

CSRM Modelling Summary Report for Cambridge and South Cambridgeshire Local Plans

Supplementary Technical Note, May 2015

Prepared by WSP Group and Atkins

Table of Contents

1.	Introduction	3
2.	CSRM Modelling Summary Reports	4
2.1.	Change in Trips by Travel Mode	4
2.2.	Transport Scheme Phasing	5
2.3.	Model back-filling	5
2.4.	Model Zoning Structure	6
3.	Land Use Assumptions	7
3.1.	Land Use Assumptions	7
4.	Highway Assumptions	8
4.1.	Sectored Demand Matrices	8
4.2.	Average Journey Lengths	8
4.3.	A428/A1303 Corridor Traffic Volumes and Journey Times	10
4.4.	A14 Proposed Scheme at Girton Interchange	13
4.5.	Cambridge Development Strategy Impact	15
5.	Public Transport and Active Modes Assumptions	16
5.1.	Proposed A428 Park & Ride Site	16
5.2.	A428 Bus Service	17
5.3.	Western Orbital Bus Service	17
6.	Other Issues	19
6.1.	Approach to Phase 2	19
6.2.	Treatment of Uncertainty	19
6.3.	Models used for Local Plan Analysis	20

1. Introduction

As part of discussion at the Examination into the Cambridge Submission Local Plan and South Cambridgeshire Submission Local Plan, the Councils were asked to provide additional information on the Modelling Summary Report (RD/Strat/160) that was developed during the preparation of the Local Plans, using the Cambridge Sub Regional Model (CSRM).

A statement was published by the Councils (M7CCC&SCDC – Supplement 2), which provided information on:

- The Validation Report for the CSRM Model
- Assumptions used in the model runs referred to in the CSRM Modelling Report (CSRM Modelling Summary Report for Cambridge and South Cambridgeshire Local Plans – July 2013 RD/Strat/160)
- How the Cambridge Western Orbital was applied in the CSRM Model run referenced in the Modelling Report.

For completeness this is attached at appendix A, of this Note, and it is also available here:

<https://www.cambridge.gov.uk/sites/www.cambridge.gov.uk/files/documents/M7%20supplement%20%20-%20Re-run%20Modelling.pdf>

A Further Supplement was published by the Councils on 31 March 2015 (M7CCC&SCDC – Supplement 3), providing further information which addressed some apparent inconsistencies concerning housing numbers in the phase 3 model run. This supplement is attached at appendix B of this note, and is also available here:

<https://www.cambridge.gov.uk/sites/www.cambridge.gov.uk/files/documents/M7%20supplement%20-%20Re-run%20Modelling.pdf>

A revised version of the Modelling Summary Report was produced to show the impact of the changes (RD/Strat/161), which accompanied the supplement.

This document provides further technical information from the CSRM model runs which supported the local plans.

Unless explicitly stated otherwise, all information provided in this note referencing the Do Something (DS) model relates to the March 2015 Phase 3 re-run (Scenario K2) , reported in the Supplement to the Councils Written Statement to Matter 7 (M7/CCC & SCDC – SUPPLEMENT 3), with the accompanying Modelling Report Update (CSRM Modelling Summary Report for Cambridge and South Cambridgeshire Local Plans – March 2015 RD/Strat/161).

2. CSRM Modelling Summary Reports

This section provides further clarification of information found in the CSRM Modelling Summary Reports (RD/Strat/160 & RD/Strat/161).

2.1. Change in Trips by Travel Mode

Page 9 of the CSRM Modelling Summary Report for Cambridge and South Cambridgeshire Local Plans – March 2015 (RD/Strat/161) includes a table illustrating the increase in travel demand anticipated between 2011 and 2031 by transport mode across the Sub Region.

Table 1 below provides the absolute figures supporting this table. The figures show the change in the total trips by mode between 2011 and 2031 for each CSRM Scenario. It should be noted that the time periods are as follows: AM 7am-10am, IP 10am-4pm, PM 4pm-7pm.

Table 1. Total Trips by mode (2011 to 2031)

		Active	Car	PT	Grand Total
2011	AM	155,811	261,004	33,052	449,867
	IP	253,107	477,381	29,943	760,430
	PM	108,642	299,216	25,301	433,159
Total		517,560	1,037,601	88,296	1,643,456
2031 Without Transport Strategy	AM	192,748	316,611	39,537	548,896
	IP	311,681	603,615	36,125	951,421
	PM	133,489	370,992	30,954	535,435
Total		637,918	1,291,219	106,616	2,035,752
2031 With Transport Strategy	AM	193,559	314,348	41,963	549,871
	IP	312,996	598,377	38,217	949,591
	PM	133,860	368,569	32,896	535,324
Total		640,416	1,281,294	113,076	2,034,786

Table 2 below shows the absolute figures for movements by all travel modes between Cambridge, South Cambridgeshire and elsewhere. These are the totals for the AM, IP and PM periods (7am-7pm) for all modes, including walk and cycle.

Table 2. Origin and Destination of Trips (total for all modes)

	Origin	Destination			Total
		Cambridge	South Cambridgeshire	Elsewhere	
2011	Cambridge	279,503	75,339	42,008	396,850
	South Cambridgeshire	82,530	228,624	114,204	425,358
	Elsewhere	45,312	112,923	663,012	821,248
	Total	407,345	416,886	819,225	1,643,456
2031 Without Transport Strategy	Cambridge	363,392	99,272	50,940	513,604
	South Cambridgeshire	109,219	307,477	140,904	557,600
	Elsewhere	56,293	142,284	765,972	964,549
	Total	528,904	549,033	957,816	2,035,752

	Origin	Destination			Total
		Cambridge	South Cambridgeshire	Elsewhere	
2031 With Transport Strategy	Cambridge	359,804	100,709	51,910	512,424
	South Cambridgeshire	110,502	304,258	142,390	557,150
	Elsewhere	56,934	143,362	764,915	965,212
	Total	527,241	548,330	959,215	2,034,786

2.2. Transport Scheme Phasing

This section identifies the phasing assumptions for transport schemes that was used in the transport modelling. The information below is drawn from Appendix B of the CSRM Modelling Summary Report (RD/Strat/160 & RD/Strat/161).

Highways

Table B.1 in Appendix B of the CSRM Modelling Summary Report details the highway schemes included as part of the transport measures. Table 3 below highlights the schemes related to the A14 and the A10. It also indicates assumptions regarding the timing of delivery.

Table 3. Assumptions regarding the A14 upgrade, and highway measures for the A10 highway scheme phasing

Highway Scheme	Description
A14 Ellington to Milton improvement scheme	Included in all phases of modelling from 2021 onwards.
A10 dualled between Cambridge Research Park and A14 Milton Interchange	Included in the Phase 2 modelling from 2021 onwards. The highway scheme is not included in the Phase 3 modelling due to the profile and scale of development up to 2031. The public transport measures were prioritised before further highway mitigation (expected to be post 2031).

Public Transport and Cycling Schemes

The cycling enhancements included in transport measures are listed in table B.2, and illustrated in Figure B.3 of Appendix B of the CSRM Modelling Summary Report (RD/Strat/160 & RD/Strat/161). Figure B.3 also includes the timing assumptions, with the colours of the routes on the map indicating the different timing assumptions.

Public transport schemes included in the transport measures are listed in Table B2 of the CSRM Modelling Summary Report (RD/Strat/160 & RD/Strat/161). The modelling assumed that all public transport upgrades (bus, rail and park & ride) were in place by 2021, with some being introduced by 2016. This may not reflect the timing of the individual schemes which evolved subsequent to the modelling, particularly through the City Deal prioritisation to support delivery. The analysis focused on 2031 (when all schemes should be in place).

2.3. Model back-filling

Section 2.1 of the CSRM Modelling Summary Report (RD/Strat/160 & RD/Strat/161) referred to 'back filling'. When road space on congested routes is freed up by, for example developing in more sustainable locations or through change in travel mode, some of the benefit is eroded as suppressed demands released and takes up the space created. This section of this report provides further information on this process.

The transport modelling that underpins the local plan assumes journey makers use logic and judgement to find routes, modes and travel options that minimise their respective travel costs. The land use model also considers a bigger picture of trade-offs between location of residence/employment and other services by

considering housing costs and travel costs to differing types of essential services (including jobs and education).

Where development is focused on more sustainable locations, with good access to alternative modes of transport, there are four basic consequences, which are reflected in the model:

- 1.) Overall trip lengths in the modelled area can be shortened, as those people who would otherwise travel from more distant locations are now making shortened movements from the additional dwellings in more sustainable locations;
- 2.) This reduction in trips (many of which by car) means there will be “short term” spare capacity liberated on transport links in the outer areas and routes to the main areas of employment and services, where movement is focussed towards;
- 3.) The mode share of the occupants in more sustainable locations tends to be more biased towards more sustainable modes, which could free up road capacity compared to more dispersed development patterns; and
- 4.) There will be a tendency for potentially reduced congestion and hence a reduction in travel times for certain groups of users, particularly those travelling to the main areas of employment and services.

Being a transport system which always strive for equilibrium, these changes in conditions would only be short term. In practice people (and the responses tailored in the model) assumes trip makers will continue to seek out minimum cost routes and rebalance their locational and mode choices accordingly. Hence the rebalancing would have 2 primary effects:

- a.) Any reduced congestion for all other existing areas beyond the development will mean there is scope for more and slightly longer distance travel by car (i.e. the remaining outlying residents have a slightly higher tendency to travel by car to the main areas of employment and services);
- b.) There may be some contraction of peak spreading leading to a re-intensified peak hour;

However it should also be noted that even in some areas considered to be more sustainable, for example in the region between the fringe developments and larger urban areas, localised congestion might actually increase unless the development impacts are fully mitigated.

2.4. Model Zoning Structure

The Cambridge Sub-Regional Transport Model uses a zoning system to aggregate trip origins and destinations into manageable chunks for modelling purposes. Trip generation across the network is built up from the frequency of trips between zones in the zoning system, representing trip origins and destinations. Zones are more concise closer to the area of study where modelling is more detailed, becoming larger towards the external areas. The total demand from any given zone is loaded onto the modelled network at strategic locations within that zone boundary, providing access to the transport network.

3. Land Use Assumptions

3.1. Land Use Assumptions

The Councils supplementary Statement to the Local Plan Examination Matter 7 (M7/CCC & SCDC – Supplement 3) included information on housing and employment numbers used in the different phases of modelling reported in the Modelling Summary Reports.

The tables in Appendix E of this supplementary technical note provide a further breakdown of the growth in dwellings and employment assumed in the phase 3 model re-run (Scenario K-2). Where possible specific site information on dwellings and employment was applied. Where further growth was anticipated but no specific site was available (e.g. for windfall development), the growth was applied pro rata across the model zones affected.

4. Highway Assumptions

4.1. Sectorised Demand Matrices

In order to provide further background information on the transport movements which CSRM is assuming in the base and future year scenarios, sector-sector summaries have been prepared, and are presented in a spreadsheet at Appendix F. 20 sectors have been defined covering the two districts in detail, and the rest of mainland UK in larger sectors (see maps included in Appendix D). The information has been prepared grouping car trips (including Park & Ride as they generate local car movements), public transport (bus, guided bus and rail) and active (walk and cycle). The tables show the total number of trips which CSRM has produced in 2011, and in 2031 with and without the transport strategy in place.

4.2. Average Journey Lengths

This corresponds to the origin/destination table on page 9 of the CSRM Modelling Summary Report (RD/Strat.160 & RD/Strat.161).

Table 4 below shows the average trip lengths for journeys by car taken from CSRM for 2011 and 2031 with/without the transport strategy. These figures are average trip lengths for trips between each of the district-district pairs shown, weighted according to the number of trips (e.g. Cambridge-Cambridge movements are a mixture of trips between zones in Cambridge of different lengths, as the shorter trips are more common, the weighted average takes this into account).

As expected, the Cambridge-Cambridge trips are shortest, and trips to Cambridge from 'Elsewhere' are the longest. Table 5 expresses the change in average trip length as a percentage of the 2011 figures. This shows that the length of trips to/from destinations outside Cambridge and South Cambridgeshire grows most quickly.

Table 4. Average Trip Lengths (km), Car Trips

		To destinations in:			
		Cambridge City	South Cambs	Elsewhere	All Areas
2011	From origins in:				
	Cambridge	3.5	11.3	51.9	17.2
	South Cambridgeshire	11.4	10.9	45.0	23.0
	Elsewhere	50.8	43.6	29.6	33.5
Total		17.5	22.5	33.8	28.1
2031 Without Transport Strategy	From origins in:				
	Cambridge	3.6	11.5	56.1	17.5
	South Cambridgeshire	11.5	10.8	47.4	23.0
	Elsewhere	55.3	46.0	32.2	36.3
Total		18.1	22.8	36.5	29.4
2031 With Transport Strategy	From origins in:				
	Cambridge	4.0	11.6	57.0	18.2
	South Cambridgeshire	11.6	10.8	47.9	23.4
	Elsewhere	56.1	46.4	32.3	36.6
Total		18.6	23.1	36.8	29.8

Table 5. Percentage Change in Trip Lengths, Car Trips (2011-2031)

		To destinations in:			
	From origins in:	Cambridge City	South Cambs	Elsewhere	All Areas
2031 Without Transport Strategy	Cambridge	3%	1%	8%	2%
	South Cambridgeshire	1%	-2%	5%	0%
	Elsewhere	9%	6%	9%	8%
	Total	4%	1%	8%	5%
2031 With Transport Strategy	Cambridge	13%	3%	10%	5%
	South Cambridgeshire	2%	-2%	6%	2%
	Elsewhere	10%	6%	9%	9%
	Total	6%	3%	9%	6%

The following tables (Table 6 and Table 7) show average trip lengths for public transport trips. The introduction of the transport strategy has the impact of lengthening public transport trips. This will occur because the transport strategy makes travelling by public transport more attractive over long distances, and hence longer trips are encouraged. The improvements to cycling infrastructure may also lead to some shorter bus trips switching to cycling, which would add to this effect.

Table 6. Average Trip Lengths (km), Public Transport

		To destinations in:			
	From origins in:	Cambridge City	South Cambs	Elsewhere	All Areas
2011	Cambridge	4.3	13.4	52.0	19.6
	South Cambridgeshire	14.0	12.6	46.0	22.7
	Elsewhere	50.6	43.4	33.7	38.2
	Total	19.9	21.6	38.7	29.0
2031 Without Transport Strategy	Cambridge	4.5	13.0	61.0	22.1
	South Cambridgeshire	13.5	11.8	52.6	24.0
	Elsewhere	58.9	50.7	36.0	42.7
	Total	22.0	22.9	43.3	31.7
2031 With Transport Strategy	Cambridge	4.9	13.5	58.3	24.0
	South Cambridgeshire	13.9	12.7	51.8	23.7
	Elsewhere	56.6	50.0	34.9	41.7
	Total	24.0	22.9	42.2	31.9

Table 7. Percentage Change in Trip Lengths, Public Transport (2011-2031)

		To destinations in:			
From origins in:		Cambridge City	South Cambs	Elsewhere	All Areas
2031 Without Transport Strategy	Cambridge	6%	-3%	17%	13%
	South Cambridgeshire	-3%	-6%	14%	6%
	Elsewhere	16%	17%	7%	12%
	Total	10%	6%	12%	10%
2031 With Transport Strategy	Cambridge	15%	0%	12%	23%
	South Cambridgeshire	-1%	1%	13%	5%
	Elsewhere	12%	15%	4%	9%
	Total	21%	6%	9%	10%

4.3. A428/A1303 Corridor Traffic Volumes and Journey Times

Information on the impact on Journey Times was provided in Appendix E of the CSRM Modelling Summary Report (RD/Strat/160 & RD/Strat.161).

Traffic volumes and journey times for the A428/A1303 corridor have been extracted from the model. Figure 1 below indicates the geographical location on the A428/A1303 corridor where demand and actual traffic volumes have been extracted.

Traffic modelling software frequently utilises a common unit, known as the Passenger Car Unit (PCU), to represent general traffic. Common vehicle types are assigned a conversion factor so that an equivalent PCU value can be generated from vehicle data. In this instance cars and LGVs equate to 1 PCU, whilst HGVs equate to 2.3. Demand flow (PCU/hr) includes all flow components (assigned from the trip matrix) that would like to make a particular trip during the modelled time period, whereas actual flow (PCU/hr) refers to the number of PCUs which actually complete an assigned trip in the model. Actual flow is less than demand flow due to congestion in the modelled network resulting in some trips not being completed within the modelled time period.

Figure 1. M11 screenline location

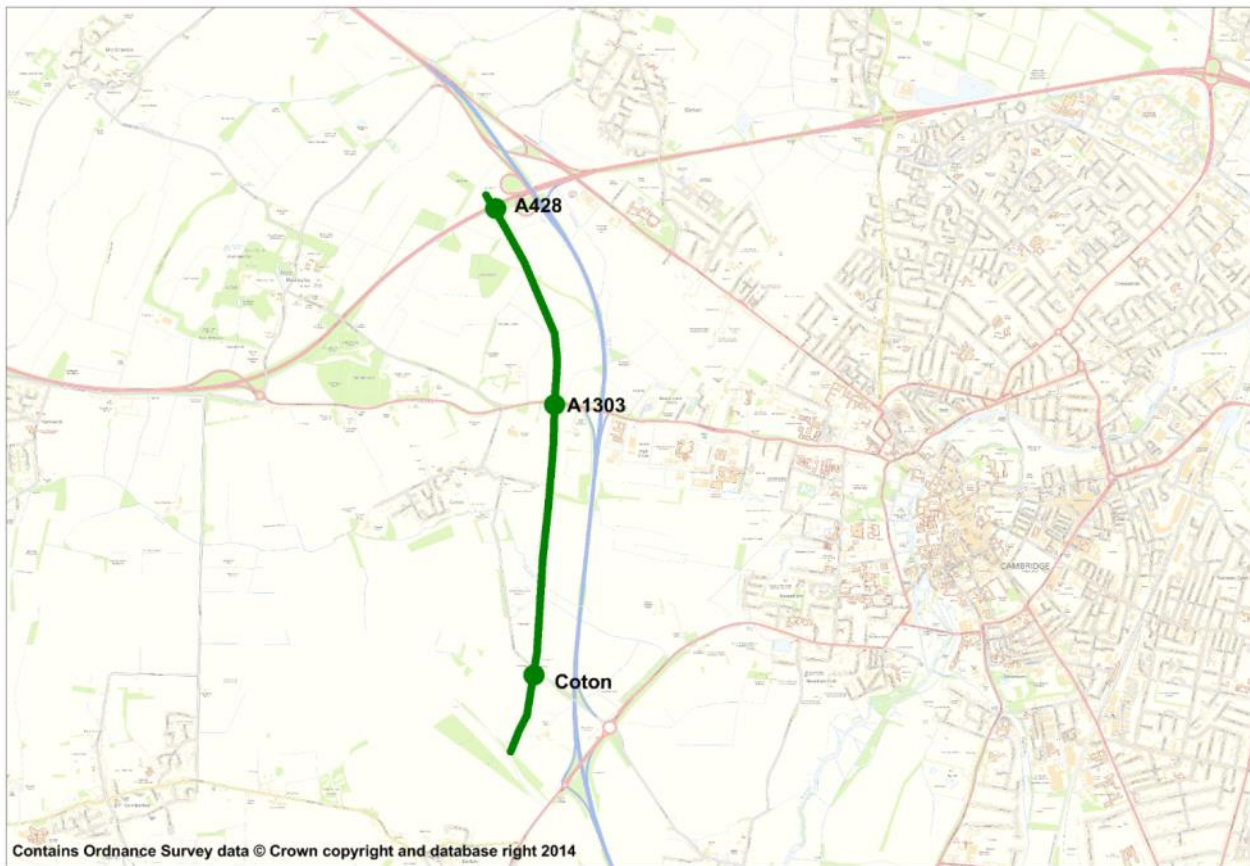


Figure 2 and Figure 3 show the total highway demand and actual flows for the A428/A1303 corridor in correspondence with the M11 screenline.

Figure 2. 2031 Do Something A428/A1303 corridor actual and demand flow (towards Cambridge)

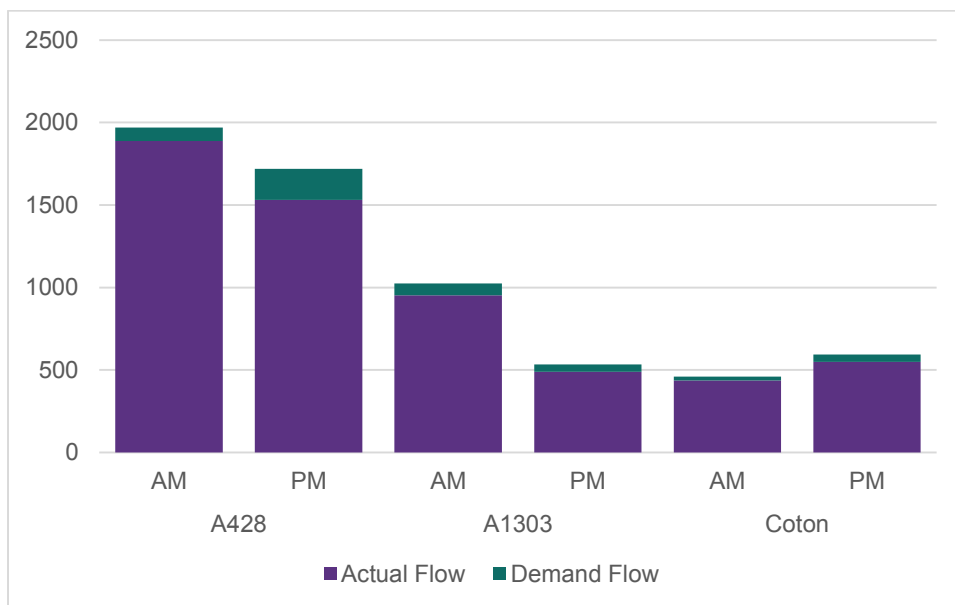


Figure 3. 2031 Do Something A428/A1303 corridor actual and demand flow (from Cambridge)

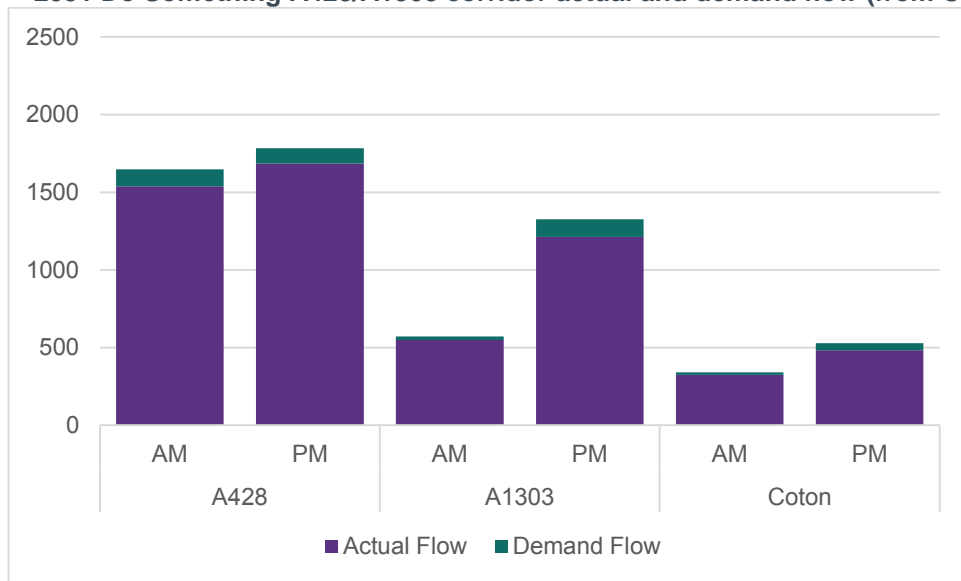


Figure 4 identifies three journey time routes for the A428/A1303 corridor.

Figure 4. Journey time routes

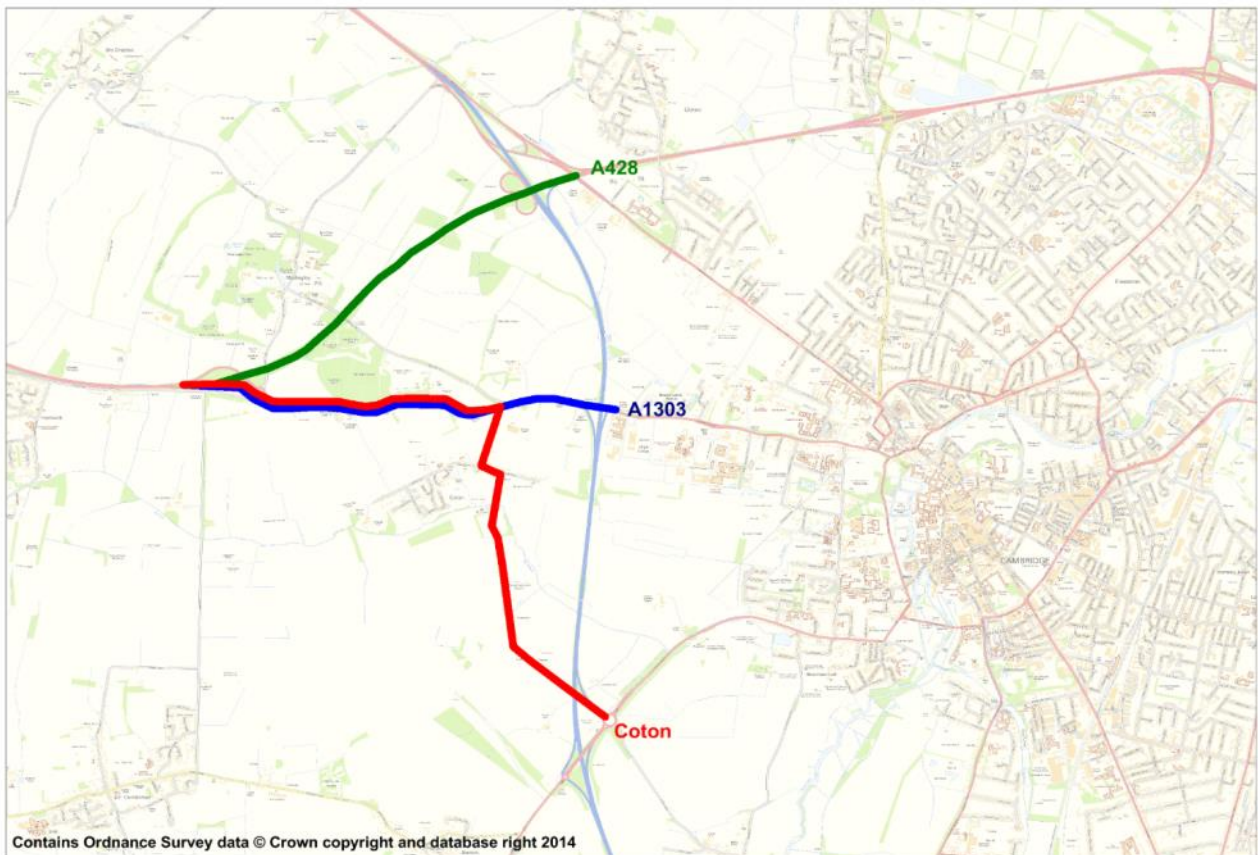


Figure 5 and Figure 6 indicate the total time taken to travel each journey time route in the AM and PM peak hour.

Figure 5. 2031 Do Something A428/A1303 corridor journey time routes (towards Cambridge)

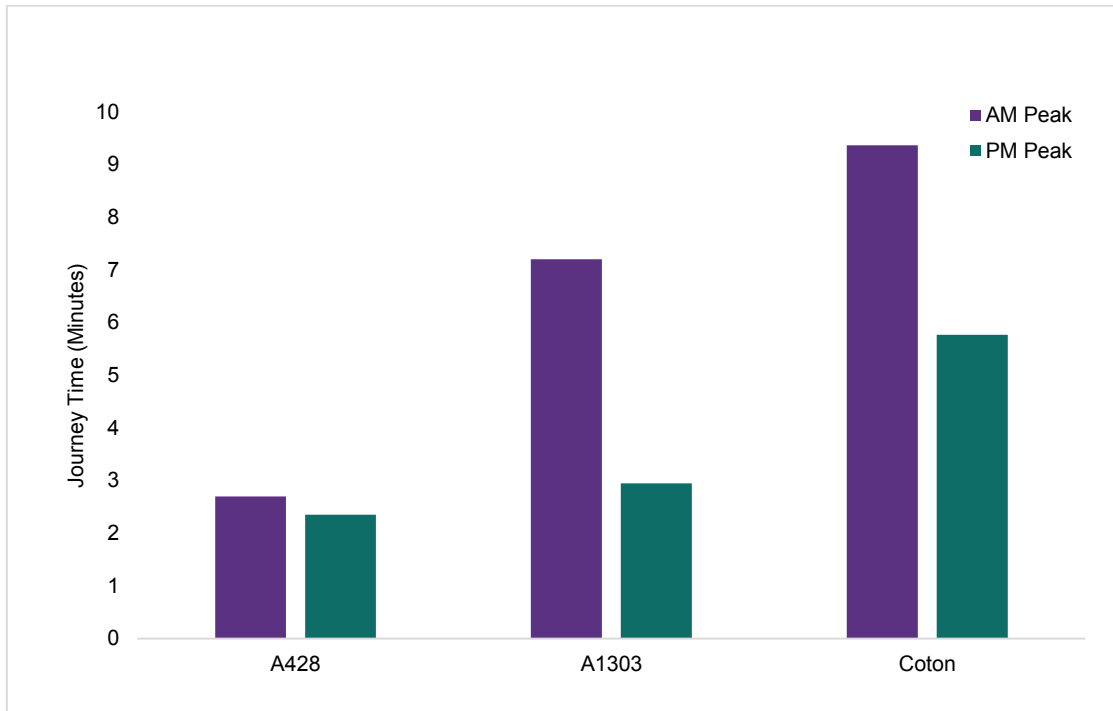
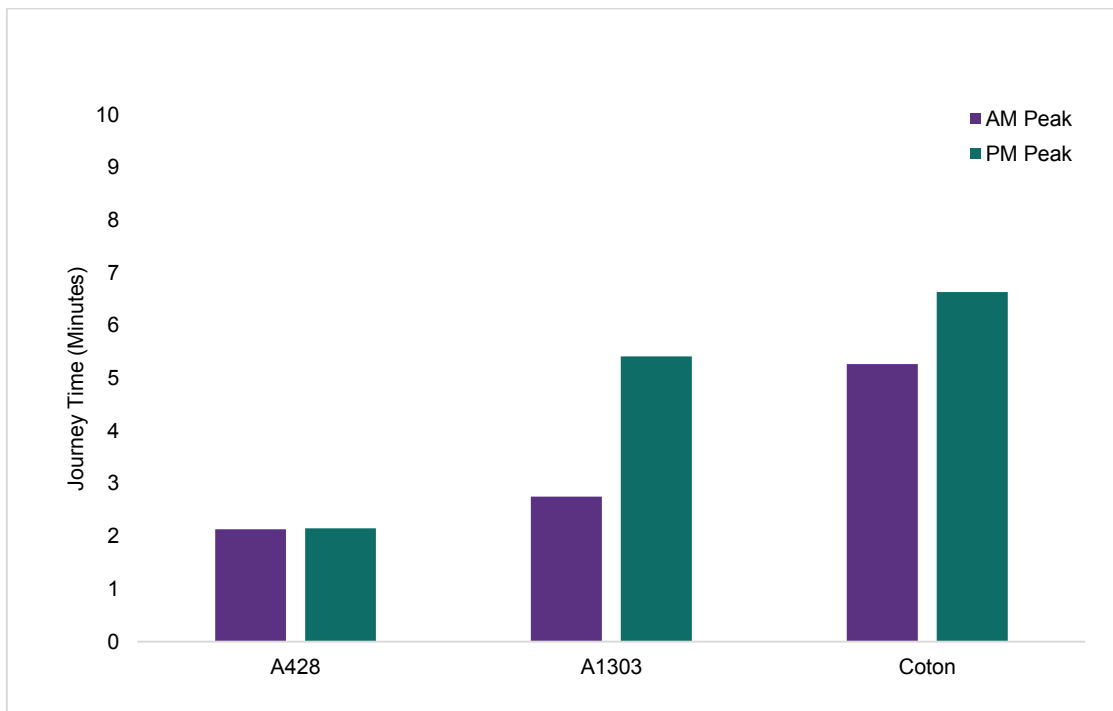


Figure 6. 2031 Do Something A428/A1303 corridor journey times (from Cambridge)



4.4. A14 Proposed Scheme at Girton Interchange

As detailed earlier, in the modelling the A14 scheme was assumed to be completed in 2021.

Figure 7 shows the lane allocations on each of the modelled highway links at the A14 Girton Interchange. The model coding replicates the proposed Highways England A14 design which is shown in Figure 8 and can be found at the following link:

Figure 7. 2031 'Do Something' highway model network – lane allocation

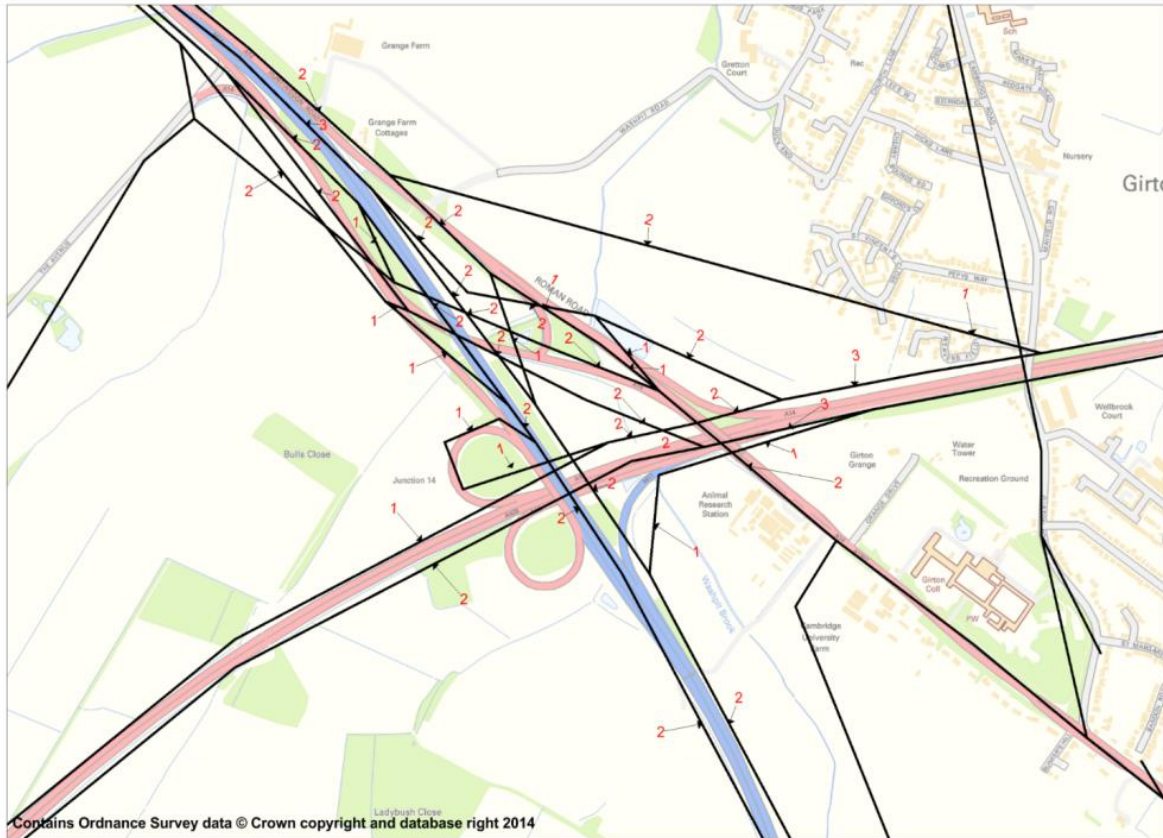


Figure 8. Highways England A14 proposed scheme for A14 Girton Interchange

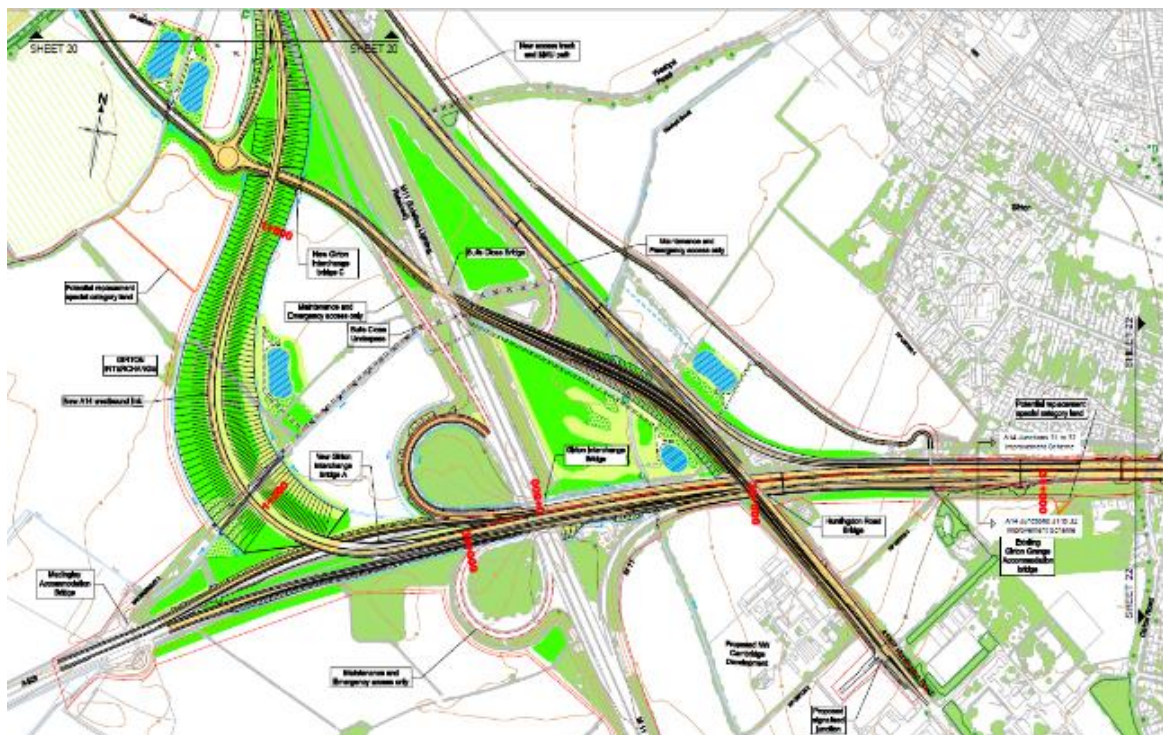


Table 8 presents the AM and PM peak hour actual flow movements in Passenger Car Units (PCUs) at the A428 Girton Interchange between the M11, A428 and A14.

Table 8. Turning movements at the A428 Girton Interchange (actual flow PCUs), 2031 Do Something

From/To	AM Peak Hour (0800-0900)				PM Peak Hour (1700-1800)			
	M11 (S)	A428	M11 (N)	A14	M11 (S)	A428	M11 (N)	A14
M11 (S)	0	0	2,150	1,416	0	0	2,500	806
A428	0	0	0	1,739	0	0	0	1,387
M11 (N)	3,324	0	0	2,428	3,053	0	0	2,736
A14	766	1,513	2,460	0	1,038	1,673	3,176	0

4.5. Cambridge Development Strategy Impact

Section 2.1 of the CSR Modelling Summary Report (RD/Strat/160 & RD/Strat/161) highlights that new households in or near Cambridge use cars less than those in villages or new settlements further from Cambridge: typically there are 6% more extra car trips per household further from Cambridge.

The figure was derived by comparing CSR's projection of the number of additional car trips per additional dwelling added between scenarios. For the Phase 1 scenario where only Village extensions were explored, the number of additional AM car trips per dwelling added was 0.76. For the scenario developing Cambridge fringe sites, this figure of 0.72, which is ~6% lower. Note that these are average rates across all developments added in each scenario, indicating the net impact of a shift in the emphasis of development. So the statement can be clarified as: on average, the scenario with Cambridge fringe developments generated 6% fewer additional car trips per additional dwelling than the scenario assuming only village extensions.

5. Public Transport and Active Modes Assumptions

5.1. Proposed A428 Park & Ride Site

Transport measures included in the 'do-something' option include a new Park and Ride on the A428, as indicated by table B.2. of Appendix B of the CSRM Modelling Summary Report (RD/Strat/160 & RD/Strat/161).

The A428 park and ride site is included in the Phase 2 modelling from 2021 onwards, and in Phase 3 as part of the transport strategy, also from 2021 onwards. The capacity of the car park at the new site is assumed to be unconstrained and no parking charge was assumed. It assumes a ten minute frequency service running between the new site to Madingley P&R where it then joins the existing Madingley Road P&R site route. The fare was assumed to be directly equivalent to that charged at Madingley Road P&R.

Figure 9 below highlights the modelled location of the A428 P&R site. It is located north of the A428, connecting to St. Neots road at the junction with Broadway, and is only accessible from the parallel local road. This was considered an appropriately indicative location, where the impacts of a new Park and Ride on the corridor could be appropriately identified. The actual location of the proposed site is still to be determined.

Figure 9. A428 Park and Ride site location for modelling purposes

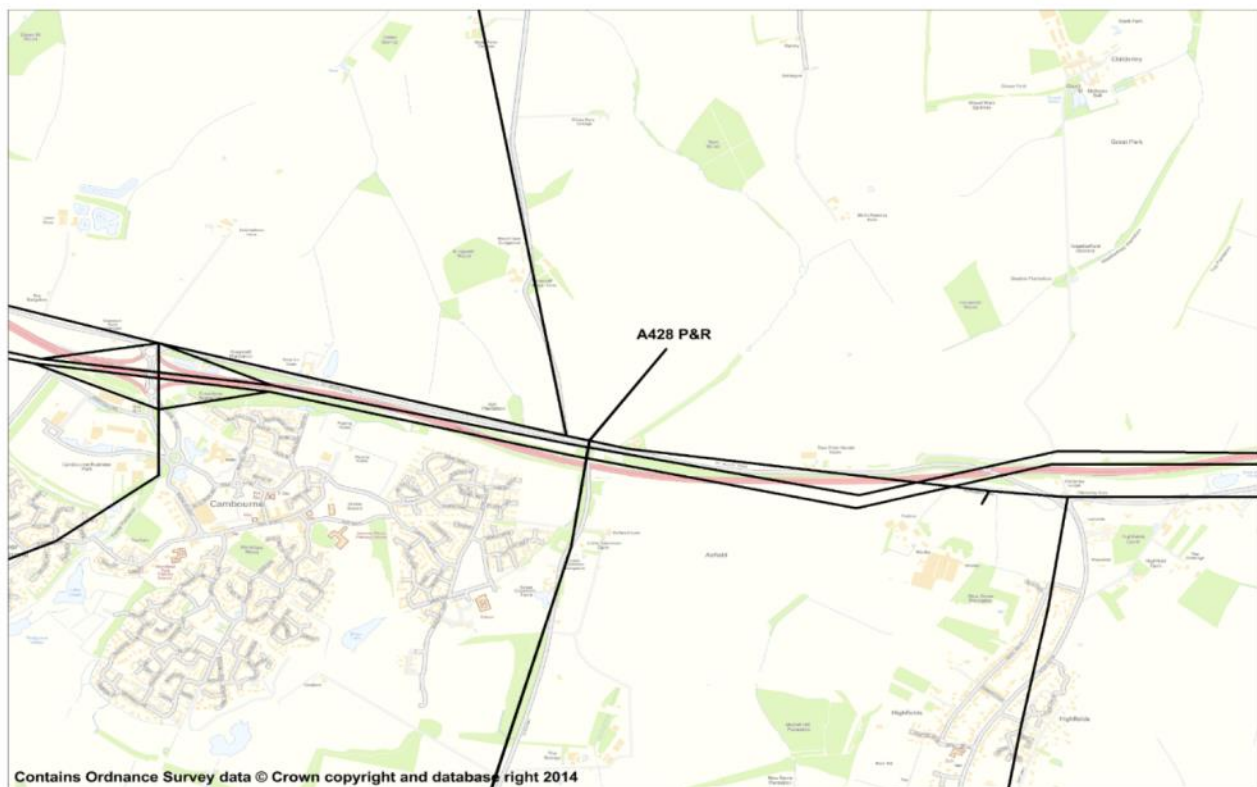


Table 9 indicates the level of demand for A428 P&R services during the AM and PM peak hours. "To Park & Ride Site" refers to the demand flow accessing the A428 site to use the P&R services, whilst "From Park & Ride Site" refers to the demand flow exiting the site having used a P&R service.

Table 9. 2031 Do Something highway model network – A428 P&R Demand Flow (PCUs)

	AM Peak Hour (0800-0900)	PM Peak Hour (1700-1800)
To Park and Ride Site	288	11
From Park and Ride Site	13	452

Of the 288 AM peak vehicle trips, 199 (69%) are made by people living within South Cambridgeshire, and 54 (19%) from Huntingdonshire. In the evening, 293 (65%) vehicle trips are to South Cambridgeshire and 101 (22%) to Huntingdonshire.

5.2. A428 Bus Service

Transport strategy measures included in the ‘do-something’ option include enhancements to public transport measures, including High Quality Public Transport services on the St Neots (A428). This is stated in table B.2. of Appendix B of the CSRM Modelling Summary Report (RD/Strat/160 & RD/Strat/161).

On the A428 corridor (as with the A10 South, A10 North and A1307 South), the introduction of high quality bus services has been modelled by enhancing speed, frequency and the relative attractiveness of services compared with existing bus routes. This did not involve any change to the existing routing or stopping patterns, as such information was not available or appropriate to strategic tests. Instead, the existing service structure was maintained based on the City 1, City 4, 18 and X5 services, with increases in frequency and bus speed.

After comparison of busway speeds (on current Cambridgeshire Guided Busway (CGB)) with the existing services, the journey times on rural corridors were improved by a 40-50% uplift in speed to give an average busway speed of circa 60-65kph (though varying by route section based on current timetabled speeds).

A 10-minute frequency service was assumed, again in line with CGB.

These were intended as broad strategic assumptions which would represent what might be achieved by introducing full segregation and bus-priority measures along the route. In undertaking a more complete design the accessibility from each site (internal routes, bus stop locations and walk times) would be reviewed.

All high quality bus services coded in the model were treated as Guided Bus ways for the purpose of measuring attractiveness. This means that a weighting is applied to time spent travelling by these bus services, relative to ‘normal’ bus services. This approach is quite standard for rail services, where a factor of 0.8 is typically used to represent the greater comfort and ability to use time productively whilst travelling by train. As Guided Bus services also have greater comfort (a smoother ride, wifi internet access and leather seats), a factor of 0.9 has been applied, representing their attraction being part way between that of bus and rail. This factor applies only to the in-vehicle element of the journey. Section 4.9 of the CSRM Model Development and Validation Report (MDVR) provides a complete explanation of how weightings of time are used within the model.

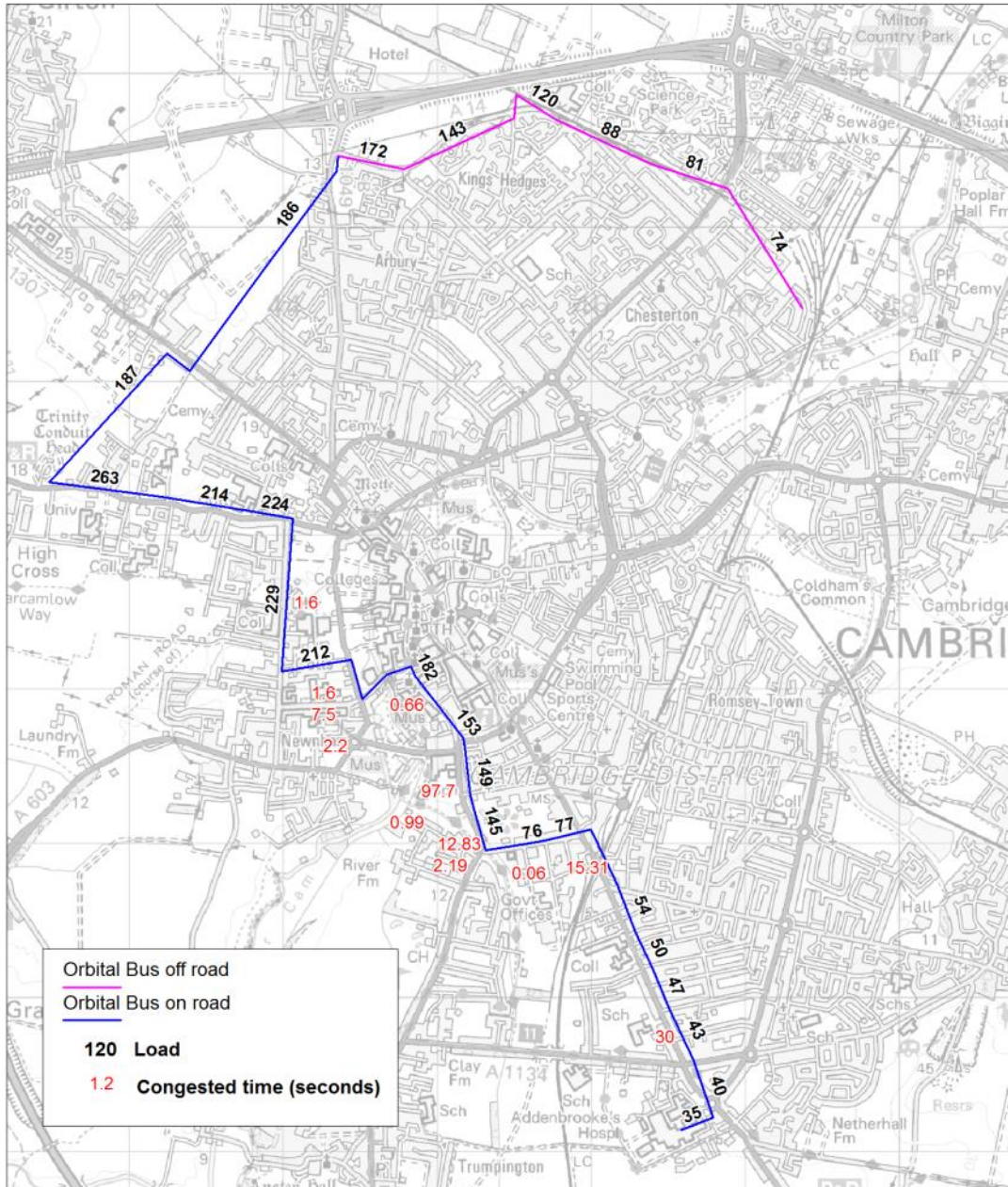
5.3. Western Orbital Bus Service

Transport strategy measures included in the ‘do-something’ option also included an orbital bus service from Cambridge Science Park Station to Addenbrookes, via North West Cambridge. This is stated in table B.2. of Appendix B of the CSRM Modelling Summary Report (RD/Strat/160 & RD/Strat/161). It was also addressed in Supplement 2 (appendix A of this note).

Figure 10 below shows the Western Orbital bus service as coded in the CSRM model. As can be seen, the service is coded to run ‘off road’ (i.e. segregated from traffic) through King’s Hedges and to Histon Road. Though currently coded as ‘on road’ through the Darwin Green and NW Cambridge sites, these sections may when fully planned also include segregation. At present, the remainder of the route is also modelled as non-segregated.

The red figures show the additional journey time added in the model where modelled traffic speed is below the timetabled bus speed. The delays are relatively small on each section, but would clearly accumulate through the journey. It is possible that with improved masterplanning of the North-West Cambridge sites and better interchange this route will ultimately attract more patronage.

Figure 10. Western Orbital Bus Service



6. Other Issues

6.1. Approach to Phase 2

Table 10 below provides further information regarding the Phase 2 modelling runs addressed in section 2.3 of the Modelling Summery Report.

Table 10. Responses to queries on Phase 2 methodology

	Further information on methodology and data used and assumptions made in the Phase 2 tests:	Response
a	Was the whole CSRM re-run for the three Phase 2 options or were sub-models run?	The whole of CSRM was run iteratively for each of the Phase 2 development options, with and without the Transport Strategy. These were complete model runs with all functionality used, which is the normal mode of running.
b	How was the Village Origin model defined – was this modelled for all villages in South Cambs except Waterbeach and Bourn or was it estimated based on a subset of villages (if so which ones)?	The whole model was run, as in other scenarios. The only differences were in input assumptions, specifically the number of additional dwellings specified in each zone. Inputs were highlighted in the Councils Supplementary Statement to Matter 7 (M7CCC&SCDC – Supplement 2).
c	What assumptions does the model make about internalised trips in new settlements compared with village origins?	For internalised trips, the model makes a calculation of the number of internal trips as part of the trip distribution process, based on the relative cost and attractiveness of internal vs external destinations for each trip purpose. Refer to Section 3.8 of the Model Development and Validation Report (MDVR) for more information.
	What differences in 'residual disutility factors' are there between Bourn Airfield and village origins?	The residual disutility factors are determined during model validation to replicate the base year conditions. Refer to Technical Notes TN40a and TN48 for more information.
d	What geographic area/population was used as the baseline for Bourn Airfield in 2011?	There is no baseline in 2011. The Bourn Airfield zone is largely empty before the development, and trips are generated directly based on the amount of development added.
e	Bourn Airfield: How many AM trips by mode were assumed for 2011 and what was the source of these estimates? How many trips were generated by the model for 2031? What were all the destinations for all these trips?	For the first part, refer to (d) above. The response to Actions 8 and 9 should provide the remaining information for both of these questions.
f	Village origins: How many AM trips by mode were assumed in 2011 and what was the source of these estimates? How many trips were generated by the model for 2031	

6.2. Treatment of Uncertainty

Queries have been raised regarding the treatment of uncertainty in Transport modelling. There is no methodology available to directly estimate the level of uncertainty or probability bounds of model outputs.

Uncertainty arises both from the model, and from the model parameters themselves, and is often dealt with by exploring different growth scenarios and making comparisons based on changing only a small number of input factors.

This is the approach taken in the Local Plan modelling work: by comparing different development scenarios (new settlements vs urban fringe, and with/without the Transport Strategy), any absolute error in the model inputs or outputs is less relevant, and the change between scenarios can then be considered in isolation. Hence the reporting has emphasised the difference between outcomes in the final plan year (2031), with different configurations of housing and transport strategies, to assess how material the differences between these might be.

6.3. Models used for Local Plan Analysis

The Local Plan work was carried out entirely using the CSRМ, as developed by WSP and Atkins on behalf of Cambridgeshire County Council and the Highways Agency. The model used was as described in the October 2009 Model Development and Validation Report and Local Highway Model Validation Report.

In CSRМ, the highway networks and assignment modelling are undertaken using a SATURN highway model, and all other aspects of transport demand, PT, walk and cycle assignment are dealt with by a MEPLAN model.

Appendix A. M7 Supplement 2 – Re-run Modelling

Cambridge Local Plan and South Cambridgeshire Local Plan

Matter 7: Transport

Update on Transport Modelling

Introduction

1. At the Matter 7 Transport Hearing on 18 February 2015, the Councils were asked to provide additional information on the Transport Modelling that was undertaken during the preparation of the Local Plans, using the Cambridge Sub Regional Model (CSRM), in particular:
 - The Validation Report for the CCRM Model.
 - Assumptions used in the model runs referred to in the CSRM Modelling Report (RD/Strat/160)
 - How the Cambridge Western Orbital was applied in the CSRM Model run referenced in the Modelling Report.
2. This supplementary statement provides the information above. It is being shared among other participants at the Hearing.

The Validation Report for the CCRM Model

3. The Cambridge Sub Regional Model (CSRM) is a WebTAG compliant model. This means that it is compliant with government guidance for transport models of this type and has used government guidance and published forecasts to predict patterns into the future. This includes forecast increases in parameters such as fuel price change and public transport fare changes as well as parameters that control traffic forecasts over time such as car ownership trends and corresponding vehicle occupancy trends, allowing for a greater degree of certainty in the modelling outputs. It is monitored and updated periodically to ensure its validity.
4. Two Cambridge Sub-Regional Model Validation Reports are publicly available documents available on the Highways Agency Website. Further information is provided in section 2 of the Technical Note at Appendix 1.

Assumptions used in the model runs referred to in the CSRM Modelling Report

5. The CSRM Modelling Summary Report for Cambridge and South Cambridgeshire Local Plans July 2013¹ details three phases of modelling:

¹ RD/Strat/160

- Phase 1 (Autumn 2012): Seven different scenarios were tested. All included the then committed level of development (planning permissions and sites allocated in adopted local plans - scenario B). The seven scenarios were based on the sites in the Issues and Options 2012 consultation and potential emerging site options that were being tested ahead of Issues and Options 2². The scenarios increased the amount of development at each stage of the development sequence, allowing the impact of different development strategies to be tested.³
- Phase 2 (Spring 2013): Detailed tests were carried out on three short-listed strategic options. In view of the clarity by that time on the strategy for Cambridge, the phase 2 tests focused on strategic options for South Cambridgeshire drawing on site options from the two rounds of issues and options consultations:
 1. village focused development in South Cambridgeshire,
 2. new settlement at Bourn Airfield and
 3. new settlement at Waterbeach.

These tests allowed the different development focuses to be compared, including the potential for mitigation of transport impacts⁴. By this point the decision had been taken that major new development on the edge of Cambridge should be a rejected option, so further modelling of this option was not carried out.

- Phase 3 (Spring 2013): the Phase 3 modelling was to test the emerging Proposed Submission Local Plan scenarios for South Cambridgeshire and Cambridge, together with an enhanced package of transport mitigations, in advance of finalisation of the draft plans (RD/Strat/160, CSRM Modelling Summary Report, Section 2.4). Transport mitigation measures used in the transport modelling reflect those developed for the emerging Transport Strategy for Cambridge and South Cambridgeshire (TSCSC), designed by CCC to address significant known transport issues, and anticipate measures which would be needed to support future growth⁵.
6. The Technical Note provides further information on the scenarios and the assumptions as requested by the Inspector (see section 3 of Appendix 1). At each stage of modelling, assumptions were made regarding the housing and jobs that would take place at different locations across the districts informed by the information available at the time. The Technical Note includes Table 3.1 that provides a synopsis of the inputs to the model runs.

² Note that scenario F included land west of Trumpington Road which following completion of the technical assessment was not included as a site option for consultation.

³ RD/Strat/160, CSRM Modelling Summary Report, Section 2.1

⁴ RD/Strat/160, CSRM Modelling Summary Report, Section 2.3

⁵ RD/Strat/160, CSRM Modelling Summary Report, Appendix B

7. In preparing this note the Councils have noted some inconsistencies with the trajectories used in the Phase 3 modelling:
- Cambridge – the total dwellings modelled at 14,288 dwellings is broadly consistent with, and slightly higher than, the Proposed Submission Local Plan trajectory figure of 14,191 dwellings⁶. However the phase 3 modelling retained two locations for development on the edge of Cambridge from the earlier phases of modelling, namely a site to the west of Trumpington Road and a site south of Fulbourn Road, neither of which were allocated for housing in the Proposed Submission Local Plan or subsequently. Also the Worts Causeway sites (GB1 and GB2) were at the time of the phase 3 modelling identified as appropriate for a lower capacity of 430 dwellings compared with 495 which was the level of development input into the phase 3 modelling. The Proposed Submission Local Plan provided for the balance of dwellings, which had erroneously been retained in the model in the above locations, as being dispersed across the urban area through updated capacity assumptions of sites identified in the Phase 1 model runs and an updated windfall assessment.
 - South Cambridgeshire – the phase 3 modelling includes additional sites that had gained planning permission since the earlier model runs and the allocated sites in the Proposed Submission Local Plan, which along with commitments is broadly consistent with the 19,000 dwelling housing target in the draft plan at 18,663 dwellings. However, the additional year of completions since the earlier model runs (2011-2012 at 696 dwellings) was not included within the Phase 3 model, nor was the future allowance for windfalls as included in the Proposed Submission Local Plan trajectory (2,900 dwellings). As such, the overall number of dwellings included in the phase 3 modelling was not consistent with the trajectory included in the Proposed Submission Local Plan of 22,189 dwellings⁷.
8. These inputs into the phase 3 modelling have been discussed with the County Council and for completeness it is intended that they will be addressed through a rerun of the Phase 3 modelling with the inputs corrected for consistency with the Proposed Submission Local Plans and put before the examination as soon as possible.

How the Cambridge Western Orbital was applied in the CSRM Model run referenced in the Modelling Report

9. Section 4 of the Technical Note at Appendix 1 provides an overview of the assumptions made in the transport modelling supporting the Local Plan regarding the Cambridge Western Orbital public transport route. For the purposes of modelling it assumed improvements to existing routes for bus movements.

⁶ At time of submission the trajectory figure in the most recently published Cambridge AMR was 14,091 dwellings.

⁷ At time of submission the trajectory figure in the most recently published South Cambridgeshire AMR was 22,206 dwellings.

10. It should be noted that the Western Orbital proposals have evolved since the modelling work. The final Transport Strategy for Cambridge and South Cambridgeshire (TSCSC)⁸ describes the scheme as a dedicated bus facility to run parallel to the M11 between junction 11 (Trumpington) and junction 13 (Madingley Road). This would offer greater segregation and more integrated interchange options than assumed in the modelling with likely enhanced public transport modes shares. This is particularly the case when considered together with the A428 Public Transport corridor enhancements, all of which will tend to improve modal transfer.

⁸ Transport Strategy for Cambridge and South Cambridgeshire Action Plan (RD/T/120)
Scheme DC13 – Page B10

Technical note

Project:	South Cambridgeshire Local Plan and Cambridge Local Plan examinations	To:	Cambridgeshire County Council
Subject:	CSRM Modelling Information Update	From:	Atkins
Date:	09 March 2015	cc:	Cambridge City Council and South Cambs District Council

1. Introduction

1.1. To support the CSRM Modelling Summary Report for Cambridge and South Cambridgeshire Local Plans, Atkins has been asked to identify the planning inputs and network parameters used for each test conducted to support each stage of the analysis. In particular the following information was requested:

- The Model Validation reports for the base year modelling;
- The planning assumptions for each test covering housing and employment allocations alongside specific transport measures; and
- The representation of the orbital bus route from Science Park Station to Addenbrooke's via Cambridge North-West.

1.2. Each of these areas is described in the following sections.

Technical note

2. Model Validation Reports

2.1. The CSRМ has been used extensively for other plan making exercises within Cambridgeshire, for developer related tests of larger sites through Cambridgeshire County Council and by the Highways Agency (HA) as a source of demand forecasts for all current work on the A14 Cambridge to Huntingdon Upgrade which underpins the business case submission and DCO process for this important regional and national highway scheme.

2.2. The CSRМ is supported by two validations reports:

- Transport Demand and Public Transport Model Development and Validation Report (October 2009) – a combined MEPLAN based land use, transport demand and Public Transport assignment model
- Highway Model Component: Model Development and Validation Report (July 2009) – a SATURN based highway assignment model

2.3. These large and detailed documents have been in the public domain since autumn 2013 through the HA website as appendices to the A14 Cambridge to Huntingdon Improvement Scheme Local Model Validation Report:

<http://assets.highways.gov.uk/freedom-of-information/disclosure-log/a14-cambridge-to-huntingdon-improvement-scheme-698600/Local-Model-Validation-Report.pdf>

2.4. Both documents relate to the original base year model formulated to replicate conditions in 2006.

Technical note

3. Input Assumption Ledger for Land Uses

- 3.1. A number of tests were conducted through the three phases of the Local Plan work. These are described in the CSRM Modelling Summary Report for Cambridge and South Cambridgeshire Local Plans July 2013. The Input Ledger shown in Table 3.1 gives a breakdown of the key planning assumptions made for each test together with any transport mitigation assumed for Phases 2 and 3.

Table 3.1: Assumptions for CSRM runs for the City and South Cambs Local Plan Analysis

Phase	Scenario	Name	Dwellings				Jobs				Transport Tests		
				Cambridge	S. Cambs	Hunts	E. Cambs	Cambridge	S. Cambs	Hunts	E. Cambs	Without Mitigation	With Mitigation
Phase 1	B *	Committed		10512	14219	9952	1594	14900	22400	15100	7900	Chesterton Station 2016, WOTC link 2013, A14 Complementary PT services	n/a
	C *	Within Cambridge Urban area	As B plus	2098	0	5641	7105	14900	22400	15100	7900	As B	n/a
	D1 *	Waterbeach New Settlement	As C plus		4500			14900	22400	15100	7900	As B	n/a
	D2 *	Bourn Airfield New Settlement	As C plus		3500			14900	22400	15100	7900	As B	n/a
	E *	Village extensions	As C plus		6130			14900	22400	15100	7900	As B	n/a
	F *	Cambridge Fringe	As C plus		1678			14900	22400	15100	7900	As B	n/a
	F+ *	Cambridge Fringe higher level	As C plus		3654	348		14900	22400	15100	7900	As B	n/a
	G	Combination Test (D2, E and F)	As C plus		1678	9630			14900	22400	15100	7900	As B
Phase 2	1 *	Village Based	As F, plus		5363			15000	22810	15100	7900	A14 scheme from 2019	All schemes in Appendix B except A10 dualling
	2 *	Waterbeach New Town	As F, plus		14273			15000	22810	15100	7900	As Above	All schemes in Appendix B
	3 *	Bourn Airfield New Settlement	As F, plus		6713			15000	22810	15100	7900	As Above	All schemes in Appendix B
Phase 3		Preferred Option		14288	18663	15593	8699	22100	22506	15100	7900	As Above	All schemes in Appendix B except A10 dualling

- * Phase 1 - B Includes: Cambridge Fringe sites committed in existing plans, and Cambourne (950) and Northstowe (7500)
- * Phase 1 - C Identified SHLAA sites within Cambridge (1258), and windfall allowance (840)
- * Phase 1 - D1 Waterbeach new settlement (4500)
- * Phase 1 - D2 Bourn Airfield (3500)
- * Phase 1 - E All villages Sites identified in South Cambridgeshire Issues and Options 2012 (including Cambourne West)
- * Phase 1 - F Additional sites on Cambridge Fringe - Land West of Trumpington Road (1106), Worts Causeway (495) , Fulbourn Road South (77)
- * Phase 1 – F+ Additional sites on Cambridge Fringe (higher level) – As F plus additional locations on the Cambridge fringe (see below)

- * Phase 2 - 1 NIAB3 (130) Cambourne West (1000), Waterbeach (Barracks Built Area Only) (1090) Northstowe Reserve (900), Village sites focusing on Rural Centres and Minor Rural Centres (2243)
- * Phase 2 - 2 NIAB3 (130) Waterbeach New Town (10,000), Cambourne West (1000), Northstowe Reserve (900), Village sites at Rural Centres and Minor Rural Centres (2243)
- * Phase 2 - 3 Bourn Airfield New Village (3500) Waterbeach (Barracks Built Area Only) (1090), Northstowe Reserve (900), Villages sites at Rural Centres and Minor Rural Centres (1223)

- * Phase 3 Sites reflecting Cambridge and South Cambridgeshire Proposed Submission Local Plans, with completions anticipated at 2031.

Note: Phase 1 F+ was used to test a Cambridge Fringe focused strategy as a comparator. Dwellings were distributed around a range of Green Belt broad locations to deliver around 4000 dwellings, rather than reflecting specific site proposals. These are described by reference to the Broad Locations identified in each Councils' Issues and Options report 2012 (South Cambridge Issue 12 and Figure 4, pages 41 and 42 and Cambridge Issues and Options 2012 Issues 10 to 19, pages 48 to 74):

Broad Location 1 – Land to the north and south of Barton Road (39)

Broad Location 3 – Land West of Trumpington Road (424)

Broad Location 5 – Land South of Addenbrooke's Road (1,502)

Broad Location 7 – Land between Babraham Road and Fulbourn Road (1,212)

Broad Location 8 – Land East of Gazelle Way (754)

Technical note

4. Orbital Bus Route Alignment

- 4.1. Appendix B.2 of the Modelling Summary Report describes “An Orbital bus service from Cambridge Science Park to Addenbrooke’s, via North West Cambridge”.
- 4.2. Figure 4.1 provides a plan of the route as coded in the Public Transport Assignment model. It had been anticipated this would augment the Uni/Citi 4 services.

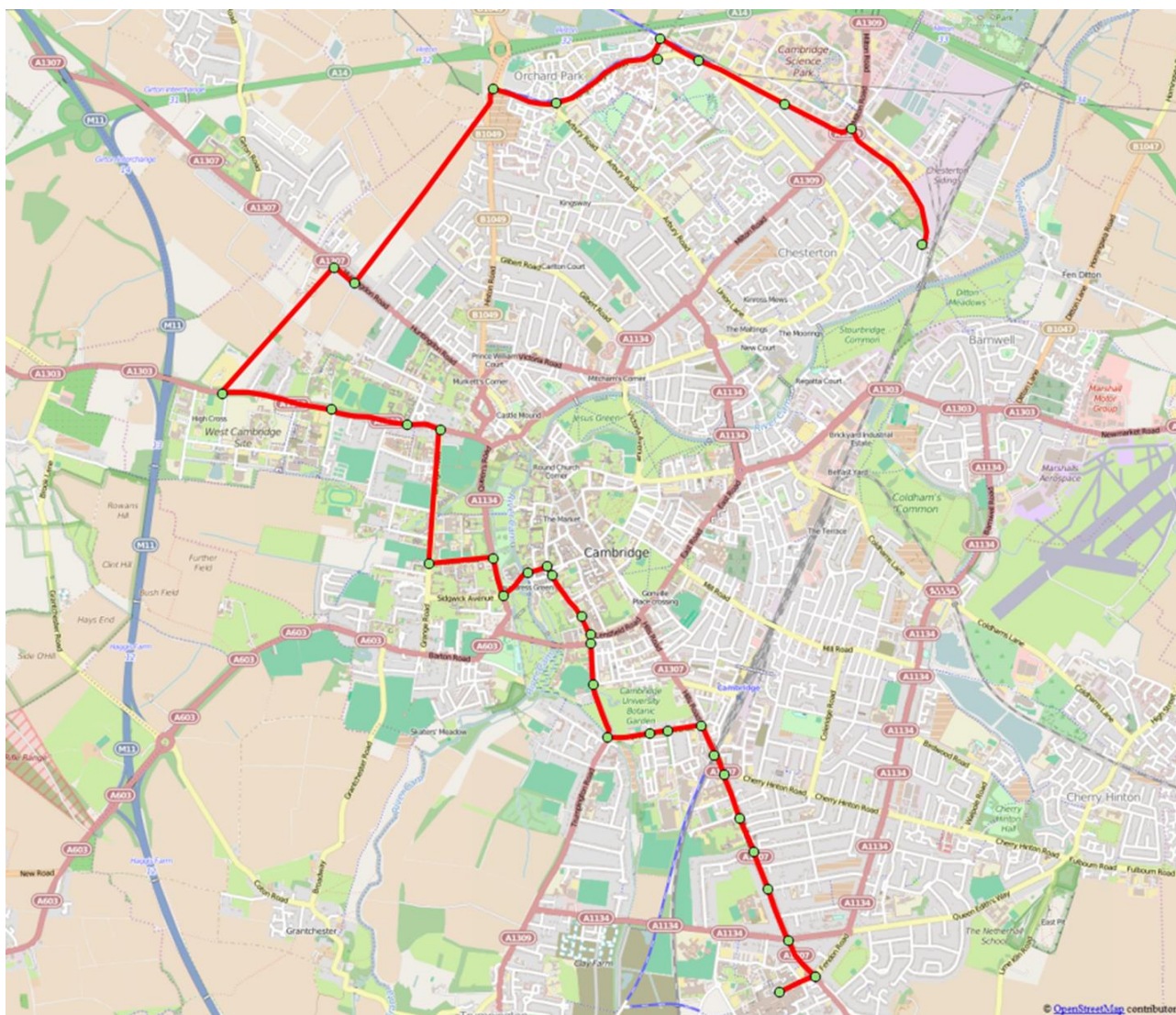


Figure 4.1: Route and Stop location of Orbital Bus Service assumed in TSCSC modelling

Technical note

4.3. Table 4.1 lists service frequency and congested journey times assumed for the service between selected points along the route.

Modelled characteristic	Assumed Value
Service Frequency	15 mins
Journey Time: Science Park Station – Cambridge Regional College (CRC)	2.0 mins
Journey Time: CRC - Madingley Road/P&R	5.2 mins
Journey Time: Madingley Road/P&R- Peterhouse	10.1 mins
Journey Time: Peterhouse - Addenbrookes	10.6 mins

Table 4.1: Characteristics of Orbital Bus Route Cambridge Science Park Station to Addenbrooke’s

4.4. It should be noted that the final version of the Transport Strategy for Cambridge and South Cambridgeshire Action Plan¹ describes the scheme as a dedicated bus facility to run parallel to the M11 between junction 11 (Trumpington) and junction 13 (Madingley Road). City Deal Schemes are now advancing Western Orbital options that may be able to offer greater segregation and more integrated interchange options particularly with the A428 PT corridor enhancements, all of which will tend to improve modal transfer.

¹ Transport Strategy for Cambridge and South Cambridgeshire Action Plan (RD/T/120) Scheme DC13 – Page B10

**Appendix B. M7 Supplement 3 – Re-
run of Phase 3 Modelling 31 03
2015**

Cambridge Local Plan and South Cambridgeshire Local Plan

Matter 7: Transport

Update on Transport Modelling – Revised Phase 3 Model Run

Introduction

1. Following the Matter 7 Transport Hearing on 18 February 2015, the Councils were asked to provide additional information on the Transport Modelling that was undertaken during the preparation of the Local Plans, using the Cambridge Sub Regional Model (CSRM). A statement was published (M7CCC&SCDC – Supplement 2) which provided information on:
 - The Validation Report for the CCRM Model
 - Assumptions used in the model runs referred to in the CSRM Modelling Report (CSRM Modelling Summary Report for Cambridge and South Cambridgeshire Local Plans – July 2013 RD/Strat/160)
 - How the Cambridge Western Orbital was applied in the CSRM Model run referenced in the Modelling Report.
2. The Statement identified some inconsistencies between the Proposed Submission Local Plans with the housing trajectories used in the Phase 3 modelling. This phase of modelling was used to test the development scenario of the Cambridge and South Cambridgeshire Proposed Submission Local Plans. The Councils have stated that they would commission a rerun of the Phase 3 modelling with the inputs corrected for consistency with the proposed submission plans and put the results of this rerun before the examination as soon as possible.
3. This work has now been completed, and this supplementary statement provides this information. It is being shared with other participants at the Hearing with a view to further discussion taking place to produce a statement of common ground.

Inputs to the revised phase 3 model run

4. The Cambridge Sub-Regional Model (CSRM) phase 3 has been rerun. The only changes made to the Phase 3 modelling described in the CSRM Summary Report are to the housing assumptions to reflect the trajectories. In summary, these changes were as follows:
 - Cambridge – the total dwellings modelled has been revised to reflect the Proposed Submission Local Plan trajectory figure of 14,191 dwellings (rather than 14,288), with the distribution reflecting the trajectory accompanying in the Proposed Submission Local Plan.

- South Cambridgeshire – the total dwellings modelled has been revised to reflect the Proposed Submission Local Plan trajectory figure of 22,189 dwellings (rather than 18,663), with the distribution reflecting the trajectory printed in the Proposed Submission Local Plan. The differences were largely the inclusion of 2,900 windfalls, and one year of completions (for 2011-2012 at 696 dwellings).
5. The additional model run has been added as a row in the table entitled Assumptions for CSRMs runs for the City and South Cambs Local Plan Analysis, that was included in M7CCC&SCDC – Supplement 2 (table 3.1), attached to Appendix 1 of this Statement.
 6. As was done with the original Phase 3, the model was run twice with these revised figures, a ‘do nothing run’ which identifies the transport impacts without mitigation measures, and a ‘do-something run’, which includes the mitigation measures as detailed in Appendix B of the Modelling Report.

Technical Note

7. Atkins and WSP, on behalf of Cambridgeshire County Council, have produced a Technical note describing the revised model runs, and commentary on the differences between the original Phase 3 model run and the revised Phase 3 model run. This is included as Appendix 2 to this Statement.

The CSRMs Modelling Summary Report for Cambridge and South Cambridgeshire Local Plans

8. In order to reflect the revised Phase 3 model runs, a revised version of the Modelling Report has been produced. This has been added to the Reference Documents library, as ‘CSRMs Modelling Summary Report for Cambridge and South Cambridgeshire Local Plans – July 2013 UPDATE MARCH 2015 (RD/Strat/161)’.
9. Where there are changes as a result of the new model runs, these are highlighted, with the new text underlined and the deleted text crossed through. It should be noted that the revisions change a number of the figures in the report, and a number of the tables and graphs have been revised, but as anticipated the majority of the report remains unchanged.
10. The report is a summary of the modelling work undertaken for the Local Plans (it is not a summary of a longer ‘Full’ report, as is clear from paragraph 1.1 of the CSRMs Modelling Summary Report (RD/Strat/160) and as was made clear at the examination hearing on day 14).

Outcomes

11. Cambridgeshire County Council, reflecting the advice of Atkins / WSP, concludes that although a number of figures change, these changes are modest. None of the changes is such as to lead to a need to revise the conclusions within the

Modelling Summary Report nor do these changes undermine the appropriateness of the development strategy contained in the submitted local plans.

12. Cambridge City Council and South Cambridgeshire District Council consider that the development strategy contained within the Submitted Plans remains sound.

Appendix 1: Note to accompany CSRM Phase 3 Rerun

Note prepared by Atkins and WSP | Parsons Brinckerhoff on behalf of Cambridgeshire County Council
27th March 2015

1 Introduction

1.1 Purpose of note

- 1.1.1 This note provides an overview of two additional runs of the Cambridge Sub Regional Model (CSRM), carried out by WSP and Atkins in March 2015. The purpose of the note is to:
- Confirm the changes made to the inputs into the model runs, in comparison to the original 'Phase 3' model outputs reported in July 2013;
 - Identify and comment on the model results and any changes in the outputs, particularly with reference to the charts and information contained in the published Modelling Summary Report (an update for which has been supplied separately) and to identify any implications for the Local Plans.

1.2 Background

- 1.2.1 In 2013, CSRM runs were carried out by WSP and Atkins in support of the development of Local Plans for Cambridge City Council (CCiC) and South Cambridgeshire District Council (SCDC), and incorporating testing of the then emerging Transport Strategy for Cambridge and South Cambridgeshire (TSCSC) prepared by Cambridgeshire County Council (CCC).
- 1.2.2 The final 'Phase 3' model tests were undertaken and reported in July 2013, and were summarised in the Modelling Summary Report¹ for the Cambridge and South Cambridgeshire Local Plans – July 2013. The inputs into the Phase 3 model run were intended to reflect the emerging Proposed Submission Local Plans.
- 1.2.3 As stated in the accompanying covering note, the Councils have identified certain inconsistencies in the Phase 3 model run inputs and a further model run to correct these inconsistencies has been carried out.

1.3 Structure of Note

- 1.3.1 This note is structured as follows:
- Section 2: Information received concerning inputs for model rerun.
 - Section 3: Commentary on revised model rerun results, and comparisons with previous phase 3 model run.

¹ RD/Strat/160

2 Revised CSRM Run Inputs

2.1 Overview

- 2.1.1 The model reruns were undertaken on a 'like for like' basis with those previously reported for Phase 3 work in July 2013, with the exception of inputs concerning the dwelling growth assumptions and distribution to accurately reflect the Proposed Submission Local Plans.
- 2.1.2 This means in particular that the inputs relating to the following remained fixed in comparison to the previous model runs: all highway infrastructure, public transport, walk and cycle infrastructure, employment locations and totals, assumed commuting rates. In addition all housing assumptions related to East Cambridgeshire and Huntingdonshire were as in previous runs.
- 2.1.3 As previously, the identical development assumptions were used in two separate transport scenarios: with/without the inclusion of the transport improvement schemes proposed for the TSCSC.

2.2 Model Rerun Dwelling Assumptions

- 2.2.1 The revised dwelling assumptions were supplied by SCDC and CCiC between 10th and 13th March 2015. The final allocations used for the model rerun were confirmed to SCDC and CCiC by WSP in our spreadsheet 'SCDC and CCiC ScenK2 Dwells Confirmation 130315.xlsx' (issued 13th March 2015)².
- 2.2.2 The table at Appendix 1 summarises the total dwelling development from 2011 to 2031 assumed in the model.

The Councils' supplement 2 statement (M7/CCC & SCDC – Supplement 2) identified at paragraph 7 that for Cambridge a site to the west of Trumpington Road had been included in the original phase 3 modelling inputs even though this site was not an allocation in the then emerging Proposed Submission Cambridge Local Plan. However, while undertaking the phase 3 rerun, it has been confirmed that in fact this site not included in the original phase 3 model run inputs and the dwellings previously attributed to this site were, within the original phase 3 model run, distributed around the city. However, this late change to the original phase 3 model inputs was wrongly not captured in the record of the inputs to phase 3 as included in table 3.1 of the supplement 2 statement hence the explanation given in paragraph 7 of that statement.

- 2.2.3 The principal changes to the rerun model inputs are in summary as follows:
- For South Cambridgeshire, the total number of dwellings has risen from 18,663 in the original phase 3 modelling to 22,189 in the re-run. This is due to additional windfall growth being assumed and a further year of house completions since the earlier runs. The specific model zone has been attributed to 1,000 dwellings (within the original 18,663) which were, in the original phase 3 model input, more generally distributed on a non site specific basis across the district. This change to the inputs more accurately reflects information as the location of committed sites within the housing trajectory. There remain 383 dwellings on small sites which have not been allocated to specific model zones and are treated as windfall (to which see below);
 - For Cambridge City, the total number of homes has reduced from 14,288 to 14,191. Moreover, the number of windfalls within the overall total of 14,191 has increased from 1,550 to 1,850. An alteration to the distribution of dwellings to reflect the proposed submission plan has also been input into the model re-run .
- 2.2.4 As part of the model rerun exercise, WSP also reviewed with CCiC and SCDC the methodology for assigning windfall developments to model zones. In the original model runs it had been assumed that these should be allocated pro rata based on the 2011-2031 development in each zone (i.e. zones with no proposed development would receive no windfall). For the revised run, windfall sites were allocated proportionate to the number of existing dwellings in 2011 in each zone.

² Following feedback from CCiC, 95 dwellings at 379-381 Milton Road were shifted from CSRM Transport Zone 78 to 26.

3 Commentary on Results

- 3.1.1 WSP and Atkins analysed the model rerun results using the same approach to that used in 2013. Checks were carried out to ensure that the rerun results were logical and consistent with the changes to the inputs.
- 3.1.2 The results were reflected within a revision to the CSRM Modelling Summary Report, and its accompanying appendices.
- 3.1.3 It is clear from the track changes to the Modelling Summary Report that there are a limited number of changes arising from the phase 3 model rerun. Moreover, it is clear that the changes are not significant in terms of their effect. In general the changes are of a minor nature with a number of figures changing by only 1 or 2 percentage points. The level of change for graphs showing traffic growth and congestion, and car trips to/from Cambridge show a relatively greater change from the published modelling summary report. However, this change is not at a level that leads to a need to change the commentary or conclusions within the report.
- 3.1.4 The modest scale of the changes and their effect are considered to be reasonable given the limited extent of alterations to model inputs. The extent of the change in the modelling results is largely explained by the fact that employment growth assumptions are identical in each run. As each job in the area requires a worker to fill it, the total number of employment related trips is constrained. With more housing in the study area, there is a consequential reduction in the number of in-commuting trips into the study area and some in-commuting trips within the original phase 3 model results are now replaced by local trips, as a result of the increase in housing input into the model rerun.
- 3.1.5 It is considered that none of these modest changes to the model result are such as to lead to a change the overall conclusions set out in the modelling summary report.

Appendix 1: Assumptions for CSRM runs for the City and South Cambs Local Plan Analysis UPDATE

Phase	Scenario	Name	Dwellings					Jobs				Transport Tests	
				Cambridge	S. Cambs	Hunts	E. Cambs	Cambridge	S. Cambs	Hunts	E. Cambs	Without Mitigation	With Mitigation
Phase 1	B *	Committed		10512	14219	9952	1594	14900	22400	15100	7900	Chesterton Station 2016, WOTC link 2013, A14 Complementary PT services	n/a
	C *	Within Cambridge Urban area	As B plus	2098	0	5641	7105	14900	22400	15100	7900	As B	n/a
	D1 *	Waterbeach New Settlement	As C plus		4500			14900	22400	15100	7900	As B	n/a
	D2 *	Bourn Airfield New Settlement	As C plus		3500			14900	22400	15100	7900	As B	n/a
	E *	Village extensions	As C plus		6130			14900	22400	15100	7900	As B	n/a
	F *	Cambridge Fringe	As C plus		1678			14900	22400	15100	7900	As B	n/a
	F+ *	Cambridge Fringe higher level	As C plus		3654	348			14900	22400	15100	7900	As B
G	Combination Test (D2, E and F)	As C plus		1678	9630			14900	22400	15100	7900	As B	n/a
Phase 2	1 *	Village Based	As F, plus		5363			15000	22810	15100	7900	A14 scheme from 2019	All schemes in Appendix B except A10dualling
	2 *	Waterbeach New Town	As F, plus		14273			15000	22810	15100	7900	As Above	All schemes in Appendix B
	3 *	Bourn Airfield New Settlement	As F, plus		6713			15000	22810	15100	7900	As Above	All schemes in Appendix B
Phase 3		Preferred Option		14288	18663	15593	8699	22100	22506	15100	7900	As Above	All schemes in Appendix B except A10 dualling
Phase 3 Re-Run March 2015		<u>Preferred Option (corrected)</u>		<u>14191</u>	<u>22189</u>	<u>15593</u>	<u>8699</u>	<u>22100</u>	<u>22506</u>	<u>15100</u>	<u>7900</u>	<u>As Above</u>	<u>All schemes in Appendix B except A10 dualling</u>

- * Phase 1 - B Includes: Cambridge Fringe sites committed in existing plans, and Cambourne (950) and Northstowe (7500)
- * Phase 1 - C Identified SHLAA sites within Cambridge (1258), and windfall allowance (840)
- * Phase 1 - D1 Waterbeach new settlement (4500)
- * Phase 1 - D2 Bourn Airfield (3500)
- * Phase 1 - E All villages Sites identified in South Cambridgeshire Issues and Options 2012 (including Cambourne West)
- * Phase 1 - F Additional sites on Cambridge Fringe - Land West of Trumpington Road (1106), Worts Causeway (495) , Fulbourn Road South (77)
- * Phase 1 – F+ Additional sites on Cambridge Fringe (higher level) – As F plus additional locations on the Cambridge fringe (see below)

- * Phase 2 - 1 NIAB3 (130) Cambourne West (1000), Waterbeach (Barracks Built Area Only) (1090) Northstowe Reserve (900), Village sites focusing on Rural Centres and Minor Rural Centres (2243)
- * Phase 2 - 2 NIAB3 (130) Waterbeach New Town (10,000), Cambourne West (1000), Northstowe Reserve (900), Village sites at Rural Centres and Minor Rural Centres (2243)
- * Phase 2 - 3 Bourn Airfield New Village (3500) Waterbeach (Barracks Built Area Only) (1090), Northstowe Reserve (900), Villages sites at Rural Centres and Minor Rural Centres (1223)

- * Phase 3 Sites reflecting Cambridge and South Cambridgeshire Proposed Submission Local Plans, with completions anticipated at 2031.

- * Phase 3 Re-Run March 2015 Sites reflecting Cambridge and South Cambridgeshire Proposed Submission Local Plans, with completions anticipated at 2031 (Higher figures reflect inclusion of windfall allowance, and completions 2011 to 2012.

Note: Phase 1 F+ was used to test a Cambridge Fringe focused strategy as a comparator. Dwellings were distributed around a range of Green Belt broad locations to deliver around 4000 dwellings, rather than reflecting specific site proposals. These are described by reference to the Broad Locations identified in each Councils' Issues and Options report 2012 (South Cambridge Issue 12 and Figure 4, pages 41 and 42 and Cambridge Issues and Options 2012 Issues 10 to 19, pages 48 to 74):

- Broad Location 1 – Land to the north and south of Barton Road (39)
- Broad Location 3 – Land West of Trumpington Road (424)
- Broad Location 5 – Land South of Addenbrooke's Road (1,502)
- Broad Location 7 – Land between Babraham Road and Fulbourn Road (1,212)
- Broad Location 8 – Land East of Gazelle Way (754)

Appendix C. Transport Model Zone Structure



Figure A1 – Transport Model Zone Structure - UK

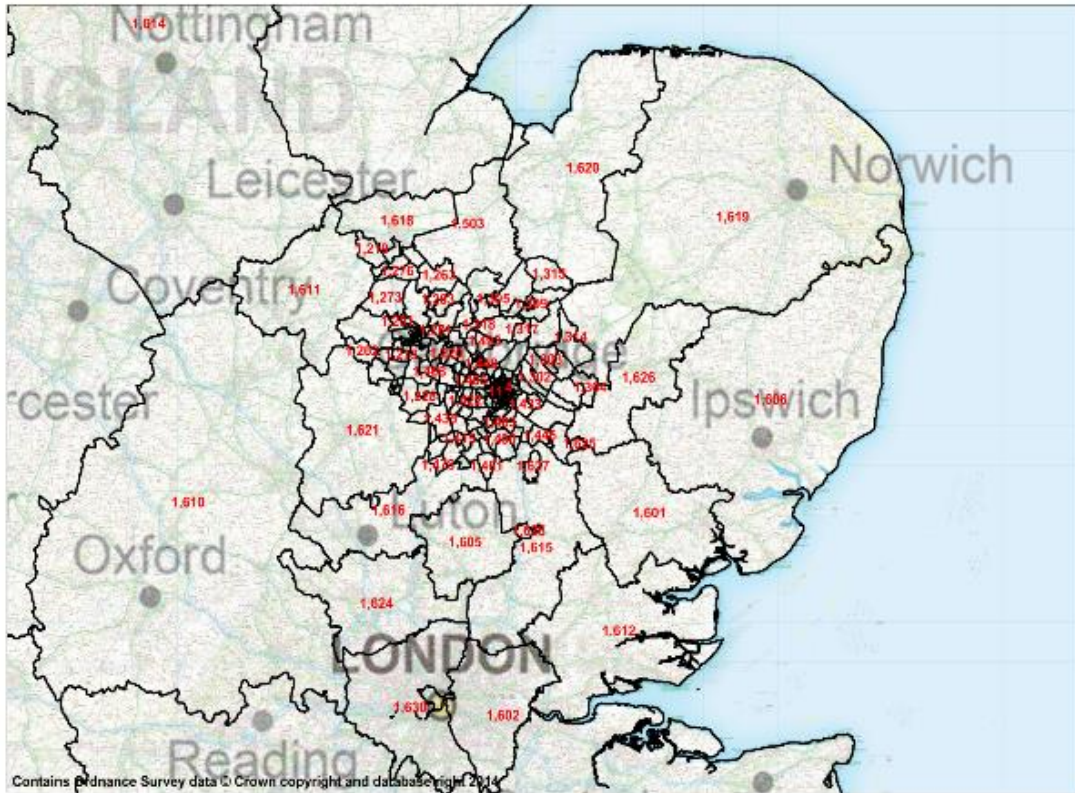


Figure A2 – Transport Model Zone Structure – East of England

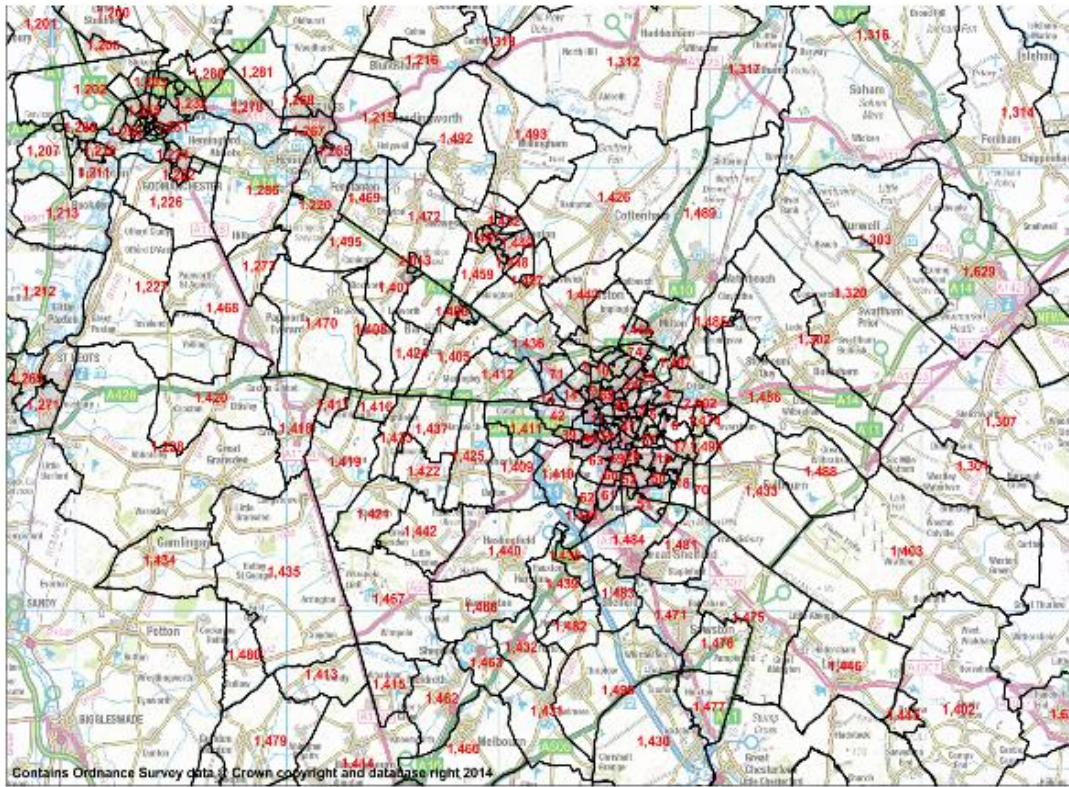


Figure A3 – Transport Model Zone Structure – Cambridgeshire

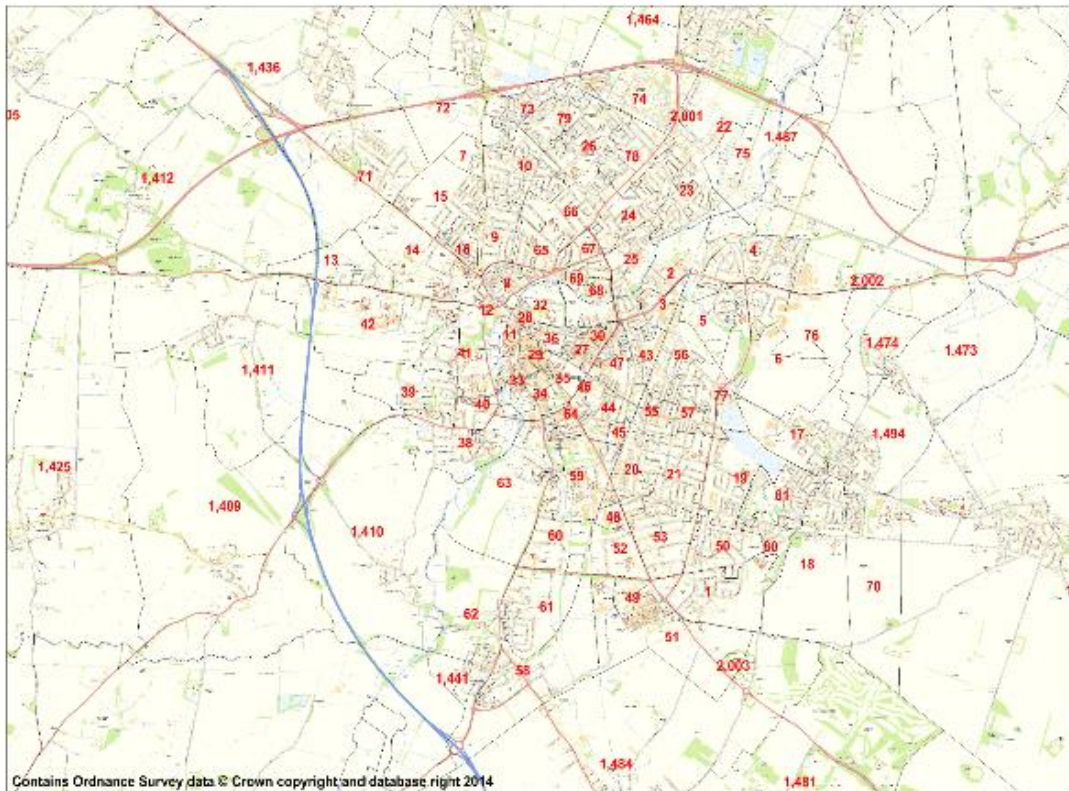


Figure A4 – Transport Model Zone Structure – Cambridge

Appendix D. Sectoring System

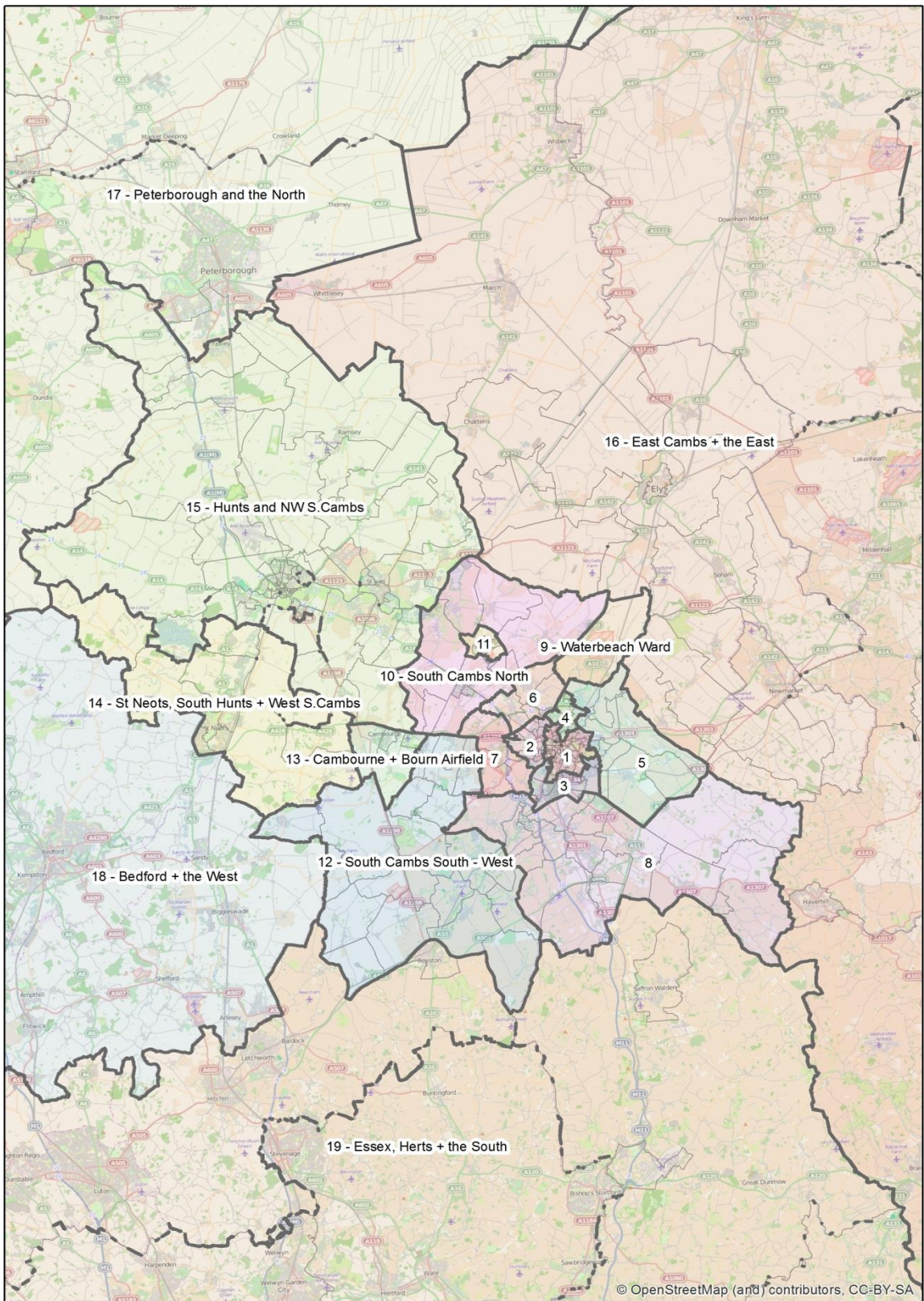


Figure B1 – Sectoring System – Cambridgeshire

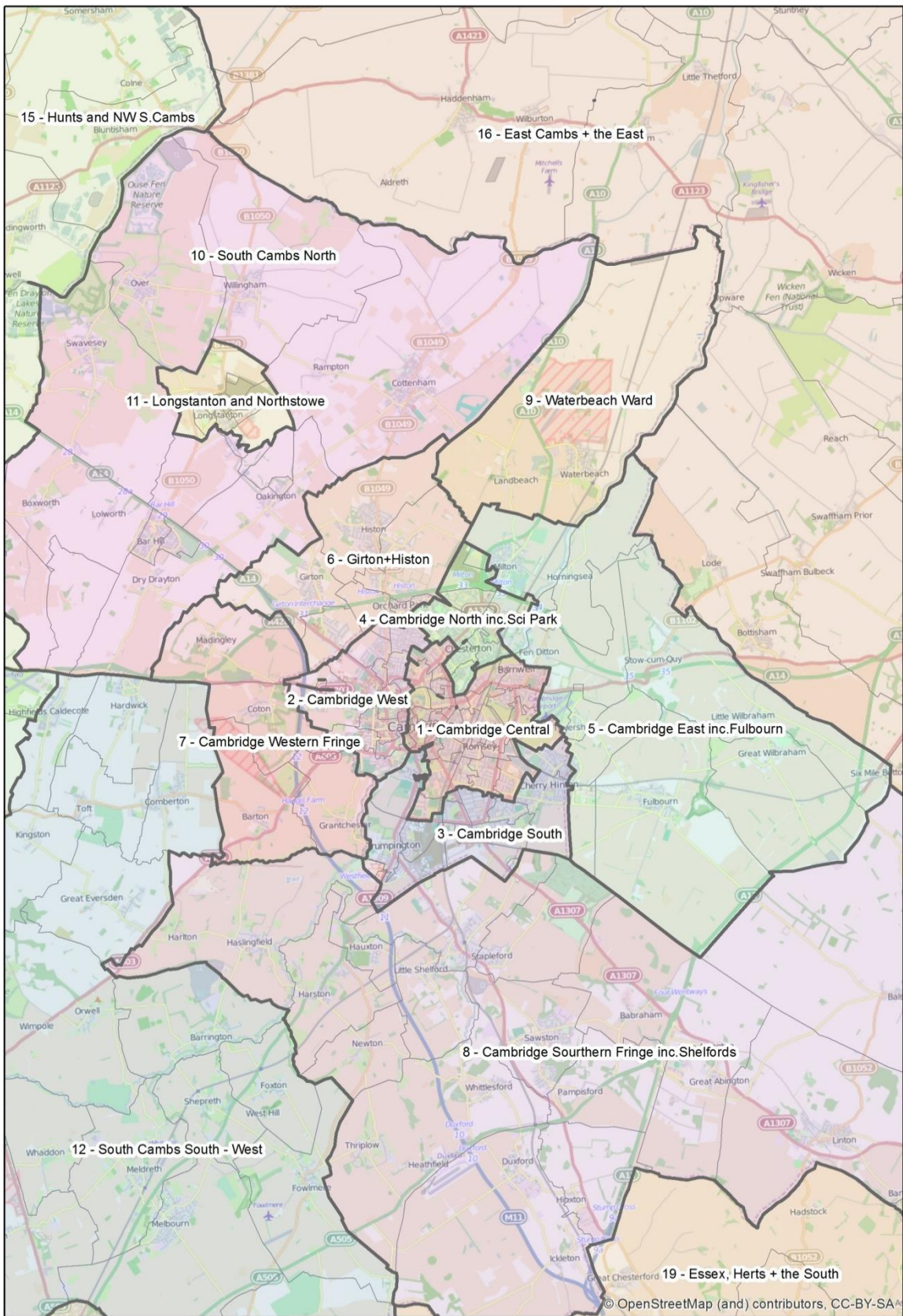


Figure B2 – Sectoring System – Cambridge

Appendix E. Dwellings and Employment Inputs

Assumed Dwelling Developments in Cambridge City

Input information to CSR, prepared based on advice from Cambridge City Council
Scenario Inputs 3.1, data used for Scenario K2 runs March 2015

Classification	Site Name and Address	CSR				Total	
		Transport Zone	2012-2016	2017-2021	2022-2026		2027-2031
Completions	Apartments at 13, CHESTERTON ROAD, CAMBRIDGE, CB4 3AD	25	12	-	-	-	12
	FCB05 & ABA03, land at Former Government Buildings, BROOKLANDS AVENUE, CAMBRIDGE	59	12	-	-	-	12
	Land adjacent 5, WELLINGTON COURT, CAMBRIDGE	30	14	-	-	-	14
	Land at Simons House and 18-25 Rackham Close, HISTON ROAD, CAMBRIDGE	9	40	-	-	-	40
	LAND REAR OF CLARENDON HOUSE AND FITZWILLIAM ROAD, CLARENDON ROAD, CAMBRIDGE, CB2 2	59	55	-	-	-	55
	Land to Rear of 99 - 105, SHELFORD ROAD, CAMBRIDGE	58	14	-	-	-	14
	Land, at, George Nuttall Close, Cambridge, CB4	26	19	-	-	-	19
	NIAB Site Land off, HUNTINGDON ROAD, CAMBRIDGE	15	49	-	-	-	49
	Rectory Farm, MADINGLEY ROAD, CAMBRIDGE	42	10	-	-	-	10
	Site at Cambridge Regional College, NEWMARKET ROAD, CAMBRIDGE	31	15	-	-	-	15
Completions Total			240	-	-	-	240
Site Developments	02/0999, 06/527 & 06/524: Government Offices, Brooklands Avenue	59	33	-	-	-	33
	05/1329: Sorrento Hotel: 190-196 Cherry Hinton Road	21	-	14	-	-	14
	06/0552: Betjemen House, Hills Road	59	56	100	-	-	156
	06/0584: CUP Site Clarendon Road	59	208	-	-	-	208
	06/0795: Bell School Site	51	-	280	67	-	347
	07/0003 & 07/1124/REM: NIAB	15	69	994	633	-	1,696
	07/0620/OUT, 10/1296/REM, 12/0794/REM, 11/0698/REM, 12/0867/REM & 12/0754/REM: Clay Farm	58	320	1,490	415	-	2,225
	07/1093: Homerton College, Hills Road	52	-	85	-	-	85
	07/1223/REM & 05/1336/OUT: Cambridge Water Company, Rustat Road	20	103	40	-	-	143
	08/0266: Station Area	59	150	181	-	-	331
	08/0361 & 08/0363: Glebe Farm 1	58	190	96	-	-	286
	08/0505: Junction of Cherry Hinton & Hills Road	20	132	-	-	-	132
	09/0181, 09/0179 & 11/0327: Brunswick Site	31	190	-	-	-	190
	09/0403: Neath Farm Business Park, Church End	17	40	-	-	-	40
	10/0087/FUL: 89a Cherry Hinton Road	20	-	14	-	-	14
	10/0523: Fire Station, Parkside	27	99	-	-	-	99
	10/1090, 10/1067, 12/0628, 09/0743, 11/1097 & 11/0219: New Street / Newmarket Road	2	134	6	-	-	140
	11/0008/FUL: Cambridge City Football Ground, Milton Road	65	-	138	-	-	138
	11/0075/REM: Trumpington Meadows	62	323	275	-	-	598
	11/0545: The Old Maltings, Prospect Row	27	10	-	-	-	10
	11/0596: 141 Ditton Walk, Cambridge	4	-	14	-	-	14
	11/0902/REM & 08/0500/OUT: British Telecom, Cromwell Road	56	68	68	-	-	136
	11/0955: 100-108 Shelford Road	58	13	-	-	-	13
	11/0970: Seymour Court, Seymour Street, Cambridge, CB1 3DL	54	34	-	-	-	34
	11/1114/OUT: North West Cambridge	14	-	1,515	333	-	1,848
	11/1294/FUL: Travis Perkins, Devonshire Road	44	15	28	-	-	43
	12/0321: 190-192 Histon Road	9	14	-	-	-	14
	149 Cherry Hinton Road & Telephone Exchange, Coleridge Road	20	-	-	-	33	33
	295 Histon Road	7	-	32	-	-	32
	315-349 Mill Road and Brookfields 1	57	-	-	30	-	30
	315-349 Mill Road and Brookfields 2	57	-	-	75	23	98
	379-381 Milton Road	26	-	-	95	-	95

Classification	Site Name and Address	CSRM					Total
		Transport Zone	2012-2016	2017-2021	2022-2026	2027-2031	
	636-656 Newmarket Road, Holy Cross Church Hall, East Barnwell Community Centre and Meadowlands Newm:	5	-	-	-	75	75
	82-88 Hills Road and 57-63 Bateman Street	59	-	-	-	20	20
	British Telecom, Long Road 2	60	-	76	-	-	76
	Cambridge East	17	-	57	255	96	408
	Cambridge Professional Development Centre, Foster Road	61	-	-	67	-	67
	Camfields Resource Centre and Oil Depot, 137-139 Ditton Walk	4	-	-	35	-	35
	Clifton Road Area	20	-	-	180	375	555
	Glebe Farm 2	58	-	10	25	-	35
	Henry Giles House, Chesterton Road, Cambridge, CB4	65	-	40	8	-	48
	Horizon Resource Centre, 285 Coldham's Lane	54	-	-	20	20	40
	Land north of Worts' Causeway	1	-	-	200	-	200
	Land south of Worts' Causeway	51	-	-	230	-	230
	Michael Young Centre, Purbeck Road	48	-	50	-	-	50
	Mill Road Depot and adjoining properties, Mill Road	47	-	-	-	167	167
	Mount Pleasant House, Mount Pleasant	12	-	-	50	-	50
	Old Press / Mill Lane	33	50	100	-	-	150
	Peveler Road	5	-	10	-	-	10
	Police Station, Parkside	27	-	-	50	-	50
	Ridgeons 1, 75 Cromwell Road	56	28	-	-	-	28
	Ridgeons 2, 75 Cromwell Road	56	-	90	127	-	217
	Sandy Lane	69	23	-	-	-	23
	The Paddocks Trading Estate, Cherry Hinton Road	19	-	-	123	-	123
	Willowcroft, Histon Road 1	9	-	67	-	-	67
	Willowcroft, Histon Road 2	9	-	-	11	-	11
Sites Total			2,302	5,870	3,029	809	12,010
Windfalls	Windfalls/Completions/small sites	1	7	6	7	8	29
		2	11	9	9	10	39
		3	2	1	1	2	6
		4	21	18	18	20	76
		5	10	9	9	10	38
		6	1	1	1	1	5
		7	2	2	2	2	8
		8	8	6	6	7	27
		9	13	11	11	13	48
		10	22	18	18	20	77
		11	4	2	1	2	9
		12	3	1	1	2	8
		13	0	0	0	0	1
		14	6	9	9	10	33
		15	9	8	9	10	37
		16	5	2	2	2	12
		17	12	11	12	14	50
		18	29	24	22	24	99
		19	16	13	13	13	55
		20	5	5	6	10	26
		21	23	19	17	18	76
		22	2	2	2	2	8
		23	21	17	17	19	75

Classification	Site Name and Address	CSR					Total
		Transport					
		Zone	2012-2016	2017-2021	2022-2026	2027-2031	
		24	14	12	12	13	50
		25	8	6	6	7	27
		26	45	37	37	41	161
		27	5	4	4	5	17
		28	-	-	-	-	-
		29	0	0	0	0	0
		30	1	1	1	1	3
		31	4	3	3	3	12
		32	3	2	2	3	11
		33	2	2	2	2	8
		34	3	2	2	3	10
		35	2	1	1	2	6
		36	4	3	3	3	13
		37	1	1	1	1	3
		38	6	5	5	5	20
		39	5	4	4	4	17
		40	4	3	3	4	14
		41	7	5	5	6	23
		42	2	1	1	1	6
		43	8	7	7	7	29
		44	14	12	12	13	52
		45	2	2	2	2	7
		46	-	-	-	-	-
		47	15	13	13	15	56
		48	2	2	2	2	8
		49	0	0	0	0	1
		50	10	8	8	8	34
		51	1	1	1	1	4
		52	1	0	0	0	1
		53	13	11	10	11	44
		54	11	9	9	10	39
		55	10	8	8	9	35
		56	11	11	11	12	45
		57	11	9	9	10	38
		58	5	4	4	5	19
		59	8	7	7	8	30
		60	3	2	2	3	10
		61	10	8	8	9	35
		62	4	4	4	4	16
		63	3	2	2	2	10
		64	6	4	4	5	20
		65	13	12	12	13	48
		66	15	12	12	13	53
		67	5	4	4	4	17
		68	4	3	3	4	15
		69	7	6	6	6	25
		75	1	2	2	2	7
		77	-	-	-	-	-

Classification	Site Name and Address	CSR Transport				Total	
		Zone	2012-2016	2017-2021	2022-2026		2027-2031
Windfalls Total			541	451	451	501	1,944
Grand Total			3,083	6,321	3,480	1,310	14,194

Assumed Dwelling Developments in South Cambridgeshire

Input information to CSRM, prepared based on advice from South Cambridgeshire District Council
Scenario Inputs 3.1, data used for Scenario K2 runs March 2015

Classification	Site Name and Address	CSRM				Total
		Transport Zone	2012-2016	2017-2021	2022-2026	
Completions	1 CHAPEL LANE, HARSTON, CAMBRIDGE, CB22 7NG	1439	-	-	-	-
	12 ROYSTON ROAD, WHITTLESFORD, CAMBRIDGE, CB2 4NW	1490	1	-	-	1
	12 SWAYNES LANE, COMBERTON	1425	-1	-	-	-1
	13 SILVERDALE AVENUE, COTON	1411	-	-	-	-
	14 HASLINGFIELD ROAD, BARTON, CAMBRIDGE, CB23 7AG	1409	-1	-	-	-1
	155 THE CAUSEWAY, BASSINGBOURN CUM KNEESWORTH	1414	9	-	-	9
	163 CARLTON GREEN ROAD, CARLTON, NEWMARKET, CB8 9LD	1403	-1	-	-	-1
	18 HASLINGFIELD ROAD, HARLTON	1440	-	-	-	-
	18 HIGH STREET, HARSTON, CAMBRIDGE, CB22 7PX	1439	14	-	-	14
	2 LONG LANE, GAMLINGAY, SANDY, SG19 3ES	1434	-1	-	-	-1
	2 WEST GREEN, BARRINGTON	1466	-1	-	-	-1
	26 NEW ROAD, HASLINGFIELD, CAMBRIDGE, CB23 1LR	1440	-1	-	-	-1
	2-6 RIDGEWAY, PAPWORTH EVERARD	1468	4	-	-	4
	26 WEST END, WHITTLESFORD, CAMBRIDGE, CB22 4LX	1490	7	-	-	7
	26 WOODLANDS ROAD, GREAT SHELFORD	1484	-1	-	-	-1
	27 MINGLE LANE, STAPLEFORD	1481	-1	-	-	-1
	28 HINTON WAY, GREAT SHELFORD, CAMBRIDGE, CB22 5BB	1484	-1	-	-	-1
	3 DUNGATE LANE, BALSHAM, CAMBRIDGE, CB21 4HF	1403	1	-	-	1
	33 COPPICE AVENUE, GREAT SHELFORD, CAMBRIDGE, CB22 5AQ	1484	1	-	-	1
	33 MARSHALLS CLOSE, TEVERSHAM	1474	2	-	-	2
	4 ROYSTON ROAD, LITLINGTON, ROYSTON, SG8 0RL	1414	1	-	-	1
	42 OVER ROAD, WILLINGHAM, CAMBRIDGESHIRE, CB24 5EU	1493	2	-	-	2
	44 HAUXTON ROAD, LITTLE SHELFORD, CAMBRIDGE, CB22 5HJ	1483	-1	-	-	-1
	48 NORTH ROAD, GREAT ABINGTON, CAMBRIDGE, CB21 6AS	1475	-	-	-	-
	49 STATION ROAD, HISTON, CAMBRIDGE, CB24 9LQ	1443	-1	-	-	-1
	49 WOOLLARDS LANE, GREAT SHELFORD, CAMBRIDGE, CB22 5LZ	1484	24	-	-	24
	50 CHURCH LANE, COTTENHAM, CAMBRIDGESHIRE, CB24 8SN	1426	-1	-	-	-1
	56 HIGH STREET, LANDBEACH, CAMBRIDGE, CB25 9FT	1489	1	-	-	1
	58 TOWN STREET, NEWTON, CAMBRIDGE, CB22 7PE	1482	1	-	-	1
	71 WHITECROFT ROAD, MELDRETH, ROYSTON, SG8 6LS	1462	17	-	-	17
	74 FROG END, SHEPRETH, ROYSTON, SG8 6RF	1463	3	-	-	3
	86 WEST DRIVE HIGHFIELDS, CALDECOTE	1423	1	-	-	1
	9 ORWELL TERRACE, BARRINGTON, CAMBRIDGE, CB22 7SG	1466	1	-	-	1
	ADJACENT 15, THE LAWNS, MELBOURN, CAMBRIDGESHIRE	1460	1	-	-	1
	Building at Bright Haven, ROBINS LANE, LOLWORTH	1407	1	-	-	1
	Cantelupe Farm, CANTELUPE ROAD, HASLINGFIELD, CAMBRIDGE, CB23 1LY	1440	-1	-	-	-1
	Dwelling and Land at 25, ROYSTON ROAD, WHITTLESFORD	1430	-1	-	-	-1
	Dwelling at 2, WEAVERS FIELD, GIRTON	1436	-1	-	-	-1
	Dwelling at 30, NEW ROAD, HASLINGFIELD	1440	15	-	-	15
	Dwelling at 31, SOUTH ROAD, GREAT ABINGTON	1475	1	-	-	1
	Dwelling at 80, HIGH STREET, MELBOURN	1460	1	-	-	1
	East Part of UC11, STERLING WAY, UPPER CAMBOURNE	1419	13	-	-	13
	Garages & 18 & 19 HADDOWS CLOSE, LONGSTANTON	1454	-2	-	-	-2

Classification	Site Name and Address	CSRM					Total
		Transport Zone	2012-2016	2017-2021	2022-2026	2027-2031	
	GC26, UPPER CAMBOURNE, CAMBOURNE	1417	10	-	-	-	10
	Hill Farm House, 20 CHISHILL ROAD, HEYDON	1461	1	-	-	-	1
	House at 101, WEST DRIVE, HIGHFIELDS, CALDECOTE	1423	1	-	-	-	1
	Land adj 2, HIGH STREET, TEVERSHAM	1473	1	-	-	-	1
	Land adj 35, STREETLY END, WEST WICKHAM	1402	1	-	-	-	1
	Land adj to, 43 ORCHARD ROAD, GREAT SHELFORD	1484	1	-	-	-	1
	Land adj. 1, DAVEY CRESCENT, GREAT SHELFORD	1484	1	-	-	-	1
	Land adjacent 2 Water Lane, Histon	1443	1	-	-	-	1
	Land adjacent to 2, THE HECTARE, GREAT SHELFORD	1484	1	-	-	-	1
	Land Adjacent to 24, WEST ROAD, GAMLINGAY, SANDY	1434	1	-	-	-	1
	Land Adjacent to 39, Frog End, Great Wilbraham, Cambridge, CB1	1488	1	-	-	-	1
	Land adjacent to Peacehaven, MILL HILL, WESTON COLVILLE	1403	1	-	-	-	1
	Land adjacent, 36a, Boxworth End, Swavesey, Cambridge, CB24 4RA	1472	1	-	-	-	1
	Land Adjacent, 4, Home End, Fulbourn, Cambridge, CB1	1433	8	-	-	-	8
	Land adjacent, Rectory Farm Bungalow, Hildersham, Cambridge, CB1	1446	1	-	-	-	1
	Land at 111, RAMPTON ROAD, COTTENHAM	1426	1	-	-	-	1
	Land at 13, CHURCH LANE, COTTENHAM	1426	1	-	-	-	1
	Land at 32, COOTES LANE, FEN DRAYTON	1469	1	-	-	-	1
	Land at 43, PIERCE LANE, FULBOURN	1433	1	-	-	-	1
	Land at 68, HIGH STREET, GRAVELEY	1468	1	-	-	-	1
	Land at 70, HIGH STREET, COTTENHAM	1426	-1	-	-	-	-1
	Land at 90, HIGH STREET, MELDRETH	1462	1	-	-	-	1
	Land at Lower Manor Farm, LOWER ROAD, CROYDON	1435	1	-	-	-	1
	Land at Phase 3a, High Street, Longstanton, Cambridgeshire	1456	5	-	-	-	5
	Land at Southgate Farm, CHESTERTON FEN ROAD, MILTON	75	2	-	-	-	2
	Land at, 14, Shepreth Road, Foxton, Cambridge, CB2	1432	1	-	-	-	1
	Land at, 2 MINGLE LANE, GREAT SHELFORD	1484	-1	-	-	-	-1
	Land at, 322 High Street, Cottenham, Cambridge, CB4	1426	1	-	-	-	1
	Land at, UC03, THE VINES, CAMBOURNE	1417	15	-	-	-	15
	Land Between, 3-11, MORTIMERS LANE, Foxton, Cambridge, CB22 6RR	1432	1	-	-	-	1
	Land comprising of 12 Wisbey's Yard & 1 & 3 F, FOUNTAIN LANE, HASLINGFIELD	1440	9	-	-	-	9
	Land North of CHALLIS GREEN, BARRINGTON	1466	39	-	-	-	39
	Land north of, 1A-29 BANNOLD ROAD, WATERBEACH, CAMBRIDGESHIRE, CB5	1489	1	-	-	-	1
	Land north of, 45-67 Impington Lane, Impington, Cambridge, CB4	1444	16	-	-	-	16
	Land North of, WELLBROOK WAY, GIRTON	71	76	-	-	-	76
	Land off Rockmill End/Spong Drive, Willingham	1493	19	-	-	-	19
	LAND ON THE NORTH SIDE OF, BANNOLD ROAD, WATERBEACH, CAMBRIDGESHIRE, CB1	1489	10	-	-	-	10
	Land Parcel B1 Arbury Camp, KINGS HEDGES ROAD, IMPINGTON	73	33	-	-	-	33
	Land Parcel UC09, CAMBOURNE	1419	3	-	-	-	3
	Land R/O Fairview, ROYSTON ROAD, LITLINGTON	1414	1	-	-	-	1
	Land Rear of 15, HIGH STREET, LITTLE SHELFORD	1483	1	-	-	-	1
	Land rear of 21, WHITCROFT ROAD, MELDRETH	1462	1	-	-	-	1
	Land rear of 45 HIGHFIELDS ROAD, CALDECOTE	1423	1	-	-	-	1
	Land rear of 97, HIGH STREET, GIRTON	1436	1	-	-	-	1
	Land rear of, 45 LONDON ROAD, HARSTON	1439	1	-	-	-	1
	Land rear, 21-23 WAY LANE, WATERBEACH	1489	1	-	-	-	1
	Land south of 93, DUXFORD ROAD, WHITTLESFORD	1490	1	-	-	-	1
	Land to the North-East of 47, LONDON ROAD, HARSTON	1439	1	-	-	-	1

Classification	Site Name and Address	CSRM					Total
		Transport Zone	2012-2016	2017-2021	2022-2026	2027-2031	
	Land to the North of 104 High Street Great Abington Cambridge CB21 6AE	1475	1	-	-	-	1
	Land to the North-west of Rose Cottage Church Street Whaddon	1415	8	-	-	-	8
	LAND TO THE SOUTH OF 38, MILL ROAD, OVER	1492	1	-	-	-	1
	Land to the South-east of 30 Fen End, Over, CB24 5NE	1492	1	-	-	-	1
	Land to the West of 33, HIGH STREET, HAUXTON	1438	16	-	-	-	16
	Land to the West of, ERMINE STREET SOUTH, PAPWORTH EVERARD	1468	53	-	-	-	53
	Maltings Buildings 94 - 96, HIGH STREET, LINTON	1446	2	-	-	-	2
	Menders, CHURCH LANE, ABINGTON PIGOTTS, ROYSTON, SG8 0SG	1479	1	-	-	-	1
	Old John of Gaunt, 183, NORTH END, BASSINGBOURN	1414	1	-	-	-	1
	Parcel D Land at, Arbury Park, KINGS HEDGES ROAD, IMPINGTON	73	23	-	-	-	23
	Parkfield Barn, BUTTON END, HARSTON	1439	1	-	-	-	1
	PHASE 2 - GC13, MAYFIELD WAY, CAMBOURNE	1417	18	-	-	-	18
	Phase 3A, land west of Striplands Farm, HIGH STREET, LONGSTANTON	1456	42	-	-	-	42
	Phase 3B, HOME FARM, LONGSTANTON	1457	15	-	-	-	15
	Property at 90, HIGH STREET, SAWSTON	1471	1	-	-	-	1
	Robsie, POTTON ROAD MILL HILL, GAMLINGAY	1434	-1	-	-	-	-1
	Scotland Drove Park, ROSE AND CROWN ROAD, SWAVESEY	1472	8	-	-	-	8
	Site at 47, LONDON ROAD, HARSTON	1439	2	-	-	-	2
	South East part of Area UC01 Halifax Road Cambourne	1419	31	-	-	-	31
	Spring Close, CHURCH LANE, SAWSTON	1471	-1	-	-	-	-1
	St Colettes & Gretton School, HIGH STREET, GIRTON, CAMBRIDGE, CB3 0QL	1436	-	-	-	-	-
	The Granary Chalk Farm, HIGH STREET, BABRAHAM	1475	1	-	-	-	1
	The Meadowbands Mill Hill Gamlingay	1434	1	-	-	-	1
	The Old Chapel, FROGGE STREET, ICKLETON, SAFFRON WALDEN, CB10 1SH	1430	1	-	-	-	1
	The Windmill Estate Land off, HAGGIS GAP, FULBOURN	1433	-7	-	-	-	-7
	Times House, FEN END, WILLINGHAM, CAMBRIDGESHIRE, CB24 5LH	1493	6	-	-	-	6
	UC08, OFF STERLING WAY, CAMBOURNE	1419	35	-	-	-	35
	UC11 STERLING WAY, CAMBOURNE	1417	27	-	-	-	27
	Unit B & C, 3 SPIGGOTS CLOSE, LONGSTANTON	1457	1	-	-	-	1
	Walnut Farm, 87, High Street, Landbeach	1489	10	-	-	-	10
	Willowbeech, HIGH STREET, CASTLE CAMPS	1402	-1	-	-	-	-1
Completions Total			678	-	-	-	678
Site Developments	Northstowe	1449	240	1,725	2,000	2,000	5,965
	Bayer Cropscience	1438	150	135	-	-	285
	Bourn Airfield New Village	1416	-	-	600	1,100	1,700
	Cambourne	1417	43	-	-	-	43
	Cambourne (additional 950 dwellings)	1417	485	465	-	-	950
	Cambridge East	76	50	900	300	60	1,310
	Dales Manor Business Park, Sawston	1471	-	200	-	-	200
	East of Rockmill End, Willingham	1460	-	50	-	-	50
	Fulbourn & Ida Darwin Hospitals	70	75	175	-	-	250
	Green End Industrial Estate, Gamlingay	1434	-	30	60	-	90
	Land at Bennell Farm, West Street, Comberton	1425	-	90	-	-	90
	Land at junction of Long Drove & Beach Road, Cottenham	1426	47	-	-	-	47
	Land between Huntingdon Road, Histon Road & A14 (NIAB 2)	72	-	450	450	-	900
	Land north of Babraham Road, Sawston	1471	-	80	-	-	80
	Land north of Impington Lane, Impington	1444	-	25	-	-	25
	Land south of Babraham Road, Sawston	1476	-	35	200	25	260

Classification	Site Name and Address	CSRM Transport					Total
		Zone	2012-2016	2017-2021	2022-2026	2027-2031	
	Land west of Cambourne (Swansley Wood)	1418	-	500	700	-	1,200
	Land west of New Road, Melbourn	1460	-	65	-	-	65
	London Road, Great Shelford & Granta Terrace, Stapleford	1481	22	44	-	-	66
	NIAB 3	1464	-	-	100	-	100
	North of Chiswick End, Meldreth	1462	3	-	-	-	3
	North of Impington Lane, Impington (northern part of site)	1444	-	-	-	-	-
	North of Impington Lane, Impington (southern part of site)	1444	31	-	-	-	31
	North of Over Road, Longstanton [phase 3a]	1458	40	-	-	-	40
	North of Over Road, Longstanton [phase 3b]	1458	144	-	-	-	144
	Northstowe Reserve	1458	-	-	-	-	-
	North-West Cambridge Area Action Plan area	71	285	780	90	-	1,155
	Orchard Park - 3 additional land parcels including local centre	73	167	-	-	-	167
	Orchard Park - parcel K1	73	36	-	-	-	36
	Orchard Park - parcels H1 & G	73	50	-	-	-	50
	Papworth Everard West Central	1468	44	30	-	-	74
	S/0133/11: The Railway Tavern, Station Road, Great Shelford	1484	13	-	-	-	13
	S/0261/09: Land to the west of 22a West Road, Gamlingay	1434	10	-	-	-	10
	S/0474/11: Land to r/o Blacksmith's Close, High Street, Babraham	1475	11	-	-	-	11
	S/0506/10: Land between 26 & 58 Meldreth Road, Shepreth	1463	12	-	-	-	12
	S/0733/11: 57 Brickhills, Willingham	1493	19	-	-	-	19
	S/0983/11: Land at Former EDF Energy Depot & Training Centre, Ely Road, Milton	1465	80	10	-	-	90
	S/0987/07, S/0986/07, S/0565/10 & S/2013/11: Windmill Estate, Fulbourn	1433	65	-	-	-	65
	S/1029/10: Land at Moores Farm, Fowlmere Road, Foxton	1432	14	-	-	-	14
	S/1044/11: Church Street, Great Eversden	1442	10	-	-	-	10
	S/1141/11: 312-322 Cambridge Road, Fulbourn	70	11	-	-	-	11
	S/1463/10: Land at junction of Nelson Crescent & High Street, Longstanton	1456	10	-	-	-	10
	S/1487/10: Land adj to 4 Cambridge Road, Fowlmere	1431	10	-	-	-	10
	S/1592/08: Land at The Valley, Comberton	1425	11	-	-	-	11
	S/1653/07: Land at Southgate Farm, Chesterton Fen Road, Milton	75	24	-	-	-	24
	S/1699/11: 22-46 Mays Avenue, Balsham	1403	11	-	-	-	11
	S/1702/08: Aspinalls Builders Yard, 2 Station Road, Willingham	1493	10	-	-	-	10
	S/1771/08: Station Road, Gamlingay	1434	65	20	-	-	85
	S/1778/10: Gretton Court, High Street, Girton	1436	12	-	-	-	12
	S/1870/05, S/1212/06, S/0042/10 & S/0095/12: Land at 12 and r/o 14-20 Back Road, Linton	1446	8	-	-	-	8
	S/1970/07: Land west of Longstanton (Home Farm)	1457	36	-	-	-	36
	S/2194/11: The Blue Lion, 2 Horningsea Road, Fen Ditton	1487	13	-	-	-	13
	S/2196/06: 37 ROCKMILL END, WILLINGHAM	1493	9	-	-	-	9
	S/2285/10: Land at 12 Green Street, Willingham	1493	8	-	-	-	8
	SCA Packaging, Villa Road, Impington	1444	72	-	-	-	72
	Trumpington Meadows (Cambridge Southern Fringe)	1440	29	423	85	-	537
	Waterbeach New Town	1489	-	-	-	1,400	1,400
	Wellbrook Way, Girton [affordable dwellings]	71	11	-	-	-	11
	West of Ermine Street South, Papworth Everard	1468	242	70	-	-	312
Total			2,738	6,302	4,585	4,585	18,210
Windfalls	Windfalls/Completions/small sites	70	3	8	9	9	30
		71	6	17	19	19	61
		72	2	8	14	14	38
		73	7	14	15	15	51

Classification	Site Name and Address	CSR Transport				Total
		Zone	2012-2016	2017-2021	2022-2026	
		74	-	-	-	-
		76	0	2	2	2
		1402	5	11	12	12
		1403	8	16	18	18
		1404	5	11	13	13
		1405	2	4	4	4
		1406	7	15	17	17
		1407	1	2	2	2
		1408	0	0	0	0
		1409	3	5	6	6
		1410	2	4	4	4
		1411	3	5	6	6
		1412	1	1	1	1
		1413	0	0	1	1
		1414	12	25	28	28
		1415	1	2	3	3
		1416	0	0	5	12
		1417	8	19	19	15
		1418	9	19	21	21
		1419	6	11	10	8
		1420	3	5	6	6
		1421	1	2	2	2
		1422	2	5	5	5
		1423	3	7	7	7
		1424	0	0	0	0
		1425	6	14	15	15
		1426	18	37	42	42
		1427	1	2	2	2
		1428	3	7	8	8
		1429	-	-	-	-
		1430	7	16	18	18
		1431	4	8	9	9
		1432	4	8	9	9
		1433	10	20	22	22
		1434	11	22	26	26
		1435	4	7	8	8
		1436	6	9	10	10
		1437	7	15	17	17
		1438	3	7	8	8
		1439	5	9	11	11
		1440	6	13	15	15
		1441	-	-	-	-
		1442	2	4	4	4
		1443	12	23	24	24
		1444	8	16	17	17
		1445	0	1	1	1
		1446	14	29	33	33
		1448	-	-	-	-

Classification	Site Name and Address	CSRM Transport				Total	
		Zone	2012-2016	2017-2021	2022-2026		2027-2031
		1449	2	3	4	4	13
		1450	0	0	0	0	0
		1451	0	0	0	0	1
		1452	-	-	-	-	-
		1453	-	-	-	-	-
		1454	4	9	10	10	34
		1455	1	3	3	3	12
		1456	1	1	1	1	5
		1457	0	1	1	1	3
		1458	1	2	2	2	7
		1459	0	0	0	0	1
		1460	13	28	32	32	106
		1461	2	5	6	6	18
		1462	5	10	11	11	37
		1463	2	5	6	6	19
		1464	1	2	3	3	9
		1465	11	22	25	25	84
		1466	3	6	7	7	22
		1467	4	8	9	9	29
		1468	11	23	26	26	85
		1469	4	7	8	8	27
		1470	3	6	7	7	22
		1471	21	43	49	49	162
		1472	7	14	16	16	54
		1473	8	16	18	18	60
		1474	1	0	0	0	1
		1475	5	10	9	9	33
		1476	1	2	5	5	13
		1477	1	2	2	2	6
		1478	1	1	2	2	6
		1479	6	12	13	13	44
		1480	1	1	1	1	5
		1481	5	11	13	13	43
		1482	1	2	3	3	9
		1483	3	5	6	6	20
		1484	13	27	31	31	101
		1485	1	2	2	2	8
		1486	2	5	6	6	19
		1487	2	5	6	6	19
		1488	2	4	5	5	15
		1489	16	34	38	38	126
		1490	7	15	17	17	58
		1492	8	18	20	20	67
		1493	10	22	25	25	82
Windfalls Total			420	881	1,000	1,000	3,301
Grand Total			3,836	7,183	5,585	5,585	22,189

Employment Growth Assumed in Cambridge City and South Cambridgeshire

Change in site employment expected, as specified by Cambridge City and South Cambridgeshire for Local Plan tests
 Note that these are input figures for total employment, expressed as change from 2011 Base Year

District	Site	Transport Zone	2012-2016	2017-2021	2022-2026	2027-2031	Total		
Cambridge	Wider City Centre	11	300	120	90	90	599		
		12	300	120	90	90	599		
		27	300	120	90	90	599		
		29	300	120	90	90	599		
		30	300	120	90	90	599		
		31	300	120	90	90	599		
		32	300	120	90	90	599		
		33	300	120	90	90	599		
		34	300	120	90	90	599		
		35	300	120	90	90	599		
		36	300	120	90	90	599		
		37	300	120	90	90	599		
		43	300	120	90	90	599		
		44	300	120	90	90	599		
		45	300	120	90	90	599		
		47	300	120	90	90	599		
		59	300	120	90	90	599		
		64	300	120	90	90	599		
		Total			5,393	2,157	1,618	1,618	10,785
		Addenbrooke's		49	391	651	781	781	2,605
	51		391	651	781	781	2,605		
Total			781	1,302	1,563	1,563	5,210		
West Cambridge & North West Cambridge (City)		14	109	181	217	217	724		
		42	472	787	945	945	3,149		
Total			581	968	1,162	1,162	3,873		
Northern Fringe (City)		22	362	603	723	723	2,411		
ARM / Capita Park (City)		18	0	198	198	0	396		
Elsewhere (City)		11	-16	-6	-5	-5	-32		
		12	-16	-6	-5	-5	-32		
		27	-16	-6	-5	-5	-32		
		29	-16	-6	-5	-5	-32		
		30	-16	-6	-5	-5	-32		
		31	-16	-6	-5	-5	-32		
		32	-16	-6	-5	-5	-32		
		33	-16	-6	-5	-5	-32		
		34	-16	-6	-5	-5	-32		
		35	-16	-6	-5	-5	-32		
		36	-16	-6	-5	-5	-32		
		37	-16	-6	-5	-5	-32		
		43	-16	-6	-5	-5	-32		
		44	-16	-6	-5	-5	-32		
		45	-16	-6	-5	-5	-32		
		47	-16	-6	-5	-5	-32		
	59	-16	-6	-5	-5	-32			
	64	-16	-6	-5	-5	-32			
Total			-287	-115	-86	-86	-575		
Cambridge Total			6,829	5,113	5,178	4,980	22,100		
South Cambridgeshire	Northstowe	1427	97	242	291	339	969		
		1449	97	242	291	339	969		
		1450	97	242	291	339	969		
		1452	97	242	291	339	969		
		1453	97	242	291	339	969		
		1458	97	242	291	339	969		
	Total		582	1,454	1,745	2,036	5,816		
	Cambourne		1417	346	576	691	691	2,305	
	Granta Park		1475	648	648	648	648	2,591	
	Hinxton		1477	125	208	249	249	831	
	Babraham		1475	125	208	249	249	831	
	Landbeach		1489	221	368	442	442	1,473	
	West Cambridge & North West Cambridge (SCDC)		71	223	447	782	782	2,234	
	Northern Fringe (SCDC)		74	170	284	341	341	1,136	
	Others (SCDC)		1427	0	0	38	115	154	
			1429	0	0	38	115	154	
			1448	0	0	38	115	154	
		1449	0	0	38	115	154		
		1450	0	0	38	115	154		
		1451	0	0	38	115	154		
		1452	0	0	38	115	154		
		1453	0	0	38	115	154		
		1454	0	0	38	115	154		
		1455	0	0	38	115	154		
		1456	0	0	38	115	154		
	1457	0	0	38	115	154			

District	Site	Transport Zone	2012-2016	2017-2021	2022-2026	2027-2031	Total	
			1458	0	0	38	115	154
			1459	0	0	38	115	154
	Total		0	0	539	1,615	2,154	
	Waterbeach		1416	0	0	442	1,325	1,767
	Bourn Airfield		1489	137	410	410	410	1,367
South Cambridgeshire Total			2,576	4,603	6,538	8,788	22,506	
Grand Total			9,406	9,717	11,716	13,768	44,606	

Appendix F. CSRM OD Movements

CCiC and SCDC Local Plan : CSRM Model AM Origin-Destination Movements - Car Trips

See maps of the sector system in Appendix C

Data below represents the CSRM Origin-Destination movements in 2011 to 2031. 2026 and 2031 are shown with/without the Transport Strategy

For simplicity, movements have been summarised into 20 sectors, as shown on a separate map.

Information given is for the wider AM peak (7am-10am).

The car trips include Park and Ride trips, so as to highlight those trips which generate local traffic

The tables below show CAR trips made, measured in PERSONS (i.e. the number of vehicles will be lower where cars are shared. The Highway assignment component of CSRM takes this into account)

Data has been extracted from the Phase 3 re-run undertaken in March 2015 (Scenario K2)

Scenario	Origin	Destination																				Grand Total
		1.0 Cambridge Central	2.0 Cambridge West	3.0 Cambridge South	4.0 Cambridge North inc.Sci Park	5.0 Cambridge East inc.Fulbourn	6.0 Girton+Histon	7.0 Cambridge Western Fringe	8.0 Cambridge Southern Fringe inc.Shelfords	9.0 Waterbeach Ward	10.0 South Cambs North	11.0 Longstanton and Northstowe	12.0 South Cambs South-West	13.0 Cambourne + Bourn Airfield	14.0 St Neots, South Hunts + West S.Cambs	15.0 Hunts and NW S.Cambs	16.0 East Cambs + the East	17.0 Peterborough and the North	18.0 Bedford + the West	19.0 Essex, Herts + the South	20.0 London	
2011	1.0 Cambridge Central	4,154	716	1,109	729	933	392	147	1,187	154	505	28	352	124	124	512	947	156	169	632	266	13,336
	2.0 Cambridge West	1,173	670	331	332	298	296	115	399	74	399	18	193	74	84	336	340	90	100	311	135	5,767
	3.0 Cambridge South	1,712	268	1,077	223	548	133	56	1,118	69	203	10	220	44	52	208	457	54	69	494	233	7,246
	4.0 Cambridge North inc.Sci Park	1,227	367	255	719	486	309	46	279	105	367	17	143	68	80	280	435	54	58	164	69	5,528
	5.0 Cambridge East inc.Fulbourn	1,209	224	581	394	1,167	265	29	732	147	291	14	146	51	60	228	835	75	93	420	186	7,146
	6.0 Girton+Histon	978	435	241	423	401	945	58	252	104	689	25	177	82	88	413	428	87	97	227	91	6,239
	7.0 Cambridge Western Fringe	212	91	75	38	50	49	75	115	7	133	4	96	31	31	88	52	20	18	83	39	1,309
	8.0 Cambridge Southern Fringe inc.Shelfords	1,820	457	1,560	399	840	245	116	5,833	75	405	18	990	100	126	398	1,647	147	204	2,712	1,089	19,182
	9.0 Waterbeach Ward	337	99	93	155	265	129	13	93	361	203	5	49	17	25	98	362	23	26	65	29	2,446
	10.0 South Cambs North	1,118	509	455	529	426	656	102	440	181	2,598	122	336	177	214	1,571	1,007	199	161	361	145	11,306
	11.0 Longstanton and Northstowe	115	60	52	48	35	44	9	45	19	234	55	31	18	21	144	80	20	17	40	17	1,104
	12.0 South Cambs South-West	1,128	412	747	407	285	257	138	1,456	60	517	21	3,929	337	1,033	802	461	260	944	3,478	649	17,321
	13.0 Cambourne + Bourn Airfield	372	157	182	202	98	112	61	182	20	222	9	328	609	428	665	165	101	206	318	93	4,529
	14.0 St Neots, South Hunts + West S.Cambs	354	149	157	252	117	125	51	187	35	256	13	586	352	8,581	4,135	291	833	2,417	1,706	271	20,870
	15.0 Hunts and NW S.Cambs	1,195	549	572	711	416	546	130	545	150	1,959	90	660	597	3,997	33,474	2,981	6,404	2,097	1,824	520	59,416
	16.0 East Cambs + the East	3,483	866	1,637	1,725	2,192	805	94	2,827	725	1,435	88	520	184	333	3,821	27,170	323	220	1,114	426	49,987
	17.0 Peterborough and the North	267	121	95	130	110	84	20	138	46	198	22	205	83	754	4,863	315					7,451
	18.0 Bedford + the West	240	108	108	146	105	62	15	166	41	122	11	468	142	2,243	1,852	132					5,962
	19.0 Essex, Herts + the South	1,075	380	773	334	530	173	73	3,105	82	287	30	2,300	235	1,298	1,410	526					12,612
	20.0 London	236	103	170	61	131	47	20	670	14	73	8	225	36	110	206	135					2,245
	Total		22,405	6,741	10,273	7,957	9,432	5,676	1,367	19,771	2,467	11,096	607	11,954	3,362	19,681	55,503	38,765	8,843	6,895	13,949	4,258
2016	1.0 Cambridge Central	4,559	785	1,226	756	911	420	151	1,244	160	516	43	363	137	135	527	1,019	168	179	659	283	14,240
	2.0 Cambridge West	1,363	750	386	341	304	324	117	413	83	428	30	201	83	92	364	372	92	97	309	135	6,284
	3.0 Cambridge South	1,943	296	1,202	229	546	145	63	1,211	75	220	16	237	52	59	223	497	58	73	537	258	7,940
	4.0 Cambridge North inc.Sci Park	1,379	407	281	737	485	332	46	296	111	403	29	153	79	89	310	458	55	58	166	71	5,944
	5.0 Cambridge East inc.Fulbourn	1,301	235	634	393	1,143	286	29	753	150	312	22	151	60	66	247	872	79	94	429	197	7,454
	6.0 Girton+Histon	1,187	505	296	479	436	1,062	63	287	117	772	45	200	101	104	460	494	99	114	261	107	7,188
	7.0 Cambridge Western Fringe	232	93	79	39	50	52	68	110	8	131	7	95	33	33	84	55	19	18	83	39	1,328
	8.0 Cambridge Southern Fringe inc.Shelfords	1,951	457	1,674	397	822	269	110	5,760	78	403	28	987	107	135	391	1,723	150	214	2,769	1,137	19,563
	9.0 Waterbeach Ward	347	99	97	145	248	131	12	92	365	203	8	49	18	25	100	368	23	25	63	28	2,444
	10.0 South Cambs North	1,221	521	491	584	440	710	98	437	196	2,545	169	336	197	234	1,592	1,065	189	164	349	144	11,684
	11.0 Longstanton and Northstowe	193	87	79	80	56	76	12	65	32	316	86	46	30	32	206	117	26	23	54	23	1,641
	12.0 South Cambs South-West	1,212	418	811	437	288	288	130	1,463	65	518	32	3,890	363	1,076	798	497	263	973	3,501	676	17,700
	13.0 Cambourne + Bourn Airfield	466	193	223	268	119	147	68	208	26	266	16	363	752	490	749	213	113	248	367	108	5,405
	14.0 St Neots, South Hunts + West S.Cambs	494	191	223	357	147	175	60	238	44	326	22	692	450	9,204	4,668	368	953	2,640	1,898	319	23,467
	15.0 Hunts and NW S.Cambs	1,346	569	626	877	449	592	126	549	171	2,010	132	678	675	4,212	34,298	3,155	6,783	2,163	1,843	531	61,784
	16.0 East Cambs + the East	3,934	925	1,852	1,754	2,204	844	95	3,086	769	1,495	128	557	211	363	4,117	29,199	321	221	1,124	437	53,636
	17.0 Peterborough and the North	309	132	111	154	123	86	19	153	58	198	29	212	88	831	5,478	338					8,320
	18.0 Bedford + the West	245	106	109	142	101	63	14	164	41	117	15	429	149	2,280	1,808	134					5,917
	19.0 Essex, Herts + the South	1,163	388	842	347	543	186	73	3,241	89	287	41	2,346	264	1,402	1,488	546					13,244
	20.0 London	262	109	192	68	139	53	20	710	15	75	11	234	41	125	223	147					2,426
	Total		25,107	7,264	11,432	8,586	9,555	6,245	1,376	20,479	2,654	11,542	909	12,218	3,891	20,987	58,129	41,634	9,393	7,306	14,411	4,493

Scenario	Origin	Origin																				Grand Total	
		1.0 Cambridge Central	2.0 Cambridge West	3.0 Cambridge South	4.0 Cambridge North inc.Sci Park	5.0 Cambridge East inc.Fulbourn	6.0 Girton+Histon	7.0 Cambridge Western Fringe	8.0 Cambridge Southern Fringe inc.Shelfords	9.0 Waterbeach Ward	10.0 South Cambs North	11.0 Longstanton and Northstowe	12.0 South Cambs South-West	13.0 Cambourne + Bourn Airfield	14.0 St Neots, South Hunts + West S.Cambs	15.0 Hunts and NW S.Cambs	16.0 East Cambs + the East	17.0 Peterborough and the North	18.0 Bedford + the West	19.0 Essex, Herts + the South	20.0 London		
Growth 2011 to 2021	1.0 Cambridge Central	415	96	184	31	-18	48	2	100	41	-4	55	10	32	17	24	102	15	8	22	11	1,190	
	2.0 Cambridge West	468	271	149	82	71	126	69	125	52	151	59	56	45	35	156	139	33	25	71	28	2,212	
	3.0 Cambridge South	567	81	393	49	69	44	23	364	41	64	28	72	30	23	71	128	18	16	138	72	2,291	
	4.0 Cambridge North inc.Sci Park	107	37	18	2	-13	23	-2	14	34	23	35	8	23	12	32	23	-2	-6	-13	-3	350	
	5.0 Cambridge East inc.Fulbourn	279	43	151	27	130	48	1	92	55	38	31	16	23	1	16	46	130	8	2	22	21	1,179
	6.0 Girton+Histon	393	155	105	125	92	251	15	74	60	184	75	53	54	37	131	158	31	33	66	31	2,121	
	7.0 Cambridge Western Fringe	32	10	7	1	1	7	-11	-7	3	7	12	2	9	4	1	5	0	0	-2	0	82	
	8.0 Cambridge Southern Fringe inc.Shelfords	222	12	230	21	29	49	-1	135	41	20	47	75	45	33	22	179	12	27	136	77	1,413	
	9.0 Waterbeach Ward	5	-1	3	-14	-15	-5	-1	-3	79	-11	11	-2	4	1	4	2	-1	-4	-7	-3	42	
	10.0 South Cambs North	42	13	34	45	21	67	-8	-4	70	-70	230	-11	60	33	49	109	-6	-3	-29	-9	632	
	11.0 Longstanton and Northstowe	269	111	92	97	77	94	12	85	60	394	221	57	45	50	320	164	31	24	56	24	2,281	
	12.0 South Cambs South-West	60	-11	63	26	4	36	-14	8	31	-11	51	0	110	86	15	58	7	14	9	14	554	
	13.0 Cambourne + Bourn Airfield	187	75	77	104	48	54	14	66	22	85	28	72	457	156	233	94	36	73	104	26	2,012	
	14.0 St Neots, South Hunts + West S.Cambs	211	69	98	146	53	81	16	93	36	116	45	194	272	965	973	145	164	310	337	66	4,390	
	15.0 Hunts and NW S.Cambs	110	28	47	148	54	86	-7	17	82	91	234	41	258	445	3,265	328	668	133	34	-13	6,048	
	16.0 East Cambs + the East	112	-29	89	-97	19	47	-5	162	217	13	147	4	55	25	-28	3,131	-7	-16	-48	-3	3,791	
	17.0 Peterborough and the North	-40	-20	-10	-15	-9	-8	-5	-9	5	-30	22	-27	9	33	299	-11	0	0	0	0	187	
	18.0 Bedford + the West	-47	-19	-21	-36	-20	-3	-3	-19	-3	-20	11	-94	18	-3	-142	-7	0	0	0	0	-410	
	19.0 Essex, Herts + the South	-37	-25	22	-46	-12	13	-4	132	7	-25	39	-80	55	70	-23	6	0	0	0	0	91	
	20.0 London	31	10	41	5	15	10	0	76	4	2	14	10	12	23	21	16	0	0	0	0	290	
	Total		3,384	907	1,773	702	597	1,068	91	1,503	936	1,016	1,393	455	1,616	2,060	5,468	4,900	1,005	636	896	339	30,746
Growth 2011 to 2026 Without Transport Strategy	1.0 Cambridge Central	412	108	254	25	-20	54	14	128	60	-13	111	-5	58	19	28	127	29	15	14	-1	1,417	
	2.0 Cambridge West	512	361	178	128	84	170	84	139	75	198	136	62	80	45	205	192	64	52	97	32	2,893	
	3.0 Cambridge South	781	112	603	73	119	60	33	516	66	88	65	90	54	32	103	197	33	28	182	91	3,325	
	4.0 Cambridge North inc.Sci Park	51	39	13	-6	-29	21	-2	5	46	12	22	77	0	40	13	33	20	1	-5	-22	-8	307
	5.0 Cambridge East inc.Fulbourn	305	49	186	19	174	50	1	99	78	39	66	10	37	19	52	163	13	1	4	12	1,378	
	6.0 Girton+Histon	431	202	121	153	112	311	20	77	85	239	185	48	90	46	162	188	46	39	64	28	2,647	
	7.0 Cambridge Western Fringe	38	14	7	0	0	9	-13	-9	3	14	27	1	19	6	3	3	0	0	-6	-2	115	
	8.0 Cambridge Southern Fringe inc.Shelfords	220	4	285	15	57	43	-2	203	50	25	110	74	78	51	32	257	26	45	154	71	1,798	
	9.0 Waterbeach Ward	-7	-2	5	-19	-19	-7	-2	-6	124	-14	23	-6	8	2	4	11	-1	-4	-10	-5	75	
	10.0 South Cambs North	-23	10	20	28	4	59	-12	-29	85	-158	419	-39	95	35	1	70	-6	-10	-55	-21	472	
	11.0 Longstanton and Northstowe	479	225	175	177	144	220	24	161	113	676	496	111	107	97	473	253	52	43	99	42	4,167	
	12.0 South Cambs South-West	5	-23	45	6	-6	22	-19	-28	33	-27	119	-93	184	156	8	48	13	37	-20	-6	455	
	13.0 Cambourne + Bourn Airfield	288	128	129	164	75	88	30	114	35	147	76	134	995	271	389	148	68	117	166	41	3,601	
	14.0 St Neots, South Hunts + West S.Cambs	213	77	98	135	53	80	19	101	40	128	99	181	361	1,055	913	151	167	310	352	67	4,599	
	15.0 Hunts and NW S.Cambs	62	38	37	104	43	76	-6	7	96	72	403	-11	384	502	4,320	329	938	144	5	-33	7,511	
	16.0 East Cambs + the East	125	-14	161	-87	72	69	-6	309	342	34	306	2	113	45	187	4,399	0	-18	-121	-38	5,878	
	17.0 Peterborough and the North	-30	-9	0	-7	-3	1	-5	4	17	-15	50	-22	38	59	719	1	0	0	0	0	799	
	18.0 Bedford + the West	7	-3	6	-11	-6	7	-1	45	20	-2	33	-48	62	153	100	42	0	0	0	0	404	
	19.0 Essex, Herts + the South	11	-7	88	-24	5	28	-2	324	34	-1	95	-22	137	196	205	52	0	0	0	0	1,118	
	20.0 London	37	14	60	6	18	14	0	114	6	5	29	11	23	33	29	17	0	0	0	0	415	
	Total		3,918	1,321	2,473	879	876	1,373	154	2,275	1,408	1,457	2,925	477	2,964	2,833	7,967	6,669	1,444	793	903	267	43,375
Growth 2011 to 2026 With Transport Strategy	1.0 Cambridge Central	154	88	216	-20	-29	50	12	89	50	-14	110	-12	61	22	21	95	28	39	42	17	1,020	
	2.0 Cambridge West	483	354	149	127	87	168	83	134	73	194	135	56	80	49	195	188	61	75	116	41	2,848	
	3.0 Cambridge South	673	97	587	60	107	55	32	512	59	83	63	89	53	34	92	178	31	39	212	107	3,162	
	4.0 Cambridge North inc.Sci Park	15	32	-3	-12	-23	20	-2	2	45	21	76	-3	40	14	25	20	1	4	-13	-5	254	
	5.0 Cambridge East inc.Fulbourn	249	51	158	19	169	46	1	82	75	36	65	6	35	19	45	161	12	12	18	20	1,281	
	6.0 Girton+Histon	417	198	103	152	107	299	19	73	81	229	183	41	86	47	148	184	44	59	79	34	2,580	
	7.0 Cambridge Western Fringe	36	15	3	-2	-1	8	-16	-11	3	9	27	-2	17	7	-1	2	-1	3	-3	-2	92	
	8.0 Cambridge Southern Fringe inc.Shelfords	39	5	255	13	44	44	-3	98	49	22	110	53	76	51	24	254	25	46	216	102	1,521	
	9.0 Waterbeach Ward	-25	-4	-4	-22	-25	-10	-2	-11	117	-17	22	-6	7	2	1	9	-1	-1	-8	-4	19	
	10.0 South Cambs North	-29	14	3	24	-3	53	-13	-35	81	-179	414	-55	86	39	-13	65	-8	10	-36	-14	401	
	11.0 Longstanton and Northstowe	473	227	168	177	140	219	23	159	111	670	493	104	101	95	467	251	51	52	108	46	4,136	
	12.0 South Cambs South-West	-66	-15	33	4	-12	21	-20	-37	32	-40	118	-166	189	173	-18	39	5	54	119	24	439	
	13.0 Cambourne + Bourn Airfield	327	132	113	138	65	75	26	107	31	125	69	124	943	305	331	135	58	196	212	50	3,561	
	14.0 St Neots, South Hunts + West S.Cambs	226	80	89	121	48	78	20	96	38	123	96	170	382	1,137	797	144	154	346	433	84	4,661	
	15.0 Hunts and NW S.Cambs	65	36	-2	57	26	57	-10	86	37	391	-55	316	524	3,944	311	882	160	81	-5	6,895		
	16.0 East Cambs + the East	-12	-17	68	-84	80	72	-7	269	348	33	304	-6	112	52	173	4,414	-3	5	-87	-18	5,696	
	17.0 Peterborough and the North	-12	-8	-2	-6	-3	1	-5	3	15	-15	49	-24	34	55	675	-1	0	0	0	0	755	
	18.0 Bedford + the West	36	14	13	5	7	18	1	41	25	12	39	-50	116	46	42	54	0	0	0	0	419	
	19.0 Essex, Herts + the South	-32	0	97	-14	7	33	-2	308	35	6	98	-4	162	165	170	56	0	0	0	0	1,085	
	20.0 London	29	15	63	8	19	15	0	116	6	6	29	16	25	30	27	19	0	0	0	0	424	
	Total		3,048	1,313	2,107	746	810	1,325	136	1,988	1,360	1,342	2,890	276	2,922	2,863	7,146	6,578	1,339	1,099	1,486	476	41,248

Scenario	Origin	1.0 Cambridge Central	2.0 Cambridge West	3.0 Cambridge South	4.0 Cambridge North inc.Sci Park	5.0 Cambridge East inc.Fulbourn	6.0 Girton+Histon	7.0 Cambridge Western Fringe	8.0 Cambridge Southern Fringe inc.Shelfords	9.0 Waterbeach Ward	10.0 South Cambs North	11.0 Longstanton and Northstowe	12.0 South Cambs South-West	13.0 Cambourne + Bourn Airfield	14.0 St Neots, South Hunts + West S.Cambs	15.0 Hunts and NW S.Cambs	16.0 East Cambs + the East	17.0 Peterborough and the North	18.0 Bedford + the West	19.0 Essex, Herts + the South	20.0 London	Grand Total
		Growth 2011 to 2031 Without Transport Strategy	1.0 Cambridge Central	590	142	344	31	-24	56	23	170	100	-3	180	-14	99	17	19	174	41	25	21
	2.0 Cambridge West	510	415	188	135	67	179	89	127	91	218	226	51	128	44	195	198	70	57	87	24	3,098
	3.0 Cambridge South	840	120	693	68	110	58	35	513	86	91	107	79	83	31	93	223	36	31	175	79	3,550
	4.0 Cambridge North inc.Sci Park	19	48	8	-9	-54	18	-2	-12	62	29	127	-9	70	10	22	18	4	-5	-29	-14	302
	5.0 Cambridge East inc.Fulbourn	267	45	182	3	160	38	0	59	119	37	104	-3	61	15	38	173	14	0	-20	-3	1,291
	6.0 Girton+Histon	373	211	108	144	81	306	21	50	108	255	307	31	144	40	138	173	48	39	46	18	2,641
	7.0 Cambridge Western Fringe	36	15	6	-2	-3	9	-15	-13	5	19	47	-3	34	5	0	0	0	-1	-9	-5	125
	8.0 Cambridge Southern Fringe inc.Shelfords	183	-8	297	-7	35	26	-5	67	71	26	182	34	133	51	13	327	30	53	129	33	1,669
	9.0 Waterbeach Ward	113	30	39	18	67	30	3	21	423	50	47	4	26	9	34	141	8	4	4	0	1,072
	10.0 South Cambs North	-70	21	13	13	-22	53	-12	-48	115	-124	702	-57	175	31	-29	49	-2	-11	-69	-31	698
	11.0 Longstanton and Northstowe	677	349	261	249	192	333	35	228	162	1,028	981	162	223	145	685	368	79	62	138	56	6,413
	12.0 South Cambs South-West	-40	-25	45	-20	-30	2	-21	-81	41	-37	194	-231	333	166	-24	31	15	47	-35	-29	300
	13.0 Cambourne + Bourn Airfield	349	185	170	204	96	125	42	143	51	226	152	174	732	339	485	198	93	149	204	48	5,164
	14.0 St Neots, South Hunts + West S.Cambs	167	71	85	92	33	63	17	83	43	115	152	121	482	872	601	122	148	229	270	46	3,814
	15.0 Hunts and NW S.Cambs	-11	40	18	37	4	53	-7	-24	110	64	662	-55	603	475	4,791	283	1,300	113	-59	-64	8,334
	16.0 East Cambs + the East	308	27	342	-59	117	72	-8	798	532	86	544	40	228	67	580	5,362	-11	-29	-198	-78	8,719
	17.0 Peterborough and the North	23	17	25	30	18	19	-2	106	42	36	106	23	96	177	1,707	67	0	0	0	0	2,426
	18.0 Bedford + the West	34	9	23	4	1	13	0	75	34	20	63	-16	129	364	269	64	0	0	0	0	1,085
	19.0 Essex, Herts + the South	96	11	185	3	24	42	-1	578	59	45	177	75	271	350	336	100	0	0	0	0	2,351
	20.0 London	46	16	76	8	19	16	0	150	12	15	50	13	38	43	38	17	0	0	0	0	554
	Total	4,512	1,739	3,108	941	891	1,512	190	2,925	2,266	2,197	5,111	418	5,089	3,249	9,991	8,088	1,873	764	655	71	55,592
Growth 2011 to 2031 With Transport Strategy	1.0 Cambridge Central	260	113	293	-15	-37	49	21	121	83	-9	178	-26	106	16	3	121	37	52	49	10	1,424
	2.0 Cambridge West	477	407	151	135	67	174	86	108	86	208	223	42	129	44	177	190	66	82	105	32	2,988
	3.0 Cambridge South	732	102	685	56	95	51	34	511	74	85	105	75	82	31	80	195	33	42	211	96	3,375
	4.0 Cambridge North inc.Sci Park	-5	45	-10	0	-45	19	-1	-16	60	29	128	-14	73	9	14	18	3	7	-19	-10	285
	5.0 Cambridge East inc.Fulbourn	238	53	154	14	160	38	0	37	117	37	104	-9	60	14	31	171	13	13	-7	3	1,241
	6.0 Girton+Histon	363	212	88	149	74	297	19	44	103	246	303	20	143	39	123	170	45	60	62	24	2,585
	7.0 Cambridge Western Fringe	37	17	3	-3	-5	8	-17	-15	4	13	46	-6	32	5	-5	-1	-1	3	-6	-4	103
	8.0 Cambridge Southern Fringe inc.Shelfords	6	-12	268	-12	24	24	-6	-61	67	17	179	2	128	49	-2	305	25	53	196	59	1,308
	9.0 Waterbeach Ward	102	32	31	19	64	29	2	15	430	49	46	3	26	9	31	152	8	9	9	3	1,069
	10.0 South Cambs North	-67	31	-1	16	-26	52	-13	-54	112	-140	695	-76	170	31	-51	53	-4	14	-46	-23	673
	11.0 Longstanton and Northstowe	678	359	254	253	188	334	35	225	159	1,021	976	147	215	136	665	368	77	75	151	60	6,376
	12.0 South Cambs South-West	-104	-16	40	-26	-37	-2	-22	-95	39	-56	187	-345	354	179	-56	18	5	82	152	4	300
	13.0 Cambourne + Bourn Airfield	387	191	152	173	80	106	36	135	45	190	134	160	692	362	408	183	81	251	269	61	5,096
	14.0 St Neots, South Hunts + West S.Cambs	174	73	76	75	27	58	17	77	39	104	143	102	524	827	435	112	118	298	337	58	3,672
	15.0 Hunts and NW S.Cambs	-11	42	-18	1	-11	39	-12	-40	99	19	644	-113	554	444	4,527	276	1,268	181	37	-32	7,893
	16.0 East Cambs + the East	68	4	183	-95	98	63	-10	604	523	64	534	1	226	59	419	5,251	-17	-5	-169	-60	7,739
	17.0 Peterborough and the North	35	16	20	26	16	18	-3	36	38	30	103	8	90	141	1,515	59	0	0	0	0	2,148
	18.0 Bedford + the West	108	41	50	50	30	32	4	107	53	55	78	55	235	378	397	107	0	0	0	0	1,778
	19.0 Essex, Herts + the South	78	26	215	27	38	51	1	616	66	63	183	167	329	354	371	122	0	0	0	0	2,706
	20.0 London	39	18	81	12	20	17	0	156	12	16	51	20	43	40	39	20	0	0	0	0	583
	Total	3,593	1,753	2,716	852	818	1,454	172	2,510	2,208	2,041	5,039	215	5,213	3,165	9,122	7,887	1,756	1,215	1,331	281	53,344

CCiC and SCDC Local Plan : CSRM Model Origin-Destination Movements - Public Transport Trips

See maps of the sector system in Appendix C

Data below represents the CSRM Origin-Destination movements in 2011 to 2031. 2026 and 2031 are shown with/without the Transport Strategy

For simplicity, movements have been summarised into 20 sectors, as shown on a separate map.

Information given is for the wider AM peak (7am-10am).

Public Transport trips include Bus, Guided Bus and Rail trips.

Data has been extracted from the Phase 3 re-run undertaken in March 2015 (Scenario K2)

Scenario	Origin	Destination																				Grand Total
		1.0 Cambridge Central	2.0 Cambridge West	3.0 Cambridge South	4.0 Cambridge North inc.Sci Park	5.0 Cambridge East inc.Fulbourn	6.0 Girton+Histon	7.0 Cambridge Western Fringe	8.0 Cambridge Southern Fringe inc.Shelfords	9.0 Waterbeach Ward	10.0 South Cambs North	11.0 Longstanton and Northstowe	12.0 South Cambs South-West	13.0 Cambourne + Bourn Airfield	14.0 St Neots, South Hunts + West S.Cambs	15.0 Hunts and NW S.Cambs	16.0 East Cambs + the East	17.0 Peterborough and the North	18.0 Bedford + the West	19.0 Essex, Herts + the South	20.0 London	
2011	1.0 Cambridge Central	769	332	212	102	69	87	13	151	16	95	5	136	11	9	37	242	20	31	193	400	2,932
	2.0 Cambridge West	424	124	96	60	12	77	10	27	2	100	2	118	6	5	22	30	5	15	51	146	1,332
	3.0 Cambridge South	486	64	161	23	36	22	2	91	3	23	1	71	3	2	7	39	10	7	60	155	1,267
	4.0 Cambridge North inc.Sci Park	382	90	84	19	35	30	2	24	6	80	2	41	1	2	27	40	4	9	35	54	968
	5.0 Cambridge East inc.Fulbourn	318	26	115	29	28	17	1	36	13	24	0	36	1	1	5	69	3	4	29	66	819
	6.0 Girton+Histon	283	54	69	37	8	112	1	10	2	223	2	35	1	2	24	25	2	5	23	55	974
	7.0 Cambridge Western Fringe	55	7	13	3	1	2	2	2	0	5	0	64	1	1	2	3	0	1	4	6	170
	8.0 Cambridge Southern Fringe inc.Shelfords	645	30	274	17	14	12	3	194	6	17	0	227	1	1	3	91	13	6	277	240	2,071
	9.0 Waterbeach Ward	113	6	17	17	23	4	0	6		8	0	13	0	0	2	58	3	1	17	36	324
	10.0 South Cambs North	483	64	95	160	7	181	6	11	2	543	10	45	3	6	106	45	9	9	34	74	1,893
	11.0 Longstanton and Northstowe	77	8	8	19	1	9	0	1	0	90	0	3	0	0	11	2	1	1	4	7	244
	12.0 South Cambs South-West	589	39	246	34	4	14	7	56	3	25	0	425	20	19	72	49	57	19	243	299	2,220
	13.0 Cambourne + Bourn Airfield	142	20	54	24	1	4	2	3	1	6	0	396	37	24	30	6	6	10	16	52	833
	14.0 St Neots, South Hunts + West S.Cambs	140	26	40	27	1	5	1	2	0	12	0	94	19	369	364	11	204	176	71	309	1,872
	15.0 Hunts and NW S.Cambs	649	87	134	366	7	54	5	10	3	500	6	121	20	295	3,520	76	795	140	106	699	7,592
	16.0 East Cambs + the East	1,396	92	350	160	28	61	1	284	33	171	1	79	2	16	147	2,394	80	16	160	219	5,689
	17.0 Peterborough and the North	101	18	21	13	2	3	0	8	5	6	1	11	2	49	275	16				529	529
	18.0 Bedford + the West	54	10	7	8	2	2	0	2	1	3	0	7	2	75	48	3				226	226
	19.0 Essex, Herts + the South	409	26	92	17	6	6	0	59	9	7	1	109	1	20	50	32				846	846
	20.0 London	75	19	20	9	4	4	0	13	9	4	1	15	2	13	49	16				252	252
	Total		7,588	1,143	2,106	1,147	288	705	58	989	114	1,943	34	2,047	132	910	4,800	3,247	1,211	448	1,325	2,818
2016	1.0 Cambridge Central	814	357	226	106	63	97	13	172	16	93	6	153	11	10	37	247	27	31	287	430	3,195
	2.0 Cambridge West	462	168	96	56	11	82	8	27	3	97	3	127	5	5	23	31	6	12	62	131	1,414
	3.0 Cambridge South	566	66	183	24	33	26	2	101	3	23	1	83	3	2	8	41	12	7	79	164	1,427
	4.0 Cambridge North inc.Sci Park	437	97	97	13	31	47	2	34	7	82	3	54	2	2	25	50	8	8	76	71	1,143
	5.0 Cambridge East inc.Fulbourn	344	26	122	29	26	20	1	39	13	25	1	41	1	1	5	67	4	4	42	79	889
	6.0 Girton+Histon	331	59	79	35	7	147	1	13	3	242	3	45	1	2	29	28	4	5	39	86	1,160
	7.0 Cambridge Western Fringe	52	7	12	3	0	2	2	2	0	4	0	66	1	1	1	3	0	1	5	6	167
	8.0 Cambridge Southern Fringe inc.Shelfords	699	32	280	22	13	13	3	202	6	18	1	237	1	1	3	93	12	6	342	230	2,215
	9.0 Waterbeach Ward	113	6	17	15	17	5	0	7		8	0	13	0	0	2	54	3	1	25	30	315
	10.0 South Cambs North	456	63	95	138	6	207	5	12	2	537	12	49	3	7	112	44	11	9	51	94	1,914
	11.0 Longstanton and Northstowe	86	11	11	26	2	17	0	2	1	133	0	5	0	0	19	4	1	1	9	13	340
	12.0 South Cambs South-West	609	37	241	54	4	17	6	61	4	28	1	441	21	19	78	53	54	20	260	313	2,321
	13.0 Cambourne + Bourn Airfield	158	22	62	29	1	5	2	4	1	7	0	483	37	26	33	8	7	11	24	72	991
	14.0 St Neots, South Hunts + West S.Cambs	160	27	50	24	1	5	1	2	0	10	0	101	20	386	437	12	216	180	82	358	2,073
	15.0 Hunts and NW S.Cambs	662	97	148	292	7	66	5	11	3	521	10	141	23	326	3,744	88	984	153	155	743	8,179
	16.0 East Cambs + the East	1,516	94	383	239	28	73	1	298	36	184	2	88	2	16	156	2,474	89	19	204	177	6,080
	17.0 Peterborough and the North	128	19	24	17	4	3	0	11	6	5	1	12	2	43	336	16				626	626
	18.0 Bedford + the West	45	8	7	6	1	2	0	2	1	2	0	7	2	66	45	2				197	197
	19.0 Essex, Herts + the South	465	30	98	37	9	8	0	76	12	9	2	118	1	18	57	39				981	981
	20.0 London	88	19	22	18	5	5	0	15	9	5	2	15	3	15	55	14				289	289
	Total		8,190	1,245	2,253	1,183	270	845	53	1,091	126	2,034	49	2,280	140	945	5,203	3,368	1,438	468	1,741	2,996

Scenario	Origin	1.0 Cambridge Central	2.0 Cambridge West	3.0 Cambridge South	4.0 Cambridge North inc.Sci Park	5.0 Cambridge East inc.Fulbourn	6.0 Girton+Histon	7.0 Cambridge Western Fringe	8.0 Cambridge Southern Fringe inc.Shelfords	9.0 Waterbeach Ward	10.0 South Cambs North	11.0 Longstanton and Northstowe	12.0 South Cambs South-West	13.0 Cambourne + Bourn Airfield	14.0 St Neots, South Hunts + West S.Cambs	15.0 Hunts and NW S.Cambs	16.0 East Cambs + the East	17.0 Peterborough and the North	18.0 Bedford + the West	19.0 Essex, Herts + the South	20.0 London	Grand Total
2021	1.0 Cambridge Central	778	367	249	112	70	102	12	213	34	104	15	178	15	10	39	250	37	36	280	533	3,433
	2.0 Cambridge West	592	221	123	63	12	103	8	38	6	132	20	161	9	6	31	39	10	15	78	171	1,836
	3.0 Cambridge South	663	78	227	30	35	35	2	145	7	34	4	130	4	2	9	51	17	9	98	201	1,782
	4.0 Cambridge North inc.Sci Park	474	96	107	10	25	50	2	42	21	100	22	56	3	2	28	54	10	9	82	81	1,275
	5.0 Cambridge East inc.Fulbourn	376	27	127	25	26	19	1	46	42	21	3	48	1	1	4	87	4	4	47	81	989
	6.0 Girton+Histon	349	64	83	45	7	163	1	15	6	273	26	60	3	2	34	32	6	6	46	98	1,319
	7.0 Cambridge Western Fringe	46	6	11	3	0	2	2	1	0	4	1	68	2	0	1	3	0	0	5	6	162
	8.0 Cambridge Southern Fringe inc.Shelfords	674	30	274	22	12	14	3	201	19	19	2	287	3	1	4	97	13	6	305	230	2,217
	9.0 Waterbeach Ward	89	5	12	13	16	3	0	5		4	1	7	0	0	1	31	2	1	21	25	236
	10.0 South Cambs North	471	65	85	151	5	211	4	11	5	475	83	45	4	6	108	42	11	9	53	87	1,932
	11.0 Longstanton and Northstowe	131	23	15	43	4	29	0	4	2	168	5	8	0	1	38	6	3	2	16	19	516
	12.0 South Cambs South-West	559	33	223	55	4	17	5	58	15	26	3	417	42	17	76	53	55	19	272	289	2,238
	13.0 Cambourne + Bourn Airfield	149	25	52	29	1	4	2	4	1	6	1	413	78	22	34	8	8	13	28	77	955
	14.0 St Neots, South Hunts + West S.Cambs	162	27	45	22	1	5	1	2	1	11	1	106	41	394	465	14	246	182	111	384	2,219
	15.0 Hunts and NW S.Cambs	665	97	132	270	5	62	4	11	6	519	54	142	48	318	3,933	91	1,016	163	180	730	8,446
	16.0 East Cambs + the East	1,434	79	332	230	30	71	1	275	129	175	6	92	3	14	139	2,448	89	19	208	168	5,941
	17.0 Peterborough and the North	116	24	26	15	3	3	0	9	6	7	2	11	2	38	305	14					582
	18.0 Bedford + the West	32	6	6	5	1	1	0	2	1	2	0	7	3	59	38	2					165
	19.0 Essex, Herts + the South	345	20	80	28	7	6	0	53	11	9	2	95	1	16	48	30					750
	20.0 London	79	15	20	14	5	5	0	13	8	4	2	13	3	15	47	12					255
Total		8,183	1,309	2,230	1,184	267	903	49	1,149	319	2,092	254	2,342	267	924	5,382	3,363	1,528	493	1,830	3,180	37,248
2026 With Transport Strategy	1.0 Cambridge Central	598	303	240	88	70	110	16	334	42	112	33	229	31	19	56	281	49	69	326	571	3,575
	2.0 Cambridge West	581	63	161	41	15	119	11	70	9	149	51	190	21	13	42	55	15	34	97	230	1,966
	3.0 Cambridge South	664	110	162	44	30	41	3	218	12	46	13	215	11	4	17	71	26	18	121	227	2,054
	4.0 Cambridge North inc.Sci Park	455	41	133	5	25	43	2	76	34	101	45	71	7	5	46	57	14	18	91	88	1,357
	5.0 Cambridge East inc.Fulbourn	389	32	109	23	22	19	1	68	29	29	12	75	4	2	8	77	5	6	47	76	1,032
	6.0 Girton+Histon	351	70	91	40	8	163	1	21	9	270	57	61	7	4	38	33	6	11	48	99	1,388
	7.0 Cambridge Western Fringe	49	3	13	4	1	2	0	4	1	5	2	25	7	2	2	4	1	1	5	5	134
	8.0 Cambridge Southern Fringe inc.Shelfords	894	42	298	35	16	16	3	246	23	27	9	317	6	3	7	110	15	8	288	225	2,588
	9.0 Waterbeach Ward	104	8	15	18	10	5	0	7		7	3	13	1	1	3	26	2	2	19	21	263
	10.0 South Cambs North	416	59	88	126	7	188	2	16	8	408	139	43	4	7	105	41	12	10	51	82	1,814
	11.0 Longstanton and Northstowe	181	35	32	54	9	38	1	10	6	208	9	19	2	2	58	11	4	5	23	25	731
	12.0 South Cambs South-West	649	35	244	57	5	16	3	64	16	30	9	389	42	22	92	56	54	21	271	276	2,351
	13.0 Cambourne + Bourn Airfield	204	37	87	50	2	5	3	8	2	9	3	531	156	51	40	10	9	26	31	82	1,347
	14.0 St Neots, South Hunts + West S.Cambs	215	41	57	37	2	6	1	4	2	12	3	97	70	406	534	15	225	215	105	373	2,421
	15.0 Hunts and NW S.Cambs	682	98	157	250	10	56	4	19	13	479	106	128	63	341	4,710	92	1,039	160	177	667	9,251
	16.0 East Cambs + the East	1,596	98	391	248	37	75	1	294	150	188	17	101	5	19	193	2,296	95	20	225	208	6,259
	17.0 Peterborough and the North	109	33	38	18	4	3	0	13	8	8	4	13	3	37	389	13					694
	18.0 Bedford + the West	58	10	11	12	2	2	0	9	5	3	2	14	7	67	41	3					247
	19.0 Essex, Herts + the South	488	31	101	45	12	9	1	73	24	13	7	118	3	19	92	33					1,071
	20.0 London	93	16	21	15	5	5	0	13	9	4	3	13	3	15	48	15					280
Total		8,776	1,168	2,449	1,209	290	922	53	1,567	402	2,107	529	2,662	453	1,037	6,523	3,301	1,570	623	1,925	3,255	40,822
2031 Without Transport Strategy	1.0 Cambridge Central	814	406	283	122	74	103	12	256	53	102	45	171	25	9	37	243	49	40	342	638	3,824
	2.0 Cambridge West	623	247	141	74	13	109	9	52	9	143	87	162	19	6	35	46	14	18	102	244	2,154
	3.0 Cambridge South	689	91	273	36	38	41	2	169	13	41	17	147	8	2	10	59	23	10	119	242	2,030
	4.0 Cambridge North inc.Sci Park	521	109	133	11	27	45	2	56	33	97	77	49	5	2	31	52	13	10	97	96	1,466
	5.0 Cambridge East inc.Fulbourn	349	28	130	24	25	17	1	48	54	19	11	45	3	1	4	79	5	4	47	80	974
	6.0 Girton+Histon	325	65	86	45	7	157	1	15	8	259	96	50	6	2	34	28	6	6	49	103	1,351
	7.0 Cambridge Western Fringe	35	6	10	2	0	2	1	1	0	3	2	58	4	0	1	2	0	0	4	5	138
	8.0 Cambridge Southern Fringe inc.Shelfords	593	29	276	23	12	13	3	208	31	19	9	277	5	2	4	94	16	8	298	231	2,150
	9.0 Waterbeach Ward	106	8	17	17	20	3	0	7		4	3	8	1	0	2	36	3	2	28	33	299
	10.0 South Cambs North	360	61	76	117	5	187	3	11	6	374	200	33	5	5	100	36	11	9	51	84	1,734
	11.0 Longstanton and Northstowe	203	50	32	73	10	62	1	8	4	264	14	15	2	1	83	13	5	5	31	33	908
	12.0 South Cambs South-West	478	29	215	54	4	15	5	55	24	24	10	362	57	17	94	48	54	22	273	281	2,121
	13.0 Cambourne + Bourn Airfield	167	34	64	37	1	6	3	5	2	8	3	499	190	36	53	10	11	21	41	106	1,295
	14.0 St Neots, South Hunts + West S.Cambs	126	24	33	14	1	3	1	1	1	8	3	54	60	384	526	12	223	179	115	371	2,139
	15.0 Hunts and NW S.Cambs	541	92	106	183	5	50	3	10	7	419	154	95	68	338	4,102	84	915	188	189	712	8,261
	16.0 East Cambs + the East	1,484	97	410	251	38	71	1	289	221	173	25	94	6	21	189	2,295	103	21	213	167	6,169
	17.0 Peterborough and the North	160	33	40	26	7	5	0	20	15	13	9	20	3	50	384	19					805
	18.0 Bedford + the West	58	9	10	11	3	2	0	13	7	4	3	13	6	65	57	3					266
	19.0 Essex, Herts + the South	461	38	116	62	14	11	1	95	36	17	14	127	4	24	92	36					1,147
	20.0 London	91	20	24	18	5	5	0	16	12	6	5	14	4	16	54	14					303
Total		8,184	1,477	2,475	1,201	308	908	50	1,334	536	1,999	788	2,292	480	980	5,893	3,210	1,450	543	1,999	3,428	39,534

Scenario	Origin	1.0 Cambridge Central	2.0 Cambridge West	3.0 Cambridge South	4.0 Cambridge North inc.Sci Park	5.0 Cambridge East inc.Fulbourn	6.0 Girton+Histon	7.0 Cambridge Western Fringe	8.0 Cambridge Southern Fringe inc.Shelfords	9.0 Waterbeach Ward	10.0 South Cambs North	11.0 Longstanton and Northstowe	12.0 South Cambs South-West	13.0 Cambourne + Bourn Airfield	14.0 St Neots, South Hunts + West S.Cambs	15.0 Hunts and NW S.Cambs	16.0 East Cambs + the East	17.0 Peterborough and the North	18.0 Bedford + the West	19.0 Essex, Herts + the South	20.0 London	Grand Total
2031 With Transport Strategy	1.0 Cambridge Central	606	320	251	91	68	110	15	346	55	108	52	211	40	18	54	274	54	72	352	613	3,712
	2.0 Cambridge West	582	64	166	42	15	114	11	73	11	136	82	176	31	12	40	55	16	34	103	240	2,004
	3.0 Cambridge South	647	114	173	45	30	41	3	214	16	45	23	203	15	5	17	72	27	18	125	237	2,069
	4.0 Cambridge North inc.Sci Park	471	44	147	6	26	40	2	83	47	93	72	63	10	5	46	57	15	19	99	96	1,439
	5.0 Cambridge East inc.Fulbourn	364	32	112	23	21	18	1	65	40	26	19	67	5	2	8	72	5	6	48	79	1,012
	6.0 Girton+Histon	335	71	92	40	7	155	1	20	11	248	91	53	10	4	35	30	7	10	49	102	1,373
	7.0 Cambridge Western Fringe	43	3	13	3	1	2	0	3	1	4	3	23	10	2	1	3	0	1	4	4	125
	8.0 Cambridge Southern Fringe inc.Shelfords	822	41	301	35	15	16	3	240	34	25	15	296	9	3	7	107	16	8	283	226	2,503
	9.0 Waterbeach Ward	138	13	22	25	14	6	0	9		8	7	15	2	1	4	34	3	3	27	31	360
	10.0 South Cambs North	389	61	89	119	7	186	2	16	10	362	199	37	6	7	105	39	11	11	51	85	1,791
	11.0 Longstanton and Northstowe	228	52	47	71	14	59	1	14	10	249	13	27	5	2	86	16	5	6	32	33	972
	12.0 South Cambs South-West	604	35	247	57	5	15	4	61	25	28	15	358	52	23	98	53	53	22	276	280	2,310
	13.0 Cambourne + Bourn Airfield	222	48	94	57	2	6	4	9	3	11	5	554	202	65	46	12	11	33	37	100	1,521
	14.0 St Neots, South Hunts + West S.Cambs	194	41	51	32	2	5	1	4	2	10	5	66	93	388	522	14	203	215	105	357	2,308
	15.0 Hunts and NW S.Cambs	646	100	151	226	10	53	4	18	15	426	163	103	83	357	4,793	90	1,005	171	184	675	9,272
	16.0 East Cambs + the East	1,613	110	442	256	39	73	1	301	225	176	29	95	8	22	218	2,182	96	20	226	206	6,338
	17.0 Peterborough and the North	142	42	48	26	7	5	0	21	13	12	9	18	5	44	436	17					846
	18.0 Bedford + the West	84	15	16	17	4	4	0	15	8	5	5	16	11	78	60	5					344
	19.0 Essex, Herts + the South	574	41	123	65	16	12	1	96	38	19	15	136	5	25	121	40					1,327
	20.0 London	108	20	24	19	6	6	0	16	13	6	6	15	4	16	59	19					336
Total		8,813	1,268	2,608	1,253	308	924	55	1,624	579	1,999	828	2,532	604	1,079	6,756	3,190	1,527	652	2,001	3,362	41,963
Growth 2011 to 2016	1.0 Cambridge Central	45	25	14	4	-6	10	0	21	0	-2	1	17	0	1	0	4	7	0	94	30	263
	2.0 Cambridge West	38	43	0	-4	-2	5	-2	0	0	-3	1	9	0	0	1	1	1	-3	12	-15	81
	3.0 Cambridge South	81	2	22	1	-3	3	0	11	0	0	0	12	0	0	0	2	2	0	18	9	159
	4.0 Cambridge North inc.Sci Park	56	6	13	-6	-4	16	0	10	1	2	1	13	0	0	-2	9	3	-1	40	17	175
	5.0 Cambridge East inc.Fulbourn	26	1	8	0	-2	3	0	3	0	1	0	5	0	0	0	-2	2	0	13	12	70
	6.0 Girton+Histon	48	4	10	-3	-1	35	0	3	1	19	1	10	0	0	5	4	2	0	16	31	186
	7.0 Cambridge Western Fringe	-3	-1	-1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	-3
	8.0 Cambridge Southern Fringe inc.Shelfords	54	2	7	4	-1	2	0	9	0	1	0	11	0	0	0	1	-1	0	64	-10	144
	9.0 Waterbeach Ward	0	-1	0	-2	-6	1	0	1	0	0	0	0	0	0	0	-4	0	0	8	-6	-8
	10.0 South Cambs North	-27	-1	0	-22	-1	26	-1	1	0	-6	2	4	0	1	6	-1	2	0	17	20	22
	11.0 Longstanton and Northstowe	9	3	3	7	1	8	0	1	0	43	0	2	0	0	8	1	0	0	5	6	96
	12.0 South Cambs South-West	20	-1	-5	20	0	3	-1	5	0	3	0	17	1	0	6	4	-3	1	17	14	101
	13.0 Cambourne + Bourn Airfield	15	3	8	5	0	1	0	1	0	0	0	87	1	2	3	2	1	2	8	20	158
	14.0 St Neots, South Hunts + West S.Cambs	19	1	10	-4	0	0	0	0	0	-2	0	7	2	17	73	2	12	4	11	50	201
	15.0 Hunts and NW S.Cambs	13	10	14	-74	0	12	0	1	0	21	4	20	3	30	224	12	189	13	48	44	587
	16.0 East Cambs + the East	121	2	33	79	0	12	0	14	4	13	1	8	0	0	9	80	9	3	44	-42	391
	17.0 Peterborough and the North	27	1	3	3	2	0	0	3	1	-1	0	1	0	0	61	0	0	0	0	0	97
	18.0 Bedford + the West	-9	-2	0	-2	-1	0	0	0	0	-1	0	0	0	0	-3	0	0	0	0	0	-29
	19.0 Essex, Herts + the South	56	4	6	20	3	2	0	17	3	2	1	8	0	-2	7	7	0	0	0	0	135
	20.0 London	13	1	1	9	1	1	0	2	0	1	1	1	0	2	6	-1	0	0	0	0	37
Total		601	102	147	36	-18	140	-5	102	12	91	15	233	8	36	403	121	226	20	417	179	2,863
Growth 2011 to 2021	1.0 Cambridge Central	8	35	37	10	1	15	-1	62	17	9	11	42	5	1	2	7	17	5	86	133	501
	2.0 Cambridge West	68	96	27	3	-1	26	-1	11	3	32	18	42	4	1	8	9	5	0	27	25	504
	3.0 Cambridge South	77	14	65	6	-1	13	0	54	4	11	3	59	2	0	2	12	7	2	38	46	515
	4.0 Cambridge North inc.Sci Park	92	6	24	-9	-10	20	-1	18	15	20	20	15	1	0	2	14	6	0	47	27	307
	5.0 Cambridge East inc.Fulbourn	58	1	12	-5	-2	2	0	10	30	-3	3	12	1	0	-1	18	2	0	18	15	170
	6.0 Girton+Histon	66	10	14	7	-1	51	0	5	4	50	24	24	2	0	10	8	3	1	24	43	346
	7.0 Cambridge Western Fringe	-9	-1	-2	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	-1	-8
	8.0 Cambridge Southern Fringe inc.Shelfords	28	1	0	5	-2	2	0	8	13	2	2	60	2	0	0	5	1	1	28	-10	146
	9.0 Waterbeach Ward	-24	-1	-5	-4	-7	-1	0	-1	0	-4	1	-6	0	0	0	-27	-1	0	4	-11	-88
	10.0 South Cambs North	-12	1	-9	-9	-2	30	-2	1	3	-68	74	0	2	-1	2	-3	2	0	19	13	39
	11.0 Longstanton and Northstowe	54	15	8	24	2	20	0	3	1	78	5	5	0	0	26	4	2	1	12	11	272
	12.0 South Cambs South-West	-30	-5	-23	21	0	3	-2	2	11	1	2	-8	22	-3	4	4	-1	1	29	-10	18
	13.0 Cambourne + Bourn Airfield	6	5	-2	6	0	0	0	1	1	0	0	17	41	-2	4	2	1	4	12	25	122
	14.0 St Neots, South Hunts + West S.Cambs	22	0	5	-6	0	0	0	0	1	-1	1	12	22	25	101	3	42	5	40	75	347
	15.0 Hunts and NW S.Cambs	16	11	-2	-96	-1	8	-1	1	3	19	48	21	28	22	413	15	220	23	74	31	854
	16.0 East Cambs + the East	38	-13	-18	70	2	10	0	-9	96	4	5	12	1	-2	-8	55	9	3	47	-51	251
	17.0 Peterborough and the North	15	6	5	1	1	0	0	1	1	1	1	0	0	-11	31	-2	0	0	0	0	52
	18.0 Bedford + the West	-22	-5	-2	-4	-1	-1	0	0	0	-1	0	0	1	-16	-10	-1	0	0	0	0	-61
	19.0 Essex, Herts + the South	-64	-6	-12	11	0	0	0	-6	1	1	1	-15	0	-4	-2	-2	0	0	0	0	-96
	20.0 London	4	-3	0	6	0	0	0	0	-1	0	1	-1	0	2	-2	-4	0	0	0	0	3
Total		595	166	123	37	-22	198	-9	160	205	150	220	295	135	14	582	116	317	45	505	362	4,195

Scenario	Origin	1.0 Cambridge Central	2.0 Cambridge West	3.0 Cambridge South	4.0 Cambridge North inc.Sci Park	5.0 Cambridge East inc.Fulbourn	6.0 Girton+Histon	7.0 Cambridge Western Fringe	8.0 Cambridge Southern Fringe inc.Shelfolds	9.0 Waterbeach Ward	10.0 South Cambs North	11.0 Longstanton and Northstowe	12.0 South Cambs South-West	13.0 Cambourne + Bourn Airfield	14.0 St Neots, South Hunts + West S.Cambs	15.0 Hunts and NW S.Cambs	16.0 East Cambs + the East	17.0 Peterborough and the North	18.0 Bedford + the West	19.0 Essex, Herts + the South	20.0 London	Grand Total
Growth 2011 to 2026 Without Transport Strategy	1.0 Cambridge Central	31	53	55	15	5	16	-1	88	22	7	23	37	8	1	1	2	23	7	116	187	695
	2.0 Cambridge West	198	112	41	13	1	36	-1	22	5	50	50	48	7	1	14	15	8	3	46	89	759
	3.0 Cambridge South	221	24	97	11	2	19	0	79	6	17	9	76	3	0	3	18	11	3	53	76	730
	4.0 Cambridge North inc.Sci Park	130	14	39	-8	-8	18	-1	26	17	22	46	12	2	0	4	13	7	0	55	35	423
	5.0 Cambridge East inc.Fulbourn	50	2	14	-5	-2	2	0	12	28	-3	7	12	1	0	0	18	2	1	18	12	168
	6.0 Girton+Histon	63	12	18	9	0	53	0	5	5	54	58	21	2	0	11	6	4	1	26	47	394
	7.0 Cambridge Western Fringe	-17	-1	-2	0	0	0	-1	0	0	-1	1	-1	2	0	0	0	0	0	0	-1	-23
	8.0 Cambridge Southern Fringe inc.Shelfolds	-7	0	1	6	-2	2	0	17	15	3	5	61	2	0	1	4	2	1	26	-12	124
	9.0 Waterbeach Ward	-32	-1	-5	-5	-8	-1	0	-1	0	-4	1	-6	0	0	0	-30	-1	0	3	-13	-103
	10.0 South Cambs North	-93	-4	-18	-35	-2	11	-2	0	2	-126	132	-8	2	-1	-7	-7	2	-1	17	9	-128
	11.0 Longstanton and Northstowe	88	26	15	36	5	31	0	5	3	127	9	7	1	1	44	7	3	2	19	18	446
	12.0 South Cambs South-West	-78	-8	-30	21	0	2	-3	0	12	0	6	-37	25	-2	15	2	-1	2	30	-20	-64
	13.0 Cambourne + Bourn Airfield	23	10	8	12	0	1	0	2	1	1	1	104	79	7	17	3	3	2	18	36	336
	14.0 St Neots, South Hunts + West S.Cambs	5	-1	-3	-10	0	0	0	0	1	-2	2	-19	25	30	154	2	40	4	44	78	349
	15.0 Hunts and NW S.Cambs	-61	7	-19	-155	-1	0	-1	1	3	-27	97	-6	31	30	597	10	163	34	76	10	789
	16.0 East Cambs + the East	25	-10	5	82	7	12	0	-5	12	12	13	15	2	1	13	9	21	4	53	-50	322
	17.0 Peterborough and the North	21	8	9	4	2	1	0	4	4	3	3	2	0	-7	60	-1	0	0	0	0	112
	18.0 Bedford + the West	-4	-3	1	0	0	0	0	7	3	0	1	4	2	-15	-1	0	0	0	0	0	-5
	19.0 Essex, Herts + the South	-1	3	4	29	5	3	0	17	16	6	6	6	1	0	23	1	0	0	0	0	120
	20.0 London	7	-1	2	6	0	1	0	1	1	0	2	-1	1	2	-1	-3	0	0	0	0	16
	Total	568	241	231	25	4	206	-9	279	256	138	474	326	197	48	945	70	289	69	601	502	5,461
Growth 2011 to 2026 With Transport Strategy	1.0 Cambridge Central	-171	-29	28	-15	1	23	2	183	26	17	28	93	21	10	19	39	29	38	132	171	643
	2.0 Cambridge West	157	-61	65	-19	2	43	1	43	7	49	49	72	15	7	19	25	10	19	47	84	633
	3.0 Cambridge South	178	46	1	20	-6	19	1	127	9	23	13	144	8	3	10	32	17	11	60	71	787
	4.0 Cambridge North inc.Sci Park	73	-49	49	-14	-10	13	0	52	28	21	44	30	5	3	20	16	9	9	56	34	389
	5.0 Cambridge East inc.Fulbourn	71	7	-6	-7	-6	2	0	32	17	5	12	39	3	1	4	8	2	3	18	9	213
	6.0 Girton+Histon	68	16	22	3	0	50	0	11	7	47	55	26	6	3	14	8	4	6	26	44	414
	7.0 Cambridge Western Fringe	-7	-4	0	1	0	0	-2	2	1	1	2	-39	6	1	0	1	0	0	0	-2	-36
	8.0 Cambridge Southern Fringe inc.Shelfolds	248	12	24	18	2	5	0	52	17	10	9	90	5	1	4	18	2	2	11	-14	517
	9.0 Waterbeach Ward	-8	2	-2	0	-13	1	0	1	0	-1	3	0	1	0	2	-32	-1	1	2	-15	-60
	10.0 South Cambs North	-67	-5	-6	-35	0	7	-4	5	6	-135	130	-2	2	1	-1	-4	2	1	17	9	-79
	11.0 Longstanton and Northstowe	104	27	24	34	8	29	0	9	6	118	9	17	2	1	47	9	3	4	19	18	488
	12.0 South Cambs South-West	60	-4	-2	23	1	2	-4	8	13	4	9	-36	23	3	20	7	-3	2	27	-23	131
	13.0 Cambourne + Bourn Airfield	62	17	33	26	1	1	1	5	2	3	3	136	119	27	10	5	3	16	15	29	514
	14.0 St Neots, South Hunts + West S.Cambs	74	14	16	9	1	1	0	3	2	0	3	3	52	37	170	5	21	38	34	64	549
	15.0 Hunts and NW S.Cambs	33	11	23	-116	3	2	-1	9	10	-21	99	7	43	45	1,190	16	244	20	71	-32	1,659
	16.0 East Cambs + the East	200	6	41	88	9	15	0	10	117	17	16	22	4	2	46	-98	15	4	65	-11	569
	17.0 Peterborough and the North	8	15	17	5	2	1	0	5	3	3	3	1	1	-12	115	-2	0	0	0	0	165
	18.0 Bedford + the West	4	-1	4	4	1	0	0	7	4	0	2	7	5	-8	-7	0	0	0	0	0	21
	19.0 Essex, Herts + the South	80	5	9	29	5	3	0	14	15	6	6	8	2	-1	42	1	0	0	0	0	225
	20.0 London	19	-2	1	6	0	0	0	0	0	0	2	-2	1	2	-1	-1	0	0	0	0	28
	Total	1,187	25	343	62	2	217	-5	578	288	165	495	616	322	127	1,723	54	359	174	600	437	7,769
Growth 2011 to 2031 Without Transport Strategy	1.0 Cambridge Central	44	74	71	20	5	16	-1	105	36	8	40	35	14	0	0	0	29	9	148	238	893
	2.0 Cambridge West	199	123	45	14	1	32	0	25	7	43	85	44	13	1	13	15	9	3	52	99	821
	3.0 Cambridge South	203	27	112	13	1	19	0	78	9	18	17	76	5	0	3	19	13	4	58	87	763
	4.0 Cambridge North inc.Sci Park	139	19	49	-8	-8	15	-1	32	28	17	75	8	4	0	4	12	9	1	62	42	497
	5.0 Cambridge East inc.Fulbourn	31	2	15	-5	-3	1	0	12	41	-5	11	9	2	0	-1	10	2	1	19	14	155
	6.0 Girton+Histon	42	11	17	7	-1	45	0	5	7	36	94	15	4	0	10	4	4	1	27	49	377
	7.0 Cambridge Western Fringe	-20	-1	-3	0	0	0	-1	-1	0	-1	2	-6	2	0	-1	-1	0	0	0	-1	-32
	8.0 Cambridge Southern Fringe inc.Shelfolds	-52	0	2	6	-3	1	0	14	25	2	8	50	4	0	1	2	3	2	20	-8	79
	9.0 Waterbeach Ward	-6	1	1	0	-2	-1	0	1	0	-3	3	-5	0	0	0	-22	0	1	11	-3	-25
	10.0 South Cambs North	-122	-4	-18	-43	-2	6	-2	0	4	-169	190	-12	3	-1	-6	-9	2	0	17	11	-158
	11.0 Longstanton and Northstowe	127	42	24	54	9	53	1	7	4	173	14	12	2	1	71	11	4	4	28	26	665
	12.0 South Cambs South-West	-111	-9	-31	20	0	1	-3	-2	21	-1	10	-63	38	-2	23	-1	-3	3	29	-18	-99
	13.0 Cambourne + Bourn Airfield	25	15	9	14	0	2	1	2	2	1	2	103	153	12	23	5	5	11	24	53	462
	14.0 St Neots, South Hunts + West S.Cambs	-14	-3	-7	-14	0	-1	-1	0	1	-4	3	-40	42	15	162	1	19	3	43	62	267
	15.0 Hunts and NW S.Cambs	-108	5	-28	-182	-2	-4	-1	0	4	-80	48	-26	48	42	582	8	119	48	83	13	669
	16.0 East Cambs + the East	88	5	60	91	10	10	0	5	188	2	24	14	4	5	42	-98	23	6	53	-52	480
	17.0 Peterborough and the North	59	16	19	13	5	3	0	12	10	7	8	9	2	1	110	3	0	0	0	0	276
	18.0 Bedford + the West	4	-1	3	3	1	0	0	11	5	1	3	6	5	-11	9	1	0	0	0	0	40
	19.0 Essex, Herts + the South	53	12	24	45	7	5	0	36	27	10	13	17	3	4	42	4	0	0	0	0	301
	20.0 London	16	1	4	9	1	1	0	3	3	2	4	-1	1	3	5	-1	0	0	0	0	51
	Total	596	334	369	54	20	203	-8	345	422	56	754	245	348	71	1,092	-37	239	94	675	610	6,482

Scenario	Origin	1.0 Cambridge Central	2.0 Cambridge West	3.0 Cambridge South	4.0 Cambridge North inc.Sci Park	5.0 Cambridge East inc.Fulbourn	6.0 Girton+Histon	7.0 Camoridge Western Fringe	8.0 Cambridge Southern Fringe inc.Shelfords	9.0 Waterbeach Ward	10.0 South Cambs North	11.0 Longstanton and Northstowe	12.0 South Cambs South-West	13.0 Cambourne + Bourn Airfield	14.0 St Neots, South Hunts + West S.Cambs	15.0 Hunts and NW S.Cambs	16.0 East Cambs + the East	17.0 Peterborough and the North	18.0 Bedford + the West	19.0 Essex, Herts + the South	20.0 London	Grand Total
Growth 2011 to 2031 With Transport Strategy	1.0 Cambridge Central	-163	-12	39	-11	0	22	2	195	39	13	47	75	30	9	17	32	34	41	159	213	780
	2.0 Cambridge West	159	-60	70	-18	2	37	2	46	9	36	80	58	25	7	18	24	11	20	52	94	672
	3.0 Cambridge South	161	50	11	21	-6	19	1	123	13	22	22	133	12	3	9	33	17	12	65	81	802
	4.0 Cambridge North inc.Sci Park	90	-47	63	-14	-9	10	0	59	41	14	70	22	9	3	19	16	10	10	63	42	471
	5.0 Cambridge East inc.Fulbourn	46	7	-3	-6	-7	1	0	29	28	2	19	30	4	1	3	3	3	3	19	12	193
	6.0 Girton+Histon	52	16	24	2	0	42	0	10	10	25	89	18	9	3	11	6	4	5	26	47	399
	7.0 Cambridge Western Fringe	-12	-4	0	1	0	0	-2	2	1	0	3	-41	8	1	0	1	0	0	0	-2	-45
	8.0 Cambridge Southern Fringe inc.Shelfords	177	12	28	18	1	4	0	46	28	8	15	69	8	1	3	15	3	3	6	-13	432
	9.0 Waterbeach Ward	25	6	6	7	-9	2	0	3	0	1	6	2	1	0	3	-24	0	1	10	-5	37
	10.0 South Cambs North	-93	-4	-6	-41	0	5	-4	5	7	-181	189	-8	4	1	-1	-6	2	1	17	11	-101
	11.0 Longstanton and Northstowe	152	44	39	52	13	50	1	13	10	159	13	24	5	2	74	14	5	5	28	25	728
	12.0 South Cambs South-West	15	-3	1	23	1	1	-4	4	22	2	14	-67	32	4	26	4	-4	4	33	-19	90
	13.0 Cambourne + Bourn Airfield	79	28	39	34	2	2	2	6	3	4	5	158	165	42	16	6	5	24	21	47	688
	14.0 St Neots, South Hunts + West S.Cambs	53	15	11	4	1	1	0	2	2	-2	5	-28	75	19	158	3	-1	39	33	48	437
	15.0 Hunts and NW S.Cambs	-3	13	17	-140	3	-1	-1	8	12	-74	157	-18	63	62	1,273	14	210	32	78	-25	1,680
	16.0 East Cambs + the East	217	18	92	95	12	12	0	17	193	5	28	15	6	6	71	-212	17	5	65	-13	649
	17.0 Peterborough and the North	41	25	27	13	5	2	0	13	8	7	8	7	3	-5	162	2	0	0	0	0	317
	18.0 Bedford + the West	31	5	9	9	2	2	0	13	7	2	4	9	9	2	12	2	0	0	0	0	118
	19.0 Essex, Herts + the South	166	15	32	48	10	6	0	37	29	12	14	26	3	5	71	7	0	0	0	0	481
	20.0 London	33	1	4	11	1	1	0	3	4	2	5	0	1	3	10	4	0	0	0	0	84
Total		1,225	125	502	106	20	219	-3	635	465	56	794	485	472	170	1,956	-57	316	203	676	544	8,911

CCiC and SDC Local Plan : CSRM Model Origin-Destination Movements - Walk and Cycle Trips

See maps of the sector system in Appendix D

Data below represents the CSRM Origin-Destination movements in 2011 and 2031 with/without the Transport Strategy
 For simplicity, movements have been summarised into 20 sectors, as shown on a separate map.
 Information given is for the wider AM peak (7am-10am).

Data has been extracted from the Phase 3 re-run undertaken in March 2015 (Scenario K2)

Scenario	Origin	Destination																			Grand Total
		1.0 Cambridge Central	2.0 Cambridge West	3.0 Cambridge South	4.0 Cambridge North inc.Sci Park	5.0 Cambridge East inc.Fulbourn	6.0 Girton+Histon	7.0 Cambridge Western Fringe	8.0 Cambridge Southern Fringe inc.Shelfords	9.0 Waterbeach Ward	10.0 South Cambs North	11.0 Longstanton and Northstowe	12.0 South Cambs South-West	13.0 Cambourne + Bourn Airfield	14.0 St Neots, South Hunts + West S.Cambs	15.0 Hunts and NW S.Cambs	16.0 East Cambs + the East	17.0 Peterborough and the North	18.0 Bedford + the West	19.0 Essex, Herts + the South	
2011	1.0 Cambridge Central	21,987	4,588	3,576	1,559	494	263	39	143	46	36	3	35	5	1	6	20	0	0	1	32,802
	2.0 Cambridge West	6,686	8,896	670	894	60	417	47	31	16	29	2	21	4	1	4	5	0	0	0	17,783
	3.0 Cambridge South	3,931	431	4,639	106	287	26	19	232	8	8	1	19	2	0	1	8	0	0	1	9,719
	4.0 Cambridge North inc.Sci Park	2,884	791	235	2,486	169	216	5	16	37	30	1	7	2	0	3	6	0	0	0	6,889
	5.0 Cambridge East inc.Fulbourn	925	98	708	345	1,259	68	1	20	70	10	0	2	0	0	1	60	0	0	0	3,567
	6.0 Girton+Histon	915	703	108	563	42	2,170	5	6	16	70	1	4	1	0	3	3	0	0	0	4,610
	7.0 Cambridge Western Fringe	187	112	75	14	2	4	153	12	0	5	0	55	1	0	12	0	0	0	0	620
	8.0 Cambridge Southern Fringe inc.Shelfords	404	57	1,053	18	22	4	19	5,871	1	1	0	48	1	0	0	13	0	0	16	7,529
	9.0 Waterbeach Ward	102	24	21	121	68	21	0	1	733	43	0	0	0	0	0	3	0	0	0	1,138
	10.0 South Cambs North	119	63	25	151	15	142	19	2	32	3,496	60	20	8	1	103	13	0	0	0	4,269
	11.0 Longstanton and Northstowe	11	5	2	9	1	3	0	0	0	72	223	1	0	0	2	1	0	0	0	330
	12.0 South Cambs South-West	173	62	112	40	3	5	48	74	1	14	0	5,869	83	20	7	0	0	0	156	6,667
	13.0 Cambourne + Bourn Airfield	14	7	6	17	1	2	2	1	0	5	0	53	1,489	8	21	0	0	0	0	1,626
	14.0 St Neots, South Hunts + West S.Cambs	2	1	1	1	0	0	0	0	0	1	0	12	10	10,228	158	0	0	0	0	10,415
	15.0 Hunts and NW S.Cambs	13	7	3	19	1	5	1	1	1	145	2	6	29	114	28,602	24	458	0	0	29,431
	16.0 East Cambs + the East	61	11	38	40	50	5	0	20	8	17	1	0	0	0	47	17,803	0	0	0	18,102
	17.0 Peterborough and the North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	158	0	0	0	0	158
	18.0 Bedford + the West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	19.0 Essex, Herts + the South	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	158
	20.0 London	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	158
	Total		38,416	15,857	11,274	6,384	2,473	3,349	359	6,461	970	3,981	294	6,273	1,637	10,373	29,117	17,960	458	0	174
2016	1.0 Cambridge Central	23,429	4,738	3,893	1,609	497	308	39	151	47	37	4	37	6	1	6	22	0	0	1	34,824
	2.0 Cambridge West	6,891	9,579	713	899	62	541	52	31	17	30	2	22	5	1	4	6	0	0	0	18,855
	3.0 Cambridge South	4,250	456	5,049	108	280	29	24	274	8	8	1	21	2	0	2	8	0	0	1	10,521
	4.0 Cambridge North inc.Sci Park	3,200	849	271	2,597	176	278	5	18	39	32	2	7	2	0	3	7	0	0	0	7,488
	5.0 Cambridge East inc.Fulbourn	994	106	762	365	1,240	82	1	20	74	10	0	2	0	0	1	63	0	0	0	3,721
	6.0 Girton+Histon	1,110	871	136	682	44	2,525	12	7	20	72	2	5	2	0	4	3	0	0	0	5,493
	7.0 Cambridge Western Fringe	191	117	84	14	2	8	133	11	0	4	0	53	1	0	0	0	0	0	0	620
	8.0 Cambridge Southern Fringe inc.Shelfords	430	55	1,180	17	21	4	17	5,795	1	1	0	46	1	0	0	13	0	0	16	7,598
	9.0 Waterbeach Ward	103	24	22	117	62	24	0	1	730	41	0	0	0	0	0	3	0	0	0	1,128
	10.0 South Cambs North	126	66	27	159	14	161	18	2	33	3,453	68	20	8	1	107	22	0	0	0	4,285
	11.0 Longstanton and Northstowe	14	7	3	12	1	5	0	0	0	108	329	1	0	0	4	1	0	0	0	487
	12.0 South Cambs South-West	189	64	130	41	3	6	44	75	1	13	1	5,856	92	21	7	1	0	0	159	6,703
	13.0 Cambourne + Bourn Airfield	17	9	7	22	1	2	2	1	0	5	0	55	1,858	9	22	0	0	0	0	2,010
	14.0 St Neots, South Hunts + West S.Cambs	3	1	1	2	0	0	0	0	0	1	0	20	13	10,883	173	0	0	0	0	11,099
	15.0 Hunts and NW S.Cambs	15	8	4	24	1	5	1	1	1	156	3	6	35	116	29,705	31	443	0	0	30,555
	16.0 East Cambs + the East	67	12	42	43	50	5	0	19	8	20	1	0	0	0	51	18,924	0	0	0	19,245
	17.0 Peterborough and the North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	157	0	0	0	0	157
	18.0 Bedford + the West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	19.0 Essex, Herts + the South	2	0	3	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	148
	20.0 London	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	148
	Total		41,033	16,963	12,325	6,710	2,454	3,982	349	6,436	980	3,993	414	6,265	2,027	11,033	30,249	19,103	443	0	177

Scenario	Origin	1.0 Cambridge Central	2.0 Cambridge West	3.0 Cambridge South	4.0 Cambridge North inc.Sci Park	5.0 Cambridge East inc.Fulbourn	6.0 Girton+Histon	7.0 Cambridge Western Fringe	8.0 Cambridge Southern Fringe inc.Shelfords	9.0 Waterbeach Ward	10.0 South Cambs North	11.0 Longstanton and Northstowe	12.0 South Cambs South-West	13.0 Cambourne + Bourn Airfield	14.0 St Neots, South Hunts + West S.Cambs	15.0 Hunts and NW S.Cambs	16.0 East Cambs + the East	17.0 Peterborough and the North	18.0 Bedford + the West	19.0 Essex, Herts + the South	20.0 London	Grand Total
2021	1.0 Cambridge Central	23,529	5,099	4,045	1,630	781	357	38	163	57	36	6	38	6	2	6	22	0	0	1	35,815	
	2.0 Cambridge West	8,000	12,727	860	1,059	88	792	62	36	24	36	5	24	6	1	5	6	0	0	0	23,731	
	3.0 Cambridge South	4,738	525	6,107	119	320	35	29	360	10	8	1	24	2	1	2	9	0	0	1	12,290	
	4.0 Cambridge North inc.Sci Park	3,300	908	283	2,643	231	336	5	21	54	28	2	6	1	0	3	7	0	0	0	7,828	
	5.0 Cambridge East inc.Fulbourn	1,241	125	833	381	1,497	75	1	23	130	9	0	2	0	0	23	1	46	0	0	4,363	
	6.0 Girton+Histon	1,259	1,078	159	756	54	2,877	13	9	26	76	4	5	2	0	4	4	0	0	0	6,326	
	7.0 Cambridge Western Fringe	195	121	84	13	2	10	122	11	0	4	0	57	1	0	0	0	0	0	0	621	
	8.0 Cambridge Southern Fringe inc.Shelfords	451	57	1,237	18	23	5	20	5,913	1	1	0	52	1	0	0	12	0	0	14	7,806	
	9.0 Waterbeach Ward	78	22	15	84	68	18	0	1	1,004	18	0	0	0	0	0	0	3	0	0	1,312	
	10.0 South Cambs North	110	65	24	123	13	163	16	2	43	3,355	205	19	23	1	110	30	0	0	0	4,301	
	11.0 Longstanton and Northstowe	20	14	5	7	1	10	1	0	1	253	839	1	1	0	8	2	0	0	0	1,162	
	12.0 South Cambs South-West	187	61	129	22	3	7	35	70	1	11	1	5,770	183	25	7	0	0	0	146	6,660	
	13.0 Cambourne + Bourn Airfield	16	9	6	7	1	2	1	1	0	7	1	53	2,868	12	28	0	0	0	0	3,014	
	14.0 St Neots, South Hunts + West S.Cambs	4	2	2	1	0	0	0	0	0	1	0	28	25	11,256	177	0	0	0	0	11,499	
	15.0 Hunts and NW S.Cambs	14	8	4	13	1	6	1	1	1	153	6	6	55	116	31,146	34	424	0	0	31,989	
	16.0 East Cambs + the East	65	12	41	42	55	5	0	19	10	19	1	0	0	0	42	19,684	0	0	0	19,996	
	17.0 Peterborough and the North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	143	0	0	0	0	143	
	18.0 Bedford + the West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	19.0 Essex, Herts + the South	1	0	2	0	0	0	0	0	23	0	0	0	95	0	0	0	0	0	0	122	
	20.0 London																					
	Total		43,208	20,833	13,835	6,919	3,137	4,698	343	6,653	1,361	4,014	1,073	6,181	3,176	11,414	31,683	19,863	424	0	162	178,977
2026 With Transport Strategy	1.0 Cambridge Central	24,383	5,453	4,563	1,682	957	414	43	180	84	40	9	40	8	2	7	24	0	0	1	37,891	
	2.0 Cambridge West	8,614	13,850	1,034	1,156	111	997	72	42	41	43	8	25	8	1	6	7	0	0	0	26,016	
	3.0 Cambridge South	5,330	605	6,883	143	368	49	30	388	15	10	2	25	3	1	2	9	0	0	1	13,864	
	4.0 Cambridge North inc.Sci Park	3,354	969	337	2,695	281	380	7	25	84	32	3	7	2	0	3	8	0	0	0	8,188	
	5.0 Cambridge East inc.Fulbourn	1,299	135	839	386	1,636	74	2	24	129	9	1	2	1	0	1	44	0	0	0	4,581	
	6.0 Girton+Histon	1,349	1,228	206	799	65	3,059	14	11	33	86	6	6	3	0	5	4	0	0	0	6,876	
	7.0 Cambridge Western Fringe	214	135	81	19	6	14	111	10	1	5	1	56	2	0	0	0	0	0	0	657	
	8.0 Cambridge Southern Fringe inc.Shelfords	464	61	1,216	22	28	7	19	5,807	2	2	1	49	1	0	0	12	0	0	13	7,703	
	9.0 Waterbeach Ward	100	29	20	94	69	18	1	2	983	16	0	0	0	0	0	3	0	0	0	1,335	
	10.0 South Cambs North	111	69	29	119	13	175	16	2	44	3,177	297	14	29	1	106	32	0	0	0	4,233	
	11.0 Longstanton and Northstowe	29	21	8	8	2	16	1	1	1	422	1,363	2	1	0	11	3	0	0	0	1,889	
	12.0 South Cambs South-West	193	61	134	22	4	8	32	67	1	10	1	5,445	210	28	7	0	0	0	135	6,359	
	13.0 Cambourne + Bourn Airfield	22	13	8	8	1	3	2	1	0	12	1	62	3,541	16	35	0	0	0	0	3,727	
	14.0 St Neots, South Hunts + West S.Cambs	6	2	3	1	0	1	0	0	0	2	0	33	32	11,038	178	0	0	0	0	11,296	
	15.0 Hunts and NW S.Cambs	15	9	4	11	1	6	1	1	1	147	11	5	56	113	31,071	36	386	0	0	31,873	
	16.0 East Cambs + the East	67	13	38	56	59	6	0	17	11	19	2	0	0	0	44	20,099	0	0	0	20,433	
	17.0 Peterborough and the North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	138	0	0	0	0	138	
	18.0 Bedford + the West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	19.0 Essex, Herts + the South	1	0	2	0	0	0	0	0	22	0	0	0	85	0	0	0	0	0	0	111	
	20.0 London																					
	Total		45,553	22,653	15,405	7,222	3,601	5,227	352	6,600	1,431	4,031	1,707	5,857	3,898	11,201	31,613	20,282	386	0	151	187,169
2031 Without Transport Strategy	1.0 Cambridge Central	25,375	5,690	4,788	1,697	967	399	38	176	78	38	11	36	10	2	6	23	0	0	1	39,335	
	2.0 Cambridge West	8,852	14,637	1,055	1,178	105	977	67	39	35	43	11	23	11	1	5	7	0	0	0	27,046	
	3.0 Cambridge South	5,475	622	7,147	136	357	44	29	383	14	8	3	24	4	1	2	9	0	0	1	14,258	
	4.0 Cambridge North inc.Sci Park	3,356	1,011	324	2,806	282	386	5	23	78	34	4	7	3	0	3	8	0	0	0	8,330	
	5.0 Cambridge East inc.Fulbourn	1,257	133	823	383	1,631	72	1	23	155	8	1	2	1	0	1	44	0	0	0	4,534	
	6.0 Girton+Histon	1,255	1,227	178	811	61	3,115	12	9	35	87	10	6	4	0	5	4	0	0	0	6,818	
	7.0 Cambridge Western Fringe	198	133	76	12	2	13	107	10	0	4	1	55	3	0	0	0	0	0	0	615	
	8.0 Cambridge Southern Fringe inc.Shelfords	449	57	1,190	19	24	6	19	5,776	2	1	1	51	2	0	0	11	0	0	14	7,624	
	9.0 Waterbeach Ward	99	31	21	108	92	25	0	2	1,570	22	1	0	0	0	1	5	0	0	0	1,976	
	10.0 South Cambs North	93	64	23	114	12	159	14	2	54	3,135	405	12	39	1	107	34	0	0	0	4,266	
	11.0 Longstanton and Northstowe	34	28	9	10	3	25	1	1	1	665	1,960	2	3	0	14	3	0	0	0	2,761	
	12.0 South Cambs South-West	173	58	127	20	3	8	29	67	1	9	2	5,344	282	31	7	0	0	0	145	6,307	
	13.0 Cambourne + Bourn Airfield	27	18	10	13	1	5	3	2	1	23	3	83	4,420	18	36	0	0	0	0	4,662	
	14.0 St Neots, South Hunts + West S.Cambs	5	2	2	1	0	1	0	0	0	2	0	31	42	10,977	175	0	0	0	0	11,239	
	15.0 Hunts and NW S.Cambs	14	8	4	11	1	6	0	1	1	142	17	5	66	112	31,597	37	374	0	0	32,396	
	16.0 East Cambs + the East	63	12	42	44	60	6	0	17	12	18	3	0	0	0	49	20,002	0	0	0	20,330	
	17.0 Peterborough and the North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141	0	0	0	0	141	
	18.0 Bedford + the West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	19.0 Essex, Herts + the South	2	0	2	0	0	0	0	0	29	0	0	0	97	0	0	0	0	0	0	131	
	20.0 London																					
	Total		46,726	23,732	15,819	7,364	3,600	5,247	326	6,560	2,035	4,241	2,433	5,778	4,890	11,144	32,149	20,188	374	0	162	192,770

Scenario	Origin	1.0 Cambridge Central	2.0 Cambridge West	3.0 Cambridge South	4.0 Cambridge North inc.Sci Park	5.0 Cambridge East inc.Fulbourn	6.0 Girton+Histon	7.0 Cambridge Western Fringe	8.0 Cambridge Southern Fringe inc.Shelfords	9.0 Waterbeach Ward	10.0 South Cambs North	11.0 Longstanton and Northstowe	12.0 South Cambs South-West	13.0 Cambourne + Bourn Airfield	14.0 St Neots, South Hunts + West S.Cambs	15.0 Hunts and NW S.Cambs	16.0 East Cambs + the East	17.0 Peterborough and the North	18.0 Bedford + the West	19.0 Essex, Herts + the South	20.0 London	Grand Total
2031 With Transport Strategy	1.0 Cambridge Central	25,505	5,808	4,942	1,734	979	431	44	187	99	43	12	40	11	2	7	25	0	0	1	39,868	
	2.0 Cambridge West	8,948	14,716	1,095	1,180	111	1,044	74	43	47	47	12	24	11	1	6	7	0	0	0	27,366	
	3.0 Cambridge South	5,572	649	7,135	150	371	53	30	382	18	10	3	24	4	1	2	9	0	0	1	14,414	
	4.0 Cambridge North inc.Sci Park	3,451	1,037	362	2,806	293	388	7	26	100	36	4	7	3	0	3	9	0	0	0	8,532	
	5.0 Cambridge East inc.Fulbourn	1,304	143	839	409	1,642	73	2	24	155	9	1	2	1	0	1	43	0	0	0	4,648	
	6.0 Girton+Histon	1,341	1,300	215	807	64	3,074	14	11	36	92	10	6	4	0	5	4	0	0	0	6,983	
	7.0 Cambridge Western Fringe	215	144	80	19	6	16	108	10	2	5	1	54	3	0	0	0	0	0	0	662	
	8.0 Cambridge Southern Fringe inc.Shelfords	461	63	1,219	22	27	8	19	5,643	2	2	1	47	2	0	0	11	0	0	13	7,541	
	9.0 Waterbeach Ward	143	45	29	131	94	25	1	1,542	2	1,542	22	1	1	0	0	1	4	0	0	2,040	
	10.0 South Cambs North	109	73	29	120	13	177	15	2	51	3,125	403	11	38	1	106	34	0	0	0	4,307	
	11.0 Longstanton and Northstowe	39	32	12	10	3	25	1	1	1	661	1,949	2	2	0	14	3	0	0	0	2,757	
	12.0 South Cambs South-West	190	65	139	22	4	9	31	66	1	9	2	5,196	274	30	6	0	0	0	139	6,184	
	13.0 Cambourne + Bourn Airfield	29	19	11	12	1	5	3	2	1	22	3	81	4,290	18	36	0	0	0	0	4,533	
	14.0 St Neots, South Hunts + West S.Cambs	5	2	2	1	0	1	0	0	0	1	0	29	39	10,662	172	0	0	0	0	10,918	
	15.0 Hunts and NW S.Cambs	15	9	4	11	1	6	1	1	1	139	17	5	63	111	31,406	37	369	0	0	32,195	
	16.0 East Cambs + the East	67	13	39	56	59	6	0	17	12	18	3	0	0	0	48	20,013	0	0	0	20,352	
	17.0 Peterborough and the North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	138	0	0	0	0	138	
	18.0 Bedford + the West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	19.0 Essex, Herts + the South	2	0	2	0	0	0	0	27	0	0	0	89	0	0	0	0	0	0	0	121	
	20.0 London																					
	Total		47,394	24,120	16,154	7,490	3,669	5,340	352	6,443	2,067	4,241	2,421	5,620	4,745	10,827	31,951	20,200	369	0	155	193,559
Growth 2011 to 2016	1.0 Cambridge Central	1,442	684	42	50	3	45	0	7	0	1	1	2	1	0	1	1	0	0	0	2,022	
	2.0 Cambridge West	204	25	410	5	1	124	6	0	1	2	1	1	0	0	0	0	0	0	0	1,071	
	3.0 Cambridge South	319	58	36	2	-7	3	4	43	0	0	0	2	0	0	0	0	0	0	0	802	
	4.0 Cambridge North inc.Sci Park	316	8	54	111	7	62	0	2	2	2	1	0	0	0	0	0	0	0	0	599	
	5.0 Cambridge East inc.Fulbourn	70	168	28	20	-19	14	0	0	4	0	0	0	0	0	0	3	0	0	0	154	
	6.0 Girton+Histon	195	5	9	118	3	356	7	1	3	2	1	1	0	0	0	0	0	0	0	884	
	7.0 Cambridge Western Fringe	4	-1	127	0	0	4	-20	0	0	0	0	-2	0	0	0	0	0	0	0	0	
	8.0 Cambridge Southern Fringe inc.Shelfords	25	0	1	-1	-1	0	-2	-76	0	0	0	-2	0	0	0	0	0	0	0	69	
	9.0 Waterbeach Ward	1	3	2	-4	-6	3	0	0	-2	-1	0	0	0	0	0	0	0	0	0	-10	
	10.0 South Cambs North	8	2	1	8	-1	18	-2	0	1	-43	7	0	1	0	4	9	0	0	0	15	
	11.0 Longstanton and Northstowe	4	2	18	4	0	2	0	0	0	36	106	0	0	0	2	0	0	0	0	157	
	12.0 South Cambs South-West	17	1	1	2	0	1	-4	1	0	-1	0	-12	8	1	0	0	0	0	3	36	
	13.0 Cambourne + Bourn Airfield	3	0	1	4	0	0	0	0	0	0	0	1	370	1	1	0	0	0	0	384	
	14.0 St Neots, South Hunts + West S.Cambs	1	1	1	1	0	0	0	0	0	0	0	7	3	655	15	0	0	0	0	684	
	15.0 Hunts and NW S.Cambs	3	1	4	4	0	1	0	0	12	2	0	6	2	1,103	7	-16	0	0	0	1,124	
	16.0 East Cambs + the East	6	0	0	2	0	1	0	-1	1	3	0	0	0	0	4	1,122	0	0	0	1,143	
	17.0 Peterborough and the North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	18.0 Bedford + the West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	19.0 Essex, Herts + the South	0	0	0	0	0	0	0	-3	0	0	0	-7	0	0	0	0	0	0	0	-10	
	20.0 London	0	1,106	1,051	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Total		2,617	511	469	326	-20	633	-10	-25	10	12	119	-7	390	660	1,132	1,144	-16	0	3	9,126
Growth 2011 to 2021	1.0 Cambridge Central	1,542	3,831	189	71	288	94	-1	20	10	0	3	3	1	1	1	2	0	0	0	3,013	
	2.0 Cambridge West	1,313	94	1,468	166	28	375	16	5	8	7	3	3	1	0	1	1	0	0	0	5,948	
	3.0 Cambridge South	806	117	48	13	32	10	10	128	2	0	1	5	1	0	0	1	0	0	0	2,571	
	4.0 Cambridge North inc.Sci Park	416	27	125	157	62	120	0	4	17	-2	1	0	-1	0	0	1	0	0	0	939	
	5.0 Cambridge East inc.Fulbourn	316	376	51	36	238	8	0	3	60	-2	0	0	0	0	0	-14	0	0	0	796	
	6.0 Girton+Histon	344	9	9	192	12	707	8	2	10	6	3	2	1	0	1	1	0	0	0	1,716	
	7.0 Cambridge Western Fringe	9	0	184	-1	0	6	-31	-1	0	-1	0	2	0	0	0	0	0	0	0	1	
	8.0 Cambridge Southern Fringe inc.Shelfords	47	-2	-6	0	1	1	1	42	0	0	0	3	0	0	0	-1	0	0	-2	277	
	9.0 Waterbeach Ward	-24	2	-1	-37	0	-3	0	0	271	-25	0	0	0	0	0	0	0	0	0	173	
	10.0 South Cambs North	-9	8	2	-28	-2	20	-4	0	11	-141	145	-1	15	0	7	18	0	0	0	32	
	11.0 Longstanton and Northstowe	9	0	17	-1	0	7	0	0	0	181	616	1	1	0	5	1	0	0	0	833	
	12.0 South Cambs South-West	14	2	1	-17	0	2	-14	-4	0	-3	1	-98	100	5	0	0	0	0	-10	-7	
	13.0 Cambourne + Bourn Airfield	2	1	1	-10	0	1	0	0	0	2	0	-1	379	4	8	0	0	0	0	1,388	
	14.0 St Neots, South Hunts + West S.Cambs	3	1	0	0	0	0	0	0	0	0	0	16	15	1,028	19	0	0	0	0	1,084	
	15.0 Hunts and NW S.Cambs	2	0	3	-7	0	1	0	0	0	8	5	0	26	1	2,544	11	-34	0	0	2,558	
	16.0 East Cambs + the East	4	0	0	2	5	1	0	-1	2	2	1	0	0	0	-5	1,881	0	0	0	1,894	
	17.0 Peterborough and the North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-14	0	0	0	0	-14	
	18.0 Bedford + the West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	19.0 Essex, Herts + the South	-1	0	-1	0	0	0	0	0	-7	0	0	-26	0	0	0	0	0	0	0	-36	
	20.0 London	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Total		4,792	4,977	2,561	535	664	1,349	-17	192	391	33	778	-91	1,539	1,040	2,566	1,903	-34	0	-11	23,166

Scenario	Origin	1.0 Cambridge Central	2.0 Cambridge West	3.0 Cambridge South	4.0 Cambridge North inc.Sci Park	5.0 Cambridge East inc.Fulbourn	6.0 Girton+Histon	7.0 Cambridge Western Fringe	8.0 Cambridge Southern Fringe inc.Shelfords	9.0 Waterbeach Ward	10.0 South Cambs North	11.0 Longstanton and Northstowe	12.0 South Cambs South-West	13.0 Cambourne + Bourn Airfield	14.0 St Neots, South Hunts + West S.Cambs	15.0 Hunts and NW S.Cambs	16.0 East Cambs + the East	17.0 Peterborough and the North	18.0 Bedford + the West	19.0 Essex, Herts + the South	20.0 London	Grand Total
Growth 2011 to 2026 Without Transport Strategy	1.0 Cambridge Central	2,174	781	831	80	438	122	-2	26	18	0	5	2	3	1	1	3	0	0	0	0	4,483
	2.0 Cambridge West	1,870	4,938	323	258	44	513	19	8	13	10	6	3	3	1	1	1	0	0	0	0	8,012
	3.0 Cambridge South	1,298	153	2,282	24	67	15	10	158	4	0	1	6	1	0	0	1	0	0	0	0	4,021
	4.0 Cambridge North inc.Sci Park	444	171	70	218	106	161	0	6	28	1	2	0	0	0	0	0	0	0	0	0	1,208
	5.0 Cambridge East inc.Fulbourn	341	30	111	29	374	8	0	3	63	-2	0	0	0	0	0	0	-14	0	0	0	943
	6.0 Girton+Histon	373	474	65	243	21	927	8	3	15	10	5	2	1	0	1	1	1	0	0	0	2,150
	7.0 Cambridge Western Fringe	11	15	4	-2	0	8	-40	-1	0	-1	0	2	1	0	0	0	0	0	0	0	-3
	8.0 Cambridge Southern Fringe inc.Shelfords	47	0	150	1	3	2	0	29	0	0	0	4	1	0	0	0	-1	0	0	-2	234
	9.0 Waterbeach Ward	-30	-3	-7	-41	1	-3	0	0	287	-26	0	0	0	0	0	0	0	1	0	0	179
	10.0 South Cambs North	-22	-1	-3	-36	-2	16	-5	0	14	-306	238	-5	22	0	3	20	0	0	0	0	-66
	11.0 Longstanton and Northstowe	15	14	4	0	1	13	0	0	1	354	1,145	1	1	0	9	2	0	0	0	0	1,561
	12.0 South Cambs South-West	6	-4	14	-19	0	3	-17	-6	0	-4	1	-326	131	10	0	0	0	0	0	-13	-225
	13.0 Cambourne + Bourn Airfield	6	5	2	-7	0	2	0	1	0	7	1	10	2,131	9	15	0	0	0	0	0	2,182
	14.0 St Neots, South Hunts + West S.Cambs	3	1	2	0	0	0	0	0	0	0	0	21	23	960	22	0	0	0	0	0	1,034
	15.0 Hunts and NW S.Cambs	1	1	0	-8	0	1	0	0	0	4	9	0	28	-2	2,698	12	-62	0	0	0	2,683
	16.0 East Cambs + the East	2	0	2	3	9	1	0	-2	4	2	2	0	0	0	-3	2,291	0	0	0	0	2,311
	17.0 Peterborough and the North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-18	0	0	0	0	0	-18
	18.0 Bedford + the West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	19.0 Essex, Herts + the South	-1	0	-1	0	0	0	0	0	-7	0	0	0	0	0	0	0	0	0	0	0	-39
	20.0 London	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	6,540	6,576	3,851	744	1,062	1,789	-26	218	447	50	1,418	-311	2,346	978	2,729	2,317	-62	0	-15	0	30,652
Growth 2011 to 2026 With Transport Strategy	1.0 Cambridge Central	2,395	865	987	123	463	151	4	37	37	4	6	5	3	1	1	4	0	0	0	0	5,089
	2.0 Cambridge West	1,928	4,954	364	263	50	580	26	11	24	14	6	4	4	1	2	2	0	0	0	0	8,232
	3.0 Cambridge South	1,398	173	2,244	38	81	23	11	156	7	2	2	6	1	0	1	1	0	0	0	0	4,145
	4.0 Cambridge North inc.Sci Park	470	178	102	208	112	164	2	9	47	3	2	1	0	0	0	0	2	0	0	0	1,299
	5.0 Cambridge East inc.Fulbourn	374	36	131	42	377	6	1	4	59	-2	0	0	0	0	0	-16	0	0	0	0	1,014
	6.0 Girton+Histon	435	526	98	236	24	889	10	5	16	17	5	3	2	0	1	1	0	0	0	0	2,266
	7.0 Cambridge Western Fringe	28	22	7	5	5	10	-42	-2	1	0	0	1	1	0	0	0	0	0	0	0	37
	8.0 Cambridge Southern Fringe inc.Shelfords	60	4	163	4	5	3	0	-64	1	0	0	1	1	0	0	-1	0	0	-3	0	174
	9.0 Waterbeach Ward	-1	5	-1	-27	0	-4	0	0	250	-26	0	0	0	0	0	1	0	0	0	0	197
	10.0 South Cambs North	-8	6	4	-32	-1	33	-4	0	12	-319	236	-6	21	0	3	19	0	0	0	0	-36
	11.0 Longstanton and Northstowe	18	16	6	-1	1	13	1	1	1	351	1,140	1	1	0	8	2	0	0	0	0	1,559
	12.0 South Cambs South-West	20	0	22	-18	1	3	-17	-8	0	-4	1	-424	127	9	-1	0	0	0	-21	0	-308
	13.0 Cambourne + Bourn Airfield	8	6	3	-9	0	2	0	0	0	7	1	9	2,052	8	14	0	0	0	0	0	2,101
	14.0 St Neots, South Hunts + West S.Cambs	4	1	2	0	0	0	0	0	0	0	0	20	22	810	21	0	0	0	0	0	881
	15.0 Hunts and NW S.Cambs	3	2	1	-8	0	1	0	0	0	2	9	0	27	-2	2,469	12	-73	0	0	0	2,443
	16.0 East Cambs + the East	6	1	0	16	9	1	0	-3	3	2	2	0	0	0	-3	2,296	0	0	0	0	2,331
	17.0 Peterborough and the North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-20	0	0	0	0	0	-20
	18.0 Bedford + the West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	19.0 Essex, Herts + the South	-1	0	-1	0	0	0	0	0	-8	0	0	0	0	0	0	0	0	0	0	0	-46
	20.0 London	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	7,137	6,796	4,131	839	1,128	1,878	-7	139	460	50	1,412	-415	2,262	827	2,496	2,323	-73	0	-23	0	31,358
Growth 2011 to 2031 Without Transport Strategy	1.0 Cambridge Central	3,888	1,102	1,212	138	473	136	-1	33	31	2	8	1	5	1	1	3	0	0	0	0	6,533
	2.0 Cambridge West	2,166	5,741	385	285	44	560	20	8	18	14	9	2	7	0	1	1	0	0	0	0	9,262
	3.0 Cambridge South	1,544	191	2,507	31	70	19	10	151	6	1	2	5	2	0	0	1	0	0	0	0	4,540
	4.0 Cambridge North inc.Sci Park	472	221	89	319	113	171	0	6	41	5	3	0	1	0	0	1	0	0	0	0	1,441
	5.0 Cambridge East inc.Fulbourn	333	34	115	39	372	4	0	3	85	-2	1	0	0	0	0	-15	0	0	0	0	967
	6.0 Girton+Histon	340	524	70	247	19	945	7	3	18	17	9	2	3	0	1	1	0	0	0	0	2,208
	7.0 Cambridge Western Fringe	11	21	1	-2	0	9	-46	-2	0	0	0	0	1	0	0	0	0	0	0	0	-5
	8.0 Cambridge Southern Fringe inc.Shelfords	45	1	137	1	2	2	0	-95	1	0	1	3	1	0	0	-2	0	0	-2	0	95
	9.0 Waterbeach Ward	-2	7	0	-13	23	3	0	0	837	-21	1	0	0	0	0	2	0	0	0	0	838
	10.0 South Cambs North	-26	1	-2	-37	-2	17	-6	0	21	-361	345	-8	31	0	4	21	0	0	0	0	-3
	11.0 Longstanton and Northstowe	23	23	7	1	2	22	1	1	594	1,738	2	2	2	0	12	2	0	0	0	0	2,431
	12.0 South Cambs South-West	0	-3	15	-19	0	3	-19	-7	0	-5	2	-525	199	11	-1	0	0	0	-10	0	-360
	13.0 Cambourne + Bourn Airfield	12	11	4	-4	0	3	1	1	0	17	3	30	2,932	10	15	0	0	0	0	0	3,036
	14.0 St Neots, South Hunts + West S.Cambs	3	1	2	0	0	0	0	0	0	0	0	18	32	749	18	0	0	0	0	0	824
	15.0 Hunts and NW S.Cambs	1	1	0	-8	0	2	0	0	-3	16	-1	36	-2	2,995	13	-84	0	0	0	0	2,966
	16.0 East Cambs + the East	2	0	4	4	10	1	0	-3	5	1	2	0	0	0	2	2,199	0	0	0	0	2,228
	17.0 Peterborough and the North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-17	0	0	0	0	0	-17
	18.0 Bedford + the West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	19.0 Essex, Herts + the South	-1	0	0	0	0	0	0	0	-1	0	0	-24	0	0	0	0	0	0	0	0	-27
	20.0 London	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	8,310	7,875	4,545	980	1,127	1,897	-33	99	1,065	260	2,138	-494	3,253	770	3,032	2,229	-84	0	-11	0	36,959

Scenario	Origin	1.0 Cambridge Central	2.0 Cambridge West	3.0 Cambridge South	4.0 Cambridge North inc.Sci Park	5.0 Cambridge East inc.Fulbourn	6.0 Girton+Histon	7.0 Cambridge Western Fringe	8.0 Cambridge Southern Fringe inc.Shelfords	9.0 Waterbeach Ward	10.0 South Cambs North	11.0 Longstanton and Northstowe	12.0 South Cambs South-West	13.0 Cambourne + Bourn Airfield	14.0 St Neots, South Hunts + West S.Cambs	15.0 Hunts and NW S.Cambs	16.0 East Cambs + the East	17.0 Peterborough and the North	18.0 Bedford + the West	19.0 Essex, Herts + the South	20.0 London	Grand Total
Growth 2011 to 2031 With Transport Strategy	1.0 Cambridge Central	3,517	1,220	1,366	175	485	168	5	44	53	6	9	5	6	1	1	5	0	0	0	0	7,066
	2.0 Cambridge West	2,262	5,821	425	286	51	627	28	11	31	19	10	3	7	0	2	2	0	0	0	0	9,583
	3.0 Cambridge South	1,641	218	2,495	45	83	27	10	151	10	2	3	6	2	0	1	1	0	0	0	0	4,696
	4.0 Cambridge North inc.Sci Park	566	246	127	320	124	172	2	10	62	7	3	1	1	0	0	2	0	0	0	0	1,643
	5.0 Cambridge East inc.Fulbourn	379	45	131	65	383	6	1	4	85	-2	1	0	0	0	0	-17	0	0	0	0	1,081
	6.0 Girton+Histon	426	597	107	243	23	904	10	5	19	23	8	2	3	0	1	2	0	0	0	0	2,374
	7.0 Cambridge Western Fringe	28	32	5	4	5	12	-45	-2	1	0	1	-1	1	0	0	0	0	0	0	0	41
	8.0 Cambridge Southern Fringe inc.Shelfords	56	7	166	4	5	4	0	-228	1	0	1	-1	1	0	0	-2	0	0	-2	0	13
	9.0 Waterbeach Ward	41	21	8	10	26	3	1	1	809	-21	1	0	0	0	0	0	2	0	0	0	901
	10.0 South Cambs North	-10	10	4	-31	-1	35	-5	0	19	-372	342	-9	30	0	3	21	0	0	0	0	38
	11.0 Longstanton and Northstowe	28	27	9	1	3	22	1	1	1	590	1,726	2	2	0	12	2	0	0	0	0	2,427
	12.0 South Cambs South-West	17	3	27	-17	1	4	-17	-8	1	-5	2	-673	191	10	-1	0	0	0	-17	0	-483
	13.0 Cambourne + Bourn Airfield	15	12	5	-6	1	4	1	1	0	17	3	28	2,801	10	15	0	0	0	0	0	2,907
	14.0 St Neots, South Hunts + West S.Cambs	3	1	2	0	0	0	0	0	0	0	0	17	29	434	15	0	0	0	0	0	503
	15.0 Hunts and NW S.Cambs	2	2	1	-9	0	2	0	0	0	-6	16	-1	33	-3	2,804	13	-90	0	0	0	2,764
	16.0 East Cambs + the East	6	2	1	16	10	1	0	-4	4	1	2	0	0	0	1	2,210	0	0	0	0	2,251
	17.0 Peterborough and the North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-20	0	0	0	0	0	-20
	18.0 Bedford + the West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	19.0 Essex, Herts + the South	-1	0	0	0	0	0	0	0	-3	0	0	-32	0	0	0	0	0	0	0	0	-37
	20.0 London	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total		8,978	8,263	4,880	1,106	1,196	1,991	-7	-18	1,097	260	2,127	-653	3,108	453	2,834	2,241	-90	0	-19	0