The Cambourne to Cambridge Order

Transport And Works Act 1992

Transport And Works (Applications And Objections Procedure) (England And Wales) Rules 2006

Technical Report 12: Traffic and Transport

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1 INTRODUCTION

1.1 OVERVIEW

1.1.1. WSP has been commissioned by the Greater Cambridge Partnership (GCP) to prepare an Environmental Statement (ES) to accompany the Transport and Works Act Order (TWAO) application for the Cambourne to Cambridge Scheme (CtoC Scheme).

1.1.2. This Technical Report forms part of the ES. It presents an assessment of the traffic and transport effects arising from the construction and operation of the CtoC Scheme.

1.1.3. Data used in this Technical Report have been drawn from the Transport Assessment (TA) prepared as part of the CtoC Scheme TWAO application. The TA describes the traffic and transport matters relating to the project and considers the requirement for intervention measures to mitigate the anticipated transport effects.

1.2 CtoC SCHEME

1.2.1. The Scheme runs between the edge of Cambridge city centre and Cambourne, 8 miles west of Cambridge. It will serve existing and growing settlements along the route, including Cambourne and Hardwick, and future developments, including Bourn Airfield and Cambourne West.

1.2.2. The Scheme consists of the following main elements:

- a two-way guided busway 13.6 kilometres in length commencing at Sterling Way, Cambourne and terminating at Grange Road, Cambridge segregated from local highways except for stretches along St Neots Road and Charles Babbage Road;
- intermediate bus stops along the route and an emergency and maintenance access track to be dedicated as a bridleway running alongside the two-way guided busway for most of the length of the guided busway (the Service Track);
- a new travel hub building and Park and Ride site east of Scotland Farm with access for the buses over the existing A 428 bridge;
- new bridges over the M11 and at Bin Brook to provide for the two-way guided busway and adjoining emergency and maintenance track; and
- access roads, temporary compounds, stopping up, diversion and creation of public rights of way, highway crossings, drainage works and attenuation and infiltration ponds.

1.2.3. Further details about the CtoC Scheme proposals are set out in Chapter 3 of the Environmental Statement (ES).

1.2.4. A key point is that the CtoC Scheme will not generate traffic *per se*. It will enable future and existing residents living in Cambourne and travelling to Cambridge to adopt sustainable modes of travel, rather than rely on their cars. It will also allow commuters travelling into Cambridge to change mode of travel, from car to bus.

1.3 ASSESSMENT OF TRANSPORT EFFECTS

1.3.1. The assessment of the traffic and transport environmental effects presented in this Technical Report has been undertaken in accordance with the following guidance documents:

- The Environmental Assessment of Traffic and Movement published by the Institute of Environmental Management and Assessment (IEMA) published in July 2023 (Ref 12.1).

1.3.2. The above publication updates and replaces the 1993 Guidelines for the Environmental Assessment of Road Traffic (Ref 12.2).

1.3.3. This ES Technical Report is to be read in conjunction with the Transport Assessment for the CtoC Scheme.

1.4 MAKING CONNECTIONS

1.4.1. In 2023 the GCP consulted on its Making Connections proposals, which included options to:

- Introduce a Sustainable Travel Zone with road user charging to the Greater Cambridge area; and
- Transform the bus network in Cambridge through the introduction of new bus routes with longer operating hours and flat fares.

1.4.2. Following the consultation the decision was made by GCP not to proceed with the Making Connections proposals.

1.4.3. At the time of specifying the Cambridge Sub-Regional Model (CSRM) runs for the Scheme, a decision on the future of the Making Connections proposals had not been made. As such, this assessment has considered two scenarios: without Making Connections and with Making Connections.

1.4.4. It is likely that, in due course, alternative measures to reduce congestion and air pollution may be introduced under the City Access programme to reduce the number of private car trips accessing the city centre. Therefore, the eventual Scheme impact may lie somewhere between the two scenarios considered, but the “without Making Connections” scenario provides a core appraisal.

2 PLANNING AND TRANSPORT POLICY

2.1 OVERVIEW

2.1.1. In May 2017, a directly elected Mayor took office, and the Cambridgeshire and Peterborough Combined Authority (CPCA) was established as part of a devolution agreement with Central Government. The CPCA now holds strategic transport powers and serves as the Local Transport Authority for the Cambridgeshire and Peterborough region. The Mayor is responsible for shaping the overall transport strategy and preparation of the Local Transport and Connectivity Plan (LTCP).

2.1.2. Cambridgeshire County Council (CCC) is the Highway Authority for Cambridgeshire, overseeing the management and maintenance of the local highway network. National Highways are responsible for managing and improving the strategic road network. The Greater Cambridge Shared Planning team which is a shared service for Cambridge City Council and South Cambridgeshire District Council (SCDC) are responsible for the development of the Local Plan, Supplementary Planning Documents and Transport Strategies.

2.1.3. The Greater Cambridge Partnership (GCP) is the delivery body for the Greater Cambridge City Deal and is a partnership of the County Council, City Council and SCDC.

2.1.4. A summary of policies relevant to the application is summarised below.

2.2 PLANNING POLICY

NATIONAL PLANNING POLICY FRAMEWORK

2.2.1. The National Planning Policy Framework (NPPF), revised by the then Ministry of Housing, Communities and Local Government (MHCLG) in December 2023, provides the Government's planning policies for England and how these are expected to be applied.

2.2.2. When considering development proposals, the NPPF paragraph 114 advises that development proposals should ensure:

- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- safe and suitable access to the site can be achieved for all users;
- the design of streets, parking areas, other transport elements and the content of associated standards reflect current national guidance, including the National Design Guide and the National Model Design Code; and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

2.2.3. The NPPF paragraph 115 notes that development should only be prevented, or refused, on highways grounds, if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

2.2.4. The NPPF paragraph 116 adds that developments should:

- give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.2.5. The NPPF paragraph 117 states that, "All developments that will generate significant amounts of movement should be required to provide a travel plan and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed".

CAMBRIDGE LOCAL PLAN (2018)

2.2.6. The Cambridge Local Plan replaces the Plan from 2006 and outlines policies and proposals for future development and spatial planning requirements to the year 2031.

The Plan aims to:

- Promote greater pedestrian and cycling priority through and to the city centre, and potentially incorporating public realm and cycle parking improvements; and
- Promote sustainable transport and access for all to and from major employers, education and research clusters, hospitals, schools, and colleges

2.2.7. The Plan makes a major shift to a sustainable development strategy based upon significant growth located on the edges of Cambridge and the delivery of new settlements in South Cambridgeshire. Policy 80 'Sustainable access to development' states:

2.2.8. *"Development will be supported where it demonstrates that prioritisation of access is by walking, cycling and public transport, and is accessible for all. This will be achieved by:*

- *Ensuring major developments on the edge of the city and in the urban extensions are supported by high quality public transport linking them to Cambridge's city centre and major centres of employment. The public transport links should be within walking and cycling travel distance of the development;*
- *Supporting public transport, walking, and cycling to, from and within a development by:*
  - *Giving priority to these modes where there is conflict with cars;*
  - *Conveniently linking the development with the surrounding walking, cycling and public transport networks;*
  - *Prioritising networks of public transport, pedestrian, and cycle movement so these are the best and safest means of moving around Cambridge. Areas where public transport, pedestrian and cycle movement is difficult or dangerous will be improved and, where possible, have further capacity for these sustainable modes provided;*
  - *Ensuring accessibility for those with impaired mobility; and*
  - *Safeguarding existing and proposed routes for walking, cycling, and public transport, including the Chisholm Trail, from development that would prejudice their continued use and/or development. In addition, funding for high quality physical provision of these routes will be required, both within and adjacent to the proposed developments. The proposed routes are*

identified in Cambridgeshire County Council ' s Transport Strategy for Cambridge and South Cambridgeshire."

SOUTH CAMBRIDGESHIRE LOCAL PLAN (2018)

2.2.9. The South Cambridgeshire Local Plan was adopted in 2018 by South Cambridgeshire District Council, replacing the previous South Cambridgeshire Local Development Framework.

2.2.10. This Local Plan provides a framework for new development to meet the needs of South Cambridgeshire and its residents, underpinned by the Government's commitment to sustainable development.

2.2.11. Policy SS/7 refers to a new village at Bourn Airfield. Land based on Bourn Airfield, south of the A428, is allocated for a new village of approximately 3,500 dwellings which will include the provision of a segregated bus link from Cambourne to Bourn Airfield that crosses the Broadway and goes through the development to the junction between St Neots Road and Highfields Road.

2.2.12. Policy SS/8: Cambourne West, under the Sustainable Villages section of the Local Plan, states that land northwest of Lower Cambourne, including an area within the current Business Park "is allocated for the sustainable, fourth linked village to Cambourne of approximately 1,200 dwellings by 2031 with high levels of green infrastructure", which will generate additional travel demands.

DRAFT GREATER CAMBRIDGE LOCAL PLAN

2.2.13. Cambridge City Council and South Cambridgeshire District Council are working together to create a joint Local Plan for the two areas – which together are referred to as Greater Cambridge. This is the first time both planning authorities will have a joint Local Plan, and it will ensure that there is a consistent approach to planning and building across both areas up to 2041.

2.2.14. The Plan is still at an early stage of development. There are no confirmed proposals for allocated development sites in the Local Plan apart from on the sites that were allocated in the adopted 2018 Local Plans for Cambridge and South Cambridgeshire, and sites which already have planning permission. The new Local Plan is expected to be adopted in 2024 or 2025.

2.2.15. The draft Local Plan's Policy S/CB states that there is an intention to identify Cambourne as a broad location for future growth in the 2030's to respond to the opportunity that will be provided by the proposed East West Rail that includes a station at Cambourne.

2.2.16. Additionally, Policy S/CB suggests that future development at Cambourne will need to take account of numerous considerations including;

- The relationship with Cambourne and Bourn Airfield, and how to make the area more sustainable, through the mix of services, employment and transport opportunities offered by the area as whole.
- Making effective connections within the new development and with Cambourne for public transport and active travel, as well as connections to surrounding villages so they can also benefit.

2.3 TRANSPORT POLICY

TRANSPORT DECARBONISATION PLAN (DFT, 2021)

2.3.1. The Transport Decarbonisation Plan, 'Decarbonising Transport: A Better, Greener Britain', sets out government's commitments and the actions needed to decarbonise the entire transport system in the UK.

2.3.2. This plan identifies accelerating modal shift to public and active transport as a strategic priority for achieving the Net Zero goals by 2050. The plan aims to make public transport and active travel the natural first choice for daily activities. Better quality infrastructure through high quality road design, dedicated routes, and networks, and enabling people to access cycles are noted to make people feel safer and more confident walking and cycling for short journeys. A cohesive, integrated and affordable net zero public transport network designed for the needs of the passengers is recognised to empower users to make sustainable end to end journeys and enable inclusive mobility.

2.3.3. The plan notes that efforts must be made to increase the share of journeys taken by public transport as buses and coaches play a crucial role in transport achieving net zero and driving green transformation. In addition to mode shift, the plan recognises the need for a zero-emission bus fleet, which is expected to achieve long term operating cost savings, which can be reinvested in improved service frequencies, lower fares and other improvements for bus users.

2.3.4. The CtoC objectives of encouraging modal shift through provision of reliable public transport with improved journey times and frequencies is aligned with the aims of the Transport Decarbonisation Plan. The active transport infrastructure improvement element of the scheme will encourage walking and cycling by enhancing safety for users, while the CtoC scheme OBC to date has been developed assuming initial operation using standard Euro VI buses.

LOCAL TRANSPORT AND CONNECTIVITY PLAN (2023)

2.3.5. The Local Transport and Connectivity Plan (LTCP) was approved in November 2023 and is the Combined Authority's long-term strategy to make transport in Cambridgeshire and Peterborough better faster, greener, and more accessible for everyone. It sets out a vision and goals for how transport supports a better future and describes the projects needed to make that new future possible.

2.3.6. All future transport projects for Cambridgeshire and Peterborough will be guided by the LTCP. It is an update to the first Local Transport Plan for Cambridgeshire and Peterborough Published in 2020.

2.3.7. The "Greater Cambridge" Local Area Section of the LTCP includes a description of the transport measures which are proposed to support growth to the west of Cambridge. The LTCP states:

"Significant growth is planned along the A428/A1303 corridor towards Cambourne, St Neots and onwards to Bedford. Around 8,000 new homes are planned for major new developments at Cambourne West, Bourn Airfield and Eddington in North West Cambridge, connecting to a significant employment cluster to the east of the corridor at West Cambridge. Public transport will be transformed by GCP's Cambourne to Cambridge scheme offering segregated public transport and active travel provision. The scheme includes a new Mobility (Travel) Hub at Scotland Farm as well as parallel facilities for active travel, wheelers, and horse riders. A new railway station at Cambourne as part of the East West Rail scheme will offer rail connections to Cambridge and St Neots".

TRANSPORT STRATEGY FOR CAMBRIDGE AND SOUTH CAMBRIDGESHIRE (2014)

2.3.8. The Transport Strategy for Cambridge and South Cambridgeshire (TSCSC) was adopted in 2014 by Cambridge County Council to encourage local authorities to plan together for both sustainable growth and economic prosperity.

2.3.9. The TSCSC provides a detailed policy framework and programme of schemes for the area to address current issues.

2.3.10. The TSCSC is consistent with the Cambridgeshire LTP and also supports both the Cambridgeshire and South Cambridgeshire Local Plans, detailing the transport infrastructure and services required to deliver the areas' planned growth.

2.3.11. Policy TSCSC 7: Supporting Sustainable Growth states;

"New development will be required to make provision for integrated and improved transport infrastructure to ensure that most people have the ability to travel by foot, bicycle or by passenger transport"

2.3.12. Policy TSCSC 7 continues to outline the ambition to introduce outer park & ride sites, with small rural interchanges also being introduced, as well as stating that if bus or guided bus services are the focus of a corridor, frequencies of every 15 minutes or better will be sought.

2.3.13. Policy TSCSC 8: Improving Bus Services sets out policy to improve bus services, identifying the role of buses in providing high quality transport on most major corridors into Cambridge. Policy TSCSC 8 notes significant growth in the Cambourne to Cambridge Corridor is likely to exacerbate congestion and therefore presents a focus on "achieving journey time and quality of service for buses on this corridor that equals or exceeds the equivalent car trip in peak periods.

2.3.14. Policy TSCSC 9: Access to Jobs and Services identifies the Cambourne to Cambridge [Plate TR12-4-3] to have new high quality bus routes into Cambridge and that inbound bus priority measures will be introduced on Madingley Road between the M11 and Queens Road in Cambridge.

CAMBRIDGESHIRE ACTIVE TRAVEL STRATEGY (2023)

2.3.15. Cambridgeshire's Active Travel Strategy provides a comprehensive set of policies that will enable quality provision of active travel infrastructure and initiatives in Cambridgeshire to contribute to the County Council's target to achieve Net Zero carbon by 2045. By enabling and encouraging more people to travel by active travel modes, the number of journeys made by car can be reduced.

2.3.16. The strategy sets out to make active travel safe, pleasant and convenient in order to become the preferred travel choice for local journeys. It will have a significant role to play in addressing the following:

- Improvements to Cambridgeshire's wider transport network by reducing the pressure of ever-increasing vehicular traffic on the roads and the significant impact this has.
- Sustainable growth in Cambridgeshire through well-connected and integrated sustainable transport networks and supporting infrastructure.
- Achieving a number of significant environmental targets at a local level, including for Net Zero carbon, air quality and biodiversity.
- Achieving a significant positive impact on people's health, wellbeing and quality of life by enabling more active lifestyle choices, creating pleasant spaces for people to travel along and spend time in, and provide affordable, inclusive access to key services for people of all ages and ability.

- Ensuring that all new developments meet a common standard of infrastructure provision for inclusive walking and cycling across the county.
- The Cambourne to Cambridge busway includes a shared active travel path and emergency maintenance access offering the option of walking, cycling and horse riding for shorter journeys. It also supports the first and last mile journeys to be made via active travel. Therefore, the scheme greatly aligns with Cambridgeshire's active travel strategy, supporting the area in sustainable growth, reaching environmental targets, promoting healthier lifestyles and overall, a better quality of life.

CAMBRIDGESHIRE RIGHTS OF WAY IMPROVEMENT PLAN (2016)

2.3.17. The Rights of Way Improvement Plan (ROWIP) was adopted in 2006 as part of the Cambridgeshire Local Transport Plan 2006-2011 (LTP). This document, published in April 2016 provides an update to the ROWIP in line with the requirements of the Countryside and Rights of Way Act 2002. This update summarises the progress made since the ROWIP was adopted in 2006 and sets out future challenges for rights of way and countryside access to 2031 in the form of updated Statements of Action and forms part of the LTP3.

2.3.18. The main objective of the ROWIP is 'to manage, improve and promote a Public Rights of Way network as an integral part of a wider transport system which meets the needs of the whole community for safe sustainable local transport, which improves public health, enhances biodiversity, increases recreational opportunities and contributes to the rural economy'.

2.3.19. The core of the Plan is a Statement of Action, which sets out how the local rights of way network will be managed and improved. The eight Statements of Action are as follows:

- SOA1: Making the countryside more accessible;
- SOA2: A safer and health-enhancing activity;
- SOA3: 72,500 new homes;
- SOA4: Knowing what's out there;
- SOA5: Filling the gaps;
- SOA6: Better land management;
- SOA7: Develop definitive map and other records; and
- SOA8: A better countryside environment.

2.3.20. The ROWIP seeks to continue many of the projects already started within the County, including selected surface improvements, making more rights of way information available online and securing rights of way improvements as part of the A14 scheme. Within the ROWIP there is an increased focus on encouraging healthy lifestyles by working closely with the newly established Cambridgeshire Health and Wellbeing Board. Increased working in partnership with statutory and voluntary agencies such as the Local Access Form and town and parish councils is recognised as being key to delivering improvements to countryside access.

2.3.21. The value of the Public Rights of Way network in terms of encouraging sustainable transport modes and helping to mitigate the effects of climate change is also reflected in future priorities. Suitable provision for Non-motorised Users in new developments is recognising in playing a greater role in encouraging sustainable ways of travelling.

CAMBRIDGESHIRE'S LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (2022)

2.3.22. Cambridgeshire's Local Cycling and Walking Infrastructure Plan (LCWIP) forms part of the government's ambition to increase walking and cycling, particularly to school, in the UK by 2025 as outlined in the Cycling and Walking Investment Strategy (CWIS, 2017 and CWIS 2, 2022). The CWIS sets out the government's aim to make walking and cycling the natural choice for all short journeys, or as a part of a longer journey.

2.3.23. The LCWIP forms part of a long-term vision to improve Cambridgeshire's walking and cycling networks in order to increase the number of residents travelling on foot and by cycle and thereby improve the health and well-being of all those living and working in Cambridgeshire.

2.3.24. The aim is to build on the already high levels of cycling in Cambridge and to spread the cycling culture out to the rest of the county whilst encouraging more walking by improving journeys in town centres and to schools and employment areas. Walking and cycling routes to transport hubs are particularly important and feature strongly in the routes proposed for improvement.

2.3.25. The proposed cycling and walking infrastructure along the busway between Cambourne and Cambridge will create the opportunity for commuters to mode shift. It will allow people to use the infrastructure as part of their longer journeys or for short-distance journeys, for example for their first and last mile travel. The high-quality infrastructure will provide a safer, healthier and more affordable alternative to personal car usage.

3 METHODOLOGY SUMMARY

3.1 OVERVIEW

3.1.1. This section outlines the methodology applied to the assessment of the traffic and transport related effects of the CtoC Scheme. The methodology for the assessment was described in the Traffic and Transport ES Scoping Report[1].

3.2 SCOPE OF ASSESSMENT

3.2.1. The underlying objectives of the assessment are to:

- Identify the traffic and transport related impacts of the CtoC Scheme;
- Identify and describe any measures required to mitigate identified adverse impacts; and
- Evaluate the extent and significance of residual effects considering any mitigation proposed.

3.2.2. The assessment applies the IEMA's Environmental Assessment of Traffic and Movement (2023) in order to evaluate the following traffic and transport impacts:

- Severance of communities;
- Non-motorised user delay;
- Non-motorised user amenity;
- Fear and intimidation on and by road users;
- Road vehicle driver vehicle and passenger delay; and
- Road user and pedestrian safety.

3.2.3. Each of the above environmental effects has been considered in relation to anticipated changes in traffic volume and composition during both the construction and operational phases of the CtoC Scheme.

3.2.4. The CtoC Scheme will not generate a significant number of hazardous / large loads[2] during either its construction or operation phases. As such the effects of hazardous / large loads has been scoped out this assessment.

3.2.5. This Technical Report does not assess the following traffic and transport related effects: noise, vibration, visual effects, air pollution, dust and dirt, ecological effects, heritage and conservation areas. Those effects are considered separately by other environmental disciplines in their respective Technical Reports.

3.2.6. Paragraph 1.26 of the IEMA guidelines advise the need for clear distinction between impact and effect. It states:

- Impacts are the changes resulting from an action.
- Effects are the consequences of these impacts.

3.2.7. For transparent and systematic identification of likely significant environmental effects from the CtoC Scheme the above definitions have been used.

[1] Greater Cambridge Partnership, ES Scoping Report, February 2022

[2] This includes specialist loads that might be involved in the construction or decommissioning phases of the development, in addition to movements associated with the operation of the establishment.

3.3 TRAFFIC AND TRANSPORT IMPACTS

3.3.1. The methodology follows current best practice by assessing the impacts of the project on users of all modes of transport.

3.3.2. For the purposes of this assessment, routes in the vicinity of the project site where there are residential properties fronting the carriageway are considered to be sensitive.

3.3.3. Where possible the magnitude of each impact has been considered against the criteria within the IEMA guidelines. The significance of each predicted effect has also been considered and an assessment has been made as to whether the project would result in adverse or beneficial effects. The assessment has assumed embedded mitigation as set out in the Code of Construction Practice (CoCP)[3] and contained within Chapter 6 of the ES[4] and supporting appendices[5] will, as minimum, be implemented. The IEMA guidelines do not provide a simple rule or formulae for determining the threshold of significance. Instead, paragraph 1.29 states

"…those which may be sensitive to changes in traffic conditions should be informed by consultation with the local planning and highway authorities as a part of the EIA scoping process."

3.3.4. The methodology to establish the sensitivity of receptors impacted by the CtoC scheme was established as a part of the EIA scoping process and agreed with the local planning and highway authority.

3.3.5. The criteria used to determine the magnitude of impact and significance of effect for each of the traffic-related environmental effects take into account the advice given in the IEMA guidelines as summarised below.

Severance

3.3.6. Severance is the perceived division that can occur within a community when it becomes separated by transport infrastructure and is used to describe the factors that separate people from other people and places. For example, severance may be affected as a result of an increase in traffic that could affect the difficulty in crossing a road. It can also relate to quite minor traffic flows if they impede pedestrian access.

3.3.7. The effects of severance can be applied to motorists, pedestrians or residents. However, there are no predictive formulae which give simple relationships between traffic factors and levels of severance.

3.3.8. The Department for Transport have historically set a range of indicators for determining the significance of severance and can be used as a starting point for any assessment. However, the IEMA guidelines advise caution as very low baseline flows are unlikely to experience severance impacts with high percentage changes in traffic.

Driver Delay

3.3.9. Delays to existing traffic can occur at several locations within the local highway network as a result of the additional traffic that would be generated by a development. The IEMA guidelines state that delays

[3] Code of Construction Practice
[4] Environmental Statement
[5] Environmental Statement

are only likely to be significant when the traffic on the network surrounding the development is already at, or close to, the capacity of the system.

Pedestrian Delay (incorporating delay to all non-motorised users)

3.3.10. Changes in the volume, composition or speed of traffic may affect the ability of people to cross roads, and therefore increases in traffic levels are likely to lead to greater increases in delay. Delays are dependent upon the general level of pedestrian activity and general physical conditions of the crossing location.

3.3.11. Given the range of local factors and conditions which can influence pedestrian delay, the IEMA guidelines do not recommend that thresholds be used as a means to establish the significance of pedestrian delay, but recommend that reasoned judgements be made instead.

3.3.12. However, to support this the IEMA guidelines reference a Transport and Road Research Laboratory Supplementary Report 356 as providing a useful approximation for determining the likely levels of pedestrian delay at different traffic levels.

3.3.13. The IEMA guidelines state that the assessment of pedestrian delay should serve as a proxy for the delay that other modes of non-motorised users may experience when crossing roads.

Non-Motorised User Amenity

3.3.14. Pedestrian amenity is broadly defined as the relative pleasantness of a journey, and is considered to be affected by traffic flow, traffic composition and pavement width/separation from traffic.

3.3.15. The previous 1993 IEMA guidelines (Ref 12.2) noted that changes in pedestrian amenity may be considered significant where the traffic flow is halved or doubled, with the former leading to a beneficial effect and the latter an adverse effect. However, the latest IEMA guidelines state that these should be used as a starting point and that the assessment of amenity should pay full regard to specific local conditions.

Fear and Intimidation

3.3.16. The scale of fear and intimidation experienced by people is dependent on the volume of traffic, its speed and HGV composition, and its proximity to people or the lack of protection caused by such factors as narrow pavement widths.

3.3.17. The IEMA guidelines note that special consideration should be given to areas where there are likely to be particular problems, such as high-speed sections of road, locations of turning points and accesses. Consideration should also be given to areas frequented by school children, the elderly and other vulnerable groups.

3.3.18. The IEMA guidelines set out a weighting system to provide a first approximation of the likelihood of pedestrian fear and intimidation. This is based on (a) 18 hour traffic flow, (b) 18 hour heavy vehicle flow and (c) average vehicle speed. The score for all three elements is combined to provide a 'level' of fear and intimidation for all three elements (a + b + c). The scoring for each component and the level of fear intimidation that the total score relates to is presented in **Table TR12-3-1** and **Table TR12-3-2** below. The magnitude of impact is approximated with reference to the changes on the level of fear and intimidation from the baseline conditions.

Table TR12-3-1- Sensitivity of Motorised Users: Change in Delay

Average traffic flow over 18-hour day – all vehicles / hour 2-way (a)	Total 18-hour heavy vehicle flow (b)	Average vehicle speed (c)	Degree of hazard score
+1,800	+3,000	>40	30
1,200-1,800	2,000-3,000	30-40	20
600-1,200	1,000-2,000	20-30	10
<600	<1,000	<20	0

Table TR12-3-2- Sensitivity of Motorised Users: Change in Delay

Level of fear and intimidation	Total hazard score (a) + (b) + (c)
Extreme	71+
Great	41-70
Moderate	21-40
Small	0-20

Road Safety

3.3.19. The IEMA guidelines present two different approaches to determining the road safety impacts of a scheme.

3.3.20. The first approach is through collision cluster analysis. This is an assessment of the number of personal injury collisions occurring within a defined period in a given spatial radius. Impacts are assessed by examining STATS19 collision data to identify any emerging patterns or factors that could be exacerbated by traffic or movement generation.

3.3.21. The second approach is a “safe system” approach. This approach recognises the limited benefits that can be gained from a retrospective assessment (e.g. collision cluster analysis). The “safe system” approach is based on evidence led, objective modelling tools such as iRAP Star Ratings Protocols to calculate the proportionate changes in fatal and serious injuries and proportionate change in roadside hazard.

3.3.22. In addition to the above, the IEMA guidelines state that Road Safety Audits should be used to review the road safety attributes of any proposed engineering changes in the adopted highway prior to submission.

3.3.23. The IEMA guidelines advise that engagement should be undertaken with local authorities to determine the best approach for determining the significance of road safety effects. As such it may not be appropriate or proportionate to apply the IEMA road safety assessment methodologies set out above.

3.4 SCOPING PROCESS

3.4.1. The IEMA guidelines set out two broad rules that have been used for the scoping process i.e. to define the scale and extent of the assessment:

- Rule 1: include highways links where traffic flows will increase by more than 30% (or the number of HGVs will increase by more than 30%); and
- Rule 2: include any other sensitive areas where traffic flows will increase by 10% or more.

3.5 BASIS FOR THE ASSESSMENT

3.5.1. The highway impacts of the CtoC Scheme in 2041 without and with Making Connections have been assessed using Cambridgeshire County Council's CSRM transport model. Further information on the strategic modelling undertaken to support the CtoC Scheme is provided in the CtoC Scheme Transport Assessment.

3.5.2. The traffic and transport effects of the CtoC Scheme have been established by comparing the results of the 2041 Do-Minimum "without CtoC" scenarios with the traffic volumes of the 2041 Do-Something "with CtoC" scenarios. This comparison enables the effect of the CtoC Scheme on the local transport network to be identified.

3.6 RECEPTORS

3.6.1. In the context of this Technical Report, receptors are considered to be users of the local highway network to whom the transport impacts of the proposed development from its construction and operation will be perceptible (i.e., pedestrians, cyclists, motorists). These include:

- Non-motorised users using the local highway network (including pedestrians, cyclists and equestrians); and
- Drivers / passengers of motorised vehicles using the local highway network (including users of public transport).

3.6.2. The following traffic and transport impacts have been assessed for non-motorised users:

- Severance;
- Pedestrian delay;
- Pedestrian amenity; and
- Fear and intimidation.

3.6.3. The following traffic and transport impacts have been assessed for motorised users:

- Driver delay; and
- Accidents and safety.

3.7 SENSITIVITY OF RECEPTORS

3.7.1. To enable the traffic and transport effects of the CtoC Scheme to be assessed, the transport network has been split up into "links". Each link represents a section of road network and is broadly reflective of the structure of the CSRM.

3.7.2. IEMA guidelines require sensitive receptors within the agreed study area to be assigned to the nearest highway link and the relationship with the highway environment to be examined. From this, a sensitivity value can be assigned to each link. IEMA guidance does not set out thresholds for determining the sensitivity value of highway links; instead, it identifies a number of special interests that should be considered when defining sensitive geographical information (e.g. locations with concentrations of vulnerable users, junctions and highway links at (or over) capacity and recreational areas). This information, along with professional judgement has been used to establish a criteria to calculate the sensitivity value of each highway link.

3.7.3. For the purpose of this assessment, different sensitivity values have been assigned to links for non-motorised users, motorised users (in respect of driver delay) and motorised users (in respect of road safety).

Non-Motorised User Sensitivity

3.7.4. The criteria used for determining the sensitivity of non-motorised users are set out in **Table TR12-3-3**. These criteria have been derived based on IEMA guidelines and professional judgement.

Table TR12-3-3- Non-Motorised User Sensitivity Criteria

Receptor Sensitivity	Description
High	High concentration of residential dwellings. Limited separation of footway/ cycleways from traffic. Significant level of pedestrian / cycle desire lines.
Medium	Medium concentration of residential dwellings. Limited separation of footway/ cycleways from traffic. Moderate level of pedestrian / cycle desire lines.
Low	Small concentration of residential buildings. Provision of footway/ cycleways that meet highway design standards. Footway/ cycleways adequately separated from traffic. Limited pedestrian / cycle desire lines.
Very Low	Non-residential areas. Provision of footway/ cycleways that meet highway design standards. Footway/ cycleways well separated from the carriageway. Minimum level of pedestrian / cycle desire lines.

Motorised User Sensitivity – Driver Delay

3.7.5. It is assumed that an increase in delay on a link which experiences a high level of congestion is worse than an increase in delay on a link with a minimal level of congestion. As such a higher ratio of traffic volume/ highway capacity (i.e. V/C ratio) is assumed to relate to a higher sensitivity. The thresholds for establishing the sensitivity of highway links are set out in **Table TR12-3-4** below.

Table TR12-3-4- Sensitivity of Motorised Users: Change in Delay

Sensitivity	V/C
High	V/C greater than 100%
Medium	V/C between 90% and 100%
Low	V/C between 85% and 90%
Very Low	V/C less than 85%

Motorised User Sensitivity - Road Safety

3.7.6. The sensitivity of motorised users (road safety) in the study area is based on the thresholds set out in **Table 12-3-5** below.

Table TR12-3-5- Sensitivity of Motorised Users: Road Safety Sensitivity

Sensitivity	Severity
High	Clusters showing 2 or more killed (K) and or 5 or more serious injuries (SI)
Medium	Clusters showing 1 or more killed (K) and or 5 or more serious injuries (SI)
Low	Clusters showing 2 or more serious injuries (SI)
Very Low	Clusters showing 5 or more slight injuries

3.8 MAGNITUDE OF IMPACT

3.8.1. The magnitude of an impact is typically defined by four factors:

- Extent (area over which an impact occurs);
- Duration (time over which the impact occurs);
- Frequency (how often the impact occurs); and
- Severity (degree of change relative to existing environmental conditions).

3.8.2. For those links that are not screened out of the assessment using Rules 1 and 2, the criteria set out in **Table TR12-3-6** have been used to determine the magnitude of impacts.

3.8.3. **Table TR12-3-6** provides a summary of the criteria used for the assessment of magnitude of impacts. This is based on IEMA guidelines and professional judgement. Professional judgement has been used to establish criteria where no commonly agreed thresholds exist for the assessment of the magnitude of impacts.

3.8.4. For road user safety, a qualitative assessment has been undertaken to assess the magnitude of impact. This approach is broadly aligned with the collision cluster analysis assessment methodology

set out within the IEMA guidelines. Based on the expected magnitude of impact on road user safety, it was not considered proportionate to undertake additional modelling of the road safety impact. A Stage 1 Road Safety Audit has also been undertaken as a part of the CtoC Scheme.

Table TR12-3-6- Assessment of the Magnitude of Impact

Impact	Magnitude of Impact			
	Very Low	Low	Medium	High
Severance	Change in total traffic of up to 30%	Change in total traffic between 30% and 60%	Change in total traffic between 60% and 90%	Change in total traffic greater than 90%
Driver Delay	Delay of up to 10 seconds	Delay of between 10 and 30 seconds	Delay of between 30 and 60 seconds	Delay of greater than 60 seconds
Pedestrian Delay	Change in two-way traffic flows resulting in two-way traffic flows of up to 1,400 vehicles per hour, or Pedestrian delay increases by up to 10 seconds	Change in two-way traffic flows resulting in two way traffic flows of more than 1,400 vehicles per hour, and Pedestrian delay increases by between 10 and 20 seconds	Change in two-way traffic flows resulting in two-way traffic flows of more than 1,400 vehicles per hour, and Pedestrian delay increases by between 30 and 40 seconds	Change in two-way traffic flows resulting in two-way traffic flows of more than 1,400 vehicles per hour, and Pedestrian delay increases by greater than 40 seconds
Pedestrian amenity	Change in two-way traffic of up to 100%, or Change in HGV flows of up to 100%	Change in two-way traffic between 100% and 130%, or Change in HGV flows of between 100% and 130%	Change in two-way traffic of between 130% and 160%, or Change in HGV flows of 130% and 160%	Change in two-way traffic of greater than 160%, or Change in HGV flows of greater than 160%
Fear and Intimidation	No change in step changes in the level of fear and intimidation	One step change in the level of fear and intimidation with • <400 vehicle increase in average 18hr average two-way all vehicle flow; and / or • <500 heavy vehicle increase in total 18hr flow	One step change in the level of fear and intimidation with • >400 vehicle increase in average 18hr average two-way all vehicle flow; and / or • >500 heavy vehicle increase in total 18hr flow	Two step changes in the level of fear and intimidation
Accidents and Safety	Qualitative assessment based on the likely impact of a change in traffic flows on road user safety (using professional judgement)			

3.9 ASSESSMENT OF EFFECTS

3.9.1. The effect of the proposed CtoC Scheme on the sensitive receptors has been evaluated by combining the assessment of impact magnitude and receptor sensitivity. The effects have been classified as beneficial or adverse and temporary or permanent.

3.9.2. Consideration of receptor sensitivity and the magnitude of impact establishes the significance of environmental effect. The matrix used to establish the significance of effect is provided in **Table TR12-3-7** below.

Table TR12-3-7- Significance Matrix

		Sensitivity of Receptor to change			
		High	**Medium**	**Low**	**Very Low / Negligible**
Magnitude of change of impact	**High**	Major	Moderate to major	Minor to moderate	Negligible
	Medium	Moderate to Major	Moderate	Minor	Negligible
	Low	Minor to Moderate	Minor	Negligible to Minor	Negligible
	Very Low / Negligible	Negligible	Negligible	Negligible	Negligible

3.9.3. The following terms have been used to signify the effects identified:

- **Major effect:** where the CtoC Scheme could be expected to have a very significant effect (either positive or negative).
- **Moderate effect:** where the CtoC Scheme could be expected to have a noticeable effect (either positive or negative).
- **Minor effect:** where the CtoC Scheme could be expected to result in a small, barely noticeable effect (either positive or negative).
- **Negligible:** where no discernible effect is expected as a result of the CtoC Scheme.

3.9.4. An effect is only considered to be significant if it is moderate or major. Negligible and minor effects are considered to be non-significant.

3.9.5. For the completed and operational development, the effects are permanent whereas for the construction works, the effects are expected to be temporary short to medium-term.

4 EXISTING TRANSPORT CONDITIONS

4.1 STUDY AREA

4.1.1. The study area for this Technical Report is shown in **Plate TR12-4-1** below. This area has been defined by a review of traffic modelling outputs. The study area has been established with both Cambridgeshire County Council (CCC) and National Highways (NH).

Plate TR12 4-1: Transport Assessment Study Area

4.2 ACTIVE TRAVEL

4.2.1. This section describes the existing active travel network within the study area.

Cycle Network

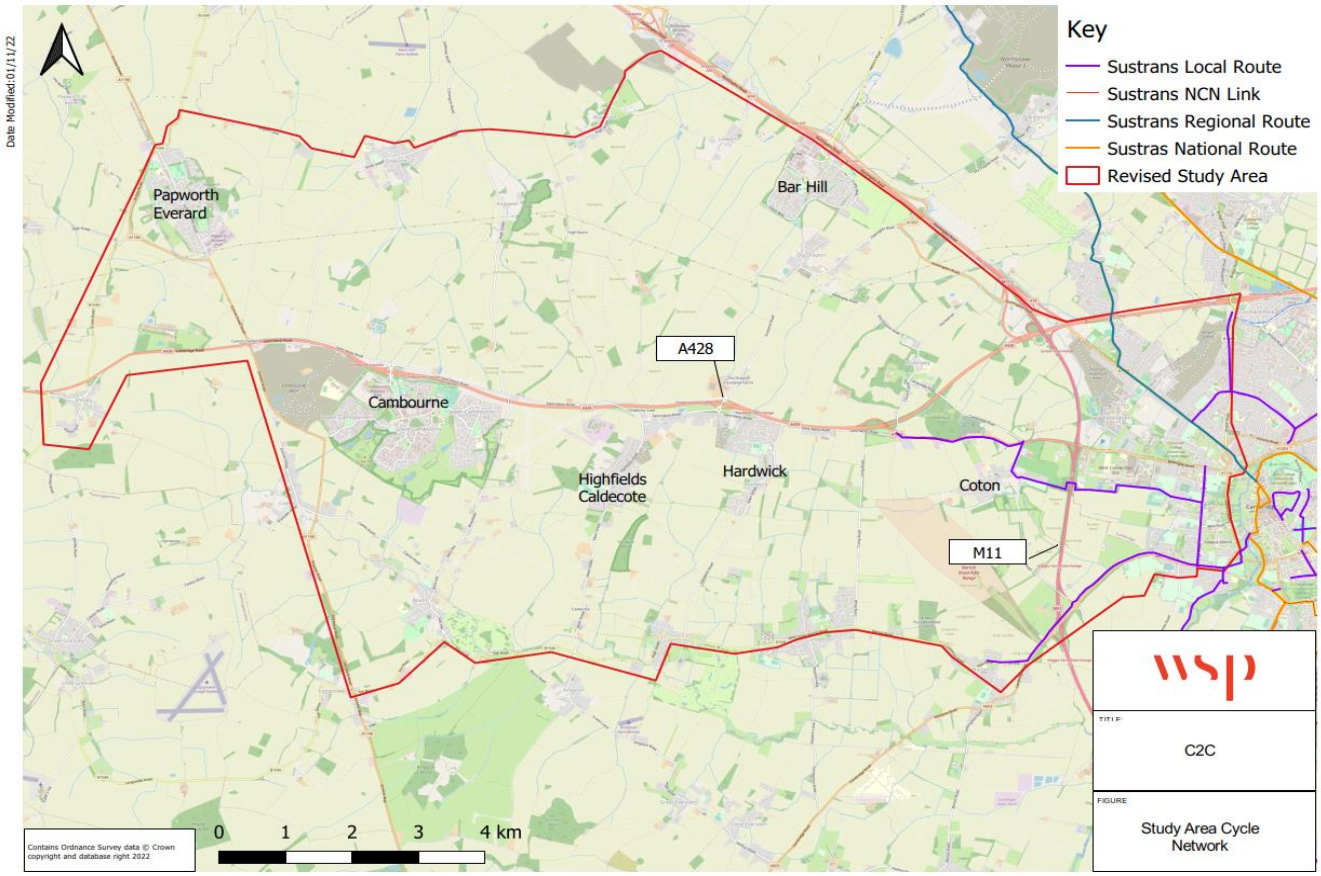
4.2.2. The existing cycle linkage between the area west of Cambridge and Cambridge itself is poor. The M11 motorway acts as a barrier, with cyclists having to use Junctions 12 and 13 or the intermediate cycle crossing east of Coton to get across the motorway.

4.2.3. At present there is not a continuous and convenient segregated cycle route between Cambourne and Cambridge, with cyclists instead required to travel on carriageway along St Neots Road before joining a shared foot and cycleway that runs along the A1303 towards Cambridge.

4.2.4. **Plate TR12-4-2** shows the existing Sustrans cycling routes within the study area (on-road and off-road routes). **Plate TR12-4-2** shows that there is only one existing Sustrans cycle route within the vicinity of the CtoC Scheme which is NCN Route 24. This route is situated to the east of the study area and runs between Oakington and the centre of Cambridge. Within the study area, the route runs

south along Girton Road before running southeast along the A1307 Huntingdon Road and Castle Street. NCN Route 24 intersects the boundary of the study area at the Castle Street / Northampton Street / Chesterton Lane junction. This route is principally on-carriageway and therefore primarily likely to be used by more experienced cyclists confident at cycling on-road.

Plate TR12 4-2: Sustrans Cycle Routes



4.2.5. In addition to the Sustrans cycle route there are a number of local cycling routes within the study area. These are predominantly located to the east of the study area and include:

- A signed on-carriageway cycle route and off-carriageway cycle route connecting Madingley Road to the NCN Route 24.
- A signed on-carriageway route along Grange Road (the end point of the busway) connecting Madingley Road to Barton Road.
- Local cycle links to the west of Cambridge that provides connectivity to villages in the east and centre of the study area including Coton, Hardwick and Madingley.
- Local cycle links along Cambridge Road that connects Coton and Madingely, intersecting Madingley Road and connecting to High Street, Coton.

Pedestrian Network

4.2.6. The pedestrian infrastructure within the study area is limited and generally confined to urban areas and along inter-urban routes such as St Neots Road. There is generally no dedicated infrastructure to facilitate the movement of pedestrians along rural routes.

4.2.7. Pedestrian infrastructure becomes more prominent to the east of the study area, from Madingley Road Park and Ride into Cambridge.

4.2.8. A narrow footway is provided along the southern side of St Neots Road. At the eastern end of the route on Grange Road, footpaths are provided on both sides of the road, providing pedestrian connections along Grange Road to A1303 Madingley Road and A603 Barton Road.

4.2.9. The proposed Scotland Farm travel hub site is accessible from Hardwick via the existing footway which runs along St Neots Road and through the A428 / Scotland Road grade separated junction. The eastern end of the travel hub site can also be accessed from St Neots Road via the "blue bridge" crossing over the A428.

Public Rights of Way (PRoWs)

4.2.10. PRoWs intersected by the busway are:

- Bridleway 39/30: This runs between the A1303 Madingley Road and the M11 footbridge, to the east of the M11.
- Footpath 39/31: This connects with Bridleway 39/30, running east to Wilberforce Road.
- Footpath 55/2: This runs between A1303 Madingley Road and High Street, Coton.

4.2.11. In addition, Footpath 66/17 runs from Dry Drayton to the A428 to the north of Hardwick, running east of the travel hub. The footpath crosses the A428 to the southeast of the Travel Hub before connecting with St Neots Road/ Busway.

4.2.12. To understand usage of Bridleway 39/30 a traffic survey was undertaken between 4 June 2024 and 10 June 2024. This showed a very low number of pedestrians and cyclists using the bridleway each day. On an average day 15 pedestrians and 2 cyclists were recorded using the bridleway.

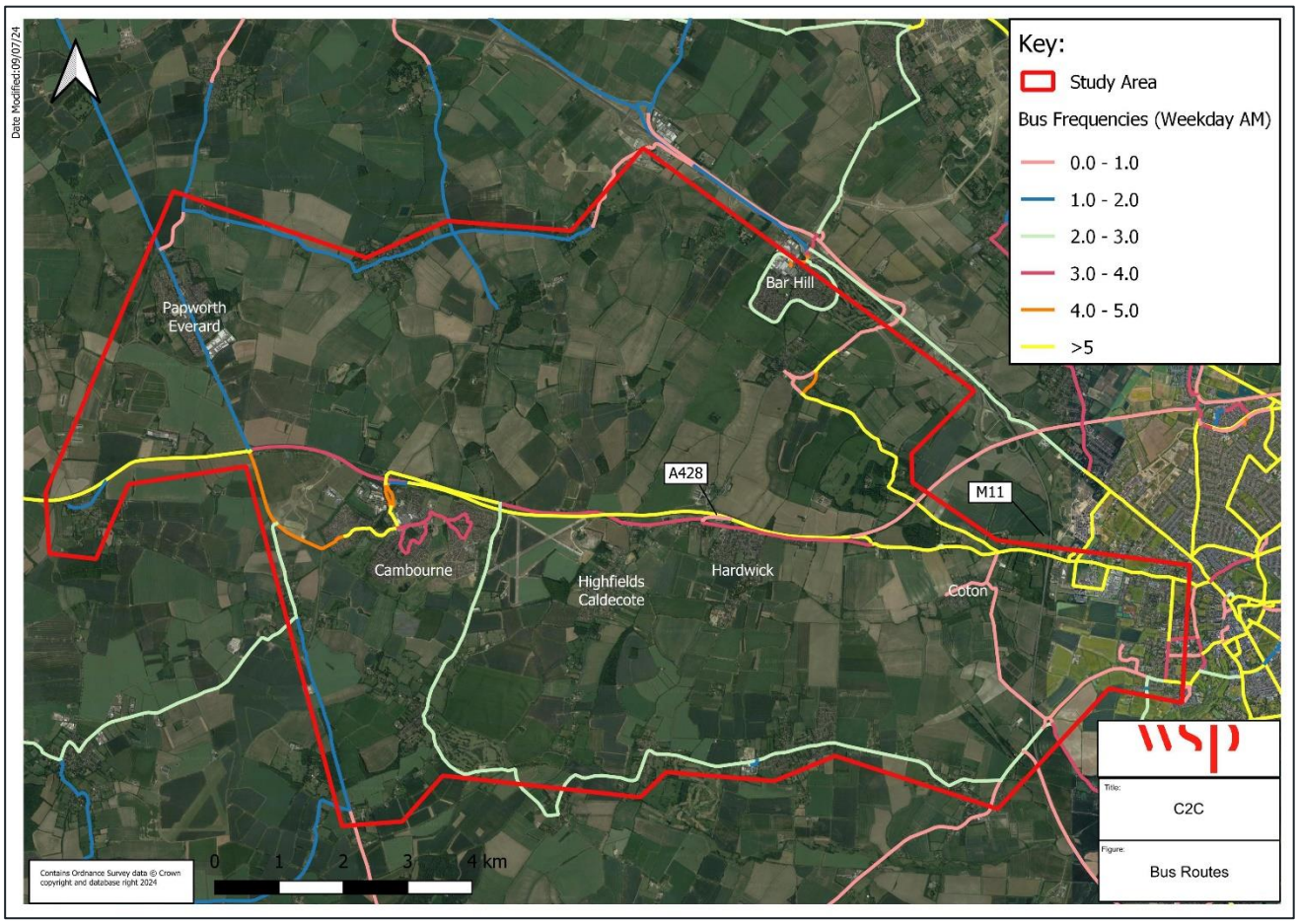
4.3 PUBLIC TRANSPORT

4.3.1. The existing public transport arrangements are described below.

Bus Network

4.3.2. **Plate TR12-4-3** below shows the frequency of existing bus services on a typical Monday in the AM peak (services between 07:00-09:00).

Plate TR12 4-3: Existing Bus Services



4.3.3. **Plate TR12-4-3** shows that the majority of existing bus services within the study area run along the A428 / A1303 corridor between Cambourne and Cambridge, and the B1046 to the south of the study area. Rural parts of the study area, away from the A428 / A1303 corridor, are generally poorly served by existing bus services.

4.3.4. Between 07:00 and 09:00 there are typically more than five buses running along the A428 / A1303 corridor and three to four buses running along St Neots Road. Between 07:00 and 09:00 there are typically one to two buses running along the B1046 to the south of the corridor. Rural parts of the corridor, away from the A428, A1303 and B1046 are poorly served by existing bus services. (These frequency figures are collated from bus timetable information current at July 2024).

4.3.5. **Table TR12-4-2** summarises the existing bus services that currently operate between Cambourne and Cambridge.

Table TR12-4-1- Cambourne to Cambridge Bus Services

Service	Mon - Fri		Saturday		Sunday		Journey Time (between Cambourne and Cambridge)
	First / Last Service	Frequency	First / Last Service	Frequency	First / Last Service	Frequency	
Service 4: Cambridge-Cambourne	06:36/23:36	30 minutes until 19:36 then every hour	Same as Mon - Fri	Same as Mon - Fri	09:36/18:36	Hourly	Approx. 25 minutes
Service 4: Cambourne -Cambridge	06:03/23:03	30 minutes until 18:33 then every hour	Same as Mon - Fri	Same as Mon - Fri	09:01/19:01	Hourly	Approx. 25 minutes
Service 905*: Cambridge-St Neots - Bedford	05:55/23:15	Hourly	06:15/23:15	30 minutes until 17:15 then every hour	08:15/20:15	Hourly	n/a
Service 905*: Bedford-St Neots-Cambridge	04:30/21:50	Hourly	04:50/21:50	30 minutes until 17:15 then every hour	06:50:18:50	Hourly	n/a
Service 18: St Nots-Cambridge	06:38/21:03	Hourly	07:06/21:00	Same as Mon - Fri	No Service	No Service	Approx 60 minutes
Service 18: Cambridge - St Neots	06:04/19:51	Hourly	06:04/19:52	Same as Mon - Fri	No Service	No Service	Approx. 60 minutes
Whippet Express X2: Huntingdon - Cambourne -via M11-Addenbrooke's-Cambridge Railway Station	07:51/10:11	Infrequent, only 2 services: 07:51/10:11	No Service	No Service	No Service	No Service	Approx. 30 mins

Service	Mon - Fri		Saturday		Sunday		Journey Time (between Cambourne and Cambridge)
	First / Last Service	Frequency	First / Last Service	Frequency	First / Last Service	Frequency	
Whippet Express X2: Cambridge Railway Station-Addenbrooke's-via M11-Cambourne - Huntingdon	12:51/16:59	Infrequent, only 2 services: 12:51/16:59	No Service	No Service	No Service	No Service	Approx. 30 mins
Whippet Express X3: Huntingdon - Cambourne -Cambridge Centre-Cambridge Railway Station-Addenbrooke's	05:42/21:33	Hourly	05:42/21:33	Hourly	05:42/19:37	Hourly	20-30 minutes
Whippet Express X3: Addenbrooke's-Cambridge Railway Station-Cambridge Centre-Cambourne - Huntingdon	07:01/23:19	Hourly	07:38/23:19	Hourly	07:38/21:05	Hourly	20-30 minutes

(Source: Stagecoach November 2024; Whippet November 2024)

* Bus Service 905 (Cambridge-St Neots – Bedford) is an express service thar runs along the A428 but it does not serve Cambourne

4.3.6. The typical frequency of existing bus services operating Monday to Saturday between Cambourne and Cambridge is one bus every 30 minutes, reducing to one bus per hour in the early evening.

4.3.7. The average journey time between Cambourne and Cambridge is around 30 minutes, extending to 50 minutes on some services.

4.3.8. Existing bus stops are generally located in Papworth Everard, Cambourne, Hardwick and Cambridge along the A428 / A1303 corridor. However, there are also a number of bus stops in settlements to the south of the study area including Toft, Comberton and Bourn.

4.3.9. There are three bus stops within the vicinity of the proposed travel hub. These are Scotland Road bus stop, Millers Way bus stop and Cambridge Road bus stop. These are on the Service 4 route between Cambourne and Cambridge.

Rail Network

4.3.10. There are no railway stations along the route of the CtoC scheme. The nearest railway station to the CtoC Scheme is St Neots Railway Station, approximately 14.5km (9 miles) to the west of Cambourne and approximately 18km (11 miles) from the proposed travel hub.

4.3.11. Cambridge Railway Station is approximately 3.4km (2 miles) southeast the eastern end of the busway at Grange Road, whilst Cambridge North Railway Station is approximately 6.5km (4 miles) northeast of Grange Road. South Cambridge Railway Station, which is currently under construction is approximately 3.7km (2 miles) southeast of Grange Road.

4.4 ACCIDENT HISTORY

4.4.1. Personal Injury Accident (PIA) data has been obtained for the most recent 5 years, covering the period between June 2019 and July 2024. A plan showing the PIA recorded on the highway network in the study area is shown in **Plate TR12-4-4** below. **Table TR12-4-3** provides a summary of the recorded collisions.

Plate TR12 4-4: PIA in Study Area

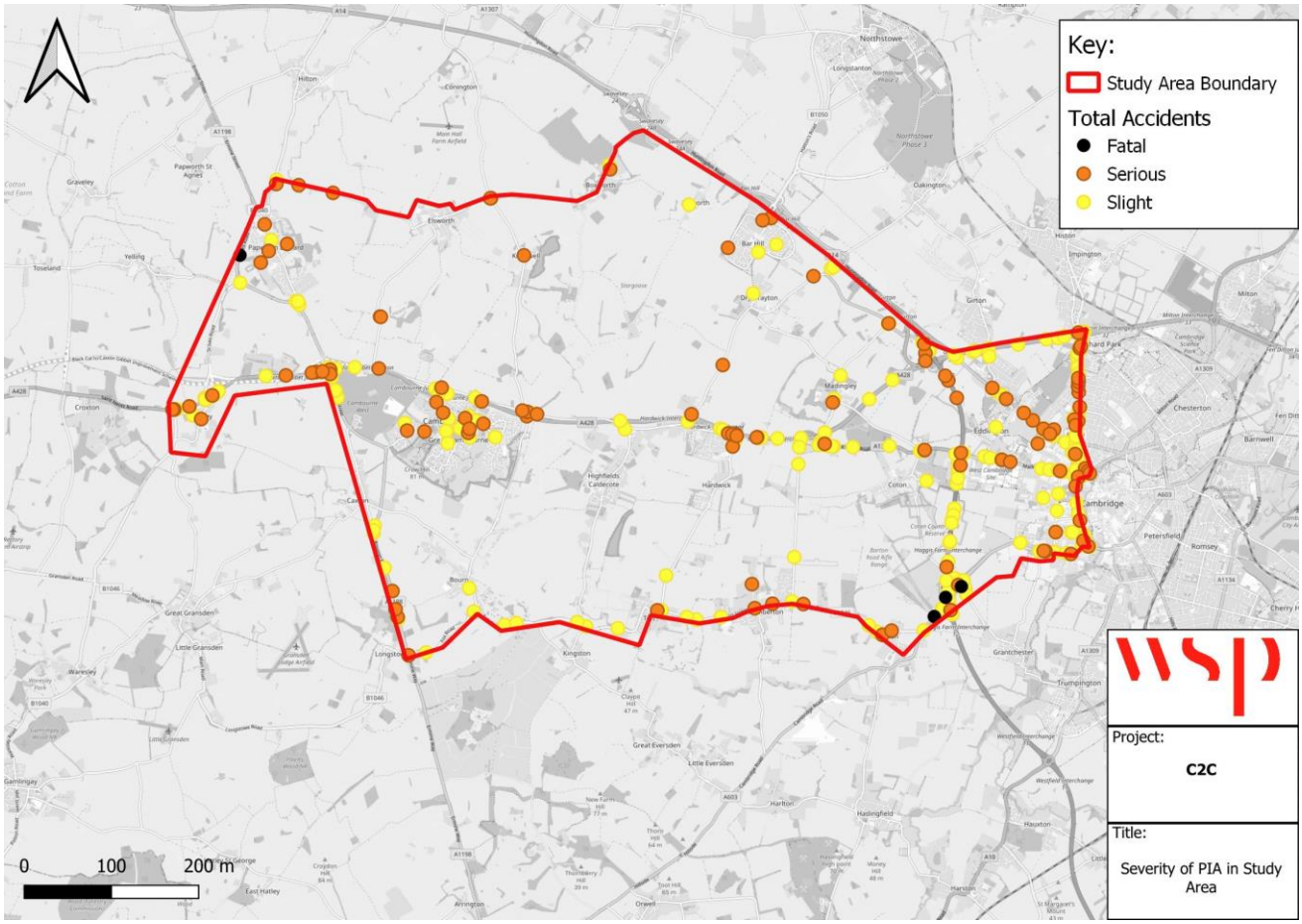


Table TR12-4-2: PIA in Study Area between June 2019 and July 2024

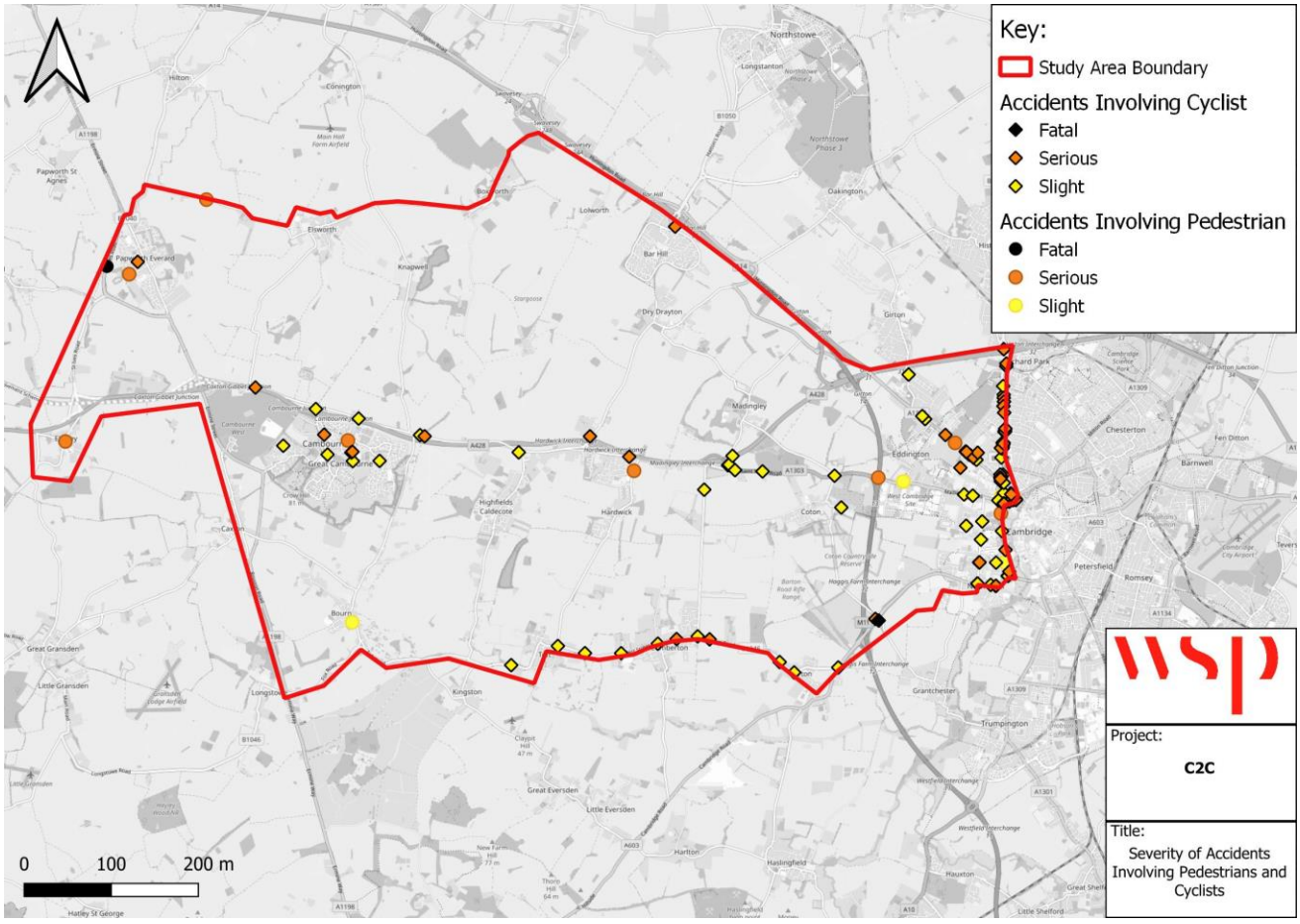
Year	Slight	Serious	Fatal	Total
Total	314	120	4	438

4.4.2. Of the 438 PIAs recorded in the study area, 132 involved a cyclist and 15 involved pedestrians. **Table TR12-4-3** summarises the total number of slight, serious and fatal accidents involving pedestrians and cyclists. **Plate TR12-4-5** shows the location of PIAs involving pedestrians and cyclists.

Table TR12-4-3: Pedestrian and Cyclist PIA

Severity	Pedestrian	Cyclist	Total
Slight	6	94	100
Serious	8	37	45
Fatal	1	1	2
Total	15	132	147

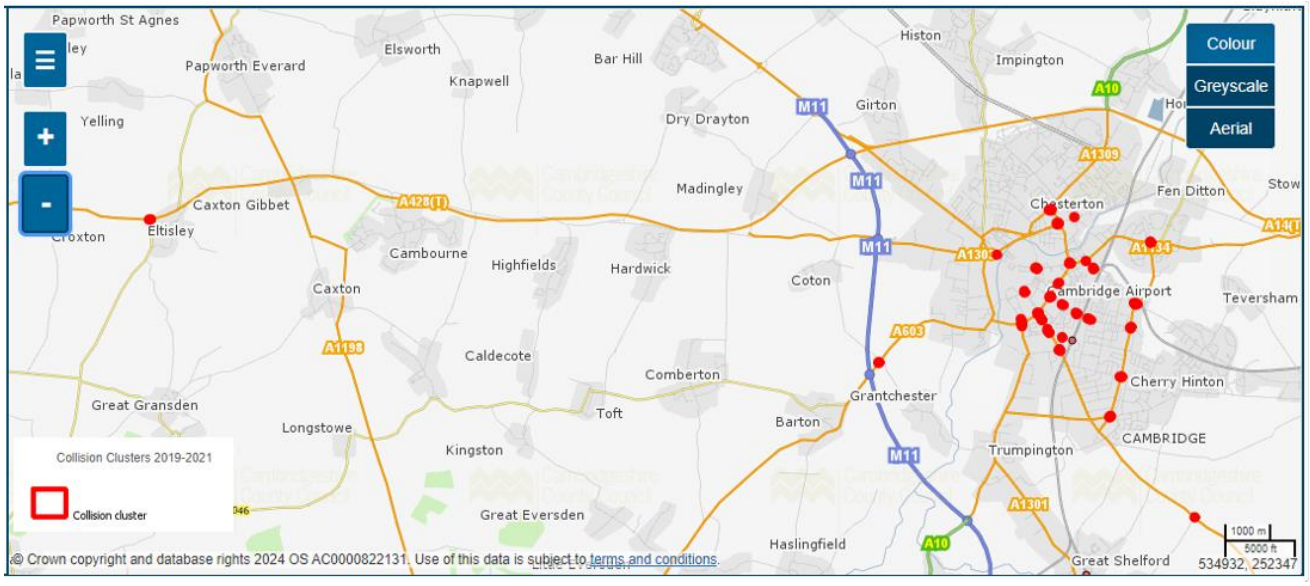
Plate TR12 4-5: Pedestrian and Cyclist accidents in Study Area



4.4.3. The numbers of accidents, their severity and their locations are considered to be consistent with the size of the study area and the types of roads within it. As would be expected, accidents have occurred primarily along the A428, St Neots Road, the B1046, the A1198 and M11 Motorway. There is one accident cluster[6] on the periphery of the study area at the A603 Haggis Farm Interchange as shown in **Plate TR12 4-6**.

[6] This is defined by CCC as 6 or more injury collisions (any severity) within 100m or at a junction, in the most recent 3 calendar year period; or 3 or more higher severity injury collisions (fatal or serious injuries) within 100m or at a junction, in the most recent 3 calendar year period.

Plate TR12 4-6: Accident Cluster Location



Source: Cambridgeshire County Council (CCC), 2024

4.4.4. The review of the above accidents demonstrates that there are no particular existing road safety trends or issues affecting the local highway network that need to be taken into account by the Scheme. As such, it is considered that provision of the Busway and the Travel Hub will not have a significant detrimental impact on road safety.

4.5 EXISTING TRAFFIC FLOWS – ST NEOTS ROAD

4.5.1. A limited traffic survey was carried out on Wednesday 29th June 2022. The purpose of the survey was to establish current traffic flows along St Neots Road.

4.5.2. A manual classification count was undertaken at the St Neots Road junction with Cambridge Road (immediately to the north of Hardwick) and the St Neots Road junction with Long Road. The traffic count took place between 07:00 and 19:00.

4.5.3. The 12 hours traffic flows on St Neots Road at each survey location are identified below. Traffic flows are two-way flows, expressed as numbers of vehicles observed. The traffic flows are broken down by vehicle classification.

MCC Survey at St Neots Road/ Cambridge Road junction

4.5.4. The two-way 12 hours traffic flow on St Neots Road, on either side of the junction with Cambridge Road, are described by **Table TR12-4-5** and **Table TR12-4-6** below.

Table TR12-4-4- St Neots Road west of Cambridge Road – 12 hours two-way flow (vehicle numbers)

Cars	Light Goods Vehicles	Heavy Goods Vehicles	Buses	Motor cycles	Bicycles	Total
3,807	614	54	70	101	186	4,832

Table TR12-4-5 - St Neots Road east of Cambridge Road – 12 hours two-way flow (vehicle numbers)

Cars	Light Goods Vehicles	Heavy Goods Vehicles	Buses	Motor cycles	Bicycles	Total
2,676	448	40	49	103	231	3,547

MCC Survey at St Neots Road/ Long Road junction

4.5.5. The two-way 12 hours traffic flow on St Neots Road, on either side of the junction with Long Road, are described by **Table TR12-4-6** and **Table TR12-4-7** below.

Table TR12-4-6 - St Neots Road west of Long Road – 12 hours two-way flow (vehicle numbers)

Cars	Light Goods Vehicles	Heavy Goods Vehicles	Buses	Motor cycles	Bicycles	Total
2,662	445	40	49	85	237	3,518

Table TR12-4-7 - St Neots Road east of Long Road – 12 hours two-way flow (vehicle numbers)

Cars	Light Goods Vehicles	Heavy Goods Vehicles	Buses	Motor cycles	Bicycles	Total
3,057	444	36	53	76	235	3,901

4.5.6. The June 2022 traffic survey indicates that St Neots Road has a 12 hour two-way flow of almost 5,000 vehicles at its western end. This flow reduces to approximately 3,500 vehicles at its eastern end. St Neots Road carries a sizeable amount of HGV and bus traffic.

4.5.7. It is noted that St Neots Road is an established cycle route, with approximately 230 cycle trips taking place along St Neots Road over the 12 hours survey period.

5 FUTURE TRANSPORT CONDITIONS WITHOUT CTOC SCHEME

5.1 OVERVIEW

5.1.1. This chapter outlines the future 2041 Do Minimum baseline transport conditions in the study area i.e. without the CtoC Scheme.

5.2 ACTIVE TRAVEL NETWORK

5.2.1. The only notable possible change to the active travel network by 2041 would be the introduction of GCP's Comberton Greenway scheme. This is proposed to be delivered to the south of the CtoC Scheme. The greenway will start in Comberton and head north towards Coton. It will cross the existing M11 bridge and carry on past the Cambridge University West Campus before reaching Silver Street.

5.2.2. Work on the first sections of the Comberton Greenway has commenced with upgrades made to a number of junctions and a new crossing outside Comberton Village College.

5.2.3. There is no firm programme for the delivery of the remaining sections of the Comberton Greenway.

5.3 HIGHWAY NETWORK PERFORMANCE

5.3.1. CSRM modelling has been used to produce Do Minimum demand model runs for the AM peak period (07:00-10:00), interpeak period (10:00-16:00) and PM peak period (16:00-19:00) for the forecast year of 2041. Modelling has been run both with and without the Making Connections schemes.

5.3.2. The performance of the highway network in the 2041 Do Minimum scenarios is described below.

5.3.3. V/C ratio is a measure of available highway link capacity. For each junction in the study area, the V/C ratio for each approach arm has been assessed and the maximum V/C value identified. That V/C value has been used as the indicator of the junction's capacity.

5.3.4. Junction arms with V/C of between 0.85 and 1.0 (i.e. between 85% and 100% of capacity utilised) typically have moderate levels of queued traffic and delay. Junction arms with a V/C of greater than 1.0 (i.e. greater than 100% capacity utilised) typically have high levels of queuing traffic and delay.

5.3.5. Two ranges of V/C ratio i.e. 0.85 – 1.0, and greater than 1.0, have been used to assess the highway network in the study area.

WITHOUT MAKING CONNECTIONS

5.3.6. This section describes the performance of the highway network in the 2041 Do Minimum (without Making Connections) scenario. This has been informed by a comparison of traffic volume against highway capacity (V/C) statistics at junctions in the study area. The V/C statistic provides a good indication of the level of traffic congestion within the study area.

AM peak

5.3.7. CSRM predicts V/Cs of greater than 100% at the following 24 locations:

- A1134 Northampton Street eastbound – junction with Magdalene Street;
- A1134 Northampton Street westbound – junction with A1303 Madingley Road;
- Turing Way – junction with Edington Avenue;
- A603 Barton Road eastbound – pedestrian crossing east of Grantchester Road;
- A1307 Huntingdon Road eastbound – junction with Whitehouse Lane;

- A1307 Huntingdon Road eastbound – junction with Thornton Road;
- A1307 Huntingdon Road eastbound – junction with Edington Avenue;
- A603 Cambridge Road northbound – junction with M11 NB off-slip (Junction 12);
- A428 eastbound off-slip – junction with St Neots Road (north of Cambourne);
- A428/A14 eastbound- junction with M11 NB off-slip to A14 (J14 Girton interchange);
- A1303 Madingley Road eastbound – junction with M11 northbound off-slip (Junction 13);
- A1303 Madingley Road eastbound – junction with Cambridge Road;
- Grantchester Road southbound – junction with A603 (east of M11 J12);
- Grantchester Road southbound – junction with M11 SB off-slip;
- A1307 Huntingdon Road eastbound – pedestrian crossing north of Storey's Way;
- Broad Street northbound – junction with Cambourne Road;
- Access Road – junction with A1198 (south of Caxton Gibbet rbt);
- B1049 Cambridge Road southbound – junction with Kings Hedges Road;
- B1049 Bridge Road southbound – junction with A14 (J32);
- B1050 southbound – junction with A14 (J25);
- A1198 Ermine St southbound – junction with A428 EB off-slip;
- B1049 Cambridge Road southbound – junction with Galton Road;
- B1046 New Road – junction with A603 Cambridge Road; and
- Castle Street northbound – junction with A1307 Huntingdon Road.

5.3.8. CSRM predicts that 22 locations will have V/Cs between 85% and 100%.

Interpeak

5.3.9. Because flows overall are lower in the interpeak than during the AM peak, there are fewer junctions with V/Cs greater than 100%: CSRM predicts V/Cs of greater than 100% at the following six locations:

- A1134 Northampton Street eastbound – junction with Magdalene Street;
- A1134 Victoria Road – junction with Chesterton Road;
- Grantchester Road southbound – junction with A603 (east of M11 J12);
- Broad Street northbound – junction with Cambourne Road;
- B1049 Cambridge Road southbound – junction with Galton Road; and
- M11 southbound off-slip to A14 eastbound – M11 junction 14.

5.3.10. CSRM predicts that 12 locations will have V/Cs between 85% and 100%.

PM peak

5.3.11. CSRM predicts V/Cs of greater than 100% at the following 28 locations:

- A1134 Northampton Street eastbound – junction with Magdalene Street (all arms);
- Grange Road – junction with A1303 Madingley Road;
- A1134 Queen's Road northbound – junction with A1303 Madingley Road;
- Emmanuel Street – junction with St. Andrew's Street;
- A1303 Madingley Road – junction with Edington Avenue (all arms);
- A1134 Victoria Road – junction with Chesterton Road;
- Kings Hedges Road eastbound – junction with Chariot Way;
- Haslingfield Road – junction with A603 Wimpole Road;
- A603 Barton Road westbound – pedestrian crossing east of Grantchester Road;
- A603 Barton Road southbound – junction with M11 SB on-slip (Junction 12);
- A1307 Huntingdon Road eastbound – junction with Whitehouse Lane;

- A1307 Huntingdon Road eastbound – junction with Thornton Road;
- NW Cambridge development access – junction with A1307 Huntingdon Road;
- A1307 Huntingdon Road eastbound – junction with Edington Avenue;
- A428 eastbound off-slip – junction with St Neots Road (north of Cambourne);
- A1303 Madingley Road eastbound – junction with M11 northbound off-slip (Junction 13);
- A1303 Madingley Road westbound – junction with St Neots Road;
- Grantchester Road southbound – junction with A603 (east of M11 J12);
- Broad Street northbound – junction with Cambourne Road;
- B1049 Cambridge Road northbound – junction with A14 (J32);
- B1049 Cambridge Road southbound – junction with Galton Road;
- Castle Street northbound – junction with A1307 Huntingdon Road;
- M11 southbound off-slip to A14 – (Junction 14 – Girton interchange);
- A14 westbound diverge to A428 westbound – Girton interchange;
- Cambridge Road northbound – junction with A1303 Madingley Road;
- M11 NB off-slip – junction with A603 Cambridge Road (Junction 12);
- Storey's Way northbound – junction with A1307 Huntingdon Road; and
- A1303 Madingley Road both directions – junction with Lady Margaret Road.

5.3.12. CSRM predicts that 41 locations will have V/Cs between 85% and 100%.

WITH MAKING CONNECTIONS

5.3.13. This section describes the performance of the highway network in the 2041 Do Minimum (with Making Connections) scenario. This has been informed by a comparison of traffic volume against highway capacity (V/C) statistics at junctions in the study area. The V/C statistic provides a good indication of the level of traffic congestion within the study area.

5.3.14. Overall traffic volumes around Cambridge are expected to be lower with Making Connections. It is anticipated that there would be less congestion at junctions.

AM peak

5.3.15. CSRM predicts V/Cs of greater than 100% at the following seven locations:

- A603 Cambridge Road northbound – junction with M11 NB off-slip (Junction 12);
- A428/A14 eastbound- junction with M11 NB off-slip to A14 (J14 Girton interchange);
- A1303 Madingley Road eastbound – junction with M11 northbound off-slip (Junction 13);
- Grantchester Road southbound – junction with A603 (east of M11 J12);
- Access Road – junction with A1198 (south of Caxton Gibbet rbt);
- B1050 southbound – junction with A14 (J25); and
- A1198 Ermine St southbound – junction with A428 EB off-slip.

5.3.16. CSRM predicts that 17 locations will have V/Cs between 85% and 100%.

Interpeak

5.3.17. CSRM predicts V/Cs of greater than 100% at the following location:

- Broad Street northbound – junction with Cambourne Road.

5.3.18. CSRM predicts that 8 other locations will have V/Cs between 85% and 100%.

PM peak

5.3.19. CSRM predicts V/Cs of greater than 100% at the following 15 locations:

- Magdalene Street – junction with A1134 Northampton Street eastbound;
- A1134 Queen's Road northbound – junction with A1303 Madingley Road;
- Emmanuel Street – junction with St. Andrew's Street;
- Haslingfield Road – junction with A603 Wimpole Road;
- A603 Barton Road westbound – pedestrian crossing east of Grantchester Road;
- A603 Barton Road southbound – junction with M11 SB on-slip (Junction 12);
- A428 eastbound off-slip – junction with St Neots Road (north of Cambourne);
- A1303 Madingley Road westbound – junction with St Neots Road;
- Grantchester Road southbound – junction with A603 (east of M11 J12);
- Broad Street northbound – junction with Cambourne Road;
- B1049 Cambridge Road southbound – junction with Galton Road;
- M11 southbound off-slip to A14 – (Junction 14 – Girton interchange);
- Cambridge Road northbound – junction with A1303 Madingley Road;
- Storey's Way northbound – junction with A1307 Huntingdon Road; and
- A1198 northbound – junction with Ermine Street (south of Caxton Gibbet).

5.3.20. CSRM predicts that 43 other locations will have V/Cs between 85% and 100%.

6 FUTURE TRANSPORT CONDITIONS WITH CTOC SCHEME

6.1 OVERVIEW

6.1.1. This chapter outlines the future 2041 Do Something transport conditions in the study area i.e. with the CtoC Scheme.

6.2 ACTIVE TRAVEL NETWORK

6.2.1. An emergency access and maintenance track (service track) will run alongside the busway. also providing a path for pedestrians and cyclists and, for the majority of the route, horse riders.

6.2.2. The CtoC Scheme will offer a direct cycle connection between Cambourne and Cambridge. This will provide significant safety and journey time improvements for people cycling between Cambourne, Hardwick, Coton and Cambridge.

6.2.3. The CtoC Scheme intersects four PRoWs. At these locations new crossing facilities will be provided to minimise the impact of the CtoC Scheme on pedestrians, cyclists and equestrians. The predicted effects on the four intersected PRoWs are presented within **Table 5-6** in **Technical Report 4: Community and Human Health, Land Use and Land Take**.

6.3 HIGHWAY NETWORK PERFORMANCE

6.3.1. The new busway, P&R site and bus services associated with the CtoC Scheme have been coded into the CSRM model. Demand model runs have been produced for the 2041 Do Something scenarios for the AM peak period (07:00-10:00), interpeak period (10:00-16:00) and PM peak period (16:00-19:00). The model has been run both without and with Making Connections.

6.3.2. The performance of the highway network in the 2041 Do Something without Making Connections scenario is described below.

6.3.3. For each junction in the study area, the V/C ratio for each approach arm has been assessed and the maximum V/C value identified. That V/C value has been used as the indicator of the junction's capacity.

6.3.4. Junction arms with V/C of between 0.85 and 1.0 (i.e. between 85% and 100% of capacity utilised) typically have moderate levels of queued traffic and delay. Junction arms with a V/C of greater than 1.0 (i.e. greater than 100% capacity utilised) typically have high levels of queuing traffic and delay.

6.3.5. Two ranges of V/C ratio i.e. 0.85 – 1.0, and greater than 1.0, have been used to assess the highway network in the study area.

WITHOUT MAKING CONNECTIONS

6.3.6. This section describes the performance of the highway network in the 2041 Do Something without Making Connections scenario. This has been informed by a review of volume over capacity (V/C) statistics at junctions in the study area.

6.3.7. Overall, V/Cs are very similar between Do Minimum and Do Something. The CtoC Scheme does result in a slight change in the number of junctions operating with a V/C >100%.

6.3.8. Further detail on the performance of the highway network in the 2041 Do Something (without Making Connections) is provided below.

AM peak

6.3.9. CSRM predicts V/Cs of greater than 100% at the same locations as in the AM 2041 Do Minimum (without Making Connections) scenario, with the exception of the following two junctions where the V/C has reduced below 100% (i.e. total of 22 junctions):

- A1303 Madingley Road eastbound – junction with Cambridge Road;
- A428 EB off-slip – junction with St Neots Road (north of Cambourne).

6.3.10. CSRM predicts that 24 locations will have V/Cs between 85% and 100% (at the same locations as in the 2041 Do Minimum scenario).

Interpeak

6.3.11. CSRM predicts V/Cs of greater than 100% at the same six locations indicated for the 2041 Do Minimum.

6.3.12. CSRM predicts that 12 locations will have V/Cs between 85% and 100%.

PM peak

6.3.13. CSRM predicts V/Cs of greater than 100% at the same locations indicated for the 2041 Do Minimum plus the following junction (i.e. total of 29 junctions);

- A428 WB off-slip – junction with St Neots Road/Scotland Road.

6.3.14. CSRM predicts that 40 locations will have V/Cs between 85% and 100%.

WITH MAKING CONNECTIONS

6.3.15. This section describes the performance of the highway network in the 2041 Do Something with Making Connections scenario. This has been informed by a review of volume over capacity (V/C) statistics at junctions in the study area.

6.3.16. Overall, V/Cs are very similar between the Do Minimum and Do Something scenarios. The CtoC Scheme does result in a slight change in the number of junctions operating with a V/C >100%.

6.3.17. Further detail on the performance of the highway network in the 2041 Do Something (with Making Connections) is provided below.

AM peak

6.3.18. CSRM predicts V/Cs of greater than 100% at eight locations. These are the same locations as in the AM 2041 Do Minimum with Making Connections scenario, with the addition of the following two locations where the V/C has increased 100%:

- Broad Street northbound – junction with Cambourne Rd; and
- A428 EB off-slip – junction with St Neots Road.

6.3.19. The following junction is no longer forecast to operate above capacity:

- Access Road – junction with A1198 south of Caxton Gibbet

6.3.20. CSRM predicts that 16 locations will have V/Cs between 85% and 100% (predominantly the same locations as in the 2041 Do Minimum scenario).

Interpeak

6.3.21. CSRM predicts V/Cs of greater than 100% at the same location indicated for the 2041 Do Minimum.

6.3.22. CSRM predicts that eight other locations will have V/Cs between 85% and 100%.

PM peak

6.3.23. CSRM predicts V/Cs of greater than 100% at 14 locations. These are the same locations as in the AM 2041 Do Minimum with Making Connections scenario, with the addition of the following location where the V/C has increased 100%;

- A428 EB off-slip – junction with St Neots Road/ Scotland Road

6.3.24. The following junctions are no longer forecast to operate above capacity:

- Cambridge Road northbound – junction with A1303 Madingley Road (east of M11 J13); and
- A1198 northbound – junction with Ermine Street/Royston Road (west of Cambourne).

6.3.25. CSRM predicts that 44 locations will have V/Cs between 85% and 100%.

7 COMPARISON OF 2041 DO MINIMUM AND DO SOMRTHING SCENARIOS

7.1 OVERVIEW

7.1.1. This chapter compares 2041 Do Minimum scenario results with 2041 Do Something scenario results in order to establish the effect of the CtoC Scheme.

7.2 HIGHWAY NETWORK PERFORMANCE

7.2.1. The performance of the highway network within the study area, for the Do Minimum and Do Something scenarios, is described by preceding chapters. The network performance has been examined both without and with Making Connections.

7.2.2. There are a large number of junctions within the study area that operate either close to, or exceed, their practical capacity (practical capacity being measured as V/C ratio). This is particularly the case in the morning and evening peak periods. The limitation on junctions' practical capacity manifests itself as a congested road network, with queuing and delay at the junctions.

7.2.3. It can be seen that there is very little difference in the performance of the high network across both the Do Minimum and Do Something scenarios. That situation applies both without and with Making Connections.

7.2.4. It is clear that the CtoC Scheme does not have a detrimental impact on the performance of the highway network. It does not cause further delay and queuing on the road network. No highways mitigation is required to be provided as part of the CtoC Scheme.

7.3 TRAFFIC FLOWS

7.3.1. Tables TR7-7-1 to 7-6 below describe two-way traffic flows on highway links in proximity to the busway, including at nearby villages. Traffic flows are expressed in PCUs (passenger car units).

WITHOUT MAKING CONNECTIONS

AM PEAK

7.3.2. The change in 2-way traffic flows for selected links between the 2041 Do Minimum and 2041 Do Something in the AM peak are shown in **Table TR12-7-1** below. In the AM peak, traffic flows in the Do Something scenario are mostly within 5% of those recorded in the Do Minimum scenario, except on links with very low flows. The exceptions are St Neots Road, east of Scotland Road, where the flow increases by 15% (from 436 PCUs to 500 PCUs due to the increase in buses on this on-road section) and Scotland Road, south of the new travel hub, where the flow increases by 15% (made up of cars and buses going to and from the new travel hub).

Table TR12-7-1: Do Minimum v Do Something flows – Without Making Connections 2041 AM Peak

Location	Link	Do Minimum (PCUs)	Do Something (PCUs)	% difference
54	A428, east of Scotland Road	5,013	5,026	0%
85	St Neots Road, east of Scotland Road	436	500	15%
87	Cambridge Road (North), Hardwick	429	424	-1%
38	Long Road	120	108	-10%
34	Granchester Road, Coton	602	612	2%
39	B1046 Comberton	287	286	0%
36	B1046 Barton	413	425	3%
15	Scotland Road, north of Travel Hub	1,119	968	-13%
55	Scotland Road, south of Travel Hub	1,119	1,287	15%

INTERPEAK

7.3.3. The change in 2-way traffic flows for selected links between the 2041 Do Minimum and 2041 Do Something in the interpeak is shown in **Table TR12-7-2** below. In the interpeak, traffic flows in the Do Something scenario are mostly within 5% of those recorded in the Do Minimum scenario, except on links with very low flows. The exceptions are St Neots Road, east of Scotland Road, where the flow increases by 26% (from 208 PCUs to 263 PCUs due to the increase in buses on this on-road section) and Scotland Road, south of the new travel hub, where the flow increases by 26%, made up of cars and buses going to and from the new travel hub.

Table TR12-7-2: Do Minimum v Do Something flows – Without Making Connections 2041 Interpeak

Location	Link	Do Minimum (PCUs)	Do Something (PCUs)	% difference
54	A428, east of Scotland Road	4,344	4,317	-1%
85	St Neots Road, east of Scotland Road	208	263	26%
87	Cambridge Road (North), Hardwick	154	150	-3%
38	Long Road	55	40	-27%
34	Granchester Road, Coton	597	577	-3%
39	B1046 Comberton	214	214	0%
36	B1046 Barton	379	368	-3%

Location	Link	Do Minimum (PCUs)	Do Something (PCUs)	% difference
15	Scotland Road, north of Travel Hub	662	635	-4%
55	Scotland Road, south of Travel Hub	662	832	26%

PM PEAK

7.3.4. The change in 2-way traffic flows for selected links between the 2041 Do Minimum and 2041 Do Something in the PM peak is described by **Table TR12-7-3** below. In the PM peak, traffic flows in the Do Something scenario are mostly within 5% of those recorded in the Do Minimum scenario, except on links with very low flows. The exceptions are Scotland Road, south of the new travel hub, where the flow increases by 25%, made up of cars and buses going to and from the new travel hub.

Table TR12-7-3 : Do Minimum v Do Something flows – Without Making Connections 2041 PM Peak

Location	Link	Do Minimum (PCUs)	Do Something (PCUs)	% difference
54	A428, east of Scotland Road	5,827	5,794	-1%
85	St Neots Road, east of Scotland Road	424	445	5%
87	Cambridge Road (North), Hardwick	226	221	-2%
38	Long Road	236	193	-18%
34	Granchester Road, Coton	671	653	-3%
39	B1046 Comberton	420	431	3%
36	B1046 Barton	722	706	-2%
15	Scotland Road, north of Travel Hub	1,058	985	-7%
55	Scotland Road, south of Travel Hub	1,058	1,322	25%

7.3.5. Scotland Road is the only link to record an increase in 2-way traffic flows of more than 10%. This is attributed to vehicles traveling to / from the new travel hub.

WITH MAKING CONNECTIONS

AM PEAK

7.3.6. Similar to the without Making Connections scenarios, the majority of traffic flows in the Do Something scenario are within 5% of those recorded in the Do Minimum scenario, except on roads with very low flows. The exceptions are St Neots Road, east of Scotland Road, where flows increase by 12% (from 367 PCUs to 412 PCUs) as a result of additional buses using this on-road section and Scotland Road south of the travel hub where flows increase by 26%, a combination of cars and buses going to and from the travel hub .

7.3.7. The change in 2-way traffic flows for selected links between the 2041 Do Minimum and 2041 Do Something in the AM peak are described by **Table TR12-7-4** below.

7.3.8. Flows overall are lower than 'without Making Connections', but flows to the travel hub are higher, as would be expected in both cases.

Table TR12-7-4 : Do Minimum v Do Something flows – With Making Connections 2041 AM Peak

Location	Link	Do Minimum (PCUs)	Do Something (PCUs)	% difference
54	A428, east of Scotland Road	5,039	5,041	0%
85	St Neots Road, east of Scotland Road	367	412	12%
87	Cambridge Road (North), Hardwick	400	400	0%
38	Long Road	154	146	-5%
34	Granchester Road, Coton	583	593	2%
39	B1046 Comberton	393	379	-4%
36	B1046 Barton	672	646	-4%
15	Scotland Road, north of Travel Hub	994	867	-13%
55	Scotland Road, south of Travel Hub	994	1,252	26%

INTERPEAK

7.3.9. In the interpeak, traffic flows in the Do Something scenario are all within 5% of those recorded in the Do Minimum scenario, except on roads with very low flows. The one exception is Scotland Road south of the travel hub where flows increase by 35%, a combination of cars and buses going to and from the travel hub.

7.3.10. Flows overall are lower than 'without Making Connections', but flows to the travel hub are higher, as would be expected in both cases.

7.3.11. The change in 2-way traffic flows for selected links between the 2041 Do Minimum and 2041 Do Something in the Interpeak is described by **Table TR12-7-5** below

Table TR12-7-5 : Do Minimum v Do Something flows – With Making Connections 2041 Inter Peak

Location	Link	Do Minimum (PCUs)	Do Something (PCUs)	% difference
54	A428, east of Scotland Road	4,050	4,057	0%
85	St Neots Road, east of Scotland Road	241	231	-4%
87	Cambridge Road (North), Hardwick	150	149	0%
38	Long Road	44	38	-13%
34	Granchester Road, Coton	453	431	-5%

Location	Link	Do Minimum (PCUs)	Do Something (PCUs)	% difference
39	B1046 Comberton	195	194	0%
36	B1046 Barton	357	352	-1%
15	Scotland Road, north of Travel Hub	645	628	-3%
55	Scotland Road, south of Travel Hub	645	872	35%

PM PEAK

7.3.12. Similar to the without Making Connections scenarios, the majority of traffic flows in the Do Something scenario are within 5% of those recorded in the Do Minimum scenario, except on roads with very low flows. The exceptions are Scotland Road south of the travel hub where flows increase by 28%, a combination of cars and buses going to and from the travel hub.

7.3.13. Flows overall are lower than 'without Making Connections', but flows to the travel hub are higher, as would be expected in both cases.

7.3.14. The change in 2-way traffic flows for selected links between the 2041 Do Minimum and 2041 Do Something in the PM peak is described by **Table TR12-7-6** below.

Table TR12-7-6 : Do Minimum v Do Something flows – With Making Connections PM Peak

Location	Link	Do Minimum (PCUs)	Do Something (PCUs)	% difference
54	A428, east of Scotland Road	5,685	5,684	0%
85	St Neots Road, east of Scotland Road	493	488	-1%
87	Cambridge Road (North), Hardwick	220	219	0%
38	Long Road	199	180	-9%
34	Granchester Road, Coton	690	692	0%
39	B1046 Comberton	419	424	1%
36	B1046 Barton	696	673	-3%
15	Scotland Road, north of Travel Hub	1,038	934	-10%
55	Scotland Road, south of Travel Hub	1,038	1,330	28%

8 CONSTRUCTION

8.1 OVERVIEW

8.1.1. GCP has appointed Milestone Contracting Ltd to provide ECI (early contractor involvement) advice for the CtoC Scheme. Milestone's preliminary construction programme, construction phasing and estimates of construction vehicle numbers form the basis of the construction traffic assessment described by this chapter.

8.2 CODE OF CONSTRUCTION PRACTICE

8.2.1. A Code of Construction Practice (CoCP) has been drafted for the CtoC Scheme. The CoCP describes the control measures, practices and standards to be implemented throughout construction of the CtoC Scheme to ensure that adverse effects to people and the environment are kept as low as practicable during that period.

8.2.2. The CoCP will be refined as necessary as the project design and TWA processes progress. Engagement with stakeholders will inform its future development.

8.2.3. The CoCP sets out a series of measures which will be applied by the principal contractor in the preparation of their more detailed local environmental management plans (LEMPs) to:

- Provide effective planning, management and control during construction to control potential adverse impacts on people, businesses and natural and heritage assets; and
- Provide the mechanisms to engage with the local community and their representatives throughout the construction period.

8.2.4. The construction related environmental effects identified below are predicated on the measures set out in the CoCP being implemented.

8.3 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

8.3.1. A Construction Traffic Management Plan (CTMP) will be produced for the CtoC Scheme construction works. The CTMP will be developed in accordance with the requirements set out in the CoCP. Its implementation will be the responsibility of the principal construction contractor. The primary purpose of the CTMP will be to minimise the impact of construction traffic: it will relate to both on site construction activity and the transport management arrangements for vehicles travelling to and leaving the construction site.

8.3.2. The CTMP will detail the methods which will be implemented to manage construction-related vehicle trips. The CTMP will establish acceptable routes for construction traffic travelling to and from the CtoC Scheme site (typically in the form of routing plans). It will specify which routes are prohibited to construction traffic (e.g. roads through local villages). The CTMP will also describe any periods during the day when use of the local road network will be restricted.

8.3.3. Typically, site deliveries will be limited to normal site working hours. Exceptionally, activities such as large concrete pours may require deliveries and working outside of normal hours.

8.3.4. The CTMP will provide the Highway Authorities with the security that the safe and efficient operation of the highway network will not be compromised by construction traffic.

8.4 PROGRAMME

8.4.1. It is anticipated that the construction of the CtoC Scheme will take 24 months. At this stage, the construction programme extends from Q1 2026 to Q4 2028. However, it is emphasised that these dates (and the construction timings described below) are liable to change as the CtoC Scheme develops.

8.5 CONSTRUCTION TRAFFIC NUMBERS

8.5.1. Construction traffic movements have been broken down into three categories: construction vehicle movements, vehicles bringing static plant to and from site, and staff vehicle movements. Construction vehicles are vehicles associated with primary construction activities, including earthmoving and deliveries of materials (including road pavement materials and concrete). Static plant are vehicles bringing major items of plant to site and removing plant from site. Staff vehicle numbers are self-explanatory: these are cars and vans which will mainly travel to the principal compound area (situated on the site of the travel hub) or other locations along the busway route.

8.5.2. Vehicle numbers are expressed in terms of vehicle movements. A vehicle movement is a two-way flow and is the sum of an inbound vehicle trip and the return trip).

8.5.3. **Table TR12-8-1** below identifies the maximum number of daily vehicle movement numbers for each part of the CtoC Scheme. The timing of peak vehicle activity for each part of the scheme is also identified.

Table TR12-8-1 : Peak Construction Vehicle Numbers (Daily Movements)

Section	Daily Peak Vehicle Numbers (in vehicle movements)	Date occurs	Daily Construction Vehicle Movements	Daily Static Plant Vehicle Movements	Daily Staff Vehicle Movements
Busway	204	March 27	64	13	127
Travel hub	118	Oct 26	38	4	76

8.6 CONSTRUCTION ROUTES

8.6.1. There are two principal points of access to the busway and travel hub sites from the adjacent highway network. These are from the A428/ Scotland Road grade-separated dumbbell junction and from the Madingley Mulch Roundabout.

8.6.2. From the west, construction traffic will travel on the A428 and access the CtoC works via either the A428/ Scotland Road junction or the Madingley Mulch roundabout. In addition, construction traffic arriving from the west could leave the A428 at Cambourne and travel via St Neots Road to the CtoC construction site.

8.6.3. From the south, construction traffic will travel via the M11 and Madingley Road to the Madingley Mulch roundabout, and from there access the CtoC works via St Neots Road. From the east, construction traffic will travel via the A14/ A428 to Scotland Road.

8.6.4. Some construction traffic will utilise Madingley Road and the University of Cambridge's West Cambridge campus's on-site roads to provide access for the M11 bridge and the section of busway running between the M11 and Grange Road. Limited amounts of construction traffic will be permitted to travel on Madingley Road and Grange Road in order to construct the tie-in between the busway and Grange Road.

8.6.5. As stated above, the CTMP will limit access for construction traffic to the routes outlined above. Construction traffic will not be permitted to travel through local villages, particularly Hardwick, Coton, Dry Drayton, Comberton, Toft and Barton.

8.7 TEMPORARY TRAFFIC SIGNALS AND ROUTE DIVERSIONS

8.7.1. Temporary traffic signals will be required at locations where the busway crosses existing roads, in order to permit the construction of new crossing junctions. Depending on factors such as visibility and traffic speeds, temporary signals may be required to enable construction traffic to enter and leave construction haul routes from the adjacent roads. Traffic signals will be in place for limited periods of time only.

8.7.2. It may be necessary to close roads for short periods of time to facilitate construction of new crossing junctions. Diversion routes for such closures would be arranged with Cambridgeshire County Council and notified to the public in advance. As far as practicable, they would be removed in time for the road to be reopened in time for peak daytime traffic activity.

8.7.3. It is anticipated that the CtoC Scheme construction works will not require the diversion of any existing bus services.

8.8 IMPACT ASSESSMENT

Active Travel Impacts

8.8.1. Construction of the CtoC Scheme is expected to have a negligible impact on pedestrians and cyclists as the main route for construction vehicles accessing and egressing the site will be via the A428 and M11.

8.8.2. To minimise any conflict between construction vehicles and non-motorised users at locations where PRoWs cross the busway, PRoW construction crossings will be established and managed in accordance with control measures which will be identified in the CTMP.

Public Transport Impacts

8.8.3. Construction of the CtoC Scheme is expected to have a negligible impact on buses and public transport users. As stated above, it is anticipated that no diversion of bus routes will be required as part of the CtoC Scheme.

Highway Impacts

8.8.4. Peak construction vehicle numbers for each component part of the CtoC Scheme are identified by **Table TR12-8-1** above. It is considered that the number of construction vehicle trips generated by the

CtoC Scheme will have a minimal impact on the operation of the local highway network, particularly as all trips will access and egress the site via the A428 or M11.

8.8.5. The local highway network has capacity to accommodate the predicted number of construction vehicles. It is noted that the A428/ Scotland Road junction and the Madingley Mulch roundabout are the focal points of vehicles accessing and leaving the CtoC worksites. If required, measures to regulate the volume of construction traffic passing through those junctions can be incorporated into the CTMP. Such measures could include limiting the number of construction traffic movements at those junctions during peak hour periods.

9 ASSESSMENT OF CTOC TRAFFIC AND TRANSPORT EFFECTS

9.1 OVERVIEW

9.1.1. This section sets out the assessment of the traffic and transport effects arising during the construction and operation of the CtoC Scheme without and with the Making Connections scheme.

9.1.2. The significance level attributed to each effect has been assessed based on the magnitude of change due to the CtoC Scheme proposals, and the sensitivity of the affected receptor / receiving environment to change. Magnitude of change and the sensitivity of the affected receptor / receiving environment are both assessed on a scale of high, medium, low and negligible.

9.2 CONSTRUCTION PHASE

9.2.1. There are two principal points of access to the busway and travel hub sites from the adjacent highway network. These are from the A428/ Scotland Road grade-separated dumbbell junction and from the Madingley Mulch Roundabout.

9.2.2. Construction traffic will travel to the two principal points of access via main roads on the external road network. Construction traffic will be less than 30% of traffic flows on the external road network and therefore the external road network has been scoped out of this construction phase assessment, in accordance with Rules 1 and 2 described at Section 3.4.

9.2.3. The following highway links are situated between the principal points of access and the CtoC Scheme construction areas;

- St Neots Road;
- Long Road (north section); and
- Cambridge Road (near Coton; north section).

9.2.4. These links will form part of the route taken by construction traffic travelling to and from construction areas. These links have been assessed in accordance with **Table TR12-3-3**, **Table TR12-3-6** and **Table TR12-3-7** rather than being scoped out using Rules 1 and 2.

9.2.5. Of the three roads referred to above, only St Neots Road has residential frontage which would be passed by construction traffic. The environmental effect of the CtoC Scheme construction activity on this residential frontage has been assessed as described below.

9.2.6. Based on the criteria described in **Table TR12-3-3, Table TR12-3-4** and **Table TR12-3-5**, St Neots Road is considered to have medium receptor sensitivity. Using the traffic flows identified at Section 4.5 for guidance, it is considered that the magnitude of impact described by **Table TR12-3-6** is very low for all impact items. Therefore, the resultant construction effects on severance, pedestrian delay, non-motorised user amenity, driver delay, fear and intimidation and road safety (at the three highway links outlined in para 9.2.3) are considered to be **negligible.**

9.3 OPERATIONAL PHASE

Screening

9.3.1. As previously stated, the CtoC Scheme will not generate traffic *per se*. It will enable future and existing residents living in Cambourne and travelling to Cambridge to adopt sustainable modes of travel, rather

than rely on their cars. It will also allow commuters travelling into Cambridge to change mode of travel, from car to the bus or active travel.

9.3.2. Chapter 7 compares V/C results within the study area's highway network for both the without and with the CtoC Scheme scenarios. This comparison indicates that the network's performance is almost identical for both scenarios, with very little difference in the numbers and locations of junctions operating at capacity. Given that CtoC Scheme does not generate traffic, this result is to be expected. It is reasonable to conclude that the impact of the CtoC Scheme on the study area highway network is *de minimis.*

9.3.3. For this reason, the highway links within the study area (with the exception of the nine links located close to the CtoC Scheme, as examined by **Table TR12-7-1** to **Table TR12-7-3** above) have been scoped out of the operational assessment (using Rules 1 and 2). It follows that the CtoC Scheme cannot have significant severance, pedestrian delay, pedestrian amenity, driver delay, fear and intimidation and road safety effects *a priori* on the wider highway network.

9.3.4. In addition to the consideration of the highway network within the study area outlined above, detailed consideration has been given to the highway network adjacent to the CtoC Scheme. **Table TR12-7-1** to **Table TR12-7-6** above compare predicted traffic flows on neighbouring highway links for the 2041 assessment year. The tables provide flow information for the morning peak, interpeak and evening peak periods. The information compares without and with CtoC Scheme, for both without and with Making Connections.

9.3.5. The information presented in **Table TR12-7-1** to **Table TR12-7-6** above has been used to predict the operational effects on severance, pedestrian delay, pedestrian amenity, driver delay, fear and intimidation and road safety. The assessment of these effects is described in turn below.

Severance

9.3.6. Comparing the traffic flows in **Table TR12-7-1** to **Table TR12-7-6**, the majority of traffic flows in the Do Something scenario are within 5% of those recorded in the Do Minimum scenario, except on roads with very low flows. The exception is the short section of Scotland Road south of the travel hub . This situation applies both without and with Making Connections.

9.3.7. Referring to **Table TR12-3-6** , the magnitude of change with regards to severance is considered to be very low. Because of the presence of residential frontage and educational facilities Cambridge Road (North) Hardwick (Link 87) and B1046 Comberton (link 39) have a high sensitivity to change. All other links in **Table TR12-7-1** to **Table TR12-7-6** have a very low to medium sensitivity to change (from **Table TR12-3-3**).

9.3.8. From **Table TR12-3-7**, the operational effect of the CtoC Scheme on severance is considered to be **negligible**.

Pedestrian Delay

9.3.9. Comparing traffic flows in **Table TR12-7-1** to **Table TR12-7-2** , and referring to **Table TR12-3-6**, the magnitude of change with regards to pedestrian delay is considered to be very low. As outlined above, the highway links have been assessed as having very low to high sensitivity (from **Table TR12-3-3**).

9.3.10. From **Table TR12-3-7**, the operational effect of the CtoC Scheme on pedestrian delay is considered to be **negligible**.

Pedestrian Amenity

9.3.11. Comparing traffic flows in **Table TR12-7-1** to **Table TR12-7-6**, and referring to **Table TR12-3-6**, the magnitude of change with regards to pedestrian amenity is considered to be very low. As outlined above, the highway links have been assessed as having very low to high sensitivity (from **Table TR12-3-3**).

9.3.12. From **Table TR12-3-7**, the operational effect of the CtoC Scheme on pedestrian amenity is considered to be **negligible**.

Fear and Intimidation

9.3.13. Comparing traffic flows in **Table TR12-7-1** to **Table TR12-7-2**, and referring to **Table TR12-3-6**, the magnitude of change with regards to fear and intimidation is considered to be very low (there is no step change in the level of fear and intimidation). As outlined above, the highway links have been assessed as having very low to high sensitivity (from **Table TR12-3-3**).

9.3.14. From **Table TR12-3-7**, the operational effect of the CtoC Scheme on fear and intimidation is considered to be **negligible**.

Driver Delay

9.3.15. Comparing traffic flows in **Table TR12-7-1** to **Table TR12-7-2**, and referring to **Table TR12-3-6**, the magnitude of change with regards to drive delay is considered to be very low. The local highway assessed in **Table TR12-7-1** to **Table TR12-7-6** will not be operating at capacity in 2041 and it has been assessed as very low sensitivity (from **Table TR12-3-4**).

9.3.16. From **Table TR12-3-6**, the operational effect of the CtoC Scheme on driver delay is considered to be **negligible**.

Accidents and Road Safety

9.3.17. The accident history of the local road network is described within Section 4. The numbers of accidents, their severity and their locations are considered to be consistent with the size of the study area and the types of roads within it. As would be expected, accidents have occurred primarily along the A428, St Neots Road, the B1046, the A1198 and M11 Motorway. There are higher concentrations of accidents within the built up areas of Cambourne and Cambridge.

9.3.18. The review of the above accidents demonstrates that there are no particular existing road safety trends or issues affecting the local highway network. As such, it is considered that provision of the busway and the travel hub will not have a significant detrimental impact on road safety.

9.3.19. Given the above, it is considered that the CtoC Scheme would cause a very low change to the current accident situation. The sensitivity of the highway network to accidents arising from the CtoC Scheme is considered to be low.

9.3.20. From **Table TR12-3-8**, the operational effect of the CtoC Scheme on accidents and road safety is considered to be **negligible**.

9.4 MITIGATION AND RESIDUAL EFFECTS

Mitigation

9.4.1. The CSRM transport model has been used to establish traffic flows on the local highway network in the assessment year 2041. Traffic flows have been established for two scenarios: Do Minimum and

Do Something (i.e. without and with the CtoC Scheme). Comparison of the results between the two scenarios identifies the effect produced by the CtoC Scheme. This comparison is described above: it reveals that there is little difference in traffic flows on the local highway network between the two scenarios.

9.4.2. The change in traffic flows on the highway network, produced as a result of the CtoC Scheme, is predicted to be small. It is for that reason that the effect of the CtoC Scheme on severance, pedestrian delay, pedestrian amenity, fear and intimidation, driver delay and road safety has been assessed as being **negligible**.

9.4.3. A similar assessment has been undertaken for the CtoC Scheme construction phase. Predicted construction traffic vehicle numbers have been compared to traffic flows on the local highway network (established through traffic surveys undertaken in 2022). Allowance has been made for the sensitivity of residential properties fronting on to St Neots Road. Nevertheless, our assessment establishes that the CtoC Scheme will have **negligible** construction effect on severance, pedestrian delay, pedestrian amenity, fear and intimidation, driver delay and road safety.

9.4.4. As stated above, a Construction Traffic Management Plan will be produced for the CtoC Scheme. The CTMP will detail methods which will be implemented to manage construction-related vehicle trips. The CTMP will establish construction traffic vehicle routing (typically in the form of routing plans).

9.4.5. It is considered that with the implementation of the CTMP no other construction related transport mitigation measures will be required for the CtoC Scheme.

9.4.6. As noted above, the CtoC Scheme will not have a material operational traffic and transport impact. No operational mitigation measures are to be provided as part of the CtoC Scheme.

Residual Effects

9.4.7. It is considered that the CtoC Scheme will have a **negligible** residual traffic and transport effect.

Table TR12-9-1 - Summary of Transport Effects – Construction Phase

Description of Likely Significant Effects	Summary of Effects					Summary of Mitigation / Enhancement Measures	Summary of Residual Effects					Relevant Policy	Relevant Legislation
	(Major, Moderate, Minor, Negligible)	Adverse / Beneficial	(P/T)	(D/I)	(ST/MT/LT)		(Major, Moderate, Minor, Negligible)	Adverse / Beneficial	(P/T)	(D/I)	(ST/MT/LT)		
Severance	Negligible	-	-	-	-	CTMP	Negligible	-	-	-	-	N/A	N/A
Driver Delay	Negligible	-	-	-	-	CTMP	Negligible	-	-	-	-	N/A	N/A
Pedestrian and Cyclist Delay	Negligible	-	-	-	-	CTMP	Negligible	-	-	-	-	N/A	N/A
Pedestrian Amenity	Negligible	-	-	-	-	CTMP	Negligible	-	-	-	-	N/A	N/A
Fear and Intimidation	Negligible	-	-	-	-	CTMP	Negligible	-	-	-	-	N/A	N/A
Accidents and Safety	Negligible	-	-	-	-	CTMP	Negligible	-	-	-	-	N/A	N/A

Key: P/T = Permanent or Temporary, D/I = Direct or Indirect, ST/MT/LT = Short Term, Medium Term or Long Term, N/A = Not Applicable

CTMP = Construction Traffic Management Plan

Table TR12-9-2 - Summary of Transport Effects – Operational Phase

Description of Likely Significant Effects	Summary of Effects					Summary of Mitigation / Enhancement Measures	Summary of Residual Effects					Relevant Policy	Relevant Legislation
	(Major, Moderate, Minor, Negligible)	Adverse / Beneficial	(P/T)	(D/I)	(ST/MT/LT)		(Major, Moderate, Minor, Negligible)	Adverse / Beneficial	(P/T)	(D/I)	(ST/MT/LT)		
Severance	Negligible	-	-	-	-	None	Negligible	-	-	-	-	N/A	N/A
Driver Delay	Negligible	-	-	-	-	None	Negligible	-	-	-	-	N/A	N/A
Pedestrian and Cyclist Delay	Negligible	-	-	-	-	None	Negligible	-	-	-	-	N/A	N/A
Pedestrian Amenity	Negligible	-	-	-	-	None	Negligible	-	-	-	-	N/A	N/A
Fear and Intimidation	Negligible	-	-	-	-	None	Negligible	-	-	-	-	N/A	N/A
Accidents and Safety	Negligible	-	-	-	-	None	Negligible	-	-	-	-	N/A	N/A

Key: P/T = Permanent or Temporary, D/I = Direct or Indirect, ST/MT/LT = Short Term, Medium Term or Long Term, N/A = Not Applicable

10 CUMULATIVE IMPACTS

10.1 OVERVIEW

10.1.1. This section sets out a qualitative assessment of the cumulative transport effects associated with the construction and operation of the CtoC Scheme.

10.2 CONSTRUCTION IMPACT

10.2.1. The construction of the CtoC Scheme may coincide with the build-out of the Bourn Airfield residential development. The section of St Neots Road between the airfield and the A428/ Scotland Road junction may be used by both CtoC and Bourn Airfield construction traffic. It is noted that Bourn Airfield has the opportunity to be independently served by its construction traffic from St Neots Road (west), with access gained from the A428 at the Cambourne junction. Bourn Airfield could also be served by construction traffic from its frontage onto Highfields Road and Broadway.

10.2.2. Both the CtoC Scheme and Bourn Airfield have flexibility in their construction access arrangements. It is considered that the cumulative impact of construction traffic associated with both schemes will not be significant.

10.2.3. It is anticipated that the CtoC Scheme construction traffic will not interact with construction traffic from any other development schemes coming forward to the west of Cambridge.

10.3 OPERATIONAL IMPACT

10.3.1. All local plan allocated sites have been included within the 2041 Do Minimum traffic model flows. The comparison of 2041 Do Minimum and 2041 Do Something traffic flows, as previously described at Chapter 7, indicates that the cumulative operational impact of the CtoC Scheme with local plan growth will not be significant.

11 CONCLUSIONS

11.1.1. The construction of the CtoC Scheme is predicted to result in a minor temporary change in vehicle and person trip movements against its baseline conditions, and thus minimal change in transport conditions. The assessments have shown that the traffic and transport effects arising from the construction of the CtoC Scheme will result in a negligible effect on baseline conditions. The cumulative effect of construction traffic associated with CtoC and Bourn Airfield will be negligible.

11.1.2. The CtoC Scheme will significantly improve local walking and cycling connectivity between Cambourne and Cambridge through the creation of new high-quality walking and cycling routes. The CtoC Scheme will also improve connectivity to the existing PRoW network, with pedestrian, cycle and equestrian crossing facilities provided where the CtoC Scheme intersects the existing PRoW network.

11.1.3. The operation of the CtoC Scheme is not expected to have any impact on travel demand within the study area. Instead, it is expected to result in mode shift (e.g. people switching from car to bus and cycle) and the re-routing of existing trips (e.g. people switching to less congested routes). The CtoC Scheme will have minimal impacts on existing traffic flows on the local and strategic highway network.

11.1.4. Overall, the CtoC Scheme will provide the opportunity for persons travelling to Cambridge from the west to make that journey by walking, cycling and by bus, rather than by car. The CtoC Scheme will have a beneficial effect on traffic conditions in Cambridge. The assessments have shown that the traffic and transport effects arising from the operation of the CtoC Scheme will result in negligible effect on baseline conditions.

11.1.5. The traffic and transport environmental assessment described by this Technical Report establishes the CtoC Scheme will have negligible construction and operational effects.

12 REFERENCES

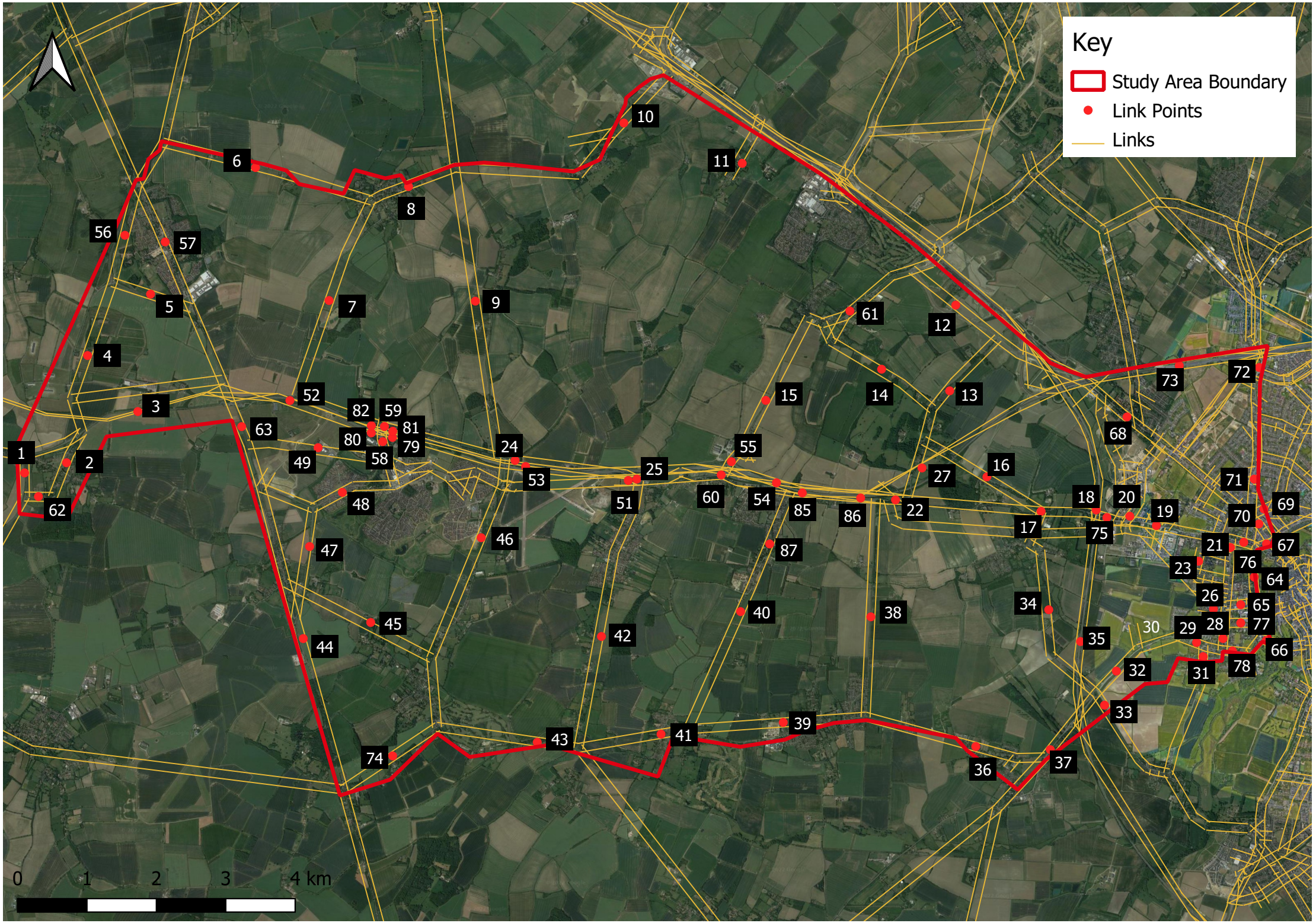
12.1 Environmental Assessment of Traffic and Movement (Institute of Environmental Assessment) (2023)

12.2 The Guidelines for Environmental Assessment of Road Traffic (Institute of Environmental Assessment) (1993)

Appendix A

STUDY AREA

Public


Key
Study Area Boundary
Link Points
Links
0
1
2
3
4 km

Appendix B

SENSITIVITY OF NON-MOTORISED USERS

Public

Point	Link	Location	Receptor Sensitivity	Qualification
1	B1040, west of Eltisley	Eltisley	Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc)
2	Potton End Road / The Green, Eltisley	Eltisley	Medium	Medium sensitive receptors (e.g. medium concentration of residential dwellings and facilities and amenities, designated pedestrian/cycle desire lines including cycle routes and public footpaths).
3	A428 Cambridge Road between Eltisley and Caxton Gibbet	Eltisley	Very Low	No sensitive receptors (e.g., no residential dwellings, facilities and amenities and no pedestrian / desire lines etc) such as a rural area.
4	B1040 St Ives Road, north of Eltisley	Eltisley	Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc)
5	A1198, south of Papworth Everard	Papworth Everard	Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc)
6	Rogues Lane, west of Elsworth	Elsworth	Very Low	No sensitive receptors (e.g., no residential dwellings, facilities and amenities and no pedestrian / desire lines etc) such as a rural area.
7	Unnamed Road, between Borckley Road and St Neots Road, south of Elsworth	Elsworth	Very Low	No sensitive receptors (e.g., no residential dwellings, facilities and amenities and no pedestrian / desire lines etc) such as a rural area.
8	Boxworth Road, east of Elsworth	Elsworth	Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc)
9	High Street, Knapwell	Elsworth	Very Low	No sensitive receptors (e.g., no residential dwellings, facilities and amenities and no pedestrian / desire lines etc) such as a rural area.
10	Boxworth Road, north east of Boxworth	Boxworth	Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc)
11	Robin's Lane, north east of Lolworth	Boxworth	Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc)
12	A1307 Huntingdon Road, east of Dry Drayton	Dry Drayton	Very Low	A highway environment that can accommodate changes in volume of traffic (e.g. adequate (i.e. to standard) footway provision / cycle provision, well separated provision from carriageway) with no sensitive receptors
13	The Avenue, north of Madingley	Cambridge	Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc)
14	Dry Drayton Road, between Dry Drayton and Madingley	Dry Drayton	Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc)
15	Scotland Road, north of proposed Travel Hub	Dry Drayton	Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc)
16	Cambridge Road, north of Cambridge American Cemetery	Coton	Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc)
17	A1303 Madingley Road, between Cambridge American Cemetery and Cambridge Road	Coton	Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc)
18	M11, north of Junction 13	Cambridge	Very Low	No sensitive receptors (e.g., no residential dwellings, facilities and amenities and no pedestrian / desire lines etc) such as a rural area.
19	A1303 Madingley Road, between J J Thomson Avenue and Conduit Head Road	Cambridge	Medium	Medium sensitive receptors (e.g. medium concentration of residential dwellings and facilities and amenities, designated pedestrian/cycle desire lines including cycle routes and public footpaths).
20	Eddington Avenue, north of A1303 Madingley Road, Cambridge	Cambridge	Medium	Medium sensitive receptors (e.g. medium concentration of residential dwellings and facilities and amenities, designated pedestrian/cycle desire lines including cycle routes and public footpaths).
21	Grange Road, south of A1303 Madingley Road	Cambridge	Medium	Medium sensitive receptors (e.g. medium concentration of residential dwellings and facilities and amenities, designated pedestrian/cycle desire lines including cycle routes and public footpaths).
22	St Neots Road, between Long Road and A1303 Madingley Road (adjacently north to Madingely Tower)	Cambridge	Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc)
24	St Neots Road, north east Cambourne, east of Broadway	Cambourne	Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc)
25	Northern Arm (St Neots Road) on St Neots Road / Wellington Way Roundabout / Highfields Road roundabout	Highfields Caldecote	Medium	Medium sensitive receptors (e.g. medium concentration of residential dwellings and facilities and amenities, designated pedestrian/cycle desire lines including cycle routes and public footpaths).
26	Cranmer Road, Cambridge	Cambridge	Very Low	No sensitive receptors (e.g., no residential dwellings, facilities and amenities and no pedestrian / desire lines etc) such as a rural area.
27	A428, south of Madingley between St Neots Road and M11 / A14, Cambridge	Cambridge	Medium	Medium sensitive receptors (e.g. medium concentration of residential dwellings and facilities and amenities, designated pedestrian/cycle desire lines including cycle routes and public footpaths).
28	Grange Road, north of A603 Barton Road, Cambridge	Cambridge	Medium	Medium sensitive receptors (e.g. medium concentration of residential dwellings and facilities and amenities, designated pedestrian/cycle desire lines including cycle routes and public footpaths).
29	A603 Barton Road, east of Granchester Road, Cambridge	Cambridge	Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc)
31	Grantchester Road, south of A603 Barton Road, Cambridge	Cambridge	Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc)
32	A603 Barton Road, between A603 roundabout and Queens College and Robinson College Sports Ground	Cambridge	Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc)
33	Coton Road, south of Haggis Farm Interchange	Cambridge	High	High sensitive receptors (a high concentration of residential dwellings, education and medical facilities with significant pedestrian/cycle desire lines)
34	Grantchester Road, south of Coton	Coton	Very Low	No sensitive receptors (e.g., no residential dwellings, facilities and amenities and no pedestrian / desire lines etc) such as a rural area.
35	M11, south of M11 Junction 13	Cambridge	High	High sensitive receptors (a high concentration of residential dwellings, education and medical facilities with significant pedestrian/cycle desire lines)
36	B1046 New Road, Barton	Barton	Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc)
37	A603 Cambridge Road, south west of M11 Junction 12	Barton	Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc)
38	Long Road, between Comberton and St Neots Road	Comberton	Medium	Medium sensitive receptors (e.g. medium concentration of residential dwellings and facilities and amenities, designated pedestrian/cycle desire lines including cycle routes and public footpaths).
39	B1046 West Street, between Green End and Hardwick Road, Comberton	Comberton	High	High sensitive receptors (a high concentration of residential dwellings, education and medical facilities with significant pedestrian/cycle desire lines)
40	Hardwick Road, South of Hardwick	Hardwick	Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc)
41	B1046 High Street, Toft	Toft	Medium	Medium sensitive receptors (e.g. medium concentration of residential dwellings and facilities and amenities, designated pedestrian/cycle desire lines including cycle routes and public footpaths).
42	Main Street, south of Caldecote	Highfields Caldecote	Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc)
43	B1046 Toft Road, between Gills Hill and Main Street	Toft	Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc)
44	A1198 Royston Road, east of Bourne	Bourn	Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc)
45	Caxton Road, between Caxton and Crow End	Bourn	Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc)
47	A1198, south of School Lane, east of Caxton	Camourne	High	High sensitive receptors (a high concentration of residential dwellings, education and medical facilities with significant pedestrian/cycle desire lines)
48	School Lane, Cambourne	Cambourne	Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc)
51	Wellington Way, Highfields Caldecote	Highfields Caldecote	Very Low	No sensitive receptors (e.g., no residential dwellings, facilities and amenities and no pedestrian / desire lines etc) such as a rural area.
52	A428, east of Caxton Gibbet Roundabout	Cambourne	Very Low	No sensitive receptors (e.g., no residential dwellings, facilities and amenities and no pedestrian / desire lines etc) such as a rural area.
53	A428, east of Cambourne	Cambourne	Very Low	No sensitive receptors (e.g., no residential dwellings, facilities and amenities and no pedestrian / desire lines etc) such as a rural area.
54	A428, north of Hardwick	Hardwick	Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc)
55	Scotland Road, south of proposed Travel Hub	Hardwick	Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc)
56	A1198, east of Papworth Everard	Papworth Everard	High	High sensitive receptors (a high concentration of residential dwellings, education and medical facilities with significant pedestrian/cycle desire lines)
57	Ermine Street North, Papworth Everard	Papworth Everard	Medium	Medium sensitive receptors (e.g. medium concentration of residential dwellings and facilities and amenities, designated pedestrian/cycle desire lines including cycle routes and public footpaths).
58	Cambourne Road, Cambourne, South of the A428	Cambourne	Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc)
59	St Neots Road, North of the A428, Cambourne Road and Cambourne, off the eastern arm of the St Neots/Camborune Road/A428 rounabout	Cambourne	Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc)
60	St Neots Road, south of the A428 between the Balancing Pond and the Scotland Road/St Neots/A428 roundabout south of Proposed Travel Hub [New link]	Hardwick	Medium	Medium sensitive receptors (e.g. medium concentration of residential dwellings and facilities and amenities, designated pedestrian/cycle desire lines including cycle routes and public footpaths).
61	Oakington Road, Dry Drayton	Dry Drayton	Medium	Medium sensitive receptors (e.g. medium concentration of residential dwellings and facilities and amenities, designated pedestrian/cycle desire lines including cycle routes and public footpaths).
62	Potton End, South Eltisley	Eltisley	Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc)
63	A1198 Ermine Street, south of Caxton Gibbett	Cambourne	Low	A highway environment that can accommodate changes in volume of traffic (e.g. adequate (i.e. to standard) footway provision / cycle provision) with some pedestrian / cycle desire lines.
64	A1134 Queens Road, south of Madingley Road, Cambridge	Cambridge	High	High sensitive receptors (a high concentration of residential dwellings, education and medical facilities with significant pedestrian/cycle desire lines)
65	West Road, Cambridge	Cambridge	Medium	Medium sensitive receptors (e.g. medium concentration of residential dwellings and facilities and amenities, designated pedestrian/cycle desire lines including cycle routes and public footpaths).
66	The Fen Causeway, Cambridge	Cambridge	High	High sensitive receptors (a high concentration of residential dwellings, education and medical facilities with significant pedestrian/cycle desire lines). Located close to City cycle hire
67	Northampton Street, Cambridge	Cambridge	Low	A highway environment that can accommodate changes in volume of traffic (e.g. adequate (i.e. to standard) footway provision / cycle provision) with some pedestrian / cycle desire lines.
68	Huntingdon Road, south of A14, Cambridge	Cambridge	Medium	limited separation from traffic provided by the highway environment (e.g. narrow, intermittent footway provision close to carriageway, substandard pedestrian and cycle provision) in an area where there are some pedestrian / cycle desire lines.
69	Victoria Road, Cambridge	Cambridge	Low	A highway environment that can accommodate changes in volume of traffic (e.g. adequate (i.e. to standard) footway provision / cycle provision) with some pedestrian / cycle desire lines.

70	Castle Street, Cambridge	Cambridge	Low	A highway environment that can accommodate changes in volume of traffic (e.g. adequate (i.e. to standard) footway provision / cycle provision) with some pedestrian / cycle desire lines.
71	Histon Road, between Akeman Street and Bermuda Terrace, Cambridge	Cambridge	Low	A highway environment that can accommodate changes in volume of traffic (e.g. adequate (i.e. to standard) footway provision / cycle provision) with some pedestrian / cycle desire lines.
72	Cambridge Road, south of A14, Cambridge	Cambridge	Very Low	No sensitive receptors (e.g., no residential dwellings, facilities and amenities and no pedestrian / desire lines etc) such as a rural area.
73	A14, between Junction 31 and Junction 32, Cambridge	Cambridge	Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc)
74	B1046 Fox Road, south of Bourn	Bourn	Medium	Medium sensitive receptors (e.g. medium concentration of residential dwellings and facilities and amenities, designated pedestrian/cycle desire lines including cycle routes and public footpaths).
75	A1303 Madingley Road, between Madingley Road Park and Ride and M11 Junction 13	Cambridge	Medium	Medium sensitive receptors (e.g. medium concentration of residential dwellings and facilities and amenities, designated pedestrian/cycle desire lines including cycle routes and public footpaths).
76	Madingley Road, between Grange Road and Lady Margaret Road, Cambridge	Cambridge	High	High sensitive receptors (High concentration of residential dwellings, education and leisure facilities with significant pedestrian/cycle desire lines but tree planting along the route reduces effective width of the footway)
77	Sidgwick Avenue between Grange Road and Queens Road, Cambridge	Cambridge	High	High sensitive receptors (a high concentration of residential dwellings, education facilities with significant pedestrian/cycle desire lines)
78	A603 Barton Road between Millington Road and Grange Road	Cambridge	Very Low	No sensitive receptors (e.g., no residential dwellings, facilities and amenities and no pedestrian / desire lines etc) such as a rural area.
79	A428 Slip Road (Westbound to Cambourne Road roundabout)	Cambourne	Very Low	No sensitive receptors (e.g., no residential dwellings, facilities and amenities and no pedestrian / desire lines etc) such as a rural area.
80	A428 Slip Road (Westbound from Cambourne Road roundabout)	Cambourne	Very Low	No sensitive receptors (e.g., no residential dwellings, facilities and amenities and no pedestrian / desire lines etc) such as a rural area.
81	A428 Slip Road (Eastbound from St Neots Road roundabout)	Cambourne	Very Low	No sensitive receptors (e.g., no residential dwellings, facilities and amenities and no pedestrian / desire lines etc) such as a rural area.
82	A428 Slip Road (Eastbound to St Neots Road roundabout)	Cambourne	Very Low	No sensitive receptors (e.g., no residential dwellings, facilities and amenities). There is a pedestrian signal crossing to facilitate safe crosssing for pedestrians and cyclist
85	St Neots Road between Hardwick and St Neots Road bus stop	Hardwick	Medium	Medium sensitive receptors (e.g. medium concentration of residential dwellings and facilities and amenities, designated pedestrian/cycle desire lines including cycle routes and public footpaths and bus stop
86	St Neots Road between St Neots Road bus stop and Long Road	Hardwick	Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc) with segregated footway
87	Cambridge Road, Hardwick	Hardwick	High	High sensitive receptors (a high concentration of residential dwellings, education facilities with significant pedestrian/cycle desire lines)

Appendix C

SENSITIVITY OF MOTORISED USERS (DRIVER DELAY)

Public

Link ID	Junction	Arm	DM Turns	DS Turns	AM DM MC 2041				AM DM NoMC 2041				AM DS MC 2041			AM DS NoMC 2041			DS minus DM MC 2041	DS minus DM NoMC 2041
					V/C	Sensitivity	Actual Flow (PCUs)	Delay (s)	V/C	Sensitivity	Actual Flow (PCUs)	Delay (s)	V/C	Actual Flow (PCUs)	Delay (s)	V/C	Actual Flow (PCUs)	Delay (s)		
n/a			10705-11002-13001	10705-11002-13001	31.19	Low	72.27	47.43	91.35	High	164.75	72.56	30.26	71.78	46.47	92.12	163.96	74.40	-0.96	1.84
n/a		A1134 Chesterton Lane (WB)	10705-11002-11109	10705-11002-11109	66.14	Medium	356.55	47.43	94.93	High	449.93	71.69	65.55	360.38	46.47	95.26	452.35	73.47	-0.96	1.78
n/a			10705-11002-17402	10705-11002-17402	0.00	Very Low	0.00	62.43	0.00	Very Low	0.00	101.15	0.00	0.00	61.36	0.00	0.00	102.87	-1.07	1.72
n/a			13001-11002-11109	13001-11002-11109	66.01	Medium	90.22	98.18	103.32	High	132.81	257.08	70.28	89.98	105.65	103.32	133.97	262.43	7.47	5.35
n/a		Magdalene Street	13001-11002-17402	13001-11002-17402	49.46	Low	52.05	98.18	103.32	High	52.32	257.08	54.42	52.02	105.65	103.32	51.94	262.43	7.47	5.35
n/a	1		13001-11002-10705	13001-11002-10705	32.75	Low	23.61	98.17	103.32	High	34.49	257.08	37.06	23.38	105.64	103.32	33.79	262.43	7.47	5.35
67			11109-11002-17402	11109-11002-17402	37.84	Low	57.29	60.55	106.16	High	49.51	443.80	36.38	57.58	58.67	106.16	47.34	457.84	-1.88	14.04
67		A1134 Northampton St (EB)	11109-11002-10705	11109-11002-10705	59.40	Medium	159.03	60.55	106.16	High	18.40	443.80	58.38	163.11	58.67	106.16	15.54	457.84	-1.88	14.04
67			11109-11002-13001	11109-11002-13001	45.63	Low	77.03	70.42	106.16	High	86.00	461.43	44.18	76.75	68.54	106.16	86.41	475.48	-1.88	14.05
70			17402-11002-10705	17402-11002-10705	8.06	Very Low	3.38	107.21	98.22	High	4.85	236.06	7.77	3.37	105.97	97.90	4.83	234.71	-1.24	-1.35
70		A1307 Castle Street	17402-11002-13001	17402-11002-13001	66.87	Medium	89.20	107.23	98.23	High	86.43	234.97	65.70	87.62	105.98	97.92	86.08	233.46	-1.25	-1.51
70			17402-11002-11109	17402-11002-11109	26.14	Low	14.26	107.21	98.23	High	16.94	235.29	25.54	14.30	105.97	97.90	17.07	233.83	-1.24	-1.46
82			11103-11102-18020	11103-11102-18020	8.97	Very Low	36.90	18.29	40.35	Low	128.80	25.99	9.12	37.82	18.22	43.04	143.47	26.05	-0.07	0.06
82		A1303 Madingley Rd (WB)	11103-11102-14006	11103-11102-14006	53.96	Medium	502.43	18.29	73.60	Medium	607.79	25.99	53.59	498.34	18.22	73.13	591.66	26.05	-0.07	0.06
21	2	Grange Rd	18020-11102-14006	18020-11102-14006	68.97	Medium	45.69	138.31	60.54	Medium	40.10	123.57	26.38	17.47	94.01	52.72	34.92	113.67	-44.30	-9.90
21			18020-11102-11103	18020-11102-11103	0.00	Very Low	0.00	140.24	0.00	Very Low	0.00	123.53	0.00	0.00	94.24	0.00	0.00	113.67	-46.00	-9.86
n/a		A1303 Madingley Rd (EB)	14006-11102-11103	14006-11102-11103	9.49	Very Low	85.16	13.71	28.45	Low	208.90	13.83	10.67	97.10	13.32	26.89	207.34	13.59	-0.39	-0.24
n/a			14006-11102-18020	14006-11102-18020	13.03	Very Low	73.07	18.05	65.75	Medium	241.63	39.05	7.55	42.46	17.41	60.58	222.83	37.74	-0.64	-1.31
76			11105-11103-11102	11105-11103-11102	44.05	Low	393.73	16.84	54.18	Medium	493.53	18.04	43.52	388.98	16.75	54.92	500.27	18.19	-0.09	0.15
76		A1303 Madingley Rd (WB)	11105-11103-11106	11105-11103-11106	31.87	Low	217.31	18.78	71.62	Medium	414.85	34.23	32.43	217.60	19.32	69.08	399.48	33.08	0.54	-1.15
n/a	3		11102-11103-11106	11102-11103-11106	14.58	Very Low	11.59	64.04	62.64	Medium	44.64	116.31	14.14	11.83	62.07	89.46	74.97	124.64	-1.97	8.33
n/a		A1303 Madingley Rd (EB)	11102-11103-11105	11102-11103-11105	48.62	Low	73.57	64.04	91.61	High	164.26	115.89	50.91	85.27	62.09	91.56	132.37	124.50	-1.95	8.61
n/a			11106-11103-11105	11106-11103-11105	60.76	Medium	593.51	8.58	62.75	Medium	530.16	10.92	61.07	587.55	9.03	63.94	544.72	11.09	0.45	0.17
n/a		Lady Margeret Rd	11106-11103-11102	11106-11103-11102	47.84	Low	145.59	28.55	70.19	Medium	243.06	32.42	48.04	147.18	28.64	68.98	234.87	32.28	0.09	-0.14
70			11106-11104-11404	11106-11104-11404	17.18	Very Low	153.10	14.10	31.37	Low	253.61	18.61	17.04	151.85	14.09	33.06	267.32	18.84	-0.01	0.23
70	4	Castle St (NB)	11106-11104-17401	11106-11104-17401	68.20	Medium	133.67	68.83	104.83	High	268.74	189.43	69.10	135.43	69.64	103.12	269.71	175.96	0.81	6.53
n/a		A1307 Huntingdon Rd (SB)	11404-11104-17401	11404-11104-17401	59.93	Medium	362.47	12.30	83.77	Medium	548.25	19.81	57.33	344.46	12.01	82.26	528.88	19.45	-0.29	-0.36
n/a			11404-11104-11106	11404-11104-11106	75.82	Medium	646.89	21.91	78.47	Medium	601.43	27.53	75.40	643.32	21.69	79.39	614.63	27.77	-0.22	0.24
n/a		A1134 Victoria Rd (WB)	17401-11104-11106	17401-11104-11106	62.98	Medium	303.82	36.47	79.73	Medium	438.03	41.49	62.35	300.77	36.23	78.86	433.25	40.75	-0.24	-0.74
n/a			17401-11104-11404	17401-11104-11404	45.58	Low	108.47	51.15	70.48	Medium	167.75	63.94	45.86	109.14	51.23	71.30	169.69	64.65	0.08	0.71
64			11107-11108-11105	11107-11108-11105	60.51	Medium	337.58	13.45	84.74	Medium	512.87	18.64	59.65	330.82	13.38	81.42	486.99	17.54	-0.07	-1.10
64		A1134 Queen's Rd (NB)	11107-11108-11109	11107-11108-11109	55.59	Medium	275.77	16.79	64.08	Medium	164.81	21.97	55.38	277.77	16.71	59.45	162.97	20.87	-0.08	-1.10
76	5	A1303 Madingley Rd (EB)	11105-11108-11109	11105-11108-11109	34.60	Low	87.48	14.93	33.77	Low	100.31	14.11	36.13	89.69	15.16	31.66	99.66	13.62	0.23	-0.49
76			11105-11108-11107	11105-11108-11107	77.80	Medium	579.59	18.27	75.12	Medium	594.12	17.44	78.62	583.15	18.50	72.86	577.42	16.96	0.23	-0.48
67		A1134 Northampton St (WB)	11109-11108-11107	11109-11108-11107	56.79	Medium	228.73	15.65	102.76	High	281.02	93.13	57.82	230.51	15.87	102.58	271.28	88.93	0.22	-4.20
67			11109-11108-11105	11109-11108-11105	61.11	Medium	273.49	18.98	102.76	High	406.40	96.46	62.13	275.81	19.20	102.58	423.35	92.26	0.22	-4.20
68	6	A1307 Huntingdon Rd (EB) Ped Xing	17504-11211-11212	17504-11211-11212	87.67	High	1038.88	19.07	100.76	High	1194.26	76.35	86.27	1022.32	17.75	100.72	1193.61	75.37	-1.32	-0.98
n/a		A1307 Huntingdon Rd (WB) Ped Xing	11212-11211-17504	11212-11211-17504	24.80	Low	293.87	5.09	31.46	Low	372.75	5.49	24.82	294.12	5.09	31.92	378.20	5.52	0.00	0.03
n/a		A1307 Huntingdon Rd (WB)	11214-11212-11210	11214-11212-11210	5.93	Very Low	67.06	1.52	10.65	Very Low	113.92	1.70	5.89	66.62	1.52	11.17	118.93	1.72	0.00	0.02
n/a			11214-11212-11211	11214-11212-11211	18.95	Very Low	284.79	1.52	24.54	Low	355.78	1.70	18.96	285.06	1.52	25.01	361.13	1.72	0.00	0.02
n/a	7	Storey's Way	11210-11212-11211	11210-11212-11211	2.12	Very Low	9.08	8.36	6.71	Very Low	16.97	16.62	2.04	9.06	8.13	6.71	17.08	16.66	-0.23	0.04
n/a			11210-11212-11214	11210-11212-11214	18.21	Very Low	31.25	22.54	50.71	Medium	61.42	39.16	15.09	26.53	21.52	50.17	60.58	38.94	-1.02	-0.22
n/a		A1307 Huntingdon Rd (EB)	11211-11212-11214	11211-11212-11214	67.88	Medium	994.59	2.75	76.48	Medium	1161.11	3.62	66.74	978.16	2.66	76.53	1160.34	3.63	-0.09	0.01
n/a			11211-11212-11210	11211-11212-11210	19.59	Very Low	44.28	7.28	14.77	Very Low	23.89	8.71	19.00	44.14	7.19	15.22	24.66	8.78	-0.09	0.07
n/a			11223-11225-11224	11223-11225-11224	0.00	Very Low	0.00	3.99	0.00	Very Low	0.00	298.58	0.00	0.00	3.99	0.00	0.00	285.56	0.00	-13.02
n/a		Turing Way	11223-11225-11226	11223-11225-11226	55.06	Medium	408.58	4.22	110.16	High	817.94	298.89	53.08	393.90	4.21	106.58	816.72	285.89	-0.01	-13.00
20	8	Eddington Ave (SB)	11224-11225-11226	11224-11225-11226	1.83	Very Low	27.52	1.22	1.77	Very Low	26.56	1.22	1.83	27.50	1.22	1.77	26.57	1.22	0.00	0.00
20			11224-11225-11223	11224-11225-11223	0.00	Very Low	0.00	4.36	0.00	Very Low	0.00	4.37	0.00	0.00	4.37	0.00	0.00	4.38	0.01	0.01
n/a		Eddington Ave (NB)	11226-11225-11223	11226-11225-11223	4.73	Very Low	81.04	0.59	5.28	Very Low	90.42	0.59	5.11	87.55	0.59	5.76	98.73	0.60	0.00	0.01
n/a			11226-11225-11224	11226-11225-11224	1.06	Very Low	15.09	0.59	1.05	Very Low	14.86	0.59	1.06	15.14	0.59	1.05	14.91	0.60	0.00	0.01
66	9	A1134 The Fen Causeway (WB)	13204-13201-13610	13204-13201-13610	52.03	Medium	616.59	7.26	53.04	Medium	628.47	7.38	51.53	610.64	7.20	55.15	653.50	7.64	-0.06	0.26
n/a		A1134 The Fen Causeway (EB)	13610-13201-13204	13610-13201-13204	82.23	Medium	974.39	10.68	80.70	Medium	956.25	12.93	81.95	971.07	10.24	80.51	953.99	12.83	-0.44	-0.10
n/a			13303-13302-13301	13303-13302-13301	2.26	Very Low	35.09	1.54	0.61	Very Low	9.59	1.15	2.26	35.08	1.54	0.61	9.60	1.15	0.00	0.00
n/a	10	St Andrew's St	13303-13302-13402	13303-13302-13402	1.95	Very Low	15.04	1.54	0.00	Very Low	0.00	1.15	1.95	15.03	1.54	0.00	0.00	1.15	0.00	0.00
n/a		Emmanuel St	13402-13302-13303	13402-13302-13303	44.90	Low	179.70	11.50	48.33	Low	135.06	16.31	44.85	179.27	11.50	55.96	154.02	18.46	0.00	2.15
n/a			13402-13302-13301	13402-13302-13301	49.92	Low	175.80	12.00	70.23	Medium	278.64	16.46	49.98	176.16	12.00	73.98	282.11	18.63	0.00	2.17
29	11	A603 Barton Rd (WB) Ped Xing	13606-13605-13603	13606-13605-13603	46.53	Low	367.56	10.77	68.86	Medium	543.96	14.88	46.43	366.78	10.76	70.15	554.17	15.26	-0.01	0.38
n/a		A603 Barton Rd (EB) Ped Xing	13603-13605-13606	13603-13605-13606	95.41	High	753.73	44.83	106.31	High	838.59	322.85	94.33	745.21	40.66	106.2	839.45	309.75	-4.17	-13.10
78	12	A603 Barton Rd (WB) Ped Xing	13702-13606-13605	13702-13606-13605	34.89	Low	367.56	5.88	51.64	Medium	543.98	7.34	34.82	366.78	5.88	52.61	554.14	7.45	0.00	0.11
n/a		A603 Barton Rd (EB) Ped Xing	13605-13606-13702	13605-13606-13702	71.56	Medium	753.72	10.74	75.00	Medium	790.00	11.76	70.75	745.21	10.53	75.00	790.00	11.76	-0.21	0.00
66	13	A1134 The Fen Causeway (WB) Ped Xing	13201-13610-13806	13201-13610-13806	52.03	Medium	616.59	10.04	53.04	Medium	628.47	9.66	51.53	610.61	9.77	55.15	653.50	9.96	-0.27	0.30
n/a		A1134 The Fen Causeway (EB) Ped Xing	13806-13610-13201	13806-13610-13201	82.23	Medium	974.39	14.89	80.70	Medium	956.25	14.06	81.95	971.07	14.73	80.51	954.02	13.97	-0.16	-0.09
n/a		A1303 Madingley Rd (EB)	21603-14001-14002	21603-14001-14002	105.08	High	791.63	273.86	114.74	High	892.51	510.89	104.69	712.52	288.14	112.88	795.82	485.91	14.28	-24.98
75	14	A1303 Madingley Rd (WB)	14002-14001-21603	14002-14001-21603	26.34	Low	198.46	12.63	26.15	Low	203.43	12.01	23.73	161.53	14.29	28.74	202.62	14.14	1.66	2.13
n/a		M11 NB Off-slip (J13)	90012-14001-21603	90012-14001-21603	92.40	High	400.03	62.11	90.73	High	374.08	58.82	85.71	424.08	41.07	81.75	387.53	37.43	-21.04	-21.39
n/a			90012-14001-14002	90012-14001-14002	100.20	High	453.21	117.72	105.72	High	455.40	323.67	97.33	503.15	77.93	104.92	519.28	262.54	-39.79	-61.33
n/a			14004-14007-14015	14004-14007-14015	11.62	Very Low	35.82	34.85	0.00	Very Low	0.00	44.64	2.33	7.58	32.15	0.00	0.00	47.69	-2.70	3.05
n/a		A1303 Madingley Rd (WB)	14004-14007-14003	14004-14007-14003	39.33	Low	201.46	34.85	57.53	Medium	295.42	37.43	36.57	208.70	32.15	60.69	287.68	40.28	-2.70	2.85
n/a			14004-14007-11226	14004-14007-11226	0.00	Very Low	0.00	59.06	0.00	Very Low	0.00	57.95	0.00	0.00	58.40	0.00	0.00	58.49	-0.66	0.54
n/a			14015-14007-14003	14015-14007-14003	0.00	Very Low	0.00	66.33	0.00	Very Low	0.00	70.77	0.00	0.00	68.28	0.00	0.00	71.45	1.95	0.68
n/a	15	Cambridge West University Site (NB)	14015-14007-11226	14015-14007-11226	13.65	Very Low	12.58	66.75	36.42	Low	28.77	69.85	15.87	12.54	68.72	36.58	28.84	70.54	1.97	0.69
n/a			14015-14007-14004	14015-14007-14004	36.14	Low	30.20	67.47	0.00	Very Low	0.00	68.85	0.00	0.00	68.28	0.01	0.00	69.53	0.81	0.68
n/a			14003-14007-11226	14003-14007-11226	20.53	Low	83.74	33.04	45.19	Low	75.97	48.32	21.45	90.43	31.87	58.74	84.37	54.29	-1.17	5.97
n/a		A1303 Madingley Rd (EB)	14003-14007-14004	14003-14007-14004	19.02	Very Low	87.19	33.04	76.28	Medium	326.46	48.33	20.36	96.93	31.87	82.35	311.23	54.29	-1.17	5.96
n/a			14003-14007-14015	14003-14007-14015	0.00	Very Low	0.00	58.52	0.00	Very Low	0.00	65.45	0.00	0.00	58.46	0.00	0.00	68.81	-0.06	3.36
20			11226-14007-14004	11226-14007-14004	2.27	Very Low	6.13	28.89	64.05	Medium	152.76	35.37	1.74	4.75	29.41	56.04	150.01	31.84	0.52	-3.53
20		Edington Avenue	11226-14007-14015	11226-14007-14015	41.13	Low	236.66	28.89	77.54	Medium	337.96	35.37	40.22	227.60	29.43	71.66	333.75	31.85	0.54	-3.52
20			11226-14007-14003	11226-14007-14003	34.82	Low	165.78	27.72	52.73	Medium	252.91	29.76	34.50	161.55	28.35	51.40	259.96	27.05	0.63	-2.71
n/a		A1134 Victoria Rd	16201-16204-16208	16201-16204-16208	73.41	Medium	325.32	16.24	93.47	High	439.02	32.80	70.02	309.55	15.20	91.41	430.27	29.34	-1.04	-3.46
n/a	16	A1134 Chesterton Rd	16206-16204-16201	16206-16204-16201	13.15	Very Low	181.54	1.50	20.31	Low	280.33	1.64	13.18	181.95	1.50	20.53	283.29	1.64	0.00	0.00
n/a			16206-16204-16208	16206-16204-16208	16.75	Very Low	231.12	1.57	10.18	Very Low	140.52	1.45	17.00	234.65	1.57	9.93	136.97	1.45	0.00	0.00
n/a			11206-17501-17506	11206-17501-17506	68.54	Medium	110.42	26.14	106.21	High	123.75	289.25	47.53	109.02	18.35	106.29	124.22	283.31	-7.79	-5.94
n/a		A1307 Huntingdon Rd (EB)	11206-17501-17503	11206-17501-17503	96.30	High	940.58	36.10	106.21	High	1022.08	301.02	94.57	923.69	28.87	106.21	1022.05	295.07	-7.23	-5.95
17		Whitehouse Ln	17506-17501-17503	17506-17501-17503	26.20	Low	85.45	41.66	57.86	Medium	195.98	48.99	26.14	85.27	41.65	57.69	195.41	48.92	-0.01	-0.07
n/a			17506-17501-11206	17506-17501-11206	85.32	High	122.87	118.26	93.54	High	146.94	147.43	85.31	122.85	118.22	94.21	148.00	151.33	-0.04	3.90
n/a		A1307 Huntingdon Rd (WB)	17503-17501-11206	17503-17501-11206	23.00	Low	270.89	6.18	28.68	Low	330.34	6.95	23.01	270.97	6.18	29.11	335.32	6.98	0.00	0.03
n/a			17503-17501-17506	17503-17501-17506	25.61	Low	17.40	51.65	57.40	Medium	40.37	52.71	25.39	17.24	51.64	58.15	40.89	52.74	-0.01	0.03
n/a		A1307 Huntingdon Rd (WB)	20214-20209-20207	20214-20209-20207	12.71	Very Low	234.64	1.35	17.22	Very Low	316.42	1.41	12.80	236.35	1.34	17.76	323.76	1.46	-0.01	0.05
n/a			20214-20209-20210	20214-20209-20210	7.66	Very Low	69.19	6.80	8.59	Very Low	69.76	7.86	7.61	70.49	6.66	9.67	74.42	8.33	-0.14	0.47
n/a	18	A1307 Huntingdon Rd (EB)	20207-20209-20210	20207-20209-20210	0.00	Very Low	0.00	1.65	0.00	Very Low	0.00	40.52	0.00	0.00	1.62	0.00	0.00	32.42	-0.03	-8.10
n/a			20207-20209-20214	20207-20209-20214	45.05	Low	891.99	1.65	102.16	High	968.76	40.15	43.75	866.34	1.62	101.12	1008.97	32.02	-0.03	-8.13
n/a		Thornton Rd	20210-20209-20214	20210-20209-20214	3.19	Very Low	164.83	3.53	9.05	Very Low	207.77	3.76	3.09	163.99	3.51	9.15	209.39	3.81	-0.02	0.05
n/a			20210-20209-20207	20210-20209-20207	0.00	Very Low	0.00	3.69	1.82	Very Low	64.68	3.93	0.00	0.00	3.67	1.92	64.41	4.00	-0.02	0.07
n/a			20212-20211-23906	20212-20211-23906	29.14	Low	25.21	66.62	98.10	High	127.28	74.16	29.29	25.33	66.62	95.56	123.98	72.34	0.00	-1.82
n/a		NW Cambridge development access	20212-20211-20202	20212-20211-20202	0.00	Very Low	0.00	65.82	24.20	Low	29.17	70.92	0.00	0.00	65.81	20.08	24.61	69.10	-0.01	-1.82
n/a	19	A1307 Huntingdon Rd (EB)	23906-20211-20202	23906-20211-20202	42.84	Low	735.17	3.53	52.07	Medium	867.82	4.97	41.09	705.08	3.44	53.11	885.01	5.06	-0.09	0.09
n/a			23906-20211-20212	23906-20211-20212	43.45	Low	312.87	30.53	75.13	Medium	743.78	27.98	41.81	301.02	30.19	69.38	686.90	25.60	-0.34	-2.38
n/a		A1307 Huntingdon Rd (WB)	20202-20211-20212	20202-20211-20212	0.00	Very Low	0.00	27.55	38.27	Low	88.21	50.79	0.00	0.00	27.55	37.56	84.87	50.95	0.00	0.16
n/a			20202-20211-23906	20202-20211-23906	24.78	Low	208.51	25.01	67.89	Medium	299.12	51.78	24.96	210.01	25.04	68.12	301.69	51.90	0.03	0.12
n/a			11206-20214-20215	11206-20214-20215	16.34	Very Low	143.41	12.93	16.56	Very Low	130.00	14.93	16.24	142.48	12.92	16.68	130.55	14.95	-0.01	0.02
n/a		A1307 Huntingdon Rd (WB)	11206-20214-20209	11206-20214-20209	21.99	Low	250.33	13.52	32.41	Low	347.55	16.59	22.08	251.35	13.52	32.92	353.05	16.65	0.00	0.06
n/a	20	Eddington Ave	20215-20214-20209	20215-20214-20209	24.85	Low	53.50	53.68	110.21	High	42.57	263.35	25.77	55.49	53.87	107.56	48.71	225.02	0.19	-38.33
n/a			20215-20214-11206	20215-20214-11206	61.34	Medium	147.21	56.23	110.21	High	121.32	263.84	62.27	149.44	56.44	107.56	124.45	225.71	0.21	-38.13
n/a		A1307 Huntingdon Rd (EB)	20209-20214-11206	20209-20214-11206	65.76	Medium	903.82	8.45	104.61	High	1022.64	96.78	63.66	883.25	8.13	104.57	1008.75	92.11	-0.32	-4.67
n/a			20209-20214-20215	20209-20214-20215	69.36	Medium	153.05	48.99	104.61	High	143.92	125.14	66.99	147.08	48.63	104.58	193.93	121.93	-0.36	-3.21
n/a			20307-20305-20308	20307-20305-20308	7.69	Very Low	114.04	2.77	11.96	Very Low	177.30	2.89	7.68	113.90	2.77	11.92	176.71	2.89	0.00	0.00
n/a		Kings Hedges Rd (EB)	20307-20305-16903	20307-20305-16903	27.55	Low	568.84	17.82	33.31	Low	738.00	15.52	27.19	559.18	17.78	33.39	739.72	15.53	-0.04	0.01
n/a			20307-20305-16901	20307-20305-16901	34.26	Low	204.03	32.43	64.32	Medium	457.04	32.80	36.86	216.82	33.44	64.17	455.97	32.77	1.01	-0.03
n/a			20308-20305-16903	20308-20305-16903	0.00	Very Low	0.00	55.50	0.00	Very Low	0.00	67.64	0.00	0.00	55.50	0.00	0.00	67.58	0.00	-0.06
n/a		Chariot Way	20308-20305-16901	20308-20305-16901	10.21	Very Low	31.63	55.22	30.25	Low	65.60	66.86	10.18	31.53	55.22	29.96	64.83	66.78	0.00	-0.08
n/a	21		20308-20305-20307	20308-20305-20307	35.72	Low	93.99	61.33	67.32	Medium	124.02	86.24	35.83	94.28	61.36	67.85	124.98	86.72	0.03	0.48
n/a		Kings Hedges Rd (WB)	16903-20305-16901	16903-20305-16901	0.00	Very Low	0.00	43.58	0.00	Very Low	0.00	44.50	0.00	0.00	42.67	0.00	0.00	44.50	-0.91	0.00
n/a			16903-20305-20307	16903-20305-20307	37.41	Low	179.62	48.83	79.38	Medium	368.86	66.67	38.62	191.39	48.18	79.91	371.32	67.18	-0.65	0.51
n/a		Arbury Rd	16901-20305-20307	16901-20305-20307	21.87	Low	17.07	90.62	69.83	Medium	54.50	132.74	22.41	17.49	90.84	70.04	54.67	133.14	0.22	0.40
n/a			16901-20305-20308	16901-20305-20308	4.12	Very Low	3.83	80.94	12.56	Very Low	11.67	83.09	4.18	3.88	80.95	12.45	11.57	83.06	0.01	-0.03
n/a			16901-20305-16903	16901-20305-16903	0.00	Very Low	0.00	80.83	0.00	Very Low	0.00	83.08	0.00	0.00	80.84	0.00	0.00	83.05	0.01	-0.03
n/a			24301-21401-24402	24301-21401-24402	19.97	Very Low	15.01	34.48	31.47	Low	13.62	42.10	17.65	14.94	32.14	57.83	13.46	52.06	-2.34	9.96
n/a		Haslingfield Road	24301-21401-21404	24301-21401-21404	93.70	High	349.71	40.13	96.77	High	348.82	48.56	93.03	348.10	38.04	98.62	351.98	57.73	-2.09	9.17
n/a	22	A603 Wimpole Rd (NB)	24402-21401-21404	24402-21401-21404	39.58	Low	581.15	2.37	42.53	Low	627.78	2.75	39.47	579.17	2.37	43.80	642.23	2.78	0.00	0.03
n/a			24402-21401-24301	24402-21401-24301	14.15	Very Low	40.58	7.62	27.30	Low	99.97	7.10	14.05	40.71	7.51	26.32	91.86	7.15	-0.11	0.05
n/a		A603 Wimpole Rd (SB)	21404-21401-24301	21404-21401-24301	28.04	Low	310.72	2.14	15.72	Very Low	181.44	1.74	26.79	296.83	2.10	16.09	184.85	1.75	-0.04	0.01
n/a			21404-21401-24402	21404-21401-24402	19.91	Very Low	226.91	2.14	12.83	Very Low	163.87	1.74	19.52	225.22	2.10

n/a		A603 Barton Rd (NB)	21405-21406-21502	21405-21406-21502	2.61	Very Low	18.51	9.67	2.18	Very Low	14.10	10.01	2.49	18.05	9.61	2.02	13.69	9.87	-0.06	-0.14
n/a			21405-21406-21605	21405-21406-21605	42.06	Low	501.46	13.42	45.64	Low	532.12	13.76	41.42	499.04	13.36	43.25	505.96	13.62	-0.06	-0.14
n/a			21405-21406-21503	21405-21406-21503	19.35	Very Low	165.81	17.17	28.25	Low	249.65	17.51	18.72	162.54	17.11	27.08	246.44	17.37	-0.06	-0.14
n/a			21405-21406-21405	21405-21406-21405	27.59	Low	263.31	20.92	24.90	Low	210.22	21.26	26.51	254.60	20.86	24.05	210.14	21.12	-0.06	-0.14
37		A603 Cambridge Rd (NB)	21404-21501-90004	21404-21501-90004	107.68	High	594.51	315.10	189.03	High	503.92	396.61	107.77	593.95	324.90	107.68	520.19	386.74	9.80	-9.87
37			21404-21501-21405	21404-21501-21405	107.58	High	651.18	318.85	189.03	High	711.87	400.36	107.77	633.01	328.65	107.58	710.42	390.49	9.80	-9.87
37			21404-21501-21404	21404-21501-21404	107.58	High	0.00	326.35	108.04	High	0.03	407.86	0.00	0.00	336.15	107.58	0.04	397.99	9.80	-9.87
n/a			21405-21501-21404	21405-21501-21404	24.88	Low	354.64	12.18	21.00	Low	290.91	12.14	25.40	356.19	12.22	21.95	301.98	12.18	0.04	0.04
n/a	25	A603 Barton Rd (SB)	21405-21501-90004	21405-21501-90004	16.71	Very Low	214.81	15.93	18.88	Very Low	254.75	15.89	18.50	237.54	15.97	19.74	264.12	15.93	0.04	0.04
n/a			21405-21501-21405	21405-21501-21405	0.00	Very Low	0.00	19.68	0.00	Very Low	0.00	19.64	0.00	0.00	19.72	0.00	0.00	19.68	0.04	0.04
n/a		M11 NB off-slip (J12)	90013-21501-21404	90013-21501-21404	42.76	Low	186.83	13.70	37.26	Low	166.11	13.12	43.67	184.06	14.02	35.91	166.74	12.91	0.32	-0.21
n/a			90013-21501-90004	90013-21501-90004	0.00	Very Low	0.00	17.45	0.00	Very Low	0.00	16.87	0.00	0.00	17.77	0.00	0.00	16.68	0.32	-0.21
n/a			90013-21501-21405	90013-21501-21405	57.89	Medium	343.79	21.20	55.38	Medium	347.09	20.62	59.37	346.87	21.52	51.68	318.02	20.41	0.32	-0.21
n/a		Grantchester Rd (NB)	21406-21502-21604	21406-21502-21604	7.44	Very Low	133.84	0.00	8.75	Very Low	157.59	0.00	7.33	131.93	0.00	8.74	157.30	0.00	0.00	0.00
n/a	26	Grantchester Rd (SB)	21604-21502-21406	21604-21502-21406	91.68	High	548.37	30.48	110.58	High	532.48	191.84	91.69	558.61	30.02	109.68	539.24	164.26	-0.46	-27.58
n/a		M11 SB off-slip (J12)	90006-21502-21406	90006-21502-21406	78.42	Medium	320.06	5.49	100.04	High	345.58	47.81	77.19	318.34	5.53	100.23	352.29	52.70	0.04	4.89
16		Cambridge Rd (SB)	21707-21603-14001	21707-21603-14001	25.45	Low	120.78	9.31	9.87	Very Low	42.12	9.29	18.28	94.60	8.07	2.78	12.92	7.83	-1.24	-1.46
16			21707-21603-21606	21707-21603-21606	20.59	Low	37.35	22.56	26.55	Low	46.09	24.21	18.61	36.41	20.39	16.53	29.07	21.77	-2.17	-2.44
16			21707-21603-21703	21707-21603-21703	0.00	Very Low	0.00	22.56	0.00	Very Low	0.00	24.21	0.00	0.00	20.39	0.00	0.00	21.77	-2.17	-2.44
n/a		A1303 Madingley Rd (WB)	14001-21603-21606	14001-21603-21606	2.21	Very Low	21.31	1.44	4.32	Very Low	41.19	1.44	2.12	21.22	1.40	4.24	40.58	1.44	-0.04	0.00
n/a			14001-21603-21703	14001-21603-21703	32.18	Low	491.22	1.44	30.72	Low	453.35	1.44	30.17	463.09	1.40	31.12	460.74	1.44	-0.04	0.00
n/a	27		14001-21603-21707	14001-21603-21707	21.64	Low	85.97	9.83	22.49	Low	82.95	10.75	23.67	101.29	9.11	23.05	88.84	10.27	-0.72	-0.48
n/a		Cambridge Rd (NB)	21606-21603-21703	21606-21603-21703	20.16	Low	113.14	7.68	24.57	Low	140.48	7.91	19.24	110.30	7.46	24.60	140.35	7.88	-0.22	-0.03
n/a			21606-21603-21707	21606-21603-21707	7.93	Very Low	14.18	21.05	13.29	Very Low	20.87	23.96	7.01	13.53	19.32	11.83	19.00	23.12	-1.73	-0.84
n/a			21606-21603-14001	21606-21603-14001	2.80	Very Low	4.52	21.05	12.59	Very Low	19.12	23.96	2.57	4.55	19.32	11.54	18.25	23.12	-1.73	-0.84
17		A1303 Madingley Rd (EB)	21703-21603-21707	21703-21603-21707	0.00	Very Low	0.00	21.36	0.00	Very Low	0.00	67.87	0.00	0.00	10.86	0.00	0.00	51.30	-10.50	-16.57
17			21703-21603-14001	21703-21603-14001	44.75	Low	676.66	21.36	100.20	High	773.87	67.87	37.02	576.42	10.86	47.61	705.87	51.30	-10.50	-16.57
17			21703-21603-21606	21703-21603-21606	95.93	High	479.90	36.78	100.20	High	464.49	79.54	91.31	491.93	26.32	99.91	488.63	66.85	-10.46	-12.69
n/a		Church Lane (SB)	21704-21703-21603	21704-21703-21603	0.00	Very Low	0.00	10.88	0.00	Very Low	0.00	11.76	0.00	0.00	10.69	0.00	0.00	11.90	-0.19	0.14
n/a			21704-21703-98403	21704-21703-22902	13.88	Very Low	87.94	12.88	18.68	Very Low	106.34	13.76	20.97	146.60	12.69	25.58	153.13	13.90	-0.19	0.14
n/a			21704-21703-91028	21704-21703-91028	2.79	Very Low	15.69	14.88	11.58	Very Low	60.63	15.76	2.77	15.74	14.69	10.90	54.51	15.90	-0.19	0.14
n/a			21704-21703-21704	21704-21703-21704	0.00	Very Low	0.00	18.88	0.00	Very Low	0.00	19.76	0.00	0.00	18.69	0.00	0.00	19.90	-0.19	0.14
17		A1303 Madingley Road (WB)	21603-21703-98403	21603-21703-22902	11.61	Very Low	101.89	7.79	8.77	Very Low	75.58	7.80	6.69	57.80	7.79	8.48	72.18	7.92	0.00	0.12
17			21603-21703-91028	21603-21703-91028	39.31	Low	502.47	9.79	39.73	Low	518.24	9.80	38.99	515.59	9.79	40.44	528.92	9.92	0.00	0.12
17			21603-21703-21704	21603-21703-21704	0.00	Very Low	0.00	13.79	0.00	Very Low	0.00	13.80	0.00	0.00	13.79	0.00	0.00	13.92	0.00	0.12
17	28		21603-21703-21603	21603-21703-21603	0.00	Very Low	0.00	15.79	0.00	Very Low	0.00	15.80	0.00	0.00	15.79	0.00	0.00	15.92	0.00	0.12
22		St Neots Road (EB)	98403-21703-91028	22902-21703-91028	20.59	Low	131.77	10.41	18.57	Very Low	101.03	11.41	20.39	142.58	9.99	21.71	127.67	11.19	-0.42	-0.22
22			98403-21703-21704	22902-21703-21704	11.13	Very Low	63.65	14.41	28.41	Low	175.80	15.41	10.00	61.85	13.99	25.42	156.95	15.19	-0.42	-0.22
22			98403-21703-21603	22902-21703-21603	25.75	Low	176.26	16.41	26.54	Low	160.06	17.41	17.58	118.78	15.99	22.68	135.06	17.19	-0.42	-0.22
22			98403-21703-98403	22902-21703-22902	0.00	Very Low	0.00	18.41	0.00	Very Low	0.00	19.41	0.00	0.00	17.99	0.00	0.00	19.19	-0.42	-0.22
n/a		A428 EB off-slip	21701-21703-21704	21701-21703-21704	6.24	Very Low	52.97	7.23	10.25	Very Low	71.00	7.76	5.26	50.53	6.98	4.00	30.12	7.44	-0.25	-0.32
n/a			21701-21703-21603	21701-21703-21603	55.17	Medium	980.31	9.23	63.25	Medium	1069.63	9.76	51.08	949.57	8.98	59.42	1059.44	9.44	-0.25	-0.32
n/a			21701-21703-98403	21701-21703-22902	9.54	Very Low	83.98	11.23	6.19	Very Low	41.00	11.76	7.50	73.71	10.98	5.28	40.34	11.44	-0.25	-0.32
n/a			21701-21703-91028	21701-21703-91028	0.00	Very Low	0.00	13.23	0.00	Very Low	0.00	13.76	0.00	0.00	12.98	0.00	0.00	13.44	-0.25	-0.32
n/a	29	A14 WB off-slip to M11 NB (J14)	91034-21711-21712	91034-21711-21712	93.95	High	2048.02	0.00	90.59	High	1974.77	0.00	94.03	2049.78	0.00	90.76	1978.64	0.00	0.00	0.00
n/a	30	A14 WB off-slip to M11 NB (J14)	21711-21712-21715	21711-21712-21715	93.94	High	2048.00	0.00	90.59	High	1974.77	0.00	94.03	2049.81	0.00	90.76	1978.62	0.00	0.00	0.00
n/a	31	A14 WB off-slip to M11 NB (J14)	21712-21715-23907	21712-21715-23907	93.94	High	2048.00	0.00	90.59	High	1974.77	0.00	94.03	2049.81	0.00	90.76	1978.62	0.00	0.00	0.00
82		A428 EB off-slip	91011-22102-26202	91011-22102-26202	82.35	Medium	7.63	55.32	100.04	High	7.45	57.90	100.27	7.59	65.42	82.29	7.36	50.78	10.10	-7.12
82			91011-22102-26210	91011-22102-26210	0.00	Very Low	0.00	57.82	0.00	Very Low	0.00	60.40	0.00	0.00	67.92	0.00	0.00	53.28	10.10	-7.12
82			91011-22102-26207	91011-22102-26207	99.14	High	187.45	60.32	100.01	High	178.67	62.90	100.27	185.51	70.42	99.11	175.71	55.78	10.10	-7.12
82			91011-22102-91013	91011-22102-91013	0.00	Very Low	0.00	62.82	0.00	Very Low	0.00	65.40	0.00	0.00	72.92	0.00	0.00	58.28	10.10	-7.12
82			91011-22102-22103	91011-22102-22103	99.63	High	438.51	65.32	100.04	High	444.02	67.90	100.27	461.18	75.42	99.65	452.13	60.78	10.10	-7.12
n/a		St Neots Road (EB)	26202-22102-26210	26202-22102-26210	0.00	Very Low	0.00	11.91	0.00	Very Low	0.00	12.40	0.00	0.00	11.83	0.00	0.00	12.30	-0.08	-0.10
n/a			26202-22102-26207	26202-22102-26207	0.00	Very Low	0.00	14.41	0.16	Very Low	0.65	14.90	0.00	0.00	14.33	0.05	0.22	14.80	-0.08	-0.10
n/a			26202-22102-91013	26202-22102-91013	1.34	Very Low	6.04	16.91	1.64	Very Low	6.81	17.40	2.41	11.08	16.83	3.08	13.11	17.30	-0.08	-0.10
n/a			26202-22102-22103	26202-22102-22103	21.22	Low	120.06	19.41	27.16	Low	151.96	19.90	21.46	122.71	19.33	26.34	147.65	19.80	-0.08	-0.10
n/a			26202-22102-26202	26202-22102-26202	0.00	Very Low	0.00	24.41	0.00	Very Low	0.00	24.90	0.00	0.00	24.33	0.00	0.00	24.80	-0.08	-0.10
n/a		Farm access road	26210-22102-26207	26210-22102-26207	0.00	Very Low	0.00	12.41	0.00	Very Low	0.00	12.71	0.00	0.00	12.32	0.00	0.00	12.63	-0.09	-0.08
n/a			26210-22102-91013	26210-22102-91013	0.00	Very Low	0.00	14.91	0.00	Very Low	0.00	15.21	0.00	0.00	14.82	0.00	0.00	15.13	-0.09	-0.08
n/a	32		26210-22102-22103	26210-22102-22103	0.00	Very Low	0.00	17.41	0.00	Very Low	0.00	17.71	0.00	0.00	17.32	0.00	0.00	17.63	-0.09	-0.08
n/a			26210-22102-26202	26210-22102-26202	0.00	Very Low	0.00	22.41	0.00	Very Low	0.00	22.71	0.00	0.00	22.32	0.00	0.00	22.63	-0.09	-0.08
n/a			26210-22102-26210	26210-22102-26210	0.00	Very Low	0.00	24.91	0.00	Very Low	0.00	25.21	0.00	0.00	24.82	0.00	0.00	25.13	-0.09	-0.08
n/a		St Neots Road (WB)	26207-22102-91013	26207-22102-91013	0.00	Very Low	0.00	14.13	0.00	Very Low	0.00	14.17	0.00	0.00	13.80	0.00	0.00	13.79	-0.33	-0.38
n/a			26207-22102-22103	26207-22102-22103	63.15	Medium	447.30	16.63	58.45	Medium	385.22	16.67	58.80	403.14	16.30	56.31	373.56	16.29	-0.33	-0.38
n/a			26207-22102-26202	26207-22102-26202	0.00	Very Low	0.00	21.63	0.00	Very Low	0.00	21.67	0.00	0.00	21.30	0.00	0.00	21.29	-0.33	-0.38
n/a			26207-22102-26210	26207-22102-26210	0.00	Very Low	0.00	24.13	0.00	Very Low	0.00	24.17	0.00	0.00	23.80	0.00	0.00	23.79	-0.33	-0.38
n/a			26207-22102-26207	26207-22102-26207	0.00	Very Low	0.00	26.63	0.00	Very Low	0.00	26.67	0.00	0.00	26.30	0.00	0.00	26.29	-0.33	-0.38
n/a		Cambourne Rd (NB)	22103-22102-26202	22103-22102-26202	1.34	Very Low	18.12	9.35	1.22	Very Low	16.27	9.36	1.47	20.40	9.32	1.50	20.31	9.35	-0.03	-0.01
n/a			22103-22102-26210	22103-22102-26210	0.00	Very Low	0.00	11.85	0.00	Very Low	0.00	11.86	0.00	0.00	11.82	0.00	0.00	11.85	-0.03	-0.01
n/a			22103-22102-26207	22103-22102-26207	12.24	Very Low	185.48	14.35	10.25	Very Low	150.63	14.36	9.01	135.51	14.32	10.10	149.98	14.35	-0.03	-0.01
n/a			22103-22102-91013	22103-22102-91013	33.37	Low	666.13	16.85	35.12	Low	714.10	16.86	33.09	676.33	16.82	34.29	696.10	16.85	-0.03	-0.01
n/a			22103-22102-22103	22103-22102-22103	0.00	Very Low	0.00	19.35	0.00	Very Low	0.00	19.36	0.00	0.00	19.32	0.00	0.00	19.35	-0.03	-0.01
58		Cambourne Rd (SB)	22103-22104-22115	22103-22104-22115	5.66	Very Low	40.01	9.31	0.00	Very Low	0.00	9.12	0.00	0.00	9.09	0.00	0.00	9.07	-0.22	-0.05
58			22103-22104-22110	22103-22104-22110	62.12	Medium	1093.42	13.06	59.94	Medium	1097.15	12.87	59.77	1101.77	12.84	59.06	1085.58	12.82	-0.22	-0.05
58			22103-22104-22107	22103-22104-22107	15.21	Very Low	119.64	16.81	14.21	Very Low	121.51	16.62	13.75	118.19	16.59	13.50	117.46	16.57	-0.22	-0.05
58			22103-22104-22103	22103-22104-22103	0.00	Very Low	0.00	20.56	0.00	Very Low	0.00	20.37	0.00	0.00	20.34	0.00	0.00	20.32	-0.22	-0.05
58		Back Ln	22115-22104-22110	22115-22104-22110	1.37	Very Low	5.03	15.16	0.00	Very Low	0.00	14.39	1.22	4.99	14.42	0.00	0.00	14.24	-0.74	-0.15
58			22115-22104-22107	22115-22104-22107	0.00	Very Low	0.00	18.91	0.00	Very Low	0.00	18.14	0.00	0.00	18.17	0.00	0.00	17.99	-0.74	-0.15
58			22115-22104-22103	22115-22104-22103	7.77	Very Low	30.54	22.66	0.06	Very Low	0.23	21.89	0.17	0.67	21.92	0.05	0.19	21.74	-0.74	-0.15
58	33		22115-22104-22115	22115-22104-22115	0.00	Very Low	0.00	26.41	0.00	Very Low	0.00	25.64	0.00	0.00	25.67	0.00	0.00	25.49	-0.74	-0.15
n/a		Broad St (NB)	22110-22104-22107	22110-22104-22107	99.40	High	21.00	171.50	100.44	High	0.00	165.46	100.34	20.87	162.88	100.48	20.84	164.90	-8.62	-0.56
n/a			22110-22104-22103	22110-22104-22103	99.99	High	858.87	175.25	100.44	High	883.90	169.21	100.34	862.08	166.63	100.48	863.10	168.65	-8.62	-0.56
n/a			22110-22104-22115	22110-22104-22115	0.00	Very Low	0.00	179.00	0.00	Very Low	0.00	172.96	0.00	0.00	170.38	0.00	0.00	172.40	-8.62	-0.56
n/a			22110-22104-22110	22110-22104-22110	0.00	Very Low	0.00	182.75	0.00	Very Low	0.00	176.71	0.00	0.00	174.13	0.00	0.00	176.15	-8.62	-0.56
49		Cambourne Business Park	22107-22104-22103	22107-22104-22103	27.52	Low	107.02	14.23	33.76	Low	142.17	14.25	27.98	122.78	13.54	32.52	141.03	13.92	-0.69	-0.33
49			22107-22104-22115	22107-22104-22115	0.00	Very Low	0.00	17.98	0.00	Very Low	0.00	18.00	0.00	0.00	17.29	0.00	0.00	17.67	-0.69	-0.33
49			22107-22104-22110	22107-22104-22110	45.73	Low	237.41	21.73	42.87	Low	209.30	21.75	38.86	200.91	21.04	41.33	206.20	21.42	-0.69	-0.33
49			22107-22104-22107	22107-22104-22107	0.00	Very Low	0.00	25.48	0.00	Very Low	0.00	25.50	0.00	0.00	24.79	0.00	0.00	25.17	-0.69	-0.33
63		A1198 SB (from Caxton Gibbet Rbt)	22105-22106-22107	22105-22106-22107	26.16	Low	218.76	2.62	25.60	Low	212.08	2.63	21.96	182.37	2.49	23.33	193.64	2.54	-0.13	-0.09
63			22105-22106-22201	22105-22106-22201	51.70	Medium	756.64	2.62	51.99	Medium	763.95	2.63	50.47	756.03	2.49	51.01	758.64	2.54	-0.13	-0.09
n/a	34	Access Road	22107-22106-22201	22107-22106-22201	100.40	High	5.01	119.23	0.00	Very Low	0.00	112.89	99.73	5.01	106.61	0.00	0.00	115.43	-12.62	2.54
n/a			22107-22106-22105	22107-22106-22105	100.40	High	160.85	119.23	100.67	High	165.88	112.94	99.87	169.47	106.62	100.06	169.71	115.42	-12.61	2.48
n/a		A1198 (NB)	22201-22106-22105	22201-22106-22105	75.12	Medium	991.78	7.89	75.19	Medium	959.49	8.40	73.83	929.15	8.20	76.71	932.60	9.62	0.31	1.22
n/a			22201-22106-22107	22201-22106-22107	66.75	Medium	130.93	23.26	68.98	Medium	139.38	24.76	68.66	146.58	23.72	72.96	153.82	26.82	0.46	2.07
n/a	35	A1307 on-slip to M11 NB (J14)	23902-23907-92120	23902-23907-92120	15.30	Very Low	188.10	5.19	21.91	Low	281.82	5.26	15.35	188.66	5.20	22.10	284.07	5.26	0.01	0.00
n/a		A14 WB on-slip to M11 NB (J14)	21715-23907-92120	21715-23907-92120	93.94	High	2048.00	12.33	90.59	High	1974.77	8.39	94.03	2049.81	12.47	90.76	1978.62	8.54	0.14	0.15
n/a		B1049 Cambridge Rd (NB)	24610-24612-20301	24610-24612-20301	33.68	Low	393.22	25.67	48.68	Low	545.67	28.50	33.90	395.79	25.69	49.88	558.26	28.66	0.02	0.16
n/a			24610-24612-20303	24610-24612-20303	59.52	Medium	83.33	39.74	99.66	High	123.07	42.61	59.48	83.24	39.75	99.67	123.09	42.68	0.01	0.07
72	36	B1049 Cambridge Rd (SB)	20301-24612-20303	20301-24612-20303	66.29	Medium	833.49	9.41	100.29	High	1369.36	202.90	66.53	836.57	9.46	100.50	1365.54	192.42	0.05	-10.48
72			20301-24612-24610	20301-24612-24610	32.88	Low	460.72	22.04	33.00	Low	477.83	21.35	32.80	459.63	22.03	33.05	478.56	21.36	-0.01	0.01
72		Kings Hedges Rd	20303-24612-24610	20303-24612-24610	3.64	Very Low	16.68	22.86	0.01	Very Low	0.05	23.12	3.65	16.64	22.87	0.02	0.09	23.13	0.01	0.01
72			20303-24612-20301	20303-24612-20301	25.09	Low	266.38	24.32	50.85	Medium	539.91	26.84	26.27	278.92	24.42	51.18	543.46	26.88	0.10	0.04
n/a		B1049 Cambridge Rd (NB) at A14 (J32)	20301-24613-92063	20301-24613-92063	65.51	Medium	329.70	16.12	80.02	Medium	622.38	12.75	67.85	341.44	16.40	81.12	630.94	12.93	0.28	0.18
n/a	37		20301-24613-24611	20301-24613-24611	47.07	Low	329.90	15.95	47.94	Low	463.19	11.48	48.39	333.27	16.18	49.17	470.78	11.63	0.23	0.15
n/a		Circ. Carriageway (WB) at A14 (J32)	20302-24613-92063	20302-24613-92063	66.90	Medium	597.44	13.18	79.73	Medium	487.12	25.50	67.54	603.13	13.34	81.04	495.18	26.50	0.16	1.00
n/a			20302-24613-24611	20302-24613-24611	16.19	Very Low	155.37	7.77	23.28	Low	152.84	12.51	16.24	155.80	7.78	23.26	152.70	12.52	0.01	0.01
n/a		B1049 Bridge Rd (SB) at A14 (J32)	24611-24614-92068	24611-24614-92068	45.10	Low	217.64	15.81	49.03	Low	258.09	14.43	45.60	220.02	15.89	50.57	266.22	14.76	0.08	0.33
n/a	38		24611-24614-20302	24611-24614-20302	74.83	Medium	749.01	17.27	102.37	High	1116.81	105.44	75.49	755.62	17.49	102.46	1118.68	109.61	0.22	4.17
n/a		Circ. Carriageway (EB) at A14 (J32)	24609-24614-92068	24609-24614-92068	58.72	Medium	244.74	13.12	99.92	High	261.73	61.51	58.56	242.96	13.11	100.29	257.51	65.44	-0.01	3.93
n/a			24609-24614-20302	24609-24614-20302	83.46	Medium	868.19	15.02	99.96	High	1023.06	61.52	83.50	870.06	15.03	100.29	1030.09	65.44	0.01	3.92
n/a		A1198 (SB)	22106-22201-22108	22106-22201-22108	46.75	Low	237.27	11.52	47.54	Low	242.35	11.57	46.38	234.42	11.51	45.98	233.35	11.46	-0.01	-0.11
n/a			22106-22201-22204	22106-22201-22204	60.63	Medium	416.12	14.02	59.52	Medium	393.16	14.07	61.96	441.46	14.01	60.54	420.68	13.96	-0.01	-0.11
n/a			22106-22201-22202	22106-22201-22202	28.60	Low	108.25	16.52	32.44	Low	128.42	16.57	23.91	85.16	16.51	27.62	104.61	16.46	-0.01	-0.11
n/a		Dobbins Ave	22108-22201-22204	22108-22201-22204	20.67	Low	99.30	10.66	22.18	Low	100.86	10.92	21.03	105.78	10.51	21.34	104.35	10.61	-0.15	-0.31
n/a			22108-22201-22202	22108-22201-22202	9.10	Very Low	38.17	13.16	11.71	Very Low	46.95	13.42	7.67	32.99	13.01	7.73	32.25	13.11	-0.15	-0.31
39			22108-22201-22106	22108-22201-22106	41.58	Low	271.26	15.66	45.18	Low	291.69	15.92	38.90	252.88	15.51	41.26	270.47	15.61	-0.15	-0.31
n/a		A1198 (NB)	22204-22201-22202	22204-22201-22202	5.35	Very Low	8.28	14.62	1.92	Very Low	3.26	14.12	3.89	8.24	12.84	1.61	3.18	13.16	-1.78	-0.96
n/a			22204-22201-22106	22204-22201-22106	81.09	Medium	628.82	17.12	77.70	Medium	581.28	16.62	74.60	598.59	15.34	75.22	589.35	15.66	-1.78	-0.96
n/a		Ermine St	22204-22201-22108	22204-22201-22108	35.14	Low	79.43	19.62	33.53	Low	84.12	19.12	27.94	79.03	17.84	29.75	82.38	18.16	-1.78	-0.96
n/a			22202-22201-22106	22202-22201-22106	42.95	Low	222.62	14.03	42.38	Low	225.91	13.73	41.36	224.26	13.46	41.88	226.58	13.55	-0.57	-0.18
n/a			22202-22201-22108	22202-22201-22108	7.47	Very Low	23.86	16.53	7.15	Very Low	23.64	16.23	7.10	24.30	15.96	6.99	23.64	16.05	-0.57	-0.18
n/a			22202-22201-22204	22202-22201-22204	7.80	Very Low	25.01	19.03	6.52	Very Low	21.42	18.73	7.22	24.74	18.46	6.18	20.72	18.55	-0.57	-0.18
n/a		B1050 (SB) at A14 (J25)	25103-25114-25101	25103-25114-25101	100.48	High	801.94	61.34	100.58	High	895.96	69.31	100.67	803.82	64.75	100.58	890.36	68.22	3.41	-1.09
n/a	40		25103-25114-25105	25103-25114-25105	100.48	High	584.63	61.10	100.58	High	497.59	69.17	100.67	585.40	64.32	100.58	502.55	68.08	3.22	-1.09
n/a		Circ. Carriageway (EB) at A14 (J25)	25105-25114-25103	25105-25114-25103	40.59	Low	560.17	0.00	37.17	Low	513.01	0.00	40.94	564.93	0.00	37.27	514.31	0.00	0.00	0.00
n/a		A1198 Ermine St South (SB)	26010-26

n/a		Galton Rd North	29503-29504-24610	29503-29504-24610	98.55	High	122.14	200.97	102.69	High	125.91	344.26	98.54	122.34	200.89	102.69	125.93	349.13	-0.08	4.87
n/a			29503-29504-29501	29503-29504-29501	97.45	High	2.57	202.98	102.09	High	3.23	344.26	97.33	2.35	203.01	102.09	3.21	349.13	0.03	4.87
n/a	42	B1049 Cambridge Rd (SB)	24610-29504-29501	24610-29504-29501	99.29	High	393.46	105.48	107.44	High	441.88	421.45	99.03	391.55	103.10	107.44	443.03	409.85	-2.38	-11.60
n/a			24610-29504-29503	24610-29504-29503	99.27	High	111.75	119.26	107.44	High	114.80	435.37	98.98	111.93	116.96	107.44	113.43	423.86	-2.30	-11.51
n/a		B1049 Cambridge Rd (NB)	29501-29504-29503	29501-29504-29503	1.79	Very Low	6.13	28.35	17.57	Very Low	28.01	40.98	1.80	6.14	28.42	18.64	27.59	42.37	0.07	1.39
n/a			29501-29504-24610	29501-29504-24610	46.58	Low	321.89	28.44	78.38	Medium	522.88	40.98	46.91	324.16	28.52	80.21	535.47	42.38	0.08	1.40
n/a	43	A428/A14 (EB)	91029-91031-91033	91029-91031-91033	105.76	High	2054.43	164.37	109.93	High	2157.85	345.47	105.43	2047.93	150.13	109.93	2142.71	312.35	-14.24	-33.12
n/a		M11 NB off-slip to A14 (EB) (J14)	21710-91031-91033	21710-91031-91033	62.47	Medium	1236.96	2.42	69.06	Medium	1367.38	2.93	61.75	1222.58	2.37	69.32	1372.44	2.95	-0.05	0.02
n/a	44	M11 SB off-slip to A14 (EB) (J14)	92058-92060-92061	92058-92060-92061	81.71	Medium	1683.25	4.72	93.21	High	1920.06	11.80	81.59	1680.73	4.69	91.89	1888.84	9.91	-0.03	-1.89
n/a		A14 (EB)	91033-92060-92061	91033-92060-92061	81.03	Medium	3216.96	2.38	84.32	Medium	3347.38	2.87	80.67	3202.58	2.33	84.44	3352.44	2.89	-0.05	0.02
73	45	A14 (EB) diverge to A14 (J32)	92061-92064-24611	92061-92064-24611	85.00	#N/A	1453.82	2.10	100.69	High	1731.22	4.91	84.78	1455.70	2.06	100.69	1733.97	7.57	-0.04	2.66
73			92061-92064-92066	92061-92064-92066	79.39	Medium	3446.43	2.10	87.97	High	3536.22	3.65	79.00	3427.60	2.06	87.25	3507.32	3.47	-0.04	-0.18
n/a		St Neots Rd (WB)	24017-21101-21112	24017-21101-21112	22.61	Low	90.01	11.87	12.64	Very Low	57.50	10.64	14.35	45.79	12.61	11.54	45.44	11.30	0.74	0.66
n/a			24017-21101-91021	24017-21101-91021	32.85	Low	150.67	13.87	26.56	Low	143.79	12.64	35.40	149.77	14.61	29.66	146.95	13.30	0.74	0.66
n/a			24017-21101-21102	24017-21101-21102	39.55	Low	201.52	15.87	28.99	Low	162.31	14.64	47.95	251.72	16.61	36.51	200.44	15.30	0.74	0.66
n/a			24017-21101-24017	24017-21101-24017	0.00	Very Low	0.00	19.87	0.00	Very Low	0.00	18.64	0.00	0.00	20.61	0.00	0.00	19.30	0.74	0.66
60		St Neots Rd (EB)	21112-21101-91021	21112-21101-91021	0.00	Very Low	0.00	12.35	0.00	Very Low	0.00	13.02	0.00	0.00	16.14	0.00	0.00	16.84	3.79	3.82
60			21112-21101-21102	21112-21101-21102	70.67	Medium	620.50	14.35	76.41	Medium	720.03	15.02	78.63	679.76	18.14	82.42	757.38	18.84	3.79	3.82
60			21112-21101-24017	21112-21101-24017	41.18	Low	180.26	18.35	41.89	Low	160.28	19.02	43.33	141.27	22.14	47.96	148.93	22.84	3.79	3.82
60			21112-21101-21112	21112-21101-21112	0.00	Very Low	0.00	20.35	0.00	Very Low	0.00	21.02	0.00	0.00	24.14	0.00	0.00	24.84	3.79	3.82
n/a	46	Scotland Rd (SB)	21102-21101-24017	21102-21101-24017	25.23	Low	281.08	9.23	24.40	Low	268.12	9.22	23.42	263.05	9.15	23.15	258.33	9.16	-0.08	-0.06
n/a			21102-21101-21112	21102-21101-21112	10.63	Very Low	99.07	11.23	12.27	Very Low	116.20	11.22	14.08	140.96	11.15	14.42	144.62	11.16	-0.08	-0.06
n/a			21102-21101-91021	21102-21101-91021	22.92	Low	247.69	13.23	24.03	Low	262.78	13.22	21.15	230.72	13.15	20.97	227.48	13.16	-0.08	-0.06
n/a			21102-21101-21102	21102-21101-21102	0.00	Very Low	0.00	15.23	0.00	Very Low	0.00	15.22	0.00	0.00	15.15	0.00	0.00	15.16	-0.08	-0.06
n/a		A428 off-slip Rd (WB)	91023-21101-24017	91023-21101-24017	43.17	Low	162.79	13.81	31.06	Low	133.52	12.04	45.59	165.48	14.14	34.43	137.92	12.55	0.33	0.51
n/a			91023-21101-21112	91023-21101-21112	49.03	Low	206.09	15.81	37.72	Low	179.46	14.04	50.42	200.83	16.14	41.38	184.78	14.55	0.33	0.51
n/a			91023-21101-91021	91023-21101-91021	0.00	Very Low	0.00	17.81	0.00	Very Low	0.00	16.04	0.00	0.00	18.14	0.00	0.00	16.55	0.33	0.51
n/a			91023-21101-21102	91023-21101-21102	24.54	Low	69.68	19.81	12.89	Very Low	43.84	18.04	34.84	105.59	20.14	23.85	82.26	18.55	0.33	0.51
37		A603 Cambridge Rd (SB)	21501-21404-21401	21501-21404-21401	25.03	Low	366.77	1.36	20.86	Low	311.75	1.27	24.97	366.01	1.36	21.37	318.29	1.29	0.00	0.02
37			21501-21404-21403	21501-21404-21403	44.03	Low	174.72	11.61	38.68	Low	145.29	11.74	43.77	174.24	11.54	40.73	150.49	12.24	-0.07	0.50
n/a	47	A603 Cambridge Rd (NB)	21401-21404-21403	21401-21404-21403	22.54	Low	116.26	3.99	87.82	High	89.75	44.45	18.85	115.56	3.96	74.21	92.40	36.78	-0.03	-7.67
n/a			21401-21404-21501	21401-21404-21501	64.05	Medium	814.60	3.99	98.26	High	886.85	44.45	64.49	811.71	3.96	97.04	901.81	36.78	-0.03	-7.67
n/a		B1046 New Rd	21403-21404-21501	21403-21404-21501	80.81	Medium	337.54	23.56	112.93	High	217.61	419.28	97.75	319.53	45.90	114.23	223.61	400.26	22.34	-19.02
n/a			21403-21404-21401	21403-21404-21401	68.02	Medium	170.87	27.98	112.95	High	37.92	422.63	89.00	156.04	44.25	114.23	40.81	403.96	16.27	-18.67

Point	Link	Location	Receptor Sensitivity MC AM	Receptor Sensitivity NoMC AM
1	B1040, west of Eltisley	Eltisley	Very Low	Very Low
2	Potton End Road / The Green, Eltisley	Eltisley	Very Low	Very Low
3	A428 Cambridge Road between Eltisley and Caxton Gibbet	Eltisley	Very Low	Very Low
4	B1040 St Ives Road, north of Eltisley	Eltisley	Very Low	Very Low
5	A1198, south of Papworth Everard	Papworth Everard	Very Low	Very Low
6	Rogues Lane, west of Elsworth	Elsworth	Very Low	Very Low
7	Unnamed Road, between Borckley Road and St Neots Road, south of Elsworth	Elsworth	Very Low	Very Low
8	Boxworth Road, east of Elsworth	Elsworth	Very Low	Very Low
9	High Street, Knapwell	Elsworth	Very Low	Very Low
10	Boxworth Road, north east of Boxworth	Boxworth	Very Low	Very Low
11	Robin's Lane, north east of Lolworth	Boxworth	Very Low	Very Low
12	A1307 Huntingdon Road, east of Dry Drayton	Dry Drayton	Very Low	Very Low
13	The Avenue, north of Madingley	Cambridge	Very Low	Very Low
14	Dry Drayton Road, between Dry Drayton and Madingley	Dry Drayton	Very Low	Very Low
15	Scotland Road, north of proposed Travel Hub	Dry Drayton	Very Low	Very Low
16	Cambridge Road, north of Cambridge American Cemetery	Coton	Low	Very Low
17	A1303 Madingley Road, between Cambridge American Cemetery and Cambridge Road	Coton	Very Low	Very Low
18	M11, north of Junction 13	Cambridge	Very Low	Very Low
19	A1303 Madingley Road, between J J Thomson Avenue and Conduit Head Road	Cambridge	Very Low	Very Low
20	Eddington Avenue, north of A1303 Madingley Road, Cambridge	Cambridge	Very Low	Very Low
21	Grange Road, south of A1303 Madingley Road	Cambridge	Medium	Medium
22	St Neots Road, between Long Road and A1303 Madingley Road (adjacently north to Madingely Tower)	Cambridge	Low	Very Low
23	Wilberforce Road	Cambridge	Very Low	Very Low
24	St Neots Road, north east Cambourne, east of Broadway	Cambourne	Very Low	Very Low
25	Northern Arm (St Neots Road) on St Neots Road / Wellington Way Roundabout / Highfields Road roundabout	Highfields Caldecote	Very Low	Very Low
26	Cranmer Road, Cambridge	Cambridge	Very Low	Very Low
27	A428, south of Madingley between St Neots Road and M11 / A14, Cambridge	Cambridge	Very Low	Very Low
28	Grange Road, north of A603 Barton Road, Cambridge	Cambridge	Very Low	Very Low
29	A603 Barton Road, east of Granchester Road, Cambridge	Cambridge	Low	Medium
31	Grantchester Road, south of A603 Barton Road, Cambridge	Cambridge	Very Low	Very Low
32	A603 Barton Road, between A603 roundabout and Queens College and Robinson College Sports Ground	Cambridge	Very Low	Very Low
33	Coton Road, south of Haggis Farm Interchange	Cambridge	Very Low	Low
34	Grantchester Road, south of Coton	Coton	Very Low	Very Low
35	M11, south of M11 Junction 13	Cambridge	Very Low	Very Low
36	B1046 New Road, Barton	Barton	Very Low	Very Low
37	A603 Cambridge Road, south west of M11 Junction 12	Barton	High	High
38	Long Road, between Comberton and St Neots Road	Comberton	Very Low	Very Low
39	B1046 West Street, between Green End and Hardwick Road, Comberton	Comberton	Very Low	Very Low
40	Hardwick Road, South of Hardwick	Hardwick	Very Low	Very Low
41	B1046 High Street, Toft	Toft	Very Low	Very Low
42	Main Street, south of Caldecote	Highfields Caldecote	Very Low	Very Low
43	B1046 Toft Road, between Gills Hill and Main Street	Toft	Very Low	Very Low
44	A1198 Royston Road, east of Bourne	Bourn	Very Low	Very Low
45	Caxton Road, between Caxton and Crow End	Bourn	Very Low	Very Low
46	Broadway, east of Cambourne	Cambourne	Very Low	Very Low
47	A1198, south of School Lane, east of Caxton	Camourne	Very Low	Very Low
48	School Lane, Cambourne	Cambourne	Very Low	Very Low
49	Cambourne Business Park [New Link]	Cambourne	Low	Low
51	Wellington Way, Highfields Caldecote	Highfields Caldecote	Very Low	Very Low
52	A428, east of Caxton Gibbet Roundabout	Cambourne	Very Low	Very Low
53	A428, east of Cambourne	Cambourne	Very Low	Very Low
54	A428, north of Hardwick	Hardwick	Very Low	Very Low
55	Scotland Road, south of proposed Travel Hub	Hardwick	Very Low	Very Low
56	A1198, east of Papworth Everard	Papworth Everard	Very Low	Very Low
57	Ermine Street North, Papworth Everard	Papworth Everard	Very Low	Very Low
58	Cambourne Road, Cambourne, South of the A428	Cambourne	Very Low	Very Low
59	St Neots Road, North of the A428, Cambourne Road and Cambourne, off the eastern arm of the St Neots/Camborune Road/A428 rounabout	Cambourne	Very Low	Very Low
60	St Neots Road, south of the A428 between the Balancing Pond and the Scotland Road/St Neots/A428 roundabout south of Proposed Travel Hub [New link]	Hardwick	Very Low	Very Low
61	Oakington Road, Dry Drayton	Dry Drayton	Very Low	Very Low
62	Potton End, South Eltisley	Eltisley	Very Low	Very Low
63	A1198 Ermine Street, south of Caxton Gibbett	Cambourne	Low	Low
64	A1134 Queens Road, south of Madingley Road, Cambridge	Cambridge	Medium	Medium
65	West Road, Cambridge	Cambridge	Very Low	Very Low
66	The Fen Causeway, Cambridge	Cambridge	Medium	Medium
67	Northampton Street, Cambridge	Cambridge	Low	High
68	Huntingdon Road, south of A14, Cambridge	Cambridge	High	High
69	Victoria Road, Cambridge	Cambridge	Very Low	Very Low
70	Castle Street, Cambridge	Cambridge	Very Low	High
71	Histon Road, between Akeman Street and Bermuda Terrace, Cambridge	Cambridge	Very Low	Very Low
72	Cambridge Road, south of A14, Cambridge	Cambridge	Medium	High
73	A14, between Junction 31 and Junction 32, Cambridge	Cambridge	Very Low	High
74	B1046 Fox Road, south of Bourn	Bourn	Very Low	Very Low
75	A1303 Madingley Road, between Madingley Road Park and Ride and M11 Junction 13	Cambridge	Low	Low

76	Madingley Road, between Grange Road and Lady Margaret Road, Cambridge	Cambridge	Low	Medium
77	Sidgwick Avenue between Grange Road and Queens Road, Cambridge	Cambridge	Very Low	Very Low
78	A603 Barton Road between Millington Road and Grange Road	Cambridge	Low	Medium
79	A428 Slip Road (Westbound to Cambourne Road roundabout)	Cambourne	Very Low	Very Low
80	A428 Slip Road (Westbound from Cambourne Road roundabout)	Cambourne	Very Low	Very Low
81	A428 Slip Road (Eastbound from St Neots Road roundabout)	Cambourne	Very Low	Very Low
82	A428 Slip Road (Eastbound to St Neots Road roundabout)	Cambourne	Very Low	Low
85	St Neots Road between Hardwick and St Neots Road bus stop	Hardwick	Very Low	Very Low
86	St Neots Road between St Neots Road bus stop and Long Road	Hardwick	Very Low	Very Low
87	Cambridge Road, Hardwick	Hardwick	Very Low	Very Low

Link ID	Junction	Arm	DM Turns	DS Turns	PM DM MC 2041				PM DM NoMC 2041				PM DS MC 2041			PM DS NoMC 2041			DS minus DM MC 2041	DS minus DM NoMC 2041
					V/C	Sensitivity	Actual Flow (PCUs)	Delay (s)	V/C	Sensitivity	Actual Flow (PCUs)	Delay (s)	V/C	Actual Flow (PCUs)	Delay (s)	V/C	Actual Flow (PCUs)	Delay (s)		
n/a	1	A1134 Chesterton Lane (WB)	10705-11002-13001	10705-11002-13001	46.62	Low	88.58	57.09	101.18	High	128.34	161.03	46.97	81.85	58.68	101.36	132.78	164.40	1.59	3.37
n/a			10705-11002-11109	10705-11002-11109	71.27	Medium	288.06	57.09	101.18	High	311.32	161.03	73.64	295.54	58.68	101.36	307.07	164.40	1.59	3.37
n/a			10705-11002-17402	10705-11002-17402	0.00	Very Low	0.00	71.28	0.00	Very Low	0.00	172.88	0.00	0.00	73.96	0.00	0.00	176.24	2.68	3.36
n/a		Magdalene Street	13001-11002-11109	13001-11002-11109	101.57	High	93.57	280.06	103.53	High	116.89	299.79	102.03	92.79	304.69	103.17	116.13	290.60	24.63	-9.19
n/a			13001-11002-17402	13001-11002-17402	101.57	High	121.58	280.06	103.53	High	124.99	299.79	102.03	121.23	304.69	103.17	124.40	290.60	24.63	-9.19
n/a			13001-11002-10705	13001-11002-10705	101.57	High	64.57	280.06	103.53	High	102.02	299.79	102.03	72.22	304.69	103.17	102.20	290.60	24.63	-9.19
67			11109-11002-17402	11109-11002-17402	81.07	Medium	23.72	112.74	104.15	High	23.83	284.16	73.34	23.78	107.24	103.90	23.07	282.72	-5.50	-1.44
67		A1134 Northampton St (EB)	11109-11002-10705	11109-11002-10705	94.85	High	308.81	106.41	104.15	High	107.75	284.16	94.08	309.54	101.84	101.90	107.06	282.72	-4.57	-1.44
67			11109-11002-13001	11109-11002-13001	90.41	High	85.61	115.84	104.15	High	104.63	294.35	87.51	83.96	111.04	103.90	105.06	292.86	-4.80	-1.49
70		A1307 Castle Street	17402-11002-10705	17402-11002-10705	0.41	Very Low	0.02	187.60	100.65	High	13.08	288.48	21.01	1.32	180.80	100.93	16.90	290.51	-6.80	2.03
70			17402-11002-13001	17402-11002-13001	84.16	Medium	51.44	185.95	100.65	High	35.23	288.48	85.20	59.03	179.19	100.93	30.72	290.51	-6.76	2.03
70			17402-11002-11109	17402-11002-11109	79.57	Medium	30.67	186.05	100.65	High	31.69	288.48	79.57	31.51	179.32	100.93	31.88	290.51	-6.73	2.03
82	2	A1303 Madingley Rd (WB)	11103-11102-18020	11103-11102-18020	0.00	Very Low	0.00	20.20	0.00	Very Low	0.00	46.02	0.46	1.93	20.51	0.01	0.03	30.55	0.31	-15.47
82			11103-11102-14006	11103-11102-14006	43.81	Low	382.11	20.21	74.60	Medium	622.36	31.35	45.27	393.82	20.52	73.00	608.95	30.55	0.31	-0.80
21		Grange Rd	18020-11102-14006	18020-11102-14006	78.03	Medium	59.07	138.16	114.65	High	182.73	471.90	43.40	30.81	99.70	112.21	176.38	404.69	-38.46	-67.21
21			18020-11102-11103	18020-11102-11103	44.14	Low	13.17	138.21	114.65	High	34.24	471.90	30.29	18.19	99.70	112.21	35.70	404.69	-38.51	-67.21
n/a		A1303 Madingley Rd (EB)	14006-11102-11103	14006-11102-11103	45.22	Low	434.41	14.98	51.46	Medium	429.23	21.35	45.05	432.72	14.92	50.49	427.63	21.17	-0.06	-0.18
n/a			14006-11102-18020	14006-11102-18020	10.94	Very Low	62.73	15.40	32.49	Low	106.19	36.44	5.87	33.15	15.38	28.85	97.49	34.97	-0.02	-1.47
76	3	A1303 Madingley Rd (WB)	11105-11103-11102	11105-11103-11102	27.96	Low	330.75	7.42	45.16	Low	527.26	9.47	29.94	342.38	7.50	44.02	513.88	9.33	0.08	-0.14
76			11105-11103-11106	11105-11103-11106	96.37	High	559.39	79.65	100.49	High	557.45	117.28	96.01	554.26	78.00	102.29	561.88	131.65	-1.65	14.37
n/a		A1303 Madingley Rd (EB)	11102-11103-11106	11102-11103-11106	87.02	High	234.80	66.70	101.80	High	287.56	153.93	87.83	233.20	68.88	102.14	290.67	159.98	2.18	6.39
n/a			11102-11103-11105	11102-11103-11105	84.25	Medium	212.78	66.72	101.80	High	171.49	153.59	85.61	217.70	68.91	102.14	162.77	159.98	2.19	6.39
n/a		Lady Margeret Rd	11106-11103-11105	11106-11103-11105	32.33	Low	239.92	17.12	61.73	Medium	265.63	23.99	31.97	237.24	17.08	56.40	276.13	21.55	-0.04	-2.44
n/a			11106-11103-11102	11106-11103-11102	67.51	Medium	51.36	32.33	89.76	High	89.66	154.71	68.28	53.27	52.39	89.17	69.16	144.94	-5.06	-9.77
70	4	Castle St (NB)	11106-11104-11404	11106-11104-11404	60.45	Medium	588.53	17.72	62.91	Medium	591.69	19.55	60.79	581.78	18.40	63.48	597.04	19.70	0.68	0.15
70			11106-11104-17401	11106-11104-17401	88.28	High	482.00	53.80	100.82	High	565.15	138.31	89.94	478.49	58.56	100.69	563.89	137.65	4.76	-0.66
n/a		A1307 Huntingdon Rd (SB)	11404-11104-17401	11404-11104-17401	55.76	Medium	356.82	21.72	65.25	Medium	417.97	25.67	54.27	351.58	20.87	64.92	413.94	25.74	-0.85	0.07
n/a			11404-11104-11106	11404-11104-11106	52.67	Medium	196.93	46.76	96.08	High	182.17	54.59	53.16	201.82	46.82	94.89	187.49	59.03	0.06	4.04
n/a			17401-11104-11106	17401-11104-11106	19.02	Very Low	191.11	5.86	26.49	Low	276.85	5.39	19.14	192.31	5.86	26.59	277.95	5.40	0.00	0.01
n/a		A1134 Victoria Rd (WB)	17401-11104-11404	17401-11104-11404	87.16	High	378.26	61.72	98.98	High	457.29	108.75	84.82	379.98	56.32	98.92	457.03	108.29	-5.40	-0.46
n/a			11107-11108-11105	11107-11108-11105	100.00	High	603.30	43.83	114.07	High	730.45	405.95	100.00	604.48	45.21	113.96	723.29	343.29	1.38	-62.66
64	5	A1134 Queen's Rd (NB)	11107-11108-11109	11107-11108-11109	100.35	High	225.08	47.16	114.07	High	119.20	409.29	100.47	221.37	48.54	112.06	119.38	346.63	1.38	-62.66
76		A1303 Madingley Rd (EB)	11105-11108-11109	11105-11108-11109	34.52	Low	214.53	10.79	29.61	Low	205.89	10.04	34.88	217.87	10.79	28.87	197.62	10.06	0.00	0.02
76			11105-11108-11107	11105-11108-11107	36.92	Low	238.16	14.13	31.80	Low	228.21	13.38	36.83	237.08	14.12	32.62	237.90	13.39	-0.01	0.01
67		A1134 Northampton St (WB)	11107-11108-11107	11107-11108-11107	28.53	Low	159.58	10.84	28.19	Low	116.45	12.05	28.82	160.76	10.09	28.47	120.12	11.98	0.06	-0.07
67			11109-11108-11105	11109-11108-11105	41.73	Low	289.02	14.17	59.97	Medium	444.43	15.38	42.62	294.98	14.23	58.79	430.52	15.32	0.06	-0.06
68	6	A1307 Huntingdon Rd (EB) Ped Xing	17504-11211-11212	17504-11211-11212	55.75	Medium	660.68	7.72	65.74	Medium	779.03	9.34	56.00	663.57	7.75	65.91	781.07	9.38	0.03	0.04
n/a		A1307 Huntingdon Rd (WB) Ped Xing	11212-11211-17504	11212-11211-17504	93.59	High	1109.02	28.72	97.09	High	1150.49	41.74	93.23	1104.83	27.85	97.37	1153.84	43.26	-0.87	1.52
n/a	7	A1307 Huntingdon Rd (WB)	11214-11212-11210	11214-11212-11210	4.67	Very Low	21.96	3.50	4.81	Very Low	18.35	4.31	4.74	22.56	3.47	4.90	18.53	4.35	-0.03	0.04
n/a			11214-11212-11211	11214-11212-11211	67.00	Medium	1041.69	3.50	73.35	Medium	1143.52	4.31	66.63	1035.50	3.47	73.58	1146.99	4.35	-0.03	0.04
n/a		Storey's Way	11210-11212-11211	11210-11212-11211	98.40	High	68.21	142.64	104.01	High	7.29	420.16	98.78	70.25	142.14	104.18	7.30	430.81	-0.50	10.65
n/a			11210-11212-11214	11210-11212-11214	101.30	High	90.63	142.64	104.01	High	92.81	420.16	101.32	90.65	142.14	104.18	92.08	430.81	-0.50	10.65
n/a		A1307 Huntingdon Rd (EB)	11211-11212-11214	11211-11212-11214	41.93	Low	640.16	1.64	49.98	Low	743.04	2.02	42.12	642.45	1.64	50.11	745.49	2.03	0.00	0.01
n/a			11211-11212-11210	11211-11212-11210	8.76	Very Low	20.52	14.89	18.45	Very Low	36.01	19.87	8.94	21.13	14.75	18.36	35.59	20.02	-0.14	0.15
66	9	A1134 The Fen Causeway (WB)	13204-13201-13610	13204-13201-13610	100.00	High	987.50	61.31	100.00	High	987.50	70.99	100.00	987.46	61.64	100.00	987.50	70.99	0.33	0.00
n/a		A1134 The Fen Causeway (EB)	13610-13201-13204	13610-13201-13204	71.81	Medium	709.13	9.74	89.64	High	885.21	20.65	72.03	711.25	9.53	89.02	879.03	19.78	-0.21	-0.87
n/a	10	St Andrew's St	13303-13302-13301	13303-13302-13301	2.74	Very Low	42.50	1.51	1.10	Very Low	17.44	1.15	2.74	42.45	1.51	1.10	17.43	1.15	0.00	0.00
n/a			13303-13302-13402	13303-13302-13402	1.95	Very Low	15.00	1.51	0.00	Very Low	0.00	1.15	1.95	14.98	1.51	0.00	0.00	1.15	0.00	0.00
n/a		Emmanuel St	13402-13302-13303	13402-13302-13303	105.11	High	183.96	163.04	114.24	High	96.73	427.36	104.92	183.95	153.06	114.51	177.71	437.24	-9.98	9.88
n/a			13402-13302-13301	13402-13302-13301	105.11	High	372.47	163.04	114.24	High	498.16	427.36	104.92	369.75	153.06	114.51	482.44	437.24	-9.98	9.88
29	11	A603 Barton Rd (WB) Ped Xing	13606-13605-13603	13606-13605-13603	100.09	High	790.00	68.83	100.00	High	790.00	68.83	100.00	790.00	68.83	100.00	790.00	68.83	0.00	0.00
n/a		A603 Barton Rd (EB) Ped Xing	13603-13605-13606	13603-13605-13606	68.07	Medium	537.76	14.66	78.48	Medium	620.00	18.68	67.95	536.83	14.62	79.20	625.70	19.00	0.04	0.39
78	12	A603 Barton Rd (WB) Ped Xing	13702-13606-13605	13702-13606-13605	106.80	High	795.57	86.72	118.50	High	936.15	641.40	106.94	790.51	75.21	117.96	924.71	600.19	-11.51	-41.21
n/a		A603 Barton Rd (EB) Ped Xing	13605-13606-13702	13605-13606-13702	68.07	Medium	537.74	9.99	78.48	Medium	620.00	13.63	67.96	536.91	9.97	79.20	625.70	14.00	-0.02	0.37
66	13	A1134 The Fen Causeway (WB) Ped Xing	13201-13610-13806	13201-13610-13806	100.00	High	987.50	63.10	100.00	High	987.50	73.10	100.00	987.46	63.42	100.00	987.50	63.10	0.32	0.00
n/a		A1134 The Fen Causeway (EB) Ped Xing	13806-13610-13201	13806-13610-13201	71.81	Medium	709.13	14.57	89.64	High	885.21	26.55	72.03	711.25	14.64	89.02	879.03	25.65	0.07	-0.90
n/a	14	A1303 Madingley Rd (EB)	21603-14001-14002	21603-14001-14002	72.86	Medium	549.04	21.27	72.10	Medium	648.45	16.54	73.14	551.17	21.38	75.23	621.78	19.92	0.11	3.38
75		A1303 Madingley Rd (WB)	14002-14001-21603	14002-14001-21603	98.91	High	745.31	72.28	104.70	High	936.42	172.25	95.98	723.27	54.27	105.67	864.31	189.69	-18.01	17.44
n/a		M11 NB Off-slip (J13)	90012-14001-14002	90012-14001-14002	96.82	High	419.59	83.91	98.29	High	303.93	111.81	97.56	422.12	88.56	95.90	303.86	85.76	4.65	-26.05
n/a			90012-14001-14002	90012-14001-14002	53.64	Medium	242.62	25.17	93.52	High	302.16	81.18	54.75	247.64	25.44	86.46	335.19	51.52	0.27	-29.66
n/a		A1303 Madingley Rd (WB)	14004-14007-14015	14004-14007-14015	10.91	Very Low	31.14	28.09	0.00	Very Low	0.00	37.44	0.54	1.50	27.32	0.00	0.00	172.48	-0.77	135.04
n/a			14004-14007-14003	14004-14007-14003	55.92	Medium	368.78	28.09	85.88	High	382.04	42.67	55.11	382.88	27.33	84.47	327.73	140.69	-0.76	97.82
n/a			14004-14007-11226	14004-14007-11226	13.57	Very Low	10.01	55.61	101.23	High	145.76	95.01	7.20	7.99	51.50	101.96	146.80	172.48	-4.11	77.47
n/a		Cambridge West University Site (NB)	14015-14007-14003	14015-14007-14003	77.35	Medium	91.93	56.29	101.47	High	126.62	191.44	97.83	49.52	77.04	95.13	123.84	66.97	20.75	-124.47
n/a			14015-14003-11226	14015-14007-11226	82.35	Medium	141.60	56.29	101.47	High	117.79	191.57	98.98	155.07	76.41	94.03	103.94	67.11	20.12	-124.48
n/a	15		14015-14007-14004	14015-14007-14004	15.73	Very Low	31.65	49.65	101.47	High	7.55	183.56	0.04	0.03	69.43	1.70	1.64	59.26	19.78	-124.30
n/a		A1303 Madingley Rd (EB)	14003-14007-11226	14003-14007-11226	82.51	Medium	298.16	42.39	99.21	High	332.77	82.88	79.60	270.71	39.60	100.59	349.29	107.21	-2.79	24.33
n/a			14003-14007-14004	14003-14007-14004	82.47	Medium	234.12	42.39	99.20	High	308.37	82.89	79.52	240.64	39.60	100.59	311.30	107.24	-2.79	24.35
n/a			14003-14007-14015	14003-14007-14015	73.90	Medium	60.97	67.55	99.12	High	120.36	103.94	75.78	64.67	62.92	100.59	120.07	128.21	-4.63	24.27
20			11226-14007-14004	11226-14007-14004	2.91	Very Low	2.32	50.30	101.04	High	16.86	204.66	2.87	2.30	49.07	102.50	7.96	245.62	-1.23	40.96
20		Edington Avenue	11226-14007-14015	11226-14007-14015	13.45	Very Low	29.21	50.30	101.04	High	12.17	204.66	12.35	28.28	49.07	102.50	11.13	245.62	-1.23	40.96
20			11226-14007-14003	11226-14007-14003	82.75	Medium	178.00	50.52	101.04	High	181.70	210.26	86.08	195.38	54.90	102.50	172.21	251.12	-0.62	40.96
n/a		A1134 Victoria Rd	16201-16204-16208	16201-16204-16208	95.04	High	341.62	38.85	102.16	High	393.31	115.11	94.95	339.29	38.72	102.05	393.16	113.50	-0.13	-1.61
n/a	16	A1134 Chesterton Rd	16206-16204-16201	16206-16204-16201	28.20	Low	389.22	1.82	40.24	Low	555.31	2.18	26.74	368.98	1.78	40.06	552.82	2.17	-0.04	-0.01
n/a			16206-16204-16208	16206-16204-16208	36.64	Low	506.65	2.06	30.70	Low	423.66	1.88	37.12	512.27	2.07	30.64	422.88	1.88	0.01	0.00
n/a		A1307 Huntingdon Rd (EB)	17206-17501-17506	17206-17501-17506	47.49	Low	197.53	25.31	100.29	High	189.71	253.73	47.33	194.84	25.36	100.57	189.85	260.47	0.05	6.74
n/a			17206-17501-17503	17206-17501-17503	89.91	High	591.88	32.36	108.59	High	711.58	262.28	90.42	595.25	32.54	108.47	714.11	269.02	0.18	6.74
17		Whitehouse Ln	17506-17501-17503	17506-17501-17503	10.51	Very Low	60.44	20.58	18.91	Very Low	108.72	21.59	10.43	59.95	20.57	19.01	109.29	21.60	-0.01	0.01
n/a			17506-17501-11206	17506-17501-11206	97.57	High	175.63	157.13	102.52	High	183.78	249.01	97.18	174.93	154.31	101.84	182.14	222.30	-2.82	-27.31
n/a		A1307 Huntingdon Rd (WB)	17503-17501-11206	17503-17501-11206	97.92	High	1028.95	41.27	102.04	High	1056.12	107.02	97.52	1024.84	37.95	102.11	1055.05	106.47	-3.32	-0.55
n/a			17503-17501-17506	17503-17501-17506	87.41	High	94.42	61.83	102.04	High	111.13	126.70	83.09	94.36	58.63	102.11	112.81	126.23	-3.20	-0.47
n/a	18	A1307 Huntingdon Rd (WB)	20214-20209-20207	20214-20209-20207	57.49	Medium	1036.59	2.50	68.60	Medium	1224.83	3.88	56.23	1014.31	2.43	68.75	1228.20	3.89	-0.07	0.01
n/a			20214-20209-20210	20214-20209-20210	18.63	Very Low	119.16	8.65	25.45	Low	110.14	11.71	18.14	118.68	8.59	25.45	110.38	11.65	-0.06	-0.07
n/a		A1307 Huntingdon Rd (EB)	20207-20209-20210	20207-20209-20210	0.00	Very Low	0.00	1.30	0.00	Very Low	0.00	1.52	0.00	0.00	1.30	0.00	0.00	1.51	0.00	-0.01
n/a			20207-20209-20214	20207-20209-20214	29.95	Low	593.03	1.30	40.15	Low	794.91	1.52	30.00	594.02	1.30	39.76	787.16	1.51	0.00	-0.01
n/a		Thornton Rd	20210-20209-20214	20210-20209-20214	1.95	Very Low	123.45	3.38	2.60	Very Low	121.97	3.98	1.95	123.60	3.38	2.54	120.37	3.55	0.00	-0.01
n/a			20210-20209-20207	20210-20209-20207	3.97	Very Low	113.24	5.13	10.00	Very Low	190.96	7.43	3.98	112.75	5.05	9.89	189.41	7.42	-0.08	-0.01
n/a	19	NW Cambridge development access	20212-20211-23906	20212-20211-23906	97.52	High	337.42	78.36	102.76	High	444.45	181.07	96.74	320.78	72.56	102.78	444.54	181.48	-5.80	0.41
n/a			20212-20211-20202	20212-20211-20202	0.00	Very Low	0.00	79.28	102.64	High	0.00	170.80	0.00	0.00	72.12	102.80	0.00	171.26	-7.16	0.46
n/a		A1307 Huntingdon Rd (EB)	23906-20211-20212	23906-20211-20212	35.87	Low	509.02	8.55	52.91	Medium	699.21	13.24	36.86	507.65	8.13	52.22	689.28	13.11	-0.42	-0.13
n/a			23906-20211-20212	23906-20211-20212	58.24	Medium	52.42	102.24	55.68	Medium	50.11	99.57	57.48	51.74	101.49	56.05	50.45	99.92	-0.75	0.35
n/a		A1307 Huntingdon Rd (WB)	20202-20211-20212	20202-20211-20212	0.00	Very Low	0.00	43.15	0.00	Very Low	0.00	125.78	0.00	0.00	38.49	0.00	0.00	129.58	-4.66	3.80
n/a			20202-20212-23906	20202-20212-23906	81.90	Medium	1013.46	25.16	86.43	High	1168.18	125.78	79.68	998.90	23.23	86.25	1170.59	129.58	-1.93	3.80
n/a	20	A1307 Huntingdon Rd (WB)	11206-21024-20215	11206-21024-20215	40.21	Low	216.89	12.11	44.45	Low	173.76	17.49	39.63	213.34	12.08	43.82	168.09	17.54	-0.03	0.05
n/a			11206-21024-20209	11206-21024-20209	78.64	Medium	987.89	18.58	90.24	High	1042.22	27.39	78.37	986.64	18.55	90.58	1046.22	27.57	-0.03	0.18
n/a		Eddington Ave	20215-21024-20209	20215-21024-20209	74.51	Medium	167.86	68.01	87.55	High	296.44	156.92	65.74	146.37	64.16	87.29	295.56	153.24	-3.85	-3.68
n/a			20215-21024-11206	20215-21024-11206	85.22	High	204.52	68.94	101.26	High	156.68	152.57	84.78	203.46	65.73	101.10	165.55	149.07	-3.21	-3.50
n/a		A1307 Huntingdon Rd (EB)	20209-21024-11206	20209-21024-11206	41.74	Low	584.89	6.02	68.39	Medium	734.33	11.38	41.82	586.65	6.03	60.79	728.08	9.92	0.01	-1.46
n/a			20209-21024-20215	20209-21024-20215	82.34	Medium	131.55	54.53	96.49	High	182.56	57.22	82.09	130.97	54.51	94.86	179.46	55.69	-0.02	-1.53
n/a			20307-20305-20308	20307-20305-20308	9.32	Very Low	105.37	3.87	14.61	Very Low	161.25	11.33	9.85	109.07	3.90	14.57	160.76	11.09	0.03	-0.03
n/a		Kings Hedges Rd (EB)	20307-20305-16903	20307-20305-16903	15.34	Very Low	236.38	26.10	48.20	Low	616.52	33.36	15.37	227.72	27.38	47.93	613.22	33.31	1.28	-0.05
n/a			20307-20305-16901	20307-20305-16901	56.69	Medium	140.61	52.14	86.90	High	277.48	210.23	57.11	149.53	51.53	86.36	277.14	205.07	-0.61	-5.16
n/a			20308-20305-16903	20308-20305-16903	0.00	Very Low	0.00	43.98	0.00	Very Low	0.00	71.19	0.00	0.00	63.77	0.00	0.00	71.16	-0.21	-0.03
n/a	21	Chariot Way	20308-20305-16901	20308-20305-16901	14.28	Very Low	27.80	63.56	28.46	Low	46.17	70.59	13.42	26.12	63.41	28.32	45.94	70.55	-0.15	-0.04
n/a			20308-20305-20307	20308-20305-20307	54.28	Medium	89.75	78.33	88.70	High	122.23	142.43	54.24	89.68	78.30	88.39	121.80	141.14	-0.03	-1.29
n/a		Kings Hedges Rd (WB)	16903-20305-16901	16903-20305-16901	0.00	Very Low	0.00	35.46	0.29	Very Low	1.41	36.31	0.00	0.00	36.27	0.15	0.73	36.29	0.81	-0.02
n/a			16903-20305-20307	16903-20305-20307	57.58	Medium	345.57	45.35	92.04	High	537.47	76.22	58.03	338.86	45.32	91.30	533.13	74.12	0.57	-2.10
n/a			16901-20305-20307	16901-20305-20307	63.29	Medium	262.81	54.61	89.87	High	386.24	78.70	57.87	240.30	52.49	90.16	388.37	79.50	-2.12	0.80
n/a		Arbury Rd	16901-20305-20308	16901-20305-20308	4.42	Very Low	8.40	54.60	32.17	Low	23.55	79.02	3.87	8.38	52.49	31.80	22.35	79.69	-2.11	0.87
n/a			16901-20305-16903	16901-20305-16903	0.00	Very Low	0.00	40.50	0.00	Very Low	0.00	36.75	0.00	0.00	40.50	0.00	0.00	38.75	0.00	0.00
n/a	22	Hastingfield Road	24301-21401-24402	24301-21401-24402	106.42	High	5.45	242.49	105.18	High	4.56	212.99	106.53	5.43	234.82	105.52	4.52	213.90	-7.67	0.91
n/a		A603 Wimpole Rd (NB)	24301-21401-21404	24301-21401-21404	106.42	High	323.32	242.67	105.18	High	330.58	213.63	106.53	321.39	235.08	105.52	326.79	214.56	-7.59	0.93
n/a			24402-21401-21404	24402-21401-21404	32.12	Low	479.47	2.04	32.70	Low	483.24	2.04	32.11	480.78	2.04	33.56	486.18	2.07	0.00	0.03
n/a			24402-21401-24301	24402-21401-24301	8.30	Very Low	17.97	11.94	7.56	Very Low	16.41	11.52	8.39	18.02	12.09	7.74	15.42	11.77	0.15	0.25
n/a		A603 Wimpole Rd (SB)	21404-21401-24301	21404-21401-24301	54.28	Medium	386.22	5.06	52.37	Medium	394.98	4.60	55.30	389.93	5.22	53.62	401.01	4.76	0.16	0.16
n/a			21404-21401-24402	21404-21401-24402	63.24	Medium	640.60	5.06	59.19	Medium	596.26	4.60	64.24	647.92	5.22	60.33	603.68	4.76	0.16	0.16
n/a	23	A603 Barton Rd (SB) at M11 SB on-slip J12	21406-21405-90011	21406-21405-90011	100.66	High	372.70	150.51	101.24	High	275.64	196.47	100.39	376.06	152.93	104.56	276.39	203.44	2.42	6.97
n/a		A603 Barton Rd (NB)	21406-21405-21501	21406-21405-21501	107.65	High	1310.73	150.51	104.31	High	1435.01	196.47	102.81	1310.62	152.93	104.56	1438.47	203.44	2.42	6.97
n/a			21501-21405-21406	21501-21405-21406	23.33	Low	382.58	0.00	26.04	Low	427.08	0.00	23.18	380.18	0.00	26.10	428.03	0.00	0.00	0.00
n/a			21502-21405-21605	21502-21405-21605	106.49	High	285.14	38.57	100.49	High	389.08	105.52	106.49	260.75	36.22	100.57	380.91	123.74	-2.35	-2.78
n/a		Grantchester Rd	21502-21406-21503	21502-21406-21503	100.49	High	393.73	42.32	103.73	High	351.87	130.27	100.32	388.83	39.97	103.57	345.15	127.49	-2.35	-2.78
n/a			21502-21406-21405	21502-21406-21405	100.49	High	636.20	46.07	103.73	High	563.65	134.02	100.32	645.66	43.72	103.57	570.35	131.24	-2.35	-2.78
n/a			21502-21406-21502	21502-21406-21502	100.49	High	18.58	49.82	103.73	High	14.43	137.77	100.32	18.

82			91011-22102-91013	91011-22102-91013	0.00	Very Low	0.00	63.99	0.00	Very Low	0.00	61.39	0.00	0.00	61.24	0.00	0.00	60.23	-2.75	-1.16
82			91011-22102-22103	91011-22102-22103	100.00	High	472.21	66.49	100.00	High	498.88	63.89	100.00	498.80	63.74	100.00	508.02	62.73	-2.75	-1.16
58			22103-22104-22115	22103-22104-22115	5.99	Very Low	39.30	9.51	0.00	Very Low	0.00	9.29	0.00	0.00	9.32	0.00	0.00	9.26	-0.19	-0.03
58		Cambourne Rd (SB)	22103-22104-22110	22103-22104-22110	66.73	Medium	1235.99	13.26	64.13	Medium	1252.44	13.04	64.83	1248.31	13.07	63.92	1240.57	13.01	-0.19	-0.03
58			22103-22104-22107	22103-22104-22107	25.08	Low	206.26	17.01	24.65	Low	229.10	16.79	23.31	205.83	16.82	23.61	218.43	16.76	-0.19	-0.03
58			22103-22104-22103	22103-22104-22103	0.00	Very Low	0.00	20.76	0.00	Very Low	0.00	20.54	0.00	0.00	20.57	0.00	0.00	20.51	-0.19	-0.03
58			22115-22104-22110	22115-22104-22110	1.64	Very Low	4.98	16.77	0.00	Very Low	0.00	14.95	1.32	4.94	15.21	0.00	0.00	14.92	-1.56	-0.03
58		Back Ln	22115-22104-22107	22115-22104-22107	0.00	Very Low	0.00	20.52	0.00	Very Low	0.00	18.70	0.00	0.00	18.96	0.00	0.00	18.67	-1.56	-0.03
58			22115-22104-22103	22115-22104-22103	18.45	Very Low	67.55	24.27	0.04	Very Low	0.15	22.45	0.04	2.39	22.71	0.04	0.14	22.42	-1.56	-0.03
58	33		22115-22104-22115	22115-22104-22115	0.00	Very Low	0.00	28.02	0.00	Very Low	0.00	26.20	0.00	0.00	26.46	0.00	0.00	26.17	-1.56	-0.03
n/a			22110-22104-22107	22110-22104-22107	101.85	High	20.65	173.91	102.52	High	0.02	160.78	102.60	20.49	167.04	102.60	20.34	161.32	-6.87	0.54
n/a		Broad St (NB)	22110-22104-22103	22110-22104-22103	101.85	High	875.63	177.66	102.52	High	902.17	164.53	102.60	862.92	170.79	102.60	882.51	165.07	-6.87	0.54
n/a			22110-22104-22115	22110-22104-22115	0.00	Very Low	0.00	181.41	0.00	Very Low	0.00	168.28	0.00	0.00	174.54	0.00	0.00	168.92	-6.87	0.54
n/a			22110-22104-22110	22110-22104-22110	0.00	Very Low	0.00	185.16	0.00	Very Low	0.00	172.03	0.00	0.00	178.29	0.00	0.00	172.57	-6.87	0.54
49			22107-22104-22103	22107-22104-22103	22.66	Low	118.86	12.59	19.36	Very Low	119.19	11.65	20.66	120.19	11.89	19.43	117.43	11.68	-0.70	0.03
49		Cambourne Business Park	22107-22104-22115	22107-22104-22115	0.00	Very Low	0.00	16.34	0.00	Very Low	0.00	15.40	0.00	0.00	15.64	0.00	0.00	15.43	-0.70	0.03
49			22107-22104-22110	22107-22104-22110	17.26	Very Low	84.64	20.09	2.89	Very Low	14.76	19.15	10.94	56.70	19.39	6.71	35.05	19.18	-0.70	0.03
49			22107-22104-22107	22107-22104-22107	0.00	Very Low	0.00	23.84	0.00	Very Low	0.00	22.90	0.00	0.00	23.14	0.00	0.00	22.93	-0.70	0.03
63			22105-22106-22107	22105-22106-22107	7.74	Very Low	64.64	2.06	1.82	Very Low	14.82	1.97	4.42	36.66	1.99	2.43	20.09	1.95	-0.07	-0.02
63		A1198 SB (from Caxton Gibbet Rbt)	22105-22106-22201	22105-22106-22201	45.06	Low	723.47	2.06	44.47	Low	732.69	1.97	44.29	721.81	1.99	43.74	718.80	1.95	-0.07	-0.02
n/a	34	Access Road	22107-22106-22201	22107-22106-22201	99.67	High	5.00	115.90	0.00	Very Low	0.00	110.31	88.84	5.01	114.42	0.00	0.00	111.66	-1.48	1.36
n/a			22107-22106-22105	22107-22106-22105	99.86	High	149.19	115.92	98.77	High	155.79	110.80	98.87	149.38	115.71	98.66	156.63	112.38	-0.21	1.56
n/a		A1198 (NB)	22201-22106-22105	22201-22106-22105	78.92	Medium	1070.06	9.14	71.30	Medium	1040.70	5.71	78.06	1061.23	8.70	74.14	1043.48	6.69	-0.44	0.98
n/a			22201-22106-22107	22201-22106-22107	70.45	Medium	143.85	20.53	55.39	Medium	119.14	14.68	69.21	145.21	19.48	61.13	132.29	16.11	-1.05	1.43
n/a	35	A1307 on-slip to M11 NB (J14)	23902-23907-92120	23902-23907-92120	63.91	Medium	921.94	6.41	66.70	Medium	971.21	6.49	63.41	912.57	6.40	67.07	978.10	6.51	-0.01	0.02
n/a		A14 WB on-slip to M11 NB (J14)	21715-23907-92120	21715-23907-92120	99.66	High	2172.61	35.68	100.00	High	2180.00	38.55	99.78	2174.17	36.27	100.00	2180.00	38.55	0.59	0.00
n/a			24610-24612-20301	24610-24612-20301	53.94	Medium	788.90	25.87	83.50	Medium	734.28	41.15	52.36	787.79	24.97	83.64	737.16	41.21	-0.90	0.06
n/a		B1049 Cambridge Rd (NB)	24610-24612-20303	24610-24612-20303	30.11	Low	57.82	39.74	53.40	Medium	52.29	52.24	30.45	58.60	39.63	53.32	52.17	52.27	-0.11	0.03
72	36	B1049 Cambridge Rd (SB)	20301-24612-20303	20301-24612-20303	37.58	Low	450.85	7.27	77.91	Medium	1027.19	11.58	37.86	459.06	7.29	77.63	1023.43	11.47	0.02	-0.11
72			20301-24612-24610	20301-24612-24610	28.91	Low	350.39	27.23	29.79	Low	373.47	26.59	27.73	347.69	26.36	29.71	372.51	26.58	-0.87	-0.03
72		Kings Hedges Rd	20303-24612-24610	20303-24612-24610	8.62	Very Low	38.44	23.99	14.04	Very Low	17.20	30.74	8.71	38.00	24.75	12.37	18.23	28.90	0.76	-1.84
72			20303-24612-20301	20303-24612-20301	55.37	Medium	652.20	28.24	95.77	High	1021.02	39.57	54.68	623.32	28.84	95.16	1016.82	38.21	0.60	-1.36
n/a			20301-24613-92063	20301-24613-92063	91.39	High	657.43	22.24	100.00	High	820.82	215.52	89.18	635.44	20.23	100.00	816.33	213.31	-2.01	-2.21
n/a	37	B1049 Cambridge Rd (NB) at A14 (J32)	20301-24613-24611	20301-24613-24611	84.31	Medium	783.67	22.08	100.00	High	970.79	215.52	81.39	775.70	20.07	100.00	973.67	213.31	-2.01	-2.21
n/a		Circ. Carriageway (WB) at A14 (J32)	20302-24613-92063	20302-24613-92063	99.89	High	610.35	82.32	96.17	High	542.40	61.16	99.42	607.45	78.31	96.87	546.37	65.08	-4.01	3.92
n/a			20302-24613-24611	20302-24613-24611	30.98	Low	203.39	11.53	25.91	Low	156.41	12.44	31.09	203.86	11.50	25.48	154.41	12.39	-0.03	-0.05
n/a			22106-22201-22108	22106-22201-22108	46.88	Low	260.24	11.10	47.22	Low	263.64	11.11	46.24	256.64	11.05	44.59	251.64	10.86	-0.05	-0.25
n/a		A1198 (SB)	22106-22201-22204	22106-22201-22204	52.65	Medium	327.98	13.60	52.44	Medium	324.95	13.61	52.46	329.28	13.55	51.01	325.53	13.36	-0.05	-0.25
n/a			22106-22201-22202	22106-22201-22202	32.23	Low	140.24	16.10	32.84	Low	144.10	16.11	32.07	140.91	16.05	31.18	141.63	15.86	-0.05	-0.25
n/a			22108-22201-22204	22108-22201-22204	20.72	Low	100.71	10.45	19.87	Very Low	100.42	10.27	20.49	100.51	10.41	20.70	104.38	10.31	-0.04	0.04
n/a	39	Dobbins Ave	22108-22201-22202	22108-22201-22202	9.86	Very Low	42.16	12.95	10.63	Very Low	48.19	12.77	9.25	39.74	12.91	10.67	47.79	12.81	-0.04	0.04
n/a			22108-22201-22106	22108-22201-22106	43.75	Low	299.70	15.45	40.58	Low	276.66	15.27	43.19	296.49	15.41	41.13	279.36	15.31	-0.04	0.04
n/a			22204-22201-22202	22204-22201-22202	18.07	High	18.67	38.17	77.82	Medium	15.18	34.14	95.49	18.45	36.51	79.20	14.80	34.38	-1.66	0.24
n/a		A1198 (NB)	22204-22201-22106	22204-22201-22106	100.00	High	724.86	40.67	99.41	High	723.85	36.64	99.91	726.70	39.01	99.47	730.94	36.88	-1.66	0.24
n/a			22204-22201-22108	22204-22201-22108	100.00	High	84.02	43.17	95.46	High	91.02	39.14	99.19	83.97	41.51	95.62	84.83	39.38	-1.66	0.24
n/a			22202-22201-22106	22202-22201-22106	42.44	Low	189.79	15.40	34.00	Low	159.33	14.10	40.65	183.26	15.13	35.39	165.47	14.26	-0.27	0.16
n/a		Ermine St	22202-22201-22108	22202-22201-22108	15.20	Very Low	46.14	17.90	10.86	Very Low	37.67	16.60	13.87	43.07	17.63	10.94	37.13	16.76	-0.27	0.16
n/a			22202-22201-22204	22202-22201-22204	4.57	Very Low	12.34	20.40	2.25	Very Low	7.13	19.10	4.39	12.28	20.13	2.27	7.03	19.26	-0.27	0.16
n/a			25103-25114-25101	25103-25114-25101	90.89	High	646.51	33.00	88.92	High	652.54	28.64	91.48	645.53	34.66	89.31	656.80	29.39	1.66	0.75
n/a	40	B1050 (SB) at A14 (J25)	25103-25114-25105	25103-25114-25105	91.16	High	668.67	33.05	88.82	High	646.12	28.60	91.82	674.38	34.70	89.13	644.61	29.33	1.65	0.73
n/a		Circ. Carriageway (EB) at A14 (J32)	25105-25114-25103	25105-25114-25103	90.32	High	1246.47	0.00	89.53	High	1235.47	0.00	89.17	1230.52	0.00	88.02	1214.65	0.00	0.00	0.00
n/a			26010-26209-91010	26010-26209-91010	58.11	Medium	406.27	12.63	59.97	Medium	445.16	12.52	59.95	435.80	12.65	61.03	460.02	12.57	0.02	0.05
n/a		A1198 Ermine St South (SB)	26010-26209-22105	26010-26209-22105	60.19	Medium	442.91	16.63	58.27	Medium	414.82	16.52	58.88	416.83	16.65	57.78	401.97	16.57	0.02	0.05
n/a			26010-26209-22405	26010-26209-22405	0.00	Very Low	0.00	24.63	0.00	Very Low	0.00	24.52	0.00	0.00	24.65	0.00	0.00	24.57	0.02	0.05
n/a			26010-26209-26010	26010-26209-26010	0.00	Very Low	0.00	28.63	0.00	Very Low	0.00	28.52	0.00	0.00	28.65	0.00	0.00	28.57	0.02	0.05
n/a			22105-26209-22405	22105-26209-22405	70.13	Medium	406.01	20.96	69.64	Medium	406.08	20.73	73.56	416.54	22.31	73.69	416.39	22.38	1.35	1.65
n/a		A1198 Ermine St South (NB)	22105-26209-26010	22105-26209-26010	85.91	High	1051.76	24.96	85.49	High	1043.15	24.73	87.68	1062.97	26.31	87.73	1062.57	26.38	1.35	1.65
n/a			22105-26209-91010	22105-26209-91010	10.72	Very Low	20.72	28.96	11.82	Very Low	23.73	28.73	12.19	20.77	30.31	13.08	22.37	30.38	1.35	1.65
n/a	41		22105-26209-22105	22105-26209-22105	0.00	Very Low	0.00	32.96	0.00	Very Low	0.00	32.73	0.00	0.00	34.31	0.00	0.00	34.38	1.35	1.65
n/a			26011-26209-22405	26011-26209-22405	0.00	Very Low	0.00	51.99	0.00	Very Low	0.00	46.63	0.00	0.00	55.39	0.00	0.00	53.25	3.40	6.62
n/a		A428 EB off-slip (Caxton Gibbet rbt)	26011-26209-26010	26011-26209-26010	90.26	High	144.67	55.99	85.87	High	149.49	50.83	91.73	134.34	59.39	89.88	134.72	57.25	3.40	6.62
n/a			26011-26209-91010	26011-26209-91010	0.00	Very Low	0.00	59.99	0.00	Very Low	0.00	54.63	0.00	0.00	63.39	0.00	0.00	61.25	3.40	6.62
n/a			26011-26209-22105	26011-26209-22105	95.07	High	300.86	63.99	92.18	High	290.07	58.63	96.11	299.55	67.39	95.12	295.44	65.25	3.40	6.62
n/a			22405-26209-26010	22405-26209-26010	0.00	Very Low	0.00	21.31	0.00	Very Low	0.00	20.26	0.00	0.00	21.26	0.00	0.00	20.50	-0.05	0.24
n/a		St Neots Rd (EB)	22405-26209-91010	22405-26209-91010	54.39	Medium	211.31	25.31	51.27	Medium	205.11	24.26	54.60	214.26	25.26	51.72	205.35	24.50	-0.05	0.24
n/a			22405-26209-22105	22405-26209-22105	20.54	Low	45.81	29.31	17.69	Very Low	41.90	28.26	19.15	42.19	29.26	17.00	39.24	28.50	-0.05	0.24
n/a			22405-26209-22405	22405-26209-22405	0.00	Very Low	0.00	37.31	0.00	Very Low	0.00	36.26	0.00	0.00	37.26	0.00	0.00	36.50	-0.05	0.24
n/a		Salton Rd North	29503-29504-24610	29503-29504-24610	100.38	High	138.03	287.31	99.47	High	123.53	331.91	100.00	137.82	282.18	99.75	123.90	340.06	-5.13	8.15
n/a			29503-29504-29501	29503-29504-29501	101.10	High	1.49	287.31	99.40	High	2.30	333.01	101.03	1.56	282.18	99.74	2.28	340.66	-5.13	7.65
n/a	42	B1049 Cambridge Rd (SB)	24610-29504-29501	24610-29504-29501	102.04	High	230.67	192.92	107.06	High	223.44	384.72	101.81	225.89	193.22	100.94	222.65	381.32	0.30	-3.40
n/a			24610-29504-29503	24610-29504-29503	100.04	High	195.00	201.63	107.00	High	228.20	392.60	101.81	197.47	201.82	100.94	228.51	389.19	0.19	-3.43
n/a		B1049 Cambridge Rd (NB)	29501-29504-29503	29501-29504-29503	100.75	High	18.51	115.13	100.97	High	52.75	177.54	100.28	18.69	108.61	100.97	50.56	177.74	-6.52	0.20
n/a			29501-29504-24610	29501-29504-24610	100.75	High	682.73	115.13	100.97	High	646.71	177.54	100.28	680.00	108.61	100.97	649.14	177.74	-6.52	0.20
n/a	43	A428/A14 (EB)	91029-91031-91033	91029-91031-91033	70.29	Medium	1291.71	3.05	75.35	Medium	1491.98	3.67	70.63	1398.41	3.08	76.05	1509.92	3.77	0.03	0.10
n/a		M11 NB off-slip to A14 (EB) (J14)	21710-91031-91033	21710-91031-91033	58.84	Medium	1165.05	2.20	64.63	Medium	1279.60	2.56	59.23	1172.67	2.23	64.09	1268.92	2.53	0.03	-0.03
n/a	44	M11 SB off-slip to A14 (EB) (J14)	92058-92060-92061	92058-92060-92061	100.54	High	2112.25	153.67	99.53	High	2126.60	166.94	100.00	2110.13	148.84	100.00	2129.84	171.18	-4.83	4.24
n/a		A14 (EB)	91033-92060-92061	91033-92060-92061	64.40	Medium	2596.75	1.27	69.81	Medium	2771.56	1.50	64.19	2571.08	1.29	69.69	2774.76	1.50	0.02	0.00
73	45	A14 (EB) diverge to A14 (J32)	92061-92064-24611	92061-92064-24611	72.12	Medium	936.41	1.47	81.41	Medium	1251.26	1.87	72.18	929.55	1.48	81.41	1248.14	1.88	0.01	0.03
73			92061-92064-92066	92061-92064-92066	74.47	Medium	3680.34	1.47	78.24	Medium	3580.31	1.87	74.78	3701.53	1.48	78.31	3586.62	1.88	0.01	0.01
37		A603 Cambridge Rd (SB)	21501-21404-21401	21501-21404-21401	96.94	High	920.84	29.48	91.71	High	880.52	15.21	94.59	931.57	20.46	89.98	892.63	12.49	-9.02	-2.72
37			21501-21404-21403	21501-21404-21403	97.25	High	396.37	49.68	92.75	High	391.42	36.05	94.92	381.98	38.66	90.85	379.17	32.10	-11.02	-3.95
n/a	47	A603 Cambridge Rd (NB)	21401-21404-21403	21401-21404-21403	14.93	Very Low	93.04	3.01	14.92	Very Low	90.69	3.08	13.93	85.81	3.01	13.82	81.80	3.12	0.00	0.04
n/a			21401-21404-21501	21401-21404-21501	53.21	Medium	690.24	3.01	54.42	Medium	706.84	3.08	53.43	696.60	3.01	55.34	723.08	3.12	0.00	0.04
n/a		B1046 New Rd	21403-21404-21501	21403-21404-21501	52.62	Medium	231.39	21.35	57.46	Medium	253.23	22.21	52.61	229.58	21.59	59.24	258.18	23.76	0.24	1.58
n/a			21403-21404-21401	21403-21404-21401	67.28	Medium	105.98	44.40	68.36	Medium	110.72	43.93	67.57	106.28	44.67	70.18	112.06	45.85	0.27	1.92

Point	Link	Location	Receptor Sensitivity MC PM	Receptor Sensitivity NoMC PM
1	B1040, west of Eltisley	Eltisley	Very Low	Very Low
2	Potton End Road / The Green, Eltisley	Eltisley	Very Low	Very Low
3	A428 Cambridge Road between Eltisley and Caxton Gibbet	Eltisley	Very Low	Very Low
4	B1040 St Ives Road, north of Eltisley	Eltisley	Very Low	Very Low
5	A1198, south of Papworth Everard	Papworth Everard	Very Low	Very Low
6	Rogues Lane, west of Elsworth	Elsworth	Very Low	Very Low
7	Unnamed Road, between Borckley Road and St Neots Road, south of Elsworth	Elsworth	Very Low	Very Low
8	Boxworth Road, east of Elsworth	Elsworth	Very Low	Very Low
9	High Street, Knapwell	Elsworth	Very Low	Very Low
10	Boxworth Road, north east of Boxworth	Boxworth	Very Low	Very Low
11	Robin's Lane, north east of Lolworth	Boxworth	Very Low	Very Low
12	A1307 Huntingdon Road, east of Dry Drayton	Dry Drayton	Very Low	Very Low
13	The Avenue, north of Madingley	Cambridge	Very Low	Very Low
14	Dry Drayton Road, between Dry Drayton and Madingley	Dry Drayton	Very Low	Very Low
15	Scotland Road, north of proposed Travel Hub	Dry Drayton	Very Low	Very Low
16	Cambridge Road, north of Cambridge American Cemetery	Coton	Very Low	Very Low
17	A1303 Madingley Road, between Cambridge American Cemetery and Cambridge Road	Coton	Very Low	Very Low
18	M11, north of Junction 13	Cambridge	Very Low	Very Low
19	A1303 Madingley Road, between J J Thomson Avenue and Conduit Head Road	Cambridge	Very Low	Very Low
20	Eddington Avenue, north of A1303 Madingley Road, Cambridge	Cambridge	Very Low	Very Low
21	Grange Road, south of A1303 Madingley Road	Cambridge	Medium	High
22	St Neots Road, between Long Road and A1303 Madingley Road (adjacently north to Madingely Tower)	Cambridge	Very Low	Very Low
23	Wilberforce Road	Cambridge	Very Low	Very Low
24	St Neots Road, north east Cambourne, east of Broadway	Cambourne	Very Low	Very Low
25	Northern Arm (St Neots Road) on St Neots Road / Wellington Way Roundabout / Highfields Road roundabout	Highfields Caldecote	Very Low	Very Low
26	Cranmer Road, Cambridge	Cambridge	Very Low	Very Low
27	A428, south of Madingley between St Neots Road and M11 / A14, Cambridge	Cambridge	Very Low	Very Low
28	Grange Road, north of A603 Barton Road, Cambridge	Cambridge	Very Low	Very Low
29	A603 Barton Road, east of Granchester Road, Cambridge	Cambridge	High	High
31	Grantchester Road, south of A603 Barton Road, Cambridge	Cambridge	Very Low	Very Low
32	A603 Barton Road, between A603 roundabout and Queens College and Robinson College Sports Ground	Cambridge	Very Low	Very Low
33	Coton Road, south of Haggis Farm Interchange	Cambridge	High	High
34	Grantchester Road, south of Coton	Coton	Very Low	Very Low
35	M11, south of M11 Junction 13	Cambridge	Very Low	Very Low
36	B1046 New Road, Barton	Barton	Very Low	Very Low
37	A603 Cambridge Road, south west of M11 Junction 12	Barton	Medium	Medium
38	Long Road, between Comberton and St Neots Road	Comberton	Very Low	Very Low
39	B1046 West Street, between Green End and Hardwick Road, Comberton	Comberton	Very Low	Very Low
40	Hardwick Road, South of Hardwick	Hardwick	Very Low	Very Low
41	B1046 High Street, Toft	Toft	Very Low	Very Low
42	Main Street, south of Caldecote	Highfields Caldecote	Very Low	Very Low
43	B1046 Toft Road, between Gills Hill and Main Street	Toft	Very Low	Very Low
44	A1198 Royston Road, east of Bourne	Bourn	Very Low	Very Low
45	Caxton Road, between Caxton and Crow End	Bourn	Very Low	Very Low
46	Broadway, east of Cambourne	Cambourne	Very Low	Very Low
47	A1198, south of School Lane, east of Caxton	Camourne	Very Low	Very Low
48	School Lane, Cambourne	Cambourne	Very Low	Very Low
49	Cambourne Business Park [New Link]	Cambourne	Low	Very Low
51	Wellington Way, Highfields Caldecote	Highfields Caldecote	Very Low	Very Low
52	A428, east of Caxton Gibbet Roundabout	Cambourne	Very Low	Very Low
53	A428, east of Cambourne	Cambourne	Very Low	Very Low
54	A428, north of Hardwick	Hardwick	Very Low	Very Low
55	Scotland Road, south of proposed Travel Hub	Hardwick	Very Low	Very Low
56	A1198, east of Papworth Everard	Papworth Everard	Very Low	Very Low
57	Ermine Street North, Papworth Everard	Papworth Everard	Very Low	Very Low
58	Cambourne Road, Cambourne, South of the A428	Cambourne	Very Low	Very Low
59	St Neots Road, North of the A428, Cambourne Road and Cambourne, off the eastern arm of the St Neots/Camborune Road/A428 rounabout	Cambourne	Very Low	Very Low
60	St Neots Road, south of the A428 between the Balancing Pond and the Scotland Road/St Neots/A428 roundabout south of Proposed Travel Hub [New link]	Hardwick	Very Low	Very Low
61	Oakington Road, Dry Drayton	Dry Drayton	Very Low	Very Low
62	Potton End, South Eltisley	Eltisley	Very Low	Very Low
63	A1198 Ermine Street, south of Caxton Gibbett	Cambourne	Very Low	Very Low
64	A1134 Queens Road, south of Madingley Road, Cambridge	Cambridge	High	High
65	West Road, Cambridge	Cambridge	Very Low	Very Low
66	The Fen Causeway, Cambridge	Cambridge	High	High
67	Northampton Street, Cambridge	Cambridge	Medium	High
68	Huntingdon Road, south of A14, Cambridge	Cambridge	Medium	Medium
69	Victoria Road, Cambridge	Cambridge	Very Low	Very Low
70	Castle Street, Cambridge	Cambridge	Very Low	High
71	Histon Road, between Akeman Street and Bermuda Terrace, Cambridge	Cambridge	Very Low	Very Low
72	Cambridge Road, south of A14, Cambridge	Cambridge	Low	Medium
73	A14, between Junction 31 and Junction 32, Cambridge	Cambridge	Medium	Medium
74	B1046 Fox Road, south of Bourn	Bourn	Very Low	Very Low

75	A1303 Madingley Road, between Madingley Road Park and Ride and M11 Junction 13	Cambridge	High	High
76	Madingley Road, between Grange Road and Lady Margaret Road, Cambridge	Cambridge	Low	Low
77	Sidgwick Avenue between Grange Road and Queens Road, Cambridge	Cambridge	Very Low	Very Low
78	A603 Barton Road between Millington Road and Grange Road	Cambridge	High	High
79	A428 Slip Road (Westbound to Cambourne Road roundabout)	Cambourne	Very Low	Very Low
80	A428 Slip Road (Westbound from Cambourne Road roundabout)	Cambourne	Very Low	Very Low
81	A428 Slip Road (Eastbound from St Neots Road roundabout)	Cambourne	Very Low	Very Low
82	A428 Slip Road (Eastbound to St Neots Road roundabout)	Cambourne	Very Low	Very Low
85	St Neots Road between Hardwick and St Neots Road bus stop	Hardwick	Very Low	Very Low
86	St Neots Road between St Neots Road bus stop and Long Road	Hardwick	Very Low	Very Low
87	Cambridge Road, Hardwick	Hardwick	Very Low	Very Low

Appendix D

SENSITIVITY OF MOTORISED USERS (ROAD USER SAFETY)

Public

Point	Link	Location	Receptor Sensitivity
1	B1040, west of Eltisley	Eltisley	Low
2	Potton End Road / The Green, Eltisley	Eltisley	Very Low
3	A428 Cambridge Road between Eltisley and Caxton Gibbet	Eltisley	Low
4	B1040 St Ives Road, north of Eltisley	Eltisley	Very Low
5	A1198, south of Papworth Everard	Papworth Everard	Very Low
6	Rogues Lane, west of Elsworth	Elsworth	Very Low
7	Unnamed Road, between Borckley Road and St Neots Road, south of Elsworth	Elsworth	Low
8	Boxworth Road, east of Elsworth	Elsworth	Very Low
9	High Street, Knapwell	Elsworth	Very Low
10	Boxworth Road, north east of Boxworth	Boxworth	Very Low
11	Robin's Lane, north east of Lolworth	Boxworth	Very Low
12	A1307 Huntingdon Road, east of Dry Drayton	Dry Drayton	Very Low
13	The Avenue, north of Madingley	Cambridge	Very Low
14	Dry Drayton Road, between Dry Drayton and Madingley	Dry Drayton	Very Low
15	Scotland Road, north of proposed Travel Hub	Dry Drayton	Very Low
16	Cambridge Road, north of Cambridge American Cemetery	Coton	Very Low
17	A1303 Madingley Road, between Cambridge American Cemetery and Cambridge Road	Coton	Low
18	M11, north of Junction 13	Cambridge	Low
19	A1303 Madingley Road, between J J Thomson Avenue and Conduit Head Road	Cambridge	Very Low
20	Eddington Avenue, north of A1303 Madingley Road, Cambridge	Cambridge	Very Low
21	Grange Road, south of A1303 Madingley Road	Cambridge	Very Low
22	St Neots Road, between Long Road and A1303 Madingley Road (adjacently north to Madingely Tower)	Cambridge	Low
23	Wilberforce Road	Cambridge	Very Low
24	St Neots Road, north east Cambourne, east of Broadway	Cambourne	Low
25	Northern Arm (St Neots Road) on St Neots Road / Wellington Way Roundabout / Highfields Road roundabout	Highfields Caldecote	Very Low
26	Cranmer Road, Cambridge	Cambridge	Very Low
27	A428, south of Madingley between St Neots Road and M11 / A14, Cambridge	Cambridge	Low
28	Grange Road, north of A603 Barton Road, Cambridge	Cambridge	Very Low
29	A603 Barton Road, east of Granchester Road, Cambridge	Cambridge	Low
31	Grantchester Road, south of A603 Barton Road, Cambridge	Cambridge	Very Low
32	A603 Barton Road, between A603 roundabout and Queens College and Robinson College Sports Ground	Cambridge	Very Low
33	Coton Road, south of Haggis Farm Interchange	Cambridge	Medium
34	Grantchester Road, south of Coton	Coton	Very Low
35	M11, south of M11 Junction 13	Cambridge	Very Low
36	B1046 New Road, Barton	Barton	Very Low
37	A603 Cambridge Road, south west of M11 Junction 12	Barton	Medium
38	Long Road, between Comberton and St Neots Road	Comberton	Very Low
39	B1046 West Street, between Green End and Hardwick Road, Comberton	Comberton	Very Low
40	Hardwick Road, South of Hardwick	Hardwick	Very Low
41	B1046 High Street, Toft	Toft	Very Low
42	Main Street, south of Caldecote	Highfields Caldecote	Very Low
43	B1046 Toft Road, between Gills Hill and Main Street	Toft	Very Low
44	A1198 Royston Road, east of Bourne	Bourn	Very Low
45	Caxton Road, between Caxton and Crow End	Bourn	Very Low
46	Broadway, east of Cambourne	Cambourne	Very Low
47	A1198, south of School Lane, east of Caxton	Camourne	Very Low
48	School Lane, Cambourne	Cambourne	Very Low
49	Cambourne Business Park [New Link]	Cambourne	Very Low
51	Wellington Way, Highfields Caldecote	Highfields Caldecote	Very Low

52	A428, east of Caxton Gibbet Roundabout	Cambourne	Low
53	A428, east of Cambourne	Cambourne	Very Low
54	A428, north of Hardwick	Hardwick	Low
55	Scotland Road, south of proposed Travel Hub	Hardwick	Low
56	A1198, east of Papworth Everard	Papworth Everard	Medium
57	Ermine Street North, Papworth Everard	Papworth Everard	Very Low
58	Cambourne Road, Cambourne, South of the A428	Cambourne	Very Low
59	St Neots Road, North of the A428, Cambourne Road and Cambourne, off the eastern arm of the St Neots/Camborune Road/A428 rounabout	Cambourne	Very Low
60	St Neots Road, south of the A428 between the Balancing Pond and the Scotland Road/St Neots/A428 roundabout south of Proposed Travel Hub [New link]	Hardwick	Very Low
61	Oakington Road, Dry Drayton	Dry Drayton	Very Low
62	Potton End, South Eltisley	Eltisley	Very Low
63	A1198 Ermine Street, south of Caxton Gibbett	Cambourne	Very Low
64	A1134 Queens Road, south of Madingley Road, Cambridge	Cambridge	Low
65	West Road, Cambridge	Cambridge	Very Low
66	The Fen Causeway, Cambridge	Cambridge	Very Low
67	Northampton Street, Cambridge	Cambridge	Low
68	Huntingdon Road, south of A14, Cambridge	Cambridge	Low
69	Victoria Road, Cambridge	Cambridge	Very Low
70	Castle Street, Cambridge	Cambridge	Low
71	Histon Road, between Akeman Street and Bermuda Terrace, Cambridge	Cambridge	Very Low
72	Cambridge Road, south of A14, Cambridge	Cambridge	Low
73	A14, between Junction 31 and Junction 32, Cambridge	Cambridge	Very Low
74	B1046 Fox Road, south of Bourn	Bourn	Very Low
75	A1303 Madingley Road, between Madingley Road Park and Ride and M11 Junction 13	Cambridge	Very Low
76	Madingley Road, between Grange Road and Lady Margaret Road, Cambridge	Cambridge	Very Low
77	Sidgwick Avenue between Grange Road and Queens Road, Cambridge	Cambridge	Very Low
78	A603 Barton Road between Millington Road and Grange Road	Cambridge	Very Low
79	A428 Slip Road (Westbound to Cambourne Road roundabout)	Cambourne	Very Low
80	A428 Slip Road (Westbound from Cambourne Road roundabout)	Cambourne	Very Low
81	A428 Slip Road (Eastbound from St Neots Road roundabout)	Cambourne	Very Low
82	A428 Slip Road (Eastbound to St Neots Road roundabout)	Cambourne	Very Low
85	St Neots Road between Hardwick and St Neots Road bus stop	Hardwick	Low
86	St Neots Road between St Neots Road bus stop and Long Road	Hardwick	Low
87	Cambridge Road, Hardwick	Hardwick	Very Low

Appendix E

LINK SCREENING

Public

Screening 2041 AM MC

Link Point	Link Name	Receptor Sensitivity Road Safety	Total Vehicles (PCU)				HGVs				Rule 2	Rule 1
			2041 AM DM MC	2041 AM DS MC	DS-DM (Abs)	DS-DM (%)	2041 AM DM MC	2041 AM DS MC	DS-DM (Abs)	DS-DM (%)		
1	B1040, west of Eltisley	Low	595	598	3	0.4%	19	19	0	-1.0%	N/A	N/A
2	Potton End Road / The Green, Eltisley	Very Low	174	174	0	-0.1%	0	0	0	100.0%	N/A	SELECTED
3	A428 Cambridge Road between Eltisley and Caxton Gibbet	Low	4296	4310	14	0.3%	564	563	-1	-0.1%	N/A	N/A
4	B1040 St Ives Road, north of Eltisley	Very Low	1009	1017	7	0.7%	47	49	2	5.1%	N/A	N/A
5	A1198, south of Papworth Everard	Very Low	893	886	-8	-0.9%	76	76	0	0.1%	N/A	N/A
6	Rogues Lane, west of Elsworth	Very Low	171	174	3	1.6%	39	42	3	6.7%	N/A	N/A
7	Unnamed Road, between Borckley Road and St Neots Road, south of Elsworth	Low	152	162	10	6.5%	6	6	0	0.0%	N/A	N/A
8	Boxworth Road, east of Elsworth	Very Low	332	331	-2	-0.5%	45	48	3	5.8%	N/A	N/A
9	High Street, Knapwell	Very Low	624	629	5	0.8%	40	40	0	0.1%	N/A	N/A
10	Boxworth Road, north east of Boxworth	Very Low	433	443	9	2.2%	108	111	3	2.5%	N/A	N/A
11	Robin's Lane, north east of Lolworth	Very Low	113	113	0	0.1%	60	60	0	0.0%	N/A	N/A
12	A1307 Huntingdon Road, east of Dry Drayton	Very Low	739	788	49	6.6%	44	44	0	0.7%	N/A	N/A
13	The Avenue, north of Madingley	Very Low	285	337	52	18.1%	18	18	0	1.7%	N/A	N/A
14	Dry Drayton Road, between Dry Drayton and Madingley	Very Low	83	77	-6	-7.5%	30	30	0	-0.1%	N/A	N/A
15	Scotland Road, north of proposed Travel Hub	Very Low	994	867	-127	-12.7%	56	52	-4	-6.8%	N/A	N/A
16	Cambridge Road, north of Cambridge American Cemetery	Very Low	258	246	-12	-4.8%	46	46	0	0.7%	N/A	N/A
17	A1303 Madingley Road, between Cambridge American Cemetery and Cambridge Road	Low	1761	1642	-119	-6.8%	182	182	0	-0.2%	N/A	N/A
18	M11, north of Junction 13	Low	7097	7092	-5	-0.1%	1797	1794	-3	-0.2%	N/A	N/A
19	A1303 Madingley Road, between J J Thomson Avenue and Conduit Head Road	Very Low	283	235	-48	-17.0%	0	0	0	0.0%	N/A	N/A
20	Eddington Avenue, north of A1303 Madingley Road, Cambridge	Very Low	477	469	-8	-1.7%	12	12	0	0.3%	N/A	N/A
21	Grange Road, south of A1303 Madingley Road	Very Low	156	98	-58	-37.2%	6	7	1	8.7%	N/A	N/A
22	St Neots Road, between Long Road and A1303 Madingley Road (adjacently north to Madingely Tower)	Low	645	601	-44	-6.8%	0	16	16	16350.0%	N/A	SELECTED
23	Wilberforce Road	Very Low	0	0	0	0.0%	0	0	0	0.0%	N/A	N/A
24	St Neots Road, north east Cambourne, east of Broadway	Low	539	464	-74	-13.8%	10	10	0	0.3%	N/A	N/A
25	Northern Arm (St Neots Road) on St Neots Road / Wellington Way Roundabout / Highfields Road roundabout	Very Low	539	464	-74	-13.8%	10	10	0	0.3%	N/A	N/A
26	Cranmer Road, Cambridge	Very Low	94	93	0	0.0%	3	3	0	0.0%	N/A	N/A
27	A428, south of Madingley between St Neots Road and M11 / A14, Cambridge	Low	3272	3293	22	0.7%	471	470	0	0.0%	N/A	N/A
28	Grange Road, north of A603 Barton Road, Cambridge	Very Low	519	518	-1	-0.2%	36	40	3	9.3%	N/A	N/A
29	A603 Barton Road, east of Granchester Road, Cambridge	Low	982	973	-8	-0.8%	70	74	3	4.8%	N/A	N/A
31	Grantchester Road, south of A603 Barton Road, Cambridge	Very Low	124	123	-1	-1.0%	1	1	0	0.0%	N/A	N/A
32	A603 Barton Road, between A603 roundabout and Queens College and Robinson College Sports Ground	Very Low	996	988	-8	-0.8%	71	74	3	4.7%	N/A	N/A
33	Coton Road, south of Haggis Farm Interchange	Medium	595	568	-28	-4.7%	20	21	1	3.3%	N/A	N/A
34	Grantchester Road, south of Coton	Very Low	583	593	10	1.8%	114	110	-4	-3.8%	N/A	N/A
35	M11, south of M11 Junction 13	Very Low	8467	8509	42	0.5%	1924	1925	1	0.1%	N/A	N/A
36	B1046 New Road, Barton	Very Low	672	646	-26	-3.9%	50	50	0	-0.1%	N/A	N/A
37	A603 Cambridge Road, south west of M11 Junction 12	Medium	1694	1671	-22	-1.3%	140	137	-3	-2.0%	N/A	N/A
38	Long Road, between Comberton and St Neots Road	Very Low	154	146	-8	-5.3%	11	11	0	0.1%	N/A	N/A
39	B1046 West Street, between Green End and Hardwick Road, Comberton	Very Low	393	379	-14	-3.6%	36	36	0	-0.1%	N/A	N/A
40	Hardwick Road, South of Hardwick	Very Low	93	94	1	0.8%	1	1	0	0.0%	N/A	N/A
41	B1046 High Street, Toft	Very Low	581	569	-12	-2.1%	38	38	0	-0.1%	N/A	N/A
42	Main Street, south of Caldecote	Very Low	312	359	46	14.9%	29	35	6	20.8%	N/A	N/A
43	B1046 Toft Road, between Gills Hill and Main Street	Very Low	645	635	-10	-1.5%	68	75	7	10.4%	N/A	N/A
44	A1198 Royston Road, east of Bourne	Very Low	1145	1176	30	2.6%	67	67	0	0.1%	N/A	N/A
45	Caxton Road, between Caxton and Crow End	Very Low	343	317	-26	-7.7%	39	39	0	0.0%	N/A	N/A
46	Broadway, east of Cambourne	Very Low	312	241	-71	-22.7%	0	32	32	31570.0%	N/A	SELECTED
47	A1198, south of School Lane, east of Caxton	Very Low	1087	1118	31	2.9%	63	64	0	0.1%	N/A	N/A
48	School Lane, Cambourne	Very Low	896	855	-40	-4.5%	55	55	0	0.7%	N/A	N/A
49	Cambourne Business Park [New Link]	Very Low	485	463	-22	-4.6%	0	6	6	5420.0%	N/A	SELECTED
51	Wellington Way, Highfields Caldecote	Very Low	527	578	51	9.7%	36	42	6	16.8%	N/A	N/A
52	A428, east of Caxton Gibbet Roundabout	Low	4686	4772	86	1.8%	741	736	-4	-0.6%	N/A	N/A
53	A428, east of Cambourne	Very Low	4850	4894	45	0.9%	578	574	-4	-0.7%	N/A	N/A
54	A428, north of Hardwick	Low	5039	5041	2	0.0%	662	665	4	0.5%	N/A	N/A
55	Scotland Road, south of proposed Travel Hub	Low	994	1252	259	26.0%	0	52	52	52340.0%	N/A	SELECTED
56	A1198, east of Papworth Everard	Medium	1902	1902	0	0.0%	123	125	2	2.0%	N/A	N/A
57	Ermine Street North, Papworth Everard	Very Low	551	548	-3	-0.5%	155	155	-1	-0.6%	N/A	N/A
58	Cambourne Road, Cambourne, South of the A428	Very Low	2249	2203	-47	-2.1%	231	230	-1	-0.2%	N/A	N/A
59	St Neots Road, North of the A428, Cambourne Road and Cambourne, off the eastern arm of the St Neots/Camborune Road/A428 rounabout	Very Low	820	724	-97	-11.8%	48	48	0	-0.2%	N/A	N/A
60	St Neots Road, south of the A428 between the Balancing Pond and the Scotland Road/St Neots/A428 roundabout south of Proposed Travel Hub [New link]	Very Low	1196	1209	13	1.1%	0	79	79	79310.0%	N/A	SELECTED
61	Oakington Road, Dry Drayton	Very Low	973	860	-114	-11.7%	51	49	-2	-4.1%	N/A	N/A
62	Potton End, South Eltisley	Very Low	174	174	0	-0.1%	0	0	0	100.0%	N/A	SELECTED
63	A1198 Ermine Street, south of Caxton Gibbett	Very Low	2127	2037	-90	-4.2%	139	139	0	0.1%	N/A	N/A
64	A1134 Queens Road, south of Madingley Road, Cambridge	Low	1422	1422	1	0.0%	83	86	3	3.5%	N/A	N/A
65	West Road, Cambridge	Very Low	586	582	-4	-0.7%	27	30	3	10.6%	N/A	N/A
66	The Fen Causeway, Cambridge	Very Low	1591	1582	-9	-0.6%	65	65	0	0.0%	N/A	N/A
67	Northampton Street, Cambridge	Low	754	762	8	1.0%	34	37	3	10.3%	N/A	N/A
68	Huntingdon Road, south of A14, Cambridge	Low	960	932	-29	-3.0%	67	67	0	0.0%	N/A	N/A
69	Victoria Road, Cambridge	Very Low	539	524	-15	-2.8%	32	32	0	0.0%	N/A	N/A
70	Castle Street, Cambridge	Low	269	267	-2	-0.8%	2	2	0	0.0%	N/A	N/A
71	Histon Road, between Akeman Street and Bermuda Terrace, Cambridge	Very Low	401	399	-2	-0.4%	0	0	0	0.0%	N/A	N/A
72	Cambridge Road, south of A14, Cambridge	Low	1954	1971	17	0.9%	279	276	-3	-1.2%	N/A	N/A
73	A14, between Junction 31 and Junction 32, Cambridge	Very Low	9307	9319	11	0.1%	1845	1841	-4	-0.2%	N/A	N/A
74	B1046 Fox Road, south of Bourn	Very Low	597	547	-50	-8.5%	67	68	1	1.7%	N/A	N/A
75	A1303 Madingley Road, between Madingley Road Park and Ride and M11 Junction 13	Very Low	1450	1390	-60	-4.1%	13	13	0	0.2%	N/A	N/A
76	Madingley Road, between Grange Road and Lady Margaret Road, Cambridge	Very Low	624	633	9	1.4%	13	12	0	-1.9%	N/A	N/A
77	Sidgwick Avenue between Grange Road and Queens Road, Cambridge	Very Low	90	89	-1	-0.7%	16	16	0	-0.1%	N/A	N/A
78	A603 Barton Road between Millington Road and Grange Road	Very Low	639	634	-5	-0.8%	54	54	0	0.0%	N/A	N/A
79	A428 Slip Road (Westbound to Cambourne Road roundabout)	Very Low	454	451	-3	-0.7%	4	4	0	-0.2%	N/A	N/A
80	A428 Slip Road (Westbound from Cambourne Road roundabout)	Very Low	334	367	33	10.0%	37	36	0	-1.1%	N/A	N/A
81	A428 Slip Road (Eastbound from St Neots Road roundabout)	Very Low	672	687	15	2.3%	38	38	0	-0.1%	N/A	N/A
82	A428 Slip Road (Eastbound to St Neots Road roundabout)	Very Low	629	649	20	3.2%	168	168	0	0.0%	N/A	N/A
85	St Neots Road between Hardwick and St Neots Road bus stop	Low	367	412	44	12.0%	11	18	6	56.7%	N/A	SELECTED
86	St Neots Road between St Neots Road bus stop and Long Road	Low	367	316	-51	-13.9%	11	18	7	69.4%	N/A	SELECTED
87	Cambridge Road, Hardwick	Very Low	400	400	0	0.1%	21	21	0	-0.1%	N/A	N/A

Road Safety - Screening 2041 PM MC

Link Point	Link Name	Receptor Sensitivity Road Safety	Total Vehicles (PCU)				HGVs				Rule 2	Rule 1
			2041 PM DM MC	2041 PM DS MC	DS-DM (Abs)	DS-DM (%)	2041 PM DM MC	2041 PM DS MC	DS-DM (Abs)	DS-DM (%)		
1	B1040, west of Eltisley	Low	739	737	-2	-0.3%	10	10	0	0.0%	N/A	N/A
2	Potton End Road / The Green, Eltisley	Very Low	88	90	2	2.5%	0	0	0	50.0%	N/A	SELECTED
3	A428 Cambridge Road between Eltisley and Caxton Gibbet	Low	5140	5146	6	0.1%	302	303	1	0.3%	N/A	N/A
4	B1040 St Ives Road, north of Eltisley	Very Low	878	885	6	0.7%	53	53	0	-0.4%	N/A	N/A
5	A1198, south of Papworth Everard	Very Low	1376	1374	-2	-0.1%	0	0	0	0.0%	N/A	N/A
6	Rogues Lane, west of Elsworth	Very Low	148	157	9	5.7%	81	81	0	-0.1%	N/A	N/A
7	Unnamed Road, between Borckley Road and St Neots Road, south of Elsworth	Low	88	95	7	8.3%	28	28	0	-1.1%	N/A	N/A
8	Boxworth Road, east of Elsworth	Very Low	142	143	1	0.8%	3	4	1	20.7%	N/A	N/A
9	High Street, Knapwell	Very Low	593	605	12	2.0%	60	60	0	-0.5%	N/A	N/A
10	Boxworth Road, north east of Boxworth	Very Low	249	280	32	12.7%	59	59	1	0.9%	N/A	N/A
11	Robin's Lane, north east of Lolworth	Very Low	143	143	0	0.1%	79	79	0	0.0%	N/A	N/A
12	A1307 Huntingdon Road, east of Dry Drayton	Very Low	836	902	66	7.9%	18	18	0	-0.2%	N/A	N/A
13	The Avenue, north of Madingley	Very Low	453	491	38	8.4%	15	14	-1	-4.3%	N/A	N/A
14	Dry Drayton Road, between Dry Drayton and Madingley	Very Low	103	96	-7	-7.0%	40	40	0	0.3%	N/A	N/A
15	Scotland Road, north of proposed Travel Hub	Very Low	1038	934	-103	-10.0%	65	65	0	-0.2%	N/A	N/A
16	Cambridge Road, north of Cambridge American Cemetery	Very Low	363	361	-3	-0.7%	53	53	0	-0.1%	N/A	N/A
17	A1303 Madingley Road, between Cambridge American Cemetery and Cambridge Road	Low	2102	2040	-61	-2.9%	51	51	0	0.8%	N/A	N/A
18	M11, north of Junction 13	Low	7899	7910	11	0.1%	1686	1689	3	0.2%	N/A	N/A
19	A1303 Madingley Road, between J J Thomson Avenue and Conduit Head Road	Very Low	600	562	-38	-6.3%	2	2	1	34.8%	N/A	SELECTED
20	Eddington Avenue, north of A1303 Madingley Road, Cambridge	Very Low	632	633	1	0.2%	17	17	0	0.8%	N/A	N/A
21	Grange Road, south of A1303 Madingley Road	Very Low	135	84	-51	-37.7%	0	0	0	-90.0%	N/A	N/A
22	St Neots Road, between Long Road and A1303 Madingley Road (adjacently north to Madingely Tower)	Low	564	536	-28	-4.9%	0	12	12	12310.0%	N/A	SELECTED
23	Wilberforce Road	Very Low	0	0	0	0.0%	0	0	0	0.0%	N/A	N/A
24	St Neots Road, north east Cambourne, east of Broadway	Low	506	424	-81	-16.1%	14	12	-3	-17.8%	N/A	N/A
25	Northern Arm (St Neots Road) on St Neots Road / Wellington Way Roundabout / Highfields Road roundabout	Very Low	506	424	-81	-16.1%	14	12	-3	-17.8%	N/A	N/A
26	Cranmer Road, Cambridge	Very Low	165	166	0	0.0%	0	0	0	0.0%	N/A	N/A
27	A428, south of Madingley between St Neots Road and M11 / A14, Cambridge	Low	3607	3575	-32	-0.9%	327	327	0	0.0%	N/A	N/A
28	Grange Road, north of A603 Barton Road, Cambridge	Very Low	409	407	-2	-0.6%	5	5	0	0.4%	N/A	N/A
29	A603 Barton Road, east of Granchester Road, Cambridge	Low	1195	1185	-10	-0.8%	11	11	0	-1.9%	N/A	N/A
31	Grantchester Road, south of A603 Barton Road, Cambridge	Very Low	160	156	-4	-2.5%	1	1	0	1.3%	N/A	N/A
32	A603 Barton Road, between A603 roundabout and Queens College and Robinson College Sports Ground	Very Low	1275	1265	-10	-0.8%	11	11	0	-1.9%	N/A	N/A
33	Coton Road, south of Haggis Farm Interchange	Medium	1021	1019	-2	-0.2%	33	35	1	4.4%	N/A	N/A
34	Grantchester Road, south of Coton	Very Low	690	692	2	0.3%	43	39	-4	-10.1%	N/A	N/A
35	M11, south of M11 Junction 13	Very Low	9637	9656	19	0.2%	1761	1768	7	0.4%	N/A	N/A
36	B1046 New Road, Barton	Very Low	696	673	-23	-3.3%	24	23	-1	-2.3%	N/A	N/A
37	A603 Cambridge Road, south west of M11 Junction 12	Medium	2238	2240	2	0.1%	112	112	0	0.2%	N/A	N/A
38	Long Road, between Comberton and St Neots Road	Very Low	199	180	-19	-9.3%	11	9	-2	-21.2%	N/A	N/A
39	B1046 West Street, between Green End and Hardwick Road, Comberton	Very Low	419	424	5	1.2%	8	11	3	35.5%	N/A	SELECTED
40	Hardwick Road, South of Hardwick	Very Low	69	73	5	7.1%	1	1	0	0.0%	N/A	N/A
41	B1046 High Street, Toft	Very Low	505	514	10	1.9%	9	11	3	34.9%	N/A	SELECTED
42	Main Street, south of Caldecote	Very Low	361	393	32	9.0%	22	22	0	2.2%	N/A	N/A
43	B1046 Toft Road, between Gills Hill and Main Street	Very Low	727	763	37	5.1%	27	30	3	12.5%	N/A	N/A
44	A1198 Royston Road, east of Bourne	Very Low	1153	1159	6	0.5%	41	43	2	5.7%	N/A	N/A
45	Caxton Road, between Caxton and Crow End	Very Low	287	289	2	0.7%	8	11	2	30.5%	N/A	SELECTED
46	Broadway, east of Cambourne	Very Low	212	144	-68	-32.0%	0	44	44	43970.0%	N/A	SELECTED
47	A1198, south of School Lane, east of Caxton	Very Low	1054	1069	15	1.4%	27	27	0	0.4%	N/A	N/A
48	School Lane, Cambourne	Very Low	861	841	-20	-2.4%	18	18	0	0.1%	N/A	N/A
49	Cambourne Business Park [New Link]	Very Low	430	403	-27	-6.4%	0	1	1	710.0%	N/A	SELECTED
51	Wellington Way, Highfields Caldecote	Very Low	580	616	36	6.3%	7	7	0	7.0%	N/A	N/A
52	A428, east of Caxton Gibbet Roundabout	Low	5589	5673	83	1.5%	308	309	1	0.3%	N/A	N/A
53	A428, east of Cambourne	Very Low	5656	5683	27	0.5%	323	323	1	0.2%	N/A	N/A
54	A428, north of Hardwick	Low	5685	5684	0	0.0%	397	398	1	0.2%	N/A	N/A
55	Scotland Road, south of proposed Travel Hub	Low	1038	1330	292	28.1%	0	65	65	64770.0%	N/A	SELECTED
56	A1198, east of Papworth Everard	Medium	2254	2258	4	0.2%	53	53	0	-0.3%	N/A	N/A
57	Ermine Street North, Papworth Everard	Very Low	670	676	6	0.9%	38	38	0	-0.1%	N/A	N/A
58	Cambourne Road, Cambourne, South of the A428	Very Low	2528	2437	-91	-3.6%	31	31	0	0.0%	N/A	N/A
59	St Neots Road, North of the A428, Cambourne Road and Cambourne, off the eastern arm of the St Neots/Camborune Road/A428 rounabout	Very Low	856	777	-80	-9.3%	17	17	0	-1.2%	N/A	N/A
60	St Neots Road, south of the A428 between the Balancing Pond and the Scotland Road/St Neots/A428 roundabout south of Proposed Travel Hub [New link]	Very Low	1220	1221	1	0.1%	0	47	47	46440.0%	N/A	SELECTED
61	Oakington Road, Dry Drayton	Very Low	1032	932	-99	-9.6%	52	52	0	0.0%	N/A	N/A
62	Potton End, South Eltisley	Very Low	88	90	2	2.5%	0	0	0	50.0%	N/A	SELECTED
63	A1198 Ermine Street, south of Caxton Gibbett	Very Low	2007	1969	-38	-1.9%	29	28	0	-0.3%	N/A	N/A
64	A1134 Queens Road, south of Madingley Road, Cambridge	Low	1226	1224	-2	-0.2%	4	4	0	-0.2%	N/A	N/A
65	West Road, Cambridge	Very Low	400	392	-8	-2.0%	0	0	0	9.1%	N/A	N/A
66	The Fen Causeway, Cambridge	Very Low	1697	1699	2	0.1%	6	6	0	-4.1%	N/A	N/A
67	Northampton Street, Cambridge	Low	829	835	6	0.8%	1	2	1	41.7%	N/A	SELECTED
68	Huntingdon Road, south of A14, Cambridge	Low	1545	1529	-16	-1.0%	20	19	0	-0.9%	N/A	N/A
69	Victoria Road, Cambridge	Very Low	946	934	-12	-1.2%	15	16	0	2.4%	N/A	N/A
70	Castle Street, Cambridge	Low	372	376	4	1.1%	1	0	-1	-70.1%	N/A	N/A
71	Histon Road, between Akeman Street and Bermuda Terrace, Cambridge	Very Low	622	615	-7	-1.1%	0	0	0	400.0%	N/A	SELECTED
72	Cambridge Road, south of A14, Cambridge	Low	2247	2218	-29	-1.3%	57	57	0	0.1%	N/A	N/A
73	A14, between Junction 31 and Junction 32, Cambridge	Very Low	9849	9833	-16	-0.2%	1854	1859	4	0.2%	N/A	N/A
74	B1046 Fox Road, south of Bourn	Very Low	603	582	-21	-3.5%	62	65	3	4.6%	N/A	N/A
75	A1303 Madingley Road, between Madingley Road Park and Ride and M11 Junction 13	Very Low	2382	2314	-67	-2.8%	18	19	1	3.6%	N/A	N/A
76	Madingley Road, between Grange Road and Lady Margaret Road, Cambridge	Very Low	830	847	17	2.0%	3	3	1	18.7%	N/A	N/A
77	Sidgwick Avenue between Grange Road and Queens Road, Cambridge	Very Low	137	137	0	-0.3%	4	4	0	0.0%	N/A	N/A
78	A603 Barton Road between Millington Road and Grange Road	Very Low	939	936	-4	-0.4%	8	8	0	-2.9%	N/A	N/A
79	A428 Slip Road (Westbound to Cambourne Road roundabout)	Very Low	761	769	7	1.0%	8	8	0	0.6%	N/A	N/A
80	A428 Slip Road (Westbound from Cambourne Road roundabout)	Very Low	567	590	23	4.1%	8	8	0	-0.3%	N/A	N/A
81	A428 Slip Road (Eastbound from St Neots Road roundabout)	Very Low	579	565	-14	-2.4%	26	25	-1	-2.4%	N/A	N/A
82	A428 Slip Road (Eastbound to St Neots Road roundabout)	Very Low	708	734	26	3.7%	10	10	0	-0.1%	N/A	N/A
85	St Neots Road between Hardwick and St Neots Road bus stop	Low	493	488	-5	-1.0%	15	16	0	1.8%	N/A	N/A
86	St Neots Road between St Neots Road bus stop and Long Road	Low	493	393	-100	-20.2%	3	16	13	473.9%	N/A	SELECTED
87	Cambridge Road, Hardwick	Very Low	220	219	-1	-0.5%	9	9	0	0.3%	N/A	N/A

Road Safety - Screening 2041 AM NoMC

Link Point	Link Name	Receptor Sensitivity Road Safety	Total Vehicles (PCU)				HGVs				Rule 2	Rule 1
			2041 AM DM NoMC	2041 AM DS NoMC	DS-DM (Abs)	DS-DM (%)	2041 AM DM NoMC	2041 AM DS NoMC	DS-DM (Abs)	DS-DM (%)		
1	B1040, west of Eltisley	Low	591	592	1	0.2%	17	17	0	-1.2%	N/A	N/A
2	Potton End Road / The Green, Eltisley	Very Low	211	210	-2	-0.9%	0	0	0	100.0%	N/A	SELECTED
3	A428 Cambridge Road between Eltisley and Caxton Gibbet	Low	4330	4342	13	0.3%	551	552	0	0.1%	N/A	N/A
4	B1040 St Ives Road, north of Eltisley	Very Low	964	963	-1	-0.1%	50	50	0	-0.2%	N/A	N/A
5	A1198, south of Papworth Everard	Very Low	913	899	-14	-1.6%	53	50	-3	-5.0%	N/A	N/A
6	Roques Lane, west of Elsworth	Very Low	296	267	-29	-9.8%	42	42	0	-0.8%	N/A	N/A
7	Unnamed Road, between Borckley Road and St Neots Road, south of Elsworth	Low	183	189	6	3.0%	6	6	0	1.2%	N/A	N/A
8	Boxworth Road, east of Elsworth	Very Low	503	460	-43	-8.5%	48	48	0	-0.6%	N/A	N/A
9	High Street, Knapwell	Very Low	657	655	-2	-0.3%	43	43	0	-0.3%	N/A	N/A
10	Boxworth Road, north east of Boxworth	Very Low	587	562	-25	-4.3%	113	113	0	-0.3%	N/A	N/A
11	Robin's Lane, north east of Lolworth	Very Low	114	114	0	0.0%	59	59	0	0.0%	N/A	N/A
12	A1307 Huntingdon Road, east of Dry Drayton	Very Low	1277	1270	-7	-0.5%	43	44	1	1.2%	N/A	N/A
13	The Avenue, north of Madingley	Very Low	368	400	32	8.7%	19	19	0	0.1%	N/A	N/A
14	Dry Drayton Road, between Dry Drayton and Madingley	Very Low	64	63	0	-0.6%	32	31	-1	-1.6%	N/A	N/A
15	Scotland Road, north of proposed Travel Hub	Very Low	1119	968	-151	-13.5%	86	74	-11	-13.2%	N/A	N/A
16	Cambridge Road, north of Cambridge American Cemetery	Very Low	192	150	-42	-22.0%	47	47	-1	-1.1%	N/A	N/A
17	A1303 Madingley Road, between Cambridge American Cemetery and Cambridge Road	Low	1824	1796	-28	-1.5%	176	177	1	0.7%	N/A	N/A
18	M11, north of Junction 13	Low	7363	7359	-4	-0.1%	1767	1764	-3	-0.2%	N/A	N/A
19	A1303 Madingley Road, between J J Thomson Avenue and Conduit Head Road	Very Low	640	606	-34	-5.3%	12	11	-1	-9.8%	N/A	N/A
20	Eddington Avenue, north of A1303 Madingley Road, Cambridge	Very Low	821	830	8	1.0%	12	12	0	-3.8%	N/A	N/A
21	Grange Road, south of A1303 Madingley Road	Very Low	411	401	-9	-2.3%	9	9	-1	-6.0%	N/A	N/A
22	St Neots Road, between Long Road and A1303 Madingley Road (adjacently north to Madingely Tower)	Low	660	685	26	3.9%	0	8	8	7770.0%	N/A	SELECTED
23	Wilberforce Road	Very Low	0	0	0	0.0%	0	0	0	0.0%	N/A	N/A
24	St Neots Road, north east Cambourne, east of Broadway	Low	500	506	6	1.1%	11	11	0	-0.7%	N/A	N/A
25	Northern Arm (St Neots Road) on St Neots Road / Wellington Way Roundabout / Highfields Road roundabout	Very Low	500	506	6	1.1%	11	11	0	-0.7%	N/A	N/A
26	Cranmer Road, Cambridge	Very Low	156	156	0	0.0%	3	3	0	0.0%	N/A	N/A
27	A428, south of Madingley between St Neots Road and M11 / A14, Cambridge	Low	3151	3185	33	1.1%	432	432	0	-0.1%	N/A	N/A
28	Grange Road, north of A603 Barton Road, Cambridge	Very Low	616	607	-9	-1.5%	47	46	-1	-2.4%	N/A	N/A
29	A603 Barton Road, east of Granchester Road, Cambridge	Low	1139	1155	16	1.4%	69	65	-4	-5.2%	N/A	N/A
31	Grantchester Road, south of A603 Barton Road, Cambridge	Very Low	186	188	2	0.9%	1	1	0	1.9%	N/A	N/A
32	A603 Barton Road, between A603 roundabout and Queens College and Robinson College Sports Ground	Very Low	1173	1189	16	1.3%	69	65	-4	-5.2%	N/A	N/A
33	Coton Road, south of Haggis Farm Interchange	Medium	837	844	7	0.8%	15	15	0	0.2%	N/A	N/A
34	Grantchester Road, south of Coton	Very Low	602	612	9	1.5%	79	86	7	8.6%	N/A	N/A
35	M11, south of M11 Junction 13	Very Low	8681	8791	110	1.3%	1907	1901	-7	-0.4%	N/A	N/A
36	B1046 New Road, Barton	Very Low	413	425	12	2.8%	44	44	0	-0.1%	N/A	N/A
37	A603 Cambridge Road, south west of M11 Junction 12	Medium	1536	1566	30	1.9%	105	106	1	0.8%	N/A	N/A
38	Long Road, between Comberton and St Neots Road	Very Low	120	108	-12	-9.6%	6	6	0	-0.3%	N/A	N/A
39	B1046 West Street, between Green End and Hardwick Road, Comberton	Very Low	287	286	-1	-0.2%	36	36	0	-0.1%	N/A	N/A
40	Hardwick Road, South of Hardwick	Very Low	98	97	-1	-0.9%	1	1	0	-1.5%	N/A	N/A
41	B1046 High Street, Toft	Very Low	502	495	-7	-1.4%	38	38	0	-0.1%	N/A	N/A
42	Main Street, south of Caldecote	Very Low	355	392	37	10.4%	29	35	6	20.4%	N/A	N/A
43	B1046 Toft Road, between Gills Hill and Main Street	Very Low	660	647	-13	-2.0%	73	80	7	9.5%	N/A	N/A
44	A1198 Royston Road, east of Bourne	Very Low	1136	1162	26	2.3%	65	66	1	1.2%	N/A	N/A
45	Caxton Road, between Caxton and Crow End	Very Low	368	331	-37	-10.1%	44	43	-1	-1.3%	N/A	N/A
46	Broadway, east of Cambourne	Very Low	333	255	-77	-23.2%	0	32	32	31690.0%	N/A	SELECTED
47	A1198, south of School Lane, east of Caxton	Very Low	1081	1108	27	2.5%	62	62	1	1.3%	N/A	N/A
48	School Lane, Cambourne	Very Low	857	844	-13	-1.6%	55	55	0	-0.3%	N/A	N/A
49	Cambourne Business Park [New Link]	Very Low	473	485	12	2.6%	0	8	8	7880.0%	N/A	SELECTED
51	Wellington Way, Highfields Caldecote	Very Low	571	598	27	4.7%	36	42	6	16.5%	N/A	N/A
52	A428, east of Caxton Gibbet Roundabout	Low	4780	4802	22	0.5%	726	716	-10	-1.4%	N/A	N/A
53	A428, east of Cambourne	Very Low	4970	4974	4	0.1%	563	553	-10	-1.7%	N/A	N/A
54	A428, north of Hardwick	Low	5013	5026	13	0.3%	615	616	1	0.2%	N/A	N/A
55	Scotland Road, south of proposed Travel Hub	Low	1119	1287	168	15.0%	0	74	74	74370.0%	N/A	SELECTED
56	A1198, east of Papworth Everard	Medium	1877	1862	-15	-0.8%	103	100	-3	-2.7%	N/A	N/A
57	Ermine Street North, Papworth Everard	Very Low	517	504	-13	-2.4%	189	181	-8	-4.3%	N/A	N/A
58	Cambourne Road, Cambourne, South of the A428	Very Low	2241	2204	-38	-1.7%	231	231	0	0.0%	N/A	N/A
59	St Neots Road, North of the A428, Cambourne Road and Cambourne, off the eastern arm of the St Neots/Camborune Road/A428 rounabout	Very Low	715	699	-16	-2.2%	51	51	0	-0.1%	N/A	N/A
60	St Neots Road, south of the A428 between the Balancing Pond and the Scotland Road/St Neots/A428 roundabout south of Proposed Travel Hub [New link]	Very Low	1233	1281	48	3.9%	0	79	79	78870.0%	N/A	SELECTED
61	Oakington Road, Dry Drayton	Very Low	1099	980	-119	-10.8%	57	68	11	19.4%	N/A	N/A
62	Potton End, South Eltisley	Very Low	211	210	-2	-0.9%	0	0	0	100.0%	N/A	SELECTED
63	A1198 Ermine Street, south of Caxton Gibbett	Very Low	2101	2055	-47	-2.2%	139	139	0	0.1%	N/A	N/A
64	A1134 Queens Road, south of Madingley Road, Cambridge	Low	1545	1492	-53	-3.5%	49	55	6	11.7%	N/A	N/A
65	West Road, Cambridge	Very Low	615	627	12	2.0%	10	10	0	3.1%	N/A	N/A
66	The Fen Causeway, Cambridge	Very Low	1585	1608	23	1.4%	60	62	1	2.3%	N/A	N/A
67	Northampton Street, Cambridge	Low	739	737	-2	-0.2%	5	5	0	6.3%	N/A	N/A
68	Huntingdon Road, south of A14, Cambridge	Low	1286	1298	12	0.9%	44	48	4	8.8%	N/A	N/A
69	Victoria Road, Cambridge	Very Low	1029	1015	-14	-1.3%	38	38	0	0.5%	N/A	N/A
70	Castle Street, Cambridge	Low	329	331	2	0.5%	2	2	0	1.4%	N/A	N/A
71	Histon Road, between Akeman Street and Bermuda Terrace, Cambridge	Very Low	483	488	5	1.0%	0	0	0	-43.2%	N/A	N/A
72	Cambridge Road, south of A14, Cambridge	Low	2924	2941	17	0.6%	151	151	0	-0.1%	N/A	N/A
73	A14, between Junction 31 and Junction 32, Cambridge	Very Low	9452	9463	11	0.1%	1714	1716	3	0.2%	N/A	N/A
74	B1046 Fox Road, south of Bourn	Very Low	594	545	-49	-8.2%	67.27	68.70	1	2.1%	N/A	N/A
75	A1303 Madingley Road, between Madingley Road Park and Ride and M11 Junction 13	Very Low	1582	1574	-8	-0.5%	22.73	22.23	-1	-2.2%	N/A	N/A
76	Madingley Road, between Grange Road and Lady Margaret Road, Cambridge	Very Low	945	942	-3	-0.3%	20.15	19.57	-1	-2.9%	N/A	N/A
77	Sidgwick Avenue between Grange Road and Queens Road, Cambridge	Very Low	186	185	-1	-0.5%	32.11	31.55	-1	-1.7%	N/A	N/A
78	A603 Barton Road between Millington Road and Grange Road	Very Low	841	851	10	1.1%	54.33	50.30	-4	-7.4%	N/A	N/A
79	A428 Slip Road (Westbound to Cambourne Road roundabout)	Very Low	452	443	-9	-2.0%	4.14	4.14	0	0.0%	N/A	N/A
80	A428 Slip Road (Westbound from Cambourne Road roundabout)	Very Low	356	347	-8	-2.4%	36.10	36.14	0	0.1%	N/A	N/A
81	A428 Slip Road (Eastbound from St Neots Road roundabout)	Very Low	721	709	-12	-1.6%	38.00	38.01	0	0.0%	N/A	N/A
82	A428 Slip Road (Eastbound to St Neots Road roundabout)	Very Low	626	632	6	0.9%	168.59	168.11	0	-0.3%	N/A	N/A
85	St Neots Road between Hardwick and St Neots Road bus stop	Low	436	500	63	14.5%	11.30	20.91	10	85.0%	N/A	SELECTED
86	St Neots Road between St Neots Road bus stop and Long Road	Low	436	415	-21	-4.8%	9.89	21.03	11	112.6%	N/A	SELECTED
87	Cambridge Road, Hardwick	Very Low	429	424	-5	-1.2%	20.36	20.30	0	-0.3%	N/A	N/A

Road Safety - Screening 2041 PM NoMC

Link Point	Link Name	Receptor Sensitivity Road Safety	Total Vehicles (PCU)				HGVs				Rule 2	Rule 1
			2041 PM DM NoMC	2041 PM DS NoMC	DS-DM (Abs)	DS-DM (%)	2041 PM DM NoMC	2041 PM DS NoMC	DS-DM (Abs)	DS-DM (%)		
1	B1040, west of Eltisley	Low	744	741	-3	-0.4%	744	741	-3	-0.4%	N/A	N/A
2	Potton End Road / The Green, Eltisley	Very Low	79	80	1	1.2%	79	80	1	1.2%	N/A	N/A
3	A428 Cambridge Road between Eltisley and Caxton Gibbet	Low	5138	5139	1	0.0%	5138	5139	1	0.0%	N/A	N/A
4	B1040 St Ives Road, north of Eltisley	Very Low	884	892	8	0.9%	884	892	8	0.9%	N/A	N/A
5	A1198, south of Papworth Everard	Very Low	1379	1377	-2	-0.2%	1379	1377	-2	-0.2%	N/A	N/A
6	Rogues Lane, west of Elsworth	Very Low	154	148	-6	-4.0%	154	148	-6	-4.0%	N/A	N/A
7	Unnamed Road, between Borckley Road and St Neots Road, south of Elsworth	Low	74	84	11	14.4%	74	84	11	14.4%	N/A	N/A
8	Boxworth Road, east of Elsworth	Very Low	164	147	-18	-10.7%	164	147	-18	-10.7%	N/A	N/A
9	High Street, Knapwell	Very Low	581	588	6	1.1%	581	588	6	1.1%	N/A	N/A
10	Boxworth Road, north east of Boxworth	Very Low	251	263	13	5.0%	251	263	13	5.0%	N/A	N/A
11	Robin's Lane, north east of Lolworth	Very Low	141	141	0	-0.1%	141	141	0	-0.1%	N/A	N/A
12	A1307 Huntingdon Road, east of Dry Drayton	Very Low	1088	1112	24	2.2%	1088	1112	24	2.2%	N/A	N/A
13	The Avenue, north of Madingley	Very Low	633	644	11	1.8%	633	644	11	1.8%	N/A	N/A
14	Dry Drayton Road, between Dry Drayton and Madingley	Very Low	98	96	-2	-2.3%	98	96	-2	-2.3%	N/A	N/A
15	Scotland Road, north of proposed Travel Hub	Very Low	1058	985	-73	-6.9%	1058	985	-73	-6.9%	N/A	N/A
16	Cambridge Road, north of Cambridge American Cemetery	Very Low	539	458	-81	-14.9%	539	458	-81	-14.9%	N/A	N/A
17	A1303 Madingley Road, between Cambridge American Cemetery and Cambridge Road	Low	1948	1976	27	1.4%	1948	1976	27	1.4%	N/A	N/A
18	M11, north of Junction 13	Low	7998	7962	-36	-0.4%	7998	7962	-36	-0.4%	N/A	N/A
19	A1303 Madingley Road, between J J Thomson Avenue and Conduit Head Road	Very Low	604	559	-45	-7.4%	604	559	-45	-7.4%	N/A	N/A
20	Eddington Avenue, north of A1303 Madingley Road, Cambridge	Very Low	775	758	-18	-2.3%	775	758	-18	-2.3%	N/A	N/A
21	Grange Road, south of A1303 Madingley Road	Very Low	321	310	-11	-3.6%	321	310	-11	-3.6%	N/A	N/A
22	St Neots Road, between Long Road and A1303 Madingley Road (adjacently north to Madingely Tower)	Low	495	504	9	1.9%	495	504	9	1.9%	N/A	N/A
23	Wilberforce Road	Very Low	0	0	0	0.0%	0	0	0	0.0%	N/A	N/A
24	St Neots Road, north east Cambourne, east of Broadway	Low	418	421	3	0.8%	418	421	3	0.8%	N/A	N/A
25	Northern Arm (St Neots Road) on St Neots Road / Wellington Way Roundabout / Highfields Road roundabout	Very Low	418	421	3	0.8%	418	421	3	0.8%	N/A	N/A
26	Cranmer Road, Cambridge	Very Low	224	225	1	0.2%	224	225	1	0.2%	N/A	N/A
27	A428, south of Madingley between St Neots Road and M11 / A14, Cambridge	Low	3716	3692	-24	-0.7%	3716	3692	-24	-0.7%	N/A	N/A
28	Grange Road, north of A603 Barton Road, Cambridge	Very Low	358	352	-5	-1.5%	358	352	-5	-1.5%	N/A	N/A
29	A603 Barton Road, east of Granchester Road, Cambridge	Low	1486	1456	-29	-2.0%	1486	1456	-29	-2.0%	N/A	N/A
31	Grantchester Road, south of A603 Barton Road, Cambridge	Very Low	234	221	-13	-5.4%	234	221	-13	-5.4%	N/A	N/A
32	A603 Barton Road, between A603 roundabout and Queens College and Robinson College Sports Ground	Very Low	1613	1584	-29	-1.8%	1613	1584	-29	-1.8%	N/A	N/A
33	Coton Road, south of Haggis Farm Interchange	Medium	893	900	8	0.8%	893	900	8	0.8%	N/A	N/A
34	Grantchester Road, south of Coton	Very Low	671	653	-18	-2.7%	671	653	-18	-2.7%	N/A	N/A
35	M11, south of M11 Junction 13	Very Low	9959	10010	52	0.5%	9959	10010	52	0.5%	N/A	N/A
36	B1046 New Road, Barton	Very Low	722	706	-17	-2.3%	722	706	-17	-2.3%	N/A	N/A
37	A603 Cambridge Road, south west of M11 Junction 12	Medium	2232	2251	19	0.9%	2232	2251	19	0.9%	N/A	N/A
38	Long Road, between Comberton and St Neots Road	Very Low	236	193	-42	-18.0%	236	193	-42	-18.0%	N/A	N/A
39	B1046 West Street, between Green End and Hardwick Road, Comberton	Very Low	420	431	12	2.8%	420	431	12	2.8%	N/A	N/A
40	Hardwick Road, South of Hardwick	Very Low	66	71	6	8.6%	66	71	6	8.6%	N/A	N/A
41	B1046 High Street, Toft	Very Low	502	520	18	3.6%	502	520	18	3.6%	N/A	N/A
42	Main Street, south of Caldecote	Very Low	387	411	24	6.2%	387	411	24	6.2%	N/A	N/A
43	B1046 Toft Road, between Gills Hill and Main Street	Very Low	735	777	42	5.7%	735	777	42	5.7%	N/A	N/A
44	A1198 Royston Road, east of Bourne	Very Low	1138	1143	4	0.4%	1138	1143	4	0.4%	N/A	N/A
45	Caxton Road, between Caxton and Crow End	Very Low	283	292	8	2.9%	283	292	8	2.9%	N/A	N/A
46	Broadway, east of Cambourne	Very Low	210	142	-68	-32.4%	210	142	-68	-32.4%	N/A	N/A
47	A1198, south of School Lane, east of Caxton	Very Low	1080	1081	1	0.1%	1080	1081	1	0.1%	N/A	N/A
48	School Lane, Cambourne	Very Low	819	808	-11	-1.3%	819	808	-11	-1.3%	N/A	N/A
49	Cambourne Business Park [New Link]	Very Low	363	389	26	7.1%	363	389	26	7.1%	N/A	N/A
51	Wellington Way, Highfields Caldecote	Very Low	610	629	19	3.1%	610	629	19	3.1%	N/A	N/A
52	A428, east of Caxton Gibbet Roundabout	Low	5649	5701	51	0.9%	5649	5701	51	0.9%	N/A	N/A
53	A428, east of Cambourne	Very Low	5735	5738	4	0.1%	5735	5738	4	0.1%	N/A	N/A
54	A428, north of Hardwick	Low	5827	5794	-34	-0.6%	5827	5794	-34	-0.6%	N/A	N/A
55	Scotland Road, south of proposed Travel Hub	Low	1058	1322	264	25.0%	1058	1322	264	25.0%	N/A	N/A
56	A1198, east of Papworth Everard	Medium	2263	2269	6	0.2%	2263	2269	6	0.2%	N/A	N/A
57	Ermine Street North, Papworth Everard	Very Low	673	682	9	1.3%	673	682	9	1.3%	N/A	N/A
58	Cambourne Road, Cambourne, South of the A428	Very Low	2481	2435	-46	-1.9%	2481	2435	-46	-1.9%	N/A	N/A
59	St Neots Road, North of the A428, Cambourne Road and Cambourne, off the eastern arm of the St Neots/Camborune Road/A428 rounabout	Very Low	736	736	0	0.1%	736	736	0	0.1%	N/A	N/A
60	St Neots Road, south of the A428 between the Balancing Pond and the Scotland Road/St Neots/A428 roundabout south of Proposed Travel Hub [New link]	Very Low	1204	1244	41	3.4%	1204	1244	41	3.4%	N/A	N/A
61	Oakington Road, Dry Drayton	Very Low	1062	993	-68	-6.4%	1062	993	-68	-6.4%	N/A	N/A
62	Potton End, South Eltisley	Very Low	79	80	1	1.2%	79	80	1	1.2%	N/A	N/A
63	A1198 Ermine Street, south of Caxton Gibbett	Very Low	1944	1938	-6	-0.3%	1944	1938	-6	-0.3%	N/A	N/A
64	A1134 Queens Road, south of Madingley Road, Cambridge	Low	1148	1164	17	1.5%	1148	1164	17	1.5%	N/A	N/A
65	West Road, Cambridge	Very Low	387	413	26	6.8%	387	413	26	6.8%	N/A	N/A
66	The Fen Causeway, Cambridge	Very Low	1873	1867	-6	-0.3%	1873	1867	-6	-0.3%	N/A	N/A
67	Northampton Street, Cambridge	Low	684	677	-6	-0.9%	684	677	-6	-0.9%	N/A	N/A
68	Huntingdon Road, south of A14, Cambridge	Low	1875	1867	-8	-0.4%	1875	1867	-8	-0.4%	N/A	N/A
69	Victoria Road, Cambridge	Very Low	1298	1295	-2	-0.2%	1298	1295	-2	-0.2%	N/A	N/A
70	Castle Street, Cambridge	Low	409	400	-8	-2.1%	409	400	-8	-2.1%	N/A	N/A
71	Histon Road, between Akeman Street and Bermuda Terrace, Cambridge	Very Low	717	711	-6	-0.9%	717	711	-6	-0.9%	N/A	N/A
72	Cambridge Road, south of A14, Cambridge	Low	3156	3150	-6	-0.2%	3156	3150	-6	-0.2%	N/A	N/A
73	A14, between Junction 31 and Junction 32, Cambridge	Very Low	10069	10054	-15	-0.1%	10069	10054	-15	-0.1%	N/A	N/A
74	B1046 Fox Road, south of Bourn	Very Low	609	588	-22	-3.5%	609	588	-22	-3.5%	N/A	N/A
75	A1303 Madingley Road, between Madingley Road Park and Ride and M11 Junction 13	Very Low	3179	3112	-67	-2.1%	3179	3112	-67	-2.1%	N/A	N/A
76	Madingley Road, between Grange Road and Lady Margaret Road, Cambridge	Very Low	1081	1068	-13	-1.2%	1081	1068	-13	-1.2%	N/A	N/A
77	Sidgwick Avenue between Grange Road and Queens Road, Cambridge	Very Low	209	209	0	0.1%	209	209	0	0.1%	N/A	N/A
78	A603 Barton Road between Millington Road and Grange Road	Very Low	1133	1138	5	0.4%	1133	1138	5	0.4%	N/A	N/A
79	A428 Slip Road (Westbound to Cambourne Road roundabout)	Very Low	784	773	-11	-1.4%	784	773	-11	-1.4%	N/A	N/A
80	A428 Slip Road (Westbound from Cambourne Road roundabout)	Very Low	548	567	20	3.6%	548	567	20	3.6%	N/A	N/A
81	A428 Slip Road (Eastbound from St Neots Road roundabout)	Very Low	576	563	-13	-2.3%	576	563	-13	-2.3%	N/A	N/A
82	A428 Slip Road (Eastbound to St Neots Road roundabout)	Very Low	727	731	3	0.5%	727	731	3	0.5%	N/A	N/A
85	St Neots Road between Hardwick and St Neots Road bus stop	Low	424	445	22	5.1%	424	445	22	5.1%	N/A	N/A
86	St Neots Road between St Neots Road bus stop and Long Road	Low	424	363	-61	-14.3%	424	363	-61	-14.3%	N/A	N/A
87	Cambridge Road, Hardwick	Very Low	226	221	-4	-1.8%	226	221	-4	-1.8%	N/A	N/A

Driver Delay - Screening 2041 AM MC

Link Point	Link Name	Receptor Sensitivity DM Flows	Total Vehicles (PCU)				HGVs				Rule 2	Rule 1
			2041 AM DM MC	2041 AM DS MC	DS-DM (Abs)	DS-DM (%)	2041 AM DM MC	2041 AM DS MC	DS-DM (Abs)	DS-DM (%)		
1	B1040, west of Eltisley	Very Low	595	598	3	0.4%	19	19	0	-1.0%	N/A	N/A
2	Potton End Road / The Green, Eltisley	Very Low	174	174	0	-0.1%	0	0	0	100.0%	N/A	SELECTED
3	A428 Cambridge Road between Eltisley and Caxton Gibbet	Very Low	4296	4310	14	0.3%	564	563	-1	-0.1%	N/A	N/A
4	B1040 St Ives Road, north of Eltisley	Very Low	1009	1017	7	0.7%	47	49	2	5.1%	N/A	N/A
5	A1198, south of Papworth Everard	Very Low	893	886	-8	-0.9%	76	76	0	0.1%	N/A	N/A
6	Rogues Lane, west of Elsworth	Very Low	171	174	3	1.6%	39	42	3	6.7%	N/A	N/A
7	Unnamed Road, between Borckley Road and St Neots Road, south of Elsworth	Very Low	152	162	10	6.5%	6	6	0	0.0%	N/A	N/A
8	Boxworth Road, east of Elsworth	Very Low	332	331	-2	-0.5%	45	48	3	5.8%	N/A	N/A
9	High Street, Knapwell	Very Low	624	629	5	0.8%	40	40	0	0.1%	N/A	N/A
10	Boxworth Road, north east of Boxworth	Very Low	433	443	9	2.2%	108	111	3	2.5%	N/A	N/A
11	Robin's Lane, north east of Lolworth	Very Low	113	113	0	0.1%	60	60	0	0.0%	N/A	N/A
12	A1307 Huntingdon Road, east of Dry Drayton	Very Low	739	788	49	6.6%	44	44	0	0.7%	N/A	N/A
13	The Avenue, north of Madingley	Very Low	285	337	52	18.1%	18	18	0	1.7%	N/A	N/A
14	Dry Drayton Road, between Dry Drayton and Madingley	Very Low	83	77	-6	-7.5%	30	30	0	-0.1%	N/A	N/A
15	Scotland Road, north of proposed Travel Hub	Very Low	994	867	-127	-12.7%	56	52	-4	-6.8%	N/A	N/A
16	Cambridge Road, north of Cambridge American Cemetery	Low	258	246	-12	-4.8%	46	46	0	0.7%	N/A	N/A
17	A1303 Madingley Road, between Cambridge American Cemetery and Cambridge Road	Very Low	1761	1642	-119	-6.8%	182	182	0	-0.2%	N/A	N/A
18	M11, north of Junction 13	Very Low	7097	7092	-5	-0.1%	1797	1794	-3	-0.2%	N/A	N/A
19	A1303 Madingley Road, between J J Thomson Avenue and Conduit Head Road	Very Low	283	235	-48	-17.0%	0	0	0	0.0%	N/A	N/A
20	Eddington Avenue, north of A1303 Madingley Road, Cambridge	Very Low	477	469	-8	-1.7%	12	12	0	0.3%	N/A	N/A
21	Grange Road, south of A1303 Madingley Road	Medium	156	98	-58	-37.2%	6	7	1	8.7%	N/A	N/A
22	St Neots Road, between Long Road and A1303 Madingley Road (adjacently north to Madingely Tower)	Low	645	601	-44	-6.8%	0	16	16	16350.0%	N/A	SELECTED
23	Wilberforce Road	Very Low	0	0	0	0.0%	0	0	0	0.0%	N/A	N/A
24	St Neots Road, north east Cambourne, east of Broadway	Very Low	539	464	-74	-13.8%	10	10	0	0.3%	N/A	N/A
25	Northern Arm (St Neots Road) on St Neots Road / Wellington Way Roundabout / Highfields Road roundabout	Very Low	539	464	-74	-13.8%	10	10	0	0.3%	N/A	N/A
26	Cranmer Road, Cambridge	Very Low	94	93	0	0.0%	3	3	0	0.0%	N/A	N/A
27	A428, south of Madingley between St Neots Road and M11 / A14, Cambridge	Very Low	3272	3293	22	0.7%	471	470	0	0.0%	N/A	N/A
28	Grange Road, north of A603 Barton Road, Cambridge	Very Low	519	518	-1	-0.2%	36	40	3	9.3%	N/A	N/A
29	A603 Barton Road, east of Granchester Road, Cambridge	Low	982	973	-8	-0.8%	70	74	3	4.8%	N/A	N/A
31	Grantchester Road, south of A603 Barton Road, Cambridge	Very Low	124	123	-1	-1.0%	1	1	0	0.0%	N/A	N/A
32	A603 Barton Road, between A603 roundabout and Queens College and Robinson College Sports Ground	Very Low	996	988	-8	-0.8%	71	74	3	4.7%	N/A	N/A
33	Coton Road, south of Haggis Farm Interchange	Very Low	595	568	-28	-4.7%	20	21	1	3.3%	N/A	N/A
34	Grantchester Road, south of Coton	Very Low	583	593	10	1.8%	114	110	-4	-3.8%	N/A	N/A
35	M11, south of M11 Junction 13	Very Low	8467	8509	42	0.5%	1924	1925	1	0.1%	N/A	N/A
36	B1046 New Road, Barton	Very Low	672	646	-26	-3.9%	50	50	0	-0.1%	N/A	N/A
37	A603 Cambridge Road, south west of M11 Junction 12	High	1694	1671	-22	-1.3%	140	137	-3	-2.0%	N/A	N/A
38	Long Road, between Comberton and St Neots Road	Very Low	154	146	-8	-5.3%	11	11	0	0.1%	N/A	N/A
39	B1046 West Street, between Green End and Hardwick Road, Comberton	Very Low	393	379	-14	-3.6%	36	36	0	-0.1%	N/A	N/A
40	Hardwick Road, South of Hardwick	Very Low	93	94	1	0.8%	1	1	0	0.0%	N/A	N/A
41	B1046 High Street, Toft	Very Low	581	569	-12	-2.1%	38	38	0	-0.1%	N/A	N/A
42	Main Street, south of Caldecote	Very Low	312	359	46	14.9%	29	35	6	20.8%	N/A	N/A
43	B1046 Toft Road, between Gills Hill and Main Street	Very Low	645	635	-10	-1.5%	68	75	7	10.4%	N/A	N/A
44	A1198 Royston Road, east of Bourne	Very Low	1145	1176	30	2.6%	67	67	0	0.1%	N/A	N/A
45	Caxton Road, between Caxton and Crow End	Very Low	343	317	-26	-7.7%	39	39	0	0.0%	N/A	N/A
46	Broadway, east of Cambourne	Very Low	312	241	-71	-22.7%	0	32	32	31570.0%	N/A	SELECTED
47	A1198, south of School Lane, east of Caxton	Very Low	1087	1118	31	2.9%	63	64	0	0.1%	N/A	N/A
48	School Lane, Cambourne	Very Low	896	855	-40	-4.5%	55	55	0	0.7%	N/A	N/A
49	Cambourne Business Park [New Link]	Low	485	463	-22	-4.6%	0	6	6	5420.0%	N/A	SELECTED
51	Wellington Way, Highfields Caldecote	Very Low	527	578	51	9.7%	36	42	6	16.8%	N/A	N/A
52	A428, east of Caxton Gibbet Roundabout	Very Low	4686	4772	86	1.8%	741	736	-4	-0.6%	N/A	N/A
53	A428, east of Cambourne	Very Low	4850	4894	45	0.9%	578	574	-4	-0.7%	N/A	N/A
54	A428, north of Hardwick	Very Low	5039	5041	2	0.0%	662	665	4	0.5%	N/A	N/A
55	Scotland Road, south of proposed Travel Hub	Very Low	994	1252	259	26.0%	0	52	52	52340.0%	N/A	SELECTED
56	A1198, east of Papworth Everard	Very Low	1902	1902	0	0.0%	123	125	2	2.0%	N/A	N/A
57	Ermine Street North, Papworth Everard	Very Low	551	548	-3	-0.5%	155	155	-1	-0.6%	N/A	N/A
58	Cambourne Road, Cambourne, South of the A428	Very Low	2249	2203	-47	-2.1%	231	230	-1	-0.2%	N/A	N/A
59	St Neots Road, North of the A428, Cambourne Road and Cambourne, off the eastern arm of the St Neots/Camborune Road/A428 rounabout	Very Low	820	724	-97	-11.8%	48	48	0	-0.2%	N/A	N/A
60	St Neots Road, south of the A428 between the Balancing Pond and the Scotland Road/St Neots/A428 roundabout south of Proposed Travel Hub [New link]	Very Low	1196	1209	13	1.1%	0	79	79	79310.0%	N/A	SELECTED
61	Oakington Road, Dry Drayton	Very Low	973	860	-114	-11.7%	51	49	-2	-4.1%	N/A	N/A
62	Potton End, South Eltisley	Very Low	174	174	0	-0.1%	0	0	0	100.0%	N/A	SELECTED
63	A1198 Ermine Street, south of Caxton Gibbett	Low	2127	2037	-90	-4.2%	139	139	0	0.1%	N/A	N/A
64	A1134 Queens Road, south of Madingley Road, Cambridge	Medium	1422	1422	1	0.0%	83	86	3	3.5%	N/A	N/A
65	West Road, Cambridge	Very Low	586	582	-4	-0.7%	27	30	3	10.6%	N/A	N/A
66	The Fen Causeway, Cambridge	Medium	1591	1582	-9	-0.6%	65	65	0	0.0%	N/A	N/A
67	Northampton Street, Cambridge	Low	754	762	8	1.0%	34	37	3	10.3%	N/A	N/A
68	Huntingdon Road, south of A14, Cambridge	High	960	932	-29	-3.0%	67	67	0	0.0%	N/A	N/A
69	Victoria Road, Cambridge	Very Low	539	524	-15	-2.8%	32	32	0	0.0%	N/A	N/A
70	Castle Street, Cambridge	Very Low	269	267	-2	-0.8%	2	2	0	0.0%	N/A	N/A
71	Histon Road, between Akeman Street and Bermuda Terrace, Cambridge	Very Low	401	399	-2	-0.4%	0	0	0	0.0%	N/A	N/A
72	Cambridge Road, south of A14, Cambridge	Medium	1954	1971	17	0.9%	279	276	-3	-1.2%	N/A	N/A
73	A14, between Junction 31 and Junction 32, Cambridge	Very Low	9307	9319	11	0.1%	1845	1841	-4	-0.2%	N/A	N/A
74	B1046 Fox Road, south of Bourn	Very Low	597	547	-50	-8.5%	67	68	1	1.7%	N/A	N/A
75	A1303 Madingley Road, between Madingley Road Park and Ride and M11 Junction 13	Low	1450	1390	-60	-4.1%	13	13	0	0.2%	N/A	N/A
76	Madingley Road, between Grange Road and Lady Margaret Road, Cambridge	Low	624	633	9	1.4%	13	12	0	-1.9%	N/A	N/A
77	Sidgwick Avenue between Grange Road and Queens Road, Cambridge	Very Low	90	89	-1	-0.7%	16	16	0	-0.1%	N/A	N/A
78	A603 Barton Road between Millington Road and Grange Road	Low	639	634	-5	-0.8%	54	54	0	0.0%	N/A	N/A
79	A428 Slip Road (Westbound to Cambourne Road roundabout)	Very Low	454	451	-3	-0.7%	4	4	0	-0.2%	N/A	N/A
80	A428 Slip Road (Westbound from Cambourne Road roundabout)	Very Low	334	367	33	10.0%	37	36	0	-1.1%	N/A	N/A
81	A428 Slip Road (Eastbound from St Neots Road roundabout)	Very Low	672	687	15	2.3%	38	38	0	-0.1%	N/A	N/A
82	A428 Slip Road (Eastbound to St Neots Road roundabout)	Very Low	629	649	20	3.2%	168	168	0	0.0%	N/A	N/A
85	St Neots Road between Hardwick and St Neots Road bus stop	Very Low	367	412	44	12.0%	11	18	6	56.7%	N/A	SELECTED
86	St Neots Road between St Neots Road bus stop and Long Road	Very Low	367	316	-51	-13.9%	11	18	7	69.4%	N/A	SELECTED
87	Cambridge Road, Hardwick	Very Low	400	400	0	0.1%	21	21	0	-0.1%	N/A	N/A

Driver Delay - Screening 2041 PM MC

Link Point	Link Name	Receptor Sensitivity DM Flows	Total Vehicles (PCU)				HGVs				Rule 2	Rule 1
			2041 PM DM MC	2041 PM DS MC	DS-DM (Abs)	DS-DM (%)	2041 PM DM MC	2041 PM DS MC	DS-DM (Abs)	DS-DM (%)		
1	B1040, west of Eltisley	Very Low	739	737	-2	-0.3%	10	10	0	0.0%	N/A	N/A
2	Potton End Road / The Green, Eltisley	Very Low	88	90	2	2.5%	0	0	0	50.0%	N/A	SELECTED
3	A428 Cambridge Road between Eltisley and Caxton Gibbet	Very Low	5140	5146	6	0.1%	302	303	1	0.3%	N/A	N/A
4	B1040 St Ives Road, north of Eltisley	Very Low	878	885	6	0.7%	53	53	0	-0.4%	N/A	N/A
5	A1198, south of Papworth Everard	Very Low	1376	1374	-2	-0.1%	0	0	0	0.0%	N/A	N/A
6	Rogues Lane, west of Elsworth	Very Low	148	157	9	5.7%	81	81	0	-0.1%	N/A	N/A
7	Unnamed Road, between Borckley Road and St Neots Road, south of Elsworth	Very Low	88	95	7	8.3%	28	28	0	-1.1%	N/A	N/A
8	Boxworth Road, east of Elsworth	Very Low	142	143	1	0.8%	3	4	1	20.7%	N/A	N/A
9	High Street, Knapwell	Very Low	593	605	12	2.0%	60	60	0	-0.5%	N/A	N/A
10	Boxworth Road, north east of Boxworth	Very Low	249	280	32	12.7%	59	59	1	0.9%	N/A	N/A
11	Robin's Lane, north east of Lolworth	Very Low	143	143	0	0.1%	79	79	0	0.0%	N/A	N/A
12	A1307 Huntingdon Road, east of Dry Drayton	Very Low	836	902	66	7.9%	18	18	0	-0.2%	N/A	N/A
13	The Avenue, north of Madingley	Very Low	453	491	38	8.4%	15	14	-1	-4.3%	N/A	N/A
14	Dry Drayton Road, between Dry Drayton and Madingley	Very Low	103	96	-7	-7.0%	40	40	0	0.3%	N/A	N/A
15	Scotland Road, north of proposed Travel Hub	Very Low	1038	934	-103	-10.0%	65	65	0	-0.2%	N/A	N/A
16	Cambridge Road, north of Cambridge American Cemetery	Very Low	363	361	-3	-0.7%	53	53	0	-0.1%	N/A	N/A
17	A1303 Madingley Road, between Cambridge American Cemetery and Cambridge Road	Very Low	2102	2040	-61	-2.9%	51	51	0	0.8%	N/A	N/A
18	M11, north of Junction 13	Very Low	7899	7910	11	0.1%	1686	1689	3	0.2%	N/A	N/A
19	A1303 Madingley Road, between J J Thomson Avenue and Conduit Head Road	Very Low	600	562	-38	-6.3%	2	2	1	34.8%	N/A	SELECTED
20	Eddington Avenue, north of A1303 Madingley Road, Cambridge	Very Low	632	633	1	0.2%	17	17	0	0.8%	N/A	N/A
21	Grange Road, south of A1303 Madingley Road	Medium	135	84	-51	-37.7%	0	0	0	-90.0%	N/A	N/A
22	St Neots Road, between Long Road and A1303 Madingley Road (adjacently north to Madingely Tower)	Very Low	564	536	-28	-4.9%	0	12	12	12310.0%	N/A	SELECTED
23	Wilberforce Road	Very Low	0	0	0	0.0%	0	0	0	0.0%	N/A	N/A
24	St Neots Road, north east Cambourne, east of Broadway	Very Low	506	424	-81	-16.1%	14	12	-3	-17.8%	N/A	N/A
25	Northern Arm (St Neots Road) on St Neots Road / Wellington Way Roundabout / Highfields Road roundabout	Very Low	506	424	-81	-16.1%	14	12	-3	-17.8%	N/A	N/A
26	Cranmer Road, Cambridge	Very Low	165	166	0	0.0%	0	0	0	0.0%	N/A	N/A
27	A428, south of Madingley between St Neots Road and M11 / A14, Cambridge	Very Low	3607	3575	-32	-0.9%	327	327	0	0.0%	N/A	N/A
28	Grange Road, north of A603 Barton Road, Cambridge	Very Low	409	407	-2	-0.6%	5	5	0	0.4%	N/A	N/A
29	A603 Barton Road, east of Granchester Road, Cambridge	High	1195	1185	-10	-0.8%	11	11	0	-1.9%	N/A	N/A
31	Grantchester Road, south of A603 Barton Road, Cambridge	Very Low	160	156	-4	-2.5%	1	1	0	1.3%	N/A	N/A
32	A603 Barton Road, between A603 roundabout and .Queens College and Robinson College Sports Ground	Very Low	1275	1265	-10	-0.8%	11	11	0	-1.9%	N/A	N/A
33	Coton Road, south of Haggis Farm Interchange	High	1021	1019	-2	-0.2%	33	35	1	4.4%	N/A	N/A
34	Grantchester Road, south of Coton	Very Low	690	692	2	0.3%	43	39	-4	-10.1%	N/A	N/A
35	M11, south of M11 Junction 13	Very Low	9637	9656	19	0.2%	1761	1768	7	0.4%	N/A	N/A
36	B1046 New Road, Barton	Very Low	696	673	-23	-3.3%	24	23	-1	-2.3%	N/A	N/A
37	A603 Cambridge Road, south west of M11 Junction 12	Medium	2238	2240	2	0.1%	112	112	0	0.2%	N/A	N/A
38	Long Road, between Comberton and St Neots Road	Very Low	199	180	-19	-9.3%	11	9	-2	-21.2%	N/A	N/A
39	B1046 West Street, between Green End and Hardwick Road, Comberton	Very Low	419	424	5	1.2%	8	11	3	35.5%	N/A	SELECTED
40	Hardwick Road, South of Hardwick	Very Low	69	73	5	7.1%	1	1	0	0.0%	N/A	N/A
41	B1046 High Street, Toft	Very Low	505	514	10	1.9%	9	11	3	34.9%	N/A	SELECTED
42	Main Street, south of Caldecote	Very Low	361	393	32	9.0%	22	22	0	2.2%	N/A	N/A
43	B1046 Toft Road, between Gills Hill and Main Street	Very Low	727	763	37	5.1%	27	30	3	12.5%	N/A	N/A
44	A1198 Royston Road, east of Bourne	Very Low	1153	1159	6	0.5%	41	43	2	5.7%	N/A	N/A
45	Caxton Road, between Caxton and Crow End	Very Low	287	289	2	0.7%	8	11	2	30.5%	N/A	SELECTED
46	Broadway, east of Cambourne	Very Low	212	144	-68	-32.0%	0	44	44	43970.0%	N/A	SELECTED
47	A1198, south of School Lane, east of Caxton	Very Low	1054	1069	15	1.4%	27	27	0	0.4%	N/A	N/A
48	School Lane, Cambourne	Very Low	861	841	-20	-2.4%	18	18	0	0.1%	N/A	N/A
49	Cambourne Business Park [New Link]	Low	430	403	-27	-6.4%	0	1	1	710.0%	N/A	SELECTED
51	Wellington Way, Highfields Caldecote	Very Low	580	616	36	6.3%	7	7	0	7.0%	N/A	N/A
52	A428, east of Caxton Gibbet Roundabout	Very Low	5589	5673	83	1.5%	308	309	1	0.3%	N/A	N/A
53	A428, east of Cambourne	Very Low	5656	5683	27	0.5%	323	323	1	0.2%	N/A	N/A
54	A428, north of Hardwick	Very Low	5685	5684	0	0.0%	397	398	1	0.2%	N/A	N/A
55	Scotland Road, south of proposed Travel Hub	Very Low	1038	1330	292	28.1%	0	65	65	64770.0%	N/A	SELECTED
56	A1198, east of Papworth Everard	Very Low	2254	2258	4	0.2%	53	53	0	-0.3%	N/A	N/A
57	Ermine Street North, Papworth Everard	Very Low	670	676	6	0.9%	38	38	0	-0.1%	N/A	N/A
58	Cambourne Road, Cambourne, South of the A428	Very Low	2528	2437	-91	-3.6%	31	31	0	0.0%	N/A	N/A
59	St Neots Road, North of the A428, Cambourne Road and Cambourne, off the eastern arm of the St Neots/Camborune Road/A428 rounabout	Very Low	856	777	-80	-9.3%	17	17	0	-1.2%	N/A	N/A
60	St Neots Road, south of the A428 between the Balancing Pond and the Scotland Road/St Neots/A428 roundabout south of Proposed Travel Hub [New link]	Very Low	1220	1221	1	0.1%	0	47	47	46440.0%	N/A	SELECTED
61	Oakington Road, Dry Drayton	Very Low	1032	932	-99	-9.6%	52	52	0	0.0%	N/A	N/A
62	Potton End, South Eltisley	Very Low	88	90	2	2.5%	0	0	0	50.0%	N/A	SELECTED
63	A1198 Ermine Street, south of Caxton Gibbett	Very Low	2007	1969	-38	-1.9%	29	28	0	-0.3%	N/A	N/A
64	A1134 Queens Road, south of Madingley Road, Cambridge	High	1226	1224	-2	-0.2%	4	4	0	-0.2%	N/A	N/A
65	West Road, Cambridge	Very Low	400	392	-8	-2.0%	0	0	0	9.1%	N/A	N/A
66	The Fen Causeway, Cambridge	High	1697	1699	2	0.1%	6	6	0	-4.1%	N/A	N/A
67	Northampton Street, Cambridge	Medium	829	835	6	0.8%	1	2	1	41.7%	N/A	SELECTED
68	Huntingdon Road, south of A14, Cambridge	Medium	1545	1529	-16	-1.0%	20	19	0	-0.9%	N/A	N/A
69	Victoria Road, Cambridge	Very Low	946	934	-12	-1.2%	15	16	0	2.4%	N/A	N/A
70	Castle Street, Cambridge	Very Low	372	376	4	1.1%	1	0	-1	-70.1%	N/A	N/A
71	Histon Road, between Akeman Street and Bermuda Terrace, Cambridge	Very Low	622	615	-7	-1.1%	0	0	0	400.0%	N/A	SELECTED
72	Cambridge Road, south of A14, Cambridge	Low	2247	2218	-29	-1.3%	57	57	0	0.1%	N/A	N/A
73	A14, between Junction 31 and Junction 32, Cambridge	Medium	9849	9833	-16	-0.2%	1854	1859	4	0.2%	N/A	N/A
74	B1046 Fox Road, south of Bourn	Very Low	603	582	-21	-3.5%	62	65	3	4.6%	N/A	N/A
75	A1303 Madingley Road, between Madingley Road Park and Ride and M11 Junction 13	High	2382	2314	-67	-2.8%	18	19	1	3.6%	N/A	N/A
76	Madingley Road, between Grange Road and Lady Margaret Road, Cambridge	Low	830	847	17	2.0%	3	3	1	18.7%	N/A	N/A
77	Sidgwick Avenue between Grange Road and Queens Road, Cambridge	Very Low	137	137	0	-0.3%	4	4	0	0.0%	N/A	N/A
78	A603 Barton Road between Millington Road and Grange Road	High	939	936	-4	-0.4%	8	8	0	-2.9%	N/A	N/A
79	A428 Slip Road (Westbound to Cambourne Road roundabout)	Very Low	761	769	7	1.0%	8	8	0	0.6%	N/A	N/A
80	A428 Slip Road (Westbound from Cambourne Road roundabout)	Very Low	567	590	23	4.1%	8	8	0	-0.3%	N/A	N/A
81	A428 Slip Road (Eastbound from St Neots Road roundabout)	Very Low	579	565	-14	-2.4%	26	25	-1	-2.4%	N/A	N/A
82	A428 Slip Road (Eastbound to St Neots Road roundabout)	Very Low	708	734	26	3.7%	10	10	0	-0.1%	N/A	N/A
85	St Neots Road between Hardwick and St Neots Road bus stop	Very Low	493	488	-5	-1.0%	15	16	0	1.8%	N/A	N/A
86	St Neots Road between St Neots Road bus stop and Long Road	Very Low	493	393	-100	-20.2%	3	16	13	473.9%	N/A	SELECTED
87	Cambridge Road, Hardwick	Very Low	220	219	-1	-0.5%	9	9	0	0.3%	N/A	N/A

Driver Delay - Screening 2041 AM NoMC

Link Point	Link Name	Receptor Sensitivity DM Flows	Total Vehicles (PCU)				HGVs				Rule 2	Rule 1
			2041 AM DM NoMC	2041 AM DS NoMC	DS-DM (Abs)	DS-DM (%)	2041 AM DM NoMC	2041 AM DS NoMC	DS-DM (Abs)	DS-DM (%)		
1	B1040, west of Eltisley	Very Low	591	592	1	0.2%	17	17	0	-1.2%	N/A	N/A
2	Potton End Road / The Green, Eltisley	Very Low	211	210	-2	-0.9%	0	0	0	100.0%	N/A	SELECTED
3	A428 Cambridge Road between Eltisley and Caxton Gibbet	Very Low	4330	4342	13	0.3%	551	552	0	0.1%	N/A	N/A
4	B1040 St Ives Road, north of Eltisley	Very Low	964	963	-1	-0.1%	50	50	0	-0.2%	N/A	N/A
5	A1198, south of Papworth Everard	Very Low	913	899	-14	-1.6%	53	50	-3	-5.0%	N/A	N/A
6	Rogues Lane, west of Elsworth	Very Low	296	267	-29	-9.8%	42	42	0	-0.8%	N/A	N/A
7	Unnamed Road, between Borckley Road and St Neots Road, south of Elsworth	Very Low	183	189	6	3.0%	6	6	0	1.2%	N/A	N/A
8	Boxworth Road, east of Elsworth	Very Low	503	460	-43	-8.5%	48	48	0	-0.6%	N/A	N/A
9	High Street, Knapwell	Very Low	657	655	-2	-0.3%	43	43	0	-0.3%	N/A	N/A
10	Boxworth Road, north east of Boxworth	Very Low	587	562	-25	-4.3%	113	113	0	-0.3%	N/A	N/A
11	Robin's Lane, north east of Lolworth	Very Low	114	114	0	0.0%	59	59	0	0.0%	N/A	N/A
12	A1307 Huntingdon Road, east of Dry Drayton	Very Low	1277	1270	-7	-0.5%	43	44	1	1.2%	N/A	N/A
13	The Avenue, north of Madingley	Very Low	368	400	32	8.7%	19	19	0	0.1%	N/A	N/A
14	Dry Drayton Road, between Dry Drayton and Madingley	Very Low	64	63	0	-0.6%	32	31	-1	-1.6%	N/A	N/A
15	Scotland Road, north of proposed Travel Hub	Very Low	1119	968	-151	-13.5%	86	74	-11	-13.2%	N/A	N/A
16	Cambridge Road, north of Cambridge American Cemetery	Very Low	192	150	-42	-22.0%	47	47	-1	-1.1%	N/A	N/A
17	A1303 Madingley Road, between Cambridge American Cemetery and Cambridge Road	Very Low	1824	1796	-28	-1.5%	176	177	1	0.7%	N/A	N/A
18	M11, north of Junction 13	Very Low	7363	7359	-4	-0.1%	1767	1764	-3	-0.2%	N/A	N/A
19	A1303 Madingley Road, between J J Thomson Avenue and Conduit Head Road	Very Low	640	606	-34	-5.3%	12	11	-1	-9.8%	N/A	N/A
20	Eddington Avenue, north of A1303 Madingley Road, Cambridge	Very Low	821	830	8	1.0%	12	12	0	-3.8%	N/A	N/A
21	Grange Road, south of A1303 Madingley Road	Medium	411	401	-9	-2.3%	9	9	-1	-6.0%	N/A	N/A
22	St Neots Road, between Long Road and A1303 Madingley Road (adjacently north to Madingely Tower)	Very Low	660	685	26	3.9%	0	8	8	7770.0%	N/A	SELECTED
23	Wilberforce Road	Very Low	0	0	0	0.0%	0	0	0	0.0%	N/A	N/A
24	St Neots Road, north east Cambourne, east of Broadway	Very Low	500	506	6	1.1%	11	11	0	-0.7%	N/A	N/A
25	Northern Arm (St Neots Road) on St Neots Road / Wellington Way Roundabout / Highfields Road roundabout	Very Low	500	506	6	1.1%	11	11	0	-0.7%	N/A	N/A
26	Cranmer Road, Cambridge	Very Low	156	156	0	0.0%	3	3	0	0.0%	N/A	N/A
27	A428, south of Madingley between St Neots Road and M11 / A14, Cambridge	Very Low	3151	3185	33	1.1%	432	432	0	-0.1%	N/A	N/A
28	Grange Road, north of A603 Barton Road, Cambridge	Very Low	616	607	-9	-1.5%	47	46	-1	-2.4%	N/A	N/A
29	A603 Barton Road, east of Granchester Road, Cambridge	Medium	1139	1155	16	1.4%	69	65	-4	-5.2%	N/A	N/A
31	Grantchester Road, south of A603 Barton Road, Cambridge	Very Low	186	188	2	0.9%	1	1	0	1.9%	N/A	N/A
32	A603 Barton Road, between A603 roundabout and Queens College and Robinson College Sports Ground	Very Low	1173	1189	16	1.3%	69	65	-4	-5.2%	N/A	N/A
33	Coton Road, south of Haggis Farm Interchange	Low	837	844	7	0.8%	15	15	0	0.2%	N/A	N/A
34	Grantchester Road, south of Coton	Very Low	602	612	9	1.5%	79	86	7	8.6%	N/A	N/A
35	M11, south of M11 Junction 13	Very Low	8681	8791	110	1.3%	1907	1901	-7	-0.4%	N/A	N/A
36	B1046 New Road, Barton	Very Low	413	425	12	2.8%	44	44	0	-0.1%	N/A	N/A
37	A603 Cambridge Road, south west of M11 Junction 12	High	1536	1566	30	1.9%	105	106	1	0.8%	N/A	N/A
38	Long Road, between Comberton and St Neots Road	Very Low	120	108	-12	-9.6%	6	6	0	-0.3%	N/A	N/A
39	B1046 West Street, between Green End and Hardwick Road, Comberton	Very Low	287	286	-1	-0.2%	36	36	0	-0.1%	N/A	N/A
40	Hardwick Road, South of Hardwick	Very Low	98	97	-1	-0.9%	1	1	0	-1.5%	N/A	N/A
41	B1046 High Street, Toft	Very Low	502	495	-7	-1.4%	38	38	0	-0.1%	N/A	N/A
42	Main Street, south of Caldecote	Very Low	355	392	37	10.4%	29	35	6	20.4%	N/A	N/A
43	B1046 Toft Road, between Gills Hill and Main Street	Very Low	660	647	-13	-2.0%	73	80	7	9.5%	N/A	N/A
44	A1198 Royston Road, east of Bourne	Very Low	1136	1162	26	2.3%	65	66	1	1.2%	N/A	N/A
45	Caxton Road, between Caxton and Crow End	Very Low	368	331	-37	-10.1%	44	43	-1	-1.3%	N/A	N/A
46	Broadway, east of Cambourne	Very Low	333	255	-77	-23.2%	0	32	32	31690.0%	N/A	SELECTED
47	A1198, south of School Lane, east of Caxton	Very Low	1081	1108	27	2.5%	62	62	1	1.3%	N/A	N/A
48	School Lane, Cambourne	Very Low	857	844	-13	-1.6%	55	55	0	-0.3%	N/A	N/A
49	Cambourne Business Park [New Link]	Low	473	485	12	2.6%	0	8	8	7880.0%	N/A	SELECTED
51	Wellington Way, Highfields Caldecote	Very Low	571	598	27	4.7%	36	42	6	16.5%	N/A	N/A
52	A428, east of Caxton Gibbet Roundabout	Very Low	4780	4802	22	0.5%	726	716	-10	-1.4%	N/A	N/A
53	A428, east of Cambourne	Very Low	4970	4974	4	0.1%	563	553	-10	-1.7%	N/A	N/A
54	A428, north of Hardwick	Very Low	5013	5026	13	0.3%	615	616	1	0.2%	N/A	N/A
55	Scotland Road, south of proposed Travel Hub	Very Low	1119	1287	168	15.0%	0	74	74	74370.0%	N/A	SELECTED
56	A1198, east of Papworth Everard	Very Low	1877	1862	-15	-0.8%	103	100	-3	-2.7%	N/A	N/A
57	Ermine Street North, Papworth Everard	Very Low	517	504	-13	-2.4%	189	181	-8	-4.3%	N/A	N/A
58	Cambourne Road, Cambourne, South of the A428	Very Low	2241	2204	-38	-1.7%	231	231	0	0.0%	N/A	N/A
59	St Neots Road, North of the A428, Cambourne Road and Cambourne, off the eastern arm of the St Neots/Camborune Road/A428 rounabout	Very Low	715	699	-16	-2.2%	51	51	0	-0.1%	N/A	N/A
60	St Neots Road, south of the A428 between the Balancing Pond and the Scotland Road/St Neots/A428 roundabout south of Proposed Travel Hub [New link]	Very Low	1233	1281	48	3.9%	0	79	79	78870.0%	N/A	SELECTED
61	Oakington Road, Dry Drayton	Very Low	1099	980	-119	-10.8%	57	68	11	19.4%	N/A	N/A
62	Potton End, South Eltisley	Very Low	211	210	-2	-0.9%	0	0	0	100.0%	N/A	SELECTED
63	A1198 Ermine Street, south of Caxton Gibbett	Low	2101	2055	-47	-2.2%	139	139	0	0.1%	N/A	N/A
64	A1134 Queens Road, south of Madingley Road, Cambridge	Medium	1545	1492	-53	-3.5%	49	55	6	11.7%	N/A	N/A
65	West Road, Cambridge	Very Low	615	627	12	2.0%	10	10	0	3.1%	N/A	N/A
66	The Fen Causeway, Cambridge	Medium	1585	1608	23	1.4%	60	62	1	2.3%	N/A	N/A
67	Northampton Street, Cambridge	High	739	737	-2	-0.2%	5	5	0	6.3%	N/A	N/A
68	Huntingdon Road, south of A14, Cambridge	High	1286	1298	12	0.9%	44	48	4	8.8%	N/A	N/A
69	Victoria Road, Cambridge	Very Low	1029	1015	-14	-1.3%	38	38	0	0.5%	N/A	N/A
70	Castle Street, Cambridge	High	329	331	2	0.5%	2	2	0	1.4%	N/A	N/A
71	Histon Road, between Akeman Street and Bermuda Terrace, Cambridge	Very Low	483	488	5	1.0%	0	0	0	-43.2%	N/A	N/A
72	Cambridge Road, south of A14, Cambridge	High	2924	2941	17	0.6%	151	151	0	-0.1%	N/A	N/A
73	A14, between Junction 31 and Junction 32, Cambridge	High	9452	9463	11	0.1%	1714	1716	3	0.2%	N/A	N/A
74	B1046 Fox Road, south of Bourn	Very Low	594	545	-49	-8.2%	67	69	1	2.1%	N/A	N/A
75	A1303 Madingley Road, between Madingley Road Park and Ride and M11 Junction 13	Low	1582	1574	-8	-0.5%	23	22	-1	-2.2%	N/A	N/A
76	Madingley Road, between Grange Road and Lady Margaret Road, Cambridge	Medium	945	942	-3	-0.3%	20	20	-1	-2.9%	N/A	N/A
77	Sidgwick Avenue between Grange Road and Queens Road, Cambridge	Very Low	186	185	-1	-0.5%	32	32	-1	-1.7%	N/A	N/A
78	A603 Barton Road between Millington Road and Grange Road	Medium	841	851	10	1.1%	54	50	-4	-7.4%	N/A	N/A
79	A428 Slip Road (Westbound to Cambourne Road roundabout)	Very Low	452	443	-9	-2.0%	4	4	0	0.0%	N/A	N/A
80	A428 Slip Road (Westbound from Cambourne Road roundabout)	Very Low	356	347	-8	-2.4%	36	36	0	0.1%	N/A	N/A
81	A428 Slip Road (Eastbound from St Neots Road roundabout)	Very Low	721	709	-12	-1.6%	38	38	0	0.0%	N/A	N/A
82	A428 Slip Road (Eastbound to St Neots Road roundabout)	Low	626	632	6	0.9%	169	168	0	-0.3%	N/A	N/A
85	St Neots Road between Hardwick and St Neots Road bus stop	Very Low	436	500	63	14.5%	11	21	10	85.0%	N/A	SELECTED
86	St Neots Road between St Neots Road bus stop and Long Road	Very Low	436	415	-21	-4.8%	10	21	11	112.6%	N/A	SELECTED
87	Cambridge Road, Hardwick	Very Low	429	424	-5	-1.2%	20	20	0	-0.3%	N/A	N/A

Driver Delay - Screening 2041 PM NoMC

Link Point	Link Name	Receptor Sensitivity DM Flows	Total Vehicles (PCU)				HGVs				Rule 2	Rule 1
			2041 PM DM NoMC	2041 PM DS NoMC	DS-DM (Abs)	DS-DM (%)	2041 PM DM NoMC	2041 PM DS NoMC	DS-DM (Abs)	DS-DM (%)		
1	B1040, west of Eltisley	Very Low	744	741	-3	-0.4%	744	741	-3	-0.4%	N/A	N/A
2	Potton End Road / The Green, Eltisley	Very Low	79	80	1	1.2%	79	80	1	1.2%	N/A	N/A
3	A428 Cambridge Road between Eltisley and Caxton Gibbet	Very Low	5138	5139	1	0.0%	5138	5139	1	0.0%	N/A	N/A
4	B1040 St Ives Road, north of Eltisley	Very Low	884	892	8	0.9%	884	892	8	0.9%	N/A	N/A
5	A1198, south of Papworth Everard	Very Low	1379	1377	-2	-0.2%	1379	1377	-2	-0.2%	N/A	N/A
6	Rogues Lane, west of Elsworth	Very Low	154	148	-6	-4.0%	154	148	-6	-4.0%	N/A	N/A
7	Unnamed Road, between Borckley Road and St Neots Road, south of Elsworth	Very Low	74	84	11	14.4%	74	84	11	14.4%	N/A	N/A
8	Boxworth Road, east of Elsworth	Very Low	164	147	-18	-10.7%	164	147	-18	-10.7%	N/A	N/A
9	High Street, Knapwell	Very Low	581	588	6	1.1%	581	588	6	1.1%	N/A	N/A
10	Boxworth Road, north east of Boxworth	Very Low	251	263	13	5.0%	251	263	13	5.0%	N/A	N/A
11	Robin's Lane, north east of Lolworth	Very Low	141	141	0	-0.1%	141	141	0	-0.1%	N/A	N/A
12	A1307 Huntingdon Road, east of Dry Drayton	Very Low	1088	1112	24	2.2%	1088	1112	24	2.2%	N/A	N/A
13	The Avenue, north of Madingley	Very Low	633	644	11	1.8%	633	644	11	1.8%	N/A	N/A
14	Dry Drayton Road, between Dry Drayton and Madingley	Very Low	98	96	-2	-2.3%	98	96	-2	-2.3%	N/A	N/A
15	Scotland Road, north of proposed Travel Hub	Very Low	1058	985	-73	-6.9%	1058	985	-73	-6.9%	N/A	N/A
16	Cambridge Road, north of Cambridge American Cemetery	Very Low	539	458	-81	-14.9%	539	458	-81	-14.9%	N/A	N/A
17	A1303 Madingley Road, between Cambridge American Cemetery and Cambridge Road	Very Low	1948	1976	27	1.4%	1948	1976	27	1.4%	N/A	N/A
18	M11, north of Junction 13	Very Low	7998	7962	-36	-0.4%	7998	7962	-36	-0.4%	N/A	N/A
19	A1303 Madingley Road, between J J Thomson Avenue and Conduit Head Road	Very Low	604	559	-45	-7.4%	604	559	-45	-7.4%	N/A	N/A
20	Eddington Avenue, north of A1303 Madingley Road, Cambridge	Very Low	775	758	-18	-2.3%	775	758	-18	-2.3%	N/A	N/A
21	Grange Road, south of A1303 Madingley Road	High	321	310	-11	-3.6%	321	310	-11	-3.6%	N/A	N/A
22	St Neots Road, between Long Road and A1303 Madingley Road (adjacently north to Madingely Tower)	Very Low	495	504	9	1.9%	495	504	9	1.9%	N/A	N/A
23	Wilberforce Road	Very Low	0	0	0	0.0%	0	0	0	0.0%	N/A	N/A
24	St Neots Road, north east Cambourne, east of Broadway	Very Low	418	421	3	0.8%	418	421	3	0.8%	N/A	N/A
25	Northern Arm (St Neots Road) on St Neots Road / Wellington Way Roundabout / Highfields Road roundabout	Very Low	418	421	3	0.8%	418	421	3	0.8%	N/A	N/A
26	Cranmer Road, Cambridge	Very Low	224	225	1	0.2%	224	225	1	0.2%	N/A	N/A
27	A428, south of Madingley between St Neots Road and M11 / A14, Cambridge	Very Low	3716	3692	-24	-0.7%	3716	3692	-24	-0.7%	N/A	N/A
28	Grange Road, north of A603 Barton Road, Cambridge	Very Low	358	352	-5	-1.5%	358	352	-5	-1.5%	N/A	N/A
29	A603 Barton Road, east of Granchester Road, Cambridge	High	1486	1456	-29	-2.0%	1486	1456	-29	-2.0%	N/A	N/A
31	Grantchester Road, south of A603 Barton Road, Cambridge	Very Low	234	221	-13	-5.4%	234	221	-13	-5.4%	N/A	N/A
32	A603 Barton Road, between A603 roundabout and Queens College and Robinson College Sports Ground	Very Low	1613	1584	-29	-1.8%	1613	1584	-29	-1.8%	N/A	N/A
33	Coton Road, south of Haggis Farm Interchange	High	893	900	8	0.8%	893	900	8	0.8%	N/A	N/A
34	Grantchester Road, south of Coton	Very Low	671	653	-18	-2.7%	671	653	-18	-2.7%	N/A	N/A
35	M11, south of M11 Junction 13	Very Low	9959	10010	52	0.5%	9959	10010	52	0.5%	N/A	N/A
36	B1046 New Road, Barton	Very Low	722	706	-17	-2.3%	722	706	-17	-2.3%	N/A	N/A
37	A603 Cambridge Road, south west of M11 Junction 12	Medium	2232	2251	19	0.9%	2232	2251	19	0.9%	N/A	N/A
38	Long Road, between Comberton and St Neots Road	Very Low	236	193	-42	-18.0%	236	193	-42	-18.0%	N/A	N/A
39	B1046 West Street, between Green End and Hardwick Road, Comberton	Very Low	420	431	12	2.8%	420	431	12	2.8%	N/A	N/A
40	Hardwick Road, South of Hardwick	Very Low	66	71	6	8.6%	66	71	6	8.6%	N/A	N/A
41	B1046 High Street, Toft	Very Low	502	520	18	3.6%	502	520	18	3.6%	N/A	N/A
42	Main Street, south of Caldecote	Very Low	387	411	24	6.2%	387	411	24	6.2%	N/A	N/A
43	B1046 Toft Road, between Gills Hill and Main Street	Very Low	735	777	42	5.7%	735	777	42	5.7%	N/A	N/A
44	A1198 Royston Road, east of Bourne	Very Low	1138	1143	4	0.4%	1138	1143	4	0.4%	N/A	N/A
45	Caxton Road, between Caxton and Crow End	Very Low	283	292	8	2.9%	283	292	8	2.9%	N/A	N/A
46	Broadway, east of Cambourne	Very Low	210	142	-68	-32.4%	210	142	-68	-32.4%	N/A	N/A
47	A1198, south of School Lane, east of Caxton	Very Low	1080	1081	1	0.1%	1080	1081	1	0.1%	N/A	N/A
48	School Lane, Cambourne	Very Low	819	808	-11	-1.3%	819	808	-11	-1.3%	N/A	N/A
49	Cambourne Business Park [New Link]	Very Low	363	389	26	7.1%	363	389	26	7.1%	N/A	N/A
51	Wellington Way, Highfields Caldecote	Very Low	610	629	19	3.1%	610	629	19	3.1%	N/A	N/A
52	A428, east of Caxton Gibbet Roundabout	Very Low	5649	5701	51	0.9%	5649	5701	51	0.9%	N/A	N/A
53	A428, east of Cambourne	Very Low	5735	5738	4	0.1%	5735	5738	4	0.1%	N/A	N/A
54	A428, north of Hardwick	Very Low	5827	5794	-34	-0.6%	5827	5794	-34	-0.6%	N/A	N/A
55	Scotland Road, south of proposed Travel Hub	Very Low	1058	1322	264	25.0%	1058	1322	264	25.0%	N/A	N/A
56	A1198, east of Papworth Everard	Very Low	2263	2269	6	0.2%	2263	2269	6	0.2%	N/A	N/A
57	Ermine Street North, Papworth Everard	Very Low	673	682	9	1.3%	673	682	9	1.3%	N/A	N/A
58	Cambourne Road, Cambourne, South of the A428	Very Low	2481	2435	-46	-1.9%	2481	2435	-46	-1.9%	N/A	N/A
59	St Neots Road, North of the A428, Cambourne Road and Cambourne, off the eastern arm of the St Neots/Camborune Road/A428 rounabout	Very Low	736	736	0	0.1%	736	736	0	0.1%	N/A	N/A
60	St Neots Road, south of the A428 between the Balancing Pond and the Scotland Road/St Neots/A428 roundabout south of Proposed Travel Hub [New link]	Very Low	1204	1244	41	3.4%	1204	1244	41	3.4%	N/A	N/A
61	Oakington Road, Dry Drayton	Very Low	1062	993	-68	-6.4%	1062	993	-68	-6.4%	N/A	N/A
62	Potton End, South Eltisley	Very Low	79	80	1	1.2%	79	80	1	1.2%	N/A	N/A
63	A1198 Ermine Street, south of Caxton Gibbett	Very Low	1944	1938	-6	-0.3%	1944	1938	-6	-0.3%	N/A	N/A
64	A1134 Queens Road, south of Madingley Road, Cambridge	High	1148	1164	17	1.5%	1148	1164	17	1.5%	N/A	N/A
65	West Road, Cambridge	Very Low	387	413	26	6.8%	387	413	26	6.8%	N/A	N/A
66	The Fen Causeway, Cambridge	High	1873	1867	-6	-0.3%	1873	1867	-6	-0.3%	N/A	N/A
67	Northampton Street, Cambridge	High	684	677	-6	-0.9%	684	677	-6	-0.9%	N/A	N/A
68	Huntingdon Road, south of A14, Cambridge	Medium	1875	1867	-8	-0.4%	1875	1867	-8	-0.4%	N/A	N/A
69	Victoria Road, Cambridge	Very Low	1298	1295	-2	-0.2%	1298	1295	-2	-0.2%	N/A	N/A
70	Castle Street, Cambridge	High	409	400	-8	-2.1%	409	400	-8	-2.1%	N/A	N/A
71	Histon Road, between Akeman Street and Bermuda Terrace, Cambridge	Very Low	717	711	-6	-0.9%	717	711	-6	-0.9%	N/A	N/A
72	Cambridge Road, south of A14, Cambridge	Medium	3156	3150	-6	-0.2%	3156	3150	-6	-0.2%	N/A	N/A
73	A14, between Junction 31 and Junction 32, Cambridge	Medium	10069	10054	-15	-0.1%	10069	10054	-15	-0.1%	N/A	N/A
74	B1046 Fox Road, south of Bourn	Very Low	609	588	-22	-3.5%	609	588	-22	-3.5%	N/A	N/A
75	A1303 Madingley Road, between Madingley Road Park and Ride and M11 Junction 13	High	3179	3112	-67	-2.1%	3179	3112	-67	-2.1%	N/A	N/A
76	Madingley Road, between Grange Road and Lady Margaret Road, Cambridge	Low	1081	1068	-13	-1.2%	1081	1068	-13	-1.2%	N/A	N/A
77	Sidgwick Avenue between Grange Road and Queens Road, Cambridge	Very Low	209	209	0	0.1%	209	209	0	0.1%	N/A	N/A
78	A603 Barton Road between Millington Road and Grange Road	High	1133	1138	5	0.4%	1133	1138	5	0.4%	N/A	N/A
79	A428 Slip Road (Westbound to Cambourne Road roundabout)	Very Low	784	773	-11	-1.4%	784	773	-11	-1.4%	N/A	N/A
80	A428 Slip Road (Westbound from Cambourne Road roundabout)	Very Low	548	567	20	3.6%	548	567	20	3.6%	N/A	N/A
81	A428 Slip Road (Eastbound from St Neots Road roundabout)	Very Low	576	563	-13	-2.3%	576	563	-13	-2.3%	N/A	N/A
82	A428 Slip Road (Eastbound to St Neots Road roundabout)	Very Low	727	731	3	0.5%	727	731	3	0.5%	N/A	N/A
85	St Neots Road between Hardwick and St Neots Road bus stop	Very Low	424	445	22	5.1%	424	445	22	5.1%	N/A	N/A
86	St Neots Road between St Neots Road bus stop and Long Road	Very Low	424	363	-61	-14.3%	424	363	-61	-14.3%	N/A	N/A
87	Cambridge Road, Hardwick	Very Low	226	221	-4	-1.8%	226	221	-4	-1.8%	N/A	N/A

Non-Motorised Users Screening 2041 AM MC

Link Point	Link Name	Receptor Sensitivity DM Flows	Total Vehicles (PCU)				HGVs				Rule 2	Rule 1
			2041 AM DM MC	2041 AM DS MC	DS-DM (Abs)	DS-DM (%)	2041 AM DM MC	2041 AM DS MC	DS-DM (Abs)	DS-DM (%)		
1	B1040, west of Eltisley	Low	595	598	3	0.4%	19	19	0	-1.0%	N/A	N/A
2	Potton End Road / The Green, Eltisley	Medium	174	174	0	-0.1%	0	0	0	100.0%	N/A	SELECTED
3	A428 Cambridge Road between Eltisley and Caxton Gibbet	Very Low	4296	4310	14	0.3%	564	563	-1	-0.1%	N/A	N/A
4	B1040 St Ives Road, north of Eltisley	Low	1009	1017	7	0.7%	47	49	2	5.1%	N/A	N/A
5	A1198, south of Papworth Everard	Low	893	886	-8	-0.9%	76	76	0	0.1%	N/A	N/A
6	Rogues Lane, west of Elsworth	Very Low	171	174	3	1.6%	39	42	3	6.7%	N/A	N/A
7	Unnamed Road, between Borckley Road and St Neots Road, south of Elsworth	Very Low	152	162	10	6.5%	6	6	0	0.0%	N/A	N/A
8	Boxworth Road, east of Elsworth	Low	332	331	-2	-0.5%	45	48	3	5.8%	N/A	N/A
9	High Street, Knapwell	Very Low	624	629	5	0.8%	40	40	0	0.1%	N/A	N/A
10	Boxworth Road, north east of Boxworth	Low	433	443	9	2.2%	108	111	3	2.5%	N/A	N/A
11	Robin's Lane, north east of Lolworth	Low	113	113	0	0.1%	60	60	0	0.0%	N/A	N/A
12	A1307 Huntingdon Road, east of Dry Drayton	Very Low	739	788	49	6.6%	44	44	0	0.7%	N/A	N/A
13	The Avenue, north of Madingley	Low	285	337	52	18.1%	18	18	0	1.7%	N/A	N/A
14	Dry Drayton Road, between Dry Drayton and Madingley	Low	83	77	-6	-7.5%	30	30	0	-0.1%	N/A	N/A
15	Scotland Road, north of proposed Travel Hub	Low	994	867	-127	-12.7%	56	52	-4	-6.8%	N/A	N/A
16	Cambridge Road, north of Cambridge American Cemetery	Low	258	246	-12	-4.8%	46	46	0	0.7%	N/A	N/A
17	A1303 Madingley Road, between Cambridge American Cemetery and Cambridge Road	Low	1761	1642	-119	-6.8%	182	182	0	-0.2%	N/A	N/A
18	M11, north of Junction 13	Very Low	7097	7092	-5	-0.1%	1797	1794	-3	-0.2%	N/A	N/A
19	A1303 Madingley Road, between J J Thomson Avenue and Conduit Head Road	Medium	283	235	-48	-17.0%	0	0	0	0.0%	N/A	N/A
20	Eddington Avenue, north of A1303 Madingley Road, Cambridge	Medium	477	469	-8	-1.7%	12	12	0	0.3%	N/A	N/A
21	Grange Road, south of A1303 Madingley Road	Medium	156	98	-58	-37.2%	6	7	1	8.7%	N/A	N/A
22	St Neots Road, between Long Road and A1303 Madingley Road (adjacently north to Madingely Tower)	Low	645	601	-44	-6.8%	0	16	16	16350.0%	N/A	SELECTED
23	Wilberforce Road	Low	0	0	0	0.0%	0	0	0	0.0%	N/A	N/A
24	St Neots Road, north east Cambourne, east of Broadway	Low	539	464	-74	-13.8%	10	10	0	0.3%	N/A	N/A
25	Northern Arm (St Neots Road) on St Neots Road / Wellington Way Roundabout / Highfields Road roundabout	Medium	539	464	-74	-13.8%	10	10	0	0.3%	N/A	N/A
26	Cranmer Road, Cambridge	Very Low	94	93	0	0.0%	3	3	0	0.0%	N/A	N/A
27	A428, south of Madingley between St Neots Road and M11 / A14, Cambridge	Medium	3272	3293	22	0.7%	471	470	0	0.0%	N/A	N/A
28	Grange Road, north of A603 Barton Road, Cambridge	Medium	519	518	-1	-0.2%	36	40	3	9.3%	N/A	N/A
29	A603 Barton Road, east of Granchester Road, Cambridge	Low	982	973	-8	-0.8%	70	74	3	4.8%	N/A	N/A
31	Grantchester Road, south of A603 Barton Road, Cambridge	Low	124	123	-1	-1.0%	1	1	0	0.0%	N/A	N/A
32	A603 Barton Road, between A603 roundabout and Queens College and Robinson College Sports Ground	Low	996	988	-8	-0.8%	71	74	3	4.7%	N/A	N/A
33	Coton Road, south of Haggis Farm Interchange	High	595	568	-28	-4.7%	20	21	1	3.3%	N/A	N/A
34	Grantchester Road, south of Coton	Very Low	583	593	10	1.8%	114	110	-4	-3.8%	N/A	N/A
35	M11, south of M11 Junction 13	High	8467	8509	42	0.5%	1924	1925	1	0.1%	N/A	N/A
36	B1046 New Road, Barton	Low	672	646	-26	-3.9%	50	50	0	-0.1%	N/A	N/A
37	A603 Cambridge Road, south west of M11 Junction 12	Low	1694	1671	-22	-1.3%	140	137	-3	-2.0%	N/A	N/A
38	Long Road, between Comberton and St Neots Road	Medium	154	146	-8	-5.3%	11	11	0	0.1%	N/A	N/A
39	B1046 West Street, between Green End and Hardwick Road, Comberton	High	393	379	-14	-3.6%	36	36	0	-0.1%	N/A	N/A
40	Hardwick Road, South of Hardwick	Low	93	94	1	0.8%	1	1	0	0.0%	N/A	N/A
41	B1046 High Street, Toft	Medium	581	569	-12	-2.1%	38	38	0	-0.1%	N/A	N/A
42	Main Street, south of Caldecote	Low	312	359	46	14.9%	29	35	6	20.8%	N/A	N/A
43	B1046 Toft Road, between Gills Hill and Main Street	Low	645	635	-10	-1.5%	68	75	7	10.4%	N/A	N/A
44	A1198 Royston Road, east of Bourne	Low	1145	1176	30	2.6%	67	67	0	0.1%	N/A	N/A
45	Caxton Road, between Caxton and Crow End	Low	343	317	-26	-7.7%	39	39	0	0.0%	N/A	N/A
46	Broadway, east of Cambourne	Low	312	241	-71	-22.7%	0	32	32	31570.0%	N/A	SELECTED
47	A1198, south of School Lane, east of Caxton	High	1087	1118	31	2.9%	63	64	0	0.1%	N/A	N/A
48	School Lane, Cambourne	Low	896	855	-40	-4.5%	55	55	0	0.7%	N/A	N/A
49	Cambourne Business Park [New Link]	Low	485	463	-22	-4.6%	0	6	6	5420.0%	N/A	SELECTED
51	Wellington Way, Highfields Caldecote	Very Low	527	578	51	9.7%	36	42	6	16.8%	N/A	N/A
52	A428, east of Caxton Gibbet Roundabout	Very Low	4686	4772	86	1.8%	741	736	-4	-0.6%	N/A	N/A
53	A428, east of Cambourne	Very Low	4850	4894	45	0.9%	578	574	-4	-0.7%	N/A	N/A
54	A428, north of Hardwick	Low	5039	5041	2	0.0%	662	665	4	0.5%	N/A	N/A
55	Scotland Road, south of proposed Travel Hub	Low	994	1252	259	26.0%	0	52	52	52340.0%	N/A	SELECTED
56	A1198, east of Papworth Everard	High	1902	1902	0	0.0%	123	125	2	2.0%	N/A	N/A
57	Ermine Street North, Papworth Everard	Medium	551	548	-3	-0.5%	155	155	-1	-0.6%	N/A	N/A
58	Cambourne Road, Cambourne, South of the A428	Low	2249	2203	-47	-2.1%	231	230	-1	-0.2%	N/A	N/A
59	St Neots Road, North of the A428, Cambourne Road and Cambourne, off the eastern arm of the St Neots/Camborune Road/A428 rounabout	Low	820	724	-97	-11.8%	48	48	0	-0.2%	N/A	N/A
60	St Neots Road, south of the A428 between the Balancing Pond and the Scotland Road/St Neots/A428 roundabout south of Proposed Travel Hub [New link]	Medium	1196	1209	13	1.1%	0	79	79	79310.0%	N/A	SELECTED
61	Oakington Road, Dry Drayton	Medium	973	860	-114	-11.7%	51	49	-2	-4.1%	N/A	N/A
62	Potton End, South Eltisley	Low	174	174	0	-0.1%	0	0	0	100.0%	N/A	SELECTED
63	A1198 Ermine Street, south of Caxton Gibbett	Low	2127	2037	-90	-4.2%	139	139	0	0.1%	N/A	N/A
64	A1134 Queens Road, south of Madingley Road, Cambridge	High	1422	1422	1	0.0%	83	86	3	3.5%	N/A	N/A
65	West Road, Cambridge	Medium	586	582	-4	-0.7%	27	30	3	10.6%	N/A	N/A
66	The Fen Causeway, Cambridge	High	1591	1582	-9	-0.6%	65	65	0	0.0%	N/A	N/A
67	Northampton Street, Cambridge	Low	754	762	8	1.0%	34	37	3	10.3%	N/A	N/A
68	Huntingdon Road, south of A14, Cambridge	Medium	960	932	-29	-3.0%	67	67	0	0.0%	N/A	N/A
69	Victoria Road, Cambridge	Low	539	524	-15	-2.8%	32	32	0	0.0%	N/A	N/A
70	Castle Street, Cambridge	Low	269	267	-2	-0.8%	2	2	0	0.0%	N/A	N/A
71	Histon Road, between Akeman Street and Bermuda Terrace, Cambridge	Low	401	399	-2	-0.4%	0	0	0	0.0%	N/A	N/A
72	Cambridge Road, south of A14, Cambridge	Very Low	1954	1971	17	0.9%	279	276	-3	-1.2%	N/A	N/A
73	A14, between Junction 31 and Junction 32, Cambridge	Low	9307	9319	11	0.1%	1845	1841	-4	-0.2%	N/A	N/A
74	B1046 Fox Road, south of Bourn	Medium	597	547	-50	-8.5%	67	68	1	1.7%	N/A	N/A
75	A1303 Madingley Road, between Madingley Road Park and Ride and M11 Junction 13	Medium	1450	1390	-60	-4.1%	13	13	0	0.2%	N/A	N/A
76	Madingley Road, between Grange Road and Lady Margaret Road, Cambridge	High	624	633	9	1.4%	13	12	0	-1.9%	N/A	N/A
77	Sidgwick Avenue between Grange Road and Queens Road, Cambridge	High	90	89	-1	-0.7%	16	16	0	-0.1%	N/A	N/A
78	A603 Barton Road between Millington Road and Grange Road	Very Low	639	634	-5	-0.8%	54	54	0	0.0%	N/A	N/A
79	A428 Slip Road (Westbound to Cambourne Road roundabout)	Very Low	454	451	-3	-0.7%	4	4	0	-0.2%	N/A	N/A
80	A428 Slip Road (Westbound from Cambourne Road roundabout)	Very Low	334	367	33	10.0%	37	36	0	-1.1%	N/A	N/A
81	A428 Slip Road (Eastbound from St Neots Road roundabout)	Very Low	672	687	15	2.3%	38	38	0	-0.1%	N/A	N/A
82	A428 Slip Road (Eastbound to St Neots Road roundabout)	Very Low	629	649	20	3.2%	168	168	0	0.0%	N/A	N/A
85	St Neots Road between Hardwick and St Neots Road bus stop	Medium	367	412	44	12.0%	11	18	6	56.7%	N/A	SELECTED
86	St Neots Road between St Neots Road bus stop and Long Road	Low	367	316	-51	-13.9%	11	18	7	69.4%	N/A	SELECTED
87	Cambridge Road, Hardwick	High	400	400	0	0.1%	21	21	0	-0.1%	N/A	N/A

Non-Motorised Users Screening 2041 PM MC

Link Point	Link Name	Receptor Sensitivity DM Flows	Total Vehicles (PCU)				HGVs				Rule 2	Rule 1
			2041 PM DM MC	2041 PM DS MC	DS-DM (Abs)	DS-DM (%)	2041 PM DM MC	2041 PM DS MC	DS-DM (Abs)	DS-DM (%)		
1	B1040, west of Eltisley	Low	739	737	-2	0%	10	10	0	0.0%	N/A	N/A
2	Potton End Road / The Green, Eltisley	Medium	88	90	2	3%	0	0	0	50.0%	N/A	SELECTED
3	A428 Cambridge Road between Eltisley and Caxton Gibbet	Very Low	5140	5146	6	0%	302	303	1	0.3%	N/A	N/A
4	B1040 St Ives Road, north of Eltisley	Low	878	885	6	1%	53	53	0	-0.4%	N/A	N/A
5	A1198, south of Papworth Everard	Low	1376	1374	-2	0%	0	0	0	0.0%	N/A	N/A
6	Rogues Lane, west of Elsworth	Very Low	148	157	9	6%	81	81	0	-0.1%	N/A	N/A
7	Unnamed Road, between Borckley Road and St Neots Road, south of Elsworth	Very Low	88	95	7	8%	28	28	0	-1.1%	N/A	N/A
8	Boxworth Road, east of Elsworth	Low	142	143	1	1%	3	4	1	20.7%	N/A	N/A
9	High Street, Knapwell	Very Low	593	605	12	2%	60	60	0	-0.5%	N/A	N/A
10	Boxworth Road, north east of Boxworth	Low	249	280	32	13%	59	59	1	0.9%	N/A	N/A
11	Robin's Lane, north east of Lolworth	Low	143	143	0	0%	79	79	0	0.0%	N/A	N/A
12	A1307 Huntingdon Road, east of Dry Drayton	Very Low	836	902	66	8%	18	18	0	-0.2%	N/A	N/A
13	The Avenue, north of Madingley	Low	453	491	38	8%	15	14	-1	-4.3%	N/A	N/A
14	Dry Drayton Road, between Dry Drayton and Madingley	Low	103	96	-7	-7%	40	40	0	0.3%	N/A	N/A
15	Scotland Road, north of proposed Travel Hub	Low	1038	934	-103	-10%	65	65	0	-0.2%	N/A	N/A
16	Cambridge Road, north of Cambridge American Cemetery	Low	363	361	-3	-1%	53	53	0	-0.1%	N/A	N/A
17	A1303 Madingley Road, between Cambridge American Cemetery and Cambridge Road	Low	2102	2040	-61	-3%	51	51	0	0.8%	N/A	N/A
18	M11, north of Junction 13	Very Low	7899	7910	11	0%	1686	1689	3	0.2%	N/A	N/A
19	A1303 Madingley Road, between J J Thomson Avenue and Conduit Head Road	Medium	600	562	-38	-6%	2	2	1	34.8%	N/A	SELECTED
20	Eddington Avenue, north of A1303 Madingley Road, Cambridge	Medium	632	633	1	0%	17	17	0	0.8%	N/A	N/A
21	Grange Road, south of A1303 Madingley Road	Medium	135	84	-51	-38%	0	0	0	-90.0%	N/A	N/A
22	St Neots Road, between Long Road and A1303 Madingley Road (adjacently north to Madingely Tower)	Low	564	536	-28	-5%	0	12	12	12310.0%	N/A	SELECTED
23	Wilberforce Road	Low	0	0	0	0%	0	0	0	0.0%	N/A	N/A
24	St Neots Road, north east Cambourne, east of Broadway	Low	506	424	-81	-16%	14	12	-3	-17.8%	N/A	N/A
25	Northern Arm (St Neots Road) on St Neots Road / Wellington Way Roundabout / Highfields Road roundabout	Medium	506	424	-81	-16%	14	12	-3	-17.8%	N/A	N/A
26	Cranmer Road, Cambridge	Very Low	165	166	0	0%	0	0	0	0.0%	N/A	N/A
27	A428, south of Madingley between St Neots Road and M11 / A14, Cambridge	Medium	3607	3575	-32	-1%	327	327	0	0.0%	N/A	N/A
28	Grange Road, north of A603 Barton Road, Cambridge	Medium	409	407	-2	-1%	5	5	0	0.4%	N/A	N/A
29	A603 Barton Road, east of Granchester Road, Cambridge	Low	1195	1185	-10	-1%	11	11	0	-1.9%	N/A	N/A
31	Grantchester Road, south of A603 Barton Road, Cambridge	Low	160	156	-4	-3%	1	1	0	1.3%	N/A	N/A
32	A603 Barton Road, between A603 roundabout and Queens College and Robinson College Sports Ground	Low	1275	1265	-10	-1%	11	11	0	-1.9%	N/A	N/A
33	Coton Road, south of Haggis Farm Interchange	High	1021	1019	-2	0%	33	35	1	4.4%	N/A	N/A
34	Grantchester Road, south of Coton	Very Low	690	692	2	0%	43	39	-4	-10.1%	N/A	N/A
35	M11, south of M11 Junction 13	High	9637	9656	19	0%	1761	1768	7	0.4%	N/A	N/A
36	B1046 New Road, Barton	Low	696	673	-23	-3%	24	23	-1	-2.3%	N/A	N/A
37	A603 Cambridge Road, south west of M11 Junction 12	Low	2238	2240	2	0%	112	112	0	0.2%	N/A	N/A
38	Long Road, between Comberton and St Neots Road	Medium	199	180	-19	-9%	11	9	-2	-21.2%	N/A	N/A
39	B1046 West Street, between Green End and Hardwick Road, Comberton	High	419	424	5	1%	8	11	3	35.5%	SELECTED	SELECTED
40	Hardwick Road, South of Hardwick	Low	69	73	5	7%	1	1	0	0.0%	N/A	N/A
41	B1046 High Street, Toft	Medium	505	514	10	2%	9	11	3	34.9%	N/A	SELECTED
42	Main Street, south of Caldecote	Low	361	393	32	9%	22	22	0	2.2%	N/A	N/A
43	B1046 Toft Road, between Gills Hill and Main Street	Low	727	763	37	5%	27	30	3	12.5%	N/A	N/A
44	A1198 Royston Road, east of Bourne	Low	1153	1159	6	0%	41	43	2	5.7%	N/A	N/A
45	Caxton Road, between Caxton and Crow End	Low	287	289	2	1%	8	11	2	30.5%	N/A	SELECTED
46	Broadway, east of Cambourne	Low	212	144	-68	-32%	0	44	44	43970.0%	N/A	SELECTED
47	A1198, south of School Lane, east of Caxton	High	1054	1069	15	1%	27	27	0	0.4%	N/A	N/A
48	School Lane, Cambourne	Low	861	841	-20	-2%	18	18	0	0.1%	N/A	N/A
49	Cambourne Business Park [New Link]	Low	430	403	-27	-6%	0	1	1	710.0%	N/A	SELECTED
51	Wellington Way, Highfields Caldecote	Very Low	580	616	36	6%	7	7	0	7.0%	N/A	N/A
52	A428, east of Caxton Gibbet Roundabout	Very Low	5589	5673	83	1%	308	309	1	0.3%	N/A	N/A
53	A428, east of Cambourne	Very Low	5656	5683	27	0%	323	323	1	0.2%	N/A	N/A
54	A428, north of Hardwick	Low	5685	5684	0	0%	397	398	1	0.2%	N/A	N/A
55	Scotland Road, south of proposed Travel Hub	Low	1038	1330	292	28%	0	65	65	64770.0%	N/A	SELECTED
56	A1198, east of Papworth Everard	High	2254	2258	4	0%	53	53	0	-0.3%	N/A	N/A
57	Ermine Street North, Papworth Everard	Medium	670	676	6	1%	38	38	0	-0.1%	N/A	N/A
58	Cambourne Road, Cambourne, South of the A428	Low	2528	2437	-91	-4%	31	31	0	0.0%	N/A	N/A
59	St Neots Road, North of the A428, Cambourne Road and Cambourne, off the eastern arm of the St Neots/Camborune Road/A428 rounabout	Low	856	777	-80	-9%	17	17	0	-1.2%	N/A	N/A
60	St Neots Road, south of the A428 between the Balancing Pond and the Scotland Road/St Neots/A428 roundabout south of Proposed Travel Hub [New link]	Medium	1220	1221	1	0%	0	47	47	46440.0%	N/A	SELECTED
61	Oakington Road, Dry Drayton	Medium	1032	932	-99	-10%	52	52	0	0.0%	N/A	N/A
62	Potton End, South Eltisley	Low	88	90	2	3%	0	0	0	50.0%	N/A	SELECTED
63	A1198 Ermine Street, south of Caxton Gibbett	Low	2007	1969	-38	-2%	29	28	0	-0.3%	N/A	N/A
64	A1134 Queens Road, south of Madingley Road, Cambridge	High	1226	1224	-2	0%	4	4	0	-0.2%	N/A	N/A
65	West Road, Cambridge	Medium	400	392	-8	-2%	0	0	0	9.1%	N/A	N/A
66	The Fen Causeway, Cambridge	High	1697	1699	2	0%	6	6	0	-4.1%	N/A	N/A
67	Northampton Street, Cambridge	Low	829	835	6	1%	1	2	1	41.7%	N/A	SELECTED
68	Huntingdon Road, south of A14, Cambridge	Medium	1545	1529	-16	-1%	20	19	0	-0.9%	N/A	N/A
69	Victoria Road, Cambridge	Low	946	934	-12	-1%	15	16	0	2.4%	N/A	N/A
70	Castle Street, Cambridge	Low	372	376	4	1%	1	0	-1	-70.1%	N/A	N/A
71	Histon Road, between Akeman Street and Bermuda Terrace, Cambridge	Low	622	615	-7	-1%	0	0	0	400.0%	N/A	SELECTED
72	Cambridge Road, south of A14, Cambridge	Very Low	2247	2218	-29	-1%	57	57	0	0.1%	N/A	N/A
73	A14, between Junction 31 and Junction 32, Cambridge	Low	9849	9833	-16	0%	1854	1859	4	0.2%	N/A	N/A
74	B1046 Fox Road, south of Bourn	Medium	603	582	-21	-4%	62	65	3	4.6%	N/A	N/A
75	A1303 Madingley Road, between Madingley Road Park and Ride and M11 Junction 13	Medium	2382	2314	-67	-3%	18	19	1	3.6%	N/A	N/A
76	Madingley Road, between Grange Road and Lady Margaret Road, Cambridge	High	830	847	17	2%	3	3	1	18.7%	SELECTED	N/A
77	Sidgwick Avenue between Grange Road and Queens Road, Cambridge	High	137	137	0	0%	4	4	0	0.0%	N/A	N/A
78	A603 Barton Road between Millington Road and Grange Road	Very Low	939	936	-4	0%	8	8	0	-2.9%	N/A	N/A
79	A428 Slip Road (Westbound to Cambourne Road roundabout)	Very Low	761	769	7	1%	8	8	0	0.6%	N/A	N/A
80	A428 Slip Road (Westbound from Cambourne Road roundabout)	Very Low	567	590	23	4%	8	8	0	-0.3%	N/A	N/A
81	A428 Slip Road (Eastbound from St Neots Road roundabout)	Very Low	579	565	-14	-2%	26	25	-1	-2.4%	N/A	N/A
82	A428 Slip Road (Eastbound to St Neots Road roundabout)	Very Low	708	734	26	4%	10	10	0	-0.1%	N/A	N/A
85	St Neots Road between Hardwick and St Neots Road bus stop	Medium	493	488	-5	-1%	15	16	0	1.8%	N/A	N/A
86	St Neots Road between St Neots Road bus stop and Long Road	Low	493	393	-100	-20%	3	16	13	473.9%	N/A	SELECTED
87	Cambridge Road, Hardwick	High	220	219	-1	-1%	9	9	0	0.3%	N/A	N/A

Non-Motorised Users Screening 2041 AM NoMC

Link Point	Link Name	Receptor Sensitivity DM Flows	Total Vehicles (PCU)				HGVs				Rule 2	Rule 1
			2041 AM DM NoMC	2041 AM DS NoMC	DS-DM (Abs)	DS-DM (%)	2041 AM DM NoMC	2041 AM DS NoMC	DS-DM (Abs)	DS-DM (%)		
1	B1040, west of Eltisley	Low	591	592	1	0.2%	17	17	0	-1.2%	N/A	N/A
2	Potton End Road / The Green, Eltisley	Medium	211	210	-2	-0.9%	0	0	0	100.0%	N/A	SELECTED
3	A428 Cambridge Road between Eltisley and Caxton Gibbet	Very Low	4330	4342	13	0.3%	551	552	0	0.1%	N/A	N/A
4	B1040 St Ives Road, north of Eltisley	Low	964	963	-1	-0.1%	50	50	0	-0.2%	N/A	N/A
5	A1198, south of Papworth Everard	Low	913	899	-14	-1.6%	53	50	-3	-5.0%	N/A	N/A
6	Rogues Lane, west of Elsworth	Very Low	296	267	-29	-9.8%	42	42	0	-0.8%	N/A	N/A
7	Unnamed Road, between Borckley Road and St Neots Road, south of Elsworth	Very Low	183	189	6	3.0%	6	6	0	1.2%	N/A	N/A
8	Boxworth Road, east of Elsworth	Low	503	460	-43	-8.5%	48	48	0	-0.6%	N/A	N/A
9	High Street, Knapwell	Very Low	657	655	-2	-0.3%	43	43	0	-0.3%	N/A	N/A
10	Boxworth Road, north east of Boxworth	Low	587	562	-25	-4.3%	113	113	0	-0.3%	N/A	N/A
11	Robin's Lane, north east of Lolworth	Low	114	114	0	0.0%	59	59	0	0.0%	N/A	N/A
12	A1307 Huntingdon Road, east of Dry Drayton	Very Low	1277	1270	-7	-0.5%	43	44	1	1.2%	N/A	N/A
13	The Avenue, north of Madingley	Low	368	400	32	8.7%	19	19	0	0.1%	N/A	N/A
14	Dry Drayton Road, between Dry Drayton and Madingley	Low	64	63	0	-0.6%	32	31	-1	-1.6%	N/A	N/A
15	Scotland Road, north of proposed Travel Hub	Low	1119	968	-151	-13.5%	86	74	-11	-13.2%	N/A	N/A
16	Cambridge Road, north of Cambridge American Cemetery	Low	192	150	-42	-22.0%	47	47	-1	-1.1%	N/A	N/A
17	A1303 Madingley Road, between Cambridge American Cemetery and Cambridge Road	Low	1824	1796	-28	-1.5%	176	177	1	0.7%	N/A	N/A
18	M11, north of Junction 13	Very Low	7363	7359	-4	-0.1%	1767	1764	-3	-0.2%	N/A	N/A
19	A1303 Madingley Road, between J J Thomson Avenue and Conduit Head Road	Medium	640	606	-34	-5.3%	12	11	-1	-9.8%	N/A	N/A
20	Eddington Avenue, north of A1303 Madingley Road, Cambridge	Medium	821	830	8	1.0%	12	12	0	-3.8%	N/A	N/A
21	Grange Road, south of A1303 Madingley Road	Medium	411	401	-9	-2.3%	9	9	-1	-6.0%	N/A	N/A
22	St Neots Road, between Long Road and A1303 Madingley Road (adjacently north to Madingely Tower)	Low	660	685	26	3.9%	0	8	8	7770.0%	N/A	SELECTED
23	Wilberforce Road	Low	0	0	0	0.0%	0	0	0	0.0%	N/A	N/A
24	St Neots Road, north east Cambourne, east of Broadway	Low	500	506	6	1.1%	11	11	0	-0.7%	N/A	N/A
25	Northern Arm (St Neots Road) on St Neots Road / Wellington Way Roundabout / Highfields Road roundabout	Medium	500	506	6	1.1%	11	11	0	-0.7%	N/A	N/A
26	Cranmer Road, Cambridge	Very Low	156	156	0	0.0%	3	3	0	0.0%	N/A	N/A
27	A428, south of Madingley between St Neots Road and M11 / A14, Cambridge	Medium	3151	3185	33	1.1%	432	432	0	-0.1%	N/A	N/A
28	Grange Road, north of A603 Barton Road, Cambridge	Medium	616	607	-9	-1.5%	47	46	-1	-2.4%	N/A	N/A
29	A603 Barton Road, east of Granchester Road, Cambridge	Low	1139	1155	16	1.4%	69	65	-4	-5.2%	N/A	N/A
31	Grantchester Road, south of A603 Barton Road, Cambridge	Low	186	188	2	0.9%	1	1	0	1.9%	N/A	N/A
32	A603 Barton Road, between A603 roundabout and Queens College and Robinson College Sports Ground	Low	1173	1189	16	1.3%	69	65	-4	-5.2%	N/A	N/A
33	Coton Road, south of Haggis Farm Interchange	High	837	844	7	0.8%	15	15	0	0.2%	N/A	N/A
34	Grantchester Road, south of Coton	Very Low	602	612	9	1.5%	79	86	7	8.6%	N/A	N/A
35	M11, south of M11 Junction 13	High	8681	8791	110	1.3%	1907	1901	-7	-0.4%	N/A	N/A
36	B1046 New Road, Barton	Low	413	425	12	2.8%	44	44	0	-0.1%	N/A	N/A
37	A603 Cambridge Road, south west of M11 Junction 12	Low	1536	1566	30	1.9%	105	106	1	0.8%	N/A	N/A
38	Long Road, between Comberton and St Neots Road	Medium	120	108	-12	-9.6%	6	6	0	-0.3%	N/A	N/A
39	B1046 West Street, between Green End and Hardwick Road, Comberton	High	287	286	-1	-0.2%	36	36	0	-0.1%	N/A	N/A
40	Hardwick Road, South of Hardwick	Low	98	97	-1	-0.9%	1	1	0	-1.5%	N/A	N/A
41	B1046 High Street, Toft	Medium	502	495	-7	-1.4%	38	38	0	-0.1%	N/A	N/A
42	Main Street, south of Caldecote	Low	355	392	37	10.4%	29	35	6	20.4%	N/A	N/A
43	B1046 Toft Road, between Gills Hill and Main Street	Low	660	647	-13	-2.0%	73	80	7	9.5%	N/A	N/A
44	A1198 Royston Road, east of Bourne	Low	1136	1162	26	2.3%	65	66	1	1.2%	N/A	N/A
45	Caxton Road, between Caxton and Crow End	Low	368	331	-37	-10.1%	44	43	-1	-1.3%	N/A	N/A
46	Broadway, east of Cambourne	Low	333	255	-77	-23.2%	0	32	32	31690.0%	N/A	SELECTED
47	A1198, south of School Lane, east of Caxton	High	1081	1108	27	2.5%	62	62	1	1.3%	N/A	N/A
48	School Lane, Cambourne	Low	857	844	-13	-1.6%	55	55	0	-0.3%	N/A	N/A
49	Cambourne Business Park [New Link]	Low	473	485	12	2.6%	0	8	8	7880.0%	N/A	SELECTED
51	Wellington Way, Highfields Caldecote	Very Low	571	598	27	4.7%	36	42	6	16.5%	N/A	N/A
52	A428, east of Caxton Gibbet Roundabout	Very Low	4780	4802	22	0.5%	726	716	-10	-1.4%	N/A	N/A
53	A428, east of Cambourne	Very Low	4970	4974	4	0.1%	563	553	-10	-1.7%	N/A	N/A
54	A428, north of Hardwick	Low	5013	5026	13	0.3%	615	616	1	0.2%	N/A	N/A
55	Scotland Road, south of proposed Travel Hub	Low	1119	1287	168	15.0%	0	74	74	74370.0%	N/A	SELECTED
56	A1198, east of Papworth Everard	High	1877	1862	-15	-0.8%	103	100	-3	-2.7%	N/A	N/A
57	Ermine Street North, Papworth Everard	Medium	517	504	-13	-2.4%	189	181	-8	-4.3%	N/A	N/A
58	Cambourne Road, Cambourne, South of the A428	Low	2241	2204	-38	-1.7%	231	231	0	0.0%	N/A	N/A
59	St Neots Road, North of the A428, Cambourne Road and Cambourne, off the eastern arm of the St Neots/Camborune Road/A428 rounabout	Low	715	699	-16	-2.2%	51	51	0	-0.1%	N/A	N/A
60	St Neots Road, south of the A428 between the Balancing Pond and the Scotland Road/St Neots/A428 roundabout south of Proposed Travel Hub [New link]	Medium	1233	1281	48	3.9%	0	79	79	78870.0%	N/A	SELECTED
61	Oakington Road, Dry Drayton	Medium	1099	980	-119	-10.8%	57	68	11	19.4%	N/A	N/A
62	Potton End, South Eltisley	Low	211	210	-2	-0.9%	0	0	0	100.0%	N/A	SELECTED
63	A1198 Ermine Street, south of Caxton Gibbett	Low	2101	2055	-47	-2.2%	139	139	0	0.1%	N/A	N/A
64	A1134 Queens Road, south of Madingley Road, Cambridge	High	1545	1492	-53	-3.5%	49	55	6	11.7%	SELECTED	N/A
65	West Road, Cambridge	Medium	615	627	12	2.0%	10	10	0	3.1%	N/A	N/A
66	The Fen Causeway, Cambridge	High	1585	1608	23	1.4%	60	62	1	2.3%	N/A	N/A
67	Northampton Street, Cambridge	Low	739	737	-2	-0.2%	5	5	0	6.3%	N/A	N/A
68	Huntingdon Road, south of A14, Cambridge	Medium	1286	1298	12	0.9%	44	48	4	8.8%	N/A	N/A
69	Victoria Road, Cambridge	Low	1029	1015	-14	-1.3%	38	38	0	0.5%	N/A	N/A
70	Castle Street, Cambridge	Low	329	331	2	0.5%	2	2	0	1.4%	N/A	N/A
71	Histon Road, between Akeman Street and Bermuda Terrace, Cambridge	Low	483	488	5	1.0%	0	0	0	-43.2%	N/A	N/A
72	Cambridge Road, south of A14, Cambridge	Very Low	2924	2941	17	0.6%	151	151	0	-0.1%	N/A	N/A
73	A14, between Junction 31 and Junction 32, Cambridge	Low	9452	9463	11	0.1%	1714	1716	3	0.2%	N/A	N/A
74	B1046 Fox Road, south of Bourn	Medium	594	545	-49	-8.2%	67	69	1	2.1%	N/A	N/A
75	A1303 Madingley Road, between Madingley Road Park and Ride and M11 Junction 13	Medium	1582	1574	-8	-0.5%	23	22	-1	-2.2%	N/A	N/A
76	Madingley Road, between Grange Road and Lady Margaret Road, Cambridge	High	945	942	-3	-0.3%	20	20	-1	-2.9%	N/A	N/A
77	Sidgwick Avenue between Grange Road and Queens Road, Cambridge	High	186	185	-1	-0.5%	32	32	-1	-1.7%	N/A	N/A
78	A603 Barton Road between Millington Road and Grange Road	Very Low	841	851	10	1.1%	54	50	-4	-7.4%	N/A	N/A
79	A428 Slip Road (Westbound to Cambourne Road roundabout)	Very Low	452	443	-9	-2.0%	4	4	0	0.0%	N/A	N/A
80	A428 Slip Road (Westbound from Cambourne Road roundabout)	Very Low	356	347	-8	-2.4%	36	36	0	0.1%	N/A	N/A
81	A428 Slip Road (Eastbound from St Neots Road roundabout)	Very Low	721	709	-12	-1.6%	38	38	0	0.0%	N/A	N/A
82	A428 Slip Road (Eastbound to St Neots Road roundabout)	Very Low	626	632	6	0.9%	169	168	0	-0.3%	N/A	N/A
85	St Neots Road between Hardwick and St Neots Road bus stop	Medium	436	500	63	14.5%	11	21	10	85.0%	N/A	SELECTED
86	St Neots Road between St Neots Road bus stop and Long Road	Low	436	415	-21	-4.8%	10	21	11	112.6%	N/A	SELECTED
87	Cambridge Road, Hardwick	High	429	424	-5	-1.2%	20	20	0	-0.3%	N/A	N/A

Non-Motorised Users Screening 2041 PM NoMC

Link Point	Link Name	Receptor Sensitivity DM Flows	Total Vehicles (PCU)				HGVs				Rule 2	Rule 1
			2041 PM DM NoMC	2041 PM DS NoMC	DS-DM (Abs)	DS-DM (%)	2041 PM DM NoMC	2041 PM DS NoMC	DS-DM (Abs)	DS-DM (%)		
1	B1040, west of Eltisley	Low	744	741	-3	0%	744	741	-3	-0.4%	N/A	N/A
2	Potton End Road / The Green, Eltisley	Medium	79	80	1	1%	79	80	1	1.2%	N/A	N/A
3	A428 Cambridge Road between Eltisley and Caxton Gibbet	Very Low	5138	5139	1	0%	5138	5139	1	0.0%	N/A	N/A
4	B1040 St Ives Road, north of Eltisley	Low	884	892	8	1%	884	892	8	0.9%	N/A	N/A
5	A1198, south of Papworth Everard	Low	1379	1377	-2	0%	1379	1377	-2	-0.2%	N/A	N/A
6	Rogues Lane, west of Elsworth	Very Low	154	148	-6	-4%	154	148	-6	-4.0%	N/A	N/A
7	Unnamed Road, between Borckley Road and St Neots Road, south of Elsworth	Very Low	74	84	11	14%	74	84	11	14.4%	N/A	N/A
8	Boxworth Road, east of Elsworth	Low	164	147	-18	-11%	164	147	-18	-10.7%	N/A	N/A
9	High Street, Knapwell	Very Low	581	588	6	1%	581	588	6	1.1%	N/A	N/A
10	Boxworth Road, north east of Boxworth	Low	251	263	13	5%	251	263	13	5.0%	N/A	N/A
11	Robin's Lane, north east of Lolworth	Low	141	141	0	0%	141	141	0	-0.1%	N/A	N/A
12	A1307 Huntingdon Road, east of Dry Drayton	Very Low	1088	1112	24	2%	1088	1112	24	2.2%	N/A	N/A
13	The Avenue, north of Madingley	Low	633	644	11	2%	633	644	11	1.8%	N/A	N/A
14	Dry Drayton Road, between Dry Drayton and Madingley	Low	98	96	-2	-2%	98	96	-2	-2.3%	N/A	N/A
15	Scotland Road, north of proposed Travel Hub	Low	1058	985	-73	-7%	1058	985	-73	-6.9%	N/A	N/A
16	Cambridge Road, north of Cambridge American Cemetery	Low	539	458	-81	-15%	539	458	-81	-14.9%	N/A	N/A
17	A1303 Madingley Road, between Cambridge American Cemetery and Cambridge Road	Low	1948	1976	27	1%	1948	1976	27	1.4%	N/A	N/A
18	M11, north of Junction 13	Very Low	7998	7962	-36	0%	7998	7962	-36	-0.4%	N/A	N/A
19	A1303 Madingley Road, between J J Thomson Avenue and Conduit Head Road	Medium	604	559	-45	-7%	604	559	-45	-7.4%	N/A	N/A
20	Eddington Avenue, north of A1303 Madingley Road, Cambridge	Medium	775	758	-18	-2%	775	758	-18	-2.3%	N/A	N/A
21	Grange Road, south of A1303 Madingley Road	Medium	321	310	-11	-4%	321	310	-11	-3.6%	N/A	N/A
22	St Neots Road, between Long Road and A1303 Madingley Road (adjacently north to Madingely Tower)	Low	495	504	9	2%	495	504	9	1.9%	N/A	N/A
23	Wilberforce Road	Low	0	0	0	0%	0	0	0	0.0%	N/A	N/A
24	St Neots Road, north east Cambourne, east of Broadway	Low	418	421	3	1%	418	421	3	0.8%	N/A	N/A
25	Northern Arm (St Neots Road) on St Neots Road / Wellington Way Roundabout / Highfields Road roundabout	Medium	418	421	3	1%	418	421	3	0.8%	N/A	N/A
26	Cranmer Road, Cambridge	Very Low	224	225	1	0%	224	225	1	0.2%	N/A	N/A
27	A428, south of Madingley between St Neots Road and M11 / A14, Cambridge	Medium	3716	3692	-24	-1%	3716	3692	-24	-0.7%	N/A	N/A
28	Grange Road, north of A603 Barton Road, Cambridge	Medium	358	352	-5	-2%	358	352	-5	-1.5%	N/A	N/A
29	A603 Barton Road, east of Granchester Road, Cambridge	Low	1486	1456	-29	-2%	1486	1456	-29	-2.0%	N/A	N/A
31	Grantchester Road, south of A603 Barton Road, Cambridge	Low	234	221	-13	-5%	234	221	-13	-5.4%	N/A	N/A
32	A603 Barton Road, between A603 roundabout and Queens College and Robinson College Sports Ground	Low	1613	1584	-29	-2%	1613	1584	-29	-1.8%	N/A	N/A
33	Coton Road, south of Haggis Farm Interchange	High	893	900	8	1%	893	900	8	0.8%	N/A	N/A
34	Grantchester Road, south of Coton	Very Low	671	653	-18	-3%	671	653	-18	-2.7%	N/A	N/A
35	M11, south of M11 Junction 13	High	9959	10010	52	1%	9959	10010	52	0.5%	N/A	N/A
36	B1046 New Road, Barton	Low	722	706	-17	-2%	722	706	-17	-2.3%	N/A	N/A
37	A603 Cambridge Road, south west of M11 Junction 12	Low	2232	2251	19	1%	2232	2251	19	0.9%	N/A	N/A
38	Long Road, between Comberton and St Neots Road	Medium	236	193	-42	-18%	236	193	-42	-18.0%	N/A	N/A
39	B1046 West Street, between Green End and Hardwick Road, Comberton	High	420	431	12	3%	420	431	12	2.8%	N/A	N/A
40	Hardwick Road, South of Hardwick	Low	66	71	6	9%	66	71	6	8.6%	N/A	N/A
41	B1046 High Street, Toft	Medium	502	520	18	4%	502	520	18	3.6%	N/A	N/A
42	Main Street, south of Caldecote	Low	387	411	24	6%	387	411	24	6.2%	N/A	N/A
43	B1046 Toft Road, between Gills Hill and Main Street	Low	735	777	42	6%	735	777	42	5.7%	N/A	N/A
44	A1198 Royston Road, east of Bourne	Low	1138	1143	4	0%	1138	1143	4	0.4%	N/A	N/A
45	Caxton Road, between Caxton and Crow End	Low	283	292	8	3%	283	292	8	2.9%	N/A	N/A
46	Broadway, east of Cambourne	Low	210	142	-68	-32%	210	142	-68	-32.4%	N/A	N/A
47	A1198, south of School Lane, east of Caxton	High	1080	1081	1	0%	1080	1081	1	0.1%	N/A	N/A
48	School Lane, Cambourne	Low	819	808	-11	-1%	819	808	-11	-1.3%	N/A	N/A
49	Cambourne Business Park [New Link]	Low	363	389	26	7%	363	389	26	7.1%	N/A	N/A
51	Wellington Way, Highfields Caldecote	Very Low	610	629	19	3%	610	629	19	3.1%	N/A	N/A
52	A428, east of Caxton Gibbet Roundabout	Very Low	5649	5701	51	1%	5649	5701	51	0.9%	N/A	N/A
53	A428, east of Cambourne	Very Low	5735	5738	4	0%	5735	5738	4	0.1%	N/A	N/A
54	A428, north of Hardwick	Low	5827	5794	-34	-1%	5827	5794	-34	-0.6%	N/A	N/A
55	Scotland Road, south of proposed Travel Hub	Low	1058	1322	264	25%	1058	1322	264	25.0%	N/A	N/A
56	A1198, east of Papworth Everard	High	2263	2269	6	0%	2263	2269	6	0.2%	N/A	N/A
57	Ermine Street North, Papworth Everard	Medium	673	682	9	1%	673	682	9	1.3%	N/A	N/A
58	Cambourne Road, Cambourne, South of the A428	Low	2481	2435	-46	-2%	2481	2435	-46	-1.9%	N/A	N/A
59	St Neots Road, North of the A428, Cambourne Road and Cambourne, off the eastern arm of the St Neots/Camborune Road/A428 rounabout	Low	736	736	0	0%	736	736	0	0.1%	N/A	N/A
60	St Neots Road, south of the A428 between the Balancing Pond and the Scotland Road/St Neots/A428 roundabout south of Proposed Travel Hub [New link]	Medium	1204	1244	41	3%	1204	1244	41	3.4%	N/A	N/A
61	Oakington Road, Dry Drayton	Medium	1062	993	-68	-6%	1062	993	-68	-6.4%	N/A	N/A
62	Potton End, South Eltisley	Low	79	80	1	1%	79	80	1	1.2%	N/A	N/A
63	A1198 Ermine Street, south of Caxton Gibbett	Low	1944	1938	-6	0%	1944	1938	-6	-0.3%	N/A	N/A
64	A1134 Queens Road, south of Madingley Road, Cambridge	High	1148	1164	17	1%	1148	1164	17	1.5%	N/A	N/A
65	West Road, Cambridge	Medium	387	413	26	7%	387	413	26	6.8%	N/A	N/A
66	The Fen Causeway, Cambridge	High	1873	1867	-6	0%	1873	1867	-6	-0.3%	N/A	N/A
67	Northampton Street, Cambridge	Low	684	677	-6	-1%	684	677	-6	-0.9%	N/A	N/A
68	Huntingdon Road, south of A14, Cambridge	Medium	1875	1867	-8	0%	1875	1867	-8	-0.4%	N/A	N/A
69	Victoria Road, Cambridge	Low	1298	1295	-2	0%	1298	1295	-2	-0.2%	N/A	N/A
70	Castle Street, Cambridge	Low	409	400	-8	-2%	409	400	-8	-2.1%	N/A	N/A
71	Histon Road, between Akeman Street and Bermuda Terrace, Cambridge	Low	717	711	-6	-1%	717	711	-6	-0.9%	N/A	N/A
72	Cambridge Road, south of A14, Cambridge	Very Low	3156	3150	-6	0%	3156	3150	-6	-0.2%	N/A	N/A
73	A14, between Junction 31 and Junction 32, Cambridge	Low	10069	10054	-15	0%	10069	10054	-15	-0.1%	N/A	N/A
74	B1046 Fox Road, south of Bourn	Medium	609	588	-22	-4%	609	588	-22	-3.5%	N/A	N/A
75	A1303 Madingley Road, between Madingley Road Park and Ride and M11 Junction 13	Medium	3179	3112	-67	-2%	3179	3112	-67	-2.1%	N/A	N/A
76	Madingley Road, between Grange Road and Lady Margaret Road, Cambridge	High	1081	1068	-13	-1%	1081	1068	-13	-1.2%	N/A	N/A
77	Sidgwick Avenue between Grange Road and Queens Road, Cambridge	High	209	209	0	0%	209	209	0	0.1%	N/A	N/A
78	A603 Barton Road between Millington Road and Grange Road	Very Low	1133	1138	5	0%	1133	1138	5	0.4%	N/A	N/A
79	A428 Slip Road (Westbound to Cambourne Road roundabout)	Very Low	784	773	-11	-1%	784	773	-11	-1.4%	N/A	N/A
80	A428 Slip Road (Westbound from Cambourne Road roundabout)	Very Low	548	567	20	4%	548	567	20	3.6%	N/A	N/A
81	A428 Slip Road (Eastbound from St Neots Road roundabout)	Very Low	576	563	-13	-2%	576	563	-13	-2.3%	N/A	N/A
82	A428 Slip Road (Eastbound to St Neots Road roundabout)	Very Low	727	731	3	0%	727	731	3	0.5%	N/A	N/A
85	St Neots Road between Hardwick and St Neots Road bus stop	Medium	424	445	22	5%	424	445	22	5.1%	N/A	N/A
86	St Neots Road between St Neots Road bus stop and Long Road	Low	424	363	-61	-14%	424	363	-61	-14.3%	N/A	N/A
87	Cambridge Road, Hardwick	High	226	221	-4	-2%	226	221	-4	-1.8%	N/A	N/A

Appendix F

FEAR AND INTIMIDATION CALCULATIONS

Public

Fear and Intimidation Criteria

Average traffic flow over 18-hour day – all vehicles / hour 2-way (a)	Total 18-hour heavy vehicle flow (b)	Average vehicle speed (c)	Degree of hazard score
1,800	3,000	>40	30
1,200-1,800	2,000-3,000	30-40	20
600-1,200	1,000-2,000	20-30	10
<600	<1,000	<20	0

Fear and Intimidation	Total Degree of Hazard Score (a + b + c)
Extreme	71+
Great	41-70
Moderate	21-40
Small	0-20

Fear and Intimidation Calculations

Without Making Connections 2041 AM Peak		Vehicles		HGVs		DM				DS					
Location	Link	Do Minimum (PCUs)	Do Something (PCUs)	Do Minimum (PCUs)	Do Something (PCUs)	a	b*	c**	total	a	b*	c**	total	DM	DS
54	A428, east of Scotland Road	5,013	5,026	1012	1028	30	10	30	70	30	10	30	70	Great	Great
85	St Neots Road, east of Scotland Road	436	500	70	69	0	0	30	30	0	0	30	30	Moderate	Moderate
87	Cambridge Road (North), Hardwick	429	424	59	59	0	0	10	10	0	0	10	10	Small	Small
38	Long Road	110	108	17	16	0	0	30	30	0	0	30	30	Moderate	Moderate
34	Granchester Road, Coton	602	612	113	122	10	0	10	20	10	0	10	20	Small	Small
39	B1046 Comberton	287	286	67	66	0	0	10	10	0	0	10	10	Small	Small
36	B1046 Barton	413	424	93	94	0	0	10	10	0	0	10	10	Small	Small
15	Scotland Road, north of travel hub	1,119	968	154	124	10	0	30	40	10	0	30	40	Moderate	Moderate
55	Scotland Road, south of travel hub	1,119	1,287	154	124	10	0	10	20	0	0	10	10	Small	Small

Without Making Connections 2041 PM Peak		Vehicles		HGVs		DM				DS					
Location	Link	Do Minimum (PCUs)	Do Something (PCUs)	Do Minimum (PCUs)	Do Something (PCUs)	a	b*	c**	total	a	b*	c**	total	DM	DS
54	A428, east of Scotland Road	5,827	5,794	602	608	30	0	30	60	30	0	30	60	Great	Great
85	St Neots Road, east of Scotland Road	424	445	40	38	0	0	30	30	0	0	30	30	Moderate	Moderate
87	Cambridge Road (North), Hardwick	226	221	24	24	0	0	10	10	0	0	10	10	Small	Small
38	Long Road	236	193	25	21	0	0	30	30	0	0	30	30	Moderate	Moderate
34	Granchester Road, Coton	671	653	24	22	10	0	10	20	10	0	10	20	Small	Small
39	B1046 Comberton	420	431	36	39	0	0	10	10	0	0	10	10	Small	Small
36	B1046 Barton	722	706	69	70	10	0	10	20	10	0	10	20	Small	Small
15	Scotland Road, north of travel hub	1,058	985	104	100	10	0	30	40	10	0	30	40	Moderate	Moderate
55	Scotland Road, south of travel hub	1,058	1,322	104	100	10	0	10	20	0	0	10	10	Small	Small

With Making Connections 2041 AM Peak		Vehicles		HGVs		DM				DS					
Location	Link	Do Minimum (PCUs)	Do Something (PCUs)	Do Minimum (PCUs)	Do Something (PCUs)	a	b*	c**	total	a	b*	c**	total	DM	DS
54	A428, east of Scotland Road	5,039	5,041	1103	1111	30	10	30	70	30	10	30	70	Great	Great
85	St Neots Road, east of Scotland Road	367	412	54	57	0	0	30	30	0	0	30	30	Moderate	Moderate
87	Cambridge Road (North), Hardwick	400	400	0	0	0	0	10	10	0	0	10	10	Small	Small
38	Long Road	154	146	22	22	0	0	30	30	0	0	30	30	Moderate	Moderate
34	Granchester Road, Coton	583	593	156	155	0	0	10	10	0	0	10	10	Small	Small
39	B1046 Comberton	393	379	85	84	0	0	10	10	0	0	10	10	Small	Small
36	B1046 Barton	672	646	131	128	10	0	10	20	10	0	10	20	Small	Small
15	Scotland Road, north of travel hub	994	867	116	100	10	0	30	40	10	0	30	40	Moderate	Moderate
55	Scotland Road, south of travel hub	994	1,252	116	100	10	0	10	20	0	0	10	10	Small	Small

With Making Connections 2041 PM Peak		Vehicles		HGVs		DM				DS					
Location	Link	Do Minimum (PCUs)	Do Something (PCUs)	Do Minimum (PCUs)	Do Something (PCUs)	a	b*	c**	total	a	b*	c**	total	DM	DS
54	A428, east of Scotland Road	5,685	5,684	638	639	30	0	30	60	30	0	30	60	Great	Great
85	St Neots Road, east of Scotland Road	494	488	42	46	0	0	30	30	0	0	30	30	Moderate	Moderate
87	Cambridge Road (North), Hardwick	220	219	24	24	0	0	10	10	0	0	10	10	Small	Small
38	Long Road	199	180	22	19	0	0	30	30	0	0	30	30	Moderate	Moderate
34	Granchester Road, Coton	690	692	59	56	10	0	10	20	10	0	10	20	Small	Small
39	B1046 Comberton	419	424	39	43	0	0	10	10	0	0	10	10	Small	Small

36	B1046 Barton	696	673	70	69	10	0	10	20	10	0	10	20	Small	Small
15	Scotland Road, north of travel hub	1,038	934	102	93	10	0	30	40	10	0	30	40	Moderate	Moderate
55	Scotland Road, south of travel hub	1,038	1,330	102	93	10	0	10	20	0	0	10	10	Small	Small

** calculations based on 24 hour HGV flow * * Average vehicle speed based on speed of road and professional judgement*

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