

DO NOT SCALE
A0



KEY

- COMBINED CYCLEWAY/FOOTWAY
- ON-ROAD ADVISORY CYCLE LANE
- EXISTING COMBINED CYCLEWAY/FOOTWAY
- RED CYCLEWAY SURFACING

SITE INFORMATION

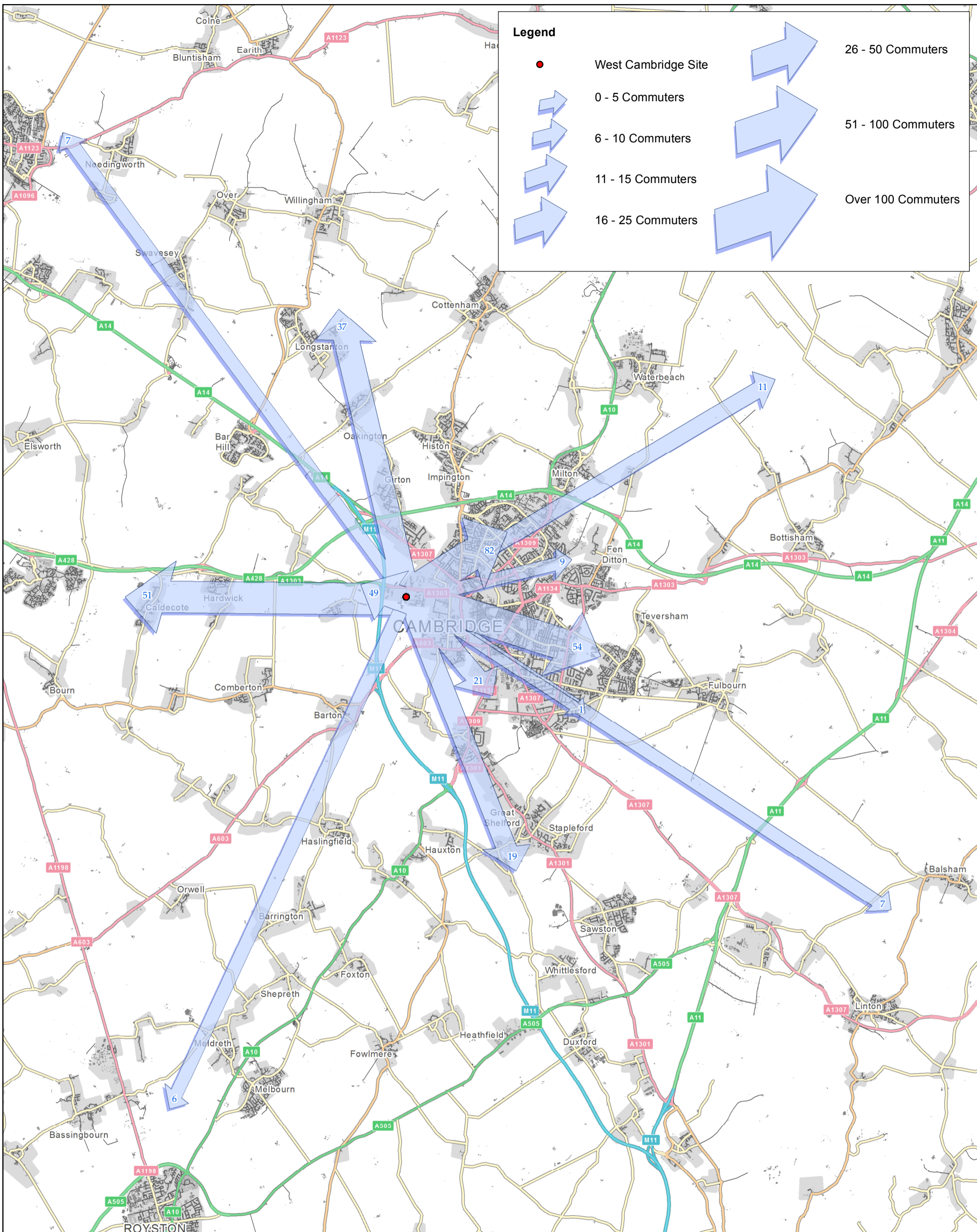
Project Name	MA00000001
Client	Cambridge University
Location	MA00000001
Date	01/07/2024
Scale	1:1000
Drawn By	01/07/2024
Checked By	01/07/2024
Author	01/07/2024

Cambridge Highways
Working for Cambridge

Cambridge Highways
2/5 Market Court
100% Road
0333 352 352
cambridgehighways@cambridgehighways.com

Project: MA00000001
Phase: MA00000001
Title: CONSULTATION PLAN

Appendix 3.2 – Analysis of Post Code data



Legend

- West Cambridge Site
- 0 - 5 Commuters
- 6 - 10 Commuters
- 11 - 15 Commuters
- 16 - 25 Commuters
- 26 - 50 Commuters
- 51 - 100 Commuters
- Over 100 Commuters

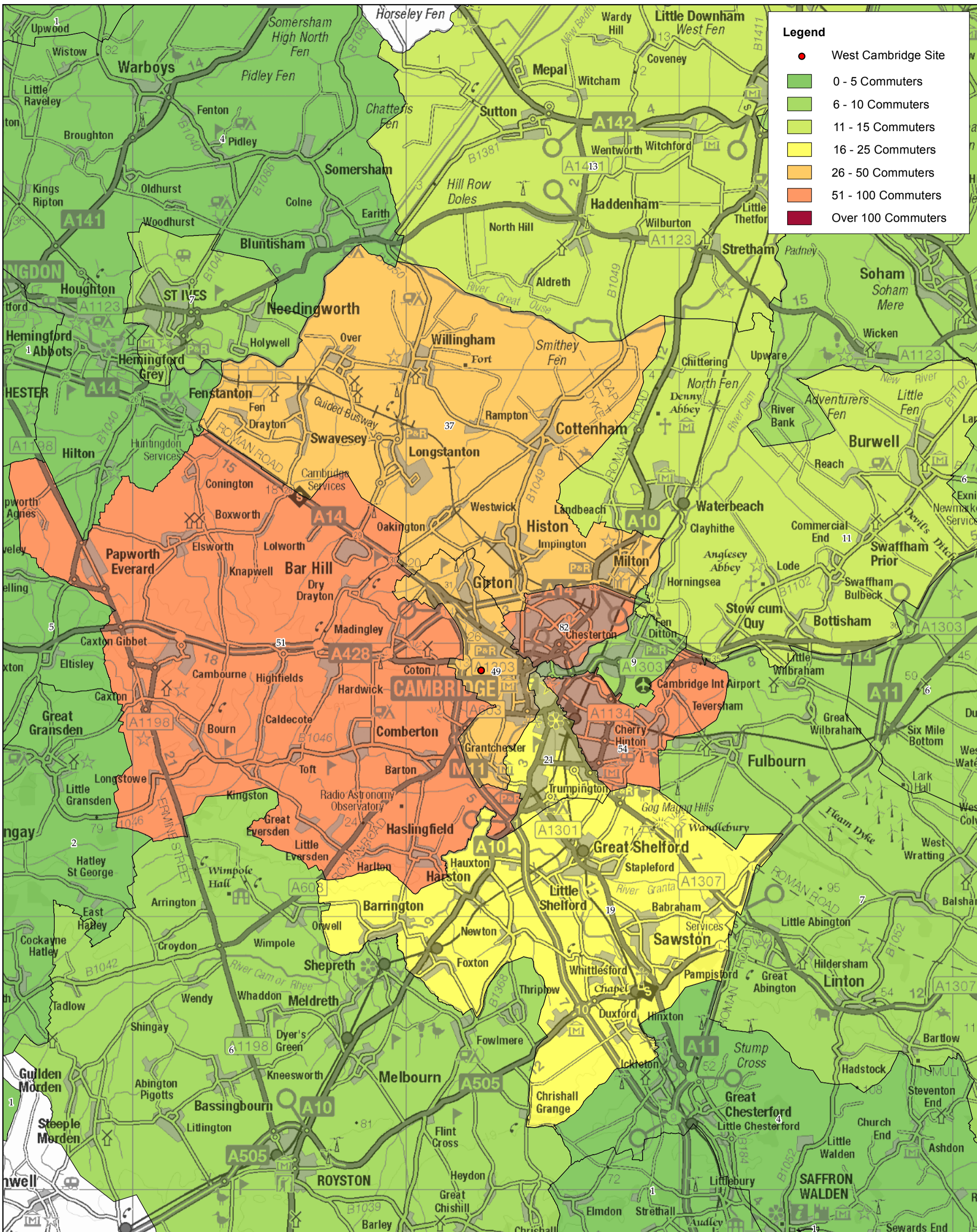
www.pba.co.uk
 Peter Brett Associates LLP
 READING
 Tel: 0118 950 0761 Fax: 0118 959 7498

0 2.5 5 Km

Contains Ordnance Survey data © Crown copyright and database right 2015.

West Cambridge Travel Flows
 All Staff who regularly visit the
 West Cambridge Site

Date	01/07/2015
Scale	1:100,000 @ A3
Drawn By	DRL
Checked By	CL
Revision Number	01
Figure Number	Figure 03



Legend

- West Cambridge Site
- 0 - 5 Commuters
- 6 - 10 Commuters
- 11 - 15 Commuters
- 16 - 25 Commuters
- 26 - 50 Commuters
- 51 - 100 Commuters
- Over 100 Commuters

www.pba.co.uk
Peter Brett Associates LLP
READING
Tel: 0118 950 0761 Fax: 0118 959 7498

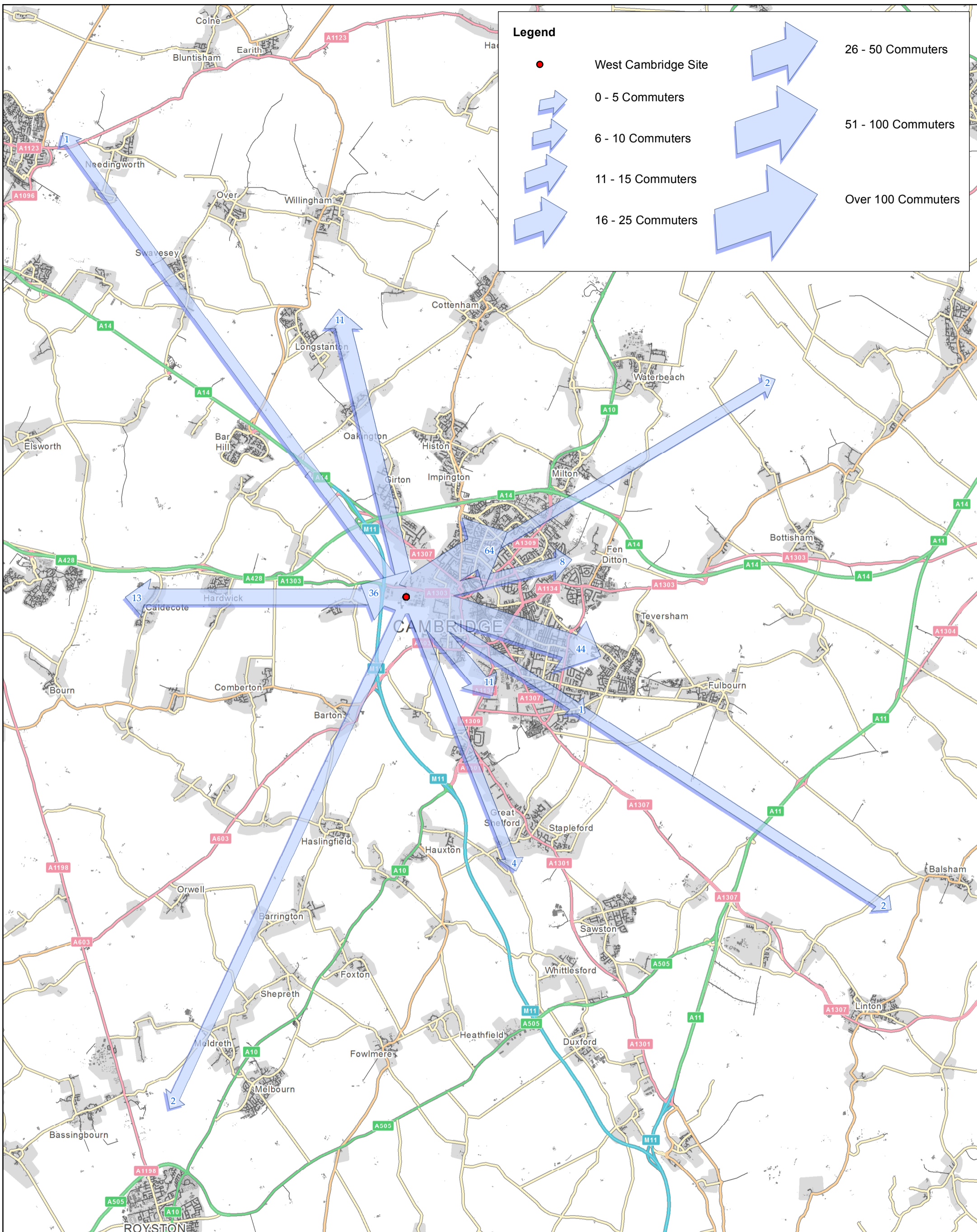
0 2.5 5 Km

N

Contains Ordnance Survey data © Crown copyright and database right 2015.

West Cambridge Travel Flows
All Staff who regularly visit the
West Cambridge Site
by postcode district

Date	01/07/2015
Scale	1:125,000 @ A3
Drawn By	DRL
Checked By	CL
Revision Number	01
Figure Number	Figure 07

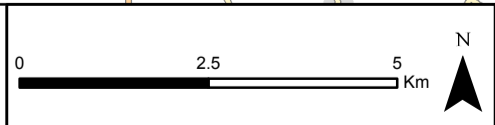


Legend

- West Cambridge Site
- 0 - 5 Commuters
- 6 - 10 Commuters
- 11 - 15 Commuters
- 16 - 25 Commuters
- 26 - 50 Commuters
- 51 - 100 Commuters
- Over 100 Commuters



www.pba.co.uk
 Peter Brett Associates LLP
 READING
 Tel: 0118 950 0761 Fax: 0118 959 7498

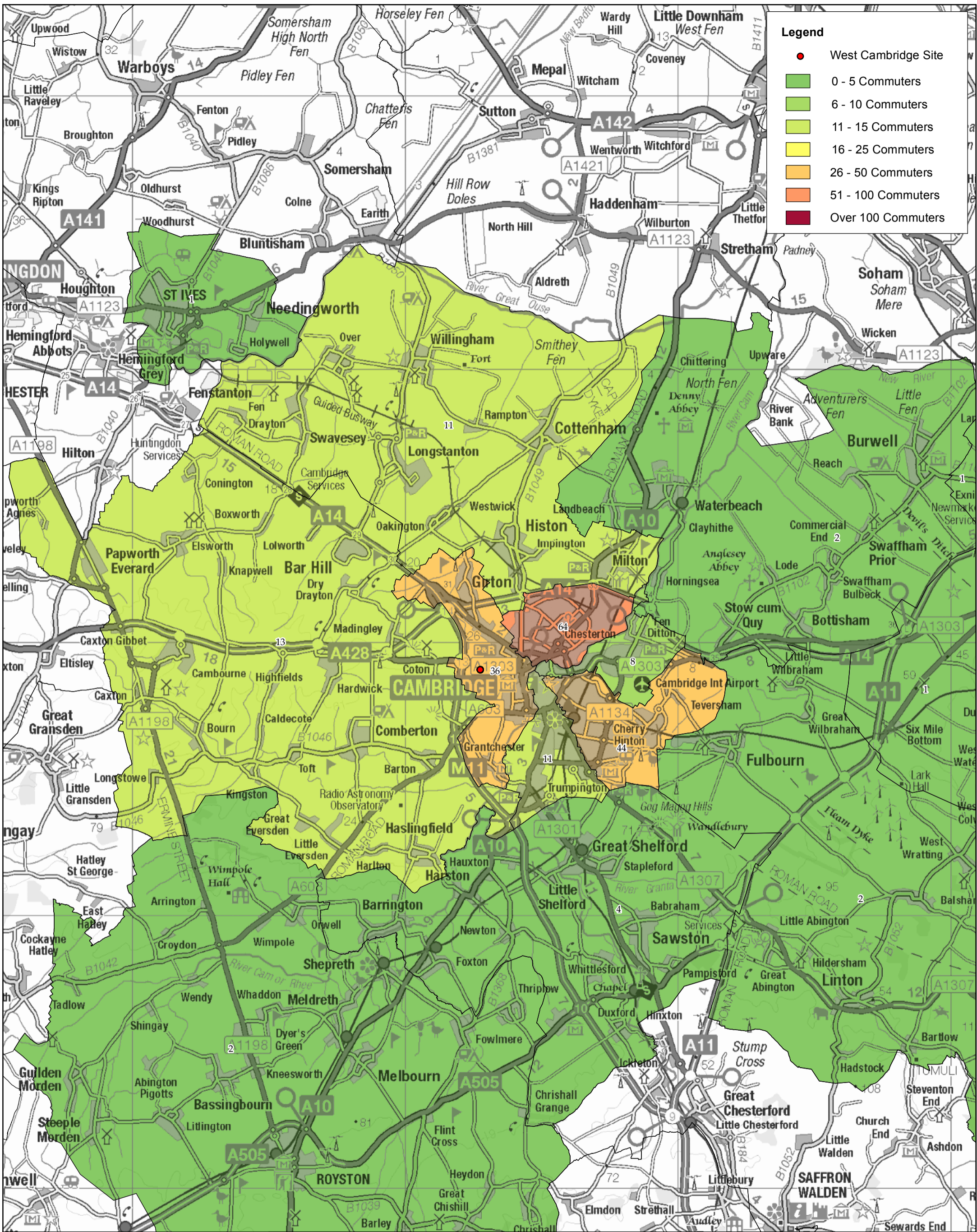


0 2.5 5 Km

Contains Ordnance Survey data © Crown copyright and database right 2015.

West Cambridge Travel Flows
 Staff who cycle to the
 West Cambridge Site

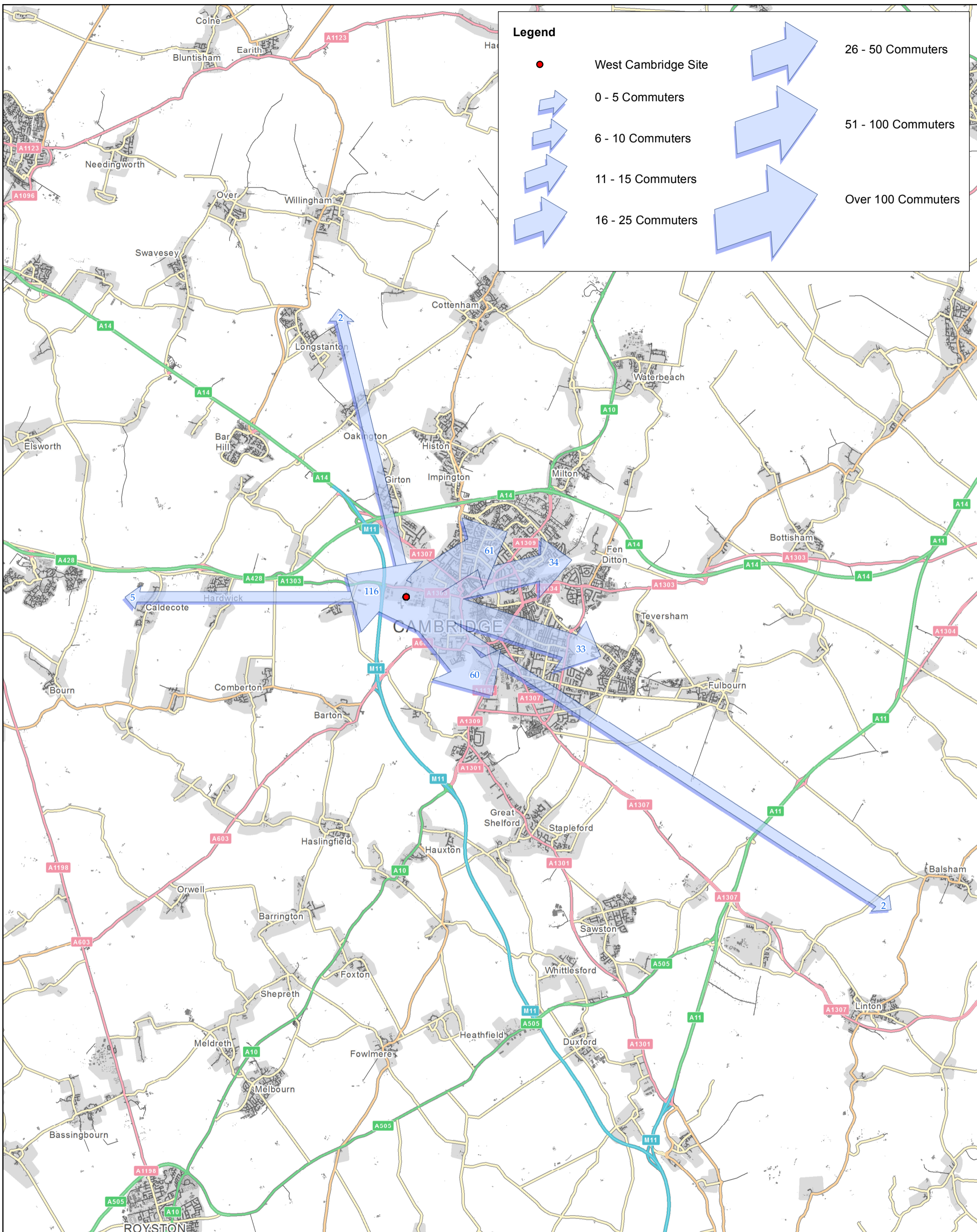
Date	01/07/2015
Scale	1:100,000 @ A3
Drawn By	DRL
Checked By	CL
Revision Number	01
Figure Number	Figure 01



West Cambridge Travel Flows

Staff who cycle to the
West Cambridge Site
by postcode district

Date	01/07/2015
Scale	1:125,000 @ A3
Drawn By	DRL
Checked By	CL
Revision Number	01
Figure Number	Figure 05

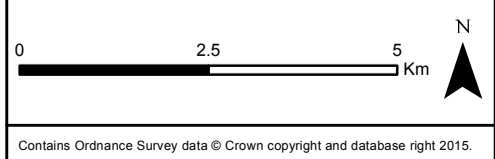


Legend

- West Cambridge Site
- 0 - 5 Commuters
- 6 - 10 Commuters
- 11 - 15 Commuters
- 16 - 25 Commuters
- 26 - 50 Commuters
- 51 - 100 Commuters
- Over 100 Commuters



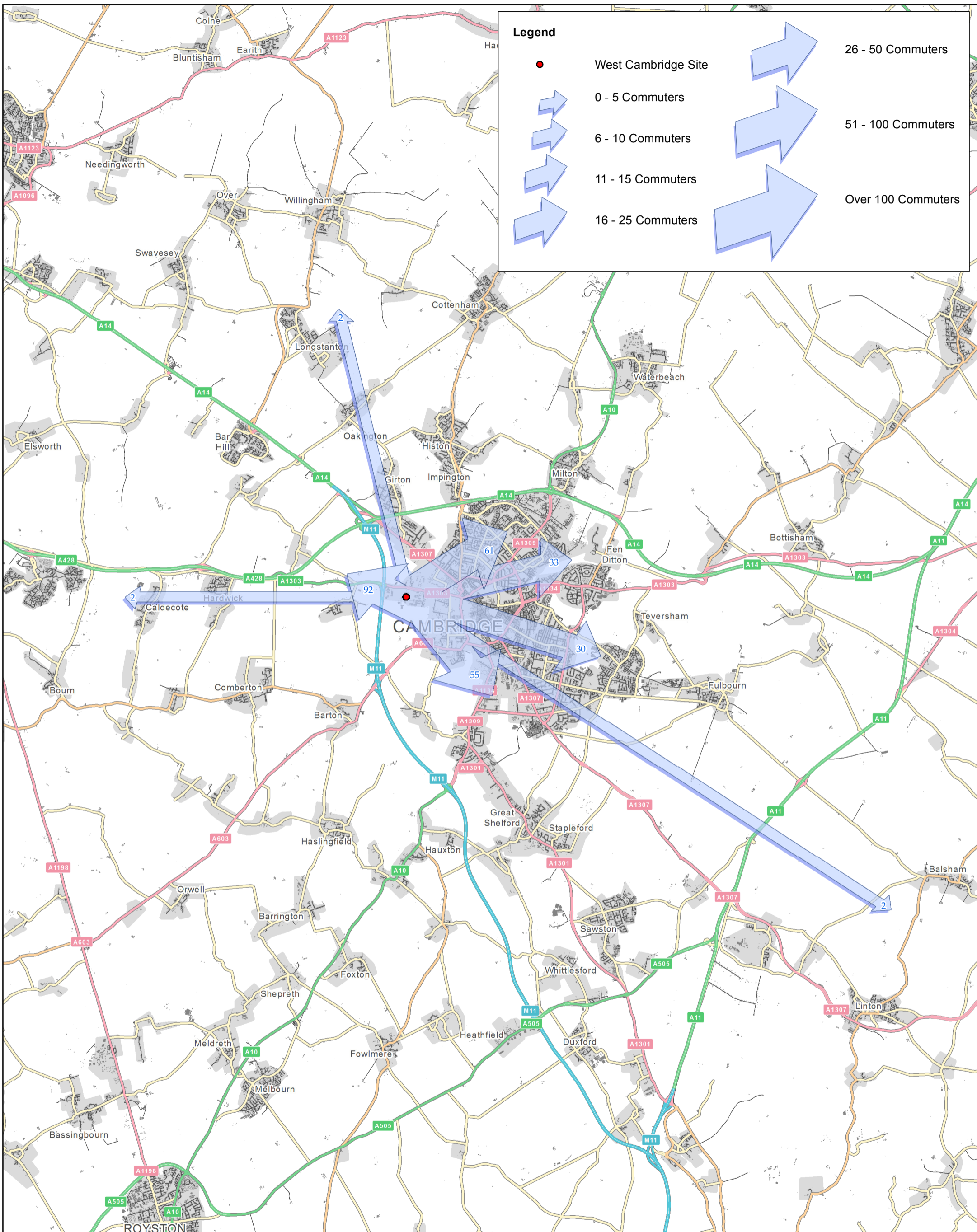
www.pba.co.uk
Peter Brett Associates LLP
READING
Tel: 0118 950 0761 Fax: 0118 959 7498



Contains Ordnance Survey data © Crown copyright and database right 2015.

West Cambridge Travel Flows
All Students who regularly visit the
West Cambridge Site

Date	01/07/2015
Scale	1:100,000 @ A3
Drawn By	DRL
Checked By	CL
Revision Number	01
Figure Number	Figure 04



Legend

- West Cambridge Site
- 0 - 5 Commuters
- 6 - 10 Commuters
- 11 - 15 Commuters
- 16 - 25 Commuters
- 26 - 50 Commuters
- 51 - 100 Commuters
- Over 100 Commuters



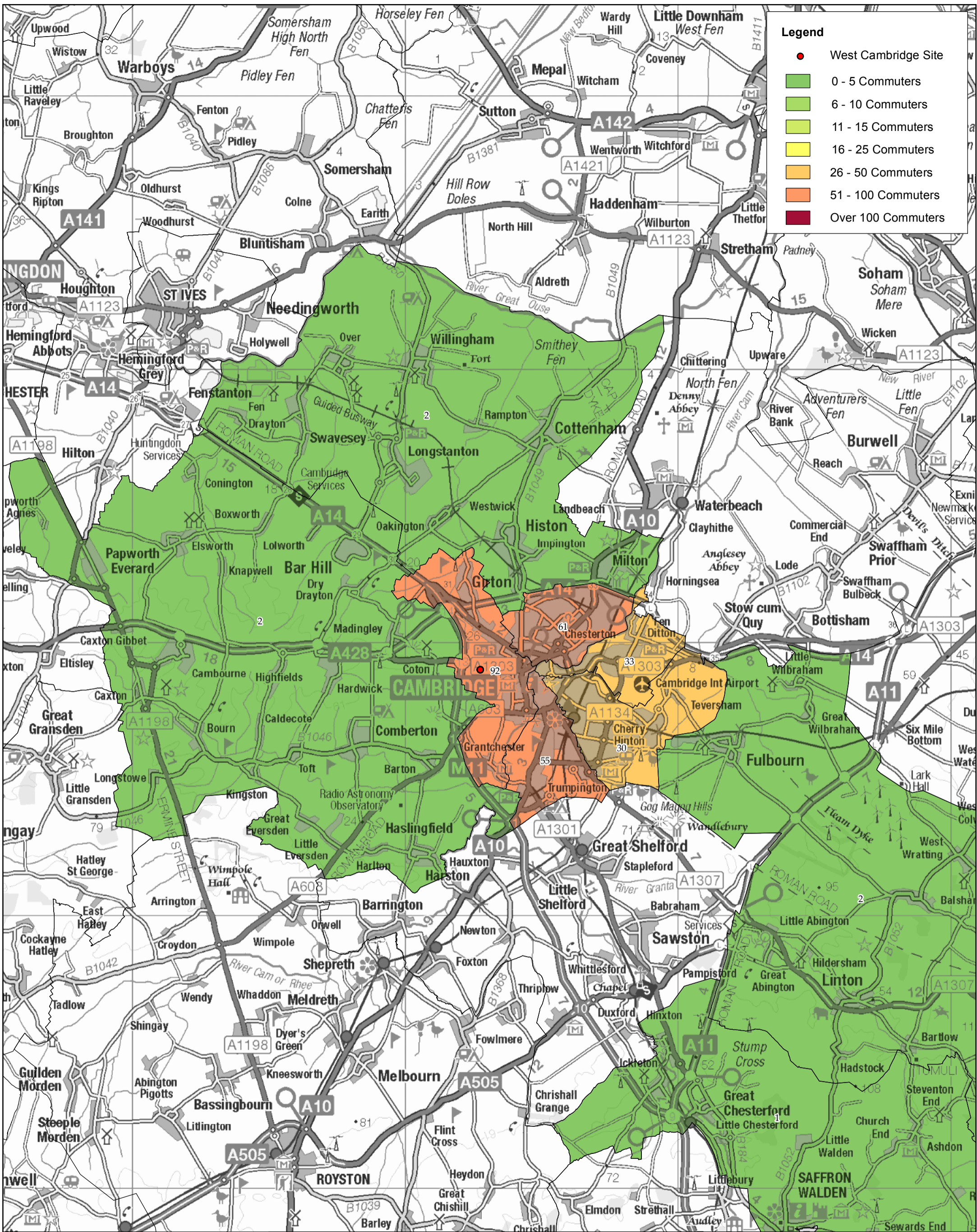
www.pba.co.uk
 Peter Brett Associates LLP
 READING
 Tel: 0118 950 0761 Fax: 0118 959 7498

0 2.5 5 Km

Contains Ordnance Survey data © Crown copyright and database right 2015.

West Cambridge Travel Flows
 Students who cycle to the
 West Cambridge Site

Date	01/07/2015
Scale	1:100,000 @ A3
Drawn By	DRL
Checked By	CL
Revision Number	01
Figure Number	Figure 02



Legend

- West Cambridge Site
- 0 - 5 Commuters
- 6 - 10 Commuters
- 11 - 15 Commuters
- 16 - 25 Commuters
- 26 - 50 Commuters
- 51 - 100 Commuters
- Over 100 Commuters

www.pba.co.uk
 Peter Brett Associates LLP
 READING
 Tel: 0118 950 0761 Fax: 0118 959 7498

0 2.5 5 Km

Contains Ordnance Survey data © Crown copyright and database right 2015.

West Cambridge Travel Flows
 Students who cycle to the
 West Cambridge Site
 by postcode district

Date	01/07/2015
Scale	1:125,000 @ A3
Drawn By	DRL
Checked By	CL
Revision Number	01
Figure Number	Figure 06

Appendix 3.3 - Ward Plan and Supporting Census data

WD703EW - Method of travel to work (2001 specification) (Workday population)

ONS Crown Copyright Reserved [from Nomis on 4 September 2015]

population All usual residents aged 16-74 either in employment in the area, or not in empl
units Persons
date 2011

Method of travel to work (2001 specification)	msoa2011:Cambridge 007	msoa2011:Cambridge 005	gor:East
All categories: Method of travel	35,260	13,032	4,046,867
Work mainly at or from home	902	506	304,889
Underground, metro, light rail o	33	8	12,456
Train	1,286	182	63,911
Bus, minibus or coach	3,347	484	107,452
Taxi	45	14	11,685
Motorcycle, scooter or moped	331	73	19,492
Driving a car or van	9,162	3,417	1,627,144
Passenger in a car or van	1,063	217	138,139
Bicycle	7,049	1,533	97,154
On foot	3,162	651	258,151
Other method of travel to work	65	15	10,362

In order to protect against disclosure of personal information, records have been swapped between different ge

payment but live there

geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

WD703EW - Method of travel to work (2001 specification) (Workday population)

ONS Crown Copyright Reserved [from Nomis on 4 September 2015]

population All usual residents aged 16-74 either in employment in the area, or not in employment but live there
 units Persons
 date 2011

Method of travel to work (2001 specification)	msoa2011:Cambridge 007	msoa2011:Cambridge 005	gor:East
All categories: Method of travel to v	35,260	13,032	4,046,867
Work mainly at or from home	902	506	304,889
Underground, metro, light rail or tra	33	8	12,456
Train	1,286	182	63,911
Bus, minibus or coach	3,347	484	107,452
Taxi	45	14	11,685
Motorcycle, scooter or moped	331	73	19,492
Driving a car or van	9,162	3,417	1,627,144
Passenger in a car or van	1,063	217	138,139
Bicycle	7,049	1,533	97,154
On foot	3,162	651	258,151
Other method of travel to work	65	15	10,362

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, par

	Total	%
Work mainly at or from home	1,408	4.2
Underground, metro, light rail or tra	0	0.0
Train	1,468	4.4
Bus, minibus or coach	3,831	11.5
Taxi	0	0.0
Motorcycle, scooter or moped	404	1.2
Driving a car or van	12,579	37.7
Passenger in a car or van	1,280	3.8
Bicycle	8,582	25.7
On foot	3,813	11.4
Total	33,365	100

List of areas on map Selected areas

Areas on the map

Select areas using the checkboxes below or on the map.

Type of area:

2011 Super Output Areas - mid layer

- E02003719
- E02003720
- E02003721
- E02003722
- E02003723
- E02003724
- E02003725
- E02003726
- E02003727
- E02003728
- E02003729
- E02003730
- E02003731

ticularly small counts at the lowest geographies.

Appendix 3.4 – Travel for Work Partnership Survey data



Travel to Work Survey Report 2015

produced for

University of Cambridge

by Travel for Cambridgeshire

Helping Cambridgeshire get there!

Contents

	Page
Introduction	2
The 2015 Survey	2
Modal Split Results 2015	3
TfC Analysis of Your 2015 Survey Results	4
Appendix A - Employer Results for 2015	8
Appendix B - 2015 Responses by Site	10
Appendix C - 2015 Site by Site Results	15

Introduction

This is the sixteenth annual Travel for Work survey in its online format. Based on employee responses, the survey provides you with a picture of the way your employees get to work.

The results are useful in monitoring the effect of your workplace travel initiatives. If you are in the early stages of looking at travel issues, these results will help you prioritise the actions to take and help set targets.

As a member of Travel for Cambridgeshire (TfC), formerly the Travel for Work Partnership, you currently receive this report free of charge. Further analysis of the survey is possible. Should you require this, TfC may need to charge for this work. Please contact us to discuss your requirements.

Please refer to the TfC Analysis section of the report, which details our interpretation of your results in light of the characteristics of your company; this section highlights what is going well and not so well and suggestions for future consideration. We will be in touch shortly to arrange a meeting to discuss your results and our analysis.

Detailed TfC results, compiled from the results of all 2015 participating companies, can be accessed by visiting the TfC website (www.tfw.org.uk/servicesSurvey.php).

The 2015 survey

We asked commuters about their journeys to work from Saturday 10th October to Friday 16th October 2015.

Please consider how you may use your results; to capitalise on any interest generated by the survey, we encourage you to share them with your employees wherever possible. You may notice that the Average distance by mode has changed slightly, this is due to an improved data collation process than previous year's surveys have allowed.

If you are writing a travel plan, it is a good idea to include this data in your plan, or update data contained within an existing plan. To support you, we have developed our own Travel Plan Template and Guidance documents for you to use as a basis for your Travel Plan (www.TfW.org.uk/plans.php).

You may also wish to use your results as part of your travel promotions, supporting specific travel initiatives.

Questions or Queries

If you have any questions or queries regarding your results or the survey in general please contact us:

Tel (01223) 715550
Email: info@tfw.org.uk

Modal Split Results 2015 (5 days – Monday 12th October to Friday 16th October 2015)

The following table compares your 2015 results to any previous data for your organisation, as well as the Travel for Work survey as a whole. If it is of interest, the most up to date regional and national travel to work survey figures are given with the TfC overall results, which can be found on the TfC website (www.tfw.org.uk/Survey/%202015/Overall%20TfC_TPP/us%20High%20Level%20Report.pdf).

We have reported the five days, Monday to Friday, in this table.

Mode	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	All TfC & TP+ Employers 2015
Bicycle	39.14%	37.55%	38.09%	41.94%	39.32%	39.97%	39.09%	40.30%	41.12%	40.88%	39.61%	41.91%	42.16%	25.19%
Car Share	9.34%	10.38%	8.62%	7.61%	6.70%	7.73%	7.22%	8.13%	7.87%	7.04%	6.77%	7.67%	8.03%	10.14%
Drive (alone)	29.02%	27.22%	25.04%	23.34%	24.15%	22.12%	22.40%	23.19%	23.69%	24.23%	25.85%	24.29%	24.95%	40.46%
Home working	n/a	0.97%	1.37%	1.29%	1.54%	1.85%	1.66%	1.03%	1.12%	1.36%	1.71%	0.90%	1.66%	1.90%
Motorbike	1.62%	1.29%	2.18%	1.21%	1.47%	0.32%	1.33%	1.03%	1.00%	1.08%	0.92%	0.83%	1.06%	0.89%
Other	n/a	0.50%	1.78%	0.37%	0.56%	0.32%	2.04%	0.15%	0.04%	0.05%	-	-	-	-
Other Workplace	n/a	1.37%	1.39%	1.11%	1.30%	1.64%	1.45%	1.32%	1.80%	1.51%	1.60%	0.39%	-	-
Public Bus	6.22%	8.01%	7.08%	9.97%	10.38%	8.71%	9.20%	8.76%	8.53%	8.10%	8.00%	8.05%	6.09%	6.54%
Staff Bus/Uni 4	0.06%	0.24%	0.18%	0.11%	0.07%	0.08%	0.01%	0.09%	0.03%	0.00%	0.12%	0.01%	0.54%	1.51%
Train	3.86%	3.80%	4.48%	4.47%	5.26%	5.57%	4.98%	6.56%	5.76%	6.06%	5.99%	5.77%	5.86%	6.50%
Walk	8.84%	8.66%	9.60%	8.75%	9.26%	10.11%	10.61%	9.43%	9.04%	9.70%	9.83%	10.18%	9.65%	6.87%
Number of one way trips	8,723	8,911	4,957	6,216	5,705	7,693	8,478	6,904	7,997	10,986	13,104	9,684	13,173	11,821
Participation	-	-	-	-	-	18%	20%	16%	18%	24%	29%	21%	24%	26%

The Saturday and Sunday results can be found in **Appendix A** which includes the full results for your employees.

TfC Analysis of your 2015 Survey Results

Comments contained in this section are specific to your company and are based on our interpretation of your 2015 survey results plus any background information provided by you previously.

<p>NO OF STAFF /RESPONDENTS /PARTICIPATION:</p>	<p>The participation rate was good at 24%, whilst lower than the average of all participating TfC member employers in Cambridgeshire, this year the sheer number of responses was at an all-time high. This is useful data for your travel plan upon which to base your actions for 2016.</p>
<p>POSITIVE AREAS:</p>	<ul style="list-style-type: none"> • Car Share has risen by just over 1% from last year. • Cycling is at an all-time high of over 42%. • Drive alone figures have reduced by 1% from 2014.
<p>IMPROVEMENT AREAS & SUGGESTIONS:</p>	<p>Appendix A shows that 20% of single occupancy car drivers are driving less than 5 miles to work - indicating there is potential to convert this cohort to cycling or walking to work.</p> <p>Bicycle Your cycling percentage continues to improve rising to 42%. This is a very promising figure that demonstrates your work towards solidifying your cycling culture in the workplace.</p> <p>For those who already cycle, keep your eye on the TfC Newsletter as there will be some cycling initiatives during the next year.</p> <p>In the meantime, contact TfC 01223 715550 to help you:</p> <ul style="list-style-type: none"> • Free Bicycle Training and Bicycle Maintenance Training for staff available as part of your travel plan initiatives www.TfW.org.uk/Discounts.php#OutspokenDiscount • Bicycle User Group (BUG) - these can be very effective in supporting existing cyclists and encouraging new ones. We have funding available to support/establish a BUG in-house or possibly with neighbouring businesses if this if of interest. <p>Also consider:</p> <ul style="list-style-type: none"> • Encouraging people to use the TfC Bike Discounts. See www.TfW.org.uk/Discounts.php#CycleShops for a listing of cycle shops that offer discounts and for a downloadable poster • Running a Cycling Breakfast Promotion or similar events by applying for a Workplace Event Grant in 2015-16 for events before 1st March 2016. More information available on our website at www.TfW.org.uk/services.php#eventgrant. • Promote your existing facilities e.g. showers and lockers, if available. • Promote the cycle journey planner to staff, see www.cyclestreets.net/ • Use www.camshare.co.uk to help people find a cycle buddy for free. • Consider setting up a cyclist's kit in reception, including items such as a pump, spare locks and puncture repair kits in case one of your cyclists forgets an item or has a mechanical problem while at work. • For all general maintenance problems such as potholes, gritting

cycle routes and overgrown hedgerows, please contact Cambridgeshire Direct on 0345 045 5200 or use the on-line reporting form at www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/10/roadworks_and_faults

Car Sharing

Car sharing is up to 8% (7% in 2014) but could still be improved since the average for all TfC employers is 10%. This is a relatively easy area to improve by:

- Promoting the **free** online car sharing matching service www.camshare.co.uk
- Use CamShare to help administer and monitor car sharing figures. Target informal car sharers to sign onto CamShare and find possible stories to help promote car sharing
- Keep an eye on future TfC newsletters, for **CamShare** promotions including prize draws and initiatives
- **Free TfC postcode mapping** to help your staff locate possible car sharing matches at your workplace
- Use your postcode maps to run a car sharing **event**. TfC can assist you to plan and run these events, or put you in touch with other employers that have already run such events. Use the **Event Grant** to fund your event www.TfW.org.uk/services.php#eventgrant.
- Use the **car share calculator** available on www.camshare.co.uk

Public Bus

Bus use appears to have dropped to 6% from 8% last year which may be worth investigating. There are multiple Bus Stops within 0.5 miles of your various sites and should continue to be promoted:

- Encourage staff to visit www.cambridgeshirebus.info where they can get an extensive range of bus information, such as locations of bus stops near work and home, as well as route and timetable information.
- It is also possible to get real-time bus information on your smartphone using the **My Bus Trip app**, or on your desktop/laptop computer. See: www.cambridgeshire.gov.uk/info/20017/buses/12/real_time_bus_information
- You may wish to consider installing an actual or virtual travel information board for staff. Alternatively a travel information page with live links could be created as part of your intranet system on your 'Location' page.

The Busway

For those who live or are travelling in convenient vicinity of The Busway, it offers commuters and staff travelling on business, a reliable, fast and frequent way of travelling between Huntingdon, St Ives and Cambridge. Service routes, timetables and fares are available at www.thebusway.info/

Train

About 23% of drive alone respondents live more than 20 miles from the office and may be able to take the train (current figure for train travel is 6%); though some respondents may not live near a convenient rail route. Your workplace has access to **Cambridge Station** and your staff are eligible for **10% discounts** on monthly through to annual season tickets.

	<p>It is worth promoting the train for the following reasons:</p> <ul style="list-style-type: none"> TfC has 10% discounts on season tickets, with both Great Northern Rail and Greater Anglia. If interested, please visit http://www.TfW.org.uk/Discounts.php#TrainDiscount. Carnet tickets, where 10 tickets can be purchased for the price of 9, are also available from both Great Northern Rail and Greater Anglia. It is possible to buy tickets with a PLUS bus element so that it is not necessary to buy additional bus tickets. See: www.plusbus.info Staff can work whilst travelling on the train. <p>Walking Walking continues to remain above the average for all TfC employees.</p> <p>There are a number of ways to promote walking such as the walking route planner www.walkit.com, and by holding workplace led walks during the lunch hour.</p> <p>Home Working Home working accounted for 2% of respondents. Is there any additional capacity for flexible working for this or does the nature of the work require attendance at the office?</p> <p>Journey The shortest journey recorded is 0.1 miles by walking c. The longest journey was travelled by train at 250miles.</p> <p>Travel Information Board Alternatively, a travel information page with live links could be created as part of your intranet system on your 'Location' page. For further information about what links to use, see www.TfW.org.uk/links.php#Howtofindus, which, includes information on creating a bespoke Transport Direct link for your workplace.</p> <p>Event Organisation If you want to put on a promotional event TfC can help with the organisation and the funding of attractions including things like Dr Bike or Cycle Smoothie through our Event Grant http://www.TfW.org.uk/services.php#eventgrant.</p>
COMMUTER COMMENTS	<p>Comments from your employees may be extremely helpful in identifying common traits, areas of deficiency or ideas for future initiatives.</p> <p>If you are interested in receiving anonymous comments from your survey respondents please contact the TfC team.</p>
SURVEY RESULTS DISTRIBUTED: - Internally (Newsletter, etc) Externally (E.g. Press & PR)	<p>We suggest that you make the survey results known to your staff as they will be interested.</p> <p>As you ran a prize draw, please consider publicising the winner in your own communications to encourage participation next year if you have not already done so.</p>
STAFF AWARENESS OF Travel initiatives:	<p>27% of respondents know you have a travel plan and 36% know who to contact regarding travel issues. The latter could be linked to the recent change in staff holding this position but overall these figures could be improved.</p>

	<p>Your promotion of travel initiatives will give staff a positive awareness of travel initiatives in 2016, and will help to encourage responses to next year's survey.</p> <p>As you develop or promote initiatives, ensure that on any promotions (leaflets, web info and flyers) that you have included an internal contact name, as well as details.</p>
NEXT STEPS SUGGESTIONS:	<p>Further improvements could be achieved by</p> <ul style="list-style-type: none"> Circulate to your staff the Commuter Section of our bimonthly TfC newsletter, for latest travel initiatives promotional ideas and CamShare prize draws. Promoting the free online matching service www.camshare.co.uk Consider promoting TfC 10% train season ticket discounts Updating and promoting your travel plan. TfC has the resources available and can help guide you through the process. Also look out for our travel plan best practice workshops to increase your knowledge and understanding.

Appendix A - Employer Results for 2015

Appendix A - Employer Results	University of Cambridge	
Reporting area	Results	
Number of respondents	2515	
Percentage of workforce	24%	
Number of trips recorded	13173	
Average number of trips per respondent	5.24	
Average distance travelled (miles)	8.73	
Longest distance travelled by mode (miles)	Train	250
Shortest distance travelled by mode (miles)	Walk	0.1
Average distance travelled by mode (miles)	Walk	1.64
	Public bus	8.85
	Guided Busway	13.89
	Park & Ride	3.76
	Drive on your own	15.44
	Cycle	2.94
	Company staff bus	2.76
	Car share (Driver)	15.36
	Car share (Non Driver)	14.66
	Motorbike	11.38
	Train	31.36
	Worked at home	8.04
	Drive alone - percentage of respondents and distance	Less than 2 miles
2.1 - 5 miles		15.32%
5.1 - 10 miles		22.95%
10.1 - 20 miles		34.08%
20.1 - 30 miles		13.30%
30.1 - 40 miles		5.26%
More than 40 miles		4.67%
Modal split Monday - Friday	Walk	9.65%
	Public bus	4.29%
	Guided Busway	1.61%
	Park & Ride	0.19%
	Drive on your own	24.95%
	Cycle	42.16%
	Company staff bus	0.54%
	Car share (Driver)	5.08%
	Car share (Non Driver)	2.95%
	Motorbike	1.06%
	Train	5.86%
Worked at home	1.66%	
Modal split Saturday - Sunday	Walk	12.69%
	Drive on your own	17.35%
	Public bus	2.26%
	Guided Busway	0.55%
	Park & Ride	0.00%
Cycle	46.50%	

	Company staff bus	0.00%	
	Car share (Driver)	2.54%	3.77%
	Car share (Non Driver)	1.23%	
	Motorbike	0.82%	
	Train	1.23%	
	Worked at home	14.81%	
Does my employer have a travel plan?	Yes	681	27.08%
	No	135	5.37%
	Don't know	1705	67.79%
Do you know who to contact for information on travel issues?	Yes	901	35.83%
	No	1620	64.41%
Did you travel on the A14 just north of the M11?	Yes	224	8.91%
	No	2297	91.33%
Do you wish to receive travel information from the University	Yes	951	37.81%
	No	1500	59.64%

Appendix B - 2015 Responses by Site

1	Academic Division	72
2	Administrative Services	30
3	African Studies	2
4	Anglo-Saxon, Norse and Celtic	0
5	Applied Mathematics and Theoretical Physics	58
6	Archaeology and Anthropology (Faculty Office)	0
7	Archaeology and Anthropology Department	23
8	Architecture and History of Art	5
9	Arts and Humanities (Councils of the School)	2
10	Asian and Middle Eastern Studies	14
11	Biochemistry	16
12	Biological Anthropology	4
13	Biological Sciences	19
14	Biomedical Support Services	8
15	Biotechnology	3
16	Board of Graduate Studies	5
17	Botanic Gardens	4
18	CAPE 53 Cape 1 Park Cycle	0
19	CARET	0
20	CRASSH	16
21	CRUK Cambridge Institute	85
22	Cambridge Admissions Office	18
23	Cambridge Archaeology Unit	11
24	Cambridge Assessment (Individuals)	0
25	Cambridge Commonwealth Trust	7
26	Cambridge Enterprise	34
27	Cambridge Institute for Medical Research	35
28	Cambridge Institute for Sustainability Leadership	7
29	Cambridge Schools Classics Project	6
30	Cambridge Sports Centre	0

TfC – Helping Cambridgeshire get there!

10

31	Cambridge Students Union	0
32	Careers Service	10
33	Central Bio-medical Services (Individual Contact)	24
34	Central Offices	12
35	Central Science Library	0
36	Centre for Business Research	0
37	Centre for Family Research	1
38	Centre for Mathematical Sciences	28
39	Chemical Engineering and Biotechnology	44
40	Chemistry	103
41	Classics	12
42	Clinical Biochemistry (Individual Contacts)	10
43	Clinical Medicine (Individual Contacts)	63
44	Clinical School	43
45	College Park Cycle Individual Contacts x11)	0
46	Computer Laboratory	59
47	Computing Service	3
48	Continuing Education	23
49	Counselling Service	15
50	Criminology	11
51	Department of Politics and International Studies	15
52	Department of Public Health and Primary Care	18
53	Dental Service	0
54	Development Office (Individual Contacts)	1
55	Development Studies Committee	1
56	Developmental Psychiatry (Individual Contact)	0
57	Disability Resource Centre	4
58	Divinity	11
59	Earth Sciences	4
60	Economics	14
61	Education Section (Individual Contact)	19

TfC – Helping Cambridgeshire get there!

11

62	Engineering	6
63	English	3
64	English and Applied Linguistics	0
65	Estate Management	125
66	Experimental Psychology	2
67	Faculty of Education	43
68	Finance Division	59
69	Fitzwilliam Museum	36
70	Gates Cambridge Trust	0
71	Genetics	56
72	Geography	28
73	Graduate Union	0
74	Gurdon Institute	40
75	Health and Safety Division	4
76	History	1
77	History and Philosophy of Science	14
78	Hitachi Cape	0
79	Human, Social, and Political Science (Faculty Office)	9
80	Humanities and Social Sciences (Councils of the School)	2
81	Institute of Medical Research (Individual Contact) P&C	17
82	Institute of Public Health	47
83	Judge Business School plus Entrepreneurial Learning	17
84	Kings College Hostel	1
85	Land Economy	19
86	Language Centre	6
87	Latin-American Studies	1
88	Law	26
89	Library	12
90	Magnetic Resonance Research Centre Cape	0
91	Manufacturing Engineering/ Old Press	0
92	Materials Science and Metallurgy	43

TfC – Helping Cambridgeshire get there!

93	McDonald Institute for Archaeological Research	3
94	Modern and Medieval Languages	2
95	Moore Library	3
96	Museum of Archaeology and Anthropology	0
97	Music	17
98	Nanoscience	5
99	Nursery	0
100	Occupational Health and Safety Service	6
101	Other	136
102	Pathology	5
103	Pharmacology	4
104	Philosophy	10
105	Physical Sciences	3
106	Physics	62
107	Physiology, Development and Neuroscience	57
108	Plant Sciences	72
109	Psychiatry	19
110	Psychology	18
111	Pure Mathematics	34
112	Registry's Office	9
113	Residences	1
114	Sainsbury Laboratory	8
115	Scott Polar Research Institute	2
116	Social Anthropology	10
117	Social and Political Science	9
118	South Asian Studies	1
119	Stem Cell Research Institute	33
120	Sustainability Leadership	9
121	Technology	3
122	Unit for Landscape Modelling	0
123	University Card Office	0

TfC – Helping Cambridgeshire get there!

124	University Information Services	105
125	University Library	85
126	University Sports and Social Club	0
127	University of Cambridge Primary School	5
128	Veterinary Medicine	72
129	Veterinary Medicine Students Park and Cycle	0
130	Zoology	64

Appendix C - 2015 Site by Site Results

Site name	Academic Division	
Number of respondents	72	
Modal split Monday - Friday	Walk	14.87%
	Public bus	0.58%
	Drive on your own	25.07%
	Cycle	32.94%
	Car share (Driver)	3.79%
	Car Share (Non Driver)	2.33%
	Motor bike	2.62%
	Train	13.99%
	Worked at home	0.29%
	Guided Busway	2.92%
	Park & Ride	0.58%
	Uni 4 Bus	0.29%
Modal split Saturday - Sunday	Walk	16.67%
	Public bus	0.00%
	Drive on your own	41.67%
	Cycle	41.67%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	0.00%
	Guided Busway	0.00%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%

Site name	Administrative Services	
Number of respondents	30	
Modal split Monday - Friday	Walk	10.85%
	Public bus	7.75%
	Drive on your own	27.91%
	Cycle	31.78%
	Car share (Driver)	3.88%
	Car Share (Non Driver)	0.00%
	Motor bike	1.55%
	Train	11.63%
	Worked at home	0.78%
	Guided Busway	3.88%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%
Modal split Saturday - Sunday	Walk	0.00%
	Public bus	0.00%
	Drive on your own	18.18%
	Cycle	81.82%
	Car share (Driver)	0.00%

	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	0.00%
	Guided Busway	0.00%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%

Site name	Applied Mathematics and Theoretical Physics	
Number of respondents	58	
Modal split Monday - Friday	Walk	13.81%
	Public bus	2.24%
	Drive on your own	4.48%
	Cycle	63.43%
	Car share (Driver)	1.12%
	Car Share (Non Driver)	5.97%
	Motor bike	0.00%
	Train	8.21%
	Worked at home	0.75%
	Guided Busway	0.00%
Modal split Saturday - Sunday	Park & Ride	0.00%
	Uni 4 Bus	0.00%
	Walk	9.52%
	Public bus	0.00%
	Drive on your own	9.52%
	Cycle	71.43%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
Worked at home	9.52%	
Guided Busway	0.00%	
Park & Ride	0.00%	
Uni 4 Bus	0.00%	

Site name	Archaeology and Anthropology Department	
Number of respondents	23	
Modal split Monday - Friday	Walk	27.10%
	Public bus	0.00%
	Drive on your own	9.35%
	Cycle	42.99%
	Car share (Driver)	10.28%
	Car Share (Non Driver)	2.80%
	Motor bike	0.00%
	Train	0.93%
	Worked at home	6.54%
Guided Busway	0.00%	

	Park & Ride	0.00%
	Uni 4 Bus	0.00%
Modal split Saturday - Sunday	Walk	20.69%
	Public bus	0.00%
	Drive on your own	10.34%
	Cycle	48.28%
	Car share (Driver)	3.45%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	17.24%
	Guided Busway	0.00%
Park & Ride	0.00%	
Uni 4 Bus	0.00%	

Site name	Asian and Middle Eastern Studies	
Number of respondents	14	
Modal split Monday - Friday	Walk	22.81%
	Public bus	5.26%
	Drive on your own	33.33%
	Cycle	29.82%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	8.77%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	0.00%
	Guided Busway	0.00%
Modal split Saturday - Sunday	Park & Ride	0.00%
	Uni 4 Bus	0.00%
	Walk	33.33%
	Public bus	0.00%
	Drive on your own	0.00%
	Cycle	16.67%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	16.67%
	Motor bike	0.00%
	Train	0.00%
Worked at home	33.33%	
Guided Busway	0.00%	
Park & Ride	0.00%	
Uni 4 Bus	0.00%	

Site name	Biochemistry	
Number of respondents	16	
Modal split Monday - Friday	Walk	15.79%
	Public bus	0.00%
	Drive on your own	7.89%

	Cycle	47.37%
	Car share (Driver)	2.63%
	Car Share (Non Driver)	6.58%
	Motor bike	6.58%
	Train	13.16%
	Worked at home	0.00%
	Guided Busway	0.00%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%
Modal split Saturday - Sunday	Walk	18.75%
	Public bus	0.00%
	Drive on your own	12.50%
	Cycle	50.00%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	6.25%
	Worked at home	12.50%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	

Site name	Biological Sciences	
Number of respondents	19	
Modal split Monday - Friday	Walk	5.38%
	Public bus	4.30%
	Drive on your own	7.53%
	Cycle	43.01%
	Car share (Driver)	10.75%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	16.13%
	Worked at home	7.53%
	Guided Busway	5.38%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	
Modal split Saturday - Sunday	Walk	20.00%
	Public bus	0.00%
	Drive on your own	10.00%
	Cycle	40.00%
	Car share (Driver)	10.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
Worked at home	20.00%	
Guided Busway	0.00%	
Park & Ride	0.00%	

TfC – Helping Cambridgeshire get there!

18

	Uni 4 Bus	0.00%
--	-----------	-------

Site name	Cambridge Admissions Office	
Number of respondents	18	
Modal split Monday - Friday	Walk	14.87%
	Public bus	0.58%
	Drive on your own	25.07%
	Cycle	32.94%
	Car share (Driver)	3.79%
	Car Share (Non Driver)	2.33%
	Motor bike	2.62%
	Train	13.99%
	Worked at home	0.29%
	Guided Busway	2.92%
	Park & Ride	0.58%
Uni 4 Bus	0.29%	
Modal split Saturday - Sunday	Walk	16.67%
	Public bus	0.00%
	Drive on your own	41.67%
	Cycle	41.67%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	0.00%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	

Site name	Cambridge Archaeology Unit	
Number of respondents	11	
Modal split Monday - Friday	Walk	0.00%
	Public bus	0.00%
	Drive on your own	46.30%
	Cycle	25.93%
	Car share (Driver)	20.37%
	Car Share (Non Driver)	7.41%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	0.00%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	
Modal split Saturday - Sunday	Walk	0.00%
	Public bus	0.00%
	Drive on your own	33.33%
	Cycle	50.00%

TfC – Helping Cambridgeshire get there!

19

	Car share (Driver)	16.67%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	0.00%
	Guided Busway	0.00%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%

Site name	Cambridge Enterprise	
Number of respondents	34	
Modal split Monday - Friday	Walk	3.33%
	Public bus	3.33%
	Drive on your own	45.33%
	Cycle	38.00%
	Car share (Driver)	2.67%
	Car Share (Non Driver)	0.67%
	Motor bike	0.00%
	Train	3.33%
	Worked at home	0.67%
	Guided Busway	2.67%
Modal split Saturday - Sunday	Park & Ride	0.00%
	Uni 4 Bus	0.67%
	Walk	0.00%
	Public bus	0.00%
	Drive on your own	0.00%
	Cycle	100.00%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
Worked at home	0.00%	
Guided Busway	0.00%	
Park & Ride	0.00%	
Uni 4 Bus	0.00%	

Site name	Cambridge Institute for Medical Research	
Number of respondents	35	
Modal split Monday - Friday	Walk	4.46%
	Public bus	3.82%
	Drive on your own	33.76%
	Cycle	40.13%
	Car share (Driver)	3.82%
	Car Share (Non Driver)	7.01%
	Motor bike	0.00%
	Train	5.10%
	Worked at home	1.27%

	Guided Busway	0.64%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%
Modal split Saturday - Sunday	Walk	0.00%
	Public bus	0.00%
	Drive on your own	14.29%
	Cycle	64.29%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	21.43%
	Guided Busway	0.00%
Park & Ride	0.00%	
Uni 4 Bus	0.00%	

Site name	CRASSH	
Number of respondents	16	
Modal split Monday - Friday	Walk	14.80%
	Public bus	9.21%
	Drive on your own	6.91%
	Cycle	51.64%
	Car share (Driver)	3.29%
	Car Share (Non Driver)	3.29%
	Motor bike	2.30%
	Train	7.57%
	Worked at home	0.99%
	Guided Busway	0.00%
Modal split Saturday - Sunday	Park & Ride	0.00%
	Uni 4 Bus	0.00%
	Walk	10.81%
	Public bus	16.22%
	Drive on your own	10.81%
	Cycle	40.54%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	5.41%
	Motor bike	5.41%
	Train	0.00%
Worked at home	10.81%	
Guided Busway	0.00%	
Park & Ride	0.00%	
Uni 4 Bus	0.00%	

Site name	CRUK Cambridge Institute	
Number of respondents	85	
Modal split Monday - Friday	Walk	14.80%
	Public bus	9.21%

	Drive on your own	6.91%
	Cycle	51.64%
	Car share (Driver)	3.29%
	Car Share (Non Driver)	3.29%
	Motor bike	2.30%
	Train	7.57%
	Worked at home	0.99%
	Guided Busway	0.00%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%
Modal split Saturday - Sunday	Walk	10.81%
	Public bus	16.22%
	Drive on your own	10.81%
	Cycle	40.54%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	5.41%
	Motor bike	5.41%
	Train	0.00%
	Worked at home	10.81%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	

Site name	Central Bio-medical Services (Individual Contact)	
Number of respondents	24	
Modal split Monday - Friday	Walk	0.00%
	Public bus	4.63%
	Drive on your own	42.59%
	Cycle	17.59%
	Car share (Driver)	12.96%
	Car Share (Non Driver)	7.41%
	Motor bike	4.63%
	Train	9.26%
	Worked at home	0.93%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	
Modal split Saturday - Sunday	Walk	0.00%
	Public bus	0.00%
	Drive on your own	36.36%
	Cycle	27.27%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	18.18%
	Motor bike	0.00%
	Train	0.00%
Worked at home	18.18%	
Guided Busway	0.00%	

	Park & Ride	0.00%
	Uni 4 Bus	0.00%

Site name	Central Offices	
Number of respondents	12	
Modal split Monday - Friday	Walk	0.00%
	Public bus	0.00%
	Drive on your own	73.68%
	Cycle	10.53%
	Car share (Driver)	8.77%
	Car Share (Non Driver)	7.02%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	0.00%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	
Modal split Saturday - Sunday	Walk	0.00%
	Public bus	0.00%
	Drive on your own	14.29%
	Cycle	85.71%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	0.00%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	

Site name	Centre for Mathematical Sciences	
Number of respondents	28	
Modal split Monday - Friday	Walk	14.87%
	Public bus	0.58%
	Drive on your own	23.91%
	Cycle	34.11%
	Car share (Driver)	3.79%
	Car Share (Non Driver)	2.33%
	Motor bike	2.62%
	Train	13.99%
	Worked at home	0.29%
	Guided Busway	2.92%
	Park & Ride	0.58%
Uni 4 Bus	0.29%	
Modal split Saturday - Sunday	Walk	16.67%
	Public bus	0.00%
	Drive on your own	41.67%

	Cycle	41.67%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	0.00%
	Guided Busway	0.00%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%

Site name	Chemical Engineering and Biotechnology	
Number of respondents	44	
Modal split Monday - Friday	Walk	11.17%
	Public bus	11.17%
	Drive on your own	10.68%
	Cycle	39.81%
	Car share (Driver)	11.17%
	Car Share (Non Driver)	1.94%
	Motor bike	0.00%
	Train	6.31%
	Worked at home	0.97%
	Guided Busway	6.80%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	
Modal split Saturday - Sunday	Walk	22.50%
	Public bus	0.00%
	Drive on your own	7.50%
	Cycle	47.50%
	Car share (Driver)	2.50%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	2.50%
	Worked at home	17.50%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	

Site name	Chemistry	
Number of respondents	103	
Modal split Monday - Friday	Walk	17.04%
	Public bus	3.04%
	Drive on your own	12.98%
	Cycle	49.29%
	Car share (Driver)	4.06%
	Car Share (Non Driver)	1.62%
	Motor bike	0.00%
	Train	6.29%

	Worked at home	2.84%
	Guided Busway	1.83%
	Park & Ride	1.01%
	Uni 4 Bus	0.00%
Modal split Saturday - Sunday	Walk	37.21%
	Public bus	2.33%
	Drive on your own	0.00%
	Cycle	30.23%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	30.23%
	Guided Busway	0.00%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%

Site name	Classics	
Number of respondents	12	
Modal split Monday - Friday	Walk	28.07%
	Public bus	0.00%
	Drive on your own	8.77%
	Cycle	56.14%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	7.02%
	Worked at home	0.00%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	
Modal split Saturday - Sunday	Walk	50.00%
	Public bus	0.00%
	Drive on your own	0.00%
	Cycle	33.33%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	16.67%
	Guided Busway	0.00%
Park & Ride	0.00%	
Uni 4 Bus	0.00%	

Site name	Clinical Medicine (Individual Contacts)	
Number of respondents	63	
Modal split Monday - Friday	Walk	6.00%

	Public bus	5.67%
	Drive on your own	32.00%
	Cycle	43.00%
	Car share (Driver)	5.67%
	Car Share (Non Driver)	3.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	1.67%
	Guided Busway	3.00%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%
Modal split Saturday - Sunday	Walk	10.71%
	Public bus	7.14%
	Drive on your own	25.00%
	Cycle	35.71%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	21.43%
	Guided Busway	0.00%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%

Site name	Clinical School	
Number of respondents	43	
Modal split Monday - Friday	Walk	11.17%
	Public bus	11.17%
	Drive on your own	10.68%
	Cycle	39.81%
	Car share (Driver)	11.17%
	Car Share (Non Driver)	1.94%
	Motor bike	0.00%
	Train	6.31%
	Worked at home	0.97%
	Guided Busway	6.80%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	
Modal split Saturday - Sunday	Walk	22.50%
	Public bus	0.00%
	Drive on your own	7.50%
	Cycle	47.50%
	Car share (Driver)	2.50%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	2.50%
Worked at home	17.50%	

TfC – Helping Cambridgeshire get there!

26

	Guided Busway	0.00%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%

Site name	Computer Laboratory	
Number of respondents	59	
Modal split Monday - Friday	Walk	4.80%
	Public bus	1.11%
	Drive on your own	22.51%
	Cycle	52.40%
	Car share (Driver)	5.54%
	Car Share (Non Driver)	3.69%
	Motor bike	1.11%
	Train	5.17%
	Worked at home	3.32%
	Guided Busway	0.00%
	Park & Ride	0.37%
Uni 4 Bus	0.37%	
Modal split Saturday - Sunday	Walk	3.92%
	Public bus	1.96%
	Drive on your own	7.84%
	Cycle	54.90%
	Car share (Driver)	3.92%
	Car Share (Non Driver)	3.92%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	23.53%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	

Site name	Continuing Education	
Number of respondents	23	
Modal split Monday - Friday	Walk	0.00%
	Public bus	3.70%
	Drive on your own	80.56%
	Cycle	11.11%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	4.63%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	0.00%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	
Modal split Saturday - Sunday	Walk	0.00%
	Public bus	0.00%

TfC – Helping Cambridgeshire get there!

27

	Drive on your own	70.00%
	Cycle	30.00%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	0.00%
	Guided Busway	0.00%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%

Site name	Counselling Service	
Number of respondents	15	
Modal split Monday - Friday	Walk	0.00%
	Public bus	8.82%
	Drive on your own	29.41%
	Cycle	47.06%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	7.35%
	Motor bike	0.00%
	Train	7.35%
	Worked at home	0.00%
	Guided Busway	0.00%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%
	Modal split Saturday - Sunday	Walk
Public bus		0.00%
Drive on your own		0.00%
Cycle		0.00%
Car share (Driver)		0.00%
Car Share (Non Driver)		0.00%
Motor bike		0.00%
Train		0.00%
Worked at home		0.00%
Guided Busway		0.00%
Park & Ride		0.00%
Uni 4 Bus	0.00%	

Site name	CRASSH	
Number of respondents	16	
Modal split Monday - Friday	Walk	26.67%
	Public bus	5.33%
	Drive on your own	2.67%
	Cycle	57.33%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%

	Train	8.00%
	Worked at home	0.00%
	Guided Busway	0.00%
	Park & Ride	0.00%
	Uni 4 Bus	1.33%
Modal split Saturday - Sunday	Walk	33.33%
	Public bus	0.00%
	Drive on your own	0.00%
	Cycle	50.00%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	16.67%
	Guided Busway	0.00%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%

Site name	CRUK Cambridge Institute	
Number of respondents	85	
Modal split Monday - Friday	Walk	4.90%
	Public bus	3.43%
	Drive on your own	20.10%
	Cycle	50.25%
	Car share (Driver)	8.58%
	Car Share (Non Driver)	3.19%
	Motor bike	2.94%
	Train	1.47%
	Worked at home	1.96%
	Guided Busway	3.19%
	Park & Ride	0.00%
	Uni 4 Bus	0.25%
Modal split Saturday - Sunday	Walk	10.26%
	Public bus	2.56%
	Drive on your own	25.64%
	Cycle	23.08%
	Car share (Driver)	5.13%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	33.33%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	

Site name	Department of Politics and International Studies	
Number of respondents	15	

Modal split Monday - Friday	Walk	12.33%
	Public bus	0.00%
	Drive on your own	21.92%
	Cycle	45.21%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	20.55%
	Worked at home	0.00%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	
Modal split Saturday - Sunday	Walk	20.00%
	Public bus	0.00%
	Drive on your own	20.00%
	Cycle	60.00%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	0.00%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	

Site name	Department of Public Health and Primary Care	
Number of respondents	18	
Modal split Monday - Friday	Walk	4.08%
	Public bus	0.29%
	Drive on your own	2.92%
	Cycle	88.05%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	3.21%
	Worked at home	1.46%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	
Modal split Saturday - Sunday	Walk	0.00%
	Public bus	0.00%
	Drive on your own	0.00%
	Cycle	98.20%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
Train	0.00%	

	Worked at home	1.80%
	Guided Busway	0.00%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%

Site name	Divinity	
Number of respondents	11	
Modal split Monday - Friday	Walk	15.69%
	Public bus	0.00%
	Drive on your own	7.84%
	Cycle	52.94%
	Car share (Driver)	5.88%
	Car Share (Non Driver)	3.92%
	Motor bike	0.00%
	Train	13.73%
	Worked at home	0.00%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	
Modal split Saturday - Sunday	Walk	18.18%
	Public bus	0.00%
	Drive on your own	0.00%
	Cycle	45.45%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	18.18%
	Worked at home	18.18%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	

Site name	Economics	
Number of respondents	14	
Modal split Monday - Friday	Walk	32.31%
	Public bus	0.00%
	Drive on your own	15.38%
	Cycle	47.69%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	4.62%
	Worked at home	0.00%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	1.54%	
Modal split Saturday -	Walk	33.33%

Sunday	Public bus	0.00%
	Drive on your own	0.00%
	Cycle	33.33%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	33.33%
	Guided Busway	0.00%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%

Site name	Education Section (Individual Contact)	
Number of respondents	19	
Modal split Monday - Friday	Walk	10.87%
	Public bus	0.00%
	Drive on your own	52.17%
	Cycle	33.70%
	Car share (Driver)	1.09%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	2.17%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	
Modal split Saturday - Sunday	Walk	0.00%
	Public bus	0.00%
	Drive on your own	58.82%
	Cycle	35.29%
	Car share (Driver)	5.88%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	0.00%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	

Site name	Estate Management	
Number of respondents	122	
Modal split Monday - Friday	Walk	6.07%
	Public bus	5.03%
	Drive on your own	33.28%
	Cycle	27.90%
	Car share (Driver)	8.67%
	Car Share (Non Driver)	5.20%

	Motor bike	5.55%
	Train	6.41%
	Worked at home	0.52%
	Guided Busway	0.69%
	Park & Ride	0.69%
	Uni 4 Bus	0.00%
	Modal split Saturday - Sunday	Walk
Public bus		1.52%
Drive on your own		22.73%
Cycle		57.58%
Car share (Driver)		3.03%
Car Share (Non Driver)		0.00%
Motor bike		6.06%
Train		0.00%
Worked at home		6.06%
Guided Busway		0.00%
Park & Ride		0.00%
Uni 4 Bus	0.00%	

Site name	Faculty of Education	
Number of respondents	43	
Modal split Monday - Friday	Walk	10.53%
	Public bus	4.09%
	Drive on your own	39.77%
	Cycle	26.32%
	Car share (Driver)	5.85%
	Car Share (Non Driver)	0.58%
	Motor bike	0.58%
	Train	11.70%
	Worked at home	0.58%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.58%	
Modal split Saturday - Sunday	Walk	16.67%
	Public bus	0.00%
	Drive on your own	25.00%
	Cycle	0.00%
	Car share (Driver)	8.33%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	50.00%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	

Site name	Finance Division	
Number of respondents	59	
Modal split Monday - Friday	Walk	1.87%
	Public bus	1.87%
	Drive on your own	55.60%
	Cycle	19.03%
	Car share (Driver)	7.84%
	Car Share (Non Driver)	5.22%
	Motor bike	0.00%
	Train	3.36%
	Worked at home	3.36%
	Guided Busway	1.87%
	Park & Ride	0.00%
	Uni 4 Bus	0.37%
Modal split Saturday - Sunday	Walk	28.57%
	Public bus	0.00%
	Drive on your own	28.57%
	Cycle	14.29%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	28.57%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	0.00%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	

Site name	Fitzwilliam Museum	
Number of respondents	36	
Modal split Monday - Friday	Walk	10.71%
	Public bus	16.07%
	Drive on your own	22.02%
	Cycle	22.62%
	Car share (Driver)	2.98%
	Car Share (Non Driver)	1.19%
	Motor bike	4.76%
	Train	17.86%
	Worked at home	1.79%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	
Modal split Saturday - Sunday	Walk	0.00%
	Public bus	0.00%
	Drive on your own	9.09%
	Cycle	36.36%
	Car share (Driver)	9.09%
	Car Share (Non Driver)	0.00%

	Motor bike	18.18%
	Train	0.00%
	Worked at home	27.27%
	Guided Busway	0.00%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%

Site name	Genetics	
Number of respondents	56	
Modal split Monday - Friday	Walk	6.30%
	Public bus	8.15%
	Drive on your own	14.81%
	Cycle	59.26%
	Car share (Driver)	1.48%
	Car Share (Non Driver)	0.74%
	Motor bike	0.00%
	Train	7.41%
	Worked at home	0.00%
	Guided Busway	1.85%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%
Modal split Saturday - Sunday	Walk	10.53%
	Public bus	7.02%
	Drive on your own	21.05%
	Cycle	50.88%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	3.51%
	Worked at home	7.02%
	Guided Busway	0.00%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%

Site name	Geography	
Number of respondents	28	
Modal split Monday - Friday	Walk	3.15%
	Public bus	11.81%
	Drive on your own	22.05%
	Cycle	51.18%
	Car share (Driver)	3.15%
	Car Share (Non Driver)	0.79%
	Motor bike	0.79%
	Train	3.15%
	Worked at home	0.00%
	Guided Busway	3.94%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%

Modal split Saturday - Sunday	Walk	0.00%
	Public bus	0.00%
	Drive on your own	0.00%
	Cycle	0.00%
	Car share (Driver)	33.33%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	66.67%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	

Site name	Gurdon Institute	
Number of respondents	40	
Modal split Monday - Friday	Walk	7.94%
	Public bus	0.00%
	Drive on your own	20.63%
	Cycle	57.14%
	Car share (Driver)	3.70%
	Car Share (Non Driver)	2.65%
	Motor bike	0.00%
	Train	7.94%
	Worked at home	0.00%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	
Modal split Saturday - Sunday	Walk	27.78%
	Public bus	0.00%
	Drive on your own	16.67%
	Cycle	55.56%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	0.00%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	

Site name	History and Philosophy of Science	
Number of respondents	14	
Modal split Monday - Friday	Walk	15.87%
	Public bus	17.46%
	Drive on your own	11.11%
	Cycle	39.68%
	Car share (Driver)	0.00%

	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	14.29%
	Worked at home	1.59%
	Guided Busway	0.00%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%
	Modal split Saturday - Sunday	Walk
Public bus		0.00%
Drive on your own		0.00%
Cycle		62.50%
Car share (Driver)		0.00%
Car Share (Non Driver)		0.00%
Motor bike		0.00%
Train		0.00%
Worked at home		25.00%
Guided Busway		0.00%
Park & Ride	0.00%	
Uni 4 Bus	0.00%	

Site name	Institute of Medical Research (Individual Contact) P&C	
Number of respondents	17	
Modal split Monday - Friday	Walk	6.10%
	Public bus	6.10%
	Drive on your own	31.71%
	Cycle	43.90%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	4.88%
	Worked at home	4.88%
	Guided Busway	2.44%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	
Modal split Saturday - Sunday	Walk	0.00%
	Public bus	0.00%
	Drive on your own	33.33%
	Cycle	33.33%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	33.33%
	Guided Busway	0.00%
Park & Ride	0.00%	
Uni 4 Bus	0.00%	

Site name	Institute of Public Health	
Number of respondents	47	
Modal split Monday - Friday	Walk	4.06%
	Public bus	0.51%
	Drive on your own	43.15%
	Cycle	33.50%
	Car share (Driver)	3.05%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	7.61%
	Worked at home	8.12%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	
Modal split Saturday - Sunday	Walk	0.00%
	Public bus	0.00%
	Drive on your own	33.33%
	Cycle	0.00%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	66.67%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	

Site name	Judge Business School plus Entrepreneurial Learning	
Number of respondents	17	
Modal split Monday - Friday	Walk	14.83%
	Public bus	0.87%
	Drive on your own	23.84%
	Cycle	34.01%
	Car share (Driver)	3.78%
	Car Share (Non Driver)	2.33%
	Motor bike	2.62%
	Train	13.95%
	Worked at home	0.29%
	Guided Busway	2.91%
	Park & Ride	0.58%
Uni 4 Bus	0.29%	
Modal split Saturday - Sunday	Walk	14.83%
	Public bus	0.87%
	Drive on your own	23.84%
	Cycle	34.01%
	Car share (Driver)	3.78%
	Car Share (Non Driver)	2.33%

	Motor bike	2.62%
	Train	13.95%
	Worked at home	0.29%
	Guided Busway	2.91%
	Park & Ride	0.58%
	Uni 4 Bus	0.29%

Site name	Land Economy	
Number of respondents	19	
Modal split Monday - Friday	Walk	22.73%
	Public bus	2.27%
	Drive on your own	22.73%
	Cycle	31.82%
	Car share (Driver)	5.68%
	Car Share (Non Driver)	0.00%
	Motor bike	1.14%
	Train	6.82%
	Worked at home	1.14%
	Guided Busway	5.68%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	
Modal split Saturday - Sunday	Walk	60.00%
	Public bus	0.00%
	Drive on your own	0.00%
	Cycle	0.00%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	40.00%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	

Site name	Law	
Number of respondents	26	
Modal split Monday - Friday	Walk	18.49%
	Public bus	0.00%
	Drive on your own	27.73%
	Cycle	50.42%
	Car share (Driver)	1.68%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	1.68%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	

Modal split Saturday - Sunday	Walk	31.25%
	Public bus	0.00%
	Drive on your own	0.00%
	Cycle	31.25%
	Car share (Driver)	6.25%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	31.25%
	Guided Busway	0.00%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%

Site name	Library	
Number of respondents	12	
Modal split Monday - Friday	Walk	9.09%
	Public bus	3.64%
	Drive on your own	16.36%
	Cycle	47.27%
	Car share (Driver)	10.91%
	Car Share (Non Driver)	12.73%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	0.00%
	Guided Busway	0.00%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%
Modal split Saturday - Sunday	Walk	0.00%
	Public bus	0.00%
	Drive on your own	0.00%
	Cycle	100.00%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	0.00%
	Guided Busway	0.00%
Park & Ride	0.00%	
Uni 4 Bus	0.00%	

Site name	Materials Science and Metallurgy	
Number of respondents	43	
Modal split Monday - Friday	Walk	1.98%
	Public bus	0.00%
	Drive on your own	7.92%
	Cycle	76.73%
	Car share (Driver)	6.93%

	Car Share (Non Driver)	1.49%
	Motor bike	0.00%
	Train	2.48%
	Worked at home	0.00%
	Guided Busway	2.48%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%
	Modal split Saturday - Sunday	Walk
Public bus		0.00%
Drive on your own		0.00%
Cycle		76.47%
Car share (Driver)		0.00%
Car Share (Non Driver)		0.00%
Motor bike		0.00%
Train		0.00%
Worked at home		5.88%
Guided Busway		0.00%
Park & Ride	0.00%	
Uni 4 Bus	0.00%	

Site name	Music	
Number of respondents	17	
Modal split Monday - Friday	Walk	21.13%
	Public bus	0.00%
	Drive on your own	29.58%
	Cycle	38.03%
	Car share (Driver)	7.04%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	4.23%
	Guided Busway	0.00%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%
Modal split Saturday - Sunday	Walk	0.00%
	Public bus	0.00%
	Drive on your own	40.00%
	Cycle	60.00%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	0.00%
	Guided Busway	0.00%
Park & Ride	0.00%	
Uni 4 Bus	0.00%	

Site name	Other	
Number of respondents	136	
Modal split Monday - Friday	Walk	9.21%
	Public bus	5.65%
	Drive on your own	31.83%
	Cycle	38.61%
	Car share (Driver)	4.85%
	Car Share (Non Driver)	2.26%
	Motor bike	0.00%
	Train	3.07%
	Worked at home	1.78%
	Guided Busway	2.75%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%
Modal split Saturday - Sunday	Walk	16.46%
	Public bus	7.59%
	Drive on your own	21.52%
	Cycle	48.10%
	Car share (Driver)	2.53%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	3.80%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	

Site name	Physics	
Number of respondents	62	
Modal split Monday - Friday	Walk	9.79%
	Public bus	3.85%
	Drive on your own	20.98%
	Cycle	57.34%
	Car share (Driver)	5.94%
	Car Share (Non Driver)	1.05%
	Motor bike	0.00%
	Train	1.05%
	Worked at home	0.00%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	
Modal split Saturday - Sunday	Walk	25.00%
	Public bus	0.00%
	Drive on your own	8.33%
	Cycle	66.67%
	Car share (Driver)	0.00%
Car Share (Non Driver)	0.00%	

	Motor bike	0.00%
	Train	0.00%
	Worked at home	0.00%
	Guided Busway	0.00%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%

Site name	Physiology, Development and Neuroscience	
Number of respondents	57	
Modal split Monday - Friday	Walk	11.85%
	Public bus	0.37%
	Drive on your own	8.52%
	Cycle	55.93%
	Car share (Driver)	4.44%
	Car Share (Non Driver)	5.56%
	Motor bike	1.48%
	Train	5.93%
	Worked at home	1.11%
	Guided Busway	4.81%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	
Modal split Saturday - Sunday	Walk	9.62%
	Public bus	0.00%
	Drive on your own	7.69%
	Cycle	48.08%
	Car share (Driver)	5.77%
	Car Share (Non Driver)	3.85%
	Motor bike	0.00%
	Train	5.77%
	Worked at home	19.23%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	

Site name	Plant Sciences	
Number of respondents	72	
Modal split Monday - Friday	Walk	14.87%
	Public bus	0.58%
	Drive on your own	25.07%
	Cycle	32.94%
	Car share (Driver)	3.79%
	Car Share (Non Driver)	2.33%
	Motor bike	2.62%
	Train	13.99%
	Worked at home	0.29%
	Guided Busway	2.92%
	Park & Ride	0.58%
Uni 4 Bus	0.29%	

Modal split Saturday - Sunday	Walk	16.67%
	Public bus	0.00%
	Drive on your own	41.67%
	Cycle	41.67%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	0.00%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	

Site name	Psychiatry	
Number of respondents	19	

Modal split Monday - Friday	Walk	14.87%
	Public bus	0.58%
	Drive on your own	25.07%
	Cycle	32.94%
	Car share (Driver)	3.79%
	Car Share (Non Driver)	2.33%
	Motor bike	2.62%
	Train	13.99%
	Worked at home	0.29%
	Guided Busway	2.92%
	Park & Ride	0.58%
Uni 4 Bus	0.29%	

Modal split Saturday - Sunday	Walk	16.67%
	Public bus	0.00%
	Drive on your own	41.67%
	Cycle	41.67%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	0.00%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	

Site name	Psychology	
Number of respondents	17	

Modal split Monday - Friday	Walk	14.87%
	Public bus	0.58%
	Drive on your own	25.07%
	Cycle	32.94%
	Car share (Driver)	3.79%

	Car Share (Non Driver)	2.33%
	Motor bike	2.62%
	Train	13.99%
	Worked at home	0.29%
	Guided Busway	2.92%
	Park & Ride	0.58%
	Uni 4 Bus	0.29%
Modal split Saturday - Sunday	Walk	16.67%
	Public bus	0.00%
	Drive on your own	41.67%
	Cycle	41.67%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	0.00%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	

Site name	Pure Mathematics	
Number of respondents	34	

Modal split Monday - Friday	Walk	14.87%
	Public bus	0.58%
	Drive on your own	25.07%
	Cycle	32.94%
	Car share (Driver)	3.79%
	Car Share (Non Driver)	2.33%
	Motor bike	2.62%
	Train	13.99%
	Worked at home	0.29%
	Guided Busway	2.92%
	Park & Ride	0.58%
Uni 4 Bus	0.29%	

Modal split Saturday - Sunday	Walk	16.67%
	Public bus	0.00%
	Drive on your own	41.67%
	Cycle	41.67%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	0.00%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	

Site name	Stem Cell Research Institute	
Number of respondents	33	
Modal split Monday - Friday	Walk	0.00%
	Public bus	6.25%
	Drive on your own	13.75%
	Cycle	51.88%
	Car share (Driver)	6.25%
	Car Share (Non Driver)	5.63%
	Motor bike	0.00%
	Train	6.25%
	Worked at home	3.75%
	Guided Busway	3.13%
	Park & Ride	3.13%
	Uni 4 Bus	0.00%
Modal split Saturday - Sunday	Walk	0.00%
	Public bus	6.90%
	Drive on your own	13.79%
	Cycle	27.59%
	Car share (Driver)	6.90%
	Car Share (Non Driver)	3.45%
	Motor bike	0.00%
	Train	3.45%
	Worked at home	31.03%
	Guided Busway	6.90%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%

Site name	University Information Services	
Number of respondents	105	
Modal split Monday - Friday	Walk	0.80%
	Public bus	2.00%
	Drive on your own	44.89%
	Cycle	33.07%
	Car share (Driver)	8.22%
	Car Share (Non Driver)	2.61%
	Motor bike	0.40%
	Train	4.21%
	Worked at home	1.00%
	Guided Busway	2.81%
	Park & Ride	0.00%
	Uni 4 Bus	0.20%
Modal split Saturday - Sunday	Walk	0.00%
	Public bus	3.85%
	Drive on your own	34.62%
	Cycle	50.00%
	Car share (Driver)	3.85%
	Car Share (Non Driver)	1.92%

	Motor bike	0.00%
	Train	0.00%
	Worked at home	1.92%
	Guided Busway	3.85%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%

Site name	University Library	
Number of respondents	84	
Modal split Monday - Friday	Walk	12.96%
	Public bus	7.14%
	Drive on your own	15.34%
	Cycle	41.80%
	Car share (Driver)	9.26%
	Car Share (Non Driver)	6.08%
	Motor bike	0.00%
	Train	7.41%
	Worked at home	0.00%
	Guided Busway	0.00%
	Park & Ride	0.00%
	Uni 4 Bus	0.26%
Modal split Saturday - Sunday	Walk	5.88%
	Public bus	3.53%
	Drive on your own	15.29%
	Cycle	56.47%
	Car share (Driver)	7.06%
	Car Share (Non Driver)	0.00%
	Motor bike	0.00%
	Train	0.00%
	Worked at home	11.76%
	Guided Busway	0.00%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%

Site name	Veterinary Medicine	
Number of respondents	72	
Modal split Monday - Friday	Walk	2.63%
	Public bus	2.92%
	Drive on your own	51.75%
	Cycle	29.82%
	Car share (Driver)	7.89%
	Car Share (Non Driver)	0.29%
	Motor bike	0.58%
	Train	1.75%
	Worked at home	2.34%
	Guided Busway	0.00%
	Park & Ride	0.00%
	Uni 4 Bus	0.00%

Modal split Saturday - Sunday	Walk	4.48%
	Public bus	0.00%
	Drive on your own	29.85%
	Cycle	44.78%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	0.00%
	Motor bike	1.49%
	Train	0.00%
	Worked at home	19.40%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	

Site name	Zoology	
Number of respondents	64	
Modal split Monday - Friday	Walk	14.80%
	Public bus	9.21%
	Drive on your own	6.91%
	Cycle	51.64%
	Car share (Driver)	3.29%
	Car Share (Non Driver)	3.29%
	Motor bike	2.30%
	Train	7.57%
	Worked at home	0.99%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	
Modal split Saturday - Sunday	Walk	10.81%
	Public bus	16.22%
	Drive on your own	10.81%
	Cycle	40.54%
	Car share (Driver)	0.00%
	Car Share (Non Driver)	5.41%
	Motor bike	5.41%
	Train	0.00%
	Worked at home	10.81%
	Guided Busway	0.00%
	Park & Ride	0.00%
Uni 4 Bus	0.00%	

Appendix 3.5 – 2016 Base Flows

No.	Link	2016 Base	
		AM	PM
1.0	M11 - J12 - J13 - Nbd	3,392	3,503
1.0	M11 - J12 - J13 - Sbd	3,503	3,392
1.1	M11 J13 -J14 - Nbd	2,199	2,902
1.1	M11 J13 -J14 - Sbd	2,651	2,368
1.2	M11 between A14 Ebd on-slip / Huntingdon Rd on slip - Nbd	1,464	2,144
1.2	M11 between A14 Ebd on-slip / Huntingdon Rd on slip - Sbd	2,144	1,534
1.3	M11 J13 off-slip - Nbd	950	633
1.3	M11 J13 on-slip - Sbd	353	788
2.0	A14 West of J30 (Bar Hill) - Ebd	3,685	3,342
2.0	A14 West of J30 (Bar Hill) - Wbd	3,081	4,224
2.1	A14 North West of M11 J14 - Ebd	3,697	3,309
2.1	A14 North West M11 J14 - Wbd	2,994	3,989
2.2	A14 West of J32 Interchange - Ebd	3,711	3,619
2.2	A14 West of J32 Interchange - Wbd	3,619	3,711
2.3	A428 -West of M11 J14 - Ebd	1,567	721
2.3	A428 - West of M11 J14 - Wbd	756	1,203
3.0	A1303 East of Madingley Mulch R'bout Ebd	474	513
3.0	A1303 East of Madingley Mulch R'bout Wbd	516	1,190
3.1	Madingley Rd - East of Cambridge Rd Crossroads Wbd	499	1,199
3.1	Madingley Rd - East of Cambridge Rd Crossroads Ebd	722	494
3.2	Madingley Rd on Over Bridge M11 Ebd	1,205	416
3.2	Madingley Rd on Over Bridge M11 Wbd	180	738
3.3	Madingley Rd between M11 Sbd On Slip - Proposed Madingley Rd West Access Ebd	1,212	424
3.3	Madingley Rd between M11 Sbd On Slip - Proposed Madingley Rd West Access Wbd	321	1,210
3.4	Madingley Rd - West of P&R Access Wbd	321	1,210

No.	Link	2016 Base	
		AM	PM
3.4	Madingley Rd - West of P&R Access Ebd	1,212	424
3.5	Madingley Rd - East of P&R Access Wbd	368	1,018
3.5	Madingley Rd - East of P&R Access Ebd	1,071	468
3.6	Madingley Rd - East of Proposed High Cross Access Ebd	885	469
3.6	Madingley Rd - East of Proposed High Cross Access Wbd	414	786
3.7	Madingley Rd - East of JJ Thomson Ave Ebd	837	637
3.7	Madingley Rd - East of JJ Thomson Ave Wbd	591	737
3.8	Madingley Rd - East of Clerk Maxwell Rd Ebd	755	684
3.8	Madingley Rd - East of Clerk Maxwell Rd Wbd	643	674
3.9	Madingley Rd - East of Storey's Way Ebd	685	566
3.9	Madingley Rd - East of Storey's Way Wbd	628	599
3.10	Madingley Rd - East of Grange Road Ebd	685	566
3.10	Madingley Rd - East of Grange Road Wbd	628	599
3.11	Madingley Rd - West of Queen's Rd / Northampton St R'bout Ebd	807	573
3.11	Madingley Rd - West of Queen's Rd / Northampton St R'bout Wbd	588	708
3.12	Northampton St - West of Pound Hill Ebd	463	652
3.12	Northampton St - West of Pound Hill Wbd	558	575
4.0	Huntingdon Rd - West of Proposed NWC HRW Access NWbd	326	689
4.0	Huntingdon Rd - West of Proposed NWC HRW Access SEbd	400	332
4.1	Huntingdon Rd - South East of Grange Drive opposite Girton College NWbd	326	689
4.1	Huntingdon Rd - South East of Grange Drive opposite Girton College SEbd	400	332
4.2	Huntingdon Rd - East of NWC HRW Access NWbd	389	944
4.2	Huntingdon Rd - East of NWC HRW Access SEbd	668	452
4.3	Huntingdon Rd - East of Darwin Green Access NWbd	443	995
4.3	Huntingdon Rd - East of Darwin Green Access SEbd	942	518
4.4	Huntingdon Rd - East of Storey's Way NWbd	462	889
4.4	Huntingdon Rd - East of Storey's Way SEbd	792	548

No.	Link	2016 Base	
		AM	PM
5.0	Barton Rd - West of Grantchester Rd Ebd	1,115	489
5.0	Barton Rd - West of Grantchester Rd Wbd	303	968
5.1	Barton Rd - East of Grantchester Rd Ebd	618	437
5.1	Barton Rd - East of Grantchester Rd Wbd	282	926
6.0	Queen's Rd - North of West Rd Nbd	463	654
6.0	Queen's Rd - North of West Rd Sbd	781	550
7.0	Histon Road - South of A14 Nbd	946	1,619
7.0	Histon Road - South of A14 Sbd	1,825	1,217
8.0	Grange Rd - South of Madingley Rd Nbd	195	201
8.0	Grange Rd - South of Madingley Rd Sbd	321	151
9.0	Storey's Way - between Madingley Rd and Huntingdon Rd Ebd	260	82
9.0	Storey's Way - between Madingley Rd and Huntingdon Rd Wbd	91	217
10.0	Girton Rd - North of Huntingdon Rd Nbd	137	335
10.0	Girton Rd - North of Huntingdon Rd Sbd	342	202
11.0	Proposed Darwin Green Access - between Huntingdon Rd and Histon Rd Nbd	0	0
11.0	Proposed Darwin Green Access - between Huntingdon Rd and Histon Rd Sbd	0	0
11.1	Proposed Madingley Rd West Access to NWC Nbd	0	0
11.1	Proposed Madingley Rd West Access to NWC Sbd	0	0
11.2	Proposed Huntingdon Rd West Access to NWC Nbd	0	0
11.2	Proposed Huntingdon Rd West Access to NWC Sbd	0	0
11.3	Proposed Huntingdon Rd East Access to NWC Sbd	0	0
11.3	Proposed Huntingdon Rd East Access to NWC Nbd	0	0
12.0	Western Access to Madingley Rd Nbd	0	0
12.0	Western Access to Madingley Rd Sbd	0	0
12.1	High Cross Access to Madingley Rd Nbd	36	257
12.1	High Cross Access to Madingley Rd Sbd	275	46
12.2	JJ Thomson Ave Access to Madingley Rd Nbd	90	227

No.	Link	2016 Base	
		AM	PM
12.2	JJ Thomson Ave Access to Madingley Rd Sbd	238	77
12.3	Clerk Maxwell Rd Nbd – South of Car Park Access	10	32
12.3	Clerk Maxwell Rd Sbd – South of Car Park Access	38	9
12.4	Clerk Maxwell Rd Sbd – North of Car Park Access	119	9
12.4	Clerk Maxwell Rd Nbd – North of Car Park Access	4	103

Appendix 3.6 - Road Safety Assessment

Link collisions

- 1.1 Of the collisions on the links considered in Section 3.9, there is no instance where the link studied has a higher than anticipated personal injury collision record. The observed records on all links were equal or lower than that anticipated.
- 1.2 The 1.9km section of Madingley Road link to the west of the Cambridge Road crossroads is the link with the highest observed record (11), although it is well below the anticipated level (17). On this link recorded statistics show that:
 - i) The only fatal injury collision in the entire study area occurred along Madingley Road approximately 250m west of the Madingley Road / Cambridge Road crossroad junction, and involved a car. There were no other vehicles involved.
 - ii) There is a collection of three further slight personal injury collisions at the same location as the above fatality, 250m west of the Madingley Road / Cambridge Road crossroads junction. All involved cars, and loss of control on the bend involving no other vehicle.
- 1.3 As these 4 collisions could be speed related, a review of the existing road markings and signing is proposed to alert motorists of this and the existing road geometry which includes the tight bend.
- 1.4 There was one serious collision near the American Military Cemetery involving three cars where traffic appeared to be stationary.
- 1.5 The remaining six collisions were distributed along the remaining length of the link, with some around the Crome Lea Business Park. All involve cars and are classed as slight. In two instances, the collisions involved motorcycles overtaking stationary traffic while the car was undertaking a u-turn manoeuvre on the carriageway. All records imply that there was stationary traffic.

Junction collisions

- 1.6 Of the collisions on the above junctions listed in Section 3.9, one has a higher than anticipated personal injury collision record. The observed records on all other junctions were equal or lower than those anticipated.
- 1.7 There were a total of eight observed collisions recorded at the Madingley Road / Storey's Way priority junction. Six of these collisions were classified as slight and two were classified as serious. All of these collisions involved vulnerable road users. It was noted that:
 - i) one serious collision occurred when a cyclist and a bus collided. Both the cyclist and the bus were travelling west-east along Madingley Road;
 - ii) the other serious collision involved a motorcycle travelling east – southwest overtaking on nearside and a pedal cycle turning right (east to north);
 - iii) one slight collision involved a single motorcycle travelling north-south stopping;
 - iv) one slight collision involved a car turning left (parked; no further details) and a motorcycle waiting to go ahead but held up (parked; no further details);

- v) one slight collision involved a car turning right (north – west) and a motorcycle going ahead (east – west);
 - vi) one slight collision involved a cyclist going straight west-east and a minibus turning left (west to north);
 - vii) one slight collision involved a car travelling east – west and a cyclist travelling east – west both turning right;
 - viii) one slight collision involved two cars and a cyclist and appears to be a rear shunt where one car moving off northeast - south hit a second car (parked; slow or stopping) and the pedal cycle (also recorded as parked; slow or stopping).
- 1.8 There appears to be some common issue, relating to the eastbound movements. This may be exacerbated by the two physical islands with bollards which form part of the Madingley Road / Storey's Way priority junction arrangement – these cause the width of Madingley Road to narrow to the immediate east of the junction, which would impact on movements along this link west-east.
- 1.9 There were four observed collisions which occurred at the Madingley Road / Grange Road signalised junction, all of which were classified as slight in severity, and all involved cyclists. It was noted that:
- i) two of these incidents occurred as a result of a vehicle travelling east-south colliding with a cyclist travelling east-west;
 - ii) two of these incidents occurred as a result of both the cyclist and vehicle traveling west-east, and colliding. One of these occurred when a cyclist switched to the right lane (a west-south movement).
- There is a short length of feeder cycle lane along the southern side of Madingley Road, approximately 15m in length, which terminates at the controlled crossing point adjacent to Grange Road. This may confuse priority of the different road users, and encourage inappropriate cyclist speeds.
- 1.10 There was one observed collision recorded at the Madingley Road / Wilberforce Road priority junction. It was classified as slight in severity. It involved a motorcyclist travelling east-west. No other vehicles were involved.
- 1.11 There was one observed collision at the Madingley Road / JJ Thomson Avenue priority junction. It was classified as slight. The incident involved two cars; one of which was turning right onto Madingley Road from JJ Thomson Avenue and the other car was traveling east-west along Madingley Road. The pedestrian and cyclist crossing facility has recently been enhanced with the provision of a toucan crossing. The form of this junction may change as a consequence of the Development.
- 1.12 There were two observed collisions at the Madingley Road / Clerk Maxwell Road priority junction; both involved a motorcyclist and a car and both were classified as serious in severity. It was noted that:
- i) one collision occurred between a car turning right out of Clerk Maxwell Road onto Madingley Road, with a motorbike travelling east-west along Madingley Road; and
 - ii) the other collision involved a car emerging from Clerk Maxwell Road onto Madingley Road, the motorbike travelling west-east along Madingley Road.
- 1.13 Both collisions involved motorcycles. Both collisions may have been influenced by limited visibility for emerging vehicles and the misinterpretation of the motor cycle speed.

- 1.14 One collision occurred at the Madingley Road / High Cross priority junction involving two cars and a motorcyclist. One of the cars was turning right onto Madingley Road from High Cross; the other car was travelling west-east along Madingley Road. The motorbike was travelling east-west along Madingley Road. The motorcyclist was overtaking a stationary vehicle on its off-side. This junction form has recently been reconstructed recently.
- 1.15 The one collision that occurred at the Madingley Road / M11 on-slip junction involved a motorcyclist and a car, and was classified as slight in severity. The car was turning right onto the M11 on-slip, the motorbike was travelling east-west along Madingley Road.
- 1.16 No collisions were recorded at the Madingley Road / M11 off-slip junction.
- 1.17 There were six collisions observed at the Madingley Road / Cambridge Road crossroads junction, four of which were classified as serious, and two were classified as slight. Four of these collisions involved vulnerable road users. It was noted that:
- i) two collisions involved motorbikes, one was classified as slight and two were classified as serious:
 - a serious injury collision involved a motorbike turning right into Cambridge Road to the north, from Madingley Road. The car was travelling west-east along Madingley Road;
 - a slight injury collision, involved a motorcyclist travelling west-east, and a car traveling from Cambridge Road from the south onto Madingley Road. The motorcyclist was overtaking a stationary vehicle on its off-side;
 - ii) two collisions involved cyclists - one was classified as slight and the other was classified as serious:
 - the serious injury collision occurred when a cyclist was travelling west-east along Madingley Road, and a car was turning right onto Cambridge Road to the north from Madingley Road;
 - the slight injury collision occurred when a cyclist travelling west to east was hit by a bus or coach moving off south to north at the junction.
 - iii) two collisions involved cars only; both were classified as serious:
 - one serious injury collision involved three cars; one was turning right into Cambridge Road to the north from Madingley Road. The second car was travelling west-east along Madingley Road. The third car was turning right onto Madingley Road from Cambridge Road to the south;
 - the other serious injury collision involved a single car going ahead east-west.
- 1.18 Whilst there appear to be limited common issues with each of these incidents, they may reflect either inappropriate speeds, or constrained visibility along Madingley Road. A review of the existing road markings and signing is proposed to alert motorists of this junction.



Job Name:	West Cambridge
Job Number:	31500
Title	2016 Observed Flows - Accident Analysis

	Growth Factor		TEMPRO 2013 -2015		TEMPRO 2014 -2015		TEMPRO 2014 -2016	
	Factor 1	Factor 2	AM	PM	AM	PM	AM	PM
Madingley Rd		Barton Rd						
Combined AM / PM to AADT	6.70	6.10	1.0129	1.0134	1.0257	1.0268	1.0346	1.0381

Accidents on Links															
Link Reference	Link Description	Observed Data										Anticipated (National) Data			
		Total Observed Accidents	AM Peak	PM Peak	Combined AM / PM	Approx AADT	Link Length (Km)	Rate (PIA/MV-km)	DMRB Link No.	Speed Limit	DMRB Description	Link only Accident Rate	Link & Junction Accident Rate	Link only Accident Rate	Link & Junction Accident Rate
1	Madingley Road - Madingly Mulch Roundabout to west of Cambridge Road junction	11	1171	1883	3054	20462	1.9	0.16	8	40	Older S2 A Roads	0.24	0.67	17	48
2	Madingley Road - Cambridge Road to M11 Off-slip	6	1407	1814	3221	21581	0.7	0.22	8	40	Older S2 A Roads	0.24	0.67	7	19
3	Madingley Road - M11 Off-slip to west of JJ Thomson Ave	4	1489	1383	2872	17521	1.1	0.11	8	30	Older S2 A Roads	0.24	0.67	8	24
4	Madingley Road - west of JJ Thomson Avenue to east of Grange Road	5	1361	1284	2645	16135	1.0	0.17	8	30	Older S2 A Roads	0.24	0.67	7	20

Prepared by:	M Balding
Checked by:	E Moran
Date of 1st Issue:	16/12/2015
Revision:	

Rev Mark	Revision Description	Date	Check

Job Name:	West Cambridge
Job Number:	31500
Title:	2016 Observed Flows - Accident Analysis

	Growth Factor		TEMPRO 2013 -2015		TEMPRO 2014 -2015		TEMPRO 2014 -2016	
	Factor 1	Factor 2	AM	PM	AM	PM	AM	PM
	Madingley Rd	Barton Rd						
Combined AM / PM to AADT	6.70	6.10	1.0129	1.0134	1.0257	1.0268	1.0346	1.0381



Year of Count Data			2016
--------------------	--	--	------

Observed Accidents at Junctions																			
Junction Reference	Junction Description	Total Observed Accidents	Junction Type	Coba Junction type	Coeff 'a'	Power 'b'	Formula Type	AM & PM peak inflow - Major Arm (s)	AM & PM peak inflow - Minor Arm (s)	Major Arm AADT	Minor Arm AADT	(f)	2000 BASE		Junction Type		Accident Rate (β)	2014	
													(A) Predicted accidents per year	Total Anticipated accidents in 5 years	COBA Junction Types Classification (A, B, C or D)	Desc.		(A) Predicted accidents per year	Total Anticipated accidents in 5 years
1	Madingley Road – Cambridge Road crossroad junction	6	Crossroad	5	0.361	0.44	I	3221	478	21581	3203	24.78	1.5	7	C	Major, NBU	0.984	1	6
2	Madingley Road – M11 off-slip signalised junction	0	3 Arm Signalised	37	0.223	0.61	I	3657	0	24502	0	24.50	1.6	8	C	Major, NBU	0.984	1	6
3	Madingley Road – M11 on-slip priority junction	1	3 Arm Signalised	37	0.223	0.61	I	2860	1305	19162	8744	27.91	1.7	8	C	Major, NBU	0.984	1	7
4	Madingley Road – Park & Ride signalised junction	3	3 Arm Signalised	37	0.223	0.61	I	3428	248	20911	1513	22.42	1.5	7	A	Major BU	0.991	1	7
5	Madingley Road – High Cross priority junction	1	3 Arm Priority Jct	1	0.195	0.46	C	3001	348	18306	2123	38.86	1.1	5	B	Minor, BU	0.976	1	4
6	Madingley Road - JJ Thomson Avenue priority junction	1	3 Arm Priority Jct	1	0.195	0.46	C	2845	336	17355	2050	35.57	1.0	5	B	Minor, BU	0.976	1	4
7	Madingley Road – Clerk Maxwell priority junction	2	3 Arm Priority Jct	1	0.195	0.46	C	3051	130	18611	793	14.76	0.7	3	B	Minor, BU	0.976	0	2
8	Madingley Road –Wilberforce Road priority junction***	1	3 Arm Priority Jct	1	0.195	0.46	C	3051	130	18611	793	14.76	0.7	3	B	Minor, BU	0.976	0	2
9	Madingley Road – Storey's Way priority junction***	8	3 Arm Priority Jct	1	0.195	0.46	C	2873	654	17523	3989	69.90	1.4	7	B	Minor, BU	0.976	1	5
10	Madingley Road - Grange Road signalised junction***	4	3 Arm Signalised	37	0.223	0.61	I	2528	333	15421	2030	17.45	1.3	6	A	Major BU	0.991	1	6
11	Madingley Mulch Roundabout	8	5 Arm Roudnabout	57	0.007	1.77	I	2537	1189	15476	7253	22.73	1.8	9	A	Major BU	0.991	2	8

FORMULA	
Anticipated Accidents	
$A_N =$	$A_0 \times \beta^N$
where:	
β	Accident Rate (Table XX)
N	number of years
A	$a (f)^b$

Rev Mark	Revision Description	Date	Check

Prepared by:	
Checked by:	
Date of 1st Issue:	
Revision:	

Appendix 4.1 - Detailed summary of current policy, guidance and emerging strategies and how these relate to West Cambridge

National Policy and Guidance

National Planning Policy Framework

When the National Planning Policy Framework (NPPF) was published on 27th March 2012, it replaced all Planning Policy Guidance (PPG) and Planning Policy Statements (PPS).

The NPPF promotes sustainable development and states that there is to be a "*presumption in favour of sustainable development*" when making plans and decisions.

Transport policies should play a part in facilitating sustainable development and contribute to wider sustainability and health objectives. "*Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.*"

According to Paragraph 29 of the NPPF there should be a positive balance in the transport system towards sustainable transport modes and this should give people a real choice about the way in which they travel. The need to travel could be reduced by smarter use of technologies.

A Transport Statement or Transport Assessment and Travel Plan should be provided for all developments that generate significant amounts of movement (Paragraphs 32 and 36 of the NPPF) and decisions should ensure that they "are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised" (Paragraph 34), and take account of whether:

- *the opportunities for sustainable transport modes have been taken up...;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development.*

To facilitate the use of sustainable modes of transport, Paragraph 35 states that, where feasible, developments should be located and designed to:

- *accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians...;*
- *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *consider the needs of people with disabilities by all modes of transport.*

In terms of managing the off-site impacts of the traffic generated from the development, paragraph 32 also states:

“Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”.

Planning Practice Guidance – (Travel Plans, Transport Assessments and Statements in Decision Taking – Updated 06/03/2014)

This guidance, in part, supersedes earlier guidance published by the Department for Transport in 2009 ('Good Practice Guidelines: Delivering Travel Plans through the Planning Process') and has been prepared in consultation with Department for Communities and Local Government (DCLG), bringing together current practice from examples from around the country.

The guidelines cover, in particular:

- when is a Transport Assessment required;
- how should the need for and scope of a Transport Assessment be established; and
- what information should be included in Transport Assessments.

The planning practice guidance provides advice on what information should be included in Transport Assessments it states that:

“Paragraph 32 of the National Planning Policy Framework sets out that all developments that generate significant amounts of transport movement should be supported by a Transport Statement or Transport Assessment

- *Key issues to consider at the start of preparing a Transport Assessment or Statement may include:*
- *The planning context of the development proposal;*
- *Appropriate study parameters (i.e. area, scope and duration of study);*
- *Assessment of public transport capacity, walking/ cycling capacity and road network capacity;*
- *Road trip generation and trip distribution methodologies and/ or assumptions about the development proposal;*
- *Measures to promote sustainable travel;*
- *Safety implications of development; and*
- *Mitigation measures (where applicable) – including scope and implementation strategy.”*

The Planning Practice Guidance also states that:

“The scope and level of detail in a Transport Assessment or Statement will vary from site to site but the following should be considered when settling the scope of the proposed assessment:

- *Information about the proposed development and site layout;*
- *Information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;*
- *Data about existing public transport provision;*

- *A qualitative and quantitative description of the travel characteristics of the proposed development;*
- *An assessment of trips from all directly relevant committed development in the area;*
- *Data about current traffic flows on links and at junctions within the study area and identification of critical links and junctions on the highways network;*
- *An analysis of the accident records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period if the proposed site has been identified as within a high accident area;*
- *An assessment of the likely associated environmental impacts of transport related to the development;*
- *Measures to improve the accessibility of the location, where these are necessary to make the development acceptable in planning terms;*
- *A description of parking facilities in the area and the parking strategy of the development;*
- *Ways of encouraging environmental sustainability by reducing the need to travel; and*
- *Measures to mitigate the residual impacts of development such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads.”*

Highways England (HE) Circular 02/2013: The Strategic Road Network and the Delivery of Sustainable Development

Relevant policy is also set out in Circular 02/2013 'The Strategic Road Network and the Delivery of Sustainable Development' published by Highways England (then operating as the Highways Agency) in September 2013.

Circular 02/2013 sets out the role of the Highways Agency in engaging with communities and developers to deliver sustainable development and economic growth.

Paragraph 9 sets out the broad policy aims of the circular as it relates to development proposals, stating that:

“Development proposals are likely to be acceptable if they can be accommodated within the existing capacity of a section (link or junction) ...or they do not increase demand for use of a section that is already operating at over-capacity levels, taking account of any travel plan, traffic management and/or capacity enhancement measures that may be agreed”.

However, with reference to decision making regarding developments, paragraph 9 goes on to state:

“However, development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”.

The circular also sets out the Highways Agency's commitment to the local plan process through involvement in the development of local plans, influencing the location, patterns and scale of development, the promotion of sustainable travel solutions and finally the identification of necessary capacity enhancements and infrastructure required to deliver strategic growth within the local plan.

Circular 02/2013 places an emphasis on the role of sustainable travel modes and travel planning as a means of managing the impact of development on the road network, acknowledging the role that area-wide travel plan initiatives can play to ‘free-up’ additional capacity so that travel demand created by a new development can be accommodated.

In assessing development impact, the circular states in paragraph 33:

“only after travel plan and demand management measure have been fully explored and applied will capacity enhancement measures be considered”.

In terms of mitigation of development impact, paragraph 34 states:

“Where insufficient capacity exists to provide for overall forecast demand at the time of opening, the impact of the development will be mitigated to ensure that at that time, the strategic road network is able to accommodate existing and development generated traffic”.

The key emphasis of this document reflects national guidance, stressing the obligation placed on every developer to ‘manage down’ traffic generation from new development, and to provide evidence that proposals for measures to reduce traffic generation from the site have been considered.

Local Policy and Guidance

Cambridge Local Plan 2014-2031 (Proposed Submission – July 2013)

The 2014 Cambridge Local Plan replaces the 2006 Local Plan and sets out the policies and proposals for future development and spatial planning requirements up to 2031. The July 2013 submission is the latest version of this document readily available and is scheduled to be adopted in 2015.

15 strategic objectives are identified for the implementation of the Local Plan under the spatial vision for Cambridge, with the following relevant to the West Cambridge Development:

- *“promote and support economic growth in environmentally sustainable and accessible locations, facilitating innovation... while maintaining the quality of life and place that contribute to economic success;*
- *be located to help minimise the distance people need to travel, and be designed to make it easy for everyone to move around the city and access jobs and services by sustainable modes of transport”.*

The second section of the Local Plan sets out the spatial strategy for Cambridge, with a number of policies in place to assist in *“planning for the compact city through focusing on new development in accessible locations, reusing previously developed land”.*

Policy 2 of the spatial strategy regards the location of employment development, and states:

“Proposals that help reinforce the existing high technology and research cluster of Cambridge will be supported. The Council will work with relevant partners, including the universities ...to attract employment in such activities”.

Supportive text of this policy states:

“economic growth has been predicated on the close links that have built up between businesses locating near similar businesses and close to the University of Cambridge. The sharing of ideas, staff, equipment and data, and collaborative working that has taken place have contributed to the dynamism, prosperity and further expansion of the local economy”.

The West Cambridge Development accords well with this policy particularly in the context of the supportive text, and will allow these benefits to develop further.

Policy 5 of the spatial strategy regards strategic transport infrastructure, placing emphasis on modal shift and greater use of sustainable transport. In particular, the following points will be supported, with the ones relevant to West Cambridge identified:

- *“Promoting greater pedestrian and cycle priority through and to the city centre, district centres and potentially incorporating public real and cycle parking improvements;*
- *Promoting sustainable transport and access for all to and from major employers, education and research clusters...;*

In April 2015 the University and Cambridge City Council agreed a Statement of Common Ground setting out proposed amendments to draft Policy 18. Included within the amended text is the following commitment:

3. *“Any densification of development on the site that results in a significant increase in floorspace, over that already approved, will be supported providing that:*
 - g. *It includes a comprehensive transport strategy for the site, incorporating a sustainable transport plan to minimise reliance on private cars. This should include assessing the level, form and type of car parking on the site;*
 - h. *That walking, cycling and public transport links (including access for all) to the city centre, railway station(s), other principal educational and employment sites, and other key locations within the city are enhanced to support sustainable development;*
... “

Greater Cambridge City Deal

The Greater Cambridge City Deal was promoted by Central Government, the local councils, businesses and the University of Cambridge, and aims to secure hundreds of millions of pounds of investment in the transport infrastructure, housing and skills needed to see future economic growth for the areas of Cambridge City and South Cambridgeshire District Councils.

The delivery of the City Deal has been separated across 3 tranches. ‘Tranche 1’, the first £100m of funding, will be made available for transport improvements in the five years from April 2015, and aims to be delivered by 2020. ‘Tranche 2’ and ‘Tranche 3’ focus more on providing mitigation measures and long-term initiatives which will result from the increased pressure on the transport network. These are expected to be delivered after 2025.

Of direct relevance to West Cambridge - albeit the route around West Cambridge has not been confirmed yet:

- i) a segregated Arc bus route will be provided with £23m of the first £100m of funding, made available for transport improvements in the five years from April 2015. This segregated Arc bus route will follow between the employment in the north and north-west of the city, the new residential communities to the west of Cambridge, and the Addenbrooke’s Biomedical Campus to the south, avoiding the congested city centre. This scheme will deliver significant capacity for public transport; and
- ii) improvements to west to east movements along Madingley Road are proposed. This includes the provision of a new segregated busway between the west – via Madingley Mulch Roundabout – and the east – to Grange Road.

Whilst these City Deal proposals will enhance connectivity to West Cambridge, the Development is not dependent upon its delivery. Similarly, the delivery of West Cambridge will not prejudice the delivery of the City Deal proposals.

Local Transport Policy and Guidance

Cambridge Local Transport Plan 2011-2026

Cambridgeshire's Third Local Transport Plan (also referred to as the LTP3) was adopted by CCC in January 2011, and covers the period 2011-2026.

Eight challenges are identified for Transport, a strategy is set out to address them.

Challenge 2 - Reducing the length of the commute and the need to travel by private car – states:

“Our transport strategy supports the development strategy for Cambridgeshire by aiming to reduce the need to travel and by providing sustainable travel options for new developments. We will focus on securing school, workplace and residential travel plans and support and encourage employers to adopt smarter choices measures to help reduce the need to travel. We will also support and encourage journey planning tools to improve information available for journeys by sustainable modes.”

In Section 4 - Meeting the Challenges - the summary of the LTP strategy to respond to this Challenge 2 states:

The strategy ... focuses on a wide range of smarter choices including workplace and residential travel planning, raising awareness of the different transport choices available to people, and promoting car sharing and car clubs....

- *Support the development strategy for Cambridgeshire by aiming to reduce the need to travel and by providing sustainable travel options for new developments.*
- *Focus on securing school, workplace and residential travel plans and support and encourage employers to adopt smarter choices measures to help reduce the need to travel.*
- *Support and encourage journey planning tools to improve information available for journeys by sustainable modes.*

The document later identifies “*The need for more ... workplace ... travel plans*” as a barrier. CCC commits to overcoming this barrier by processes that would

- *Encourage and promote the adoption of workplace ... travel plans;*
- *Support the development and adoption of local guidance and policies that promote travel planning, such as the upcoming Cambridgeshire Residential Travel Plan Guidance*
- *Encourage employers to introduce Travel for Work Partnerships (now known as Travel for Cambridgeshire) in offices*
- *Promote journey planning tools such as walkit (the urban walking route planner) and CamShare*

Transport Strategy for Cambridge / South Cambridgeshire (April 2014)

The Transport Strategy for Cambridge / South Cambridgeshire identified that this area has a dynamic economy, with a growth in jobs and population that will continue. In the period between 2013 and 2031, some 44,000 jobs are expected to be created and around 35,000 new dwellings will be built in and around the city.

It identifies that the transport network would support this growth and provides capacity to allow for the additional transport demands of new residents and workers, whilst protecting the area's distinctive character and environment.

To achieve this, sustainable transport capacity would need to be provided and enhanced in the city region between key economic hubs in and around the city, and to where people live and access services. The sustainable transport network will strengthen the employment hubs and High-Tec clusters in Cambridge and South Cambridgeshire, and in the surrounding towns, by making movement between them straightforward and convenient.

The strategy identifies:

- a high quality passenger transport network of bus, guided bus and rail services;
- comprehensive pedestrian and cycle networks;
- highways capacity enhancements to ensure that traffic can move efficiently in appropriate locations without interfering with passenger transport corridor in Cambridge and its fringes.

Whilst trips into the city will be possible by all modes of transport, priority will be given to passenger transport services, cyclists and pedestrians. It is acknowledged that the permeability of the city will vary depending on the mode of transport chosen.

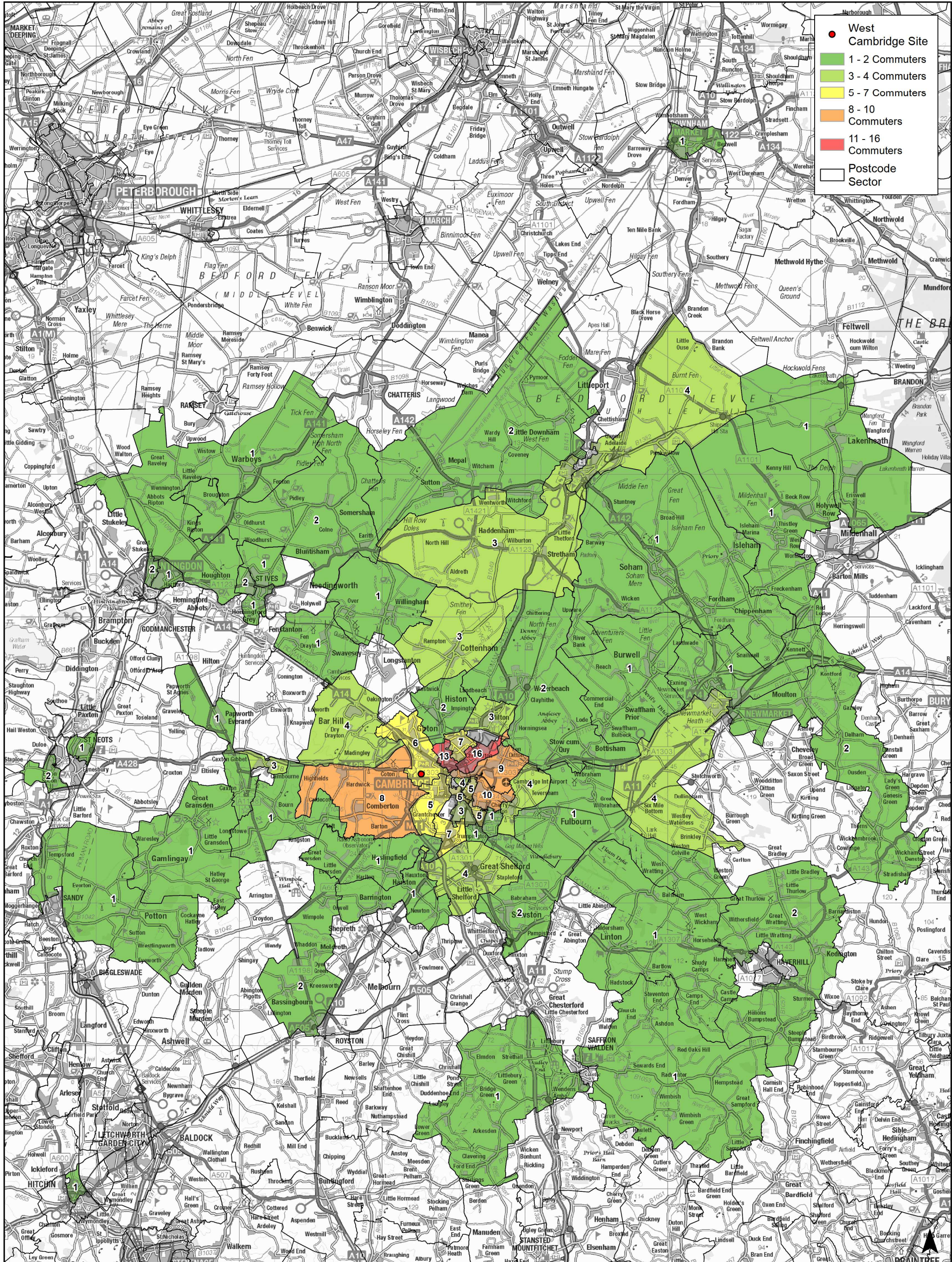
All areas of the city will be highly accessible by passenger transport, cycling and walking. Movements along radial routes and Arc routes will be prioritised and it will be easy and direct to travel between different areas of the city.

General vehicular traffic will still be able to travel between most areas, however it will not receive priority at pinch points.

To enable priority to be given to passenger transport, road space will need to be reallocated from general vehicular traffic. In the case of Arc movements however, it will mean that more capacity for general traffic will need to be provided to enable this to happen. In the short to medium term, the strategy will focus on overcoming pinch points on the passenger transport network as well as creating a comprehensive and coherent cycle and pedestrian network that connects key economic hubs to transport interchanges and residential areas.

In the longer term, investment will be sought to transform whole routes through filling key gaps in the network and introducing high quality facilities. Further demand management measures will be considered in the form of more widespread parking restrictions and extending the principles of the core traffic scheme to the wider city.

Appendix 6.1 – Assessment of Potential Occupants' Post Code data



West Cambridge Site

- 1 - 2 Commuters
- 3 - 4 Commuters
- 5 - 7 Commuters
- 8 - 10 Commuters
- 11 - 16 Commuters
- 17 - 20 Commuters
- Postcode Sector



Client
 Service Layer Credits:
 Contains Ordnance Survey data © Crown copyright and database right 2016.

0 5 10 Km

1:229,280 @ A3

06/05/2016

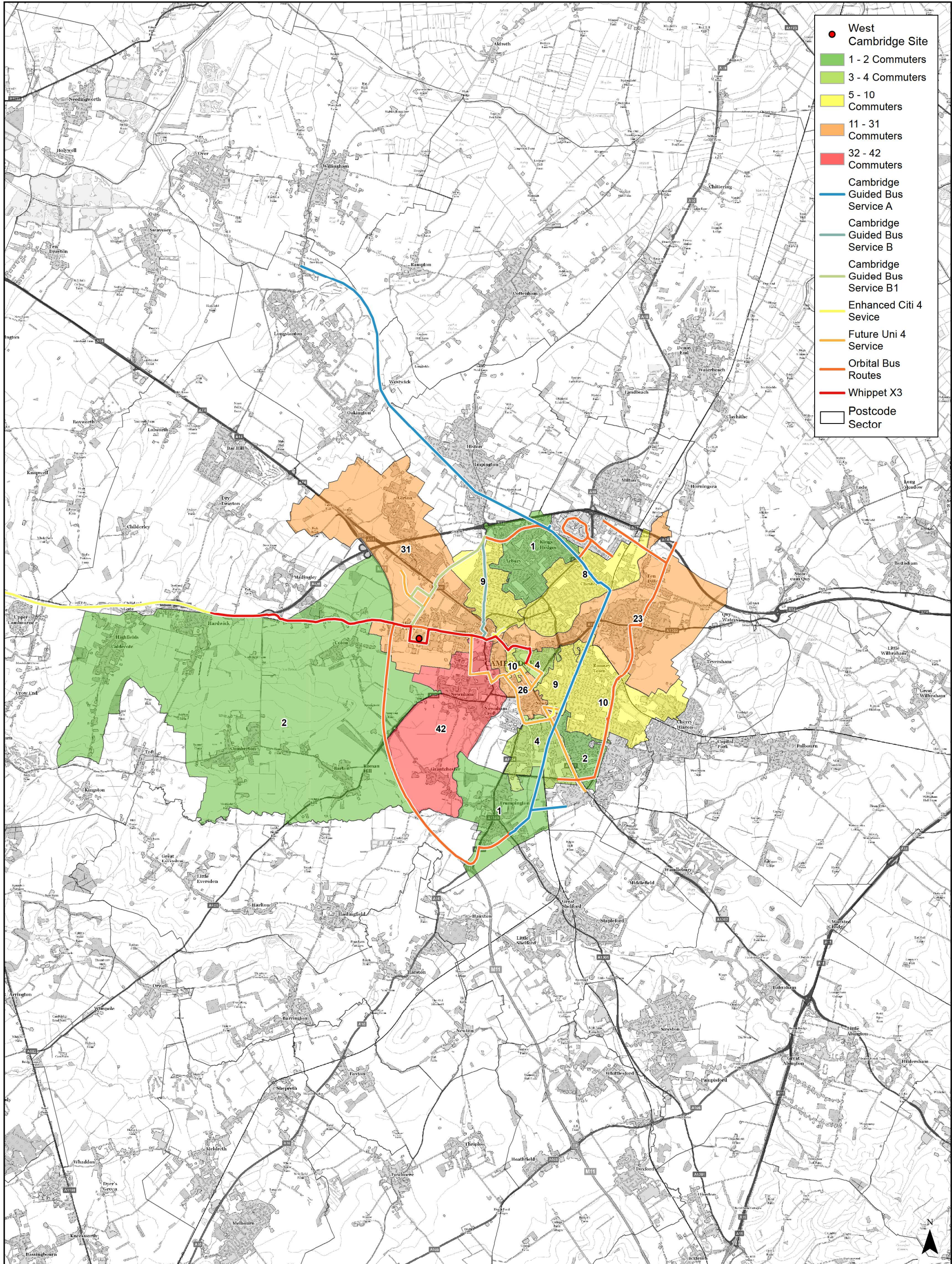
Drawn: CM

Checked: JH

West Cambridge Travel Flows

Staff Potentially Travelling to the West Cambridge Site by Postcode Sector

Figure 1 Rev A



Client

0 2.5 5 Km

Service Layer Credits:
Contains Ordnance Survey data © Crown copyright and database right 2016.

1:80,000 @ A3

06/05/2016

Drawn: CM

Checked: JH

West Cambridge Travel Flows

Students Potentially Travelling to the West Cambridge Site by Postcode Sector




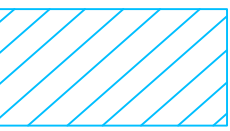

Figure 1 Rev A

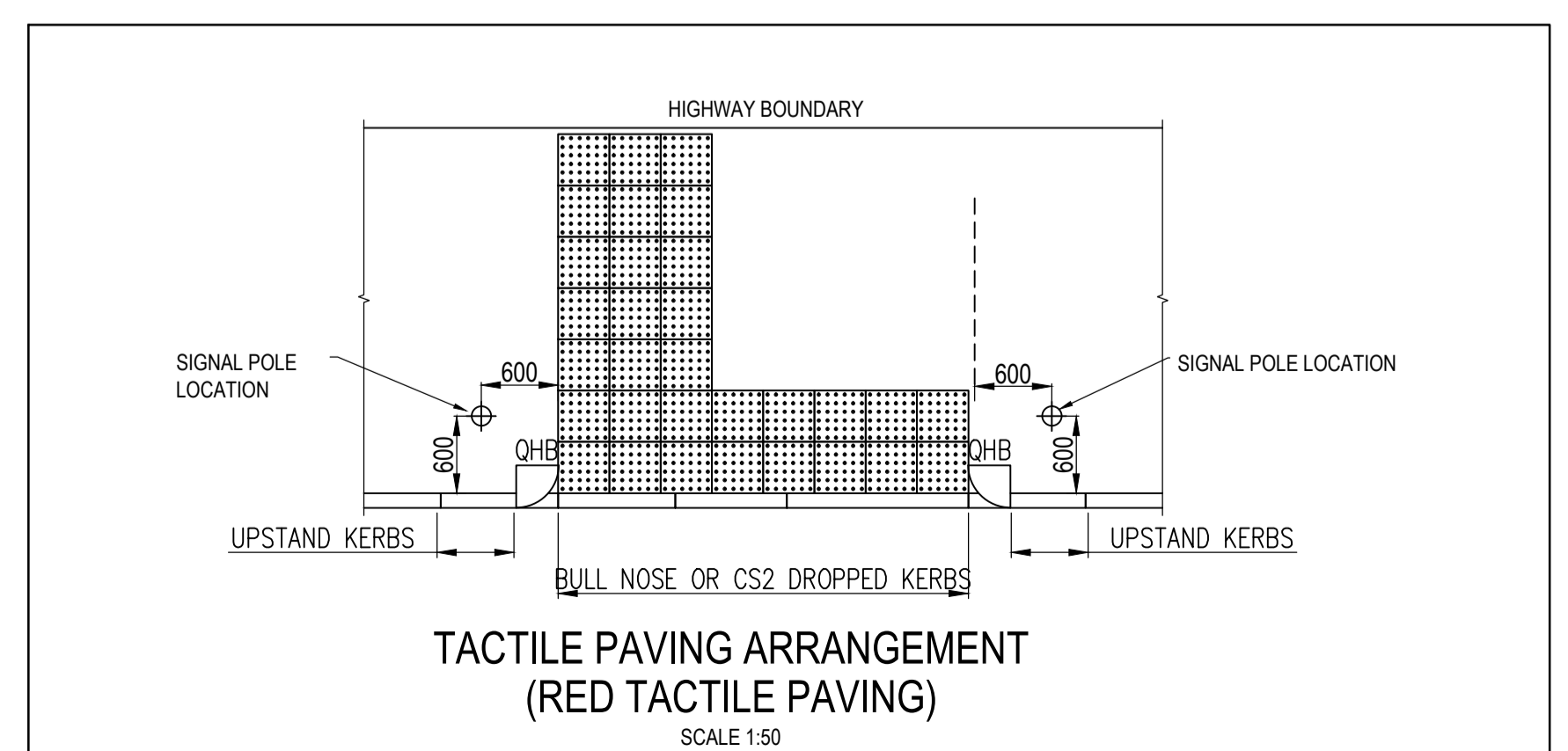
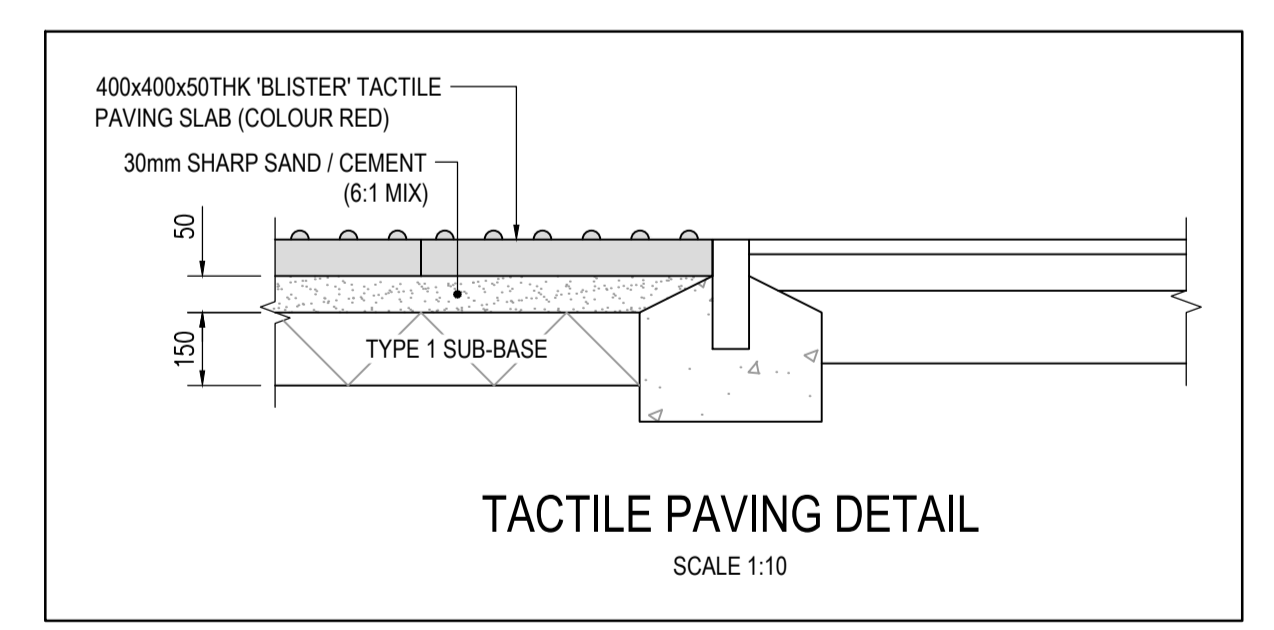
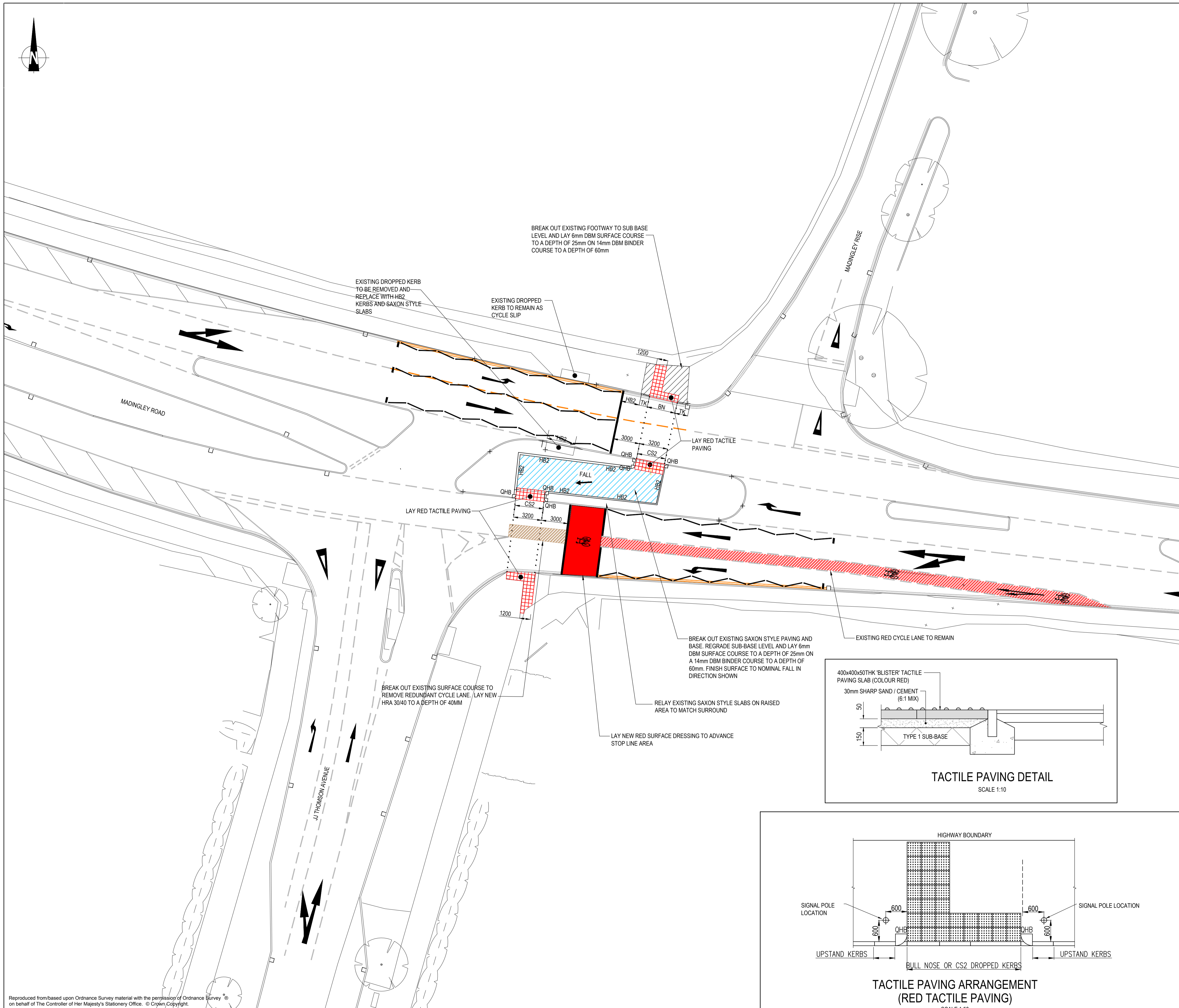
Appendix 6.2 - Madingley Road / Madingley Rise / JJ Thomson Ave toucan crossing

NOTES

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
2. ALL LEVELS ARE IN METRES RELATIVE TO ORDNANCE DATUM NEWLYN UNLESS NOTED OTHERWISE.
3. ALL COORDINATES ARE IN METRES RELATIVE TO ORDNANCE SURVEY NATIONAL GRID.
4. THE CONTRACTOR IS TO VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING WORK OR PREPARING SHOP DRAWINGS.
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL ENGINEERS AND ARCHITECTS DRAWINGS AND SPECIFICATIONS.
6. ALLOW FOR BREAK OUT AND REINSTATEMENT OF CARRIAGEWAY IN FRONT OF NEW KERBING.

KEY-

- PROPOSED ROAD MARKINGS - 
- EXISTING ROAD MARKINGS TO BE REMOVED - 
- EXISTING ROAD MARKINGS TO REMAIN - 
- RECONSTRUCTED ISLAND FOOTWAY - RE-GRADED TO PROVIDE LEVEL CONSISTENT WITH CARRIAGEWAY 
- TACTILE PAVING (RED) 
- NEW PROVISION KERB TYPES
 - HB2 - 125 x 255mm
 - CS2 - 150 X 225mm
 - QHB - QUADRANT 305 X 255mm



Mark	Revision	Drawn	Date	Chkd

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
 UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.

TECHNICAL APPROVAL

WEST CAMBRIDGE
MADINGLEY ROAD/JJ THOMSON AVENUE
TOUCAN CROSSING

Client
UNIVERSITY OF CAMBRIDGE

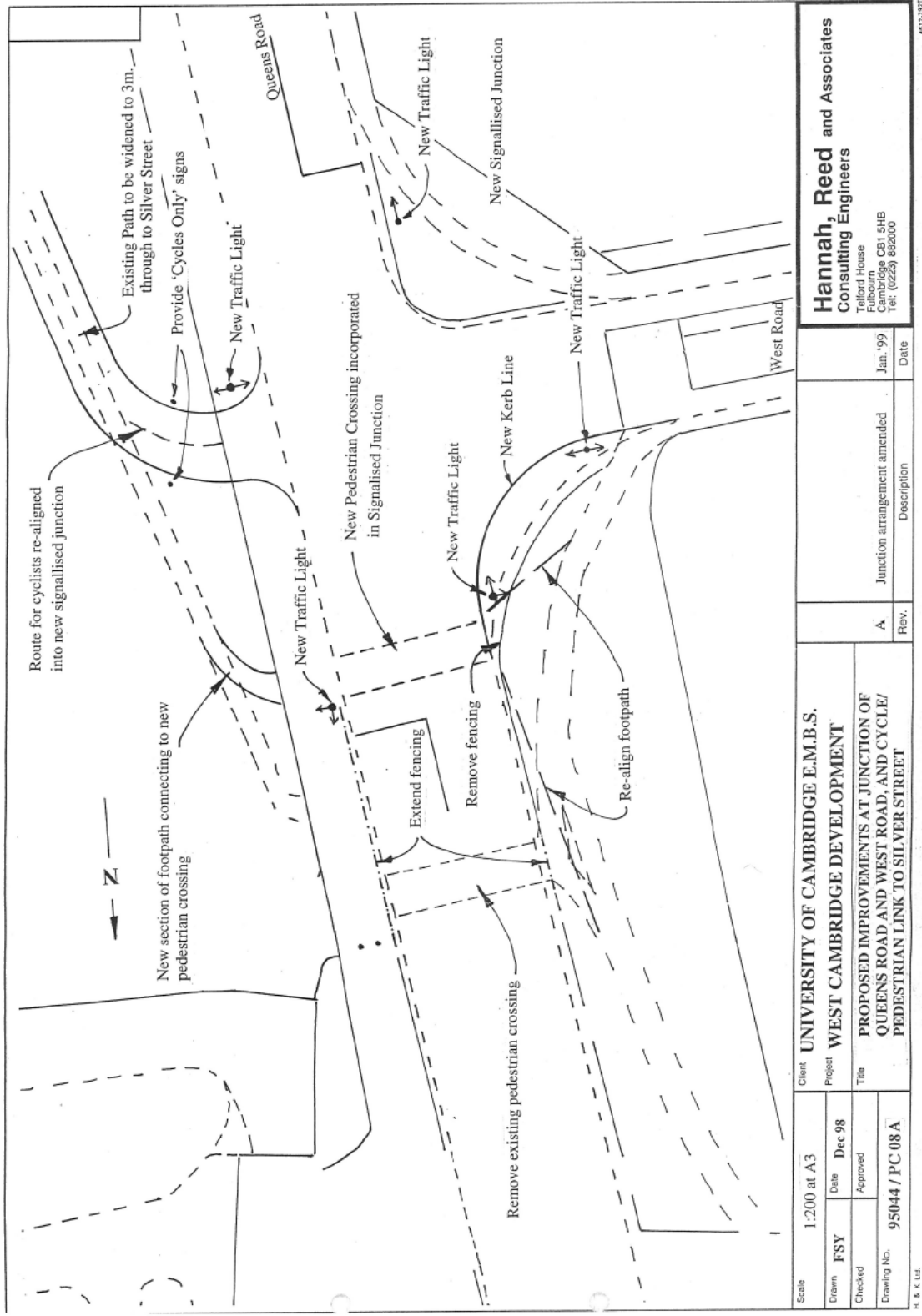
Date of 1st Issue	Drawn by
11.11.11	JG
A1 Scale	Checked by
1:200	GT
Drawing Number	Revision
23035/5506/001	-



Offices throughout the UK and Europe
www.peterbrett.com
 © Peter Brett Associates LLP
 CAMBRIDGE
 Tel: 01223 882000

Reproduced from/based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Licence No. [] Year of Publication [] Owner/Purchaser of Mapping []

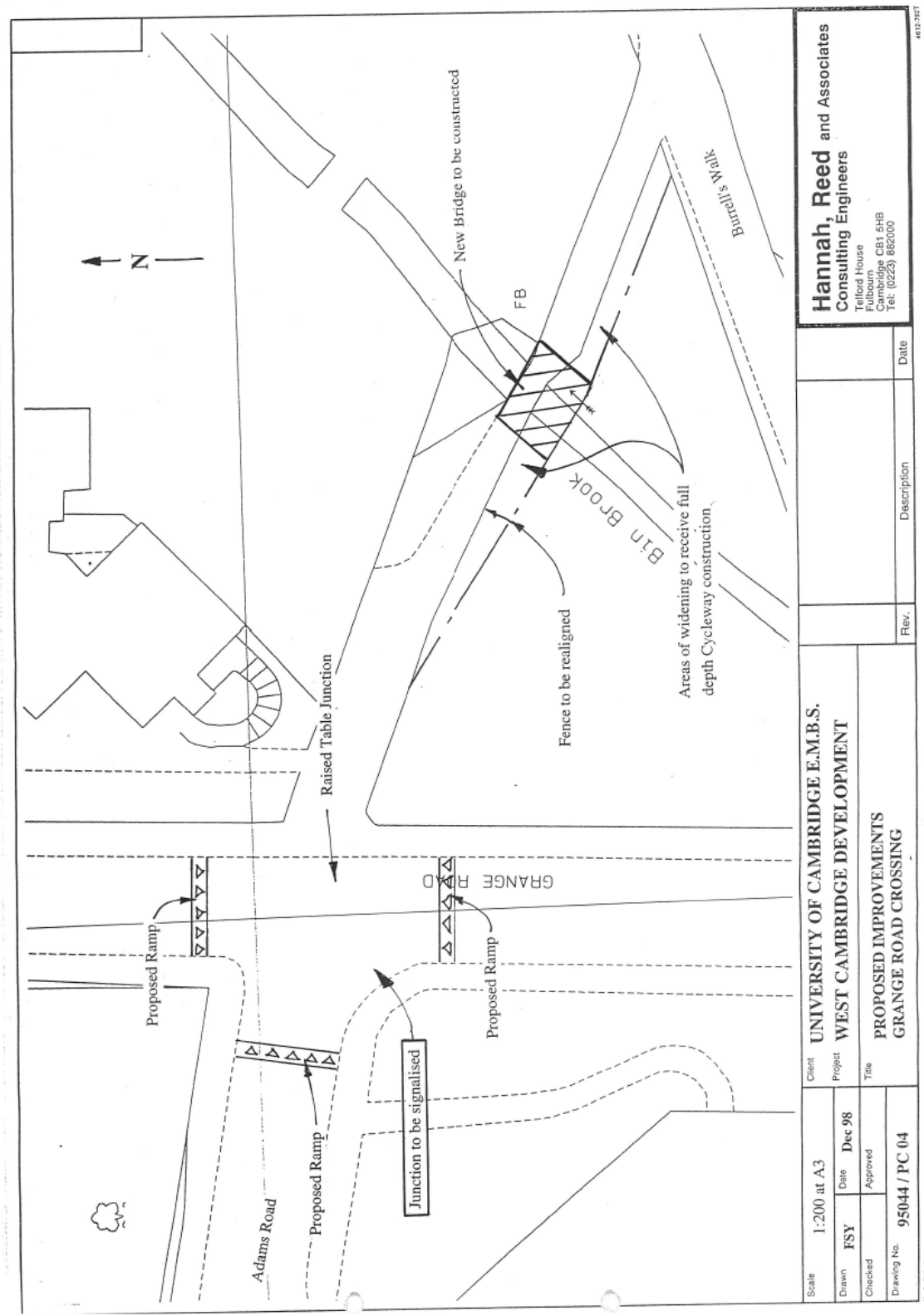
Appendix 6.3 – Queen’s Road / West Road and Link across Queen’s Green to Silver Street



Scale	1:200 at A3	Client	UNIVERSITY OF CAMBRIDGE E.M.B.S.	
Drawn	FSY	Project	WEST CAMBRIDGE DEVELOPMENT	
Checked		Date	Dec 98	
Approved		Rev.	A	Description
Drawing No.	95044 / PC 08 A	Date	Jan. '99	Junction arrangement amended
<p>Hannah, Reed and Associates Consulting Engineers Telford House Fulbourn Cambridge CB1 5HB Tel: (0223) 822000</p>				

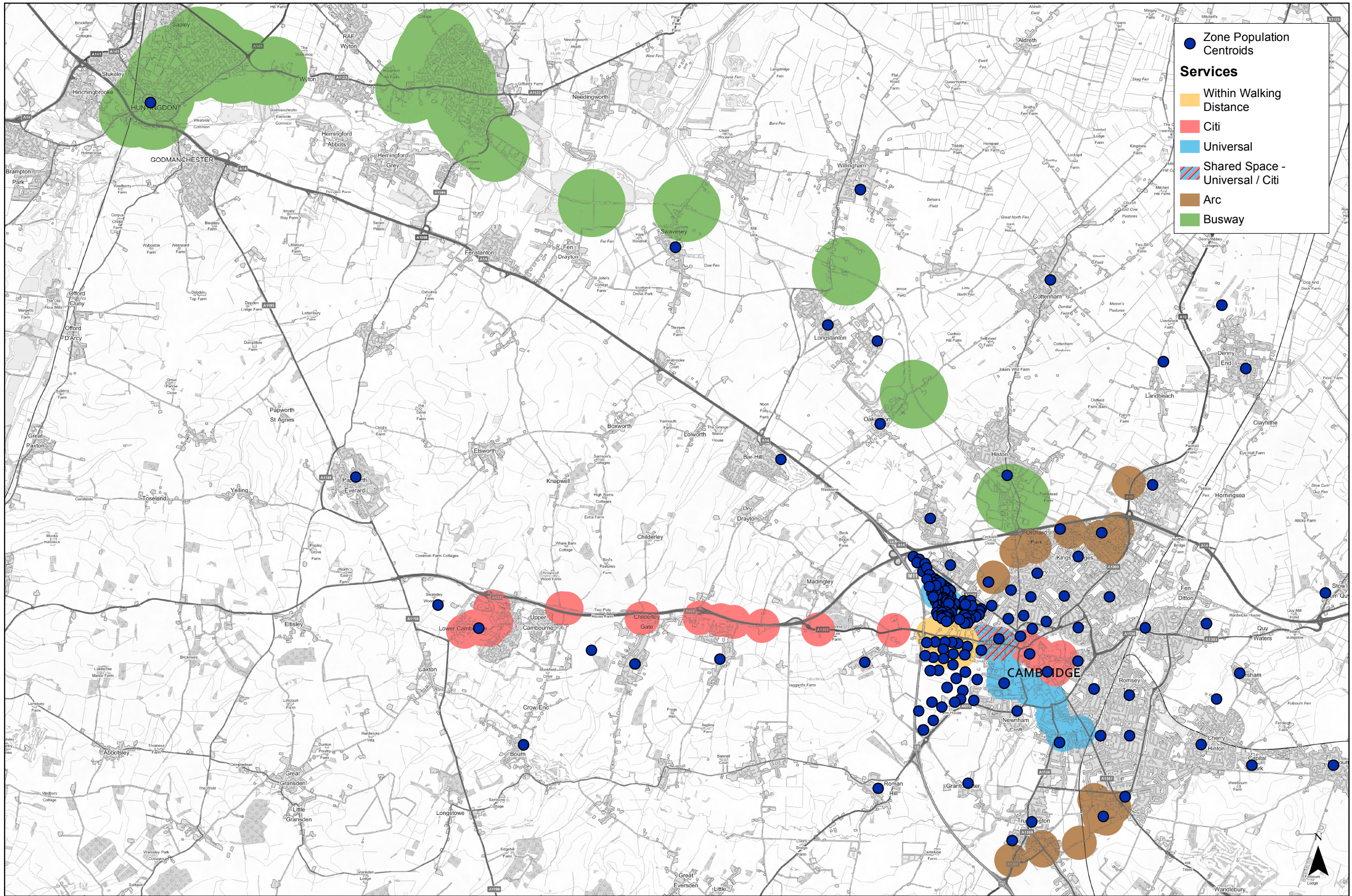
H. & K. Ltd. 4412/287

Appendix 6.4 – Potential Improvements to Burrell’s Walk



Hannah, Reed and Associates Consulting Engineers Telford House Fulbourn Cambridge CB1 5HB Tel: (0223) 682000		4013/1521
Client	UNIVERSITY OF CAMBRIDGE E.M.B.S.	
Project	WEST CAMBRIDGE DEVELOPMENT	
Title	PROPOSED IMPROVEMENTS GRANGE ROAD CROSSING	
Scale	1:200 at A3	
Drawn	FSY	Date Dec 98
Checked		Approved
Drawing No.	95044 / PC 04	
R. K. K. Ltd.		

Appendix 7.1 – Assessment of Potential Occupant Post Code data and Bus route services

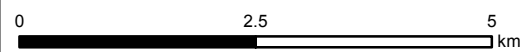


Zone Population Centroids

Services

- Within Walking Distance
- Citi
- Universal
- Shared Space - Universal / Citi
- Arc
- Busway

West Cambridge



Client

1:80,000 @ A3
01/09/17
Drawn: initials
Checked: initials

Buffer Analysis