



Greater Cambridge Partnership

CAMBOURNE TO CAMBRIDGE

Technical Report 12 – Traffic and Transport





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CONTENTS

CONTENTS

1	INTRODUCTION	1
1.1	OVERVIEW	1
1.2	C2C SCHEME	1
1.3	ASSESSMENT OF TRANSPORT EFFECTS	1
1.4	MAKING CONNECTIONS	1
2	PLANNING AND TRANSPORT POLICY	3
2.1	OVERVIEW	3
2.2	PLANNING POLICY	3
2.3	TRANSPORT POLICY	5
3	METHODOLOGY SUMMARY	7
3.1	OVERVIEW	7
3.2	SCOPE OF ASSESSMENT	7
3.3	TRAFFIC AND TRANSPORT IMPACTS	8
3.4	SCOPING PROCESS	9
3.5	BASIS FOR THE ASSESSMENT	9
3.6	RECEPTORS	10
3.7	SENSITIVITY OF RECEPTORS	10
3.8	MAGNITUDE OF IMPACT	12
3.9	ASSESSMENT OF EFFECTS	14
4	EXISTING TRANSPORT CONDITIONS	15
4.1	STUDY AREA	15
4.2	ACTIVE TRAVEL	15



4.3	PUBLIC TRANSPORT	17
4.4	ACCIDENT HISTORY	19
4.5	EXISTING TRAFFIC FLOWS – ST NEOTS ROAD	21
5	FUTURE TRANSPORT CONDITIONS WITHOUT C2C SCHEME	23
5.1	OVERVIEW	23
5.2	ACTIVE TRAVEL NETWORK	23
5.3	HIGHWAY NETWORK PERFORMANCE	23
6	FUTURE TRANSPORT CONDITIONS WITH C2C SCHEME	27
6.1	OVERVIEW	27
6.2	ACTIVE TRAVEL NETWORK	27
6.3	HIGHWAY NETWORK PERFORMANCE	27
7	COMPARISON OF 2041 DO MINIMUM AND DO SOMETHING SCENARIOS	30
7.1	OVERVIEW	30
7.2	HIGHWAY NETWORK PERFORMANCE	30
7.3	TRAFFIC FLOWS	30
8	CONSTRUCTION	35
8.1	OVERVIEW	35
8.2	CODE OF CONSTRUCTION PRACTICE	35
8.3	CONSTRUCTION TRAFFIC MANAGEMENT PLAN	35
8.4	PROGRAMME	36
8.5	CONSTRUCTION TRAFFIC NUMBERS	36
8.6	CONSTRUCTION ROUTES	36
8.7	TEMPORARY TRAFFIC SIGNALS AND ROUTE DIVERSIONS	37
8.8	IMPACT ASSESSMENT	37
9	ASSESSMENT OF C2C TRAFFIC AND TRANSPORT EFFECTS	39
9.1	OVERVIEW	39



9.2 CONSTRUCTION PHASE	39
9.3 OPERATIONAL PHASE	39
9.4 MITIGATION AND RESIDUAL EFFECTS	41
10 CUMULATIVE IMPACTS	45
<hr/>	
10.1 OVERVIEW	45
10.2 CONSTRUCTION IMPACT	45
10.3 OPERATIONAL IMPACT	45
11 CONCLUSIONS	46
12 REFERENCES	47
APPENDIX A – STUDY AREA	
APPENDIX B – SENSITIVITY OF NON-MOTORISED USERS	
APPENDIX C – SENSITIVITY OF MOTORISED USERS (DRIVER DELAY)	
APPENDIX D – SENSITIVITY OF MOTORISED USERS (ROAD SAFETY)	
APPENDIX E – LINK SCREENING	
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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 (C2C 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 C2C Scheme.
- 1.1.3. Data used in this Technical Report have been drawn from the Transport Assessment (TA) prepared as part of the C2C 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 C2C SCHEME

- 1.2.1. The C2C Scheme will provide a new 13.6km long dedicated busway that will connect Cambourne with the west of Cambridge. The C2C Scheme will also include a new travel hub (a park and ride facility) that will be situated on the north side of the A428 at Scotland Farm, to the south of Dry Drayton.
- 1.2.2. A key point is that the C2C 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 Guidelines for the Environmental Assessment of Road Traffic (GEART) published by the Institute of Environmental Assessment in 1993 (now Institute of Environmental Management and Assessment (IEMA)) (Ref 12.1).
- 1.3.2. This ES Technical Report is to be read in conjunction with the Transport Assessment for the C2C Scheme.
- 1.3.3. The IEMA has recently published its “Environmental Assessment of Traffic and Movement” (July 2023). This document replaces the 1993 guidelines referenced in paragraph 1.3.1 above. The new IEMA guidelines were published after the transport assessment undertaken for both the Transport Assessment report and this ES report.
- 1.3.4. The assessment methodology and assessment criteria in both the IEMA’s 1993 and 2023 are very similar. It is therefore considered that the results of the traffic and transport environmental of the C2C Scheme, as described within this report, would be the same irrespective of which version of the IEMA guidelines was used.

1.4 MAKING CONNECTIONS

- 1.4.1. The GCP’s Making Connections scheme includes 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. The GCP undertook an extensive public consultation on Making Connections during the latter part of 2022 (the consultation closed in December 2022).

1.4.3. It is expected that the TWAO application for the C2C Scheme will precede Cambridgeshire County Council's decision whether to proceed with Making Connections. This Technical Report therefore considers two scenarios: Without Making Connections and With Making Connections.

2 PLANNING AND TRANSPORT POLICY

2.1 OVERVIEW

2.1.1. The principal extant and emerging planning and transport policy relevant to the C2C Scheme is briefly outlined 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 July 2021, 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 110] 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 111] 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 112] 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 113] 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”.

South Cambridgeshire Local plan (2018)

- 2.2.6. The South Cambridgeshire Local Plan was adopted in 2018 by South Cambridgeshire District Council, replacing the previous South Cambridgeshire Local Development Framework.
- 2.2.7. 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.
- 2.2.8. 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.
- 2.2.9. 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

- 2.2.10. 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.
- 2.2.11. 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.
- 2.2.12. 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.
- 2.2.13. 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 Strategy for Cambridge and South Cambridgeshire (2014)

- 2.3.1. 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.
- 2.3.2. The TSCSC provides a detailed policy framework and programme of schemes for the area to address current issues.
- 2.3.3. 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.
- 2.3.4. 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”
- 2.3.5. 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.
- 2.3.6. 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.
- 2.3.7. 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.

Local Transport Plan (2020)

- 2.3.8. In May 2017, the Cambridgeshire and Peterborough Combined Authority (CPCA) was formed as part of the devolution deal agreed with Central Government. The CPCA now has the strategic transport powers and is the Local Transport Authority for the Cambridgeshire and Peterborough area. The CPCA sets the overall transport strategy for Cambridgeshire and Peterborough.
- 2.3.9. The Combined Authority published its Local Transport Plan in January 2020. The Local Transport Plan sets out the vision, goals and objectives that define how transport will support the CPCA's growth ambition.
- 2.3.10. The 2020 Local Transport Plan will be superseded by the CPCA's Local Transport and Connectivity Plan described below.

Draft Local Transport and Connectivity Plan

- 2.3.11. The Local Transport and Connectivity Plan (LTCP) is the Combined Authority's long-term strategy to improve transport in Cambridgeshire and Peterborough. All future transport projects for Cambridgeshire and Peterborough will be guided by the LTCP.

2.3.12. 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”.

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 C2C Scheme. The methodology for the assessment was described in the Traffic and Transport ES Scoping Report¹.

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 C2C 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 Guidelines for the Environmental Assessment of Road Traffic in order to evaluate the following traffic and transport impacts:

- Severance;
- Pedestrian delay;
- Pedestrian amenity;
- Fear and intimidation;
- Driver delay; and
- Accidents and 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 C2C Scheme.

3.2.4. The C2C Scheme will not generate a significant number of hazardous loads during either its construction or operation phases. As such the effects of hazardous 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 11.2 of the IEMA guidance advise the need for clear distinction between impact and effect to demonstrate the difference between the characteristics of the impacts and the significance of the effect:

“The assessment stage of the EIA should follow a clear progression from the characterisation of impact to the assessment of the significance of effects taking into account the evaluation of the sensitivity and value of the receptors.... many EIA practitioners distinguish impact from effect in order to demonstrate the difference between the characteristics of the impacts and the significance of the effect.”

¹ Greater Cambridge Partnership, ES Scoping Report, February 2022

3.2.7. For transparent and systematic identification of likely significant environmental effects from the C2C Scheme, the use of the terms ‘impact’ and ‘effect’ will follow the below definition:

- Impacts: changes resulting from an action; and
- Effects: the consequences of impacts for particular groups of receptors.

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)² and contained within Chapter 6 of the ES³ and supporting appendices⁴ will, as minimum, be implemented. It should be noted that the IEMA guidelines state that:

‘...for many effects there are no simple rules or formulae which define the thresholds of significance and there is, therefore, a need for interpretation and judgement on the part of the assessor, backed-up by data or quantified information wherever possible. Such judgements will include the assessment of the numbers of people experiencing a change in environmental impact as well as the assessment of the damage to various natural resources.’

3.3.4. 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

3.3.5. Severance is the perceived division that can occur within a residential area if it becomes separated by a major traffic artery 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.

3.3.6. 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. The IEMA guidelines state that marginal changes in traffic flow are unlikely to create or remove severance.

Driver Delay

3.3.7. 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

² Code of Construction Practice (Document reference: C2C-26-00-Code of Construction Practice).

³ Environmental Statement (Document reference: C2C-10-00-Environmental Statement (Volume 1)).

⁴ Environmental Statement (Document reference: C2C-11-00-Environmental Statement (Volume 2 – Appendices)).

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

- 3.3.8. 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.
- 3.3.9. 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.

Pedestrian Amenity

- 3.3.10. 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.
- 3.3.11. The IEMA guidelines note 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.

Fear and Intimidation

- 3.3.12. The scale of fear and intimidation experienced by pedestrians 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.
- 3.3.13. 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.

Accidents and Safety

- 3.3.14. Where a proposed development is expected to produce a change in the character of the traffic on the local road network, as a result of increased HGV movements for example, the IEMA guidelines state the implications of local circumstances or factors which may elevate or lessen risks of accidents, such as junction conflicts, would require assessment in order to determine the potential significance of accident risk.

3.4 SCOPING PROCESS

- 3.4.1. The IEMA guidance provides 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%)
 - 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 C2C Scheme in 2041 without and with Making Connections have been assessed using Cambridgeshire County Council's CSRSM transport model. Further information on the

strategic modelling undertaken to support the C2C Scheme is provided in the C2C Scheme Transport Assessment.

- 3.5.2. The traffic and transport effects of the C2C Scheme have been established by comparing the results of the 2041 Do-Minimum “without C2C” scenarios with the traffic volumes of the 2041 Do-Something “with C2C” scenarios. This comparison enables the effect of the C2C 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

Non-Motorised User Sensitivity

- 3.7.1. The criteria used for determining the sensitivity of non-motorised users are set out Table 3.1. These criteria have been derived based on the IEMA guidance.

Table TR12-3-1- 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

3.7.2. 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 3.2 below.

Table TR12-3-2- 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

- 3.7.3. With regards to accidents and safety, the IEMA guidance states at paragraph 4.42 that:
“Professional judgement will be needed to assess the implications of local circumstances, or factors, which may evaluate or lessen the risk of accidents, e.g., junction conflicts”.
- 3.7.4. The sensitivity of motorised users (road safety) in the study area is based on the thresholds set out in Table 3.3 below.

Table TR12-3-3- 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 3.4 have been used to determine the magnitude of impacts.
- 3.8.3. Table 3.4 provides a summary of the criteria used for the assessment of magnitude of impacts. This is based on IEMA guidance 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.

Table TR12-3-4- 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 of up to 1400 vehicles per hour, or Pedestrian delay increases by up to 2 seconds	Change in two-way traffic flow of greater than 1400 vehicles per hour, and Pedestrian delay increases by between 2 and 5 seconds	Change in two-way traffic flow of greater than 1400 vehicles per hour, and Pedestrian delay increases by between 5 and 10 seconds	Change in two-way traffic flow of greater than 1400 vehicles per hour, and Pedestrian delay increases by greater than 10 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	Change in 18hr average traffic flow of up to 600 vehicles per hour Change in 18hr HGV flow of up to 1,000 vehicles Change in average speed over 18 hrs less than 10 mph	Change in 18hr average traffic flow of between 600 and 1,200 vehicles per hour Change in 18hr HGV flow of between 1,000 and 2,000 vehicles Change in average speed over 18 hrs 10-15 mph	Change in 18hr average traffic flow of between 1,200 and 1,800 vehicles per hour Change in 18hr HGV flow of between 2,000 and 3,000 vehicles Change in average speed over 18 hrs 15-20 mph	Change in 18hr average traffic flow of greater than 1,800 vehicles per hour Change in 18hr HGV flow of greater than 3,000 vehicles Change in average speed over 18 hrs greater than 20 mph
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 C2C 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 3.5 below.

Table TR12-3-5- 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 C2C Scheme could be expected to have a very significant effect (either positive or negative).
 - **Moderate effect:** where the C2C Scheme could be expected to have a noticeable effect (either positive or negative).
 - **Minor effect:** where the C2C 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 C2C 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

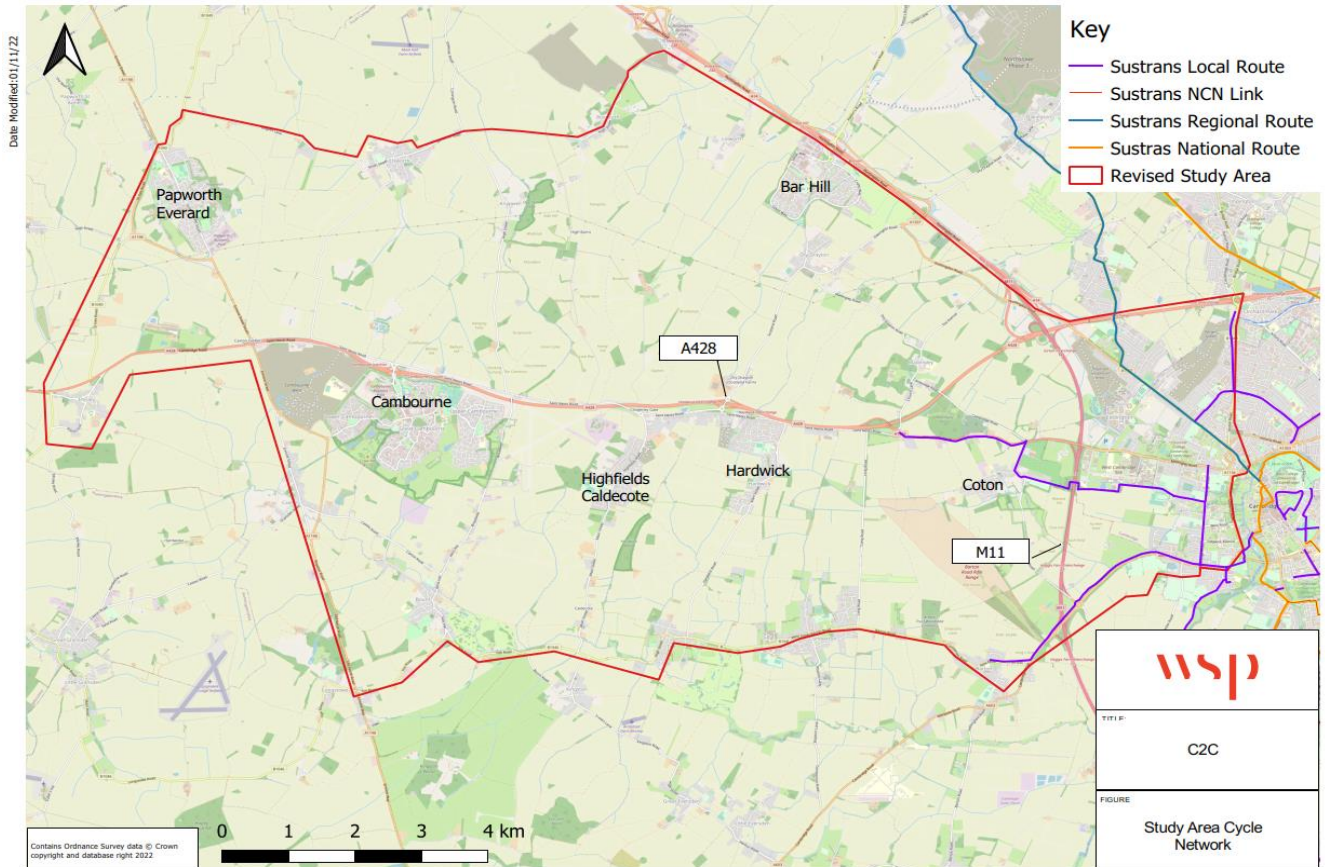
4.2.2. The existing cycle linkage between the area west of Cambridge and Cambridge itself is poor. The M11 motorway acts as a barrier, with cyclists having to use Junctions 12 and 13 or the intermediate cycle crossing east of Coton to get across the motorway.

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 C2C 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.

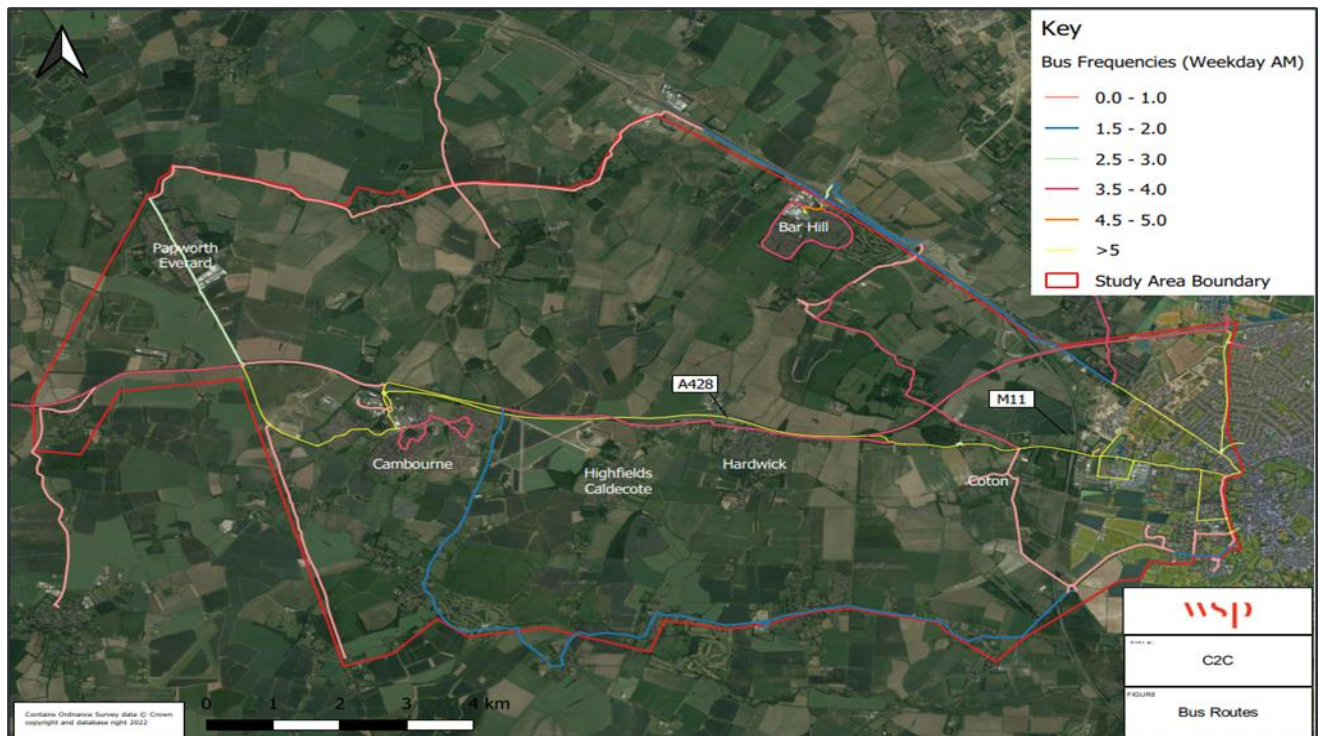
4.3 PUBLIC TRANSPORT

- 4.3.1. The existing public transport arrangements are described below.

Bus Network

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



- 4.3.2. 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.
- 4.3.3. 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 November 2022).
- 4.3.4. 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.
- 4.3.5. The average journey time between Cambourne and Cambridge is around 30 minutes, extending to 50 minutes on some services.
- 4.3.6. 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.
- 4.3.7. 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

- 4.3.8. There are no railway stations along the route of the C2C scheme. The nearest railway station to the C2C 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.
- 4.3.9. 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.

4.4 ACCIDENT HISTORY

- 4.4.1. Personal Injury Accident (PIA) data has been obtained for the period between January 2017 and May 2022. A plan showing the PIA recorded on the highway network in the study area is shown in Plate TR12-4-4 below. Table 4.4 provides a summary of the recorded collisions.

Plate TR12 4-4: PIA in Study Area

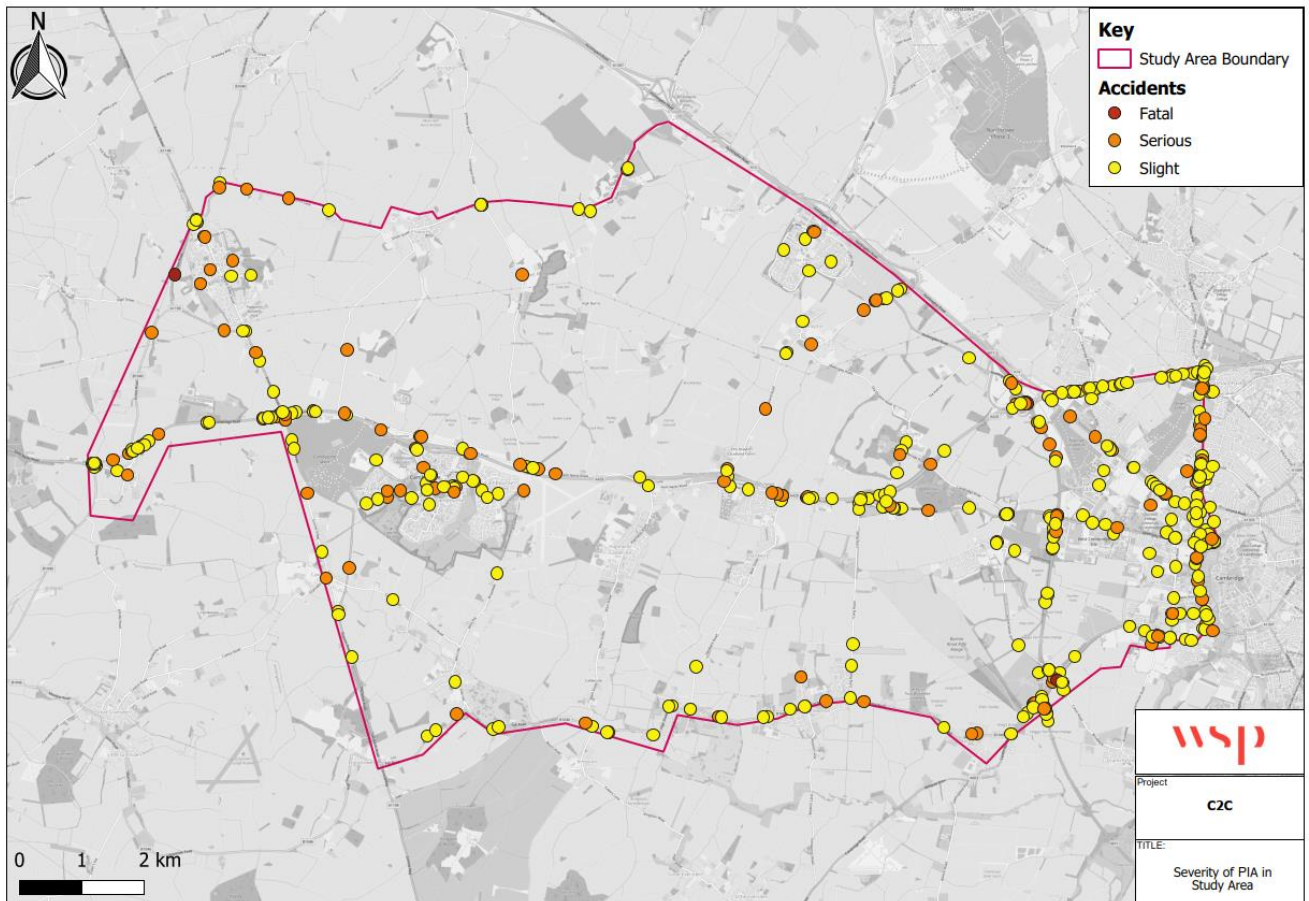


Table TR12-4-1: PIA in Study Area between January 2017 and May 2022

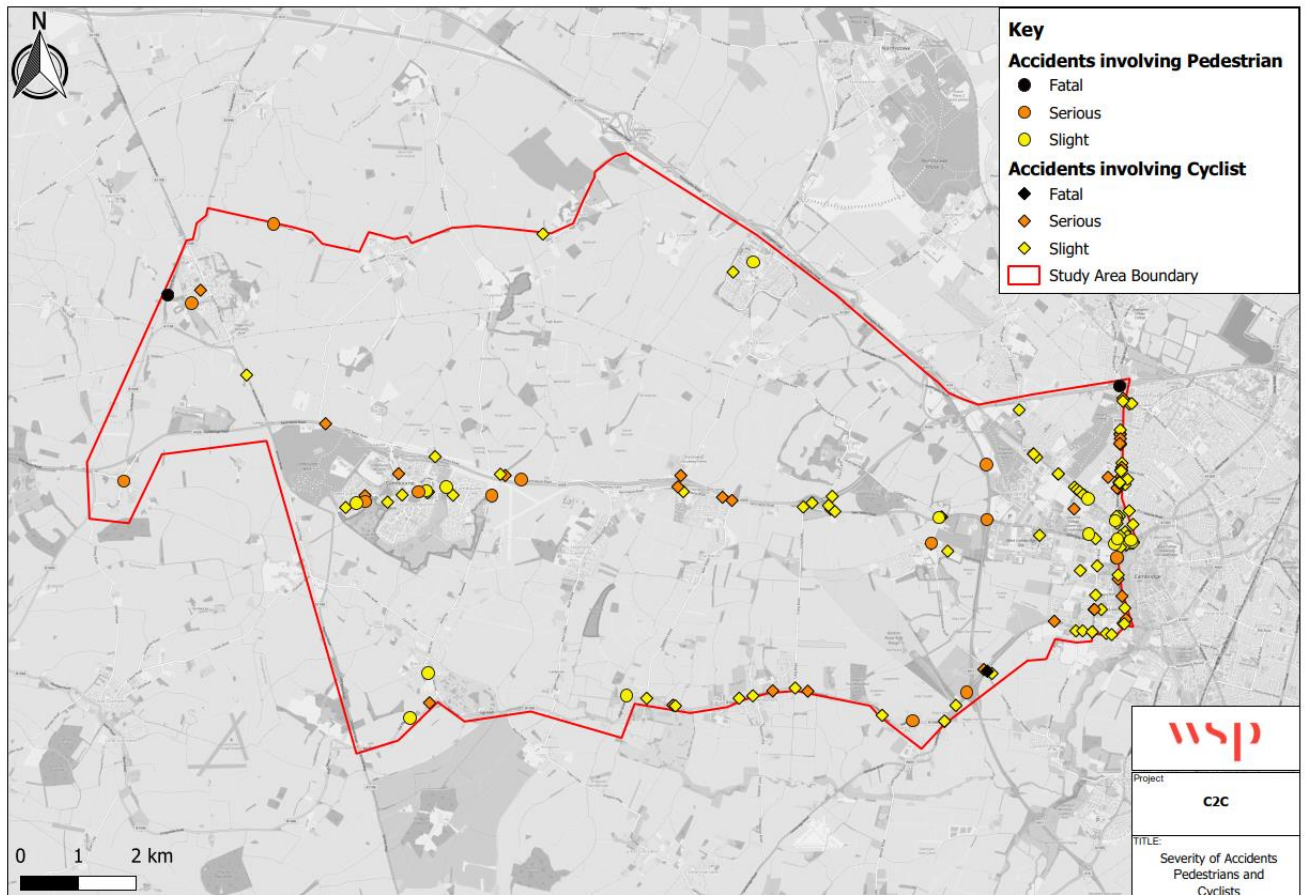
Year	Slight	Serious	Fatal	Total
Total	402	143	5	550

4.4.2. Of the 550 PIAs recorded in the study 159 involved a cyclist and 31 involved a pedestrian. Table 4.5 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 TR12-4-2: Pedestrian and Cyclist PIA

Severity	Pedestrian	Cyclist	Total
Slight	15	117	132
Serious	14	41	55
Fatal	2	1	3
Total	31	159	190

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 are clusters of accidents within the built-up areas of Cambourne and Cambridge.
- 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. 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 4.5 and Table 4.6 below.

Table TR12-4-3- 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
3807	614	54	70	101	186	4832

Table TR12-4-4 - 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
2676	448	40	49	103	231	3547

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 4.7 and Table 4.8 below.

Table TR12-4-5 - 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
2662	445	40	49	85	237	3518

Table TR12-4-6 - 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
3057	444	36	53	76	235	3901

- 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 C2C 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 C2C 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 C2C 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. The Comberton Greenway was taken to public consultation in July 2022. There is no firm programme for its delivery.

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.

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

PM peak

5.3.10. 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.

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

WITH MAKING CONNECTIONS

5.3.12. 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.

5.3.13. 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

5.3.14. 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;

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

Interpeak

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

- Broad Street northbound – junction with Cambourne Road.

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

PM peak

5.3.18. 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).

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

6 FUTURE TRANSPORT CONDITIONS WITH C2C 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 C2C 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 C2C 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 C2C Scheme intersects four PRowS. At these locations new crossing facilities will be provided to minimise the impact of the C2C 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 C2C Scheme have been coded into the CSR 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 C2C 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 C2C 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 SOMETHING 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 C2C 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 C2C 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 C2C Scheme.

7.3 TRAFFIC FLOWS

7.3.1. Tables 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 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	5013	5026	0%
85	St Neots Road, east of Scotland Road	436	500	15%
87	Cambridge Road (North), Hardwick	429	424	-1%
38	Long Road	110	108	-2%
34	Granchester Road, Coton	602	612	2%
39	B1046 Comberton	287	286	0%
36	B1046 Barton	413	424	3%
15	Scotland Road, north of travel hub	1119	968	-13%
55	Scotland Road, south of travel hub	1119	1287	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 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	4344	4317	-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%
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 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	5827	5794	-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	1058	985	-7%
55	Scotland Road, south of travel hub	1058	1322	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 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	5039	5041	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	1252	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 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	4050	4057	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%
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 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	5685	5684	0%
85	St Neots Road, east of Scotland Road	494	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	1038	934	-10%
55	Scotland Road, south of travel hub	1038	1330	28%

8 CONSTRUCTION

8.1 OVERVIEW

8.1.1. GCP has appointed Milestone Contracting Ltd to provide ECI (early contractor involvement) advice for the C2C 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 C2C Scheme. The CoCP describes the control measures, practices and standards to be implemented throughout construction of the C2C 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 C2C 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 C2C 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 C2C Scheme will take 24 months. At this stage, the construction programme extends from Q1 2025 to Q4 2026. However, it is emphasised that these dates (and the construction timings described below) are liable to change as the C2C 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 8.1 below identifies the maximum number of daily vehicle movement numbers for each part of the C2C 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 26	64	13	127
Travel hub	118	Oct 25	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 C2C 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 C2C 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 C2C 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 C2C 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 C2C 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 C2C 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 C2C Scheme.

Highway Impacts

- 8.8.4. Peak construction vehicle numbers for each component part of the C2C Scheme are identified by Table 8.1 above. It is considered that the number of construction vehicle trips generated by the C2C 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 C2C 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 C2C 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 C2C 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 C2C 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 C2C Scheme construction areas;
- St Neots Road
 - Long Road (north section)
 - 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 Tables 3.1, 3.4 and 3.5 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 C2C Scheme construction activity on this residential frontage has been assessed as described below.
- 9.2.6. Based on the criteria described in Table 3.1, 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 3.4 is very low for all impact items. Therefore, the resultant construction effects on severance, pedestrian delay, pedestrian 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 C2C 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 C2C 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 C2C Scheme does not generate traffic, this result is to be expected. It is reasonable to conclude that the impact of the C2C 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 C2C Scheme, as examined by Tables 7.1 to 7.6 above) have been scoped out of the operational assessment (using Rules 1 and 2). It follows that the C2C 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 C2C Scheme. Tables 7.1 to 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 C2C Scheme, for both without and with Making Connections.
- 9.3.5. The information presented in Tables 7.1 to 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 Tables 7.1 to 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 3.4, the magnitude of change with regards to severance is considered to be very low. Because of the presence of residential frontage, the highway links have been assessed as medium sensitivity (from Table 3.1).
- 9.3.8. From Table 3.5, the operational effect of the C2C Scheme on severance is considered to be **negligible**.

Pedestrian Delay

- 9.3.9. Comparing traffic flows in Tables 7.1 to 7.6, and referring to Table 3.4, the magnitude of change with regards to pedestrian delay is considered to be very low. As outlined above, because of the presence of residential frontage, the highway links have been assessed as medium sensitivity (from Table 3.1).
- 9.3.10. From Table 3.5, the operational effect of the C2C Scheme on pedestrian delay is considered to be **negligible**.

Pedestrian Amenity

- 9.3.11. Comparing traffic flows in Tables 7.1 to 7.6, and referring to Table 3.4, the magnitude of change with regards to pedestrian amenity is considered to be very low. As outlined above, because of the

presence of residential frontage, the highway links have been assessed as medium sensitivity (from Table 3.1).

- 9.3.12. From Table 3.5, the operational effect of the C2C Scheme on pedestrian amenity is considered to be **negligible**.

Fear and Intimidation

- 9.3.13. Comparing traffic flows in Tables 7.1 to 7.6, and referring to Table 3.4, the magnitude of change with regards to fear and intimidation is considered to be very low. As outlined above, because of the presence of residential frontage, the highway links have been assessed as medium sensitivity (from Table 3.1).

- 9.3.14. From Table 3.5, the operational effect of the C2C Scheme on fear and intimidation is considered to be **negligible**.

Driver Delay

- 9.3.15. Comparing traffic flows in Tables 7.1 to 7.6, and referring to Table 3.4, the magnitude of change with regards to fear and intimidation is considered to be very low. The local highway assessed in Tables 7.1 to 7.6 will not be operating at capacity in 2041 and it has been assessed as very low sensitivity (from Table 3.2).

- 9.3.16. From Table 3.5, the operational effect of the C2C 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 Chapter 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 clusters 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 C2C Scheme would cause a very low change to the current accident situation. The sensitivity of the highway network to accidents arising from the C2C Scheme is considered to be low.

- 9.3.20. From Table 3.6, the operational effect of the C2C Scheme on accidents and road safety is considered to be **negligible**.

9.4 MITIGATION AND RESIDUAL EFFECTS

Mitigation

- 9.4.1. The CSRSM 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 (ie without and with the C2C Scheme). Comparison of the results between the two scenarios identifies the effect produced by the C2C 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 C2C Scheme, is predicted to be small. It is for that reason that the effect of the C2C 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 C2C 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 C2C 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 C2C 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 C2C Scheme.
- 9.4.6. As noted above, the C2C Scheme will not have a material operational traffic and transport impact. No operational mitigation measures are to be provided as part of the C2C Scheme.

Residual Effects

- 9.4.7. It is considered that the C2C 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 C2C Scheme.

10.2 CONSTRUCTION IMPACT

- 10.2.1. The construction of the C2C 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 C2C 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 C2C 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 C2C 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 C2C Scheme with local plan growth will not be significant.

11 CONCLUSIONS

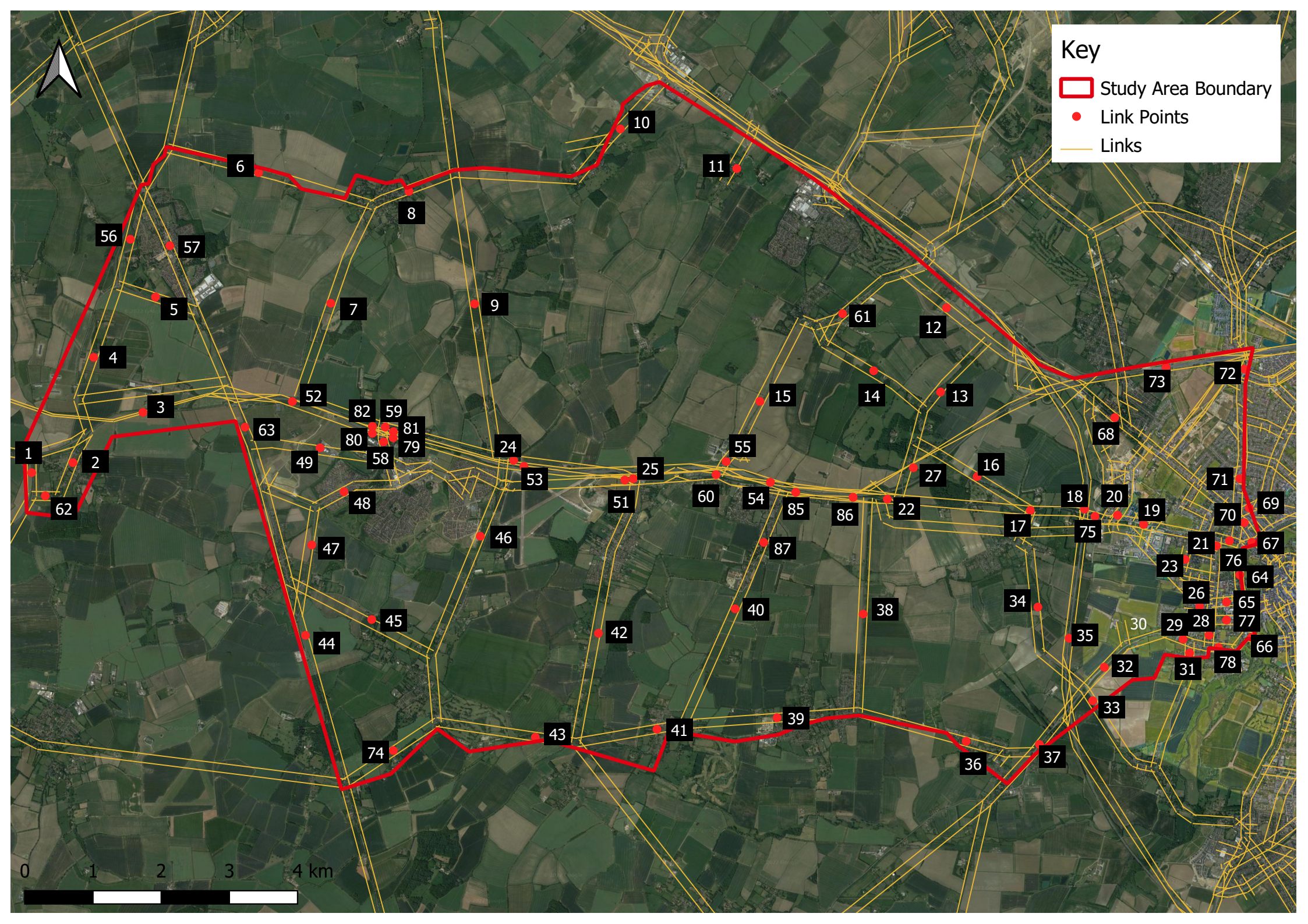
- 11.1.1. The construction of the C2C Scheme is predicted to result in a minor temporary change in vehicle and person trip movements against its baseline conditions, and thus minimal change in transport conditions. The assessments have shown that the traffic and transport effects arising from the construction of the C2C Scheme will result in a negligible effect on baseline conditions. The cumulative effect of construction traffic associated with C2C and Bourn Airfield will be negligible.
- 11.1.2. The C2C 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 C2C Scheme will also improve connectivity to the existing PRoW network, with pedestrian, cycle and equestrian crossing facilities provided where the C2C Scheme intersects the existing PRoW network.
- 11.1.3. The operation of the C2C 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 C2C Scheme will have minimal impacts on existing traffic flows on the local and strategic highway network.
- 11.1.4. Overall, the C2C 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 C2C 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 C2C 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 C2C Scheme will have negligible construction and operational effects.

12 REFERENCES

- 12.1 The Guidelines for the Environmental Assessment of Road Traffic (Institute of Environmental Assessment) (1993)



APPENDIX A – STUDY AREA



Key

- Study Area Boundary
- Link Points
- Links

0 1 2 3 4 km



APPENDIX B – SENSITIVITY OF NON-MOTORISED USERS

Point	Link	Location	Receptor Sensitivity	Qualification
1	B1040, west of Etsley	Etsley	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, Etsley	Etsley	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 Etsley and Caxton Gibbett	Etsley	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 Etsley	Etsley	Very Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc)
5	A1398, 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	Rogers 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 Barkley 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	A1203 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	Edlington 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 (adjacent north to Madingley 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 Grancheston Road, Cambridge	Cambridge	Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc)
31	Granchester 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	Granchester Road, south of Coton	Coton	Very High	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 Rayston Road, east of Bourne	Bourne	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	Bourne	Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc)
46	A2198, south of School Lane, east of Caxton	Cambourne	Low	High sensitive receptors (a high concentration of residential dwellings, education and medical facilities with significant pedestrian/cycle desire lines)
47	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 Gibbett 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	A1398, 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/Cambourne Road/A428 roundabout	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 Etsley	Etsley	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 Akem 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 Bourne	Bourne	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 and no pedestrian / desire lines etc) such as a rural area.
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)

	V/C >= 100
	V/C Between 85 and 100
	High <=90s
	Medium <=90s and >80s
	Low <=10s and >30s
	Very Low <= 0s and 10s

Link ID	Junction	Arm	PM DM MC 2041			
			V/C	Sensitivity	Actual Flow (PCUs)	Delay (s)
67	1	A1134 Northampton St (EB)	81.07	Medium	23.72	112.74
67			94.85	High	308.81	106.41
67			90.41	High	85.61	115.84
70	1	A1307 Castle Street	0.41	Very Low	0.02	187.60
70			84.15	Medium	51.44	185.95
70			79.57	Medium	30.67	186.05
82	2	A1303 Madingley Rd (WB)	0.00	Very Low	0.00	20.20
82			43.81	Low	382.11	20.21
21			78.03	Medium	59.07	138.16
21	3	A1303 Madingley Rd (WB)	44.14	Low	13.17	138.21
76			27.96	Low	330.75	7.42
76			96.37	High	559.39	79.65
70	4	Castle St (NB)	60.45	Medium	588.53	17.72
70			88.28	High	482.00	53.80
64			100.35	High	603.30	43.83
64	5	A1134 Queen's Rd (NB)	109.35	High	225.08	47.16
76			34.52	Low	214.53	10.79
76			36.92	Low	238.16	14.13
67	6	A1303 Madingley Rd (EB)	28.33	Low	159.58	10.84
67			41.73	Low	289.02	14.17
68			55.75	Medium	660.68	7.72
20	8	Edlington Ave (SB)	1.82	Very Low	27.37	1.22
20			0.00	Very Low	0.00	5.01
66			100.00	High	987.50	61.31
29	11	A603 Barton Rd (WB) Ped Xing	100.00	High	790.00	68.83
29			68.07	Medium	537.76	14.66
78			100.70	High	795.57	86.72
66	13	A1134 The Fen Causeway (WB) Ped Xing	100.00	High	987.50	63.10
75			98.91	High	745.31	72.28
20			2.91	Very Low	2.32	50.30
20	15	Edlington Avenue	13.45	Very Low	29.21	50.30
20			82.75	Medium	178.00	55.52
32			0.00	Very Low	0.00	17.99
32	24	A603 Barton Rd (SB)	79.93	Medium	684.37	21.74
32			41.92	Low	124.01	25.49
32			0.00	Very Low	0.00	29.24
33	24	Coton Rd	105.06	High	241.60	212.71
33			324.14	High	324.14	216.46
33			0.00	Very Low	0.00	220.21
33	24	Coton Rd	0.00	Very Low	0.00	223.96
37			63.96	Medium	665.23	11.11
37			40.62	Low	256.40	14.86
37	25	A603 Cambridge Rd (NB)	0.00	Very Low	0.00	22.36
16			10.15	Very Low	54.40	7.44
16			16.58	Very Low	26.64	24.45
16	27	Cambridge Rd (SB)	0.00	Very Low	0.00	24.45
17			0.00	Very Low	0.00	2.90
17			34.55	Low	527.42	2.90
17	28	A1303 Madingley Rd (EB)	76.57	Medium	266.79	23.75
17			101.87	High	172.41	73.61
17			101.87	High	1135.26	75.61
17	28	A1303 Madingley Road (WB)	0.01	Very Low	0.00	79.61
17			0.00	Very Low	0.00	81.61
22			0.01	Very Low	0.00	12.24
22	28	St Neots Road (EB)	9.20	Very Low	46.22	16.24
22			21.25	Low	123.05	18.24
22			0.00	Very Low	0.00	20.24
82	32	A428 EB off-slip	100.77	High	13.87	56.49
82			0.00	Very Low	0.00	58.99
82			0.00	Very Low	221.51	61.49
82	32	A428 EB off-slip	0.00	Very Low	0.00	63.99
82			100.77	High	472.21	66.49
58			5.99	Very Low	39.30	9.51
58	33	Cambourne Rd (SB)	66.73	Medium	1235.99	13.26
58			25.08	Low	206.26	17.01
58			0.00	Very Low	0.00	20.76
58	33	Back Ln	1.64	Very Low	4.98	16.77
58			0.00	Very Low	0.00	20.52
58			18.45	Very Low	67.55	24.27
49	33	Cambourne Business Park	0.00	Very Low	0.00	28.02
49			22.66	Low	118.86	12.59
49			0.00	Very Low	0.00	16.34
49	34	A1198 SB (from Caxton Gibbet Rbt)	17.26	Very Low	84.64	20.09
63			0.00	Very Low	0.00	23.84
63			7.74	Very Low	64.64	2.06
72	36	B1049 Cambridge Rd (SB)	45.06	Low	723.47	2.06
72			37.58	Low	455.85	7.27
72			28.91	Low	350.39	27.23
72	36	Kings Hedges Rd	8.62	Very Low	38.44	23.99
72			55.37	Medium	652.20	28.24
73			72.12	Medium	936.41	1.47
73	45	A14 (EB) diverge to A14 (J32)	74.47	Medium	3680.34	1.47
60			0.00	Very Low	0.00	9.92
60			46.03	Low	403.88	11.92
60	46	St Neots Rd (EB)	17.40	Very Low	99.75	15.92
60			0.00	Very Low	0.00	17.92
37			96.94	High	920.84	29.48
37	47	A603 Cambridge Rd (SB)	97.25	High	395.37	49.68

V/C >= 100	
V/C Between 85 and 100	
High	<=90s
Medium	<=30s and >=60s
Low	<=10s and >=30s
Very Low	<= 0s and 10s

Link ID	Junction	Arm	DM Turns	DS Turns	AM DM MC 2041					
					V/C	Sensitivity	Actual Flow (PCUs)	Delay (s)		
67	1	A1134 Northampton St (EB)	11109-11002-17402	11109-11002-17402	37.84	Low	57.29	60.55		
67			11109-11002-10705	11109-11002-10705	59.40	Medium	159.03	60.55		
67		11109-11002-13001	11109-11002-13001	45.63	Low	77.03	70.42			
70		A1307 Castle Street	17402-11002-10705	17402-11002-10705	8.06	Very Low	3.38	107.21		
70			17402-11002-13001	17402-11002-13001	66.87	Medium	89.20	107.23		
70		17402-11002-11109	17402-11002-11109	26.14	Low	14.26	107.21			
82		2	A1303 Madingley Rd (WB)	11103-11102-18020	11103-11102-18020	8.97	Very Low	36.90	18.29	
82				11103-11102-14006	11103-11102-14006	53.96	Medium	502.43	18.29	
21			Grange Rd	18020-11102-14006	18020-11102-14006	68.97	Medium	45.69	138.31	
21				18020-11102-11103	18020-11102-11103	0.00	Very Low	0.00	140.24	
76	3	A1303 Madingley Rd (WB)	11105-11103-11102	11105-11103-11102	44.05	Low	393.73	16.84		
76			11105-11103-11106	11105-11103-11106	31.87	Low	217.31	18.78		
70	4	Castle St (NB)	11106-11104-14004	11106-11104-14004	17.18	Very Low	153.30	14.10		
70			11106-11104-17401	11106-11104-17401	68.30	Medium	133.67	68.83		
64	5	A1134 Queen's Rd (NB)	11107-11108-11105	11107-11108-11105	60.51	Medium	337.58	13.45		
64			11107-11108-11109	11107-11108-11109	55.59	Medium	275.77	16.79		
76		A1303 Madingley Rd (EB)	11105-11108-11109	11105-11108-11109	34.60	Low	87.48	14.93		
76			11105-11108-11107	11105-11108-11107	77.80	Medium	579.59	18.27		
67			11109-11108-11107	11109-11108-11107	56.79	Medium	238.73	15.65		
67	A1134 Northampton St (WB)	11109-11108-11105	11109-11108-11105	61.11	Medium	273.49	18.98			
68	6	A1307 Huntingdon Rd (EB) Ped Xing	11109-11108-11105	11109-11108-11105	87.67	High	1038.88	19.07		
8			Eddington Ave (SB)	17504-11215-11212	17504-11215-11212	1.83	Very Low	27.52	1.22	
20	11224-11215-11226	11224-11215-11226	0.00	Very Low	0.00	4.36				
20	11224-11215-11223	11224-11215-11223	0.00	Very Low	0.00	4.36				
66	9	A1134 The Fen Causeway (WB)	13204-13201-13610	13204-13201-13610	52.03	Medium	616.59	7.26		
29			A603 Barton Rd (WB) Ped Xing	13606-13605-13603	13606-13605-13603	46.53	Low	367.56	10.77	
29	11	A603 Barton Rd (EB) Ped Xing	13603-13605-13606	13603-13605-13606	95.41	High	753.73	44.83		
78			A603 Barton Rd (WB) Ped Xing	13702-13606-13605	13702-13606-13605	34.89	Low	367.56	5.88	
66	13	A1134 The Fen Causeway (WB) Ped Xing	13201-13610-13806	13201-13610-13806	52.03	Medium	616.59	10.04		
75			A1303 Madingley Rd (WB)	14002-14001-21603	14002-14001-21603	26.34	Low	198.46	12.63	
20	15	Eddington Avenue	11226-14007-14004	11226-14007-14004	2.27	Very Low	6.13	28.89		
20			11226-14007-14015	11226-14007-14015	41.13	Low	236.66	28.89		
20	11226-14007-14003	11226-14007-14003	34.82	Low	165.78	27.72				
32	24	A603 Barton Rd (SB)	21605-21406-21503	21605-21406-21503	0.00	Very Low	0.00	10.62		
32			21605-21406-21405	21605-21406-21405	25.90	Low	256.95	14.37		
32			21605-21406-21502	21605-21406-21502	6.11	Very Low	47.85	18.12		
32			21605-21406-21605	21605-21406-21605	0.00	Very Low	0.00	21.87		
33			Coton Rd	21503-21406-21405	21503-21406-21405	19.04	Very Low	146.17	11.07	
33				21503-21406-21502	21503-21406-21502	7.98	Very Low	53.93	14.82	
33				21503-21406-21605	21503-21406-21605	0.00	Very Low	0.00	18.57	
33				21503-21406-21503	21503-21406-21503	0.00	Very Low	0.00	22.32	
37			25	A603 Cambridge Rd (NB)	21404-21501-90004	21404-21501-90004	107.58	High	594.51	315.10
37					21404-21501-21405	21404-21501-21405	107.58	High	651.18	318.85
37	21404-21501-21404	21404-21501-21404			107.58	High	0.00	326.35		
16	27	Cambridge Rd (SB)	21707-21603-14001	21707-21603-14001	25.45	Low	120.78	9.31		
16			21707-21603-21606	21707-21603-21606	20.59	Low	37.35	22.56		
16			21707-21603-21703	21707-21603-21703	0.00	Very Low	0.00	22.56		
17			21703-21603-21707	21703-21603-21707	0.00	Very Low	0.00	21.36		
17			21703-21603-14001	21703-21603-14001	44.75	Low	676.66	21.36		
17	28	A1303 Madingley Rd (WB)	21703-21603-21606	21703-21603-21606	95.93	High	479.90	36.78		
17			21603-21703-98403	21603-21703-29502	11.61	Very Low	101.89	7.79		
17			21603-21703-91028	21603-21703-91028	39.31	Low	502.47	9.79		
17			21603-21703-21704	21603-21703-21704	0.00	Very Low	0.00	13.79		
17			21603-21703-21603	21603-21703-21603	0.00	Very Low	0.00	15.79		
22			St Neots Road (EB)	98403-21703-91028	22902-21703-91028	20.59	Low	131.77	10.41	
22				98403-21703-21704	22902-21703-21704	11.13	Very Low	63.65	14.41	
22				98403-21703-21603	22902-21703-21603	25.75	Low	176.26	16.41	
22				98403-21703-98403	22902-21703-22902	0.00	Very Low	0.00	18.41	
82			32	A428 EB off-slip	91011-22102-26202	91011-22102-26202	82.35	Medium	7.63	55.32
82	91011-22102-26210	91011-22102-26210			0.00	Very Low	0.00	57.82		
82	91011-22102-26207	91011-22102-26207			99.14	High	107.45	60.32		
82	91011-22102-91013	91011-22102-91013			0.00	Very Low	0.00	62.82		
82	91011-22102-22103	91011-22102-22103			99.63	High	438.51	65.32		
58	33	Cambourne Rd (SB)	22109-22104-22115	22109-22104-22115	5.56	Very Low	40.01	9.31		
58			22109-22104-22110	22109-22104-22110	62.12	Medium	1093.42	13.06		
58			22109-22104-22107	22109-22104-22107	15.21	Very Low	119.64	16.81		
58			22109-22104-22109	22109-22104-22109	0.00	Very Low	0.00	20.56		
58			22115-22104-22110	22115-22104-22110	1.37	Very Low	5.03	15.16		
58			22115-22104-22107	22115-22104-22107	0.00	Very Low	0.00	18.91		
58			22115-22104-22103	22115-22104-22103	7.77	Very Low	30.54	22.66		
58			22115-22104-22115	22115-22104-22115	0.00	Very Low	0.00	26.41		
49			Cambourne Business Park	22107-22104-22109	22107-22104-22109	27.52	Low	107.02	14.23	
49				22107-22104-22115	22107-22104-22115	0.00	Very Low	0.00	17.98	
49	22107-22104-22110	22107-22104-22110		45.73	Low	237.41	21.73			
49	22107-22104-22107	22107-22104-22107		0.00	Very Low	0.00	25.48			
63	34	A1198 SB (from Caxton Gibbet Rd)	22105-22106-22107	22105-22106-22107	26.16	Low	218.76	2.62		
63			22105-22106-22201	22105-22106-22201	51.70	Medium	756.64	2.62		
72			B1049 Cambridge Rd (SB)	20301-24612-20303	20301-24612-20303	66.29	Medium	833.49	9.41	
72				20301-24612-24610	20301-24612-24610	32.88	Low	460.72	22.04	
72				20303-24612-24610	20303-24612-24610	3.64	Very Low	16.68	22.86	
72	Kings Hedges Rd	20303-24612-20301	20303-24612-20301	25.09	Low	266.38	24.32			
73	45	A14 (EB) diverge to A14 (J32)	92061-92064-24611	92061-92064-24611	85.00	#N/A	1453.82	2.10		
73			92061-92064-92066	92061-92064-92066	79.39	Medium	3446.43	2.10		
60	46	St Neots Rd (EB)	21112-21101-91021	21112-21101-91021	0.00	Very Low	0.00	12.35		
60			21112-21101-21102	21112-21101-21102	70.67	Medium	620.50	14.35		
60			21112-21101-24017	21112-21101-24017	41.18	Low	180.26	18.35		
60			21112-21101-21112	21112-21101-21112	0.00	Very Low	0.00	20.35		
37	47	A603 Cambridge Rd (SB)	21501-21404-21401	21501-21404-21401	25.03	Low	366.77	1.36		
37			21501-21404-21403	21501-21404-21403	44.03	Low	174.72	11.61		



APPENDIX D – SENSITIVITY OF MOTORISED USERS (ROAD SAFETY)

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	Very 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	Low
7	Unnamed Road, between Borckley Road and St Neots Road, south of Elsworth	Elsworth	Very 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	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 (adjacent north to Madingley 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	Very Low
31	Granchester 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	Granchester Road, south of Coton	Coton	Very Low
35	M11, south of M11 Junction 13	Cambridge	Low
36	B1046 New Road, Barton	Barton	Low
37	A603 Cambridge Road, south west of M11 Junction 12	Barton	Low
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	Cambourne	Very Low
48	School Lane, Cambourne	Cambourne	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	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	Low
58	Cambourne Road, Cambourne, South of the A428	Cambourne	Low
59	St Neots Road, North of the A428, Cambourne Road and Cambourne, off the eastern arm of the St Neots/Cambourne Road/A428 roundabout	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	Low
62	Potton End, South Eltisley	Eltisley	Very Low
63	A1198 Ermine Street, south of Caxton Gibbet	Cambourne	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	Very Low
71	Histon Road, between Akeman Street and Bermuda Terrace, Cambridge	Cambridge	Low
72	Cambridge Road, south of A14, Cambridge	Cambridge	Low
73	A14, between Junction 31 and Junction 32, Cambridge	Cambridge	Medium
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
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

Road Safety - Screening 2041 PM MC

Link Point	Link Name	Receptor Sensitivity Road Safety	Total Vehicles				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 Eltisle	Low	739	737	-2	-0.3%	62	61	0	-0.8%	N/A	N/A
2	Potton End Road / The Green, Eltisle	Very Low	88	90	2	2.5%	0	1	0	107.7%	N/A	SELECTED
3	A428 Cambridge Road between Eltisle and Caxton Gibbet	Very Low	5140	5146	6	0.1%	432	432	0	0.1%	N/A	N/A
4	B1040 St Ives Road, north of Eltisle	Very Low	878	885	6	0.7%	97	97	0	0.1%	N/A	N/A
5	A1198, south of Papworth Everard	Very Low	1374	1374	-2	-0.1%	54	54	1	1.5%	N/A	N/A
6	Rogues Lane, west of Elsworth	Low	148	157	9	5.7%	87	88	1	0.6%	N/A	N/A
7	Unnamed Road, between Borckley Road and St Neots Road, south of Elsworth	Very Low	88	95	7	8.3%	34	34	0	-0.5%	N/A	N/A
8	Boxworth Road, east of Elsworth	Very Low	142	143	1	0.8%	15	16	1	7.1%	N/A	N/A
9	High Street, Knapwell	Very Low	593	605	12	2.0%	83	83	-1	-0.6%	N/A	N/A
10	Boxworth Road, north east of Boxworth	Very Low	249	280	32	12.7%	70	73	2	3.1%	N/A	N/A
11	Robin's Lane, north east of Lolworth	Very Low	143	143	0	0.1%	85	85	0	0.0%	N/A	N/A
12	A1307 Huntingdon Road, east of Dry Drayton	Very Low	836	902	66	7.9%	59	66	7	12.1%	N/A	N/A
13	The Avenue, north of Madingley	Very Low	453	491	38	8.4%	30	37	7	21.8%	N/A	N/A
14	Dry Drayton Road, between Dry Drayton and Madingley	Very Low	103	96	-7	-7.0%	44	44	0	0.3%	N/A	N/A
15	Scotland Road, north of proposed Travel Hub	Low	1038	934	-103	-10.0%	102	93	-9	-8.8%	N/A	N/A
16	Cambridge Road, north of Cambridge American Cemetery	Very Low	363	361	-3	-0.7%	64	65	1	1.6%	N/A	N/A
17	A1303 Madingley Road, between Cambridge American Cemetery and Cambridge Road	Low	2102	2040	-61	-2.9%	143	145	3	2.1%	N/A	N/A
18	M11, north of Junction 13	Low	7899	7910	11	0.1%	2041	2046	5	0.3%	N/A	N/A
19	A1303 Madingley Road, between J J Thomson Avenue and Conduit Head Road	Very Low	600	562	-38	-6.3%	44	47	4	8.8%	N/A	N/A
20	Eddington Avenue, north of A1303 Madingley Road, Cambridge	Very Low	632	633	1	0.2%	30	30	0	0.5%	N/A	N/A
21	Grange Road, south of A1303 Madingley Road	Very Low	135	84	-51	-37.7%	6	6	0	6.2%	N/A	N/A
22	St Neots Road, between Long Road and A1303 Madingley Road (adjacently north to Madingley Tower)	Low	0	0	0	0.0%	0	0	0	0.0%	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	506	424	-81	-16.1%	39	36	-3	-6.4%	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%	39	36	-3	-6.4%	N/A	N/A
26	Cranmer Road, Cambridge	Very Low	165	166	0	0.0%	18	18	0	0.1%	N/A	N/A
27	A428, south of Madingley between St Neots Road and M11 / A14, Cambridge	Low	3575	3575	-32	-0.9%	483	481	-2	-0.4%	N/A	N/A
28	Grange Road, north of A603 Barton Road, Cambridge	Very Low	409	407	-2	-0.6%	49	48	-1	-2.4%	N/A	N/A
29	A603 Barton Road, east of Granchester Road, Cambridge	Very Low	1195	1185	-10	-0.8%	131	130	-1	-1.1%	N/A	N/A
31	Grantchester Road, south of A603 Barton Road, Cambridge	Very Low	160	156	-4	-2.5%	16	17	0	2.4%	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%	141	139	-1	-1.0%	N/A	N/A
33	Coton Road, south of Haggis Farm Interchange	Medium	1021	1019	-2	-0.2%	69	72	3	4.3%	N/A	N/A
34	Grantchester Road, south of Coton	Very Low	690	692	2	0.3%	59	56	-2	-4.1%	N/A	N/A
35	M11, south of M11 Junction 13	Low	9637	9656	19	0.2%	2205	2213	8	0.4%	N/A	N/A
36	B1046 New Road, Barton	Low	696	673	-23	-3.3%	70	69	-1	-0.7%	N/A	N/A
37	A603 Cambridge Road, south west of M11 Junction 12	Low	2238	2240	2	0.1%	274	276	2	0.7%	N/A	N/A
38	Long Road, between Comberton and St Neots Road	Very Low	199	180	-19	-9.3%	22	19	-3	-13.1%	N/A	N/A
39	B1046 West Street, between Green End and Hardwick Road, Comberton	Very Low	419	424	5	1.2%	39	43	4	10.4%	N/A	N/A
40	Hardwick Road, South of Hardwick	Very Low	69	73	5	7.1%	6	7	1	10.1%	N/A	N/A
41	B1046 High Street, Toft	Very Low	505	514	10	1.9%	46	50	5	10.1%	N/A	N/A
42	Main Street, south of Caldecote	Very Low	361	393	32	9.0%	41	41	0	0.6%	N/A	N/A
43	B1046 Toft Road, between Gills Hill and Main Street	Very Low	727	763	37	5.1%	76	80	4	5.5%	N/A	N/A
44	A1198 Royston Road, east of Bourne	Very Low	1153	1159	6	0.5%	98	101	3	2.9%	N/A	N/A
45	Caxton Road, between Caxton and Crow End	Very Low	287	289	2	0.7%	24	27	3	11.8%	N/A	N/A
46	Broadway, east of Cambourne	Very Low	212	144	-68	-32.0%	56	53	-4	-6.8%	N/A	N/A
47	A1198, south of School Lane, east of Caxton	Very Low	1054	1069	15	1.4%	79	80	1	0.7%	N/A	N/A
48	School Lane, Cambourne	Low	861	841	-20	-2.4%	55	56	0	0.8%	N/A	N/A
49	Cambourne Business Park (New Link)	Very Low	430	403	-27	-6.4%	2	2	0	-3.6%	N/A	N/A
51	Wellington Way, Highfields Caldecote	Very Low	580	616	36	6.3%	9	10	1	7.7%	N/A	N/A
52	A428, east of Caxton Gibbet Roundabout	Low	5589	5673	83	1.5%	494	495	0	0.0%	N/A	N/A
53	A428, east of Cambourne	Low	5656	5683	27	0.5%	551	549	-1	-0.3%	N/A	N/A
54	A428, north of Hardwick	Low	5685	5684	0	0.0%	638	639	1	0.1%	N/A	N/A
55	Scotland Road, south of proposed Travel Hub	Low	1038	1330	292	28.1%	102	93	-9	-8.5%	N/A	N/A
56	A1198, east of Papworth Everard	Medium	2254	2258	4	0.2%	150	151	1	0.6%	N/A	N/A
57	Ermine Street North, Papworth Everard	Low	670	676	6	0.9%	78	78	0	-0.5%	N/A	N/A
58	Cambourne Road, Cambourne, South of the A428	Low	2528	2437	-91	-3.6%	143	143	0	0.1%	N/A	N/A
59	St Neots Road, North of the A428, Cambourne Road and Cambourne, off the eastern arm of the St Neots/Cambourne Road/A428 roundabout	Very Low	856	777	-80	-9.3%	32	33	0	0.8%	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%	92	89	-3	-3.7%	N/A	N/A
61	Oakington Road, Dry Drayton	Low	1032	932	-99	-9.6%	90	82	-9	-9.6%	N/A	N/A
62	Potton End, South Eltisle	Very Low	88	90	2	2.5%	0	1	0	107.7%	N/A	SELECTED
63	A1198 Ermine Street, south of Caxton Gibbett	Low	2007	1969	-38	-1.9%	97	98	1	0.7%	N/A	N/A
64	A1134 Queens Road, south of Madingley Road, Cambridge	Low	1226	1224	-2	-0.2%	115	114	-1	-0.9%	N/A	N/A
65	West Road, Cambridge	Very Low	400	392	-8	-2.0%	35	34	-1	-3.9%	N/A	N/A
66	The Fen Causeway, Cambridge	Very Low	1697	1699	2	0.1%	167	167	0	-0.2%	N/A	N/A
67	Northampton Street, Cambridge	Low	829	835	6	0.8%	74	76	2	2.4%	N/A	N/A
68	Huntingdon Road, south of A14, Cambridge	Low	1545	1529	-16	-1.0%	114	113	-1	-0.7%	N/A	N/A
69	Victoria Road, Cambridge	Very Low	946	934	-12	-1.2%	80	79	0	-0.4%	N/A	N/A
70	Castle Street, Cambridge	Very Low	4	372	368	9.0%	26	25	-1	-3.0%	N/A	N/A
71	Histon Road, between Alcanan Street and Bermuda Terrace, Cambridge	Low	615	615	0	0.0%	58	58	0	0.1%	N/A	N/A
72	Cambridge Road, south of A14, Cambridge	Low	2247	2218	-29	-1.3%	245	245	0	0.1%	N/A	N/A
73	A14, between Junction 31 and Junction 32, Cambridge	Medium	9849	9833	-16	-0.2%	2248	2251	3	0.1%	N/A	N/A
74	B1046 Fox Road, south of Bourn	Very Low	603	582	-21	-3.5%	98	101	3	2.8%	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%	135	137	2	1.8%	N/A	N/A
76	Madingley Road, between Grange Road and Lady Margaret Road, Cambridge	Very Low	830	847	17	2.0%	67	71	4	5.6%	N/A	N/A
77	Sidwick Avenue between Grange Road and Queens Road, Cambridge	Very Low	137	137	0	-0.3%	19	19	0	-0.1%	N/A	N/A
78	A603 Barton Road between Millington Road and Grange Road	Very Low	939	936	-4	-0.4%	101	100	0	-0.3%	N/A	N/A
79	A428 Slip Road (Westbound to Cambourne Road roundabout)	Very Low	761	769	7	1.0%	50	50	0	0.7%	N/A	N/A
80	A428 Slip Road (Westbound from Cambourne Road roundabout)	Very Low	567	590	23	4.1%	18	18	1	3.9%	N/A	N/A
81	A428 Slip Road (Eastbound from St Neots Road roundabout)	Very Low	579	565	-14	-2.4%	59	58	-1	-1.5%	N/A	N/A
82	A428 Slip Road (Eastbound to St Neots Road roundabout)	Very Low	708	734	26	3.7%	34	34	0	2.0%	N/A	N/A
86	St Neots Road between St Neots Road bus stop and Long Road	Low	493	393	-100	-20.2%	42	46	4	9.2%	N/A	N/A
87	Cambridge Road, Hardwick	Very Low	220	219	-1	-0.5%	24	24	0	0.3%	N/A	N/A

Road Safety - Screening 2041 AM NoMC

Link Point	Link Name	Receptor Sensitivity Road Safety	Total Vehicles				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 Etlisley	Low	591	592	1	0.2%	82	81	-1	-1.5%	N/A	N/A
2	Potton End Road / The Green, Etlisley	Very Low	211	210	-2	-0.9%	17	18	1	6.7%	N/A	N/A
3	A428 Cambridge Road between Etlisley and Caxton Gibbet	Very Low	4330	4342	13	0.3%	725	723	-1	-0.2%	N/A	N/A
4	B1040 St Ives Road, north of Etlisley	Very Low	964	963	-1	-0.1%	121	121	0	0.1%	N/A	N/A
5	A1198, south of Papworth Everard	Very Low	913	899	-14	-1.6%	122	119	-2	-2.0%	N/A	N/A
6	Rogues Lane, west of Elsworth	Low	296	267	-29	-9.8%	72	71	-1	-1.5%	N/A	N/A
7	Unnamed Road, between Borckley Road and St Neets Road, south of Elsworth	Very Low	183	189	6	3.0%	19	20	2	8.0%	N/A	N/A
8	Boxworth Road, east of Elsworth	Very Low	303	460	-43	-8.5%	97	88	-2	-2.6%	N/A	N/A
9	High Street, Knapwell	Very Low	637	655	-2	-0.3%	80	78	-2	-2.8%	N/A	N/A
10	Boxworth Road, north east of Boxworth	Very Low	587	562	-25	-4.3%	163	162	-1	-0.8%	N/A	N/A
11	Robin's Lane, north east of Lolworth	Very Low	114	114	0	0.0%	68	68	0	0.0%	N/A	N/A
12	A1307 Huntingdon Road, east of Dry Drayton	Very Low	1277	1270	-7	-0.5%	123	128	5	4.0%	N/A	N/A
13	The Avenue, north of Madingley	Very Low	368	400	32	8.7%	48	55	8	16.5%	N/A	N/A
14	Dry Drayton Road, between Dry Drayton and Madingley	Very Low	64	63	0	-0.6%	36	36	-1	-1.4%	N/A	N/A
15	Scotland Road, north of proposed Travel Hub	Low	1119	968	-151	-13.5%	154	124	-29	-18.9%	N/A	N/A
16	Cambridge Road, north of Cambridge American Cemetery	Very Low	192	150	-42	-22.0%	60	59	-1	-2.0%	N/A	N/A
17	A1303 Madingley Road, between Cambridge American Cemetery and Cambridge Road	Low	1824	1796	-28	-1.5%	303	304	2	0.5%	N/A	N/A
18	M11, north of Junction 13	Low	7363	7359	-4	-0.1%	2334	2334	0	0.0%	N/A	N/A
19	A1303 Madingley Road, between JJ Thomson Avenue and Conduit Head Road	Very Low	640	606	-34	-5.3%	72	65	-7	-9.3%	N/A	N/A
20	Eddington Avenue, north of A1303 Madingley Road, Cambridge	Very Low	821	830	8	1.0%	45	45	0	1.1%	N/A	N/A
21	Grange Road, south of A1303 Madingley Road	Very Low	411	401	-9	-2.3%	46	45	-1	-3.1%	N/A	N/A
22	St Neets Road, between Long Road and A1303 Madingley Road (adjacently north to Madingley Tower)	Low	0	0	0	0.0%	0	0	0	0.0%	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 Neets Road, north east Cambourne, east of Broadway	Low	500	506	6	1.1%	58	57	-2	-2.6%	N/A	N/A
25	Northern Arm (St Neets Road) on St Neets Road / Wellington Way Roundabout / Highfields Road roundabout	Very Low	500	506	6	1.1%	58	57	-2	-2.6%	N/A	N/A
26	Cranmer Road, Cambridge	Very Low	156	156	0	0.0%	23	22	0	0.0%	N/A	N/A
27	A428, south of Madingley between St Neets Road and M11 / A14, Cambridge	Low	3151	3185	33	1.1%	717	723	7	0.9%	N/A	N/A
28	Grange Road, north of A603 Barton Road, Cambridge	Very Low	616	607	-9	-1.5%	115	114	-1	-0.8%	N/A	N/A
29	A603 Barton Road, east of Grancheater Road, Cambridge	Very Low	1139	1155	16	1.4%	196	195	-1	-0.5%	N/A	N/A
31	Grantchester Road, south of A603 Barton Road, Cambridge	Very Low	28	188	2	0.9%	28	28	0	1.4%	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%	199	198	-1	-0.5%	N/A	N/A
33	Coton Road, south of Haegis Farm Interchange	Medium	837	844	7	0.8%	90	92	2	2.2%	N/A	N/A
34	Grantchester Road, south of Coton	Very Low	602	612	9	1.5%	113	122	10	8.5%	N/A	N/A
35	M11, south of M11 Junction 13	Low	8681	8791	110	1.3%	2588	2589	1	0.0%	N/A	N/A
36	B1046 New Road, Barton	Low	425	425	12	2.8%	93	92	0	0.3%	N/A	N/A
37	A603 Cambridge Road, south west of M11 Junction 12	Low	1536	1566	30	1.9%	315	319	4	1.3%	N/A	N/A
38	Long Road, between Comberton and St Neets Road	Very Low	120	108	-12	-9.6%	17	16	-1	-7.1%	N/A	N/A
39	B1046 West Street, between Green End and Hardwick Road, Comberton	Very Low	287	286	-1	-0.2%	67	66	-2	-2.2%	N/A	N/A
40	Hardwick Road, South of Hardwick	Very Low	98	97	-1	-0.9%	14	13	0	-1.8%	N/A	N/A
41	B1046 High Street, Toft	Very Low	502	495	-7	-1.4%	99	97	-2	-2.0%	N/A	N/A
42	Main Street, south of Caldecote	Very Low	355	392	37	10.4%	67	73	6	8.6%	N/A	N/A
43	B1046 Toft Road, between Gills Hill and Main Street	Very Low	660	647	-13	-2.0%	143	147	4	2.7%	N/A	N/A
44	A1198 Royston Road, east of Bourne	Very Low	1136	1162	26	2.3%	166	169	3	1.9%	N/A	N/A
45	Caxton Road, between Caxton and Crow End	Very Low	368	331	-37	-10.1%	72	69	-3	-3.8%	N/A	N/A
46	Broadway, east of Cambourne	Very Low	333	255	-77	-23.2%	65	58	-7	-10.8%	N/A	N/A
47	A1198, south of School Lane, east of Caxton	Very Low	1081	1108	27	2.5%	154	157	3	2.1%	N/A	N/A
48	School Lane, Cambourne	Low	857	844	-13	-1.6%	129	129	0	-0.2%	N/A	N/A
49	Cambourne Business Park [New Link]	Very Low	473	485	12	2.6%	26	20	-6	-23.7%	N/A	N/A
51	Wellington Way, Highfields Caldecote	Very Low	571	598	27	4.7%	39	45	6	15.8%	N/A	N/A
52	A428, east of Caxton Gibbet Roundabout	Low	4780	4802	22	0.5%	956	952	-4	-0.4%	N/A	N/A
53	A428, east of Cambourne	Low	4970	4974	4	0.1%	907	898	-9	-1.0%	N/A	N/A
54	A428, north of Hardwick	Low	5013	5026	13	0.3%	1012	1028	17	1.6%	N/A	N/A
55	Scotland Road, south of proposed Travel Hub	Low	1119	1287	168	15.0%	154	125	-29	-18.8%	N/A	N/A
56	A1198, east of Papworth Everard	Medium	1877	1862	-15	-0.8%	243	240	-2	-1.0%	N/A	N/A
57	Ermine Street North, Papworth Everard	Low	517	504	-13	-2.4%	234	226	-9	-3.6%	N/A	N/A
58	Cambourne Road, Cambourne, South of the A428	Low	2241	2204	-38	-1.7%	403	409	6	1.6%	N/A	N/A
59	St Neets Road, North of the A428, Cambourne Road and Cambourne, off the eastern arm of the St Neets/Cambourne Road/A428 roundabout	Very Low	715	699	-16	-2.2%	71	71	0	-0.4%	N/A	N/A
60	St Neets Road, south of the A428 between the Balancing Pond and the Scotland Road/St Neets/A428 roundabout south of Proposed Travel Hub [New Link]	Very Low	1333	1381	48	3.9%	165	164	-2	-1.1%	N/A	N/A
61	Oakington Road, Dry Drayton	Low	1099	980	-119	-10.8%	128	122	-6	-4.6%	N/A	N/A
62	Potton End, South Etlisley	Very Low	211	210	-2	-0.9%	17	18	1	6.7%	N/A	N/A
63	A1198 Ermine Street, south of Caxton Gibbet	Low	2101	2055	-47	-2.2%	267	261	-6	-2.2%	N/A	N/A
64	A1134 Queens Road, south of Madingley Road, Cambridge	Low	1545	1492	-53	-3.5%	226	228	2	0.8%	N/A	N/A
65	West Road, Cambridge	Very Low	615	627	12	2.0%	77	75	-2	-2.8%	N/A	N/A
66	The Fen Causeway, Cambridge	Very Low	1585	1608	23	1.4%	240	242	2	1.0%	N/A	N/A
67	Northampton Street, Cambridge	Low	739	737	-2	-0.2%	85	85	0	0.2%	N/A	N/A
68	Huntingdon Road, south of A14, Cambridge	Low	1288	1298	12	0.9%	153	153	0	0.1%	N/A	N/A
69	Victoria Road, Cambridge	Very Low	1029	1015	-14	-1.3%	153	152	-1	-0.5%	N/A	N/A
70	Castle Street, Cambridge	Very Low	329	331	2	0.5%	36	36	0	0.2%	N/A	N/A
71	Histon Road, between Akeman Street and Bermuda Terrace, Cambridge	Low	483	488	5	1.0%	61	65	3	5.6%	N/A	N/A
72	Cambridge Road, south of A14, Cambridge	Low	2924	2941	17	0.6%	480	484	4	0.8%	N/A	N/A
73	A14, between Junction 31 and Junction 32, Cambridge	Medium	9452	9463	11	0.1%	2470	2483	12	0.5%	N/A	N/A
74	B1046 Fox Road, south of Bourne	Very Low	591	545	-49	-8.2%	130	130	0	-0.2%	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%	150	150	0	-0.9%	N/A	N/A
76	Madingley Road, between Grange Road and Lady Margaret Road, Cambridge	Very Low	945	942	-3	-0.3%	135	132	-3	-2.3%	N/A	N/A
77	Sidwick Avenue between Grange Road and Queens Road, Cambridge	Very Low	186	185	-1	-0.5%	51	50	-1	-1.1%	N/A	N/A
78	A603 Barton Road between Millington Road and Grange Road	Very Low	841	851	10	1.1%	146	144	-2	-1.3%	N/A	N/A
79	A428 Slip Road (Westbound to Cambourne Road roundabout)	Very Low	452	443	-9	-2.0%	53	54	0	0.6%	N/A	N/A
80	A428 Slip Road (Westbound from Cambourne Road roundabout)	Very Low	366	347	-8	-2.4%	48	48	0	-1.0%	N/A	N/A
81	A428 Slip Road (Eastbound from St Neets Road roundabout)	Very Low	721	709	-12	-1.6%	116	116	0	0.0%	N/A	N/A
82	A428 Slip Road (Eastbound to St Neets Road roundabout)	Very Low	626	632	6	0.9%	179	184	6	3.3%	N/A	N/A
86	St Neets Road between St Neets Road bus stop and Long Road	Low	436	415	-21	-4.8%	70	70	0	-0.7%	N/A	N/A
87	Cambridge Road, Hardwick	Very Low	429	424	-5	-1.2%	59	59	0	-0.3%	N/A	N/A

Road Safety - Screening 2041 PM NoMC

Link Point	Link Name	Receptor Sensitivity Road Safety	Total Vehicles				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 Etlisley	Low	744	741	-3	-0.4%	61	61	0	-0.7%	N/A	N/A
2	Potton End Road / The Green, Etlisley	Very Low	79	80	1	1.2%	0	0	0	-9.1%	N/A	N/A
3	A428 Cambridge Road between Etlisley and Caxton Gibbet	Very Low	5138	5139	1	0.0%	418	419	1	0.2%	N/A	N/A
4	B1040 St Ives Road, north of Etlisley	Very Low	884	892	8	0.9%	96	95	-1	-1.4%	N/A	N/A
5	A1198, south of Papworth Everard	Very Low	1379	1377	-2	-0.2%	55	56	1	1.0%	N/A	N/A
6	Rogues Lane, west of Elsworth	Low	154	148	-6	-4.0%	87	87	1	0.9%	N/A	N/A
7	Unnamed Road, between Borckley Road and St Neots Road, south of Elsworth	Very Low	74	84	11	14.4%	22	23	0	1.4%	N/A	N/A
8	Boxworth Road, east of Elsworth	Very Low	164	147	-18	-10.7%	26	26	0	1.3%	N/A	N/A
9	High Street, Knapwell	Very Low	581	588	6	1.1%	82	82	0	-0.6%	N/A	N/A
10	Boxworth Road, north east of Boxworth	Very Low	251	263	13	5.0%	79	81	2	2.2%	N/A	N/A
11	Robin's Lane, north east of Lolworth	Very Low	141	141	0	-0.1%	84	84	0	-0.1%	N/A	N/A
12	A1307 Huntingdon Road, east of Dry Drayton	Very Low	1088	1112	24	2.2%	60	60	0	-0.2%	N/A	N/A
13	The Avenue, north of Madingley	Very Low	633	644	11	1.8%	33	34	1	3.0%	N/A	N/A
14	Dry Drayton Road, between Dry Drayton and Madingley	Very Low	98	96	-2	-2.3%	41	41	0	-0.5%	N/A	N/A
15	Scotland Road, north of proposed Travel Hub	Low	1058	985	-73	-6.9%	104	100	-4	-3.7%	N/A	N/A
16	Cambridge Road, north of Cambridge American Cemetery	Very Low	539	458	-81	-14.9%	65	64	-1	-0.9%	N/A	N/A
17	A1303 Madingley Road, between Cambridge American Cemetery and Cambridge Road	Low	1948	1976	27	1.4%	119	120	1	1.0%	N/A	N/A
18	M11, north of Junction 13	Low	7998	7962	-36	-0.4%	2022	2026	4	0.2%	N/A	N/A
19	A1303 Madingley Road, between J J Thomson Avenue and Conduit Head Road	Very Low	604	559	-45	-7.4%	36	34	-2	-6.9%	N/A	N/A
20	Eddington Avenue, north of A1303 Madingley Road, Cambridge	Very Low	775	758	-18	-2.3%	37	37	0	-0.1%	N/A	N/A
21	Grange Road, south of A1303 Madingley Road	Very Low	321	310	-11	-3.6%	19	19	0	-1.6%	N/A	N/A
22	St Neots Road, between Long Road and A1303 Madingley Road (adjacently north to Madingley Tower)	Low	0	0	0	0.0%	0	0	0	0.0%	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%	39	36	-3	-7.3%	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%	39	36	-3	-7.3%	N/A	N/A
26	Cranmer Road, Cambridge	Very Low	224	225	1	0.2%	18	18	0	-0.1%	N/A	N/A
27	A428, south of Madingley between St Neots Road and M11 / A14, Cambridge	Low	3716	3692	-24	-0.7%	468	468	0	0.0%	N/A	N/A
28	Grange Road, north of A603 Barton Road, Cambridge	Very Low	358	352	-6	-1.6%	34	33	-1	-2.0%	N/A	N/A
29	A603 Barton Road, east of Granchester Road, Cambridge	Very Low	1486	1456	-30	-2.0%	106	106	0	0.0%	N/A	N/A
31	Grantchester Road, south of A603 Barton Road, Cambridge	Very Low	234	221	-13	-5.4%	8	9	1	6.5%	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%	116	116	0	0.1%	N/A	N/A
33	Coton Road, south of Haggis Farm Interchange	Medium	893	900	8	0.8%	56	56	0	0.5%	N/A	N/A
34	Grantchester Road, south of Coton	Very Low	671	653	-18	-2.7%	24	22	-1	-5.4%	N/A	N/A
35	M11, south of M11 Junction 13	Low	9959	10010	52	0.5%	2219	2227	8	0.4%	N/A	N/A
36	B1046 New Road, Barton	Low	722	706	-17	-2.3%	69	70	1	1.0%	N/A	N/A
37	A603 Cambridge Road, south west of M11 Junction 12	Low	2232	2251	19	0.9%	249	253	3	1.4%	N/A	N/A
38	Long Road, between Comberton and St Neots Road	Very Low	236	193	-42	-18.0%	24	21	-3	-13.3%	N/A	N/A
39	B1046 West Street, between Green End and Hardwick Road, Comberton	Very Low	420	431	12	2.8%	36	39	3	7.7%	N/A	N/A
40	Hardwick Road, South of Hardwick	Very Low	66	71	6	8.6%	6	7	1	11.0%	N/A	N/A
41	B1046 High Street, Toft	Very Low	502	520	18	3.6%	43	47	4	8.3%	N/A	N/A
42	Main Street, south of Caldecote	Very Low	411	387	-24	-5.8%	43	43	0	-1.4%	N/A	N/A
43	B1046 Toft Road, between Gills Hill and Main Street	Very Low	375	777	42	5.7%	75	78	3	4.1%	N/A	N/A
44	A1198 Royston Road, east of Bourne	Very Low	1138	1143	4	0.4%	98	101	3	2.7%	N/A	N/A
45	Caxton Road, between Caxton and Crow End	Very Low	283	292	8	2.9%	24	27	3	10.7%	N/A	N/A
46	Broadway, east of Cambourne	Very Low	210	142	-68	-32.4%	56	52	-4	-6.6%	N/A	N/A
47	A1198, south of School Lane, east of Caxton	Very Low	1080	1081	1	0.1%	80	80	0	0.2%	N/A	N/A
48	School Lane, Cambourne	Low	819	808	-11	-1.3%	56	56	0	-0.6%	N/A	N/A
49	Cambourne Business Park [New Link]	Very Low	363	389	26	7.1%	2	3	0	9.8%	N/A	N/A
51	Wellington Way, Highfields Caldecote	Very Low	610	629	19	3.1%	9	10	1	7.7%	N/A	N/A
52	A428, east of Caxton Gibbet Roundabout	Low	5649	5701	51	0.9%	478	480	2	0.4%	N/A	N/A
53	A428, east of Cambourne	Low	5735	5738	4	0.1%	519	520	1	0.1%	N/A	N/A
54	A428, north of Hardwick	Low	5827	5794	-34	-0.6%	606	608	2	0.4%	N/A	N/A
55	Scotland Road, south of proposed Travel Hub	Low	1058	1322	264	25.0%	104	100	-3	-3.3%	N/A	N/A
56	A1198, east of Papworth Everard	Medium	2263	2269	6	0.2%	150	149	-1	-0.5%	N/A	N/A
57	Ermine Street North, Papworth Everard	Low	673	682	9	1.3%	79	78	0	-0.5%	N/A	N/A
58	Cambourne Road, Cambourne, South of the A428	Low	2481	2435	-46	-1.9%	139	139	1	0.5%	N/A	N/A
59	St Neots Road, North of the A428, Cambourne Road and Cambourne, off the eastern arm of the St Neots/Cambourne Road/A428 roundabout	Very Low	736	736	0	0.1%	31	32	0	1.6%	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	Very Low	1204	1244	41	3.4%	94	89	-4	-4.8%	N/A	N/A
61	Oakington Road, Dry Drayton	Low	1062	993	-68	-6.4%	93	89	-4	-3.8%	N/A	N/A
62	Potton End, south Etlisley	Very Low	79	80	1	1.2%	0	0	0	-9.1%	N/A	N/A
63	A1198 Ermine Street, south of Caxton Gibbet	Low	1944	1938	-6	-0.3%	98	99	0	0.2%	N/A	N/A
64	A1134 Queens Road, south of Madingley Road, Cambridge	Low	1148	1164	17	1.5%	89	90	1	1.2%	N/A	N/A
65	West Road, Cambridge	Very Low	387	413	26	6.8%	28	27	-1	-3.9%	N/A	N/A
66	The Fen Causeway, Cambridge	Very Low	1873	1867	-6	-0.3%	155	154	-1	-0.6%	N/A	N/A
67	Northampton Street, Cambridge	Low	684	677	-7	-0.9%	47	47	0	-0.1%	N/A	N/A
68	Huntingdon Road, south of A14, Cambridge	Low	1075	1067	-8	-0.8%	99	100	1	0.9%	N/A	N/A
69	Victoria Road, Cambridge	Very Low	1298	1295	-3	-0.2%	86	86	0	0.2%	N/A	N/A
70	Castle Street, Cambridge	Very Low	409	400	-8	-2.1%	21	21	0	-1.2%	N/A	N/A
71	Histon Road, between Akeman Street and Bermuda Terrace, Cambridge	Low	717	711	-6	-0.9%	55	55	0	0.4%	N/A	N/A
72	Cambridge Road, south of A14, Cambridge	Low	3156	3150	-6	-0.2%	255	255	0	-0.2%	N/A	N/A
73	A14, between Junction 31 and Junction 32, Cambridge	Medium	10069	10054	-15	-0.1%	2174	2180	6	0.3%	N/A	N/A
74	B1046 Fox Road, south of Bourne	Very Low	609	588	-22	-3.5%	98	99	2	1.8%	N/A	N/A
75	A1303 Madingley Road, between Madingley Road Park and Ride and M11 Junction 13	Very Low	2179	2171	-8	-0.4%	185	180	-5	-2.5%	N/A	N/A
76	Madingley Road, between Grange Road and Lady Margaret Road, Cambridge	Very Low	1081	1068	-13	-1%	63	64	1	1%	N/A	N/A
77	Sidwick Avenue between Grange Road and Queens Road, Cambridge	Very Low	209	209	0	0%	21	21	0	-2%	N/A	N/A
78	A603 Barton Road between Millington Road and Grange Road	Very Low	1133	1138	5	0%	96	97	1	1%	N/A	N/A
79	A428 Slip Road (Westbound to Cambourne Road roundabout)	Very Low	784	773	-11	-1%	46	47	1	1%	N/A	N/A
80	A428 Slip Road (Westbound from Cambourne Road roundabout)	Very Low	548	567	20	4%	17	18	1	6%	N/A	N/A
81	A428 Slip Road (Eastbound from St Neots Road roundabout)	Very Low	576	563	-13	-2%	47	47	0	0%	N/A	N/A
82	A428 Slip Road (Eastbound to St Neots Road roundabout)	Very Low	727	731	3	0.5%	34	35	1	2.3%	N/A	N/A
86	St Neots Road between St Neots Road bus stop and Long Road	Low	424	363	-61	-14.3%	40	38	-2	-5%	N/A	N/A
87	Cambridge Road, Hardwick	Very Low	226	221	-4	-2%	24	24	0	0%	N/A	N/A

Screening 2041 AM MC

Link Point	Link Name	Receptor Sensitivity Road Safety	Total Vehicles								HGVs				Rule 2	Rule 1
			Link ID 1	Link ID 2	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	344.59	250.66	595	598	3	0.4%	87	88	1	1.6%	N/A	N/A		
2	Potton End Road / The Green, Eltisley	Very Low	0	173.85	174	174	0	-0.1%	14	13	-1	-9.2%	N/A	N/A		
3	A428 Cambridge Road between Eltisley and Caxton Gibbet	Very Low	1814.23	2481.41	4296	4310	14	0.3%	740	740	0	0.0%	N/A	N/A		
4	B1040 St Ives Road, north of Eltisley	Very Low	617.59	391.58	1009	1017	7	0.7%	118	121	2	2.1%	N/A	N/A		
5	A1198, south of Papworth Everard	Very Low	340.65	552.63	893	886	-8	-0.9%	144	144	0	-0.3%	N/A	N/A		
6	Rogues Lane, west of Elsworth	Low	111.5	59.86	171	174	3	1.6%	57	60	3	4.7%	N/A	N/A		
7	Unnamed Road, between Borckley Road and St Neots Road, south of Elsworth	Very Low	126.1	25.74	152	162	10	6.5%	19	20	1	7.8%	N/A	N/A		
8	Bowworth Road, east of Elsworth	Very Low	157.35	180.11	332	331	-2	-0.5%	81	83	2	2.4%	N/A	N/A		
9	High Street, Knappwell	Very Low	247.32	376.79	624	629	5	0.5%	73	72	-1	-1.7%	N/A	N/A		
10	Bowworth Road, north east of Bowworth	Very Low	131.74	301.53	433	443	9	2.2%	145	148	3	2.0%	N/A	N/A		
11	Robin's Lane, north east of Lolworth	Very Low	60.37	52.17	113	113	0	0.1%	68	68	0	0.0%	N/A	N/A		
12	A1307 Huntingdon Road, east of Dry Drayton	Very Low	598.57	140.16	739	788	49	6.6%	100	106	6	6.1%	N/A	N/A		
13	The Avenue, north of Madingley	Very Low	198.38	86.53	285	337	52	18.1%	37	45	8	21.9%	N/A	N/A		
14	Dry Drayton Road, between Dry Drayton and Madingley	Very Low	39.21	44.02	83	77	-6	-7.5%	38	38	0	-0.2%	N/A	N/A		
15	Scotland Road, north of proposed Travel Hub	Low	439.44	554.32	994	867	-127	-12.7%	116	100	-16	-13.9%	N/A	N/A		
16	Cambridge Road, north of Cambridge American Cemetery	Very Low	158.12	100.15	258	246	-12	-4.8%	63	64	1	1.9%	N/A	N/A		
17	A1303 Madingley Road, between Cambridge American Cemetery and Cambridge Road	Low	1156.56	604.35	1761	1642	-119	-6.8%	310	312	2	0.8%	N/A	N/A		
18	M11, north of Junction 13	Low	3322.38	3774.94	7097	7092	-5	-0.1%	236	236	-3	-0.1%	N/A	N/A		
19	A1303 Madingley Road, between J Thomson Avenue and Conduit Head Road	Very Low	74.26	208.43	293	235	-48	-17.0%	38	40	3	7.3%	N/A	N/A		
20	Edington Avenue, north of A1303 Madingley Road, Cambridge	Very Low	408.58	68.62	477	469	-8	-1.7%	36	35	-1	-3.1%	N/A	N/A		
21	Grange Road, south of A1303 Madingley Road	Very Low	45.69	109.97	156	98	-58	-37.2%	25	26	1	3.4%	N/A	N/A		
22	St Neots Road, between Long Road and A1303 Madingley Road (adjacent north to Madingley Tower)	Low	0	0	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	337.38	201.18	539	464	-74	-13.8%	56	55	-1	-1.9%	N/A	N/A		
25	Northern Arm (St Neots Road) on St Neots Road / Wellington Way Roundabout / Highfields Road roundabout	Very Low	337.38	201.18	539	464	-74	-13.8%	56	55	-1	-1.9%	N/A	N/A		
26	Cranmer Road, Cambridge	Very Low	51.6	41.9	94	93	0	0.0%	23	23	0	0.0%	N/A	N/A		
27	A428, south of Madingley between St Neots Road and M11 / A14, Cambridge	Low	1279.08	1992.55	3272	3293	22	0.7%	788	789	2	0.2%	N/A	N/A		
28	Grange Road, north of A603 Barton Road, Cambridge	Very Low	363.13	155.78	519	518	-1	-0.2%	143	143	3	2.1%	N/A	N/A		
29	A603 Barton Road, east of Granchester Road, Cambridge	Very Low	681.02	300.61	982	973	-8	-0.8%	237	239	3	1.1%	N/A	N/A		
31	Grantchester Road, south of A603 Barton Road, Cambridge	Very Low	61.18	62.78	124	123	-1	-1.0%	30	29	0	-1.3%	N/A	N/A		
32	A603 Barton Road, between A603 roundabout and Queens College and Robinson College Sports Ground	Very Low	691.05	304.8	996	988	-8	-0.8%	240	242	3	1.1%	N/A	N/A		
33	Coton Road, south of Haggis Farm Interchange	Medium	395.24	200.11	595	568	-28	-4.7%	105	101	-3	-3.2%	N/A	N/A		
34	Grantchester Road, south of Coton	Very Low	485.45	97.67	583	593	10	1.8%	156	155	-2	-1.1%	N/A	N/A		
35	M11, south of M11 Junction 13	Low	4173.32	4294.16	8467	8509	42	0.5%	2610	2612	2	0.1%	N/A	N/A		
36	B1046 New Road, Barton	Low	421.76	250.34	672	646	-26	-3.9%	131	128	-2	-1.8%	N/A	N/A		
37	A603 Cambridge Road, south west of M11 Junction 12	Low	1152.14	541.48	1694	1671	-22	-1.3%	381	377	-4	-1.1%	N/A	N/A		
38	Long Road, between Comberton and St Neots Road	Very Low	68.89	85.2	154	146	-8	-5.3%	22	22	0	-2.0%	N/A	N/A		
39	B1046 West Street, between Green End and Hardwick Road, Comberton	Very Low	228.41	164.55	393	379	-14	-3.6%	85	84	-2	-1.9%	N/A	N/A		
40	Hardwick Road, south of Hardwick	Very Low	39.09	54.18	93	94	1	0.8%	13	13	0	-0.2%	N/A	N/A		
41	B1046 High Street, Toft	Very Low	420.35	169.86	581	569	-12	-1.1%	114	112	-1	-1.3%	N/A	N/A		
42	Main Street, south of Caldecote	Very Low	134.89	177.15	312	359	46	14.9%	6	70	6	9.5%	N/A	N/A		
43	B1046 Toft Road, between Gills Hill and Main Street	Very Low	428.14	216.58	645	635	-10	-1.5%	142	147	4	2.9%	N/A	N/A		
44	A1198 Royston Road, east of Bourne	Very Low	719.49	425.76	1145	1176	30	2.6%	167	169	2	1.1%	N/A	N/A		
45	Caxton Road, between Caxton and Crow End	Very Low	147.49	195.55	343	317	-26	-7.7%	66	64	-2	-2.6%	N/A	N/A		
47	A1198, south of School Lane, east of Caxton	Very Low	642.49	444.14	1087	1118	31	2.9%	154	156	2	1.3%	N/A	N/A		
48	School Lane, Cambourne	Low	635.14	260.69	896	855	-40	-4.5%	129	127	-1	-1.1%	N/A	N/A		
51	Wellington Way, Highfields Caldecote	Very Low	187.05	340.37	527	578	51	9.7%	39	45	6	16.0%	N/A	N/A		
52	A428, east of Caxton Gibbet Roundabout	Low	2917.39	1768.32	4686	4772	86	1.8%	985	986	1	0.1%	N/A	N/A		
53	A428, east of Cambourne	Low	2960.77	1888.81	4850	4894	45	0.9%	941	938	-3	-0.3%	N/A	N/A		
54	A428, north of Hardwick	Low	3109.81	1929	5039	5041	2	0.0%	1103	1111	8	0.7%	N/A	N/A		
55	Scotland Road, south of proposed Travel Hub	Low	439.46	554.32	994	1252	259	26.0%	116	100	-16	-13.8%	N/A	N/A		
56	A1198, east of Papworth Everard	Medium	958.21	944.18	1902	1902	0	0.0%	262	264	2	0.8%	N/A	N/A		
57	Ermine Street North, Papworth Everard	Low	331.14	219.39	551	548	-3	-0.5%	213	212	-1	-0.5%	N/A	N/A		
58	Cambourne Road, Cambourne, South of the A428	Low	1253.06	996.42	2249	2203	-47	-2.1%	404	410	6	1.6%	N/A	N/A		
59	St Neots Road, North of the A428, Cambourne Road and Cambourne, off the eastern arm of the St Neots/Cambourne Road/A428 roundabout	Very Low	372.93	447.31	820	724	-97	-11.8%	68	68	0	-0.5%	N/A	N/A		
61	Oakington Road, Dry Drayton	Low	423.24	550.07	973	860	-114	-11.7%	110	97	-13	-12.0%	N/A	N/A		
62	Potton End, South Eltisley	Very Low	0	173.85	174	174	0	-0.1%	14	13	-1	-9.2%	N/A	N/A		
63	A1198 Ermine Street, south of Caxton Gibbet	Low	975.4	1151.99	2127	2037	-90	-4.2%	268	261	-6	-2.4%	N/A	N/A		
64	A1134 Queens Road, south of Madingley Road, Cambridge	Low	808.32	613.35	1422	1422	0	0.0%	314	318	4	1.3%	N/A	N/A		
65	West Road, Cambridge	Very Low	207.15	377.87	586	587	1	0.7%	132	133	1	0.5%	N/A	N/A		
66	The Fen Causeway, Cambridge	Very Low	974.39	616.59	1581	1582	1	0.6%	311	313	2	0.5%	N/A	N/A		
67	Northampton Street, Cambridge	Low	461.03	293.35	754	762	8	1.0%	158	163	4	2.6%	N/A	N/A		
68	Huntingdon Road, south of A14, Cambridge	Low	751.83	208.51	960	932	-29	-3.0%	176	173	-3	-1.7%	N/A	N/A		
69	Victoria Road, Cambridge	Very Low	192.78	346.43	539	524	-15	-2.8%	117	116	-1	-0.8%	N/A	N/A		
70	Castle Street, Cambridge	Very Low	211.6	57.87	269	267	-2	-0.8%	37	37	0	-0.2%	N/A	N/A		
71	Histon Road, between Akeman Street and Bermuda Terrace, Cambridge	Low	267.5	133.3	401	399	-2	-0.4%	84	81	-2	-2.6%	N/A	N/A		
72	Cambridge Road, south of A14, Cambridge	Low	1294.21	659.6	1954	1971	17	0.9%	611	606	-5	-0.8%	N/A	N/A		
73	A14, between Junction 31 and Junction 32, Cambridge	Medium	4406.81	4900.24	9307	9319	11	0.1%	2656	2653	-3	-0.1%	N/A	N/A		
74	B1046 Fox Road, south of Bourn	Very Low	174.37	422.76	597	547	-50	-8.5%	134	134	-1	-0.5%	N/A	N/A		
75	A1303 Madingley Road, between Madingley Road Park and Ride and M11 Junction 13	Very Low	995.5	454.75	1450	1390	-60	-4.1%	136	138	3	1.9%	N/A	N/A		
76	Madingley Road, between Grange Road and Lady Margaret Road, Cambridge	Very Low	85.16	539.33	624	633	9	1.4%	134	137	2	1.8%	N/A	N/A		
77	Sidgwick Avenue between Grange Road and Queens Road, Cambridge	Very Low	39.42	50.45	90	89	-1	-0.7%	33	33	0	-0.1%	N/A	N/A		
78	A603 Barton Road between Millington Road and Grange Road	Very Low	408.81	230	639	634	-5	-0.8%	152	154	1	0.8%	N/A	N/A		
79	A428 Slip Road (Westbound to Cambourne Road roundabout)	Very Low	454.48	0	454	451	-3	-0.7%	56	56	0	0.6%	N/A	N/A		
80	A428 Slip Road (Westbound from Cambourne Road roundabout)	Very Low	333.98	0	334	367	33	10.0%	46	47	1	2.6%	N/A	N/A		
81	A428 Slip Road (Eastbound from St Neots Road roundabout)	Very Low	672.17	0	672	687	15	2.3%	126	127	1	1.0%	N/A	N/A		
82	A428 Slip Road (Eastbound to St Neots Road roundabout)	Very Low	628.78	0	629	649	20	3.2%	179	183	4	2.4%	N/A	N/A		
86	St Neots Road between St Neots Road bus stop and Long Road	Low	301.68	97.82	400	400	0	0.1%	59	59	0	0.2%	N/A	N/A		
87	Cambridge Road, Hardwick	Very Low	0	0	0	0	0	0.0%	0	0	0	0.0%	N/A	N/A		

		Driver Delay - Screening 2041 AM NoMC										
Link Point	Link Name	Receptor Sensitivity DM Flows	Total Vehicles				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 (%)		
16	Cambridge Road, north of Cambridge American Cemetery	Very Low	192	150	-42	-22.0%	60	59	-1	-2.0%	N/A	N/A
17	A1303 Madingley Road, between Cambridge American Cemetery and Cambridge Road	High	3824	1796	-28	-1.5%	303	304	2	0.5%	N/A	N/A
20	Eddington Avenue, north of A1303 Madingley Road, Cambridge	Medium	821	830	8	1.0%	45	45	0	1.1%	N/A	N/A
21	Grange Road, south of A1303 Madingley Road	Medium	411	401	-9	-2.3%	46	45	-1	-3.1%	N/A	N/A
22	St Neots Road, between Long Road and A1303 Madingley Road (adjacent north to Madingley Tower)	Low	0	0	0	0.0%	0	0	0	0.0%	N/A	N/A
29	A603 Barton Road, east of Granchester Road, Cambridge	High	1139	1155	16	1.4%	196	195	-1	-0.5%	N/A	N/A
32	A603 Barton Road, between A603 roundabout and Queens College and Robinson College Sports Ground	Medium	1173	1189	16	1.3%	199	198	-1	-0.5%	N/A	N/A
33	Coton Road, south of Haggi's Farm Interchange	High	837	844	7	0.8%	90	92	2	2.2%	N/A	N/A
37	A603 Cambridge Road, south west of M11 Junction 12	High	1536	1566	30	1.9%	315	319	4	1.3%	N/A	N/A
49	Cambourne Business Park (New Link)	Low	473	485	12	2.6%	26	20	-6	-23.7%	N/A	N/A
58	Cambourne Road, Cambourne, South of the A428	Medium	2241	2204	-38	-1.7%	403	409	6	1.6%	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)	Low	1233	1281	48	3.9%	165	164	-2	-1.1%	N/A	N/A
63	A1198 Ermine Street, south of Caxton Gibbett	Low	2101	2055	-47	-2.2%	267	261	-6	-2.2%	N/A	N/A
64	A1134 Queens Road, south of Madingley Road, Cambridge	High	1545	1492	-53	-3.5%	226	228	2	0.8%	N/A	N/A
66	The Fen Causeway, Cambridge	High	1585	1608	23	1.4%	240	242	2	1.0%	N/A	N/A
67	Northampton Street, Cambridge	High	739	737	-2	-0.2%	85	85	0	0.2%	N/A	N/A
68	Huntington Road, south of A14, Cambridge	Medium	1286	1298	12	0.9%	153	153	0	0.1%	N/A	N/A
70	Castle Street, Cambridge	High	329	331	2	0.5%	36	36	0	0.2%	N/A	N/A
72	Cambridge Road, south of A14, Cambridge	Medium	2924	2941	17	0.6%	480	484	4	0.8%	N/A	N/A
73	A14, between Junction 31 and Junction 32, Cambridge	Medium	9452	9463	11	0.1%	2470	2483	12	0.5%	N/A	N/A
75	A1303 Madingley Road, between Madingley Road Park and Ride and M11 Junction 13	High	1582	1574	-8	-0.5%	152	150	-3	-1.9%	N/A	N/A
76	Madingley Road, between Grange Road and Lady Margaret Road, Cambridge	High	945	942	-3	-0.3%	135	132	-3	-2.3%	N/A	N/A
78	A603 Barton Road between Millington Road and Grange Road	High	841	851	10	1.1%	146	144	-2	-1.3%	N/A	N/A
82	A428 Slip Road (Eastbound to St Neots Road roundabout)	High	626	632	6	0.9%	179	184	6	3.3%	N/A	N/A

		Driver Delay - Screening 2041 AM MC										
Link Point	Link Name	Receptor Sensitivity DM Flows	Total Vehicles				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 (%)		
16	Cambridge Road, north of Cambridge American Cemetery	Very Low	258	246	-12	-4.8%	63	64	1	1.9%	N/A	N/A
17	A1303 Madingley Road, between Cambridge American Cemetery and Cambridge Road	High	1761	1642	-119	-6.8%	310	312	2	0.8%	N/A	N/A
20	Eddington Avenue, north of A1303 Madingley Road, Cambridge	Medium	477	469	-8	-1.7%	36	35	-1	-3.1%	N/A	N/A
21	Grange Road, south of A1303 Madingley Road	Medium	156	98	-58	-37.2%	25	26	1	3.4%	N/A	N/A
22	St Neots Road, between Long Road and A1303 Madingley Road (adjacently north to Madingley Tower)	Low	0	0	0	0.0%	0	0	0	0.0%	N/A	N/A
29	A603 Barton Road, east of Granchester Road, Cambridge	High	982	973	-8	-0.8%	237	239	3	1.1%	N/A	N/A
32	A603 Barton Road, between A603 roundabout and Queens College and Robinson College Sports Ground	Medium	996	988	-8	-0.8%	240	242	3	1.1%	N/A	N/A
33	Coton Road, south of Haggis Farm Interchange	High	595	568	-28	-4.7%	105	101	-3	-3.2%	N/A	N/A
37	A603 Cambridge Road, south west of M11 Junction 12	High	1694	1671	-22	-1.3%	381	377	-4	-1.1%	N/A	N/A
49	Cambourne Business Park (New Link)	Low	485	463	-22	-4.6%	22	18	-4	-17.5%	N/A	N/A
58	Cambourne Road, Cambourne, South of the A428	Medium	2249	2203	-47	-2.1%	404	410	6	1.6%	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)	Low	1196	1209	13	1.1%	162	161	-1	-0.8%	N/A	N/A
63	A1198 Ermine Street, south of Caxton Gibbett	Low	2127	2037	-90	-4.2%	268	261	-6	-2.4%	N/A	N/A
64	A1134 Queens Road, south of Madingley Road, Cambridge	High	1422	1422	1	0.0%	314	318	4	1.3%	N/A	N/A
66	The Fen Causeway, Cambridge	High	1591	1582	-9	-0.6%	311	313	2	0.5%	N/A	N/A
67	Northampton Street, Cambridge	High	754	762	8	1.0%	158	163	4	2.6%	N/A	N/A
68	Huntingdon Road, south of A14, Cambridge	Medium	960	932	-29	-3.0%	176	173	-3	-1.7%	N/A	N/A
70	Castle Street, Cambridge	High	269	267	-2	-0.8%	37	37	0	0.2%	N/A	N/A
72	Cambridge Road, south of A14, Cambridge	Medium	1954	1971	17	0.9%	611	606	-5	-0.8%	N/A	N/A
73	A14, between Junction 31 and Junction 32, Cambridge	Medium	9307	9319	11	0.1%	2656	2653	-3	-0.1%	N/A	N/A
75	A1303 Madingley Road, between Madingley Road Park and Ride and M11 Junction 13	High	1450	1390	-60	-4.1%	136	138	3	1.9%	N/A	N/A
76	Madingley Road, between Grange Road and Lady Margaret Road, Cambridge	High	624	633	9	1.4%	134	137	2	1.8%	N/A	N/A
78	A603 Barton Road between Millington Road and Grange Road	High	639	634	-5	-0.8%	152	154	1	0.8%	N/A	N/A
82	A428 Slip Road (Eastbound to St Neots Road roundabout)	High	629	649	20	3.2%	179	183	4	2.4%	N/A	N/A

		Driver Delay - Screening 2041 PM NoMC										
Link Point	Link Name	Receptor Sensitivity DM Flows	Total Vehicles				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 (%)		
16	Cambridge Road, north of Cambridge American Cemetery	Very Low	539	458	-81	-14.9%	65	64	-1	-0.9%	N/A	N/A
17	A1303 Madingley Road, between Cambridge American Cemetery and Cambridge Road	High	1948	1976	27	1.4%	119	120	1	1.0%	N/A	N/A
20	Eddington Avenue, north of A1303 Madingley Road, Cambridge	Medium	775	758	-18	-2.3%	37	37	0	-0.1%	N/A	N/A
21	Grange Road, south of A1303 Madingley Road	Medium	321	310	-11	-3.6%	19	19	0	-1.6%	N/A	N/A
22	St Neots Road, between Long Road and A1303 Madingley Road (adjacent north to Madingley Tower)	Low	0	0	0	0.0%	0	0	0	0.0%	N/A	N/A
29	A603 Barton Road, east of Granchester Road, Cambridge	High	1486	1456	-29	-2.0%	106	106	0	0.0%	N/A	N/A
32	A603 Barton Road, between A603 roundabout and Queens College and Robinson College Sports Ground	Medium	1613	1584	-29	-1.8%	116	116	0	0.1%	N/A	N/A
33	Coton Road, south of Haggis Farm Interchange	High	893	900	8	0.8%	56	56	0	0.5%	N/A	N/A
37	A603 Cambridge Road, south west of M11 Junction 12	High	2232	2251	19	0.9%	249	253	3	1.4%	N/A	N/A
49	Cambourne Business Park (New Link)	Low	363	389	26	7.1%	2	3	0	9.8%	N/A	N/A
58	Cambourne Road, Cambourne, South of the A428	Medium	2481	2435	-46	-1.9%	139	139	1	0.5%	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	Low	1204	1244	41	3.4%	94	89	-4	-4.8%	N/A	N/A
63	A1198 Ermine Street, south of Cavton Gibbett	Low	1944	1938	-6	-0.3%	98	99	0	0.2%	N/A	N/A
64	A1134 Queens Road, south of Madingley Road, Cambridge	High	1148	1164	17	1.5%	89	90	1	1.2%	N/A	N/A
66	The Fen Causeway, Cambridge	High	1873	1867	-6	-0.3%	155	154	-1	-0.6%	N/A	N/A
67	Northampton Street, Cambridge	High	684	677	-6	-0.9%	47	47	0	-0.1%	N/A	N/A
68	Huntingdon Road, south of A14, Cambridge	Medium	1875	1867	-8	-0.4%	99	100	1	0.9%	N/A	N/A
70	Castle Street, Cambridge	High	409	400	-8	-2.1%	21	21	0	-1.2%	N/A	N/A
72	Cambridge Road, south of A14, Cambridge	Medium	3156	3150	-6	-0.2%	255	255	0	-0.2%	N/A	N/A
73	A14, between Junction 31 and Junction 32, Cambridge	Medium	10069	10054	-15	-0.1%	2174	2180	6	0.3%	N/A	N/A
75	A1303 Madingley Road, between Madingley Road Park and Ride and M11 Junction 13	High	3179	3112	-67	-2%	185	180	-5	-2%	N/A	N/A
76	Madingley Road, between Grange Road and Lady Margaret Road, Cambridge	High	1081	1068	-13	-1%	63	64	1	1%	N/A	N/A
78	A603 Barton Road between Millington Road and Grange Road	High	1133	1138	5	0%	96	97	1	1%	N/A	N/A
82	A428 Slip Road (Eastbound to St Neots Road roundabout)	High	727	731	3	0.5%	34	35	1	2.3%	N/A	N/A

		Driver Delay - Screening 2041 PM MC										
Link Point	Link Name	Receptor Sensitivity DM Flows	Total Vehicles				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 (%)		
16	Cambridge Road, north of Cambridge American Cemetery	Very Low	363	361	-3	-0.7%	64	65	1	1.6%	N/A	N/A
17	A1303 Madingley Road, between Cambridge American Cemetery and Cambridge Road	High	2102	2040	-61	-2.9%	143	145	3	2.1%	N/A	N/A
20	Eddington Avenue, north of A1303 Madingley Road, Cambridge	Medium	632	633	1	0.2%	30	30	0	0.5%	N/A	N/A
21	Grange Road, south of A1303 Madingley Road	Medium	135	84	-51	-37.7%	6	6	0	6.2%	N/A	N/A
22	St Neots Road, between Long Road and A1303 Madingley Road (adjacent north to Madingley Tower)	Low	0	0	0	0.0%	0	0	0	0.0%	N/A	N/A
29	A603 Barton Road, east of Granchester Road, Cambridge	High	1195	1185	-10	-0.8%	131	130	-1	-1.1%	N/A	N/A
32	A603 Barton Road, between A603 roundabout and Queens College and Robinson College Sports Ground	Medium	1275	1265	-10	-0.8%	141	139	-1	-1.0%	N/A	N/A
33	Coton Road, south of Haggis Farm Interchange	High	1021	1019	-2	-0.2%	69	72	3	4.3%	N/A	N/A
37	A603 Cambridge Road, south west of M11 Junction 12	High	2238	2240	2	0.1%	274	276	2	0.7%	N/A	N/A
49	Cambourne Business Park (New Link)	Low	430	403	-27	-6.4%	2	2	0	-3.6%	N/A	N/A
58	Cambourne Road, Cambourne, South of the A428	Medium	2528	2437	-91	-3.6%	143	143	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)	Low	1220	1221	1	0.1%	92	89	-3	-3.7%	N/A	N/A
63	A1198 Ermine Street, south of Caxton Gibbett	Low	2007	1969	-38	-1.9%	97	98	1	0.7%	N/A	N/A
64	A1134 Queens Road, south of Madingley Road, Cambridge	High	1226	1224	-2	-0.2%	115	114	-1	-0.9%	N/A	N/A
66	The Fen Causeway, Cambridge	High	1697	1699	2	0.1%	167	167	0	-0.2%	N/A	N/A
67	Northampton Street, Cambridge	High	829	825	6	0.8%	74	76	2	2.4%	N/A	N/A
68	Huntingdon Road, south of A14, Cambridge	Medium	1545	1529	-16	-1.0%	114	113	-1	-0.7%	N/A	N/A
70	Castle Street, Cambridge	High	372	376	4	1.1%	26	25	-1	-3.0%	N/A	N/A
72	Cambridge Road, south of A14, Cambridge	Medium	2247	2218	-29	-1.3%	245	245	0	0.1%	N/A	N/A
73	A14, between Junction 31 and Junction 32, Cambridge	Medium	9849	9833	-16	-0.2%	2248	2251	3	0.1%	N/A	N/A
75	A1303 Madingley Road, between Madingley Road Park and Ride and M11 Junction 13	High	2382	2314	-67	-2.8%	135	137	2	1.8%	N/A	N/A
76	Madingley Road, between Grange Road and Lady Margaret Road, Cambridge	High	830	847	17	2.0%	67	71	4	5.6%	N/A	N/A
78	A603 Barton Road between Millington Road and Grange Road	High	939	936	-4	-0.4%	101	100	0	-0.3%	N/A	N/A
82	A428 Slip Road (Eastbound to St Neots Road roundabout)	High	708	734	26	3.7%	34	34	1	2.0%	N/A	N/A

Non-Motorised Users Screening 2041 AM MC

Link Point	Link Name	Receptor Sensitivity DM Flows	Total Vehicles				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%	87	88	1	1.6%	N/A	N/A
2	Potton End Road / The Green, Eltisley	Medium	174	174	0	-0.1%	14	13	-1	-9.2%	N/A	N/A
3	A428 Cambridge Road between Eltisley and Caxton Gibbet	Very Low	4296	4310	14	0.3%	740	740	0	0.0%	N/A	N/A
4	B1040 St Ives Road, north of Eltisley	Low	1009	1017	7	0.7%	118	121	2	2.1%	N/A	N/A
5	A1198, south of Papworth Everard	Low	893	886	-8	-0.9%	144	144	0	-0.3%	N/A	N/A
6	Rogues Lane, west of Elsworth	Very Low	171	174	3	1.6%	57	60	3	4.7%	N/A	N/A
7	Unnamed Road, between Borkley Road and St Neots Road, south of Elsworth	Very Low	152	162	10	6.5%	19	20	1	7.8%	N/A	N/A
8	Boxworth Road, east of Elsworth	Low	332	331	-2	-0.5%	81	83	2	2.4%	N/A	N/A
9	High Street, Knapwell	Very Low	624	629	5	0.8%	73	72	-1	-1.7%	N/A	N/A
10	Boxworth Road, north east of Boxworth	Low	443	443	0	0.0%	148	148	0	0.0%	N/A	N/A
11	Robin's Lane, north east of Lowthorpe	Low	113	113	0	0.1%	68	68	0	0.0%	N/A	N/A
12	A1307 Huntingdon Road, east of Dry Drayton	Very Low	739	788	49	6.6%	100	106	6	6.1%	N/A	N/A
13	The Avenue, north of Madingley	Low	285	337	52	18.1%	37	45	8	21.9%	N/A	N/A
14	Dry Drayton Road, between Dry Drayton and Madingley	Low	83	77	-6	-7.5%	38	38	0	-0.2%	N/A	N/A
15	Scotland Road, north of proposed Travel Hub	Low	994	867	-127	-12.7%	116	100	-16	-13.9%	N/A	N/A
16	Cambridge Road, north of Cambridge American Cemetery	Low	258	246	-12	-4.8%	63	64	1	1.9%	N/A	N/A
17	A1303 Madingley Road, between Cambridge American Cemetery and Cambridge Road	Low	1761	1642	-119	-6.8%	310	312	2	0.8%	N/A	N/A
18	M11, north of Junction 13	Very Low	7097	7092	-5	-0.1%	2364	2360	-3	-0.1%	N/A	N/A
19	A1303 Madingley Road, between J J Thomson Avenue and Conduit Head Road	Medium	283	235	-48	-17.0%	38	40	3	7.3%	N/A	N/A
20	Eddington Avenue, north of A1303 Madingley Road, Cambridge	Medium	477	469	-8	-1.7%	36	35	-1	-3.1%	N/A	N/A
21	Grange Road, south of A1303 Madingley Road	Medium	156	98	-58	-37.2%	25	26	1	3.4%	N/A	N/A
22	St Neots Road, between Long Road and A1303 Madingley Road (adjacently north to Madingley Tower)	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%	56	55	-1	-1.9%	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%	56	55	-1	-1.9%	N/A	N/A
26	Cranmer Road, Cambridge	Very Low	94	93	0	0.0%	23	23	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%	788	789	2	0.2%	N/A	N/A
28	Grange Road, north of A603 Barton Road, Cambridge	Medium	519	518	-1	-0.2%	140	143	3	2.1%	N/A	N/A
29	A603 Barton Road, east of Granchester Road, Cambridge	Low	982	973	-8	-0.8%	237	239	3	1.1%	N/A	N/A
31	Grantchester Road, south of A603 Barton Road, Cambridge	Low	124	123	-1	-1.0%	30	29	0	-1.3%	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%	240	242	3	1.1%	N/A	N/A
33	Coton Road, south of Haggis Farm Interchange	High	595	568	-28	-4.7%	105	101	-3	-3.2%	N/A	N/A
34	Grantchester Road, south of Coton	Very Low	583	593	10	1.8%	155	156	-2	-1.1%	N/A	N/A
35	M11, south of M11 Junction 13	High	8467	8509	42	0.5%	2610	2612	2	0.1%	N/A	N/A
36	B1046 New Road, Barton	Low	672	646	-26	-3.9%	131	128	-2	-1.8%	N/A	N/A
37	A603 Cambridge Road, south west of M11 Junction 12	Low	1694	1671	-22	-1.3%	381	377	-4	-1.1%	N/A	N/A
38	Long Road, between Comberton and St Neots Road	Medium	154	146	-8	-5.3%	22	22	0	-2.0%	N/A	N/A
39	B1046 West Street, between Green End and Hardwick Road, Comberton	High	393	379	-14	-3.6%	85	84	-2	-1.9%	N/A	N/A
40	Hardwick Road, South of Hardwick	Low	93	94	1	0.8%	13	13	0	-0.2%	N/A	N/A
41	B1046 High Street, Toft	Medium	581	569	-12	-2.1%	114	112	-2	-1.3%	N/A	N/A
42	Main Street, south of Caldecote	Low	312	359	46	14.9%	64	70	6	9.5%	N/A	N/A
43	B1046 Toft Road, between Gills Hill and Main Street	Low	645	635	-10	-1.5%	142	147	4	2.9%	N/A	N/A
44	A1198 Royston Road, east of Bourne	Low	1145	1176	30	2.6%	167	169	2	1.1%	N/A	N/A
45	Caxton Road, between Caxton and Crow End	Low	317	317	0	0.0%	66	64	-2	-2.6%	N/A	N/A
47	A1198, south of School Lane, east of Caxton	High	1087	1118	31	2.9%	154	156	2	1.3%	N/A	N/A
48	School Lane, Cambourne	Low	896	855	-40	-4.5%	129	127	-2	-1.1%	N/A	N/A
51	Wellington Way, Highfields Caldecote	Very Low	527	578	51	9.7%	39	45	6	16.0%	N/A	N/A
52	A428, east of Caxton Gibbet Roundabout	Very Low	4686	4772	86	1.8%	985	986	1	0.1%	N/A	N/A
53	A428, east of Cambourne	Very Low	4850	4894	45	0.9%	941	938	-3	-0.3%	N/A	N/A
54	A428, north of Hardwick	Low	5039	5041	2	0.0%	1103	1111	8	0.7%	N/A	N/A
55	Scotland Road, south of proposed Travel Hub	Low	994	1252	259	26.0%	116	100	-16	-13.8%	N/A	N/A
56	A1198, east of Papworth Everard	High	1902	1902	0	0.0%	262	264	2	0.8%	N/A	N/A
57	Ermine Street North, Papworth Everard	Medium	551	548	-3	-0.5%	213	212	-1	-0.5%	N/A	N/A
58	Cambourne Road, Cambourne, South of the A428	Low	2249	2203	-47	-2.1%	404	410	6	1.6%	N/A	N/A
59	St Neots Road, North of the A428, Cambourne Road and Cambourne, off the eastern arm of the St Neots/Cambourne Road/A428 roundabout	Low	820	724	-97	-11.8%	68	68	0	-0.5%	N/A	N/A
61	Oakington Road, Dry Drayton	Medium	973	860	-114	-11.7%	110	97	-13	-12.0%	N/A	N/A
62	Potton End, South Eltisley	Low	174	174	0	-0.1%	14	13	-1	-9.2%	N/A	N/A
63	A1198 Ermine Street, south of Caxton Gibbet	Low	2127	2037	-90	-4.2%	268	261	-7	-2.4%	N/A	N/A
64	A1134 Queens Road, south of Madingley Road, Cambridge	High	1422	1422	0	0.0%	314	318	4	1.3%	N/A	N/A
65	West Road, Cambridge	Medium	586	582	-4	-0.7%	132	133	1	0.5%	N/A	N/A
66	The Fen Causeway, Cambridge	High	1591	1582	-9	-0.6%	311	313	2	0.5%	N/A	N/A
67	Northampton Street, Cambridge	Low	754	762	8	1.0%	158	163	4	2.6%	N/A	N/A
68	Huntingdon Road, south of A14, Cambridge	Medium	960	932	-29	-3.0%	176	173	-3	-1.7%	N/A	N/A
69	Victoria Road, Cambridge	Low	524	524	0	0.0%	116	116	0	0.0%	N/A	N/A
70	Castle Street, Cambridge	Low	269	267	-2	-0.8%	37	37	0	-0.2%	N/A	N/A
71	Histon Road, between Akeman Street and Bermuda Terrace, Cambridge	Low	401	399	-2	-0.4%	84	81	-2	-2.6%	N/A	N/A
72	Cambridge Road, south of A14, Cambridge	Very Low	1954	1971	17	0.9%	611	606	-5	-0.8%	N/A	N/A
73	A14, between Junction 31 and Junction 32, Cambridge	Low	9307	9319	11	0.1%	2656	2653	-3	-0.1%	N/A	N/A
74	B1046 Fox Road, south of Bourn	Medium	597	547	-50	-8.5%	134	134	0	-0.5%	N/A	N/A
75	A1303 Madingley Road, between Madingley Road Park and Ride and M11 Junction 13	Medium	1450	1390	-60	-4.1%	136	138	3	1.9%	N/A	N/A
76	Madingley Road, between Grange Road and Lady Margaret Road, Cambridge	High	624	633	9	1.4%	134	137	2	1.8%	N/A	N/A
77	Sidwicken Avenue between Grange Road and Queens Road, Cambridge	High	90	89	-1	-0.7%	33	33	0	-0.1%	N/A	N/A
78	A603 Barton Road between Millington Road and Grange Road	Very Low	639	634	-5	-0.8%	152	154	1	0.8%	N/A	N/A
79	A428 Slip Road (Westbound to Cambourne Road roundabout)	Very Low	454	451	-3	-0.7%	56	56	0	0.6%	N/A	N/A
80	A428 Slip Road (Westbound from Cambourne Road roundabout)	Very Low	334	367	33	10.0%	46	47	1	2.6%	N/A	N/A
81	A428 Slip Road (Eastbound from St Neots Road roundabout)	Very Low	672	687	15	2.3%	126	127	1	1.0%	N/A	N/A
82	A428 Slip Road (Eastbound to St Neots Road roundabout)	Very Low	629	649	20	3.2%	179	183	4	2.4%	N/A	N/A
85	St Neots Road between Hardwick and St Neots Road bus stop	Medium	367	316	-51	-13.9%	54	57	3	7.1%	N/A	N/A
86	St Neots Road between St Neots Road bus stop and Long Road	Low	400	400	0	0.1%	59	59	0	0.2%	N/A	N/A
87	Cambridge Road, Hardwick	High	0	0	0	0.0%	0	0	0	0.0%	N/A	N/A

Non-Motorised Users Screening 2041 PM MC

Link Point	Link Name	Receptor Sensitivity DM Flows	Total Vehicles				HGVs				Rule 2	Rule 1
			2041 PM DS MC	2041 PM DS MC	DS-DM (Abs)	DS-DM (%)	2041 PM DS MC	2041 PM DS MC	DS-DM (Abs)	DS-DM (%)		
1	B1040, west of Etlisley	Low	739	737	-2	-0.3%	62	61	0	-0.8%	N/A	N/A
2	Potton End Road / The Green, Etlisley	Medium	88	2	2	2.5%	0	1	0	107.7%	N/A	SELECTED
3	A428 Cambridge Road between Etlisley and Caxton Gibbet	Very Low	5140	5146	6	0.1%	432	432	0	0.1%	N/A	N/A
4	B1040 St Ives Road, north of Etlisley	Low	878	855	6	0.7%	97	97	0	0.1%	N/A	N/A
5	A1198, south of Papworth Everard	Low	1376	1374	-2	-0.1%	54	54	1	1.5%	N/A	N/A
6	Rogues Lane, west of Elsworth	Very Low	148	157	9	5.7%	87	88	1	0.6%	N/A	N/A
7	Unnamed Road, between Borckley Road and St Neots Road, south of Elsworth	Very Low	88	95	7	8.3%	34	34	0	-0.5%	N/A	N/A
8	Boxworth Road, east of Elsworth	Low	142	143	1	0.8%	15	16	1	7.1%	N/A	N/A
9	High Street, Knapwell	Very Low	593	605	12	2.0%	83	83	-1	-0.6%	N/A	N/A
10	Boxworth Road, north east of Boxworth	Low	249	280	32	12.7%	70	73	2	3.1%	N/A	N/A
11	Robin's Lane, north east of Lolworth	Low	143	143	0	0.1%	85	85	0	0.0%	N/A	N/A
12	A1307 Huntingdon Road, east of Dry Drayton	Very Low	836	902	66	7.9%	59	66	7	12.1%	N/A	N/A
13	The Avenue, north of Madingley	Low	453	493	39	8.4%	30	37	7	23.8%	N/A	N/A
14	Dry Drayton Road, between Dry Drayton and Madingley	Low	103	96	-7	-7.0%	44	44	0	0.3%	N/A	N/A
15	Scotland Road, north of proposed Travel Hub	Low	1038	934	-103	-10.0%	102	93	-9	-8.8%	N/A	N/A
16	Cambridge Road, north of Cambridge American Cemetery	Low	363	361	-3	-0.7%	64	65	1	1.6%	N/A	N/A
17	A1303 Madingley Road, between Cambridge American Cemetery and Cambridge Road	Low	2102	2040	-61	-2.9%	143	145	3	2.1%	N/A	N/A
18	M11, north of Junction 13	Very Low	7899	7910	11	0.1%	2041	2046	5	0.3%	N/A	N/A
19	A1303 Madingley Road, between J J Thomson Avenue and Conduit Head Road	Medium	600	562	-38	-6.3%	44	47	4	8.8%	N/A	N/A
20	Eddington Avenue, north of A1303 Madingley Road, Cambridge	Medium	632	633	1	0.2%	30	30	0	0.5%	N/A	N/A
21	Grange Road, south of A1303 Madingley Road	Medium	135	84	-51	-37.7%	6	6	0	6.2%	N/A	N/A
22	St Neots Road, between Long Road and A1303 Madingley Road (adjacently north to Madingley Tower)	Low	0	0	0	0.0%	0	0	0	0.0%	N/A	N/A
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	506	424	-81	-16.1%	39	36	-3	-6.4%	N/A	N/A
25	Northern Arm (St Neots Road) on St Neots Road / Wellington Way Roundabout / Highfields Road roundabout	Medium	506	424	-81	-16.1%	39	36	-3	-6.4%	N/A	N/A
26	Cranmer Road, Cambridge	Very Low	165	166	0	0.0%	18	18	0	0.1%	N/A	N/A
27	A428, south of Madingley between St Neots Road and M11 / A14, Cambridge	Medium	3607	3575	-32	-0.9%	483	481	-2	-0.4%	N/A	N/A
28	Grange Road, north of A603 Barton Road, Cambridge	Medium	409	407	-2	-0.6%	49	48	-1	-2.4%	N/A	N/A
29	A603 Barton Road, east of Grantham Road, Cambridge	Low	1195	1185	-10	-0.8%	131	130	-1	-1.1%	N/A	N/A
30	Grantchester Road, south of A603 Barton Road, Cambridge	Low	160	156	-4	-2.5%	16	17	0	2.4%	N/A	N/A
31	Grantchester Road, south of A603 Barton Road, Cambridge	Low	1275	1265	-10	-0.8%	141	139	-1	-1.0%	N/A	N/A
32	A603 Barton Road, between A603 roundabout and Queens College and Robinson College Sports Ground	Low	1021	1019	-2	-0.2%	69	72	3	4.3%	N/A	N/A
33	Coton Road, south of Haggis Farm Interchange	High	690	692	2	0.3%	59	56	-2	-4.1%	N/A	N/A
34	Grantchester Road, south of Coton	Very Low	9637	9656	19	0.2%	2205	2213	8	0.4%	N/A	N/A
35	M11, south of M11 Junction 13	High	696	673	-23	-3.3%	70	69	-1	-0.7%	N/A	N/A
36	B1046 New Road, Barton	Low	2238	2240	2	0.1%	274	276	2	0.7%	N/A	N/A
37	A603 Cambridge Road, south west of M11 Junction 12	Low	199	180	-19	-9.3%	19	22	3	13.1%	N/A	N/A
38	Long Road, between Comberton and St Neots Road	Medium	419	424	5	1.2%	39	43	4	10.4%	SELECTED	N/A
39	B1046 West Street, between Green End and Hardwick Road, Comberton	High	68	73	5	7.1%	6	7	1	10.3%	N/A	N/A
40	Hardwick Road, South of Hardwick	Low	505	514	10	1.9%	46	50	5	10.1%	N/A	N/A
41	B1046 High Street, Toft	Medium	361	393	32	9.0%	41	41	0	0.6%	N/A	N/A
42	Main Street, south of Caldecote	Low	727	763	37	5.1%	76	80	4	5.5%	N/A	N/A
43	B1046 Toft Road, between Gills Hill and Main Street	Low	1153	1159	6	0.5%	98	101	3	2.9%	N/A	N/A
44	A1198 Royston Road, east of Bourne	Low	287	289	2	0.7%	24	27	3	11.8%	N/A	N/A
45	Caxton Road, between Caxton and Crow End	Low	212	144	-68	-32.0%	56	53	-4	-6.8%	N/A	N/A
46	Broadway, east of Cambourne	Low	1054	1069	15	1.4%	79	80	1	0.7%	N/A	N/A
47	A1198, south of School Lane, east of Caxton	High	861	841	-20	-2.4%	55	56	0	0.8%	N/A	N/A
48	School Lane, Cambourne	Low	430	403	-27	-6.4%	2	2	0	-3.6%	N/A	N/A
49	Cambourne Business Park (New Link)	Low	580	616	36	6.3%	9	10	1	7.7%	N/A	N/A
50	Wellington Way, Highfields Caldecote	Very Low	5589	5673	83	1.5%	494	495	0	0.0%	N/A	N/A
51	A428, east of Caxton Gibbet Roundabout	Very Low	5656	5683	27	0.5%	551	549	-1	-0.3%	N/A	N/A
52	A428, east of Cambourne	Low	5685	5684	0	0.0%	638	639	1	0.1%	N/A	N/A
53	A428, north of Hardwick	Low	1038	1330	292	28.1%	102	93	-9	-8.5%	N/A	N/A
54	A428, north of Hardwick	High	2254	2258	4	0.2%	150	151	1	0.6%	N/A	N/A
55	Scotland Road, south of proposed Travel Hub	Low	670	676	6	0.9%	78	78	0	-0.5%	N/A	N/A
56	A1198, east of Papworth Everard	Medium	2528	2437	-91	-3.6%	143	143	0	0.1%	N/A	N/A
57	Ermine Street North, Papworth Everard	Low	856	777	-80	-9.3%	32	33	0	0.8%	N/A	N/A
58	Cambourne Road, Cambourne, South of the A428	Low	1220	1221	1	0.1%	92	89	-3	-3.7%	N/A	N/A
59	St Neots Road, North of the A428, Cambourne Road and Cambourne, off the eastern arm of the St Neots/Cambourne Road/A428 roundabout	Medium	1032	932	-99	-9.6%	82	90	8	9.6%	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)	Low	88	90	2	2.5%	0	1	0	107.7%	N/A	SELECTED
61	Oakington Road, Dry Drayton	Low	2007	1969	-38	-1.9%	97	98	1	0.7%	N/A	N/A
62	Potton End, South Etlisley	Low	1226	1224	-2	-0.2%	115	114	-1	-0.9%	N/A	N/A
63	A1198 Ermine Street, south of Caxton Gibbet	High	400	392	-8	-2.0%	35	34	-1	-3.9%	N/A	N/A
64	A1134 Queens Road, south of Madingley Road, Cambridge	Medium	1697	1699	2	0.1%	167	167	0	0.1%	N/A	N/A
65	West Road, Cambridge	High	829	835	6	0.8%	74	76	2	2.4%	N/A	N/A
66	The Fen Causeway, Cambridge	Low	1545	1529	-16	-1.0%	114	113	-1	-0.7%	N/A	N/A
67	Northampton Street, Cambridge	Medium	946	934	-12	-1.2%	80	79	0	-0.4%	N/A	N/A
68	Huntingdon Road, south of A14, Cambridge	Low	372	376	4	1.1%	26	25	-1	-3.0%	N/A	N/A
69	Victoria Road, Cambridge	Low	622	615	-7	-1.1%	58	58	0	0.1%	N/A	N/A
70	Castle Street, Cambridge	Very Low	2247	2218	-29	-1.3%	245	245	0	0.1%	N/A	N/A
71	Histon Road, between Akeman Street and Bermuda Terrace, Cambridge	Low	9849	9833	-16	-0.2%	2248	2251	3	0.1%	N/A	N/A
72	Cambridge Road, south of A14, Cambridge	Low	603	582	-21	-3.5%	98	104	3	2.8%	N/A	N/A
73	A14, between Junction 31 and Junction 32, Cambridge	Medium	2382	2314	-67	-2.8%	135	137	2	1.8%	N/A	N/A
74	B1046 Fen Road, south of Bourne	High	830	847	17	2.0%	67	71	4	5.6%	N/A	N/A
75	A1303 Madingley Road, between Madingley Road Park and Ride and M11 Junction 13	Low	137	137	0	-0.3%	19	19	0	-0.1%	N/A	N/A
76	Madingley Road, between Grange Road and Lady Margaret Road, Cambridge	Very Low	939	936	-4	-0.4%	101	100	0	-0.3%	N/A	N/A
77	Sidwick Avenue between Grange Road and Queens Road, Cambridge	Very Low	761	769	7	1.0%	50	50	0	0.7%	N/A	N/A
78	A603 Barton Road between Millington Road and Grange Road	Very Low	567	590	23	4.1%	18	18	1	3.9%	N/A	N/A
79	A428 Slip Road (Westbound to Cambourne Road roundabout)	Low	579	565	-14	-2.4%	59	58	-1	-1.5%	N/A	N/A
80	A428 Slip Road (Eastbound from Cambourne Road roundabout)	Very Low	708	734	26	3.7%	34	34	0	2.0%	N/A	N/A
81	A428 Slip Road (Eastbound to St Neots Road roundabout)	Very Low	493	488	-5	-1.0%	42	42	0	9.3%	N/A	N/A
82	St Neots Road between Hardwick and St Neots Road bus stop	Medium	493	488	-5	-1.0%	42	42	0	9.3%	N/A	N/A
83	St Neots Road between St Neots Road bus stop and Long Road	Low	493	493	0	0.0%	46	46	0	9.2%	N/A	N/A
84	St Neots Road between St Neots Road bus stop and Long Road	Low	493	493	0	0.0%	46	46	0	9.2%	N/A	N/A
85	Cambridge Road, Hardwick	High	220	219	-1	-0.5%	24	24	0	0.3%	N/A	N/A

Non-Motorised Users Screening 2041 AM NoMc

Link Point	Link Name	Receptor Sensitivity DM Flows	Total Vehicles								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		2041 AM DM NoMc	2041 AM DS NoMc	DS-DM (Abs)	DS-DM (%)					
1	B1040, west of Etsiley	Low	591	592	1	0.2%	43	39		36	82		-1	-1.5%	N/A	N/A			
2	Potton End Road / The Green, Etsiley	Medium	211	210	-2	-0.9%	0	17		18	17		18	1	6.7%	N/A			
3	A428 Cambridge Road between Etsiley and Caxton Gibbet	Very Low	4330	4342	13	0.3%	338	387	336	387	725	723	-1	-0.2%	N/A	N/A			
4	B1040 St Ives Road, north of Etsiley	Low	964	963	-1	-0.1%	54	66	55	66	121	121	0	0.1%	N/A	N/A			
5	A1198, south of Papworth Everard	Low	913	899	-14	-1.6%	27	95	27	92	122	119	-2	-2.0%	N/A	N/A			
6	Rogues Lane, west of Elsworth	Very Low	296	267	-29	-9.8%	39	33	38	33	72	71	-1	-1.5%	N/A	N/A			
7	Unnamed Road, between Borskley Road and St Neots Road, south of Elsworth	Very Low	183	189	6	3.0%	16	3	16	4	19	20	2	8.0%	N/A	N/A			
8	Bosworth Road, east of Elsworth	Low	503	460	-43	-8.5%	24	73	23	72	97	94	-2	-2.6%	N/A	N/A			
9	High Street, Knapwell	Very Low	657	655	-2	-0.3%	46	33	46	32	80	78	-2	-2.8%	N/A	N/A			
10	Bosworth Road, north east of Bosworth	Low	587	562	-25	-4.3%	40	123	39	122	163	162	-1	-0.8%	N/A	N/A			
11	Robin's Lane, north east of Lolworth	Low	114	114	0	0.0%	44	24	44	24	68	68	0	0.0%	N/A	N/A			
12	A1307 Huntingdon Road, east of Dry Drayton	Very Low	1277	1270	-7	-0.5%	76	47	82	46	123	128	5	4.0%	N/A	N/A			
13	The Avenue, north of Madingley	Low	368	400	32	8.7%	11	36	21	35	48	55	8	16.5%	N/A	N/A			
14	Dry Drayton Road, between Dry Drayton and Madingley	Low	64	63	0	-0.6%	6	30	6	30	36	36	-1	-1.4%	N/A	N/A			
15	Scotland Road, north of proposed Travel Hub	Low	1119	968	-151	-13.5%	82	71	58	67	154	124	-29	-18.5%	N/A	N/A			
16	Cambridge Road, north of Cambridge American Cemetery	Low	192	150	-42	-22.0%	11	49	10	49	60	59	-1	-2.0%	N/A	N/A			
17	A1303 Madingley Road, between Cambridge American Cemetery and Cambridge Road	Low	1824	1796	-28	-1.5%	184	118	186	119	303	304	2	0.5%	N/A	N/A			
18	M11, north of junction 13	Very Low	7363	7359	-4	-0.1%	1116	1218	1117	1216	2334	2334	0	0.0%	N/A	N/A			
19	A1303 Madingley Road, between J Thomson Avenue and Conduit Head Road	Medium	640	606	-34	-5.3%	34	37	32	32	72	65	-7	-9.3%	N/A	N/A			
20	Eddington Avenue, north of A1303 Madingley Road, Cambridge	Medium	821	830	8	1.0%	42	2	42	3	45	45	0	1.1%	N/A	N/A			
21	Grange Road, south of A1303 Madingley Road	Medium	411	401	-9	-2.3%	5	41	3	41	46	45	-1	-3.1%	N/A	N/A			
22	St Neots Road, between Long Road and A1303 Madingley Road (adjacently north to Madingley Tower)	Low	0	0	0	0.0%	0	0	0	0	0	0	0	0.0%	N/A	N/A			
23	Wilberforce Road	Low	0	0	0	0.0%	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%	38	21	37	20	58	57	-2	-2.6%	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%	38	21	37	20	58	57	-2	-2.6%	N/A	N/A			
26	Cranmer Road, Cambridge	Very Low	156	156	0	0.0%	15	8	15	8	23	22	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%	276	440	280	444	723	723	7	0.9%	N/A	N/A			
28	Grange Road, north of A603 Barton Road, Cambridge	Medium	616	607	-9	-1.5%	48	67	46	68	115	114	-1	-0.8%	N/A	N/A			
29	A603 Barton Road, east of Granchester Road, Cambridge	Low	1139	1155	16	1.4%	97	99	94	101	196	195	-1	-0.5%	N/A	N/A			
31	Granchester Road, south of A603 Barton Road, Cambridge	Low	186	188	2	0.9%	11	18	11	18	29	29	0	1.4%	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%	98	101	95	103	198	198	0	0.0%	N/A	N/A			
33	Coton Road, south of Hags Farm Interchange	High	837	844	7	0.8%	64	26	65	27	92	27	2	2.3%	N/A	N/A			
34	Granchester Road, south of Coton	Very Low	602	612	9	1.5%	101	11	110	12	113	122	10	8.5%	N/A	N/A			
35	M11, south of M11 Junction 13	High	8681	8791	110	1.3%	1286	1303	1292	1297	2588	2589	1	0.0%	N/A	N/A			
36	B1046 New Road, Barton	Low	413	425	12	2.8%	50	43	51	43	94	94	0	0.3%	N/A	N/A			
37	A603 Cambridge Road, south west of M11 Junction 12	Low	1536	1566	30	1.9%	237	78	241	79	315	319	4	1.3%	N/A	N/A			
38	Long Road, between Comberton and St Neots Road	Medium	120	108	-12	-9.6%	14	13	13	3	17	16	-1	-7.1%	N/A	N/A			
39	B1046 West Street, between Green End and Hardwick Road, Comberton	High	287	286	-1	-0.2%	36	32	35	31	67	66	-2	-2.2%	N/A	N/A			
40	Hardwick Road, South of Hardwick	Low	98	97	-1	-0.9%	7	7	7	7	14	13	0	-1.8%	N/A	N/A			
41	B1046 High Street, Toft	Medium	502	495	-7	-1.4%	65	34	64	34	99	97	-2	-2.0%	N/A	N/A			
42	Main Street, south of Caldecote	Low	325	302	-23	-7.2%	23	65	23	67	73	6	8	8.6%	N/A	N/A			
43	B1046 Toft Road, between Gills Hill and Main Street	Low	660	647	-13	-2.0%	100	43	103	44	143	147	4	2.7%	N/A	N/A			
44	A1198 Royston Road, east of Bourne	Low	1136	1162	26	2.3%	104	62	107	63	166	169	3	1.9%	N/A	N/A			
45	Caxton Road, between Caxton and Crow End	Low	368	331	-37	-10.1%	42	30	39	30	72	69	-3	-3.8%	N/A	N/A			
46	Broadway, east of Cambourne	Low	333	255	-77	-23.2%	16	49	16	42	65	58	-7	-10.8%	N/A	N/A			
47	A1198, south of School Lane, east of Caxton	High	1081	1108	27	2.5%	91	63	94	63	154	157	3	2.1%	N/A	N/A			
48	School Lane, Cambourne	Low	857	844	-13	-1.6%	94	35	94	35	129	129	0	-0.2%	N/A	N/A			
49	Cambourne Business Park (New Link)	Low	473	485	12	2.6%	26	0	20	0	26	20	-6	-23.7%	N/A	N/A			
51	Wellington Way, Highfields Caldecote	Very Low	571	598	27	4.7%	6	33	12	34	39	45	6	15.8%	N/A	N/A			
52	A428, east of Caxton Gibbet Roundabout	Very Low	4780	4802	22	0.5%	578	378	585	366	956	952	-4	-0.4%	N/A	N/A			
53	A428, east of Cambourne	Very Low	4970	4974	4	0.1%	525	382	527	371	907	898	-9	-1.0%	N/A	N/A			
54	A428, north of Hardwick	Low	5013	5026	13	0.3%	615	397	620	408	1012	1028	17	1.6%	N/A	N/A			
55	Scotland Road, south of proposed Travel Hub	Low	1119	1287	168	15.0%	82	71	58	67	154	125	-29	-18.8%	N/A	N/A			
56	A1198, east of Papworth Everard	High	1877	1862	-15	-0.8%	82	161	82	158	243	240	-2	-1.0%	N/A	N/A			
57	Ermine Street North, Papworth Everard	Medium	517	504	-13	-2.4%	50	184	41	234	249	-9	-3.6%	N/A	N/A				
58	Cambourne Road, Cambourne, South of the A428	Low	2241	2204	-38	-1.7%	238	165	244	166	403	409	6	1.6%	N/A	N/A			
59	St Neots Road, North of the A428, Cambourne Road and Cambourne, off the eastern arm of the St Neots/Cambourne/A428 roundabout	Low	715	699	-16	-2.2%	34	37	34	37	71	71	0	-0.4%	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%	46	119	46	118	165	164	-2	-1.1%	N/A	N/A			
61	Outington Road, Dry Drayton	Medium	1099	980	-119	-10.8%	71	57	58	64	128	122	-6	-4.6%	N/A	N/A			
62	Potton End, South Etsiley	Low	211	210	-2	-0.9%	0	17	0	18	17	1	6.7%	N/A	N/A				
63	A1198 Ermine Street, south of Caxton Gibbet	Low	2101	2055	-47	-2.2%	128	138	122	139	267	261	-6	-2.2%	N/A	N/A			
64	A1134 Queens Road, south of Madingley Road, Cambridge	High	1545	1492	-53	-3.5%	114	112	110	110	226	228	2	0.8%	N/A	N/A			
65	West Road, Cambridge	Medium	615	627	12	2.0%	30	48	29	47	77	75	-2	-2.8%	N/A	N/A			
66	The Fen Causeway, Cambridge	High	1585	1608	23	1.4%	129	131	111	111	240	242	2	1.0%	N/A	N/A			
67	Norhampton Street, Cambridge	Low	739	737	-2	-0.2%	70	15	70	15	85	85	0	0.2%	N/A	N/A			
68	Huntingdon Road, south of A14, Cambridge	Medium	1286	1298	12	0.9%	111	42	113	40	153	153	0	0.1%	N/A	N/A			
69	Victoria Road, Cambridge	Low	1029	1015	-14	-1.3%	51	102	52	101	153	153	-1	-0.5%	N/A	N/A			
70	Castle Street, Cambridge	Low	329	331	2	0.5%	31	5	31	5	36	36	0	0.2%	N/A	N/A			
71	Histon Road, between Akeman Street and Bermuda Terrace, Cambridge	Low	483	488	5	1.0%	41	20	41	23	61	65	3	5.6%	N/A	N/A			
72	Cambridge Road, south of A14, Cambridge	Very Low	2924	2941	17	0.6%	322	158	323	161	480	484	4	0.8%	N/A	N/A			
73	A14, between Junction 2 and Junction 3, Cambridge	High	9462	9463	1	0.0%	1166	27.6	1305	1171	288	1312	100.8	2470	2468	12	0.5%	N/A	N/A
74	B1046 Fox Road, south of Bourne	Medium	594	585	-9	-3.2%	130	0.0	130	0.0	130	130	0	-0.3%	N/A	N/A			
75	A1303 Madingley Road, between Madingley Road Park and Ride and M11 Junction 13	Medium	1582	1574	-8	-0.5%	78.0	74.4	78.5	74.4	152	150	-3	-1.9%	N/A	N/A			
76	Madingley Road, between Grange Road and Lady Margaret Road, Cambridge	High	945	942	-3	-0.3%	32.7	102.4	32.3	99.7	132	132	-3	-2.3%	N/A	N/A			
77	Sidwick Avenue between Grange Road and Queens Road, Cambridge	High	186	185	-1	-0.5%	29.8	20.9	29.7	20.5	51	50	-1	-1.1%	N/A	N/A			
78	A603 Barton Road between Millington Road and Grange Road	Very Low	841	851	10	1.1%	79.7	65.8	84.6	77.1	146	144	-2	-1.3%	N/A	N/A			
79	A428 Slip Road (Westbound to Cambourne Road roundabout)	Very Low	456	443	-9	-2.0%	53.3	0.0	53.6	0.0	53	54	0	0.6%	N/A	N/A			

Non-Motorised Users Screening 2041 PM NoMC

Link Point	Link Name	Receptor Sensitivity DM Flows	Total Vehicles				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 Eitlsley	Low	744	741	-3	-0.4%	61	61	0	-0.7%	N/A	N/A
2	Potton End Road / The Green, Eitlsley	Medium	79	80	1	1.2%	0	0	0	-9.1%	N/A	N/A
3	A428 Cambridge Road between Eitlsley and Caxton Gibbet	Very Low	5138	5139	1	0.0%	418	419	1	0.2%	N/A	N/A
4	B1040 St Ives Road, north of Eitlsley	Low	884	892	8	0.9%	96	95	-1	-1.4%	N/A	N/A
5	A1198, south of Papworth Everard	Low	1379	1377	-2	-0.2%	55	56	1	1.0%	N/A	N/A
6	Rogues Lane, west of Elsworth	Very Low	154	148	-6	-4.0%	87	87	1	0.9%	N/A	N/A
7	Unnamed Road, between Borckley Road and St Neots Road, south of Elsworth	Very Low	74	84	11	14.4%	22	23	0	1.4%	N/A	N/A
8	Boxworth Road, east of Elsworth	Low	164	147	-17	-10.7%	26	26	0	1.3%	N/A	N/A
9	High Street, Knapwell	Very Low	581	588	6	1.1%	82	82	0	-0.6%	N/A	N/A
10	Boxworth Road, north east of Boxworth	Low	251	263	13	5.0%	79	81	2	2.2%	N/A	N/A
11	Robin's Lane, north east of Lolworth	Low	141	141	0	-0.1%	84	84	0	-0.1%	N/A	N/A
12	A1307 Huntingdon Road, east of Dry Drayton	Very Low	1088	1112	24	2.2%	60	60	0	-0.2%	N/A	N/A
13	The Avenue, north of Madingley	Low	633	644	11	1.8%	33	34	1	3.0%	N/A	N/A
14	Dry Drayton Road, between Dry Drayton and Madingley	Low	98	96	-2	-2.3%	41	41	0	-0.5%	N/A	N/A
15	Scotland Road, north of proposed Travel Hub	Low	1058	985	-73	-6.9%	104	100	-4	-3.7%	N/A	N/A
16	Cambridge Road, north of Cambridge American Cemetery	Low	539	458	-81	-14.9%	65	64	-1	-0.9%	N/A	N/A
17	A1303 Madingley Road, between Cambridge American Cemetery and Cambridge Road	Low	1948	1976	27	1.4%	119	120	1	1.0%	N/A	N/A
18	M11, north of Junction 13	Very Low	7996	7962	-34	-0.4%	2026	2036	4	0.2%	N/A	N/A
19	A1303 Madingley Road, between J Thomson Avenue and Conduit Head Road	Medium	604	559	-45	-7.4%	36	34	-2	-6.9%	N/A	N/A
20	Eddington Avenue, north of A1303 Madingley Road, Cambridge	Medium	775	758	-17	-2.3%	37	37	0	-0.1%	N/A	N/A
21	Grange Road, south of A1303 Madingley Road	Medium	321	310	-11	-3.6%	19	19	0	-1.6%	N/A	N/A
22	St Neots Road, between Long Road and A1303 Madingley Road (adjacently north to Madingley Tower)	Low	0	0	0	0.0%	0	0	0	0.0%	N/A	N/A
23	Wilberforce Road	Low	0	0	0	0.0%	0	0	0	0.0%	N/A	N/A
24	St Neots Road, north east Camboorne, east of Broadway	Low	418	421	3	0.8%	39	36	-3	-7.3%	N/A	N/A
25	Northern Arm (St Neots Road) on St Neots Road / Wellington Way Roundabout / Highfields Road roundabout	Medium	418	421	3	0.8%	39	36	-3	-7.3%	N/A	N/A
26	Grammer Road, Cambridge	Very Low	224	225	1	0.2%	18	18	0	-0.1%	N/A	N/A
27	A428, south of Madingley between St Neots Road and M11 / A14, Cambridge	Medium	3716	3692	-24	-0.7%	468	468	0	0.0%	N/A	N/A
28	Grange Road, north of A603 Barton Road, Cambridge	Medium	358	352	-6	-1.5%	34	33	-1	-2.0%	N/A	N/A
29	A603 Barton Road, east of Granchester Road, Cambridge	Low	1486	1456	-29	-2.0%	106	106	0	0.0%	N/A	N/A
31	Grantchester Road, south of A603 Barton Road, Cambridge	Low	234	221	-13	-5.4%	8	9	1	6.5%	N/A	N/A
32	A603 Barton Road, between A603 Roundabout and Queens College and Robinson College Sports Ground	Low	1513	1504	-9	-1.8%	116	116	0	0.1%	N/A	N/A
33	Coton Road, south of Haggis Farm Interchange	High	893	900	8	0.8%	56	56	0	0.5%	N/A	N/A
34	Grantchester Road, south of Coton	Very Low	671	653	-18	-2.7%	24	22	-2	-5.4%	N/A	N/A
35	M11, south of M11 Junction 13	High	9959	10010	52	0.5%	2219	2227	8	0.4%	N/A	N/A
36	B1046 New Road, Barton	Low	722	706	-17	-2.3%	69	70	1	1.0%	N/A	N/A
37	A603 Cambridge Road, south west of M11 Junction 12	Low	2232	2251	19	0.9%	249	253	3	1.4%	N/A	N/A
38	Long Road, between Comberton and St Neots Road	Medium	236	193	-42	-18.0%	24	21	-3	-13.3%	N/A	N/A
39	B1046 West Street, between Green End and Hardwick Road, Comberton	High	420	434	12	2.8%	36	39	3	7.7%	N/A	N/A
40	Hardwick Road, South of Hardwick	Low	66	71	6	8.5%	6	7	1	11.0%	N/A	N/A
41	B1046 High Street, Toft	Medium	502	520	18	3.6%	43	47	4	8.3%	N/A	N/A
42	Main Street, south of Caldecote	Low	387	411	24	6.2%	43	43	-1	-1.4%	N/A	N/A
43	B1046 Toft Road, between Gills Hill and Main Street	Low	735	777	42	5.7%	75	78	3	4.1%	N/A	N/A
44	A1198 Royston Road, east of Bourne	Low	1138	1143	4	0.4%	98	101	3	2.7%	N/A	N/A
45	Caxton Road, between Caxton and Crow End	Low	283	292	8	2.9%	24	27	3	10.7%	N/A	N/A
46	Broadway, east of Camboorne	Low	210	142	-68	-32.4%	56	52	-4	-6.6%	N/A	N/A
47	A1198, south of School Lane, east of Caxton	High	1080	1081	1	0.1%	80	80	0	0.2%	N/A	N/A
48	School Lane, Camboorne	Low	819	808	-11	-1.3%	56	56	0	-0.6%	N/A	N/A
49	Camboorne Business Park (New Link)	Low	363	389	26	7.1%	2	3	0	9.8%	N/A	N/A
51	Wellington Way, Highfields Caldecote	Very Low	610	629	19	3.1%	9	10	1	7.7%	N/A	N/A
52	A428, east of Caxton Gibbet Roundabout	Very Low	5649	5701	51	0.9%	478	480	2	0.4%	N/A	N/A
53	A428, east of Camboorne	Very Low	5735	5738	4	0.1%	519	520	1	0.1%	N/A	N/A
54	A428, north of Hardwick	Low	5827	5794	-34	-0.6%	606	608	2	0.4%	N/A	N/A
55	Scotland Road, south of proposed Travel Hub	Low	1058	1322	264	25.0%	104	100	-3	-3.3%	N/A	N/A
56	A1198, east of Papworth Everard	High	2263	2269	6	0.2%	150	149	-1	-0.5%	N/A	N/A
57	Ermine Street North, Papworth Everard	Medium	673	682	9	1.3%	79	78	0	-0.5%	N/A	N/A
58	Camboorne Road, Camboorne, South of the A428	Low	2481	2435	-46	-1.9%	139	139	1	0.5%	N/A	N/A
59	St Neots Road, North of the A428, Camboorne Road and Camboorne, off the eastern arm of the St Neots/Camboorne Road/A428 roundabout	Low	736	736	0	0.1%	31	32	0	1.6%	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	Medium	1204	1244	41	3.4%	94	89	-4	-4.8%	N/A	N/A
61	Oakington Road, Dry Drayton	Medium	1062	993	-68	-6.4%	93	89	-4	-3.8%	N/A	N/A
62	Potton End, South Eitlsley	Low	79	80	1	1.2%	0	0	0	-9.1%	N/A	N/A
63	A1198 Ermine Street, south of Caxton Gibbet	Low	1944	1938	-6	-0.3%	98	99	0	0.2%	N/A	N/A
64	A1134 Queens Road, south of Madingley Road, Cambridge	High	1148	1164	17	1.5%	89	90	1	1.2%	N/A	N/A
65	West Road, Cambridge	Medium	387	413	26	6.8%	28	27	-1	-3.9%	N/A	N/A
66	The Fen Causeway, Cambridge	High	1873	1867	-6	-0.3%	155	154	-1	-0.6%	N/A	N/A
67	Northampton Street, Cambridge	Low	684	677	-6	-0.9%	47	47	0	-0.1%	N/A	N/A
68	Huntingdon Road, south of A14, Cambridge	Medium	1875	1867	-8	-0.4%	99	100	1	0.9%	N/A	N/A
69	Victoria Road, Cambridge	Low	1298	1295	-2	-0.2%	86	86	0	0.2%	N/A	N/A
70	Castle Street, Cambridge	Low	409	400	-8	-2.1%	21	21	0	-1.2%	N/A	N/A
71	Histon Road, between Akeman Street and Bermuda Terrace, Cambridge	Low	717	711	-6	-0.9%	56	55	0	0.4%	N/A	N/A
72	Cambridge Road, south of A14, Cambridge	Very Low	3156	3150	-6	-0.2%	255	255	0	-0.2%	N/A	N/A
73	A14, between Junction 31 and Junction 32, Cambridge	Low	10069	10054	-15	-0.1%	2174	2180	6	0.3%	N/A	N/A
74	B1046 Fox Road, south of Bourn	Medium	609	588	-22	-3.5%	98	99	2	1.8%	N/A	N/A
75	A1303 Madingley Road, between Madingley Road Park and Ride and M11 Junction 13	Medium	3179	3112	-67	-2.1%	185	180	-5	-2.1%	N/A	N/A
76	Madingley Road, between Grange Road and Lady Margaret Road, Cambridge	High	1081	1068	-13	-1.1%	63	64	1	1%	N/A	N/A
77	Sidgwick Avenue between Grange Road and Queens Road, Cambridge	High	209	209	0	0%	21	21	0	2%	N/A	N/A
78	A603 Barton Road between Millington Road and Grange Road	Very Low	1138	1138	0	0%	97	97	1	1%	N/A	N/A
79	A428 Slip Road (Westbound to Camboorne Road roundabout)	Very Low	784	773	-11	-1%	46	47	1	1%	N/A	N/A
80	A428 Slip Road (Westbound from Camboorne Road roundabout)	Very Low	548	567	20	4%	17	18	1	6%	N/A	N/A
81	A428 Slip Road (Eastbound from St Neots Road roundabout)	Very Low	576	563	-13	-2%	47	47	0	0%	N/A	N/A
82	A428 Slip Road (Eastbound to St Neots Road roundabout)	Very Low	727	731	3	0.5%	34	35	1	2.3%	N/A	N/A
85	St Neots Road between Hardwick and St Neots Road bus stop	Medium	424	445	22	5.1%	40	38	-2	-5%	N/A	N/A
86	St Neots Road between St Neots Road bus stop and Long Road	Low	424	363	-61	-14.3%	40	38	-2	-5%	N/A	N/A
87	Cambridge Road, Hardwick	High	226	221	-4	-2%	24	24	0	0%	N/A	N/A



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