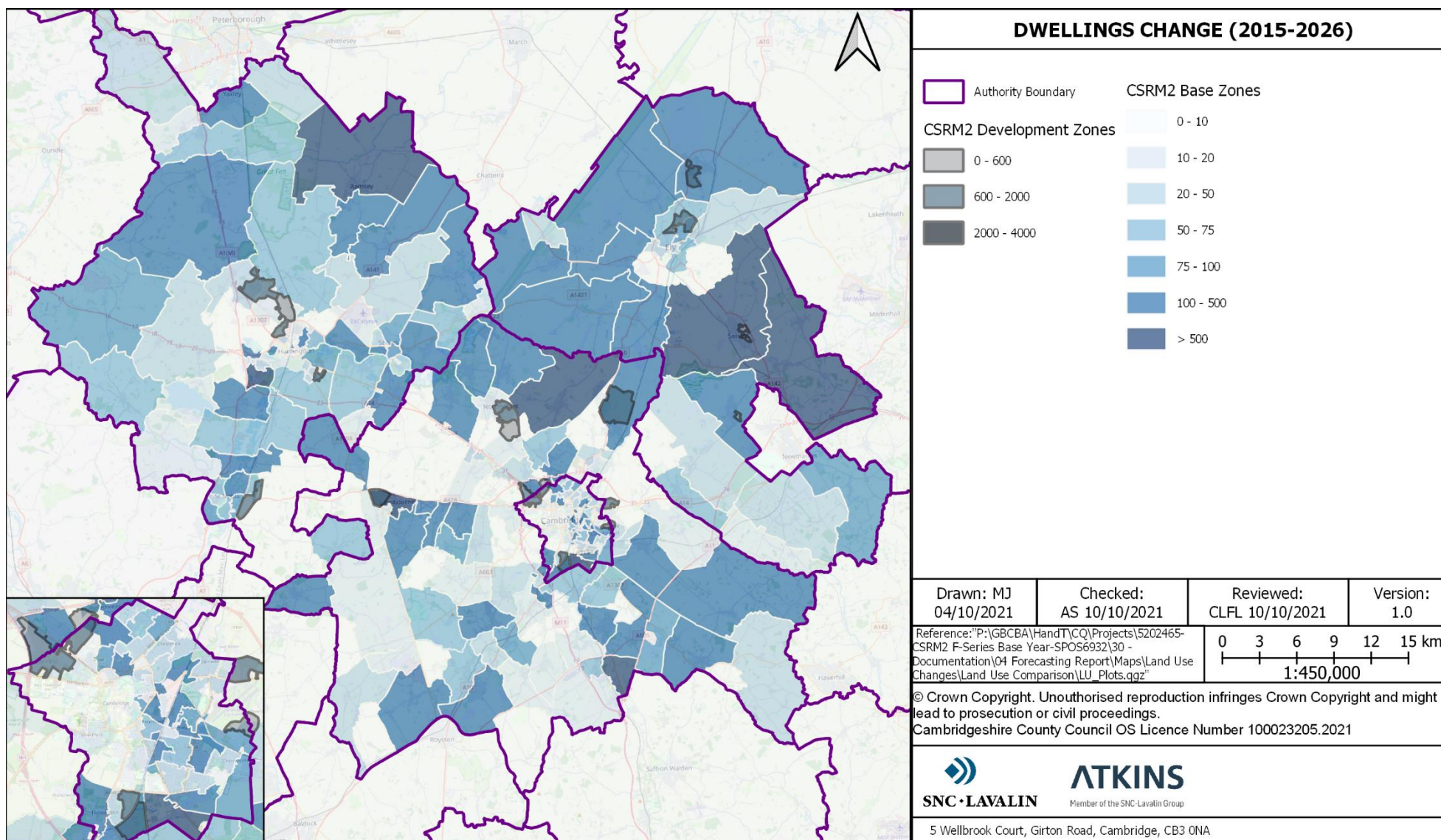


Figure 3-2 - Baseline population change by zone, 2015-2026

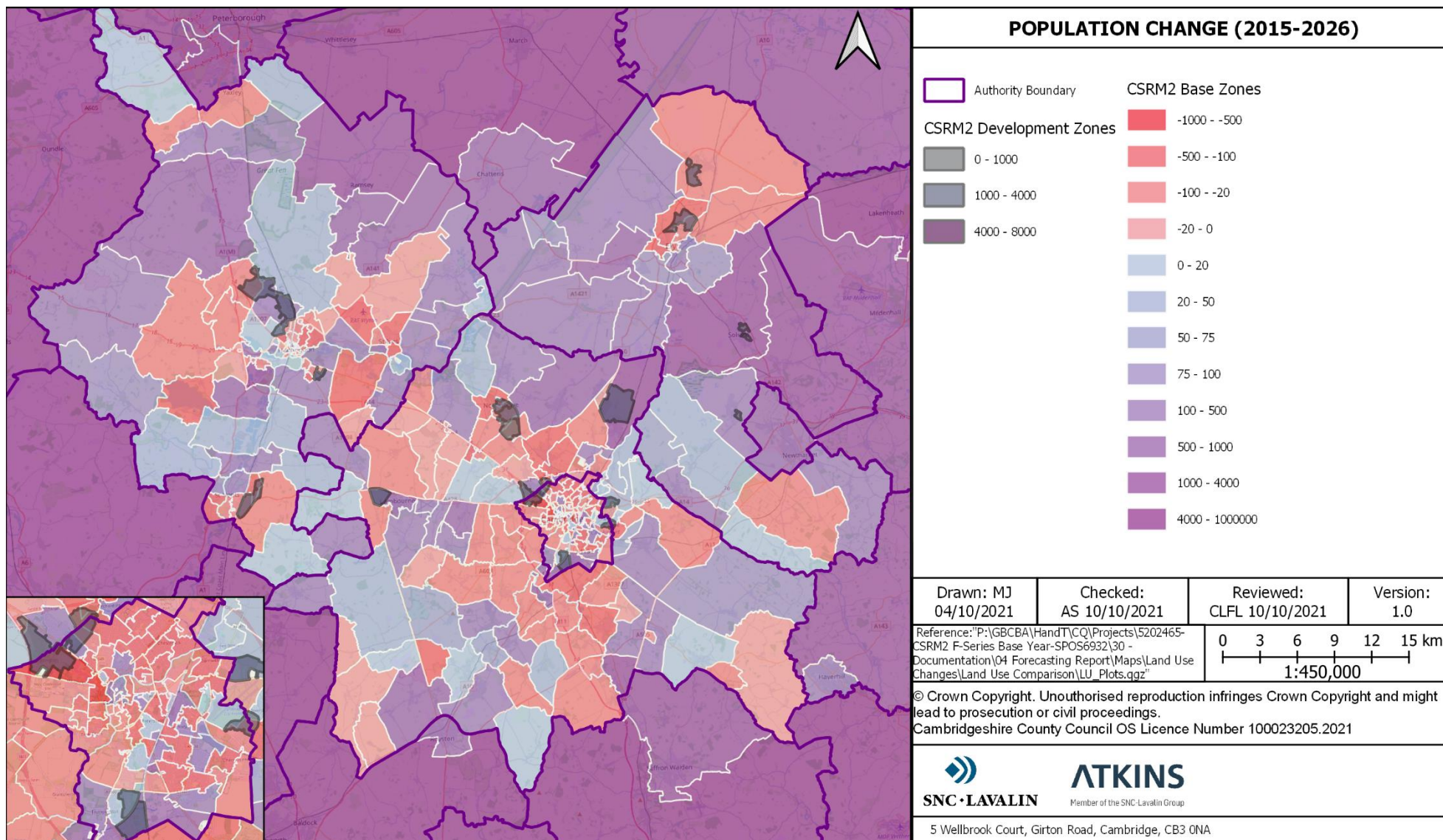


Figure 3-3 - Baseline dwellings change by zone, 2026-2041

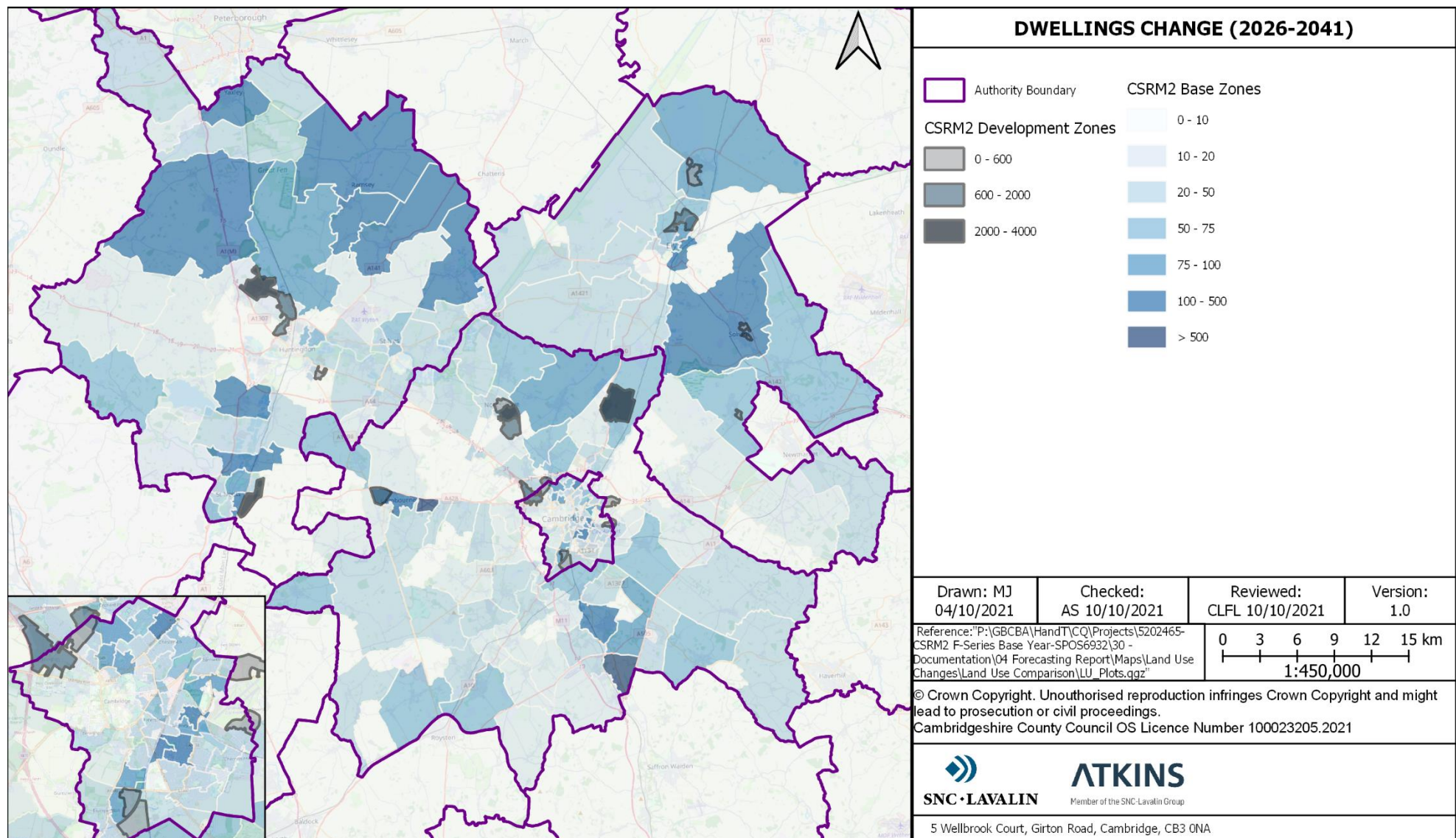
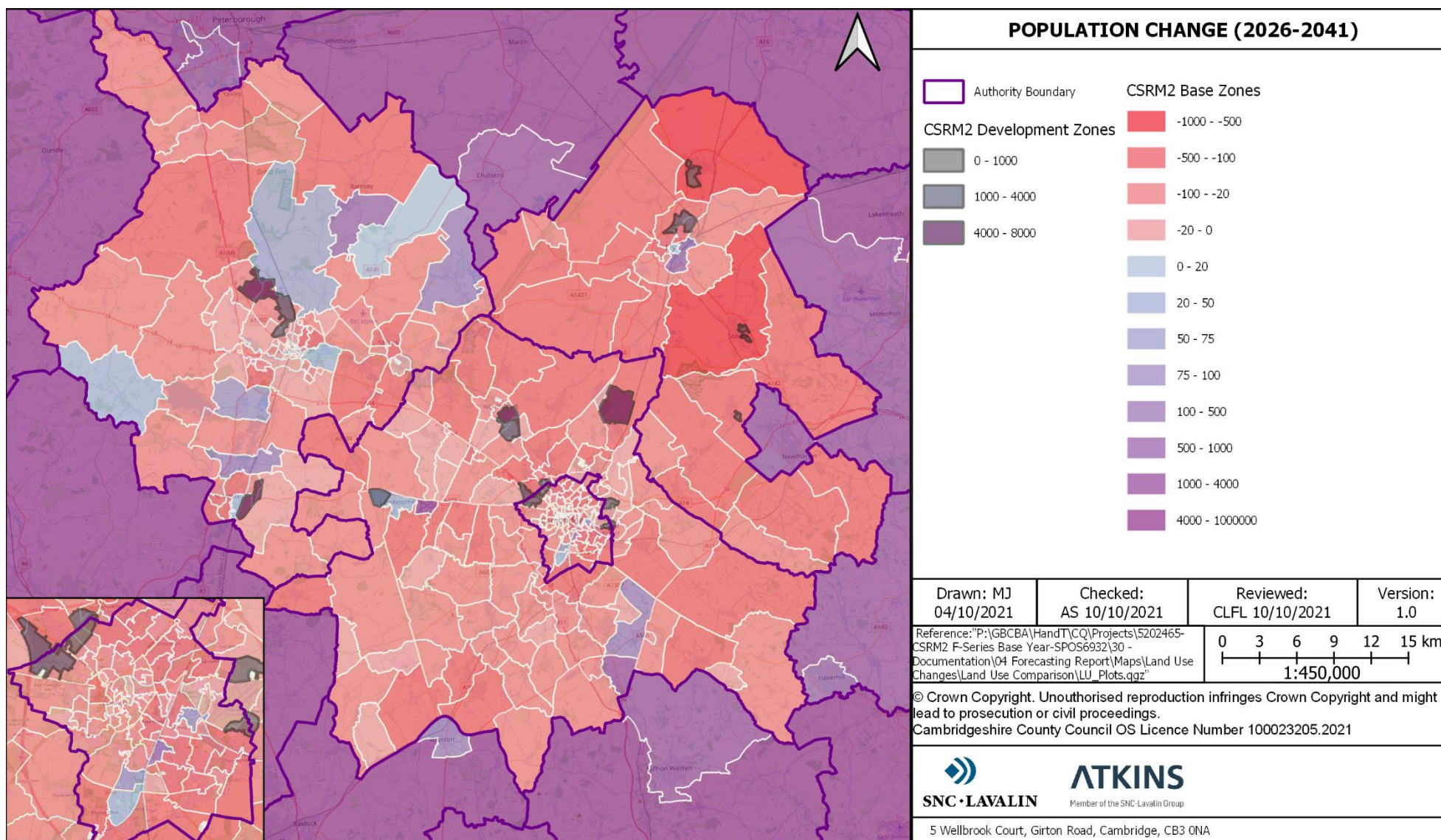


Figure 3-4 - Baseline population change by zone, 2026-2041



3.3.2. Job growth

Table 3-7 and Table 3-8 show the growth in jobs assumed in the model by LAD, as a total and by zone type.

Table 3-7 - Jobs by district

District	2015 Total	Number of additional Jobs		Percentage Growth	
		2015-2026	2026-2041	2015-2026	2026-2041
Cambridge	98,160	14,998	12,149	15%	11%
South Cambridgeshire	81,193	18,750	18,073	23%	18%
Huntingdonshire	81,207	4,567	5,129	6%	6%
East Cambridgeshire	35,508	2,216	5,153	6%	14%
Total	296,068	40,531	40,505	14%	12%

Table 3-8 - Jobs by district and zone type used in the Baseline

District	Zone Groups	2015 Total	Number of additional Jobs	
			2015-2026	2026-2041
Cambridge	Non-Growth Zone	59,773	3,039	2,187
	Growth Zone	38,387	10,392	9,141
	Development Zone	0	1,568	821
	Total	98,160	14,998	12,149
South Cambridgeshire	Non-Growth Zone	53,293	1,314	2,454
	Growth Zone	27,900	13,799	6,387
	Development Zone	0	3,637	9,233
	Total	81,193	18,750	18,073
Huntingdonshire	Non-Growth Zone	61,588	200	601
	Growth Zone	19,619	2,486	241
	Development Zone	0	1,881	4,287
	Total	81,207	4,567	5,129
East Cambridgeshire	Non-Growth Zone	30,872	562	4,480
	Growth Zone	4,636	1,328	672
	Development Zone	0	325	2
	Total	35,508	2,216	5,153

The methodology for calculating the growth in jobs varied by district as explained in Section 3.1.2. For Cambridge and South Cambridgeshire, job numbers were provided directly by site. In Huntingdonshire and East Cambridgeshire, development floorspace was provided and converted to jobs using employment densities as shown in Table 3-9.

Table 3-9 - Employment density values by use class

Land Use Class	Area per FTE (m2)
Retail	19
A2	16
A3	18
Office	12
B2	36
B8	70

Source: Employment Density Guide (HCA, 2010)

For Huntingdonshire and East Cambridgeshire, the site-specific jobs growth has been controlled to district level jobs growth totals provided in their respective local plans, but for Cambridge and South Cambridgeshire the site-specific job totals are explicitly as provided by GCSP and CCC. Note that with the GCSP district there is an element of scaling to reach a GCSP-wide jobs total. The jobs that make up this scaling element are referred to as “service jobs” and are applied following growth in dwellings and existing employment, effectively providing the “windfall” jobs allocation seen in the other districts.

Figure 3-5 and Figure 3-6 show the geographical distribution of the additional jobs between 2015 and 2026, and 2026 and 2041. It can be noted that between 2015 and 2026 there is a reduction in jobs in the external zones. This is a consequence of the fact that jobs for external zones only reflect those filled by workers resident in the modelled area. As detailed in Section 3.4, the additional job growth between 2015 and 2026 reduced the amount of out-commuters since people would be attracted to the jobs within the modelled area.

Appendix A, Section A.2, shows the detailed inventory of jobs used as input to the model.

Figure 3-5 - Baseline job change by zone, 2015-2026

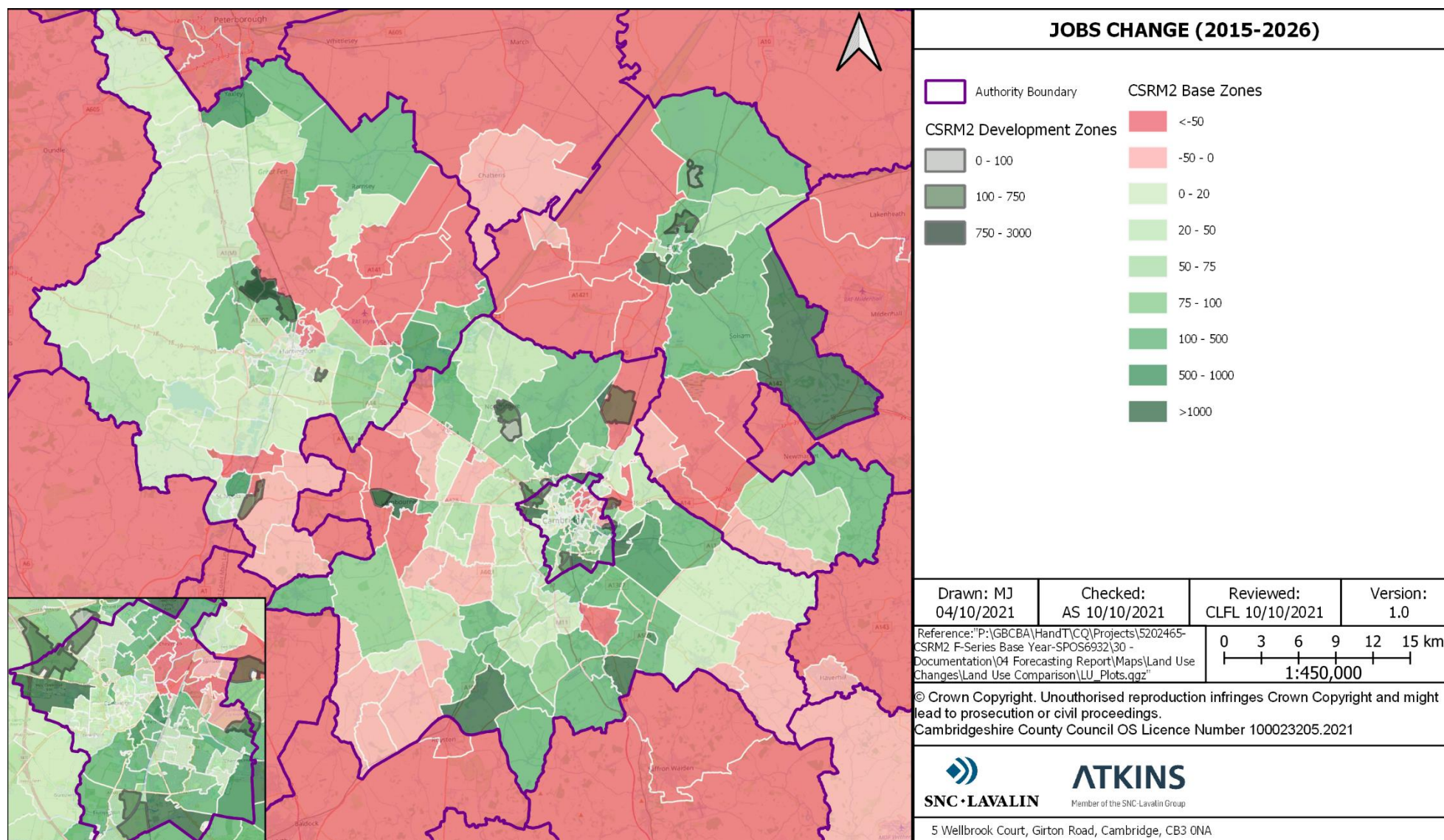
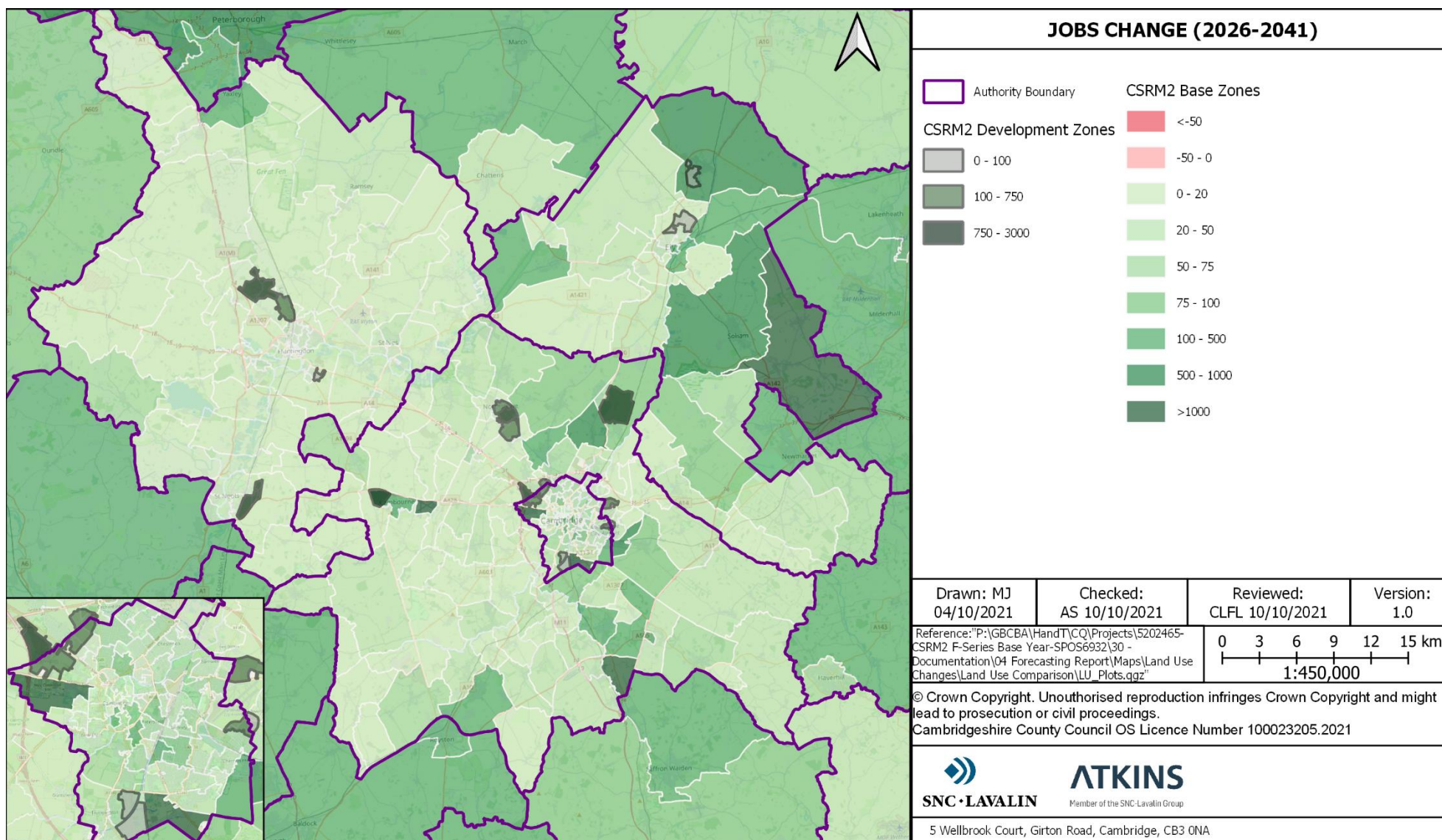


Figure 3-6 - Baseline job change by zone, 2026-2041



3.3.3. Workers and non-working populations

The presence of workers (employed residents) within the study area has a major impact on peak hour travel patterns and volumes, particularly traffic in and out of Cambridge itself. For this reason, the trends in worker population were considered as part of the GCSP Local Plan work and a further revision of the working population proportions has been made following the assumptions made has been made to reflect the latest (2019) EEFM data as set out in Section 3.2.

The number of workers and non-workers in each internal CSRM2 zone for each forecast year is calculated as follows:

- For each zone, it is first assumed that the proportion of workers will be as observed in the 2011 Census for the zone. For zones with no population in 2011, the LAD average proportions from the EEFM are applied;
- Based on this approach, the overall proportion of workers in the forecast years are then calculated for each district;
- The proportions are then adjusted based on trends assumed from the EEFM to account for the predicted variations in the working population rate at the district level over time; and
- The remainder of the population is assumed to be non-workers, which includes children, students and the retired as well as adults not in employment.

Table 3-10 below summarises the proportions of workers by district in each year. As can be seen, between 2015 and 2026 there is a decrease in Cambridge in the proportion of workers, and an increase in Huntingdonshire, East Cambridgeshire and South Cambridgeshire districts. Between 2026 and 2041 the working population rates increase in all the four districts within the fully modelled area.

Table 3-10 - Proportion of population who are workers

District	2011	2015	2026	2041
Cambridge	44.5%	49.3%	46.2%	47.4%
South Cambridgeshire	51.9%	50.9%	52.8%	55.1%
Huntingdonshire	51.1%	55.4%	55.9%	58.1%
East Cambridgeshire	51.4%	51.1%	52.3%	53.0%
Total (Study Area)	49.8%	52.0%	52.3%	54.2%

The following tables show the growth in number of workers and non-workers from 2015 to 2026 and 2026 to 2041 by district. The external areas are included for comparison and represent only those workers living in external areas but filling jobs within the study area. The derivation of those figures reflects the assumptions made in Section 3.2 above.

Table 3-11 - Number of workers (employed residents)

District	2015 Total	Number of additional workers		Percentage Growth	
		2015-2026	2026-2041	2015-2026	2026-2041
Cambridge	61,683	-637	-81	-1.0%	-0.1%
South Cambridgeshire	44,855	14,174	15,843	31.6%	26.8%
Huntingdonshire	97,170	11,161	12,288	11.5%	11.3%
East Cambridgeshire	78,610	7,541	1,393	9.6%	1.6%
External	64,566	13,012	10,443	20.2%	13.5%
Total	346,885	45,251	39,886	13.0%	10.2%

Table 3-12 - Number of non-workers (including children, students and those who are not employed)

District	2015 Total	Number of additional non-workers		Percentage Growth	
		2015-2026	2026-2041	2015-2026	2026-2041
Cambridge	63,422	7,657	-3,339	12.1%	-4.7%
South Cambridgeshire	75,878	7,025	5,583	9.3%	6.7%
Huntingdonshire	78,164	7,196	1,639	9.2%	1.9%
East Cambridgeshire	42,928	4,914	-185	11.4%	-0.4%
Total	260,391	26,792	3,699	10%	1%

By looking at Figure 3-7 and Figure 3-8, which show the zonal changes in working population from 2015 to 2026 and from 2026 to 2041, it can be seen that the growth in workers reflects the pattern of growth in population shown in Figure 3-2 and Figure 3-4. Where the additional dwellings do not compensate for the reduction in persons per dwelling, there is a reduction in resident workers. This means that an increase in resident workers is only seen when new developments are built.

Table 3-13 and Table 3-14 show the changes in non-working population across the Baseline forecast years.

Table 3-13 - 2015-2026 change in non-working population composition

District	Children (0-16)	Students (Including 6 th form)	Not Employed (17+)	Retired	Total non-working population	% change non-working population
Cambridge	2,814	1,270	240	3,333	7,657	12%
East Cambridgeshire	2,799	1,132	446	2,648	7,025	9%
Huntingdonshire	2,829	1,024	527	2,817	7,196	9%
South Cambridgeshire	1,946	719	453	1,795	4,914	11%
Total	10,387	4,146	1,666	10,593	26,792	10%
% change sub-region	10%	10%	5%	13%	10%	

Table 3-14 - 2026-2041 change in non-working population composition

District	Children (0-16)	Students (Including 6 th form)	Not Employed (17+)	Retired	Total non-working population	% change non-working population
Cambridge	-858	-1,452	-1,145	117	-3,339	-5%
South Cambridgeshire	1,809	1,390	77	2,307	5,583	7%
Huntingdonshire	450	712	-281	758	1,639	2%
East Cambridgeshire	-235	257	-465	258	-185	0%
Total	1,166	907	-1,813	3,439	3,699	1%
% change sub-region	1%	2%	-5%	4%	1%	

Figure 3-7 - Baseline change in workers (2015-2026)

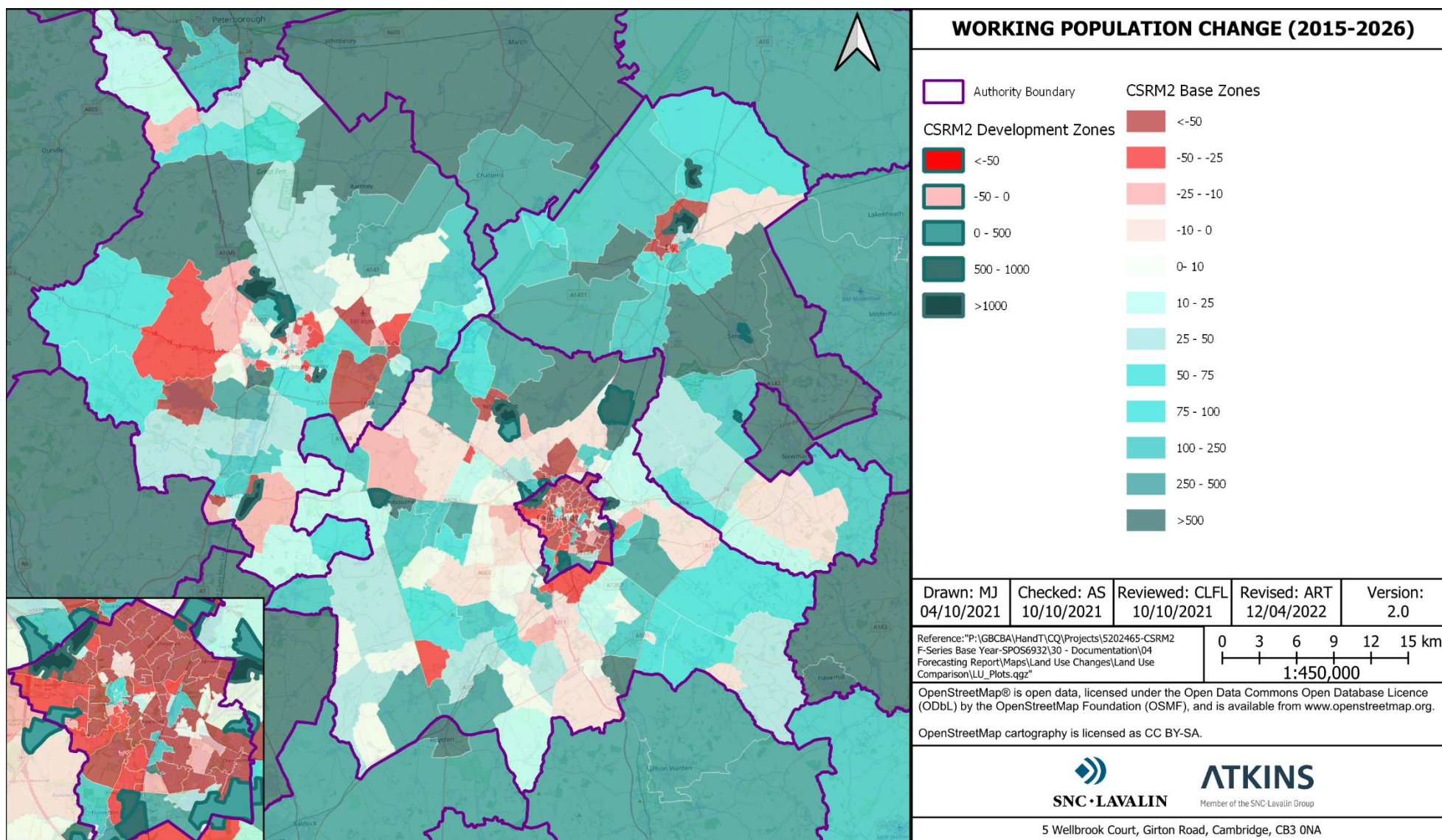
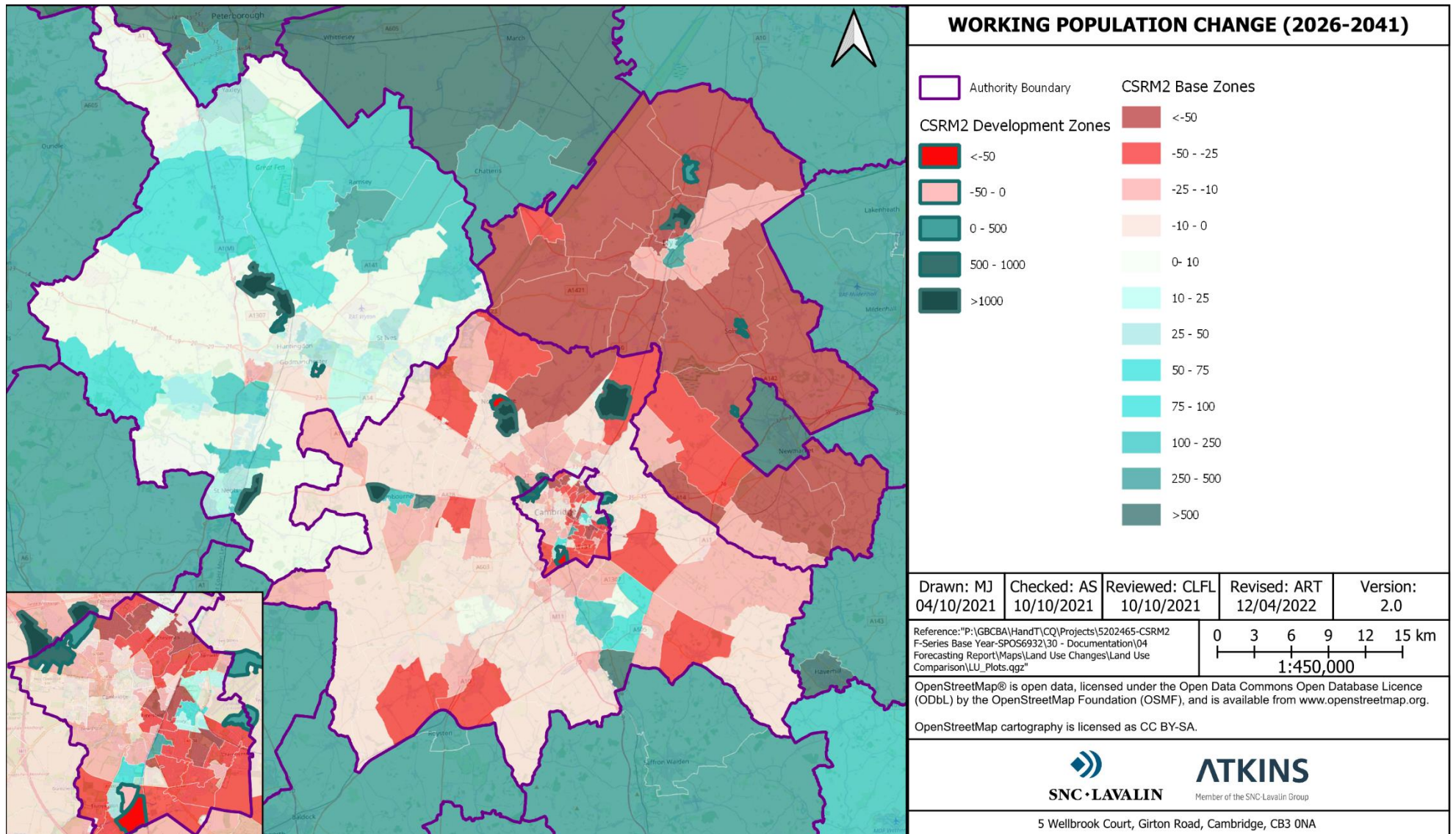


Figure 3-8 - Baseline change in workers (2026-2041)



3.3.4. Car ownership

The availability of a car has an impact not only on a potential traveller's mode choice, but also on their propensity to travel at all. The NTEM v7.2 dataset from DfT forecasts the number of households segmented by number of cars owned, which suggests a continuous trend of decreasing proportion of households without a car and increasing proportion of households with two or more cars. Table 3-15 shows this trend, summarised for the CSRM2 study area and forecast years.

Table 3-15 - CSRM2 study area household composition by number of cars

Year	Households with No Car	Households with 1 Car	Households with 2 Cars	Households with 3+ Cars
2011	17%	42%	31%	10%
2015	17%	42%	31%	11%
2026	15%	42%	32%	11%
2031	15%	41%	32%	11%
2036	14%	41%	33%	12%
2041	13%	41%	34%	12%

Source: NTEM v7.2

The forecasts were available at NTEM zone level (MSOA), and so have been applied at this level within CSRM2. All CSRM2 zones in the same MSOA have had the same adjustment applied.

Table 3-16 summarises the household car ownership of the population by district for children and adults, as implemented in CSRM2 F-series Baseline runs.

Table 3-16 - Household car ownership composition of population in CSRM2

Year	District	Children/Students				Employed and Non-Employed Adults			
		No Car	Part Car	Full Car	Total	No Car	Part Car	Full Car	Total
2011	Cambridge	40%	34%	27%	100%	27%	34%	39%	100%
	South Cambridgeshire	6%	23%	71%	100%	7%	22%	70%	100%
	Huntingdonshire	8%	23%	69%	100%	9%	23%	68%	100%
	East Cambridgeshire	6%	23%	71%	100%	9%	23%	68%	100%
	Total	17%	26%	57%	100%	12%	25%	62%	100%
2015	Cambridge	39%	33%	28%	100%	25%	31%	44%	100%
	South Cambridgeshire	5%	23%	72%	100%	7%	21%	72%	100%
	Huntingdonshire	8%	23%	69%	100%	9%	23%	69%	100%
	East Cambridgeshire	5%	23%	71%	100%	9%	25%	67%	100%
	Total	16%	26%	58%	100%	12%	24%	64%	100%
2026	Cambridge	34%	34%	32%	100%	22%	18%	60%	100%
	South Cambridgeshire	5%	23%	72%	100%	7%	13%	80%	100%
	Huntingdonshire	7%	23%	70%	100%	8%	15%	77%	100%
	East Cambridgeshire	5%	23%	72%	100%	8%	19%	73%	100%
	Total	14%	26%	60%	100%	10%	16%	74%	100%
2041	Cambridge	30%	34%	37%	100%	17%	8%	75%	100%
	South Cambridgeshire	6%	22%	72%	100%	6%	3%	91%	100%
	Huntingdonshire	7%	22%	71%	100%	7%	7%	87%	100%
	East Cambridgeshire	4%	23%	73%	100%	7%	7%	86%	100%
	Total	12%	26%	62%	100%	9%	6%	86%	100%

3.3.5. Education

Education is treated differently in CSRM2 for school and other (tertiary) education.

The CSRM2 E-Series changed the school place education process from previous versions of CSRM2 by collating a database of schools from Department for Education (DfE) sources and applying catchment areas supplied in a GIS layer from CCC. However, in forecast years, the process for adding in additional schools was complex and difficult to implement when changing land use scenarios, so this has been revised and simplified in the CSRM2 F-series. The revised approach takes the minimum size of primary/secondary schools and sixth forms (based on analysis of the schools database) and adds new schools to zones where the resident pupil population exceeds that size. Zones with existing schools get these scaled up. The following steps are taken:

1. Base year (2011 and 2015) and Present Year Validation (2019) school data are observed and obtained from DfE sources.
2. To obtain the number of places in and the zonal locations of “new” schools in the forecast years, a model-wide pupils per dwelling ratio must first be calculated for each level of education (primary, secondary and sixth form). This is done by finding the gradient of the line of best fit through a scatter plot of school places (y-axis) versus dwellings (x-axis) at the Core58 sector level (to account for not every zone having a school).
3. Performing this operation on 2011, 2015 and 2019 shows that this value remains sufficiently constant over time for all three levels of education to remain constant in the forecast years. The ratios are:
 - a. 0.19 pupils per dwelling in primary schools;
 - b. 0.13 pupils per dwelling in secondary schools; and
 - c. 0.04 pupils per dwelling in sixth forms.
4. The minimum growth in pupil population which might be expected to trigger a new school opening (i.e. the minimum size of a new school) is then determined from the DfE 2011, 2015 and 2019 data. These are found to be in the order of:
 - a. 100 pupils for primary schools;
 - b. 200 pupils for secondary schools; and
 - c. 200 pupils for sixth forms.
5. The zonal growth in dwellings from the Present Year Validation (2019) to the forecast year is multiplied by the pupils per dwelling ratio for each of the three levels of education to get the number of pupils at each level of education in each zone.
6. If any of these numbers of pupils exceed their allotted minimum school, then a new school of the correct type is assumed to open in that zone with a capacity of the growth in pupils at that level of education from 2019 to the forecast year.
7. As this will clearly not cover the total growth in pupils model-wide, additional district and model-wide scaling operations are performed to ensure that the number of pupils will always equal the number of education places available.

Figure 3-9 shows the growth in School places between the 2015 base year model, the 2019 Present Year Validation and the 2026 and 2041 CSRM2 forecast years.

Figure 3-10 and Figure 3-11 show the changes in school places between 2015 and 2026, and from 2026 to 2041. It can be seen that more zones change between 2015 and 2026, when new schools have been opened or existing schools have been closed, since the 2015 CSRM2 base year model was implemented. Between 2026 and 2041 the majority of changes relate to major development areas.

For tertiary education, the places of study are unchanged from the base year and used as weights rather than specific targets. The numbers of tertiary education trips are determined by the numbers of students and other adults (e.g. part time employed workers).

Figure 3-9 - Number of pupils in the base year and forecast years by Local Authority and school type

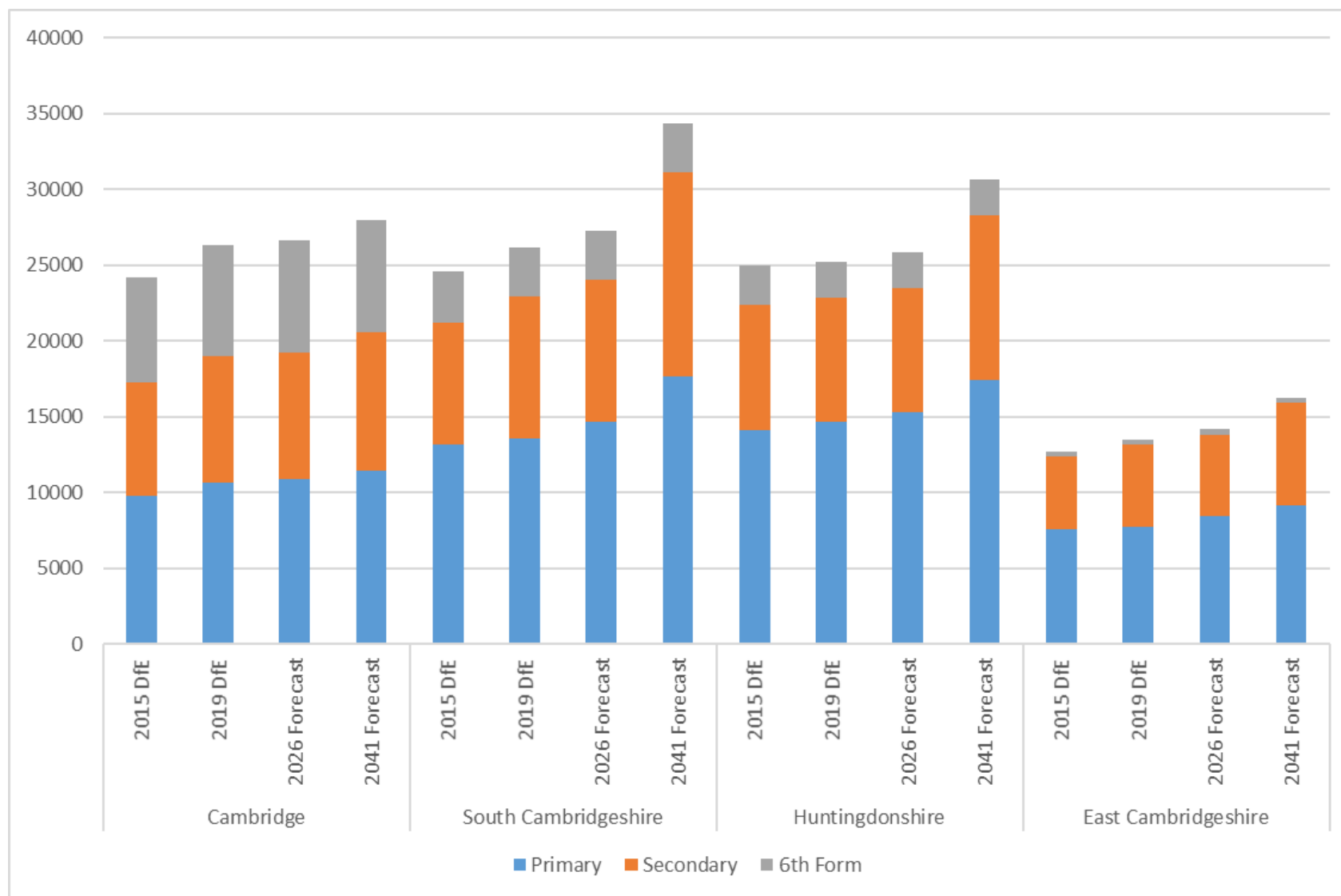


Figure 3-10 - Baseline change in school places (2015-2026)

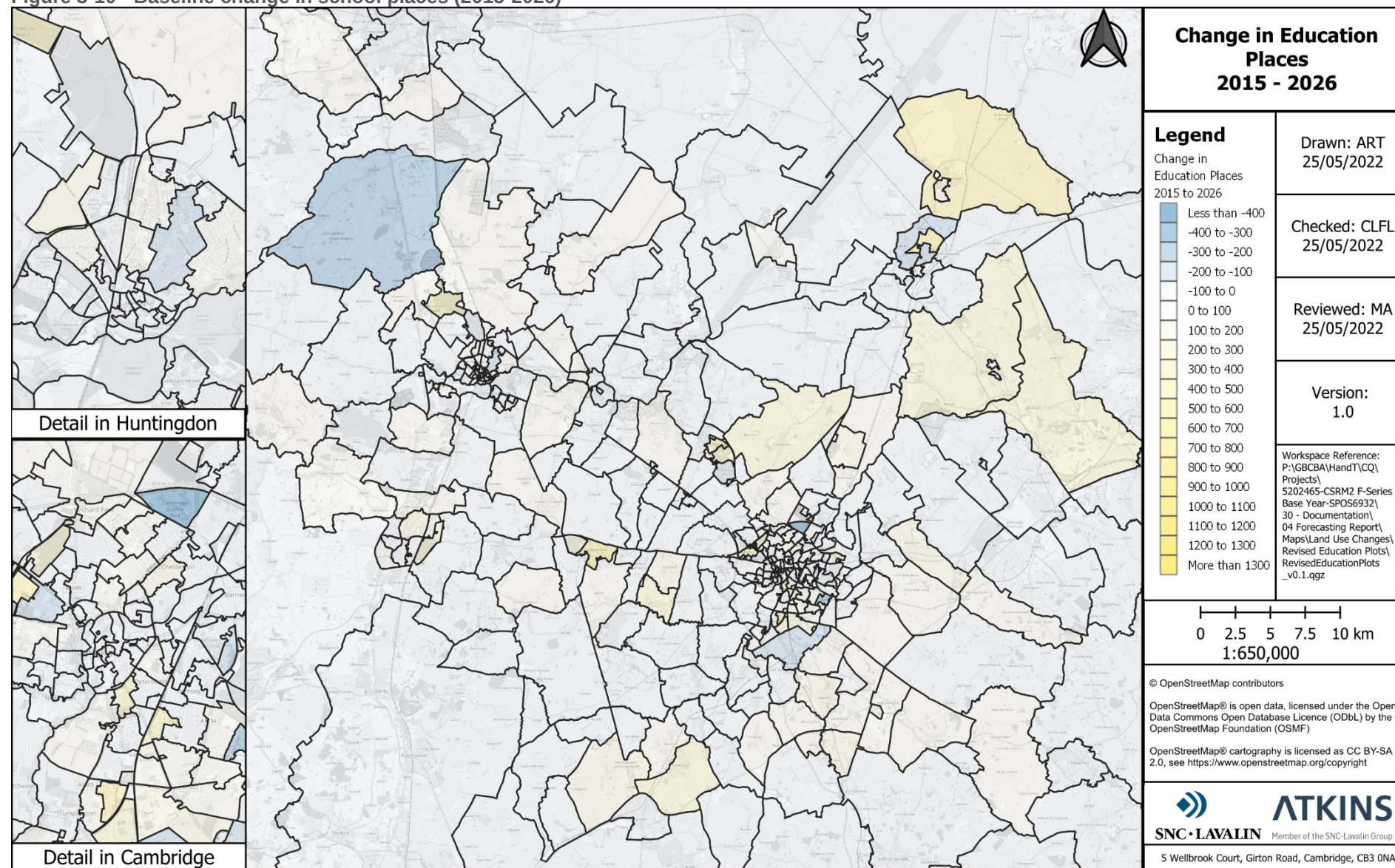
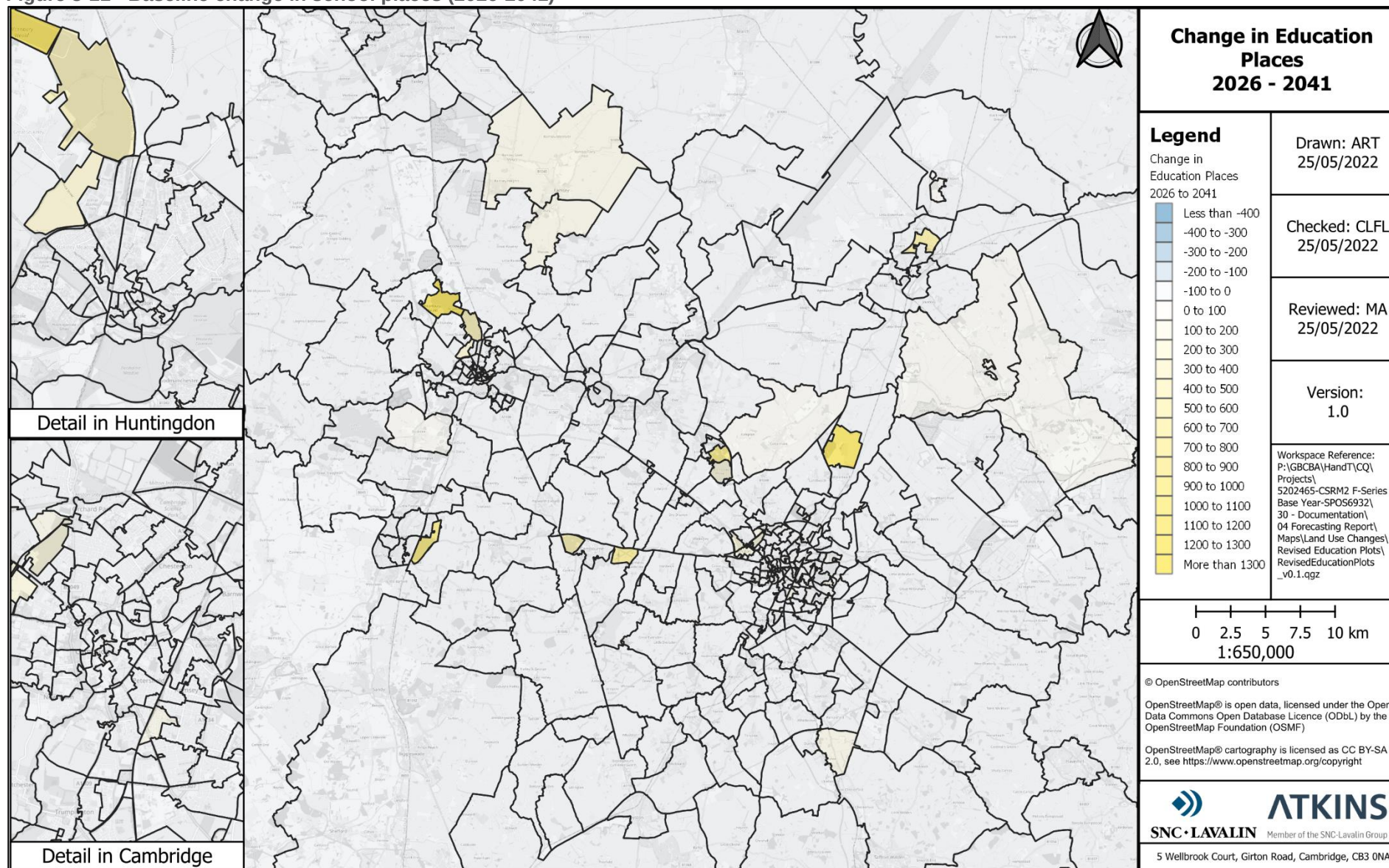


Figure 3-11 - Baseline change in school places (2026-2041)



3.4. In and out-commuters

The following methodology is used to determine the proportion, or absolute number, of trips in each sector of the matrix shown in Section 3.1.4 above. Normally, the same methodology will then be applied to each scenario as part of the model assumptions. Where the number of internal jobs or workers varies between scenarios, this will also alter in- and out-commuting assumptions, and the figures should be reviewed. In cases of large changes in worker or job numbers, it may be necessary to review this method and apply other assumptions.

In the F-series 2015 base year and 2019 Present Year Validation, a simple methodology has been applied to growth of in- and out-commuters. This methodology uses the jobs and workers to calculate the in- and out-commuters. The key control of the in- and out-commuters in these years is the out-commuters as a percentage of internal total workers. These were originally assumed to be fixed at the value derived from the 2011 Census (18.6%), but this produced a poor trend of in- and out-commuters over time in terms of traffic travelling in and out of Cambridge in the peak hours. Manual adjustments were made to the out-commuters as a percentage of internal workers in 2015 (18.0%) and 2019 (17.0%) to improve this.

In the forecast years, in-commuters as a percentage of internal jobs are used as the control element. These are derived from EEFM, using a growth in the metric over 2011 (applied to the 2011 Census value) methodology, as used for population and workers, see Section 3.3.3.

In all cases the quanta of external workers and jobs by zone are derived by splitting the absolute in- and out-commuters respectively between the external zones using the same proportions as the 2011 base year.

Table 3-17 - In-commuter and out-commuter assumptions

	2015		2026		2041	
	Jobs	Workers	Jobs	Workers	Jobs	Workers
Cambridge	98,160	61,683	113,158	61,046	125,307	60,966
East Cambridgeshire	35,508	44,855	37,724	52,397	42,878	53,790
Huntingdonshire	81,207	97,170	85,773	108,332	90,903	120,619
South Cambridgeshire	81,193	78,610	99,943	92,783	118,016	108,627
CSRM2 Study area totals	296,068	282,319	336,599	314,558	377,104	344,001
External (Out & In commuters)	50,817	64,566	46,775	77,579	51,708	88,022
Out commuters as a %age of internal total workers	18%		15%		15%	
In commuters as a %age of internal total jobs	22%		16%		23%	

3.5. Goods vehicle and through trip demand

Base year vehicle trip matrices were developed for LGVs, HGVs and external-to-external trips through the study area, as described in the highway LMVR. These matrices were used in the base model calibration and validation.

Growth assumptions for these matrices are taken directly from the 2018 DfT English Road Traffic Forecasts (RTF), with appropriate growth rates being extracted for each movement based on the vehicle type and dominant road type. Table 3-18 shows the road classification assumed for each movement.

Table 3-18 - Classification of trips between districts used for applying DfT RTF growth rates

Districts	Cambridge	South Cambs	East Cambs	Huntingdonshire	External
Cambridge	Minor roads	Minor roads	Minor roads	Minor roads	Motorway
South Cambridgeshire	Minor roads	Minor roads	Minor roads	Minor roads	Motorway
East Cambridgeshire	Minor roads	Minor roads	Minor roads	Minor roads	Motorway
Huntingdonshire	Minor roads	Minor roads	Minor roads	Minor roads	Motorway
External	Motorway	Motorway	Motorway	Motorway	Motorway

Table 3-19 - DfT RTF derived growth rates (2015-2026) by road type and vehicle type

Vehicle type	Minor roads	Motorway
Car	1.108	1.173
LGV	1.207	1.089
HGV	0.989	1.050

Source: 2018 Road Traffic Forecasts, Scenario 1

Table 3-20 - DfT RTF derived growth rates (2015-2041) by road type and vehicle type

Vehicle type	Minor roads	Motorway
Car	1.235	1.360
LGV	1.460	1.292
HGV	1.030	1.148

Source: 2018 Road Traffic Forecasts, Scenario 1

A spreadsheet tool has been developed to prepare the files needed to apply these growth rates, which also allows flexibility to update or alter the assumptions.

Note that for all growth zones, the goods vehicle growth is applied as a growth from base year goods traffic using this methodology, i.e. the absolute growth method used for car trips is not applied. Currently no goods vehicle assumptions are applied for development zones, as they are not forecast by the TDM and so would require specific trip ends and distributions to be input for each development zone individually.

4. Global assumptions on travel characteristics

4.1. Introduction

A set of characteristics are derived for input into the model, which describe the costs of travel (both monetary and non-monetary) for different journey components and allow the overall picture to be built up. The characteristics are explained in Chapter 4 of the MDVR. This chapter of the Forecasting Report explains how the characteristics are varied for future years, and details the assumptions used in the F-series Baseline.

Table 4-1 gives the source of each of these components in the base year, and the source of their growth assumptions for the 2026 and 2041 F-series Baseline forecast years. These assumptions can be changed, for example to test the impact of a transport policy related to fares or occupancies, or to maintain compatibility with revisions in TAG guidance on forecasting.

Note that all values in this chapter are in 2015 prices. Values from the TAG databook (DfT, v1.13.1 July 2020) have been extracted with a 2015 price base, to match the price base of CSRM2.

Table 4-1 - Summary of sources for global assumptions

Component	2015 base year source	2026 and 2041 F-series Baseline growth source
Vehicle Operating Costs (VOCs)	DfT TAG databook v1.13.1	DfT TAG databook v1.13.1
Vehicle Occupancies	DfT TAG databook v1.13.1	DfT TAG databook v1.13.1
Values of Time (VoTs)	DfT TAG databook v1.13.1	DfT TAG databook v1.13.1
Parking search times	Locally derived	No global change – see Section 5.2.7 re Histon Road scheme.
Parking charges	Locally sourced	No change
Bus and guided bus fares	Locally sourced	Locally derived
Rail fares	Locally sourced	PDFH v5.1 ⁷
PT access and wait times	Locally derived	No change
Weighting of time by journey stage	Locally derived	No change

TAG Unit A1.3 (DfT, March 2017) provides advice on the calculation of VOCs, vehicle occupancies and VoTs, and their growth through time. The TAG databook (v1.13.1, July 2020) gives values for the various parameters to be used in these calculations and has been used throughout CSRM2 (as this was the latest version at the time of implementation). Appendix B presents graphs showing the trends forecast by TAG between 2015 to 2026 and 2041, which feed into the values used in this chapter.

4.2. Purpose and User Classes

The CSRM2 transport demand model (TDM) and highway assignment model (HAM) have slightly different vehicle/traveller type segmentations. The relevant TDM segmentations apply to people and are termed 'purposes'; the HAM segmentation types apply to vehicles and are termed 'user classes' (UC). Table 4-2 shows the relationships between these types, and also the terminology used in DfT's TAG tables (referenced in later sections of this chapter). The income groups are based on the following bands in 2015 prices: low (less than £20,000), medium (£20,000 to £40,000) and high (more than £40,000).

⁷ Passenger Demand Forecasting Handbook (PDFH) v5.1, Rail Delivery Group, April 2013

Table 4-2 - CSRM2 Purpose and User Class definitions

Vehicle Type	Income Group	TDM Purpose	HAM UC Name	HAM UC Number	TAG term (1)	TAG term (2)
Car	Low	HBW	HBW low	1	Non-Work	Commuting
	Medium		HBW medium	2		
	High		HBW high	3		
	All	HBEd	Education	4		Other
	All	HBEB and NHBEB	Employer's Business	5	Work	Business
	Low	HBPS, HBRV and NHBO	Other low	6	Non-Work	Other
	Medium		Other medium	7		
	High		Other high	8		
HGV	All	N/A	HGV	9, 10 ⁸	Work	Business
LGV	All		LGV Other	11	Non-Work	Other
	All		LGV EB	12	Work	Business

4.3. Vehicle operating costs

VOCs are implemented consistently in the highway assignment model (HAM) and the transport demand model (TDM), following the DfT's guidance set out in TAG. In the TDM, the VOCs are used to reconstruct the monetary cost of car journeys for use in the choice models, using distance and time skims taken from the SATURN model. These values are calculated in a standard way, set out by DfT to ensure consistency across different scheme appraisals – and as such, are not expected to be varied during normal use of CSRM2. However, DfT do periodically release updated growth assumptions and these should be incorporated into CSRM2 when appropriate.

Vehicle operating costs are calculated in units of *Pence per Kilometre* (format supported by SATURN modelling software, used for highway assignment) and represent the average perceived cost to users of running a specific type of vehicle for a number of kilometres (including fuel for all types of vehicle and user, and additionally non-fuel costs such as tyres, maintenance and depreciation for business trips and goods vehicles).

VOCs in CSRM2 vary by purpose, vehicle type and time of day. The DfT's guidance on vehicle operating costs indicates that travellers on business trips perceive more vehicle operating costs than just the fuel costs (TAG Unit A1.3, Sections 5.1.15 to 5.1.16, DfT, March 2017). The elements making up the non-fuel component of vehicle operating costs includes oil, tyres, maintenance and depreciation, and vehicle capital saving. These elements are included in the total VOC for vehicles used in working time (business journeys). It should be noted that the LGV and HGV values presented below are used only for routing in the HAM, and are not fed into the TDM.

Fuel consumption is estimated using a function of the following form (DfT, TAG Unit A1.3, paragraph 5.1.4, March 2017):

$$L = (a + b.v + c.v^2 + d.v^3) / v$$

Where:

L = consumption, expressed in litres per kilometre;
v = average speed in kilometres per hour; and
a, b, c, d are parameters defined for each vehicle category.

Note that the convention in TAG is that the equation above expresses fuel consumption, though the parameters a, b, c and d given by TAG (see tables below) include fuel cost, so that what is returned is the fuel cost per km (expressed in pence per km).

For future years, TAG provides revised parameters which take into account forecast changes in fuel cost, fleet mix and vehicle efficiency. These trends are shown in the charts in Appendix B of this report. The future

⁸ In the HAM, the distinction between UC9 and UC10 depends on the destination of the HGV, as there are weight limits in force "except for access" in Huntingdon town centre.

parameters are given in TAG databook tables A1.3.12 and A1.3.13 (DfT, July 2020), and reproduced here in Table 4-3 for 2015, Table 4-4 for 2026 and Table 4-5 for 2041 (both 2026 and 2041 are in 2015 prices).

Table 4-3 - Fuel cost equation parameters, 2015 (in 2015 prices)

Purpose	Vehicle Type	a	b	c	d
Work (HBEB and NHBEB)	Car	44.01	7.76	-0.082	0.0006
	LGV	44.06	10.99	-0.159	0.0013
	OGV1	258.16	13.70	-0.099	0.0011
	OGV2	542.46	28.17	-0.187	0.0011
Non-Work (HBW, HBEd, HBPS, HBRV and NHBO)	Car	52.81	9.31	-0.099	0.0007
	LGV	52.88	13.19	-0.191	0.0016

Source: TAG databook v1.13.1 (July 2020), Tables A1.3.12 and A1.3.13

Table 4-4 - Fuel cost equation parameters, 2026 (in 2015 prices)

Purpose	Vehicle Type	a	b	c	d
Work (HBEB and NHBEB)	Car	36.60	6.65	-0.069	0.0005
	LGV	42.81	10.67	-0.152	0.0013
	OGV1	285.61	15.15	-0.110	0.0012
	OGV2	600.13	31.17	-0.206	0.0012
Non-Work (HBW, HBEd, HBPS, HBRV and NHBO)	Car	43.92	7.96	-0.083	0.0006
	LGV	51.37	12.79	-0.183	0.0015

Source: TAG databook v1.13.1 (July 2020), Tables A1.3.12 and A1.3.13

Table 4-5 - Fuel cost equation parameters, 2041 (in 2015 prices)

Purpose	Vehicle Type	a	b	c	d
Work (HBEB and NHBEB)	Car	30.18	5.97	-0.059	0.0004
	LGV	41.05	10.63	-0.146	0.0012
	OGV1	312.78	16.60	-0.120	0.0013
	OGV2	657.23	34.13	-0.226	0.0013
Non-Work (HBW, HBEd, HBPS, HBRV and NHBO)	Car	36.22	7.08	-0.070	0.0005
	LGV	49.26	12.67	-0.175	0.0015

Source: TAG databook v1.13.1 (July 2020), Tables A1.3.14 and A1.3.15

Note that the parameters generally fall between 2015 and 2041, and the fuel cost per km will therefore also fall. This reflects the fact that, although fuel costs are projected to rise, this is expected to be offset by change in fleet mix (more use of electric vehicles) and a large rise in vehicle efficiency over time. The relevant trends in fuel costs and vehicle efficiency can be seen in Appendix B.

The average speeds to calculate the fuel costs per kilometre for each time period in all forecast years were taken from the 2015 HAM assignments (over the whole modelled network, including buffer and simulation links) and are shown in Table 4-6. They do not vary by year.

Table 4-6 - Average network speeds (kph)

Vehicle Type	AM	IP	PM
Light vehicles (Car, LGV)	56	62	57
Heavy vehicles (HGV)	69	73	70

Source: 2015 HAM assignments

Non-fuel VOCs are only perceived during work time and are therefore only calculated for working purposes. The non-fuel element of VOC is calculated using a function of the following form (DfT, TAG Unit A1.3, paragraph 5.1.10, March 2017):

$$C = a1 + b1/v$$

Where:

C = cost, expressed in pence per kilometre;
 v = average speed in kilometres per hour;
 a1 = a parameter for distance-related costs; and
 b1 = a parameter for vehicle capital saving.

The parameters needed to calculate this non-fuel VOC (in pence per kilometre) are given in TAG databook table A1.3.14 and A1.3.15 for forecast average car (DfT, June 2018), and reproduced here in Table 4-7 for 2015 Table 4-8 for 2026 and Table 4-9 for 2041 (all in 2015 prices). As noted in the TAG tables, the parameters by fuel type (petrol, diesel etc) are assumed to be constant through time; however, parameters for an average car vary through time owing to changes in the proportion of electric vehicles. Values for HGV do not vary as there are not assumed to be any electric HGVs (see Appendix B). The speed term is once again taken from Table 4-6.

Table 4-7 - Non-fuel cost equation parameters, 2015 (in 2015 prices)

Purpose	Vehicle Type	a1	b1
Work (HBEB and NHBEB)	Car	5.370	147.172
	LGV	7.803	51.003
	OGV1	7.268	285.602
	OGV2	14.140	550.517

Source: TAG databook v1.13.1 (July 2020), Table A1.3.14 and A1.3.15

Table 4-8 - Non-fuel cost equation parameters, 2026 (in 2015 prices)

Purpose	Vehicle Type	a1	b1
Work (HBEB and NHBEB)	Car	5.097	147.172
	LGV	7.677	51.003
	OGV1	7.268	285.602
	OGV2	14.140	550.517

Source: TAG databook v1.13.1 (July 2020), Tables A1.3.14 and A1.3.15

Table 4-9 - Non-fuel cost equation parameters, 2041 (in 2015 prices)

Purpose	Vehicle Type	a1	b1
Work (HBEB and NHBEB)	Car	3.957	147.172
	LGV	6.902	51.003
	OGV1	7.268	285.602
	OGV2	14.140	550.517

Source: TAG databook v1.13.1 (July 2020), Tables A1.3.14 and A1.3.15

Table 4-10 summarises the resulting calculated vehicle operating costs implemented in CSRM2 for each vehicle type in each time period in the 2015 base year model, while Table 4-11 and Table 4-12 provide the equivalent values for the 2026 and 2041 F-series Baseline forecast years and show the change from 2015.

Table 4-10 - Vehicle operating costs in CSRM2, 2015 (pence per km, in 2015 prices)

Purpose	Vehicle Type	User Classes	AM	IP	PM
Work (HBEB and NHBEB)	Car	5	13.77	13.36	13.68
	LGV	12	15.78	15.60	15.73
	HGV ⁹	9, 10	41.25	40.59	41.07
Non-Work (HBW, HBEd, HBPS, HBRV and NHBO)	Car	1, 2, 3, 4, 6, 7, 8	6.92	6.73	6.88
	LGV	11	8.47	8.37	8.44

Table 4-11 - Vehicle operating costs in CSRM2, 2026 (pence per km, in 2015 prices)

Purpose	Vehicle Type	User Classes	AM	IP	PM	% change from 2015
Work (HBEB and NHBEB)	Car	5	12.70	12.32	12.62	-8%
	LGV	12	15.52	15.35	15.48	-2%
	HGV	9, 10	43.74	43.05	43.55	6%
Non-Work (HBW, HBEd, HBPS, HBRV and NHBO)	Car	1, 2, 3, 4, 6, 7, 8	5.94	5.78	5.91	-14%
	LGV	11	8.30	8.20	8.27	-2%

Table 4-12 - Vehicle operating costs in CSRM2, 2041 (pence per km, in 2015 prices)

Purpose	Vehicle Type	User Classes	AM	IP	PM	% change from 2015
Work (HBEB and NHBEB)	Car	5	11.11	10.74	11.03	-19%
	LGV	12	14.87	14.71	14.83	-6%
	HGV	9, 10	46.20	45.47	46.00	12%
Non-Work (HBW, HBEd, HBPS, HBRV and NHBO)	Car	1, 2, 3, 4, 6, 7, 8	5.35	5.21	5.32	-23%
	LGV	11	8.39	8.30	8.36	-1%

4.4. Vehicle occupancies

Table A1.3.3 in the TAG databook (DfT, July 2020) states that vehicle occupancies are not projected to change at all through time. Therefore, the values used in the CSRM2 2015 base year model (sourced from TAG databook Table A1.3.3) are carried through to the 2026 and 2041 F-series forecast years. These values are reproduced in Table 4-13. Occupancies for heavy vehicles are assumed to be 1 (i.e. only the driver, no passengers), as stated in the TAG databook in table A1.3.3.

As for VOCs, these values are calculated in a standard way, set out by DfT to ensure consistency across different scheme appraisals – and as such, are not expected to be varied in the course of normal use of

⁹ The CSRM2 HAM user classes 9 and 10 for HGV are a mix of OGV1 and OGV2, and a split of 40% OGV1 and 60% OGV2 has been assumed when calculating these values.

CSRM2. However, DfT do periodically release updated growth assumptions, and these should be incorporated into CSRM2 when appropriate.

Table 4-13 - Light vehicle occupancies in CSRM2, all years

Purpose	AM	IP	PM
Commuting (HBW)	1.17	1.15	1.16
Business (HBEB and NHBEB)	1.20	1.19	1.17
Other (HBEd, HBPS, HBRV and NHBO)	1.68	1.65	1.71

Source: TAG databook v1.13.1 (July 2020), Table A1.3.3

4.5. Values of time

Values of time (VoTs) are used to represent the relative importance of money cost versus time for different trip purpose and traveller type segments. VoTs are input into the TDM as values per person, and into the HAM as values per vehicle.

As for VOCs, these values are calculated in a standard way, set out by DfT to ensure consistency across different scheme appraisals – and as such, are not expected to be varied during normal use of CSRM2. However, DfT do periodically release updated growth assumptions, and these should be incorporated into CSRM2 when appropriate.

TAG databook Tables M2.1 and M2.2 (DfT, July 2020) give VoTs per person by income group in £ per hour. These were converted into units of pence per minute for use in the CSRM2 2015 base year TDM, as shown in Table 4-14. The Annual Parameters table of the TAG databook (DfT, July 2020) gives the growth in values of time (in % per annum with a 2002 base): this has been used to calculate growth factors between 2015 and the forecast years 2026 and 2041, which results in the VoTs per person shown in Table 4-15 and Table 4-16 for the 2026 and 2041 F-series Baseline TDM forecasts.

Table 4-14 - Values of time per person in CSRM2 TDM, 2015 (pence per minute, in 2015 prices)

Purpose	Low Income (< £20,000)	Medium Income (£20,000-£40,000)	High Income (> £40,000)
Commuting (HBW)	7.71	13.01	23.70
Business (HBEB and NHBEB)	15.67	21.56	32.32
Other (HBEd, HBPS, HBRV and NHBO)	4.32	7.31	12.12

Source: TAG databook v1.19.1 (July 2020), Tables M2.1 and M2.2, converted into pence per minute

Table 4-15 - Values of time per person in CSRM2 TDM, 2026 (pence per minute, in 2015 prices)

Purpose	Low Income (< £20,000)	Medium Income (£20,000-£40,000)	High Income (> £40,000)
Commuting (HBW)	8.71	14.70	26.77
Business (HBEB and NHBEB)	16.60	22.85	34.24
Other (HBEd, HBPS, HBRV and NHBO)	4.88	8.25	13.69

Table 4-16 - Values of time per person in CSRM2 TDM, 2041 (pence per minute, in 2015 prices)

Purpose	Low Income (< £20,000)	Medium Income (£20,000-£40,000)	High Income (> £40,000)
Commuting (HBW)	11.53	19.47	35.45
Business (HBEB and NHBEB)	21.26	29.26	43.86
Other (HBEd, HBPS, HBRV and NHBO)	6.46	10.93	18.13

For the CSRM2 HAM, these values were further converted into values per vehicle using the occupancies given in Table 4-13. The CSRM2 2015 base year HAM values are shown in Table 4-17, and the 2026 and 2041 F-series Baseline values respectively in Table 4-18 and Table 4-19.

As per TAG Unit M3.1 paragraph 2.8.8 (DfT, July 2020), an uplift of 2.0 was applied to HGV VoTs for the HAM in the base year and this factor is retained unchanged in the CSRM2 forecast years.

Table 4-17 - Values of time per vehicle in CSRM2 HAM, 2015 (pence per minute, in 2015 prices)

Vehicle Type and Purpose	HAM UC	AM	IP	PM
Car, HBW low income	1	9.03	8.90	8.98
Car, HBW medium income	2	15.24	15.02	15.15
Car, HBW high income	3	27.75	27.35	27.59
Car, Education	4	14.63	14.40	14.92
Car, Employer's Business	5	34.15	34.13	33.34
Car, Other low income	6	7.24	7.12	7.38
Car, Other medium income	7	12.24	12.05	12.48
Car, Other high income	8	20.30	19.98	20.70
HGV, Employer's Business	9, 10	46.64	46.64	46.64
LGV, Commuting and Other	11	19.88	21.64	20.61
LGV, Employer's Business	12	24.17	24.15	23.60

Table 4-18 - Values of time per vehicle in CSRM2 HAM, 2026 (pence per minute, in 2015 prices)

Vehicle Type and Purpose	HAM UC	AM	IP	PM
Car, HBW low income	1	10.20	10.05	10.14
Car, HBW medium income	2	17.21	16.97	17.12
Car, HBW high income	3	31.35	30.90	31.17
Car, Education	4	16.52	16.26	16.85
Car, Employer's Business	5	38.58	38.55	37.67
Car, Other low income	6	8.17	8.05	8.34
Car, Other medium income	7	13.83	13.61	14.10
Car, Other high income	8	22.93	22.57	23.38
HGV, Employer's Business	9, 10	52.68	52.68	52.68
LGV, Commuting and Other	11	22.46	24.44	23.28
LGV, Employer's Business	12	27.30	27.28	26.66

Table 4-19 - Values of time per vehicle in CSRM2 HAM, 2041 (pence per minute, in 2015 prices)

Vehicle Type and Purpose	HAM UC	AM	IP	PM
Car, HBW low income	1	13.51	13.31	13.43
Car, HBW medium income	2	22.80	22.47	22.67
Car, HBW high income	3	41.52	40.92	41.28
Car, Education	4	21.88	21.54	22.32
Car, Employer's Business	5	51.10	51.06	49.88
Car, Other low income	6	10.83	10.65	11.04
Car, Other medium income	7	18.31	18.02	18.67
Car, Other high income	8	30.37	29.89	30.97
HGV, Employer's Business	9, 10	69.77	69.77	69.77
LGV, Commuting and Other	11	29.74	32.37	30.83
LGV, Employer's Business	12	36.16	36.13	35.30

4.6. Bus and Guided bus fares

Derivation of bus fares for the base year is described in Section 4.4.3 of the MDVR.

TAG Unit M4 acknowledges that forecasts of changes in public transport fares can be uncertain. They are likely to depend on the future policy and subject to the discretion of the operator, especially over longer forecasting periods. It then suggests that fares may change in real terms over time for three main reasons:

- the costs of operating public transport services may change at a rate different to the rate of inflation;
- the demand for public transport may change and one of the responses available is to change fare levels so that constant subsidy or operating surpluses are maintained; and
- policy intervention, although under current political structures, this may be rare outside London.

In the Baseline, the growth in bus fares has been assumed to rise by RPI+2% per annum as described in Section 4.4.4 of the MDVR. This is identical to the previous CSRM1 assumption, which was derived from DfT studies at the time CSRM1 was developed. For all the CSRM2 series prior to the F-series, the trend in fares was checked by comparing 2007 and 2015 bus fares. However, given the relatively short window between the 2015 base year and the 2019 Present Year Validation, it was found that bus fares had not risen at RPI+2% per annum over this time. Consequentially the bus fares were retained at 2015 levels (plus inflation) in 2019, with the RPI+2% per annum growth resuming in years beyond 2019.

The same annual fares growth has been applied to all types of bus (local, guided and long-distance).

Since this is a locally-derived assumption, there is scope for different bus fares growth scenarios to be tested if, for example, new evidence shows that bus fares are no longer rising as quickly as they have in recent years, or to test the impacts of a global bus fares subsidy.

4.7. Rail fares

Derivation of rail fares for the base year is described in Section 4.4.2 of the MDVR.

TAG Unit A 5.3 recommends demand and revenue forecasts should be based on current fares policy (usually a nominal increase of RPI+X%) without specifying what this X% could be. Therefore, an annual increase of **0% in real terms** (i.e. RPI+0%) has been assumed between 2015 and 2020, and **1% per annum in real terms** (i.e. RPI+1% pa) from 2021 onwards (derived from PDFH 2013 v5.1).

PDFH assumptions are changed periodically, and there would be some merit in keeping the model up-to-date with the latest forecasts for rail fares growth. However, there is less scope to undertake other sensitivity tests as rail fares are more regulated at a national level than bus fares.

4.8. Parking charges

Parking charges in future years apply to zones and railway stations for which parking charges are identified in the base year (see MDVR Section 4.3), plus Cambridge North Railway Station, which is not present in the

base year. Parking charges are assumed to rise in line with inflation only, and therefore remain constant in 2015 prices.

In the 2019 Present Year Validation and the forecast years beyond it, the parking charges at P&R sites coded in the 2015 base year were removed following their removal in April 2018.

There is potential to vary this assumption in other test scenarios, as the local authorities have a high level of control over parking charges in the county. It would be straightforward, within the structure of the model, to apply a different assumption globally across all car parks (including railway stations and P&R sites), and/or to add or remove charges at individual sites.

4.9. Weighting of time by journey stage

Weights are applied to some stages of travel to reflect travellers' discomfort and dislike of these aspects of travel, for example waiting time for public transport. Weights may also be applied to specific stages to reflect improvements to the way this mode is perceived by travellers. These weights are described in more detail in Section 4.6 of the MDVR.

No changes to journey stage weights are made within the F-series Baseline forecast years. Each stage retains the same weighting as applied in the 2015 base year. It is not anticipated that these weights would be changed in the course of standard model runs, as they are based on TAG guidance and part of the model calibration. The weights can however be changed within the model if required.

5. Transport supply

5.1. Introduction

5.1.1. Overview

This chapter gives an overview of how transport supply changes are applied within CSRM2.

Changes in transport supply can be:

- Related to new development sites (highway access and public transport services);
- Committed improvements (new infrastructure and changed public transport timetables); or
- Uncommitted improvements generally applied as a scenario test within CSRM2.

The remainder of this section gives an overview of the approaches and concepts applied in coding future year transport supply. Section 5.2 then gives details of the F-series Baseline assumptions

5.1.2. Transport networks

The representation of transport supply – infrastructure and public transport services – is in the form of multi-modal networks, and definitions of public transport services with appropriate frequencies and stopping patterns. These supply models determine how routes between zones are calculated for the demand (e.g. trips to work) to determine travel distances and times and, for those travelling on the highway, for the trips to be assigned and the resulting level of congestion determined.

As with the 2015 base year, the SATURN highway network forms the basis of the transport supply network for all modes except rail and some dedicated walk/cycle infrastructure. All highway links (except motorways and certain dual carriageways such as the A14) in the highway network are assumed to be open to walking and cycling with quality factors specified for the cycle links as described in Section 3.7 of the MDVR, and bus services are defined in relation to nodes on the highway network.

5.1.3. Bus journey times

It is important that journey times in the bus assignment model reflect the level of congestion in the highway model. Base year bus timetables include a minimum time between stops, ensuring that the journey time for a bus route is no faster than the published timetable. This process is described in the MDVR Section 3.3.

The final journey time between adjacent coded bus stops, as described in Table 5-1, is the maximum of:

- coded input times (timetabled time); or
- the sum of the “congested link travel time” for all links between the two bus stops. Where buses run on road with traffic, this travel time includes the effect of congestion. For bus lanes and off-road busways, a free-flow (without congestion) time is used.

Table 5-1 - Calculation of bus times in future year scenarios

Type of service	Future year impact	Future year – Input service times / speeds	Resulting times
Existing services (Future Service same as in 2019 PYV)	New segregated infrastructure (bus lanes) made available on some parts of existing routes.	On sections with no change in infrastructure PYV minimum times are kept (but modelled times will tend to rise where congestion increases). For sections using new segregated infrastructure the bus speed is assumed to be at least 30 km/h for urban bus lanes, 45 km/h for urban guideways, 80 km/h for long distance guideways (1km or more in length).	For all on-road sections with no infrastructure change, the input journey times will remain at 2019 levels, and increase where congestion levels increase. For the sections of bus routes with improvements in infrastructure (bus lanes added), journey times may decrease.
New bus services or existing services where the route is diverted.	Running on existing infrastructure with other traffic, and/or using new segregated infrastructure for part of the route.	There are no advised timetable times for new future year services. For existing links, input speeds on links which exist in 2019 are taken from the average speed of buses on each link (calculated from the PYV). For new infrastructure, speeds assumed are as quoted above.	For all on-road sections with no infrastructure change, the input journey times will remain at 2019 levels, and increase where congestion levels increase. For new services using segregated infrastructure (or existing services diverted to use it), the journey times will tend to decrease.

The SATURN HAM assigns pre-loads of bus services on the network so that the contribution of bus vehicles to road congestion is also considered. However, the HAM has no representation of bus stops or bus dwell times at bus stops, assuming instead that buses travel along roads without stopping.

5.1.4. Rail journey times

Rail journey times for existing services are assumed to be fixed between the base and future years. Where CSRM2 is used to model the impact of changes in rail timetables, the future year rail journey times will be taken from the timetable to be tested, i.e. specified as a scenario specific input.

5.1.5. Walking and cycling

As described in the MDVR Section 3.7 and 6.2, the modelling of walking and cycling is restricted to a mode choice based on distance. For future year scenarios, improvements in walking and cycling connectivity can be represented through the addition of new links in the walking and cycling networks or will arise through the addition of new highway links which (except for motorways and dual carriageways) are assumed to allow walking and cycling. Note that this includes new busway links, which are assumed to include a segregated walk and cycle path alongside, as can be seen on the existing Cambridgeshire Guided Busway.

A key change in the F-series over previous iterations of CSRM2 is that improvements in cycling infrastructure which do not shorten journey distances, but improve the cycling experience, are now able to be represented using the “propensity to cycle” methodology. This alters the perceived distance of cycle links by a factor depending upon the quality and safety of the cycle infrastructure. Schemes to improve cycle infrastructure without adding in new cycling links (e.g. adding painted cycle lanes to an existing highway link) can therefore now be modelled in future years.

Additionally, the impact of these cycle scheme improvements on other highway users can be modelled. Traffic mitigation measures, such as speed humps or narrower carriageway following the introduction of a cycle lane, influence drivers’ perception of safety and therefore will make them drive more slowly. Table 5-2 and Table 5-3 show the estimated reduction in highway speed following the introduction of traffic calming measures.

Table 5-2 - Estimated speed hump spacing required to achieve a mean 'after' speed between humps

Mean 'before' speed (mph)	Spacing between humps (metres)						
	20	40	60	80	100	120	140
	'After' speed between humps (mph)						
20	13	14	15	16	18	19	20
25	15	16	17	18	20	21	22
30	17	18	19	20	22	23	24
35	19	20	21	22	24	25	26

Dft Local Transport Note 01/07 (DfT, 2007)

Table 5-3 - Expected speed reduction effect of traffic calming measures

	Upper limit of maximum speed (kph)		Upper limit of 85 percentile speed (kph)		Range of average speed (kph)	
	Before	After	Before	After	Before	After
Vertical shifts in the carriageway	100	40	75	30	45-65	18-25
Lateral shifts in the carriageway	100	65	75	45	45-65	22-35
Road narrowing to a single lane	100	65	75	45	45-65	22-35
Roundabout	100	65	75	45	45-65	22-35
Road narrowing to a reduced width	100	95	75	70	45-65	40-55
Central islands	100	95	75	70	45-65	40-55

Road design measures to reduce drivers' speed via 'psychological' processes: A literature review (TRL, 2003)

5.2. Transport supply in the F-series Baseline

5.2.1. Introduction

The transport supply assumptions for inclusion in the 2026 and 2041 F-series Baseline were provided by CCC and GCP and comprise the highway, public transport (rail, bus/guided bus and P&R) and cycling (including Park and Active (P&A)) schemes expected to be built by the forecast years as part of the GCP Phase 1 transport investments as per March 2021 status, as well as National Highway schemes such as the A14 and A428.

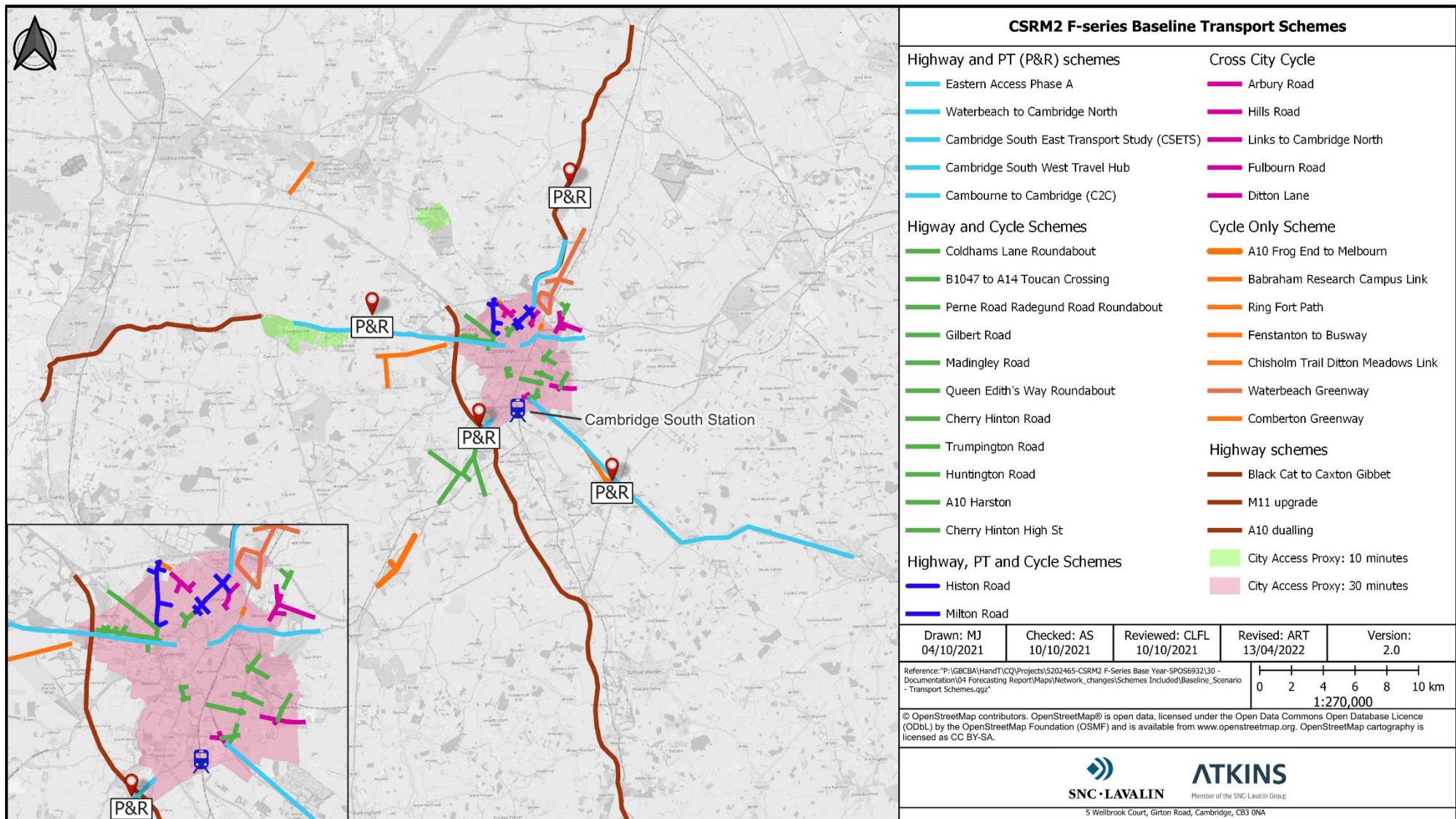
Figure 5-1 shows an aggregate summary of the transport schemes included in the F-series Baseline. The following sections outline the schemes that are included. Appendix C contains the F-series Baseline Uncertainty Log for the transport schemes coded in the forecast years. An uncertainty grade, for schemes not opened by the 2019 PYV, has been assigned according the TAG guidance.

TAG unit M4 provides advice on using transport models to prepare future forecasts of demand and supply. Forecasting is, by nature, uncertain, and this unit gives guidance on how various sources of uncertainty should be taken into account throughout the forecasting process. This states that:

*"The practitioner should summarise all known assumptions and uncertainties in the modelling and forecasting approach in an uncertainty log. It is essential that all assumptions made are fully documented in a Forecasting Report"*¹⁰

¹⁰ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/805256/tag-unit-m4-forecasting-and-uncertainty.pdf

Figure 5-1 – CSRM2 F-series Baseline Transport Schemes



5.2.2. City Access Proxy

The F-series Baseline includes the City Access Proxy, which represents the intended impacts of the City Access scheme being brought forward by GCP. This is implemented by adding a time penalty for car trips ending in the charge area: specifically, 30 minutes for all car trips that have destinations in Cambridge city, Addenbrookes or the Cambridge Science Park and 10 minutes for all car trips that have a destination at Northstowe or Cambourne.

In the F-series implementation of this proxy, the penalties are also applied to all car legs of rail trips where that car leg ends in the affected areas (i.e. parking at Cambridge or Cambridge North rail stations, or driving from any rail station to a destination in the charge area), and similarly for trips driving between P&R sites and zones in the charge area. The P&R sites themselves remain exempt from the penalty.

5.2.3. Highway schemes

The F-series Baseline SATURN network includes the following major highway infrastructure schemes, which represent the latest plans known at the time of network coding (summer 2021):

- A428 Black Cat to Caxton Gibbet dualling scheme (using the latest plans available in May 2020);
- A14 Improvement Scheme as built and observed in summer 2021, and based on plans for the as-yet incomplete section in Huntingdon;
- Ely Southern Bypass (opened in 2018);
- Northstowe Phase 2 – link road to Bar Hill known as Southern Access Road (West)
- Cambridge South East Transport Study (CSETS): improvements on the A1307 as of May 2020
- Cambridge South West Travel Hub: improvements at the M11 J11 as of May 2020
- Cambourne to Cambridge (C2C): improvements on the A428 as of May 2020; and
- Eastern Access Phase A on Newmarket Road as of June 2021.

The future year network also includes more localised planned and projected improvements, to the extent that information was available at the time of producing the network coding. In addition, speed mitigation measures have been adopted as described in paragraph 5.1.5 when changes to the highway network have been introduced following the introduction of a new cycleway. The map in Figure 5-2 shows the location of significant highway infrastructure added in the F-series Baseline. This does not show small changes at individual junctions but does include new carriageways and areas where new access is created to development sites.

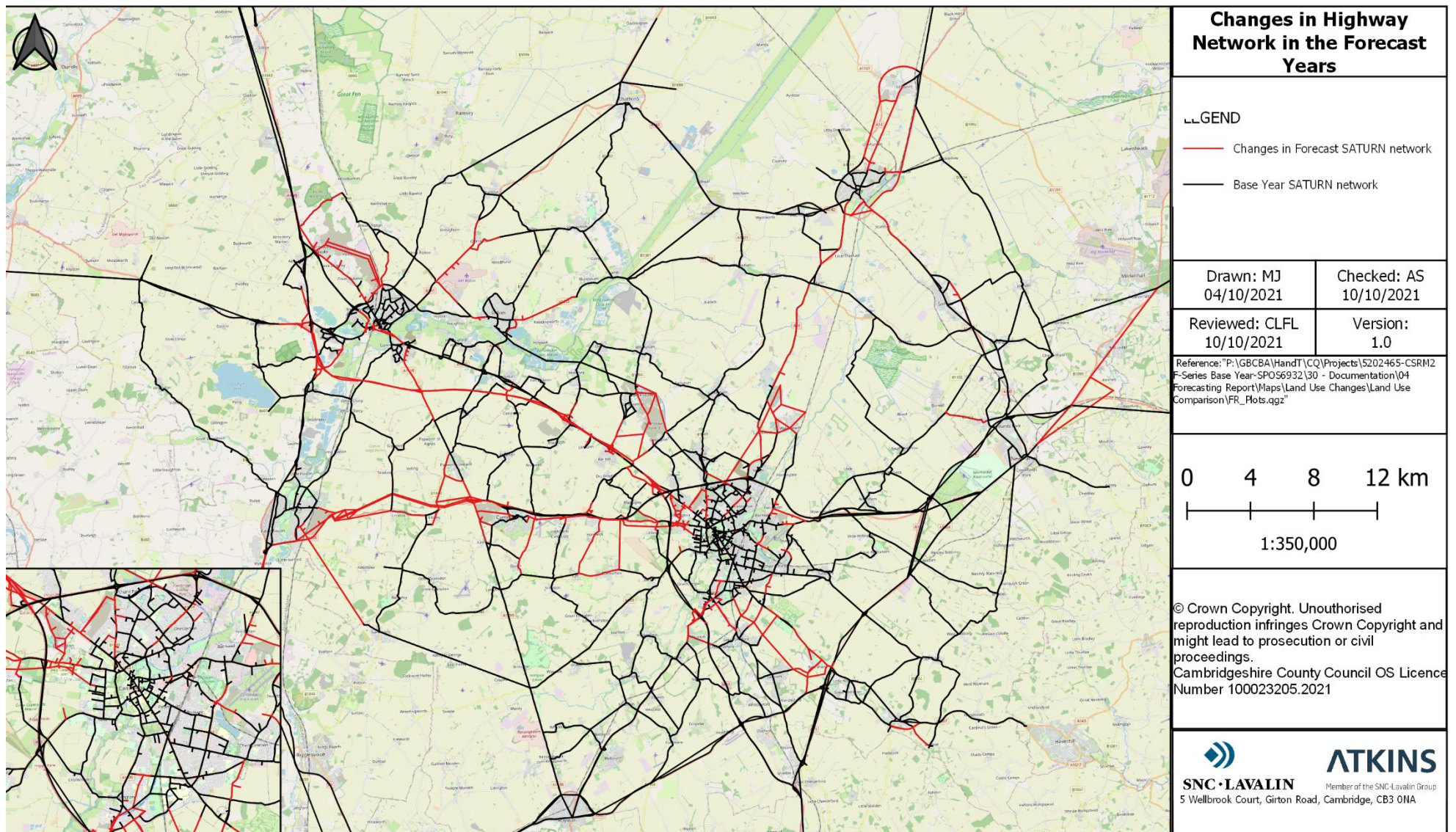
In addition to the above major infrastructure changes, access arrangements and mitigation for the following developments has been included:

- Cambridge:
 - Land between Cherry Hinton Road and Babraham Road;
 - Cambridge West;
 - Clay Farm;
 - Cambridge East (also partly in South Cambridgeshire);
 - Darwin Green (also partly in South Cambridgeshire);
 - Cambridge North West (Eddington);
- South Cambridgeshire:
 - Cambourne West;
 - Waterbeach New Town;
 - West of Hauxton Road, Trumpington;
 - North of A428, Cambourne;
 - Cambridge East, North of Newmarket Road;
 - Northstowe Phase 1;
 - Northstowe Phase 2;
 - Northstowe Phase 3;
 - Bourn Airfield;
- East Cambridgeshire:
 - Grange Lane Area, Littleport;

- Soham Eastern Gateway;
- Newmarket Road, Burwell;
- Ely North;
- Huntingdonshire:
 - Alconbury Weald;
 - Bearscroft Farm, Godmanchester;
 - St Neots East; and
 - Ermine Street, Huntingdon.

In the F-series Baseline highway models, traffic signals are optimised using SATURN's SIGOPT option. This reflects the assumption that signal settings for existing junctions would be continually refreshed as traffic patterns change, and also gives the opportunity for the timings for any proposed new junctions to be optimised once the new traffic exists in the model. To improve model convergence, the traffic signals are optimised only in the first three iterations of the TDM and thereafter fixed at their optimised values: this is implemented using a global parameter, so all traffic signals (both existing and new junctions) are optimised.

Figure 5-2 - Highway network changes from base year to forecast years in the CSRM2 Baseline



5.2.4. Rail

Three new rail schemes are included in the F-series Baseline that were not in place by the 2019 Present Year Validation. These are Foxton Rural Travel Hub (RTH), Cambridge South station, and the relocation of Waterbeach station: further details on the assumptions for each scheme are given below.

The F-series Baseline does not include any other changes to rail services or frequency patterns.

Rail fare growth is coded following PDFH guidance, as detailed earlier in this report in Section 4.7.

Foxton Rural Travel Hub

Foxton station exists as a local station in the F-series base year and Present Year Validation. In future years, however, it is converted to a main station in the model as the Foxton RTH project promoted by GCP is expected to have a P&R function. The Foxton RTH proposal is a plan to create a car park at Foxton station, with no other changes that would affect the model. No changes to the service pattern are proposed and the station is not relocated.

Although the capacity of car parks at stations is not modelled in CSRM2, the proposed car park capacity and the reasons stated by GCP in their proposal make it clear that Foxton RTH would be aimed at attracting more than the current local station catchment, and providing for Rail P&R trips, hence the decision to upgrade the station in the model to a major station.

Cambridge South Station

The proposed railway station at Cambridge South (Cambridge Biomedical Campus) has been included in the F-series Baseline. Current proposals for this station do not include a car park, so is not classified as 'main' or 'local' (as that distinction only applies for stations with car parks) – it is accessible only by bus, walk or cycle. The full list of assumptions is:

- All trains passing through Cambridge South will stop, and will not incur any delay by doing so. This assumption is consistent with Cambridge North Station, and is also very close to the 8 trains per hour guidance received from CCC and Network Rail.;
- Cambridge South station is assumed to be 3 minutes south of Cambridge station;
- No car park has been provided (and therefore no parking charges have been assumed). Cycle parking has been allowed; and
- There is no facility for taxis or drop-offs, as CSRM2 does not model these.

Waterbeach Station relocation

Waterbeach station has been relocated from its existing position in Waterbeach village to a new location at the edge of the New Town North of Waterbeach in the Baseline. The following assumptions were made:

- The station is accessible by walk, cycle and road from both the New Town North of Waterbeach and Waterbeach village, but there is no through access for vehicles;
- There are two separate car parks (one accessed via the new town and one via the village), both with the same parking charges as the existing Waterbeach station car park;
- There is a free and frequent shuttle bus between the existing and new station locations. This has been coded as a "bus connector" link so that the frequency of the service does not need to be specified – it is just available as required. The distance (1.5 km) has been measured from online mapping and the time (10 minutes) has been estimated to include travel time and time to transfer from the bus into the station; and
- It has been assumed that there will be no change to the train timetables – the new station is a direct replacement for the existing station and the location is so similar that the timings would not be altered.

5.2.5. Park & Ride

As shown in Figure 5-1, four new additional P&R sites have been added in the F-series Baseline as part of the GCP Phase 1 transport interventions. These will be served by the additional guided bus services specified in Section 5.2.6 and allow people to park and continue their journey by walking or cycling to their final destination.

The £1 parking charge at P&R sites, present in the base year, is not present in the F-series Baseline, given its removal in April 2018.

As stated in Section 4.4.3 of the MDVR, P&R fares have been refined. Fares at the additional P&R sites in the forecast years are determined using the same methodology as the base year. Additionally, the following

assumptions were made when defining the fares to assign to the Guided Bus services serving the P&R sites (prices are 2015 values):

- The P&R site in the proximity of the M11 Junction 11 has been coded as an urban P&R site (£2.70 return ticket for trips to the city centre); and
- Scotland Farm, CSETS (A1307 near Babraham) and Waterbeach P&R sites have been assumed to be in the Cambridge Day Rider Fare Boundary and therefore a return ticket from the city centre would cost £4.10.

Table 5-4 below summarises the guided bus fares for a return ticket from the new P&R sites to Cambridge city modelled in the Baseline.

Table 5-4 - Fare for a return ticket to the city centre for the new P&R sites

P&R Site	Distance to City	Adopted Guided Bus fare (2015 £)
Scotland Farm (C2C corridor)	8 km	£4.10 (hybrid)
M11 J11 (Cambridge South West Travel Hub)	5 km	£2.70 (urban)
Linton (CSETS corridor)	12 km	£4.10 (hybrid)
Waterbeach	9 km	£4.10 (hybrid)

5.2.6. Bus and Guided Busway

In CSRM2, Guided Bus (GB) works in a similar way to bus, although it makes use of both the guideway and regular highway network. Even if the guideway is not being used, a GB service remains a different mode to bus, reflecting the different levels of comfort, convenience and image that the Cambridgeshire Guided Busway services offer.

The F-series Baseline includes 16 new High-Quality Bus services from the 2015 base year which have been modelled as Guided Bus services. These improve the connectivity to the city centre from the new P&R sites as shown in Figure 5-3. Table 5-5 shows the direction of the additional bus services and their frequency.

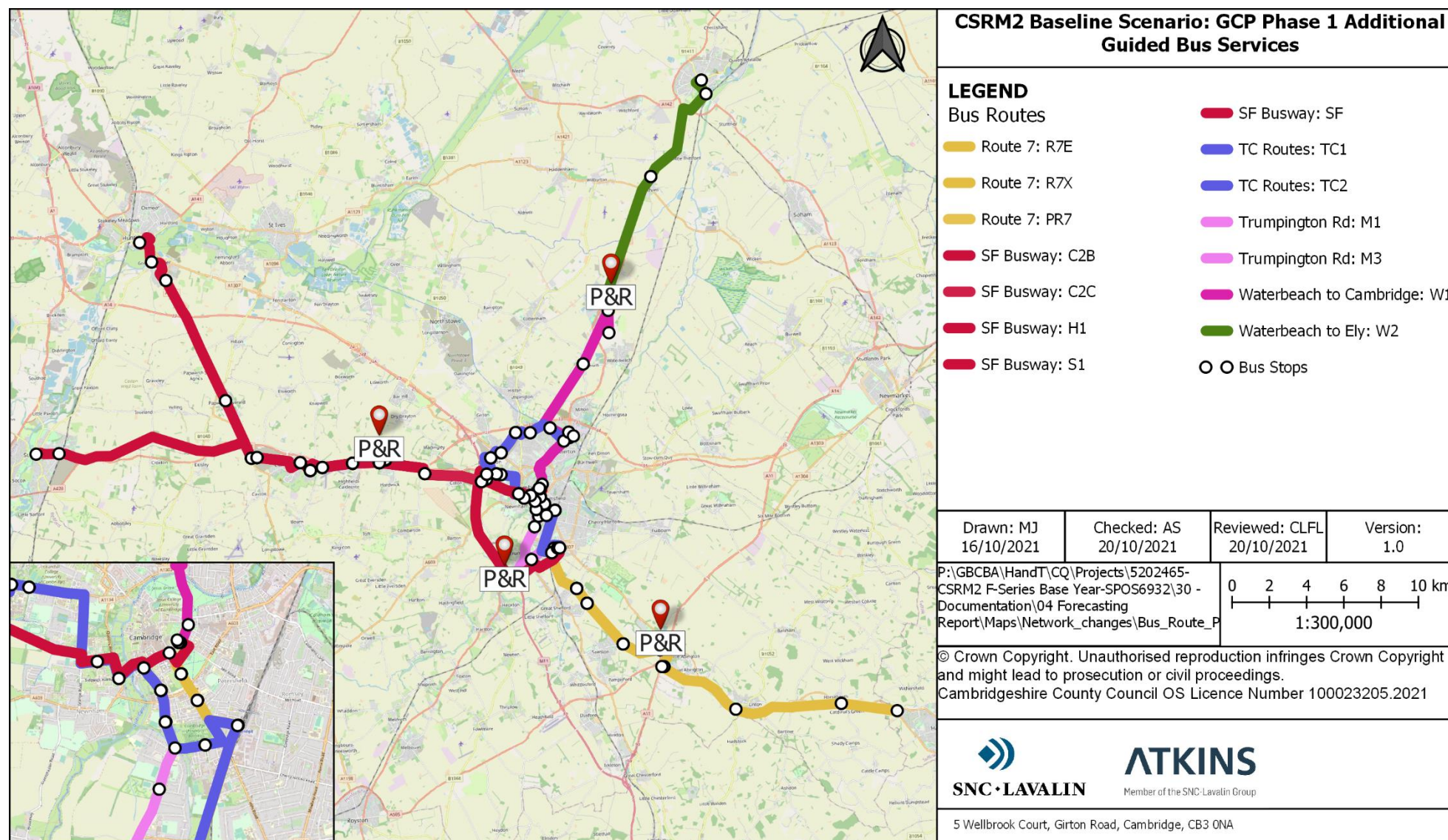
In addition, the changes to P&R services made by Stagecoach in November 2016 were incorporated. This change 'severed' the P&R services, from three services that operated through the city centre from one P&R site to another, to five services that operate between a single P&R site and the city centre. P&R routes and frequencies have been updated to match the services as of the 2019 Present Year Validation Network, with the exception of the A and B Guided Bus services whose routes have been reverted to their 2015 routes following the reopening of the Guided Busway bridge on the A14.

Table 5-5 - F-series Baseline: additional High Quality Bus services

Service	Route	Service Frequency (busses/hr)	Timetabled Duration (Single) (Minutes)
PR7	City Centre - CSETS P&R (via Biomedical Campus)	4	22
R7e	City Centre - Granta Park (via Biomedical Campus)	2	25
R7x	City Centre - Haverhill (via Biomedical Campus)	2	41
W1	City Centre – Waterbeach	6	38
W2	Waterbeach – Ely	3	21
M1	Biomedical Campus - M11-J11 P&R	6	7
M3	City Centre - M11-J11 P&R	6	18
SF	Biomedical Campus - Scotland Farm P&R (via M11 & SF Busway)	2	21
C2B	Biomedical Campus - Cambourne West (via M11 & SF Busway)	2	34
C2C	City Centre - Cambourne West (via SF Busway)	2	28
S1	City Centre - St. Neots (via SF Busway & Cambourne)	2	44
H1	City Centre - Huntingdon (via SF Busway & Cambourne)	2	55
TC1	Biomedical Campus – Eddington	2	28
TC2	Biomedical Campus - Science Park	2	39

Bus fares on all services including the Guided Busway, National Express and P&R are assumed to grow at RPI+2% per annum as described earlier in this report in Section 4.6.

Figure 5-3 - F-series scenario: new Guided Bus services



5.2.7. Walking and cycling

Enhancements to base year cycle infrastructure have been made. These include in the F-series Baseline cycling and walking schemes committed or completed since the CSRM2 base year model was designed. The impacts of cycle schemes on the highway network have been modelled as stated in Section 5.1.5. In addition, the following cycle and walking schemes have been coded in the model. These are shown in Figure 5-1 above and they have been coded as segregated cycleways with the quality factors listed in Section 6.2 of the MDVR:

- Cycle schemes which affected the highway network:
 - Access to Cambridge North and the Science Park;
 - Arbury Road;
 - Fulbourn/Cherry Hinton Eastern Access;
 - Ditton Lane and links to East Cambridgeshire;
 - Hills Road and Addenbrooke's Corridor;
 - Coldham's Lane Roundabout;
 - Perne Road/Radegund Road Roundabout;
 - A10 Harston;
 - Cherry Hinton High Street;
 - Huntingdon Road;
 - Trumpington Road;
 - Queen Edith's Way/Fendon Rd Roundabout;
 - Histon Road¹¹;
 - Madingley Road;
 - Milton Road;
 - B1047/A14 Toucan Crossings;
 - Gilbert Road;
 - Cherry Hinton Road;
 - Fulborn Road;
- Cycle only schemes:
 - A10 Frog End to Melbourn;
 - Ring Fort Path;
 - Fenstanton to Busway;
 - Chisholm Trail Ditton Meadows Link;
 - Waterbeach Greenway;
 - Linton Greenway; and
 - Comberton Greenway.

¹¹ The Histon Road scheme includes removing parking provision outside shops, which has been represented as an increase of 10% in parking search times for trips attracted to the zones affected.

6. F-series Baseline model outputs

6.1. Introduction

This chapter describes the outputs from the CSRM2 F-series Baseline, when CSRM2 is run using the input assumptions outlined in Chapters 3, 4 and 5 above.

The CSRM2 F-series Baseline is a forecast of potential conditions in 2026 and 2041. It is not intended to be a definitive set of assumptions, or a formal 'reference' scenario. Instead, it is intended to provide a starting point for future studies and a known and understood set of supply and demand responses, which can be used as a comparator against test scenarios.

6.2. Production and attractions

This section summarises the changes in daily trip ends through time input to the model based on the land use and economic growth scenario assumed. The trip ends directly related to land use activity are in the form of trip productions and attractions measured as the from home legs of home-based trips, and all non-home based trips. Thus, trip productions relate primarily to the residents in the study area, while attractions relate to the commercial activity attracting people to travel to work, retail and leisure.

The number of trips generated (produced) within the sub-region is forecast to grow approximately in line with population at 11% between 2015 and 2026 and a lower rate of 6% from 2026 to 2041. This equates to an increase of just over 147,000 outbound (PA) trips per day by 2041.

Sections 6.2.1 and 6.2.2 consider the growth in home-based and non-home-based trips respectively and how they relate to the growth in land use activities. Section 6.2.3 provides maps showing the spatial changes through time.

A commentary on the overall impacts is included in sub-section 6.2.4 at the end of this section.

6.2.1. Home-based trips

The demographic and other transport demand assumptions summarised in Chapter 3 influence the growth of trips at trip production and attraction (PA) level in model outputs. As both home-based commuting (HBW) and home-based education (HBEd) school trips are doubly constrained (constraint values applied at both production and attraction ends), the growth patterns over the periods of 2015-2026 and 2026-2041 of those two types of trips at PA ends should be highly associated to growth of factors which are relevant (e.g. workers to commuting trips at production end, and jobs at attraction end). Employer's business (HBEB) trips, personal shopping trips (HBPS) and family visiting/other discretionary trips (HBRV) are all singly constrained at the production end only and hence growth should relate to the growth in relevant population segments, while the growth at the attraction end will be more loosely associated with the activities attracting the trips.

The following charts, and the tables upon which they are based (see Appendix D), examine the growth pattern of home-based (HB) trips either produced from or attracted to the internal LADs and the external area. For each "type" of trip there are two charts, one shows the percentage growth between 2015 and 2026, whilst the other shows the same metric, but between 2026 and 2041.

At the production end, both HBW and HBEB trips as expected have growth patterns reflecting the growth in resident workers (Appendix D provides tables summarising the numbers of trips produced in and attracted to each district by year and the growth between years.

Figure 6-1 and Figure 6-2). The growth of HBEd trip productions among districts are more aligned to those of non-workers in which a large proportion of children and students reside (Figure 6-3 and Figure 6-4), whilst the growth in HB other trips, including both HBPS and HBRV trips, reflect the overall population trend between 2015 and 2026 (Figure 6-5) and between 2026 and 2041 (Figure 6-6). Note that education trips are not modelled to or from the external area.

Appendix D provides tables summarising the numbers of trips produced in and attracted to each district by year and the growth between years.

Figure 6-1 - 2015 to 2026 growth comparison of workers, HBW and HBEB trip productions

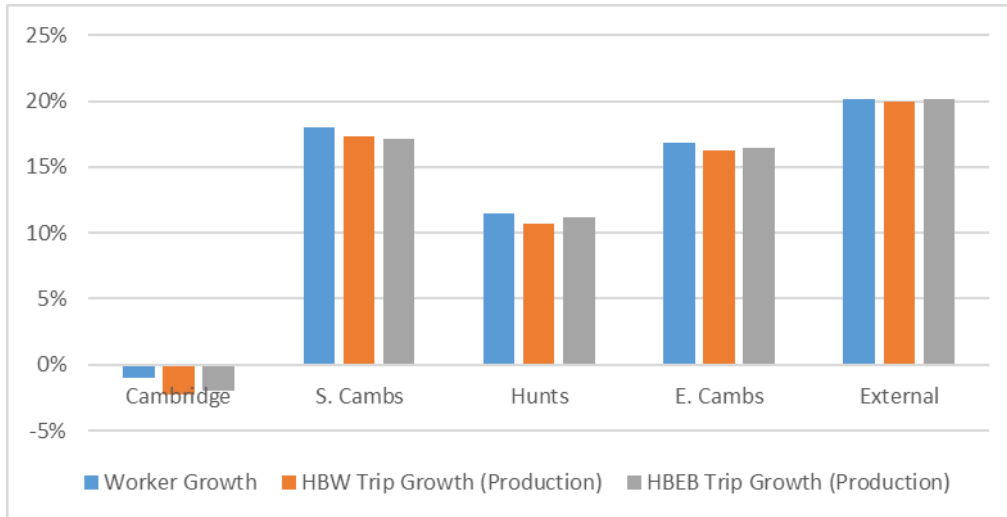


Figure 6-2 - 2026 to 2041 growth comparison of workers, HBW and HBEB trip productions

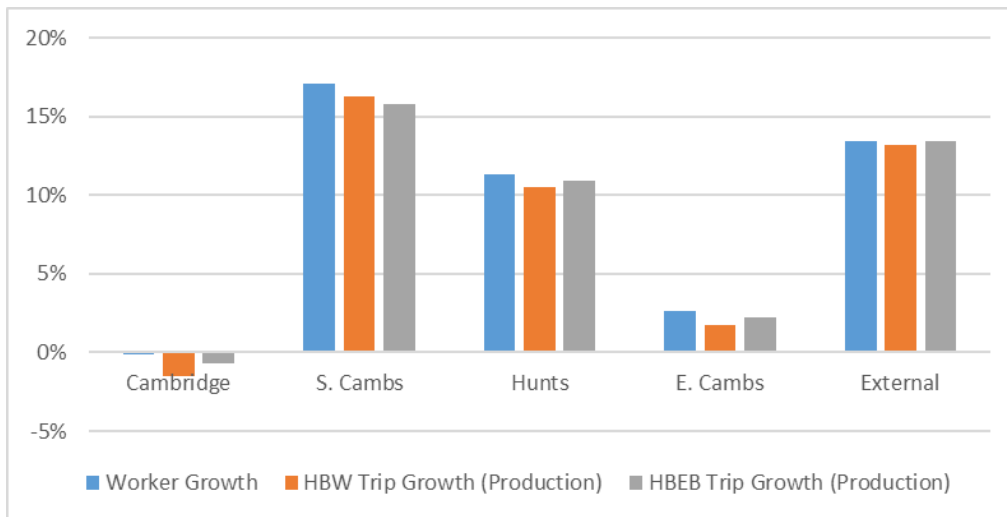


Figure 6-3 - 2015 to 2026 growth comparison of non-workers and HBEd trip productions

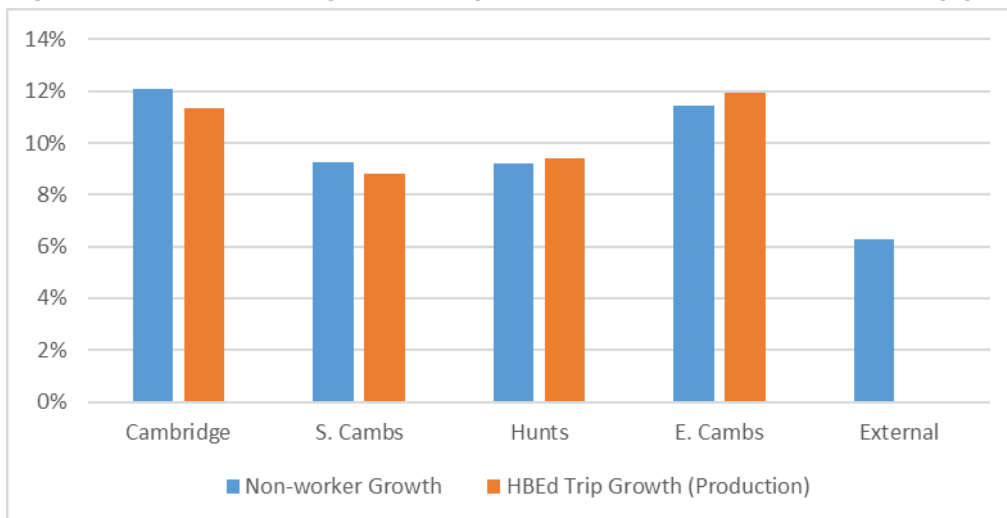


Figure 6-4 - 2026 to 2041 growth comparison of non-workers and HBEd trip productions

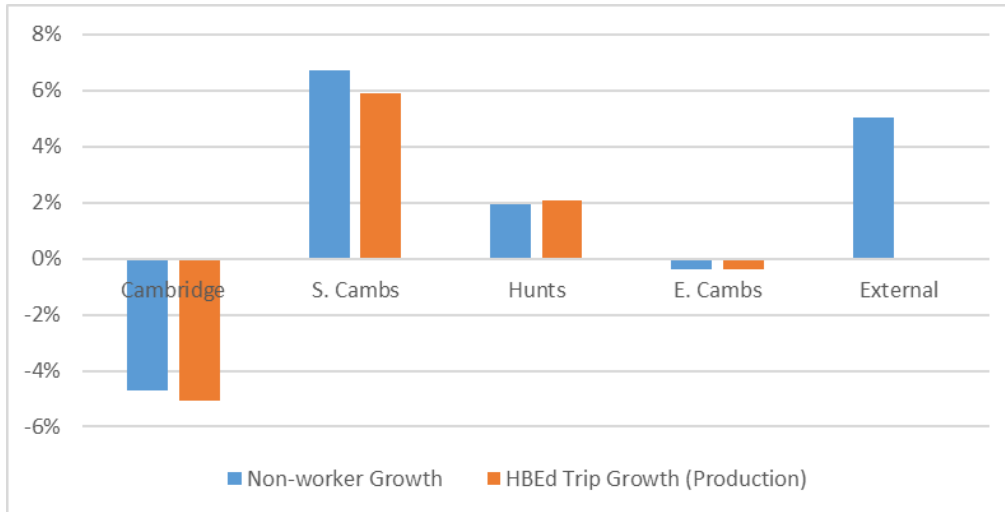


Figure 6-5 - 2015 to 2026 growth comparison of population, HBPS and HBRV trip productions

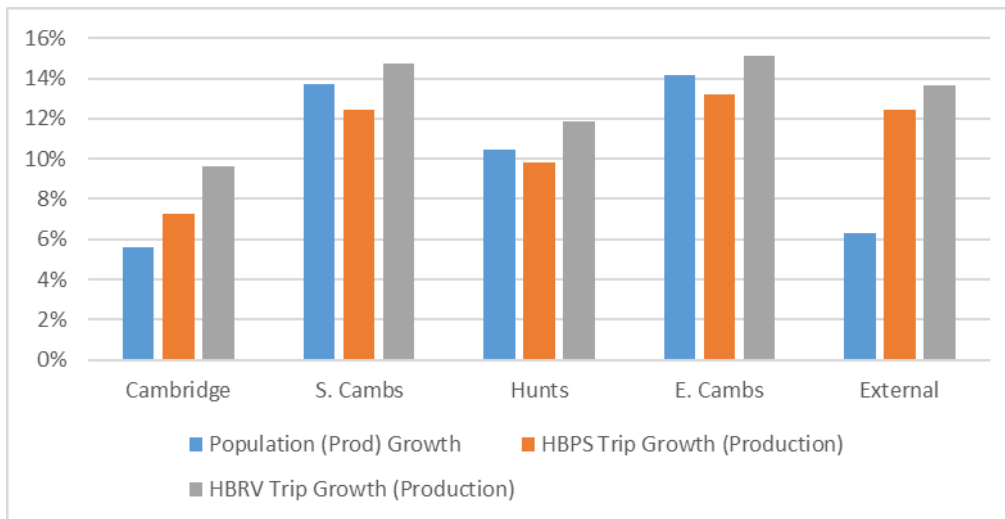
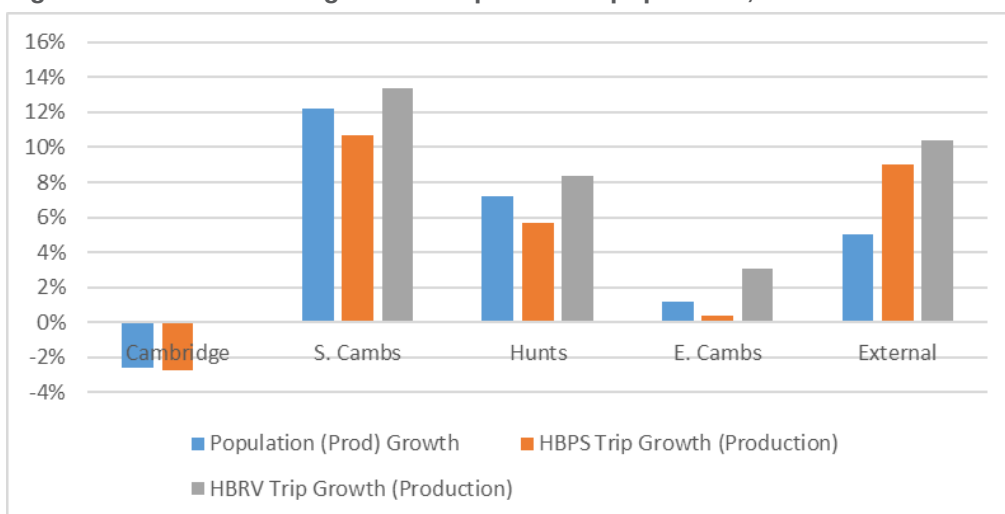


Figure 6-6 - 2026 to 2041 growth comparison of population, HBPS and HBRV trip productions



6.2.2. Non-home-based trips

There are two types of non-home-based (NHB) trips defined in the model: employer's business (NHBE) and other (NHBO) purposes (including all non-home-based personal discretionary trips). The tables in

Sections D.3 and D.5 of Appendix D show that the growth in NHB trip productions is similar to overall growth in HB attractions. NHB attractions also follow a similar profile to HB attractions for similar activities (other being mainly shopping and recreation).

6.2.3. Trip end changes by zone

The resulting total HB production and attraction trip end changes for each zone are shown in the following maps.

Growth in the development zones is shown in green on all the maps. Although there is growth in travel demand in all districts, not all zones experience increased travel demand. Between 2015 and 2026, several zones in Cambridge experience a reduction, as do a few parts of South Cambridgeshire and Huntingdonshire. In the period from 2026 to 2041, many more areas experience small decreases in trip productions. This is consistent with development being focused on the major development sites combined with the general decrease in household size predicted for the future, which leads to a decrease in total population in areas with no increase in the number of dwellings. There are also areas experiencing significant increases in trip productions, particularly by 2026 in zones where development has already commenced, such as Cambourne, Trumpington and expansion of other villages outside Cambridge. The peripheral rural zones show relatively high levels of growth due to their larger size.

In the 2015-2026 and 2026-2041 growth periods, the spatial pattern of change in attractions is less pronounced with growth in the development areas, combined with organic growth of existing employment areas. The patterns of change also reflect the changes in trip productions where changes in the resident population impact on the spin off activity (primarily leisure trips) attracted.

Figure 6-7 - Change in trip productions 2015-2026, Baseline

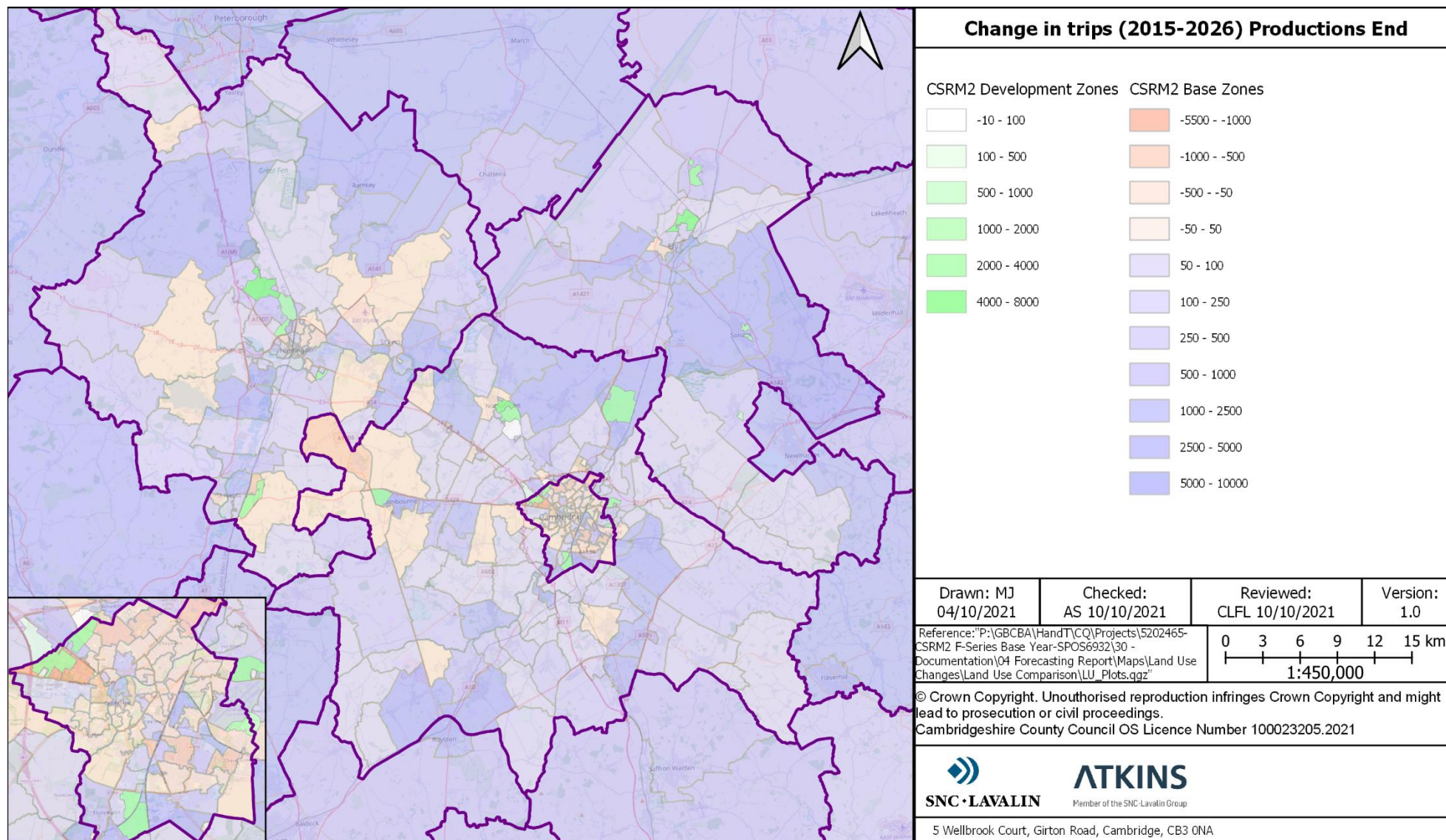


Figure 6-8 - Change in trip productions 2026-2041, Baseline

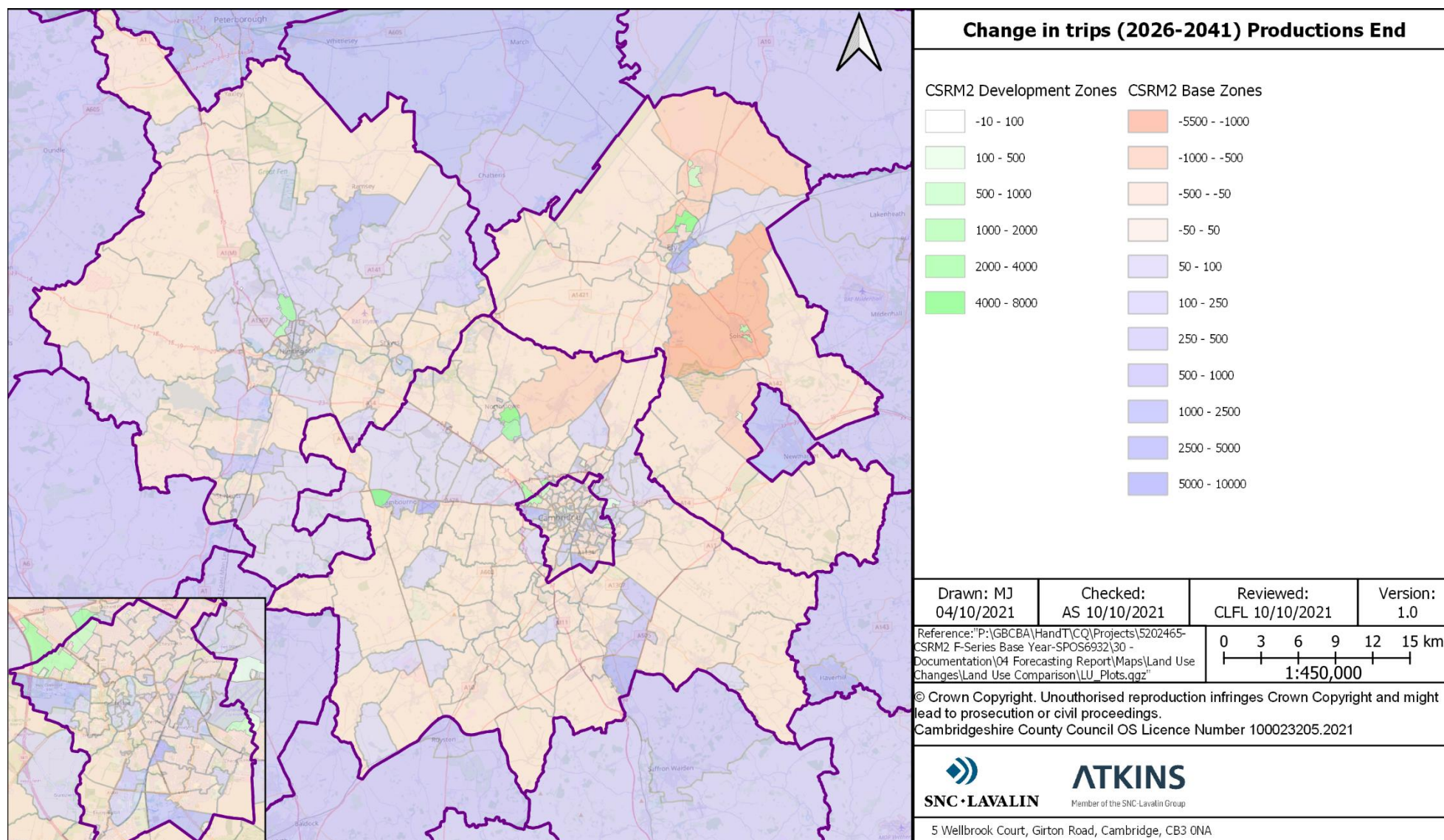


Figure 6-9 - Change in trip attractions 2015-2026, Baseline

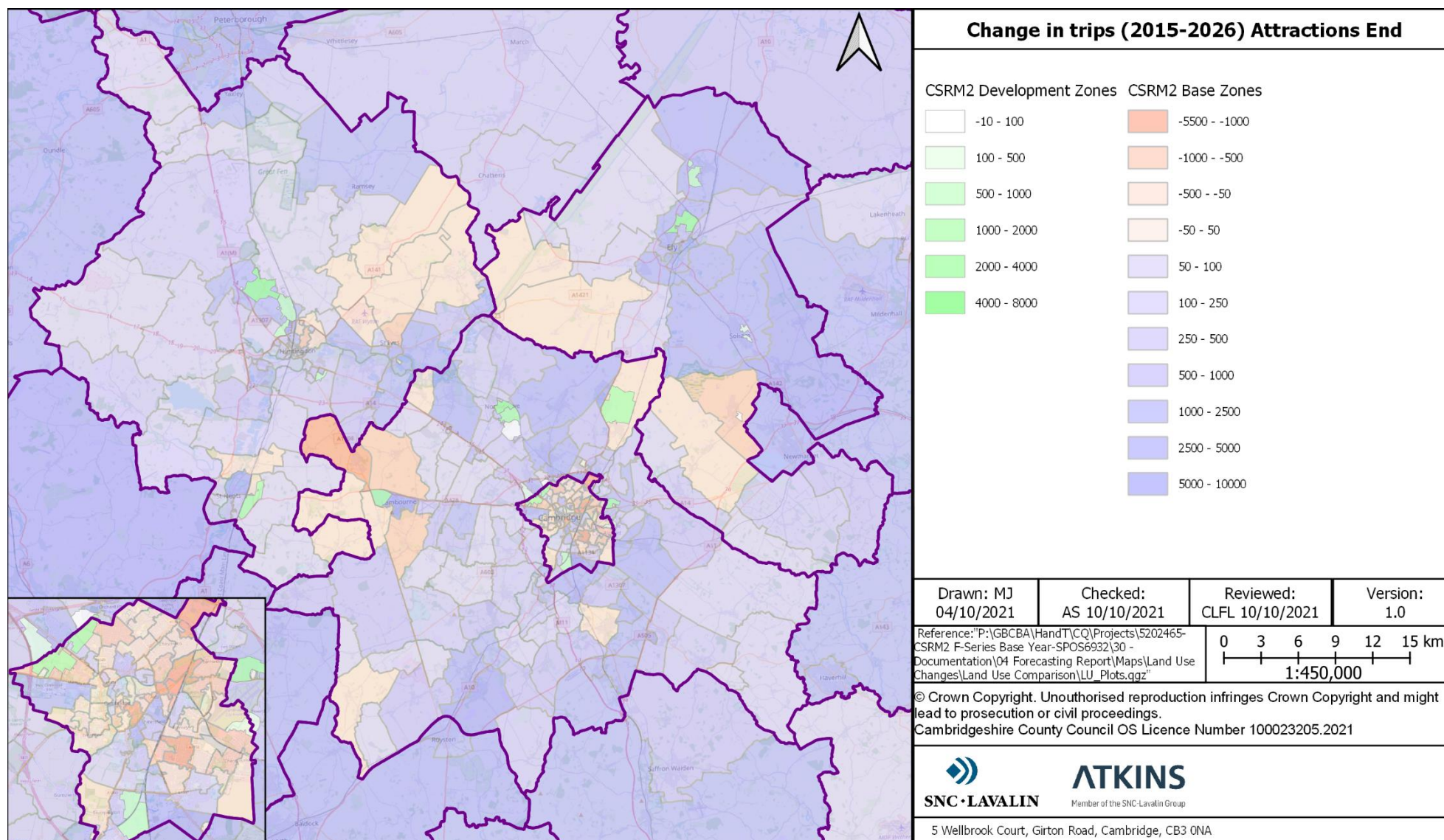
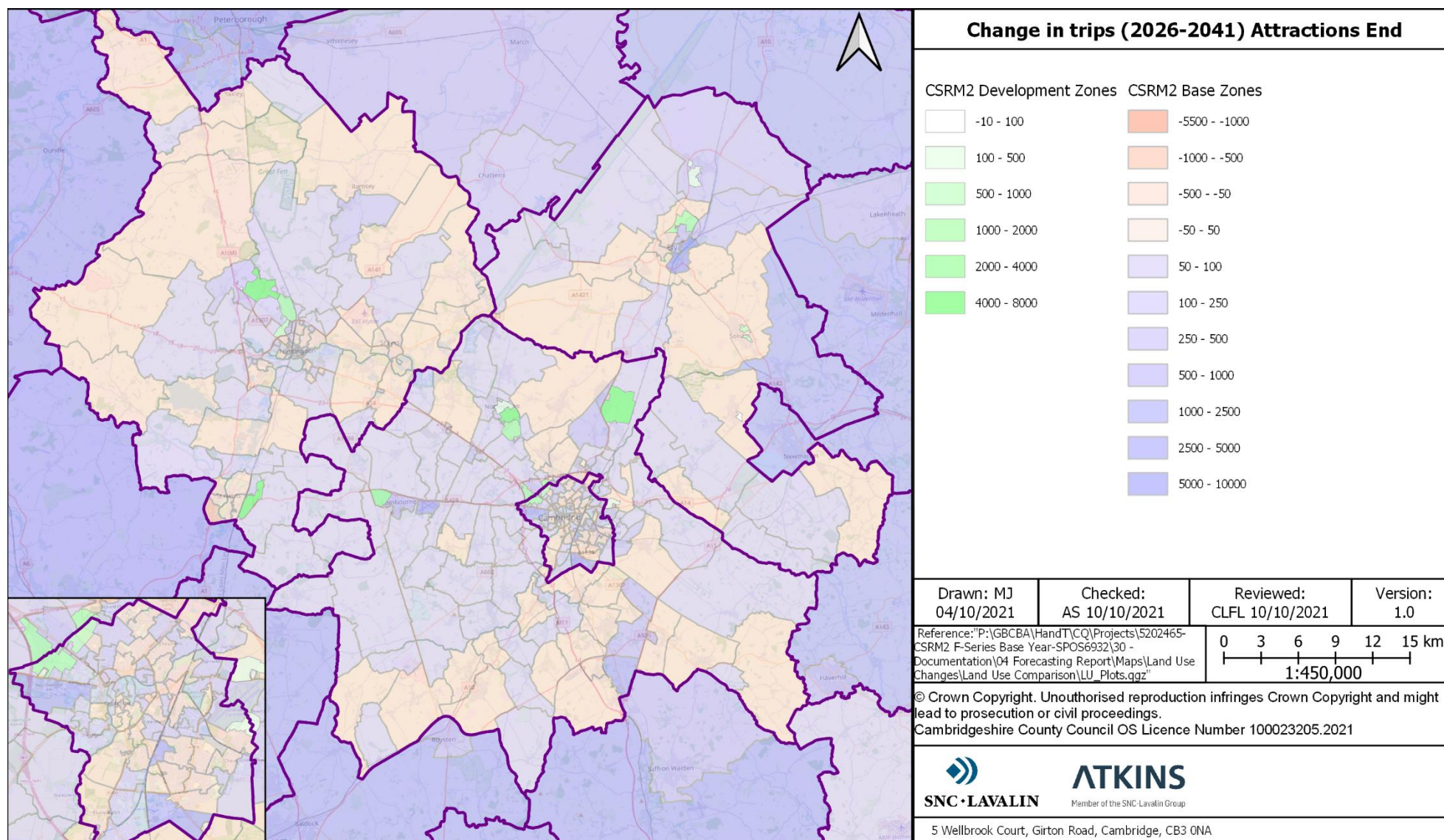


Figure 6-10 - Change in trip attractions 2026-2041, Baseline



6.2.4. Commentary on production and attractions

This section has shown how the production and attraction trip ends input into the model grow between 2015-2026 and between 2026-2041. This growth is driven by land use assumptions documented in Chapter 3. Work-related trip productions (HBW and HBEB) decline in Cambridge following the decline in resident workers, but increase more strongly in other areas, particularly South Cambridgeshire which contains many of the growth areas. Cambridge experiences growth in education and leisure trips up to 2026 due to the relatively larger growth in retired and non-working population. However, as population reduces in Cambridge from 2026 to 2041, fewer trips are generated for all trip purposes. Growth is more even across the districts to 2026, but by 2041 growth is focused on the development areas primarily in South Cambridgeshire and Huntingdonshire, with East Cambridge and the city experiencing little or no growth.

As would be expected, the overall growth in trip attractions matches the trip production growth in each case, which is around 11% between 2015 and 2026 and 6% between 2026 and 2041. For home-based work, the trip distribution model is doubly constrained so that the pattern of growth in attractions matches the growth in jobs. For education, it is worth noting that the growth is a mixture of doubly constrained growth for under-18s (see Section 3.3.5) and singly constrained growth in higher education trips. Discretionary trips (HBPS and HBRV), which are singly constrained and generally shorter than commuting and business trips, do not follow production patterns as closely. The growth rate for to external areas is higher than to internal areas, due to lower growth rates assumed for retail in Cambridge city centre, which attracts the largest numbers of this type of trip, than for external locations.

It is also worth noting that the growth in in-commuting (external productions in Table D-1 and Table D-8) gets bigger across the years while the out-commuting trips (external attraction in Table D-1 and Table D-8) declines between 2015 and 2026 before increasing again between 2026 and 2041. This arises from assumptions described in Section 3.1.4 and leads to growth in long distance trips.

The maps of trip production growth by zone Figure 6-7 and Figure 6-8 correspond closely to that for population Figure 3-2 and Figure 3-4, which is expected, and again highlights the fall in population (and therefore trip productions) in rural areas (and some parts of Cambridge) without housing growth. This is related to the national trend of falling household size explained in Section 3.3.1.

The trip attraction growth by zone is more mixed, as it combines the impact of job growth (Figure 3-5 and Figure 3-6 in Section 3.3.2), school places and (for discretionary trips) population growth. As illustrated by a comparison between Figure 6-9 and Figure 6-10, this leads to a net fall in trips attracted to some rural areas with low job numbers and no housing growth in the 2015-2026 growth period. These are areas with low jobs growth, and which lack additional housing, therefore resulting in a fall in population. Interestingly, many of these areas with falling trip attraction – both within the city and without – begin to gain trip attraction again between 2026 and 2041.

6.3. Sector definition – zone aggregation for results

Figure 6-11 demonstrates the definition of 28 sectors used in the following tables, namely the aggregation of zones used for presenting the results. Figure 6-12 shows the external area more clearly, while Figure 6-13 and Figure 6-14 show more detail in Cambridge and Huntingdon respectively.

Figure 6-11 - CSRM2 zones to sectors (study area)

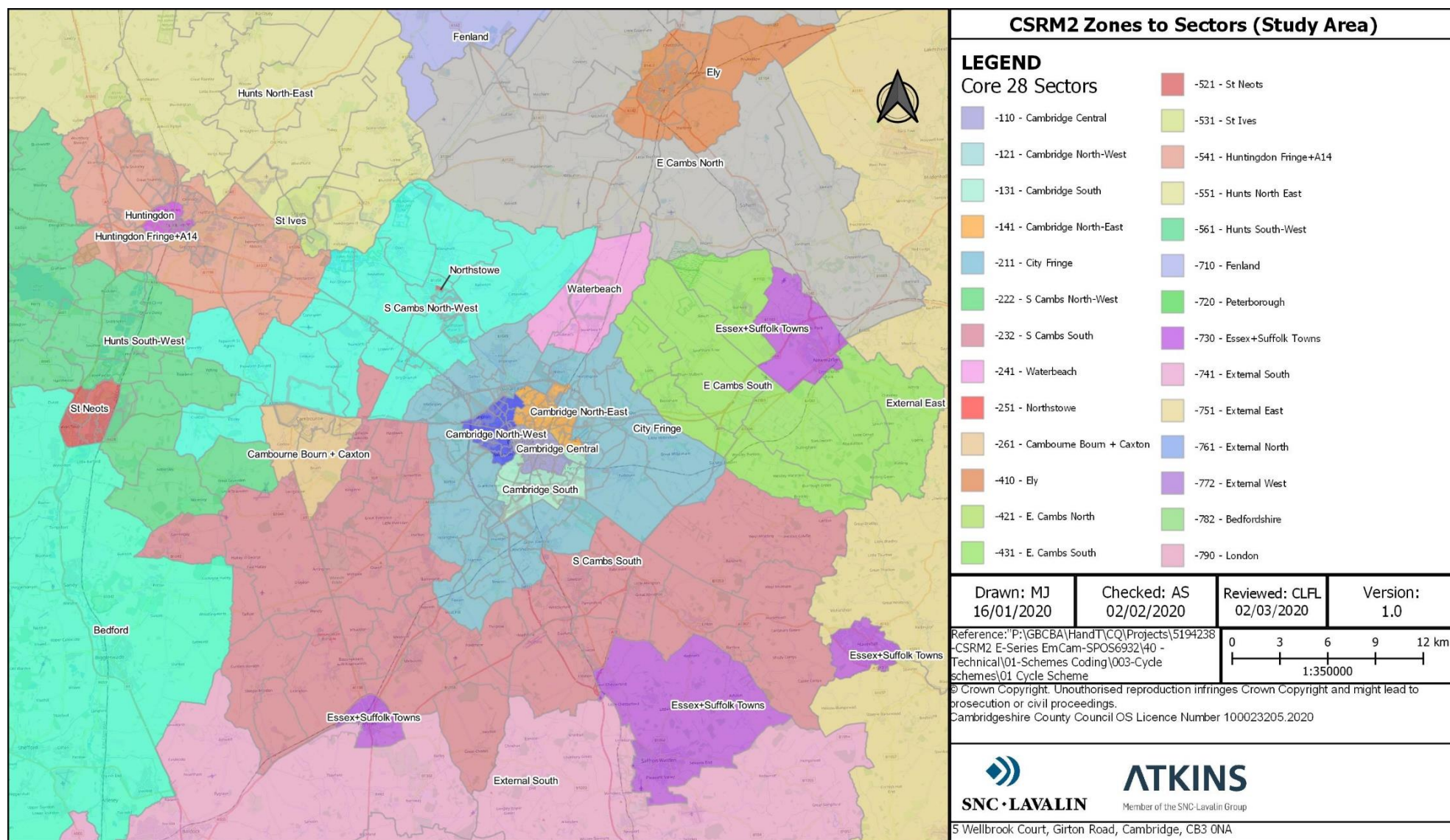


Figure 6-12 - CSRM2 zones to sectors (overview)

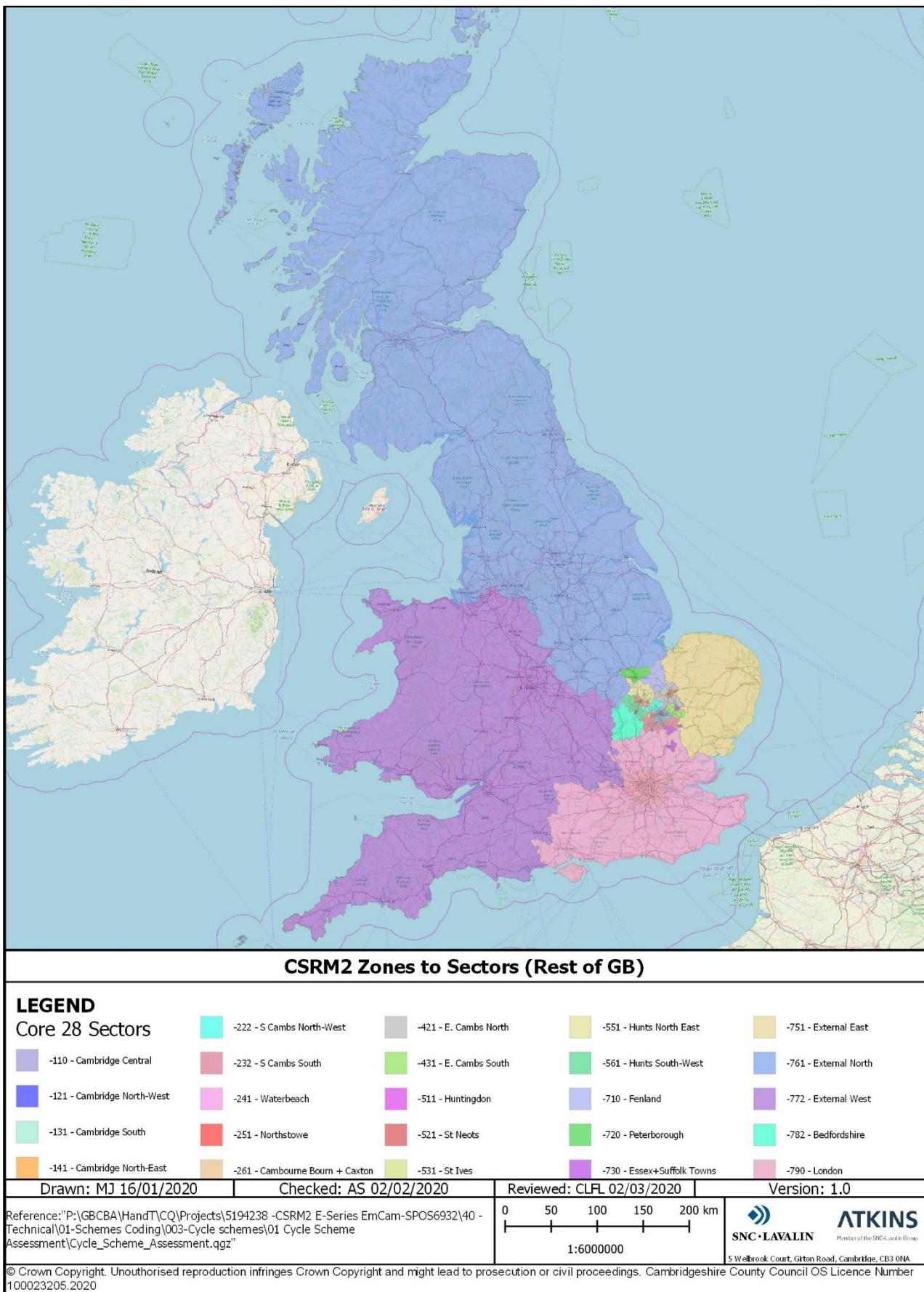


Figure 6-13 - CSRM2 zones to sectors (Cambridge)

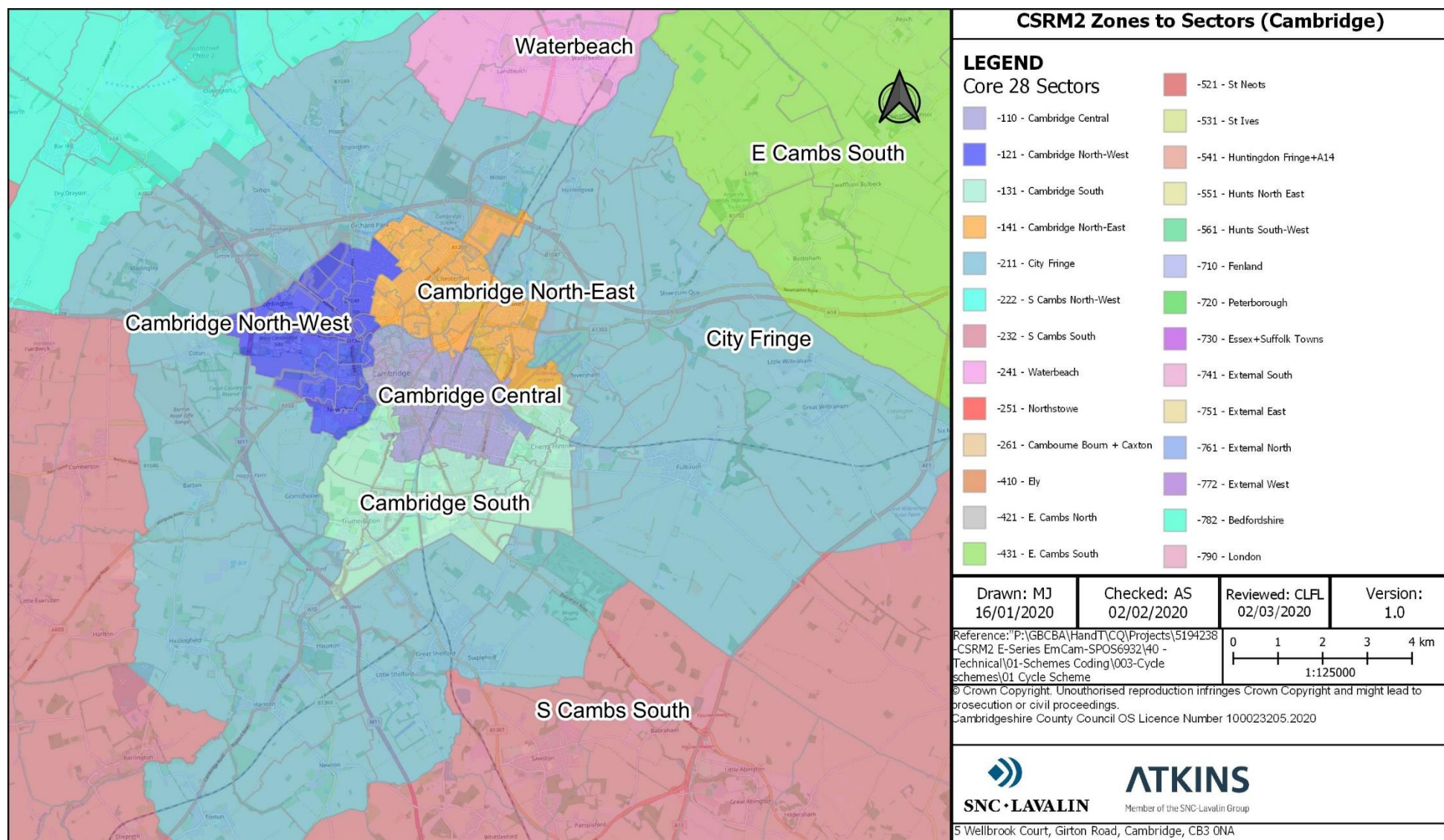
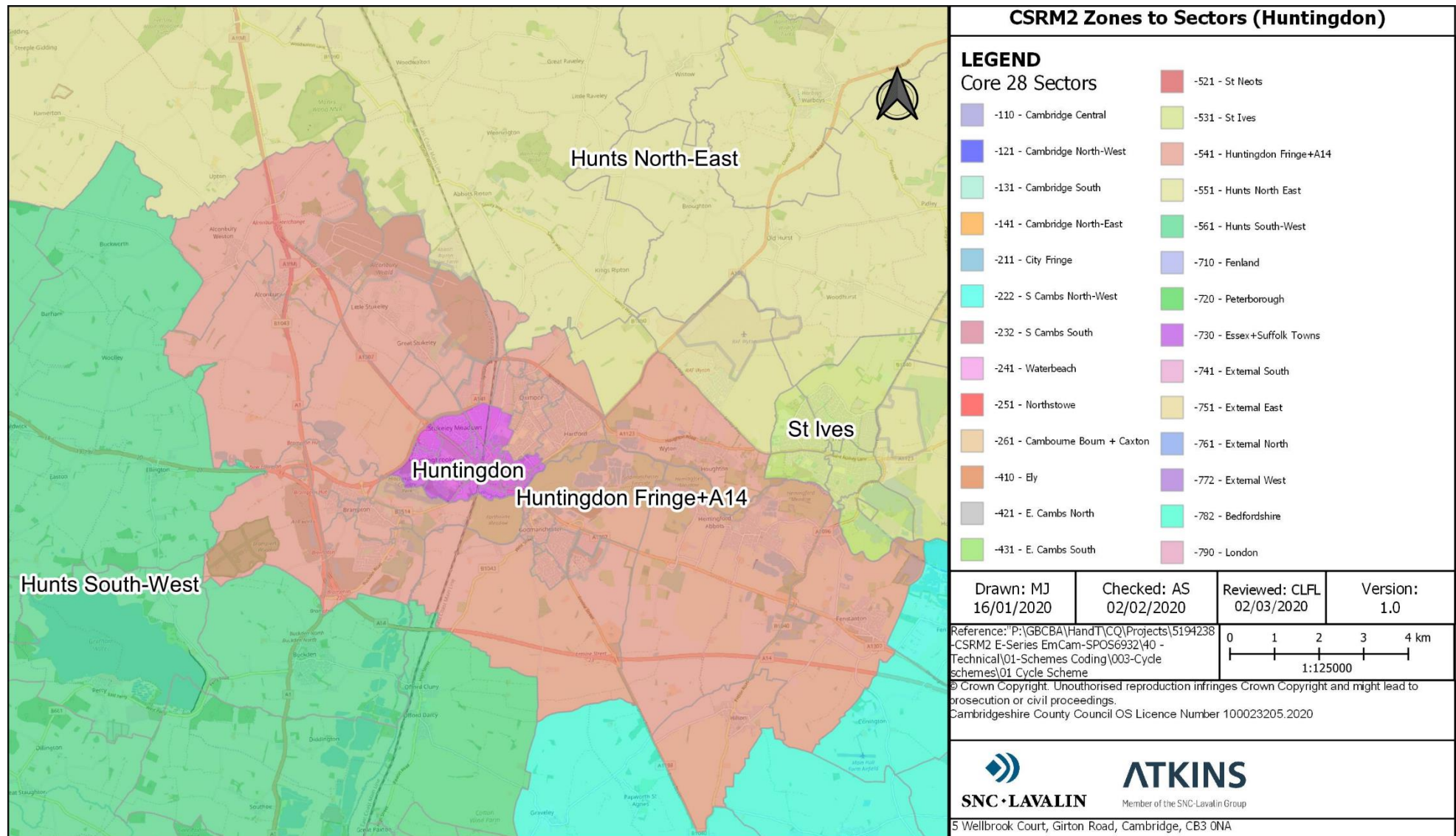


Figure 6-14 - CSRM2 zones to sectors (Huntingdon)



6.4. Trips by purpose

Trip volumes for 2015, 2026 and 2041 summarised from this section onwards are based on origin-destination trips (i.e. every trip made), rather than trip productions and attractions (just the from home legs for home-based trips, plus non-home-based trips).

The changes in 12-hour trip origins by purpose are shown in the tables below at sector level. Destinations over 12 hours show a similar pattern as the majority of trips return home within that period.

Table 6-1 and Table 6-2 illustrate the absolute and percentage changes in trips respectively during the modelled 12 hours (07:00-19:00) between 2015 and 2026.

Table 6-3 and Table 6-4 show the equivalent information between 2026 and 2041.

Discretionary travel (shopping, leisure etc) accounts for the largest proportion of trips and hence experiences the largest growth in trips in absolute terms, with percentage growth being close to the population and average trip growth. The increased economic growth with higher worker rates results in commuting and business trips growing most in percentage terms. Education travel grows least in percentage terms, highlighting that growth in the population groups who study (primarily children and students) is lower than the population as a whole.

In the 2015-2026 growth period, the sectors around the fringes of Cambridge, Ely and Huntingdon which contain the major new developments experience the greatest growth in trips in Table 6-1. Percentage growth, shown in Table 6-2, is dominated by the large new developments at Northstowe and Waterbeach in this growth period. Note that as Northstowe had no trip production/generation in the base year, its percentage growth is infinite, and it has therefore been represented by a dash.

The growth between 2026 and 2041 in trips is more homogeneous than the preceding growth period. The homogeneity is more pronounced in Table 6-4, which shows the percentage change within this growth period. The only sectors to break this trend are those containing Cambourne, Northstowe and Waterbeach, all of which continue to see major development over this period.

Trips to and from the sub-region and the surrounding area increase by over 170,000 in the 11 years from 2015 to 2026 and a further 105,000 in the following 15 years to 2041.

Table 6-1 - Change in trip origins by sector and purpose (07:00 to 19:00), 2015-2026

District	Origin	HBW	EB	HBEd	Other	Total
Cambridge	Cambridge Central	687	-856	2,097	-3,897	-1,969
	Cambridge North-East	-1,123	-689	493	-7,380	-8,699
	Cambridge NW+West	2,246	-61	1,554	1,508	5,248
	Cambridge South	4,574	51	3,855	4,585	13,065
	Cambridge Total	6,384	-1,555	7,999	-5,184	7,644
South Cambridgeshire	Cambourne Bourn + Caxton	1,950	386	1,577	3,609	7,523
	City Fringe	6,477	1,369	1,310	13,344	22,500
	Northstowe	2,107	336	2,190	5,828	10,460
	S Cambs NW	-384	-18	128	872	599
	S Cambs South	4,657	1,670	1,543	10,795	18,665
	Waterbeach	1,909	469	910	5,146	8,434
	South Cambridgeshire Total	16,716	4,213	7,658	39,594	68,182
East Cambridgeshire	E Cambs North	3,196	772	3,356	10,486	17,809
	E Cambs South	111	23	332	674	1,141
	Ely	2,082	707	837	7,841	11,467
	East Cambridgeshire Total	5,389	1,503	4,525	19,000	30,417
Huntingdonshire	Huntingdon	542	355	317	4,027	5,241
	Huntingdon Fringe+A14	4,528	1,180	3,289	14,207	23,203
	Hunts N+E	2,048	621	470	4,956	8,095
	Hunts S+W	1,025	247	1,203	3,146	5,622
	St Ives	143	82	80	1,072	1,377
	St Neots	583	313	33	1,682	2,611
	Huntingdonshire Total	8,870	2,796	5,392	29,090	46,149
External	Beds	445	133	0	4,872	5,450
	Essex+Suffolk Towns	1,129	184	0	2,784	4,097
	External East	1,122	312	0	1,966	3,400
	External North	653	282	0	1,753	2,689
	External South	671	230	0	2,320	3,221
	External W	280	192	0	880	1,353
	Fenland	676	103	0	688	1,468
	London	-476	100	0	257	-119
	Peterborough	443	103	0	1,935	2,481
	External Total	4,944	1,640	0	17,456	24,040
Grand Total		42,304	8,598	25,574	99,957	176,432

Table 6-2 - Percentage change in trip origins by sector and purpose (07:00 to 19:00), 2015-2026

District	Origin	HBW	EB	HBEd	Other	Total
Cambridge	Cambridge Central	2%	-14%	9%	-5%	-1%
	Cambridge North-East	-6%	-20%	4%	-14%	-10%
	Cambridge NW+West	19%	-3%	10%	5%	9%
	Cambridge South	24%	1%	21%	11%	16%
	Cambridge Total	8%	-10%	11%	-2%	2%
South Cambridgeshire	Cambourne Bourn + Caxton	39%	38%	25%	22%	26%
	City Fringe	25%	29%	6%	19%	18%
	Northstowe	-	-	-	-	-
	S Cambs NW	-2%	-1%	1%	2%	1%
	S Cambs South	16%	28%	6%	13%	13%
	Waterbeach	54%	75%	54%	69%	64%
	South Cambridgeshire Total	21%	27%	11%	17%	17%
East Cambridgeshire	E Cambs North	15%	19%	17%	16%	16%
	E Cambs South	1%	2%	4%	3%	3%
	Ely	18%	27%	8%	17%	17%
	East Cambridgeshire Total	13%	18%	12%	14%	14%
Huntingdonshire	Huntingdon	6%	17%	5%	18%	13%
	Huntingdon Fringe+A14	21%	25%	22%	21%	22%
	Hunts N+E	8%	12%	2%	7%	7%
	Hunts S+W	9%	11%	14%	10%	10%
	St Ives	2%	5%	1%	4%	3%
	St Neots	4%	10%	0%	3%	3%
	Huntingdonshire Total	10%	15%	8%	11%	10%
External	Beds	8%	22%	-	50%	35%
	Essex+Suffolk Towns	11%	18%	-	20%	16%
	External East	12%	19%	-	26%	19%
	External North	13%	21%	-	35%	23%
	External South	9%	20%	-	38%	22%
	External W	8%	20%	-	34%	20%
	Fenland	15%	20%	-	19%	17%
	London	-8%	20%	-	24%	-2%
	Peterborough	6%	11%	-	21%	14%
	External Total	9%	19%	-	29%	19%
Grand Total		12%	13%	10%	11%	11%

Table 6-3 - Change in trip origins by sector and purpose (07:00 to 19:00), 2026-2041

District	Origin	HBW	EB	HBEd	Other	Total
Cambridge	Cambridge Central	-47	-107	-1,320	-1,328	-2,801
	Cambridge North-East	-341	-100	-1,150	-1,350	-2,941
	Cambridge NW+West	2,071	301	27	1,480	3,879
	Cambridge South	1,343	197	-1,168	-513	-140
	Cambridge Total	3,027	291	-3,610	-1,712	-2,004
South Cambridgeshire	Cambourne Bourn + Caxton	3,943	812	2,862	8,825	16,443
	City Fringe	2,190	371	-144	2,255	4,671
	Northstowe	2,341	413	2,091	5,830	10,675
	S Cambs NW	845	246	-669	1,441	1,863
	S Cambs South	1,464	449	-2,056	-1,056	-1,198
	Waterbeach	3,502	686	3,008	8,437	15,633
	South Cambridgeshire Total	14,286	2,977	5,093	25,733	48,088
East Cambridgeshire	E Cambs North	1,555	435	-1,033	-1,111	-154
	E Cambs South	-131	-20	-627	-853	-1,631
	Ely	1,274	202	1,092	6,055	8,622
	East Cambridgeshire Total	2,697	617	-568	4,091	6,837
Huntingdonshire	Huntingdon	-54	66	-540	204	-324
	Huntingdon Fringe+A14	4,453	1,022	3,528	11,019	20,023
	Hunts N+E	370	87	-1,148	-1,180	-1,870
	Hunts S+W	2,754	632	1,886	5,818	11,090
	St Ives	-8	10	-636	-745	-1,380
	St Neots	-10	24	-1,002	-766	-1,754
	Huntingdonshire Total	7,504	1,843	2,087	14,350	25,784
External	Beds	641	154	0	4,426	5,222
	Essex+Suffolk Towns	1,304	145	0	1,455	2,904
	External East	1,173	273	0	2,035	3,481
	External North	698	276	0	2,127	3,101
	External South	910	265	0	2,874	4,049
	External W	389	159	0	1,270	1,818
	Fenland	689	89	0	670	1,449
	London	502	83	0	443	1,028
	Peterborough	839	166	0	2,151	3,157
	External Total	7,145	1,612	0	17,451	26,208
Grand Total		34,659	7,340	3,002	59,913	104,914

Table 6-4 - Percentage change in trip origins by sector and purpose (07:00 to 19:00), 2026-2041

District	Origin	HBW	EB	HBEd	Other	Total
Cambridge	Cambridge Central	0%	-2%	-5%	-2%	-2%
	Cambridge North-East	-2%	-4%	-8%	-3%	-4%
	Cambridge NW+West	15%	15%	0%	4%	6%
	Cambridge South	6%	5%	-5%	-1%	0%
	Cambridge Total	3%	2%	-5%	-1%	-1%
South Cambridgeshire	Cambourne Bourn + Caxton	78%	81%	45%	54%	46%
	City Fringe	7%	6%	-1%	3%	3%
	Northstowe	111%	123%	96%	100%	102%
	S Cambs NW	5%	7%	-5%	3%	2%
	S Cambs South	4%	6%	-7%	-1%	-1%
	Waterbeach	64%	63%	116%	67%	72%
	South Cambridgeshire Total	15%	15%	7%	10%	10%
East Cambridgeshire	E Cambs North	7%	11%	-5%	-2%	0%
	E Cambs South	-2%	-1%	-8%	-4%	-4%
	Ely	11%	8%	11%	14%	11%
	East Cambridgeshire Total	6%	6%	-1%	3%	3%
Huntingdonshire	Huntingdon	-1%	3%	-8%	1%	-1%
	Huntingdon Fringe+A14	20%	22%	24%	17%	15%
	Hunts N+E	1%	2%	-6%	-2%	-1%
	Hunts S+W	24%	28%	22%	19%	19%
	St Ives	0%	1%	-9%	-3%	-3%
	St Neots	0%	1%	-8%	-2%	-2%
	Huntingdonshire Total	8%	8%	3%	5%	5%
External	Beds	12%	25%	-	45%	25%
	Essex+Suffolk Towns	13%	14%	-	10%	10%
	External East	13%	17%	-	27%	16%
	External North	14%	20%	-	42%	22%
	External South	12%	23%	-	48%	22%
	External W	12%	17%	-	49%	22%
	Fenland	15%	17%	-	18%	14%
	London	9%	17%	-	41%	14%
	Peterborough	12%	18%	-	23%	16%
	External Total	12%	19%	-	29%	17%
Grand Total		10%	11%	1%	7%	6%

6.5. Trip distribution

Following the change in land use and economic activity, and the changes in where trips start and end, this section summarises the impact of the growth and investment in infrastructure on the patterns of trips occurring. Results are summarised at the district level.

Between 2015 and 2026, the overall growth in trips is 11%, with Cambridge growing much less than the average. Between 2026 and 2041 there is less overall growth (6% in total), though with a similar spread across the districts.

These small changes impact on the patterns of trips occurring as shown in Table 6-5 for 2015 to 2026, and Table 6-6 for 2026 to 2041. Movements shaded green have more growth than average, while those shaded orange have below average growth.

Table 6-5 - % change in 12-hour district to district trips, 2015 to 2026

Origin district	Destination district					
	Cambridge	South Cams	East Cams	Hunts	External	All areas
Cambridge	-1%	3%	7%	24%	16%	2%
South Cambridgeshire	-4%	17%	54%	31%	38%	17%
East Cambridgeshire	-1%	51%	10%	23%	18%	14%
Huntingdonshire	16%	27%	23%	7%	17%	10%
External	12%	33%	16%	13%		19%
Total	0%	18%	14%	10%	23%	11%

Table 6-6 - % change in 12-hour district to district trips, 2026 to 2041

Origin district	Destination district					
	Cambridge	South Cams	East Cams	Hunts	External	All areas
Cambridge	-5%	6%	4%	9%	21%	-1%
South Cambridgeshire	7%	8%	17%	12%	22%	10%
East Cambridgeshire	4%	15%	-1%	9%	13%	3%
Huntingdonshire	10%	13%	10%	1%	20%	5%
External	18%	20%	12%	17%		17%
Total	0%	10%	3%	4%	20%	6%

In the shorter term (by 2026) there is significant growth in both directions between South Cambridgeshire and East Cambridgeshire, Huntingdonshire and the external areas. The growth to and from Cambridge is dominated by trips from and to Huntingdonshire, with reductions in some of the movements.

Between 2026 and 2041, the growth between South Cambridgeshire and East Cambridgeshire is no longer noticeably higher than other movements, in line with the homogeneity discussed in Section 6.4. There is a noticeable further drop in trips within Cambridge, driven by the falling population in the city in this period.

In both tables, the total change in trips to/from the external area is higher than any internal district, while the movements that have reduced are shorter distances – this leads to an overall lengthening of trips.

6.6. Trip lengths

The increases in travel to and from the external area between 2015 and 2026 lead to an increase in the average distance travelled per trip of around 8% or 1.4 kilometres, as shown in Table 6-7. Similarly between 2026 and 2041, there is a further increase of 9% or 1.56 km.

Table 6-7 - Average trip lengths

	Average length (kms)			Change in trip length (km)		% change in trip length	
	2015	2026	2041	2015-2026	2026-2041	2015-2026	2026-2041
AM Peak	17.88	18.59	19.67	0.71	1.09	4%	6%
Inter peak	14.19	15.95	17.86	1.75	1.91	12%	12%
PM Peak	19.18	20.69	22.07	1.51	1.38	8%	7%
12-hour	16.51	17.91	19.47	1.40	1.56	8%	9%

Table 6-8 shows the change in average trip lengths for trips starting in each of the 28 core sectors. This shows that the changes through time are broadly consistent with increases across all internal and nearby external sectors. The more distant external sectors tend to show a small reduction in average trip lengths.

Table 6-8 - Average trip lengths by sector of trip origin

District	Origin	2015	2026	2041	2015-2026	2026-2041
Cambridge	Cambridge Central	8.45	8.80	9.57	4%	9%
	Cambridge North-East	8.34	8.86	9.77	6%	10%
	Cambridge NW+West	8.28	8.89	10.04	7%	13%
	Cambridge South	10.47	11.24	12.48	7%	11%
	Cambridge Total	8.84	9.43	10.41	7%	10%
South Cambridgeshire	Cambourne Bourn + Caxton	14.31	15.86	16.56	11%	4%
	City Fringe	11.74	13.82	14.82	18%	7%
	Northstowe		13.90	13.85	++++	0%
	S Cambs NW	14.36	15.80	17.04	10%	8%
	S Cambs South	15.99	17.88	19.48	12%	9%
	Waterbeach	14.38	16.15	15.92	12%	-1%
	South Cambridgeshire Total	14.15	15.89	16.90	12%	6%
East Cambridgeshire	E Cambs North	13.22	13.90	15.18	5%	9%
	E Cambs South	14.95	16.42	18.06	10%	10%
	Ely	10.87	12.26	13.06	13%	7%
	East Cambridgeshire Total	12.81	13.80	14.91	8%	8%
Huntingdonshire	Huntingdon	14.43	15.04	16.34	4%	9%
	Huntingdon Fringe+A14	14.98	16.05	17.10	7%	7%
	Hunts N+E	17.03	18.01	19.48	6%	8%
	Hunts S+W	20.28	21.49	22.23	6%	3%
	St Ives	11.77	12.71	14.06	8%	11%
	St Neots	13.29	15.06	16.63	13%	10%
	Huntingdonshire Total	15.51	16.66	17.99	7%	8%
External	Beds	31.59	34.08	34.75	8%	2%
	Essex+Suffolk Towns	18.62	19.80	20.89	6%	5%
	External East	58.50	59.08	59.88	1%	1%
	External North	123.98	119.74	115.38	-3%	-4%
	External South	73.44	72.00	71.73	-2%	0%
	External W	165.56	163.72	157.07	-1%	-4%
	Fenland	35.36	36.44	37.20	3%	2%
	London	100.18	96.91	97.07	-3%	0%
	Peterborough	25.70	27.62	29.34	7%	6%
	External Total	57.01	57.00	57.69	0%	1%
All areas		16.51	17.91	19.47	8%	8%

+++++ represents an infinite increase as there were no trips to/from Northstowe in 2015.

6.7. Trips by mode

This section shows the change in trips between 2015, 2026 and 2041 by mode. The modes used in this section are defined in Table 6-9 (see also Section 2.8 of the MDVR).

Table 6-9 - Mode definitions

Mode	Definition
Car	A trip by car with no public transport legs
Bus	A trip taken by bus with no leg by car or any other public transport mode
Gbus	Any trip with a guided bus leg and no rail leg, except those accessed by car, or if guided bus is used to access rail
Rail	Any trip with a rail leg, except those also with a car leg
Bus P&R	A bus or guided bus trip accessed by a car leg
P&A	A Walk or cycle trip accessed by a car leg
Rail P&R	A rail trip accessed by a car leg
Cycle	A trip taken entirely by cycle
Walk	A trip taken entirely by walk

Table 6-10 contains the results which are used to produce Figure 6-15. These illustrate the overall mode share in 2015, 2026 and 2041. The overall mode shares are reasonably stable, however there is a distinct shift away from bus mode. This is partly offset by an increase in Guided Bus use, representing High Quality Public Transport (HQPT) introduced on existing corridors as services are upgraded. Car use decreases between 2015 and 2026 (balanced by increases in all other modes except bus), due to the introduction of the City Access Proxy, increases in congestion and the reallocation of road-space for cycle and HQPT improvements. However, car use then increases between 2026 and 2041 (when there are no further transport improvements modelled, but congestion continues to increase). The main reason for this shift is likely the relative decrease in the cost of car travel compared with bus and rail use, which is outlined in Chapter 4. The increase in trips to and from the external area also makes the use of car more likely, particularly if trips are to areas not well connected by rail. P&R mode shares increase through time, and although small for the sub-region as a whole, account for a significant proportion of trips to specific growth areas.

Table 6-10 - Comparison of modal split over modelled time period (07:00 to 19:00)

Year	Car	Bus	Gbus	Rail	Bus P&R	Rail P&R	P&A	Cycle	Walk
2015	65.65%	2.68%	0.82%	1.78%	0.53%	0.25%	0.35%	5.73%	22.21%
2026	62.47%	2.14%	1.31%	1.85%	1.28%	0.44%	1.01%	6.72%	22.79%
2041	64.87%	1.76%	1.26%	1.86%	1.26%	0.47%	1.07%	6.21%	21.25%

Table 6-11 and Table 6-12 show the absolute change in the mode share (% using each mode) between 2015 and 2026, and 2026 to 2041 respectively for trips from each district in each time period. This shows there are some spatial and time period specific variations. In particular, the introduction of the City Access Proxy between 2015 and 2026 causes a large reduction in car mode share for trips originating in Cambridge and a smaller but noticeable reduction in South Cambridgeshire. As noted previously, bus trips are replaced to some extent by guided (high quality) bus services.

Figure 6-15 - Comparison of modal split over modelled time period (07:00 to 19:00)

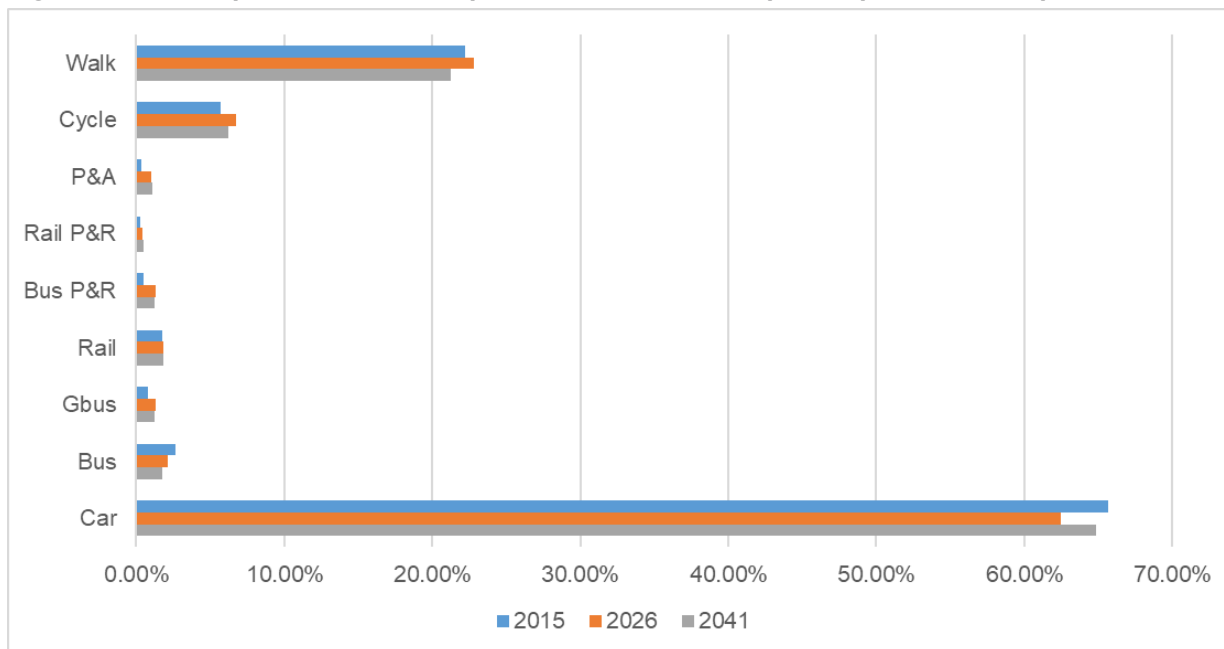


Table 6-11 - Change in mode share by trip origin district, 2015 to 2026

District	Time Period	Car			Public Transport				Active Modes	
		Car	Bus P&R	P&A	Bus	Gbus	Rail	Rail P&R	Walk	Cycle
Cambridge	AM	-17%	0%	0%	1%	0%	0%	0%	9%	6%
	IP	-17%	1%	1%	0%	1%	1%	0%	9%	4%
	PM	-19%	3%	2%	0%	1%	0%	1%	6%	5%
	12-hour	-18%	1%	1%	0%	1%	1%	0%	9%	5%
South Cambridgeshire	AM	-4%	1%	1%	-1%	1%	0%	0%	0%	1%
	IP	-2%	1%	1%	-1%	1%	1%	0%	-1%	0%
	PM	-2%	1%	1%	-1%	1%	0%	0%	0%	0%
	12-hour	-2%	1%	1%	-1%	1%	0%	0%	-1%	1%
East Cambridgeshire	AM	0%	1%	1%	-1%	0%	-1%	1%	-1%	0%
	IP	1%	0%	0%	0%	0%	0%	0%	-2%	0%
	PM	1%	0%	0%	0%	0%	0%	0%	-1%	0%
	12-hour	1%	0%	0%	0%	0%	0%	0%	-1%	0%
Huntingdonshire	AM	1%	1%	0%	-1%	0%	-1%	0%	-1%	0%
	IP	2%	0%	0%	0%	0%	0%	0%	-2%	0%
	PM	2%	0%	0%	-1%	0%	0%	0%	-1%	0%
	12-hour	2%	0%	0%	-1%	0%	0%	0%	-2%	0%
External	AM	-1%	2%	1%	-2%	1%	0%	0%	0%	0%
	IP	-1%	1%	0%	-1%	1%	1%	0%	0%	0%
	PM	3%	0%	0%	0%	0%	-3%	0%	0%	0%
	12-hour	0%	1%	1%	-1%	1%	-1%	0%	0%	0%

Table 6-12 - Change in mode share by trip origin district, 2026 to 2041

District	Time Period	Car			Public Transport				Active Modes	
		Car	Bus P&R	P&A	Bus	Gbus	Rail	Rail P&R	Walk	Cycle
Cambridge	AM	3%	0%	0%	0%	0%	0%	0%	-2%	-1%
	IP	3%	0%	0%	-1%	0%	0%	0%	-2%	0%
	PM	3%	0%	0%	-1%	0%	0%	0%	-2%	-1%
	12-hour	3%	0%	0%	-1%	0%	0%	0%	-2%	-1%
South Cambridgeshire	AM	0%	0%	0%	0%	0%	0%	0%	0%	0%
	IP	1%	0%	0%	0%	0%	0%	0%	0%	0%
	PM	0%	0%	0%	0%	0%	0%	0%	0%	0%
	12-hour	1%	0%	0%	0%	0%	0%	0%	0%	0%
East Cambridgeshire	AM	1%	0%	0%	0%	0%	0%	0%	-1%	0%
	IP	2%	0%	0%	0%	0%	0%	0%	-2%	0%
	PM	2%	0%	0%	0%	0%	0%	0%	-1%	0%
	12-hour	2%	0%	0%	0%	0%	0%	0%	-2%	0%
Huntingdonshire	AM	1%	0%	0%	0%	0%	0%	0%	-1%	0%
	IP	2%	0%	0%	0%	0%	0%	0%	-2%	0%
	PM	1%	0%	0%	0%	0%	0%	0%	-1%	0%
	12-hour	2%	0%	0%	0%	0%	0%	0%	-1%	0%
External	AM	1%	0%	0%	0%	0%	0%	0%	0%	0%
	IP	1%	0%	0%	0%	0%	-1%	0%	0%	0%
	PM	1%	0%	0%	0%	0%	-1%	0%	0%	0%
	12-hour	1%	0%	0%	0%	0%	-1%	0%	0%	0%

Appendix E presents the changes in trips by mode in the AM Peak between 2015 and 2026 and between 2026 and 2041 at the Core 28 sector level, showing the absolute and percentage change in trips as well as the change in mode share (as shown above).

These more detailed tables show that most additional walking trips (both origins and destinations, since they are by nature short-distance trips) are concentrated around areas of more sustainable development that include both dwellings and jobs in close proximity to each other (in addition to the Cambridge city area, where the City Access Proxy particularly encourages mode shift away from car). These correspond to major development sites: South Cambridgeshire (including Northstowe, Waterbeach, Cambourne and Bourn Airfield), Huntingdon Fringe (which includes Alconbury Weald), Ely (specifically North Ely) and East Cambridgeshire (particularly Littleport).

In the initial growth period, before 2026, the Cambridge city and fringe areas also generate the majority of additional cycle trips, where development sites providing jobs and dwellings are slightly further apart than the self-contained developments but still close enough that cycling provides an attractive alternative to motorised modes. However, between 2026 and 2041, South Cambridgeshire has the largest increase in cycle trips. This is largely due to the developments at Northstowe and Waterbeach which are large enough that cycling within the developments is viable and the sites are also provided with good cycle access to the city.

Between 2015 and 2026, bus trip volumes increase for origins or destinations in Cambridge (due to the introduction of the City Access Proxy), but in other areas they fall due to the relative increase in the cost of bus travel, and the introduction of more high-quality services (causing a shift towards the guided bus mode). Guided bus trips generally increase, particularly in the locations served by the new bus services (Section 5.2.6) in the initial growth period. Between 2026 and 2041 however, bus usage falls almost everywhere and the growth in the guided bus mode is dominated by developments which are served by guided buses, principally Northstowe, Waterbeach, Cambourne and Bourn Airfield.

Bus P&R trips grow significantly between 2015 and 2026, with all sectors generating more trips by this mode which are destined for Cambridge. This is due to the construction of the new P&R sites across the A428, A1307, M11 and A10 Corridors and associated improvements in bus services. In the later growth period, there are comparably fewer increases in trips by this mode, as the growth in bus fares outstrips the growth in car running costs.

Rail trips between 2015 and 2026 show high percentage growth where developments are close to stations (North Ely benefits from its proximity to Ely station), whilst Rail P&R has high growth across a wider area. However, between 2026 and 2041 many sectors closer to Cambridge and London produce and attract fewer trips by these modes due to reduced interaction with external areas more suited to rail travel. The impact of the new Cambridge North station between 2015 and 2026 can be seen in both Rail and Rail P&R trips, enabling an increase in trip origins and destinations both in the immediate vicinity (by Rail mode) and for those areas with convenient driving access to the new station (by Rail P&R mode). The City Fringe in particular benefits from the addition of both this station and Cambridge South. Between 2026 and 2041 its use as an originating station, along with all Cambridge stations appears to diminish as fewer Rail and Rail P&R trips originate from the city and its immediate surroundings, although it continues to grow as a destination station – as with all other stations in the city.

6.8. Summary of trip-making by time period

CSRM2 does not fully model the weekday off peak period (00:00-07:00 and 19:00-24:00). It is never assigned, nor is there sub-mode split or congestion modelling for it. The off peak exists in the model as a choice (“sink”) for HBW and HBEB time of day, so that some of these trips can choose to travel before or after the peak periods. Many of these trips are likely to be in the shoulder periods of 06:00-07:00 and 19:00-20:00, but no explicit assumptions have been made about their spread within the off peak period.

When running forecast models, additional development and job demand across the years generally produces more trips that would negatively impact the highway network, increasing the level of congestion and the journey times. This would result in some people shifting to active modes and public transport, but where this is less attractive, people decide to shift before or after the peak periods: this is known as “peak spreading”.

Analysis is provided below for the main 12-hour modelled period. Table 6-13 shows the change in the proportion of trip origins by time of day between 2015 and 2026 and 2026 to 2041. Table 6-14 shows the same information for trip destinations for 2015-2026 and 2026-2041. Both forecast periods show a small change in the proportions of trips in each time period for origins and destinations by area. For all time periods and growth periods it is apparent that some peak spreading is occurring. Trips tend to shift more towards the Inter Peak and away from the AM or PM Peaks. However, the impact of the City Access Proxy between 2015 and 2026 can be seen, as there is a particular increase in the proportion of trip destinations arriving in Cambridge the AM Peak.

Table 6-13 - Change in proportion of 12-hour trip origins by district in each time period

Origin District	2015 to 2026			2026 to 2041		
	AM (7:00-10:00)	IP (10:00-16:00)	PM (16:00-19:00)	AM (7:00-10:00)	IP (10:00-16:00)	PM (16:00-19:00)
Cambridge	0.2%	0.3%	-0.5%	-0.4%	-0.3%	0.7%
South Cambridgeshire	-0.7%	0.1%	0.6%	-0.1%	0.2%	0.0%
East Cambridgeshire	-0.2%	0.3%	-0.1%	-0.8%	0.3%	0.5%
Huntingdonshire	-0.2%	0.0%	0.2%	0.0%	0.1%	-0.1%
External	-0.8%	2.7%	-1.8%	-2.1%	2.0%	0.1%
All Areas	-0.2%	0.3%	-0.1%	-0.3%	0.1%	0.2%

Table 6-14 - Change in proportion of 12-hour trip destinations by district in each time period

Destination District	2015 to 2026			2026 to 2041		
	AM (7:00-10:00)	IP (10:00-16:00)	PM (16:00-19:00)	AM (7:00-10:00)	IP (10:00-16:00)	PM (16:00-19:00)
Cambridge	1.6%	-0.2%	-1.3%	0.1%	-0.2%	0.1%
South Cambridgeshire	0.3%	0.1%	-0.4%	-0.4%	0.1%	0.3%
East Cambridgeshire	-0.6%	0.4%	0.3%	-0.1%	0.2%	-0.2%
Huntingdonshire	-0.4%	0.1%	0.3%	-0.3%	-0.1%	0.4%
External	-3.0%	3.1%	-0.1%	-0.5%	1.7%	-1.2%
Grand Total	-0.2%	0.3%	-0.1%	-0.3%	0.1%	0.2%

6.9. SATURN highway outputs

This section presents a selection of SATURN highway outputs, illustrating the differences between the 2015 base year and 2026 and 2041 Baseline highway assignments. Summaries of network delay (total and per kilometre travelled) and vehicle kilometres are presented at a district level, followed by maps of flow differences at an individual link level for specific areas of interest.

In this section, the results are for single-hour highway assignments: the AM Peak hour is 08:00-09:00 and the PM Peak hour is 17:00-18:00. The Inter Peak is represented by an average hour between 10:00-16:00.

6.9.1. Network delay

Table 6-15 to Table 6-17 show the difference in total network delay between the 2015 base year and the 2026 Baseline and between 2026 and 2041 in the Baseline respectively. Between 2015 and 2026, Cambridge sees a reduction in highway network delay in all time periods, due to the introduction of the City Access Proxy and the improvements for PT and active modes – this impact is so great that there is also an overall reduction across the model. There is also a reduction in delay in South Cambridgeshire in the AM Peak, due in part to the above Cambridge-focussed schemes, but also the A14 Cambridge to Huntingdon Improvement scheme – which is also most likely the reason for the reduction in Huntingdonshire in the PM Peak.

However, all areas return to seeing an increase in delay between 2026 and 2041, since no more transport schemes are introduced and car traffic increases again. Most areas end up with more delay in 2041 than 2015, except Cambridge which remains below 2015 levels in all time periods. The Inter Peak continues to have less delay than the peak periods, although some areas do see a larger percentage increase in delay from 2026 to 2041 in the Inter Peak than the AM Peak period.

Table 6-15 - Total network delay in hours (2015 Base, 2026 & 2041 Baseline), AM Peak hour

District	Base year 2015	Baseline 2026	Baseline 2041	2015-2026 Diff	2026-2041 Diff	2015-2026 Diff (%)	2026-2041 Diff (%)
Cambridge	3,425	1,445	1,850	-1,980	405	-58%	28%
South Cambridgeshire	5,226	4,896	6,962	-330	2,066	-6%	42%
Huntingdonshire	3,345	4,158	5,462	813	1,304	24%	31%
East Cambridgeshire	965	1,662	2,431	697	769	72%	46%
External	1,176	1,535	2,880	359	1,346	31%	88%
All areas	14,136	13,696	19,586	-441	5,891	-3%	43%

Table 6-16 - Total network delay in hours (2015 base year, 2026 & 2041 Baseline), Inter peak hour

District	Base year 2015	Baseline 2026	Baseline 2041	2015-2026 Diff	2026-2041 Diff	2015-2026 Diff (%)	2026-2041 Diff (%)
Cambridge	1,374	800	976	-574	176	-42%	22%
South Cambridgeshire	1,206	1,399	2,199	192	800	16%	57%
Huntingdonshire	1,247	1,357	2,070	110	713	9%	53%
East Cambridgeshire	272	374	535	102	161	37%	43%
External	356	364	486	8	122	2%	34%
All areas	4,456	4,293	6,266	-163	1,973	-4%	46%

Table 6-17 - Total network delay in hours (2015 base year, 2026 & 2041 Baseline), PM Peak hour

District	Base year 2015	Baseline 2026	Baseline 2041	2015-2026 Diff	2026-2041 Diff	2015-2026 Diff (%)	2026-2041 Diff (%)
Cambridge	3,158	1,650	2,465	-1,508	815	-48%	49%
South Cambridgeshire	6,096	6,656	10,908	561	4,251	9%	64%
Huntingdonshire	5,125	4,556	7,438	-568	2,882	-11%	63%
East Cambridgeshire	1,049	1,721	2,735	672	1,014	64%	59%
External	1,293	1,293	2,457	-1	1,164	0%	90%
All areas	16,720	15,877	26,004	-844	10,127	-5%	64%

6.9.2. Kilometres travelled

Table 6-18 to Table 6-20 show the difference in total kilometres travelled (PCU kms) between the 2015 base year and 2026 and 2041 in the Baseline. The Inter Peak has less traffic than the peak hours in all years, though the percentage increases in demand in the Inter Peak are generally greater than the AM or PM Peaks. In both the 2026 and 2041 Baselines, there is an increase in total vehicle kilometres across all districts and time periods except for Cambridge between 2015 and 2026, due to the City Access Proxy. Demand matrices are considerably larger in 2026 in Baseline and similarly for 2041 in this scenario, therefore there are more vehicles on the network, which generally increases the number of vehicle kilometres. The differences are broadly similar in both peak periods. Although the demand model saw an increase in external attractions (see Section 6.2), this is not noticeable in the highway outputs as the external-to-external component (which is not present the demand model) forms a large part of the highway matrices, with many kilometres travelled in other parts of the country and so masks a relatively small change in internal-to-external demand (and hence vehicle kilometres).

Table 6-18 - Total network PCU kilometres (2015 base year, 2026 & 2041 Baseline), AM Peak hour

District	Base year 2015	Baseline 2026	Baseline 2041	2015-2026 Diff	2026-2041 Diff	2015-2026 Diff (%)	2026-2041 Diff (%)
Cambridge	91,697	78,213	84,474	-13,484	6,261	-15%	8%
South Cambridgeshire	665,388	775,603	853,844	110,215	78,242	17%	10%
Huntingdonshire	722,851	859,376	964,825	136,526	105,448	19%	12%
East Cambridgeshire	252,839	295,410	322,245	42,571	26,835	17%	9%
External	1,598,342	1,797,891	2,032,331	199,549	234,439	12%	13%
All areas	3,331,116	3,806,494	4,257,719	475,378	451,226	14%	12%

Table 6-19 - Total network PCU kilometres (2015 base year, 2026 & 2041 Baseline), Inter Peak hour

District	Base year 2015	Baseline 2026	Baseline 2041	2015-2026 Diff	2026-2041 Diff	2015-2026 Diff (%)	2026-2041 Diff (%)
Cambridge	72,931	63,466	71,505	-9,465	8,039	-13%	13%
South Cambridgeshire	468,564	574,131	679,596	105,567	105,465	23%	18%
Huntingdonshire	627,256	747,406	865,325	120,151	117,919	19%	16%
East Cambridgeshire	189,528	231,915	274,557	42,386	42,642	22%	18%
External	1,364,563	1,549,288	1,794,040	184,724	244,752	14%	16%
All areas	2,722,842	3,166,206	3,685,023	443,363	518,817	16%	16%

Table 6-20 - Total network PCU kilometres (2015 base year, 2026 & 2041 Baseline), PM Peak hour

District	Base year 2015	Baseline 2026	Baseline 2041	2015-2026 Diff	2026-2041 Diff	2015-2026 Diff (%)	2026-2041 Diff (%)
Cambridge	96,551	83,823	95,029	-12,729	11,207	-13%	13%
South Cambridgeshire	703,059	842,348	953,066	139,289	110,718	20%	13%
Huntingdonshire	801,678	969,917	1,114,056	168,239	144,139	21%	15%
East Cambridgeshire	293,801	347,045	390,213	53,243	43,169	18%	12%
External	1,817,968	2,085,522	2,387,409	267,554	301,887	15%	14%
All Areas	3,713,057	4,328,654	4,939,774	615,597	611,120	17%	14%

6.9.3. Delay per PCU kilometre

Figure 6-16 shows the average delay in seconds per kilometre travelled in each district for the 2015 base year and 2026 and 2041 Baseline. Table 6-21 to Table 6-23 provide the numbers and show the differences through time. The impact of the Cambridge to Huntingdon A14 upgrade scheme can be seen in the AM Peak in South Cambridgeshire, where there is a slight decrease in delay per kilometre despite the increase in traffic on the roads. Again, the effects of the City Access Proxy can clearly be seen in the reductions in delay per kilometre in Cambridge, in all time periods between 2015 and 2026. Between 2026 and 2041, all districts show an increase in average delay per kilometre, with the biggest increase in absolute terms being in Cambridge (though not up to 2015 levels).

Figure 6-16 - Average delay per kilometre travelled (seconds per km) by assignment hour and year

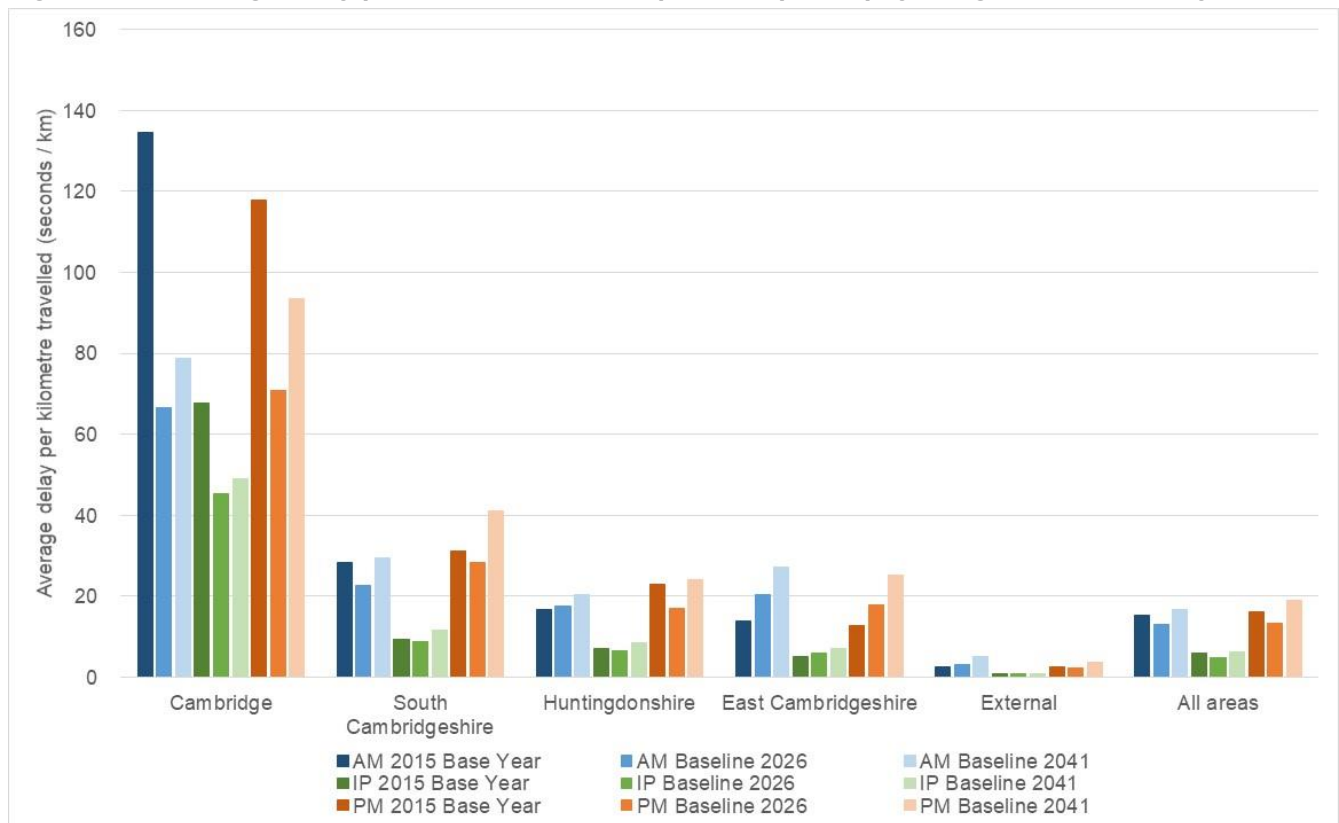


Table 6-21 - Average delay per PCU kilometre in seconds (2015 base year, 2026 & 2041 Baseline), AM Peak hour

District	Base year 2015	Baseline 2026	Baseline 2041	2015-2026 Diff	2026-2041 Diff	2015-2026 Diff (%)	2026-2041 Diff (%)
Cambridge	134	67	79	-68	12	-51%	19%
South Cambridgeshire	28	23	29	-6	7	-20%	29%
Huntingdonshire	17	17	20	1	3	5%	17%
East Cambridgeshire	14	20	27	7	7	47%	34%
External	3	3	5	0	2	16%	66%
All Areas	15	13	17	-2	4	-15%	28%

Table 6-22 - Average delay per PCU kilometre in seconds (2015 base year, 2026 & 2041 Baseline), Inter Peak hour

District	Base year 2015	Baseline 2026	Baseline 2041	2015-2026 Diff	2026-2041 Diff	2015-2026 Diff (%)	2026-2041 Diff (%)
Cambridge	68	45	49	-22	4	-33%	8%
South Cambridgeshire	9	9	12	-0	3	-5%	33%
Huntingdonshire	7	7	9	-1	2	-9%	32%
East Cambridgeshire	5	6	7	1	1	12%	21%
External	1	1	1	-0	0	-10%	15%
All Areas	6	5	6	-1	1	-17%	25%

Table 6-23 - Average delay per PCU kilometre in seconds (2015 base year, 2026 & 2041 Baseline), PM Peak hour

District	Base year 2015	Baseline 2026	Baseline 2041	2015-2026 Diff	2026-2041 Diff	2015-2026 Diff (%)	2026-2041 Diff (%)
Cambridge	118	71	93	-47	23	-40%	32%
South Cambridgeshire	31	28	41	-3	13	-9%	45%
Huntingdonshire	23	17	24	-6	7	-27%	42%
East Cambridgeshire	13	18	25	5	7	39%	41%
External	3	2	4	-0	1	-13%	66%
All Areas	16	13	19	-3	6	-19%	44%

6.9.4. SATURN flow difference

This section presents maps showing the changes in assigned flow during the AM Peak hour between the 2026 and 2041 Baseline highway models, for the following areas of the network which are subject to most change:

- Cambridge;
- Huntingdon;
- Ely;
- St. Neots;
- A428 Corridor;
- Northstowe; and
- Waterbeach.

The equivalent results for the PM Peak hour and for the changes between 2015 and 2026 are provided in Appendix F. Note that the flow difference maps for 2015-2026 are difficult to interpret due to the scale of the network changes leading to mismatches between the links, which often mask the genuine changes in flows. This is often the case on and around highway schemes and development sites (see section 5.2.3).

Between 2026 and 2041, the development sites at Eddington (Cambridge, Figure 6-17), Alconbury (Huntingdon, Figure 6-18), North Ely (Figure 6-19), Wintringham Park (St Neots, Figure 6-20), Cambourne and Bourn (Figure 6-21), Northstowe (Figure 6-22) and Waterbeach (Figure 6-23) all show an increase in flows on the surrounding roads, as would be expected. The majority of other flow increases are on the trunk road network, primarily due to the national forecasts of background traffic growth which have been applied to highway trips passing through (but not stopping in) the CSRM2 modelled area. Similar patterns are seen in the PM peak, but generally with a higher level of growth.

Figure 6-17 - Flow changes in Cambridge (2026 to 2041 Baseline), AM Peak hour

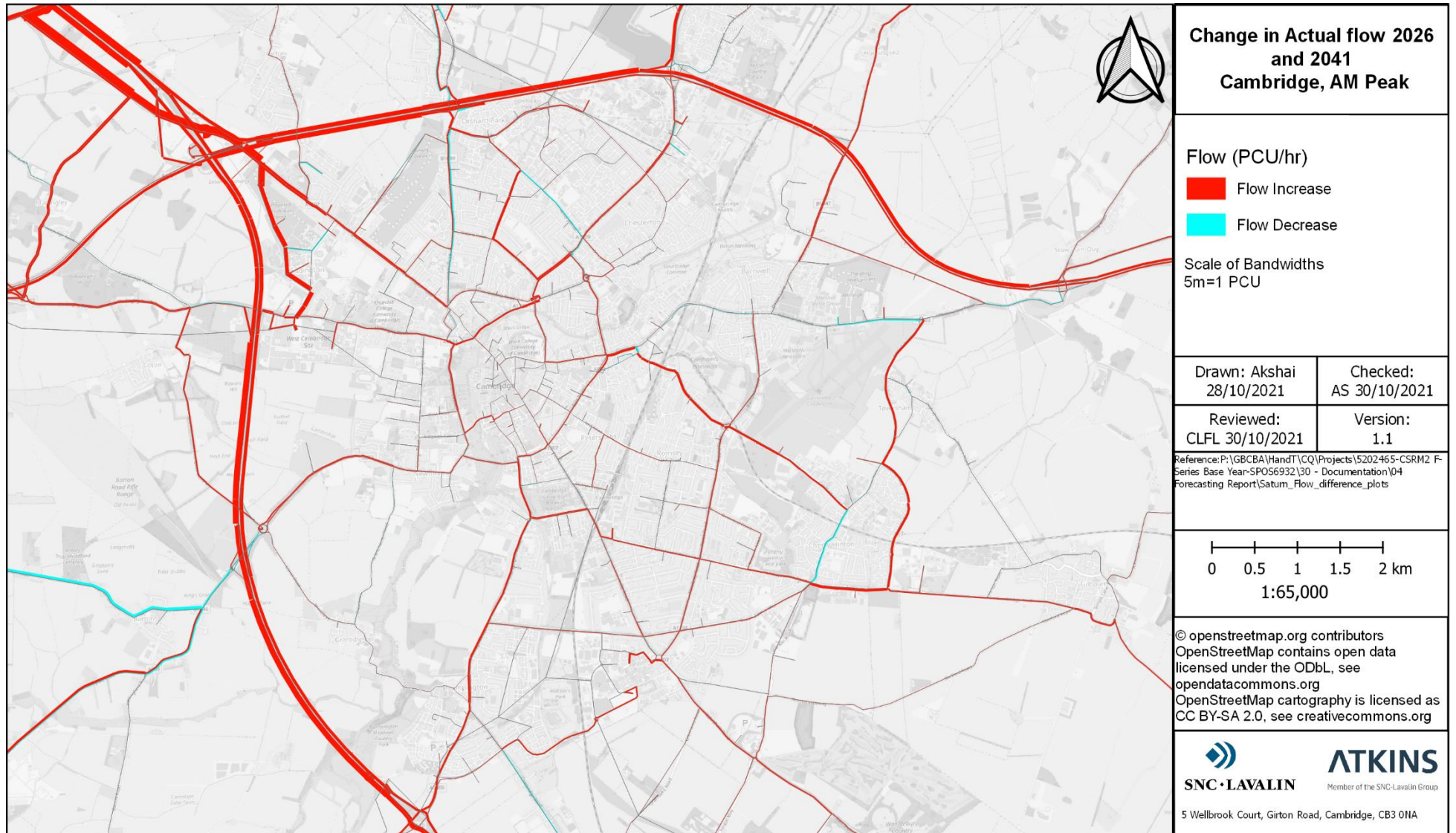


Figure 6-18 - Flow changes in Huntingdon (2026 to 2041 Baseline), AM Peak hour

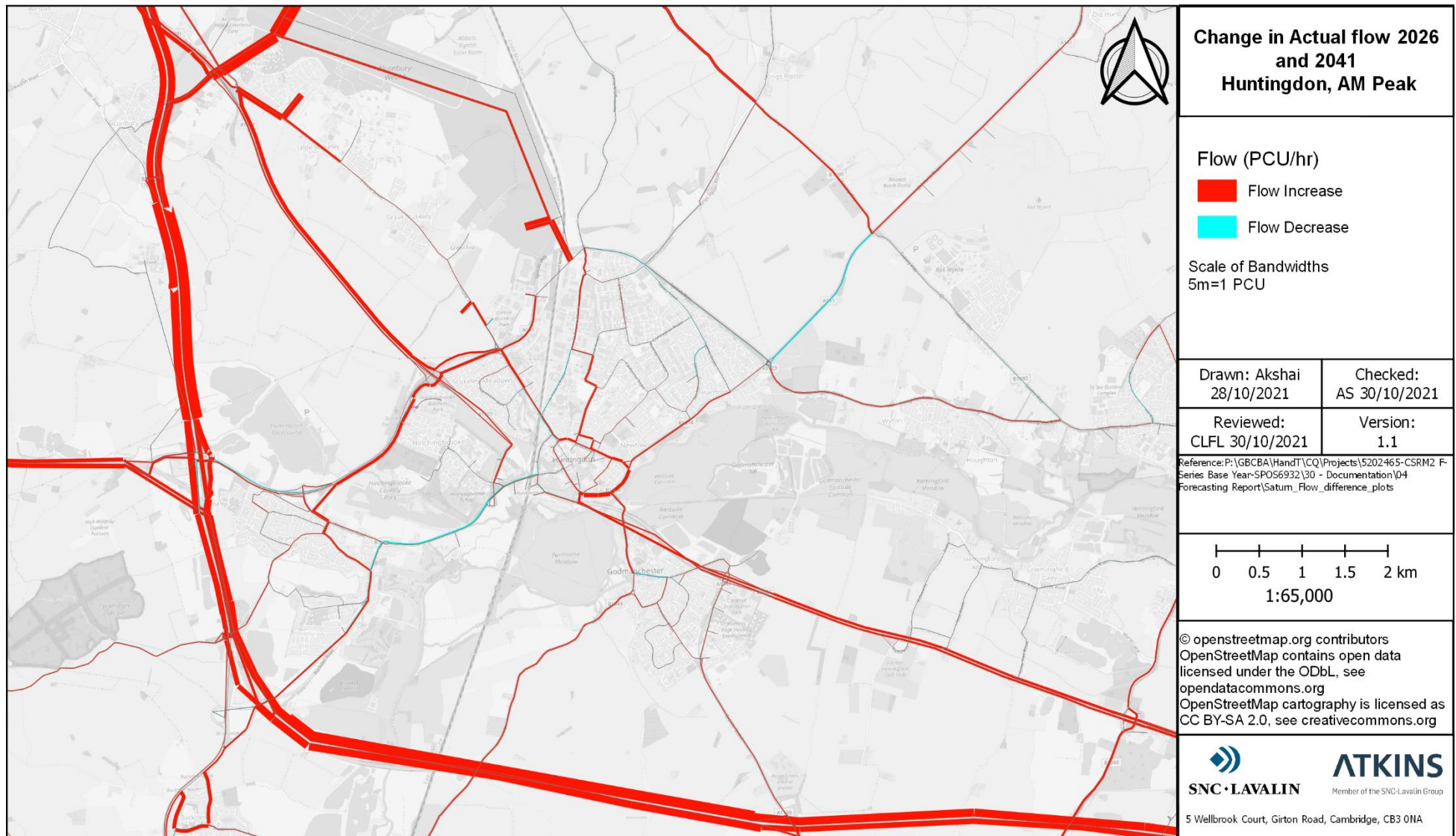


Figure 6-19 - Flow changes in Ely (2026 to 2041 Baseline), AM Peak hour

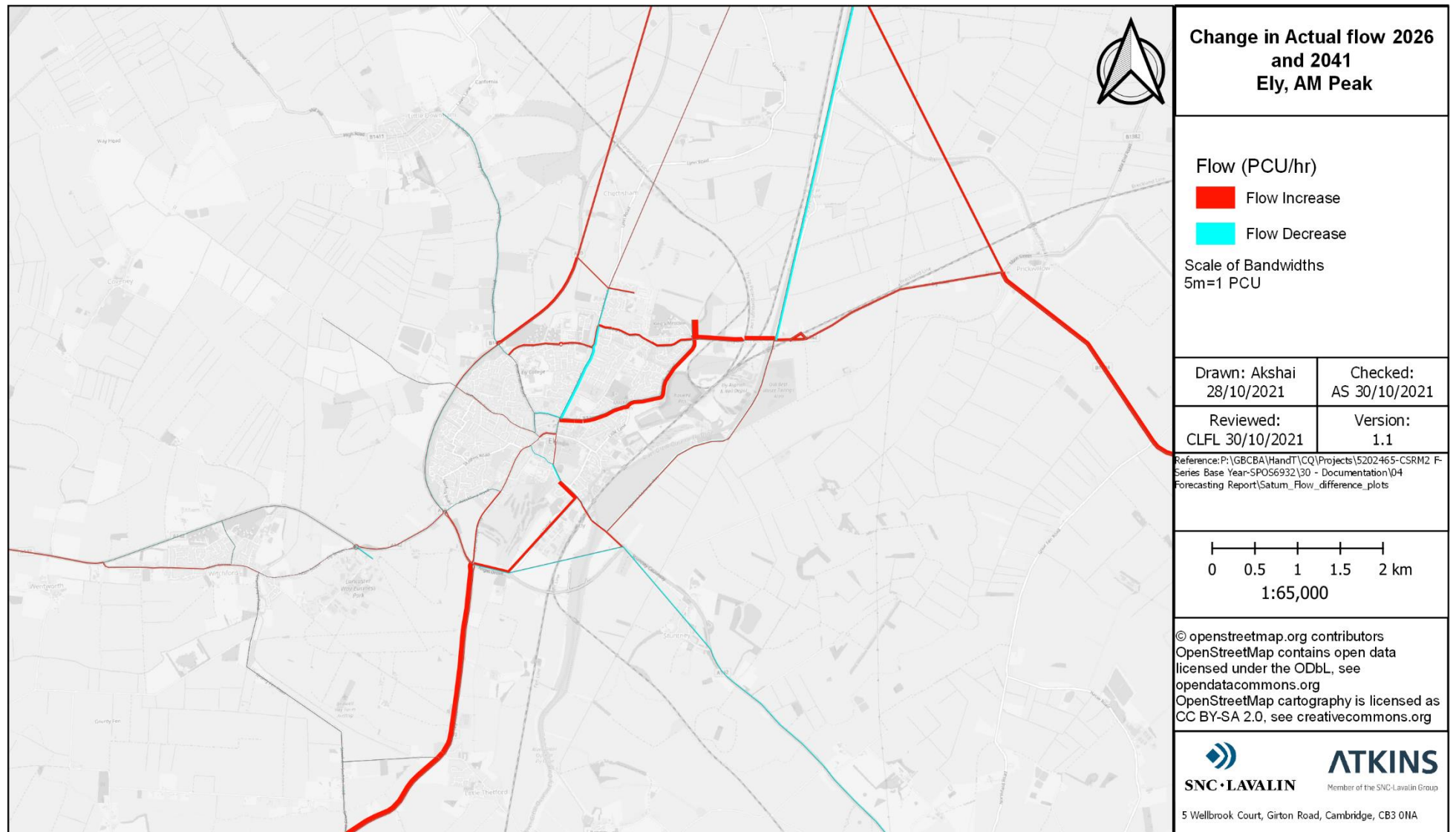


Figure 6-20 - Flow changes in St. Neots (2026 to 2041 Baseline), AM Peak hour

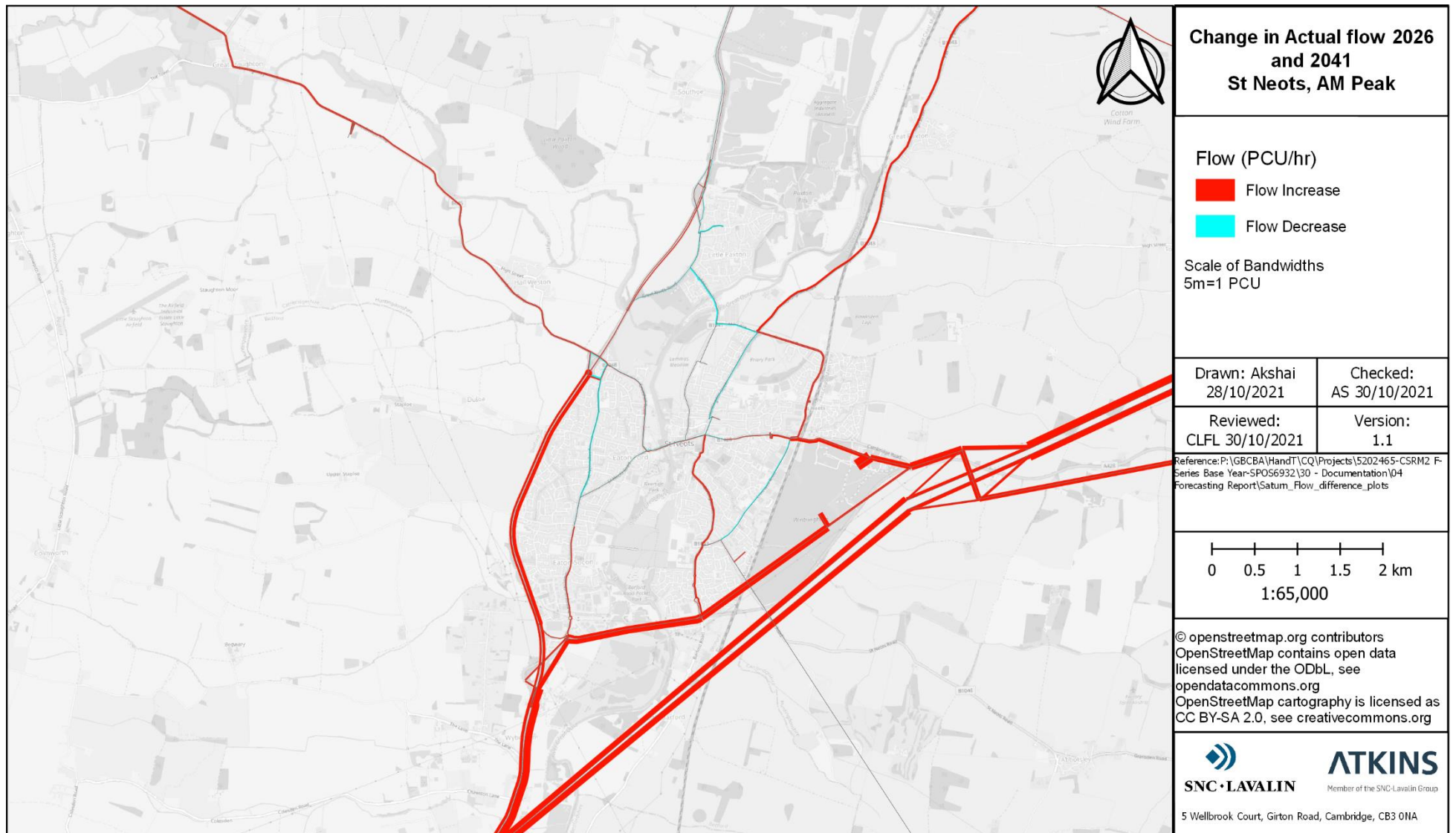


Figure 6-21 - Flow changes on the A428 corridor (2026 to 2041 Baseline), AM Peak hour

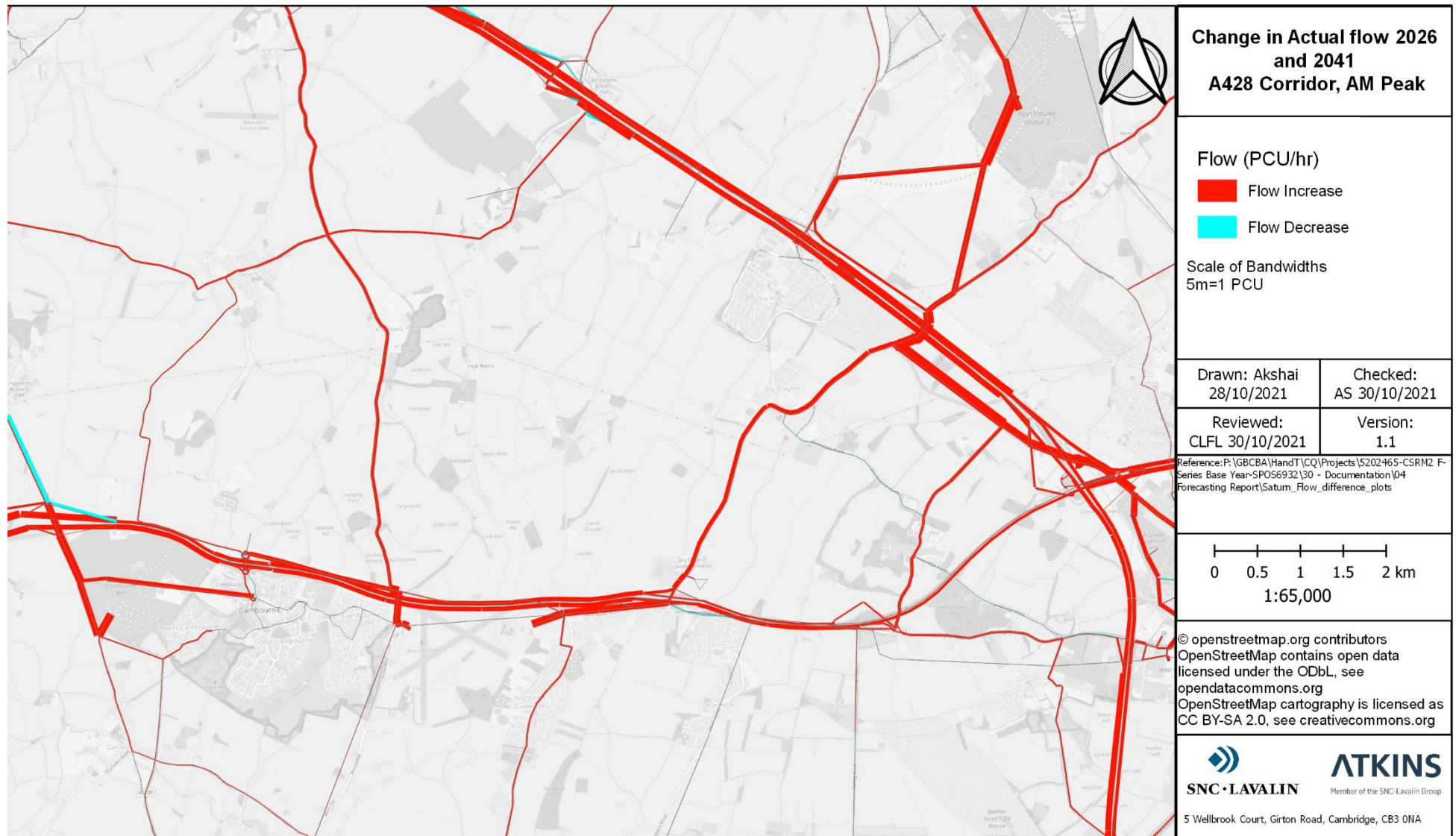


Figure 6-22 - Flow changes in Northstowe (2026 to 2041 Baseline), AM Peak hour

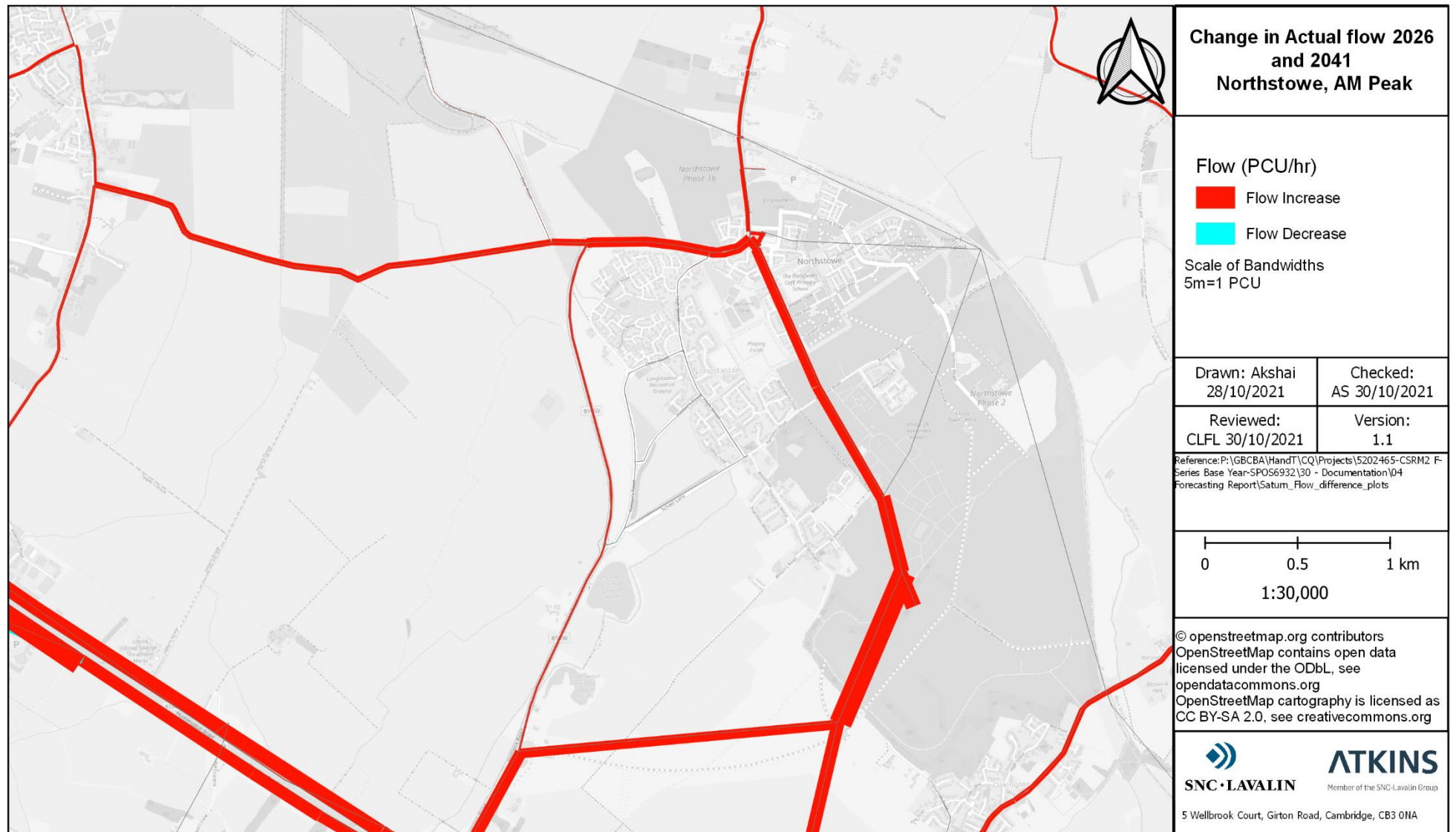
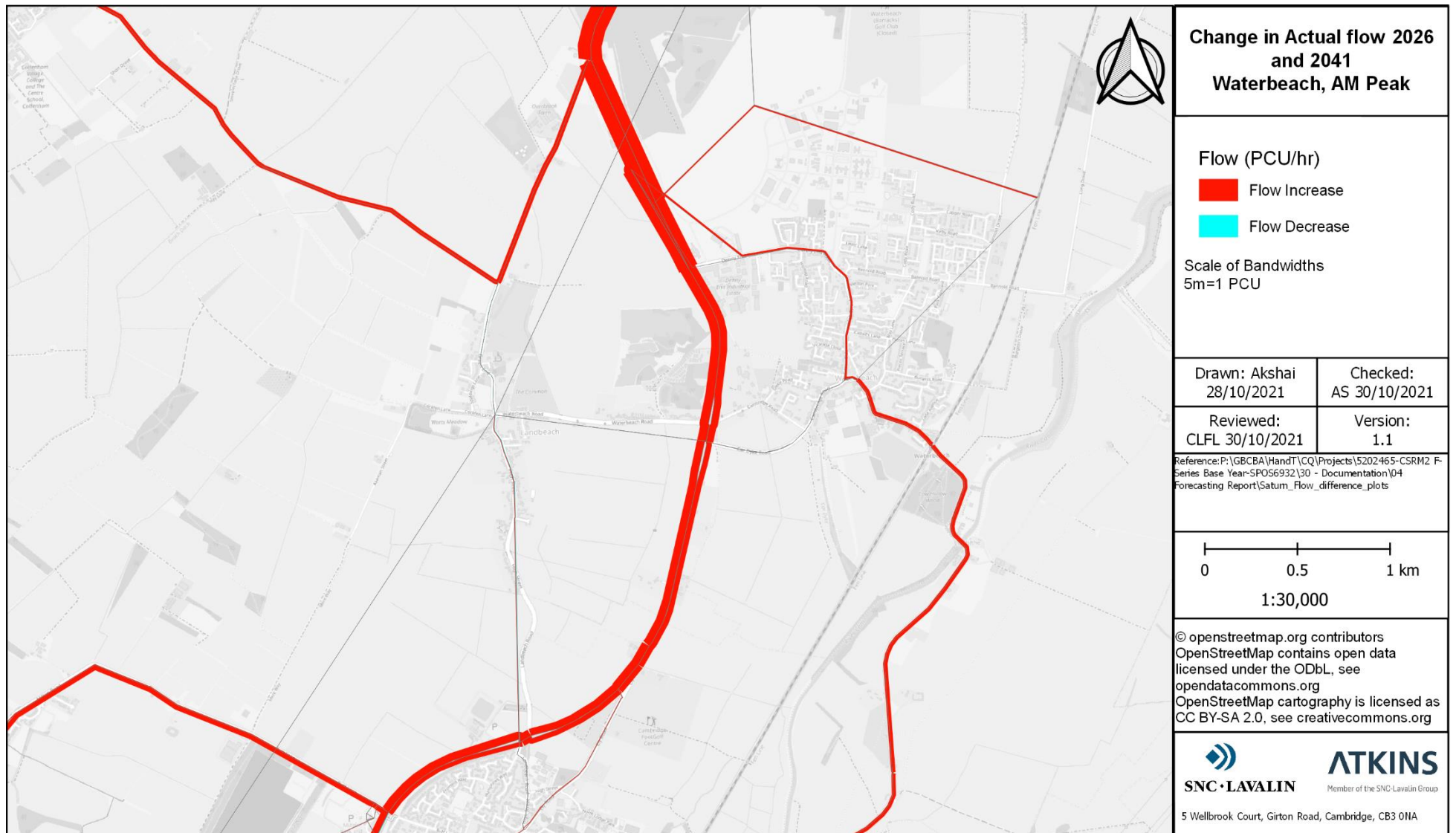


Figure 6-23 - Flow changes in Waterbeach (2026 to 2041 Baseline), AM Peak hour



6.10. Convergence

6.10.1. TDM convergence

Convergence of the TDM is measured by a % gap value, which TAG (M2.1 6.3.8) recommends should be below 0.2%, and below 0.1% for models that are being used for scheme appraisal. This criterion was met in 2026 and 2041, the Baseline achieved a 0.0995% and 0.0545% gap value respectively. These were achieved on the 6th demand-supply iteration in 2026 and the 7th in 2041, as shown in Table 6-24.

Table 6-24 - Summary of TDM convergence for (2026 and 2041 F-series Baseline)

TDM iteration	2026 (T1206c) % Gap	2041 (T1206b) % Gap
TDM2	13.4852	8.5632
TDM3	3.3861	3.5881
TDM4	0.8407	0.7547
TDM5	0.2975	0.3741
TDM6	0.0995	0.1381
TDM7	N/A - 2026 converged in TDM6	0.0545

6.10.2. SATURN convergence

The convergence criteria for the F-series highway model are defined in Table 6-25, sourced from TAG Unit M3.1. Table 6-26 summaries the convergence for the F-series Baseline HAM (final SATURN assignments) for all three time periods in 2026 and 2041. Given that “98%” is to 0 decimal places, so 97.5% to 1 d.p. will round to 98%, the final SATURN assignments meet the criteria here (and by extension the TAG criteria) so converge well. This is true in both years and all time periods.

Table 6-25 - F-series highway assignment convergence standards

Measure of Convergence	F-series Forecast Acceptable Values
Delta and %GAP	Less than 0.1% or at least stable with convergence fully documented and all other criteria met
Percentage of links with flow change (P)<1%	Four consecutive iterations greater than 98%
Percentage of links with cost change (P2)<1%	Four consecutive iterations greater than 98%

Table 6-26 - Summary of highway model convergence (2026 and 2041 Baseline)

Time Period	2026 Baseline				2041 Baseline			
	Loop	% Flow Change (P)	% Cost (P2)	% Gap	Loop	% Flow Change (P)	% Cost (P2)	% Gap
AM (08:00-09:00)	11	97.8	99.0	0.009	20	97.9	98.8	0.014
	12	98.5	99.2	0.009	21	98.3	99.0	0.010
	13	98.5	99.2	0.009	22	98.4	99.0	0.012
	14	98.3	99.0	0.008	23	98.1	98.8	0.012
IP (average 10:00-16:00)	11	98.5	99.8	0.002	10	97.6	99.5	0.003
	12	98.8	99.8	0.001	11	98.7	99.6	0.002
	13	98.3	99.9	0.001	12	98.4	99.7	0.002
	14	98.8	99.9	0.001	13	98.9	99.8	0.002
PM (17:00-18:00)	31	98.0	99.0	0.009	26	98.3	99.1	0.012
	32	98.1	99.1	0.012	27	97.7	99.1	0.022
	33	98.8	99.3	0.008	28	98.0	99.0	0.018
	34	99.2	99.5	0.005	29	98.4	99.2	0.008

Appendices



Appendix A. Baseline land use inventory

A.1. Housing inventory

Table A-1 - Baseline Housing development sites

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
Cambridge	-	Total - The Paddocks	123	0	0	0	0	0	0	60	63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123
Cambridge	Cambridge Local Plan 2018 - Site M1 (95 dwellings)	379-381 Milton Road	95	0	0	0	0	0	0	40	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95
Cambridge	14/0790/FUL	Total - Cambridge City Football Ground	106	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	106
Cambridge	14/1254/FUL 15/1369/FUL	Willowcroft, Histon Road	78	0	0	0	0	0	0	42	22	14	0	0	0	0	0	0	0	0	0	0	0	0	0	78
Cambridge	11/1294/FUL	Travis Perkins, Devonshire Road	43	0	0	0	0	0	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43
Cambridge	-	Police Station, Parkside	50	0	0	0	0	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50
Cambridge	-	Henry Giles House, Chesterton Road	48	0	0	0	0	0	0	0	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0	48
Cambridge	15/0519/OUT	295 Histon Road	26	0	6	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
Cambridge	14/1407/FUL	71-73 New Street	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Cambridge	11/0219/FUL 15/6002/S106BA	Total - 9-15 Harvest Way	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75
Cambridge	08/0266/OUT, 11/0633/REM	Total - Station Area (Blue Phase)	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
Cambridge	13/1034/REM	Total - Station Area (Pink Phase)	226	0	22	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	226
Cambridge	-	Camfields Resource Centre and Oil Depot 137- 139 Ditton Walk	35	0	0	0	0	0	0	15	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
Cambridge	-	149 Cherry Hinton Road and Telephone Exchange, Coleridge Road	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	0	0	0	0	0	0	0	33
Cambridge	-	Mill Road Depot and adjoining properties, Mill Road	236	15	71	150	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	236
Cambridge	-	Horizon Resource Centre, 285 Coldham's Lane	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	0	0	0	0	0	0	0	40
Cambridge	-	BT Telephone Exchange and car park, Long Road	76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	0	0	0	0	0	0	0	76

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
Cambridge	-	Cambridge Professional Development Centre, Foster Road	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	0	0	0	0	0	0	0	67
Cambridge	Cambridge Local Plan 2018 - Policy 21 / Site M2 (maximum capacity of 550 dwellings)	Clifton Road Area	550	0	0	0	0	0	0	80	80	80	80	80	80	70	0	0	0	0	0	0	0	0	0	550
Cambridge	13/1250/OUT 14/1648/REM	Total - Michael Young Centre, Purbeck Road	95	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95
Cambridge	-	82-88 Hills Road and 57-63 Bateman Street	20	0	0	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	20
Cambridge	-	636-656 Newmarket Road, Holy Cross Church Hall, East Barnwell Community Centre and Meadowlands, Newmarket Road	75	0	0	0	0	0	0	15	20	20	20	0	0	0	0	0	0	0	0	0	0	0	0	75
Cambridge	16/1904/OUT Cambridge Local Plan 2018 - Site R12 (245 dwellings), 16/1904/OUT (up to 245 dwellings), 18/1432/FUL (demolition of all buildings) & 19/0288/FUL (295 dwellings)	Ridgeons, Cromwell Road	295	0	0	50	175	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	295
Cambridge	14/1496/FUL	315-349 Mill Road and Brookfields	126	0	0	0	0	0	0	20	40	18	0	0	0	0	0	0	0	0	0	0	0	0	0	126
Cambridge	-	Cambridge East Land North of Cherry Hinton	780	0	0	0	60	132	132	132	132	132	60	0	0	0	0	0	0	0	0	0	0	0	0	780
Cambridge	16/0746/REM 14/0028/OUT 16/1181/FUL	Cambridge East - Land at Coldham's Lane	57	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57
Cambridge	07/0003	NIAB Main (Darwin Green)	1,593	100	180	200	200	200	200	200	200	98	0	0	0	0	0	0	0	0	0	0	0	0	0	1,593
Cambridge	07/0620/OUT, 10/1296/REM, 12/0794/REM, 13/0705/FUL, 14/0520/REM, 14/1736/REM, 15/0844/REM 15/2397/REM	Clay Farm/Showground (Countryside Properties)	716	88	90	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	716
Cambridge	07/0620/OUT, 12/0754/REM, 13/0751/REM	Clay Farm/Showground (Bovis)	241	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	241

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
Cambridge	07/0620/OUT, 15/1002/REM	Clay Farm/Showground (Cala Homes)	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49
Cambridge	07/0620/OUT, 14/0093/FUL, 14/1201/REM	Clay Farm/Showground (City Council)	228	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	228
Cambridge	07/0620/OUT, 12/0867/REM	Clay Farm/Showground (Crest Nicholson)	274	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	274
Cambridge	11/1114/OUT 13/1748/REM 13/1827/REM 14/0109/REM 14/1722/REM	Total NW - Cambridge University	1,849	7	2	0	152	34	0	231	125	125	125	125	125	0	0	0	0	0	0	0	0	0	0	1,849
Cambridge	11/0073/REM, 11/0075/REM, 14/0348/REM, 14/0624/REM, 14/2109/REM 16/1488/REM	Total - Trumpington Meadows	245	0	0	7	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	245
Cambridge	08/0361 & 08/0363 & 09/1140/FUL	Total - Glebe Farm	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
Cambridge	06/0795/OUT, 13/1786/REM, 13/1118/S73	Total - Bell School	270	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	270
Cambridge	-	Land north of Worts' Causeway	200	0	0	0	60	80	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200
Cambridge	-	Land south of Worts' Causeway	230	0	0	50	50	50	50	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	230
Cambridge	14/1792/FUL	Total - Glebe Farm 2	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30
Cambridge	13/1554/FUL	1 Ditton Walk	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Cambridge	12/0730/FUL	115-119 Perne Road	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Cambridge	13/1139/FUL	132-136 Newmarket Road	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Cambridge	15/0120/FUL	186-188 Histon Road	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Cambridge	17/0172/FUL	34-36 Madingley Road	14	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Cambridge	14/0195/FUL	394-398, Mill Road and 8 Montreal Road	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Cambridge	13/1129/FUL	40-64 Colville Road and 1-9 Augers Road	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
Cambridge	17/0111/FUL	503 Coldham's Lane	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Cambridge	12/1368/FUL	55-57 Regent Street	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Cambridge	13/1386/FUL	6-14 Water Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cambridge	16/0641/FUL	68-80 Perne Road	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Cambridge	14/0159/FUL	Anstey Hall Farm Barns, Grantchester Road	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
Cambridge	13/1405/FUL	Aylesborough Close	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
Cambridge	07/1223/REM & 05/1336/OUT & 13/6001/S106BA	Cambridge Water Company, Rustat Road	143	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	143
Cambridge	13/1385/FUL	Campkin Court, Cambridge	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33
Cambridge	15/2350/FUL	Crossway Gardens, Anstey Way	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Cambridge	15/2321/FUL	Eastfield, Chesterton	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
Cambridge	16/0617/FUL	Hayling House, Fen Road	13	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Cambridge	14/1995/FUL	Land And Buildings To Rear Of 1 - 5 Napier Street and Adjacent To 1A Napier Street (Tredgold Lane).	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Cambridge	15/0363/FUL	Land At 21 To 23 Milton Road	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Cambridge	14/1878/FUL	Land Between 60 - 68 Victoria Road	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Cambridge	12/1537/FUL	Land to the Rear of 231-247 Milton Road	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Cambridge	13/1741/FUL	Play Area PL/006 and Garages, Atkins Close	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Cambridge	-	Windfall - East Cambridge	845	0	0	0	0	0	0	33	32	33	32	33	32	33	32	33	32	33	32	33	32	33	32	520
Cambridge	-	Windfall - North Cambridge	845	0	0	0	0	0	0	32	33	32	33	32	33	32	33	32	33	32	33	32	33	32	33	520
Cambridge	-	Windfall - South Cambridge	845	0	0	0	0	0	0	32	33	32	33	32	33	32	33	32	33	32	33	32	33	32	33	520
Cambridge	-	Windfall - West Cambridge	845	0	0	0	0	0	0	33	32	33	32	33	32	33	32	33	32	33	32	33	32	33	32	520
Cambridge	-	With planning permission - not under construction (minus 10%)	139	0	14	35	49	28	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	139
Cambridge	-	With planning permission and under construction	99	75	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99
Cambridge	17/0172/FUL	Planning applications for 9 or less dwellings (minus 10%)	247	25	62	86	49	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	247
Cambridge	15/0720	1-12, Grange Gardens, Grange Road, CAMBRIDGE, CB3 9AT	-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-12

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
Cambridge	12/1321	87 EAST ROAD, CAMBRIDGE, CAMBRIDGESHIRE, CB1 1BX	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Cambridge	13/0810	292, Mill Road, CAMBRIDGE, CB1 3NL	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
Cambridge	14/0653	Former Villa Service Station 57 High Street Trumpington Cambridge Cambridgeshire CB2 9HZ	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Cambridge	13/1366	Land to the rear of 60-64, Chesterton Road, CAMBRIDGE, CB4 1EP	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
Cambridge	-	C GCSP Small Sites	543	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	543
Cambridge	16/1873/FUL (11 dwellings), 17/1722/FUL (11 dwellings) & 17/0489/FUL (3 dwellings)	1 Whichcote House, Springfield Road and land rear of Whichcote House, Milton Road	14	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Cambridge	17/0265/FUL (10 dwellings)	23 and 25 Hills Road	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Cambridge	17/1527/FUL (14 dwellings)	Cambridge Carpets, 213 Mill Road	14	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Cambridge	17/1133/DEMDET (demolition of 28 dwellings) & 17/2214/FUL (56 dwellings)	Land at Anstey Way	28	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
Cambridge	17/0970/FUL (14 dwellings)	St Regis House and 108 Chesterton Road	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Cambridge	17/1709/FUL (14 dwellings)	Lovell Lodge, 365 Milton Road	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Cambridge	17/1272/FUL (demolition of 1 dwelling and 14 new dwellings)	Land at 300-314 Coldham's Lane	13	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Cambridge	15/1020/FUL (14 dwellings)	141 Ditton Walk	14	0	5	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Cambridge	18/0606/B1C3 (change of use of office to residential)	Grafton House, 64 Maids Causeway	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
Cambridge	18/0806/FUL (demolition of 1 dwelling and 14 new dwellings), 17/1372/FUL (demolition of 1	291 Hills Road	13	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
	dwelling and 15 new dwellings) & 18/0715/DEMDET (pending, demolition of 1 dwelling)																									
Cambridge	18/1470/FUL (demolition of 4 dwellings and 15 new affordable dwellings)	9-10A Ventress Close	11	-4	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Cambridge	18/1993/FUL (demolition of 15 dwellings and 24 new dwellings)	Land between 21 and 29 Barton Road (including 27 Barton Road and Croft Gardens)	9	0	-15	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Cambridge	19/0261/FUL (demolition of 4 dwellings and 14 new dwellings)	74-82 Akeman Street	10	-4	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Cambridge	19/0767/B1C3 (change of use of office to residential, 11 dwellings)	Chartwell House, 620-622 Newmarket Road	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Cambridge	19/1034/FUL (demolition of 24 dwellings and 69 new affordable dwellings)	66-80B Colville Road	43	0	-24	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43
South Cambridgeshire	Policy SP/1 (Site Specific Policies DPD), Policy SS/1 (Local Plan), S/2725/14/OL & S/3223/15/FL	Orchard Park - parcel K3	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42
South Cambridgeshire	North West Cambridge AAP, S/1886/11 & S/2219/15/RM	North-West Cambridge (University Site) - Lots M1 & M2	118	15	21	9	20	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	118
South Cambridgeshire	North West Cambridge AAP, S/1886/11	North-West Cambridge (University Site) - Future Lots, including Lots S1 & S2, and Lot 4	1,032	0	0	0	0	0	0	125	125	125	125	125	125	250	32	0	0	0	0	0	0	0	0	1,032
South Cambridgeshire	Policy SP/2 (Site Specific Policies DPD) & Policy SS/2 (Local Plan)	Land between Huntingdon Road, Histon Road and the A14 (Darwin Green 2 / NIAB 2 and Darwin Green 3 / NIAB 3)	1,000	0	0	0	0	0	0	0	0	102	200	200	200	200	98	0	0	0	0	0	0	0	0	1,000
South Cambridgeshire	Cambridge East AAP, Policy SS/3	Cambridge East - north of Newmarket Road	1,300	0	110	160	225	210	190	190	190	25	0	0	0	0	0	0	0	0	0	0	0	0	0	1,300

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
	(Local Plan) & S/2682/13/OL																									
South Cambridgeshire	Cambridge East AAP & Policy SS/3 (Local Plan)	Cambridge East - north of Cherry Hinton	420	0	0	0	35	68	68	68	68	68	45	0	0	0	0	0	0	0	0	0	0	0	0	420
South Cambridgeshire	Cambridge Southern Fringe AAP, S/0054/08/O & S/2998/14/RM	Trumpington Meadows - Lot 8	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
South Cambridgeshire	Cambridge Southern Fringe AAP, S/0054/08/O & S/0107/16/RM	Trumpington Meadows - Lot 9	122	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	122
South Cambridgeshire	Cambridge Southern Fringe AAP, S/0054/08/O & S/2176/16/RM	Trumpington Meadows - Riverside	80	15	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80
South Cambridgeshire	Cambridge Southern Fringe AAP, S/0054/08/O & S/2647/16/RM	Trumpington Meadows - Local Centre	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40
South Cambridgeshire	Cambridge Southern Fringe AAP, S/0054/08/O & S/2646/16/RM	Trumpington Meadows - Lots 10 & 11	327	57	102	58	5	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	327
South Cambridgeshire	Northstowe AAP, S/0388/12/OL, S/0390/12 (site wide masterplan) & S/1416/16/RM	Northstowe - phase 1: parcel H1 (Bloor Homes)	92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	92
South Cambridgeshire	Northstowe AAP, S/0388/12/OL, S/0390/12 (site wide masterplan) & S/3477/16/RM	Northstowe - phase 1: parcel H2 (Barratt Homes)	135	49	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	135
South Cambridgeshire	Northstowe AAP, S/0388/12/OL, S/0390/12 (site wide masterplan) & S/2776/16/RM	Northstowe - phase 1: parcel H3 (Taylor Wimpey)	40	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40
South Cambridgeshire	Northstowe AAP, S/0388/12/OL, S/0390/12 (site wide masterplan) & S/3174/16/RM	Northstowe - phase 1: parcel H4 (Bovis Homes)	84	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84
South Cambridgeshire	Northstowe AAP, S/0388/12/OL, S/0390/12 (site wide masterplan) & S/1620/17/RM	Northstowe - phase 1: parcel H11 (Taylor Wimpey)	152	56	25	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	152

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
South Cambridgeshire	Northstowe AAP, S/0388/12/OL, S/0390/12 (site wide masterplan) & S/3016/16/RM	Northstowe - phase 1: parcel H12 (Linden Homes)	271	48	35	33	35	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	271
South Cambridgeshire	Northstowe AAP, S/0388/12 & S/0390/12 (site wide masterplan)	Northstowe - phase 1 (remaining parcels)	726	87	136	217	185	81	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	726
South Cambridgeshire	Northstowe AAP, S/2011/14/OL & S/0390/12 (site wide masterplan)	Northstowe - phase 2	3,500	0	20	95	170	224	172	250	250	250	250	250	250	250	250	200	200	200	200	19	0	0	0	3,500
South Cambridgeshire	Northstowe AAP, Policy SS/7 (Local Plan) & S/0390/12 (site wide masterplan)	Northstowe - phase 3 and later phases	5,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	50	50	50	231	250	250	250	1,181
South Cambridgeshire	Policy SS/5 (Local Plan) & S/0059/17/OL (pending)	Waterbeach New Town	9,000	0	0	150	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	4,900
South Cambridgeshire	Policy SS/6 (Local Plan)	Bourn Airfield New Village	3,500	0	0	0	35	75	120	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	2,630
South Cambridgeshire	Policy SP/3 (Site Specific Policies DPD), S/6438/07/O, S/1504/11, S/2111/11, S/2398/11, S/0350/12/RM, S/1610/12/RM, S/2596/11, S/0396/13/RM, S/0496/14/RM, S/0806/13/RM, S/1472/14/RM, S/0114/15/RM, S/2352/15/RM & S/2292/16/RM	Cambourne - additional 950 dwellings	500	32	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500
South Cambridgeshire	Policy SP/9 (Site Specific Policies DPD), Policy E/7 (Local Plan), S/1066/13 (development brief) & S/0670/17/OL (resolved to grant)	Fulbourn & Ida Darwin Hospitals	203	0	0	27	65	65	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	203
South Cambridgeshire	Policy SP/10 (Site Specific Policies DPD), Policy H/3 (Local Plan).	Papworth West-Central - south of Church Lane	61	0	20	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
	S/0623/13 [hybrid], S/2417/16/PN, S/2859/16/VC & S/0307/17/RM																									
South Cambridgeshire	Policy SP/8 (Site Specific Policies DPD), Policy H/2 (Local Plan), S/2308/06/O, S/1152/12/RM, S/1911/14/RM, S/0410/15/RM, S/1735/14/RM & S/0175/16/FL	Former Bayer Crop Science site, Hauxton	285	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	285
South Cambridgeshire	Policy SS/8 (Local Plan) & S/2903/14/OL (resolved to grant)	Cambourne West (land north west of Lower Cambourne)	2,350	0	0	80	160	160	160	150	150	150	150	150	150	150	150	110	100	100	100	100	80	0	0	2,350
South Cambridgeshire	Policy SS/8 (Local Plan)	Cambourne West (land within the Business Park)	240	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	50	50	50	50	0	0	0	240
South Cambridgeshire	Policy H/1b (Local Plan)	Land north of Babraham Road, Sawston	158	0	41	79	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	158
South Cambridgeshire	Policy H/1c (Local Plan)	Land south of Babraham Road, Sawston	260	0	0	0	0	0	0	25	55	55	55	55	15	0	0	0	0	0	0	0	0	0	0	260
South Cambridgeshire	Policy H/1d (Local Plan)	Land north of Impington Lane, Impington	26	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
South Cambridgeshire	Policy H/1e (Local Plan) & S/2048/14/FL	Land west of New Road, Melbourn (land south west of Victoria Way)	67	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67
South Cambridgeshire	Policy H/1e (Local Plan) & S/0287/15/OL	Land west of New Road, Melbourn (land at 36 New Road)	21	-1	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
South Cambridgeshire	Policy H/1f (Local Plan) & S/2068/15/OL	Green End Industrial Estate, Gamlingay	85	0	-5	50	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85
South Cambridgeshire	Policy H/1g (Local Plan) & S/2833/15/OL	East of Rockmill End, Willingham	72	34	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72
South Cambridgeshire	Policy H/1h (Local Plan), S/2204/15/OL & S/1812/17/OL (resolved to grant)	Land at Bennell Farm, West Street, Comberton	90	0	15	30	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90
South Cambridgeshire	Policy H/1i (Local Plan, major modification) & S/3543/16/FL (resolved to grant)	Land at Linton Road, Great Abington	45	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
South Cambridgeshire	Policy H/1j (Local Plan, major modification) & S/3181/15/FL	Land at junction of High Street & Pampisford Road, Great Abington	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
South Cambridgeshire	S/0034/06/OL, S/0261/09/RM, S/1866/14/VC & S/0377/16/FL	Land west of 22a West Road, Gamlingay	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
South Cambridgeshire	S/0983/11, S/1388/12/RM & S/2354/15/FL	Land at Former EDF Energy Depot & Training Centre, Ely Road, Milton	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
South Cambridgeshire	S/1359/13/OL, S/2458/16/RM & S/2461/16/FL	Land north of Bannold Road, Waterbeach *	135	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	135
South Cambridgeshire	S/0177/03/F, S/2607/12/VC	Showmans Site, Biddall's Boulevard, Kneesworth Road, Meldreth	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
South Cambridgeshire	S/1329/13/FL	Land rear of Cygnus Business Park, Swavesey	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
South Cambridgeshire	S/0558/14/OL & S/2588/15/RM	Land at Bannold Road & Bannold Drove, Waterbeach *	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57
South Cambridgeshire	S/1907/14/OL & S/2491/16/RM	Land to the east of Cody Road, Waterbeach *	36	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36
South Cambridgeshire	S/0291/15/FL	Railway Tavern, Station Road, Great Shelford	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
South Cambridgeshire	S/1199/13/OL & S/2253/16/RM (pending)	Land rear of 131 The Causeway, Bassingbourn-cum-Kneesworth	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
South Cambridgeshire	S/0524/14/FL	Former Aspinalls Builders Yard, Over Road, Willingham	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
South Cambridgeshire	S/1500/15/FL	Gills Hill Farm, Bourn *	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
South Cambridgeshire	S/0875/15/OL	18 Boxworth End, Swavesey *	30	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30
South Cambridgeshire	S/0276/15/OL, S/2405/16/RM & S/3396/16/RM	8 Greenacres, Duxford *	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
South Cambridgeshire	S/2791/14/OL & S/2590/17/RM (pending)	East of New Road, Melbourn *	199	70	40	30	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	199
South Cambridgeshire	S/0882/14/FL	Land adjacent to 41 Denny End Road, Waterbeach	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
South Cambridgeshire	S/1631/15/FL	Adjacent to 12 Back Lane, Cambourne	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
South Cambridgeshire	S/2365/14/OL	Former CEMEX Cement Works, Haslingfield Road, Barrington *	220	0	0	40	40	40	40	40	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	220
South Cambridgeshire	S/1515/15/OL & S/2993/17/RM (pending)	Land off Mill Lane, Sawston *	48	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48
South Cambridgeshire	S/1952/15/OL, S/3615/17/RM	36 Oakington Road, Cottenham *	50	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50
South Cambridgeshire	S/0238/16/OL & S/2584/17/RM	83 Moorfield Road, Whittlesford Bridge *	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
South Cambridgeshire	S/2456/15/OL	Land off Haden Way, Willingham *	61	0	0	30	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61
South Cambridgeshire	S/1745/16/OL	East of Spring Lane, Bassingbourn *	30	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30
South Cambridgeshire	S/2148/16/OL	Rear of 7-37 Station Road, Foxton *	22	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
South Cambridgeshire	S/2870/15/OL & S/3683/17/RM (pending)	Land west of Mill Road, Over *	53	0	0	40	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53
South Cambridgeshire	S/2830/15/OL & S/0255/17/OL	Land at 22 Linton Road, Balsham *	36	2	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36
South Cambridgeshire	S/1766/16/FL	Robinson Court, Grays Road, Gamlingay	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8
South Cambridgeshire	S/2224/16/OL	Monkfield Nutrition, High Street, Shingay-cum-Wendy *	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
South Cambridgeshire	S/1959/16/FL	7 High Street, Balsham *	33	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33
South Cambridgeshire	S/0851/16/FL	Hallmark Hotel, Bar Hill *	40	0	5	30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40
South Cambridgeshire	S/2413/17/OL	Land off Rampton Road, Cottenham *	199	0	4	50	50	50	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	199
South Cambridgeshire	S/2510/15/OL	Land east of Highfields Road, Caldecote *	66	0	42	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66
South Cambridgeshire	S/3190/15/OL	Land at Hurdleditch Road, Orwell *	49	16	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49
South Cambridgeshire	S/1605/16/OL	Land rear of 130 Middlewatch, Swavesey *	69	0	-1	30	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69
South Cambridgeshire	S/1566/16/OL	West of Cemetery, The Causeway, Bassingbourn *	26	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
South Cambridgeshire	S/1963/15/OL	Land north and south of Bartlow Road, Linton *	55	0	0	20	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
South Cambridgeshire	S/1236/16/PA	W2 Building, High Street, Cambourne	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
South Cambridgeshire	S/1694/16/OL	West of Grace Crescent, Hardwick *	98	51	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98
South Cambridgeshire	S/2047/16/FL	Rear of 18-28 Highfields Road, Highfields Caldecote*	71	47	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71
South Cambridgeshire	S/0202/17/OL	Land at Teversham Road, Fulbourn *	110	0	0	50	50	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	110
South Cambridgeshire	S/0415/17/OL	Land off Bartlow Road, Castle Camps *	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
South Cambridgeshire	Small Sites (9 dwellings or less) already Under Construction	Small Sites (9 dwellings or less) already Under Construction	179	134	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	179
South Cambridgeshire	Small Sites (9 dwellings or less) Not Under Construction	Small Sites (9 dwellings or less) Not Under Construction	582	46	127	191	135	71	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	582
South Cambridgeshire	S/3064/16/OL (resolved to grant)	South of 279 St Neots Road, Hardwick *	153	0	0	13	50	50	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	153
South Cambridgeshire	S/1606/16/OL (resolved to grant)	Land at Oakington Road, Cottenham *	121	7	43	50	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	121
South Cambridgeshire	S/1124/17/OL (resolved to grant)	Rear of 79 High Street, Meldreth *	18	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
South Cambridgeshire	S/2177/16/FL (resolved to grant)	Land off Gibson Close, Waterbeach *	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
South Cambridgeshire	S/3145/16/FL (resolved to grant)	Land at Belsar Farm, Willingham *	25	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
South Cambridgeshire	S/2383/17/FL (resolved to grant)	Land adjacent Longstanton Road, Over *	26	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
South Cambridgeshire	S/3052/16/FL (resolved to grant)	Land at Meldreth Road, Shepreth*	25	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
South Cambridgeshire	S/0460/17/FL (resolved to grant)	Plumbs Dairy, 107 High Street, Balsham	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
South Cambridgeshire	Unidentified' Windfall Sites	Unidentified' Windfall Sites	5,720	0	0	0	0	0	0	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	3,520
South Cambridgeshire	S/2509/12	Land at the Junction, Long Drove &, BEACH ROAD, Cottenham, CB24 8RG	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
South Cambridgeshire	S/2043/14	Moore's Farm, Fowlmere Road, FOXTON, CB22 6RT	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
South Cambridgeshire	S/2658/14	Land Adjacent Hill Farm, Fowlmere Road, Foxton,	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
		CAMBRIDGE, CB22 6RX																								
South Cambridgeshire	S/1948/12	LAND SOUTH OF, STATION ROAD, GAMLINGAY, CAMBRIDGESHIRE, SG19 3HE	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
South Cambridgeshire	S/2762/13	Newdigate House 3, Horseheath Road, Linton, CAMBRIDGE, CB21 4LU	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
South Cambridgeshire	S/0959/15	Site B, Chieftain Way, Orchard Park, Cambridge	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
South Cambridgeshire	S/2064/13	Site A, Orchard Park, Ring Fort Road, CAMBRIDGE, CB4 2GW	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39
South Cambridgeshire	S/1523/13	Land to the South of Southbrook Field Papworth Everard Cambridge CB3 8UW	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
South Cambridgeshire	S/1688/08	Land to the West of, ERMINE STREET SOUTH, PAPWORTH EVERARD	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
South Cambridgeshire	S/1800/14	Welchs Transport Ltd, Granta Terrace, Stapleford, CAMBRIDGE, CB22 5DL	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44
South Cambridgeshire	S/2312/13	Land north of Fen Drayton Road, Swavesey, Cambridgeshire	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
South Cambridgeshire	S/0296/15	8, Cody Road, Waterbeach, CAMBRIDGE, CB25 9LS	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60
South Cambridgeshire	S/0733/11	57, Brickhills, Willingham, Cambridge, Cambridgeshire, CB24 5JH	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
South Cambridgeshire	S/2341/14	1, Daniels Close, Willingham, CAMBRIDGE, CB24 5AF	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
South Cambridgeshire	-	SC GCSP Small Sites	714	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	714
South Cambridgeshire	-	Orchard Park - parcel L2	63	0	0	0	63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
South Cambridgeshire	-	Fulbourn & Ida Darwin Hospitals (land off Fulbourn Old Drift)	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
South Cambridgeshire	-	Histon & Impington Station Area (The Bishops Site, Cambridge Road, Impington)	35	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
South Cambridgeshire	-	Histon & Impington Station Area (Former station site including derelict Histon & Impington Railway Station, 94-96 Station Road, Impington)	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
South Cambridgeshire	-	Land south and east of 77 Station Road, Willingham	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
South Cambridgeshire	-	Land off Grafton Drive, Caldecote *	58	0	0	28	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58
South Cambridgeshire	-	65 Pettitts Lane, Dry Drayton *	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
South Cambridgeshire	-	Horseheath Road, Linton *	42	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42
South Cambridgeshire	-	Land off Fen End, Over *	20	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
South Cambridgeshire	-	Land between 66-68 Common Lane, Sawston *	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
South Cambridgeshire	-	Land south of Fen Drayton Road, Swavesey *	99	8	40	40	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99
South Cambridgeshire	-	Sheen Farm, Royston Road, Litlington *	21	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
South Cambridgeshire	-	Land north of Linton Road, Great Abington *	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
South Cambridgeshire	-	Land north east of Rampton Road, Cottenham *	146	0	0	0	50	50	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	146
South Cambridgeshire	-	Rear of 46-56 The Moor, Melbourn *	23	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
South Cambridgeshire	-	39 Pepys Way, Girton	8	-1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
South Cambridgeshire	-	Land west of Balsham Road, Fulbourn	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
South Cambridgeshire	-	Land south and west of High Street, Cambourne	54	0	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
South Cambridgeshire	-	Land at the corner of Capper Road and Cody Road, Waterbeach	16	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
South Cambridgeshire	-	Former GoCold Building, Station Yard, High Street, Meldreth	22	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
East Cambridgeshire	13/00785/OUM	North Ely Urban Extension (western parcel)	1,389	50	50	80	62	50	70	70	75	75	75	75	75	75	75	75	75	56	0	0	0	0	0	1,389
East Cambridgeshire	ELY.M1	North Ely Sustainable Urban Extension (remainder of)	1,000	0	0	0	0	0	75	75	75	75	75	75	80	80	80	80	80	75	75	0	0	0	0	1,000
East Cambridgeshire	11/01077/ESO	Land At High Flyer Farm North Of Kings Avenue Ely Cambridgeshire	991	0	35	50	100	115	50	50	50	50	50	50	50	50	50	50	0	0	0	0	0	0	0	991
East Cambridgeshire	17/00757/ESO	Land Parcel North Of Grange Lane Littleport Cambridgeshire	680	0	0	0	35	70	70	70	70	70	70	70	70	35	35	15	0	0	0	0	0	0	0	680
East Cambridgeshire	02/00950/RMA	Land at Highfield Farm, Ely Road, Littleport, Ely, CB6	759	31	53	60	60	110	50	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	759
East Cambridgeshire	SOH.M1	Eastern Gateway area	600	0	30	50	50	50	50	50	50	50	50	50	50	50	20	0	0	0	0	0	0	0	0	600
East Cambridgeshire	15/01175/OUM	Land at Newmarket Road Burwell	350	0	0	0	20	60	60	60	60	60	30	0	0	0	0	0	0	0	0	0	0	0	0	350
East Cambridgeshire	SOH.H1	Land off Brook Street	400	0	0	0	0	50	50	50	50	50	50	50	50	0	0	0	0	0	0	0	0	0	0	400
East Cambridgeshire	LIT.M1	West of Woodfen Road	250	0	10	50	50	50	50	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	250
East Cambridgeshire	17/00880/OUM	Scotsdales Garden Centre 41 Market Street Fordham Ely Cambridgeshire CB7 5LH	150	0	45	45	45	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150
East Cambridgeshire	SOH.H5	Land south of Blackberry Lane	160	0	15	30	30	30	30	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	160
East Cambridgeshire	14/00248/OUM	Land North Of Field End Witchford Cambridgeshire, CB6 2XE	168	28	50	50	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168
East Cambridgeshire	15/01491/FUM	Land West Of The Cherry Tree Public House Cherrytree Lane Soham Cambridgeshire	122	14	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	122
East Cambridgeshire	18/00363/OUM	Land Accessed Between 2 And 4 Fordham Road Isleham Cambridgeshire	125	0	0	0	50	50	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125

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East Cambridgeshire	WFD.H2	Land at Common Road	116	0	0	0	50	50	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	116
East Cambridgeshire	ELY.M4	Station Gateway	400	0	0	0	0	0	0	50	50	50	50	50	50	50	50	0	0	0	0	0	0	0	0	400
East Cambridgeshire	17/00481/OUM	Land Rear Of 98 To 118 Mildenhall Road Fordham Cambridgeshire	100	0	0	35	35	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100
East Cambridgeshire	16/00686/OUM	Stanford Park Weirs Drove Burwell Cambridge CB25 0BP	91	0	0	35	35	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91
East Cambridgeshire	SOH.M3	Land off Station Road	90	0	0	0	40	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90
East Cambridgeshire	SOH.H4	Land off Fordham Road	80	0	0	30	30	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80
East Cambridgeshire	16/00535/FUM	Land Parcel East Of 2 The Shade Soham Cambridgeshire	88	0	35	35	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88
East Cambridgeshire	15/01254/RMM	Land Rear Of, 23 to 49, Fordham Road, Soham, Cambridgeshire	84	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84
East Cambridgeshire	SOH.H6	Land north of Blackberry Lane	100	0	0	0	0	30	20	20	20	10	0	0	0	0	0	0	0	0	0	0	0	0	0	100
East Cambridgeshire	16/01662/OUM	Land Adjacent 67 Mildenhall Road Fordham Cambridgeshire	79	0	0	0	35	35	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79
East Cambridgeshire	16/01772/FUM	Land Adjacent 43 Mepal Road Sutton Cambridgeshire	77	20	52	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	77
East Cambridgeshire	15/01297/RMM	Former D S Smith Site, Burwell Road, Burwell, CB25 0AH	67	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67
East Cambridgeshire	15/01012/OUM	1, Upton Lane, Littleport, ELY, CB6 1HF	63	63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63
East Cambridgeshire	17/01756/FUM	Land Parcel West Of Hardwicke Fields West End Haddenham Cambridgeshire	54	4	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54
East Cambridgeshire	BOT.H1	Land east of Bell Road	50	0	0	0	20	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50
East Cambridgeshire	ELY.M3	Paradise Area	64	0	0	0	35	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64
East Cambridgeshire	14/00013/FUM	Land Parcel to East of Meadowcroft, Stretham, ELY, CB6 3JX	48	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48

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East Cambridgeshire	17/00261/OUM	Land South Of Main Street Witchford Cambridgeshire	46	0	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46
East Cambridgeshire	ISL.H1	Land south and west of Lady Frances Court (overlaps ISL1, net additional dwellings (+25))	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
East Cambridgeshire	13/01165/OUM	Littleport Self Storage The Old Station Goods Yard Station Road Littleport Cambridgeshire	39	0	0	0	25	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39
East Cambridgeshire	17/01570/OUM	Land Rear Of 16 Chewells Lane Haddenham Cambridgeshire	34	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
East Cambridgeshire	16/01551/OUM	Fordham Technology Centre 5 Station Road Fordham Ely Cambridgeshire CB7 5LW	27	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
East Cambridgeshire	17/00733/FUM	Works Adjacent To 7 Cannon Street Little Downham CB6 2SR	27	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
East Cambridgeshire	15/00986/FUM	Land Formerly 21 Newmarket Road Stretham Cambridgeshire CB6 3JF	24	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
East Cambridgeshire	SUT.H2	Land east of Garden Close, Sutton	53	0	0	35	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53
East Cambridgeshire	HAD.H2	Land at New Road	39	0	0	0	8	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39
East Cambridgeshire	16/00431/FUL	Land West Of Bedwell Park Stretham Station Road Wilburton Cambridgeshire	23	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
East Cambridgeshire	FRD.H1	Land south of Mildenhall Road, East of Collin's Hill (Overlaps FRD1, net additional dwellings (+10 units))	20	0	0	0	5	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
East Cambridgeshire	16/00621/OUM	Land Off Lynn Road Chettisham Ely Cambridgeshire CB6 1RY	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
East Cambridgeshire	17/01231/FUM	Former Hillside Quarry Corner Of Quarry Lane And Heath Road	19	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
		Swaffham Bulbeck CB25 0LU																								
East Cambridgeshire	SOH.H12	Land to rear of 7 & 7A TOWNSEND, SOHAM, CAMBRIDGESHIRE, CB7 5DB	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
East Cambridgeshire	17/00221/FUM	Land Rear Of Rule Gardens Fordham Cambridgeshire	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
East Cambridgeshire	13/01139/FUM	Land between 199 and 209 High Street, Cheveley, NEWMARKET, CB8 9DG	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
East Cambridgeshire	17/00419/FUM	Land To Rear Of 35 Cornfields Burwell Cambridgeshire	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
East Cambridgeshire	17/01249/RMM	Land Adjacent To 8 Hall Barn Road Isleham Cambridgeshire	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
East Cambridgeshire	17/00879/OUM	Site To The East Of The Cemetery And West Of The Recreation The Wyches Little Thetford Cambridgeshire	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
East Cambridgeshire	16/00849/FUM	Land To Rear Of 1 To 7 Sutton Road Witchford Cambridgeshire	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
East Cambridgeshire	FRD.H4	Land off Steward's Field	12	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
East Cambridgeshire	17/01518/FUM	Land To Rear Of The Paddocks Cheveley Cambridgeshire	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
East Cambridgeshire	ELY.M2	The Grange, Nutholt Lane	50	0	0	0	0	0	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0	0	0	50
East Cambridgeshire	17/00510/FUM	Land On The Eastern Side Of Fordham Road To The North Of 7 Fordham Road And To The South Of Pritty Garden, Isleham Cambs	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
East Cambridgeshire	16/00057/OUM	Land South Of Caravan Park Two Acres, Ely Road, Little Thetford, Cambridgeshire	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
East Cambridgeshire	15/00748/FUM	90, Paddock Street, Soham, ELY, CB7 5JA	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
East Cambridgeshire	17/00284/OUT	Land To North Side Of Mill Field Sutton Cambridgeshire	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10

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East Cambridgeshire	16/01464/FUL	Police Station, 12, Bell Road, Bottisham, CAMBRIDGE, CB25 9DF	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
East Cambridgeshire	16/01642/FUL	Land East of 22 and 23 Rowan Close, Haddenham, ELY, CB6 3QF	9	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
East Cambridgeshire	16/01725/OUT	4, Padnal, Littleport, ELY, CB6 1NS	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
East Cambridgeshire	17/00981/FUL	Land To South West Of 33 Cathedral View Park Witchford Cambridgeshire	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
East Cambridgeshire	17/01171/OUT	28 High Street Ashley Newmarket Suffolk CB8 9DX	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
East Cambridgeshire	17/01083/RMA	Land South Of 7 - 10 Hartfield Road Brinkley Road Burrough Green Suffolk	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
East Cambridgeshire	17/01806/RMA	Everitt & Gough 2 Oak Lane Cheveley Newmarket Suffolk CB8 9RA	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
East Cambridgeshire	15/00956/OUT	32, Lisle Lane, ELY, CB7 4AS	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
East Cambridgeshire	16/01321/FUL	35, Mildenhall Road, Fordham, ELY, CB7 5NP	8	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
East Cambridgeshire	16/01492/OUT	Land South Of Chapel Lane, Wicken Ely Cambridgeshire CB7 5XZ	9	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
East Cambridgeshire	17/00689/FUL	Kings Of Witcham Ltd The Slade Witcham Ely Cambridgeshire CB6 2LA	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
East Cambridgeshire	16/00730/FUL	19, Main Street, Coveney, ELY, CB6 2DJ	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
East Cambridgeshire	16/01221/FUL	Palmers Dairy, 4, Hillrow, Haddenham, ELY, CB6 3TH	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
East Cambridgeshire	16/01128/RMA	Site Adj Orchard Lodge 8A, Ely Road, Littleport, ELY, CB6 1HQ	11	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
East Cambridgeshire	17/00873/OUT	Field House 60 Ely Road Littleport Ely Cambridgeshire CB6 1HL	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6

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East Cambridgeshire	13/00799/FUL	Manor Farm, School Lane, Mepal, ELY, CB6 2AJ	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
East Cambridgeshire	16/00024/OUT	36, Chapel Lane, Wicken, ELY, CB7 5XZ	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
East Cambridgeshire	16/00977/OUT	20a, Chapel Lane, Wicken, ELY, CB7 5XZ	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
East Cambridgeshire	17/01147/FUL	19 Toyse Lane Burwell Cambridge CB25 0DF	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
East Cambridgeshire	17/00827/FUL	10 Forehill Ely Cambridgeshire CB7 4AF	9	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
East Cambridgeshire	16/01495/OUT	Land Adjacent To 41 Stretham Road, Wilburton, ELY, CB6 3SQ	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
East Cambridgeshire	16/00652/FUL	76, Low Road, Burwell, CAMBRIDGE, CB25 0EJ	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
East Cambridgeshire	86/00799/FUL	Park Farm, Snailwell Road, Chippenham, Ely, Cambridgeshire, CB7 5QB	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
East Cambridgeshire	17/01562/FUL	8A The Rampart Haddenham Ely Cambridgeshire CB6 3ST	5	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
East Cambridgeshire	16/00193/FUL	20, Victoria Street, Littleport, Cambridgeshire, CB6 1LX	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
East Cambridgeshire	16/00275/OUT	34, Bancroft Lane, Soham, ELY, CB7 5DG	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
East Cambridgeshire	17/01079/OUT	31 Broad Piece Soham Ely Cambridgeshire CB7 5EL	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
East Cambridgeshire	17/00362/FUL	Land Adjacent 204 Main Street Witchford CB6 2HT	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
East Cambridgeshire	17/00736/FUL	The Crown Inn 88 High Street Burwell Cambridge CB25 0HD	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
East Cambridgeshire	17/00742/FUL	Vine Leigh Farm 33 Main Street Wardy Hill CB6 2DF	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
East Cambridgeshire	16/00965/FUL	3, Main Street, Coveney, ELY, CB6 2DJ	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
East Cambridgeshire	17/01494/FUL	7 High Street Ely Cambridgeshire CB7 4LJ	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
East Cambridgeshire	16/00496/OUT	2, Soham Road, Fordham, ELY, CB7 5LB	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
East Cambridgeshire	16/01314/OUT	50, Isleham Road, Fordham, ELY, CB7 5NN	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
East Cambridgeshire	17/00871/OUT	Land Adjacent To 2B Moor Road Fordham CB7 5LX	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
East Cambridgeshire	17/01411/OUT	Former Builders Yard Hod Hall Lane Haddenham CB6 3UX	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
East Cambridgeshire	17/00851/FUL	Site Rear Of 30 Church Lane Isleham Cambridgeshire	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
East Cambridgeshire	16/00885/RMA	Land Adjacent Mount Pleasant Farm 66 Main Street Pymoor Cambridgeshire CB6 2DY	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
East Cambridgeshire	16/01776/RMA	Land To South Of 65 Main Street Pymoor Cambridgeshire	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
East Cambridgeshire	15/01476/OUT	Land Adjacent, 12, Holt Fen, Little Thetford, Cambridgeshire, CB6 3BH	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
East Cambridgeshire	16/00185/FUL	Land To Rear Of 78/80, Wisbech Road, Littleport, ELY, CB6 1JJ	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
East Cambridgeshire	17/02121/FUL	2 High Street Littleport Ely Cambridgeshire CB6 1HE	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
East Cambridgeshire	17/02065/FUL	3 And 3A Crown Lane Littleport Ely Cambridgeshire CB6 1PP	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	15/00032/OUT	Randalls Farm, Barway, ELY, CB7 5UB	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
East Cambridgeshire	16/00060/FUL	11, Orchard Row, Soham, ELY, CB7 5AY	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
East Cambridgeshire	17/01000/OUT	Soham Joinery 119 Mereside Soham Ely Cambridgeshire CB7 5EG	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
East Cambridgeshire	17/01055/OUT	Ashfield House 20 High Street Stetchworth	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
		Newmarket Suffolk CB8 9TJ																								
East Cambridgeshire	16/01685/FUL	Meadow Farm, Fieldside, Stretham, ELY, CB6 3LT	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
East Cambridgeshire	17/00504/OUT	Land North West Of 20 Stretham Road Wicken Cambridgeshire	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
East Cambridgeshire	16/00542/FUL	Land to the rear of The Bungalow 76, High Street, Wilburton, ELY, CB6 3RA	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
East Cambridgeshire	16/01567/FUL	21, High Street, Witcham, ELY, CB6 2LQ	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
East Cambridgeshire	16/01213/OUT	Land South Of 1 Gazeley Road Ashley Suffolk	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
East Cambridgeshire	17/01621/FUL	Land Adjacent To Ashbridge Farm Factory Road Burwell	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
East Cambridgeshire	17/01269/FUL	The Stables Factory Road Burwell Cambs	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
East Cambridgeshire	15/01102/OUT	Land Rear Of 19 Meadow Lane Newmarket Suffolk	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
East Cambridgeshire	17/01337/FUL	Land Adjacent To 26 Main Street Coveney Ely Cambridgeshire CB6 2DJ	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
East Cambridgeshire	16/00026/FUL	Site To East Of 43 - 53 Waterside Ely Cambridgeshire CB7 4AU	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00615/FUL	5, Brays Lane, ELY, CB7 4QJ	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	17/01364/FUL	Land South West Of Terry Ann Old Bank Prickwillow Cambridgeshire	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
East Cambridgeshire	16/01738/FUL	35A West End Haddenham Ely Cambridgeshire CB6 3TD	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	17/00559/OUT	Land West Of Builders Yard Hod Hall Lane Haddenham Cambridgeshire	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3

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East Cambridgeshire	17/01247/FUL	Land Adjacent To 2 Houghtons Lane Isleham Cambridgeshire	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
East Cambridgeshire	17/00508/FUL	Land To South Of The Green Woodditton Road Kirtling Green Suffolk	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
East Cambridgeshire	16/01188/FUL	Land North Of 195, The Street, Kirtling, NEWMARKET, CB8 9PD	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
East Cambridgeshire	17/01941/FUL	Bramley House 100 Main Street Little Downham Ely Cambridgeshire CB6 2SX	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
East Cambridgeshire	16/00709/OUT	1, Straight Furlong, Pymoor, ELY, CB6 2EG	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
East Cambridgeshire	16/01181/OUT	Land Southwest Of 1, Straight Furlong, Pymoor, ELY, CB6 2EG	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
East Cambridgeshire	17/00557/ARN	Carlisle Farm Main Drove Little Downham Ely Cambridgeshire CB6 2ER	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
East Cambridgeshire	15/00113/FUL	Rear Of 85 And 87, Ely Road, Littleport, ELY, CB6 1HJ	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
East Cambridgeshire	17/00334/FUL	Rear Of 131 Wisbech Road Littleport Ely Cambridgeshire CB6 1JJ	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
East Cambridgeshire	16/01653/FUL	Site To North And North West Of 50, Station Road, Littleport, ELY, CB6 1QF	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
East Cambridgeshire	16/00463/OUT	32 Black Horse Drove Littleport Cambridgeshire	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
East Cambridgeshire	17/01914/FUL	Land To Rear Of 1 Hempfield Road Littleport Cambridgeshire CB6 1NW	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
East Cambridgeshire	17/00913/FUL	15 Station Road Lode Cambridge CB25 9HB	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00190/FUL	Pond Farm, 3, High Street, Mepal, Cambridgeshire, CB6 2AW	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
East Cambridgeshire	17/00839/OUT	Land Opposite 11 Bridge Road Mepal Cambridgeshire	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
East Cambridgeshire	17/00967/OUT	Land Opposite 20 Burwell Road Reach	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
East Cambridgeshire	16/00701/FUL	Site Adjacent to Old School House, Barway, ELY, CB7 5UB	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
East Cambridgeshire	17/00335/FUL	5 The America Sutton CB6 2NY	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
East Cambridgeshire	17/00854/FUL	Site Adjacent 1 Main Street Wentworth Ely Cambridgeshire CB6 3QG	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
East Cambridgeshire	17/00534/OUT	Land East Of Needhams Farm Main Street Witchford Cambridgeshire	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
East Cambridgeshire	17/00176/FUL	Whitcroft 10 Cheveley Road Saxon Street Newmarket Suffolk CB8 9RN	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
East Cambridgeshire	17/01290/OUT	Rhodenia 16 Cheveley Road Saxon Street Newmarket Suffolk CB8 9RN	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
East Cambridgeshire	16/01047/FUM	80, Mill Road, Ashley, NEWMARKET, CB8 9EE	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	16/00905/FUL	69 and 71 Ness Road, Burwell, CAMBRIDGE, CB25 0DA	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	17/00918/OUT	Land To Rear Of 75-79 The Causeway Burwell Cambridgeshire	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	18/00058/FUL	Land Adjacent To 2 Ashley Road Newmarket Suffolk CB8 8DA	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	16/00653/OUT	Land adjacent to Hale Fen House, Hale Fen Lane, WARDY HILL, CB6 2DS	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
East Cambridgeshire	17/00549/OUT	Land Adjacent 2 Gravel End Coveney Cambridgeshire	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	16/00028/FUL	31-33, Lynn Road, Ely, Cambridgeshire, CB6 1DD	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

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East Cambridgeshire	16/00722/FUL	New House, Old Bank, Prickwillow, ELY, CB7 4UT	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	16/00943/FUL	11 Bernard Street Ely Cambridgeshire CB6 1AU	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	17/00594/FUL	Land Adjacent To Lambs Ware Hill Old Bank Prickwillow Ely Cambridgeshire CB7 4UT	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	17/00341/FUL	Emsid 22 Old Bank Prickwillow Ely Cambridgeshire CB7 4UT	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01472/FUL	32A West Fen Road Ely Cambridgeshire CB6 1AL	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01495/FUL	Lambs Ware Hill Old Bank Prickwillow Ely Cambridgeshire CB7 4UT	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	17/01182/ARN	Barns Adjacent Brick Kiln Farm Lynn Road Chettisham Cambridgeshire	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	17/00088/OUT	Land Adjacent to 21 Ironbridge Path, Fordham, ELY, CB7 5LJ	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	18/00087/FUL	Land Adj 36 Newmarket Road Fordham Cambridgeshire CB7 5LL	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/02069/FUL	West View 19 Station Road Fordham Ely Cambridgeshire CB7 5LW	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	15/01422/OUT	Land Between 8 And 14, Ironbridge Path, Fordham, Cambridgeshire, CB7 5LJ	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/01436/FUL	Builders Yard Rear Of 3-7, River Lane, Fordham, ELY, CB7 5PF	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	16/00663/FUL	14a, Station Road, Haddenham, ELY, CB6 3XD	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/01208/FUL	68, Hillrow, Haddenham, ELY, CB6 3TJ	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
East Cambridgeshire	16/01378/FUL	42, West End, Haddenham, ELY, CB6 3TE	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	17/00881/FUL	Land East And South Of 111 Hillrow Haddenham CB6 3TL	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	18/00199/OUT	Sunnycourt 29 Duck Lane Haddenham Ely Cambridgeshire CB6 3UE	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00486/OUT	4, Fordham Road, Isleham, ELY, CB7 5QU	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
East Cambridgeshire	17/02020/FUL	Land To The South Of 61 To 71 East Fen Road Isleham CB7 5SW	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	17/00550/OUT	Appleyard Farm 1 Houghtons Lane Isleham Ely Cambridgeshire CB7 5SR	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	17/00848/FUL	Site East Of 23 Little London Isleham Cambridgeshire	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	17/02110/FUL	Site Adjacent To 3 Hall Barn Road Isleham Cambridgeshire	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	15/01357/FUL	Whybrows Farm, Malting End, Kirtling, NEWMARKET, CB8 9HH	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	16/01628/FUL	Mill Barn, Cowlinge Road, KIRTILING, CB8 9HL	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	16/00865/FUL	39, Main Street, Pymoor, ELY, CB6 2ED	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/01115/FUL	Land To South Of 25 Pymore Lane, Pymoor, ELY, CB6 2EE	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
East Cambridgeshire	17/00970/OUT	Heathergay House Straight Furlong Pymoor CB6 2EG	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00341/FUL	Land to rear of 16 Station Road, Littleport, ELY, CB6 1NB	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	15/00958/FUL	Land Adjacent, 47B, Station Road, Littleport, Cambridgeshire, CB6 1QF	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
East Cambridgeshire	16/01338/ARN	Pypers Hill Barn, Ely Road, Littleport, ELY, CB6 1RT	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	15/01478/FUL	32 The Holmes Littleport Cambridgeshire CB6 1NH	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00680/FUL	Manor Farm, School Lane, Mepal, ELY, CB6 2AJ	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	13/00060/FUL	ALFREDA COURT, Red Lion Square, ELY, CB7 5HQ	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	16/00510/OUT	Land Opposite 83 The Butts, Soham, ELY, CB7 5AW	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	14/01060/FUL	Land to rear of 1 and 3, Bancroft Lane, Soham, ELY, CB7 5DG	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	18/00070/FUL	Land South West Of 83 The Butts Soham Cambridgeshire	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	17/01726/RMA	Land To North East Klere View Barcham Road Soham Ely Cambridgeshire CB7 5TU	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	17/00291/FUL	Land To North Of 22B Northfield Road Soham Cambridgeshire	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	17/00495/FUL	9 Churchgate Street Soham CB7 5DS	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	17/00639/FUL	Lotsend Great Fen Road Soham CB7 5UH	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	17/00891/VAR	Land North West Of Pedestrian Bridge Fordham Road Soham Cambridgeshire	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	17/00895/FUL	Site Opposite 6 To 10 Barway Road Barway Cambridgeshire	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	16/00370/FUL	Land to rear of 19, Brook Street, Soham, ELY, CB7 5AD	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
East Cambridgeshire	15/00550/FUL	Land North Of, Sadler Way, Stretham, Cambridgeshire, CB6 3QZ	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

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East Cambridgeshire	16/00872/OUT	93, Stretham Road, Wilburton, ELY, CB6 3RY	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	16/01766/FUL	Land Adjacent To 16 Fieldside Stretham Ely Cambridgeshire	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	17/01490/FUL	Site West Of Broadmead Witcham Road Mepal Cambridgeshire	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	16/01241/FUL	14, High Street, Sutton, ELY, CB6 2RB	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	17/01015/FUL	Land Adjacent 14 Station Road Sutton Cambridgeshire	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	16/01245/OUT	Land Adj 42 Lower End Swaffham Prior CB25 0HT	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	15/00806/FUL	2, Main Street, Wentworth, ELY, CB6 3QG	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	16/01127/FUL	23, Sutton Road, Witchford, ELY, CB6 2HX	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01769/FUL	2 Padney Road Wicken Ely Cambridgeshire CB7 5YE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Cambridgeshire	16/00245/FUL	Land adjacent to 12, Back Lane, Wicken, ELY, CB7 5YL	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
East Cambridgeshire	17/00376/RMA	Peacock Farm 8 Stretham Road Wicken CB7 5XH	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	17/02149/FUL	Land Adjacent To 18 Stretham Road Wilburton Cambridgeshire	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
East Cambridgeshire	16/01680/OUT	Land South Of 1 Station Cottages Station Road Wilburton Cambridgeshire	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
East Cambridgeshire	17/00960/FUL	Site Adjacent To No. 8 The Firs Wilburton Ely Cambridgeshire CB6 3FL	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	17/01173/OUT	Marlboro 1 Millfield Lane Wilburton Ely Cambridgeshire CB6 3SD	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

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East Cambridgeshire	17/01372/OUT	Land To The Rear Of 42 Stretham Road Wilburton Ely Cambridgeshire CB6 3RX	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	17/01465/OUT	Land East Of 56 Stretham Road Wilburton Cambridgeshire	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	17/00407/ARN	Mingay Farm Twentypence Road Wilburton Cambridgeshire	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	17/01991/FUL	7 Martins Lane Witcham Ely Cambridgeshire CB6 2LB	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01809/OUT	Site To South Of 7 Manor Court Road Witchford Cambridgeshire	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	17/00651/FUL	1 Gazeley Road Ashley CB8 9EF	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00416/FUL	8, Lode Road, Bottisham, CAMBRIDGE, CB25 9DJ	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01216/FUL	Land At Bell Road (Rear Of The Bell Public House) Bell Road Bottisham Cambridge CB25 9DA	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01784/FUL	Silver Edge Barn Springhall Farm Newmarket Road Bottisham Cambridge Cambridgeshire CB25 9BD	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01389/ARN	Abbey Yard Brinkley Road Brinkley Suffolk	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	15/00109/FUL	116, Low Road, Burwell, CAMBRIDGE, CB25 0EJ	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00145/FUL	48a, North Street, Burwell, CAMBRIDGE, CB25 0BA	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00554/FUL	Lark Hall Farm, Ness Road, Burwell, CAMBRIDGE, CB25 0DB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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East Cambridgeshire	16/00609/FUL	55, North Street, Burwell, CAMBRIDGE, CB25 0BA	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00697/OUT	2c, Hythe Lane, Burwell, CAMBRIDGE, CB25 0EH	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/01186/FUL	101, The Causeway, Burwell, CAMBRIDGE, CB25 0DU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Cambridgeshire	16/01251/OUT	13, Hawthorn Way, Burwell, CAMBRIDGE, CB25 0DQ	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01658/FUL	Land Adjacent To 1 Brick Works Cottages Factory Road Burwell	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00734/FUL	Site Rear Of 19 Saxon Drive Burwell	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00868/VAR	34 Newmarket Road Burwell CB25 0AE	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01138/FUL	Site Adjacent To Baulk Farm 124 North Street Burwell Cambridge CB25 0BB	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01558/FUL	The Orchard Weirs Drove Burwell CB25 0BP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Cambridgeshire	17/02145/OUT	Land To West Of 4 Newmarket Road Burwell CB25 0AE	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00304/FUL	92, Duchess Drive, NEWMARKET, CB8 8AJ	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	13/00353/FUL	105 HIGH STREET, CHEVELEY, NEWMARKET, CB8 9DG	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	16/00869/FUL	104, Centre Drive, NEWMARKET, CB8 8AP	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/01820/FUL	57, High Street, Cheveley, NEWMARKET, CB8 9DQ	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	14/01108/FUL	55, High Street, Cheveley, NEWMARKET, CB8 9DQ	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/02214/FUL	The Maltings 21 High Street Chippenham Ely	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

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		Cambridgeshire CB7 5PP																								
East Cambridgeshire	16/00477/FUL	Land Rear of 2, Main Street, Wardy Hill, ELY, CB6 2DF	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	14/00561/FUL	14, Park Close, Coveney, ELY, CB6 2DH	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01153/FUL	Land West Of 1 Jerusalem Drove Wardy Hill Cambridgeshire	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00875/FUL	Witcham Bridge Farm Witcham Bridge Drove, Wardy Hill, ELY, CB6 2DD	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01366/RMA	Rookery Lodge Old Lynn Drove Coveney Ely Cambridgeshire CB6 2DP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Cambridgeshire	17/00652/FUL	2 Gravel End Coveney Ely Cambridgeshire CB6 2DN	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	15/00409/FUL	Land Rear Of The Kings Head, 1, Stetchworth Road, Dullingham, NEWMARKET, CB8 9UJ	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	13/01042/FUL	Little Heaven Stud, London Road, NEWMARKET, CB8 0TP	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	18/00096/FUL	Site North Of 52 To 56 Brinkley Road Dullingham Suffolk	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00329/FUL	Ley Cottage 2 Dullingham Ley Dullingham CB8 9XG	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Cambridgeshire	17/00725/FUL	Land North East Of Widgham Park Dullingham Ley Dullingham Newmarket Suffolk CB8 9XG	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00424/FUL	8, Robins Close, ELY, CB6 3EG	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	14/00443/FUL	Plot 1, Land rear of 156 West Fen Road, ELY, CB6 3AD	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01232/OUT	Site Between 2A And 4 Ely Road Prickwillow Cambridgeshire	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

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East Cambridgeshire	14/00471/FUL	Site Between 2A And 4 Ely Road, Prickwillow, Cambridgeshire, CB7 4UJ	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00575/FUL	15, Beech Lane, ELY, CB7 4QZ	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	15/00800/FUL	45, St. Ovens Green, ELY, CB6 3AW	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00953/FUL	43, Prickwillow Road, Queen Adelaide, ELY, CB7 4SH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Cambridgeshire	16/00955/FUL	65d, Prickwillow Road, ELY, CB7 4TX	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	14/01123/FUL	32, Broad Street, ELY, CB7 4AH	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/01087/FUL	31, High Street, ELY, CB7 4LQ	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00071/OUT	Land Rear Of 40 Prickwillow Road Ely CB7 4QT	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01017/FUL	Duck Egg Blue Interiors 8 Forehill Ely Cambridgeshire CB7 4AF	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01384/FUL	The Old Hall Soham Road Stuntney Ely Cambridgeshire CB7 5TR	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/02035/FUL	Land Rear Of 107A Lynn Road Ely Cambridgeshire CB6 1DG	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/02104/FUL	22A St Catherines Ely Cambridgeshire CB6 1AP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Cambridgeshire	14/00805/FUL	58A Cambridge Road, Ely, Cambridgeshire, CB7 4HT	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00429/FUL	Abraham Property Management Ltd 38 Market Street Ely CB7 4LS	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01855/FUL	Unit Above 31 Market Street Ely Cambridgeshire CB7 4LZ	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/02207/FUL	Land To Side Of 37 Trinity Close Fordham	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
		Ely Cambridgeshire CB7 5PB																								
East Cambridgeshire	16/01151/OUT	193, Mildenhall Road, Fordham, ELY, CB7 5NT	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01239/OUT	Land Opposite 5 Moor Road Fordham Cambridgeshire	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01471/FUL	Land Northeast Of 193 Mildenhall Road Fordham Cambridgeshire	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	15/00179/FUL	42, Lode Way, Haddenham, ELY, CB6 3UL	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	15/00662/FUL	31, Lode Way, Haddenham, ELY, CB6 3UL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Cambridgeshire	16/00662/FUL	2, School Lane, Aldreth, ELY, CB6 3PL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Cambridgeshire	17/01921/FUL	Land To Rear Of 4A High Street Aldreth Cambridgeshire	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	15/01434/FUL	Land adjcaent 15B, High Street, Haddenham, Ely, Cambridgeshire, CB6 3XA	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	15/01493/FUL	6, Cherry Orchard, Haddenham, Cambridgeshire, CB6 3UF	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00330/OUT	90 Aldreth Road Haddenham Ely Cambridgeshire CB6 3PN	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00500/FUL	Land Rear Of 88A Aldreth Road Haddenham Cambridgeshire	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01180/FUL	8 Chewells Close Haddenham Ely Cambridgeshire CB6 3XE	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01300/OUT	Land Adjacent To Yew Tree House Hillrow Haddenham Cambridgeshire	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01926/FUL	Home Farm Hoghill Drove Haddenham Ely	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
		Cambridgeshire CB6 3FU																								
East Cambridgeshire	18/00092/FUL	30 West End Haddenham Ely Cambridgeshire CB6 3TE	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	12/00291/FUL	14 ROBINS CLOSE, ISLEHAM, Cambridgeshire CB7 5US	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00677/FUL	5, Station Road, Isleham, ELY, CB7 5QT	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00986/FUL	26, Beck Road, Isleham, ELY, CB7 5SA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Cambridgeshire	17/02147/FUL	Site East Of Appleyard Farm Houghtons Lane Isleham Cambridgeshire	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/01668/ARN	13, Beck Road, Isleham, ELY, CB7 5SA	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00422/OUT	24 Prickwillow Road Isleham Ely Cambridgeshire CB7 5RQ	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01636/FUL	53 Pound Lane Isleham Ely Cambridgeshire CB7 5SF	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00707/FUL	Chalk Farm Temple Road Isleham CB7 5RE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Cambridgeshire	17/01220/FUL	29A Hall Barn Road Isleham Ely Cambridgeshire CB7 5QZ	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01390/FUL	Land To South Of 35 Pound Lane Isleham Cambridgeshire	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01532/FUL	60 Beck Road Isleham Ely Cambridgeshire CB7 5QP	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	15/01457/FUL	Land Adjacent To, 96, Station Road, Kennett, Suffolk, CB8 7QF	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/01569/FUL	Land Adjoining Warren View , 8 Kennett Cottages, Dane Hill Road, Kennett, Newmarket, Suffolk, CB8 7QH	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
East Cambridgeshire	17/00202/FUL	218, The Street, Kirtling, NEWMARKET, CB8 9PD	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	15/00307/FUL	Viewmore, Woodditton Road, Kirtling, NEWMARKET, CB8 9PG	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Cambridgeshire	16/00333/FUL	Batchelors Hall, Malting End, Kirtling, NEWMARKET, CB8 9HH	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00406/FUL	Land To The West Of Thatched Cottage The Green, Woodditton Road, Kirtling, Suffolk, CB8 9PG	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00407/FUL	Land East Of Thatched Cottage The Green, Woodditton Road, Kirtling, Suffolk, CB8 9PG	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00419/OUT	Redlands, Chapel Lane, Kirtling, Suffolk, CB8 9PF	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00468/FUL	Whybrows Farm, Malting End, Kirtling, NEWMARKET, CB8 9HH	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01383/RMA	Land Adjacent To 1 Primrose Cottage Woodditton Road Kirtling Suffolk	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/01170/OUT	Innisfree, Bradley Road, Kirtling, NEWMARKET, CB8 9JB	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	15/01193/FUL	162, The Street, Kirtling, NEWMARKET, CB8 9PD	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00053/OUT	Site Adjacent Chequers Malting End Kirtling Suffolk	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00078/FUL	17, Second Drove, Little Downham, ELY, CB6 2UD	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00209/FUL	Land to south of 25 Pymoor Lane, PYMOOR, CB6 2EF	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00478/FUL	Womans Institute Hall, Main Street, PYMOOR, CB6 2ED	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

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East Cambridgeshire	16/00815/FUL	Site Between 4A And Fourth Drove, Little Downham, ELY, CB6 2ES	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/01270/OUT	10, Pymore Lane, Pymoor, ELY, CB6 2EE	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00610/FUL	Site South West Of 20 Third Drove Little Downham Cambridgeshire	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/02198/RMA	Land Rear Of Hythe House The Hythe Little Downham Cambridgeshire	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00457/FUL	59 Cannon Street Little Downham Ely Cambridgeshire CB6 2SS	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00867/FUL	3 Fourth Drove Little Downham CB6 2ES	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01440/FUL	Land Opposite 11 Martins Lane Little Downham Cambridgeshire	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01794/FUL	Poplar Farm 2 Fourth Drove Little Downham Ely Cambridgeshire CB6 2ES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Cambridgeshire	17/00484/ARN	Piggery Barn Tower Road Little Downham Cambridgeshire	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01052/ARN	Agricultural Barn Tower Road Little Downham Cambridgeshire	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	15/00527/FUL	Breckland, 15, Main Street, Little Thetford, Ely, Cambridgeshire, CB6 3HA	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/01570/FUL	Land Rear Of 19, Main Street, Little Thetford, ELY, CB6 3HA	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00732/FUL	Land Parcel South East Of Berrycroft Redfen Road Little Thetford Cambridgeshire	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	15/00020/FUL	118a, Victoria Street, Littleport, ELY, CB6 1LZ	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00631/FUL	Land To Rear Of 100 & 102, Victoria Street, Littleport, ELY, CB6 1LZ	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

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East Cambridgeshire	16/00684/FUL	Old Granary adjacent to 15 and 17, Granary Lane, Littleport, ELY, CB6 1PQ	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	15/00912/FUL	Adjacent to 48 Black Horse Drove, Littleport, ELY, CB6 1EG	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01660/FUL	42 Station Road Littleport Ely Cambridgeshire CB6 1QF	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00224/FUL	25 High Street Littleport Ely Cambridgeshire CB6 1HE	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00698/FUL	11B Main Street Littleport Ely Cambridgeshire CB6 1PH	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00850/FUL	Site Rear Of 12 Wisbech Road Littleport Cambridgeshire	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01289/FUL	2A Victoria Street Littleport Cambridgeshire	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00062/ARN	Sunningdale 9A Hale Fen Littleport Ely Cambridgeshire CB6 1EL	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00984/ARN	Woodlode Wisbech Road Littleport Ely Cambridgeshire CB6 1RA	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	15/00681/FUM	Saddleduck Farm Lug Fen Drove Lode Fen Lode Cambridgeshire CB25 9HF	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00666/FUL	18, Brangehill Lane, Mepal, ELY, CB6 2AL	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	15/00834/FUL	Land adjacent 14, Bridge Road, Mepal, ELY, CB6 2AR	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00877/OUT	15, Bridge Road, Mepal, ELY, CB6 2AR	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/01275/OUT	Site East Of Grove House Bridge Road, Mepal, ELY, CB6 2AT	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	15/01316/FUM	Arthur Rickward Farm, Rickwood Close, Mepal, ELY, CB6 2BW	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
East Cambridgeshire	15/01505/FUL	Site East Of Grove House, 15, Bridge Road, Mepal, Cambridgeshire CB6 2AR	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00281/FUL	Land Adj Springleys Paddock Witcham Road Mepal Ely Cambridgeshire CB6 2AF	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	17/00946/FUL	Bedford House 14 Bridge Road Mepal Ely Cambridgeshire CB6 2AR	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01036/FUL	Land Adjacent Hiams Farm Chatteris Road Mepal Ely Cambridgeshire CB6 2AZ	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01616/FUL	Rectory Cottage 3 Rectory Fields Mepal Ely Cambridgeshire CB6 2BT	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00833/ARN	Churchfield Farm, Burwell Road, REACH, CB25 0JH	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/01008/FUL	Land Off Barston Drove, Reach, CAMBRIDGE, CB25 0JF	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/01036/FUL	33, Great Lane, Reach, CAMBRIDGE, CB25 0JF	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01336/OUT	Water Hall Cottage 48 Great Lane Reach Cambridge CB25 0JF	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/02095/RMA	27 Burwell Road Reach Cambridge CB25 0JH	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00002/FUL	51, Queensway, Soham, Cambridgeshire, CB7 5BU	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00014/FUL	Land West of 82 Paddock Street, Soham, ELY, CB7 5JA	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01896/FUL	Site Rear Of 82 Station Road Soham Cambridgeshire	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01398/ARN	23 The Cotes Soham Ely Cambridgeshire CB7 5EP	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
East Cambridgeshire	17/00113/ARN	Field Barn, Saxon Farm, Long Dolver Drove, Soham, ELY, CB7 5UP	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00573/FUL	1 Barcham Road Soham CB7 5TU	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00242/OUT	81, Brook Street, Soham, Cambridgeshire, CB7 5AE	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00275/OUT	Fenfields, Barway, ELY, CB7 5UB	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00685/FUL	Land North Of 2 Barcham Road Soham Cambridgeshire	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01438/FUL	Land Adjacent To 39 East Fen Common Soham Ely Cambridgeshire CB7 5JJ	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00500/OUT	31, Hasse Road, Soham, ELY, CB7 5UW	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00923/FUL	3 Chapel Lane Soham Ely Cambridgeshire CB7 5UL	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00702/FUL	The Old School, Barway, ELY, CB7 5UB	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00734/FUL	Land Adjacent To 14, Great Fen Road, Soham, ELY, CB7 5UQ	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00951/FUL	Holly Farm, Barcham Road, Soham, ELY, CB7 5TU	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00891/RMA	Plot 1 Land Adjacent 5 Barway Road Barway Cambridgeshire	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
East Cambridgeshire	15/01061/ARN	Barn, Two Pole Drove, Barway Road, Barway, CB7 5TX	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	14/01089/FUL	Site to West of St. Nicholas, Barway, ELY, CB7 5UB	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	15/01135/FUL	Land Adj 45, Martin Close, Soham, ELY, Cambridgeshire CB7 5EJ	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01023/FUL	Land South Of 70 The Butts Soham Cambridgeshire	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

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East Cambridgeshire	16/01304/FUL	Site To East Of 21, Great Fen Road, Soham, ELY, CB7 5UQ	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/01350/OUT	141, Brook Street, Soham, ELY, CB7 5AE	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00446/FUL	71 Fordham Road Soham Ely Cambridgeshire CB7 5AJ	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01879/FUL	21 Orchard Row Soham Ely Cambridgeshire CB7 5AY	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01880/OUT	St Felix Lodge 4 Brewhouse Lane Soham Ely Cambridgeshire CB7 5JE	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/01249/OUT	Land Adj 20 Northfield Road Soham Cambridgeshire	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/01727/FUL	Rear Of 41 Hall Street Soham Ely Cambridgeshire CB7 5BN	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00087/OUT	Land Opposite Barley Cottage Barcham Road Soham Cambridgeshire	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
East Cambridgeshire	17/00355/FUL	59A Great Fen Road Soham Ely Cambridgeshire CB7 5UH	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00358/FUL	Land Adj. 29 Broad Piece Soham Ely Cambridgeshire CB7 5EL	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00468/FUL	Land Adjacent To 103 Station Road Soham Ely Cambridgeshire CB7 5DZ	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00565/FUL	Land Adjacent 7 Kents Lane Soham Cambridgeshire	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01046/FUL	Copperfield 20 Pratt Street Soham Ely Cambridgeshire CB7 5BH	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01060/FUL	Land Next To 135 The Butts Soham Ely Cambridgeshire CB7 5AW	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

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East Cambridgeshire	17/01089/OUT	Land Adjacent To The Styx Eye Hill Drove Soham Cambridgeshire	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01165/OUT	Land South West Of 57 Great Fen Road Soham Ely Cambridgeshire CB7 5UH	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01176/OUT	Land Between 37 And 38 Great Fen Road Soham Cambridgeshire	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01179/OUT	Site North Of 26 Great Fen Road Soham Cambridgeshire	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01385/OUT	Land Off Barway Road Barway Ely Cambridgeshire CB7 5UB	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01522/FUL	20 The Cotes Soham Ely Cambridgeshire CB7 5EP	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01890/OUT	52A Fordham Road Soham Ely Cambridgeshire CB7 5AH	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	18/00088/FUL	18 Townsend Soham Ely Cambridgeshire CB7 5DB	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/02000/FUL	The Carpenters Arms 76 Brook Street Soham Ely Cambridgeshire CB7 5AE	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/01152/FUL	Newmarket Equine Hospital Cambridge Road Newmarket Suffolk CB8 0FG	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	15/01303/FUL	Flexon Farm, 97, Stretham Road, Wilburton, Ely, Cambridgeshire, CB6 3RY	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/01739/FUL	Mr Smith Family Butcher, 61 High Street, Stretham, ELY, CB6 3LD	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/02148/FUL	17 Short Road Stretham Ely Cambridgeshire CB6 3LS	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00045/RMA	39, The Row, Sutton, ELY, CB6 2PD	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

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East Cambridgeshire	16/01405/FUL	Land West of 2, Tower Road, Sutton, ELY, CB6 2QA	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00765/FUL	10 Oates Lane Sutton CB6 2RG	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Cambridgeshire	17/01238/FUL	Hare Park Stud Hare Park Six Mile Bottom Newmarket Suffolk CB8 0UZ	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/01016/FUL	34, Quarry Lane, Swaffham Bulbeck, CAMBRIDGE, CB25 0LU	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/01404/FUL	Green Acres 28, Commercial End, Swaffham Bulbeck, CAMBRIDGE, CB25 0NE	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01935/FUL	Ivy Green 79 High Street Swaffham Bulbeck Cambridge CB25 0LX	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/01198/FUL	9, Cage Hill, Swaffham Prior, CAMBRIDGE, CB25 0JS	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	15/01567/FUL	Sunny Acre, Main Street, Wentworth, ELY, CB6 3QG	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00786/FUL	Land Rear Of School House Main Street Wentworth Cambridgeshire	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00819/FUL	2 Church Road Wentworth Ely Cambridgeshire CB6 3QE	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01503/FUL	The Forge Main Street Westley Waterless Suffolk	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00524/ARN	Balsham Lane Barn, Balsham Lane, Dullingham, Suffolk, CB8 0RL	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00512/OUT	Forge Farm Cottage Brinkley Road Westley Waterless Newmarket Suffolk CB8 0RD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Cambridgeshire	17/00127/OUT	14, Church Road, Wicken, ELY, CB7 5XT	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00280/FUL	Land Adjacent Peacock Farm, Lower Road,	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

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		Wicken, Cambridgeshire, CB7 5XH																								
East Cambridgeshire	17/01350/FUL	Land And Buildings Adjacent To No. 7 Padney Road Wicken CB7 5YE	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00626/FUL	52, Drury Lane, Wicken, ELY, CB7 5XY	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/01051/FUL	57, Drury Lane, Wicken, ELY, CB7 5XY	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/01307/OUT	Land South Of 1 To 7, Old School Lane, Upware, ELY, CB7 5ZR	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/01489/OUT	12, Back Lane, Wicken, ELY, CB7 5YL	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/01633/OUT	71, Church Road, Wicken, ELY, CB7 5XT	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00699/FUL	Dimmocks Cote 46 Stretham Road Wicken Ely Cambridgeshire CB7 5XL	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
East Cambridgeshire	17/01424/FUL	Site To Rear Of 24 And 26 Lode Lane Wicken Cambridgeshire	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00674/FUL	Morning Meadow, Grunty Fen Road, Witchford, ELY, CB6 2JF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Cambridgeshire	16/00893/ARN	87, Stretham Road, Wilburton, ELY, CB6 3RY	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/01194/FUL	8, Clarkes Lane, Wilburton, ELY, CB6 3RH	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/02195/RMA	Brae House 46 Twentypence Road Wilburton Ely Cambridgeshire CB6 3RN	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00990/OUT	Land Adjacent To 20 Twentypence Road Back Lane Wilburton Cambridgeshire	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01861/FUL	Cranford 64 High Street Wilburton Ely Cambridgeshire CB6 3RA	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

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East Cambridgeshire	17/01961/ARN	Grunty Fen Farm Station Road Wilburton Ely Cambridgeshire CB6 3PZ	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00226/FUL	Amberlea Country Kennels And Cattery, Ely Road, Sutton, Cambridgeshire, CB6 2AB	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	15/01441/FUL	Wilbey Hill Farm, Long Causeway, Coveney, CB6 2DQ	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01361/FUL	High Point Hive Road Witcham Ely Cambridgeshire CB6 2LE	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01547/OUT	9 High Street Witcham Ely Cambridgeshire CB6 2LQ	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	15/00776/FUL	37, Manor Close, Witchford, ELY, CB6 2JB	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	15/01213/FUL	Adjacent To Briery Farm, 39, Sutton Road, Witchford, Ely, Cambridgeshire, CB6 2HX	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01206/RMA	Land South Of 65A Main Street Grunty Fen Road Witchford Cambridgeshire	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/00380/FUL	11 Manor Close Witchford Ely Cambridgeshire CB6 2JB	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	17/01649/OUT	Hereward House Ely Road Witchford Ely Cambridgeshire CB6 2HL	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00304/FUL	92, Duchess Drive, NEWMARKET, CB8 8AJ	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00825/FUL	Land North East Of 70, St. Johns Avenue, NEWMARKET, CB8 8DE	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00932/OUT	14, Malvern Close, NEWMARKET, CB8 8BP	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	16/00688/FUL	51, Silver Street, ELY, CB7 4JB	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
East Cambridgeshire	18/00046/FUL	36 West End Haddenham Ely Cambridgeshire	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
East Cambridgeshire	18/00482/ORN	Alexander House 38 Forehill Ely Cambridgeshire	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
East Cambridgeshire	17/01572/OUM	Land North East Of Soham Road Fordham Cambridgeshire	52	0	0	0	35	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52
East Cambridgeshire	PRK1	Land adjacent to Putney Hill Road	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
East Cambridgeshire	PYM1	North east of 9 Straight Furlong	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
East Cambridgeshire	ELY4	Waitrose Area	20	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	20
East Cambridgeshire	ELY5	Land north of Nutholt Lane	30	0	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	30
East Cambridgeshire	-		234	7	135	83	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	234
East Cambridgeshire	-		900	0	0	0	0	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	900
Huntingdonshire	Reserved Matters (part) 1201158OUT Local Plann Allocation SEL1.1	Alconbury Weald 519713 276509	275	133	199	207	209	208	208	208	208	208	208	208	208	208	208	208	208	208	260	260	260	260	260	5,027
Huntingdonshire	1300388OUT, 17/2308/OUT Draft Local Plan allocation SEL2	St Neots East, Loves Farm - Wintringham Park 519797 259471	0	0	43	175	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	202	0	3,820
Huntingdonshire	Draft Local Plan allocation SEL1.2	RAF Alconbury 521135 275852	0	0	0	0	0	100	100	130	150	150	150	150	150	150	150	150	150	0	0	0	0	0	0	1,680
Huntingdonshire	18/01918/OUT Planning application 1001712OUT withdrawn	Ermine St (South) Huntingdon 522340 273426	0	0	20	70	130	130	130	130	130	130	130	0	0	0	0	0	0	0	0	0	0	0	0	1,000
Huntingdonshire	Reserved Matters (part) 1200685OUT Outline 18/00532/OUT	Bearscroft Farm GMC 525533 269869	326	80	100	110	107	76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	799
Huntingdonshire	Reserved Matters (part) 16/01319/REM (parcel A and C), 18/00504/REM (parcel A and C),	Brampton Park (formerly RAF Brampton) 520942 270184	285	156	64	58	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	603

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site	
	16/00975/FUL (parcel B), 16/00789/REM (parcel D), 16/00605/REM (parcel E) 16/00751/FUL (parcel E), 15/02016/FUL (parcel F, G and H), 17/00577/FUL (parcel I) 1301178OUT																										
Huntingdonshire	Outline 1201274OUT	RAF Upwood & Upwood Hill House 527513 283586	0	0	0	0	18	36	36	36	34	36	37	37	36	36	36	36	36	0	0	0	0	0	0	0	450
Huntingdonshire	Draft Local Plan allocation HU1	Ermine Street (North) Huntingdon 522859 274078	0	0	0	0	80	80	80	80	80	80	80	88	0	0	0	0	0	0	0	0	0	0	0	0	648
Huntingdonshire	Full 17/00733/FUL, 17/01950/FUL Local Plan allocation HU5 HWAAP HW4	Edison Bell Way George St Huntingdon 523521 271848	0	0	0	42	100	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	342
Huntingdonshire	Planning application submitted 17/00077/OUT 19/00462/REM	Land South West Of Mill Cottage, Gidding Rd, Sawtry 516239 283286	0	0	0	45	50	50	50	50	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	295
Huntingdonshire	Outline 18/02753/OUT Draft Local Plan allocation	East of Silver Street and South of A1, Buckden 519750 268246	0	0	0	0	20	50	50	50	50	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	270
Huntingdonshire	Total of small sites. Full or Reserved Matters not started at 31/3/2019	Total of small sites. Full or Reserved Matters not started at 31/3/2019	0	48	49	49	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	195
Huntingdonshire	Outline 16/00576/OUT, 18/02485/REM	Land off Lucks Lane And W & S of The Osiers & Springfield Close, Buckden 519163 267079	0	0	0	45	50	50	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	180
Huntingdonshire	Full (part) 1301895OUT	St Ives West - The Spires (former Golf Course) 530307 271995	127	37	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	186
Huntingdonshire	Total of small sites. Full or Reserved Matters	Total of small sites. Full or Reserved Matters under construction at 31/3/2019	0	94	93	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	187

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
	under construction at 31/3/2019																									
Huntingdonshire	Outline 16/00194/OUT Local Plan Allocation HU10	North West End Of Dorling Way, Brampton 519609 271731	10	36	67	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150
Huntingdonshire	Planning application submitted 1301056OUT	St Ives West - Land Between Houghton Grange & The How 529915 272036	0	0	0	0	0	0	50	50	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125
Huntingdonshire	19/01790/OUT Draft Local Plan allocation	N of The Bank Somersham 536995 278143	0	0	0	0	0	25	25	25	25	20	0	0	0	0	0	0	0	0	0	0	0	0	0	120
Huntingdonshire	Reserved Matters 15/01817/REM	Great Pastures, West of Station Rd, Warboys 531051 280593	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120
Huntingdonshire	Reserved Matters 1101894REM	Ramsey Gateway High Lode Ramsey 528360 285818	0	0	0	26	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86
Huntingdonshire	Full 17/01597/FUL	Former Forensic Science Laboratory, Hinchingsbrooke Park Local Plan allocation HU2 522187 272099	49	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103
Huntingdonshire	Draft Local Plan allocation	North of School Lane, Alconbury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Huntingdonshire	Outline 1402210OUT	St Ives West - Houghton Grange St Ives 529643 272117	0	0	0	20	35	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90
Huntingdonshire	Reserved Matters 16/02379/REM, 18/00916/REM	Field Rd Ramsey 527950 285184	29	19	35	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90
Huntingdonshire	Draft Local Plan allocation HU14	RGE Engineering Godmanchester 524490 271407	0	0	0	0	0	0	30	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90
Huntingdonshire	Draft Local Plan allocation RA7	East of Valiant Square, Bury 527970 283384	0	0	0	0	0	10	30	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90
Huntingdonshire	Full 15/01343/FUL	Crown Place (former Dairy Crest), Fenstanton 531639 268308	12	38	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88
Huntingdonshire	Full 16/00582/FUL	Cambridge Rd Fenstanton - West	25	21	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
		531825 268117																								
Huntingdonshire	Reserved Matters 16/01109/REM, 18/00633/REM	E of Glebe Farm Sawtry 516228 283661	40	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80
Huntingdonshire	18/00776/REM Outline 16/02519/OUT	Extension to W of Station Rd, Warboys 531051 280593	0	40	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80
Huntingdonshire	Draft Local Plan allocation without planning permission	Cromwell Rd North St Neots 519367 260052	0	0	0	0	0	0	0	0	0	30	50	0	0	0	0	0	0	0	0	0	0	0	0	80
Huntingdonshire	Draft Local Plan allocation HU3	Former Police HQ site, Hinchingsbrooke Park Road, Huntingdon Local Plan allocation HU3 522800 271842	0	0	0	0	0	0	25	40	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75
Huntingdonshire	Reserved Matters 16/00337/REM, 17/01823/S73	South of Edison Bell Way, Huntingdon 523487 272111	0	77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	77
Huntingdonshire	18/00531/REM Outline 1401887OUT	S of Farrier's Way Warboys 530897 279900	1	44	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75
Huntingdonshire	Full 17/01959/FUL Outline 16/01484/OUT Local Plan Allocation HU12	Brampton Park Golf Club 521201 269790	18	33	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68
Huntingdonshire	Draft Local Plan allocation KB2	North of Station Road/Stow Road, Kimbolton 509717 268521	0	0	0	0	0	0	0	20	20	20	5	0	0	0	0	0	0	0	0	0	0	0	0	65
Huntingdonshire	Full 15/00029/FUL	Former Clinic RAF Upwood 527744 283587	0	15	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60
Huntingdonshire	Outline 17/02123/OUT Draft Local Plan allocation HU8	Land south of Colebrook Road (California Road) Huntingdon 524281 272827	0	0	0	0	0	25	20	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55
Huntingdonshire	Draft Local Plan allocation SM1	College Farm, West of Newlands Industrial Estate, Somersham 535269 277986	0	0	0	0	0	0	0	0	0	0	25	30	0	0	0	0	0	0	0	0	0	0	0	55
Huntingdonshire	Reserved Matters 1402198REM	New Horizons (former Snowcap Mushrooms) Mere View Yaxley	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
		519336 293034																								
Huntingdonshire	Planning application submitted 16/00311/FUL	Ramsey Gateway (Land Adjacent St Marys Road Industrial Estate) 528270 285725	0	0	0	0	0	0	25	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52
Huntingdonshire	18/02726/FUL (in progress) Draft Local Plan allocation	Former Car Showroom London Rd St Ives 531073 270731	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Huntingdonshire	Draft Local Plan allocation WB3	South of Stirling Close, Warboys 530585 279747	0	0	0	0	0	0	0	0	0	0	0	20	20	10	0	0	0	0	0	0	0	0	0	50
Huntingdonshire	Full 15/01423/FUL	Ermine St/Edison Bell Way Huntingdon 523490 272214	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47
Huntingdonshire	Outline 15/00917/OUT	Newlands Somersham 535446 277949	0	0	0	0	15	20	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45
Huntingdonshire	Draft Local Plan allocation SM4	Somersham Town Football Club and Pond Closes Somersham 535829 277740	0	0	0	0	0	0	0	0	20	25	0	0	0	0	0	0	0	0	0	0	0	0	0	45
Huntingdonshire	Draft Local Plan allocation WB1	W of Ramsey Rd Warboys 530160 280142	0	0	0	0	0	0	10	17	0	0	8	10	0	0	0	0	0	0	0	0	0	0	0	45
Huntingdonshire	Full 1301274FUL	Church Meadows, W of St Andrew's Way Sawtry 517263 283661	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43
Huntingdonshire	Outline 1300389OUT	Loves Farm Reserved Site (At junction of Dramsell Rise & Cambridge Rd) St Neots 519794 260331	0	0	21	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41
Huntingdonshire	Total of small sites. Outline	Total of small sites. Outline	0	0	0	19	19	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56
Huntingdonshire	Allocation only RA5 LPA Site 19	Whytefield Rd Ramsey 528439 285151	0	0	0	0	0	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	40
Huntingdonshire	Draft Local Plan allocation SN5	North of St James Road to North of High Street, Little Paxton 518989 263117	0	0	0	0	0	0	15	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
Huntingdonshire	Draft Local Plan allocation FS2	Cambridge Rd Fenstanton - East	0	0	0	0	0	0	15	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
		532231 267998																								
Huntingdonshire	Full 1300679FUL	Hill Rise & Hill Close, Brington 508267 276314	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56
Huntingdonshire	Planning application submitted 15/02384/FUL	94 Great Whyte Ramsey 528512 285398	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32
Huntingdonshire	Planning application submitted 16/01485/OUT	St Ives Football Club 530740 272016	0	0	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30
Huntingdonshire	Draft Local Plan allocation RA3	West Station Yard & Northern Mill 528239 285677	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	15	0	0	0	0	0	0	0	30
Huntingdonshire	Planning permission (part of site) Full 0900411FUL, 1301969FUL, 17/01446/FUL, 17/01994/FUL, 18/01696/FUL,	Windmill Row St Neots 518375 260191 Part of St Mary's Urban Village	3	0	15	9	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
Huntingdonshire	18/01411/FUL Draft Local Plan allocation KB1	W of Station Rd Kimbolton 509553 268354	0	0	0	10	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
Huntingdonshire	Planning application approved Outline 0901288OUT	Cromwell Rd Car Park St Neots 519252 259811	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
Huntingdonshire	Full 16/01912/FUL	Land At Paxton Road Farm, Paxton Rd, Offord D'Arcy 521839 265864	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
Huntingdonshire	Full 15/00016/FUL	Eaton Gate (Eaton Court) Gt North Rd St Neots 517302 261082	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29
Huntingdonshire	Full 18/00497/FUL	St Mary's Urban Village St Neots 518369 260199	0	0	0	0	0	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Huntingdonshire	Draft Local Plan allocation SM3	The Pasture Somersham 535696 278051	0	0	0	0	5	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
Huntingdonshire	Prior Approval 16/02593/P3JPA	8 The Meadow St Ives 531779 271170	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
Huntingdonshire	Full 16/01477/FUL Local Plan Allocation HU15	Wigmore Farm Buildings, Silver St, GMC 524492 269820	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Huntingdonshire	Full 1301798FUL	3-5 Bridge Place, Godmanchester 524318 271414	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Huntingdonshire	Full 15/00659/FUL	Former Ashton House, Yaxley 518743 292745	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Huntingdonshire	Full 15/00570/FUL	S of The Rhees, Bluntisham Rd, Colne 537167 275654	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Huntingdonshire	Prior Approval 17/00168/P3JPA	1A South Street, St Neots 518313 260247	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Huntingdonshire	Full 16/02011/FUL, 18/00556/FUL	7-8 New Rd, St Ives 531606 271064	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Huntingdonshire	Planning application submitted 16/02093/FUL Local Plan Allocation HU6	Gas Depot Mill Common Huntingdon 523787 271325	0	0	0	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Huntingdonshire	Reserved Matters 0700364REM, 0301597REM	Old Granary Sawtry 516325 283533	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Huntingdonshire	18/01341/REM Outline 1401547OUT	Askew's Lane Yaxley 518349 291991	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Huntingdonshire	Prior Approval 15/02304/P3JPA	2 The Meadow, St Ives 531756 271227	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Huntingdonshire	Draft Local Plan allocation WB2	Manor Farm Buildings Warboys 530247 279955	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Huntingdonshire	Prior Approval 16/00495/P3JPA	5 Station Road, St Neots 519668 260498	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Huntingdonshire	Full 15/00079/FUL	Adj 25 St Giles Close Holme 519025 287754	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Huntingdonshire	Planning application submitted 1201890 & 1201891FUL	St Ives West - north & east of The How 530174 271981	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
Huntingdonshire	Reserved Matters 0200293REM	Water's Edge Wansford 507951 298077	20	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Huntingdonshire	Reserved Matters 0101550OUT	E of the Railway (Loves Farm) St Neots 520045 260690	1,438	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	137
Huntingdonshire	Reserved Matters 15/01711/REM	The Orchard (former Ivy Nursery), Fenstanton 532402 268077	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
Huntingdonshire	Prior Approval 14/01702/PMBPA	Adj Manor Farm, Wyton 527275 273129	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Huntingdonshire	Prior Approval 15/01118/P3JPA	11 Bridge St, St Ives 531332 271234	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Huntingdonshire	Prior Approval 15/01182/PMBPA	Wilobe Farm, Pidley 533516 278667	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Huntingdonshire	Prior Approval 15/01951/PMBPA	Long Lane Farm, Hemingford Grey 529493 270047	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Huntingdonshire	Prior Approval 15/02209/PMBPA	Toons Lodge Farm, Haddon 514370 293128	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Huntingdonshire	Prior Approval 16/00223/PMBPA	Building East Of Gumecestre Farm, Wyton 527670 272785	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Huntingdonshire	Prior Approval 16/00540/PMBPA	Hill Farm, Wistow 528235 281992	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Huntingdonshire	Prior Approval 16/01696/PMBPA	Oatlands, Colne	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Huntingdonshire	Prior Approval 16/01845/PMBPA	Agricultural Buildings Long Lane Farm Long Lane Hemingford Grey PE28 9EG	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Huntingdonshire	Prior Approval 16/02369/PMBPA	Higney Grange, Woodwalton	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Huntingdonshire	Prior Approval 16/02630/PMBPA	Moat Farm, Woodwalton 522834 282161	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Huntingdonshire	Prior Approval 1400897PACOU	Unit 5 Fen Rd Industrial Estate, Pidley 533041 278236	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
Huntingdonshire	Prior Approval 14/02026/PMBPA	Dentons Farm, Ramsey St Marys 525821 289255	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Huntingdonshire	Prior Approval 15/00248/P3JPA	1 The Quay, St Ives 531309 271172	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Huntingdonshire	Prior Approval 15/02394/P3JPA	210 Great North Rd, St Neots 517006 259165	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Huntingdonshire	Prior Approval 15/01989/PMBPA	Southview Farm, Pidley 533789 277838	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Huntingdonshire	Prior Approval 15/02379/PMBPA	Red House Farm, Gt Raveley 523858 281889	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Huntingdonshire	Prior Approval 15/00147/PMBPA	Avenue Farm, Fenton 531899 279611	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Huntingdonshire	Prior Approval 15/00342/PMBPA	Wilsons Orchard, Warboys 531560 281733	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Huntingdonshire	Prior Approval 15/00727/PMBPA	SW of Cosa Mia, Farcet 523927 293355	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Huntingdonshire	Prior Approval 15/00649/P3PPA	Shop, 210 Great North Rd, St Neots 517006 259165	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Huntingdonshire	Prior Approval 15/00602/PMBPA	Toons Lodge Farm, Haddon 514370 293128	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Huntingdonshire	Prior Approval 15/00870/PMBPA	Old Spot Farm, Somersham 536956 280444	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Huntingdonshire	Prior Approval 15/00929/P3PPA	Unit 3 Oak Acres Farm, Somersham 536309 279681	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Huntingdonshire	Prior Approval 15/00913/P3JPA	Red Lodge, Huntingdon 523026 271655	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Huntingdonshire	Prior Approval 15/00949/P3JPA	Heap Farm, Ramsey 531063 285545	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Huntingdonshire	Prior Approval 15/01366/PMBPA	Safefield Farm, Alconbury Weston 519451 278279	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
Huntingdonshire	Prior Approval 15/01494/PMBPA	N of Tookey Lodge, Elton 511723 291766	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Huntingdonshire	Prior Approval 15/01940/P3PPA	Unit 2 Oak Acres Farm, Somersham 536327 279699	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Huntingdonshire	Prior Approval 15/01923/PMBPA	Cherry Lodge, Warboys 531707 282442	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Huntingdonshire	Prior Approval 15/01636/PMBPA	Dunkirk Farm, Somersham 536611 281612	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Huntingdonshire	Prior Approval 16/00384/PMBPA	Heyes Farm, Yaxley 516674 290950	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Huntingdonshire	Prior Approval 16/01997/PMBPA	Jack's Barn, Somersham	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Huntingdonshire	Prior Approval 17/00221/PMBPA	Yew Trees, Old Weston 509386 277263	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Huntingdonshire	Prior Approval 16/02701/P3PPA	Ilala, Somersham 536280 278819	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Huntingdonshire	Prior Approval 17/00074/PMBPA	Witches Twist Chicken Farm, Bluntisham 535576 274961	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Huntingdonshire	Allocation only LPA Site 31	Church Farm/ Main St Gt Gidding 511711 283251	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Huntingdonshire	Allocation only LPA Site 32	NW of Main St Gt Gidding 511948 283569	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Huntingdonshire	Planning application approved subject to completion of S106 15/00486/FUL	Hinchingbrooke Health Campus- Hinchingbrooke Nursery 522425 272236	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Huntingdonshire	Planning application submitted 16/00906/FUL	Tyrell's Marina GMC 524273 271401	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Huntingdonshire	Planning application submitted 15/00634/FUL	Former Youth Centre Priory Rd St Neots 518194 260604	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Huntingdonshire	Extant 'Prior Approval ' Conversions to C3	Extant 'Prior Approval ' Conversions to C3	1	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	441

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
	residential Use under GPDO	residential Use under GPDO																								
Huntingdonshire	Total Small Sites (under 10 dwellings - aggregate figure). Permission in principle	Total Small Sites (under 10 dwellings - aggregate figure). Permission in principle	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Huntingdonshire	Full 17/01077/FUL	Land between Victoria House and Fair View, Bluntisham Road, Needingworth Land adjacent to Fair View, Bluntisham Road, Needingworth, St Ives, Cambridgeshire PE27 4TA	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Huntingdonshire	Outline 16/01530/OUT	Land West Of Park Road And The Malting On Biggin Lane, Ramsey	0	0	21	40	40	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141
Huntingdonshire	Full 17/01385/FUL	Land At 81 To 85 And 97 A B And C Huntingdon Street, t Neots	0	0	24	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36
Huntingdonshire	Full 16/02712/FUL	11-12 Ferrars Road, Huntingdon	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Huntingdonshire	Full 17/02529/FUL	22 East Street, St Ives	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Huntingdonshire	Outline 17/01024/OUT, 18/02660/REM	Shotbolt Engineers, Newtown Road, Ramsey	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Huntingdonshire	Outline 17/01687/OUT, 19/01166/REM	Land South Of The A1123 And West Of Bluntisham Road, Needingworth	0	0	0	41	50	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	119
Huntingdonshire	Outline 18/01492/OUT	Land at Riversfield, Great North Road, Little Paxton	0	0	0	0	0	0	0	30	50	50	50	19	0	0	0	0	0	0	0	0	0	0	0	199
Huntingdonshire	Full 18/01935/FUL	Police Station, Blenheim Road, Ramsey	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Huntingdonshire	Full 17/01926/FUL	Land At North West End Of Former Anglian House Site Ambury Road South Huntingdon	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Huntingdonshire	Full 18/00212/FUL	Former British Red Cross Society, Huntingdon	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Huntingdonshire	Outline 17/01375/OUT	Land North East Of Mandene Gardens, Great Gransden	0	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40

Local Authority	Status/ Site ref	Address	Units built 2015-2041	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total Unit on site
Huntingdonshire	Outline 18/01490/OUT	Co-Op Food Store, Tebbutts Road, St Neots	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Huntingdonshire	Windfall small sites (less than 10 dwellings)	Windfall small sites (less than 10 dwellings)	0	0	0	61	61	62	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	1,544
Huntingdonshire	Rural exception sites	Rural exception sites	0	0	0	26	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	691
Huntingdonshire	Full approved subject to signing of S106 16/01672/FUL	Manor Farm, High Street, Offord Darcy	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Huntingdonshire	Outline approved subject to signing of S106 17/00101/OUT, 20/00923/REM	D J C Produce, Pingle Bank, Holme	0	0	0	0	15	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
Huntingdonshire	Full approved subject to signing of S106 18/00102/FUL	Land West Of 52 Wood End, Bluntisham	0	0	11	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
Huntingdonshire	Outline approved subject to signing of S106 18/01073/OUT	Land Rear Of 92 To 108 High Street, Needingworth	0	0	0	10	20	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45
Huntingdonshire	Full approved subject to signing of S106 18/01692/FUL	Land West Of Garden Court And 1 To 16 Upwood Road, Bury	0	0	0	20	36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	92
Huntingdonshire	Outline approved subject to signing of S106 18/01850/OUT	Dexters Farm, Bearscroft Lane, Godmanchester	0	0	0	0	19	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59
Huntingdonshire	Outline approved subject to signing of S106 18/02569/OUT	Land East Of 66 Thrapston Road, Brampton	0	0	0	0	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
Huntingdonshire	Outline approved subject to signing of S106 17/01015/OUT	North of 10 Station Road, Bluntisham	0	0	0	0	0	6	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
Huntingdonshire	Windfall sites completed 2015-2019	Windfall sites completed 2015-2019	1,090	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,090

A.2. Employment inventory

The following tables contain the employment inventory used as a starting point for the Baseline (see Section 3.3.2).

A.2.1. South Cambridgeshire and Cambridge

Table A-2 - South Cambridgeshire and Cambridge job projection by site and employment sector (SIC)

Site	B1 - Other	B1a – Offices	B1b – Research & Development	B1c – Light Industry	B2 – Heavy Industry	B8 – Warehousing & Distribution	Health & Social Work	Other Non-B Jobs - Purpose unspecified	Other Non-B Jobs - Specified as academic/education	Total
West Cambridge	-	-	2,000	-	-	-	-	-	4,000	6,000
Wellcome Trust Genome Campus, Hinxton	-	-	2,400	-	-	-	-	-	-	2,400
Cambourne Business Park, Cambourne	200	280	-	-	-	-	-	-	-	480
North West Cambridge (Eddington)	-	-	900	-	-	-	-	-	1,500	2,400
Former Spicers Site, Sawston (Huawei)	-	-	350	-	-	-	-	-	-	350
Land east of Peterhouse Technology Park, Cambridge [SC Policy E/3 allocation]	960	-	-	-	-	-	-	-	-	960
Cambourne West	895	-	-	250	-	-	-	-	-	1,145
Waterbeach New Town	-	1,080	-	-	10	10	-	-	-	1,100
Cambridge East – North of Newmarket Road (Wing/Marleigh)	85	-	-	-	-	-	-	-	-	85
Cambridge East – North of Newmarket Road (Base Zone Jobs Removal)	-	-	-	-	-550	-	-	-	-	-550
Granta Park, Great Abington	-	-	720	-	-	-	-	-	-	720

Site	B1 - Other	B1a – Offices	B1b – Research & Development	B1c – Light Industry	B2 – Heavy Industry	B8 – Warehousing & Distribution	Health & Social Work	Other Non-B Jobs - Purpose unspecified	Other Non-B Jobs - Specified as academic/education	Total
Addenbrooke's Hospital and Biomedical Campus [C&SC]	-	-	1,500	-	-	-	2,700	1,300	-	5,500
Cambridge Research Park, Landbeach	-	300	120	60	120	60	-	-	-	660
Northstowe - Phase1	485	-	-	-	160	25	-	-	-	670
Northstowe – Phases 2&3	645	-	-	15	-	-	-	-	-	660
Bourn Airfield, Bourn	500	40	10	210	-	140	-	-	-	900
Clifton Road area, Cambridge	-	550	-	-	-550	-	-	-	-	-
West of London Road, Pampisford	715	-	-	-	-125	-	-	-	-	590
Station Road, Cambridge	-	-370	-	-	-	-	-	-	-	-370
Fulbourn Road West (Peterhouse Technology Park), Cambridge [GB3 & GB4]	-	-	470	-	-	-	-	-	-	470
Cambridge Science Park	2,400	-	200		60	30	-	-	-	2,690
Nuffield Road Industrial Estate	-	-5	-	-	-	-	-	-	-	-5
St Johns Innovation Centre	-	235	-	-	-	-	-	-	-	235
Cowley Road Industrial Estate	-	880	-	-	-	-	-	-	-	880
Babraham Institute, Babraham	-	-	-	-	-	-	-	-	-	-
Total	6,885	2,990	8,670	535	-875	265	2,700	1,300	5,500	27,970

Table A-3 - Growth profile of B-type jobs from 2020

Site	2020-2026	2026-2031	2031-2036	2036-2041	Total 2020-2041
West Cambridge	0	0	1,000	1,000	2,000
Wellcome Trust Genome Campus, Hinxton	0	0	1,200	1,200	2,400
Cambourne Business Park, Cambourne	281	0	0	199	480
North West Cambridge (Eddington)	0	300	300	300	900
Former Spicers Site, Sawston (Huawei)	350	0	0	0	350
Land east of Peterhouse Technology Park, Cambridge [SC Policy E/3 allocation]	0	319	319	323	960
Cambourne West	0	570	575	0	1,145
Waterbeach New Town	0	300	400	400	1,100
Cambridge East - North of Newmarket Road (Wing/Marleigh)	0	85	0	0	85
Cambridge East - North of Newmarket Road (Base Zone Jobs Removal)	-550	0	0	0	-550
Granta Park, Great Abington	0	240	240	240	720
Addenbrooke's Hospital and Biomedical Campus [C & SC]	0	500	500	500	1500
Cambridge Research Park, Landbeach	0	0	330	330	660
Northstowe - Phase 1	0	670	0	0	670
Northstowe - Phases 2 & 3	0	220	220	220	660
Bourn Airfield, Bourn	0	0	450	450	900
Clifton Road area, Cambridge	0	0	0	0	0
West of London Road, Pampisford	0	135	227	227	590
Station Road, Cambridge	-370	0	0	0	-370

Site	2020-2026	2026-2031	2031-2036	2036-2041	Total 2020-2041
Fulbourn Road West (Peterhouse Technology Park), Cambridge [GB3 & GB4]	0	157	157	157	470
Cambridge Science Park	2,690	0	0	0	2,690
Nuffield Road Industrial Estate	-5	0	0	0	-5
St Johns Innovation Centre	235	0	0	0	235
Cowley Road Industrial Estate	880	0	0	0	880
Babraham Institute, Babraham	0	0	0	0	0
Total	3,511	3,495	5,918	5,545	18,470

A.2.2. East Cambridgeshire

TableA-4 - East Cambridgeshire employment land projection by sites

ID	Settlement	Ref	Call for Sites Ref	Site Address	Area (Ha) of Employment Allocation	Indicative No. Dwellings	Employment Type	Proportion of Land for each Use	Employment floorspace (Ha) by job type	Employment floorspace (Ha, NIA ¹²) by job type
101	Ely	ELY.E1	Site/10/25	Ely Road and Rail Distribution Centre, Queen Adelaide Way	11.2	n/a	B1	0.3	1.34	1.14
							B2	0.3	1.34	1.14
							B8	0.4	1.79	1.53
102	Ely	ELY.E2	Site/10/01-04	Lancaster Way and Business Park	105.5	n/a	B1	0.3	12.66	10.77
							B2	0.3	12.66	10.77
							B8	0.4	16.88	14.37

¹² Net Internal Area

ID	Settlement	Ref	Call for Sites Ref	Site Address	Area (Ha) of Employment Allocation	Indicative No. Dwellings	Employment Type	Proportion of Land for each Use	Employment floorspace (Ha) by job type	Employment floorspace (Ha, NIA ¹²) by job type
103	Ely	ELY.L1	Site/10/20	Downham Road sports and leisure hub	6.1	Nil	Retail	1.0	0.00	0.00
104	Fordham	FRD.E1(A-G)	Site/11/16-20,21&22	Employment Cluster, South of Fordham	83.2	n/a	B1	0.3	9.98	8.50
							B2	0.3	9.98	8.50
							B8	0.4	13.31	11.33
105	Haddenham	HAD.E1	Site/12/13	Land at Haddenham Business Park, Station Rd	0.8	n/a	B1	0.3	0.10	0.08
							B2	0.3	0.10	0.08
							B8	0.4	0.13	0.11
106	Isleham	ISL.E1	Site/13/02	Land Adjacent to Hall Barn Road Industrial Estate	0.8	n/a	B1	0.3	0.10	0.08
							B2	0.3	0.10	0.08
							B8	0.4	0.13	0.11
107	Kennett	KEN.M1	Site/14/05	Land to the West of Station Road (2-5HA)	3.5	500	B1	0.3	0.42	0.36
							B2	0.3	0.42	0.36
							B8	0.4	0.56	0.48
108	Littleport	LIT.E1	Site/18/06 Site/18/09 Site/18/16	Land north of Wisbech Road	33	n/a	B1	0.3	3.96	3.37
							B2	0.3	3.96	3.37
							B8	0.4	5.28	4.49
109	Littleport	LIT.E2	Site/18/15	Land west of 150 Wisbech Road	1.5	n/a	B1	0.3	0.18	0.15
							B2	0.3	0.18	0.15
							B8	0.4	0.24	0.20
110	Soham	SOH.M1	Site/23/21 Site/23/18	Eastern Gateway	0.5	600	B1	0.5	0.10	0.09
							B2	0.5	0.10	0.09
					3		B8	1.0	1.20	1.02

ID	Settlement	Ref	Call for Sites Ref	Site Address	Area (Ha) of Employment Allocation	Indicative No. Dwellings	Employment Type	Proportion of Land for each Use	Employment floorspace (Ha) by job type	Employment floorspace (Ha, NIA ¹²) by job type
111	Soham	SOH.M2	Site/23/05 Site/23/25	Land north west of the Shade School, *2Ha (mixed of employment and dwelling)	1	20	B1	0.5	0.20	0.17
							B2	0.5	0.20	0.17
112	Soham	SOH.M3	Site/23/21 Site/23/27	Land off Station Road	0.5	90	B1	0.5	0.10	0.09
							B2	0.5	0.10	0.09
113	Soham	SOH.E1	Site/23/09 Site/23/26	Land east of the Shade	5.2	n/a	B1	0.3	0.62	0.53
							B2	0.3	0.62	0.53
							B8	0.4	0.83	0.71
114	Soham	SOH.E2	Site/23/15	LandeastofA142 bypass	10.8	n/a	B1	1.0	4.32	3.68
115	Swaffham Prior	SWP.E1	Site/28/02	Land at east of Goodwin Farm, Heath Road	1.1	n/a	B1	1.0	0.44	0.37
	Bottisham	BOT.E1	Site/02/05	Extension to Tunbridge Lane Business Park	0.45	n/a	B1	1.0	0.18	0.15
					0.45	n/a	B2	1.0	0.18	0.15
201	Ely	ELY.M2	Site/10/11	The Grange, Nutholt Lane, *0.6 (Retail-led, mixed with dwellings)	0.6	10-50	Retail	1.0	0.00	0.00
203	Ely	ELY.M5	Site/10/18	Octagon Business Park, Angel Drove	13.1	Nil	Retail	1.0	0.00	0.00
				North Ely	2.8		Office	1.0	2.80	0.00
					1.8		B2	1.0	1.80	0.00

A.2.3. Huntingdonshire

TableA-5 - Huntingdonshire employment floorspace projection by sites and phasing

Site Name	Zone	Type	Area	Proportion (Site/Type split)	2011-2016	2016-2021	2021-2026	2026-2031	2031-2036
Alconbury Weald South	601	Retail	1,125.0	0.250	2.4%	24.5%	24.5%	24.5%	24.1%
Alconbury Weald South	601	A2	312.5	0.125	20.0%	20.0%	20.0%	20.0%	20.0%
Alconbury Weald South	601	A3	312.5	0.125	20.0%	20.0%	20.0%	20.0%	20.0%
Alconbury Weald South	601	Office	21,750.0	0.075	20.0%	20.0%	20.0%	20.0%	20.0%
Alconbury Weald South	601	B2	21,750.0	0.075	20.0%	20.0%	20.0%	20.0%	20.0%
Alconbury Weald South	601	B8	29,000.0	0.100	20.0%	20.0%	20.0%	20.0%	20.0%
Alconbury Weald Central	616	Retail	3,375.0	0.750	2.4%	24.5%	24.5%	24.5%	24.1%
Alconbury Weald Central	616	A2	937.5	0.375	20.0%	20.0%	20.0%	20.0%	20.0%
Alconbury Weald Central	616	A3	937.5	0.375	20.0%	20.0%	20.0%	20.0%	20.0%
Alconbury Weald Central	616	Office	65,250.0	0.225	20.0%	20.0%	20.0%	20.0%	20.0%
Alconbury Weald Central	616	B2	65,250.0	0.225	20.0%	20.0%	20.0%	20.0%	20.0%
Alconbury Weald Central	616	B8	87,000.0	0.300	20.0%	20.0%	20.0%	20.0%	20.0%
St Neots East	604	Retail	4,200.0		13.5%	50.2%	36.2%	0.0%	0.0%
St Neots East	604	A2	600.0	0.5	0.0%	21.8%	21.8%	28.2%	28.2%
St Neots East	604	A3	600.0	0.5	0.0%	21.8%	21.8%	28.2%	28.2%
St Neots East	604	Office	23,100.0	0.3	0.0%	21.8%	21.8%	28.2%	28.2%
St Neots East	604	B2	23,100.0	0.3	0.0%	21.8%	21.8%	28.2%	28.2%
St Neots East	604	B8	30,800.0	0.4	0.0%	21.8%	21.8%	28.2%	28.2%
West of Railway, Brampton Road	538	Office	6,300.0		0.0%	0.0%	100.0%	0.0%	0.0%

Site Name	Zone	Type	Area	Proportion (Site/Type split)	2011-2016	2016-2021	2021-2026	2026-2031	2031-2036
North of Edison Bell Way	538	Retail	1,711.0		0.0%	0.0%	100.0%	0.0%	0.0%
George Street	538	Retail	9,455.0		0.0%	0.0%	100.0%	0.0%	0.0%
George Street	538	A3	1,095.0		0.0%	0.0%	100.0%	0.0%	0.0%
Chequers Court	545	Retail	4,700.0		20.0%	20.0%	20.0%	20.0%	20.0%
Chequers Court	545	A3	150.0		20.0%	20.0%	20.0%	20.0%	20.0%
Brampton Park	510	Retail	188.7		20.0%	80.0%	0.0%	0.0%	0.0%
Brampton Park	510	A2	188.7		0.0%	100.0%	0.0%	0.0%	0.0%
Brampton Park	510	A3	188.7		0.0%	100.0%	0.0%	0.0%	0.0%
Brampton Park	510	Office	505.0		0.0%	100.0%	0.0%	0.0%	0.0%
Tyrells Marina	527	A3	53.0		0.0%	100.0%	0.0%	0.0%	0.0%
Bearscroft Farm	612	Retail	700.0		25.3%	74.7%	0.0%	0.0%	0.0%
Bearscroft Farm	612	A2	125.0	0.5	0.0%	43.2%	56.8%	0.0%	0.0%
Bearscroft Farm	612	A3	125.0	0.5	0.0%	43.2%	56.8%	0.0%	0.0%
Bearscroft Farm	612	Office	7,700.0	0.5	0.0%	43.2%	56.8%	0.0%	0.0%
Bearscroft Farm	612	B2	7,700.0	0.5	0.0%	43.2%	56.8%	0.0%	0.0%
Bearscroft Farm	612	B8	-		0.0%	0.0%	0.0%	0.0%	0.0%
St Ives West	590	Retail	450.0		49.0%	51.0%	0.0%	0.0%	0.0%
Giffords Farm	513	Office	11,200.0	0.5	0.0%	57.1%	42.9%	0.0%	0.0%
Giffords Farm	513	B2	11,200.0	0.5	0.0%	57.1%	42.9%	0.0%	0.0%
RAF Upwood	577	Office	7,000.0		0.0%	50.0%	50.0%	0.0%	0.0%
Former Dairy Crest (Fenstanton)	518	Retail	660.0		0.0%	100.0%	0.0%	0.0%	0.0%

Site Name	Zone	Type	Area	Proportion (Site/Type split)	2011-2016	2016-2021	2021-2026	2026-2031	2031-2036
South of Bicton Industrial Estate (Kimbolton)	558	Office	5,200.0		0.0%	33.3%	33.3%	33.3%	0.0%
Yax Pax (Yaxley)	578	Office	6,400.0	0.5	6.3%	25.0%	25.0%	25.0%	18.8%
Yax Pax (Yaxley)	578	B2	6,400.0	0.5	6.3%	25.0%	25.0%	25.0%	18.8%

Appendix B. TAG trends

B.1. Introduction

This appendix provides background information from the TAG databook v1.13.1 (DfT, July 2020), showing the trends between 2015 and 2041. These trends lie behind into the values in databook tables A1.3.12, A1.3.13, A1.3.15 and Annual Parameters, which were referenced in Chapter 4 of this report (calculation of VOC and VoT for CSRM2).

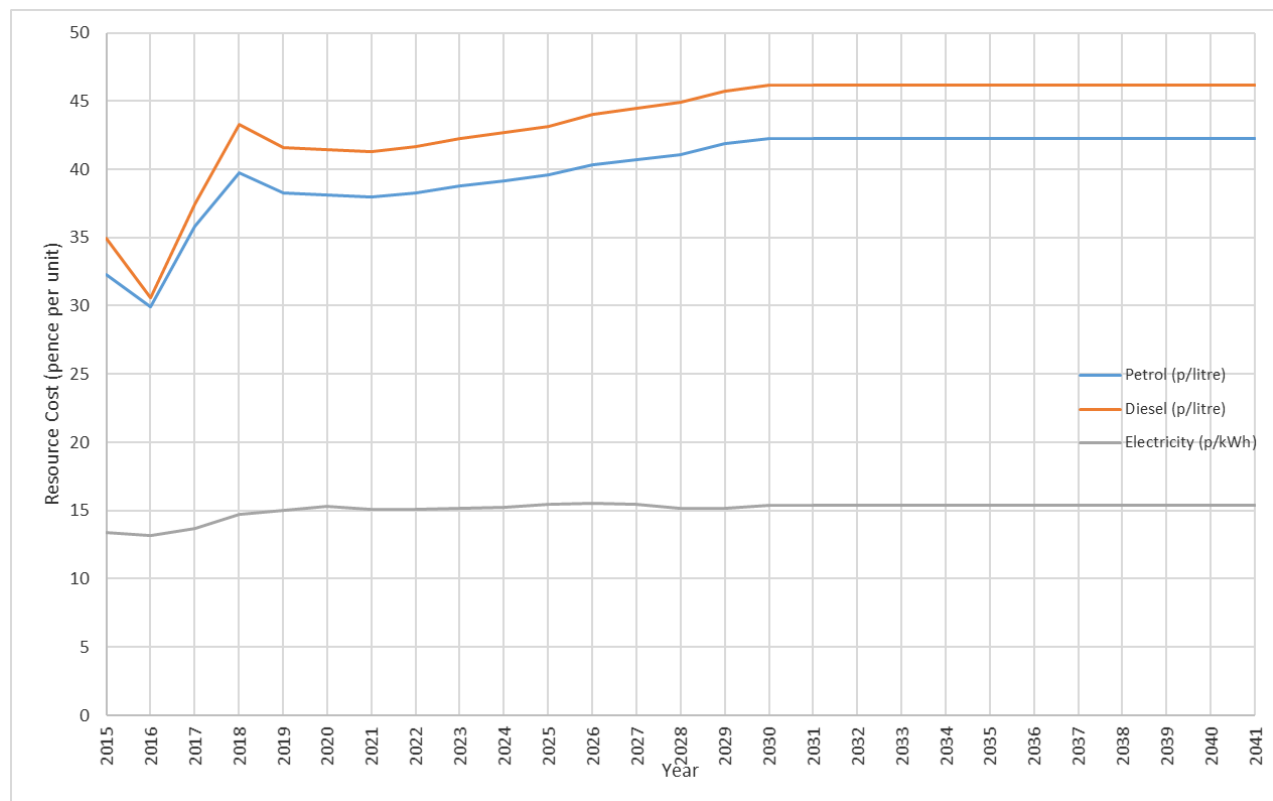
B.2. Growth in fuel costs

Table A1.3.7 of the TAG databook shows the forecast growth in petrol, diesel and electricity prices for road vehicles. This is broken into three components:

- Resource cost – the raw cost of the fuel;
- Duty – this is forecast to be the same for petrol and diesel, and zero for electricity; and
- VAT – this is forecast to remain at 20% for petrol and diesel, and 5% for electricity.

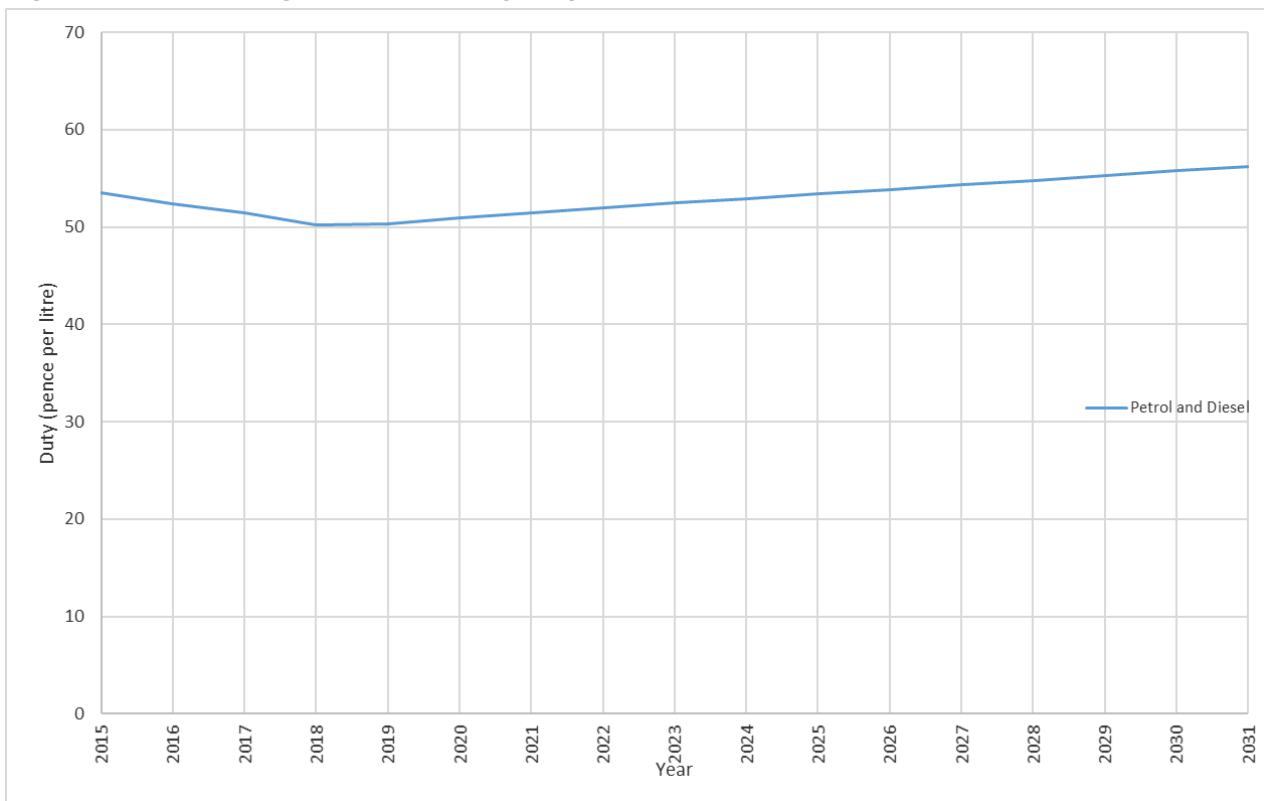
Figure B-1 shows the forecast growth in resource cost for all fuels, while Figure B-2 shows duty (for petrol and diesel only).

Figure B-1 - Forecast growth in fuel resource cost



Source of values: TAG databook v1.13.1 (July 2020), Table A1.3.7

Figure B-2 - Forecast growth in fuel duty for petrol and diesel

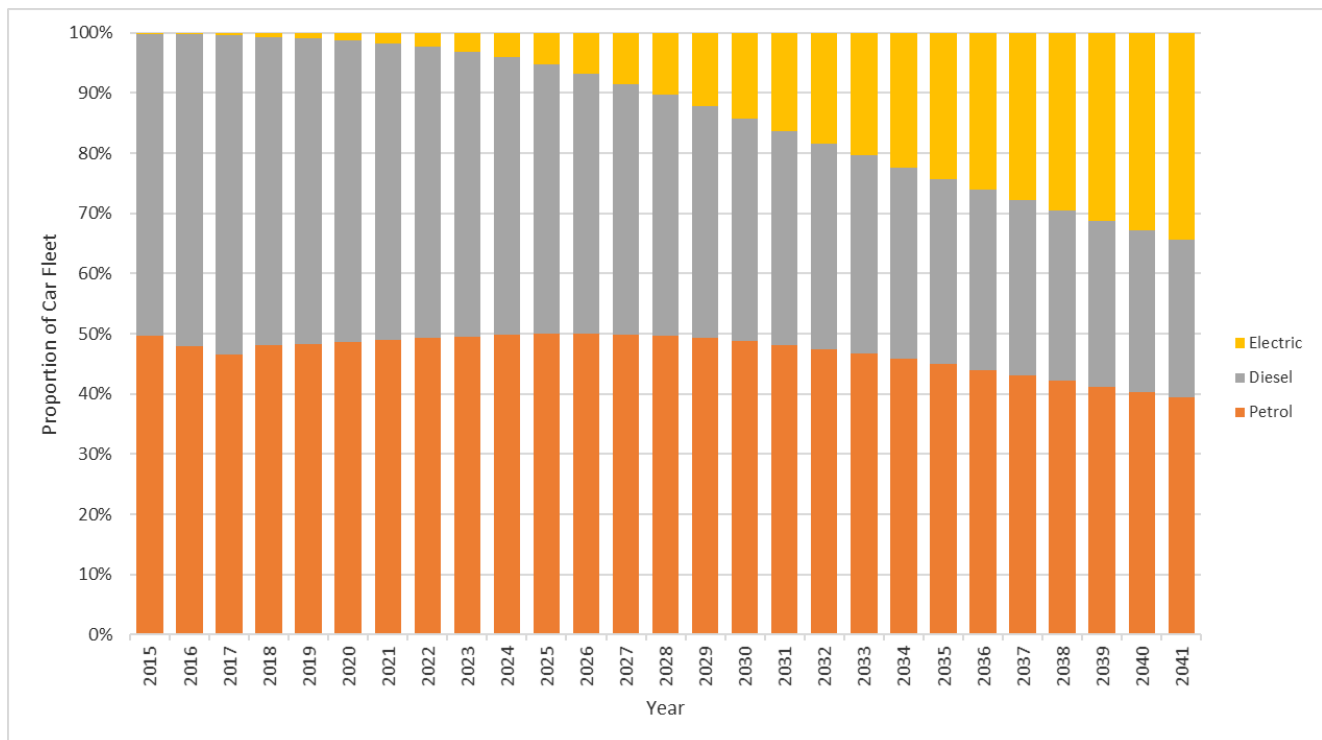


Source of values: TAG databook v1.13.1 (July 2020), Table A1.3.7

B.3. Change in fleet mix

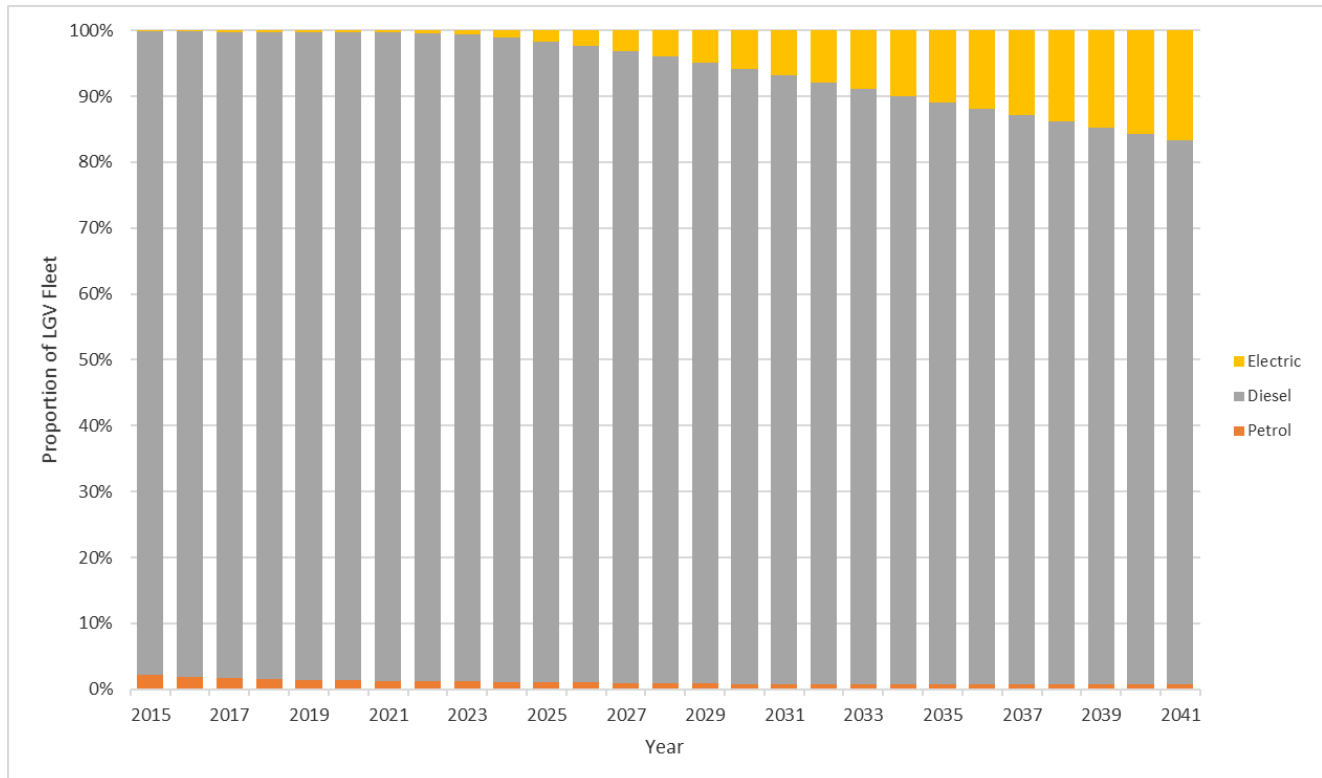
Table A1.3.9 of the TAG databook gives the forecast changes in the mix of fuel types used by different vehicle types. Figure B-3 shows the forecast for the car fleet mix, while Figure B-4 shows LGVs. HGVs are assumed to remain constant at 100% diesel (no petrol or electric).

Figure B-3 - Forecast change in car fleet mix



Source of values: TAG databook v1.13.1 (July 2020), Table A1.3.9

Figure B-4 - Forecast change in LGV fleet mix

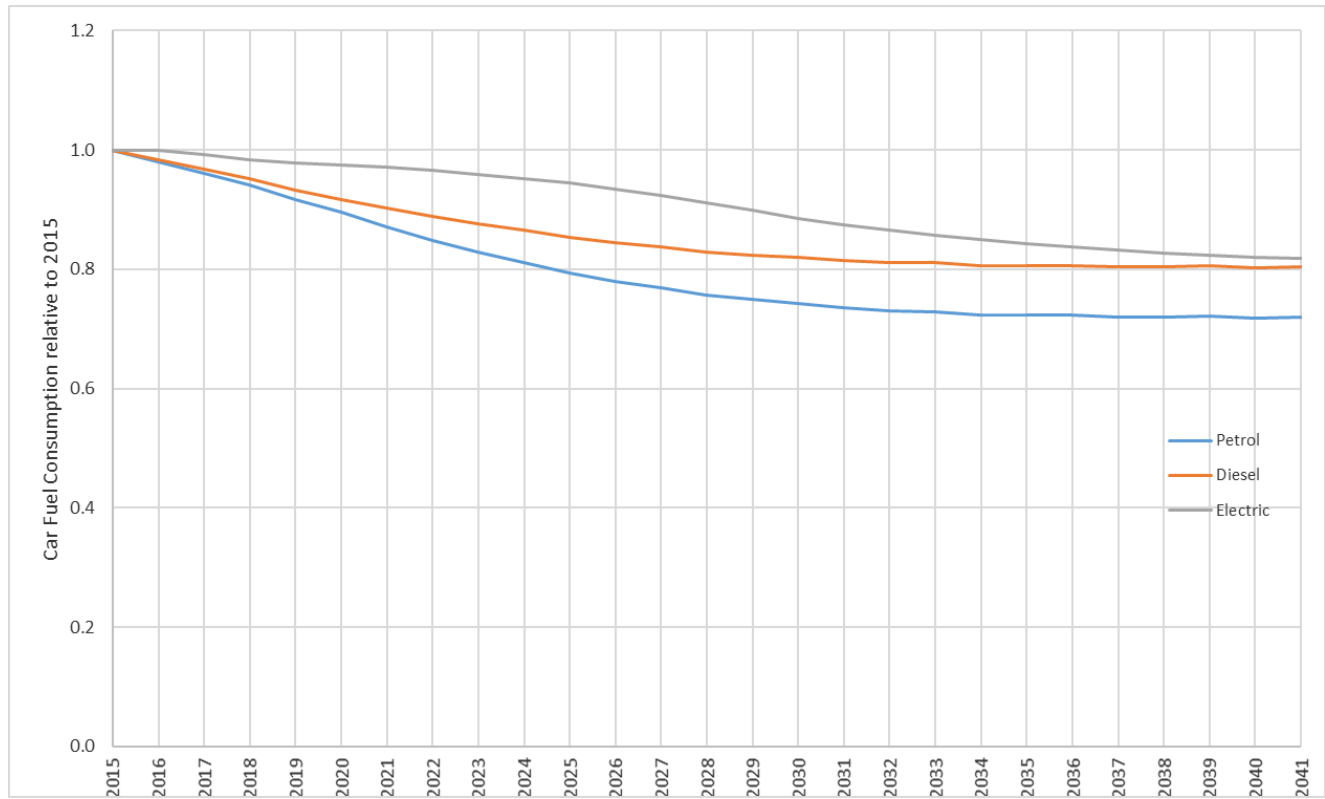


Source of values: TAG databook v1.13.1 (July 2020), Table A1.3.9

B.4. Fuel consumption improvements

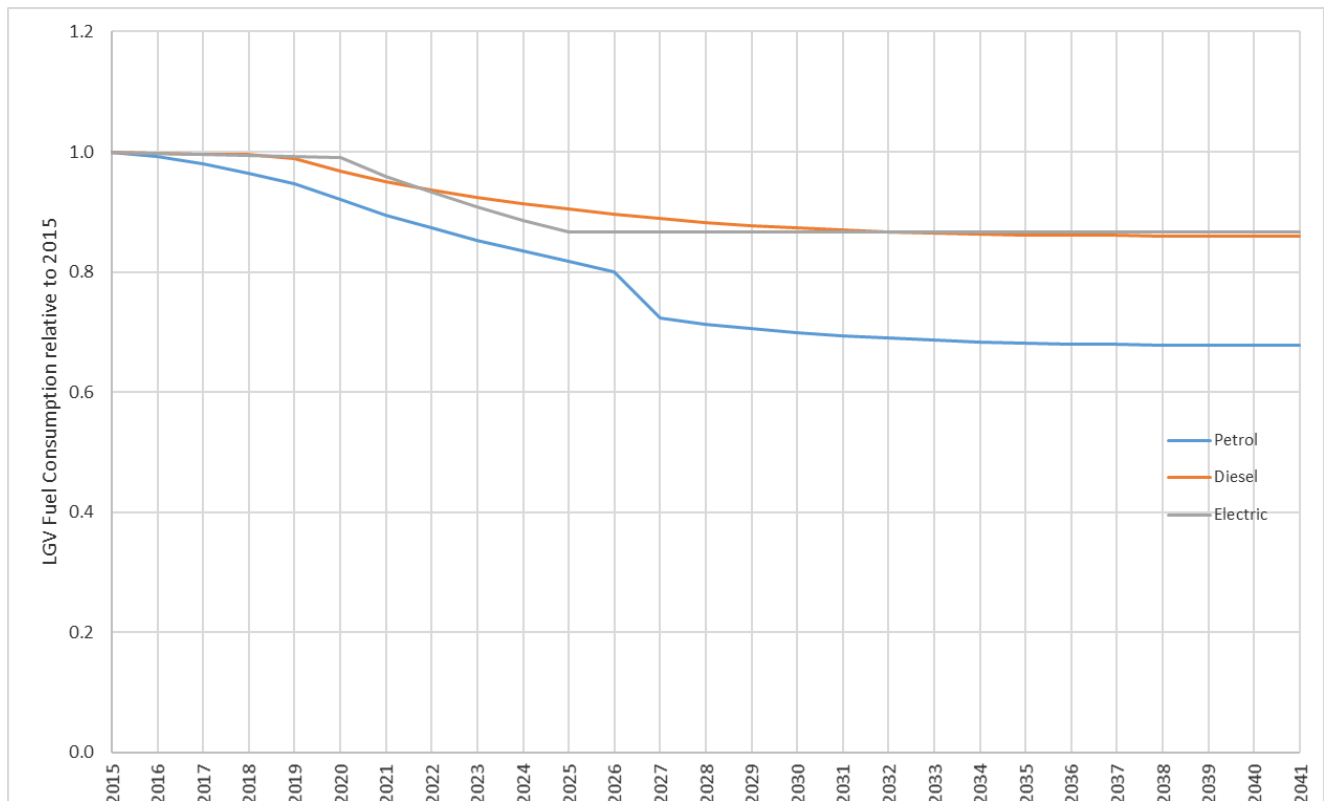
Table A1.3.10 of the TAG databook shows the forecast changes in fuel consumption for different fuel types and vehicle types. Figure B-5 presents the fuel consumption for cars, with an index of 2015 = 1.0; and Figure B-6 presents the equivalent for LGVs. HGVs are not forecast to experience any further improvements in fuel efficiency.

Figure B-5 - Forecast change in car fuel consumption



Source of values: TAG databook v1.13.1 (July 2020), Table A1.3.10

Figure B-6 - Forecast change in LGV fuel consumption

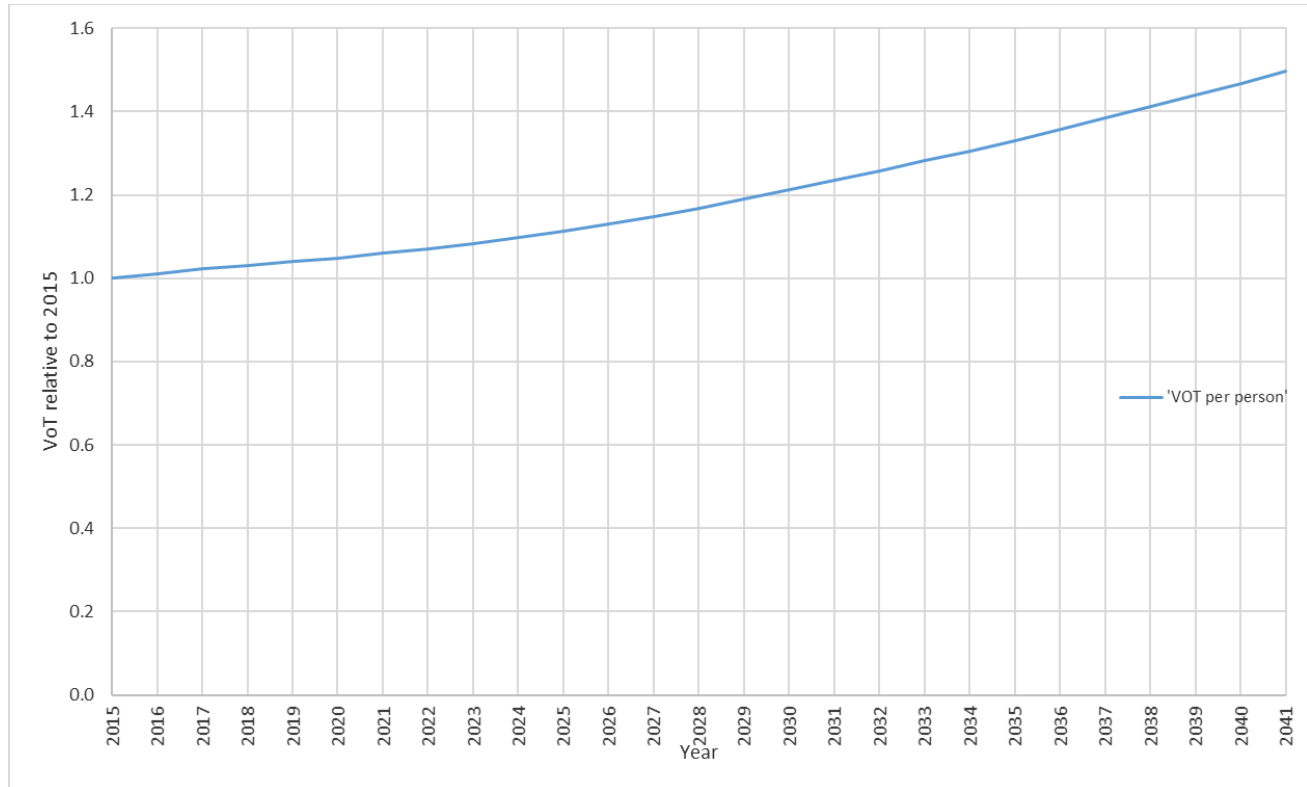


Source of values: TAG databook v1.13.1 (July 2020), Table A1.3.10

B.5. Growth in VoT

The Annual Parameters table of the TAG databook gives the forecast growth in VoT per person. The values for work and non-work time are projected to increase at the same rate. Figure B-7 shows this trend through time, indexed to 2015 = 1.0.

Figure B-7 - Forecast change in VoT per person



Source of values: TAG databook v1.13.1 (July 2020), Table "Annual Parameters"

Appendix C. Transport scheme uncertainty log

C.1. Transport uncertainty log

Scheme	Expected Opening Year	Level of Uncertainty	Type	Area
A428 Black Cat to Caxton Gibbet Dualling	2025 / 2026	Near Certain	Highway	South Cambridgeshire / Huntingdonshire
A14 RIP (Regional Investment Programme)	2020	Opened 2020	Highway	South Cambridgeshire / Huntingdonshire
Ely Southern Bypass	2018	Opened by 2019 PYV	Highway	East Cambridgeshire
Northstowe Phase 2 link road	2020 to 2023	Near Certain	Highway	South Cambridgeshire
Cambridge North Station	2017	Opened by 2019 PYV	Rail	South Cambridgeshire
Cambridge South Station	2025	More than likely	Rail	Cambridge
Waterbeach Station Relocation	2021	Near Certain	Rail	South Cambridgeshire
Foxton Rural Travel Hub	by 2026	Near Certain	Rail	South Cambridgeshire
Chisholm Trail	Phase 1 2022 Phase 2 2024	Phase 1 open 2022 Near Certain	Walking & Cycling	Cambridge / South Cambridgeshire
Removal of £1 P&R parking charges	2018	Opened by 2019 PYV	P&R	Cambridge / South Cambridgeshire
Access to Cambridge North and the Science Park	2018	Opened by 2019 PYV	Highway	Cambridge
Arbury Road	2018	Opened by 2019 PYV	Highway & Cycle	Cambridge
Ditton Lane and Links to East Cambridgeshire	2024	Near Certain	Highway	South Cambridgeshire
Hills Road and Addenbrooke's Corridor	2015	Opened by 2019 PYV	Highway & Cycle	Cambridge
Coldham's Lane Roundabout	2024	Near Certain	Highway	Cambridge
Perne Road/Radegund Road Roundabout	2025	Near Certain	Highway	Cambridge
A10 Harston	2020	Near Certain	Highway	South Cambridgeshire
Cherry Hinton High Street	2015	Opened by 2019 PYV	Highway & Cycle	Cambridge

Scheme	Expected Opening Year	Level of Uncertainty	Type	Area
Huntingdon Road	2020	Opened by 2019 PYV	Highway & Cycle	Cambridge
Trumpington Road	2015	Opened by 2019 PYV	Highway & Cycle	Cambridge
Queen Edith's Way/Fendon Rd Roundabout	2020	Opened 2020	Highway	Cambridge
Histon Road	2020	Opened 2021	Highway	Cambridge
Maddingley Road	2024	Near Certain	Highway	Cambridge
Milton Road	2024	Near Certain	Highway	Cambridge
City Access (proxy coding)	by 2026	More than likely	Highway	Cambridge
A10 Ely to Cambridge dualling	by 2026	More than likely	Highway	South Cambridgeshire
M11 improvements (junctions 8-14)	by 2026	More than likely	Highway	South Cambridgeshire
Waterbeach to Cambridge North	by 2026	More than likely	Highway and P&R	Cambridge / South Cambridgeshire
Cambridge South East Transport Study (CSETS)	by 2026	More than likely	Highway and P&R	Cambridge / South Cambridgeshire
Cambridge South West Travel Hub	by 2026	More than likely	Highway and P&R	Cambridge / South Cambridgeshire
Cambourne to Cambridge (C2C)	by 2026	More than likely	Highway and P&R	Cambridge / South Cambridgeshire
Eastern Access (Phase A)	by 2026	More than likely	Highway and P&R	Cambridge / South Cambridgeshire
Gilbert Road	2016	Opened by 2019 PYV	Highway and Cycle	Cambridge
Fulborn Road	2021	Near Certain	Cross City Cycle	South Cambridgeshire
A10 Frog End to Melbourn	2018	Opened by 2019 PYV	Cycle Only Scheme	South Cambridgeshire
Ring Fort Path	2019	Near Certain (not in 2019 PYV)	Cycle Only Scheme	Cambridge
Fenstanton to Busway (part of St Ives Greenway)	2018	Near Certain (not in 2019 PYV)	Cycle Only Scheme	Huntingdonshire
Chisholm Trail Ditton Meadows Link	2020	Near Certain	Cycle Only Scheme	Cambridge
Waterbeach Greenway	by 2026	Near Certain	Cycle Only Scheme	Cambridge / South Cambridgeshire
Linton Greenway	2024	Near Certain	Cycle Only Scheme	South Cambridgeshire
Comberton Greenway	by 2026	Near Certain	Cycle Only Scheme	South Cambridgeshire

Appendix D. Production and Attraction Tables

D.1. Commentary

Table D-1 and Table D-2 show productions/attractions for HBW and HBEB in the growth period from 2015-2026 respectively, while Table D-8 and Table D-9 show the same for the growth period 2026-2041. At the production end, the patterns are very similar – as expected, since they are both closely related to the growth in resident worker population. The attractions vary slightly more in both growth periods, since HBW trips are doubly constrained to the jobs which are assumed to be filled, whereas HBEB are only singly constrained and more influenced by travel conditions.

HBEB productions and attractions are shown in Table D-3 and Table D-10 for the 2015-2026 and 2026-2041 growth periods respectively. In general, for this trip purpose, productions and attractions follow similar distributions relative to each other for both growth periods. This is because education trips are generally quite short and to local places of study.

From the tables in the remainder of Appendix D it can be seen that for HBPS and HBRV in each growth period the percentage growth in trip productions is similar between the two trip purposes (both related to population growth).

D.2. 2015 and 2026 home-based trips

Table D-1 - 2015 and 2026 HBW trips produced in/attracted to LADs/external

District	Production				Attraction			
	2015 trip total	2026 trip total	Absolute growth	Percentage growth	2015 trip total	2026 trip total	Absolute growth	Percentage growth
Cambridge	37,112	36,256	-857	-2%	57,506	66,404	8,897	15%
S. Cambs	45,373	53,249	7,876	17%	47,559	59,182	11,623	24%
Hunts	56,915	63,027	6,112	11%	47,751	51,732	3,982	8%
E. Cambs	26,182	30,441	4,258	16%	20,783	22,937	2,154	10%
External	37,934	45,513	7,580	20%	29,918	28,231	-1,687	-6%
Total	203,517	228,486	24,969	12%	203,517	228,486	24,969	12%

Table D-2 - 2015 and 2026 HBEB trips produced in/attracted to LADs/external

District	Production				Attraction			
	2015 trip total	2026 trip total	Absolute growth	Percentage growth	2015 trip total	2026 trip total	Absolute growth	Percentage growth
Cambridge	4,723	4,629	-94	-2%	7,499	6,258	-1,241	-17%
S. Cambs	5,845	6,849	1,004	17%	6,598	8,920	2,322	35%
Hunts	6,889	7,659	769	11%	8,391	9,945	1,555	19%
E. Cambs	3,178	3,700	522	16%	3,545	4,328	783	22%
External	7,187	8,636	1,449	20%	1,789	2,021	232	13%
Total	27,822	31,472	3,650	13%	27,822	31,472	3,650	13%

Table D-3 - 2015 and 2026 HBEd trips produced in/attracted to LADs/external

District	Production				Attraction			
	2015 trip total	2026 trip total	Absolute growth	Percentage growth	2015 trip total	2026 trip total	Absolute growth	Percentage growth
Cambridge	31,221	34,765	3,544	11%	44,579	48,783	4,203	9%
S. Cambs	40,102	43,643	3,541	9%	33,911	38,683	4,773	14%
Hunts	38,953	42,623	3,670	9%	34,848	36,874	2,026	6%
E. Cambs	20,996	23,504	2,508	12%	17,935	20,195	2,260	13%
External	0	0	0	0%	0	0	0	0%
Total	131,273	144,535	13,262	10%	131,273	144,535	13,262	10%

Table D-4 - 2015 and 2026 HBPS trips produced in/attracted to LADs/external

District	Production				Attraction			
	2015 trip total	2026 trip total	Absolute growth	Percentage growth	2015 trip total	2026 trip total	Absolute growth	Percentage growth
Cambridge	39,149	41,979	2,830	7%	49,531	44,470	-5,061	-10%
S. Cambs	51,690	58,126	6,436	12%	40,361	47,807	7,445	18%
Hunts	58,276	64,009	5,733	10%	52,840	58,241	5,401	10%
E. Cambs	29,943	33,894	3,950	13%	26,320	29,669	3,350	13%
External	10,104	11,364	1,260	12%	20,110	29,183	9,074	45%
Total	189,162	209,371	20,209	11%	189,162	209,371	20,209	11%

Table D-5 - 2015 and 2026 HBRV trips produced in/attracted to LADs/external

District	Production				Attraction			
	2015 trip total	2026 trip total	Absolute growth	Percentage growth	2015 trip total	2026 trip total	Absolute growth	Percentage growth
Cambridge	38,785	42,520	3,735	10%	48,060	44,954	-3,106	-6%
S. Cambs	53,255	61,091	7,835	15%	46,111	56,194	10,083	22%
Hunts	59,732	66,808	7,076	12%	57,900	64,447	6,547	11%
E. Cambs	30,129	34,684	4,555	15%	28,855	33,327	4,472	15%
External	17,567	19,965	2,397	14%	18,543	26,145	7,602	41%
Total	199,469	225,067	25,599	13%	199,469	225,067	25,599	13%

D.3. 2015 and 2026 non-home-based trips

Table D-6 - 2015 and 2026 NHBEB trips produced in/attracted to LADs/external

District	Production				Attraction			
	2015 trip total	2026 trip total	Absolute growth	Percentage growth	2015 trip total	2026 trip total	Absolute growth	Percentage growth
Cambridge	4,863	4,396	-467	-10%	5,257	3,233	-2,024	-39%
S. Cambs	4,928	6,349	1,421	29%	4,446	6,758	2,313	52%
Hunts	5,681	6,516	835	15%	4,925	5,950	1,024	21%
E. Cambs	2,447	2,843	396	16%	2,112	2,682	571	27%
External	0	0	0	0%	1,179	1,481	302	26%
Total	17,919	20,104	2,186	12%	17,919	20,104	2,186	12%

Table D-7 - 2015 and 2026 NHBO trips produced in/attracted to LADs/external

District	Production				Attraction			
	2015 trip total	2026 trip total	Absolute growth	Percentage growth	2015 trip total	2026 trip total	Absolute growth	Percentage growth
Cambridge	48,409	41,949	-6,460	-13%	52,742	40,578	-12,164	-23%
S. Cambs	49,830	60,346	10,515	21%	41,568	51,663	10,095	24%
Hunts	57,223	63,831	6,608	12%	51,225	57,408	6,183	12%
E. Cambs	27,402	31,418	4,017	15%	24,239	28,213	3,974	16%
External	0	0	0	0%	13,091	19,683	6,593	50%
Total	182,864	197,544	14,680	8%	182,864	197,544	14,680	8%

D.4. 2026 and 2041 home-based trips

Table D-8 - 2026 and 2041 HBW trips produced in/attracted to LADs/external

District	Production				Attraction			
	2026 trip total	2041 trip total	Absolute growth	Percentage growth	2026 trip total	2041 trip total	Absolute growth	Percentage growth
Cambridge	36,256	35,704	-551	-2%	66,404	71,235	4,831	7%
S. Cambs	53,249	61,925	8,676	16%	59,182	67,984	8,802	15%
Hunts	63,027	69,671	6,645	11%	51,732	53,907	2,175	4%
E. Cambs	30,441	30,962	522	2%	22,937	25,911	2,973	13%
External	45,513	51,510	5,997	13%	28,231	30,737	2,506	9%
Total	228,486	249,774	21,288	9%	228,486	249,774	21,288	9%

Table D-9 - 2026 and 2041 HBEB trips produced in/attracted to LADs/external

District	Production				Attraction			
	2026 trip total	2041 trip total	Absolute growth	Percentage growth	2026 trip total	2041 trip total	Absolute growth	Percentage growth
Cambridge	4,629	4,598	-31	-1%	6,258	6,334	76	1%
S. Cambs	6,849	7,928	1,080	16%	8,920	10,293	1,373	15%
Hunts	7,659	8,495	836	11%	9,945	10,759	814	8%
E. Cambs	3,700	3,783	83	2%	4,328	4,671	343	8%
External	8,636	9,798	1,162	13%	2,021	2,547	526	26%
Total	31,472	34,603	3,131	10%	31,472	34,603	3,131	10%

Table D-10 - 2026 and 2041 HBEd trips produced in/attracted to LADs/external

District	Production				Attraction			
	2026 trip total	2041 trip total	Absolute growth	Percentage growth	2026 trip total	2041 trip total	Absolute growth	Percentage growth
Cambridge	34,765	33,004	-1,761	-5%	48,783	46,873	-1,910	-4%
S. Cambs	43,643	46,219	2,576	6%	38,683	41,392	2,708	7%
Hunts	42,623	43,513	890	2%	36,874	38,240	1,367	4%
E. Cambs	23,504	23,418	-85	0%	20,195	19,650	-545	-3%
External	0	0	0	0%	0	0	0	0%
Total	144,535	146,155	1,620	1%	144,535	146,155	1,620	1%

Table D-11 - 2026 and 2041 HBPS trips produced in/attracted to LADs/external

District	Production				Attraction			
	2026 trip total	2041 trip total	Absolute growth	Percentage growth	2026 trip total	2041 trip total	Absolute growth	Percentage growth
Cambridge	41,979	40,827	-1,152	-3%	44,470	43,006	-1,465	-3%
S. Cambs	58,126	64,325	6,199	11%	47,807	49,475	1,668	3%
Hunts	64,009	67,640	3,632	6%	58,241	58,025	-215	0%
E. Cambs	33,894	34,023	129	0%	29,669	30,218	549	2%
External	11,364	12,389	1,026	9%	29,183	38,480	9,297	32%
Total	209,371	219,205	9,834	5%	209,371	219,205	9,834	5%

Table D-12 - 2026 and 2041 HBRV trips produced in/attracted to LADs/external

District	Production				Attraction			
	2026 trip total	2041 trip total	Absolute growth	Percentage growth	2026 trip total	2041 trip total	Absolute growth	Percentage growth
Cambridge	42,520	42,536	16	0%	44,954	44,574	-379	-1%
S. Cambs	61,091	69,263	8,172	13%	56,194	61,692	5,497	10%
Hunts	66,808	72,396	5,588	8%	64,447	67,677	3,230	5%
E. Cambs	34,684	35,758	1,075	3%	33,327	34,283	955	3%
External	19,965	22,039	2,074	10%	26,145	33,767	7,622	29%
Total	225,067	241,992	16,925	8%	225,067	241,992	16,925	8%

D.5. 2026 and 2041 non-home-based trips

Table D-13 - 2026 and 2041 NHBEB trips produced in/attracted to LADs/external

District	Production				Attraction			
	2026 trip total	2041 trip total	Absolute growth	Percentage growth	2026 trip total	2041 trip total	Absolute growth	Percentage growth
Cambridge	4,396	4,718	322	7%	3,233	3,351	118	4%
S. Cambs	6,349	7,257	908	14%	6,758	7,627	868	13%
Hunts	6,516	6,964	448	7%	5,950	6,214	264	4%
E. Cambs	2,843	3,135	291	10%	2,682	2,961	278	10%
External	0	0	0	0%	1,481	1,921	440	30%
Total	20,104	22,073	1,969	10%	20,104	22,073	1,969	10%

Table D-14 - 2026 and 2041 NHBO trips produced in/attracted to LADs/external

District	Production				Attraction			
	2026 trip total	2041 trip total	Absolute growth	Percentage growth	2026 trip total	2041 trip total	Absolute growth	Percentage growth
Cambridge	41,949	43,186	1,237	3%	40,578	41,501	923	2%
S. Cambs	60,346	65,582	5,237	9%	51,663	53,857	2,195	4%
Hunts	63,831	66,546	2,715	4%	57,408	57,581	173	0%
E. Cambs	31,418	33,003	1,585	5%	28,213	29,729	1,516	5%
External	0	0	0	0%	19,683	25,649	5,966	30%
Total	197,544	208,317	10,773	5%	197,544	208,317	10,773	5%

Appendix E. Trips by mode

This Appendix presents the changes in trips by mode in the AM Peak between 2015 and 2026 and between 2026 and 2041 at the Core 28 sector level. The definition of these sectors is shown by the figures in Section 6.3 (Figure 6-11 to Figure 6-14).

In all of these tables, a percentage change of “+++++” indicates a change greater than 300%. Note some of the large percentage changes shown relate to sectors and modes with small numbers of trips.

Table E-1 - Change in trip origins by sector and mode AM Peak (7am - 10am), 2015-2026

District	Origin	Car			Public Transport				Active Modes		Grand Total
		Car	Bus P&R	P&A	Bus	Gbus	Rail	Rail P&R	Walk	Cycle	
Cambridge	Cambridge Central	-4,610	93	39	88	66	-243	4	2,499	1,315	-750
	Cambridge North-East	-4,506	27	27	73	22	30	1	1,308	1,086	-1,933
	Cambridge NW+West	-1,942	20	46	210	94	-43	1	2,045	1,293	1,724
	Cambridge South	-2,544	76	65	261	35	140	6	3,371	1,983	3,394
	Cambridge Total	-13,601	216	177	631	216	-117	12	9,222	5,677	2,434
South Cambridgeshire	Cambourne Bourn + Caxton	534	139	103	-84	305	43	-3	730	280	2,046
	City Fringe	134	571	516	-166	220	206	118	797	1,304	3,700
	Northstowe	1,751	90	60	9	445	29	1	727	376	3,488
	S Cambs NW	62	353	292	-268	317	-22	69	-96	162	868
	S Cambs South	1,135	712	486	-14	466	-334	411	66	240	3,167
	Waterbeach	1,036	116	139	16	117	2	7	234	346	2,013
	South Cambridgeshire Total	4,652	1,982	1,595	-506	1,870	-77	602	2,457	2,708	15,282
East Cambridgeshire	E Cambs North	3,115	320	243	-168	39	-324	587	1,201	140	5,152
	E Cambs South	422	160	128	-143	-11	-8	165	-50	11	672
	Ely	1,328	136	93	-51	21	238	6	95	54	1,921
	East Cambridgeshire Total	4,865	616	464	-362	48	-95	758	1,246	205	7,745
Huntingdonshire	Huntingdon	608	44	26	-30	24	-50	-0	3	-13	612
	Huntingdon Fringe+A14	5,214	249	165	-310	571	9	27	756	121	6,803
	Hunts N+E	1,201	222	143	-205	-190	-42	274	122	-5	1,521
	Hunts S+W	1,623	138	91	46	43	-58	48	138	5	2,074
	St Ives	165	110	71	-105	89	-31	-5	-65	-9	219
	St Neots	674	129	84	48	152	-427	-6	-372	-63	219
	Huntingdonshire Total	9,485	892	580	-555	689	-598	338	584	36	11,449
External	Beds	708	80	47	3	15	48	-1	-0	0	900
	Essex+Suffolk Towns	630	161	139	-244	432	215	0	0	3	1,336
	External East	821	187	105	-104	2	327	-0	-0	0	1,339
	External North	800	48	34	-0	0	25	-0	0	0	907
	External South	788	210	101	-167	-2	-98	-3	0	0	830
	External W	257	41	28	0	0	22	-0	0	0	349
	Fenland	431	48	41	-2	2	73	-0	0	1	592
	London	157	73	28	-222	-0	-231	3	0	0	-191
	Peterborough	665	30	18	-51	-10	105	0	-0	2	758
	External Total	5,257	879	542	-787	439	484	-1	0	6	6,820
Grand Total		10,657	4,584	3,358	-1,579	3,262	-402	1,709	13,509	8,632	43,730

Table E-2 - Percentage change in trip origins by sector and mode AM Peak (7am-10am), 2015-2026

District	Origin	Car			Public Transport				Active Modes		Grand Total
		Car	Bus P&R	P&A	Bus	Gbus	Rail	Rail P&R	Walk	Cycle	
Cambridge	Cambridge Central	-48%	184%	98%	7%	143%	-33%	79%	21%	27%	-3%
	Cambridge North-East	-50%	153%	92%	7%	19%	7%	5%	16%	24%	-8%
	Cambridge NW+West	-33%	163%	213%	26%	282%	-19%	24%	32%	51%	11%
	Cambridge South	-32%	233%	184%	30%	71%	53%	94%	59%	73%	19%
	Cambridge Total	-42%	191%	140%	16%	88%	-7%	44%	29%	39%	3%
South Cambridgeshire	Cambourne Bourn + Caxton	10%	194%	190%	-21%	+++++	+++++	-10%	35%	91%	24%
	City Fringe	1%	137%	188%	-12%	161%	32%	125%	11%	34%	11%
	Northstowe	+++++	+++++	+++++	+++++	+++++	+++++	+++++	+++++	+++++	+++++
	S Cambs NW	0%	138%	231%	-38%	41%	-27%	157%	-3%	14%	4%
	S Cambs South	4%	190%	187%	-2%	+++++	-25%	95%	1%	14%	8%
	Waterbeach	49%	219%	+++++	35%	+++++	0%	+++++	41%	101%	55%
	South Cambridgeshire Total	7%	169%	214%	-16%	193%	-3%	100%	12%	37%	14%
East Cambridgeshire	E Cambs North	14%	290%	+++++	-27%	207%	-22%	218%	17%	19%	16%
	E Cambs South	5%	155%	243%	-33%	-34%	-64%	124%	-2%	4%	5%
	Ely	15%	+++++	+++++	-40%	+++++	20%	126%	2%	11%	12%
	East Cambridgeshire Total	12%	250%	+++++	-31%	91%	-4%	186%	9%	14%	13%
Huntingdonshire	Huntingdon	13%	233%	281%	-62%	14%	-14%	-33%	0%	-3%	7%
	Huntingdon Fringe+A14	28%	207%	249%	-67%	79%	1%	52%	13%	11%	25%
	Hunts N+E	4%	116%	182%	-37%	-19%	-56%	127%	2%	-1%	4%
	Hunts S+W	14%	+++++	+++++	16%	91%	-15%	31%	5%	2%	13%
	St Ives	2%	90%	159%	-98%	12%	-35%	-28%	-2%	-2%	2%
	St Neots	6%	+++++	+++++	14%	+++++	-38%	-52%	-6%	-8%	1%
	Huntingdonshire Total	12%	167%	231%	-31%	25%	-22%	74%	2%	1%	9%
External	Beds	21%	+++++	+++++	4%	+++++	23%	-52%	-25%	15%	24%
	Essex+Suffolk Towns	9%	192%	252%	-67%	+++++	39%	11%	1%	6%	17%
	External East	12%	+++++	273%	-50%	55%	47%	-13%	-2%	2%	17%
	External North	18%	+++++	+++++	-8%	+++++	14%	-26%	19%	12%	19%
	External South	18%	276%	245%	-97%	-98%	-17%	-80%	20%	11%	16%
	External W	12%	+++++	+++++	+++++	+++++	13%	-98%	20%	13%	15%
	Fenland	10%	145%	+++++	-19%	40%	41%	-15%	11%	13%	14%
	London	17%	+++++	195%	-74%	-1%	-38%	+++++	19%	12%	-10%
	Peterborough	18%	269%	+++++	-55%	-5%	42%	34%	-5%	4%	18%
	External Total	14%	282%	283%	-64%	212%	14%	-16%	1%	6%	16%
Grand Total		4%	193%	235%	-14%	78%	-3%	114%	14%	32%	11%

Table E-3 - Change in mode share for trip origins by sector AM Peak (7am-10am), 2015 - 2026

District	Origin	Car			Public Transport				Active Modes		Grand Total
		Car	Bus P&R	P&A	Bus	Gbus	Rail	Rail P&R	Walk	Cycle	
Cambridge	Cambridge Central	-16%	0%	0%	0%	0%	-1%	0%	10%	5%	0%
	Cambridge North-East	-18%	0%	0%	1%	0%	0%	0%	9%	7%	0%
	Cambridge NW+West	-15%	0%	0%	1%	1%	0%	0%	8%	6%	0%
	Cambridge South	-19%	0%	0%	0%	0%	0%	0%	11%	7%	0%
	Cambridge Total	-17%	0%	0%	1%	0%	0%	0%	9%	6%	0%
South Cambridgeshire	Cambourne Bourn + Caxton	-8%	1%	1%	-2%	3%	0%	0%	2%	2%	0%
	City Fringe	-5%	1%	1%	-1%	1%	0%	0%	0%	2%	0%
	Northstowe	++++++	++++++	++++++	++++++	++++++	++++++	++++++	++++++	++++++	++++++
	S Cambs NW	-2%	1%	1%	-1%	1%	0%	0%	-1%	0%	0%
	S Cambs South	-3%	2%	1%	0%	1%	-1%	1%	-1%	0%	0%
	Waterbeach	-2%	2%	2%	0%	2%	-5%	0%	-1%	3%	0%
	South Cambridgeshire Total	-4%	1%	1%	-1%	1%	0%	0%	0%	1%	0%
East Cambridgeshire	E Cambs North	-1%	1%	1%	-1%	0%	-1%	1%	0%	0%	0%
	E Cambs South	-1%	1%	1%	-1%	0%	0%	1%	-1%	0%	0%
	Ely	1%	1%	1%	0%	0%	1%	0%	-3%	0%	0%
	East Cambridgeshire Total	0%	1%	1%	-1%	0%	-1%	1%	-1%	0%	0%
Huntingdonshire	Huntingdon	3%	0%	0%	0%	0%	-1%	0%	-2%	0%	0%
	Huntingdon Fringe+A14	2%	1%	0%	-1%	1%	0%	0%	-2%	0%	0%
	Hunts N+E	0%	1%	0%	-1%	-1%	0%	1%	0%	0%	0%
	Hunts S+W	0%	1%	0%	0%	0%	-1%	0%	-1%	0%	0%
	St Ives	0%	1%	1%	-1%	1%	0%	0%	-1%	0%	0%
	St Neots	3%	1%	0%	0%	1%	-2%	0%	-2%	0%	0%
	Huntingdonshire Total	1%	1%	0%	-1%	0%	-1%	0%	-1%	0%	0%
External	Beds	-2%	2%	1%	0%	0%	0%	0%	0%	0%	0%
	Essex+Suffolk Towns	-6%	2%	1%	-3%	5%	1%	0%	0%	0%	0%
	External East	-4%	2%	1%	-1%	0%	2%	0%	0%	0%	0%
	External North	-1%	1%	1%	0%	0%	0%	0%	0%	0%	0%
	External South	2%	3%	2%	-3%	0%	-3%	0%	0%	0%	0%
	External W	-2%	1%	1%	0%	0%	0%	0%	0%	0%	0%
	Fenland	-3%	1%	1%	0%	0%	1%	0%	0%	0%	0%
	London	15%	5%	2%	-12%	0%	-10%	0%	0%	0%	0%
	Peterborough	0%	1%	0%	-1%	-1%	1%	0%	0%	0%	0%
	External Total	-1%	2%	1%	-2%	1%	0%	0%	0%	0%	0%
Grand Total		-4%	1%	1%	-1%	1%	0%	0%	1%	1%	0%

Table E-4 - Change in trip origins by sector and mode AM Peak (7am-10am), 2026-2041

District	Origin	Car			Public Transport				Active Modes		Grand Total
		Car	Bus P&R	P&A	Bus	Gbus	Rail	Rail P&R	Walk	Cycle	
Cambridge	Cambridge Central	576	-3	4	-116	-4	24	3	-816	-312	-645
	Cambridge North-East	428	0	8	-152	4	-8	4	-792	-490	-998
	Cambridge NW+West	562	1	13	-80	14	7	3	-117	-113	290
	Cambridge South	402	6	6	-118	-3	5	2	-574	-367	-640
	Cambridge Total	1,967	5	31	-466	12	27	12	-2,298	-1,282	-1,994
South Cambridgeshire	Cambourne Bourn + Caxton	2,785	79	68	-24	301	23	18	1,094	354	4,697
	City Fringe	821	-71	13	-48	-10	-35	32	156	19	877
	Northstowe	1,549	69	58	1	154	13	2	966	268	3,080
	S Cambs NW	491	-14	41	-87	-98	-4	22	-183	-90	78
	S Cambs South	-113	-56	-8	-115	-53	-89	40	-670	-190	-1,254
	Waterbeach	2,417	97	115	-12	158	291	2	1,155	316	4,538
	South Cambridgeshire Total	7,950	104	287	-286	451	199	116	2,516	677	12,016
East Cambridgeshire	E Cambs North	-450	-83	10	-94	5	-79	36	-688	-99	-1,441
	E Cambs South	-318	-30	-2	-49	-5	-0	1	-302	-49	-756
	Ely	1,375	-15	22	-7	3	98	5	392	14	1,887
	East Cambridgeshire Total	608	-128	30	-150	2	19	41	-598	-134	-310
Huntingdonshire	Huntingdon	40	2	4	-3	-29	7	0	-260	-59	-299
	Huntingdon Fringe+A14	4,413	56	47	-12	-101	99	43	1,302	46	5,892
	Hunts N+E	-279	20	9	-11	-123	-5	43	-684	-91	-1,121
	Hunts S+W	2,427	40	32	15	-5	149	23	718	51	3,450
	St Ives	-114	15	-2	-0	-90	-1	4	-317	-59	-566
	St Neots	171	-13	-7	-86	-25	11	3	-671	-98	-713
	Huntingdonshire Total	6,658	121	83	-97	-374	260	115	88	-211	6,643
External	Beds	523	10	6	-17	-0	31	0	-0	0	553
	Essex+Suffolk Towns	732	22	32	-22	15	72	0	-0	1	852
	External East	771	-2	17	-30	-2	-14	-0	0	0	738
	External North	596	11	14	-1	-0	22	0	0	0	642
	External South	616	30	28	-3	-0	5	0	0	0	676
	External W	320	7	7	-0	-0	21	0	0	0	354
	Fenland	306	8	4	-4	-3	27	0	-0	1	337
	London	125	9	8	-5	0	40	1	0	0	177
	Peterborough	510	9	8	-6	-22	63	0	-0	-3	559
	External Total	4,497	102	123	-88	-12	266	1	-1	-1	4,888
Grand Total		21,680	204	553	-1,088	80	771	286	-292	-950	21,243

Table E-5 - Percentage change in trip origins by sector and mode AM Peak (7am-10am), 2026-2041

District	Origin	Car			Public Transport				Active Modes		Grand Total
		Car	Bus P&R	P&A	Bus	Gbus	Rail	Rail P&R	Walk	Cycle	
Cambridge	Cambridge Central	11%	-2%	5%	-9%	-4%	5%	28%	-6%	-5%	-2%
	Cambridge North-East	9%	1%	15%	-13%	3%	-2%	38%	-8%	-9%	-5%
	Cambridge NW+West	14%	4%	19%	-8%	11%	4%	53%	-1%	-3%	2%
	Cambridge South	7%	6%	6%	-10%	-3%	1%	16%	-6%	-8%	-3%
	Cambridge Total	10%	1%	10%	-10%	3%	2%	31%	-6%	-6%	-2%
South Cambridgeshire	Cambourne Bourn + Caxton	46%	37%	43%	-8%	92%	51%	69%	39%	60%	44%
	City Fringe	4%	-7%	2%	-4%	-3%	-4%	15%	2%	0%	2%
	Northstowe	88%	77%	98%	7%	35%	46%	174%	133%	71%	88%
	S Cambs NW	3%	-2%	10%	-20%	-9%	-7%	20%	-5%	-7%	0%
	S Cambs South	0%	-5%	-1%	-17%	-11%	-9%	5%	-10%	-10%	-3%
	Waterbeach	77%	57%	68%	-19%	130%	62%	29%	143%	46%	80%
	South Cambridgeshire Total	11%	3%	12%	-10%	16%	8%	10%	11%	7%	10%
East Cambridgeshire	E Cambs North	-2%	-19%	4%	-21%	8%	-7%	4%	-8%	-11%	-4%
	E Cambs South	-3%	-12%	-1%	-17%	-24%	-2%	0%	-13%	-18%	-6%
	Ely	13%	-9%	20%	-10%	13%	7%	41%	8%	3%	11%
	East Cambridgeshire Total	1%	-15%	5%	-18%	2%	1%	4%	-4%	-8%	0%
Huntingdonshire	Huntingdon	1%	4%	11%	-18%	-14%	2%	2%	-11%	-14%	-3%
	Huntingdon Fringe+A14	19%	15%	20%	-8%	-8%	15%	53%	19%	4%	17%
	Hunts N+E	-1%	5%	4%	-3%	-15%	-15%	9%	-10%	-14%	-3%
	Hunts S+W	18%	22%	28%	5%	-6%	45%	11%	26%	16%	20%
	St Ives	-2%	6%	-2%	-19%	-11%	-2%	26%	-11%	-14%	-5%
	St Neots	1%	-8%	-6%	-22%	-14%	2%	60%	-11%	-14%	-3%
	Huntingdonshire Total	7%	8%	10%	-8%	-11%	12%	15%	0%	-6%	5%
External	Beds	13%	10%	11%	-19%	-2%	12%	53%	-11%	11%	12%
	Essex+Suffolk Towns	10%	9%	16%	-18%	4%	10%	11%	-9%	2%	9%
	External East	10%	-1%	12%	-30%	-35%	-1%	-10%	3%	7%	8%
	External North	11%	17%	33%	-61%	-84%	11%	64%	2%	9%	11%
	External South	12%	10%	19%	-71%	-91%	1%	3%	2%	9%	11%
	External W	13%	15%	18%	-53%	-53%	11%	29%	2%	1%	13%
	Fenland	7%	9%	8%	-49%	-44%	10%	13%	-3%	9%	7%
	London	12%	11%	19%	-6%	5%	11%	21%	2%	2%	11%
	Peterborough	12%	21%	35%	-14%	-13%	18%	53%	-14%	-7%	11%
	External Total	11%	9%	17%	-20%	-2%	7%	21%	-9%	-1%	10%
	Grand Total	8%	3%	12%	-11%	1%	6%	9%	0%	-3%	5%

Table E-6 - Change in mode share for trip origins by sector AM Peak (7am-10am), 2026 - 2041

District	Origin	Car			Public Transport				Active Modes		Grand Total
		Car	Bus P&R	P&A	Bus	Gbus	Rail	Rail P&R	Walk	Cycle	
Cambridge	Cambridge Central	3%	0%	0%	0%	0%	0%	0%	-2%	-1%	0%
	Cambridge North-East	3%	0%	0%	0%	0%	0%	0%	-2%	-1%	0%
	Cambridge NW+West	3%	0%	0%	-1%	0%	0%	0%	-1%	-1%	0%
	Cambridge South	3%	0%	0%	0%	0%	0%	0%	-1%	-1%	0%
	Cambridge Total	3%	0%	0%	0%	0%	0%	0%	-2%	-1%	0%
South Cambridgeshire	Cambourne Bourn + Caxton	1%	0%	0%	-1%	1%	0%	0%	-1%	1%	0%
	City Fringe	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Northstowe	0%	0%	0%	0%	-4%	0%	0%	5%	-1%	0%
	S Cambs NW	2%	0%	0%	0%	0%	0%	0%	-1%	0%	0%
	S Cambs South	2%	0%	0%	0%	0%	0%	0%	-1%	0%	0%
	Waterbeach	-1%	0%	0%	-1%	1%	-1%	0%	5%	-2%	0%
	South Cambridgeshire Total	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
East Cambridgeshire	E Cambs North	1%	0%	0%	0%	0%	0%	0%	-1%	0%	0%
	E Cambs South	2%	0%	0%	0%	0%	0%	0%	-1%	0%	0%
	Ely	1%	0%	0%	0%	0%	0%	0%	-1%	0%	0%
	East Cambridgeshire Total	1%	0%	0%	0%	0%	0%	0%	-1%	0%	0%
Huntingdonshire	Huntingdon	3%	0%	0%	0%	0%	0%	0%	-2%	-1%	0%
	Huntingdon Fringe+A14	1%	0%	0%	0%	-1%	0%	0%	0%	0%	0%
	Hunts N+E	1%	0%	0%	0%	0%	0%	0%	-1%	0%	0%
	Hunts S+W	-1%	0%	0%	0%	0%	0%	0%	1%	0%	0%
	St Ives	2%	0%	0%	0%	0%	0%	0%	-2%	0%	0%
	St Neots	3%	0%	0%	0%	0%	0%	0%	-2%	0%	0%
	Huntingdonshire Total	1%	0%	0%	0%	0%	0%	0%	-1%	0%	0%
External	Beds	1%	0%	0%	-1%	0%	0%	0%	0%	0%	0%
	Essex+Suffolk Towns	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	External East	2%	0%	0%	0%	0%	-1%	0%	0%	0%	0%
	External North	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	External South	1%	0%	0%	0%	0%	-1%	0%	0%	0%	0%
	External W	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Fenland	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	London	1%	0%	0%	-1%	0%	0%	0%	0%	0%	0%
	Peterborough	0%	0%	0%	0%	-1%	0%	0%	0%	0%	0%
	External Total	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Grand Total		2%	0%	0%	0%	0%	0%	0%	-1%	-1%	0%

Table E-7 - Change in trip destinations by sector and mode AM Peak (7am-10am), 2015-2026

District	Destination	Car			Public Transport				Active Modes		Grand Total
		Car	Bus P&R	P&A	Bus	Gbus	Rail	Rail P&R	Walk	Cycle	
Cambridge	Cambridge Central	-8,388	1,618	460	34	836	37	229	3,202	2,329	356
	Cambridge North-East	-4,803	369	202	17	272	316	120	1,186	1,093	-1,228
	Cambridge NW+West	-2,277	229	699	97	191	49	6	1,782	1,188	1,964
	Cambridge South	-5,517	1,477	775	-56	689	725	882	3,406	2,344	4,725
	Cambridge Total	-20,985	3,694	2,137	93	1,988	1,127	1,236	9,575	6,954	5,817
South Cambridgeshire	Cambourne Bourn + Caxton	1,026	57	10	-7	300	10	-0	754	189	2,339
	City Fringe	4,949	342	217	-143	94	492	366	449	847	7,612
	Northstowe	1,063	6	60	3	72	6	0	735	150	2,094
	S Cambs NW	-543	31	43	-125	-33	-8	1	-132	34	-732
	S Cambs South	5,442	212	210	-312	532	22	90	70	127	6,394
	Waterbeach	976	104	469	8	99	-93	-18	220	185	1,950
	South Cambridgeshire Total	12,914	752	1,009	-575	1,063	429	438	2,095	1,532	19,657
East Cambridgeshire	E Cambs North	2,185	16	13	-76	9	-90	12	1,209	84	3,360
	E Cambs South	-37	8	7	-96	19	-1	1	-47	-9	-154
	Ely	2,755	40	4	-46	53	1	14	85	60	2,967
	East Cambridgeshire Total	4,903	63	24	-218	81	-90	27	1,247	135	6,173
Huntingdonshire	Huntingdon	1,568	1	1	-136	23	-59	-12	184	11	1,582
	Huntingdon Fringe+A14	4,022	12	17	-100	52	-55	-2	551	64	4,561
	Hunts N+E	940	8	17	-105	-42	-4	2	134	10	960
	Hunts S+W	820	6	4	-16	10	3	3	78	-10	899
	St Ives	388	-14	116	-240	-26	-9	-0	-47	1	169
	St Neots	1,339	19	4	-56	61	45	60	-308	-45	1,118
	Huntingdonshire Total	9,076	31	160	-653	80	-79	51	592	30	9,289
External	Beds	1,759	3	2	-19	8	1	-33	-0	0	1,721
	Essex+Suffolk Towns	458	27	8	-13	53	5	-10	-0	-8	520
	External East	421	6	5	-32	-3	-21	-10	-0	-0	366
	External North	450	1	1	-0	0	0	-0	0	0	453
	External South	919	7	5	2	0	-237	-100	0	0	596
	External W	150	1	1	-0	0	-2	-0	0	0	151
	Fenland	58	2	2	0	0	2	-0	-0	0	64
	London	78	-5	1	-143	-4	-1,543	108	0	0	-1,508
	Peterborough	456	1	1	-20	-3	5	2	-0	-12	430
External Total		4,749	43	27	-225	50	-1,789	-43	-0	-19	2,794
Grand Total		10,657	4,584	3,358	-1,579	3,262	-402	1,709	13,509	8,632	43,730

Table E-8 - Percentage change in trip destinations by sector and mode AM Peak (7am-10am), 2015-2026

District	Destination	Car			Public Transport				Active Modes		Grand Total
		Car	Bus P&R	P&A	Bus	Gbus	Rail	Rail P&R	Walk	Cycle	
Cambridge	Cambridge Central	-45%	188%	177%	1%	131%	1%	47%	23%	34%	1%
	Cambridge North-East	-47%	158%	248%	2%	76%	78%	++++++	16%	36%	-5%
	Cambridge NW+West	-31%	132%	++++++	18%	186%	15%	97%	38%	56%	13%
	Cambridge South	-40%	216%	204%	-3%	101%	50%	++++++	52%	64%	16%
	Cambridge Total	-42%	189%	237%	1%	112%	24%	163%	29%	44%	5%
South Cambridgeshire	Cambourne Bourn + Caxton	24%	++++++	275%	-5%	++++++	++++++	-7%	36%	68%	35%
	City Fringe	25%	165%	89%	-16%	12%	108%	++++++	7%	26%	24%
	Northstowe	++++++	++++++	++++++	++++++	++++++	++++++	++++++	++++++	++++++	++++++
	S Cambs NW	-3%	80%	111%	-40%	-8%	-25%	91%	-4%	4%	-3%
	S Cambs South	20%	++++++	++++++	-40%	++++++	4%	112%	1%	8%	17%
	Waterbeach	45%	++++++	++++++	29%	++++++	-56%	-82%	43%	91%	62%
	South Cambridgeshire Total	19%	260%	++++++	-27%	84%	36%	++++++	11%	24%	20%
East Cambridgeshire	E Cambs North	13%	++++++	++++++	-26%	142%	-31%	89%	17%	12%	13%
	E Cambs South	-1%	99%	207%	-26%	50%	-27%	120%	-2%	-4%	-2%
	Ely	21%	++++++	++++++	-17%	++++++	0%	21%	2%	11%	15%
	East Cambridgeshire Total	13%	++++++	++++++	-23%	164%	-9%	33%	9%	9%	11%
Huntingdonshire	Huntingdon	18%	5%	159%	-44%	9%	-15%	-26%	6%	2%	12%
	Huntingdon Fringe+A14	20%	108%	173%	-71%	37%	-24%	-35%	11%	8%	17%
	Hunts N+E	5%	83%	121%	-25%	-23%	-40%	64%	2%	2%	3%
	Hunts S+W	9%	++++++	248%	-14%	++++++	5%	63%	4%	-5%	7%
	St Ives	6%	-24%	74%	-96%	-8%	-34%	-55%	-2%	0%	2%
	St Neots	11%	++++++	262%	-17%	++++++	11%	50%	-5%	-5%	5%
	Huntingdonshire Total	12%	31%	86%	-42%	9%	-7%	29%	2%	1%	8%
External	Beds	39%	++++++	++++++	-24%	++++++	0%	-44%	-40%	12%	36%
	Essex+Suffolk Towns	8%	++++++	291%	-26%	++++++	3%	-22%	-4%	-20%	8%
	External East	12%	252%	288%	-94%	-96%	-24%	-34%	-14%	-28%	10%
	External North	21%	++++++	++++++	-8%	++++++	10%	-38%	12%	10%	21%
	External South	24%	263%	223%	245%	114%	-61%	-60%	19%	11%	14%
	External W	10%	++++++	290%	-75%	16%	-66%	-33%	20%	12%	10%
	Fenland	5%	176%	++++++	14%	42%	35%	-7%	-14%	11%	5%
	London	12%	-66%	178%	-92%	-73%	-38%	++++++	19%	8%	-31%
	Peterborough	8%	83%	250%	-19%	-2%	8%	21%	-19%	-26%	7%
	External Total	16%	212%	272%	-53%	26%	-36%	-13%	-6%	-21%	8%
Grand Total		4%	193%	235%	-14%	78%	-3%	114%	14%	32%	11%

Table E-9 - Change in mode share for trip destinations by sector AM Peak (7am-10am), 2015-2026

District	Destination	Car			Public Transport				Active Modes		Grand Total
		Car	Bus P&R	P&A	Bus	Gbus	Rail	Rail P&R	Walk	Cycle	
Cambridge	Cambridge Central	-18%	-2%	1%	0%	2%	0%	0%	6%	5%	-5%
	Cambridge North-East	-20%	-1%	1%	0%	1%	2%	1%	7%	6%	-3%
	Cambridge NW+West	-18%	-1%	4%	0%	1%	0%	0%	7%	5%	-2%
	Cambridge South	-23%	-2%	2%	-1%	2%	1%	2%	7%	5%	-6%
	Cambridge Total	-19%	-2%	2%	0%	2%	1%	1%	7%	5%	-5%
South Cambridgeshire	Cambourne Bourn + Caxton	-5%	0%	0%	-1%	3%	0%	0%	0%	1%	-1%
	City Fringe	1%	-1%	0%	-1%	0%	1%	1%	-3%	0%	-1%
	Northstowe	++++++	++++++	++++++	++++++	++++++	++++++	++++++	++++++	++++++	100%
	S Cambs NW	0%	0%	0%	-1%	0%	0%	0%	0%	0%	0%
	S Cambs South	2%	0%	0%	-1%	1%	0%	0%	-3%	0%	-1%
	Waterbeach	-7%	0%	9%	0%	2%	-4%	-1%	-2%	1%	-2%
	South Cambridgeshire Total	0%	0%	1%	-1%	1%	0%	0%	-1%	0%	-1%
East Cambridgeshire	E Cambs North	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
	E Cambs South	1%	0%	0%	-1%	0%	0%	0%	0%	0%	0%
	Ely	3%	0%	0%	0%	0%	-1%	0%	-3%	0%	0%
	East Cambridgeshire Total	1%	0%	0%	-1%	0%	0%	0%	-1%	0%	0%
Huntingdonshire	Huntingdon	4%	0%	0%	-1%	0%	-1%	0%	-1%	0%	0%
	Huntingdon Fringe+A14	2%	0%	0%	0%	0%	0%	0%	-1%	0%	0%
	Hunts N+E	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Hunts S+W	1%	0%	0%	0%	0%	0%	0%	-1%	0%	0%
	St Ives	3%	-1%	1%	-2%	0%	0%	0%	-1%	0%	0%
	St Neots	3%	0%	0%	0%	0%	0%	0%	-3%	0%	0%
	Huntingdonshire Total	2%	0%	0%	-1%	0%	0%	0%	-1%	0%	0%
External	Beds	2%	0%	0%	-1%	0%	-1%	-1%	0%	0%	0%
	Essex+Suffolk Towns	-1%	0%	0%	0%	1%	0%	0%	0%	0%	0%
	External East	2%	0%	0%	-1%	0%	-1%	0%	0%	0%	0%
	External North	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	External South	8%	0%	0%	0%	0%	-6%	-3%	0%	0%	0%
	External W	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Fenland	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	London	8%	0%	0%	-3%	0%	-9%	3%	0%	0%	0%
	Peterborough	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	External Total	6%	0%	0%	-1%	0%	-6%	0%	0%	0%	0%
Grand Total		-4%	-1%	1%	-1%	1%	0%	0%	1%	1%	-2%

Table E-10 - Change in trip destinations by sector and mode AM peak (7am-10am), 2026-2041

District	Destination	Car			Public Transport				Active Modes		Grand Total
		Car	Bus P&R	P&A	Bus	Gbus	Rail	Rail P&R	Walk	Cycle	
Cambridge	Cambridge Central	1,038	-64	-3	-451	-33	116	36	-1,095	-685	-1,140
	Cambridge North-East	172	-1	9	-116	-44	-10	4	-729	-313	-1,029
	Cambridge NW+West	1,017	55	230	-12	67	43	1	206	200	1,808
	Cambridge South	654	206	48	-167	-4	151	78	-557	-236	172
	Cambridge Total	2,882	196	284	-746	-14	300	118	-2,175	-1,034	-189
South Cambridgeshire	Cambourne Bourn + Caxton	2,190	30	14	11	71	6	0	1,147	232	3,702
	City Fringe	590	-9	59	-50	31	15	25	27	-61	625
	Northstowe	1,170	4	35	2	77	6	0	1,052	202	2,548
	S Cambs NW	503	-4	4	-19	-45	1	0	-289	-64	87
	S Cambs South	280	-7	14	-58	-85	-7	2	-718	-153	-731
	Waterbeach	1,798	3	135	-5	96	77	17	1,177	259	3,556
	South Cambridgeshire Total	6,531	16	262	-118	144	97	45	2,396	415	9,788
East Cambridgeshire	E Cambs North	1,332	-3	1	-39	1	1	1	-680	-83	533
	E Cambs South	-41	-2	-0	-36	-13	-0	-0	-306	-37	-435
	Ely	968	-1	2	-36	9	61	12	384	5	1,404
	East Cambridgeshire Total	2,259	-5	3	-111	-4	62	13	-602	-114	1,502
Huntingdonshire	Huntingdon	175	-3	0	-18	-26	28	9	-394	-96	-324
	Huntingdon Fringe+A14	2,474	0	2	-0	17	31	2	1,466	83	4,074
	Hunts N+E	-82	0	0	1	-16	-0	0	-689	-87	-873
	Hunts S+W	1,423	1	2	-7	5	42	24	744	53	2,287
	St Ives	-123	-2	-5	-2	-25	-0	0	-341	-60	-558
	St Neots	-26	-4	-0	-41	2	-22	26	-697	-99	-862
	Huntingdonshire Total	3,841	-7	-1	-67	-45	79	61	89	-206	3,743
External	Beds	1,590	0	0	-14	-1	22	18	-0	0	1,617
	Essex+Suffolk Towns	335	1	2	-7	-4	5	4	-1	-5	330
	External East	590	1	1	-1	-0	-3	-2	-0	-0	586
	External North	792	0	1	-0	-0	0	0	0	0	793
	External South	1,082	1	1	-2	-0	-17	1	0	0	1,066
	External W	423	0	0	-0	-0	-0	-0	0	0	424
	Fenland	184	0	1	-0	-0	0	0	-0	0	185
	London	172	0	0	-5	-1	210	24	0	0	401
	Peterborough	998	0	0	-17	3	16	5	-0	-7	998
	External Total	6,167	3	6	-45	-2	233	50	-1	-11	6,400
Grand Total		21,680	204	553	-1,088	80	771	286	-292	-950	21,243

Table E-11 - Percentage change in trip destinations by sector and mode AM Peak (7am-10am), 2026-2041

District	Destination	Car			Public Transport				Active Modes		Grand Total
		Car	Bus P&R	P&A	Bus	Gbus	Rail	Rail P&R	Walk	Cycle	
Cambridge	Cambridge Central	10%	-3%	0%	-14%	-2%	4%	5%	-6%	-7%	-2%
	Cambridge North-East	3%	0%	3%	-14%	-7%	-1%	3%	-8%	-8%	-5%
	Cambridge NW+West	20%	14%	26%	-2%	23%	12%	7%	3%	6%	10%
	Cambridge South	8%	10%	4%	-9%	0%	7%	7%	-6%	-4%	1%
	Cambridge Total	10%	3%	9%	-12%	0%	5%	6%	-5%	-5%	0%
South Cambridgeshire	Cambourne Bourn + Caxton	42%	41%	101%	9%	23%	48%	78%	40%	50%	41%
	City Fringe	2%	-2%	13%	-7%	3%	2%	6%	0%	-1%	2%
	Northstowe	110%	71%	58%	67%	107%	105%	174%	143%	135%	122%
	S Cambs NW	3%	-6%	5%	-10%	-12%	3%	21%	-8%	-7%	0%
	S Cambs South	1%	-3%	6%	-12%	-15%	-1%	1%	-11%	-9%	-2%
	Waterbeach	57%	3%	28%	-13%	92%	104%	++++++	160%	67%	70%
	South Cambridgeshire Total	8%	2%	20%	-8%	6%	6%	8%	11%	5%	8%
East Cambridgeshire	E Cambs North	7%	-12%	9%	-18%	6%	1%	5%	-8%	-10%	2%
	E Cambs South	-1%	-11%	-2%	-13%	-23%	-5%	-4%	-13%	-16%	-5%
	Ely	6%	-1%	30%	-15%	15%	8%	14%	8%	1%	6%
	East Cambridgeshire Total	5%	-6%	9%	-15%	-3%	7%	12%	-4%	-7%	2%
Huntingdonshire	Huntingdon	2%	-15%	6%	-10%	-10%	8%	28%	-12%	-13%	-2%
	Huntingdon Fringe+A14	10%	1%	7%	-1%	8%	18%	51%	26%	10%	13%
	Hunts N+E	0%	0%	1%	0%	-11%	-3%	12%	-10%	-13%	-3%
	Hunts S+W	14%	18%	25%	-7%	37%	64%	284%	32%	25%	18%
	St Ives	-2%	-4%	-2%	-19%	-9%	-2%	31%	-11%	-14%	-5%
	St Neots	0%	-20%	-1%	-15%	3%	-5%	14%	-11%	-13%	-4%
	Huntingdonshire Total	4%	-5%	0%	-7%	-5%	8%	27%	0%	-6%	3%
External	Beds	25%	6%	16%	-23%	-10%	17%	44%	-22%	9%	25%
	Essex+Suffolk Towns	5%	2%	15%	-18%	-7%	3%	10%	-16%	-16%	5%
	External East	15%	6%	19%	-29%	-22%	-5%	-11%	-27%	-19%	15%
	External North	31%	18%	28%	-61%	-87%	9%	46%	0%	8%	31%
	External South	23%	9%	14%	-66%	-78%	-11%	1%	2%	8%	22%
	External W	25%	12%	15%	-67%	-75%	-5%	-1%	2%	3%	25%
	Fenland	14%	6%	19%	-43%	-30%	1%	10%	-17%	8%	14%
	London	23%	10%	12%	-38%	-35%	8%	21%	2%	1%	12%
	Peterborough	16%	12%	35%	-21%	2%	22%	35%	-16%	-20%	15%
	External Total	18%	5%	17%	-23%	-1%	7%	17%	-16%	-16%	17%
Grand Total		8%	3%	12%	-11%	1%	6%	9%	0%	-3%	5%

Table E-12 - Change in mode share for trip destinations by sector AM Peak (7am-10am), 2026-2041

District	Destination	Car			Public Transport				Active Modes		Grand Total
		Car	Bus P&R	P&A	Bus	Gbus	Rail	Rail P&R	Walk	Cycle	
Cambridge	Cambridge Central	3%	0%	0%	-1%	0%	0%	0%	-1%	-1%	0%
	Cambridge North-East	2%	0%	0%	0%	0%	0%	0%	-2%	-1%	0%
	Cambridge NW+West	3%	0%	1%	0%	0%	0%	0%	-2%	-1%	0%
	Cambridge South	2%	1%	0%	-1%	0%	0%	0%	-2%	-1%	0%
	Cambridge Total	2%	0%	0%	-1%	0%	0%	0%	-2%	-1%	0%
South Cambridgeshire	Cambourne Bourn + Caxton	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	City Fringe	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Northstowe	-3%	0%	-1%	0%	0%	0%	0%	3%	0%	0%
	S Cambs NW	2%	0%	0%	0%	0%	0%	0%	-1%	0%	0%
	S Cambs South	2%	0%	0%	0%	0%	0%	0%	-1%	0%	0%
	Waterbeach	-5%	-1%	-2%	0%	0%	0%	0%	8%	0%	0%
	South Cambridgeshire Total	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
East Cambridgeshire	E Cambs North	3%	0%	0%	0%	0%	0%	0%	-3%	0%	0%
	E Cambs South	3%	0%	0%	0%	0%	0%	0%	-2%	0%	0%
	Ely	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	East Cambridgeshire Total	2%	0%	0%	0%	0%	0%	0%	-2%	0%	0%
Huntingdonshire	Huntingdon	3%	0%	0%	0%	0%	0%	0%	-2%	-1%	0%
	Huntingdon Fringe+A14	-2%	0%	0%	0%	0%	0%	0%	2%	0%	0%
	Hunts N+E	2%	0%	0%	0%	0%	0%	0%	-2%	0%	0%
	Hunts S+W	-3%	0%	0%	0%	0%	0%	0%	2%	0%	0%
	St Ives	2%	0%	0%	0%	0%	0%	0%	-2%	0%	0%
	St Neots	2%	0%	0%	0%	0%	0%	0%	-2%	0%	0%
	Huntingdonshire Total	1%	0%	0%	0%	0%	0%	0%	-1%	0%	0%
External	Beds	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Essex+Suffolk Towns	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	External East	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	External North	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	External South	1%	0%	0%	0%	0%	-1%	0%	0%	0%	0%
	External W	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Fenland	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	London	2%	0%	0%	0%	0%	-2%	0%	0%	0%	0%
	Peterborough	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	External Total	1%	0%	0%	0%	0%	-1%	0%	0%	0%	0%
Grand Total		2%	0%	0%	0%	0%	0%	0%	-1%	-1%	0%

Appendix F. Highway flow changes

F.1. Flow changes for 2015 base year to 2026 Baseline in AM Peak hour

The maps on the following pages show the change in network flows between 2015 and 2026. Note that these flow difference maps are difficult to interpret due to the scale of the network changes where new infrastructure has been completed, or areas developed. This leads to mismatches between the links, which often mask the genuine changes in flows. This is primarily found around highway schemes and development sites (see section 5.2.3) there are structural changes in the network which make changes in flow on the network misleading.

Figure F-1 - Flow changes in Cambridge (2015 base year to 2026 Baseline), AM Peak hour

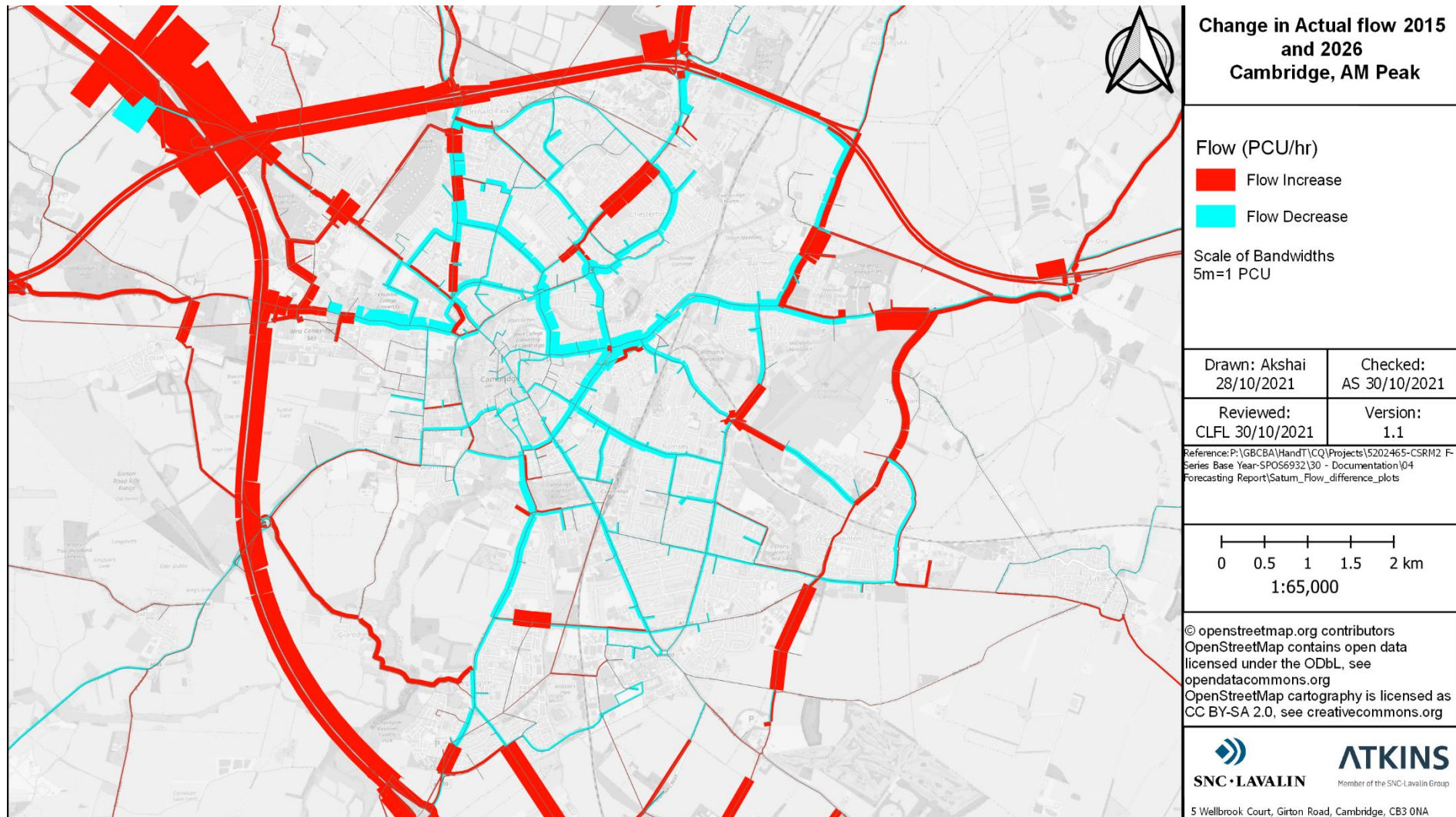


Figure F-2 - Flow changes in Huntingdon (2015 base year to 2026 Baseline), AM Peak hour

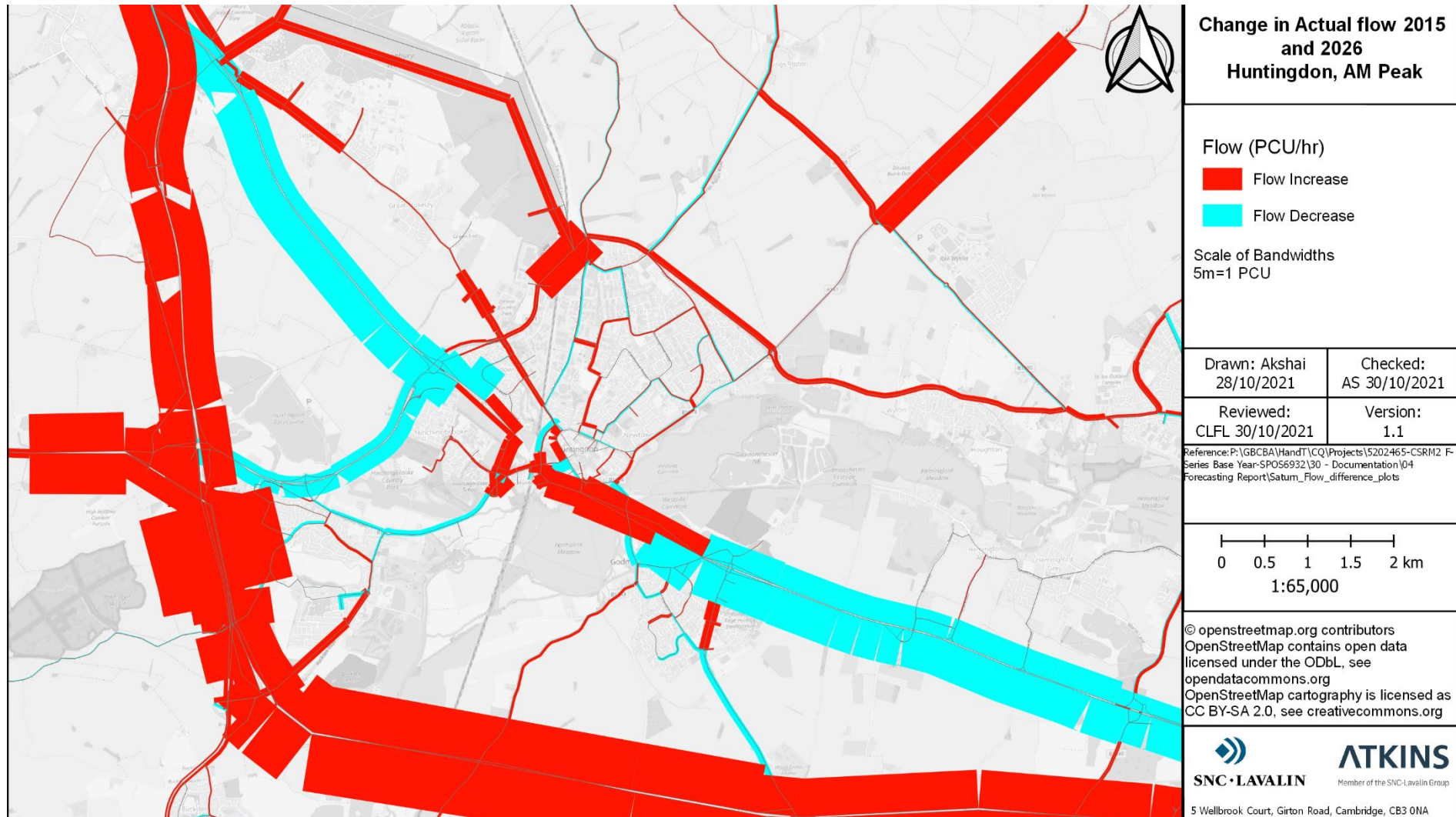


Figure F-3 - Flow changes in Ely (2015 base year to 2026 Baseline), AM Peak hour

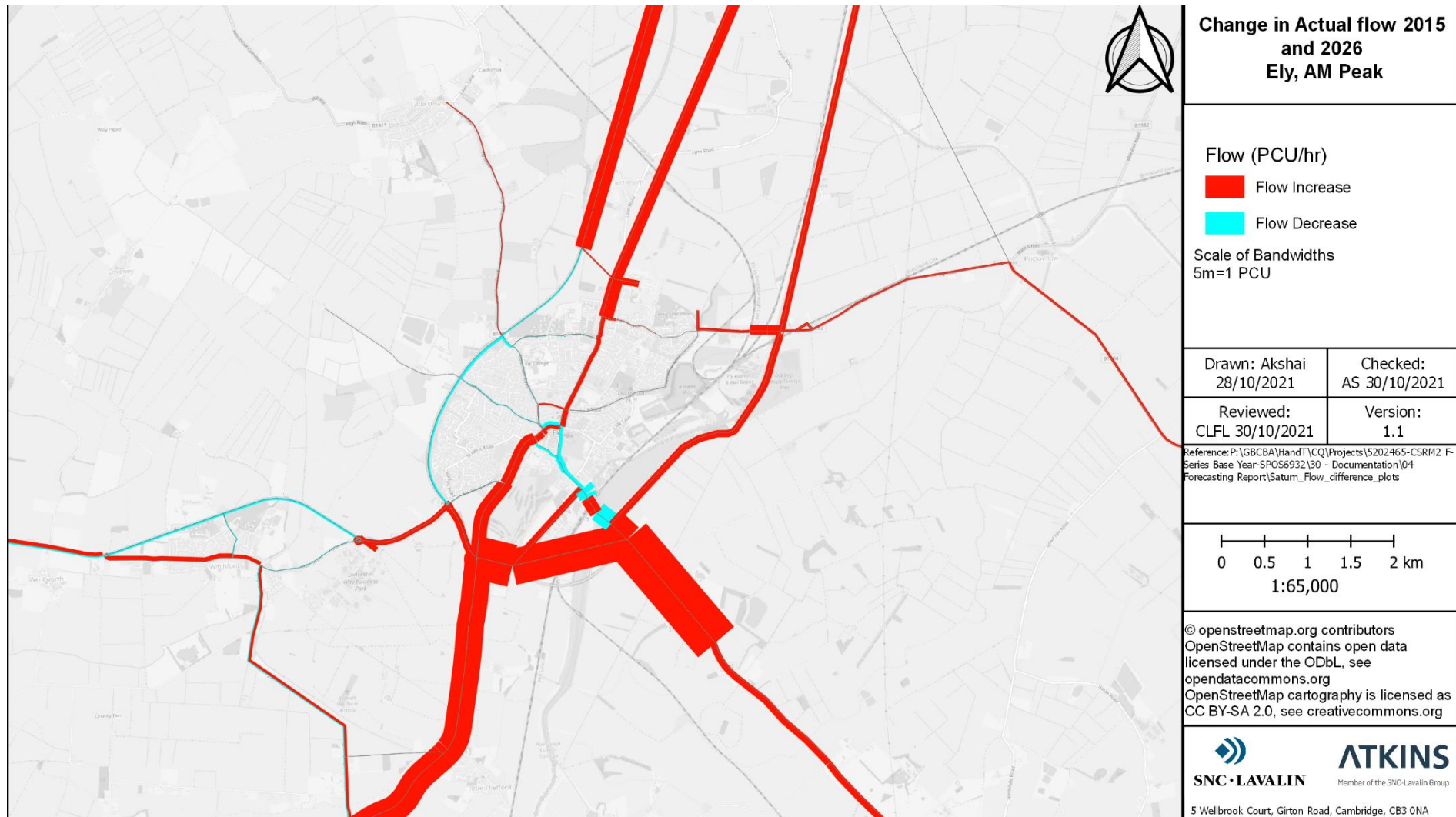


Figure F-4 - Flow changes in St. Neots (2015 base year to 2026 Baseline), AM Peak hour

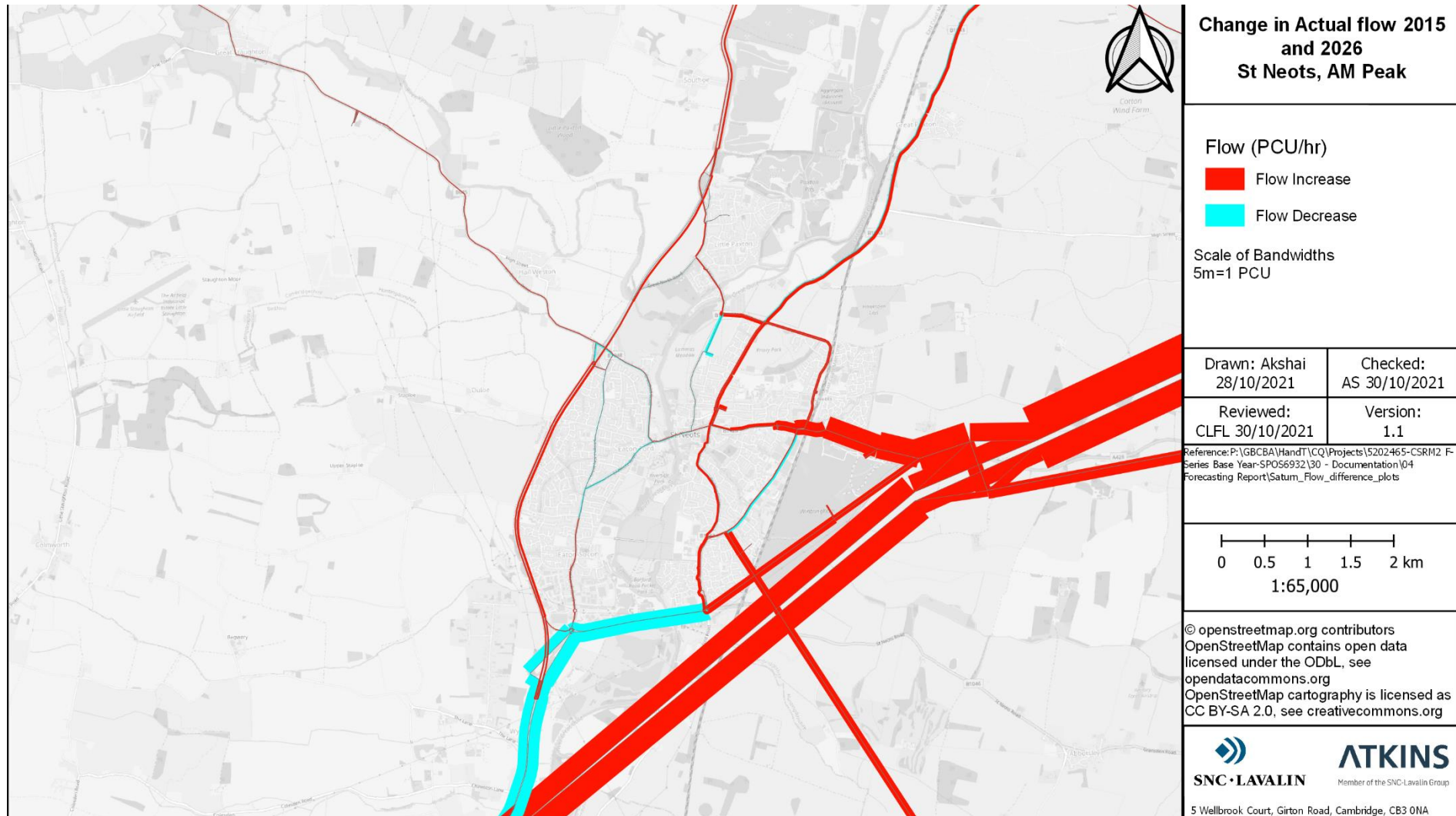


Figure F-5 - Flow changes on the A428 corridor (2015 base year to 2026 Baseline), AM Peak hour

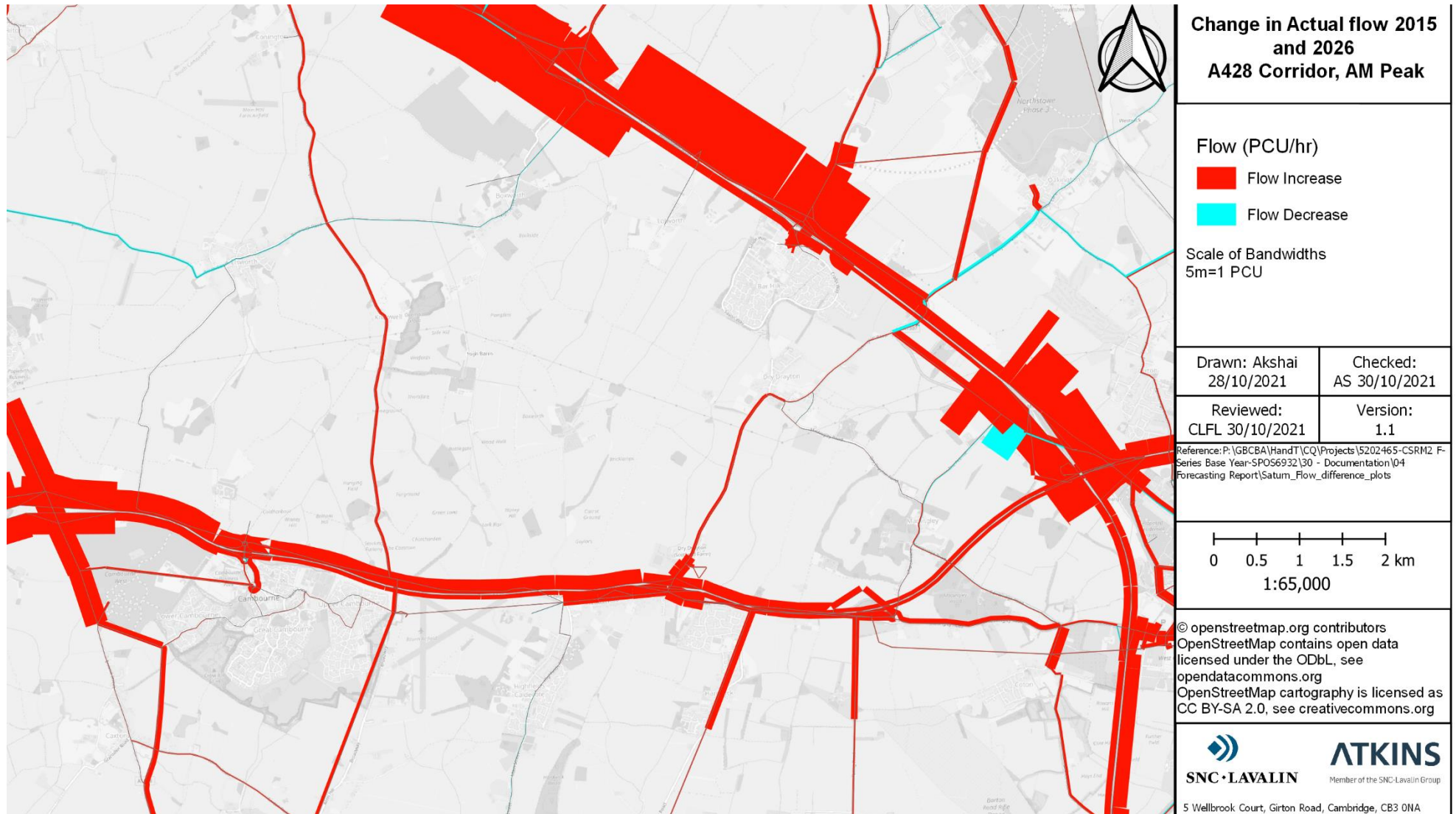


Figure F-6 - Flow changes in Northstowe (2015 base year to 2026 Baseline), AM Peak hour

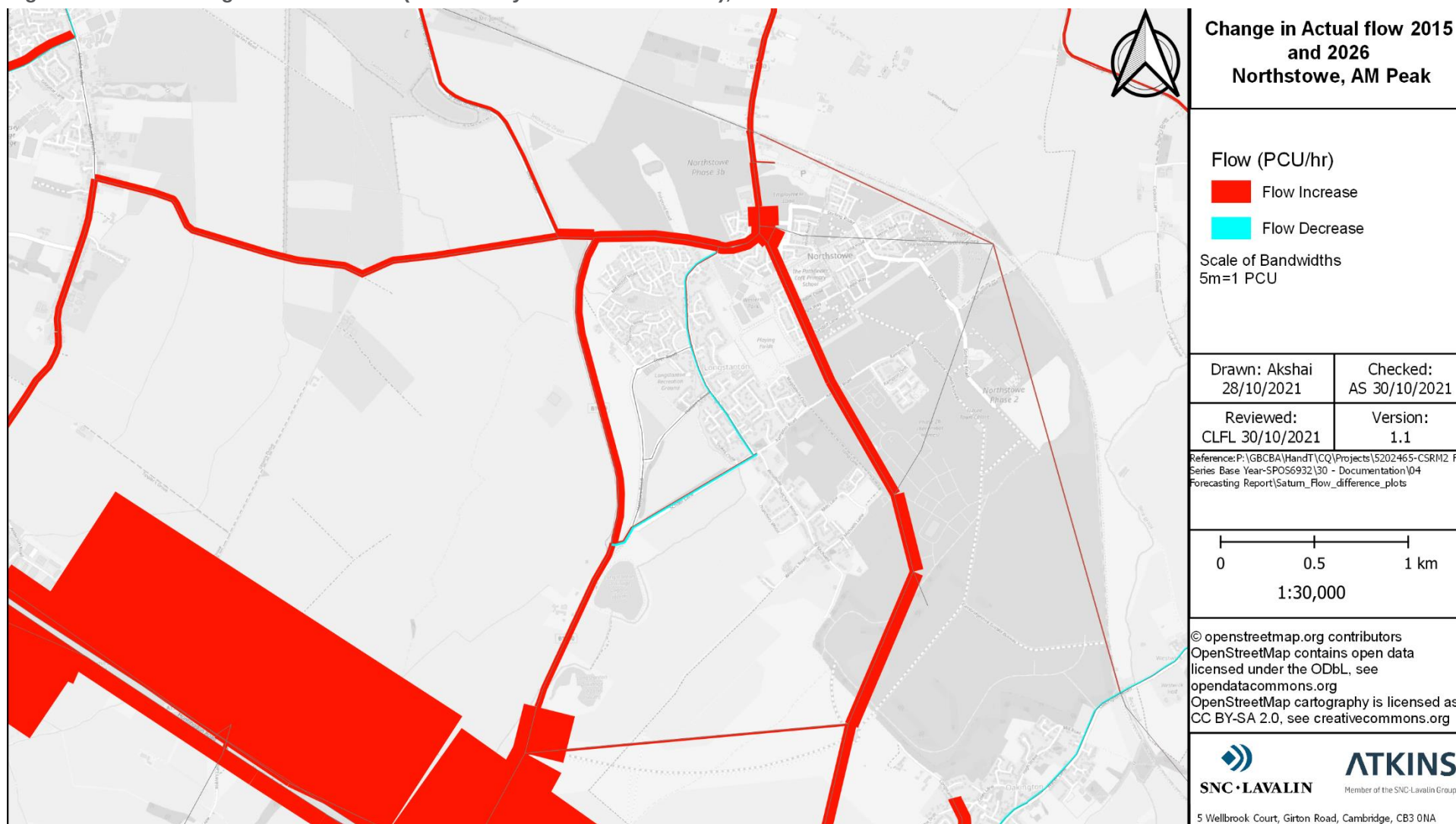
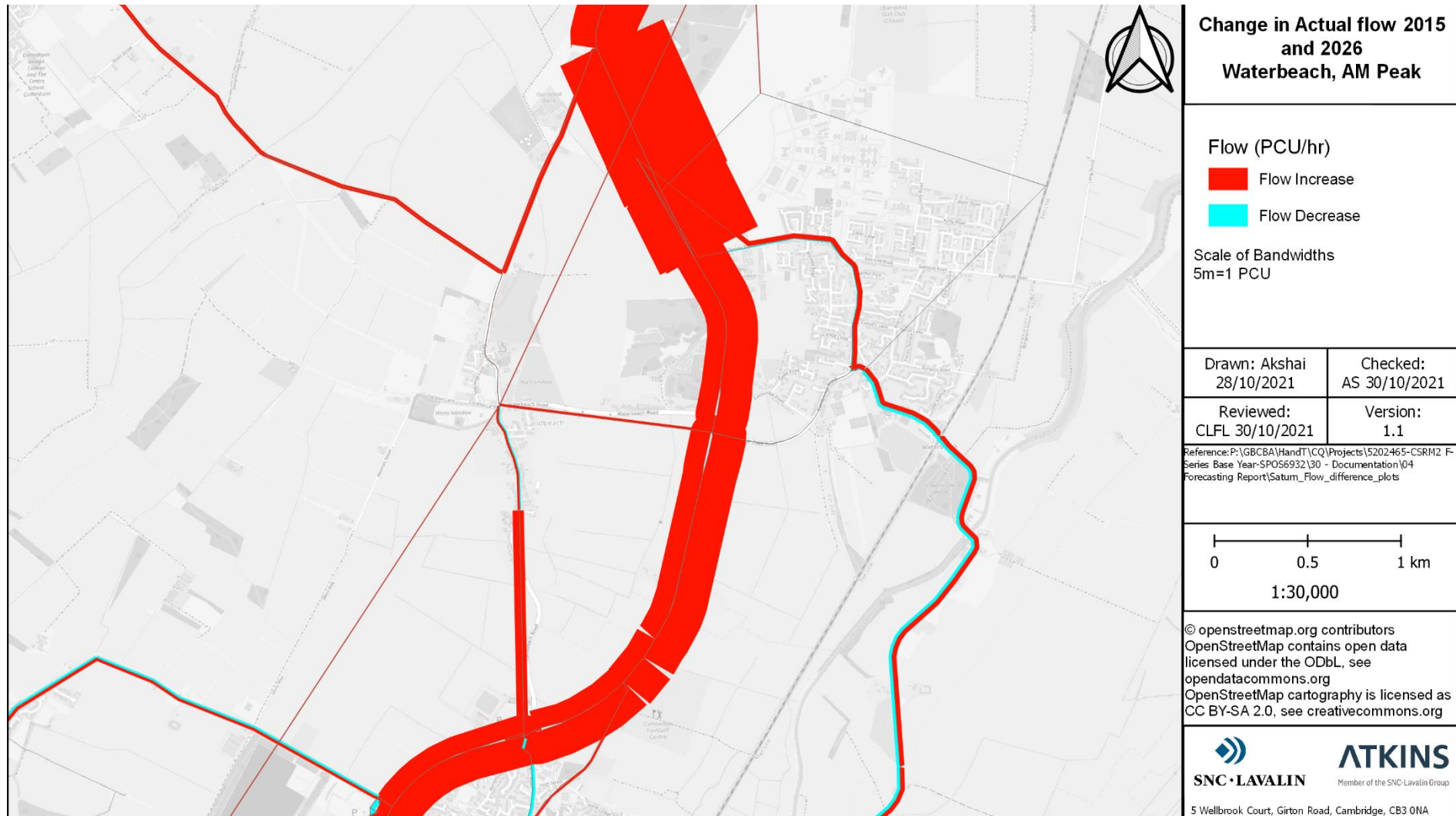


Figure F-7 - Flow changes in Waterbeach (2015 base year to 2026 Baseline), AM Peak hour



F.2. Flow changes for 2015 base year to 2026 Baseline in PM Peak hour

The maps on the following pages show the change in network flows between 2015 and 2026. Note that these flow difference maps are difficult to interpret due to the scale of the network changes where new infrastructure has been completed, or areas developed. This leads to mismatches between the links, which often mask the genuine changes in flows. This is primarily found around highway schemes and development sites (see section 5.2.3) there are structural changes in the network which make changes in flow on the network misleading

Figure F-8 - Flow changes in Cambridge (2015 base year to 2026 Baseline), PM Peak hour

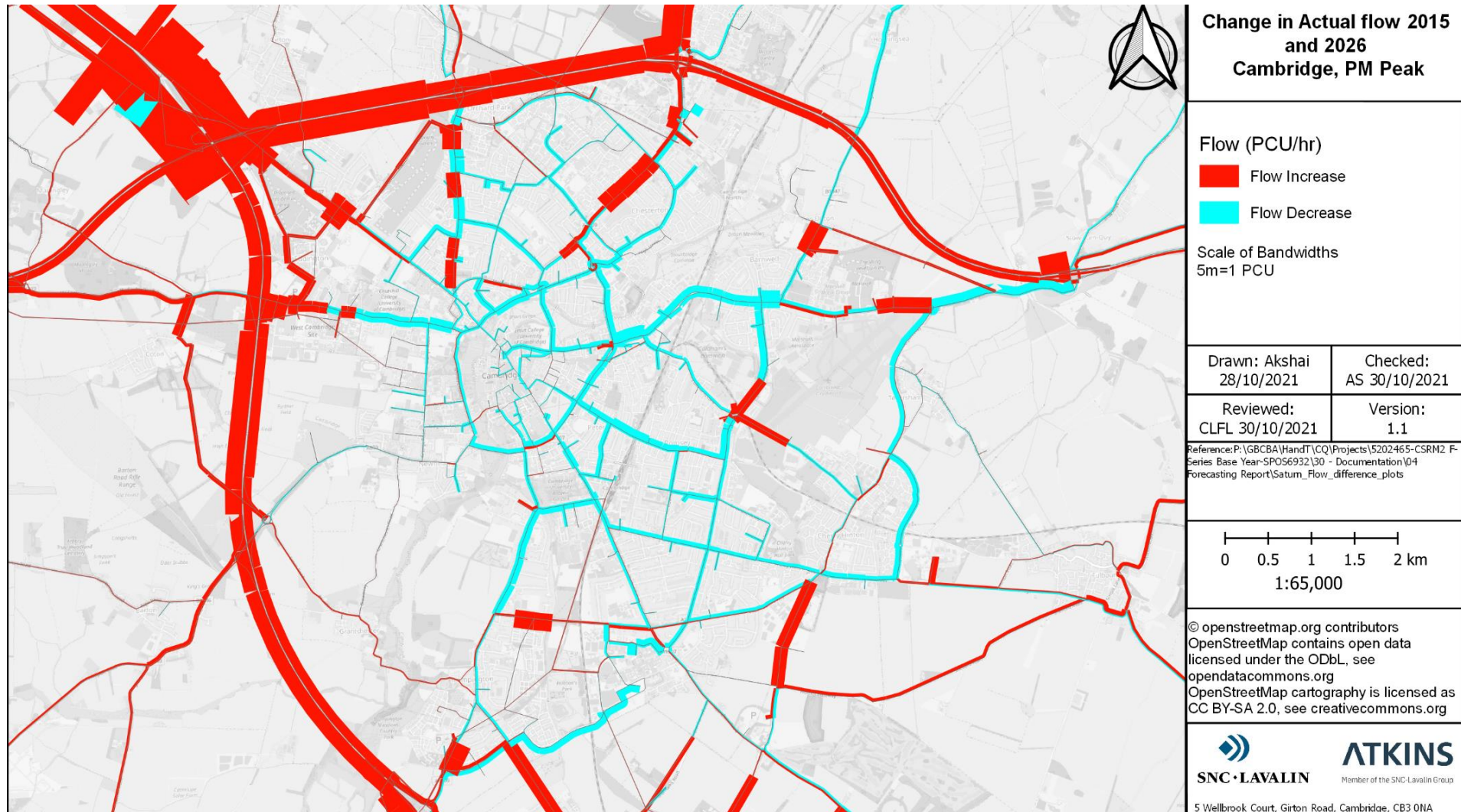


Figure F-9 - Flow changes in Huntingdon (2015 base year to 2026 Baseline), PM Peak hour

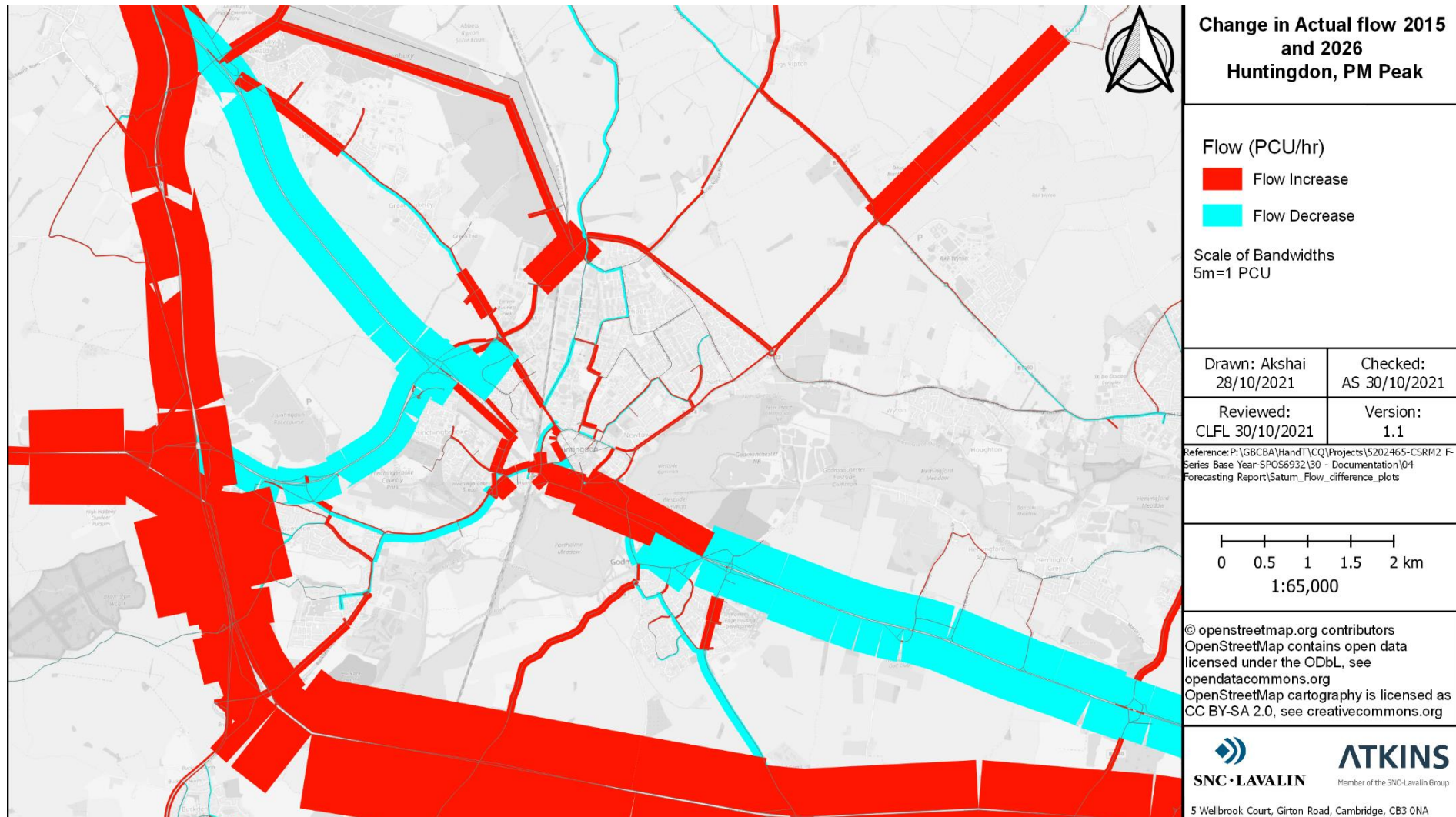


Figure F-10 - Flow changes in Ely (2015 base year to 2026 Baseline), PM Peak hour

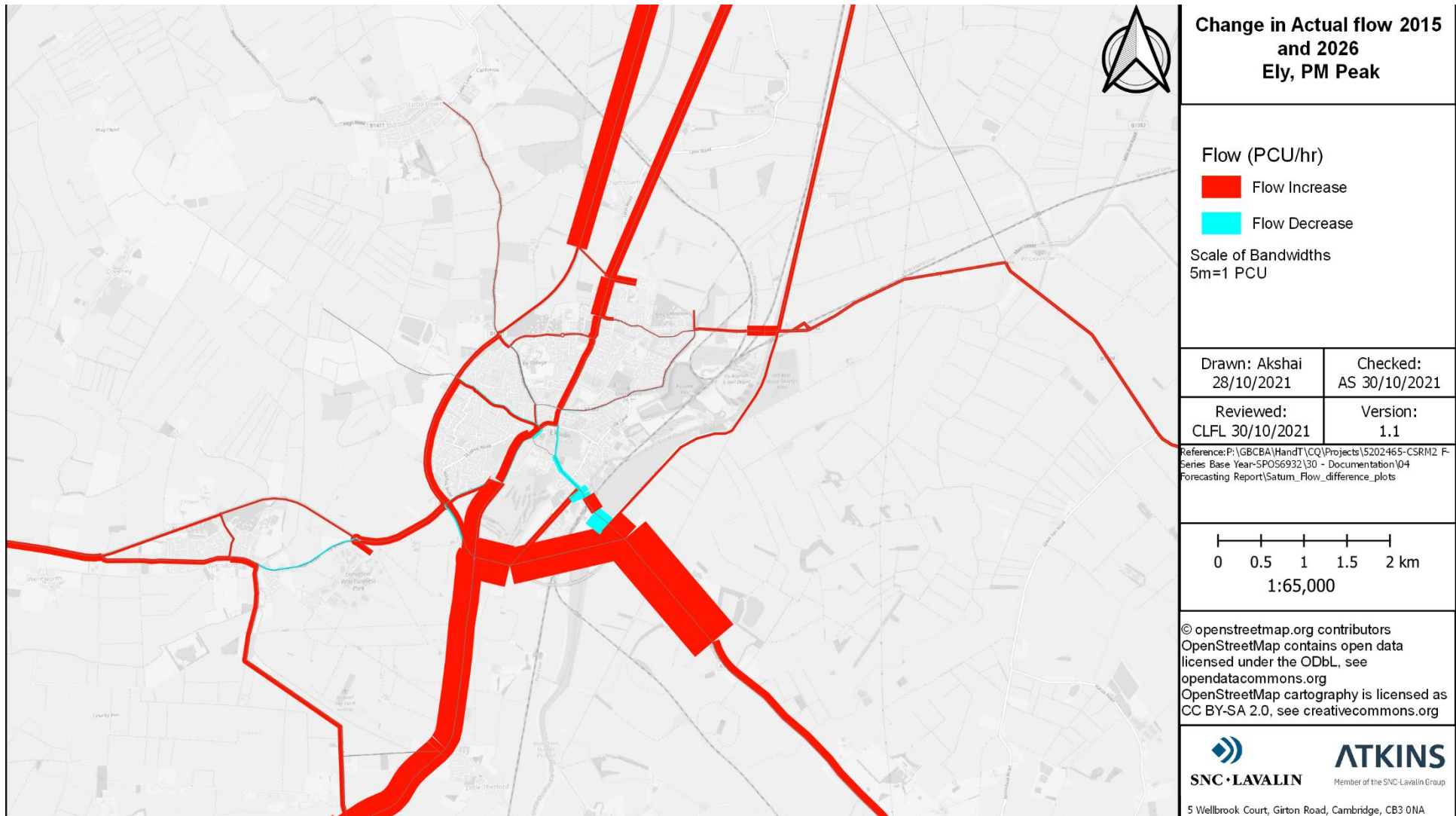


Figure F-11 - Flow changes in St. Neots (2015 base year to 2026 Baseline), PM Peak hour

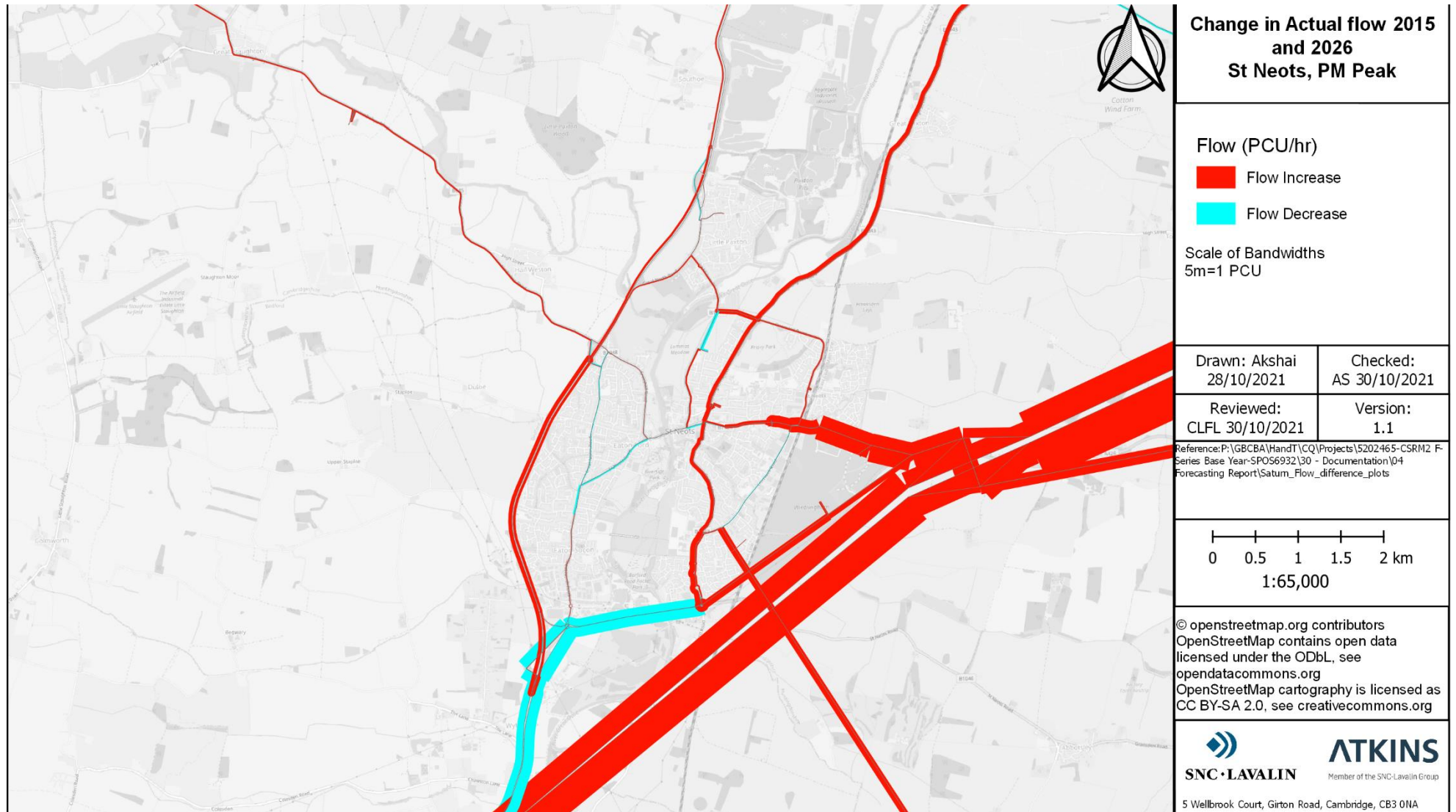


Figure F-12 - Flow changes on the A428 corridor (2015 base year to 2026 Baseline), PM Peak hour

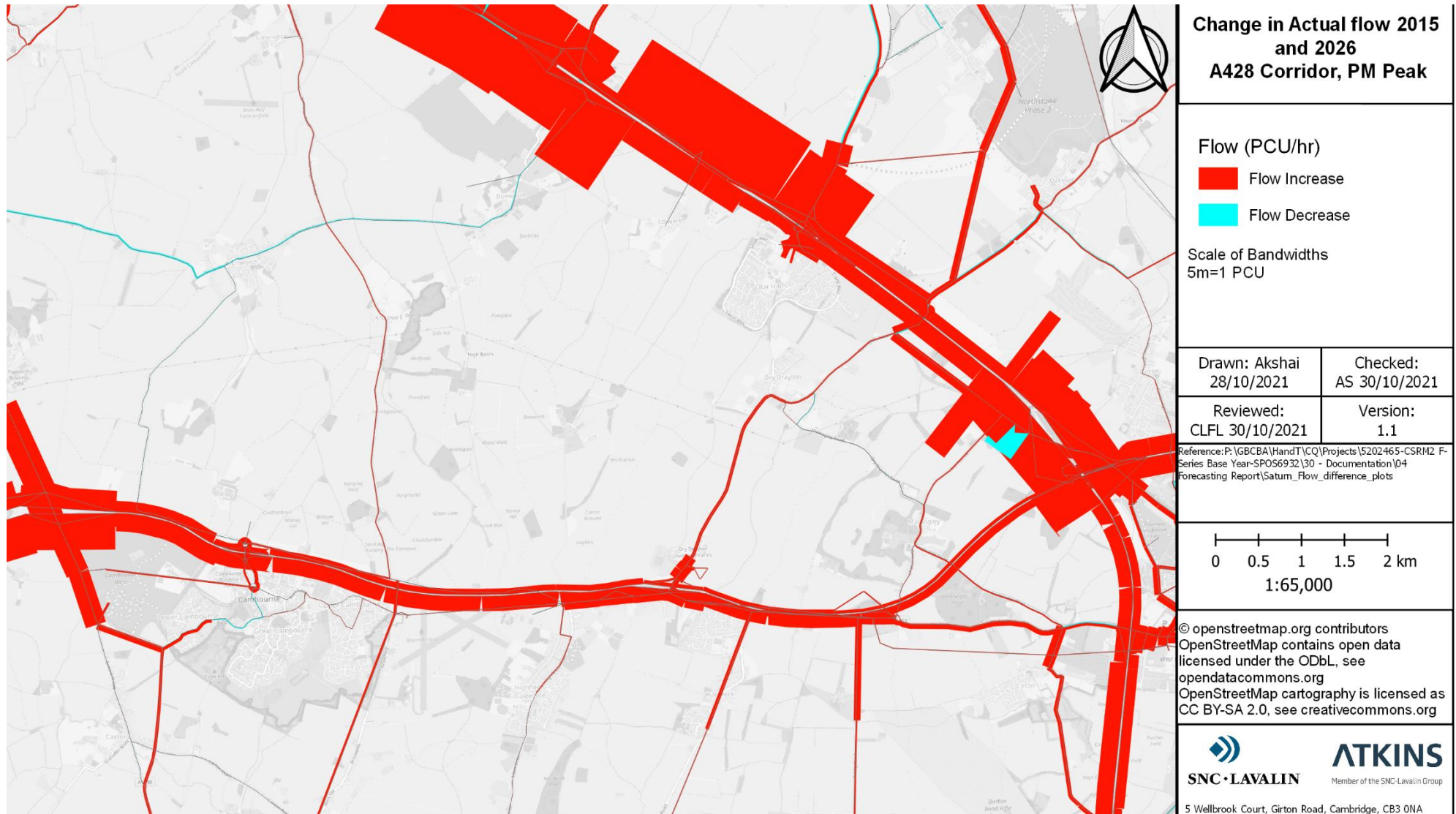


Figure F-13 - Flow changes in Northstowe (2015 base year to 2026 Baseline), PM Peak hour

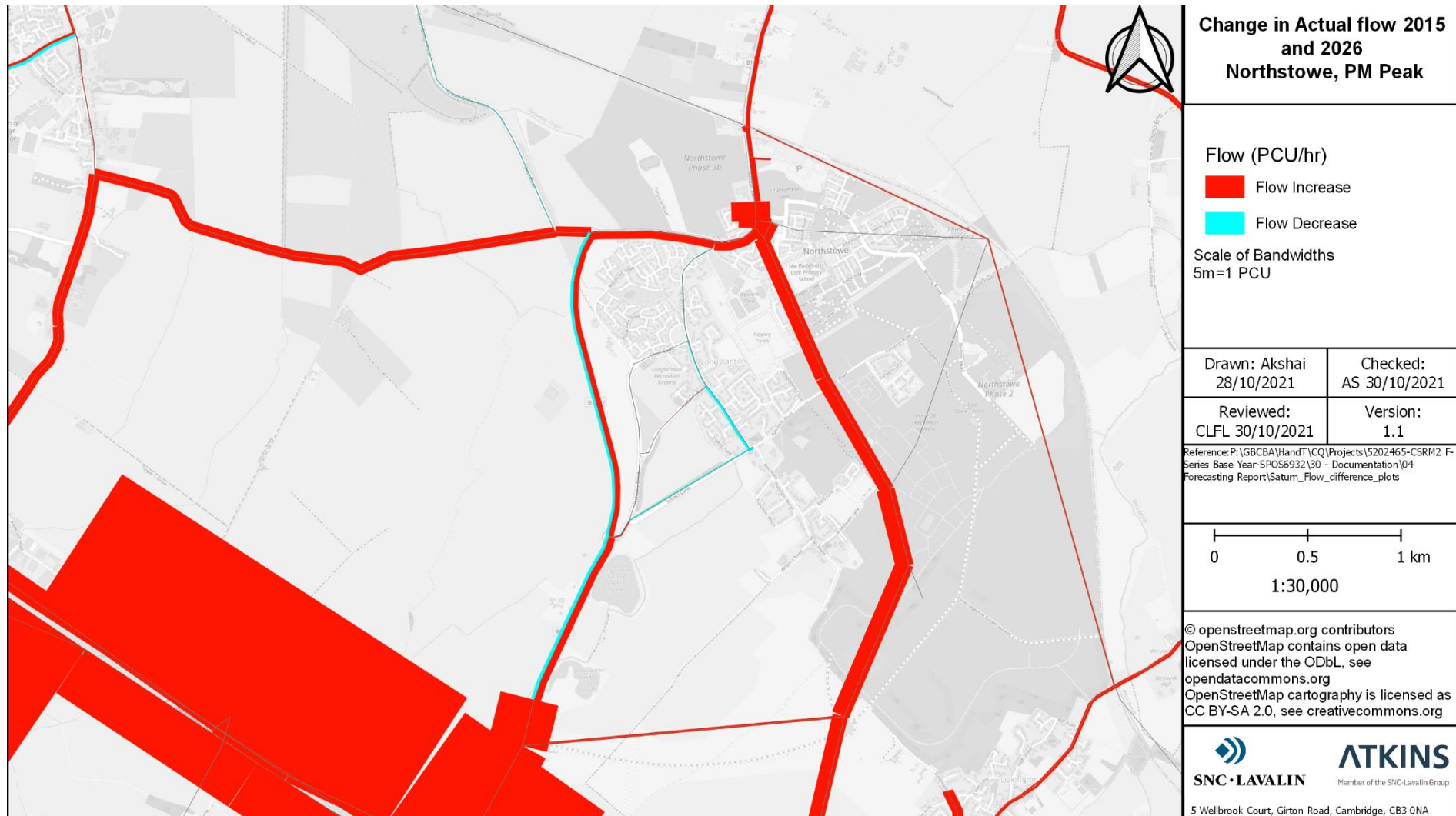
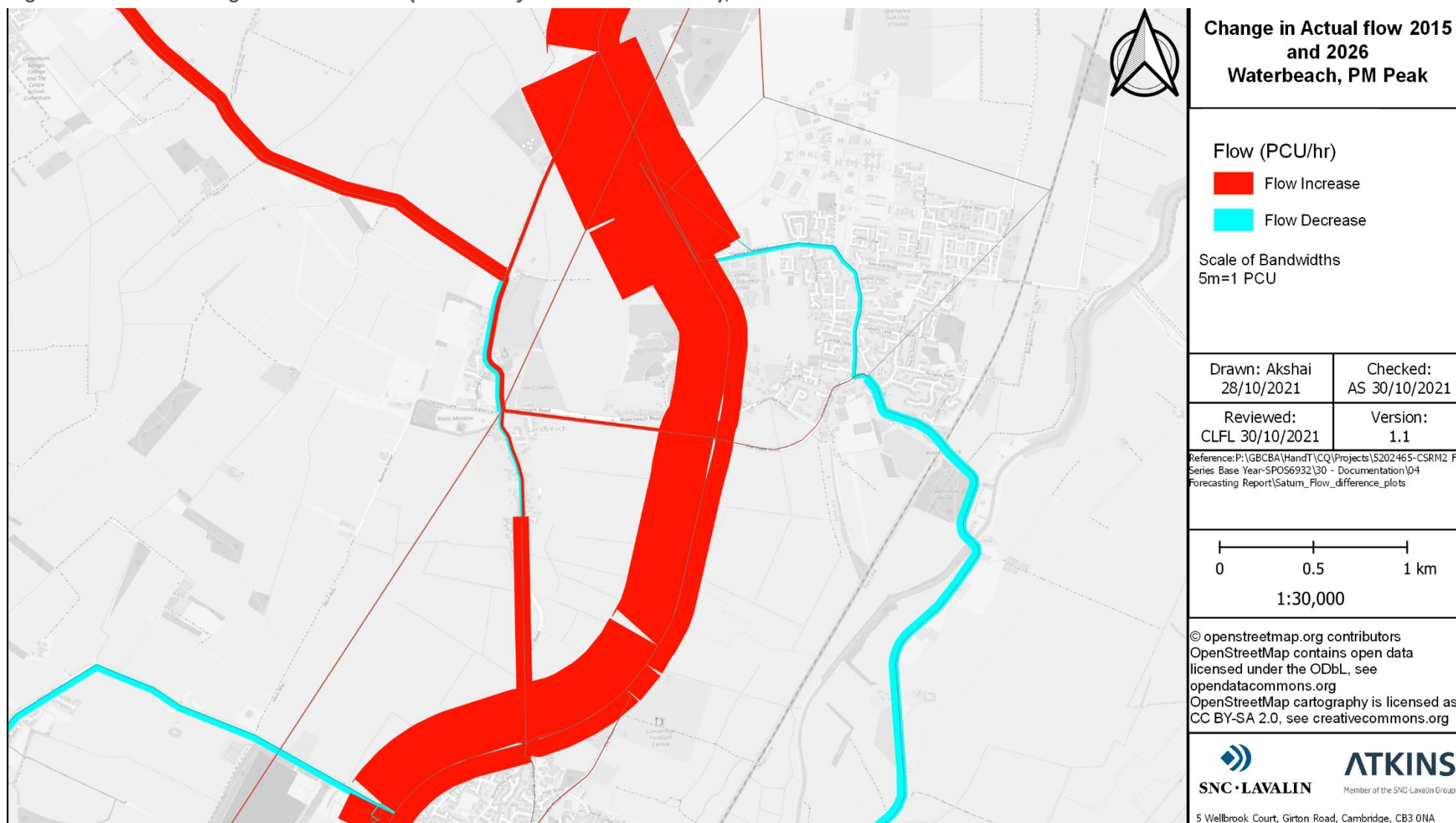


Figure F-14 - Flow changes in Waterbeach (2015 base year to 2026 Baseline), PM Peak hour



F.3. Flow changes for 2026 to 2041 Baseline in PM Peak hour

Figure F-15 - Flow changes in Cambridge (2026 to 2041 Baseline), PM Peak hour

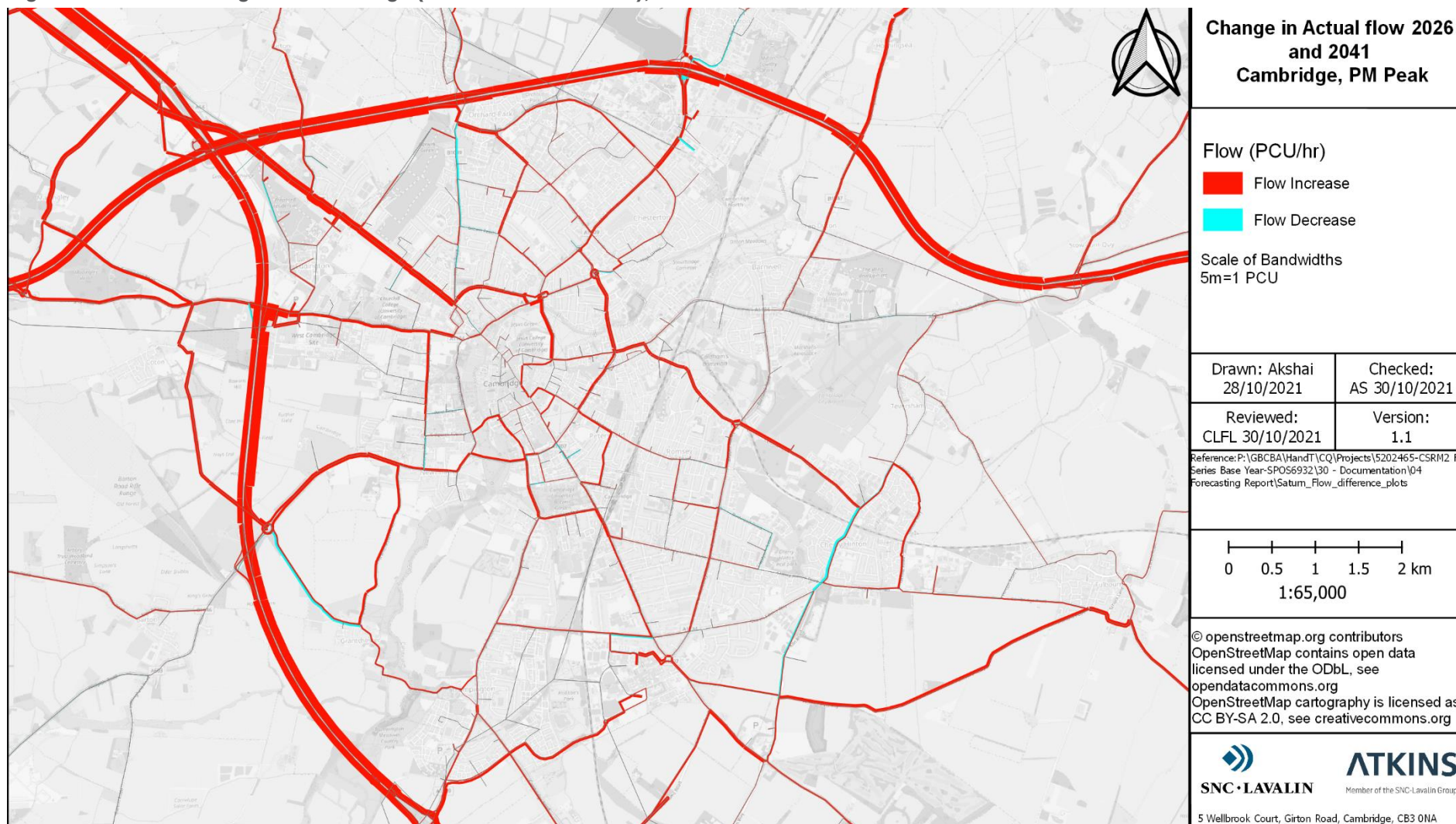


Figure F-16 - Flow changes in Huntingdon (2026 to 2041 Baseline), PM Peak hour

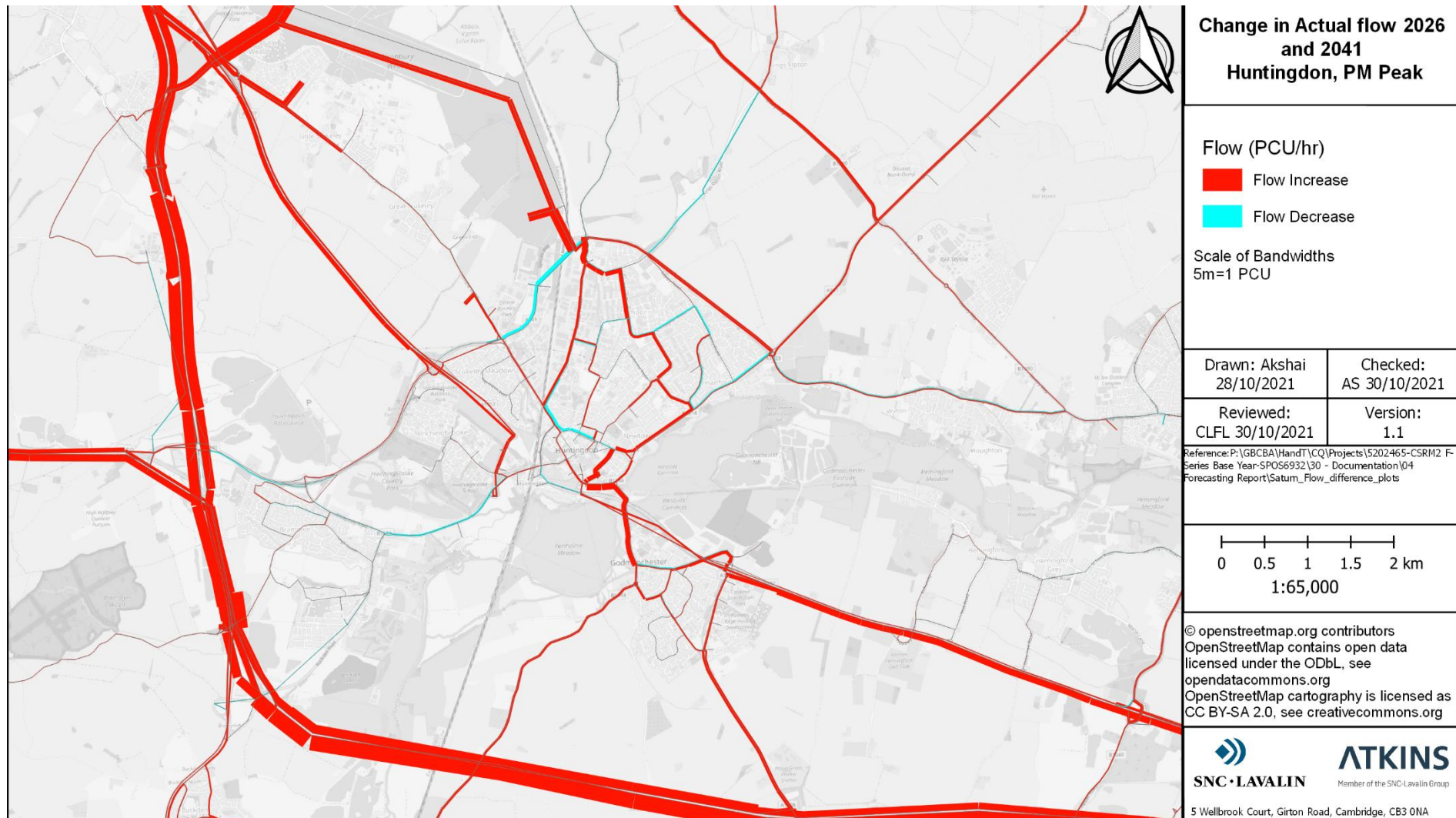


Figure F-17 - Flow changes in Ely (2026 to 2041 Baseline), PM Peak hour

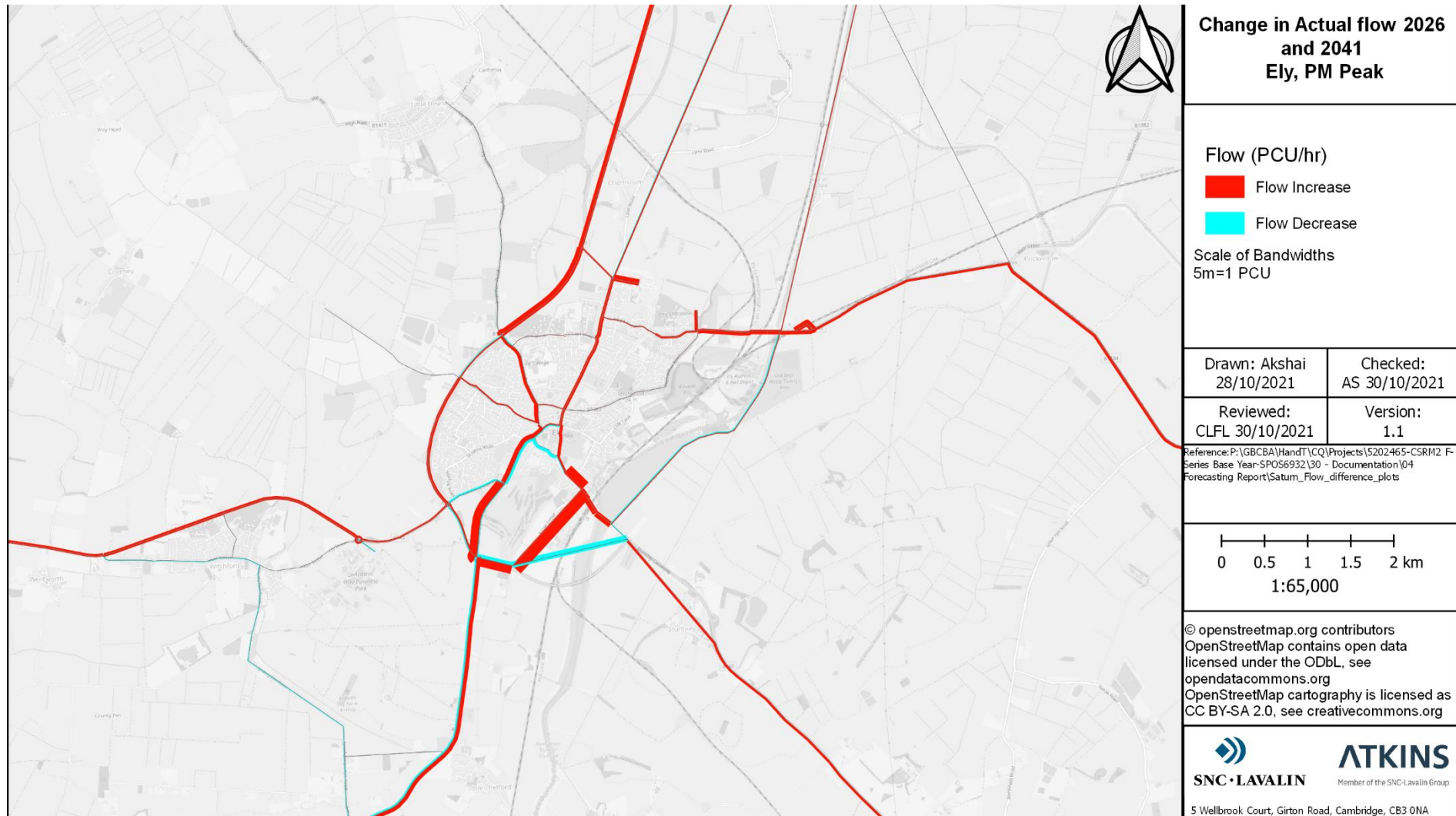


Figure F-18 - Flow changes in St. Neots (2026 to 2041 Baseline), PM Peak hour

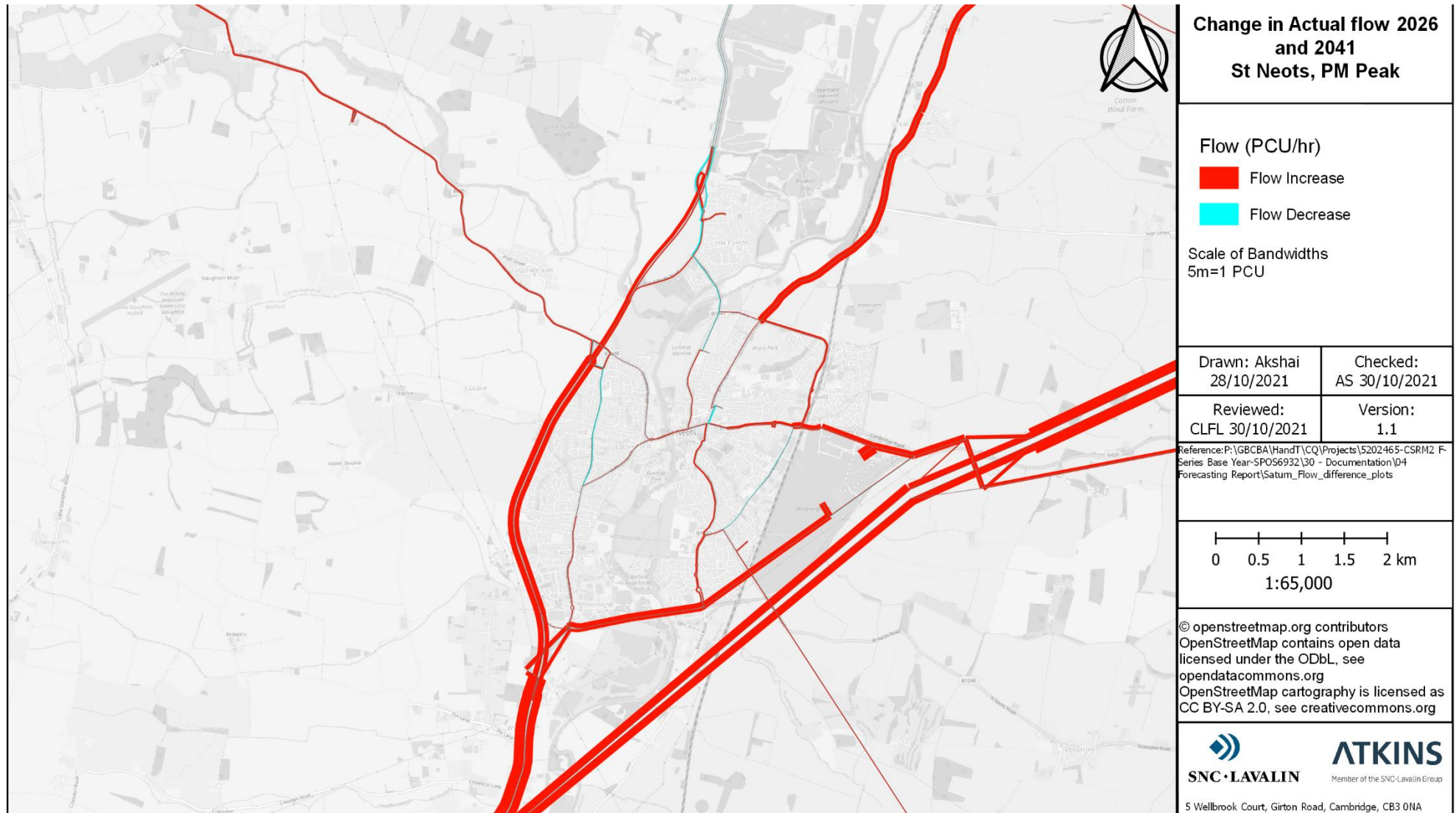


Figure F-19 - Flow changes on the A428 corridor (2026 to 2041 Baseline), PM Peak hour



Figure F-20 - Flow changes in Northstowe (2026 to 2041 Baseline), PM Peak hour

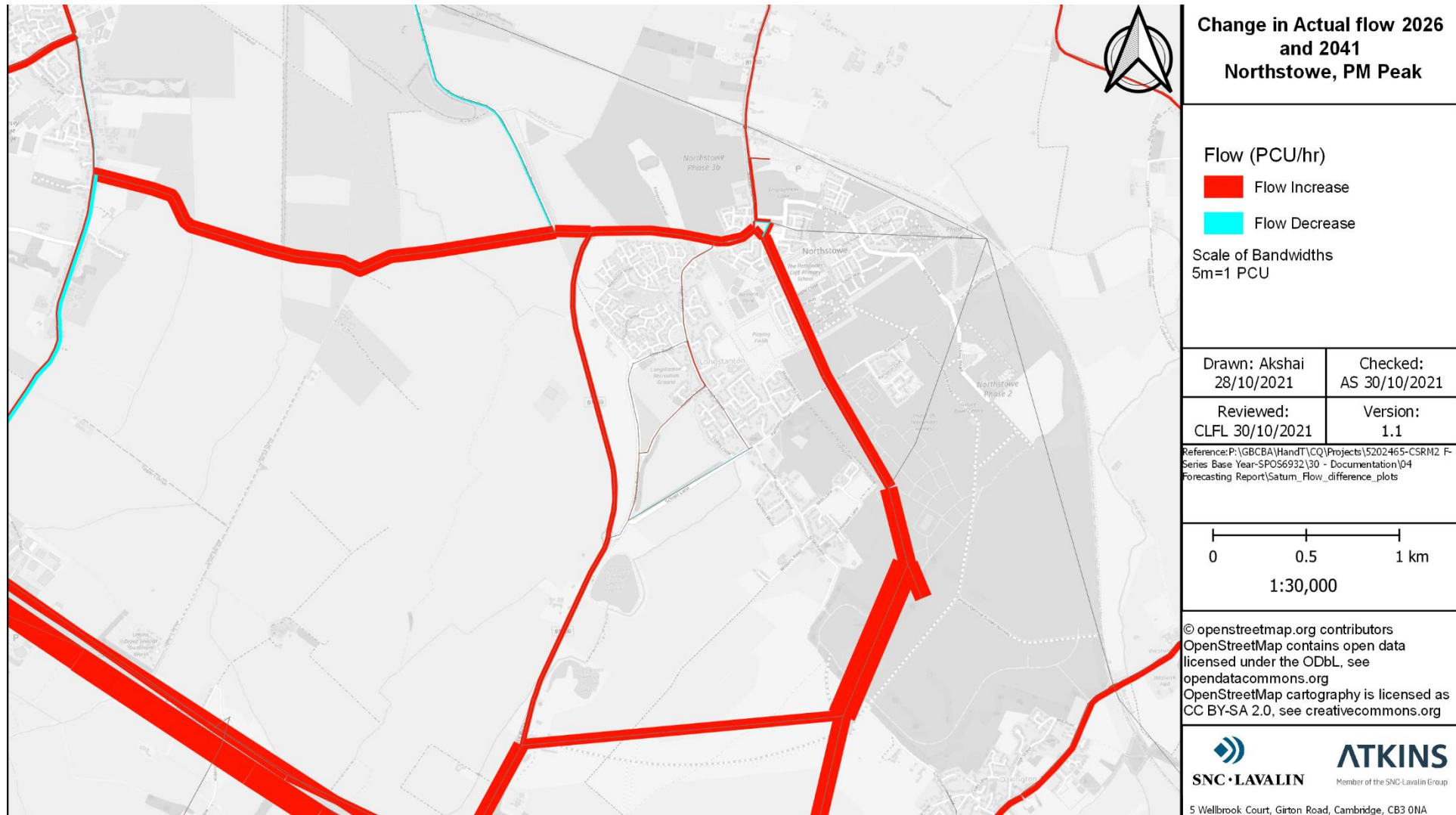
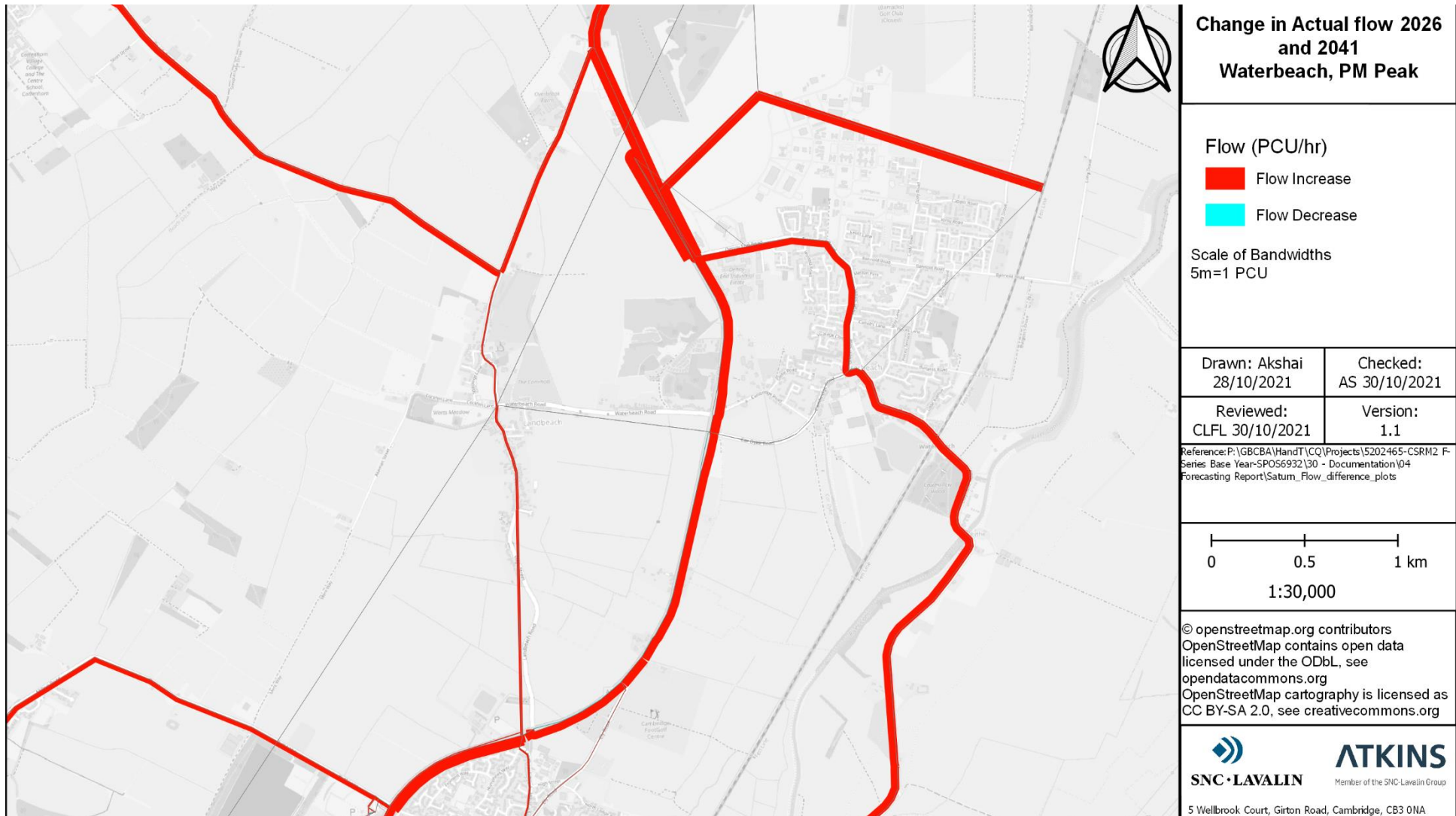


Figure F-21 - Flow changes in Waterbeach (2026 to 2041 Baseline), PM Peak hour



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