

## Response to Request for Information

Reference: EIR-202510006909

Date: 14/11/2025

### C2C Busway Transport modelling

*Please provide the F-series SATURN model outputs for model year 2041 for the Cambourne to Cambridge busway, as described on PDF page 10 of "CAMBOURNE TO CAMBRIDGE BETTER PUBLIC TRANSPORT PROJECT Appendix B - Economic Case Addendum" available here:*

[https://gat04-live-1517c8a4486c41609369c68f30c8-aa81074.divio-media.org/filer\\_public/1b/98/1b9823bd-a7e7-4ea2-83bf-baae9c8db527/cd1-2102\\_appendix\\_b\\_economic\\_case\\_addendum.pdf](https://gat04-live-1517c8a4486c41609369c68f30c8-aa81074.divio-media.org/filer_public/1b/98/1b9823bd-a7e7-4ea2-83bf-baae9c8db527/cd1-2102_appendix_b_economic_case_addendum.pdf)

*Please provide the results of local validation performed for transport modelling of the CSRM2 F-series for the Cambourne to Cambridge Busway.*

*I am particularly interested in any consideration paid to SATURN link 91029-91031 (F-series), or confirmation that this was not considered.*

*For context, SATURN link 91029-91031 (F-series) is for the eastbound A428, between A1303 and M11-A14, during the AM, given as link 3 in Section C.5.3 on PDF page 286 of Appendix G, LOCAL MODEL VALIDATION REPORT available here:*

[https://gat04-live-1517c8a4486c41609369c68f30c8-aa81074.divio-media.org/filer\\_public/b1/95/b195f7de-1c05-465f-8f85-73c2497ae8ab/cd1-258\\_transport\\_assessment\\_appendix\\_g.pdf](https://gat04-live-1517c8a4486c41609369c68f30c8-aa81074.divio-media.org/filer_public/b1/95/b195f7de-1c05-465f-8f85-73c2497ae8ab/cd1-258_transport_assessment_appendix_g.pdf)

*It gives model output of 1541 PCUs vs observed 1061 PCUs.*

*Information of the sort I am seeking is provided for the D-series in the Outline Business Case, Economic Case, Section 4.1.1 (PDF p. 25), available here:*

[https://gat04-live-1517c8a4486c41609369c68f30c8-aa81074.divio-media.org/filer\\_public/0a/9d/0a9daa7d-1020-4da8-9578-19eb9e7e763b/cd1-20\\_1\\_-\\_economic-case.pdf](https://gat04-live-1517c8a4486c41609369c68f30c8-aa81074.divio-media.org/filer_public/0a/9d/0a9daa7d-1020-4da8-9578-19eb9e7e763b/cd1-20_1_-_economic-case.pdf)

*Which gives (for the D-series) that for example "The modelled flows at various points along the A428/A1303 corridor were compared to the observed data available to ensure the model was accurately reflecting current base year (2015) flows."*

*I can find no similar statement for the F-Series model that is currently relied upon.*

Greater Cambridge Partnership (GCP) has now considered your request under the Environmental Information Regulations (EIR) 2004. We can confirm that we do hold the information requested by you. Please find our response as set out below.

*Please provide the F-series SATURN model outputs for model year 2041 for the Cambourne to Cambridge busway*

These documents are being provided to you separately, via Managed File Transfer due to file size.

*Please provide the results of local validation performed for transport modelling of the CSRM2 F-series for the Cambourne to Cambridge Busway.*

*I am particularly interested in any consideration paid to SATURN link 91029-91031 (F-series), or confirmation that this was not considered.*

*For context, SATURN link 91029-91031 (F-series) is for the eastbound A428, between A1303 and M11-A14, during the AM, given as link 3 in Section C.5.3 on PDF page 286 of Appendix G, LOCAL MODEL VALIDATION REPORT available here:*

[CD1-25.08 Transport Assessment Appendix G – Local Model Validation Report May 2022](#)

*It gives model output of 1541 PCUs vs observed 1061 PCUs.*

Traffic modelling for the Cambourne to Cambridge scheme had previously been run using the D- and E- series of CSRM runs, in 2020. In mid-2022 the F-series became available, with a present year validation to 2019 data. The model network had also been updated with improvements that had been identified in work using the D-series. It was agreed that CSRM F-Series should be used for further modelling carried out in 2022/23 to inform the TA and OBC Addendum.

Details of the calibration and validation can be found in the CSRM F-series LMVR:

[CD1-25.08 Transport Assessment Appendix G – Local Model Validation Report May 2022](#)

On the basis of the 2019 base year models and the LMVR, the modelled flows at various points along the A428/A1303 corridor were compared to the observed data available to ensure the model was accurately reflecting current base year (2019) flows. The LMVR compares modelled flows to both 2015 and 2019 counts, as follows:

## C.1. 2015 Flow Calibration - AM

### C.1.2. M11 Western Orbital

| Link ID | Link Name                       | Dir. | SATURN Link | Obs. | Mod. | Diff. | % Diff. | GEH | Flow | GEH | Overall |
|---------|---------------------------------|------|-------------|------|------|-------|---------|-----|------|-----|---------|
| 7       | A1303 Madingley Road            | EB   | 21603-14001 | 596  | 579  | -17   | -3%     | 0.7 | ✓    | ✓   | ✓       |
| 8       | A1303 Madingley Road            | WB   | 14001-21603 | 481  | 480  | -1    | 0%      | 0.1 | ✓    | ✓   | ✓       |
| 9       | A428, between A1303 and M11-A14 | EB   | 91029-91031 | 1616 | 1612 | -4    | 0%      | 0.1 | ✓    | ✓   | ✓       |
| 10      | A428, between M11-A14 and A1303 | WB   | 91032-91030 | 787  | 790  | 3     | 0%      | 0.1 | ✓    | ✓   | ✓       |

## C.4. 2015 Flow Validation Screenlines

### C.4.1. County North-South Screenline - AM

| Link ID | Link Name         | Dir. | SATURN Link | Obs. | Mod. | Diff. | % Diff. | GEH | Flow | GEH | Overall |
|---------|-------------------|------|-------------|------|------|-------|---------|-----|------|-----|---------|
| 15      | A428 Cambridge Rd | EB   | 26208-22801 | 226  | 255  | 29    | 13%     | 1.9 | ✓    | ✓   | ✓       |
| 16      | A428 Cambridge Rd | WB   | 22801-26208 | 186  | 118  | -68   | -37%    | 5.5 | ✓    | ✗   | ✓       |
| 17      | Bourn Airfield    | EB   | 91016-91017 | 1981 | 1825 | -156  | -8%     | 3.6 | ✓    | ✓   | ✓       |
| 18      | Bourn Airfield    | WB   | 91018-91015 | 1155 | 1240 | 85    | 7%      | 2.5 | ✓    | ✓   | ✓       |

## C.5. 2019 PYV Traffic Counts - AM

### C.5.3. Other Counts – AM

| Link ID | Link Name                       | Dir. | SATURN Link | Obs. | Mod. | Diff. | % Diff. | GEH  | Flow | GEH | Overall |
|---------|---------------------------------|------|-------------|------|------|-------|---------|------|------|-----|---------|
| 3       | A428, between A1303 and M11-A14 | EB   | 91029-91031 | 1061 | 1541 | 481   | 45%     | 13.3 | ✗    | ✗   | ✗       |
| 4       | A428, between M11-A14 and A1303 | WB   | 91032-91030 | 722  | 706  | -16   | -2%     | 0.6  | ✓    | ✓   | ✓       |

The model compared well to 2015 counts in Tables C.1.2 (calibration), as would be expected as these counts would have been used in matrix estimation, but also those in C.4.1 (validation) which are independent counts held back for validation on a separate screenline.

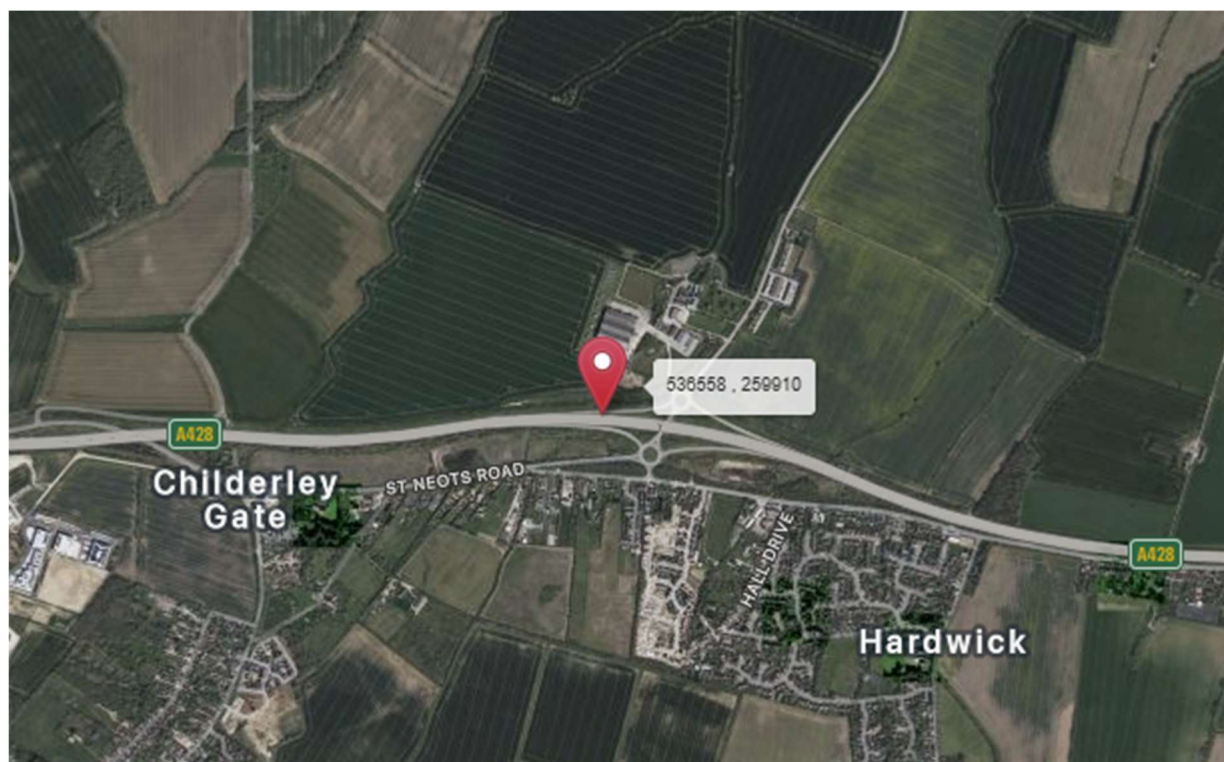
Comparisons against the one count on the A428 from 2019 however showed a marked difference between observed and modelled flows in the eastbound direction in the AM, as shown here in the extract from C.5.3.

This is the count location that has been specifically raised in the FOI (EIR) request.

It was apparent that while the modelled flow had not changed very much from the 2015 model to the '2019' model, the observed flow at the same location had dropped from 1616 to 1061. This reflects the impact of the A14 roadworks which were in place at the time and diversion of traffic onto other routes. Although the model network was refined to try and reflect this (i.e. a 40mph speed limit applied on Cambridge Northern Bypass) it did not exactly replicate the observed drop in flow in the AM peak on that section of the A428. Given that this section of the A428 was some distance from the scheme it was considered that this discrepancy was not material to the assessment of the scheme, as the level of flow in the A428 corridor remained within acceptable levels.

2019 count data at a different location on the A428 was obtained which was far more pertinent to the Cambourne to Cambridge scheme as the location was closer to the scheme.

WebTRIS data was available for this point:



9474 - TMU Site 7127/2 on A428 eastbound at a minor junction between A1198 and A1303; GPS Ref: 536558;259910; Eastbound

9476 - TMU Site 7128/2 on A428 westbound at a minor junction between A1303 and A1198; GPS Ref: 536994;259834; Westbound

Data for an average Mon-Thu from March 2019 8-9 AM was used as shown below:

Eastbound – 1704 vehicles observed / 1591 modelled (-6.6%) GEH 2.8

Westbound - 1082 vehicles observed / 1049 modelled (-3.0%) GEH 1.0

This is well within TAG criteria.

It was also noted that the future year models used for the Outline Business Case include both the A14 improvements and the A428 Black Cat to Caxton Gibbet Improvement Scheme.

## Complaints

We hope this information is helpful but if you are unhappy with the service you have received in relation to your request and wish to make a complaint or request a review, you should write to Information Management, at either [foi@cambridgeshire.gov.uk](mailto:foi@cambridgeshire.gov.uk) or by post at Information Governance Team - SCO2306, Cambridgeshire County Council, PO Box 761, Huntingdon PE29 9QR within 40 days of the date of this e-mail.

If you are not content with the outcome of the internal review, you have the right to apply directly to the Information Commissioner for a decision. The Information Commissioner (ICO) can be contacted at: Information Commissioner's Office, Wycliffe House, Water Lane, Wilmslow, Cheshire SK9 5AF, or via their website: <https://ico.org.uk>.

Generally, the ICO will not undertake a review or make a decision on a request until the internal review process has been completed.